

## **Captain Terry R. Upson**

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### **QUALIFICATIONS AND COURSES ATTENDED**

Unlimited British Masters license with dangerous cargo endorsement for crude oil, petroleum or petroleum products.

ISM / ISPS certified auditor

ISPS certified 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

Accepted as an associate member of the United States Association of Average Adjusters

### **EXPERIENCE**

#### **2017 to 2023**

2021 to 2023 attended 25 vessels as lead surveyor representing P&I and H&M underwriters.

2020 attended as lead surveyor representing P&I underwriters on major car carrier fire that resulted in 2,400 cars being destroyed and the vessel declared as a total loss.

From December 2018 to March 2020 attended in Panama City as the lead surveyor representing H&M underwriters during the salvage operation and \$90 million reconstruction of a vessel that capsized and sank during hurricane Michael.

From September 2017 to June 2018 attended in the Caribbean representing H&M and P&I underwriters as the project and finance manager for \$100 million-dollar salvage operation after a fleet of 444 yachts were damaged as a result of Hurricane Irma.

During this period carried out numerous surveys, services and inspections for oil majors, terminals, P&I and H&M underwriters as well as ship inspections on behalf of European banking interests.

#### **2016 to 2017**

Based in Singapore acting as Far East Manger for company providing superintendents for oil majors to supervise loading and discharging operations throughout the Far East

## **2014 to 2016**

BP West African Vetting Inspector in charge of approving vessels for ship-to-ship transfers off the coast of Togo. During this period carried out in excess of 90 ship vetting inspections and monitoring of the ship-to-ship operations.

During this period also acted as Cargo Superintendent for BP and other major oil traders supervising the ship-to-ship transfer of refined petroleum products.

When not based in West Africa carried out numerous oil terminal vetting inspections and acted as Cargo Superintendent for numerous loading, discharging and ship-to-ship transfers.

## **2007 to 2013**

During this period prepared dry dock repair specifications utilizing the REFMAN specification program. Acted as the Project and Financial Manager during the dry dock period for all repairs that totaled in excess of \$68 million. Major repair jobs detailed below.

ITB Gayle Eustace – Prepared dry dock specification and acted as Project Manager for the American ITB (Integrated Tug Barge) during \$12,200,000 scheduled dry docking, at Veracruz, in September 2013. Dry docking included rebuilding of the gantry crane system, generators, pumps and motors and extensive steel repairs totaling 220 tons.

ITB Betty Wood - Prepared dry dock specification and acted as Project Manager for the American vessel during \$2,500,000 scheduled dry docking, at Mobile, in April 2013. Dry docking included rebuilding of main engines, generators, pumps, motors and extensive steel repairs.

M/V Mary Ann Hudson – Prepared dry dock specification and acted as Project Manager for the American vessel during \$12,600,000 scheduled dry docking, at Veracruz, in September 2011. Dry docking included replacement of main engines, re-building generators, pumps, motors and extensive steel repairs totaling 140 tons.

M/V Shelia McDevitt – Prepared dry dock specification and acted as Project Manager for the American vessel during \$8,600,000 scheduled dry docking, at Singapore, in October 2010. Dry docking included rebuilding of main engines, generators, pumps, motors and extensive steel repairs. In addition, rebuilt all four cranes, renewed crane booms and overhauled all associated hydraulic and electrical motors

ITB Gayle Eustace – Prepared dry dock specification and acted as Project Manager for the American ITB (Integrated Tug Barge) during \$9,600,000 scheduled dry docking, at Veracruz, in January 2010. Dry docking included rebuilding of the gantry crane system, generators, pumps and motors and extensive steel repairs totaling 250 tons.

M/V Mary Ann Hudson – Prepared dry dock specification and acted as Project Manager for the American vessel during \$6,200,000 scheduled dry docking, at Veracruz, in September 2009. Dry docking included rebuilding of main engines, generators, pumps, motors and extensive steel repairs.

ITB Naida Ramile – Prepared dry dock specification and acted as Project Manager for the American ITB (Integrated Tug Barge) during \$1,300,000 scheduled dry docking, at Tampa, in January 2009. Dry docking included rebuilding of the main engines, generators, pumps and motors as well as the Bludworth interlocking system.

M/V Shelia McDevitt – Prepared dry dock specification and acted as Project Manager for the American vessel during \$3,400,000 scheduled dry docking, at Singapore, in September 2008. Dry docking included rebuilding of main engines, generators, pumps, motors and extensive steel repairs. In addition, rebuilt all four cranes, renewed crane cabins and overhauled all associated hydraulic and electrical motors.

ITB Barbara Kessel – Prepared dry dock specification and acted as Project Manager for the American ITB (Integrated Tug Barge) during \$1,700,000 scheduled dry docking, at Tampa, in July 2008. Dry docking included rebuilding of the main engines, generators, pumps and motors as well as the ITB interlocking system.

M/V Tina Latrico – Prepared the dry dock specification and acted as Project Manager for the American vessel during \$2,700,000 scheduled dry docking, at Bahrain, in May 2008. Dry docking included rebuilding of main engines, generators, pumps, motors and extensive steel repairs.

ITB Diana T – acted as Project Manager for the American ITB (Integrated Tug Barge) during the \$6,000,000 redeployment dry docking, at Vera Cruz, in February 2008. Dry docking included the rebuilding of the self-discharging conveyor belt system.

ITB Doris Guenther – acted as Project Manager for the American ITB (Integrated Tug Barge) during the \$2,000,000 scheduled dry docking, at Tampa, in November 2007. Dry docking included the installation of a sandwich plate system in the cargo holds and extensive steel repairs.

M/V Southern Spirit – acted as project manager for the dry docking of the Japanese owned vessel at Tampa in August 2007. Dry docking was as a result of vessel running aground and suffering extensive damage to the bottom hull plating.

## **2004 to 2007**

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

### **Services provided during this period**

Lead surveyor for underwriters for a damage claim in excess of \$400 million associated with hurricane Katrina. Damage was a result of an oil rig that broke adrift in Mobile causing damage to a vessel, Mobile State Docks, Coal loading terminal, two oil terminals and the Interstate 10 Bridge over Mobile Bay. Worked closely with attorneys for several months and attended at the Woods Hole Oceanographic Institution on numerous occasions for the research of mooring lines.

Supervision of in excess of 50 million bbls of oil transfers at the LOOP, offshore lightering areas and oil terminals around the world on behalf of all of the major oil and commodity trading companies.

Extensive month-long vetting inspection on behalf of BP of the discharge, loading and transfer operations at the Atlantic and Pacific terminals of the Trans-Panama pipeline.

Part of the team that carried out the pre-purchase vetting inspection of all the SUNOCO facilities in the Philadelphia area. Inspection included in excess of 350 storage tanks, underground LPG storage caverns, marine docks and terminals.

ISPS / ISM audits

Ship vetting inspection

Hull and cargo damage surveys.

Vessel inspections and purchase surveys

Prepare repair specification and supervise hull damage repairs.

Dock damage assessment and repair.

Blending of liquid cargoes on board vessels

ROB surveys

Petroleum and chemical cargo loss investigations

Attend as consultant for U.S.C.G. inspections.

Towage and salvage operations

Oil and Molten Sulphur Terminal inspections

Certify and approve heavy lift stowage

## **1994 – 2004 – World Point Terminals**

### **General**

In 1994 joined World Point Terminals, a publicly traded company on the Toronto Stock Exchange, as Terminal Manager and Port 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.

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 worldwide 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 that 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 terms.

Also carried out various marine operations for the affiliated Mega Yacht Company. Handled purchase of a 156 foot Feadship and handled an insurance claims for 126 foot Broward and 110 foot Broward.

### **South Riding Point Crude Oil Terminal**

The tank farm consisted of 5 x 750,000 barrel and 3 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.

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

### **Freeport Tug & Towing Services Ltd (FTTS)**

From 1994 to 2004 acted as President and General Manager of FTTS which was a towage company in Freeport, Bahamas that primarily handled vessels in Freeport Harbour Container Port. The company operated 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 with an average 4,000 BHP. As President of the company, I was responsible for sale and purchase of tugs as well as being 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.

During the 10-year period I acted as President FTTS the company handled more than 15,000 vessels and also carried out numerous salvage and towage operations working not only for our own account but on occasions with Smit and Wijsmuller. I attended and directed all of the salvage operations on behalf of our company.

In 1998 I negotiated an agreement with Wijsmuller Towage to provide salvage services in the Caribbean. The joint company had an expansive array of salvage and oil spill equipment based in Freeport and responded to incidents in the Caribbean area.

As President I was responsible for carrying 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.

After leaving FTTS in 1994 I was hired as a consultant in 1995 to handle the salvage operation of a FTTS tug that sank in Freeport Harbour as the result of a collision. I was given the responsibility for handling the salvage operation as well as dealing with H&M and P&I interests.

### **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

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 and chemical tankers. 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 the 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 during the period. 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 clean up and restoration of beach as well as attending vessel to liaise USCG, P&I, H&M during investigation and to prepare temporary repairs to get vessel to dry dock as well as assisting in final damage 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 to local authorities and supervised discharge operation and additionally oversaw the cleanup operation. Attended at dry dock during hull repairs.

1989 Acted as Managing Director of Ocean Quest a cruise line operating out New Orleans that was managed by V. Ships. Handled all aspects of the cruise operation and also acted as Managing Director of the catering company that supplied hotel services to the cruise line.

**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.