



Marine, Scientific and Technical  
Consultants and Surveyors



**BRIAN HUGH BOORMAN**

**Partner  
(Chartered Engineer)**

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**Date of Birth** 28th October 1948  
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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 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.

Member of the Chartered Institute of Arbitrators.

Supporting Member of the London Maritime Arbitrators Association.

### **Superintending, Surveying and Consultancy Employment**

May 2008-to date	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.

Hull and machinery claim disputes.  
 Engine room/cargo space fires.

Stern tube/tailshaft failures.

Groundings.  
 Flooding of compartments.  
 Salvage operations attendance.  
 Refrigerated cargo/plant damage/defects.  
 Bunker quality disputes.  
 Steam turbine overspeed.  
 Cargo damage/hatch cover leakage disputes.  
 Hull structural surveys and repairs.  
 Main engine bearing/crankshaft/piston failures.  
 Main engine control system defects.

Others:

Purchase inspections.  
 Bareboat on-hire inspection.  
 Personal injuries.  
 VLCC cargo valve problems.  
 Speed and consumption disputes.  
 Crane and derrick condition/damage disputes.

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