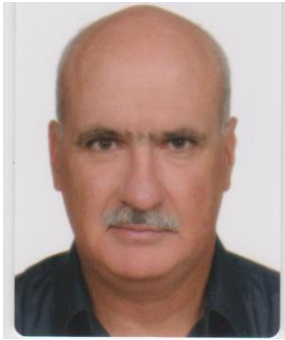


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Jacek Chustak ***CHIEF ENGINEER***

PERSONAL DETAILS :

marital status	: married , one child
nationality	: Polish
date and place of born	: 19.02.1964 Gdynia Poland

OBJECTIVE: Permanent position Chief Engineer/Senior Engineer in offshore industry .

EDUCATION:

Mechanical College in Gdynia

1979-1984

technician specialized in steel construction
(welding, turning etc)

Merchant Marine Academy Szczecin, Poland

1986-1991

graduated Master of Science as
Engineer of ships machinery exploitation and
repair

LANGUAGES:

English, Russian

After graduating Academy I worked in Gdansk Shipyard for 1 year.

My seagoing career began on cargo vessels. As obligatory part of my sea time, for 2 years I worked as a motorman. It gave me good experience and deep knowledge of all aspects of ship's engineering. Thus my attitude to the job is rather "hands on".

I stepped up on career ladder on various types of vessels.

For last a few years I have been working in offshore industry on offshore support vessels. This includes employment with many different companies on many different types of vessels .

My experience includes diesel-electric propulsion, ship's automation systems, DP maintenance/ operation, maintenance and overhauls of main and auxiliary engines. Also operation and maintenance of all sorts of auxiliary machinery (fuel and oil separators, compressors, pumps including various sorts of offshore equipment).

Since stepped up to 2nd Eng position I was responsible for organization and supervising all engineering staff during every day operations. I'm proficient in SMS and all paperwork involved when requested. Also I am proficient in PMS systems .
I'm holding Chief Engineer (unlimited) certificate since 2001 and since this time I have worked on various types of offshore vessels which given to me a lot of experience .
I am still looking for possibility to improve my knowledge and experience .

I am looking for permanent C/E position in offshore sector with well established Company .

As additional I would like to stated that I have completed a HUET/BOSIET courses in 2013 and.

At 13.02.2015 I have completed my DP maintenance course in Kongsberg – Norway .

JOB EXPERIENCE / HISTORY :

- | | |
|-----------|---|
| 1991-1992 | MOTORMAN, general cargo,m/v Regina, company Norlat,
main engine Deutz 2000kW |
| 1993 | 4th ENG, m/t Ocean Trader, company Avant Navigation Co Ltd Cyprus,
main engine Sulzer 8827kW |
| 1994 | 4 th Engineer on general cargo vessel m/v Tamapatharee with main
engine Doxford 12000 kW
Company : Andrew Weir SHG – Singapore |
| 1995 | 3 rd Engineer on Ro-Ro vessel m/v Seaboard Star with main Engine
Pielstick 10400 kW
Company : Seaboard Marine LTD |
| 1996 | 3 rd Engineer on Ro-Ro vessel m/v Skandenborg with main Engine B&W
5917 kW . Company : Danebrog Rederi |
| 1997 | 3 rd Engineer on reefer vessel m/v Chateaulin with main Engine B&W
13800 kW . Company : Myfair SHG LTD London |
| 1997-1998 | 2 nd Engineer on following PSV :
<ul style="list-style-type: none"> - m/v Nercha AHTS with main Engine Wartsila - 7200 kW - m/v Andoga AHTS with main Engine Wartsila - 9200 kW - m/v Neftegaz 62 AHTS with main Engine Sulzer – 7200 kW Company : BUE Caspian |
| 1999 | 2 nd Engineer on container vessel m/v Jessica with main Engine Pielstick
8839 kW .
Company : Delmas |
| 1999 | Chief Engineer (single Engineer) on general cargo vessel m/v Nordfrakt .
During dry docking in Norway I resigned to work for Company due to fact
that Company refused to repair some of major defects of hull and pipes
In Machinery Space . I stay on vessel and try to do everything what |

was possible . However after several weeks I found in newspaper that mentioned vessel sunk with all Crew.

Main Engine DEUTZ 2000 kW .

Company : Andreassen Rederi – Norway –Bodo

- 2000 2nd Engineer on general cargo vessel m/v Arklow Day with main Engine Pielstick 4303 kW .
Company : Arklow SHG LTD
- 2001 2nd Engineer on heavy lift vessel m/v Clipper Cheyenne with main Engine Wartsila 4000 kW
Company : CMO France
- 2002 2nd Engineer on car carrier vessel m/v Feederbate with main Engine MAK 6500 kW .
After two months contract I been promoted by C/E recommendation to C/E position to sister vessel M/V Feederbate
Company : E.H. Harms
- 2002 Chief Engineer on car carrier vessel m/v Feederbate with main Engine MAK 6500 kW.
Company : E.H. Harms
- 2003 Chief Engineer on DP II vessel ,MOV ROV support m/v EDT Ares with main Engine Wartsila 4000 kW .

Company : EDT – Towage & Salvage. Cyprus.
DP 2 system : Alstom Cegelec DPS 902 DUPLEX
- 2004-2005 Chief Engineer on Supply Vessel m/v Willow River with main Engine Detroit Diesel 3000 kW .
Company : TRICO Marine INC . Houma LA USA
No DP system .
- 2005 Chief Engineer on m/v Teknik Kembara with main Engine Caterpillar
Type of vessel – survey – seismic with four streamers
Company : TLG - Singapore
No DP system .
- 2006 Chief Engineer on fast crew (Fast Intervention and Support Vessel) boats
:
- m/v Kryzia with main Engine Caterpillar 7000 kW
- m/v Klara D with main Engine Caterpillar 7000 kW
Company : ABC Maritime
No DP system .
- 2007 Chief Engineer on deep ERTV tug DP II (chartered by UK Coast Guard) m/v Anglian Sovereign with main Engine Wartsila 12000 kW .
Company : Klyne Tugs – Lowestoft UK
DP 2 system : Kongsberg SDP 201
AHTS vessel .

- 2007 2nd Engineer on DP III accommodation barge Jascon 28 with engines Caterpillar .
Barge was equipped with two cranes and telescopic gangway.
Company : OFFCON (SEATRUCK) .
- DP 3 system : Kongsberg Simrad SDP 21
- 2007/2008 C/E on tug M/T Indomitable with engines Roston 2300 kW .
Company : Svitzer .
No DP system .
- 2008 2nd / Engineer on DP II (PSV , Survey) vessel m/v Toisa Coral
with engines Wartsila 4000 kW .
Company : Sealion
DP System : Simrad SDP 21
- 2008 1st Engineer on cable layer / accommodation vessel DP II C/S Gulmar
Badaro
Engines : Wartsila 11667 bhp . Company : Gulmar Offshore
DP 2 system : Kongsberg Simrad SDP 21
- 2009 Since December 2009 Chief Engineer on PSV – Regional Support Vessel
DP II m/v Caledonian Vision . The vessel „diesel-electric“ type and
powered by Main Generators MAK with total output 8400 kW .
DP system – Alstom .
Company : Vector Offshore – Aberdeen , Scotland .
- 2010 Worked on harbour tug boats RT Stephanie , RT Hamburg and
RT Rotterdam owned by KoTug Holland .
RT Stephanie is equipped with engines Nigata and both other tugboats
RT Rotterdam and RT Hamburg are equipped with Deutz engines 1600
kW each . Also RT Rotterdam and RT Hamburg are equipped with Wight
Shneider propulsion .
- 2011 Since 27.07.2010 Chief Engineer on Survey-Seismic Recorder Vessel
M/V Mermaid Vanquish DP 1 . Vessel was equipped with four streamers.
Vessel was adapted from AHTS to perform survey job .
Engines : Caterpillar 3516 B type and generators Caterpillar as well.
Total output of Main Engines 3842 kW .
Company Mermaid Offshore – Singapore .
- 2012 Since August 2011 working as C/E on accommodation barge Venture and
for Intership PTE LTD Singapore .
Barge was hook –up type so there was no main propulsion .
Barge was equipped with crane 120 Ton and telescopic gangway .and :
Detroit Diesels generators as power plant .
Also I have worked for Intership PTE on accommodation crane barge
Cable 1 with crane 120 Ton and telescopic gangway . Barge was hook –up

type.

- 2013 Since February 2013 I am a holder of permanent C/E position on new build DP2 PSV vessel owned by OPIELOK Rederi Hamburg .
Main propulsion : two engines General Electric 12V and two Azimuth Thrusters Shottel . DP system: Converteam .
- 2014 At 31 May I have stopped to work for OPIELOK and in November 23 become a Chief Engineer on M/V Brasil Aquarius which is DP2 vessel accommodation / repair / construction type . She is a diesel electric with Wartsila generators – total output of all generators is almost 30.000 kW and number of cranes and workshops . Employer OSM Brazil .
She was equipped with two cranes ITALGRU . One with 180 Ton and one 60 Tons . Also this vessel was equipped with telescopic gangway.
- 2015 in September 2015 I have resigned to work for OSM on M/V Aquarius Brasil than I have a time off . In May 2016 I become a Chief Engineer on AHTS new build vessel working for RAWABI under Aramco charter in KSA . Vessel M/V Rawabi323 with main Engines Cat 3625 and generators Cat 38 . Vessel was equipped with two Bow Thrusters and two Stern Thrusters – DP2 .
- 2016 in 2016 become a Chief Engineer on new build AHTS vessel owned by Rawabi LTD working in Kingdom of Saudi Arabia under Aranco charter . Vessel is equipped with main Engines Caterpillar 3516 and two azimuths as main Propulsion .
- 2017 Worked until 30 June on AHTS / PSV vessel Rawabi 31 . She is DP2 and Main Engines GE . She is equipped with 2 Bow Thrusters and two Stern Thrusters . Total output from both Engines 6104 kW . All three months worked on oil field doing supply for platforms .
- 2018 From 26 of January 2018 till 08 may2018 worked for POSH Offshore on MPSV POSH Enterprise . She is DP 2 vessel “diesel-electric” type with all generators from Hyunday . Total output from all generators 6680 kW . main propulsion – 2 azimuth thrusters and 2 bow thrusters . Vessel is equipped with 120 Ton crane and telescopic gangway . All three months of my contract worked as accommodation vessel permanently in DP and connected to the platform by gangway . Vessel was chartered by Aramco and working on KSA waters .
- In period September until end of November 2018 worked as Chief Engineer for MEO Singapore on DP2 vessel MEO Ranger . She is a survey core drill ship converted from DP2 PSV vessel equipped with Z-peller propulsion powered by two Nigata engines and 2 bow thrusters . She worked on KSA waters .
- 2019 During this year I have worked on AHTS vessel owned by Rawabi Valianz . Vessel was named M/V Rawabi 2 and worked as PSV and personnel transfer boat .

I have joined vessel at 01.08.2019 and I was signed off at 22.12.2019 .
Vessel was equipped with two Cat 3516 Engines and two generators
Caterpillar 38 . Vessel worked on KSA waters .

2020 Since June 20 until 17 of July 2020 I have worked as Chief Engineer on
harbour tug Bugsier 21 in Port of Rotterdam . Vessel Engine Room was
equipped with two Main Engines MAK with total output 5000 kW and two
generators MAK .
It was a temporary job as replacement for permanent Chief Engineer .
Crewing Company - TOS

2020/2021 Since 10 of September I have worked as Chief Engineer on
MPSV vessel owned by company PROMAR in Congo. Vessel was under
Preparation for upcoming charter in Ghana. Vessel was equipped with two
Main Engines Cummins 16V and three generators Cummins as well .
Vessel was non DP she was equipped with 4 point mooring system with 4
anchors .

2022 I have worked for two months as Ch. Eng on harbour tug in Gabon .
This boat was equipped with three main engines Wartsila with total output
6800 kW and she worked at oil terminal with tankers only .
Crewing Company - TOS

After short period at home I have joined a ex Maersk vessel Maersk
Trimmer for delivery trip to new owner from Vietnam . She was equipped
with four main engines MAN with total output 10200 kW .
Crewing Company - TOS

2023 In 2023 I have worked in Angola on cutter dredger M/V Marco Polo which
Is equipped with three engines Wartsila and total output 16100 kW .
Crewing Company –TOS

2024 from January 2024 to 30 of May I have worked as C/E on PSV vessel
In Indonesia . Name of vessel is m/V Baru Sierra Nevada and she is
Under Panamian flag . She is equipped with two Wartsila Engines and
Two main Generators Caterpillar .

2025 worked on PSV / AHT vessel M/V Rawabi Topaz under Indonesian flag in
Timor Leste . Vessel equipped with Main Engines Caterpillar and D/G
Caterpillars C18 .
Project is closed and need to look for new job .

Since beginning of August 2025 I am looking for new opportunity in
offshore sector on C/E permanent position .

Jacek Chustak

Gdansk 20.09.2023

