



RICHARD JAMES GAINS

**Partner
(Master Mariner)**

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Richard Gains is a master mariner. He joined Brookes Bell in 1998, from a position as master of large bulk carriers trading worldwide, became a partner in 2004 and re-located to Brookes Bell Hong Kong in May 2013.

During his twenty-two years at sea, he served on numerous ship types, including passenger vessels, gas, oil and product tankers, general cargo vessels, as well as bulk carriers.

Richard has six years' command experience on large bulk carriers ranging from 126,000 DWT up to 188,000 DWT. Operating largely in the international coal and iron ore markets, his experience of handling large vessels includes berthing at the off-shore bulk loading terminal Boca Grande, at the mouth of the Orinoco, and self-pilotage through the Sedgwin Straits. While trading in the Atlantic Basin, he gained experience of handling deep-draught vessels in the busy European traffic lanes, often in restricted visibility. During voyages to and from Far East destinations such as South Korea, Japan, Taiwan and China, he made numerous transits of the Singapore Straits and one of the deepest transits through the Suez Canal with a draught of 17.4 metres.

As a marine consultant, he has attended an extensive range of ship types, including general cargo, bulk carriers, multi-purpose, container and clean oil tankers.

He has attended many casualties, salvage and wreck removal operations, and he has acted as SCR on a number of occasions with all parties' approval.

Richard also gained considerable experience with the managing of oil pollution claims while acting as head of the Claims Office in Korea for the IOPC Fund, following the HEBEI SPIRIT incident. The extended period that Richard spent in Korea led to him being invited and appointed as an arbitrator to the Panel of International Arbitrators by the Korean Commercial Arbitration Board.

He has given expert evidence in the Admiralty High Court and London Arbitrations on numerous occasions and given evidence in the USA. His main area of specialist activity is with regard to a range of nautical matters, including navigation, seamanship, ship handling, and cargo damage matters.

Professional Qualifications

Master Mariner

Membership of Professional Bodies

Member of the Nautical Institute

Surveying and Consultancy Employment

2004-present	Partner, Brookes Bell
2013-present	Partner, Brookes Bell Hong Kong
2002-2004	Associate, Brookes Bell
1998-2002	Staff Surveyor, Brookes Bell

Sea-Going Employment

1987-1998	Pentmarine (1982) Ltd – Chief Officer and Master of P&O Bulk Shipping vessels
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While in the rank of Chief Officer, he was selected to re-write the Bulk Shipping Operations Manual, which was later incorporated into the Marine Procedures. In 1990 he was appointed to stand by the fleet's new building program, at Daewoo shipyard, South Korea. Shortly after the commissioning of these vessels, he was involved in the development of their fixed hold-cleaning system.

In the rank of Master, he assisted with the development of procedures to lead to full compliance with the ISM Code for Document of Compliance and Safety Management requirements. In addition to a number of accreditation audits, Richard was involved in various consultative projects including: the development of managerial emergency response exercises, safety procedures for the protection of off-shore installations from seaborne craft, port regulations and terminal procedures relating to under-keel clearance, loading and ballasting procedures, safe mooring arrangements and terminal evacuation contingency plans.

1980-1987 P&O Bulk Shipping – Third Officer and Second Officer

During this period he was employed upon the P&O LPG Gas Carriers, a part of the P&O Bulk Shipping fleet. At this time, the company was developing methods for the carriage of gases on refrigerated vessels that had only been previously carried under pressure. Richard was involved in the extensive conversion and modification work that was required to carry these innovative cargoes.

Typical operations conducted during this period included transshipment while underway, propane/butane mixing and spiking, carriage of super cooled butane, vinyl chloro monomer, butadiene, polymer oxide, and anhydrous ammonia.

1976-1980 P&O Group – Deck Cadet

He joined P&O on the Group A-level Entry Scheme, which provided training on vessels in all parts of the Group's shipping activities. This opportunity provided an unusually broad training experience on seven very different vessel types, including a traditional general cargo vessel, cruise liner/passenger ship, an oil tanker undergoing conversion to a storage vessel, an OBO, a semi-containerised, heavy-lift cargo vessel, a product carrier, and finally a large multi-purpose general cargo vessel carrying steel products.

Particular Surveying and Consultancy Experience

Damage to and/or loss of:

- Bulk raw sugar
- Container gantry cranes
- Containers and/or their contents
- Grains, seeds and feedstuffs in bulk
- Neo-bulk cargoes, including newsprint and magazine print
- Ro Ro cargo damages
- Stevedore damages to cargo hatches
- Timber and forest products
- Break bulk cargoes
- Minerals in bulk
- Steel – unfinished, finished, structural and scrap
- Gas turbines
- Locomotives
- Project cargoes

Other:

- Collisions
- Groundings/salvage/wreck removals
- Hold-cleaning disputes
- Personal injury
- Territorial waters
- Safe port/berth investigations
- Condition surveys
- Port Captaincy
- Fire investigations, safety procedures, etc
- Structural damage and repair
- Ice damage to vessel's hull and propeller
- Anchor dragging and damage to sea-bed installations
- Personal injury/fatal investigations
- Pre-purchase surveys
- Damage to various port installations and structures
- Container securing system failures
- Lashing and securing of cargo
- Cargo liquefaction
- Draught and deadweight surveys
- Pollution control and oil recovery operations
- Pre-loading condition of cargo
- Stability considerations
- Operation of overseas Joint Claims Offices, handling claims arising from a major pollution incident
- General Average