

Terry R. Upson

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QUALIFICATIONS AND COURSES ATTENDED

Unlimited British Masters license with dangerous cargo endorsement for petroleum.
International Ship and Port Security Code and Port Security Officer
Wharton School of Business – Financial courses for senior management.
Radar Observer
Radar Simulator
Radar (ARPA)
Ship fire fighting
Ship Captains Medical
Petroleum Tanker Safety
Inert gas
Crude oil washing
Accepted as Member of Nautical Institute
Accepted as member of Royal Institute of Navigation

EXPERIENCE

1994 – 2004 – World Point Terminals

General

In 1994 joined World Point Terminals, a publicly traded company on the Toronto Stock Exchange, as Terminal Manager of South Riding Point their 5.2 million barrel crude oil storage terminal in Freeport Bahamas. Principal clients during this period were Statoil, BP/AMOCO, Exxon/Mobil, Costal, Veba and PDVSA. During ten year period terminal was fully utilized and never received a single claim for loss of oil, contamination etc.

Acted as President and Director of several World Point companies including financial and holding companies.

In 1994 South Riding Point was the only terminal in the company and during the 10 year period we expanded from 1 to 12 terminals world wide and additionally formed a tug company based on the profit from South Riding Point.

Performed the pre-purchase inspection and carried out the due diligence inspection of 12 million barrel facility the company purchased in Amsterdam. Facility handled crude, various petroleum products, alcohol and molasses. Performed pre-purchase inspection of BORCO a 20 million barrel oil storage facility in Freeport. The purchase was never concluded as we could not agree on financial terms.

Also carried out various marine operations for our affiliated Mega Yacht Company. Handled purchase of a 156 foot Feadship and handled an insurance claim for engine damage claim on 126 foot Broward.

Freepoint Tug & Towing Services Ltd (FTTS)

In 1995 started a tug company (FTTS) in Freeport, Bahamas primarily to handle vessels in Freeport Harbour Container Port. Company expanded to 7 tugs with a total staff of 55 and on an average handled 1,500 ships a year both in Freeport and at South Riding Point and the BORCO oil facility. The majority of the tugs were of the Z drive type and on average had 4,000 bhp. Acted as President of the company and also responsible for all marine related and financial operations. Carried out all major dry dockings, engine overhauls, placement of P&I and Hull and Machinery insurance.

Also during 10 year period FTTS carried out numerous salvage and towage operations working not only for our own account but on occasions with Smit and Wijismuller. 1998 entered into an agreement with Wijismuller and had an expansive array of salvage and oil spill equipment based in Freeport in the event of an incident in the Caribbean area.

Carried out structural modification, inspection, stability and fire and safety requirements in conjunction with Lloyd's Register to bring our Japanese Z Drive tugs into class and also to comply with Caribbean Code for vessels.

South Riding Point Terminal

Tank farm consisted of 5 x 750,000 barrel and 2 x 500,000 barrel crude oil tanks with an offshore sea island to handle vessels up to 500,000 tons. Terminal was fully utilized during the 10 year period and on an average over this period handled 50 million barrels a year and 100 ships a year without a single claim for loss or contamination during the entire period.

During period as manager carried out 25 million dollar program to rebuild every tank in the farm carrying out extensive steel repairs to roofs, shells and also installed new bottoms in all tanks. Completely rebuilt fire fighting system in terminal and Sea Island and implemented planned maintenance program. Additionally rebuilt all loading arms on Sea Island and installed new cathodic protection system.

Successfully had the terminal ISO 9001 certified and also upgraded terminal to ISO 9001 -2002 a year before the requirement. Wrote all safety, contingency and operations manuals for terminal.

Represented company on Board of Directors of Clean Caribbean Oil Spill Cooperative (CCC). CCC members were from all of the oil majors and smaller companies throughout the Caribbean area. CCC had \$12 million dollars of oil spill equipment based in Ft Lauderdale and provided extensive oil spill training courses for their members. During period SRP was elected as Chairman of CCC. Sponsored and arranged major oil spill exercise in the Bahamas that carried out a simulated oil spill and was attended by representatives of 20 Caribbean governments, USCG and 200 representatives of the oil industry.

1992 – 1994 Quantum Marine and marine surveying.

During this period carried out numerous surveys, services and inspections on behalf of Quantum Marine for oil majors, terminals, P&I and H&M underwriters.

Surveys and services included

- Blending of liquid cargoes on board vessels
- ROB surveys
- Petroleum and chemical cargo loss investigations
- Stowage and lashing of dry cargo vessels
- Supervision of oil transfers at the LOOP and offshore lightering areas
- Vessel operation and safety audits
- Hull and cargo damage surveys
- Advising terminal on oil accounting and handling procedures.

Also during this period acted as Ship Vetting Inspector for Texaco and carried out approximately 80 vetting inspections.

1990 – 1992 Gulf Ocean Steamship New Orleans

Part owner and manager of Gulf Ocean Steamship a ship agency based in New Orleans. During this period we provided agency services for oil majors and handled on an average 20 tankers a month both in New Orleans at the LOOP and offshore lightering areas.

1978 -1990 V. Ships

Sailed as Chief Officer and Master on vessels up to 225,000 tons including OBO's, crude tankers, product tankers, chemical tankers and bulk carriers. 1981 promoted to Marine Superintendent and initially based in London and Monte Carlo offices overseeing operation of four tankers.

1982 transferred to New York office as Marine Superintendent / Operations Manager to oversee fleet of 7 company tankers operating in Caribbean as well as fleet of 4 managed tankers.

1984 promoted to President of V. Ships USA and became part owner of company. Had responsibility for entire American, Caribbean and South America operations over seeing a fleet of between 10 – 20 vessels and a total shore staff of 10 people. Responsibilities included complete commercial operation of company, chartering of company vessels on the American Market, preparation and submission of demurrage claims, all legal matters for company including arbitration and acting as a witness, preparation of operating budgets for vessels. Additionally carried out a number of dry dockings during this period when engineering staff were not available.

Also assisted our associate company. Sitmar Cruise Lines, with all matters related to the registry and certification under Liberian Flag as well as representing company during purchase and sale of vessels registered in Liberia.

Represented company on Board of Directors of Liberian Ship Owners Council.

Carried out numerous inspections of vessels and vessel classification records for purchase of vessels.

During period handled two major oil spill incidents. The first was a vessel that hit bottom entering Lake Charles and broke her back sustaining massive damage and spilling some 20,000 tons of crude oil that eventually came ashore in Galveston. Based in Lake Charles and Galveston for a period of two months representing company during cleanup and restoration of beach as well as attending vessel to liaise USCG, P&I, H&M during investigation and to prepare temporary repair specification to get vessel to dry dock as well as assisting in final damage repair and dry dock specification. Attended in Galveston for a period of 4 weeks during trial and acted as witness for company regarding operation and construction of vessel.

Second incident was a vessel entering Curacao Harbour that grounded on a rock entering the harbour resulting in a substantial loss of oil and leaving the vessel with a 20 degree list. Prepared discharge plan for submission and approval by local authorities and supervised discharge operation and additionally oversaw the cleanup operation. Attended at dry dock during hull repairs.

1977 - 1978 United Arab Shipping

Sailed as Chief Officer on their container vessels and general cargo / heavy lift vessels.

1976 – 1977 Scottish Ship Management

Sailed as Chief Officer on their geared bulk carriers.

1975 – 1976 British Government Crown Agent

Based in the Gilbert and Ellice Islands and sailed as Master on the British Government passenger vessel “RMS Tarawa” and also acted as Chief Officer in the government training school. The training school was set up to train Pacific Islanders as seamen on merchant vessels.

1973 – 1975 Scottish Ship Management

Sailed as Chief Officer on their geared bulk carriers.

1962 – 1973 Bolton Steamship and North Yorkshire Shipping Company

Joined Bolton / North Yorkshire as an indentured apprentice in 1962 and sailed as Third and Second Officer on their bulk carriers, iron ore carriers and general cargo vessels.