CURRICULUM VITAE

Gary Charles Rawlings MIMarEST

Head of Marine Engineering

Contact Details

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An experienced marine engineer with 20 years sea-going experience, including 9 years' experience as Chief Engineer on a diverse range of vessels including container ships, bulk carriers, geared general cargo ships, paper product carriers, and dedicated refrigerated cargo ships. An experienced marine consultant engineer who has provided evidence to the Admiralty Court, and Arbitration.

Qualifications:

- MAN ME Control Systems Course
- Bond Solon Witness Training
- Diploma in Ships Superintendency with Accreditation Marine Engineering, Lloyds Maritime Academy
- Class 1 Certificate of Competency – Motor (Unlimited)
- National Diploma in Marine Engineering

Key Skills and experience:

- Experience on a range of Marine diesel engines up to 93,000 BHP
- Complex waste heat recovery systems, steam turbo generator coupled to gas turbines and shaft generator with a power output of 3.5 megawatts
- New Building projects and machinery commissioning
- Vessel dry docking as both Chief Engineer and Superintendent in charge
- 6 years shore-based experience as Technical Superintendent and Fleet Technical Superintendent
- 1.5 years' experience as Risk Manager with a leading P&I Club

APPOINTMENTS and RESPONSIBILITIES

TMC Marine Consultants Ltd, London, UK — 2014 - Present
Consultant Marine Engineer

Key Responsibilities and Achievements

- Numerous marine related casualty/incident/dispute investigations on behalf of P&I and H&M Insurers, Owners and Law firms.
    - Expert Witness in High Court
    - Expert Witness in Coroners Court
    - Expert Witness in the Shanghai Maritime Court
    - Expert Witness in Arbitration/Mediation.
    - Ship Damage Survey and repair supervision.
    - Main engine damages, (Catalytic fines, fuel pump failures, bearing failures, cam shaft failures).
    - Main engine sump contamination with water due to failure of the rubber diaphragm seals.
    - Multiple re-delivery survey and repair costs disputes after long term Bare Boat Charter (both Owners and Charterers).
    - Shipmanagement disputes
    - Main engine turbo charger explosion and subsequent engine room fire investigation.
    - Engine room fire investigation.
    - Engine room flooding due to stern tube failure.
    - Stern tube failures.
    - Steering gear failures.
    - Generator and governor failures.
    - Hull fouling and performance disputes.
    - Repair cost reviews and disputes.
    - Engine performance disputes.
    - Grounding damage assessment.
    - Ship crane disputes.
    - New building dispute – Heavy lift, semi-submersible vessels.
    - New building dispute – Main engine and gearbox selection.
    - Re-activation survey on FSO tanker.
    - Collision investigation and subsea power cable damage survey.
    - Passenger vessel dispute – Running costs and ship management.
    - Pre-purchase inspections and records review on tankers.
    - Condition surveys.
    - Bunker quality/quantity disputes.

Britannia Steamship Insurance Association Ltd, London, UK 2012-2014
Associate Director, Risk Management

Key Responsibilities and Achievements

- Initiating vessel condition surveys and evaluating the survey reports to ensure that Members operate in such a way as to minimise claims on the Club.
- Provide professional general advice to claims handlers and underwriters on technical issues and problems associated with claims and ship/fleet entries.
- Conduct management reviews at the main operating office of the ship owner to evaluate the organisational issues which will have a direct bearing on the safe operation of ships and thereby on the successful relationship between the Member and the Club.
- Conducting root cause analysis of an individual Member claims portfolio or a trend within a sector of the Club's Membership..
- Write articles for Britannia publications and bulletins disseminating 'lessons learned' from risk management activities and raising awareness of safety issues.

London Ship Managers Ltd 2008 - 2012
Fleet Technical Superintendent

Key Responsibilities and Achievements

- Manage all aspects of assigned vessels. Responsible for efficient technical management of vessels, compliance with Flag, Class and other mandatory or prescribed requirements and maintaining company's quality standards.
- The development and management of vessel operating budgets within area of responsibility, dry dock work and surveys, supplies to vessels, evaluating crew performance to ensure adequate competency and performance and regular visits and inspections of assigned vessels.
- Conduct vessel inspections. Ensure compliance with regulatory and company requirements. Note deficiencies and make plans for correction or improvement.
- Overall responsibility for maintaining a combined Fleet budget more than $12m. Direct Purchasers on purchase of parts and other non-routine purchases, monitor Operational Expenses, approve invoices. Work with Purchasers and Fleet Accountant to resolve issues.
- Arrange and manage dry docks and surveys.
- Carry out internal ISM and ISPS audits on company vessels.
- Carry out internal office audits on the Marine and Crewing Departments.

Seaspan Ship Management Ltd 2006 - 2008
Technical Superintendent

Key Responsibilities and Achievements

- New building supervision at Samsung Heavy Industries, Goje Island, South Korea for a series of 4,500TEU container ships (Jan 2006-April 2006).
- Manage all aspects of assigned vessels, 2 x 4,500teu and 2x 8,500teu container ships.

Seaspan Ship Management Ltd 2005 - 2006
Chief Engineer

Key Responsibilities and Achievements

- Chief engineer in charge for a familiarisation voyage before taking up the superintendents' role.

Safmarine/Maersk 1985 – 2005
Seagoing Marine Engineer

Key Responsibilities and Achievements

- Commenced cadetship with Safmarine in January 1985, progressed through the ranks and promoted to Chief Engineer in September 1996.

Memberships:

Member of the Institute of Marine Engineering, Science and Technology

FEEDBACK and RECOMMENDATIONS:

Lord Justice Teare – Cape Bonny – Judgement – December 2017 stated:-

"……during the course of his cross-examination (which did not challenge his views as to the duties of a technical superintendent but concentrated primarily on the phenomenon of spark erosion, on the manner in which a shaft earthing device works and on the conclusions to be drawn from the vessel's records concerning spark erosion and, to a much lesser extent, on the conclusions to be drawn from the crank deflections) he gave careful and fair answers). After I had reflected upon his answers and the manner in which he gave his evidence I concluded that there was no reason to doubt that the opinions he expressed were honestly held by him. He was also, of all the expert witnesses, the one with most experience to give evidence of the actions to be expected of a chief engineer."

Bruce Harris - CV Stealth – Final Arbitration Award – October 2020 stated:-

"…..further, though, the owners' engineering expert Mr. Rawlings, was not challenged on his evidence that in all the circumstances it would have been difficult, if not impossible, by October 2017 to maintain the vessel to a level where she would have been able to proceed under her own power."

Mr. Ian Gault – New Flamenco – Final Arbitration Award – March 2021 stated:-

"…..Mr. Rawlings is an experienced marine engineer. He did not have direct experience of the technical operation of cruise ships but asserted, rightly in my view, that the difference between the technical operation of cruise ships and other merchant vessels was not such that his conclusions as to the costs of the basic technical operation of the Vessel ought not to be relied on."