



BRIAN HUGH BOORMAN

**Consultant
(Marine Engineer)**

Brookes Bell LLP
Brookes Bell House
3 Hurst Road
Sidcup
Kent
DA15 9EA

Telephone +44 20 8300 0190
E-mail brian.boorman@brookesbell.com

**Nationality
Mobile**

British
+44 7515 597892

Brian Boorman is a Chartered Engineer with an Extra First Class Certificate of Competency (Steam & Motor). Brian joined Brookes Bell as a partner in 2008, after some 21 years' consultancy experience with three London-based Marine Consultants.

He commenced an engineering apprenticeship with Alfred Holt & Co. in 1965, remained at sea with them until 1977, and gained further seagoing experience with a coastal company. After gaining his Extra First Class Certificate he worked ashore as a surveyor and then as a superintendent for a shipowner, before returning to sea with a Middle East oil major in 1981. He came ashore as superintendent and general superintendent with the same company and remained with them until 1987, after which he returned to London. Brian has sailed in all ranks up to and including Chief Engineer.

Whilst at sea he sailed on general cargo ships, VLCC/ULCCs, container ships, mini bulkers and a bunker vessel, and gained experience with various marine power plants and associated equipment including: slow and medium speed diesel engines, impulse-reaction and re-heat turbines and main and auxiliary steam plants. As a superintendent he gained experience in the preparation and control of operating budgets, modifications, drydockings, damage repairs, purchase inspections, delivery and re-delivery of vessels, compiling newbuilding specifications/tender appraisal and newbuildings guarantee claims negotiations.

Brian has undertaken many cases and casualty investigations as a surveyor and consultant, mainly concerned with hull and machinery items, and including: collisions, groundings, sinkings, flooding of compartments, salvage, personal injuries, condition surveys, main and auxiliary engine damage, steering gears, propellers, stern tubes, shafting, turbo charger, cranes and miscellaneous machinery damage and repairs.

Brian has prepared reports on technical issues (engineering, ship structures, maintenance and operation of ships and machinery) and has given expert witness evidence in a Greek court of first instance, in the high court and at maritime arbitrations. He is also a CEDR qualified mediator, has acted as an independent technical assessor between parties and has received appointments and has sat as an arbitrator.

Professional Qualifications

Extra First Class Certificate of Competency (Steam & Motor).

Professional Status and Membership of Professional Bodies

Chartered Engineer.

Fellow of the Institute of Marine Engineering, Science and Technology.

Member of The Royal Institution of Naval Architects.

Fellow of the Society of Consulting Marine Engineers and Ship Surveyors.

Supporting Member of the London Maritime Arbitrators Association.

Superintending, Surveying and Consultancy Employment

April 2014 to date	Consultant, Brookes Bell LLP.
May 2008-April 2014	Partner, Brookes Bell LLP.
July 2003-April 2008	Director, Boorman Cuffe & Partners Ltd.
December 1994-June 2003	Managing Director, Burness Corlett & Partners (London) Ltd.
February 1987-November 1994	Surveyor and Director, Edon Liddiard Vince and Co. Ltd.
1982-January 1987	Superintendent and General Superintendent Engineer, Kuwait Oil Tanker Co. (S.A.K.)
1980-1981	Superintendent Engineer, Marine Navigation Company Ltd., London.

Sea-Going Employment

1981-1982	Second and Chief Engineer, Kuwait Oil Tanker Co. (S.A.K.).
1978-1979	Second and Chief Engineer, temporary employment, Crescent Shipping Rochester.
1970-1977	Seventh to Second Engineer, Ocean Transport & Trading Co. Ltd.

Particular Surveying and Consultancy Experience

Hull and machinery surveys, including:

Collisions, speed & angle of blow.
 Fixed blade and cp propeller failures.
 Corrosion of vessels' hull structure.
 Ice damage to vessels' hull and propellers.
 Inert gas plants problems.
 Rudder and rudder horn loss.
 Turbo charger failures.
 Steam turbine overspeed.
 Hull and machinery claim disputes.
 Engine room/cargo space fires.
 Bunker quality disputes.
 Stern tube/tailshaft failures.
 Azimtuh drive problems

Groundings.
 Flooding of compartments.
 Salvage operations attendance.
 Refrigerated cargo/plant damage/defects.
 Drilling rig flooding assessment.
 Cargo damage/hatch cover leakage disputes.
 Hull structural surveys and repairs.
 Main engine bearing/crankshaft/piston failures.
 Main engine control system defects.
 Crane and derrick condition/damage disputes.

Others:

Purchase inspections.
 Bareboat on-hire inspection.
 Personal injuries.
 VLCC cargo valve problems.
 Speed and consumption disputes.
 Passenger ship inspections

Newbuildings disputes.
 Charterparty/latent defect disputes.
 Condition surveys.
 Sale and purchase disputes.
 Classification record inspections.

Types of main and auxiliary engines:

Stal Laval turbines
 Kawasaki, IHI and Mitsubishi turbines
 GEC turbines
 MAN
 Pielstick
 Wartsila
 Mitsui
 Mitsubishi
 Akasaka
 Stork Werkspoor
 Caterpillar
 Yanmar
 Allen

MAN B&W
 Sulzer
 Mitsui
 Ruston
 MaK
 Mirrlees Blackstone
 Deutz
 Doxford
 Gotaverken
 Hanshin
 Lister
 Fiat
 Daihatsu