



ROBERT VART

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Robert Vart is an Associate of the Chartered Institute of Arbitrators, and a Supporting Member of the London Maritime Arbitrators Association. His background is in marine engineering, holding a Combined Class 1 Certificate of Competency, and a Bachelor of Science Honours Degree in Mechanical Engineering. He is listed in Hong Kong as a Registered Professional Engineer (Marine and Naval Architecture), and is a Chartered Engineer in the United Kingdom. He is a Fellow of the Society of Consulting Marine Engineers, the Institute of Marine Engineering Science and Technology, and the Hong Kong Institute of Marine Technology, and is a Member of the Royal Institution of Naval Architects.

Robert began his career as an engineer cadet with Ocean Fleets Ltd. (formerly Alfred Holt & Co.) and performed all of his sea service with that company, rising to the rank of second engineer officer. That sea service provided him with invaluable practical experience of the operation and maintenance of a wide variety of vessels including general cargo ships, refrigerated cargo carriers, tankers and container vessels.

Robert practises in Hong Kong and London as a high-profile independent marine consultant in the private sector. He was resident partner in Hong Kong for Brookes Bell & Co. for seven years, before founding Vart, Mathews & Company in 1987. In 2000, Vart, Mathews & Company was superseded by Robert Vart RPE Ltd., which was re-absorbed into the Brookes Bell Group in 2011.

His shore-based experience also includes a period as superintendent engineer for a major UK shipowner, gaining valuable experience in shipmanagement and shipbuilding practice.

He specialises in major hull and machinery cases, and has given expert evidence on matters such as sale and purchase disputes, speed and consumption disputes, allegations of unseaworthiness, newbuilding disputes etc., in London, New York, Honolulu, Hong Kong, Bangkok and Manila.

Professional Qualifications

B. Sc. (Honours) in Mechanical Engineering

Chartered Engineer, UK

1st Class (Steam & Motor) Engineer's Certificate of Competency, UK

Registered Professional Engineer, Hong Kong

Membership of Professional Bodies

London Maritime Arbitrators Association – Supporting Member

Institute of Marine Engineering, Science & Technology, UK – Fellow

Royal Institution of Naval Architects, UK – Member

Society of Consulting Marine Engineers and Ship Surveyors, UK – Fellow

Hong Kong Institute of Marine Technology – Fellow

Hong Kong Institute of Engineers – Fellow

Hong Kong Engineers Registration Board – Registered Professional Engineer

Chartered Institute of Arbitrators – Associate

Surveying and Consultancy Employment

2011-present	<p>Managing Director, Brookes Bell Hong Kong</p> <ul style="list-style-type: none">• Casualty investigation and forensic engineering.• Bunker quality and quantity disputes.• Collision damage.• Engine room fire and explosion investigations.• Grounding damage assessment.• Hull and machinery repairs, including preparation of specifications, inspections, assessment of costs, etc.• Main and auxiliary engine failure investigations.• Speed and angle of blow assessment.
2000-2011	<p>Robert Vart, Registered Professional Engineer</p> <ul style="list-style-type: none">• Casualty investigation and forensic engineering.• Provision of advice relating to newbuilding procedures and shipyard practice.• Provision of expert evidence on various technical issues at arbitration or litigation hearings held in Hong Kong, London and Bangkok.
1987-2000	<p>Vart, Mathews & Co. Ltd.</p> <p>Founder and Managing Director of this marine consultancy and surveying company:</p> <ul style="list-style-type: none">• Management of a multi-disciplinary team of up to six marine professionals.• Assignments involved investigation of newbuilding disputes, surveys of hull structural failures, damage assessment of major collisions, engineering aspects of machinery failures, transit damage to high-technology cargo.• Provision of expert evidence at London Arbitration hearings involving major machinery failures, damage to refrigerated cargo, sale/purchase disputes and ship performance disputes.• Provision of expert evidence in New York litigation relating to carriage of steel products, and in Honolulu relating to fire safety and seaworthiness of bulk carriers.

1980-1987

Brookes Bell & Co.

Partner and resident manager in Hong Kong for this internationally renowned marine consultancy group with offices in London and Liverpool:

- Extensive experience in all aspects of shiprepair work, hull machinery and cargo surveying, as well as major marine casualty investigations.
- Provision of expert evidence at London Arbitration hearings involving major machinery failures and ship performance disputes.
- Provision of expert evidence in Hong Kong litigations relating to maritime fraud, and in Manila relating to seaworthiness.

1976-1980

Hong Kong Government Marine Department

Surveyor of Ships (Engine and Ship) to the Hong Kong Government.
Responsibilities included:

- Supervision of the design, plan approval, construction and acceptance trials of various new government vessels.
- The survey (under SOLAS) of hull, machinery and safety equipment of various vessels, issuance of Passenger Certificates, Safety Construction and Safety Equipment Certificates, etc.
- Plan approval for the design or modification of commercial vessels operating in Hong Kong waters.
- Investigation of marine casualties resulting in injury or loss of life.

Sea-Going Employment

1963-1976

Ocean Transport & Trading Ltd.

Sea service worldwide in various ranks from Engineer Cadet to Second Engineer Officer aboard a wide variety of vessel types, including passenger, dry cargo and crude oil carriers. Subsequently promoted to Superintendent and responsible, variously, for research and development, newbuilding and shipmanagement projects.

Recent Specific Experience

Including but not limited to:

- Chemical tanker and VLCC cargo containment problems
- More than 10 newbuilding disputes (including attendance twice at sea trials) plus related litigation support
- Main engine damage (including 3 crankcase explosion investigations)
- Generator damage
- Damage to dock property
- MARPOL violations; oil pollution prevention
- Bunker quality and quantity disputes
- Total loss claims
- Collision damage assessment
- Grounding damage assessment
- High-jacking prevention measures
- Hull fouling