

### ROSALIND SPINK MENG, CENG, MRINA DIRECTOR, 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

Special Casualty Representative (SCR)

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Solis Marine Consultants Pte. Ltd, 52A Amoy Street, Singapore 069878

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

- '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.
- '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.

- '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.
- '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.

### RECENT WORK – SHIPPING INCIDENT INVESTIGATION

- 'SEA SMOOTH'  
Naval architect expert for second defendant in High Court criminal proceedings in relation to collision with 'LAMMA IV' in Hong Kong.
- '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