



CURRICULUM VITAE
SIMON BURTHEM

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Personal Statement

An experienced naval architect and expert witness with extensive consultancy management expertise. I have a proven track record delivering top-level services and managing technical businesses in the UK, Eastern Mediterranean/Black Sea and Asia Pacific Regions. My signature strengths are in newbuilding, classification, maritime regulation, salvage, incident investigation, and construction delay analysis.

Qualifications/CPD

University of Newcastle upon Tyne, BEng Marine Technology (Hons)
IMSML, Introduction to Maritime Law (Certificate Course)
UK MoD, Ship Safety Management Course
ABS, Merchant Ships and Asymmetric Warfare
ASRANet, Design by Advanced Structural Analysis
MSC Nastran, Linear Static and Normal Modes Analysis
ABS, Welding Inspection and Non-destructive Testing for Engineers
ABS, Offshore Structures - Fatigue in Tubular Joints
ABS, Sandwich Plate Panel Systems
Certificate course in Microsoft Project
Primavera P6 Professional Fundamentals

Professional Experience

TMC Marine Group (London)

Current role: Chief Executive Officer (April 2022 to present day)
Previously: Chief Operating Officer (October 2018 to March 2022)
Managing Director, Singapore (October 2011 to October 2018)
Consultant (June 2010 to September 2011)

As a fee earning expert witness, I am regularly instructed to give expert evidence in commercial arbitrations and high court proceedings convened globally. I have given oral testimony and have been cross examined on my evidence in over twenty cases and I



have provided written reports and litigation support on many more occasions. My past appointments include:

- Class/Regulatory related newbuilding disputes: Expert evidence in respect of class and regulatory compliance issues. Backdating of shipbuilding contract to circumvent regulation. Due diligence of classification societies and flag states. Class procedures, class compliance and importance of class assignment to delivery and contractual compliance.
- Defect and workmanship related newbuilding disputes: Expert evidence in respect of materiality of alleged defects, inspection of construction, review of buyer's comments, inspection records, builder QHSE records, workmanship etc. Opinion in relation to severity individually and cumulatively of defects, process of rectification, impact on deliverability etc. Vessel types include jack-up, tender erecting drill barge, drill ships, general cargo carriers, bulk carriers, oil/product tankers, accommodation barges, PSV/AHTS.
- Delay related newbuilding disputes: Expert evidence in respect of delayed construction, late delivery, prevention principle issues, rejected deliveries and cancellations. Opinion in respect of alleged defects, punch list items, variation orders etc. as against specification, cost and time impacts of additional or rectification work, clashes, equipment supply, vendors, design issues, late delivery of equipment, key constructional sequences, examination of schedules and critical path analysis using both MS Project and Primavera P6. Vessel types include PSV/AHTS, drill ships, offshore construction vessel and jack-up drilling barges.
- Repair related disputes: Expert evidence in respect of quantum of hull damage repairs and repair strategy including repair methodology, location, selection of shipyard, diversion etc. Opinion in respect of quantum, steelweight, permanent vs. temporary repair, reasonable time for completion of works, review of invoices and identification of excessive scope of repair. Damages occasioned by incidents including collision and grounding. Vessel types include oil/product carriers, container ships and bulk carriers.
- Charterparty related disputes: Expert evidence in respect of alleged breaches of seaworthiness and cargoworthiness. Alleged shut out of grain cargo including draft survey procedures, naval architectural theory and calculations. Failure to properly clean cargo tanks on-board platform supply vessel.
- Yachts: Expert evidence in respect of newbuilding disputes relating to alleged constructional defects and breach of CE certification. Expert evidence in respect of alleged breach of damaged stability requirements leading to foundering of multihull. Total loss of a custom superyacht following a fire. Allegations of regulatory breaches and failures of critical safety systems.
- Expert evidence in High Court proceedings relating to the total loss of a single hull oil tanker off the coast of Spain in 2002, with a resulting in a catastrophic oil spill.



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- Factual evidence in US proceedings for damage arising from collision between US naval vessel and Liberian flagged tanker in Singapore Straits in 2017.
 - Cranes: Expert evidence for alleged defects in design and construction of revolutionary soft rope subsea crane. Crane failure due to alleged latent defect. SAT dive LARS and subsea crane.

I have undertaken a large number and wide range of casualty, general survey and opinion work including both forensic investigations and pre-risk work:

- I have acted in over 40 cases of vessel damage and repair including causation, inspection, quantum of repairs, steelweight, preparation of repair specification, evaluation of competing tenders, review of invoices etc. Instructions have been from both H&M and P&I interests and the damages occasioned by corrosion, collision, grounding, fire, explosion, grab damages and crane breakdown etc.
- Inspection of damaged capesize bulk carrier off Mozambique, providing advice in respect of vessel prospects and liaison with stakeholders to complete suitable temporary repairs.
- Damage survey and opinion regarding temporary repair for onward voyage for laden bulk carrier with cracked side shell.
- Damage survey and opinion regarding temporary repair for onward voyage for laden bulk carrier with detached and heavily corroded frames in Hold No. 1 off southern Africa.
- Catastrophic failure of floating drydock under tow including joint inspection of damage, root cause analysis of loss, repair planning and oversight of repairs.
- Investigation into foundering of self-unloading suction hopper dredger.
- Investigation into loss of converted VLOC with significant loss of life.
- Opinion regarding causation of cracking in welded SUS bulkheads of chemical tanker.
- Angle of blow and associated structural damage from collision during STS.
- Investigation and opinion of jack-up rig leg failure during in-water inspection survey.
- Investigation into collapse of walk-to-work articulated offshore gangway.
- Investigation cargo shift and the subsequent foundering of a timber carrier.
- Investigations into more ten cases of container loss and container stow collapse including inspection, preservation of evidence, stow analysis, examination of planning procedures etc.
- Investigation of wind turbine deck cargo loss and cargo stow collapse of containers and non-standardised cargoes, including analysis of forces and lashing loads;
- Investigation into position loss and damage during jack-up rig float off operation.
- Mooring calculations for LNG tankers.
- Calculation of bollard pull for ocean tow of offshore units, analysis of in-port towage/manoeuvring/berthing of newbuild FPSO and hook-up of semi-FPS.
- Pre-purchase condition survey including inspection of cargo tanks.



I have acted as client representative on behalf of vessel interests, underwriters or charterers during salvage and wreck removal operations:

- Acted as client representative on behalf of Korean Ministry of Oceans and Fisheries during initial response and wreck removal of SEWOL ferry
- Wreck removal of sunken bulk carrier loaded with iron ore cargo in Malacca Straits.
- Salvage of grounded handysize bulk carrier loaded with sulphur cargo.
- Oil & pollutants removal from 70m purse seine fishing vessel in Papua New Guinea.
- Oil & pollutants removal from 68m offshore support vessel in Myanmar.
- Salvage of post-panamax container vessel after catastrophic hull structural failure.
- Salvage/refloat of post-panamax container vessel grounded in river.
- Removal of lost anchors/chain cables from gas field offshore Qatar.

I have assisted salvage contractors in the preparation of tenders, provided salvage naval architecture services during active salvage operations and prepared expert reports for use in salvage arbitration:

- Bid for wreck removals and refloating of various sunken and grounded vessels.
- Wreck removal of sunken timber carrier.
- Salvage of grounded bulk carrier near to Horsburgh Lighthouse.
- Salvage of fire-damaged chemical tanker off Korea.
- Damage survey and salvage dangers opinion for grounded bulk carrier in Japan.

American Bureau of Shipping Ltd.

Last position: Managing Principal Engineer (June 2008 to May 2010)

Previously: Various roles across the EMEA division between 2002 and 2010

Held increasingly senior positions both in the UK and Turkey. Established a new plan approval office in Istanbul building a self-sustaining order book from scratch and hiring a complete team before handling my succession on repatriation.

My immediate technical responsibility for ABS was plan approval of newbuilds and existing vessels. I had signing authority for all structures, stability, statutory and lifting appliance reviews and responsibility for engineering support.

I was Lead Plan Approval Engineer for more than 100 newbuild projects and major conversions. Projects include the following:

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| – Super Yachts | – High Speed Craft |
| – Drill Ships | – CSR Bulk Carriers |
| – FPSOs | – Chemical Carriers (IMO II and III) |
| – Container Carriers | – Small Coastal Tankers |
| – Jack-up Rigs | – General Cargo Ships |



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- Offshore/Dive Support Vessels
 - Escort Tug/AHTS
 - Submersible Load out Barge
 - Cruise Ship/Passenger Vessels
 - Fast Rescue Craft
 - Pontoon Barges

I represented ABS on the SafeTug II Joint Industry Project and participated in industry conferences and trade shows on the Bureau's behalf.

Vosper Thornycroft (UK) Ltd.

Last position: Naval Architect (April 2001 to January 2002)

Royal Navy S4 Survey Vessel Integrated Project Team delivering two multi role hydrographic survey vessels for the Royal Navy.

- Part of team tasked with development of a full ship Safety Case compliant with JSP 430. Sole responsibility for production of Safety Assessment Reports for key hazards areas including RAS, ammunition handling and survey operations.
- Managed the processes required to achieve full Certification of Safety for Ship Stability (CSS) and Magazine Construction (CSMC).
- Arranged, administered and conducted HAZOP and HAZID analyses using a variety of FSA techniques to develop and maintain a hazard log and manage risk.
- Liaised with project stakeholders including MoD, RN, class and subcontract shipbuilder for approval of plans and planning production.

Cammell Laird Technical Services

Last position: Naval Architect (September 1999 to March 2001)

Working principally within the shipyard design office with secondment to procurement and ship management teams.

- Responsible for a wide range of naval architectural calculations and analyses including local and global ship structures, stability, arrangement design and outfitting.
- Coordinating activities of draughtsmen and liaising with project stakeholders to ensure timely delivery of contractually compliant designs.
- Weight control during lengthening of large, modern cruise ship
- Significant projects include the repair and retrofitting of a RORO car deck with composite sandwich plate structure, arrangement/safety design of a large modern cruise ship, arrangement/redesign of jack-up wind farm installation rig and preparation of technical specifications and procurement of major outfitting items.