



THOMAS F. McCAFFERY

EDUCATION, TRAINING, LICENSES, PROFESSIONAL AFFILIATIONS & AWARDS

MBA, Georgetown University, International Business, 2001
U.S. Naval War College, College of Command and Staff, 1991
Training to raise Merchant Marine License from lowest (Third Mate) to second highest (Chief Mate) grade
B.S., with Honors, Marine Transportation & Management, U.S. Merchant Marine Academy, 1976
Chief Mate, Any Gross Tons, Any Ocean, U.S. Coast Guard
Member, Society of Naval Architects and Marine Engineers
Distinguished Service Award, U.S. Merchant Marine Academy, 2006

UNIQUE OR SPECIAL QUALIFICATIONS:

Thomas McCaffery is a technical consultant and researcher supporting legal teams involved in asbestos and other litigation. His primary responsibilities are to locate and analyze U.S. Navy and merchant ship design, development, construction, maintenance and repair records, plans, and photographs. In addition to this primary research, he also researches U.S. Navy personnel records and Navy/Military specifications, qualified product lists, and other records related to aircraft and vehicle maintenance.

Mr. McCaffery's research has also involved in-depth study and analysis of U.S. Navy practices and policies regarding personnel safety, industrial hygiene and the handling of hazardous materials. Similar research has been conducted into U.S. Government regulations covering ship construction and repair in commercial shipyards. This research, combined with Mr. McCaffery's experience, training and education have provided him with a unique grasp of naval and maritime doctrine, policies and practices from the 1930's through the 1970's.

In 2005 Mr. McCaffery lead a research project for the American Merchant Marine History Project to identify the circumstances surrounding the death of over 200 students and alumni of the U.S. Merchant Marine Academy who died during World War II. This project required extensive research into U.S. Navy, Coast Guard, Air Force, Merchant Marine and State Department records of World War II and determined the fate of approximately 98% of those lost.

Mr. McCaffery also provided historical research and consulting for two recently published books;

“In Peace and War, a History of the U.S. Merchant Marine Academy”, by Jeffrey L. Cruikshank for the American Merchant Marine History Project

“More than Scuttlebutt, The U.S. Navy Demolition Men in WW II”, Sue Ann Dunford and James D. O'Dell.

Mr. McCaffery also has extensive experience in shipping policy, systems and management. He has over 30 years of management experience in marine transportation operations and management, strategic planning, program management, budgeting and successful plan implementation in competitive environments. Mr. McCaffery also wrote major portions of the U.S. Navy Emergency POL Transfer Manual, the first such manual of its kind. For many years he was one of the U.S. Navy's top strategic mobility analysts; planning how to deploy, by sea, major combat and support elements of the U.S. Armed Forces throughout the world. As a result of his expertise, he was requested, by name, to serve two extended periods of active duty during Operation DESERT SHIELD/STORM in the Navy's Logistics Planning and Execution Center (LPEC).

During his career at sea (1976-1985) Mr. McCaffery served as Chief Mate/Deck Department Head of several types of vessels in worldwide trades, and as a licensed officer aboard every type of vessel in the U.S. Merchant Marine. These included Very Large Crude Carriers, Mobile Offshore Drilling Units, ocean going tugs and handy size tankers. He supervised or participated in every sort of seamanship evolution including:

- Helicopter operations,
- Rescue at sea,
- Underway replenishment
- Underwater construction
- Offshore lightering from VLCC to smaller tankers
- Deep water anchoring,
- Dry docking,
- Small boat handling
- "In-stream" cargo operations including heavy and oversized lifts.

Mr. McCaffery generated the highest cargo revenue and tonnage carried aboard every vessel in which he served as Chief Mate through judicious application of his education, management, and seamanship skills.

Publications and Presentations:

Ready Reserve Force Contingency Crewing Requirements Study;
Product Tanker Supply and Cleaning Study;
CONUS Mobilization, Transportation and Ready Reserve Force (RRF) Siting Study;
Offshore Petroleum Discharge System (OPDS) Systems & Manpower Requirements Study;
Container Vessel Seashed Conversion Budget Cost Estimate and Study;
USMC Assault Follow-On Echelon Lift Requirement Studies;
Strategic Sealift Joint Tactics, Techniques and Procedures Manual;
U.S. Navy Emergency POL Transfer Manual;

WORK HISTORY

McCaffery & Associates, Inc.

September 2003 to present

Current Position Title: President & Principal Researcher

Mr. McCaffery leads a team of current and former naval and maritime officers who research naval and maritime ship design, construction, maintenance and repair records in support of asbestos litigation. The majority of this work is primarily conducted at the National Archives or other libraries throughout the Washington, D.C. area. Research is also conducted at National Archives and other repositories of U.S. Government documents throughout the country. Researchers work not only with original correspondence files, but with microfilm, original ship plans, still and motion pictures. This multi-media approach provides clients with the widest possible range of options for evidence and testimony in each case. As the company's Principal Researcher, Mr. McCaffery has worked extensively in all of these media.

MWI Services, Inc.

September 2001 to September 2003

Position Title: President

Mr. McCaffery lead a team of current and former naval and maritime officers who research naval and maritime ship design, construction, maintenance and repair records in support of asbestos litigation. The majority of this work was conducted at the National Archives or other libraries throughout the Washington, D.C. area. Research was also conducted at National Archive sites throughout the country.

McCaffery & Whitener, Inc.

July 1991 to September 2001

Position Title: President

As President of McCaffery & Whitener, Inc and one of its Principal Analysts, Mr. McCaffery supported the company's government, non-government and legal clients by leading teams of senior, mid- and entry-level personnel performing naval and maritime ship design, construction, maintenance and repair records in support of asbestos litigation; transportation, mobility and deployment planning and analysis; logistics planning and requirements analysis; computer system analysis; acquisition and life-cycle cost estimation; computer modeling and software development.

United States Navy

Deputy Chief of Naval Operations (Logistics)

August - September 1990

January 1991 to April 1991

Position Title: Lieutenant Commander - Logistics Planning and Execution Center Briefing Team Member

Mr. McCaffery was specifically requested for active duty during the initial mobilization and deployment phases of OPERATION DESERT SHIELD as well as the entirety of OPERATION DESERT STORM due to his unique background and expertise in

strategic mobility planning and analysis, ordnance logistics, and marine transportation. He was assigned as an officer on the staff of the Deputy Chief of Naval Operations for Logistics (N-4) with specific responsibilities of responding to CNO and Secretary of the Navy tasking in those areas and preparation of daily briefings in these subject areas for the Chief of Naval Operations and Secretary of the Navy. For his service during this period he was awarded the Navy Commendation Medal for outstanding performance of these duties and promoted to Commander in September 1991. He was recalled again in December 1992 to provide the same type of support during OPERATION RESTORE HOPE.

Phillips, Cartner & Co., Inc.

**August 1988 to January 1991 and
April 1991 to June 1991**

Position Title: Services Division Manager

Mr. McCaffery was responsible for both the technical and business management of all maritime industry contracts. These included work in the areas of marine engineering, naval architecture, dredging/underwater construction, transportation/mobility planning and analysis; logistics planning and requirements analysis; computer system analysis; acquisition and life-cycle cost estimation; computer modeling and software development. The Services Division's customers included the Chief of Naval Operations (N4), Military Sealift Command, U.S. Army Belvoir Research, Development and Engineering Command-Marine and Mechanical Equipment Division, the New England Division-U.S. Army Corps of Engineers and Department of Transportation-Maritime Administration as well as numerous commercial clients. His technical responsibilities included the following:

- Completion and delivery of a parametric engineering/cost analysis of vessel productivity enhancements including propulsion, hull, mechanical, electrical and cargo handling systems;
- Personnel supervision, scheduling, assignment, training and reporting for numerous (10-15 at any one time) simultaneous underwater construction/dredging projects conducted from Maine to Connecticut.
- Real-time transportation/strategic mobility analytic support to MSC and the Chief of Naval Operations during OPERATION DESERT SHIELD;
- Analytic, technical and personnel recruiting support to the Global/Phillips Cartner (GPC) Oil Spill Response teams responding to, among others, the EXXON VALDEZ oil spill;
- Advice and guidance to GPC on transportation and logistics issues relating to the establishment of a temporary Emergency Ship's Salvage Materiel (ESSM) base in the Persian Gulf during the Persian Gulf War and commercial ship salvage/repair facilities available in the Persian Gulf/Red Sea areas.

RCI, Inc.

December 1987 - July 1988

Position Title: Lead Engineer

Mr. McCaffery was a member of a team supporting the Military Sealift Command's Ship Introduction Program Office. He provided consultation and expertise primarily in post-delivery tests and trials of ships either constructed for the Military Sealift Command or converted for use by the Military Sealift Command.

Political Consultant/Campaign Worker

September 1984 - November 1987

Position Title: Campaign Manager

Managed two successful campaigns for U.S. Congress. In business terms, each campaign was essentially a small business start up that raised, through small investors, over \$500,000 in less than one year. As a "start up," each campaign required extensive planning and detailed execution of fund raising, marketing and public relations programs. This was balanced with an emphasis on creativity and the ability to respond instantly to a rapidly changing market environment.

American Maritime Officers

September 1979 to August 1984

Position Title: Chief Mate (Final Position)

Mr. McCaffery served as Chief Mate and Deck Department Head of dry bulk cargo vessels in worldwide trades. Prior to serving as Chief Mate, he served as a licensed officer aboard every type of vessel in the U.S. Merchant Marine including Very Large Crude Carriers, handy size tankers, general cargo and dry bulk carriers. In addition, he participated in every sort of seamanship evolution including a rescue at sea in which over 350 persons were rescued from a burning passenger ship. As Chief Mate he was responsible for:

- Requisitioning/purchasing all non-engineering supplies and stores;
- Receipt, segregation, storage and issue of these supplies and stores as well as the receipt and segregation of the stores and supplies for every other shipboard department;
- Planning, supervision and execution of all non-propulsion plant related maintenance and repair including hydraulic, electrical, mechanical and structural systems of;
 - Cargo handling systems (cranes, booms and their rigging),
 - Cargo pumps and piping,
 - Anchoring/mooring systems,
 - Hatch cover systems, and
 - Hull, deck and superstructure coating systems.

One of the major duties of the Chief Mate is that of ship's Cargo Officer. This involves responsibility for:

- Planning and execution of all cargo loading and discharge operations, including supervision of stevedores, longshoremen and other non-ship's crew involved in loading and discharging the ship;
- Preparation of cargo tanks/holds to receive cargo;
- Rigging cargo handling equipment to handle the cargo and securing it for sea when done;
- Loading and discharging ballast as required by the cargo plan;
- Ship stability and trim calculations before, during and after cargo operations;
- Ensuring the safety of the cargo and ship's personnel during cargo operations.

Chief Mate is a leadership position that must elicit the willing cooperation of every department of the ship and the shoreside organizations involved in cargo operations. The Chief Mate must then coordinate their efforts around the clock from before the ship arrives in port until the ship is secured for sea and away from its pier in order to load the greatest amount of cargo in the shortest period of time. Mr. McCaffery generated the highest cargo revenue and tonnage carried aboard every vessel in which he served as Chief Mate.

Global Marine Drilling Company

September 1978 to August 1979

Position Title: Third Mate

Served as a junior watchstander aboard a dynamically positioned drilling vessel located off the West and Gulf Coast of the United States and Grand Banks of Newfoundland. Duties involved, among others:

- Supervision of helicopter operations including passenger/cargo loading and unloading;
- Oversight of cargo gear rigging;
- Supervision of open ocean cargo operations
- Safety & Medical Officer;

The Atlantic Companies

September 1, 1977 to August 30, 1978

Position Title: Marine Underwriter

As Marine Underwriter evaluated risks of loss to insureds, negotiated rates and coverages, and conducted loss reduction reviews for customers.

SEDCO, Inc.**August 1976 to August 1977****Position Title:** Watchstander / Barge Engineer Trainee

Served as Watchstander and Barge Engineer Trainee aboard a self-propelled semi-submersible drilling vessels located in the North Sea off Scotland and Norway. Duties involved, among others:

- Supervision of helicopter operations including passenger/cargo loading and unloading;
- Rig positioning for underwater construction projects (500+ feet);
- Supervision of open ocean cargo operations;
- Oversight of cargo gear rigging for loads up to 30 tons to be lifted to/from supply boats in open ocean.

U.S. Naval Reserve**September 1972 to September 1998****Position Title:** Commander (Final Rank)

Mr. McCaffery rose from Midshipman to Commander over a twenty-six year career in the Naval Reserve. During this career he filled various billets in Naval Reserve units primarily involved in amphibious operations, logistics and strategic mobility/transportation. His duties in these billets related to both training and administration of the unit. During his active duty training he was assigned to cruiser and destroyer type ships of both the Atlantic and Pacific Fleets. Mr. McCaffery also attended several Navy schools dealing with strategic mobility related subjects and intelligence analysis. In addition, he spent many training periods participating in high level exercises and war games at the major headquarters level. During his personal time he also attended and graduated from the U.S. Naval War College's non-resident program. Mr. McCaffery's performance was recognized by four personal awards and being recalled, by name, twice during the Persian Gulf War of 1990/91.