



Marine, Scientific and Technical
Consultants and Surveyors



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**Senior Partner
(Chartered Engineer)**

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Ray Luukas is a chartered engineer with a First Class Certificate of Competency and a B.Eng (Hons) Mechanical Engineering degree, First Class. He joined Brookes Bell in 1992 and has been a partner with the firm since 1997, becoming managing partner in 2007 until the end of 2010 when he became senior partner.

His main surveying and consultancy experience is in the field of hull and machinery surveys, including hull structural failures (bulkheads/side shell and framing) and main and auxiliary engine damages (crankcase explosions, scavenge fires, crankshaft/bearing failures, and contamination of fuel and lube oil systems). This has included intensive involvement in major casualties, including collision, stranding, grounding, salvage and wreck removal, engine room flooding and fires, and total losses.

He also provides advice on a range of machinery and hull-related disputes, including machinery failures, crane failures/problems, new-building and repair disputes, bunker disputes, maintenance disputes, and damage to machinery cargo.

During his time as a surveyor he has worked on many ship types, including general cargo vessels, bulk carriers, OBOs, container ships, ro-ro vessels, reefers, tankers and FPSOs. Ray has particular experience in disputes involving high-speed craft (mono-hull and multi-hull types) and high-speed propulsion units/waterjets. He has also investigated machinery damage to, and total losses by sinking of, yachts and mega-yachts.

He has prepared technical reports and has given evidence as an expert witness at arbitrations and court hearings in the UK, USA and Norway.

Before becoming a marine surveyor, Ray Luukas was at sea over a fourteen-year period, serving in general cargo vessels, container ships, bulk carriers, VLCC and LNG tankers in all ranks up to and including chief engineer. During 1988/89 he also carried out superintendency duties, including dockings and sale/purchase inspections. While working offshore in the North Sea, he was chief engineer of a heavy-lift crane barge.

Professional Qualifications

Class 1 Motor Certificate of Competency.
Class 2 Steam Certificate of Competency.

Academic Qualifications

1st Class B.Eng (Hons) Mechanical Engineering degree.

Professional Status and Membership of Professional Bodies

Chartered Engineer.
Member of the Institute of Marine Engineers.
Fellow of the Society of Consulting Marine Engineers and Ship Surveyors.
Member of the Institute of Fire Engineers

Surveying and Consultancy Employment

2010 to date	Senior Partner.
2007-2010	Managing Partner, Brookes Bell Jarrett Kirman LLP.
1997-2007	Partner, Brookes Bell.
1995-1997	Associate, Brookes Bell.
1992-1995	Staff Surveyor, Brookes Bell.

Sea-Going Employment

1989-1992	Costain Land & Marine Engineering Ltd. - shore and sea-based positions (superintendent and chief engineer) on offshore maintenance vessels, heavy-lift crane barges, tugs, workboats, etc.
1985-1989	Kardla Shipping Co. - second/chief engineer/superintendent on geared bulk carrier and general cargo vessels.
1980-1985	Shell Tankers (UK) Ltd. - fifth engineer on VLCCs, LNG carriers, lightering tankers.
1976-1980	Ocean Fleets Ltd. - engineer cadet on general cargo, container and ro-ro vessels.

Particular Surveying and Consultancy Experience

Hull and machinery surveys, including:

- Bunker quality and quantity disputes.
- Collision damage.
- Electrical power failures.
- Engine room fire and flooding investigations.
- Grounding damage assessment.
- Hull and machinery repairs, including preparation of specifications, inspections, assessment of costs, etc.
- Main engine and boiler failure investigations.
- Salvage.
- Wreck removal.
- Speed and angle of blow.
- Stern tube and shafting failures.
- Structural surveys of bulk carriers.
- Ventilation and refrigeration machinery failures.

Others:

- Cargo hold ingress investigations.
- Condition surveys.
- Crane failures - ships' cranes and shoreside cranes.
- Damage to fixed and floating objects.
- Damage to machinery cargoes.
- High-speed craft surveys, performance assessment and propulsion system failure investigations.
- Maintenance disputes.
- New building disputes.
- Oil pollution and MARPOL violation investigations.
- On-/off-hire and pre-purchase surveys.
- Personal injury.
- Repair disputes.
- Speed and consumption and performance disputes.
- Total losses by sinking (ships and mega-yachts).

Types of main and auxiliary engines:

B&W Alpha
B&W MAN
Caterpillar
Deutz
MAN
Mirrlees Blackstone
GM/Detroit Diesels
MTU, Ruston
Sulzer
Wartsila
Mitsui, Mitsubishi