

ROSALIND SPINK MENG, CENG, MRINA
PARTNER, NAVAL ARCHITECT

University of Southampton, Master of Engineering (Hons) Ship Science 2006

Chartered Engineer (UK) 2010

Member of Royal Institution of Naval Architects 2010

BPP Law School, London, Graduate Diploma in Law (GDL), 2014

Member of the panel of Special Casualty Representatives (SCR) at Lloyd's

r.spink@solis-marine.com M +44 (0)7340 169167 T +44 (0)20 3794 3076

Solis Marine Consultants, Bouverie House, 154-160 Fleet Street, EC4A 2DQ

Rosalind is a naval architect and an SCR specialising in salvage, wreck removal and shipping incident investigations. As well as having given written and oral expert evidence in court she also has recent experience providing technical advice on a number of complex and politically sensitive salvage and wreck removal operations worldwide.

Further to the provision of technical advice Rosalind has also developed 2D and 3D animations of shipping incidents, such as collisions and flooding scenarios, for use in dispute resolution; her work in this field has been used as evidence in criminal court proceedings. She has also given expert advice on steel, timber and bulk cargo shift, liquefaction and container loss as well as strength and stability issues due to hull damage from collision, cargo and grounding.

Her work has included development of salvage specifications and management of the bid evaluation process in addition to overseeing the operation itself. She is particularly experienced in dealing with seriously damaged large container vessels following grounding or collision, including the practical aspects relating to discharge of damaged containers from flooded holds, management of structural condition and refloating operations.

Previously working in offshore design, Rosalind has a strong technical background in complex hydrostatic and hydrodynamic analyses with significant experience in offshore installations, moorings, ocean transport, motion analyses and metocean studies.



RECENT WORK – SALVAGE AND WRECK REMOVAL

- ‘SINARAN ANDAMAN’
Attendance in Phuket, Thailand for grounded coaster to manage casualty on behalf of Insurer. Provision of technical and commercial management expertise in relation to casualty and pollution response followed by tender process, bid evaluation and providing recommendation for preferred contractor.
- ‘MARTHA PETROL’
Attendance in Indonesia for grounded tanker on behalf of salvage contractor. Responsible for engineering of refloat plan.
- ‘KD PERANTAU’
Attendance in Malaysia for capsized naval vessel as salvage naval architect for salvage contractor. Engineering of parbuckling and refloat systems and procedures.
- ‘JAVA BONITOS’
Attendance for site inspection in relation to wreck removal tender on behalf of salvage contractor following fire and grounding of tanker in Indonesia.
- ‘INS SINDHURAKSHAK’
Attendance in Mumbai, India as lead salvage engineer sub-contracted by Resolve Salvage & Fire for the recovery of submarine which sank following an explosion. Responsible for overall project engineering including development of technical methodologies, engineering for barge modifications and installation of lifting equipment, hydrostatic analysis of submarine for refloat sequence and engineering for dry docking and movement onto transportation barge.
- ‘ORIENTAL PIONEER’
Panamax bulk carrier damaged following collision in Singapore. Attendance on board to advise on strength and stability in relation to flooded spaces and cargo discharge. Technical support for patching works and cargo discharge operations.
- ‘SUNNY OCEAN’
Grounded capesize bulk carrier in Indonesia. Attendance on site as naval architect for salvage contractor to provide refloat calculations and cargo discharge sequence.
- ‘WAN HAI 602’
Container ship with contaminated cargo in Pakistan. Strength and stability calculations for discharge of cargo. Development of procedure for cleaning and discharge of contaminated containers.

- 'CMA CGM FLORIDA'
Serious damage following collision in Shanghai. Attendance on board to advise on strength and stability issues and appropriate measures to ensure safe passage for cargo discharge and then on to repair yard. Provision of advice for dealing with damaged and contaminated containers in flooded holds. Continuous monitoring of structural condition by way of inspections and hydrostatic calculations throughout period at sea and also alongside. Further ensuring safe management of structural stresses during preparations for dry dock and docking / undocking operations.
- 'SEP ORION'
Sunken jack-up rig in Brazil. Providing refloat engineering services for preparation of tender proposal including hydrostatic analyses for refloat scenarios and crane barge feasibility engineering.
- 'RENA'
Grounded container vessel in the Bay of Plenty, New Zealand. Providing on scene technical salvage advice to New Zealand government officials up to ministerial level. Extensive discussions with salvors regarding methodology and progress on a daily basis.
- 'AL RAWDAH'
Damaged container vessel in Port Klang, Malaysia due to prior grounding in Singapore. On-site development of salvage specification, invitation to tender and bid evaluation management. Liaison with Malaysian and Singapore authorities for approval of salvage operations on behalf of insurers. Review of strength and stability conditions for transit to Singapore.
- 'CMA CGM LIBRA'
Grounded container vessel in Xiamen. Attendance on board vessel to develop refloat plan and supporting calculations in conjunction with salvor and on behalf of insurers.
- 'NOBLE HAWK'
Grounded bulk carrier in Teluk Buli, Indonesia. Provision of strength and stability advice to insurers including assessments in relation to cargo liquefaction and expected environmental conditions for tow to shipyard.
- 'SHEN NENG 1'
Grounded bulk carrier on the Great Barrier Reef, Australia. Strength and stability calculations on behalf of insurers for duration of salvage operation and passage to safe anchorage.

RECENT WORK – SHIPPING INCIDENT INVESTIGATION

- ‘SEA SMOOTH’ c/w ‘LAMMA IV’
Provision of expert advice during criminal proceedings following collision in Hong Kong. Areas covered included stability, classification and certification issues regarding LAMMA IV and investigation into cause of sinking. Detailed analysis of radar evidence showing events leading up to collision. Production of detailed plots presenting various sources of electronic navigation evidence for use in proceedings.
- ‘SANTRINA’
Damage survey and investigation into longitudinal strength issues following grounding of tanker in Indonesia.
- ‘CMA CGM FLORIDA’
2D and 3D animations for collision investigation.
- ‘NORGAS CATHINKA’
Development of 3D animation of collision for use as evidence in criminal court proceedings in Indonesia.
- ‘ANTONIS’
Creation of 3D animation of vessel contact with swing-bridge for use in dispute settlement.
- ‘CMA CGM LIBRA’
Expert report on salvage dangers relating to grounding in Xiamen, China including assessment of grounding reaction, strength and stability, and contribution of salvor to ensuring safety of vessel.
- ‘BORKOS TAKDIR’
Expert evidence given in High Court of Malaysia relating to tonnage calculations in line with the (Malaysian) Merchant Shipping (Tonnage) Regulations 1985 for purpose of determining limitation of liability.

EMPLOYMENT HISTORY

2012 to Present	Solis Marine Consultants Pte. Ltd., Singapore Director, Naval Architect
2010 to 2012	London Offshore Consultants Pte. Ltd., Singapore Consultant Naval Architect
2008 to 2010	Longitude Consulting Engineers Ltd. (An LOC Group Company), London Naval Architect
2007 to 2008	Longitude Engineering Pte. Ltd. (An LOC Group Company), Singapore Naval Architect
2006 to 2007	London Offshore Consultants Ltd, London Naval Architect