

## **CURRICULUM VITÆ**

### **Carlos María BRAÑAS**

#### **I. PERSONAL DATA:**

Date of birth: 6th September 1954.  
Age: 48 years  
Condition: married

#### **II. EDUCATION:**

Naval Architecture and Mechanical Engineering, at the University of Buenos Aires, Faculty of Engineering (7 years program), graduated 1980, second best of this class.

##### **I.A. Courses:**

- Electric Marine Cranes & equipment, Brissoneau Lotz Marine, Nantes, France. (1983).

##### **I.B. Memberships:**

- Registered Naval Architect in Argentine Coast Guard
- Argentinean Supreme Court registered expert witness.
- Member of the Board of Naval Architects / Marine Engineers
- Member of the Argentinean Naval Architects Society.

#### **III. LANGUAGES:**

Spanish: mother language.  
English: fluent oral and written,  
full knowledge of technical  
vocabulary.  
French: fluent oral, regular writing.  
Portuguese: fluent oral, regular writing.  
Italian: conversation.

#### **IV. PROFESSIONAL BACKGROUND:**

##### **□ March 1974 to April 1976:**

As trainee, surveyor for ELMA, largest state owned shipping company. Supervising the construction of three multipurpose vessels, working on full time basis in ASTARSA shipyard as assistance for the engineer in charge of the supervision of the structure and outfitting areas.

**□ March 1983 to October 1988:**

Superintendent at Ultraocean S.A., ship owners at Buenos Aires, directly responsible on the management of a fleet comprising 5 large vessels, (25.000 to 80.000 dwt), and affected to the control of other 8 vessels under foreign management.

The work consisted on the development and supervision of the technical aspects of the maintenance programs.

Other responsibilities included the calculation and handling of budgets; direction of a repair crew of about 30 persons, conducting crew members; also in charge of the relationship with the international classification societies, government authorities and insurance companies; advice to the operation departments worldwide on jumbo cargo operations; ahead of major salvage operations including third party's vessels.

As a senior superintendent, advising for the purchase of new units, study and development of enterprising projects and conversions were also regularly carried out.

Fleet under direct management:

Zonda I, 62,000 DWT ore carrier / lightening ship.

Starfish, panamax bulk carrier.

Star of Miranda, idem

Isabel María, SD14 multipurpose.

Lady fortune, Fortune type multipurpose.

Other vessels in the fleet:

Sudestada, 62,000 DWT ore carrier / lightening ship.

Lady Marina, multipurpose, with cranes.

Island Lady, panamax bulk carrier.

Southern Lady, idem

Amadeo, SD14 multipurpose.

Lady Like, Fortune type multipurpose.

Maratton, panamax bulk carrier.

Dungeness, Roll on roll off.

Main works to be pointed out:**1984 -**

Conversion of the M/V "Zonda I", ore carrier 62,000 DWT, into an offshore transfer and top-off station to operate in the outer River Plate waters, ( grabs and cranes ). Project and direction of works lasting about 100 days, with 500 men under.

**1987 -**

Technical advise to the conversion of the M/V "Sudestada", ore carrier, 58.000 DWT, into a top-off station by pneumatic vacuum conveyor system.

**1988 -**

Technical advise to the second stage of the conversion of M/V "Zonda I".

Design, construction and installation of movable hoppers fitted with conveyor belts mounted on cantilever booms. This equipment enabled the ship to operate with two other vessels simultaneously.

**1983 to 1988 -**

Planning, contracting and directing numerous dry-dockings and major repairs afloat, to ships up to 75.000 DWT.

Most of these works were carried out in foreign countries, mainly in Europe and North/South America.

□ **February 1981 to March 1983:**

Independent marine surveyor and expert naval architect, working principally for: **Cooper Brothers**, Lloyd's agents at Buenos Aires (Representatives of The London Salvage Association); **Pandi Liquidadores**, major P&I agents in Buenos Aires; **Nickmann & Associates**, consulting marine surveyors in the River plate area, representing the Nippon Kaiji Kyokai, US Salvage Association and other international salvage associations class societies; as well as the **principal ship owners** and ship agents. Many activities had been carried out within this period including, hull, engine, electricity and cargo damage reports on vessels, tugs, off-shore platforms, piers and industrial equipment; evaluating causes of damages, and proposing repairs. Technical advises and development projects were also handled.

Outstanding assignments as follows:

**Cranes**

Reception and certification of maneuvering equipment (gantry cranes up to 500 tons) for the Heavy Water Treatment Plant, Atomic Energy Commission in Neuquen-Argentina. Selected by contractors, Messrs. Sulzer Wintertour - Switzerland.

**Design**

Preliminary project for a river pneumatic grain transfer barge.

Nickman & Associates commitment .

**Surveys**

Condition surveys and valuation of largest vessels in the country.

## V. PRESENT TIME ACTIVITIES:

□ **March 1990 to the present time:**

Establish a consultancy company in Buenos Aires, offering services of marine surveying and naval architecture.

The works carried out during this period include direction of large repair works, condition assessment and other surveys for owners and insurance companies, design and direction of mayor conversion projects, hydrodynamics research, direction of salvage operations, handling of heavy jumbo cargoes, technical investigation of structural failures, stability alterations, machinery damages etc.

Most relevant works

Within the numerous works carried out during this period (more than 800 cases) the following could be pointed out:

**Grain Transfer station** (For the Paraná river):

Based on a floating platform, a system was developed to receive from river barges, weight, and transfer to ocean vessels, or store in the platform holds. The transfer capacity is of 500 tons/hr in each of the two loading lines. Assistance was given in contracting the sub-contractors and purchase of key elements. Works also supervised.

**Karinas / Alianza G1:**

This 55,000 TDW bulk carrier, was cut forward of the E/R bulkhead, in order to recycle her engine room and accommodation. The forward body was replaced by that of a sea-going barge of 35000 TDW. In order to connect both sections, a transition block of about 16 mts, was designed and built. This block compensated the sever difference in depth of both bodies. The project was far from being a conventional jumboizing in view of the dissimilar characteristics of the vessels involved.

In charge of the supervision and control of the project, and works in Brazil.

**Alianza G3:**

This 35,000 DWT sea going barge was converted from bulk carrier to product carrier. Feasibility study, preliminary design, and works supervision carried out.

**Terra Australis:**

A complete structure alteration study was carried out to evaluate the jumboizing of this passenger ship.

**Abbeydale:**

Engineering of a modification of the deck structure in order to reduce steel renewal on deck. Supervision of works also carried out.

**Alianza G 4:**

Refloating of this 35,000 DWT barge upon stranding in the Necochea coast. The barge had suffered sever damages in her bottom plating.

**Delta Queen:**

This Mississippi paddle wheeler fall down and sunk while being loaded on a heavy lifter's deck, upon collapse of one of the supporting cradles.

The undersigned was appointed to investigate the casualty, to supervise the refloating manoeuvres, to verify the design and construction of a new cradle and to supervise the loading manoeuvre.

**Manoeuverability:**

A complete testing program was developed, to make feasible the performance of such test in Argentina combining the facilities of the University of Buenos Aires and the province of Buenos Aires under our direction.

## **VI. TEACHING EXPERIENCE:**

July 1977 to July 1981, Teaching assistant, with increasing responsibilities to the course of Thermodynamics, University of Buenos Aires.

## **VII. SCIENTIFIC RESEARCH:**

Responsible for the project "Ship's dynamics - numerical simulation" at the service of Naval Research and Development, Argentinean Navy.

Several papers were published on this field.