

CARLOS ALBERTO SCHAPIRA

Curriculum Vitæ



Born in Buenos Aires, Argentina in 1950.

Condition: Married.

Consultant Naval Architect and Marine Engineer.

Expert witness. Marine surveyor.

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

EDUCATION: Ingeniero Naval y Mecánico. Facultad de Ingeniería – Universidad de Buenos Aires, Argentina.

Six years program (this program covers the curricula of both Naval Architecture and Mechanical Engineering in northern countries, and it is formally considered as pier of PhDs titles).

MEMBERSHIPS & PROFESSIONAL LICENSES: Argentinean Naval Architecture and Marine Engineering Society (AAIN)

Board of Naval Architects and Marine Engineers (CPIN)

Argentinean Coast Guard formerly licensed Surveyor

Argentinean Supreme Court formerly registered expert witness.

COURSES / TRAINING: Diving, Technical-scientific applications. Instituto Científico Técnico de Actividades Subacuáticas. University of Buenos Aires. (1974).

Microprocessors and their applications. University of Belgrano (1982).

Hydraulics pertaining to marine deck cranes and deck equipment. Hagglands, Sweden. (1984).

PRESENT TIME ACTIVITIES.

Co-founder partner of CONSULMAR S.R.L. since 1991, leading Naval Architects and Marine Engineers consultants in Argentina, rendering services of marine surveying and consultancy.

The works performed include the coordination of the design of vessels, cargo transfer units and port installations; the design and direction of major conversion projects; hydrodynamic, stability, manoeuvring and seakeeping studies; the direction of large repair works; ships' valuations, condition assessment and other surveys for owners and insurance companies; direction of salvage operations; economic studies and audits, risk analysis; handling of heavy jumbo and project cargoes; the technical investigation of structural failures, machinery damages, ships' collisions, strandings, structural failures, building defects, machinery damages, etc.



Our clients base includes the following: Cooper Brothers (Lloyd's agents at Buenos Aires), Panamanian Government, H&M insurers, P&I Clubs, Shipowners, Loss adjusters, Justice department, Lawyers, Shipagents, etc.

The most relevant works during this period (more than 1700 cases attended) were the following:

2020 Design of a 6000 hp push boat powered by LNG engines for the Hidrovía Paraná-Paraguay system.

In charge of the design team developing this new vessel.

Senior member of the team presently studying the economic development of this business in the Paraná River area.

2019 & 2018 Axion Tankers Terminal in Campana.

Evaluation of the mooring conditions in piers C, H and G and proposal of modifications for improving such conditions. In charge of the design team.

Preliminary design of pier F. Design vessel: L= 228 m x B= 32.20m DWT= 69 648. In charge of the design team.

2017 M/V Galu. Conversion into passenger vessel.

The vessel was stripped off and prepared for a full conversion into luxury adventure cruise vessel for operation in the Galapagos islands. The design for the conversion was carried out. Team manager of the project and in charge of relation with external consultants.

2016 Design of a river cruiser for the Upper Paraná River.

In charge of the design team developing this new vessel. Team member of the group which studied the economic development of this business in the Paraná River area.

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 Cargo Transferring Station.

Floating cargo transferring station for loading iron ore from river barges into ocean-going vessels. The station could handle the mooring of up to Panamax size bulk-carriers.

2009 Ro-Ro Amadeo I – Conversion into Passenger Ferry.

Conversion from Ferry (for trucks only) into a Passenger Ferry. (first vessel in the region which stability was calculated with the recently established statistical method). Main dimensions: L 132.5 m, B 19 m, D 6.75 m, 400 PAX and trucks.

2005 Grain fleet.

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

2004 FF Tug / FiFi.

Fitting a sea-going tug to operate in FF with certified Fire Fighting system.

2000 Alianza G2 – Cargo Transferring Station.

Conversion into a grain transferring station, able to receive cargo from river barges and loading sea-going vessels and/or store it in her 37,500 t capacity holds. Design vessel: Panamax bulk-carrier, 60,000 DWT on starboard side and two Parana type river barges (2,500 DWT each) on port side.



1998 F.P.S.O.

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

1996 M/V "Atlanticway".

70,000 DWT bulkcarrier. Attending at drydocking in Shanghai, China for passing the No. 4 Special Survey. Performing the rescantling of the vessel's structure to reduce the amount of steel required to be renewed. Direction of these large steel repairs.

1997 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 for twelve cargo tanks. Additionally, the original ballast system was modified, the original cargo segregations changed, and six cargo tanks were epoxy coated for carrying JP1 fuel. Major repairs were carried out in drydock and afloat, including the re-commissioning of the boiler, formerly burning MDO for burning IFO.

1995 Karinas / Alianza G1.

A 62,800 DWT bulk carrier was cut forward of the engine room bulkhead, to recycle her engine room and accommodation. Her forward body was replaced by that of a 37,500 DWT sea-going barge. To connect both sections, a transition block of about 16 m. length, 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.

1992 Alianza G3.

This 37.500 DWT ocean going barge was converted from bulk Carrier into a tanker for petroleum by-products specialized in lightering operations. One of the few conversions of the type in the world. The barge was prepared to come along side of up to Cape Size vessels.

1991 P/V Terra Australis.

Passenger vessel. Complete study for jumboizing.

COASTAL DEVELOPMENTS.

Beale Street Landing, Memphis, Tennessee, USA.

Our design won an International competition for this terminal for passenger vessels. Several novel design issues were specially developed for this iconic project.

Design vessel: American Queen, 375' x 85' x 13' 6" (115m x 26m x 4.11m), 800 PAX, 7,838 t displacement, Approach speed = 100 mm/s (0.36 km/h). By that time, the largest river cruiser in the world.

A highly sophisticated multilevel / energy absorbing fender system was developed.

The terminal was built and is currently 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 the 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 AND CASUALTY INVESTIGATIONS.

M/V "Alnave". Refloating.

Direction of the refloating of this handy size bulk carrier, upon stranding in the Necochea Coast, Argentina.

M/V "Anita". Refloating.

Direction of the refloating of this 45,000 DWT bulk carrier, upon stranding in the Necochea Coast Argentina. The hull had suffered several damages and 12 double bottom tanks were connected to the sea as a result.

M/V "Akti". Refloating.

Direction of the refloating of this 22,000 DWT general cargo vessel, upon stranding in the Necochea Coast, Argentina. The hull had suffered several damages, and 11 double bottom tanks and the engine room were connected to the sea as a result.

M/V October Breeze.

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

Casualty Investigations.

Responsible or being part of more than one thousand investigations, in both naval architecture and mechanical engineering issues.

SCIENTIFIC AND TECHNICAL RESEARCH.

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.

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. The facilities of the University of Buenos Aires and other laboratories were combined under our direction.

PREVIOUS PROFESSIONAL BACKGROUND.

1984 to 1989.

Technical senior superintendent at ULTRAOCEAN S.A. and OCEANMARINE S.A. (the major Argentinean private shipping company with international branches). Responsible for the technical management of a large fleet of sea-going vessels, between 25,000 and 80,000 DWT, including ore/bulk carriers, lightening ships, multipurpose ships, and sea-going tugs, either Argentinean or Panamanian flagged. Owners' superintendent of the fleet of foreign flagged vessels.



The job included the management of maintenance programs, and the direction of vessels repairs, also concerned with their economic results, making and monitoring budgets. Also, in charge of the direction of the Company own repairs workshop.

The following other tasks were developed:

- direction of large repairs to ships up to 80,000 DWT. Many of these works were carried out in Asian, European, Northern and Southern America countries;
- relationship with various international classification societies; Coastguard; P&I Clubs; and Cargo and H&M Insurance companies;
- advising to commercial and operations departments on jumbo cargo operations;
- technical 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 many vessels;
- technical advising in offshore ship to ship cargo transfer operations;
- project manager to company developed projects.

The main projects effected during this period were the following:

1984 B/M "Zonda I", Lightning.

Conversion of this 62.000 DWT iron ore carrier, into a vessel adapted for off shore transfer of grains operating in the outer River Plate (grabs and cranes fitted). The conversion was performed in about 100 days, and more than 500 workers were involved.

1985 B/M "Sudestada", Lightning.

Design and project managing to the conversion of this 58.000 DWT iron ore Carrier, into vessel adapted to transfer cargo offshore by means of a pneumatic vacuum conveyor system.

1987 M.V."LADY MARINA".

Design and project managing of the modification carried out to this 20,000 DWT general cargo multipurpose vessel, increasing her container carrying capacity.

1987 M.V."LADY FORTUNE".

Design and project managing of the modification carried out to this 20,000 DWT bulk carrier for increasing her cargo gear capacity.

1988 B/M "Zonda I", Lightning (service station).

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

1984 to 1991 numerous dry-dockings and major ships' repairs.

Planning, contracting and direction of.

1983 Nickmann & Associates.

Independent marine surveyor to Nickmann & Associates, Cooper Brothers [Lloyd's Agents at Buenos Aires], The London Salvage Association, U.S. Salvage Association, Brazil Salvage, Panamanian government, International Cargo Gear Bureau, P&I Clubs and H&M Insurers, local shipping companies and shipagents. Holding surveys to hull, engine, electricity, and cargo damages; groundings; condition, and pre-purchase to different types of vessels, as well as industrial equipment.

The main jobs during this period were the reception and certification of three gantry cranes of 250 tons maximum lifting capacity and 67 m maximum lifting height for the Heavy Water Treatment Plant



of the National Atomic Energy Commission, in Arroyito, Neuquen, Argentina. On behalf of the contractors, Messrs. Sulzer Wintertour - Switzerland.

1982 M.V. "Centurion".

Project manager assistant on behalf of the Owners, Messrs. Maruba S.A, to the building of this 20,000 DWT geared general cargo vessel, built at the Río Santiago Shipyard, Argentina.

1980 M.V. "Glaciar Perito Moreno" and M.V. "Glaciar Florentino Ameghino".

Supervision of the construction of these reefer cargo vessels at Astilleros Alianza S.A., Buenos Aires.

1979 Diesel Sur.

Technical direction of this marine engineering repairs workshop at Buenos Aires.

1972 Denamec.

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

Buenos Aires, December, 2020.