



CLANCY B. CORNWALL

EDUCATION, TRAINING, LICENSES, AND PROFESSIONAL AFFILIATIONS

MBA, Loyola College of Maryland, Accounting, 2006

B.S. Marine Engineering, United States Merchant Marine Academy, 1997

Second Assistant Engineer License, Diesel Propulsion, Unlimited Horsepower,
U.S. Coast Guard

Third Assistant Engineer License, Steam Propulsion, Unlimited Horsepower,
U.S. Coast Guard

Current Standards of Training, Certification and Watchkeeping, 1995 Convention
(STCW 95) and Person in Charge (PIC) Endorsements

U.S. Coast Guard Marine Firefighting Course

U.S. Department of Transportation Hazardous Materials Training

UNIQUE OR SPECIAL QUALIFICATIONS

Mr. Cornwall is currently the Director of Operations leading a research team responding to asbestos and toxic tort litigation as well as other litigation and non-litigation based research needs. His primary responsibilities are to direct the team to locate and analyze historical correspondence documents. Depending on case specifics, correspondence between the Navy, Maritime Commission, Shipyards, Design Agents, and Manufacturers are analyzed. After retrieving all the relevant documents, a historical timeline of any Naval, Merchant, or Coast Guard vessel is developed by Mr. Cornwall. From here, a Ship History is developed from initial design, through shipyard construction, follows the vessel while in service and ends with the final disposition of the vessel.

Mr. Cornwall combines his past experiences in ship design, marine engineering, naval policies, and employment working on merchant vessels to analyze and interpret detailed correspondence and blueprints.

WORK HISTORY

McCaffery and Associates, Inc.

September 2003 to present

Current Position Title: Operations Manager

Mr. Cornwall leads a team of current and former naval and maritime officers who research naval and commercial ship design, construction, maintenance and repair records in support of asbestos and toxic tort litigation. The majority of the work is conducted at the National Archives or other libraries in the Washington D.C. metropolitan area. Research is done on original correspondence files, microfilm, and original ship plans.

MWI Services, Inc.

January 2002 to September 2003

Position Title: Researcher

Research naval and commercial ship design, construction, maintenance and repair records in support of asbestos and toxic tort litigation. The majority of the work is conducted at the National Archives or other libraries in the Washington D.C. metropolitan area. Research is done on original correspondence files, microfilm, and original ship plans.

American Maritime Officers

November 1998 to April 2001

Position Title: Assistant Engineer

Responsible for the operation, maintenance, and repair of the main propulsion and auxiliary machinery on various tank vessels. Responsibilities included an independent understanding of various shipboard systems allowing for any required enhancements or repairs.

Moran Towing, Inc.

September 1997 to July 1998

Position Title: Chief Engineer

Responsible for the operation, maintenance and repair of the main and auxiliary machinery on various towing vessels. Responsibilities included the upkeep and repair of all shipboard systems.

U.S. Naval Reserve

1996 to 2005

Position Title: Lieutenant (final rank)

Mr. Cornwall was commissioned as an Ensign in the U.S. Naval Reserve upon his graduation from the U.S. Merchant Marine Academy. His reserve service includes completion of the decommissioning surveys of the James River Reserve Fleet. These surveys involved calculating fluids still on board ships in all tanks (fuel, lubrication oil and ballast), overall hull integrity, lead paint observations and asbestos condition. He served in the Merchant Marine Ready Reserve until 2005.

U.S. Merchant Marine Academy

1995 to 1996

Position Title: Cadet

While a Cadet at the United States Merchant Marine Academy at Kings Point, Mr. Cornwall sailed on various commercial vessels with both steam and diesel propulsion plants. As an Engineering Cadet, Mr. Cornwall participated in the daily maintenance and operation of the engineering plants of these ships. Mr. Cornwall worked with superheated boilers of 1,200 psi, diesel engines of 35,000 shaft horsepower, turbines, generators, purifiers, and compressors.

Updated 9/20/2005