



CURRICULUM VITAE

ANTHONY JOHN BOWMAN

BSc (Hons) CEng FRINA

Lloyd's Marine Salvage Arbitration Branch Special Casualty Representative

(SCR) 1999-2016

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Qualifications

Honours Degree in Naval Architecture and Shipbuilding, graduated 1976 from the University of Newcastle Upon Tyne.

National Certificate in Naval Architecture and Shipbuilding, graduated from Southampton College of Technology in 1972.

Department of Trade Foreign Going Certificate for 2nd Deck Officer obtained in 1967.

Chartered Engineer (CEng).

Fellow of the Royal Institute of Naval Architects (FRINA).

Awarded North East Coast Institution of Engineers and Shipbuilders Shipbuilding Scholarship for 1974).

Experience and Employment

Chairman and a practising naval architect with TMC (Marine Consultants) Ltd., a founder share holder of the company formed in 1979.

Chairman of the Board of Directors in February 2011 (Managing Director 1979-2011).

Current/previous experience includes:-



Advising and carrying out technical investigations and acting as expert witness in connection with all types of marine disputes and casualties such as:-

Appointed by the British Government to chair the committee of experts to investigate the loss of factory fishing trawler GAUL and give expert evidence to the Inquiry, including supervision of sea keeping model tests and review of computer results

Structural Failure of ships (global failure and local failure caused by design overload or fatigue)

Stranding/Grounding incidents

Marine Salvage

Ice damage

Total Loss

Newbuilding & conversion projects, including luxury motor yachts and passenger catamarans

Vibration of ships structures (cruise vessels and container ships)

Hatch cover leakage and maintenance

Container Loss/Collapsed Container Stow

Anchor/Mooring problems/Unsafe Berth/Unsafe port

Collisions/Speed and Angle of Blow

Constructive Total Loss

Flooding/Stability/Damage Stability

Design and construction of aluminium catamaran passenger ferries



Structural

Investigating severe structural damages including vessels breaking in two parts in connection with shipping casualties including the following:-

VALE BEIJING (VLOC)
MARITIME MAISIE (Chemical Carrier)
MOL COMFORT (Containership)
NAPOLI (Containership)
CARLA (Containership)
NAHODKA (tanker)
PROTOKLITOS 4 (cape size)
MANILA TRANSPORTER
AIDA (cape size)
MARMARA S (cape size)
KAMARI (bulk carrier)
LASSIA (cape size)
TRADE DARING (cape size)
Patria passenger ferry (and others)

Researching and advising on newbuilding/design/conversion disputes in connection with contractual disputes.

Powering and structural defects.

Appointed by Lloyd's Register as a consultant and by Det Norske Veritas as technical expert.

Carrying out ship inspections for purchase on most types of merchant craft including bulk carriers, tankers (VLCC's) Inspection of ship's records held by Classification Societies.

Unsafe berth and port claims for Tanker/OBO/Cargo Vessels, including estimates of current and wind effects.

Compiling Cargo Loading/Stability Manuals for tankers, bulk carriers, and container vessels for submission to National Approving Authorities and Classification Societies.

Development and use of in-house computer programs for stability, flooding and structural calculations, and casualty/damage response attendances.



Together with a colleague, researched and developed and obtained Classification approval for technical computer programs for shipboard use as follows:-

Longitudinal strength

Stability

Container securing programs

Flooding, damage stability, structural failure.

Carrying out safety condition surveys for entry into P & I Clubs.

Superintending damage repairs and attending/ investigating marine casualties of bulk carriers

and tankers such as collisions, structural failures, and strandings, etc. which often includes

carrying out stability, structural and flooding calculations.

Assessing speed and consumption claims.

Investigating/checking ship lightweight and stability.

Undertaking ship design and conversion projects.

Attending ship sea trials and analysing trial data.

Acting as Consultant to shipowners and P & I Clubs

Opinion, Salvage and Survey Experience

Investigations and on site salvage attendances include the following vessels:

KHARG 5 (VLCC), TRADE DARING (capesize), MAERSK NAVIGATOR (VLCC), SALLY ALBATROSS (cruise ship), EUROJOY (bulkcarrier), AEGEAN SEA (VLCC), BELORUSSIYA (cruise ship/ floating dock capsized), SEA, PRINCE, (VLCC), NAKHODKA, (TANKER), M.S.C. CARLA (large container vessel), MAERSK TOKYO, ACONCAGUA, C.M.A. DJAKARTA, GRECIA EXPRESS, VISHVA, NANDINI, ERIKA (TANKER), TREASURE (CAPE SIZE), SONIA (SCOPIC), ANEMONE (CARGO, SCOPIC CASE), TREASURE (SCOPIC CONTRACT, CAPE SIZE), HYUNDIA 105, JOHN R (SCOPIC) (bulk carrier), NORMANDY (container), CRYSTAL (tanker), ALEXANDROS T, OCEAN VICTORY, PRESTIGE, (SCOPIC) HANJIN PENNSYLVANNIA, MSC NAPOLI, MOL DISCOVERY, REPUBBLICA DE GENOVA TRICLOR, , MOL COMFORT, MARITIME MAISIE, BALTIC ACE, JOLLY AMARANTO, VALE BEIJING, VALE INDONESIA



Fire Cases

KHARG 5	-	VLCC explosion and fire at sea attended on board.
MAERSK TOKYO	-	Explosion, fire and salvage, major casualty caused by welding on bunker tank bulkhead.
ACONCAGUA	-	Container cargo chemical reaction and subsequent fire, major casualty.
HANJIN PENNSYLVANIA	-	Container explosion and fire salvage and major casualty.
MARITIME MAISIE	-	Collision and subsequent explosion and fire. Major Casualty and salvage.
EURASIAN DREAM	-	Fire in port alongside. Major casualty subsequently a CTL.
NORTH STAR	-	Alleged explosion at ships side at layby berth.
DEMETRI BEAUTY	-	Alleged contact mine explosion at sea, total loss.
HYUNDAI FORTUNE	-	Container fire.
CMA DJARKATA	-	Container fire, major casualty.
BERGEN CARGO SHIFT	-	Paper cargo fire major casualty, port of refuge Falmouth.
MSC FLAMINIA	-	Container fire at sea.

Shipboard Informatics Ltd

Since 1986 Managing Director and founder share holder of Shipboard Informatics Ltd., a company producing marine software approved by all the leading Classification Societies for use on board all types of merchant ships including:-

Bulk carriers
Tankers (including VLCC's)
General cargo vessels
Container ships

The software calculates the vessel's stability, heel, trim, bending moments and shear forces, in accordance with regulation requirements, and in the case of container vessels, calculates the forces acting on the containers and the securing system for a particular cargo. The software will also estimate residual strength, and stability following damage.

The software is currently in use on about 200 merchant ships.



Previous Employment

Previously consultant Naval Architect with Gerald Geddes & Partners, Consulting Engineers and Naval Architects, 1976-1979. Work included: Senior plan approval naval architect newbuildings, negotiating new-building contracts and organising new-building supervision. Inspection of tankers and other vessel types.

Investigating and researching the breaking in two of tankers and bulk carriers due to various types of structural failure such as fatigue and brittle fracture.

Research to establish the cause of a series of fractured rudder stocks.

Longitudinal strength calculations.

Investigating structurally over loaded tweendeck, groundings, collisions salvage claims and capsizing due to lack of stability.

Investigating the causes of excessive hull girder vibration and hull deflection of a series of bulk carriers.

Trained as a Naval Architect Surveyor with Lloyd's Register of Shipping concurrent with University Course 1973-1976, which included working on design approval of newbuildings (tankers, bulk carriers and drill ship conversion) and surveying these vessels during construction.

Assistant Superintendent with Turnbull Scott Shipping Company from 1969 to 1972, work concerned with the maintenance and operation of tankers, chemical tankers, bulk carriers and general cargo vessels. Supervising drydock repairs.

Served at sea in the Merchant Navy as Deck Apprentice 1964-1966 and Deck Officer 1966 to 1969, with Turnbull Scott Shipping Company, serving on tankers, bulk carriers and general cargo ships.