

CURRICULUM VITÆ - Carlos María BRAÑAS

Personal Data:

Date of birth / age: 6 September de 1954.
Condition: married

Education:

Ingeniero Naval y Mecánico (Naval Architect and Mechanical Engineer),
University of Buenos Aires, Faculty of Engineering.
Graduated in 1980.
Six years program.

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.

Teaching and Scientific background:

1977 a 1979; Teaching assistant ad-honorem, course of Thermodynamics, University of Buenos Aires.

1980 a 1981; Teaching assistant with increasing responsibilities to the course of Thermodynamics, University of Buenos Aires.

2014; Professor, head of the Naval Structures II course for post-graduate students in the UNA, Universidad Nacional de Asunción. Designated by the University of Buenos Aires.

2017; Invited evaluator for the European MARTERA promoting innovative technologies for the seas.

1981 a 1982; responsible for the project "*Dinámica del buque - simulación numérica*" (Ships Dynamic – Numerical Simulation) developed by the Naval Ship Research and Development Service of the Argentinean Navy.

Some publications and lectures:

- Ships dynamics.
Several publications.

- LNG, the fuel to recover the Hidrovía. AAIN.
- The safety of Tank barges, proposal for new regulations. Navegistics in Paraguay and Copinaval 2015 in Montevideo, Uruguay.
- Salvage of vessels associated to complex structural repairs, exoskeletons. Speaker invited by the *Prefectura Naval Argentina* (Argentinean Coast Guard) to the Salvage seminar 2017.
- The development of Naval Architecture and Marine Engineering in Argentina. EINAVAL 2015, invited speaker.
- Beale Street Landing, an example of port-city integration. Argentinian Association of Naval Architecture and American Institute of Architects, by invitation in both cases.

Professional Institutions:

President of the Board of Directors of the Argentinian Association of Naval Architecture (AAIN, Asociación Argentina de Ingeniería Naval).

Representative of this Institution in the Board of advisors for new regulations of the Argentinean Coast Guard.

Representative of this Institution in the “*Mesa Nacional de Concertación de la Industria Naval*” National board for the Shipbuilding Industry as editors for the new Bill for the Promotion of the Merchant Marine and Shipbuilding Industry.

Technical Director of the Pan-American Institute of Naval Architecture in the period 2009/2011. Evaluator and coordinator of evaluators for the XXII Pan-American Congress of Naval architecture and Port Engineering 2011 (ISBN 978-987-27394-0-9).

Member of the Board in the Argentinian Federation of the Shipbuilding Industry.

Registered Naval Architect and Marine Engineer in the National Board of Naval Architects and in the *Prefectura Naval Argentina*.

Present Activities:

☐ March 1990 to the present:

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 the following can be pointed out:

PROJECTS and MAYOR CONVERSIONS

2016 – River cruiser for the Upper Paraná river

Design team member for the developing this conceptual new vessel.

2015 – Design of push boats

Design of a series of push boats in different Powers, optimized for operation in the Hidrovía Paraná Paraguay.

2011 - Sheer leg 300 tn SWL

Design of a floating "A" frame, with 2 x 150 t SWL hoisting hooks and 2 x 200 t SWL aux deck tackles.

2011 – Transferring Station

Floating transferring station for handling iron ore from river barges to ocean going vessels.

2009 – Amadeo I – Conversion into Passenger Ferry

Conversion from Ferry (trucks only) to Passenger Ferry. (first vessel in the region which stability was calculated with the statistical method).

2004 – FF Tug / FIFI.

Fit a sea going tug to operate in FF with certified FIFI system.

2000 – Alianza G2 – Transferring Station

Conversion into grain transferring station, able to receive cargo from river barges and load sea going vessel and or store in her 37.000 t storage capacity.

1998 – F.P.S.O.

Feasibility study. Conversion of a 120.000 DWT tanker into F.P.S.O.

1995 - Karinas / Alianza G1:

Bulk carrier 62.800 TDW, cut in way of the engine room forward bulk head; machinery and accommodation were reemployed. The cargo area and the fore end were replaced by the forward end of a sea going barge.

1992 - Alianza G3:

This 37.500 TDW ocean going barge was converted from bulk Carrier into tanker for petroleum by-products. One of the few conversions of the type in the world.

1991 - Terra Australis:

Passenger vessel. Complete study of jumboizing.

COASTAL DEVELOPMENTS**Beale Street Landing, Memphis, Tennessee, USA.**

International competition.

Coastal floating park and terminal for passenger vessels. Several novel design issues were developed for this iconic project.

The terminal was built and is operating.

Saint Louis Riverfront, St Louis, Missouri, USA.

Floating coastal Park, 1-mile long. Development of the islands concept, the floating protection barrier and the floating accesses.

New York river front – History Channel.

Development of a belt of island for different uses and of different conception as a proposal for dealing with a significant water level raise in the city of NY.

Selected as second best, it was exhibited in New York Grand Central station

Other projects

Participation in competitions and projects for the cities of:

Trenton, New Jersey, USA; Basel, Switzerland; Seoul, Korea; Dublin, Ireland; Nueva Orleans, LA, USA.

In cooperation with:

RTN Argentina; Balmori Associates Inc, NY, USA; Oliver Brandenberger Architekten, Zürich; Robert A. M Stern, NY, USA; HOK, Saint Louis, USA and others

SALVAGE, Towing, Heavy Lifts and CASUALTY INVESTIGATIONS**1990 Alianza G 4:**

Refloating this 37.500 TDW stranded in the coast of Necochea by non-conventional means.

2015 October Breeze:

Design of an “exoskeleton” to allow the sailing of this severely damaged vessel from the River Plate to permanent repair premises in Singapore. The entire Pt side of the vessel in way of the midship section, was damaged.

2013 Sinbad:

Loading of this 1200 t vessel on a heavy lifter and preparation for the voyage from the River Plate to the Gulf.

Casualty Investigations:

In the period, responsible or being part of more than one thousand investigations, in both naval architecture and mechanical engineering issues.

SCIENTIFIC and TECHNICAL RESEARCH**1992 - Manoeuvring:**

Team member in the study and testing of new methods for the manoeuvring and control of very large non-propelled units when in inland Waters navigation.

1997 - PCLoader:

In charge of the development of a code for the safe loading of ocean going bulk carriers. The code comprised evaluation of stability, stresses, trimming etc.

Economics Studies, Audits, Appraisals, Valuations**2005 – Grain fleet**

Economic and operational study for the implementation of a fleet of convoys trading grains in the Hidrovía.

2015 – Convoys Operations

Comprehensive study for the development of tailored dry bulks convoys for the Hidrovía Paraná Paraguay.

2012 – River Cruises in the Paraná river

Feasibility study for the development of a touristic axe along the Paraná River. Client: Ministry of Tourism, Argentinean Government.

Other projects

Directly responsible or part in hundreds of pre-purchase survey and condition surveys for owners or different underwriters (H&M, P&I, LOH, Liability).

Other professional background:**☐ March 1983 to October 1988:**

Superintendent in Ultraocean S. A., owners at Buenos Aires; direct responsible for a fleet of 5 large vessels (14.000 to 80.000 tons DWT) and affected to the control of other 8 under external management.

The fleet comprised the largest vessels in operation in the country at the time.

The responsibilities involved development, supervision and execution of the maintenance programs. A significant part of these works was carried out overseas, mainly in Europe and North/South América.

Moreover, part of mayor salvage operations, advisor for the purchase of new units, and team member or in charge of large conversion projects, namely:

1984 - B/M "Zonda I" - Lightning

Conversion of this iron ore Carrier 62.000 TDW, in vessel adapted for off shore transfer of grains suitable for operation in the outer River Plate, (grabs and cranes).

1987 - B/M "Sudestada" - Lightening

Conversion of this iron ore Carrier 58.000 TDW, into vessel adapted to transfer cargo offshore by pneumatic system for completion of loadings.

1988 - B/M "Zonda I" – Lightening (service station)

Second stage of the conversion of this vessel. Team member for the design and start-up of the hoppers and conveyor belts integrated system, allowing the vessel to unload one vessel and load another one simultaneously (transferring station). The system was a novel design.


□ February 1981 to March 1983:

Independent Marine Expert, working mainly for: Cooper Brothers, Lloyd's agents in Buenos Aires (representing de The London Salvage Association), Nickmann & Associates, consultant Naval Architects, representing the Nippon Kaiji Kyokai, The US Salvage Association and other international organizations. Consultant for many mayor ship owners in Argentina of the time. Within the many activities developed in the period, we can mention: casualty investigation of hull, machinery, electricity and cargo, in ocean going vessels, tugs, offshore units and industrial equipment; evaluating causes of damages and proposing repairs. Furthermore, technical advisor for projects as the following:

Cranes: Reception and certification of all manoeuvring elements (gantry cranes of up to 500 tons) for the heavy water plant in Arroyito, Neuquén (National Atomic Energy commission and Sulzer Wintertur, Switzerland)

Design: Grain Transferring station feasibility study for Nickman & Associates.

Buenos Aires, May 2018,



Ing. Carlos María BRAÑAS