

Clive George

Qualifications / Affiliations

Class 1 (Motor) Certificate of Competency, 1990
Class 2 (Motor) Certificate of Competency, 1985
Chemical and Oil Tanker Safety Courses leading to DCE endorsements
Liquefied Gas Tanker Safety Course.
OCIMF Sire accredited inspector since 2014
OND Mechanical Engineering 1980;
Endorsements 1981
Honours Degree in Mathematics (2:1)
Internal ISM Auditor, Root Cause Analysis & Advanced Safety Auditing
BP's Incident Management
Training courses in Sulzer RTA engines, MAN NA/S turbochargers, Framo hydraulic cargo systems, etc.

Year of Birth

1962

Nationality

British

Contact

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Current Position at CWA

Consultant, Marine Department

Career Summary

- Technical Manager, Massoel (UK) Ltd, 2012 to 2013
- Superintendent & Fleet Manager, OSG Ship Management (UK) Ltd, 2009 to 2012
- Chief Engineer & Superintendent, BP Shipping, 2003 to 2009
- Bibby-Harrison Shipmanagement Ltd, Ship Manager, 2001 to 2003
- MOL Tankship Ltd, Superintendent, 2000 to 2001
- Seagoing career, rising to Chief Engineer with Stolt Nielsens in 1990
- Engineer Cadetship, Panocean Anco Ltd., 1978 to 1982

Seagoing Career

- 2003 to 2008 – BP Shipping – Petroleum Tankers, Chief Engineer
- 1997 to 2000 – MOL Tankship Management Ltd – Chemical Tankers, Chief Engineer
- 1995 to 1997 – Transocean Shipmanagement Pte Ltd – Cement carriers, Chief Engineer
- 1989 to 1995 – Stolt Niensens Rederi – Chemical Tankers, 2nd Engineer, Chief Engineer
- 1988 to 1989 – Wallems (IoM) Ltd – Chemical Tankers, 3rd Engineer
- 1987 to 1988 – Shore work as hydraulic development engineer with Isaac Bentley after being made redundant from Wallems
- 1983 to 1987 – Wallems (IoM) Ltd – Chemical Tankers. 4th Engineer, 3rd Engineer
- 1978 to 1983 – Panocean Anco Ltd – Chemical Tankers. 4 year cadetship 1978 to 1982, Junior Engineer & Coastal 3rd Engineer

Summary of Previous Employment

2013 to Date

**CG Marine Consulting Ltd
Marine Engineer Consultant**

Gained accreditation from OCIMF to conduct SIRE inspections and conduct inspections representing Shell, IMT (Exxon Mobil), P66 (Conoco Philips), BG, ENI Agip, Preem and several others on oil, gas and chemical tankers. Carried out over 80 SIRE inspections to date on all types of tankers.

Heavily involved in the sea trials for the ULSFO (Ultra Low Sulphur Fuel Oil) produced by Shell, carrying out two of the sea trials, developing operational procedures, monitoring other trials, supporting the sales team and offering technical advice.

Other work has included many pre-purchase and general condition surveys, five drydocks, drydock specification writing, one drydock cost conflict resolution, a catalytic fines repair (main engine & auxiliary engines), a cargo contamination, etc. Carried

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out pre-SIRE inspection work and an Environmental & PSC preparation assignment.

Part-way through the training process as a non-exclusive CAP surveyor for American Bureau of Shipping.

2012 to 2013

Massoel (UK) Ltd
Technical Manager

(Vessel type: geared bulk carriers)

Left the company to start my consultancy company. Massoel UK managed between 9 and 14 geared bulk ships of a variety of age and size (from Mini-bulker to Handymax).

The main achievement was to monitor and bring into service the company's first third party managed vessel, and developing relationships with the Owner. The company is continuing to improve its technical focus on engineering standards.

2009 to 2013

OSG Ship Management (UK) Ltd
Fleet Manager

(Vessel types: VLCCs & an FSO)

Joining as Technical Superintendent in the VLCC & FSO team, I was promoted to Deputy Fleet Manager and then to Fleet Manager.

As a technical superintendent, I was responsible for the management of four VLCC vessels with the first drydock early 2010 in Singapore. After promotion to Deputy Fleet Manager, another VLCC drydock

(Dubai 2011) was completed under budget. For a period of about four months managed the FSO Africa making several visits to the vessel in the Al Shaheen Field, off Qatar.

I was the driver in generating the technical requirements for the super slow steaming project which returned significant bunker cost savings to the company. Between April and December 2011, this totalled over 2 million USD among the ten VLCCs able to take part.

Taking over as Fleet Manager, a busy 2011 included drydocks on five vessels, taking delivery of two newbuilds out of China, and handing over three time-chartered vessels back to Owners.

2009

**Bibby Shipmanagement Ltd
Technical Manager**

(Vessel types: LPG, Container, DSV.)

Returning back to the UK I was offered the Technical Manager role at Bibby. A demanding role, the company managed a variety of ships - three dive support vessels from an office in Aberdeen; and from Liverpool, three small LNG gas tankers, one bulker, a chemical tanker and a Rhine barge.

During the time as Technical Manager, I attended onboard during a serious port detention which involved significant repairs before the vessel was granted permission to move to drydock. I managed drydocks in Greece and Turkey both of which involved engine crankshaft regrinding. I carried out riding visits on two container vessels which were being brought into management as I left the company.

2003 to 2009

**BP Shipping
Chief Engineer and Superintendent**

(Vessel type: oil tankers)

Returning to sea service, I was given a short trip as a supernumerary before being promoted to Chief Engineer. I sailed as Chief Engineer on VLCC, Panamax and Aframax tankers trading with crude and petroleum products. There were dockings in Dubai Drydocks for tank repairs on a VLCC, and Special Survey at Sembawang Shipyard on an Aframax (40 days involving stern tube repairs, structural modifications and ballast coating works). The stern tube repair involved re-metalling the aft stern bush and off-set machining. The stern bearing damage was itself the subject of a detailed incident report which I assisted with.

As a keen IT administrator, I was involved with server change-outs, and during dry-docking, the upgrade to a V-Sat communication system. A wide variety of IT software and systems were used by B.P. as might be expected from an oil major, e.g. vibrational analysis, oil scrapedown analysis.

In September 2008, I started a temporary secondment to the Singapore office as superintendent. I was waiting throughout my time with BP for an engineer superintendent's position to become available in the UK at Sunbury, though the opportunity did not arise during my time in Singapore.

2001 to 2003

**Bibby-Harrison Shipmanagement Ltd
Ship Manager**

(Vessel type: ro-ro)

The company provided the technical management for Bibby Line vessels and those of third parties. I was employed to manage two ro-ro vessels on an Ipswich to Ostend service.

The two ships were approaching their fifth special survey. The initial performance of the ships was unreliable with frequent engine failures, problems with stern doors, trailer elevators, etc. Very much a hands-on superintendents position, most weekends were spent in Ipswich or Ostend for repairs where the vessels had a 24 hour layover at weekends.

After working on these vessels for over a year, they were far more reliable, had obtained their ISM accreditation and both had cleared their fifth special survey (one of these without a scheduled drydock). There were frequent more unusual challenges during the period: stowaways, collisions with other vessels and with a pier, crew absconding, etc.

Bibby-Harrison was taken over by Indo-China Ship Management in 2003. I was re-assigned from the ro-ro vessels to four tankers of the Indo-China Ship Management arm, though left shortly afterward.

2000 to 2001

**MOL Tankship Management Ltd
Superintendent**

(Vessel type: chemical tankers)

The UK technical management arm for the tankers of Mitsui O.S.K. Lines. The company was rapidly expanding in the chemical tanker market and I was the engineer superintendent for final delivery of two new vessels from Japan as well as two vessels already in service.

I carried out my first drydocking as a superintendent in 2001, the ten year life extension docking on a twenty year old single hull tanker in Cadiz, which incorporated the fourth special survey under Class NK rules. A thirty two day project with a final yard bill of USD 2 million with a further USD 1 million spent on capital items (one boiler, combustion control system and burners for both, economiser repairs, a new incinerator and oil tank, new cargo tank ullaging system, etc). The drydock work involved substantial steelwork and coating repairs in the ballast tanks.

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2000

**James Fisher PLC
Superintendent**

(Vessel type: coastal petroleum tankers)

My first work ashore, I was responsible for operating and running four coastal product tankers. Three of these vessels were over twenty years old and all required a very "hands-on" approach. In the short period of time with this company, I frequently visited all vessels around the UK and supervised various repairs (a main engine rebuild, a hydraulic power pack clutch, to a gearbox on another power pack, two main engine cylinder head failures, and a camshaft guarantee repair on the newer vessel). I was also arranging renewal of a C.P.P. control system for a forthcoming docking.

CV EX CWA WAREHOUSE