

Pelican



Winter 2012/2013



Preparing frigates for service

In an important and unusual commission, James Fisher Marine Services has been assisting with the upgrade and preparations for sale of three ten-year-old offshore patrol vessels that have yet to see active service

The three Nakhoda Ragam class multi-role light frigates were built at the Scotstoun shipyard on the river Clyde, and launched between 2001 and 2002. Equipped with a wide range of armaments, including Exocet and Seawolf missile systems and two triple torpedo tube installations, these F2000 corvettes are powered by

four diesel engines delivering a total of over 30MW through two propellers. Approximately 95m overall length and 13m beam, they have a nominal crew compliment of 79, a displacement of 1940 tonnes and are capable of 30 knots.

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We are always looking for ways to improve the newsletter, so if you have any comments or suggestions or would like to contribute to the next edition, please email Oscar Myint at pelican@james-fisher.com



Originally ordered for the Royal Brunei Navy as offshore patrol vessels, they were subsequently deemed surplus to requirement. For this reason contracts were placed with the lead contractor to maintain them and, with international shipping marine service partner and brokerage, Lürssen Logistics UK (LLUK), to manage the process of onward sale to an appropriate end use customer.

James Fisher enlisted to work on upgrade

Following the hand-over of responsibilities in 2007, each of the three vessels was transferred from Scotland under tow to the James Fisher Marine Services (JFMS) yard at Barrow-in-Furness. JFMS was contracted by LLUK to provide a temporary home port for the vessels and to support their on-going maintenance and preparation for sea trials.

"We operate as part of a multi-disciplinary team together with colleagues from Lürssen Logistics UK" explains John Alexander, contract manager of JFMS. "Initially the project was set up with a planned duration of just 6 months, effectively as a warm reactivation to enable a potential sale to a suitable navy. But our responsibilities have developed over time and, five years on, we are working ever closer in partnership with LLUK operating a fully serviceable marine base at the James Fisher yard at Barrow-in-Furness."

The project team is made up of a number of key personnel including a technical director and technical managers with an overall responsibility for the sale prospectus and major

upgrade packages, and a project manager with a team to support daily operations and vessel availability to go to sea. The full team is responsible for a wide variety of operational aspects of the vessels, from undertaking all planned maintenance activities and defect rectification, through to potential customer sea demonstrations and acceptance testing.

"A key part of the challenge is in procurement and obsolescence management," continues Alexander, as despite the fact that they have yet to see operational naval service, the vessels are each now more than a decade from their original launch. The glue that holds the project together – and is one of its critical success factors – is the massive experience of the dedicated sea staff, technical managers, including weapons systems engineers and seaman specialists. Their competence and flexibility are what make the operational achievements possible, from the routine sea preparedness in Barrow-in-Furness to voyage planning, which can be something of a fine art given the sometimes unforgiving weather in northern UK coastal waters."

Dry docking and hull maintenance

All vessels require on-going long-term hull and superstructure maintenance post launch, and this applies equally to a fleet that has yet to see service. The newest of the three vessels – originally named 'Jerambak' but known to the project team by its registration OPV30 – was scheduled for a routine six-week dry docking in the summer of 2012, to be undertaken at the dry dock of Milford Haven Ship Repairers on the Pembroke coast.

The vessel departed Barrow-in-Furness

for Milford Haven at the end of August after a week of intensive crew preparation and training, including abandon ship drills, fire drills, search and rescue scenarios and many demonstrations of the vessel's fast rescue craft. The training was witnessed and accepted by the Maritime and Coastguard Agency – to whom routine communications and reports would be submitted whilst on passage – and voyage exemptions issued.

Voyage planning was interrupted by weather and the pilotage and entrance to dry dock were delayed for 24 hours. The opportunity was taken to disembark crew in Pembroke dock and await a suitable opportunity to enter Milford Haven Ship Repairers dry dock. This took place in early September when the full programme of dry dock maintenance could be undertaken, by a team including JFMS personnel. This included a full slurry blast followed by the application of an entire new coating system to the hull using International Paints. In addition, the underwater valves and sacrificial anodes were replaced, and the propellers were polished, and a range of routine checks carried out including inspection of anchors and cables.

Ready for sale

With the full dry dock maintenance operation completed in early October to the satisfaction of all parties, OPV 30 has now returned to Barrow-in-Furness to continue preparation for customer demonstrations and sea trials. Partly thanks to the experienced input of the LLUK and JFMS teams, this vessel and its sister ships are now well on the way to finding their niche at last. ■

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arum sectum eum int
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James Fisher Defence pedals charity

On Sunday September 9th, a twelve person team from James Fisher Defence took part in the 'Pedal for Scotland' charity cycle ride, covering the 47 mile route between the cities of Glasgow and Edinburgh. The team raised a total of £864 for their selected charity, Diabetes UK, which carries out vital work funding research, providing information and campaigning on behalf of those suffering this disease.

"We were delighted that in 2012 we were able to support Diabetes UK and the good work they provide here in Scotland, and across the UK," said Jonathan Fettes, a member of the James Fisher Defence team. "As a Type 1 diabetic myself I am keen to contribute to the charity and believe that it brings help and support to people living with and affected by diabetes." ■

Mooring & Fendering

Fendercare Marine wins contract to supply US Navy

Fendercare Marine has been awarded a five year contract worth \$29.42 million to supply the US Naval Surface Warfare Center, Carderock Division (NSWCCD) with Yokohama hydro-pneumatic fenders and associated installation and support services.

The contract, awarded in September 2012, builds upon a longstanding supply relationship and is expected to be completed by September 2017, with the work being undertaken at the Fendercare Marine UK Head Office in Seething, Norfolk.

"Fendercare Marine has been the world leader in providing ISO 17357 Hydro-Pneumatic fenders to the US Navy for the past 15 years," commented NSWCCD's Louis DiStefano. "To date we have had zero defects with fenders provided through Fendercare Marine and they have been a vital part of assuring our US submarine fleet's mooring capabilities continue positively throughout the world."

Yokohama began manufacturing floating pneumatic fenders in 1958, since when more than 60,000 have been supplied into ship-to-quay and ship-to-ship applications worldwide. ISO 17357 is now firmly established within the marine industry as the international standard for the manufacture, testing and performance of pneumatic rubber fenders. Over the years Fendercare Marine has discovered that although other manufacturers may be claiming full compliance with this standard, many do not in fact comply for reasons ranging from



incomplete or incorrectly conducted tests, and inappropriate material specifications, to certification being out of date or non-existent. Not least for these reasons, the company has been happy to provide Yokohama Fenders for many years.

"Everyone at Fendercare Marine is delighted to have secured this contract," added Fendercare Marine managing director Eric Plane. "This a testament to our ability to provide both high quality, reliable products and the required levels of customer service that goes with it. As you can appreciate, these things do not just happen but are a direct result of huge amounts of hard work both in respect of the contract submission itself and ensuring that we meet the extremely stringent technical requirements demanded by the US Navy." ■

"To date we have had zero defects with fenders provided through Fendercare Marine and they have been a vital part of assuring our US submarine fleet's mooring capabilities continue positively throughout the world"

Louis DiStefano, US Naval Surface Warfare Center



Inspection & Monitoring

Testing for construction

Engineers from Strainstall Middle East have been testing supports that will carry the prestigious Abu Dhabi Plaza in Astana, the new capital of Kazakhstan.

Designed by UK architects Foster and Partners, the Abu Dhabi Plaza will be a highly impressive staggered matrix of buildings comprising retail, leisure, office, residential space and associated transportation links. This keynote development will form a highly visible signature landmark on the Astana city skyline; the tallest tower in the complex will stand a full 388 metres tall with 88 floors.

To assist in the early stages of the construction programme, Strainstall was contracted by foundation specialist Zetas Zemin Teknolojisi based in Istanbul, Turkey, to undertake bi-directional static load testing and various other pile tests for the prestigious new development. The objective of these tests was to analyse the geotechnical and structural integrity of piles, verify ground conditions and design assumptions, and confirm their fitness

for purpose. A particular challenge in this project was the climate; testing was throughout carried out in sub-zero temperatures.

Seven of the piles used – each of either 1500mm or 1200mm diameter – were subjected to the full bi-directional static load test, while cross hole sonic logging was conducted on 144 piles, integrity testing was conducted on 400 and calliper logging on another 151.

“Structural monitoring is a crucially important part of the major construction programmes,” commented Mike Shaw of Strainstall Middle East. “With our UAE location and the back-up of the wider Strainstall company and James Fisher group, we are ideally placed to support new developments across the Middle East and in neighbouring territories such as Kazakhstan too.” ■



“Structural monitoring is a crucially important part of the major construction programmes”

Mike Shaw, Strainstall Middle East

Offshore support

HydroDigger proves its mettle

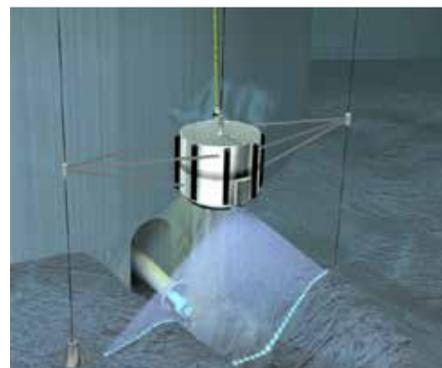
Fisher offshore’s advanced underwater excavation system demonstrates its highly flexible capabilities across a range of projects



displacing soil, sediments, rocks and other surface materials. By controlling the delivery of the column of water and coordinating the movement of the HydroDigger, for example, a trench can be created. Using the system’s real-time sonar monitoring and sophisticated control systems, a range of intricate excavation activities can be carried out. Due to its contactless nature – only the column of water impacts the seabed – HydroDigger minimizes or eliminates the risks associated with physical contact, especially around complex subsea assets.

In a recent project the HydroDigger was mobilized for Integrated Subsea Services for work in the Osprey Field in the North Sea. The work scope was to recover a 40m length of damaged flexible flowline which was buried under 1m of drill mud. The HydroDigger was

The HydroDigger is an advanced form of contactless subsea excavation equipment that can be deployed over a vessel side and operated remotely and safely from the deck using its integrated launch and recovery system. It operates by delivering a precisely controlled column of water onto the seabed, fragmenting the surface and



“The flexibility of this system is proving to be extremely attractive to customers”

Steve Gray, project manager, Fisher Offshore

to be used to dredge the drill mud off of the flexible to expose it for disconnection.

“The flexibility of this system is proving to be extremely attractive to customers,” said Steve Gray, project manager at Fisher Offshore. “It provides a complete package that’s appropriate for a wide range of functions, from excavations for new pipeline systems for example, through to the decommissioning and burial of life-expired installations in accordance with regulatory requirements.” ■



A DAY IN THE LIFE OF... David Milne

Project Manager,
James Fisher Angola



My background was in the Royal Navy, in which I spent 28 years as a Marine Engineer. As you can imagine, during that time I had exposure to all sorts of challenges ranging from being sunk during the Falklands war on HMS Sheffield to project managing and fundraising the building of a school in Sierra Leone for orphans to training the Iraqi Navy on the operations and maintenance of their fleet of fast patrol craft.

Since leaving the Royal Navy just over 5 years ago, I have worked for Lloyds Register of Shipping in the London plan approval office in a project management role, followed by two years as a ships manager for BAE Systems in the Falkland Islands, managing a contractor logistics support contract for the patrol vessel HMS Clyde. Both roles were challenging in their different ways.

New role with Fendercare

I was invited to join Fendercare in March of this year, to fill a very exciting role as an export tanker ship support (ETSS) project manager based in Luanda, Angola on a rotational basis. When first approached by Fendercare Marine, my first thought was “Is it safe?” and, having since joined the project, this is generally the reaction I get when I tell people what I do for a living. The answer is that working in Angola is safe as long as you are sensible, as is the case in any country in the world.

The ETSS contract is a \$230M contract with BP Angola, providing diving cover, underwater inspection, maintenance and provision of a static tow capability for export tanker operations in two Angolan oil exploration areas, Blocks 18 and 31. The contract has been awarded to James Fisher Angola for 5 years, with options to extend for a further 2 years. This is a significant win for the James Fisher Group, to have entered into the ETSS business in Angola with such an oil company that is so well-established in this part of the world. Having a footprint on the ground offers exiting potential to explore other future business in a country which is dynamic and is developing at a great pace.

Managing sub-contractors

The work is challenging and different to anything I have done before. My day-to-day duties include attending BP operations meetings and ensuring service delivery is maintained to a high standard and in line with the requirements of the contract, and to time and budget. I manage sub-contractors, and ensure that a high standard of operations, vessel availability and capability is maintained at all times, making certain that export tanker off loads are achieved to schedule in a safe and timely manner. I also work closely with James Fisher Angola staff and local agents to facilitate port calls and crew changes.

Since the contract was awarded, the project has gone through a challenging embryonic period, but is now fully up and running and providing export tanker operations support to the BP floating production storage and offloading (FPSO) unit Greater Plutonio in Block 18, as well as supporting a project start-up in Block 31, for which additional swim teams are currently undergoing training.

Greater Plutonio has been producing oil since October 2007 and operates in 1200-1500 metres of water, connected to 43 wells spread over a 34 mile area of the sea bed. It produces 250,000 barrels of oil every 3-4 days by export tankers berthed, connected and disconnected by the James Fisher Angola offshore team. The team also maintain and inspect the Catenary Anchor Leg Mooring (CALM) buoy, the largest in the world, and the export hoses, to which the tankers are berthed and connected to for export operations.

Local staff development

James Fisher Angola is 51 percent owned by an Angolan partner, and the office is predominantly supported by local Angolan personnel, who undertake the day-to-day local administration duties. It is our vision to extend local employment in the future as the project matures. Offshore we have

“It is our vision to extend local employment in the future as the project matures. Offshore we have already placed local divers as tenders to the multinational swim team, and it is envisaged that these people will be developed to take on more challenging roles in the future.”

already placed local divers as tenders to the multinational swim team, and it is envisaged that these people will be developed to take on more challenging roles in the future which will form part of the Angolanisation programme.

The ETSS Project is also supported by a team of people based in Seething, which provides administering document control duties, and supports and oversees the commercial aspects, HSE and marine assurance of the project as well as diving operations, personnel management and project direction. This close working relationship between the teams has been critical to the project’s success and has been achieved despite very different cultures and work ethos. Tying the two teams together is very much part of my role, and one which I very much enjoy.

Leisure sailing

Outside work, I am a keen sailor. Working on a four week rotation allows me time I would not have in a normal job to spend on my boat. Since taking up this post my wife and I have cruised to France and the Channel Islands. Our ambition when we retire is to take part in an Atlantic crossing and go cruising further afield. ■



Ports & Terminals

Strainstall introduces container weighing system for dockside cranes

Following talks within the International Maritime Organisation regarding the introduction of mandatory weighing of shipping containers prior to loading onto vessels for export, Strainstall has launched a new container weighing system product.

The system is designed for low impact installation and can be easily retrofitted and enables operators to view live loadings via an in-cab display or to log and transmit data for analysis at a later stage. Various integration options are available, including modification of spreader twist locks and replacing existing load bearing pins or components with load measuring pins within the existing spreader head block assembly.

"This new system means port operators can significantly improve both safety and productivity by allowing crane operators to know exactly what weights they are lifting", explains Scott Cruttenden, Strainstall business development

manager – industrial sales. "This helps operators to ensure vessels are correctly loaded and that all containers are charged according to their actual weight."

Having accurate weight information on containers can help avoid accidents and damage to equipment, stack collapse due to overloaded containers, poorly loaded vessels consuming additional fuel, and revenue loss for terminals and shipping lines from transporting containers with under-declared weights. Strainstall is currently working with the Port of Tilbury on a solution using traditional twist locks. The port will be trialling the system with a view to rolling it out on all their straddle carriers. ■



Petrominerales selects RMS Pumptools

Petrominerales is a Latin American focused oil exploration and production company that owns and operate an enviable land base in Colombia and in Peru. The company combines Canadian exploration techniques with a portfolio based approach to exploration drilling that has yielded above average exploration success to date. In June Petrominerales announced another oil discovery at its Guala-1 well. With a potential net oil pay of 47 feet indicated at a depth of 12,342 feet, Guala-1 is Petrominerales largest oil discovery this year.

For this highly important project, Petrominerales has selected RMS Pumptools packer and wellhead penetrators, demonstrating the high regard in which the company's products are held. All RMS Pumptools packer penetrators contain the company's field-proven gas-tight and permanently energised pressure barriers, and can be manufactured directly onto the motor lead extension to minimize connections and maximize product integrity. The single mandrel packer penetrator system offers either harsh environment technology or positive pressure technology, providing a choice for greater compatibility. Conversely the split-phase packer penetrator is ideal for situations where space restricts the use of a single mandrel packer penetrator.

Award for trainee

This year, the Maritime and Coastguard Agency's prestigious Cadet of the Year award has gone to Lizzie Dykes of James Fisher. Lizzie was presented with her award in October at HMS President, St Katherine's Docks, London, by Sir Alan Massey, the Agency's chief executive, in the presence of senior representatives from James Fisher including Richard Burmeister, managing director of James Fisher Everard, and James Rowland-Smith, QSE manager of James Fisher (Shipping Services) Ltd.

In addition to this accolade, Lizzie has already won Cadet of the Year at Fleetwood Nautical College, where she studied for the HND Officer of the Watch Deck certificate. Her training comprised college and sea based training on vessels operated by James Fisher Tankships fleet. Lizzie, who started her cadetship with James Fisher in January 2009, passed her exams last April, and is now a Third Officer with the company, assigned to the Clyde Fisher.

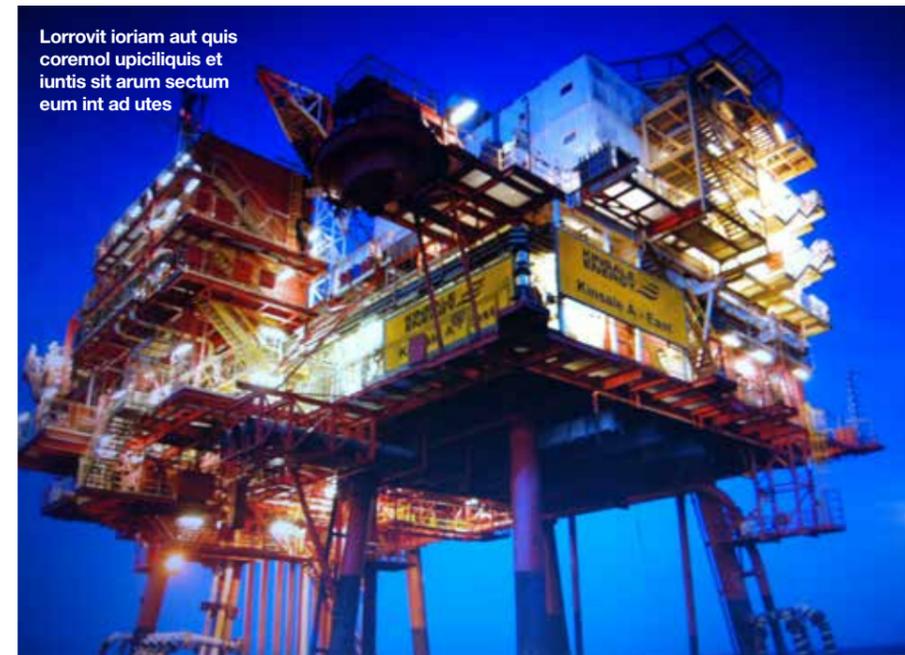


Diving and RoVs

Inspection diving in the Celtic Sea

Fendercare Marine diving team helps to inspect the subsea structure of one of Ireland's longest-established gas production platforms

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"As a diving contractor Fendercare produces some of the best diving systems in the world; they're a pleasure to work with."

Fendercare diving supervisor Howard Pickering

The Celtic Sea has been home to offshore oil and gas exploration for over forty years. Discovered in 1971, the Kinsale Head Gas Field lies 50 km off the County Cork coast and remains one of the largest single hydrocarbon discoveries in Irish waters. The natural gas of the Kinsale Head field is located in reservoirs approximately one kilometre below the sea floor in a water depth of around 90 metres.

Two production platforms – Kinsale A and B – were installed in 1977 and remain to this day the focus of production from this and a network of satellite fields that operate using subsea well technology under which the wellheads are on the sea-floor and controlled remotely from one of the main production platform. Gas from all of the offshore fields is combined, compressed and piped from Kinsale A to the Inch Terminal near Midleton in County Cork.

To ensure the integrity and safety of such offshore structures, periodic subsea inspection is an essential element of their planned maintenance. In the summer of 2012 a team from Fendercare Marine was contracted to assist in the inspection of the Kinsale A platform. "On this particular job we've been involved in the inspection programme for different parts of the subsea

structure, checking different welds, and doing underwater video photography," says Fendercare diving supervisor Howard Pickering.

The team carried out a wide range of examinations ranging from general visual inspection of the platform's subsea structures through to close visual inspection of individual welds, including removal of extensive marine growth where necessary.

World-class diving expertise

Fendercare is an international leader in the delivery and mobilization of a world-class diving capability, as Pickering explains: "Fendercare has invested considerable amounts of money in diving over the past couple of years. We are currently building a brand new dive system which is state of the art. As a diving contractor Fendercare produces some of the best diving systems in the world; they're a pleasure to work with."

"Safety is a massive part of the operation, and fortunately everyone here at Fendercare has undertaken a lot of intense training

and knows the job very well," adds Ben Coker, air diver.

Successful operation

The success of the inspection operation on the Kinsale A platform offers a further demonstration of Fendercare Marine's ability to deploy the some of the world's very latest state-of-the-art diving technology and equipment, operated by some of the most experienced divers and support staff – a uniquely capable team steeped in a culture that puts safety first. ■



The Sir John Fisher Foundation



As many of our staff may know, the Sir John Fisher Foundation is a charitable trust established in 1980 by Sir John Fisher and his wife Lady Maria Fisher, aimed at supporting good causes in the area surrounding the company's headquarters in Barrow-in-Furness.

It was a passionate interest in the affairs of the people of Barrow-in-Furness and the locality that led to the birth of the Sir John Fisher Foundation. The grandson of James Fisher, Sir John was himself a former Chairman of James Fisher and Sons, and alongside his wife Lady Maria Fisher (née Elsner), a famous pre-war opera singer, he was the pioneer of

the charitable work that continues in his name to this day. Despite a highly active business life, Sir John's interest in the welfare of the people of Barrow-in-Furness became very well known. Both he and his wife took a deep personal interest in many social and charitable organisations giving personal support and financial aid.

Income from dividends

Grants are made to charitable causes throughout the UK as a result of the dividends that arise from the Foundation's substantial holding of James Fisher and Sons plc, but special regard is given to those based in and working for the benefit of people living in Barrow-in-Furness and its surrounding area. In 2011 the Foundation was for the first time able to make grants or commitments to charitable causes in excess of £1 million. This was largely made possible by the hard work of the employees and management of James Fisher & Sons plc.

Good causes

The Foundation supports a variety of charitable causes, notably in the areas of maritime, medical and disability, education, music, arts and community projects. One of the most visible maritime projects, that saves lives with the help of the Foundation's funding, is the Ulverston inshore rescue craft (see main picture). Among the medical good causes recently supported have been the Alzheimer's and Motor Neurone Disease Research at Lancaster University and St Mary's Hospice for Furness. Making both a tangible and positive contribution to the community in Barrow-in-Furness and its surrounding area, and with wider benefits from many of its projects being felt nationally. ■

Entium aspiendit abo.
Olores ium nis volestium
estions equatio. Ese nihil
iscit rerum laboriatin por
aut quia nam, iuntur,



A message of thanks to the staff

As we approach the end of another highly successful year for James Fisher and Sons plc, I think it is good time to reflect on our achievements, take a well-earned break, and look forward to the exciting challenges that lie ahead.

The rapid growth of our business and the increasing spread of our operations have placed heavy demands upon staff throughout the group, and I would like to thank all of you personally for the vital contributions that you have all made. James Fisher and Sons plc is, I believe, one of the most exciting and dynamic companies in existence today, spanning an extremely wide range of market sectors, geographical regions, and technical disciplines. I wish all of you the all the very best for the festive season and for 2013 – and let each and every one of us look forward with enthusiasm to making next year even more successful than the last for our great company.

Nick Henry - CEO

