

Robson Forensic

Engineers, Architects, Scientists & Fire Investigators

CAPTAIN JEFFREY J. FISCHER Marine/Boating Expert

PROFESSIONAL EXPERIENCE

2007 to **Robson Forensic, Inc.**
present *Associate*

Provide technical investigations, analysis, reports, and testimony towards the resolution of marine matters.

1986 to **U.S. Flag merchant vessels**
2008 *Master*

M/V OCEAN TITAN – Heavy Lift	Sept. 2005-Sept. 2007
M/V INDEPENDENCE – RoRo / Auto Carrier	Aug.2003-Mar. 2005
INDUSTRIAL CHALLENGER – Heavy Lift	Feb.2002-Apr. 2003
NOSAC RANGER / TELLUS – RoRo / Auto Carrier	Aug.1988-Nov. 2002
AMERICAN FALCON – RoRo	Aug. 1986-Dec. 1987

Master of the following MARAD vessels undergoing sea trials and activation:

GEM STATE	January 2008
CAPE FLORIDA	June/July 2005
KEYSTONE STATE	June 2004
S.S. COURIER	May/June 1996
S.S. BANNER	May 1996
PIONEER CONTRACTOR	March 1993

Responsibilities and duties:

In command and in charge of the overall operation of the vessel.

Oversaw all operational aspects of the vessel.

Was fully cognizant of both company and regulatory body requirements. Ensured that all SOLAS, U.S.C.G., IMO, Regulatory body and company policy (Vessel Safety Management System – SMS) were complied with at all times. Ensured all vessel documents and certificates were in compliance and up-to-date.

Worked with the department heads (Chief Engineer, Chief Mate, and First Assistant Engineer) on a daily basis to set up proper maintenance schedules, review safety policies and procedures, and ensure the vessel was operated in a safe and seaworthy manner, remaining in compliance with regulatory and company policies and procedures. Ensured proper drills and inspections were carried out and conducted on a weekly, quarterly, or yearly basis, as required.

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Oversaw the safe navigation of the vessel. Worked with the navigational officer (2nd Mate) and checked all charts and publications to make sure the vessel's charted courses avoided any dangers. Set up proper routing per weather report analysis and weather observations. Made sure all charts and publications had been properly corrected and were up-to-date. Ensured electronic navigational equipment and all communications gear was working and in order (includes radar and ARPA units, ECDIS, GPS, AIS, VHF's, GMDSS)

Worked closely with the Chief Mate to ensure the stability and stress forces of the vessel were within the required limitations at all times and that all cargo was properly stowed and secured. Made sure Hazardous Cargo was properly labeled and stowed per IMDG codes.

Supervised the security of the vessel as Vessel Security Officer (VSO). Ensured proper security measures were in place at all times and that the specific MARSEC level was set according to local requirements. Conducted security drills and meetings on a regular basis.

Supervised and oversaw all Environmental Compliance regulations set forth by the company and regulatory bodies (MARPOL). Was aware of policies and procedures established for reporting oil and/or hazardous materials spills. Was cognizant of the P & I club and Hull Insurance policies and procedures and points of contact. Was cognizant of the company's SOPEP manual and its requirements.

Ensured all licensed and unlicensed crew members had proper and up-to-date documentation and were fit for the duties assigned.

Oversaw crew management including disciplinary actions, watch schedules, proper maintenance of STCW requirements, accounting information and vessel payrolls.

Undertook administrative work relative to vessel's proper entry and clearance into both U.S. and foreign ports. This included proper submittal of communications traffic required by the company, port officials, agents, etc.

Worked with ship's officers and crew to properly requisition ship's stores and spare parts. Analyzed costs of products to work within budgetary limitations. Made sure the vessel had enough stores and fuel on board for the intended voyage.

Handled medical situations on board. Ensured proper treatment was given to vessel crew members for any illnesses or injuries occurring on board. Followed up with investigative reports for any injuries occurring on board the vessel (including company statements, witness statements, photos). Conducted drug and alcohol

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testing as required per U.S.C.G. regulations. Complied with U.S.C.G. forms 2692 and 2692B as applicable. Worked closely with shore based Medical Advisory systems when crew related illnesses/injuries were beyond the scope of the shipboard capabilities.

Worked with foreign government agencies in conducting Port State Control inspections.

Worked with the U.S.C.G. in properly conducting vessel inspections and ensuring vessel requirements were in accordance with the Code of Federal Regulations (CFR's), U.S. Codes (USC), and Safety of Life at Sea (SOLAS).

Worked with ISO/ISM policies and procedures - included conducting and/or participating in vessel audits.

Conducted, along with other vessel officers, contraband inspections to remain in compliance with the Sea Carrier Initiative Program.

Worked in conjunction with the designated class societies – American Bureau of Shipping (ABS), Det Norske Veritas (DNV), Germanischer Lloyd (GL). Ensured all documentation and vessel certificates are up-to-date and endorsed accordingly. Ensure any outstanding class items are rectified in the time permitted by the specific class society.

2005 **Tow Boat U.S. Chicago Marine Towing**

Operated small craft in assisting and towing pleasure craft. Operated, as Captain, several different small craft out of the ports of Hammond, IN.; Michigan City, IN.; New Buffalo, MI; and Chicago, IL. Areas covered included the port areas and lower Lake Michigan.

2000 **Great Lakes Towing Company**

Master (in training)

Work on tugboats in the ports of Burns Harbor, Indiana and Chicago, Illinois.

Operations included maneuvering merchant vessels during mooring operations.

Tugs operated: **ARIZONA, COLORADO, MAINE, MASSACHUSETTS, and NEBRASKA**

1979 to *Chief Mate*

1986 Managed all aspects of vessel navigation as a bridge watch stander. Responsible for all cargo operations. Prepared cargo stowage plans. Ensure vessel's stability is within required limits. Handled ballasting operations. Oversaw the deck department. Established deck maintenance schedules. Vessels sailed on as Chief Mate:

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Gulf Seal – Tanker
Paul Bunyan – Heavy Lift
John Henry – Heavy Lift
Gulf King – Tanker
Delta Sud – LASH (Lighter Aboard Ship)
S.S. Santa Paula – Container Vessel
American Cormorant – Semi-submersible
American Falcon – RORO

1975 to 1979 *Third Mate and Second Mate*
Managed all aspects of vessel navigation as a bridge watch stander. Inspected safety equipment. Directed vessel mooring operations. In charge of loading and discharging operations while on duty.
Gulf Oil Corporation Vessels - Tankers:
Gulf Solar, Gulf Tiger, Gulf Pride, Gulf Seal, Gulf Oil, Gulf Lion, Gulf King, Gulf Prince, Gulf Spray

PROFESSIONAL CREDENTIALS

Master of United States Steam or Motor Vessels of any Gross Tons upon Oceans;
license issued by United States Coast Guard (Issue #9)

GMDSS Radio Operator License
Ship and Company Security Officer
Standards of Training, Certification and Watchkeeping for Seafarers (STCW)
Radar Observer (unlimited), U.S.C.G. approved

EDUCATION

B.S., Marine Transportation, State University of New York Maritime College, Fort Schuyler, Bronx, New York, 1975

Additional Training, Courses, and Seminars:

Basic Watercraft Crash Reconstruction, 24-hour course – JBC Consulting
Advanced Watercraft Crash Reconstruction, 24-hour course – JBC Consulting
Maritime Personal Injury, Lorman Education Seminar, 7-hour course, December 9, 2008
Maritime Accident Investigation, Analysis, and Reconstruction – 40-hours– World Maritime University

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International Maritime Law Course – California Maritime Academy
Maritime Personal Injury – Washington State Board of CLE
Personal Watercraft Operator Certification
USCG Auxiliary Boating Safety Course
Boat US Boating Safety Course
Automatic Radar Plotting Aids (ARPA), U.S.C.G. approved
Fast Boat Rescue, U.S.C.G. approved
Hazardous Material (HAZMAT) emergency response training
24-hour medical care provider
Advanced Marine Fire Fighting, U.S.C.G. approved
Bridge Resource Management, U.S.C.G. approved
Advanced Ship Handling for Masters
Elementary First Aid Course, U.S.C.G. approved
Basic Shipboard Security
Training Certificate – Breath Alcohol Testing
Training Certificate – Specimen Collection
Environmental Awareness Course
Oily Water Separator Course

Experience and training on foreign flag vessels lasting from 30 – 60 days:
On board the German flag vessel **Stahleck**, heavy lift ship.
On board the Norwegian flag vessel **Fern Carrier**, semi-submersible ship (re-flagged to the **American Cormorant**).
On board the Monrovia flag vessel **Nosac Mascot**, RORO/auto carrier (re-flagged to the **Nosac Ranger**)

PROFESSIONAL MEMBERSHIPS

International Shipmasters Association (ISMA)
American Boat and Yacht Council (ABYC)
International Association of Marine Investigators, Inc. (IAMI)
U.S.C.G. Auxiliary Flotilla 095-18-02
American Maritime Officers Union
Council of American Master Mariners (CAMM)
Propeller Club – Port of Chicago
Fort Schuyler Alumni Association

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OTHER

Member – National Safe Boating Council
Member – National Water Safety Congress
USCGAUX Vessel Safety Examiner
Eagle Scout – 1968

EXPERT NOT RETAINED