

### CHRIS GASCOIGNE CENG CMARENG FIMAREST FIMECHE HEAD OF MARINE ENGINEERING SERVICES, MARINE ENGINEER

Class One Marine Engineer Motor STCW III/2

Chartered Engineer and Chartered Marine Engineer

Fellow of the Institute of Marine Engineering, Science and Technology

Fellow of the Institution of Mechanical Engineers

c.gascoigne@solis-marine.com      T: +44 (0) 20 3794 3076      M: +44 (0) 7795 164066

Solis Marine Consultants, Temple Chambers, 3-7 Temple Avenue, London, EC4Y 0DA, UK

### EMPLOYMENT HISTORY

July 2021 to Present Solis Marine Consultants, London, UK  
Head of Marine Engineering Services

Chartered Engineer and Fellow of the Institution of Mechanical Engineers and the Institute of Marine Engineering, Science and Technology. Joined Solis Marine as Head of Marine Engineering Services in July 2021, bringing his extensive consultancy, sea-going and shoreside experience to clients.

Works alongside Solis Marine's engineering, nautical, fire and naval architecture teams.

January to July 2021 Gascoigne Marine Limited, London, UK  
Director, Marine Engineer

Established his own marine consultancy practice where he provided expert opinion in bunker, pollution, machinery damage and fire cases.



2013 to 2020

Brookes Bell, Sidcup, UK

Director of Marine Engineering UK, Partner, Associate and Staff Surveyor

Served as Director of Marine Engineering UK for this marine consultancy, leading a team of UK-based marine engineers. Specialised in the investigation of marine engineering casualties, incidents and disputes across a range of vessel types, including bulk carriers, oil tankers, reefer vessels, container ships and cruise vessels.

Investigations were carried out into a broad range of engine problems, including structural failures, bearing failures and damages, fires and explosions, across various engine types, including electronically controlled slow-speed engines (ME and RT-Flex).

Other investigations included diesel-electric propulsion system failures, main and auxiliary machinery failures and damages, reefer machinery failures and associated cargo losses, fires, self-sustaining decomposition of cargo, bunker disputes, vessel crane disputes, personal injury, pollution and environmental compliance (including discretionary P&I claims). Consultancy work also included condition, redelivery and on/off-hire surveys.

Between 2018 and 2020, sat on the CIMAC (International Council on Combustion Engines) lubricants working group. Evidence given at UK arbitration and in Norwegian court.

2010 to 2012

London Offshore Consultants Pte Ltd, Singapore (LOC)

Marine Engineer Consultant

Relocated to Singapore in 2010 to join LOC. During these two years, attended various marine casualties and incidents in the Asia and Pacific regions. Typically investigated the nature, cause, and extent of the marine engineering aspects of the more contentious cases. Work included main engine crankcase and cargo tank explosions, fire, Voith Schneider propulsion system damage and repairs, main and auxiliary machinery failures and damages.

2008 to 2010               Brookes Bell LLP, Liverpool, UK  
Staff Surveyor

Entered marine consultancy in 2008 as a staff engineer surveyor, carrying out incident and casualty investigations, nationally and internationally. Cases included reefer machinery failure, fire, investigating the cause of the sinking of an oil/gas installation, salvage and wreck removal, failings in vessel technical management, hull damages, main and auxiliary machinery failures, vessel crane damages and specialist cargo damages.

2004 to 2007               Vickers Oils, Leeds, UK  
Marine Business Development Manager

The marine engineering expert for this independent company he specialised in their environmentally acceptable marine lubricant solutions. The products included speciality stern-tube oils and hydraulic fluids. As well as global business development and sales, he was involved in the trials of lubricants, including attendances on board vessels at repair yards for fluid changeouts, and attended at OEM facilities. Worked closely with the technical support team and kept abreast of local and international environmental legislation, and biodegradability and toxicology standards for the products.

2002 to 2004               Holland America Line  
Environmental Officer

Served as environmental officer on board cruise ships of this Carnival Corporation operating line. Involved in vessel compliance with a US plea bargain agreement and ECP, including auditing vessel management procedures and policies. Trained all crew members in relevant environmental aspects and engaged with authorities, enforcement agencies and third-party auditors.

2002 BMT Defence Services Limited, Bath/Bristol, UK  
Platform Systems Design Engineer

Employed as a platform systems design engineer for CVF (now the UK's Queen Elizabeth class aircraft carriers), he brought his experience of best commercial practice to the military. Investigated state-of-the-art equipment solutions for environmental compliance, attending trials at manufacturers' facilities globally. He was principally involved in the design and specification of proposed environmental, waste handling and other auxiliary systems, with particular attention given to obsolescence risk, future legislation and compliance, through life costs and cradle-to-grave aspects..

1998 Woodward Governor, Reading, UK  
Commissioning Engineer

Commissioning engineer for this leading, prime mover control system manufacturer. Commissioned FPSO, power station and other prime mover control systems, including gas turbine and dual fuel engine installations, and attended factory acceptance tests.

1993 to 2001 P&O Cruises, Princess Cruises, Holland America Line, Dover Harbour Board,  
P&O Ferries  
Engineer Officer Cadet to Chief Engineer

Started his marine engineering career in 1993 as an engineering officer cadet with P&O Cruises, initially serving on steam and steam-electric ships. He graduated from cadet through the ranks and briefly served as chief engineer on board tugs and a dredger. Sea service mostly in cruise ships of the P&O Cruises and Princess Cruises fleets, he additionally served in passenger and freight ferries in the North Sea and English Channel.

On board cruise ships, he served as hotel services engineer, safety engineer and environmental engineer, giving him valuable experience in port health, passenger and crew safety and welfare, and environmental matters.

Worked with steam turbines, boilers, slow, medium, and high-speed diesel engines, diesel and steam electric propulsion, hotel services (including advance waste treatment, galleys, laundries, etc.), potable water production and treatment, fire, safety and lifesaving systems, fuel handling and treatment systems, and various other auxiliaries.