

**RESUME AND CURRICULUM VITAE OF
GREGORY A. ANDERSON**

Senior Partner
AndersonGlenn LLP
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PRACTICE AREAS:

Products Liability; Professional Liability; Aviation Law; Admiralty Law; Commercial Litigation; Appellate Practice; Insurance Defense; Aquatic Accidents; Warranty Law; Wrongful Death; Corporate Litigation.

PROFESSIONAL:

Years in practice: 39; Senior partner, AndersonGlenn, LLP (2012-present); President, Senior Shareholder, AndersonGlenn, LLC (2005-2012); President, Senior Shareholder, Anderson St. Denis & Glenn, P.A. (1997-2005); President, Senior Partner, Anderson Law Offices (1991-1996); Partner, Foley & Lardner (1990); Partner, Commander Legler Werber Dawes Sadler & Howell, P.A. (1985-1990); Associate, Howell, Liles, Braddock & Milton (1983-1985); Law Clerk, Justice Major B. Harding, Fourth Judicial Circuit, Florida (1984). Editor, *Professional Liability of Lawyers*, Florida Bar (1992). Editor, *Civil Trial Practice*, Florida Bar (1992). Board Certified by the Florida Bar in Civil Trial Practice (1991-current); Board Certified by the Florida Bar in Business Litigation (1996-present); Certified Practitioner, Personal Injury & Wrongful Death, National Institute of Trial Advocacy (1986); Proctor in Admiralty (1995); Board Eligible (all experience and CLE prerequisites satisfied) Aviation Law, Admiralty law, Appellate Practice.; nominated *The Best Lawyers in America*, (1990-1998); "A-V" rated, Martindale•Hubble (1992-present (prior firm practice 1986-1990)); *Super Lawyer* nominated (2009 - present). Mr. Anderson has documented over one hundred civil jury trials. (*See*, individual references by area of practice, *infra*). Mr. Anderson has handled and tried more Aquatic Accident cases than any other lawyer in the country.

PERSONAL AND EDUCATIONAL:

Born: March 7, 1959, in Chicago, Illinois; Secondary school, Episcopal High School, Jacksonville, Florida; Undergraduate: Duke University, A.B., Honors (1981). Research Assistant to Professor Joseph J. Kruzal, Ph.D. (*International Relations*); Nova Southeastern University Broad School of Law, J.D. *cum laude* (1983); Editor, Law Review (1982-1983). Research Assistant, Professor Steven Witsosky (1983). Young Lawyers Division Judicial Scholarship Award (1983).

ADMISSIONS:

- 1984, Florida Bar

- 1985, U.S. District Court, Middle District of Florida
- 1986, U.S. District Court, Southern District of New York,
- 1994, U.S. Court of Federal Claims
- 1995, U.S. District Court, Northern District of Florida
- 1997, U.S. District Court, Southern District of Florida
- 1988, U.S. Court of Appeals, Eleventh Circuit
- 2004, U.S. District Court, District of Colorado
- 2006, U.S. District for the Eastern District of California

Pro Hoc Vice accepted for representation: Alabama, Georgia, North Carolina, Tennessee, Kentucky, New York, Delaware, Connecticut, New Jersey, Ohio, Illinois, Indiana, Texas, Kansas, Missouri, Montana, California, Oregon, Washington, District of Columbia, Puerto Rico, Virgin Islands (American)

BOARD CERTIFICATIONS AND RECOGNITIONS:

A Board Certification, particularly in the litigation context is a litmus test for defense counsel. In those States that have Board Certification programs like Florida's there is a requirement of a minimum of fifteen (15) "first chair" jury trials in courts of general jurisdiction (U.S. District Court or State Circuit, Superior or District courts). There are requirements for letters of endorsement from ten of one's already board certified peers and from at least five of the judges who have presided over jury trials where the applicant presented the case or defense as lead counsel. It requires significantly higher hours of continuing legal education on a yearly basis. It must be renewed every two to three years depending on the area of practice and State Bar requirements. But most litigation attorneys cannot get over the trial experience requirements.

- Board Certified, Florida Bar Civil Trial Practice (1991)
- Board Certified, Florida Bar Business Litigation (1996)
- AV Peer Review Rated, Martindale-Hubbell Registry of Pre-Eminent Lawyers (rated "A" in legal knowledge and "V" for "very ethical". "A-V" is the highest rating under the Martindale-Hubble peer reviewed rating system. He has been A-V rated in both categories for twenty-five (25) years.
- Board Eligible (all criteria met) in Admiralty (Mr. Anderson is a Proctor in Admiralty)
- Board Eligible (all criteria met) in Aviation

PROFESSIONAL ASSOCIATIONS:

- The Florida Bar
- Southeastern Admiralty Law Institute (SEALI)
- National Institute of Trial Advocacy (NITA)
- Lawyer-Pilots Bar Association
- Aircraft Owners and Pilots Association
- Defense Research Institute (DRI)
- American Association for Justice

EXAMPLE REPORTED CASES:

- *Chrysler Corporation v. Pitsirelos*, 721 So.2d 710 (Fla. 1998)
- *Gulfwind South, Inc v. Jones*, 775 So.2d 311 (Fla. 2nd DCA 2000)
- *BMW of North America, Inc. v. Singh*, 664 So.2d 266 (Fla. 5th DCA 1995)
- *Chrysler Corp. v. Pumphrey*, 662 So.2d 1164 (Fla. 1st DCA 1993)
- *Mason v. Porsche Cars of North America*, 621 So.2d 719 (Fla. 5th DCA 1993)
- *Bear Automotive Service Equipment Co. v. Westside Automotive*, 616 So.2d 1220 (Fla. 1st DCA 1993)
- *Gioia v. Lake Aircraft, Inc. and Rivard*, 2004 WL 689263 (Fla. App. 5th Dist.)
- *Koechli v. BIP International, Inc.*, 2004 WL 875564 (Fla. App. 1st Dist.)
- *Borchardt v. Mako Marine [cite]*

REPRESENTATIVE CLIENTS:

Admiralty

- Brunswick Boat Group, Inc.; Trial counsel from 1989 through 2006. Trials in Florida, Georgia, Tennessee, California, and Puerto Rico;
- Boston Whaler (trial counsel 1994-2006);
- Chris-Craft, Inc. (trial counsel 2001-present);
- Regal Marine Industries, Inc. (counsel 1996-2000);
- Oasis Boatyard (2004-2014);
- Luhrs, Inc. (counsel 1992-2000);
- Boston Whaler (counsel 1998- 2002);
- Mercury Marine (counsel 1998-2002);
- Tracker Marine, LLC (counsel 2007-present);
- Mako Marine (counsel 1986-1988, 2008-present);
- Donzi Marine (counsel 2008-2013);
- World Cat/Glacier Bay (counsel 2014-2020);
- U.S.S. Williamsburg Corp. (General Counsel 1996-1998).

Aquatics

- USA Swimming: Lead trial counsel for all aspects of claims involving competitive swimming liability and coaching malpractice, training negligence, lifeguard liability.
- USA Masters Swimming: trial counsel for claims involving coaching malpractice, training negligence, lifeguard liability, pool quality claims;
- YMCA: trial counsel and consulting counsel to YMCA through TPA Redwoods Group throughout the country.

Auto

- Chrysler Motors, LLC, recently, FCA, LLC (Florida Counsel for commercial and product defect claims (1984 - present);
- CarMax, Inc. (counsel 2002-2008).

Aviation

- Challenge Air;
- Florida Aviation Technical, LLC.

Insurance Defense

- Lexington Insurance (subsidiary of AIG) (1991-2009) trial counsel and consulting counsel to U.S.A. Swimming throughout the country; Wrote multiple Endorsements for the USSIC (Captive) for AIG CGL;
- AIG (Chartis) Panel Counsel (2005-present);
- Bankers Insurance: Lead counsel on claims including products, premises, GL, third party assault, aquatic accident, auto, negligent coaching;
- Risk Management Services, Inc. (counsel 1990-2011);
- The Redwoods Group (counsel 2005-present).

Restaurant & Hotel

- Caddy Shack Restaurants (2002-present);
- Conch House Enterprises, Inc. (counsel 1984-present);
- Conch House Resort (1984-present).

RV

- Forest River RV (trial counsel 1986-present);
- All-American Homes (counsel 2004-2006);
- Winnebago Industries, Inc. (counsel 2014-present);
- Coachmen Industries, Inc. (counsel 2000-2010).

NOTABLE PUBLICATIONS AND ACHIEVEMENTS:

- Award for Outstanding Practice, DaimlerChrysler Corp. (2007)
- Editor, *Civil Trial Practice in Florida* (1994)
- Editor, *Professional Liability of Lawyers in Florida* (1992)
- Author, *Joinder and Third Party Practice*, Civil Trial Practice (Florida Bar 1994)
- Chairman, Hospice Northeast, Young Professional Esprit (1989-92)
- Florida Bar Young Lawyers Division Judicial Scholarship Award (1983)
- Best Lawyers in America (1990-2022)
- Super Lawyers (Nominated 2012-2020)(20233-2024)
- American Boat and Yacht Counsel (ABYC) (1998-present)

POPULAR ARTICLES:

Aquatics

- *The Case of the Disappearing Swimmer*, (Aquatics International Magazine Summer, 2013)
- *Here Comes the MAHC*, (Aquatics International Magazine Spring, 2014)

PRESENTATIONS:

Admiralty

- *Understanding the Product Warranty* (Boating Industry Risk Management Committee (BIRMC) 1998; International Boat Builders Exhibition and Conference (IBEX), 2000)
- *Boat Product Liability Law Update* (BIRMC, 2006)
- *Product Liability Law Update*, (Coachmen Industries' Select Counsel Meeting, 2002)

Auto

- *Trends in Bad Faith Litigation* (Claims and Liability Management (CLM) Annual Meeting, March 2015)

Insurance

- *Insurance Bad Faith Update*, CLM Annual Meeting July 2013

RV

- *Developing Product Defect Defenses* (DaimlerChrysler Counsel Meeting, 2007)

Mr. Anderson has specific experience, trial and appellate practice in the following areas:

AVIATION:

Cases:

Kolonis, et al. v. Alpine Helicopters, Ltd; vs. Bell Helicopters Textron, Inc.; and Pratt & Whitney Aircraft of Canada, Inc. USDC, Middle District of Florida.

Jordan v. Sabretech, Inc., USDC, Middle District of Florida

Coultas, et al. v. General Electric Corporation, et al., Circuit Court of State of Oregon.

Miles v. United States of America, USDC, Northern District of Florida.

PRODUCT LIABILITY: Mr. Anderson has also concentrated his practice in the area of product manufacturer defense, with particular emphasis on defense of product liability claims, including asbestos, product defect, crashworthiness, roll-over, lift gate, airbag, frame and structure, tire and chassis design in the automobile and RV industries. In the production boat industry, Mr. Anderson has handled cases involving CO poisoning, propeller injuries, electrical fires, deck traction, collisions, and laminate defect cases.

Significant Cases in Product Liability:

Durkee v. American/National Can, Inc. (Florida Circuit Court, 1988) In this two week trial before Judge Eastwood in Palatka, Florida, Mr. Anderson defended (first chair) the American/National Can Company from allegations that a can of whip cream was unreasonably dangerous when it blew up in the hand of a Dairy Queen employee, severing the right thumb, which ended up sticking to the screen in front of the plaintiff. The thumb was sewn back on. At trial, Mr. Anderson defended damages and causation. The jury returned a verdict of \$87,000, well below the defendant's Offer of Judgment threshold, resulting in a net judgment for the defense. The case turned when Mr. Anderson crossed the plaintiff on how she could put on her very extensive make up if she was right handed?

Romeka v. Sharp Electronics, (Florida Circuit Court, 1985) Mr. Anderson handled the direct examination and legal arguments while partner Charles Howell handled cross and closing. A microwave oven allegedly malfunctioned, remaining on while the plaintiff felt to see if his burrito was done. The verdict was for Mr. Anderson's client.

Henton v. Mercurv Marine (Federal District Court for the Middle District of Florida, 1998) This case

involved claims arising out the "break away" lower unit claims made by plaintiffs at the time. It was settled following an Order granted Summary Final Judgment in favor of Mr. Anderson's client, Mercury Marine. It was a bizarre accident on the St. Johns River where a center console piloted by the decedent ran over a log with a "v" shaped split in it. The Mercury Optimax 150 lower unit got jammed into the "v" split, tearing it off the stem. It skipped over the water attached by the shift and throttle cables and flew into the cockpit, killing the owner/operator and grievously injuring his friend. The allegation was that the Optimax should have a "break away" lower unit. Following admissions Mr. Anderson obtained during the deposition of the plaintiffs' expert as to the utility of a lower unit that breaks off, say, fifty miles offshore, the plaintiff agreed to the Mercury initial offer.

Motle v. Mako Marine and Tracker Marine (Texas District Court, 2011) The plaintiff claimed ruptured discs and partial paralysis after the Mako 21LTS came off the boat wake of a 50' sport fisherman in Corpus Christi. He sued alleging that the 21 did not have sufficient handholds. The firm defended both defendants showing that by ABYC standards the hand holds were reasonably placed and adequate for the forward seat and that the proximate cause of the accident was the master's lack of attention to a major wake, and that as the sport fisherman was responsible for its wake, they were a necessary and indispensable party. Following a very favorable summary judgment order the case was settled on terms very favorable to Mako and Tracker.

Allen v. Sea Ray (Florida Circuit Court, 1995) Again, a strange accident involving a 42 year old Obstetrician from Pensacola slipped and fell on the stem platform of a 28' Sea Ray sport boat. The doctor claimed that the deck surface was slick and that the "non-skid" did not have sufficient coefficient of friction. Mr. Anderson defended on the basis that the pyramid shaped textured surface was perfectly adequate and did its job. Mr. Anderson obtained significant concessions from the plaintiff's expert, Tom Ebro, leading to a summary judgment on several key issues. Five weeks before trial the plaintiff committed suicide and the plaintiff's Estate settled reasonably.

Coultas/Schwanenberg v. General Electric et al. (Oregon Circuit Court, 2012) AndersonGlenn LLP was retained to represent the flight crew in the worst air disaster for fire fighters in U.S. history. The NTSB after initially finding it was a power loss at a critical point in the take off, then lost the engine parts involved in fuel delivery in transit from the accident site to the NTSB labs. The NTSB then *sua sponte* changed its opinion to weight as the cause and implicated the flight crew. All aviation attorneys involved dropped Roark Schwanenberg, the deceased pilot, and Bill Coultas, the copilot, like a hot potato. At the Coultas and Schwanenberg families' request the firm expanded its defense of the flight crew by asserting their personal claims. At one point there were 167 opposing counsel who appeared against the firm. The trial took six weeks in Portland, Oregon, over 2000 miles from the firm's offices. The jury deliberated for two weeks before returning a unanimous, twelve (12) juror verdict of \$70 million in compensatory damage award to the two families. GE, United Technology, Sikorsky Helicopter and Columbia Helicopter all hired national firms and noted Portland aviation counsel to defend them in this technically complex case. The NTSB decidedly supported GE, Sikorsky, and Columbia in its opinion by relying on technical data and testing performed by the three manufacturers. AndersonGlenn prevailed.

In re Chrysler Lift Gate Litigation (Fla. Circuit Court for Dade County (Miami) Florida, 1998). The firm's role involved defending State Circuit Court and Arbitration actions seeking to law a factual and decisional precedent as to the alleged safety issues with the 1994-1998 Chrysler

Minivan's lift gate mechanism. It was alleged that the gate did not latch as intended, causing numerous accidents when the occupants, in many cases children, spilled out of the back. The Firm won three Attorney General Arbitrations and two Circuit Court actions and later defended the deposition of a key Chrysler executive. The class plaintiffs in the Florida "sub-class" gave up trying to certify a class in the State following the repeated defeats of individual claims.

PROFESSIONAL LIABILITY:

Mr. Anderson's experience in professional liability cases goes back over thirty-five (35) years and includes serving as an Editor of the Florida Bar's Continuing Legal Education book, *Professional Liability of Lawyers in Florida* (Florida Bar 1992) where he not only commented, but authored, two (2) of the chapters. He also addressed the topic of Joinder and Third Party Practice as an editor of *Civil Trial Practice* (Florida Bar 1996) and has authored articles on the topic of the dues and responsibilities of attorneys and meeting the applicable standard of care.

Significant Cases in Professional Malpractice:

Weber v. Peavey and Kau finan (Florida Circuit Court 1987) Mr. Anderson tried his first, "first chair" legal malpractice case in 1988 before the Honorable Ken Hammond in the Volusia County Circuit Court, involving a local attorney who allegedly missed a limited access road. Verdict for his client.

*In re P*I*E Nationwide* (Florida Circuit Court 1997) From 1992 to 1999, Mr. Anderson handled a series of five (5) legal malpractice cases, one of which went to trial but settled during *in limine* arguments, *P*I*E Nationwide Inc. v. Edwards and Angel*, representing Lloyd T. Whitaker, the Trustee in Bankruptcy of Ryder/P*I*E Trucking on the allegations that control of P*I*E had been taken over by the Philadelphia mob. Although representing the Trustee on the "plaintiff" side in that case, Mr. Anderson's five legal malpractice cases under the bankruptcy umbrella included numerous defense issues, particularly in the area of the exceptions to the two -year statute of limitations. Mr. Anderson ultimately recovered more than \$24 million for the bankruptcy estate, the only funds not secured by major creditors and therefore available to distribute to smaller creditors and employees.

Raike v. Mowry (Florida Circuit Court 2000) This jury trial involved claims that a Tallahassee attorney had failed to advise of settlement offers prior to an unsuccessful trial. Verdict for Mr. Anderson's client.

Froom v. Wilentz Goldman & Spitzer (New Jersey Superior Court, 2003) This was a four week jury trial in Newark, New Jersey on allegations that the defendant firm had failed to adequately advise the plaintiff regarding a shareholder freeze out. Verdict for Mr. Anderson's clients.

Towers v. Ernst & Young, (Florida Circuit Court, 2004) This three week accounting malpractice trial involved an alleged failure to meet the standard of care in identifying certain fraud issues underlying a real-estate investment transaction in the Fourth Judicial Circuit in Jacksonville, Florida. Verdict for Mr. Anderson's clients.

In addition to the above trials, Mr. Anderson has handled numerous claims and cases through this

period of time with favorable results in virtually all of them. He has briefed at least two (2) appeals; both were settled while on appeal. He was an Editor of the Florida Bar publication *The Professional Liability of Lawyers in Florida* (Fla. Bar 1998). He has handled numerous coverage opinions in the area, particularly defining intentional acts from covered misfeasance language. He is currently defending a firm on allegations of negligent performance of trustee duties.

INSURANCE DEFENSE:

Mr. Anderson has established a particular specialty in assisting clients with insurance issues involving litigation, bad faith claims, excess coverage, captive carrier, and policy interpretation and insurance coverage disputes. The largest carriers in the country call upon AndersonGlenn LLP to render coverage opinions. Of particular interest in the firm's practice is its representation of captive carriers in the area of National Governing Organizations ("NGO's"), including USA Swimming, USA Master's Swimming, USA Soccer, and National YMCA. The firm's senior partners, Mr. Anderson and Mr. Glenn, are both former All-American athletes, and rely on the knowledge of their sports in the evaluation of cases of primary and excess exposure and advice on specific Endorsements and relationships with excess level carriers. "Bread and Butter" cases handled include auto accidents, premises liability, liability from third party assault, slip and fall, trip and fall (*See*, Jury Trial List, Exhibit "A")

AQUATIC ACCIDENTS:

Mr. Anderson is one of the foremost authorities on aquatic accident cases in the county. He has undoubtedly tried more aquatic accident cases than any other trial counsel, with eleven (11) first chair jury trials in the area of drowning, coaching liability, shallow water blackout, lifeguard liability, water quality and procedures. He has served as lead trial counsel for USA Swimming in trials throughout the United States for over twenty-five (25) years. He has defended the YMCA, Marriott International, the Boys and Girls Clubs of America, Lexington Insurance, and the United State Swimming Insurance Company ("USSIC").

To defend within this specialty, it is necessary to have both the practical and the legal knowledge of industry standards, State, federal and local regulations, and the internal standards of the distinct organizations applicable to the accident. In the area of swimming Mr. Anderson is a former All-American swimmer and National Record holder and was a member of the USA National Team. Mr. Anderson has been a Masters swimmer and has been a swim coach.

For scuba diving and related accidents, Mr. Anderson is an experienced scuba diver with over one hundred (100) logged dives. He has a PADI Open Water (1974) and a NAUI Advanced Open Water rating (1992) and with Search and Rescue training (NAUI 1994). Mr. Anderson is an experienced yachtsman holding a United States Coast Guard 50 Ton Master's License and a United States Coast Guard Six Passenger-Coastal license. Mr. Anderson was a national caliber One Design sailor in the Hobie 18 class and owned and campaigned in El Toro Dinghy, Snipe, Thistle and a Catyak catamaran classes, which in the latter he placed 4th in the 1973 Nationals in Detroit, Michigan. He has significant experience crewing offshore sailing as crew racing Morgan 27, J-29 and a custom 54' sloop.

Mr. Anderson has defended cases involving drowning during recreational swims; drowning

during and after swim practices; alleged coaching malfeasance in training technique and pool safety equipment; premises liability involving third party assault; sexual misconduct; various lifeguard issues; "dry land" drills; and hypoxic training. He has tried to verdict at least 12 aquatic accident cases in venues throughout the country.

Significant Cases in Aquatic Accident Practice:

Brown v Homes Aquatic Masters, (1991). In one of his first cases for USA Swimming/USA Master Swimming, Mr. Anderson handled the defense of a claim of brain damage by Ms. Brown, a Master swimmer with the Jacksonville-based Homes Aquatic Master Team. The allegations of the Complaint were that the coach had negligently required hypoxic training consisting of swimming the length of the pool with only one breath. Allegedly, as a result of this Ms. Brown passed out in the pool and was later diagnosed with organic brain damage. Anderson obtained affidavits from an Olympic swim coach which formed the basis of a defense that there could not be a breach of the duty of reasonable care. The Court granted summary judgment and later a directed verdict on the remaining count.

McBride v. USA Swimming, (1994). The plaintiffs were the parents of a twelve year-old swimmer with Orlando-based USA Swimming sanctioned team who claimed that the coach had negligently failed to observe him faint allegedly as a result of a shallow water blackout during the course of a training practice. The twelve year-old claimed that his school records had suffered. Ultimately, the defense was able to prove that first, the twelve year-old was rescued in less than 30 seconds and that second, the degree of hypoxia, if any, would not have affected him to the extent argued. The case was settled on a very reasonable basis.

Swart v. Greater Pensacola Aquatic Club, (1993). In a case filed by the Pensacola firm of Kerrigan, Estess, Rankin and McLeod, the Plaintiff was a nine year-old girl who was sexually assaulted in the locker room of Pensacola Junior College following a USA Swimming sanctioned swim practice by the Greater Pensacola Aquatic Club. The plaintiffs claimed that the coaches were negligent in failing to discover that the minor plaintiff had in fact gone directly out to a waiting grandparent to be driven home but instead had found her way back into the locker rooms with no one there where she was sexually assaulted. During the course of a three-week trial in Escambia County, Judge Joseph Q. Tarbu entered a Judgment Notwithstanding the Verdict after eight hours of jury deliberation, ruling that in part because of the testimony of the plaintiff's expert, he could not find that there had been a breach. He allowed the jury to come back, nonetheless. They were awarded \$430,000; however, more than 70% of that amount was based on comparative fault and not on USA Swimming or GPAC. The net judgment was less than the final Offer of Judgment, the offset for which resulted in a net verdict in favor of the defendants.

Mr. Anderson has defended marinas, boat yards, dive boat operators, charter boat captains, boat rental, tour guides, boat dealer and manufacturer cases, water skiing accidents, and beach lifeguard negligence claims.

ADMIRALTY EXPERIENCE:

Mr. Anderson is a Proctor in Admiralty with experience in maritime torts, product liability cases and breach of contract actions. Mr. Anderson holds a United States Coast Guard Masters License (Six Passenger and Fifty Ton). Mr. Anderson has handled actions involving the Jones Act, DOHSA and *Moragne* maritime common law claims. Mr. Anderson has experience in maritime insurance contract interpretation and litigation. Mr. Anderson has handled numerous vessel arrest actions.

Significant Cases in Admiralty:

Arrest and Acquisition of the U.S.S. Williamsburg (District Court for the District of Columbia, 1996). The U.S.S. Williamsburg was the last Presidential Yacht to be a commissioned Naval vessel. Harry Truman was alleged to have made the decision to drop the Atom Bomb on board her. IN 1994, an Italian shipyard retained the firm to acquire the vessel from the Presidential Yacht Preservation Corp. and to resolve liens with, among others, the City of Washington, D.C. The firm also negotiated MARD funding and made arrangements for the vessel's transport to Italy. The firm drafted all closing documents and litigated at least one maritime lien in the process.

Stensby v. New Commodore Cruise Lines, (Fla. Circuit Court for Dade County, Florida 1997) This commercial litigation-based litigation involved claims of ownership of the "boutique" cruise line business plan. It included admiralty issues of admiralty jurisdiction and choice of country for flagging the cruise ships. The firm extracted its client "NCCL" following a series of successful depositions in Scandinavia and a resulting order on summary final judgment.

Casiani v. La Cruise (Fla. Federal District Court, Middle District, 2002) A thirty year old welder was electrocuted on the gambling boat LaCruise in Mayport Florida. The Estate sued under the Long Shore man and Harbor Worker's Act. The case involved issues of admiralty jurisdiction and federal abstention of companion State proceedings. It was settled successfully following a summary judgment.

Acquisition of the Ocean Liner S.S. United States (1999) The World's Fastest Ocean Liner was purchased from private parties in Marmara, Turkey and towed to the Philadelphia Shipyards, where she lies today. The firm negotiated the sale and inspections and drafted the closing documents including the Preferred Ships Mortgage for the buyer, an American businessman.

Limitation of Liability Action in re Raging Watersports (2006) An accident occurred on one of Raging Watersports' vessels. The firm successfully defended the insured by applying admiralty defenses to the claims of the plaintiffs. The firm also handled certain insurance issues involving third parties who may have had culpability.

Arrest of the Vessel Das Xaduv (U.S. District Court, Southern District of Georgia, 2014) St. Augustine based Oasis Boat Yard completed extensive work on the vessel, only to have it leave under cover of darkness without paying. The firm pursued the vessel through three ports before arresting it in Savannah. The firm has handled a dozen or more vessel arrests.

Capsize of the Vessel "Little Magic" (U.S. District Court, Middle District, 1995) The client's vessel was a 32' tug converted to cruising. It capsized in Ponce Inlet near Daytona Beach, Florida, when a 50' sport fisherman came by her at near full throttle. The resulting wake rolled the tug, injuring the plaintiff owner. The firm was able to identify the sport fisherman through logs kept by Bascule bridge operators on the Intracoastal Waterway and negotiate a settlement.

Motley v. Mako and Tracker/Basspro (see above under Product Liability)

PRODUCT LIABILITY AND WARRANTY:

Mr. Anderson has concentrated a significant percentage of his practice in the area of Product Liability and Consumer Litigation, with a specialty in product liability in the Aviation, Admiralty, and Recreational Vehicle Context, UCC, and consumer actions for revocation of acceptance, rescission, and breach of expressed, implied and statutory warranties. Additionally, Mr. Anderson has familiarity with and has handled cases through trial, involving claims under the Federal Deceptive Trade Practices Acts, as well as actions under the Florida Consumer Collection Practices Act, State Deceptive and Unfair Trade Practices Act and various consumer remedies under various state Motor Vehicle and Mobile Home Manufacturing and Dealer Licensing Acts.

Significant Cases in Warranty Defense:

Drafting Limited Warranty language (1994-2014) Mr. Anderson wrote the Express, Limited Warranties for Sea Ray, Boston Whaler, Donzi, Chris Craft, Regal, Luhrs, Furuno, Cirrus Design, Tracker Marine, Mako Marine, Aquasport, Hunter Marine, Baja Marine, Bassett Boats, Stovall Marine, Marine Max, Van American, Coachmen Industry, Georgie Boy, and Forest River.

Chrysler Corp. v. Pitorelis (Florida Supreme Court, 1997)

Mason v. Porsche (Fla. Fifth District Court of Appeals, X)

Singe v. BMW (Fla. Fourth District Court of Appeals, 19XX)

Yates v. Sea Ray (Fla. Circuit Court for Palm Beach County, 1994)

Sewell v. Sea Ray (Fla. Circuit Court for x County (Daytona) 1998)

Scharf v. Sea Ray (Fla. Circuit Court for Duval County, 2000)

XXX v. Baja Marine (Delaware Supreme Court, 1999)

Pagliara v. Sea Line Yachts (District Court Franklin County Tennessee, 2004)

Gulfwind South, Inc. v. Jones, 775 So.2d 311 (Fla. 2nd DCA 2000)

MANUFACTURER-DEALER DISPUTES:

Mr. Anderson also has a specialization in the area of business litigation, with particular emphasis on breach of dealer agreement issues, as well as "business torts" involved in dealer termination and/or "out of trust" issues.

CLASS ACTION DEFENSE:

Mr. Anderson's experience in class action defense is in the area of auto, boat, and RV class action defense.

Significant cases in Class Action Defense:

Brown v. Chrysler (Florida Seventh Circuit Court, 1998) This was an action where the firm represented Chrysler as local counsel but ended up preparing and filing the motion to dismiss class allegations. The Circuit Court for Putnam County agreed, and the case was dismissed with prejudice as to the class allegations, which stemmed from transmission issues with the Dart through Fifth Avenue platforms. The St. Louis office of Washington-based *Bryan Cave, LLP* served a national class counsel for Chrysler at the time.

Scharf v. Sea Ray (Florida Circuit Court for the Fourth Circuit) The allegation was that the Sea Ray 390 Express Cruiser had a defect due to the lack of a forward bilge pump allegedly causing damage to the laminate and stringer system and in turn creating a dangerous issue with structural integrity. The firm was successful in having the class allegations dismissed and then won the jury trial of two of the individual cases.

In re Chrysler Lift Gate Litigation (Fla. Circuit Court for Dade County (Miami) Florida, 1998) The firm's role involved defending State Circuit Court and Arbitration actions seeking to law a factual and decisional precedent as to the alleged safety issues with the 1994-1998 Chrysler Minivan's lift gate mechanism. It was alleged that the gate did not latch as intended, causing numerous accidents when the occupants, in many cases children, spilled out of the back. The Firm won three Attorney General Arbitrations and two Circuit Court actions and later defended the deposition of a key Chrysler executive. The class plaintiffs in the Florida "sub-class" gave up trying to certify a class in the State following the repeated defeats of individual claims.

Borchardt v. Mako Marine (U.S. District Court for the Southern District of Florida, 2007) It was alleged that the Mako 282 had an unreasonably dangerous defect in the stringer/lay-up of its fiberglass hull causing severe delamination and in one case a death in the Gulf of Mexico. AndersonGlenn took over the defense from King & Spaulding for Mako Marine. The firm defended on the basis that boats were so individualized that they could not be compared to, for instance, automobiles. In a considered opinion (cite) Federal District Court Judge x agreed and dismissed the class allegations.

REFERENCES:

Kris Krueger, Assistant General Counsel, FCA (Chrysler)[address]

John Peterson, Risk Management Services, Inc., Post Office Box 32712, Phoenix, AZ 85064-2712; phone number (602) 840-3234 Ext. 14.

Steve Heese, CEO, Chris*Craft, 8161 15th Street East, Sarasota, Florida 34243; phone number (941) 351-4900.

Phil Hayes, Division Manager, Forest River, 914 County Road #1, North, Elkhart, IN 46530; phone number (574) 343-5104.

Richard Lavers, former General Counsel and CEO of Coachmen Industries, 54974 CR 27, Bristol, IN 46507; phone number (574) 370-2142.

Andrew Brown, CEO, World Cat, 1090 West Saint James Street, Tarboro, NC 27886; phone number (252) 641-8000, Ext. 220.

Mac Kendall, The Redwoods Group, 2801 Slater Road, Suite 110, Morrisville, NC 27560; phone number (919) 462-9730.

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