



Paul Voisin

DATE OF BIRTH: 18 April 1956

NATIONALITY: British

EDUCATION: South Shields Marine & Technical College (Cadetship)
Plymouth School of Maritime Studies (Deck Officer Certificate)

**QUALIFICATIONS
& MEMBERSHIPS:** Deck Officer Class 1 (Master Mariner)
Fellow of the Nautical Institute / Committee member
Associate Fellow of the Royal Institute of Navigation
Governor of the Royal National Lifeboat Institution, UK
Fast Rescue Boat Coxswains Course
Personal Survival Course
Ship Security Officer qualified
Alpine rope climbing certified, Supervisor level

LLOYD'S SALVAGE: Approved Special Casualty Representative (SCR) at Lloyds of London - Salvage Arbitration branch. Since 2010

EMPLOYMENT HISTORY:

2015 **Marine Consultant at Voisin Maritime**
2039 SE 10th Avenue #513
Fort Lauderdale, FL, USA 33316

2005 to 2015: **London Offshore Consultants, London & Miami
Marine Consultant**

Joined LOC London to provide expertise with respect to bulk carriers and their cargoes, container vessels, general cargo and heavy lift vessels. Transferred to LOC Miami end of 2007.

Carried out investigations on a damaged grain cargo and coordinated trans-shipment of same in Virginia USA. Investigations into the total loss of a small bulk carrier off the Portuguese coast, the grounding of a tanker on the sub-continent, the total loss of a bulk carrier suspected of carrying mis-represented dangerous cargo and the contamination of a bulk carrier cargo from fuel tank damage. LPG cargo leakage casualty.

With practical experience of sailing in ice, have investigated ice damage allegations.

Carried out legal charter party dispute investigations involving bulk carriers, tankers, unsafe ports and berths with damage sustained to vessels and berths, collision investigations, Loss of Hire and the preparation of expert witness reports for litigation.

Marine investigations on a number of vessels affected by the 2010 Chilean Earthquake and Tsunami.

Salvage and investigations on a fire damaged luxury yacht and fire damaged self-unloading bulk carrier in USA. Fire investigation on large cruise vessel off eastern USA.

Several investigations into major loss of container cargoes overboard, collapsed stows and integrity of container lashings and fittings with expert witness reports.

MWS/Tow approvals on large barges, tugs and other vessels and heavy lift loadouts. NASA Space module.

Condition surveys on wind farm installation vessels, laid up general cargo vessels for re-commissioning to service and Diving Support Vessel audits for large Oil major in West Africa. Delivery, Condition, Hatch testing and Marine warranty surveys for Owners, P&I and Oil companies on a variety of ship types.

Expert Witness Arbitration attendance on a Marine Casualty in Chile 2013

Casualty investigations into bulk cargo liquefactions.

Salvage and Wreck Removal Appointments:

“Troll Solution” - **SCR** - Salvage and Wreck Removal, Mexico, 2015 – SMIT SALVAGE

“Sechura Express” – Wreck removal, Peru, 2014 – COSMOS SALVAGE

“Great Qin” – Salvage and refloat, Dominican Republic, 2014 – SVITZER

“Celeste Anne” – Wreck removal, Gulf of Mexico, 2013 - RESOLVE Fire and Marine.

“Otilia” – **SCR** – Salvage, Fire, off Panama, 2013, SVITZER

“Costa Concordia” – Salvage/Wreck removal, Italy - Jan 2012 to May 2013, SMIT/NERI, TITAN/MICOPERI

“Tropic Sun” – Salvage Master, British Virgin Islands, 2011 - RESOLVE

“Jupiter 1” – Salvage, Mexico, 2011 – T&T BISSO, TITAN, MAMMOET

“Noble Hawk” **SCR** – Salvage, Indonesia, 2010/2011 – SVITZER

“Clipper Adventurer” **SCR** – Salvage, Canadian Arctic, 2010 – RESOLVE

“Polar Mist” – Salvage, Argentina, 2009 – MAMMOET

“Rocio” – Salvage, Argentina, 2009 – RAUL NEGRA

“Jillian Morrison” – Salvage, Gulf of Mexico, 2008 – T&T BISSO

“Norsul 12/Norsul Vitoria” – Wreck removal, Brazil, 2008 – SVITZER
“Mighty Servant 3” – Salvage, Angola, 2007 – SMIT
“CP Valour” – Wreck removal, cargo co-ordinator, Portugal, 2006 – SVITZER
“Marielle Bolten” – Salvage, Caribbean, 2006 – SVITZER/RESOLVE
“Everise Glory” – Wreck removal, Singapore, 2005 – SMIT
“Gallant Dragon” – Salvage, Brazil, 1990 (As Master) – SMIT

SEAGOING

2004 - 2005

ALPHA SHIP MANAGEMENT, Bremen

Master

Geared container vessels, trading world-wide.

1998 - 2004

GRAIG SHIP MANAGEMENT, Cardiff, UK

Master

Served as Master on a series of multi-purpose 8500 Dwt. Heavy lift vessels, trading worldwide. The vessels were highly manoeuvrable and involved self-pilotage in and out of ports in many geographical coastal locations around the globe. Specialist heavy lift cargoes with ships cranes have included 360 tonne mobile dock crane and numerous heavy lifts over 200 tonnes. When not engaged on heavy lift and project cargo operations, vessels traded in the container sector, bulk and break-bulk sectors with steel pipe, general steel cargoes, project cargoes etc.

Luxury large yacht transportation, inspection, loading, stowage and carriage below deck and above deck.

Experience in ice navigation as Master on heavy lift vessels sailing into Greenland ports under own pilotage.

1997 - 1998

SHOUGANG CONCORD INTERNATIONAL TRANSPORT

Master

Master, in command of a new 170,000 tonne deadweight bulk carrier trading worldwide.

1997

S A LOUIS DREYFUS et CIE, Paris

Master

Master of 125,000 deadweight bulk carrier trading world-wide.

1995 – 1996

P & O BULK CARRIERS, UK

Chief Officer

Chief Officer in the Cape Size bulk carrier fleet.

1994 – 1995

SGS SAUDI ARABIA LTD

Marine Surveyor

Served ashore in the Ports of Jeddah, Dammam and Gizan as marine surveyor and consultant involved in marine, cargo and P&I sectors, including damage claims, casualty investigations, loss adjusting and condition and bunker surveys.

1991 – 1994

S A LOUIS DREYFUS et CIE, Paris

Master

Master in command of a large Seismic survey vessel, undertaking mostly own pilotage and dealing with up to 30 onboard charter and client representatives in the oil exploration industry. Involved in towage, laying out and recovery of sub-surface seismic cables and gun arrays in water depths ranging from 10 – 100 metres.

1991**S A LOUIS DREYFUS et CIE, Paris****Port Captain**

Served ashore as Port Captain in the US Gulf and South Korea for 3 months, Supervising loading/discharging operations of steel plate, coils, pipes and bulk cargoes on chartered vessels.

1990 – 1991**S A LOUIS DREYFUS et CIE, Paris****Master**

Master of 125,000 deadweight bulk carrier trading world-wide.

1974 – 1990**BURIES MARKES SHIP MANAGEMENT LTD, UK / LOUIS DREYFUS, Paris**

Recruited in 1974 as a Cadet and served through the ranks, being promoted to Master in 1990. Served mainly in the Gearbulk “Handymax” fleet, carrying forest products, steel pipes, aluminium ingots, steel coils, yachts, bulk cargoes and containers. Trading worldwide on liner routes in North Pacific, S.E Asia and Atlantic. Also served as Senior officer for 7 years in the chemical tanker fleet carrying dangerous cargoes and acids in Northern Europe.

In 1991, received the Nautical Institute President's Certificate of Appreciation (the Institute's highest annual award for seamanship) for the saving of a Cape size bulk carrier and its crew from sinking after sustaining severe structural damage at sea (Featured and Interviewed on BBC's Panorama program).

Technical Papers/Presentations

- i) Conference Presentation to Smit Salvage, Singapore “Manning Marine Emergencies” Seminar in Singapore, on “Oil Spill Contingency Requirements” – October 2005
- ii) Various presentations to the UK Nautical Institute SW Branch on bulk carriers, international ship & port security code; heavy lift vessel operations; the casualty concerning the bulk carrier “GALLANT DRAGON”.
- iii) Regular contributor to the Captain’s Column in Seaways – Nautical Institute Journal.
- iv) Conference Presentation at the NEPIA/Nautical Institute seminar on Collisions – Newcastle, November 2006
- v) Conference Presentation to London based P&I Clubs and Marine Law firms on Wreck Removals – November 2007
- vi) Conference Presentation to London based P&I Clubs and Marine Law firms on Groundings – October 2010
- vii) Published Author – Casualty Management Guidelines (Chapter 2) by the Nautical Institute and International Salvage Union

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