

CURRICULUM VITÆ

Carlos Alberto SCHAPIRA

I. PERSONAL DATA:

Date of birth: 16th February 1950.
Age: 52 years
Condition: married

II. EDUCATION:

Naval Architecture, Marine and Mechanical Engineering, at the University of Buenos Aires, Faculty of Engineering (7 years program), graduated 1981.

I.A. Courses:

- Diving, technical-scientific applications.
Instituto Científico Técnico de Actividades Sub-Acuáticas. University of Buenos Aires. (1974).
- Microprocessors and their applications.
University of Belgrano (1982).
- Hydraulics pertaining to marine deck cranes and deck equipment.
Hagglunds, Sweden. (1984).

I.B. Memberships:

- Registered Naval Architect and Marine Engineer in the Argentinean Coast Guard
- Argentinean Coast Guard licensed Surveyor.
- Argentinean Supreme Court registered expert witness.
- Member of the Board of Naval Architects and Marine Engineers

III. LANGUAGES:

Spanish: mother language.
English: oral and written, full knowledge of technical vocabulary.
French: reading.
Portuguese: reading and conversation.

IV. PROFESSIONAL BACKGROUND:

□ 1984 to 1991:

Technical senior superintendent at ULTRAOCEAN S.A. (the major Argentinean private shipping company), in charge of the technical management of a fleet of 5 sea-going vessels, between 25,000 and 80,000 DWT, including ore/bulk carriers, lightening ships, multipurpose ships, either Argentinean or Panamanian flagged. Other responsibility was the control as owners' superintendent of the fleet of other 8 vessels, running under management of a foreign company. The job included the management of maintenance programs, and direction of repairs of the vessels, also concerning with the economic result of them, making and monitoring budgets. Also in charge of the direction of the Company workshop, with a repair crew of more than 50 workers.

The following other tasks were developed:

- Relationship with various international classification societies; naval authorities; P&I Clubs; and cargo, and H&M insurance companies;
- advising to commercial and operations departments on jumbo cargo operations, heavy cargoes handling and lashing;
- direction of major salvage operations for third parties grounded vessels, carried out with the company owned fleet of four sea-going tugs, and/or self-unloader vessels;
- holding pre-purchase surveys of several vessels;
- technical advising in offshore ship to ship transfer operations;
- technical advising in heavy cargoes handling and lashing;
- project manager to company developed projects.

The main projects effected during this period were the following:

- 1984.- Project manager to the conversion of the M/V "ZONDA I", a 62,000 DWT ore carrier converted into an offshore cargo transfer and top-off station, intended to operate in the outer River Plate waters, (with cranes and grabs). The conversion was performed in about 100 days, and more than 500 workers were involved.
- 1985.- Desing and project managing to the conversion of the M/V "SUDESTADA", a 58,000 DWT ore carrier converted into a top-off station, intended to operate in the outer River Plate waters, by means of pneumatic vacuum conveyor system.
- 1987.- Desing and project managing of the modification carried out to M.V."LADY MARINA", a 20,000 DWT, general cargo vessel, increasing her container capacity.
- 1987.- Desing and project managing of the modification carried out to M.V."LADY FORTUNE", a 20,000 DWT, bulk carrier, increasing her cargo gear capacity.
- 1988.- Desing and project managing to the second stage of the conversion of M/V "ZONDA I". Designing, constructing, and installing of mobile hoppers, fitted with conveyor belts mounted on cantilever booms. This equipment enabled the ship to operate with two other vessels simultaneously.
- 1984 to 1991.- Planning, contracting and direction of numerous dry-dockings and major repairs effected afloat, to ships up to 80,000 DWT. Most of these works were carried out in foreign countries (Asia, Europe and North/South America).

□ 1983

Independent marine surveyor to Nickmann & Associates, Cooper Brothers (Lloyd's agents), The London Salvage Association, U.S. Salvage Association, Brazil Salvage, Panamanian Government, International Cargo Gear Bureau, P&I Clubs, local shipping companies, and shipagents. Holding survey to hull, engine, electricity, and cargo damages, grounding, condition and pre-purchase to different types of vessels, as well as industrial equipment.

The main jobs during this period were the following:

- Reception and certification of gantry cranes up to 250 tons lifting capacity, and 110 tons @ 67 m. outreach, for the Heavy Water Treatment Plant, National Atomic Energy Commission, in Neuquen-Argentina. On behalf of the contractors, Messrs. Sulzer Wintertour - Switzerland.
- Vessels condition and pre-purchase, damage, grounding surveys.

□ 1982:

Project manager assistant on behalf of the Owners, to the construction of M.V. "CENTURION", a 20,000 DWT general cargo vessel, built at the Río Santiago Shipyard, Argentina.

□ 1980:

Supervision of the construction of the reefer cargo vessels "GLACIAR PERITO MORENO" and "GLACIAR FLORENTINO AMEGHINO", built by Astilleros Alianza S.A., in Buenos Aires.

□ 1979:

Technical supervision of marine repairs at DIESEL SUR, a local marine engineering workshop.

□ 1972:

Technical designer to DENAMEC, local consultants, performing several naval architecture, and mechanical and marine engineering projects for river vessels..

V. PRESENT TIME ACTIVITIES:**□ Since 1991 to date**

Own a consultancy company in Buenos Aires - CONSULMAR SRL-, offering services of marine surveying and consultancy, related with naval architecture and marine engineering. The jobs carried out during this period include the following:

Consultant Naval Architect and Marine Engineer involved in many different projects, including conversions, modifications, and advising in repairing bulk carriers, general cargo vessels, tankers, and tug boats. Many feasibility studies, and preliminary designs carried out. Several monitoring of repairs effected. Issuing of technical documentation as required by rules and regulations in force. Re-scantling assessment. Design and supervision of building of cargo handling equipment. Design and advise on the installation of fittings.

Performing Hull & Machinery damage, collision, fire, condition, pre-purchase, valuation, on/off hire, grounding, salvage, cargo, and cargo gear, heavy weather surveys, oil spills control and investigations, as well as direction of refloating, and salvage claim investigations. Port facilities surveying. Yard safety conditions for repairing ships, and repairers liability surveys.

Advising on heavy loads handling, and designing special cargo gear fittings. The background includes surveying, designing, and supervising heavy cargoes operations, and lashing/securing procedures for loading big dimensions goods and different project cargoes, and heavy cargoes up to 240 MT weight. Draught, ullage, and dead freight surveys. Cargo damage / shortage, investigation and control. Pre-shipment and loading surveys.

Legal technical investigation, of collisions, strandings, structural failures, stability alterations, building defects, machinery damages, etc. Transport Studies, including economic and vessel investigations. Advising on Machinery and Equipment failures. Ship stability, flooding and stresses calculations

The clients base includes the following: Cooper Brothers (Lloyd's agents), The London Salvage Association, U.S. Salvage Association, Panamanian Government, P&I Clubs, local shipowners, loss adjusters, lawyers, and shipagents.

The most relevant works during this period (more than 800 cases attended) were the following:

- Barge "ALIANZA G3": This 35,000 DWT sea going barge was converted from bulk carrier to product carrier. Technical advising, structural design and calculations carried out.
- P/V "TERRA AUSTRALIS": A complete structure alteration study was carried out to evaluate the jumboizing of this passenger ship.
- M/T "PRINCESS FÁTIMA": This 15,000 DWT product carrier, was modified. Project manager of the conversion, also in charge of the design of a new heating coils system, which was installed into twelve cargo tanks. Additionally, the ballast system of vessel was modified, and six cargo tanks were epoxi coated. Major repairs were carried out in drydock and afloat, including the re-commissioning of the boiler.
- M/V "ALNAVE": Direction of refloating of this handy size bulk carrier, upon stranding in the Necochea coast.

- M/V “ANITA”: Direction of refloating of this 45,000 DWT bulk carrier, upon stranding in the Necochea coast. The hull had suffered several damages, and 12 double bottom tanks were connected to the sea as a result.
- M/V “AKTI”: Direction of refloating of this 22,000 dwt general cargo vessel, upon stranding in the Necochea coast. The hull had suffered several damages, 11 double bottom tanks and the engine room were connected to the sea as a result.
- MANOEUVERABILITY STUDY: 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 other laboratories, under our direction.
- RIVER CARGO TRANSFER STATION: Based on a sea going barge as floating platform, a system was designed to receive cargo from river barges, weight, and transfer to ocean vessels, or store in the barge holds. The transfer capacity is of 1,000 tons/hr, by means of two loading lines. Technical assistance was given in contracting the sub-contractors and purchasing of the key elements. Works also supervised.
- M/v “KARINAS” / Barge “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 35,000 DWT sea-going barge. In order to connect both sections, a transition block of about 16 m., was designed and built. The project was far from being a conventional jumboizing in view of the dissimilar characteristics of the vessels. Involved in the technical advising of the project.
- M/V “ATLANTICWAY”(70,000 DWT): Attending at drydocking in Shengai, China, for passing the No. 4 Special Survey. Performing the rescantling of the vessel’s structure, in order to reduce the amount of steel required to be renewed.