

WORK EXPERIENCE DESCRIPTION

1. First Name: Mlsiūnas

2. Last Name: Gvidas

3. Birth Date: 1971 11 08

4. Education:

Where [from – to]:	Degrees or Diplomas:
Klaipeda University, Maritime technical Faculty (Sept. 1989 - June 1994)	Unfinished
Klaipeda University, Maritime Institute (Sept. 1996 - June 1999)	Marine Transport Technology Bachelor
Klaipeda University, Maritime Institute (Sept. 1999 – June 2000)	Marine Transport Technology Magister

5. Software skills

- Autocad –creation of 2D steel, general arrangement drawings, some 3D modelling
- Poseidon /GL Frame (ship hull design FEA) –detailed modelling of complex geometry, including detailed stiffeners; full-length FE models.
- MS Excel –complex cross-linked engineering calculations, Macros for cyclic calculations.
- MS Word –creation of documents, to extent necessary for engineering office work, importing images from different sources.
- Delftship –Advanced surface modelling, including tunnels, steps, lifting strakes; weight, trim, intact and damaged stability calculations, probabilistic stability (SOLAS2009) calculations

6. Language skills

- Lithuanian –native language
- English –fluent in writing and reading, good in speaking and hearing
- German –good in reading of Naval Architecture texts, otherwise limited
- Russian –fluent in all aspects, except typing in Cyrillic; typing slow.

7. Professional experience

Dates from-to	Location	Company	Job	Description
1995-10/11	Klaipeda	JSC Alex Naval	Strength engineer	Longitudinal strength, when hull is damaged, some holds flooded; same in grounding condition. Dry cargo ship, 70m LOA (rebuild of ship for higher class)
1997	Klaipeda	Klaipeda University, Maritime Institute	NA homework project for semester –initial design of 8.5m cruising yacht	General arrangement, lines plan, sail plan created. Weight, stability, trim and performance under sail and under engine evaluated

1997/1998	Klaipeda	Klaipeda University, Maritime Institute	Yacht skipper/engineer	Repair of damaged hull side (strom damage by unfendered mooring to commercial pier), including approval of design at PRS for 14m fibreglass yacht
1998/1999	Klaipeda	Klaipeda University, Maritime Institute	Yacht skipper/engineer	Velocity Prediction Program for one or two masted sailboat in MS Excell(features: sail aerodynamic forces calculated individually for each sail for actual angle of attack; account for sail interaction: blanketing and backwind; account for actual balance of boat; actual rudder angle calculated, actual setting of each sail to CL calculated; approx actual twist for each sail calculated; account for different types of propeller; account for change of hydrostatic properties of hull due to heel) Purpose of work: 1) evaluation of proposed 14m yacht sail plan modification (staysail schooner to Bermuda schooner) 2) change of fixed 3-blade prop to folding
1999-2004	Klaipeda	Klaipeda University, Maritime Institute	Yacht skipper/engineer	Modernisation of two masted 14m yacht riging system, including approval at PRS (Polski Rejestr Statkov). Number of stays reduced, open space between masts for high roach Bermuda foresail created. (winter 1999/2000)
1999-2004	Klaipeda	Klaipeda University, Maritime Institute	Yacht skipper/engineer	Grounding damage repair to keel floors of 14m sailboat. (2003)
2002 11	Klaipeda	Privately	Strength engineer	16,5m sloop yacht. Design of standing rigging system for a replacement mast, taken from another yacht of ~2 times smaller displacement
2003-11/12	Klaipeda	JSC Alex Naval	Strength engineer	Investigation of storm damages to hull. 90m LOA box ship with single hold.
2004-01/2004-02	Klaipeda	JSC Alex Naval	Steel designer	Workshop drawings for part of 30x50m self-lifting platform
2004-03	Klaipeda	JSC Alex Naval	Chief steel designer	5150DWT , 135m LOA box ship, two hold universal carrier: preliminary steel design, preliminary midship section
2004-05/2006-02	Klaipeda	JSC Alex Naval	Chief steel designer/Project manager	5700DWT Con-Ro carrier, detailed steel hull Class design (special features of ship: 5t/m2 design load for upper deck, 18x3.5m opening in upper deck for lifting platform, no cylindrical part below LWL)

2006-01/ 2007-05	Klaipeda	JSC Alex Naval	Chief steel designer/Finite Element Strength analysis/Project manager	6000DWT LOA box ship, two hold universal carrier: Steel hull class design, based on FE strength analysis; (special features of ship: 16t/m2 load to inner bottom, very large hatch covers –high point loads to coamings, differentiated approach to thickness of web floors, web frames, variable cross section of longitudinal coamings, coamings not straight in fore part of ship)
2006-05/ 2006-07	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	110/86x9.6m Inland water tanker: FEA based steel Class design of cargo area (86m LOA, with possibility to lengthen to 110m)
2006-08/ 2006-09	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	110m Inland water dry cargo ship: Cargo area steel class design, based on FEA
2006-09/ 2006-10	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Conversion of inland water gas carrier with cylindrical pressure tanks to bitumen carrier (proof of tank strength for heavier cargo, but less pressure, proof of tank supporting structure strength, evaluation of tank deformations, including thermal) ; FEA for all strength related work
2006-11/ 2006-12	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Inland water C type tanker (0.45bar overpressure in cargo tanks) FEA based steel design of cargo area
2006-11/ 2006-12	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Conversion of inland water gas carrier with cylindrical pressure tanks to bitumen carrier (additional rebuilding options investigated) ; FEA for all strength related work
2007-01/ 2007-01	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	125x11.45x5.4 Inland water C type tanker (0.45bar overpressure in cargo tanks), FEA for all strength related work
2007-01/ 2007-02	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	125x11.45x5.4 Inland water C type tanker (0.45bar overpressure in cargo tanks), with corrugated bulkhead on CL FEA based cargo area steel design
2007-02/ 2007-03	Klaipeda	JSC Laivu projektai	Strength engineer	110x11.45x5.4 inland water dry cargo ship, scantlings determination according to Germanischer Lloyd Rules
2007-02/ 2007-03	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	110x11.45x5.4 inland water N type tanker, FEA based cargo area steel design
2007-07/ 2007-08	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Conversion of inland water gas carrier with cylindrical pressure tanks to bitumen carrier (design of new support structures for ULEPSI support pads); FEA for strength and deformations analysis

2007-10/ 2007-12	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Inland water single hull tanker conversion to bitumen carrier with inserted cargo tanks. FEA based steel design of cargo area
2008-01/ 2008-07	Klaipeda	JSC Laivu projektai	Naval architect	Inland water fairway marking vessel, with draught limitation to ~0.6m: General arrangement and lines plan, weight evaluation, basic design of steel structure (special feature of design: at early stage inconsistency of design brief discovered: required working deck area incompatible with max main dimensions, especially draught; design brief subsequently modified)
2008-07	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Evaluation of inland water dry cargo ship coamings buckling strength; FE modelling used to evaluate stiffness of different designs
2008-08/ 2008-10	Klaipeda	JSC Laivu projektai	Naval architect/ Steel designer	Inland water single hull tanker conversion to bitumen carrier with inserted cargo tanks; new design trim in empty, ballasted and loaded condition, fulfilling max air draught requirements, optimization of volume of cargo tanks, steel Class drawings
2008-10/ 2008-12	Klaipeda	JSC Laivu projektai	Naval architect/ Steel designer	Small ~67mLOA sea going passenger ship design: initial assessment of weight, draft and trim.
2008-12/ 2009-01	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Initial steel design for big ~200x50m sea going cargo catamaran ship/dock. Immersion as dock ~40m
2009-01/ 2009-02	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	110x11.45x5.4 inland water C type tanker: FEA based steel design of cargo area
2009-02/ 2009-06	Klaipeda	JSC Laivu projektai	Naval architect/ Strength engineer /Finite Element Strength analysis	Small ~67mLOA sea going passenger ship design: evaluation of weight (FE model used for hull weight evaluation), draught and trim; evaluation of power requirement; evaluation of IMO probabilistic damage stability index
2009-06/ 2009-07	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	FEA based Inland water not self propelled tanker barge steel design
2009-08/ 2009-09	Klaipeda	JSC Laivu projektai	Naval architect	Sea going ~3000t tug hull lines plan in Delftship, initial evaluation of hydrostatic properties, required anchor size calculation, initial evaluation of GT
2009-11	Klaipeda	JSC Laivu projektai	Naval architect	Sea going cargo cat lines drawing creation in Delftship
2009-11	Klaipeda	JSC Laivu projektai	Naval architect	Weight calculation spreadsheet template for internal use in the office – all weights linked, one weight entered one time only.

2009-10/2010-01	Klaipeda	JSC Laivu projektai	Strength engineer /Finite Element Strength analysis	Inland water single hull tanker lengthening and conversion to bitumen carrier with inserted tanks: lines plan creation in Delftship from scanned steel drawings, hull global bending calculation, rebuilt ship weight estimation, FEA steel design of cargo area.
2009-09/2010-05	Kalipeda	Private contract	Naval Architect / strength engineer	Replacement lower masts design for ~36m LOD 2 mast gaff schooner: extremely weight-critical design.
2010-01	Klaipeda	JSC Laivu projektai	Naval Architect	Weight estimation of 3000t deep sea tug design (no weight data of similar vessels was available)
2010-01	Klaipeda	JSC Laivu projektai	Naval Architect	Steering gear load calculation at extreme "hard over" mode for inland water vessel;
2010-02	Klaipeda	JSC Laivu projektai	Naval Architect	Damage stability calculation for IW not self propelled tanker.
2010-04	Klaipeda	Private contract	Naval Architect / strength engineering	New bowsprit (replacement for broken one) and anchor holders for 40t sailboat
2010-02/03	Klaipeda	JSC Laivu projektai	Naval Architect	Lines plan for ~67m LOA passenger ship in Delftship. Several options investigated.
2010-03/04	Klaipeda	JSC Laivu projektai	Naval Architect	Preliminary midship section design for 135m LOA sea-river dry cargo ship
2010-04/05	Klaipeda	JSC Laivu projektai	Naval Architect	Lines plan (several configurations) of shallow draught passenger catamaran ferry LOA 40m
2010-05/06	Klaipeda	JSC Laivu projektai	Naval Architect	Aftship lines plan for IW cargo ship, with emphasis on simplicity of building
2010-07	Kalipeda	Private contract	Naval architect / strength engineer	Fixed stabilizers design for 10m LOA motorboat to reduce rolling at sea.
2010-08/09	Klaipeda	JSC Laivu projektai	Naval Architect	Inland ro-ro ferry reclassification to restricted sea going service: compliance to IMO conventions, etc.
2010-10	Klaipeda	JSC Laivu projektai	Naval Architect	Weight estimation for shallow draught passenger catamaran ferry LOA 40m

Publications:

Article *"Sailboat speed evaluation"*(1997), Klaipeda University.

2010-10-13