

GARY RAWLINGS MIMAREST GLOBAL HEAD OF MARINE ENGINEERING SERVICES

Chief Engineer Unlimited STCW III/2 (Motor)

Member of the Institute of Marine Engineering, Science and Technology

Diploma in Ships Superintendency with Accreditation Marine Engineering, Lloyd's Maritime Academy

National Diploma in Marine Engineering

COURSES AND TRAINING

MAN ME Control Systems Course

Bond Solon Expert Witness Training

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EMPLOYMENT HISTORY

2026 to Present Solis Marine, London
Global Head of Marine Engineering Services

Gary leads Solis Marine's expert marine engineering services worldwide, acting on behalf of P&I and H&M insurers, shipowners, managers, charterers and law firms. His work includes the investigation of main engine and machinery damage, engine room fires, blackouts and flooding, performance and bunker disputes, and newbuilding disputes, as well as the preparation of expert evidence for court and arbitration proceedings.

2014 to 2026 TMC Marine Consultants Ltd, London
Consultant Marine Engineer

Carried out numerous marine casualty, incident and dispute investigations on behalf of P&I and H&M insurers, owners and law firms. Appeared as an expert witness in the High Court, the Coroners' Court, the Shanghai Maritime Court and in arbitration and mediation, and gave deposition evidence in American court proceedings.

Main engine damage investigations included catalytic fines damage, fuel pump failures, bearing failures, camshaft failures, sump contamination, and a turbocharger explosion with subsequent engine room fire.

Other casualty investigations included engine room blackouts, fires, flooding, stern tube and steering gear failures, generator and governor failures, grounding damage assessment, collision investigation and subsea power cable damage survey.

Dispute work included multiple redelivery survey and repair cost disputes following long-term bareboat charters (acting for both owners and charterers), ship management disputes, hull fouling and engine performance disputes, repair cost reviews and disputes, ship crane disputes, bunker quality and quantity disputes, newbuilding disputes concerning heavy lift semi-submersible vessels and main engine and gearbox selection, and a passenger vessel dispute concerning running costs and ship management.

Survey work included ship damage surveys and repair supervision, condition surveys, pre-purchase inspections and records reviews on tankers, and a reactivation survey on an FSO tanker.

2012 to 2014

Britannia Steamship Insurance Association Ltd, London
Associate Director, Risk Management

Initiated vessel condition surveys and evaluated the survey reports to ensure that Members operated in such a way as to minimise claims on the Club. Provided professional advice to claims handlers and underwriters on technical issues and problems associated with claims and ship/fleet entries.

Conducted management reviews at the main operating offices of shipowners to evaluate the organisational issues bearing on the safe operation of ships, and carried out root cause analysis of individual Members' claims portfolios and of trends within sectors of the Club's Membership. Wrote articles for Britannia

publications and bulletins disseminating lessons learned from risk management activities and raising awareness of safety issues.

2008 to 2012

London Ship Managers Ltd, London
Fleet Technical Superintendent

Responsible for the efficient technical management of assigned vessels, compliance with Flag, Class and other mandatory requirements and maintenance of the company's quality standards, with overall responsibility for a combined fleet budget exceeding USD 12m.

Developed and managed vessel operating budgets; arranged, attended and managed dry dockings and surveys; conducted vessel inspections; evaluated crew performance; and carried out internal ISM and ISPS audits on company vessels, as well as internal office audits of the marine and crewing departments.

2006 to 2008

Seaspan Ship Management Ltd, Vancouver
Technical Superintendent

Newbuilding supervision at Samsung Heavy Industries, Geoje Island, South Korea, for a series of 4,500 TEU container ships, followed by responsibility for all aspects of the technical management of four assigned vessels: two 4,500 TEU and two 8,500 TEU container ships.

2005 to 2006

Seaspan Ship Management Ltd, Vancouver
Chief Engineer

Chief Engineer in charge during a familiarisation voyage before taking up the superintendent's role.

1985 to 2005

Safmarine/Maersk, Worldwide

Seagoing Marine Engineer

Commenced his cadetship with Safmarine in January 1985 and progressed through the ranks, being promoted to Chief Engineer in September 1996. Served nine years as Chief Engineer on a diverse range of vessels including container ships, bulk carriers, geared general cargo ships, paper product carriers and dedicated refrigerated cargo ships.

Gained experience on a range of marine diesel engines of up to 93,000 bhp, and of complex waste heat recovery systems comprising a steam turbo-generator coupled to gas turbines and a shaft generator with a power output of 3.5 megawatts.