



**DR KIERAN DODWORTH**

BEng, PhD, IMarEST, CEng, FRINA

**Director of Naval Architecture**

Telephone +44 141 572 5570  
Glasgow, UK  
E-mail kieran.dodworth@brookesbell.com

Nationality British  
Mobile +44 7917 685777

Dr Kieran Dodworth became Director of Naval Architecture in 2019. He was employed in the offshore industry prior to joining Brookes Bell, working for several consultancy firms based in the UK in the area of non-linear dynamics of offshore structures. He studied for a PhD in damaged vessel hydrodynamics at the University of Strathclyde which he achieved in 2000. His undergraduate degree was in Naval Architecture and Small crafts from the University of Strathclyde which was completed in 1995. His areas of expertise are in aero/hydrodynamics and marine structures and he is responsible for the development and technical output of the company in these areas. He has also carried out a considerable body of work in the area of seakeeping and vessel dynamics and is one of the company's specialists in this field. He has advised clients on a number of important legal cases and given evidence in the Scottish High Court, Oslo City court and many times in arbitration under various jurisdictions.

**Academic Qualifications**

Fellow of the Royal Institute of Naval Architects

Member of Institute of Marine Engineers Scientists and Technologists (IMarEST)

PhD "The Application of Potential Flow Theory to Damaged Hull Dynamics"  
University of Strathclyde

BEng. Hons (1<sup>st</sup> Class) Naval Architecture and Small Crafts  
University of Strathclyde

**Previous Employment History**

Safety at Sea Limited, Glasgow, UK

Responsible for the running of the company as part of the board of directors. Leading specialist in hydrodynamic and ship structures responsible for development of business and services in this area. Responsible for structural projects in subsea engineering, marine operations and ship design. Acted as expert witness on commercial disputes and criminal cases. Advisor to shipyards and ship owners in aero and hydrodynamic projects including development of hull forms and superstructure designs. Overseer on academic projects towards analysis of damaged hulls following collision.

MCS International, Aberdeen, UK - Riser Engineer

Responsible for riser design studies for various North Sea and West Africa developments. Responsible for local structural analysis of risers and development of company capability in this area. Involved in several riser failure investigations on behalf of clients.

Noble Denton Europe, London, UK - Structural Engineer, General Engineering

Engineer working within general engineering department specialising in site specific assessment of jack-up rig deployments. Carried out structural and sea-keeping calculations for dry-towage of jack-up rigs. Development of non-linear finite element software for jack-up analysis including structure soil interaction models.

**Naval Architecture and Consultancy Experience**

Aerodynamic & Hydrodynamic Evaluation and Design

Application of Computational Fluid Dynamics (CFD) for the design of cruise liner superstructure forms. Development of hull forms for large yachts, fishing vessels, cruise liners, RoPax, river cruise vessels and cargo vessels.

Total Loss Cases

Lead investigator and expert witness on various total loss cases including the break-up of a tanker, the sinking of various bulk carriers due to alleged structural failure, the sinking of fishing vessels from small potters to large factory trawlers; the loss of floating drydocks, barges and pontoons wide scale fires of large container carriers and a bulk carrier. Total loss case of a bulk carrier due to collision

Accident Investigation and Research for Governmental Bodies

Investigations of two serious accidents involving capsizes with water-on-deck for RoPax vessel. Research work on survival time of damaged car ferries and model testing methods. Analysis of capsizes resistance of small fishing vessels.

### Container Collapse and Other Cargo Losses

Investigation of various container loss cases involving single containers, stacks, bays and multiple bays. Examination and analysis of the loss of project cargo involving the failure of lashing gear and the failure of packing. Analysis of failed and design compliance of container lashing components.

### Failure of Machinery Parts and Structural Components

Failure investigations of rudder stocks and crank shafts due to fatigue. Failure of welded structure of large reduction gear. Failure of lifting lugs for offshore and dock equipment. Failure of gearbox components and pinions. Failure of large sailing yacht swinging keel. Failure of various GRP structures including yacht keels, yacht hulls and industrial gratings.

### Newbuilding Disputes and Intellectual Property

Disputes related to the compliance with Ship Building Contracts for large yachts, tankers, bulk carriers and offshore assets. Intellectual Property disputes regarding large yachts and a floating offshore structure.

### Collapse of Marine Cranes

Have acted as independent expert on a number of failed cranes and lifting equipment including the collapse of jibs, failure of lifting lugs, slings and other lifting equipment.

### Speed and Other Propulsion Hydrodynamic Performance Disputes

Investigated, written reports and given evidence on a wide range of performance disputes including cases involving hull fouling, Light Running Margin or speed deficits.

### Design and Failure Analysis of Flexible Hoses, Risers and Umbilicals

Investigated a number of flexible hose failures including drag chain pipes, dropped risers, burst export hoses. Preliminary design of riser systems for various fields in the North Sea and West Africa. Calculation of potential damage in storm conditions, vessel movements and from fatigue. Some development work of mathematical models for armour wire stress in bending and due to internal pressure.

### Mooring Design and Accidents

Design and analysis of quayside mooring systems. Investigation of various ship passing cases in which moorings failed due to ship interaction. Investigation of accidents involving of catenary; multiple and single buoy moorings systems.

### Vessels in Distress and Salvage

Assisted insurers and salvors on various issues of vessels in distress including vessels at risk due to flooding; LOF salvage hearings and disputes involving fire and flooding. Assisted in various wreck removals and given evidence on naval architecture issues such as residual strength and available buoyancy.

**Publications**

- Vassalos, D.; Jasionowski, A.; Dodworth, K.; Allan, T.; Matthewson, B. – Time-based Survival Criteria for Ro-Ro Vessels. RINA 594 Spring Meeting, January 1998.
- Jasionowski, A.; Dodworth, K.; Vassalos D. – Proposal for passenger survival-based criteria for Ro-Ro vessels, International Shipbuilding Progress, Marine Technology Quarterly, Vol 46, December 1999, No 448, pp 473/487.
- Dodworth K. Pennycott A., Douglas A, Doherty N, Kwon T., Hwang I. – The Application of Dynamic Energy Modelling to the Design of Cruise Vessel HVAC Systems, International Symposium on Marine Engineering (ISME), 2009, BEXO, Busan, October 2009.
- Ganea, B.; Dodworth, K. – Propellor overload factors for the direct power method, The Naval Architect, September 2017, pp 44/47.
- Ganea, B.; Dodworth, K. – A power correction method for speed-power sea trials data analysis, The Naval Architect, July/August 2018, pp 34/36.