MAREX

CAPTAIN MITCHELL S. STOLLER

SEA-GOING EXPERIENCE

1988-1991 **Los Angeles Harbor Pilot**

Safely piloted ocean-going vessels of any size and tonnage in the Port of Los Angeles. Maneuvered vessels to and from their berths and anchorages in accordance with local and national laws.

1984-1988 **Master**

Licensed: 1/07/82

- Exxon Galveston
- Exxon New Orleans
- Exxon San Francisco
- Exxon North Slope
- Exxon Philadelphia*
- Exxon Houston*

1979-1984 **Chief Mate**

Licensed: 03/15/79

- Exxon Galveston*
- Exxon New Orleans*
- Exxon Baton Rouge
- Exxon Houston
- Exxon Philadelphia*
- Exxon Benicia

1977-1979 **Second Mate**

Licensed: 06/27/77

- Exxon Galveston
- Exxon Newark
- Exxon New Orleans
- Exxon Washington
- Exxon Philadelphia
- Exxon Baton Rouge

1975-1977 **Third Mate**

Licensed: 07/19/75

- Exxon Newark
- Exxon Houston
- Exxon Philadelphia
- Exxon Boston
- Exxon Baton Rouge
- Exxon Washington

*Supervised shipyard operations

SAMPLE ACCOMPLISHMENTS

2024 Consulting expert to the City of Baltimore in federal Limitation of Liability action, styled *In the Matter of the Petition of Grace Ocean Private Limited, et al*, U.S. District Court, District of Maryland, arising out of the 2024 Baltimore Bridge Collapse

2023 Testified for Puget Sound Pilots regarding rate issues and opined on the difficulties associated with piloting large vessels

2012 Nominated by the Commandant of the U.S. Coast Guard to chair the Towing Safety Advisory Committee's (TSAC) task force on safety standards for portable maritime vapor-control systems. As chairman, I lead a selected group of industry experts to develop new standards for design, installation, operation, and certification of vapor control systems to reduce the discharge of hazardous vapors.

2012 Reappointed to the TSAC by the Secretary of Homeland Security.

21001 N. Tatum Blvd., Suite 1630-619 • Phoenix, AZ 85050 • E-Mail: marexco@aol.com
Tel: 949/858-5475 • Tel: 480/247-2005
Fax: 949/858-5477 • Fax: 480/247-2045

2011 Panelist, Admiralty Law Section, American Association for Justice (AAJ). "Industry Statutes and Evidentiary Application."

2010 Speaker, Admiralty and Maritime Law Conference, South Texas College of Law. Houston Texas. "The ISM Code and Equipment Maintenance in the Offshore Oil Patch."

2009 Appointed by the Secretary of Homeland Security to serve on the Towing Safety Advisory Committee (TSAC*) to advise the Department on matters relating to shallow-draft inland and coastal waterway navigation and towing safety.
*TSAC's Purpose. Under the authority of Title 33, United States Code, Section 1231a. the Secretary of Transportation, through the Commandant of the Coast Guard, has delegated the Chief, Office of Marine Safety, Security and Environmental Protection the responsibility to establish the Towing Safety Advisory Committee (TSAC). The Committee shall serve as a deliberative body to advise the Secretary of Transportation, via the Commandant, U.S. Coast Guard, on matters relating to shallow-draft inland and coastal waterway navigation and towing safety." *(emphasis added)* Homeland Security Internet Web site.

2008 Consulting expert for Thomas Miller (Americas) Inc. Managers for the UK P&I Club on behalf of Member AET in preparation for Federal Court Trial (New Orleans)

2008 Consultant to American Eagle Tankers (AET) in a project to collaborate with the Army Corps of Engineers to improve the safety of waterways.

2008 "Chief Amicus in the Master Mariner's Amicus Brief in *Baker v. Exxon Shipping Corp.*, before the United States Supreme Court. A case establishing the existence of punitive damages in maritime cases."

2008 Featured speaker on the ISM Code and Risk Assessment, Admiralty Law Section, American Association for Justice.

2008 Consulted with Vice Admiral James C. Card USCG (Ret'd) on Risk Assessment issues relating to the Maritime Industry.

2007 Consulted to Florida Board of Pilot Commissioners involving Master-Pilot responsibility during Queen Mary II allision.

2007 Noted during American Association for Justice maritime law seminar as consulting expert on passenger vessel and International Safety Management (ISM) Code.

2007 Consulted to Florida Board of Pilot Commissioners regarding Pilot training.

CAPTAIN MITCHELL S. STOLLER

2006	Noted for testifying on the International Safety Management (ISM) Code during the Maritime Torts Committee Meeting of the Maritime Law Association's (MLA) Continuing Education Seminar.
2005	Testified in court during successful litigation of ergonomic issues on an uninspected fishing vessel. *(Arispe v. Thomas Timmer)*
2004- 2012	Consultant and Expert Witness to Florida Board of Pilot Commissioners for administrative law hearings and pilot examinations.
2004-2005	Consultant to Edward A. Tellechea, Esq., Senior Assistant Attorney General, Office of the Attorney General, State of Florida.
2004	Testified on safety issues for the Board of Maritime Pilots of the State of Oregon (Columbia River Bar/River Pilots).
2003, 2006	Featured speaker on ISM Code. Admiralty Law Section. Association of Trial Lawyers of America (ATLA) Conventions.
2003	Represented U.S. Coast Guard during administrative hearing regarding largest oil spill in the history of Boston Harbor.
2002	Advised non-profit environmental organization, Blue Water Foundation during successful effort to force four major cruise lines to comply with California's ballast water laws.
1997	Received letter of appreciation from R.E. Kramek, Admiral, U.S. Coast Guard Commandant for dedicated service on the Navigation Safety Advisory Council (NAVSAC) to ensure the safety of U.S. waterways.
1997	NAVSAC Navigation Equipment Committee Member.
1997	NAVSAC Committee Meeting Chairman for Rules of the Road.
1997	NAVSAC Rules of the Road Member Committee Member.
1997	NAVSAC Navigation Equipment Committee Member.
1996	NAVSAC Prevention Through People Committee Member.
1996	Discussion in NAVSAC'S plenary session on STCW 1995 Amendments and Inland Navigation Rule 9.
1995	NAVSAC Human Factors Committee Member.

1995	Course at Renssalaer Polytechnic Institute regarding causal connection
1995	Updated ARCO Marine, Inc.'s Oil Spill Prevention Plan for the State of Washington.
1994	Appointed by the Secretary of the U.S. Department of Transportation to serve on the Navigation Safety Advisory Council (NAVSAC) to advise the Secretary of Transportation, via the Commandant, U.S. Coast Guard, on matters relating to the prevention of collisions, ramming and groundings, including, but not limited to: Inland Rules of the Road, International Rules of the Road, navigation regulations and equipment, routing measures, marine information, diving safety, and aids to navigation systems. NAVSAC members must have particular expertise, knowledge and experience in the Navigation Rules of the Road (International and Inland), aids to navigation, navigational safety equipment, vessel traffic service, and traffic separation schemes and vessel routing.
1994	Consulted to the ARCO Marine, Inc. task force to evaluate 33 CFR Part 157, "Structural and Operational Measures to Reduce Oil Spills from Existing Tank Vessels Without Double Hulls; Proposed Rulemaking," and propose alternative operational oil spill prevention measures to the U.S. Coast Guard.
1994	Consulted to Glosten Associates, Inc. regarding maritime project involving an aerospace firm.
1994	Performed marine accident investigation for ARCO's Safety, Health, and Environmental Protection Department.
1993-1994	Defined the scope of, and consulted on, a major study of human factors in shipping accidents and incidents with Battelle Human Affairs Research Center and Rensselaer Polytechnic Institute on behalf of the Regional Citizen's Advisory Committees for Prince William Sound and Cook Inlet, Alaska.
1993	Created a Safety and Health Manual based on the International Loss Control Institute model and the International Petrochemical Safety Rating System for West Coast Shipping Company, the shipping division of Unocal Corporation.
1993	Updated the 1982 National Academy of Sciences regional evaluations of marine salvage capability for Alaska, Hawaii, and Washington.
1993	Provided outlines defining the scope and detail needed in bridge organization and deck operations manuals for the Washington State Office of Marine Safety as a benchmark for evaluating safe shipping policies in State waters.
1992-1993	Reformulated the Bridge Management, Master's Administration, Deck Operations, and Port Terminals Manuals for ARCO.
1992	Received letter from Los Angeles Chief Pilot acknowledging piloting of over 1000 ships.

CAPTAIN MITCHELL S. STOLLER

1990	Received letter by Acting Chief Pilot of successfully completing the Los Angeles Pilot Training Program with extensive training and capable of handling normal pilot assignments.
1990	Received letter by Acting Chief Pilot congratulations including a commendation for a fine safety record in promotion to Port Pilot II.
1988	Selected in a nationwide search for a Los Angeles Harbor Pilot. Sailed as Master for Exxon including duties as licensed Radio Officer under the FCC waiver coastwise trade between San Francisco and Valdez. Conducted performance reviews and forced ranking of all Deck and Engine Officers under my supervision.
1987	Granted a lump sum payment by Exxon Shipping Company (USA) based on contributions and high performance as a member of Exxon Shipping Company's management team.
1986	Promoted to permanent Master by Exxon Shipping Company (USA) based on evidence of: leadership in the supervision and handling of people and in my professional, technical competence as applied to operations maintenance and cargo handling, administration skills, and support of company policies and objectives.
1986 -1987	Received Exxon's West Coast Fleet Office Shipping *Manager's Award* for safe vessel conduct. The award was given to the crew members responsible for the best managed ships in each fleet with respect to all phases of responsibilities aboard the ship. Certain areas observed were: the casualty/safety record and program, adherence to budgets and goals, energy conservation, vessel utilization, maintenance and repair programs, and the commitment of the crew to corporate goals and objectives.
1985	Master of the first Exxon vessel sent to South Korea for shipyard repairs. Had the overall responsibility of working with crew members and contractors with respect to vessel safety and adherence to the Code of Federal Regulations and OSHA.
1984	Sailed as youngest Captain for Exxon Shipping Company (USA) in modern times.
1980	Published Exxon guide to tank washing crude oil carriers prior to shipyard repairs.
1979	Sailed as youngest Chief Mate for Exxon Shipping Company (USA) in modern times.
1973	Received letter of appreciation for service from President Ford.

CAPTAIN MITCHELL S. STOLLER

ENDORSEMENTS

Endorsed as First Class Pilot of Steam and Motor Vessels (any gross tons):
- Upon Los Angeles and Long Beach Harbor approaches including San Pedro Bay;
- Upon the waters of Prince William Sound; and For entrance to San Francisco Bay from sea to the Golden Gate Bridge.

TESTIMONY

Experienced testifying in both State and Federal Court.

EDUCATION

National Safety Council Occupational Safety and Health Services Unit Continuing Education Units Session 208, Preventing Slips, Trips and Falls. Completed Slips, Trips and Falls Class 2008.

National Safety Council Occupational Safety and Health Services Unit Continuing Education Units Session 226, Job Safety Analysis. Completed Job Safety Analysis Class 2008.

National Safety Council Occupational Safety and Health Services Unit Continuing Education Units Session 205, Ergonomics. Completed Ergonomics Class 2004, 2006.

American Bureau of Shipping's training program on the JSM Code.

Texas Engineering Extension Service, College Station, TX: Completed marine fire-fighting strategy and tactics course.

Port Ravel, Grenoble, France: Completed courses in handling offshore and treatment vessels, general ship handling maneuvers including anchoring, docking, single point mooring, bank effect, shallow water effect, transiting narrow channels and canals, and special maneuvers.

Leith Nautical College, New York, NY: Completed inert gas systems and crude oil wash courses.

California Maritime Academy, Vallejo, CA: Valedictorian. Seamanship Award. Best Conduct Award. Naval Reserve Commission Ensign.

CAPTAIN MITCHELL S. STOLLER

PAST AND PRESENT AFFILIATIONS

Member, Navigation Safety Advisory Council, Council of American Master Mariners, Marine Underwriters of Southern California, Propeller Club of the United States, National Safety Council, International Marina Institute, Offshore Marine Service Association, American Boating & Yacht Council, National Fire Protection Association, and The Marine Society of the City of New York.

QUALIFICATIONS RELATED TO SAFETY MATTERS REGARDING HAZARDS ABOARD VESSELS

I am currently president of MAREX, a consulting firm that I formed over 32 years ago, that specializes in marine policy and practice. I have worked in the maritime industry for over 52 years. My education, experience, knowledge, skill, expertise and qualifications regarding maritime safety regulations and standards that apply to this case are as follows. Based on my knowledge of vessel safety management system, regulations, guidelines, and protocols as well as those other vessel owners and operators.

Small Passenger Vessels

I worked for several years on small passenger vessels that went on several types of trips from Newport Beach California and Dana Point California. I worked on other passenger for hire vessels in San Diego California and Cabo San Lucas Mexico.

Education

I draw my knowledge principally from my education and experience as a licensed, unlimited Ships Master Mariner, and a Ships Pilot with unlimited tonnage with several Federal endorsements. When I became a licensed dec officer, I graduated #1 in my class as Valedictorian from the California Maritime Academy in 1975. Since then, I have also completed many post-graduates maritime training including understanding of the Code of Federal Regulations and the International Safety Management Code. I have taken classes from the National Safety Council on ergonomics, slips, trips, falls and accident prevention. I was given the Deck Excellence and Seamanship award by Crowley Maritime.

Exxon Shipping Company USA Work Experience

My experience most relevant to *this* case includes years of supervising deck operations; 13 years at Exxon, 4 years of which I was a Captain, and two ½ years as a pilot. I sailed for Exxon as a third mate and worked my way up to become Exxon`s youngest Master and Chief Mate in history, a record I still maintain. To serve as captain of oil tankers, I had to obtain the highest level of United States Coast Guard License. This license allows me to operate

any commercial or United States Flagged recreational boat or vessel in the world. During my 13 years as a licensed deck officer for Exxon Shipping Company USA, I implemented Exxon's risk assessment and ergonomic safety programs. I implemented these programs on the ships of which I served. I developed Exxon's first vessel maintenance manual for vessel equipment. Additionally, I directly supervised, among others, the deck department in safe work practices. Based on my training and practical experience, I became thoroughly familiar with the best practices for eliminating risk and maintaining safety onboard my ships. Exxon commended me for my safety record twice as a master. As a master and chief mate, I am familiar with ordering replacement parts, vessels repairs, maintenance of equipment to eliminate injuries to my crew or others. During my service with Exxon and others, I sailed for many years in a variety of conditions and many areas including International Waters. I sailed thirteen years in the Gulf of Alaska during the winter. We worked with the United States Coast Guard and American Bureau of Shipping for the safety and seaworthiness of our vessel's. Each year as a captain. I attended shoreside meetings in Houston to discuss and improve the safety of our vessels. We had three departments, steward, deck, and engine room. I have been involved in fighting a vessel fire and was successful in putting the fire out and without there being any injuries.

Shipyard Experience Swan Island Shipyard and HD Hyundai Heavy Industries Shipyard in Ulsan South Korea.

At twenty-four years old, I was Chief Mate and oversaw the deck department which included avoidance of lifting injuries. I authored Exxon's first deck operations maintenance and equipment manual, which included avoidance of lifting injuries. As Chief Mate in the shipyard at Swan Island Portland Oregon, I was onboard during the installation of the first Inert Gas System and Crude Oil Wash System for Exxon vessels. We had several hundred contractors onboard at various times. As Chief Mate I was assigned to three Exxon vessels in 1979, 1981 and 1983. I also was the master of the first and third Exxon vessels in Ulsan South Korea for shipyard repairs in 1985 and 1986. We had contractors aboard in both shipyards. In the shipyard we interacted with OSHA, USCG, and ABS. We had to comply with rules and regulations from OSHA, USCG and ABS. I also authored Exxon's tank washing manual to prepare the whole fleet for shipyards and wet dock repairs. Wet dock means vessels alongside a dock that has repairs without going into a shipyard. In the Shipyards, I interacted with the Coast Guard, American Bureau of Shipping, Marine Chemist, and various Shipyard representatives.

Harbor Pilot

My expertise in maritime policy relating to safety on board ships stems also from my work as a licensed First-Class Pilot of steam and motor vessels of any gross tonnage. I worked for two ½ years piloting over 1,100 United States and Foreign flag vessels of all types.

Marine Safety Issues

During my 32 years as a maritime safety consultant, I have collaborated closely with maritime companies, attorneys, department of justice, other consultants and experts, human factors scientists, cargo experts, ergonomic experts, and experts regarding a wide variety of safety policies, and procedures, including safety of any sort. Because of my education, training, and experience in the field of marine safety operations, I am familiar with the training requirements, the roles, responsibilities, and obligations of captains, ships officers, crewmembers, vessel owners and maritime companies, including any type of vessel. Throughout my thirty-two-year career as a marine industry consultant, I have provided expert testimony and researched a variety of maritime safety issues.

Maritime Safety Consultant

My training, knowledge, and experience in maritime policy and practices have been enhanced by my years working as a consultant. As a maritime safety consultant, I have become increasingly involved in the formulation of corporate, state, and federal maritime policies, procedures, and regulations.

Since 1991, I have provided expert testimony in over 1,800 cases and consulted in legal proceedings involving maritime safety issues. I have testified in over 123 state and federal court cases related to various issues onboard vessels around the country including vessels fires and explosions on vessels.

During my years as a maritime safety consultant, I have collaborated closely with maritime companies, attorneys, other consultants and experts, human factors scientists, cargo experts, ergonomic experts, and experts regarding a wide variety of safety policies and procedures including safety for crewmembers. Because of my education, training, and experience in the field of marine safety operations, I am familiar with the training requirements, the roles, responsibilities, and obligations of captains, ships officers, crew members, and maritime companies, including vessels such as the vessel in this matter. Over the course of my career as a consultant, I have provided expert testimony and conducted research on a variety of maritime safety issues.

In connection with my consulting work, I continue to collaborate with plaintiff and defense counsel and perform numerous vessel inspections, and I am familiar with the safety management systems applicable to those vessels.

Human Factors

I have consulted on several occasions on the issue of human factors related to causing marine incidents and accidents, I have worked for the Regional Citizens Advisory Council in Alaska involving human factors leading to accidents. I also worked for Rensselaer Polytechnic Institute with human factor scientists.

We analyzed the coupling effect that led to marine accidents. Sometimes called the human error chain. Another topic was lack of situational awareness or present moment thinking.

Operation Policies and Procedures

I have written safety and operation manuals for several companies. I wrote the Safety and Health Manual for West Coast Shipping Company, UNOCAL Corporation's shipping division. I also undertook the complete revision of the Bridge Management, Master's Administration, Deck Operations and Port Terminals manuals for ARCO Marine, Inc. These manuals—while proprietary and confidential—total thousands of pages and dictate specific practices and policies governing everything from vessel operations, storing operations, to oil spill prevention. At ARCO I was part of a task force contracted by the United States Coast Guard. The project was to add safety measures to existing single hull tankers in the U.S. Fleet. For my work I received a letter of outstanding work from the president of ARCO marine, Jerry Aspland. I provided the Office of Marine Safety of the State of Washington with recommendations for a book of policies governing the scope and details required of deck and bridge operations manuals used by shippers operating in state waters. I received specialized training for two weeks in Grenoble France on Ship Handling including Narrow Channels and Single Point Mooring. I was trained in San Francisco Bay by independent pilots. I also oversaw my own ships up to 165,000 DWT and was capable of a draft of sixty-five feet. I testified on behalf of the Columbia River Bar Pilots for a rate increase in pay. Recently I testified for the Puget Sound Pilots for a rate increase in pay before the Washington Utilities and Transportation Commission. I worked with Glosten Associates on the Sea Launch Project. Sea Launch was a spacecraft launch company that provided orbital launch services from a mobile maritime launch platform. Glosten associates is a Naval Architecture and Marine Engineering Company. I have taken three separate USCG approved USCG firefighting classes.

Maritime Committees, Appointments, Policy, Advisory Positions

On a national level, I had the honor and privilege of serving as an appointee to the Navigation Advisory Safety Council (NAVSAC) by the Secretary of Transportation from 1994 to 1998. This body, created by United States Congress, advises the Coast Guard, the Secretary of Transportation, and Congress on matters related to the prevention of collisions, marine risk management, groundings, and pilotage. I served on various NAVSAC committees, including Human Factors, Coast Guard Prevention through People 1995, and STCW (Standards of Training, Certification, and Watchkeeping). I served as NAVSAC's Chairperson of the Rules of the Road Committee. I represented the United States Coast Guard during administrative law proceedings and my testimony has been cited with approval.[1] the Admiralty Section of the American Association of Trial Lawyers selected me to speak on maritime safety issues three times. I also served as a special maritime safety consultant to the Florida State Board of Pilot Commissioners. I was appointed twice by two Directors of Secretary of Homeland Security to serve on the Towing Safety Advisory Committee (TSAC) to advise the Department on matters relating to shallow-draft inland and coastal waterway navigation and towing safety. While a member of TSAC I was the chairman on the project "TSAC Recommendations for Safety Standards of Portable Facility Vapor Control Systems."

[1] See, e.g., Judge Nina Gershom in the matter of Frederick J. Harrington, Jr. v. Atlantic Sounding Co., Inc./Weeks Marine, Inc., United States District Court, Eastern District of New York: "Plaintiff maritime expert, Michell Stoller, who, among his extraordinary credentials was twice appointed by the Secretary of Homeland Security to the Towing Safety Advisory Council, ...whose testimony I credit..."

CAPTAIN MITCHELL S. STOLLER

Recognition During Maritime Service

During my maritime service I have received recognition from Admiral Joe Rizza, United States Navy, Admiral Robert K. Kramek United States Coast Guard, Vice Admiral James Card, United States Coast Guard, former Secretary of Transportation Federico Pena, Secretary of Homeland Security Janet Napolitano, and former Secretary of Homeland Security Michael Chertoff.

Captain Mitchell's Resume

Nominated by the Commandant of the U.S. Coast Guard to chair the Towing Safety Advisory Committee's (TSAC)* task force on safety standards for portable maritime vapor-control systems. As chairman, he led a select group of industry experts to develop new standards for design, installation, operation, and certification of vapor control systems to reduce the discharge of hazardous vapors. He was reappointed to the Towing Safety Advisory Committee by the Secretary of Homeland Security to advise the Department on matters relating to shallow-draft inland and coastal waterway navigation and towing safety. Captain Stoller served as chair of the vapor control task force for vapor control of barges while on the Towing Safety Advisory Committee.

Appointed by the Secretary of the U.S. Department of Transportation to serve on the Navigation Safety Advisory Council (NAVSAC) to advise the Commandant, U.S. Coast Guard, on matters relating to the prevention of collisions, ramming, and groundings. Including, but not limited to: inland rules of the road, international rules of the road, navigation regulations and equipment, routing measures, marine information, diving safety, and aids to navigation systems. NAVSAC members must have particular expertise, knowledge and experience in navigation rules of the road (both international and inland), aids to navigation, navigational safety equipment, vessel traffic service, traffic separation schemes, and vessel routing.

Consulted to the ARCO Marine, Inc. task force to evaluate 33 CFR Part 157, "Structural and Operational Measures to Reduce Oil Spills from Existing Tank Vessels Without Double Hulls; Proposed Rulemaking," and propose alternative operational oil spill prevention measures to the U.S. Coast Guard.

Performed marine accident investigation for ARCO's Safety, Health, and Environmental Protection Department. Defined the scope of, and consulted on, a major study of human factors in shipping accidents and incidents with Battelle Human Affairs Research Center and Rennsselaer Polytechnic Institute on behalf of the Regional Citizen's Advisory Committees for Prince William Sound and Cook Inlet, Alaska.

shipping division of Unocal Corporation.

Provided outlines defining the scope and detail needed in bridge organization and deck operations manuals for the Washington State Office of Marine Safety as a benchmark for evaluating safe shipping policies in State waters.

Received Exxon's West Coast Fleet Office Shipping Manager's Award for safe vessel conduct. The award was given to the crew members responsible for the best-managed ships in each fleet with respect to all phases of responsibilities aboard the ship. Certain areas observed were: the casualty/safety record and program, adherence to budgets and goals, energy conservation, vessel utilization, maintenance and repair programs, and the commitment of the crew to corporate goals and objectives.

Panelist, Admiralty Law Section, American Association for Justice (AAJ). "Industry Statutes and Evidentiary Application."

Speaker, Admiralty and Maritime Law Conference, South Texas College of Law, Houston Texas. "The ISM Code and Equipment Maintenance in the Offshore Oil Patch."

Consulting expert for Thomas Miller (Americas) Inc. Managers for the UK P&I Club on behalf of Member AET in preparation for Federal Court Trial (New Orleans)

Consultant to American Eagle Tankers (AET) in a project to work with the Army Corps of Engineers to improve the safety of waterways.

Featured speaker on the ISM Code and Risk Assessment, Admiralty Law Section, American Association for Justice.

Consulted with Vice Admiral James C. Card USCG (Retired) on Risk Assessment issues relating to the Maritime Industry.

Noted during American Association for Justice maritime law seminar as consulting expert on passenger vessel and International Safety Management (ISM) Code.

Consultant to Florida Board of Pilot Commissioners regarding Pilot training.

Noted for testifying on the International Safety Management (ISM) Code during the Maritime Torts Committee Meeting of the Maritime Law Association's (MLA) Continuing Education Seminar.

Testified in court during successful litigation of ergonomic issues on an uninspected fishing vessel (Arispe v. Thomas Timmer).

Consultant to Edward A. Tellechea, Esq., Senior Assistant Attorney General, Office of the Attorney General, State of Florida.

Testified on safety issues for the Board of Maritime Pilots of the State of Oregon (Columbia River Bar/River Pilots).

Featured speaker on ISM Code. Admiralty Law Section, Association of Trial Lawyers of America (ATLA) Conventions.

Represented U.S. Coast Guard during administrative hearing regarding largest oil spill in the history of Boston Harbor.

Advised non-profit environmental organization, Blue Water Foundation, during successful effort to force four major cruise lines to comply with California's ballast water management regulations.

Received letter of appreciation from R.E. Kramek, Admiral, U.S. Coast Guard Commandant for dedicated service on the Navigation Safety Advisory Council (NAVSAC) to ensure the safety of U.S. waterways.

NAVSAC Navigation Equipment Committee Member.

NAVSAC Committee Meeting Chairman for Rules of the Road.

NAVSAC Rules of the Road Member Committee Member.

NAVSAC Navigation Equipment Committee Member.

NAVSAC Prevention Through People Committee Member.

Panelist in NAVSAC'S plenary session on STCW 1995 Amendments and Inland Navigation Rule 9.

NAVSAC Human Factors Committee Member.

Updated ARCO Marine, Inc.'s Oil Spill Prevention Plan for the State of Washington.

Consulted to the Glosten Associates, Inc. regarding a maritime project involving an aerospace firm.

Updated the 1982 National Academy of Sciences regional evaluations of marine salvage capability for Alaska, Hawaii, and Washington.

Commended by Los Angeles Chief Pilot for piloting of over 1,000 ships in Los Angeles Harbor.

Congratulated and commended by Acting Chief Pilot of the Los Angeles Harbor for a "fine safety record" in promotion to Port Pilot II.

Sailed as ship's master for Exxon. Conducted performance reviews and forced ranking of all Deck and Engine Officers under Master supervision.

Granted a lump sum payment by Exxon Shipping Company (USA) based on contributions and high performance as a member of Exxon Shipping Company's management team.

Promoted to permanent Master by Exxon Shipping Company (USA) based on evidence of leadership in the supervision and handling of people and in professional, technical competence as applied to operations maintenance and cargo handling, administration skills, and support of company policies and objectives.

Master of the first Exxon vessel sent to South Korea for shipyard repairs. Had the overall responsibility of working with crew members and contractors with respect to vessel safety and adherence to the Code of Federal Regulations and OSHA.

As Exxon Chief Mate, called upon to install an inert gas system (IGS) at Swan Island Shipyard in Portland Oregon, and the first to operate the IGS.

As Exxon Chief Mate, first to put a crude oil wash system on a vessel.

While serving as either Captain or Chief Mate, five times called upon to observe Duty to Intervene under both Coast Guard and OSHA regulations to enforce safe work practices for both crew and non-crew members.

Sailed as youngest Captain for Exxon Shipping Company (USA) in modern times.

Wrote the Exxon guide to tank washing crude oil carriers prior to shipyard repairs.

Sailed as youngest Chief Mate for Exxon Shipping Company (USA) in modern times.

ENDORSEMENTS

- Master Mariner Unlimited
- First Class Pilot of Steam and Motor Vessels (any gross tons)
- Upon the waters of Prince William Sound
- Entrance to San Francisco Bay from sea to the Golden Gate Bridge

Experienced testifying in state and federal courts, both nationally and internationally.

EDUCATION

National Safety Council Occupational Safety and Health Services Unit Continuing Education Units Session 208, Preventing Slips, Trips and Falls. Completed Slips, Trips and Falls Training 2008.

National Safety Council Occupational Safety and Health Services Unit Continuing Education Units Session 226, Job Safety Analysis. Completed Job Safety Analysis Training 2008.

National Safety Council Occupational Safety and Health Services Unit Continuing Education Units Session 205, Ergonomics. Completed Ergonomics Training 2004, 2006.

American Bureau of Shipping training program on the ISM Code.

Texas Engineering Extension Service, College Station, TX: Completed marine fire fighting strategy and tactics training.

Port Ravel, Grenoble, France: Completed courses in handling offshore and treatment vessels, general shiphandling maneuvers including anchoring, docking, single point mooring, bank effect, shallow water effect, transiting narrow channels and canals, and special maneuvers.

Leith Nautical College, New York, NY: Completed inert gas systems and crude oil wash courses.

California Maritime Academy, Vallejo, CA: Valedictorian. Seamanship Award. Best Conduct Award. Commissioned as Ensign in the United States Navy Reserve.

PAST AND PRESENT AFFILIATIONS

- Member, Navigation Safety Advisory Council
- Council of American Master Mariners
- Marine Underwriters of Southern California
- Propeller Club of the United States
- National Safety Council
- International Marina Institute
- Offshore Marine Service Association
- American Boating & Yacht Council
- National Fire Protection Association

Los Angeles Harbor Pilot

Ship's Master Assignments

- Exxon Galveston
- Exxon San Francisco
- Exxon Philadelphia**
- Exxon New Orleans
- Exxon North Slope
- Exxon Houston**

Chief Mate Assignments

- Exxon Galveston**
- Exxon Baton Rouge
- Exxon Philadelphia**
- Exxon Houston
- Exxon Benicia

Second Mate Assignments

- Exxon Galveston
- Exxon New Orleans
- Exxon Philadelphia
- Exxon Newark
- Exxon Washington
- Exxon Baton Rouge

Third Mate Assignments

- Exxon Newark
- Exxon Philadelphia
- Exxon Baton Rouge
- Exxon Houston

reporters asking him the true details about what really went on that day.

Mitchell is also scheduled to be the Keynote speaker at the AAJ **(American Association for Justice)** luncheon conference on Admiralty Law Section and Ergonomics in September 2024, an extremely prestigious honor and selection.

Participated in a BBC Radio Broadcast on sinking of Bayesian yacht.

Contacted by CNN in regards to the sinking of Bayesian yacht.

Guest Speaker 3 times at The ISM Code and Equipment Maintenance in the Offshore Oil Patch

Captain Stoller has sailed on the Bering Sea in the Wintertime.

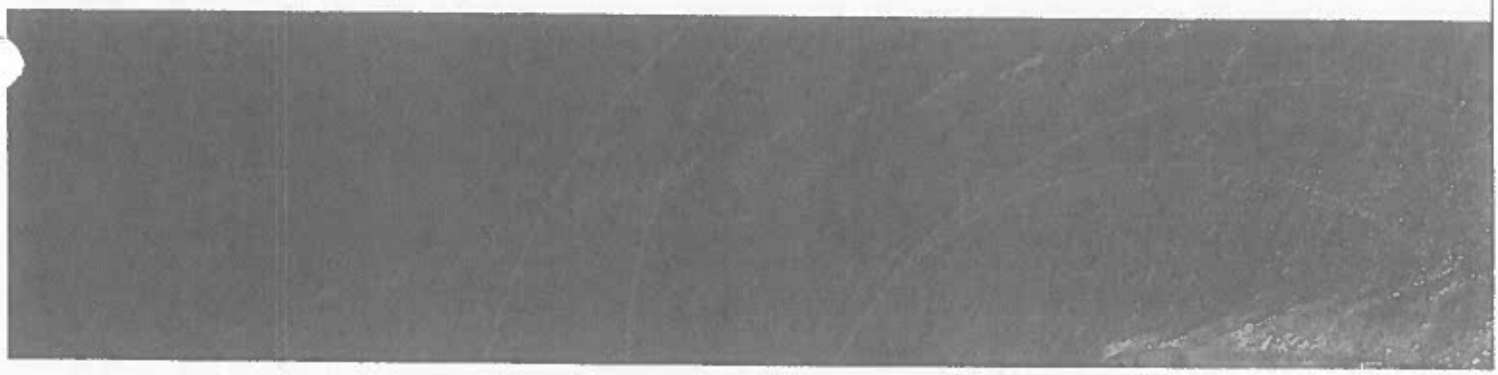
"Plaintiff maritime expert, Mitchell Stoller, who, among his extraordinary credentials was twice appointed by the Secretary of Homeland Security to the Towing Safety of Advisory Council, who's testimony I credit" - Judge Nina Gershom; United States District Court, Eastern District of New York, Frederick J. Harrington Jr vs Atlantic Sounding Co., Inc/Weeks Marine Inc.

*TSAC's Purpose. Under the authority of Title 33, United States Code, Section 1231a, the Secretary of the of Transportation, through the Commandant of the Coast Guard, has delegated the Chief, Office of Marine Safety, Security and Environmental Protection the responsibility to establish the Towing Safety Advisory Committee (TSAC). The Committee shall serve as a deliberative body to advise the Secretary of Transportation, via the Commandant, U.S. Coast Guard, on matters relating to shallow-draft inland and coastal waterway navigation and towing safety." Homeland Security Internet Web site.

**Supervised shipyard operations

Talk to Capt. Mitchell today

GET STARTED



Captain Mitchell Stoller

Maritime Expert Witness

Contact

marexco@aol.com
(949) 632-9556

LITIGATIONS

Bluewater

Brown-water

Vessels ranging from jetski's to super tanker

Cargo Storage

Petroleum Cargo loading

Oil Pollution

Collisions

Allisions

Groundings

Ergonomics

Ship Handling skills

Time Charters

Voyage-charters

Bareboat charters

Safety Management System

OSHA rules & regulations

ASTM

ABS Standards

DNV Standards

Classifications society rules and regs

Flag state rules and regs

Customs and Immigrations rules and regs

STCW

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USG NVIC-S

Port-State control

ISM audits

Stowage Plan

Long Shoreman Cases

Stevedore Cases

Break Bulk Cases

Oil Tanker Cases

Passenger Cases

Shipyard Cases

Dry Dock Cases

Wet Dock Cases

Slips, trips and falls

Fall Arrest Standards

Job hazard analysis

Safe work places

Navigation rules and reg

Bridge team management

Master pilot conference

Piloting cases

Heavy weather Cases

Meteorology Cases

Ship Stability Cases

Human Error

Duties and roles and responsibilities of ships officers

Solace rules & regs

IMO regulations

Coast Guard Fleet Letters

Firefighting cases

Cargo Contamination Cases

Heavy weather ship handling

Accident prevention

Corrective Action Reports

Company's Duties, Roles, Responsibilities

Designated Person Roles and Responsibilities

MARPOL Rules and Regs

Port Captain's duties, Roles and responsibilities

Vessel C-Trial Standards

Marine Chemist rules and regs

Hot work rules and regs

American Bureau shipping rules and regs.

Line Handling

Tank injury rules and regs

Respiratory protection

Material safety data sheets

Firefighting Training

Voyage plans

Coefficient of Friction Standards

ANSI Standards

Hand, Arm Vibration Syndrome

Use of tugboats for vessels

Notice of readiness

Various code of federal regulations

Custom Practice and standard of care in the Maritime industry

Tying up and letting go of vessels

Vessels pushing barges

Vessels towing

Underwater keel clearance regulations

Stability Standards

Submitting repair items for ship yard periods

Bottom Suction Cases

Bottom Cushion Cases

Captain Mitchell Stoller

Maritime Expert Witness

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