

## David A. Hall

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### Professional Resume

David Hall is a versatile marine consultant and experienced marine surveyor who has worked for major ship owners, oil companies, shippers and their underwriters. He is accustomed to working closely with owners, salvors, qualified individuals, United States Coast Guard, spill response organizations, classification societies, hull and P&I underwriters, commercial claims representatives, admiralty lawyers, and media in support of many different clients with marine interests. David has also worked as a non-exclusive surveyor for RINA and as a Flag State Surveyor. He is familiar with the operation of many types of ocean going ships and the carriage and stowage of many types of cargo. He is also knowledgeable with respect to claims resulting from the carriage of crude oil, petroleum products and chemicals.

#### Summary of surveys and services provided during career to date (by alpha)

Break bulk surveys of dry and general cargo  
Bunker surveys  
Cargo outturn surveys, cargo salvage and transfer  
Cargo loss investigations  
Condition surveys of ships including those to OCIMF/SIRE and CDI format  
Container surveys, including damage and on/off hire  
Collision and contact damage surveys  
Demurrage reports and disputes, Draft surveys, Dry Bulk Surveys  
Environmental audits of cruise ships  
Expert witness in connection with litigation and arbitrations  
Hull and machinery damage surveys  
Investigation of cargo contamination disputes of dry, liquid and chemical cargoes  
Investigation of submarine cable breaks  
Pollution response and monitoring  
On board blending of petroleum cargoes  
On/off hire surveys including tank cleanliness and suitability  
Personal injury investigations  
Cargo quantity loss investigations  
Petroleum cargo inspections – investigation of quantity/quality disputes  
Pollution response and monitoring  
Studies for obtaining ISO 9000 certification  
Remediation of bunker contaminated dry cargo  
Safety audits and surveys, Small craft surveys  
Stowage of project cargo including modular housing and heavy machinery  
Supervision of oil cargo transfers offshore  
Vessel pre-purchase surveys and valuations  
Vessel operations and safety audits  
Writing of fleet operations manuals

**Professional Background & Experience**

**1997 – to present Marine Consultant**

Provided a wide range of professional consulting services while working to obtain accreditation with the Chemical Distribution Institute and OCIMF/SIRE. Worked with the Qualified Individual Company on two major groundings off the coast of Florida. Worked on environmental compliance audit program for major cruise line. Attended major container ship fire casualty in Panama on behalf of London insurance interests to catalog and examine salvaged cargo. Operated Quantum Marine LLC for owners who are a major US P&I Club correspondent and carried out a number of routine surveys for RINA. Performed numerous surveys for P&I interests relating to cargo-related problems and casualty situations. Concluded minority interest in Quantum Marine in July 1999 by mutual agreement to pursue career as a Marine Consultant.

**1988 - 1997 President and owner of Quantum Marine, Inc.**

In January 1988 founded Quantum Marine, Inc. to provide specialty consulting and survey services to P&I clubs, oil companies, traders, ship owners and insurance interests including The London Salvage Association. Company eventually operated with 12 employees and achieved annual sales well in excess of \$1 million. Personally worked for many clients as a Port Captain, vessel condition surveyor, cargo surveyor, marine consultant and expert witness. While continuing to work in the field he supervised Quantum Marine's staff of some ten full time surveyors who attended on board most types of vessels and conducted many types of surveys including project cargo and heavy machinery surveys. The company gained a reputation for being expert with respect to cargoes of many types including petroleum and chemicals. David was the sole shareholder of Quantum Marine, Inc. and managed the company so that the quality of the work was always the paramount consideration. During this period he worked with a number of trusted associates who provide quality services throughout the United States, Canada, South America, Europe, West Africa and the former Soviet Union. Sold assets of Quantum Marine, Inc. in January 1997.

**1982 - 1987 Manager with Caleb Brett USA, Inc. (Marine Technical Division)**

David left the British Merchant Navy and joined Caleb Brett USA Inc. as a Surveyor with their Marine Technical Division in Philadelphia. In 1983 he took over as manager of the Marine Technical Division on the East Coast. He personally attended several hundred ships as Port Captain for Gulf Oil Company and for cargo loss control and expediting purposes. In the course of these duties he attended numerous bunker surveys and shore tank inspections. He gained familiarity with petroleum inspection procedures, oil terminal custody transfer operations, cargo inspection requirements and the chartering criteria of a number of major oil companies and traders. In 1983, he assumed responsibility as manager of Caleb Brett's Marine Technical Division (MTD) for the East Coast and Canada and broadened the scope of the companies services to include many types of commodities. He attended many vessels for the purpose of protecting owner's interests. David was responsible for coordinating the activities of ten marine surveyors with Masters licenses and signing off on their reports.

**Service at Sea**

**1977 - 1982**, Joined Bibby Line in 1977 and served as Chief Officer on a 169,000 DWT ore/bulk/oil vessel. Joined Canadian Pacific (CP Ships) in 1978 and served as Chief Officer on product tankers and a crude oil tanker loading from the AMOCO Montrose Alpha field in the North Sea. Gained dangerous

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cargo endorsements for Petroleum and Chemicals and attended various short courses for chemical tanker safety, inert gas systems, and crude oil washing. In 1980 assigned to chemical tanker new building program in Mizushima, Japan working with steel inspectors and company superintendents, reporting to the company's naval architects in London. Assisted with fitting out of two vessels, numerous testing and proving programs and then sailing on two of the ships from the yard on the maiden voyages. Developed operating procedures and planned maintenance schedules for these new vessels. Sailed on all four new buildings in World Wide trade taking one to guarantee dry dock. Worked on tank coating and vessel damage stability issues during initial operating period of fleet. Left sea employment to be with family on a more regular basis and due to concern at lack of long-term prospects when employer indicated intention to sell fleet.

**1965-1977**, After completing Grammar School near London, David joined London & Overseas Freighters as an apprentice Officer. During his four-year apprenticeship he sailed on a tween deck cargo ship in the US – Far East trade, tankers and a bulk carrier. After attending Sir John Cass College in London he obtained his foreign going second mates licence in 1969 and spent four months as 3<sup>rd</sup> Officer on a tanker carrying bituminous feed stock. He then sailed as 3<sup>rd</sup> Officer for nine months on a tween-deck cargo ship trading from the US to the Pacific Far East carrying break-bulk, machinery and heavy lift cargoes. In 1971 after studying again at Sir John Cass College he obtained a 1<sup>st</sup> mates licence and sailed for a short time with Turnbull Scott as 2<sup>nd</sup> Officer on a small cargo ship trading to the Russian Arctic in the timber trade. In 1972 he joined ESSO Petroleum Company Ltd. and sailed on many different types of tanker up to the rank of 1<sup>st</sup> Officer from 20,000 DWT product tankers to 256,000 DWT VLCCs. In 1976 after studying at Brunel Technical College in Bristol he gained an unlimited British Masters Licence for vessels of any tonnage. Before leaving ESSO Petroleum in 1977 to seek better promotion prospects he sailed as 1<sup>st</sup> Officer on a shuttle tanker performing lightering operations in the English Channel.

**Professional Affiliations:** Member of the Nautical Institute & The Institute of Petroleum

### Short training courses attended

- Radar Observer
- Radar Simulator
- Radar (ARPA) course for senior Officers
- 4 Day MNTB fire fighting course at Warsash
- Ship Captains Medical Certificate
- St. Johns Ambulance First Aid Course for ships Officers
- 5 day Petroleum Tanker safety course
- 5 day Chemical Tanker safety course, also attended again in Oct. 1999
- 4-day inert flue gas systems course
- 1 day Oil Detection Monitoring Equipment course
- 1 day Crude Oil Wash course
- OSHA HAZMAT course
- 1-day media course for shipping specialists responding to oil spills
- 2 day OCIMF/SIRE inspectors course in Rome Sept 1999
- Various short courses in business management and use of computers
- Attended Chemical Distribution Institute (CDI) accreditation course in February 1999 at Warsash in UK - passed CDI exam and selected by CDI interview panel for final accreditation process which was completed in July 2000. David has now completed CDI inspections on 18 ocean going chemical tankers.

**Papers and significant written work**

Oil cargo theft - presented to the American Bar Association in New York

Cargo ROB surveys - published in Seaways Magazine

Tanker operations for ship's agents – David also presented this as the course instructor during 2 two-day courses in Sydney, Australia

Tanker operations for cargo inspectors - written as a manual for a major cargo inspection company

Tanker safety manual - prepared for New York based tanker owner

Procedures manual for marine surveyors

Wrote oil pollution response procedures manual for large oil trading company

**Work as a Marine Consultant**

David has supervised a large staff of surveyors in many casualty and consulting situations. The following is an outline account of some of the more notable of his own cases.

**General**

- 1) Retained by large Utility Company to protect their interests during unscheduled repairs to a US Flag, coal fired, self-unloading bulk carrier. Unscheduled repairs were carried out under a memorandum of sale over a four-month period. Visited shipyard on more than forty occasions to monitor extensive repairs to hull and machinery. Prepared extensive photographic record. Assisted Principal's legal representatives and engineering experts during negotiations with respect to apportionment of more than \$11 million repair costs and as fact witness with respect to subsequent arbitration between Principals and the vessel's previous operators.
- 2) Retained by cargo insurance underwriter to monitor and report on loading of project cargo, (modular housing destined for Israel). Naval architects designed a special securing system and attendance on board involved confirming effectiveness of stowage and securing arrangements also suitability and seaworthiness of the ship.
- 3) Monitored loading of a number of heavy machinery project cargoes (refurbished steel mill equipment) and LNG production plant for insurance purposes. Also recovery and return to manufacturers of heavy rolling stock parts damaged on board ship in heavy weather.
- 4) Appeared in New York Federal Court as expert witness with respect to issues regarding stowage of cargo of structural steel, the possibility of its damage due to heavy weather and ship stability issues.
- 5) Worked for The London Salvage Association on recovery and salvage of cargo of Ferro-Chrome contaminated with bunker fuel. Advised as to disposal of commodity due to impossibility of remediation that would return commodity to original condition.

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- 6) Supervised program to regain stability of reefer ship that experienced heavy weather with resulting catastrophic damage to cargo stow. The ship arrived in port with 12 degree list and was in unfit condition to discharge undamaged cargo. Expeditiously executed recovery operation addressing stability issues resulted in successful discharge of other cargo with minimal spoilage.
- 7) Investigated damage to several high value cocoa bean cargoes from the Far East and worked as expert regarding allegations of incorrect ventilation.
- 8) Attended on board large container vessel in Panama to assist underwriting interests including The London Salvage Association in identifying salvaged cargo after devastating fire.
- 9) Successfully assisted owners P&I legal representatives as expert witness in investigation and also in court in defeating \$1 million claim for alleged personal injury caused during unmooring operation alleged to be fault of Red Band owned tanker at Marcus Hook.
- 10) Carried out pre-purchase surveys on a number of dry cargo vessels and two Suezmax tankers, for London based interests.
- 11) Assisted with regard to NRDA issues near Big Pine Key, Florida after grounding of large container ship
- 12) Assisted with response and salvage of LPG tanker fully loaded with Butadiene grounded off Key Biscayne, Florida. Attended USCG incident command center on behalf of owners and P&I interests in Miami during period of re-floating.
- 13) Attended on behalf of The London Salvage Association for complete salvage and transshipment of cargo from badly damaged ship in the Panama Canal.
- 14) Attended a number of ships in the Philadelphia area for IACS Member Classification Society to address issues regarding safety and seaworthiness as required by United States Coast Guard Captain of the Port Order
- 15) Attended several grounding incidents in the Delaware River on behalf of Owner's interests to advise regarding re-floating. Advised Principals regarding difficulties experienced towing loaded bulk carrier with damaged rudder and propeller. Outcome was successful tow to final discharge port

### **Petroleum & Chemicals**

- 1) Attended large oil terminal in Caribbean over a period of 9 months as consultant to advise regarding cargo losses and to act as Port Captain. Reported to senior management and advised commercial and criminal lawyers in addition to legal department of parent company and senior management. Circumstances and issues were very sensitive and highly contentious with tens of millions of dollars in dispute. Advised Principals regarding significant oil spill from a tanker discharging at the terminal at the time of his attendance. Worked for management of a large BP Refinery during two-month emergency operating period monitoring crude oil custody transfer
- 2) Assisted legal department of TEXACO in identifying and clarifying issues under arbitration

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with respect to a Contract of Affreightment. Attended arbitration as expert witness. Principal recovered \$800,000.

- 3) Retained by Legal Representatives of Coastal Eagle Point in New Jersey as expert on ship board mooring practices in preparation for litigation involving a breakout that resulted in significant oil spill involving \$15 million clean up costs.
- 4) Obtained a three-year contract for Quantum Marine with Saudi Petroleum providing Port Captain & loss control services in US Gulf, Caribbean and Delaware City.
- 5) Retained by refining company with respect to supply of allegedly off specification bunkers that were claimed to have contributed to explosion on board at sea, death and injury to crew and CTL of US flag tanker. Retained by Principal's legal representatives as expert regarding bunker survey carried out prior to subject voyage. Consulting work and preparation as expert witness contributed to a \$2.2 million settlement in Principal's favor.
- 6) Organized and executed program on behalf of Petro-Canada to vet ships regularly loading crude oil cargoes for environmentally sensitive New England port of Portland, Maine.
- 7) Supervised consulting project for Long Island Lighting Company (LILCO) to determine what action should be taken regarding recommendations made in a National Transportation Safety Board report. NTSB report was issued as a result of major explosion and fatality on board the OBO vessel FIONA prior to her discharging at LILCO's Long Island Sound facility.
- 8) During course of routine vessel surveys present during the early stages of several oil spill incidents, advised and participated in mitigation. Retained by P&I interests to attend the ANIARA oil spill in Delaware Bay. Identified source of leak and assisted crew in remedying it. Attended as on site spill response manager on board vessel MYSTRAS for owners at Delaware Bay incident. Assisted with respect to oil spill from same vessel in Houston and designed and supervised fitting of plug to leaking overboard discharge.
- 9) Successfully worked for cargo underwriting interests to achieve resolution of contamination with benzene of a large quantity of high value chemical. Appointed on behalf of P&I interests on numerous occasions to advise regarding various petroleum product and chemical cargo casualties relating to alleged contamination, quality and quantity problems.
- 10) Attended many API semi-annual meetings of API (COMA) over a period of ten years. Sat on working group writing Chapter 3.1A for API Manual of Petroleum Measurement Standard. (Manual tank gauging). Member of API COLC Marine Vessel Pre-Loading Tank Inspection Working Group writing Chapter 17.8 for API Manual of Petroleum Measurement Standards.
- 11) In attendance on board for cargo interests when a major explosion occurred on Aframax tanker at Bayway New Jersey. Explosion resulted in fatality and demolition of the ship's inert gas plant necessitating supply of nitrogen blanket. Appointed by The London Salvage Association on behalf of cargo underwriters to protect their interests during discharge of remaining cargo to barge after ship proceeded to anchorage.