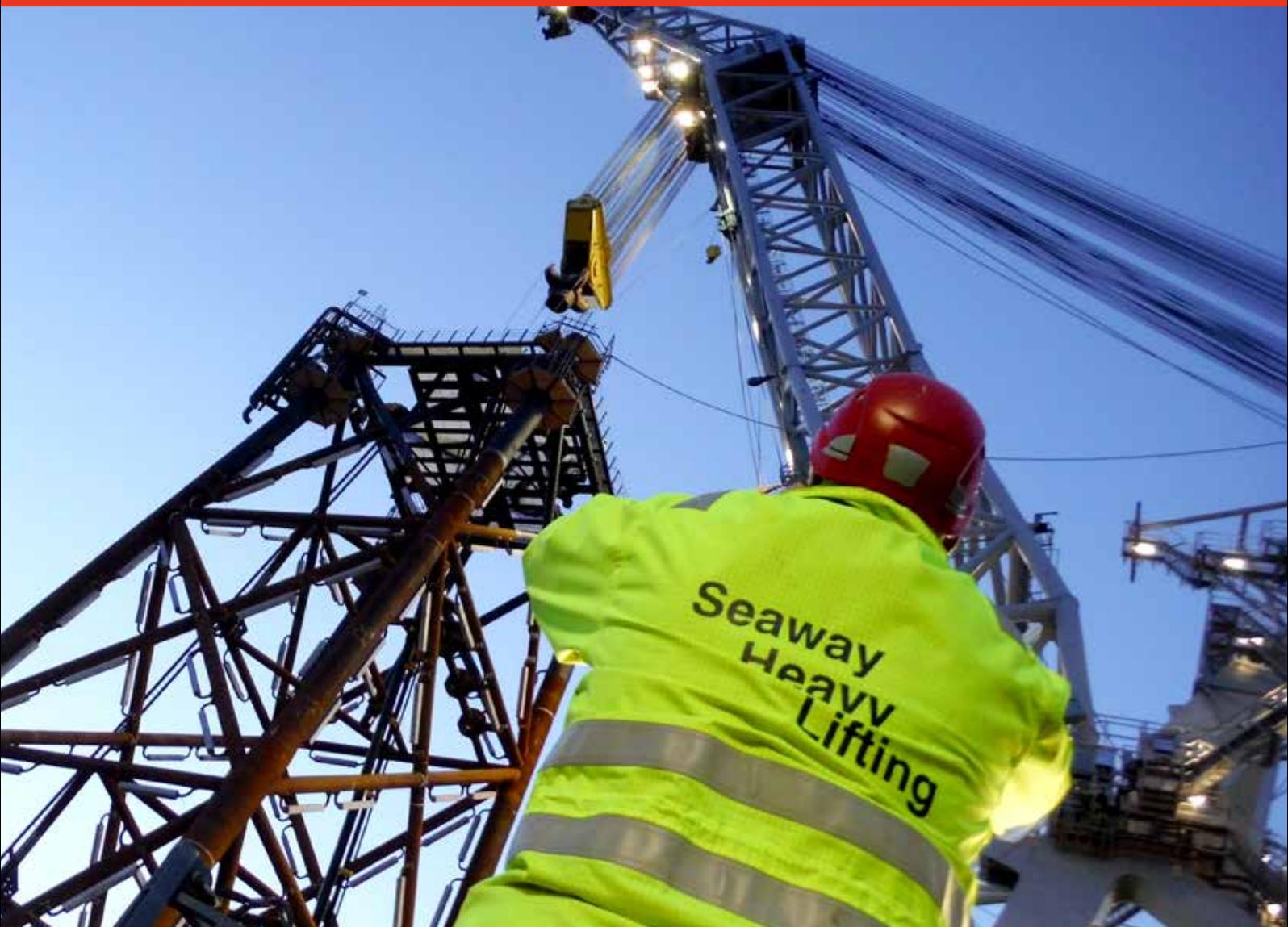




seaway@work

01/2015



Halfway through 2015

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We would like to thank all those who contributed in words, ideas and images to this issue of seaway@work.

Seaway Heavy Lifting
www.seawayheavylifting.com

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foreword

Jan Willem van der Graaf
Chief Executive Officer



seaway@work

a magazine for and about our people

We are in the middle of 2015 and I want to reflect on where Seaway Heavy Lifting stands today. I am again proud of our operational and safety performance and I am very pleased with the way we have been continuing to fill our order book for 2015 and 2016. On top of this, we set another step forward on the Beatrice project with the signing of the FEED contract.

For the Stanislav Yudin, we have won the Perla project which is one of the largest projects ever for Seaway Heavy Lifting. We are installing 3 gas production platforms and making the tie-ins of the platform to the pipelines in the Perla field in Venezuela for our client Cardon IV. This was a great win by our Tender/Contracts team.

At the start of the year, the Stanislav Yudin was still working in the Baltic Sea, but directly afterwards prepared for the Perla mobilisation in Aruba. In a very short time our teams got the vessel ready and set-up an office in Houston. It is good to note that looking from a distance we see a smooth performance and steady progress. But looking at the detail, this project has required a lot of energy every day from the project team, vessel crew, Operations, Engineering, Technical, Travel, Finance and as a matter of fact our whole company.

After a successful 5 lifts campaign in Mexico, the Oleg Strashnov went to Brazil for SBM Shell BC10. That was a key project which again has proven the capabilities of the Oleg Strashnov. After Brazil she returned to the North

Sea to start the North Sea campaign (Ravn, Gullfaks and Alder). At the time of going to press off this magazine we are executing the Cygnus campaign II for GdF. In a way we call this project 'bread and butter' business for Seaway Heavy Lifting, but Cygnus is a challenging job with large lifts and a demanding schedule.

Our safety performance is solid. In this **seaway@work** I like to ask for your attention to two topics out of a list of several safety issues that require our focus. In the coming period we will present safety topics through posters, Intranet, presentations, etc. We will refer to the topics as 'Act to the Fact' when we want to be pro-active and 'React to the Fact' in cases we want the organisation to learn from incidents and near misses.

The first topic is about the barges we take alongside the Oleg Strashnov and Stanislav Yudin. In 2015 alone we will have more than 100 operations in which a barge is taken alongside our vessels. Careful planning and control is crucial to perform this safely.

The second topic is about the general aspect of offshore safety. How do we control our offshore operations and what is expected from our offshore crews.

Thank you all for a successful first half year of 2015. Our order book for the next years is coming together quite well.

Let's all keep the safe and efficient project execution ongoing.

Jan Willem van der Graaf

RAVN platform

for Wintershall Noordzee B.V.



The Oleg Strashnov successfully installed the RAVN platform last May. The platform and piles were transported by the cargo barge Boa 36 to the offshore location.

The platform consists of a 1400Mt jacket, 4 no skirt piles and a 800Mt topside.

The RAVN platform is located on the edge of the Danish sector and is an extension of Wintershall's A16A platform.

Did you know that:

- 10 Seaway Heavy Lifting babies were born this year (till July 2015);
- We have a Perla office in The Woodlands, Houston - Texas
- The Oleg Strashnov passed the Equator on 19th March and 43 landlubbers got a special treatment by his Majesty of the Seas 'Neptunus';
- For the Perla mobilisation we used 4 European barges, 4 US / Mexican barges, Malaysian and Russian crew and US subsea divers. Aruba was used as a logistics port by the Stanislav Yudin. The Oleg Strashnov had already mobilised the equipment for Perla when in Curaçao and topsides and jackets were fabricated in Tampico.





Gullfaks

project for Subsea 7

The Oleg Strashnov has successfully transported and installed a 500Mt Wet Gas Compression (WGC) station and its 300Mt protection structure for Gullfaks last May.

Gullfaks is an oil and gas field in the Norwegian sector of the North Sea operated by Statoil. The location of the WGC station and the protection structure is 15km south of the Gullfaks C platform.

Our crane vessel Oleg Strashnov was highly qualified for this job making optimal use of the large deck space to transport the compression station and the protection structure. Installation was done using Dynamic Positioning (DP) in a water depth of 140 m.

Perla

project for Cardon IV

At the beginning of April our crane vessel **Stanislav Yudin Lifting** started with the execution of the **Perla project for Cardon IV** in Venezuela.

The Perla development consists of 3 gas production platforms connected to the shore landing near Punto Fijo, through a 30in pipeline. The water depth in the field is 70 meters. Our scope includes the transport and installation of the platforms and tie-in of the platforms to the pipelines.

The **Stanislav Yudin** executes the lifting and installation work. The vessel is out fitted with a saturation dive system to perform the tie-ins. In addition to the **Stanislav Yudin** and its two supporting vessels, a total

of 8 tug/barge spreads are used to transport the platform components and subsea infrastructure from the Gulf of Mexico ports to the site.

To date our vessel installed the PP1 platform and allowed the drill rig **West Freedom** to start the well completion. Then she moved in to PP1 again to successfully install the SSIV, SDU and tie-ins to the 30in shore line, in full SIMOPS with CIV drilling works. In the second week of July SHL started the pre-commissioning of this pipeline. Subsequently a fibre optic cable and umbilical were installed with dropped object protection (matrasses).

In August 2015, the **Stanislav Yudin** will move to the next locations for platform installation, PS2 and P3,



which will be tied in to the ready laid 14in pipelines to PP1.



On board of the Oleg Strashnov

Guided tour



Prior to the Alder project, our crane vessel Oleg Strashnov was berthed at Rhenus Logistics on the Maasvlakte in Rotterdam.

All Seaway Heavy Lifting personnel was invited for a guided tour on the vessel on Friday 19th June.

This tour offered a lot of personnel, of which the majority never visited our crane vessel Oleg Strashnov, a glimpse behind the scenes.

Divided over 4 timeslots, around 50 persons took part in a guided tour. After the tour, lunch or dinner was offered by the Catering Department.

We would like to thank the Captain and his crew for their hospitality and Peter Dekkers, Kees Kuijt and Jaap Struckman for giving the tours.

ACT

FACT

Control of Work

SAFETY FUNDAMENTALS

- Think and discuss before doing.
- Apply procedures.
- Wear proper PPE.
- Stop work when it is unsafe.

Safety starts with you. Act to the Fact!

FACT

Safety in offshore execution and an IIF environment depend on effective preparation onshore and the control of work offshore.

ACT:

All offshore need to actively contribute to a lasting safety culture through personal accountability and use of applicable Seaway Heavy Lifting standards and best practices.

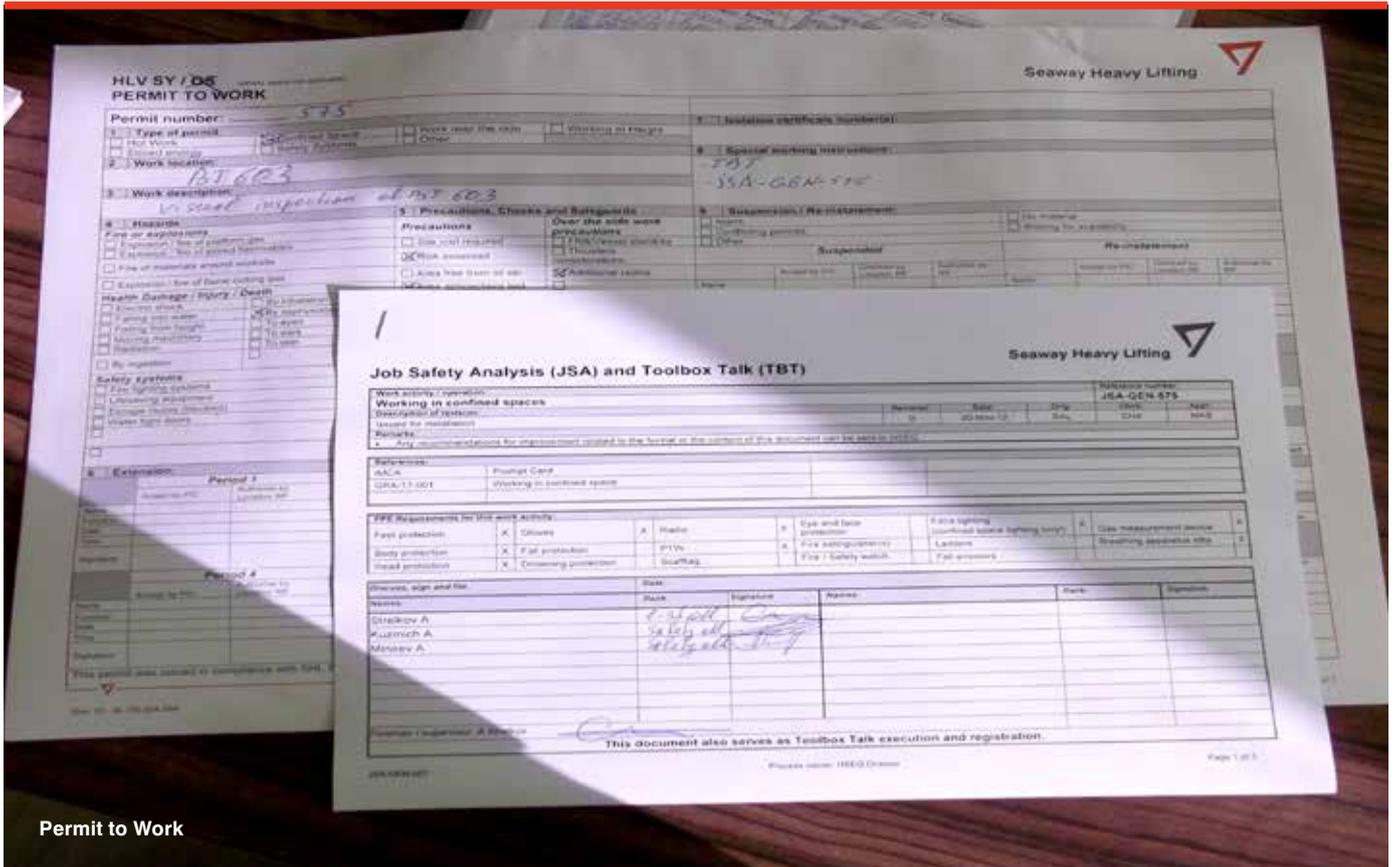


Risk Assessment

Offshore safety starts with sound onshore preparations governed by project management. Ultimately, the company safety results largely depend on the control of work offshore.

How does this apply to you? Simply start by always knowing: what is your task and who oversees that task. The Supervisor maintains overview and leads by example; allowing you to focus on the job at hand.

Without being complete, the following instruments are at your disposal to effectively control the works:



Permit to Work

- The four SHL Safety Fundamentals.
- The Project Kick-off meeting held by or on behalf of the Project Manager to familiarize vessel staff with the project particulars.
- The daily morning (progress) meeting wherein progress, planned activities, restrictions and SIMOPS are discussed.
- The onboard Field Engineers providing support to the production process.
- The Generic Risk Assessment (GRA) and Job Safety Analysis (JSA), prepared per activity and to be updated to reflect actual conditions and circumstances.
- The Toolbox Talks wherein the safe method of work including the elimination or reduction of risks are discussed.
- Permit to Work (PtW) system for establishing and maintaining a controlled working environment.
- The Lock-out, Tag-out, Try-out (LOTOTO) system ensuring a controlled situation when (de)pressurizing and (de)powering systems and equipment.
- Management of Offshore Changes ensures the risks of the change are identified and mitigated and the scope is authorized.

Remember, the SHL Management System can help you out. Manuals, Guidelines and Work Standards, are just a click away. Apply them where possible. Do not hesitate to ask questions or discuss the job with colleagues.

If you think something might cause an unsafe situation or if you see unsafe behaviour, speak up. Even stop the work when it is unsafe. Fill in an eHOC (electronic HSEQ Observation Card) or check with a colleague. Your colleagues are always willing to help.

“Working safely and efficiently is a joint effort; we would like to offer you guidance under the collective name Control of Work”.

Safety starts with you. Act to the fact.



ACT

FACT

Safe Access to Barges

FACT:

Experience learns that barges are not always outfitted such that you can access/egress or even work on them safely. Remember the man overboard incident during the Dan Tysk project in 2013 where a welder slipped on deck of the barge and fell overboard.

ACT:

If you think accessing a barge cannot be done safely - DON'T. Simply stop and report your findings to your superior.

Barges are normally used for the in-field supply and removal of offshore materials like modules, jackets, hammers etc. In a busy year Seaway Heavy Lifting hires 20 barges or more. There are a lot of different safety aspects regarding barges; we would like to offer you some insights on safe access to barges.

We only hire barges from well-known suppliers. Suitability of barges is checked by the Operations Department and on-/off hire surveys are held for each barge for each transport.

Slips, trips and falls are major causes of workplace injuries in the maritime industry and can lead to overboard incidents. So a few key hazards to keep in mind when accessing a barge:

1. Conditions

Offshore conditions require elaborate assessment such as, weather conditions, vessel speed and movement, temperature of the water etc. Specific Risk Assessments can be found in the SHL Management System.

2. Ladder for mooring crew access

- The recessed barge boarding

ladder(s) needs to be painted white (background or ladder itself).

Steps/rungs should be of sufficient strength, with a non-slip surface, equally spaced and not bent.

- When boarding by ladder, hand-grips at deck level on each side need to be present.
- Pilot ladder; although not preferred for boarding purposes, a pilot ladder should be rigged in accordance with the SOLAS requirements.

Below pictures give you a clear idea of what is considered good practice and what not:



The back of the ladder is not painted white and the rungs are too far apart.



Grillage blocks access to barge via ladder.



Unacceptable barge access.



Example of a good practice.



Example of a good practice.



Safe barge access.

- You have to be able to easily get on deck when stepping off the ladder (or gangway) and vice versa.

3. The gangway when moored along HLV

- The gangway needs to be firmly secured on one side and be of sufficient length to compensate for vessel/ barge movements.
- A hand railing consisting of a top- and mid-rail should be present on both sides.
- Maximum angle should not be more

than 40° to the horizontal plane.

- Safety netting shall be fitted under the gangway covering as far as practicable the entire length of the means of access.

4. Other

- A lifebuoy with rope needs to be near the access area on deck.
- Sufficient lighting is key (where possible SHL uses remote controlled barge lighting).
- Always wear proper PPE (as appropriate work vest or life jacket,

personal locator beacon and immersion suit).

- Personal on-board registration system in force.

Safety starts with you. Act to the fact.



let us introduce

seaway@work gives us the opportunity to introduce you to colleagues from various departments both onshore and offshore.

Sergey Shkulin

Motorman - Stanislav Yudin



I am a Motorman and the right hand man to the Engineers to help them to perform any maintenance and to service the vessel equipment. Therefore I got a second education level in Mechanics. I am very happy that I work on this vessel in such a good team.

In 1998 I started my career as a Seaman and I have worked on various types of vessels as a AB-Motorman. At the same time I have studied in the Marine College to become a Mate.

I love my job, I really like it. Therefore I always try to handle my responsibilities very seriously so that my crew members do not have any question or complaint about me.

I have a family at home; I am married, I have one son and two daughters. I love my family very much and try to be with them as much as possible. I have a lot of interesting pastimes but my favourite is fishing.

Everything on the Stanislav Yudin I like, especially working in the technical team. It feels like I am part of a big family. This really feels good!

www.seawayheavylifting.com

Chantal Westerhuis

Supervisor Crew Planning & Travel - office Zoetermeer



In February 2015 I started working for Seaway Heavy Lifting because I wanted something completely different. Seaway Heavy Lifting offered me a perfect opportunity to change my career.

I am the Supervisor Crew Planning and Travel and thus responsible for the planning and travel of the crew. Together with my team, I make all necessary arrangements for the crew changes, yard visits, visa etc.

I have studied criminal law and worked for a criminal law firm for six years. Thereafter I worked for a law firm in Amsterdam for one year at the section Employment and Labour law. I am a perfectionist and not afraid to work hard. I love to be part of a team, motivating people is one of my strengths. I am eager to learn and like to continuously develop myself.

I live in Zoetermeer, so very close to Seaway Heavy Lifting. After my time in Amsterdam it is really nice to work so close to home. In my spare time I like to meet up with friends and train for korfbal. My passion is to visit new countries, get to know new people and habits.

Lim Heng Guan

Welder & fitter - Stanislav Yudin



I am a welder and fitter and my responsibility is to ensure a clean and smooth weld according to the best industry standards.

Prior to working for Seaway Heavy Lifting I have been working for Petronas Malaysia as a welder and a fitter onshore. I have gained 5 years' experience there.

I have a passion for my work, I am proud of it and I have shown a strong performance in a similar position because I like my job. Back home I have a family with two sons and daughter. My family is very happy that I'm working offshore. Sport is my real passion; I do exercises such as body fitness during my free time to gain a strong body.

Onboard of the Stanislav Yudin I like the 'family like' atmosphere within my team, the support and care of my buddies and supervisors. I also need to mention the 'home like' comfort onboard of the Stanislav Yudin.

Seaway Heavy Lifting

