



Focus on

SPM



Dear Reader,

Smit Lamnalco is the market leader in providing first class, reliable and customised marine support to SPM terminal operations.


We deliver towage and related marine services to operations around the globe with scopes varying from assisting tankers on a monthly, weekly or even daily basis.

In addition, we offer turnkey services including complete maintenance of the Single Mooring Buoy(s), hose handling, pollution control and advanced SPM diving assistance. Therefore, I am pleased to present this SPM special. It provides an insight into the day-to-day operation of some of Smit Lamnalco's activities.

Thanks to the craftsmanship of our tug masters and their crews, the experience of our diving and maintenance teams and dedicated (onshore) support teams, Smit Lamnalco is able to deliver a reliable, safe and efficient service to its client(s). Smit Lamnalco will continue to invest in its people and assets in order to maintain its position as a leading provider of integrated marine services to offshore Oil & Gas terminals.

Stanley Maas

CEO Smit Lamnalco







A photograph of an offshore oil rig in the ocean. The rig's red structure is visible on the left side of the frame. The ocean is a deep blue with some whitecaps, and the sky is a pale blue with light clouds. A red rope or hose runs across the water in the foreground.

OUR OPERATIONS:

14 GABON

26 IRAQ

46 RUSSIA

A Single Point Mooring (SPM) is a floating buoy anchored offshore handling liquid cargoes, mainly designed for the transfer of oil products. You will find SPM's all around the world, used in areas where shore loading or unloading liquid cargo facilities are not available. They are typically located at a distance of several kilometres from the facility and connected using sub-sea pipelines.

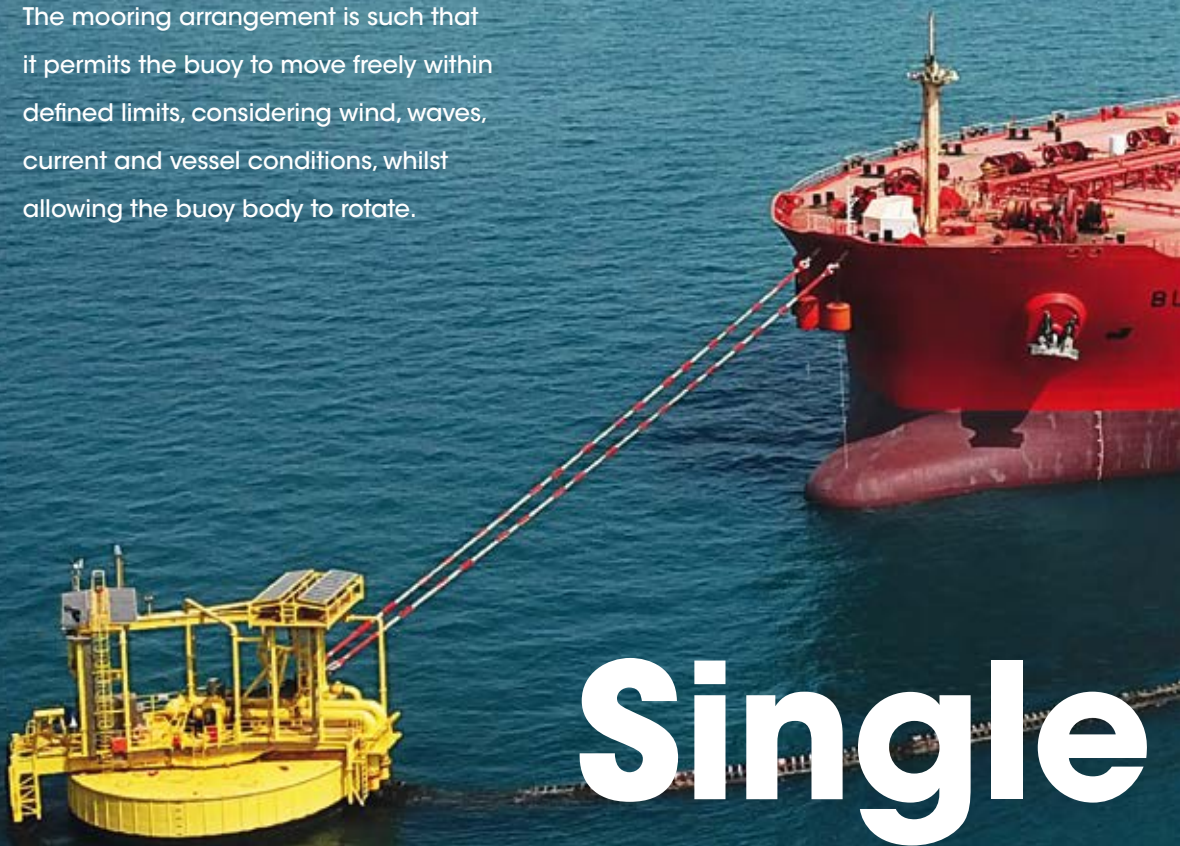
How does a Single Point Mooring (SPM) work?

An offshore anchored buoy can be divided into different sections, each with dedicated functionalities. The main parts of the SPM are the mooring and anchoring system, the buoy body, and a product transfer system.

The SPM buoy is anchored to the seabed using anchor chains (legs) which are

attached to an anchor point, either to a gravity-based structure or by means of piles driven into to the seabed.

The mooring arrangement is such that it permits the buoy to move freely within defined limits, considering wind, waves, current and vessel conditions, whilst allowing the buoy body to rotate.



Single



Point Mooring



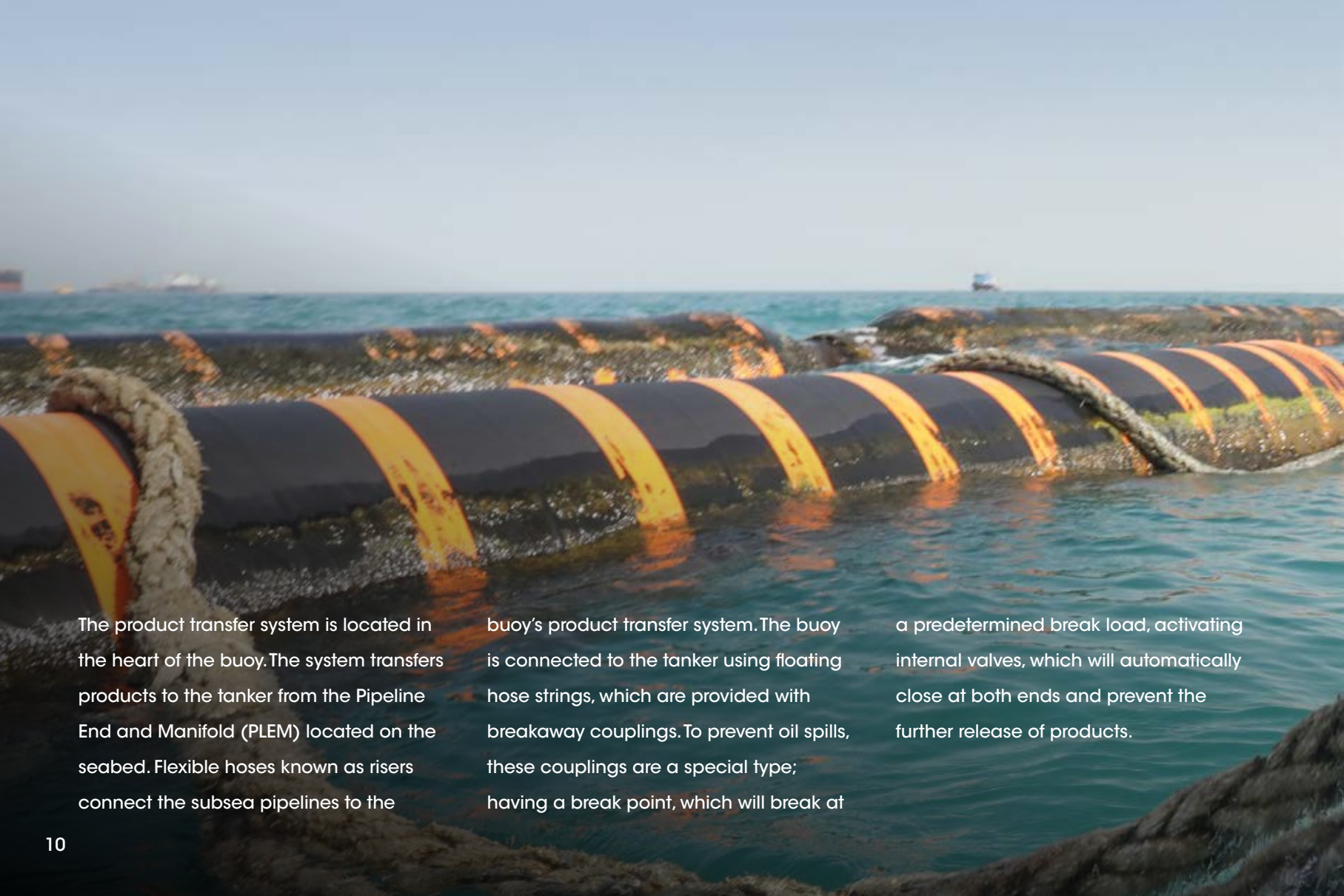
Tanker connection by dedicated Smit Lamnalco crews

The buoy body is the part of the Single Point Mooring System, which is floating above the water. It has a rotating part, which will be connected to the tanker. The rotating part allows the tanker to

remain stable at its desired position around the buoy. The tanker is usually moored to the buoy by means of a hawser arrangement, which consists of nylon or polyester ropes shackled to an

integrated hook on the buoy deck. The support tug will assist by passing the mooring hawser to the tanker for connection to the buoy.





The product transfer system is located in the heart of the buoy. The system transfers products to the tanker from the Pipeline End and Manifold (PLEM) located on the seabed. Flexible hoses known as risers connect the subsea pipelines to the

buoy's product transfer system. The buoy is connected to the tanker using floating hose strings, which are provided with breakaway couplings. To prevent oil spills, these couplings are a special type; having a break point, which will break at

a predetermined break load, activating internal valves, which will automatically close at both ends and prevent the further release of products.



**2.000.000 barrels
under 36 hours**

A full-page background image showing an offshore worker in a red jumpsuit and white hard hat cleaning a large array of solar panels on a yellow metal platform over the ocean. The worker is using a long-handled brush. To the left, there is a small white spherical buoy with four arms. The text 'Experience in operations and maintenance' is overlaid in large white font on the left side of the image.

Experience in operations and maintenance



quality and reliable marine services without any interruptions. Safety for crew and vessels is the key to success. Smit Lamnalco offers turnkey services including:

- **Buoy maintenance**
- **Hose handling**
- **Pollution control**
- **Advanced SPM IMCA-compliant diving assistance**

Tailored and fit for purpose to the scope of work, Smit Lamnalco provides highly efficient and cost-effective marine support to operators of SPM terminals all over the world.

Smit Lamnalco offers the necessary equipment and personnel to provide high

With over 50 years of sector experience, we are fit for the job.

On the following pages, we will showcase and describe in more detail the services Smit Lamnalco provides to our SPM clients worldwide.









The propeller plane ATR 42 of Afrijet, but also registered as the Assala flight, wobbles and dips as it brings us on a 45 minute flight from Port Gentil to Gamba. This is the work area of Assala Energy since they acquired it from Shell. Here and there, it is still visible that Shell had been in charge for years. Our friendly base manager for Smit Lamnalco, Olivier Boussamba, is waiting for us. We load our luggage in his pick-up truck and head for the Smit Lamnalco Base Mayonami. The road is empty and rather flat, but Olivier drives carefully. His explanation is crystal-clear. He drives vigilantly to ensure road safety and due to the pristine wildlife surrounding us. Elephants and other big

game animals live here and if you are lucky, you will see them, usually in the evening. The average temperature is above 30 degrees Celsius and humidity is high. After 70km, we arrive at a small but very effective Smit Lamnalco operational base. The Smit Lamnalco Mayonami Base, is located on the Nyanga River about 6 - 7km inland, in the middle of West Africa's largest Marine Reserve. The base was established to support operation of the Gamba SPM terminal. Next to the base is a small settlement with some local residents. The occupation of the Base consists primarily of Gabonese with, a small number of employees from neighbouring countries.

Small but very effective



Next to safety, one of our most important concerns at Mayonami Base camp is protecting the environment. In the middle of the Marine Reserve where there are endangered dolphins, turtles and whales, we adhere to a strict refuse and pollutant

management regime. Regular drills with our local employees ensure that we work with awareness of our vulnerable surroundings. Double lookouts are deployed on the vessel bridge as the river is home to hippos and crocodiles.

Our man in the

This is the moment to have a brief conversation with Olivier, because this man is responsible for all that matters when it comes to safe and successful Smit Lamnalco operations here in Mayonami. Before he started working

at this remote base, he was a chief engineer on several types of vessels for over eight years. When, in the past, he had only to focus on the technical department, today he manages over twenty people and he has to ensure

good relations with the local residents. The local community gains from the Smit Lamnalco presence; such as in sharing electricity, water and internet. Moreover, Smit Lamnalco also support schools, native projects, and medical services.

jungle

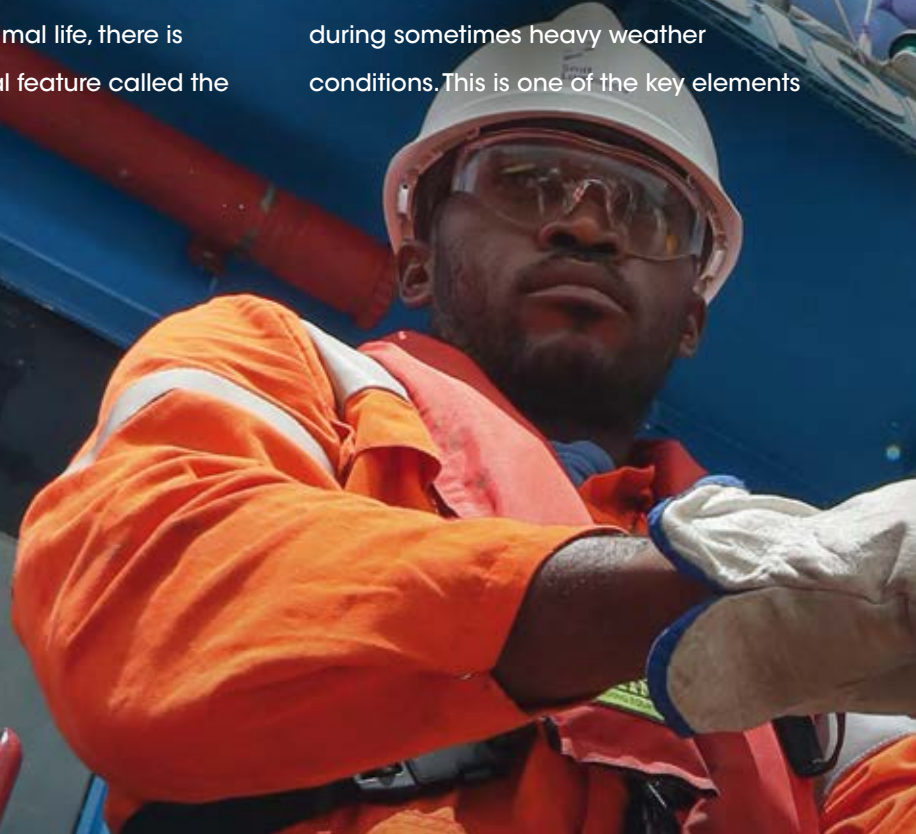





With two dedicated tugs for the offshore mooring and un-mooring operations at the SPM and an ultra-modern pilot boat, Smit Lamnalco provides turnkey marine support to the Assala operated SPM terminal.

Besides all of the animal life, there is another thrilling local feature called the

bar that is to be found at the river mouth. Here the knowledge and expertise of the Gabonese officers makes the difference when they manage, time after time, to cross the bar safely and sail their vessels with a steady hand around sand banks, during sometimes heavy weather conditions. This is one of the key elements





of our successful operation in Gamba. One of those talented Gabonese officers is Thiery Ntchango. He is fifty years of age and responsible for one of the two tugs called the SL Shoalrunner 1.

It was shortly after school that Thiery became a mechanic, repairing cars. But that wasn't really what he had in

mind. Boats were far more interesting and with a little help from an uncle, he found a job on a wharf as a so-called handy man.

Then one day, Thiery was asked if he wanted to navigate on a boat. In order to get his certificate, he went to Libreville to study navigation and he worked on a

vessel for a local marine company, first as a deck hand and then after he became 'Patron de Remorqueurs' or in English an 'Officer of Towage'.

In 2010, Smit asked him to become captain on a tug. Now for over eight years, Thiery runs the show on the SL Shoalrunner 1 with loads of dedication.

Never a dull moment in Mayonami

A gentleman from



The SL Pitonga, a purpose-built beach landing craft completes the Smit Lamnalco fleet in Gamba. Regular trips are made to Port Gentil to provide fuel and fresh water for the compound as well as for the clients shore operation.

Trucks, cars and containers are also shipped by the SL Pitonga, thus maintaining a lifeline between Port Gentil and Gamba on a regular basis. Jacques Sarr speaks Italian fluently. Though he has a Senegalese-African background, he is gifted with a typical charming Italian spirit. And his captain's uniform is not just another uniform but "Una Uniforme da Capitane Italiano". It does not only look impressive but it also suits him very well.

It all started in Genoa, where he went to the Nautical Academy. His first job was as a deck cadet and, after that, he passed his exams for third officer, second officer, chief officer and finally captain. Today, he is Master of the SL Pitonga. It takes him and his 9 crewmembers 24 hours to deliver his load from Port Gentil to the Smit Lamnalco base located on the Nyanga River.

Italy





For making the right pictures of boats, it

comes down to timing and cooperation between the man on the wheel and the photographer.

No matter where and how, working at sea is not an easy job. It gets even more complicated when the boundary of the daily job is more extensive than a crew is

used to doing during a regular operation.

So we were lucky enough to have Serge Moussadji around when we paid a visit to the SL Mayonami base in Gabon.

He is the engineer on the SL Cachimba, the fast Damen built Pilot Boat.

Because he is the only crew member other

A multi-disciplined crewman

than the captain, he is also a deckhand, taking care of security when passengers are onboard. Serge also provides an extra pair of eyes for the captain during an operation on the river or at sea. But for today, our engineer and multi-disciplined crewman is our communicator

between the two tug masters and the captain of the pilot boat. We are steaming up to the open sea to take some pictures of the vessels while they cross the bar at the river mouth. He stands close to the photographer, who is giving him directions. Serge is using a

walkie-talkie in order to communicate with the two tugs. As soon as they line up in the right position, it is "Full speed ahead". It all went well..... but it needs to be done again. At the magic moment, a cloud covered the sun. So we prepare for Take Two!



Onshore Offshore Iraq

On Wednesday morning, 2nd May 2018, the time has come. At 11.00 am we will board a fast crew boat in Kuwait port, the SL Kubbar, which will take us in three hours to the Ocean 240, a living and working barge of 38 by 80 meters. It is the basis for all SPM operations carried out here by Smit Lamnalco on behalf of Petrofac to client Basrah Oil Company.

Next to the Ocean 240, Smit Lamnalco operates a total of 8 tugs, 2 multi-purpose vessels, a pilot boat, a crew boat and a fully equipped dive support vessel. This marine spread is needed to handle all the mooring and un-mooring operations at the 5 ultra-modern SPM's in operation at the Basrah SPM Terminal. As soon as we have put our luggage in

the two cabins reserved for us, we must report to the meeting room for the Safety Procedure Instructions. Andrii Shevliakov is the SHE-Q officer and welcomes us on board the Ocean 240. Two hundred and forty is not only a name; it indicates the maximum capacity of people that can stay on the barge. After his clear text and explanation, we



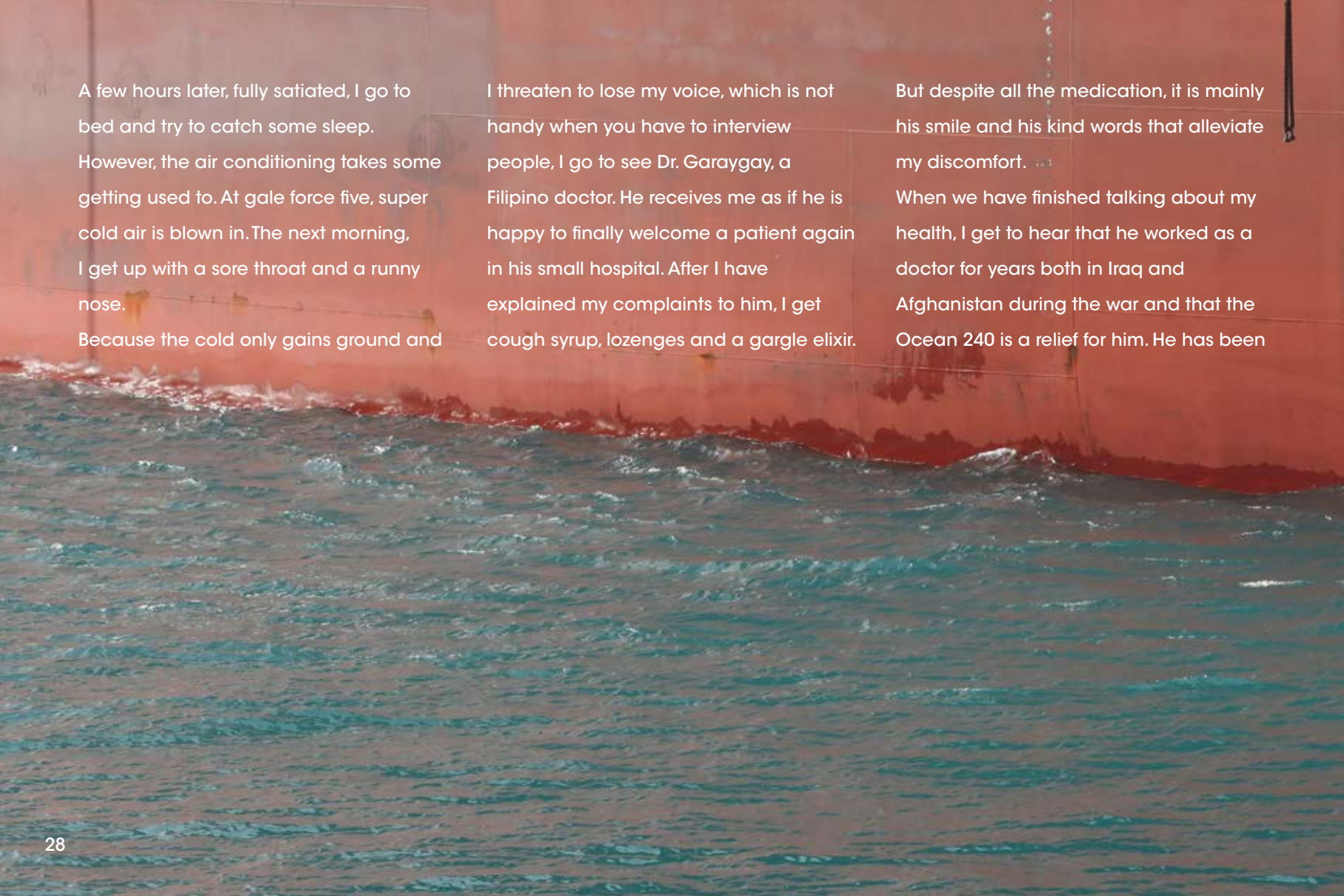


get to see a safety video. In order not to cause any sleepless nights, all the dangerous situations are communicated in a playful manner, but to the point. Then we are taken to the mess room to have something to eat. The space reminds me of images I know from feature films. Think of the Shawshank Redemption or Escape from Alcatraz.

Tables and benches are riveted to the floor, you line up to get your food, and white bright neon light ensures you do not fall asleep while eating. But that's as far the comparison goes; because in terms of the kitchen and what is cooked here, it's excellent on the Ocean 240! You have the choice of no less than six different main meals that are based

partly on Asian and partly on Western cuisine. Also in terms of dessert, the range is so diverse and oh so delicious!





A few hours later, fully satiated, I go to bed and try to catch some sleep. However, the air conditioning takes some getting used to. At gale force five, super cold air is blown in. The next morning, I get up with a sore throat and a runny nose. Because the cold only gains ground and

I threaten to lose my voice, which is not handy when you have to interview people, I go to see Dr. Garaygay, a Filipino doctor. He receives me as if he is happy to finally welcome a patient again in his small hospital. After I have explained my complaints to him, I get cough syrup, lozenges and a gargle elixir.

But despite all the medication, it is mainly his smile and his kind words that alleviate my discomfort. When we have finished talking about my health, I get to hear that he worked as a doctor for years both in Iraq and Afghanistan during the war and that the Ocean 240 is a relief for him. He has been

on board for five years and is responsible for taking care of, or stabilising, wounds. What he calls a 'thing' is that we are in a No Fly Zone and therefore can never call on an emergency helicopter. The only alternative is by fast boat to Kuwait. I leave him with a feeling of peace in the knowledge that if something does

happen to me, there is at least a knowledgeable physician present. And also, not unimportantly, there have already been 2,013 days and still counting without an LTI (Lost Time Incident). Or in other words, everyone strictly adheres to the safety procedures on board.



A large background image showing four workers in white hard hats and safety vests on the deck of a ship. They are positioned near a large orange container and various cables. The scene is brightly lit, suggesting daylight.

Thinking ahead



To less stand out as a 'visitor', I decided today to put on my coverall, hardhat and safety shoes. I can now operate as a real undercover reporter...I convince myself. But when I walk into the office-department that morning, I'm pretty

much the only one in work clothes. Everyone in the office just walks around in jeans and T-shirt! Ruslan Mikhaylov, the Marine Operations Lead from Smit Lamnalco, approaches me. I grab some coffee and follow him to his office. On his



desk, I see a book titled D-Day. Ruslan has a great interest in history and especially in the phenomenon of 'battles'. Strategy, tactics, the use of specific weapons and timing ensure victory or defeat. I notice the similarities regarding his

function and hobby. This man is responsible for no less than 14 ships that are individually controlled by him. Ruslan has to think ahead and make the right assessments, but equally, he has to deal with natural elements, such as currents,

tides, storms and waves. I later experience how Ruslan, during an Oil Spill Drill briefing, is firmly in control. He always has an answer to questions, nothing escapes his attention. Ruslan is in charge, that's for sure!





A man in an orange survival suit with a red lifebuoy on his back, working on a red inflatable boat in the ocean. The background shows the blue water and white wake of the boat.

Water, food, fuel, spare parts – you name it

Rafal Michal Siwczak shares his office with Ruslan. He is the Marine Superintendent or 'Second in Command'. Or as he says: Ruslan plays the role of father and I play

the role of the mother. In this way, Rafal takes care of the supplies and not only draws up lists but he also ensures that it works out in practice. We are talking

about water, food, fuel, spare parts - you name it! In addition, he is also in charge of crew changes, certification for the vessels as well for all the crew, he is the



supervisor of all sub-contractors such as ODC, the company that is responsible for the barge, AHM, the catering & cleaning crew, the travel medic and the hospital

department. Next to that, he is a mediator too when crewmembers have a problem. I sigh and ask him: Why? His answer: Because it's a challenge!

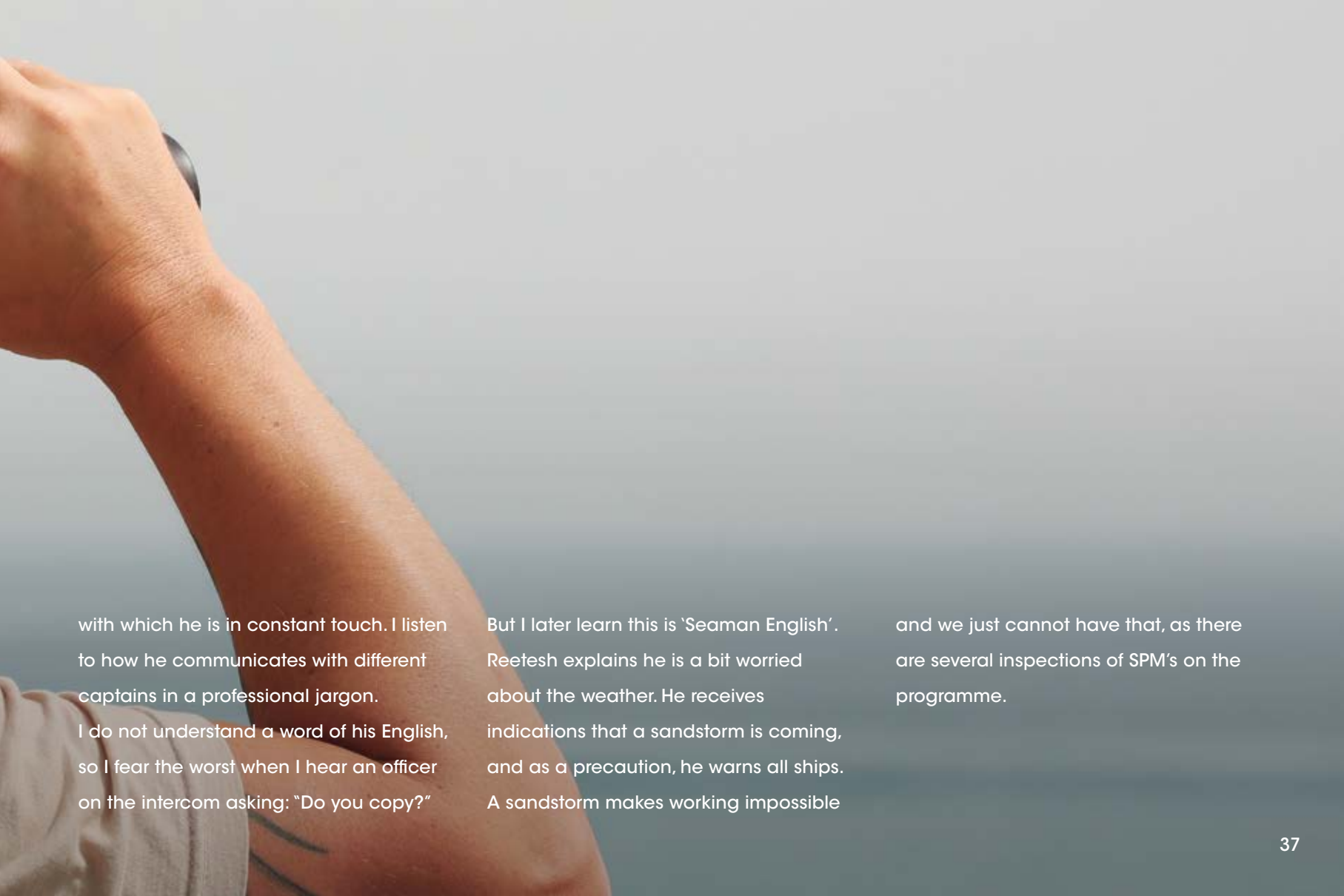


Sandstorm is coming



Then I visit the Radio Room, which is at the highest point of the barge. There I meet Reetesh Kumar, the 'Radio Operator'. His job can easily be compared to someone who works at air traffic control at a busy airport. It soon

turns out that he barely has time for a conversation, as he has to apologise continuously because there are calls coming in. Smit Lamnalco alone has 14 ships here, and then of course, there are the tankers and ships of the Iraqi navy



with which he is in constant touch. I listen to how he communicates with different captains in a professional jargon.

I do not understand a word of his English, so I fear the worst when I hear an officer on the intercom asking: "Do you copy?"

But I later learn this is 'Seaman English'.

Reetesh explains he is a bit worried about the weather. He receives indications that a sandstorm is coming, and as a precaution, he warns all ships. A sandstorm makes working impossible

and we just cannot have that, as there are several inspections of SPM's on the programme.



When I walk around on the Ocean 240, I notice how much water there is, and no, I am not talking about the sea, I mean drinking water. Everywhere boxes are stored with bottles of water - on deck, in the kitchen and I even have a large stock in my cabin. The theme of water is immediately mentioned when I am sitting opposite Wilfred Albert Dantis. He is the Camp Boss. Compare him with a Food & Beverage Manager, a Duty Manager and a Housekeeping Manager in a hotel.

Wilfred can turn his hand to anything. Together with a crew of 15, he ensures everything runs smoothly. And as far as drinking water is concerned; there are in total about 120 crew on the barge and another 80 on the boats and they drink an average of 2.5 litres of water per person per day. 500 litres per day is equivalent to 3,500 litres per week, no less than 7,000 bottles per week! And when the temperature rises to over 50 degrees, from mid-June to September, the average doubles to around 5 litres per day and we're not even including the amount of soft drinks that is consumed. In the past, Wilfred worked on large cruise liners with sometimes 3,000 spoiled passengers on board. So here on the Ocean 240, it is child's play for

him, in a manner of speaking.

After a delicious Indian meal in the mess room, that can certainly compete with what they serve at The Bombay Brasserie, one of the better Indian restaurants in London, I head for my cabin to enjoy a well-deserved night's rest. ...

Then the sandstorm announced by the radio operator has arrived..... All night long, meters-high waves crash against the Ocean 240. The view has also deteriorated; it is virtually impossible to venture outside. Let alone work under these conditions. After a bout self-analysis, I have to conclude that I am completely unfit to qualify for one of the functions here on the barge. My respect for the men here on board and on all vessels rises to unprecedented heights.



**7.000 bottles
a week**



Next morning I meet up with Fanny Smuts and Colin Richards, both from South Africa. With eight colleagues, they are the diving team that performs maintenance and repairs on everything to do with SPM's. Smit Lamnalco has a Dive Support Vessel in the field for the work on the 5 SPM's.



Downtime is not an option





On board the SL Labuan there is a decompression chamber, Kirby diving equipment and a ROV for inspections on pipelines and structures. In consultation with the client, routine checks are held at regular intervals, because the SPM's have a heavy burden to bear due to the extreme weather conditions and continuous use. VLCC's are moored to the SPM's day in and day out, some of them loading more than 2,000,000 barrels of oil per tanker, so downtime is not an option. They regularly dive to a depth of more than thirty meters. Fanny followed a course in the navy and Colin was once a diamond diver.



Terima kasih

When I'm ready to board the SL Kiwi, a 22-meter long mooring tug built by Damen Shipyards, Muhammed Ashar, the Indonesian Captain, comes to meet me personally to welcome me on board. Five years ago, he started here as a captain



on a crew boat and then got the chance to take the helm of the Kiwi. He tells me how special the atmosphere is here and how everyone acts as a close-knit team. He greatly appreciates the organisation that sometimes has to carry out work under very difficult circumstances. Just before he is called back to the bridge, I get an invitation from him to stop by his cook, because there is a plate of Nasi Rames with chicken satay in a peanut sauce waiting for me! "Terima Kasih"

(Thank you!) I say enthusiastically in my inadequate Malay.

Every day, 14 marine crews are ready to assist the tankers during mooring and un-mooring operations, and numerous other activities. The Ocean 240 acts as a huge dispatch centre and arranges crews, food and fuel for all ships.

When I close the door of my cabin to go to sleep, I can still see a group of divers departing for a nocturnal activity. After all, this is a 24/7 operation.





Pumping up the



volume in Russia

Girls run the town o



ffice

We visit the town office of Smit Lamnalco Russia. It is situated in the harbour district of Novorossiysk. It is the headquarters of all Russian operations and also provides support to our SPM projects in Lithuania and Georgia. As soon as we enter the office, one thing becomes obvious; if you are talking

'Girl Power', the staff at this office is the perfect example of what that means. There are over 25 female team members and just three male employees.

Today, we will speak with a few of the employees about the ins and outs of the company.





Elena Melenteva – dedicated HR manager

When Elena introduces herself, we wonder how long she had stayed in the UK? But she gives the answer herself, as she tells us that she is, in fact, an official English interpreter.

Focus On: Why are you now working for Smit Lamnalco as the HR manager instead of being busy with translating?

“Well I was looking for a job where I could do something extra with my English language. First, I worked for a small company here in Novorossiysk. It wasn’t

very challenging. Every day was more or less the same. You came in, had a coffee and did your job and that was that! But here at Smit Lamnalco, it really is something different. People are devoted to what they are doing and what I like about my work is the fact that it is not someone else’s business. It is yours; you can make the difference!”

Focus On: What is your special talent?

Elena starts to laugh and looks a little puzzled. Finally, she says: “My strongest point is that I can be in charge of different

disciplines and work on several cases at the same time.”

A typical example of a multi-tasker and in addition a well-respected colleague.

Svetlana Samborskaya – devoted Deputy Chief Accountant

Svetlana has been with Smit Lamnalco for over 15 years. She started as an accountant and today she is a Deputy Chief Accountant.

Focus On: Why Smit Lamnalco?

I like to work with a company which has



connections with the sea. My dad is a Chief Engineer. I graduated at the Novorossiysk Maritime Academy. Every day, before she goes to work, she takes a swim in the Black Sea! I love my work and Smit Lamnalco offers good job perspectives and the atmosphere at our office is very pleasant.

Yuliya Rogova – professional Payroll Accountant

Yuliya has a talent for figures and that's precisely the reason why she is a Payroll

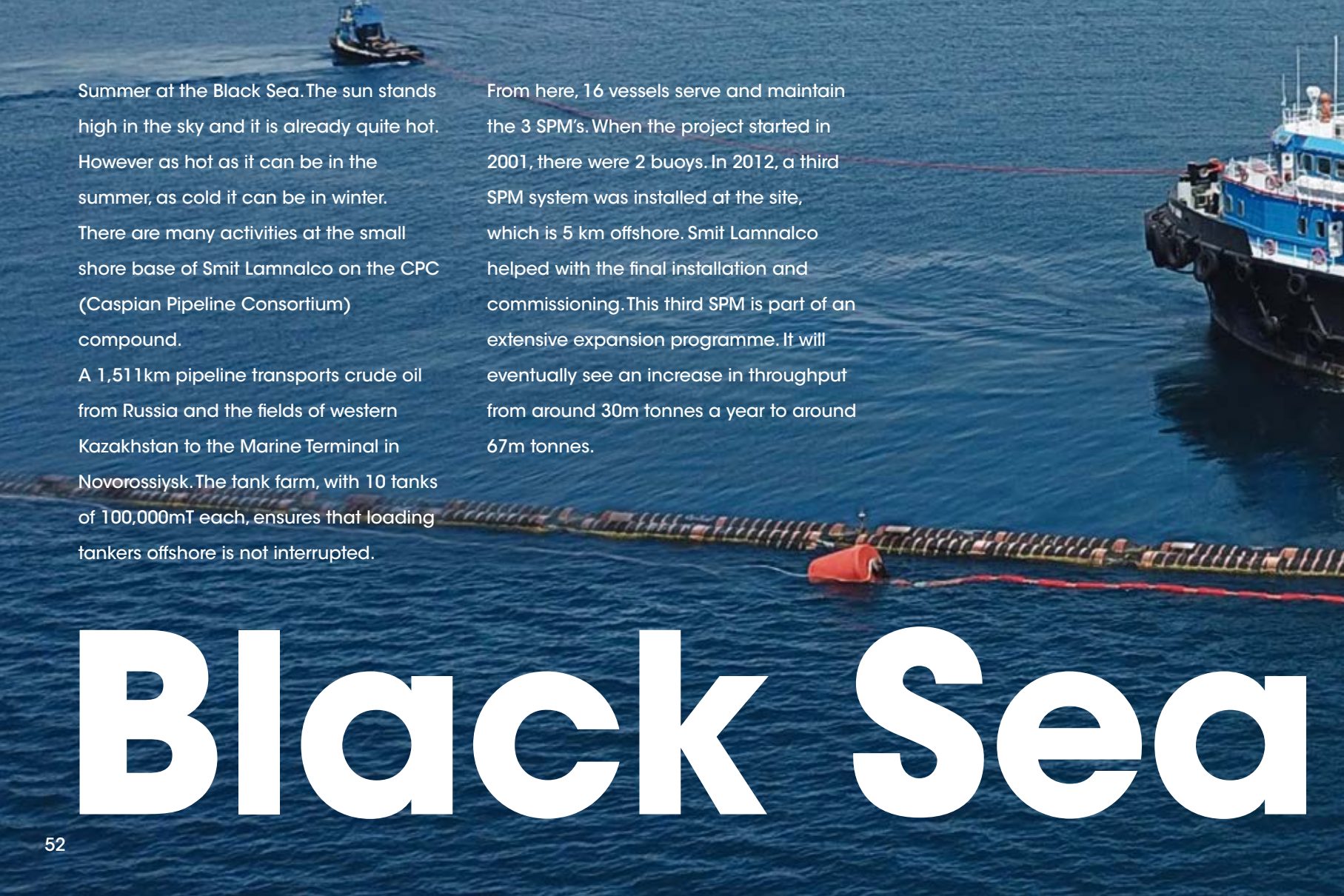


Accountant for Smit Lamnalco. So she is the only one who knows exactly what every single colleague earns a month, we teasingly suggest. She laughs and tells me that she is proud to work with real professionals.

Alexander Yatsuk – Gentlemen Commercial Manager

Alexander is one of the three 'lucky guys'! He is the Commercial Manager for the region and is responsible for new clients, maintaining the relations with existing clients and new business. It was during his

10 years with Maersk where he built up his experience in different disciplines and operations. Alexander also went to sea as a deckhand, after he had finished his studies at the Novorossiysk Maritime Academy, but he preferred a job onshore. Yet he still does a lot of traveling. Besides Novorossiysk, his home base, you can find Alexander in Sakhalin, Georgia, Lithuania and Rotterdam, of course! The way he presents himself can be best described as a young and charming diplomat or as they say: every inch a gentleman.



Summer at the Black Sea. The sun stands high in the sky and it is already quite hot. However as hot as it can be in the summer, as cold it can be in winter. There are many activities at the small shore base of Smit Lamnalco on the CPC (Caspian Pipeline Consortium) compound.

A 1,511 km pipeline transports crude oil from Russia and the fields of western Kazakhstan to the Marine Terminal in Novorossiysk. The tank farm, with 10 tanks of 100,000 mT each, ensures that loading tankers offshore is not interrupted.

From here, 16 vessels serve and maintain the 3 SPM's. When the project started in 2001, there were 2 buoys. In 2012, a third SPM system was installed at the site, which is 5 km offshore. Smit Lamnalco helped with the final installation and commissioning. This third SPM is part of an extensive expansion programme. It will eventually see an increase in throughput from around 30m tonnes a year to around 67m tonnes.

Black Sea



Base



Over 5.000 tankers and counting

In the meantime, no less than 5,180 tankers have been loaded at this SPM Terminal. Yes, you read it correctly!

More than 5,000. And that number increases every day. With an average of 50-60 tankers a month, it rises quickly.

Smit Lamnalco employs some 220 local people in the Black Sea region and, of this number, 180 work on the CPC



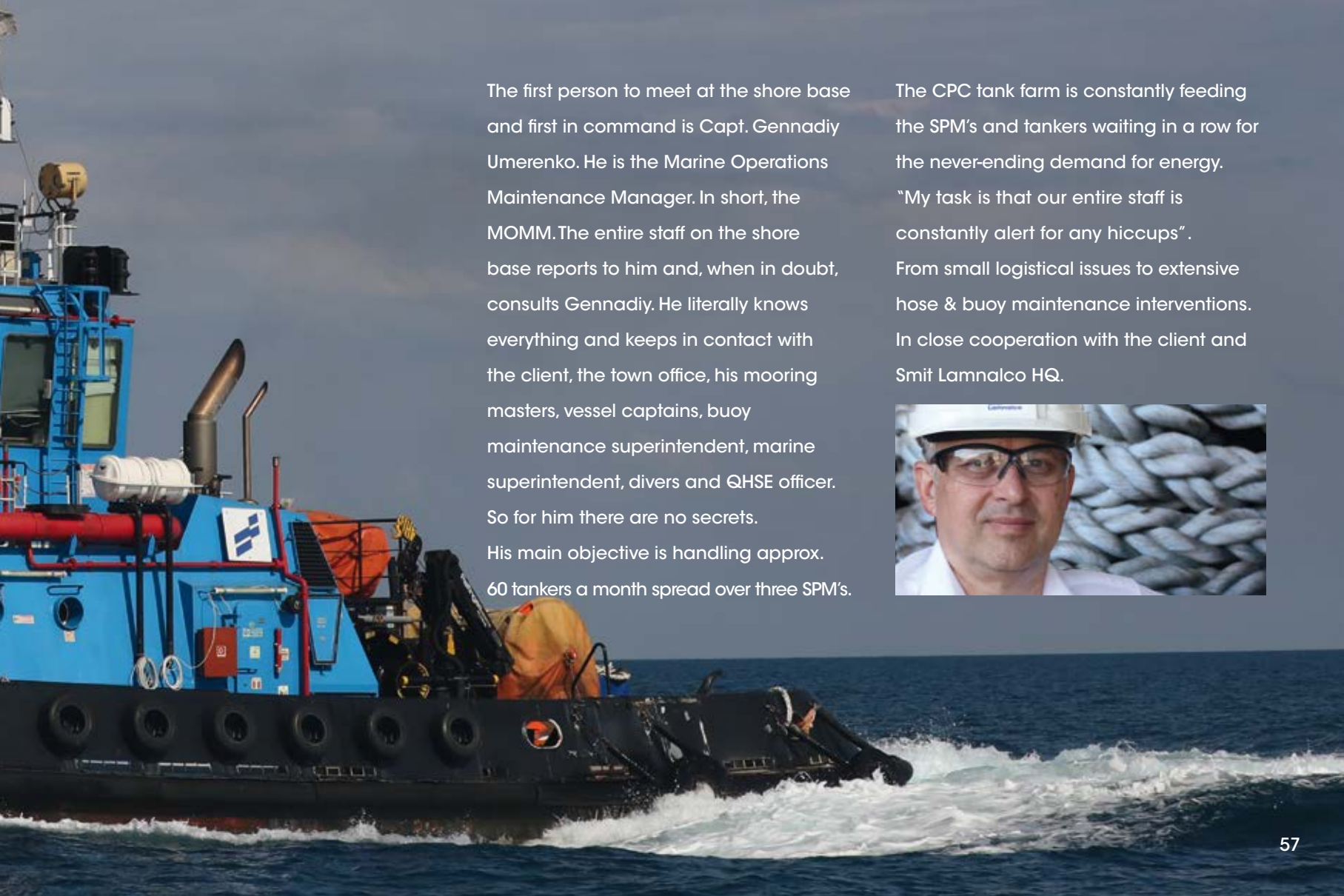
operation, making it one of the largest in the Smit Lamnalco network. The operation involves a wide range of services to be

carried out, such as towage, escorting, hose maintenance above and below the waterline, SPM maintenance, fire fighting,

diving, pilotage, rigging and oil spill response – all in a challenging offshore environment.

Constantly alert





The first person to meet at the shore base and first in command is Capt. Gennadiy Umerenko. He is the Marine Operations Maintenance Manager. In short, the MOMM. The entire staff on the shore base reports to him and, when in doubt, consults Gennadiy. He literally knows everything and keeps in contact with the client, the town office, his mooring masters, vessel captains, buoy maintenance superintendent, marine superintendent, divers and QHSE officer. So for him there are no secrets. His main objective is handling approx. 60 tankers a month spread over three SPM's.

The CPC tank farm is constantly feeding the SPM's and tankers waiting in a row for the never-ending demand for energy. "My task is that our entire staff is constantly alert for any hiccups". From small logistical issues to extensive hose & buoy maintenance interventions. In close cooperation with the client and Smit Lamnalco HQ.

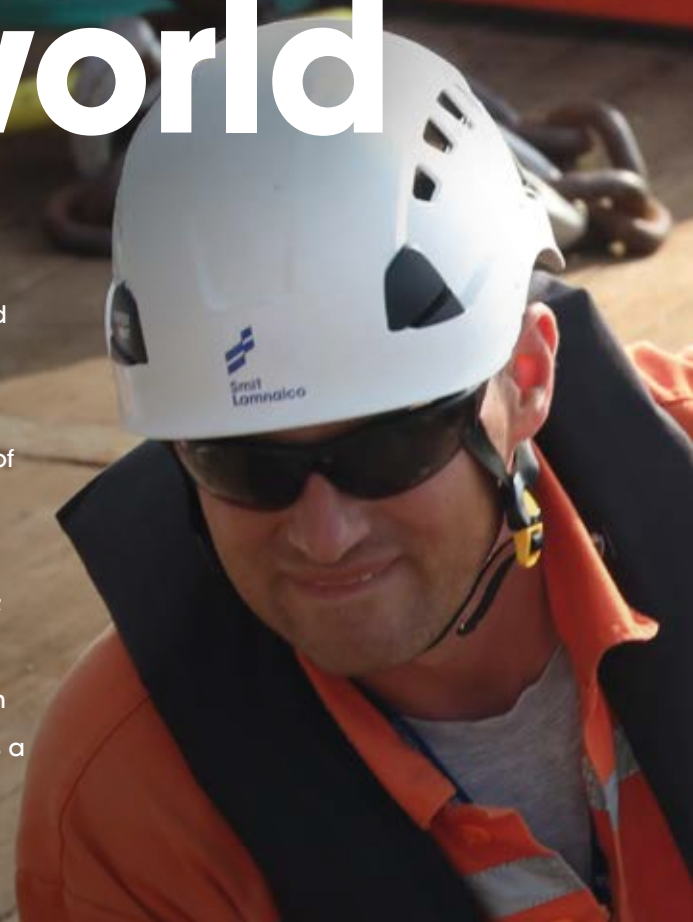


Responsible in a reverse world

Tatyana Zinovyeva is the SHEQ Manager for Smit Lamnalco in Russia. She studied biology and chemistry, so she is aware of all the danger that comes with the oil industry. In close corporation with the



MOMM, the Marine Superintendent and the Buoy Maintenance Superintendent, Tatyana is responsible for the safety standards and safe work environment of all employees. She is also responsible when new safety rules must be implemented. Here, it is a reverse world; in contrast to the town office, offshore she is the only female around. Although her job is very serious business, she has a great sense of humour!





Christopher Deacon from South Africa is the Buoy Maintenance Superintendent. He and his team are responsible for the flawless operation of the buoys, both above as well as underwater.

A pre-berthing inspection is conducted

before each berthing. It comprises amongst others, checking the pick-up ropes, to ensure they are not tangled, both from the hawsers as well as the floating hoses. The flanges are also tested for leakage. The hose string connection to

the buoy is checked. The dive team then jumps to the buoy and inspects the electricity and power source for the navigation lights. They control and test the alarm light for excess hawser tension. All very essential as most berthing is at

A diver in a yellow and black suit is working on a buoy underwater. The diver is wearing a yellow helmet and a black wetsuit with orange accents. They are holding a yellow buoy with a black top. The background is dark and murky, with some greenish-brown sediment visible on the left. The text "Check, check," is overlaid in large white letters at the bottom.

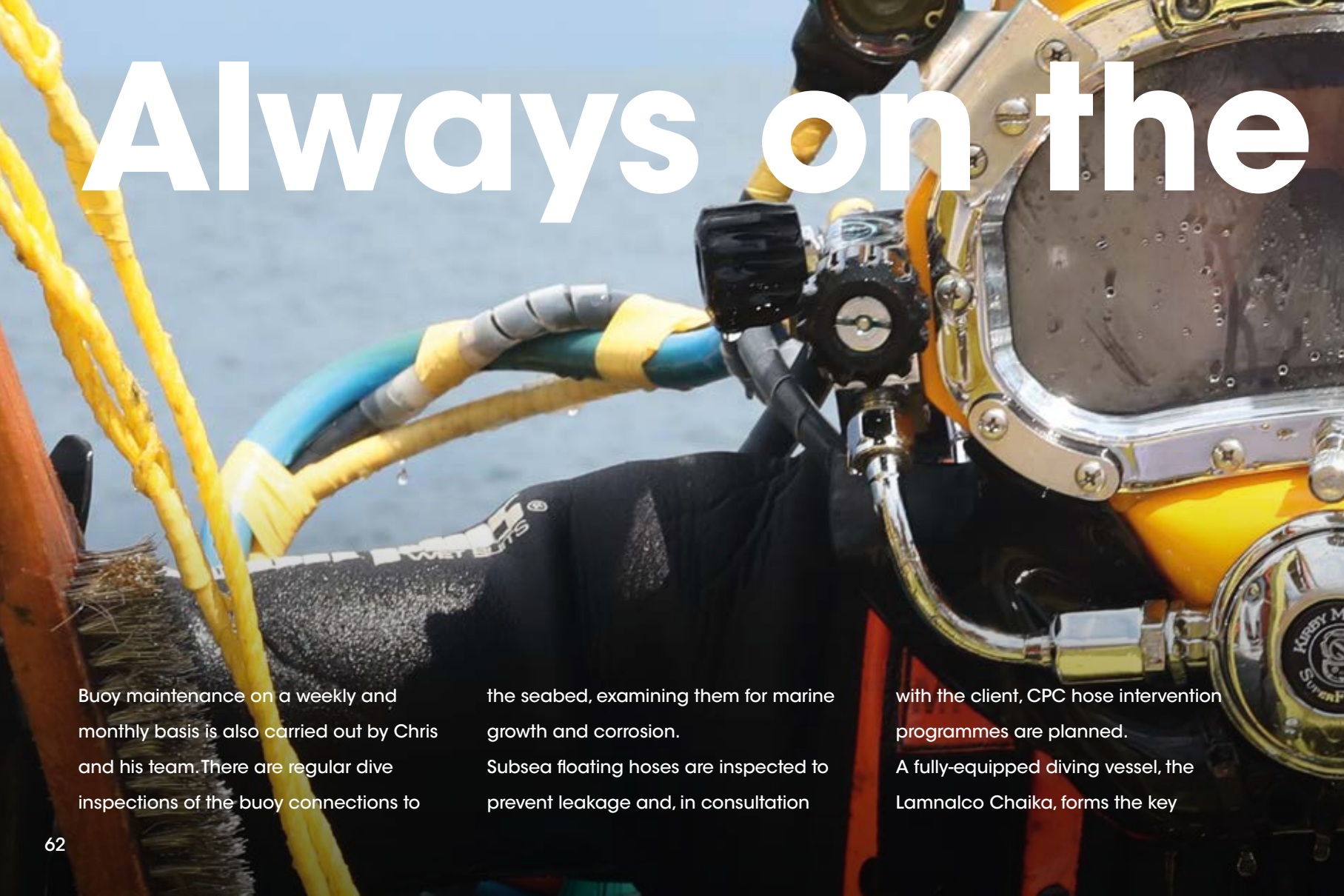
Check, check,

night. The solar panels must be inspected. They should be dry, clean and functioning. All the results are confirmed with the dispatcher onshore, he can see what the control team sees via the telemetry system onshore and if there is no discrepancy, the

dispatcher activates all the systems and the buoy is good to go and can receive a tanker for loading. The same procedures take place after the loading is completed and the tanker moves away from the buoy. This is the post-berthing inspection.



double check



Always on the

Buoy maintenance on a weekly and monthly basis is also carried out by Chris and his team. There are regular dive inspections of the buoy connections to

the seabed, examining them for marine growth and corrosion.

Subsea floating hoses are inspected to prevent leakage and, in consultation

with the client, CPC hose intervention programmes are planned.

A fully-equipped diving vessel, the Lamnalco Chaika, forms the key

job



element of the CPC Russia operation. It has a decompression chamber, double Kirby diving equipment, a ROV, as well as camera equipment and a diving cage.

On our question concerning when and where Chris spends his leave? He starts to laugh and says "on board". He is always on the job, as the flow of crude never

stops. And with a twinkle in his eyes, he turns round and continues his job on the deck of the Chaika.



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