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GMS recently launched a strategic new build programme to increase its fleet of self-propelled self-elevating support vessels. This includes a third E-Class jackup rig, GMS Enterprise, and three S-Class jackups, with the latter a new design for the GMS fleet. Our busy build period has required an increased workforce and I would like to extend a warm welcome to all our new staff.

As we grow, it’s important to maintain high standards in everything we do to ensure the delivery of safe operations and efficiency in all aspects of our business. With this in mind, we’ve invested in a variety of new initiatives, including a management leadership training programme.

We’ve increased the number of our bespoke business awareness sessions, introduced new documentation systems for both onshore and offshore personnel and implemented new yard inductions with classroom and practical hands-on training.

Our fleet of K-Class vessels, along with our two anchor handling tug supply vessels and a floating accommodation barge, are contracted in the Middle East on oil and gas-related operations, while our E-Class vessels are working in the Southern North Sea and offshore Germany in both oil and gas, and renewable energy sectors.

We have a healthy backlog and are particularly pleased our new build programme is progressing well so we can address the increasing demand for our offshore support vessels.

In addition to our regular articles, this issue of Jack Flash includes a feature about DPII moves, a close look at transformer and turbine installations, a piece on past (and future) Enterprise, Endeavour and Endurance ‘ships’ and a brief history on Gulf pearl fishing. There’s also an interesting story about one of our drivers at our Abu Dhabi office.

I would like to thank all at GMS and here’s to a productive 2014.

Duncan Anderson

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New Website

We’ve launched a new website; same address: www.gmsuae.com

Please do take a look for more information on GMS.

Diary Date

GMS is participating in a number of international exhibitions, with the next OTC Asia, in Kuala Lumpur, Malaysia: 25 – 28 March 2014.

Welcome to GMS

John Brown, Chief Financial Officer

GMS is pleased to announce the appointment of Mr John Brown. Mr Brown joined GMS in January 2014 and is a Scottish Chartered Accountant. Prior to joining GMS, he was Finance Director for nine years at Bowleven plc, a UK-listed oil and gas company. Mr Brown’s previous appointments include Finance Director for Thistle Mining Inc, a dual-listed Canadian gold mining company, Director at British Linen Advisers, and Finance Director for Paladin Resources, a UK-listed independent oil and gas exploration and production company.

Andy Holt, General Manager – North West Europe

Mr Andy Holt joined GMS in January 2014 as General Manager for North West Europe and is based at the company’s UK office. Prior to joining GMS, he was Operations Director and Board Member with SBS Marine Holdings Ltd and subsequently Viking Stay Ships (Holdings) Ltd group of companies where he was responsible for worldwide fleet operations. Mr Holt is a Master Mariner and holds a Master of Business and Administration. He has been an active member of the UK Chamber of Shipping OSV Panel and OSV Technical Committee and is currently a member of the steering group GIMO, the recognised industry best practice guidelines. Mr Holt is a Fellow of the Chartered Management Institute and Member of the Institute of Directors.
New build programme includes first S-Class

GMS has built on its strong foundations in the UAE to become the largest builder and operator of self-propelled self-elevating accommodation jackup rigs, not just in the Middle East, but also worldwide. The company recently announced a strategic new-build programme that includes the addition of a new design to its current fleet of nine jackups.

Four new vessels with dynamic positioning (DPII), capable of global operations in the oil, gas and renewable energy sectors, will be built at the company’s yard in Mussafah; the first, GMS Enterprise, is underway and will be ready for new contracts in quarter three, 2014. Three rigs will be a new S-Class jackup design. The S-Class will bridge the gap between GMS’ existing K-Class assets currently operating in the Middle East in water depths of up to 45m and equipped with 36 and 45 ton crane options, and its E-Class harsh weather DPII vessels currently working in the North Sea and suitable for worldwide operations in water depths of up to 65m and with 230 ton and 300 ton cranes.

The S-Class will have DPII and will operate in depths of up to 55m, however it will be a smaller and more utilitarian harsh weather barge than the E-Class. It will have 800 sqm of deck space, a 150 ton main crane, a 15 ton auxiliary crane, and will accommodate from 150 to 300 people.

Through its new build and renewal programme, GMS has ensured its fleet is the youngest and most sophisticated of global operations in the oil, gas and renewable energy sectors, will be built at the company’s yard in Mussafah; the first, GMS Enterprise, is underway and will be ready for new contracts in quarter three, 2014.

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Mr Anderson, adds: “The fact that we can build our vessels here in Abu Dhabi is absolutely key as this allows us to produce these sophisticated assets at lower than market prices. The state-of-the-art design and operational efficiency of jackup rigs like GMS Enterprise and the new S-Class means we can also offer cost-effective solutions to our clients. This, along with our excellent safety record, is what defines GMS.”

In addition to this, we’ve identified a need for a jackup that falls mid-way between the two classes we already provide, and have produced a modified Gusto design called the S-Class. We started work on the first of three new S-Class barges in November, GMS Shamal, and this will be ready for quarter two, 2015.”

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Build progress of GMS Enterprise

Our latest new build GMS Enterprise is progressing well. The hull was launched in China in December and she arrived at our quayside facility in Mussafah in February 2014, where the barge will be assembled.

To see more photos and a film of the launch of GMS Enterprise’s hull, visit www.gmsuae.com

Manning up for GMS Enterprise

Representatives from GMS traveled to the Balangar Technical Institute Association (BTIA) in Mookkannur, India as part of the recruitment drive for the company’s latest new build, GMS Enterprise. The visit was organised and led by Anu Abi, GMS recruitment officer, who was joined by colleagues Nicola Tiffin, HR manager; Saji Thomas, construction superintendent; Syed Ebrahim Kutty, project engineer; and Varghese Ambalathinkal, welding supervisor.

The BTIA’s Manpower Recruitment Division has been instrumental in finding suitable placement for thousands of skilled, semi-skilled, and unskilled youngsters, not just from Mookkannur and the surrounding areas, but from all over the state and was the ideal place for GMS to find a skilled labour force.

Mr Tiffin says: “We arrived at the BTIA in Mookkannur at 9am and were faced with 200 potential candidates. Our technical team interviewed each one to establish their skill set. Those who passed the initial interview were then tested on their abilities, which took around three hours. After this, our HR team interviewed the successful candidates to ensure they were legally able to work in the UAE and discussed salary details. The same procedure was carried out on the second day. We were able to recruit carpenters, electricians, fabricators, riggers and welders.”
Sports Special

For the love of cycling

The fast-growing cycling scene in the UAE has welcomed a new team for the 2013-2014 racing season, with Ride Bike Shop (RBS) and sponsor GMS joining forces to create Team Ride-GMS. Powered by Giant, the team of 12 aims to be a significant force in the UAE Cycling Federation race season, taking part in high-profile events such as the Tour of Sharjah, Dubai 92 and criterium races at Yas Marina F1 Circuit and Nad Al Sheba.

GMS has long been involved in Abu Dhabi and Dubai cycling as a team supporter, providing safety vehicles and other support to a number of groups, but this is the first time the company has moved up to title sponsorship.

CEO Duncan Anderson said the move reflected the enormous growth in popularity of cycling in Abu Dhabi and Dubai: “This is a natural evolution for GMS as a sponsor. Cycling has been booming in the UAE and this has been enhanced even further by the support of HH Sheikh Maktoum bin Rashid Al Maktoum for facilities such as the Al Qudra and Nad Al Sheba cycle tracks. As a UAE company we are always keen to help support healthy activities that benefit the whole community.”

You’ve got to take the rough with the smooth in Sharjah

Team Ride-GMS won the honour of being the top club team in the UAE in the 133km Tour of Sharjah race in November. Our team came eighth overall, being beaten mainly by national teams including the UAE and Algeria. We finished ahead of the other UAE club teams, and in front of national squads from Bahrain, India, Lebanon, Malta, Pakistan and Saudi Arabia.

It wasn’t all plain sailing, or perhaps that should be plain cycling! Team Ride-GMS had a string of bad luck, with team leader Jamie Lowden puncturing just 16km into the race, only to be rescued by the gallant Christopher O’Heam who sacrificed a wheel for his team leader. Paul Cheetham suffered four punctures, one of which brought him off his bike. He wasn’t alone, many others had punctures and it took about 80km for them all to rejoin the riders. Bruce Main was involved in a crash and while he escaped with light scrapes, his counterpart suffered a broken collarbone. Josh Longney suffered broken ribs. It was a tougher race than last year, as befits a UCI 2.2 category race, and much credit goes to the amateurs racing against the professionals and full-time athletes. In the end, four of our team of 12 crossed the line, with Ryan Christian finishing a very respectable 14th overall. Chapeau to all!

GMS Goings On

Team Ride-GMS Triumphant in Dubai – taking fastest male and fastest female titles

More than 1600 cyclists took part in the 92km Annual Spinneys Dubai 92 Cycle Challenge. They came from all over the world and included three-time Tour de France top-ten finisher Sean Kelly, and triple world mountain bike downhill racer Petra Wiltshire. However, none was as fast as our very own Team Ride-GMS cyclist Duncan Clarke, in the Elite race, who completed the course in an impressive one hour, 51.06 seconds. Another Team Ride-GMS competitor, Louisa Lobigs, was the fastest female finisher, with a time of two hours, 06.24.
GMS signs Al Wahda Football Club

Silver Sponsorship deal

GMS has become the official Silver Sponsor of Al Wahda Football Club, under the patronage of the Club’s President His Highness Sheikh Zayed Al Nahyan. GMS chief executive Duncan Anderson and club board member Mr Ahmed Al Rumaithi, signed the contract at the Grand Millennium Hotel in Abu Dhabi, next to the famous Al Nahyan stadium, home to Al Wahda Football Club.

When it came to finding a football team to back, Mr Anderson says Al Wahda Club, with its roots extending from the sixties, provided the perfect sponsorship opportunity. “We are a long-established Abu Dhabi company and wanted to sponsor a club with a strong heritage and a passion for success. As part of the UAE and its development, we also feel a sense of responsibility to the youth here and it was important to select a club that actively develops talented players and encourages the next generation to take up this great sport.”

“Al Wahda Club is a distinguished club and has an excellent youth policy; we felt we could work together in the spirit of partnership to promote the camaraderie, discipline, fitness and team spirit the game provides. I’ve been a football fan all my life and I know the Club has plenty of fans at GMS. We look forward to an exciting season ahead.”

Club board member Mr Ahmed Al Rumaithi said: “On behalf of Al Wahda Sports Club I would like to thank GMS’ chairman Mr Rashid Al Suwaidi, chief executive officer Mr Duncan Anderson and GMS’ directors for their generous Silver Sponsorship of our Club. We extend a warm welcome to everyone at GMS.”

GMS Cricket Club

GMS has sponsored the formation of its very own cricket club, the GMS Stars. The majority of players are GMS staff and the team will be playing in various tournaments throughout the season, including the President’s Cup. GMS Stars are pitching their talents against a variety of teams, ranging from those in the oil and gas sector, including ADMA-OPCO, ADNOC, ADCO, ADGAS and Schlumberger, to others in aviation such as Etihad Airways, banking with ADIB, hospitality including the Novotel and health-related companies such as Al Noor Hospital and the Health Authority.

Mohammed Antar, support services director at GMS, says: “It’s our policy to encourage sport and its associated health benefits to our staff and to those living in the regions in which we work. GMS is delighted to support this excellent staff initiative; we have some very talented players. We are particularly pleased to be part of the Abu Dhabi cricket scene. Good luck to all cricketers.”

Results

Four out of five matches won so far

December 2013: GMS Stars v Al Bostan Club – Novotel Hotel
GMS Stars scored 102 for the loss of three wickets in ten overs. Al Bostan Club – Novotel Hotel scored 96 runs for the loss of four wickets. The man of the match was GMS Stars’ Muhammed Qasim for his 54 runs not out innings.

December 2013: GMS Stars v Al Bostan Club – Novotel Hotel
GMS Stars scored 116 for the loss of eight wickets in 15 overs. Al Bostan Club – Novotel Hotel scored 140 runs. GMS Stars’ Muhammed Qasim was again the man of the match with 90 runs not out and for two important wickets.

January 2014: GMS Stars v Schlumberger
GMS Stars scored 108 for the loss of five wickets in 20 overs. Schlumberger scored 109 runs for the loss of seven wickets.

January 2014: GMS Stars v Moonrise Electro Mechanic
Moonrise Electro Mechanic scored 17/0 for the loss of three wickets in 20 overs. GMS Stars scored 171 runs for the loss of eight wickets. The man of the match was GMS Stars’ Mubashir Kunnumpurath for his 55 runs innings.

January 2014: GMS Stars v Adib
Adib scored 133 for the loss of nine wickets in 20 overs. GMS Stars scored 135 runs for the loss of four wickets. The man of the match was GMS Stars’ Asad Aziz for his 46 runs innings and outstanding bowling spell of four wickets in four overs.

Walking the walk

Each year, GMS employees take part in Walk UAE at Yas Marina Circuit. The event in November is a key part of Imperial College London Diabetes Centre’s Walk for Life campaign, “Diabetes-Knowledge-Action”, under the patronage of Her Highness Sheikha Fatima bint Mubarak, which encourages people to take up regular walking as part of a healthy lifestyle. By adopting a balanced diet and taking a 30-minute brisk walk and/or exercise each day, conditions such as diabetes can be managed or even prevented.

The event offers two courses: 3km and 5km.
Fleet Round Up

GMS Endurance into her second year with ConocoPhillips

GMS Endurance is now into her second year on contract to ConocoPhillips in the Southern North Sea where she is providing support to the company’s Asset Life Extension Project. Dennis Pedersen, chief operating officer at GMS, says: “We are seeing a great demand in brownfield sites where there is a need for accommodation facilities and well services on maintenance projects at older platforms. Our current project with ConocoPhillips is a prime example and is precisely what we built the rigs for; this demonstrates how well our jackup concept works.”

GMS Endurance entered into its second year with ConocoPhillips in the Southern North Sea, providing support to the company’s Asset Life Extension Project.

GMS Endurance helideck team on operations for ConocoPhillips, Southern North Sea.

GMS fleet world operations

Contract extension confirmed for Atlas

UAE-based OPCO Bunduq declared in December its option to take its contract with GMS’ anchor handling tug supply vessel Atlas for a further 12 month period.

The vessel commenced its charter in May 2013 and has been providing drilling materials and project supply, as well as undertaking rig moves in offshore Abu Dhabi. Atlas has incurred no unscheduled downtime to date under this contract, carrying out her operations efficiently for the client.

The vessel and crew were commended earlier in the charter for responding to a distress call from a stricken barge in the SATAH field during a period of high winds and rough seas. An accommodation work barge was adrift and heading towards an installation in the field; Atlas successfully secured and towed the barge, with her crew of six personnel, clear of danger.

Duncan Anderson, chief executive at GMS, says: “Atlas has performed well and her crew has demonstrated exceptional skills and expertise while on operations in the Abu Dhabi oil fields. We are delighted her contract extension has been confirmed and will continue to work in the spirit of partnership with our valued client.”

Special recognition for Atlas from Bunduq

Readers will recall we reported on Atlas’ dramatic rescue of the drifting barge, owned by an Egyptian company, in the previous issue of Jack Flash. The captain and crew were delighted to be awarded a certificate of appreciation from the Zakum Development Company. This was followed by another award in December when Atlas received a Bunduq 2013 Annual HSE Special Recognition Award.
GMS enjoyed a busy show on and off-stand in Aberdeen in September.Jamie Taylor, GMS HSE manager, participated in a careers presentation ‘Energy Your Future’ to a packed auditorium of pupils aged around 17 years and seeking careers in the industry. Mr Taylor was interviewed by Kirstin Gove, a PR and media consultant who previously worked as a broadcast journalist and presenter for STV (formerly Scottish Television). Pupils from local schools then visited the GMS stand where they learnt about the company’s business and the diversity of careers available.

ADIPEC Abu Dhabi, UAE

There was no missing our eye-catching elevated jackup stand at ADIPEC in November, with GMS attracting local and international clients.

EWEA Offshore Frankfurt, Germany

GMS has been increasing its presence in the offshore wind energy sector, working on turbine and transformer installations. In November, the company showcased its capabilities at the European Wind Energy Association exhibition in Frankfurt.

Next, GMS will be at the Offshore Technology Conference Asia, Malaysia, 25 – 28 March 2014
Special Recognition for Keloa Master

Captain Yevgeniy Fedotov, barge master of GMS jackup Keloa, was awarded special recognition for his good work by ADMA-OPCO. In a letter to GMS Operations, ADMA-OPCO representative Yousei Salem said: “I found Captain Yevgeniy to be an extremely conscientious individual who always performed his duty to the highest of standards... He also deserves appreciation in dealing with the barge administration with regard to implementing ADMA-OPCO standards and international maritime procedures...”

Linda Murray, human resources director at GMS, says: “This is a great acknowledgement Captain Fedotov, congratulations. Thank you for your dedication to ADMA-OPCO and the crew of Keloa, and for your commitment and contribution to GMS.”

Safety Man of the Month

We recognise that our biggest assets are our people and believe recognition for outstanding service is important. GMS employees are rewarded for their commitment to HSE through our ‘Safety Man of the Month’ awards scheme. This award is presented to any GMS staff members (office, yard, crew, onshore, offshore) who demonstrate exceptional dedication to maintaining the highest possible HSE standards. Congratulations to Captain Mike Koval (above), master of GMS Endurance, our December 2013 Safety Man of the Month.

Dolwin Alpha Project (transformer installation)

Recent projects include a contract with ABB to support the installation of a transformer sub-station offshore Germany in August 2013.

The Dolwin Alpha HVDC transformer sub-station has been built and installed by ABB and will be operated by Tennet. It will be linked into Trianel Borkum-West II offshore wind park. GMS Endavour was contracted to carry out a three-phase operation to support the transformer sub-station installation. This involved two mobilisations and four moves in three months.

The vessel has a 230 ton crane, 1034 sqm deck space and two mobilisations and four moves in three months.

Focus on turbine and transformer installations offshore UK and Germany

GMS has a strong record of delivering its dynamic positioning (DPII) jackups to clients in the renewables sector, including ABB, Siemens, Statoil and Vestas.

Sheringham Shoal (turbine installation)

In 2011, the company’s E-Class DPII jackup GMS Endeavour installed more than 50 wind turbines at the Sheringham Shoal wind farm off the coast of Norfolk, in the UK. Working out of Great Yarmouth, each load GMS Endeavour carried consisted of two Siemens 3.6MW turbines split into blades (each being 52m), turbine towers (lower and upper combined height of 80m) and nacelles for installation. The project was completed over a 13-month period, which, even allowing for weather downtime in an area specially chosen for its consistent winds, is an average of one turbine per week.

Case Study: Dolwin Alpha transformer sub-station project

Phase One - Mobilisation 1

The initial scope of work was to provide a working deck and cranes for preparing the jacket foundations for the Dolwin Alpha transformer sub-station. This involved:

- Lifting and fastening on deck three steel platforms, six standard 20-foot containers and some scaffolding items.
- Transit and positioning of jackup alongside DW1 jacket structure (West).
- Lifting the platforms on horizontal bracings.
- Positioning of the gangway to the platform.
- Lifting of containers to the platform.

GMS Endeavour mobilised out from Keppel Verolme’s yard in Rotterdam and undertook the journey of 180nm to the Dolwin Alpha platform in under 30 hours. Once inside the 500nm zone of the platform, GMS Endeavour was positioned and jacked up, with the gangway connected, in less than six hours.

Phase Two – Temporary Living Quarters Mobilisation

The scope of work for phase two was to provide hotel and crane services for the client, in order to begin the commissioning of the Dolwin Alpha transformer station. GMS Endeavour’s gangway was fully utilised for personnel and supplying services such as power, water and PA/Alarm systems.

Upon completion of works on the jacket, GMS Endeavour returned to Eemshaven to prepare for the second mobilisation, which was the fitting and commissioning of ten containerised temporary living quarters interfaced to GMS Endeavour services on the main deck.

The vessel returned to Dolwin from Eemshaven, completing the 46nm transit in less than seven hours; by this time the lifting of the Dolwin Alpha transformer had been completed by Hereema’s heavy lift vessel, Thialf. The unit was once again positioned quickly and precisely with no support vessels.

Phase Three - Demobilisation

GMS Endeavour then left the Dolwin Alpha site and proceeded to the next project; Borwin Beta with Siemens. During this subsequent contract period, GMS Endeavour’s large operating criteria enabled us to replace a non-propelled unit for a 180t winch lift on the Helwin Project.
Final pre-move checks will have been completed by the rig’s senior officers and recorded in the log book. The gangway is removed, the rig is secured for sea and deck personnel involved in jacking operations take their positions on the jacking houses.

The rig is then jacked down to 2.5m draught and watertight integrity is checked. All being well, the thrusters are started and dynamic positioning (DP) checks are completed. The legs are then cleared from the seabed by raising two opposite diagonal legs, while the remaining legs remain secured to the bottom, anchoring the rig in position with the weight of the vessel supported by buoyancy. Once one set of legs is clear, the other two are raised, all lines let go and the rig departs in dynamic positioning (DP) mode. Real time and forecast weather data will be collected and analysed.

On approaching the destination, communication is established with the Marine Coordination Center or Offshore Installation Manager of the installation, an estimated time of arrival is agreed and permission is requested to set up for the final approach and jacking operations. With the crew briefed and at their jacking stations, a final risk assessment conducted and the thrusters back in DP mode. Real time and forecast weather data will be collected and analysed.

The basis for any rig move in the North Sea is planning and adherence to robust procedures. Planning commences in the weeks preceding the rig’s departure from port.

Hydrographic, oceanographic and meteorological analysis will be conducted to ensure the rig can arrive safely on location and that we comply with SNAME 5.5A. Seabed type, tides, ocean currents and weather conditions all need to be understood and accounted for before the rig move procedure is agreed between GMS and the client. The final days leading up to departure are spent ensuring the rig is fully prepared for operations.

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A Moving Story
Special feature by Captain Dmitri Jafisov, master of GMS Endeavour

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GMS People

Investing in our People Leadership Training

Linda Murray, HR director at GMS, says: “With our ambitious expansion plans ahead, a priority for HR is to ensure we have a cadre of management who are skilled at leading themselves, their teams and the organisation. With this in mind, we have developed a new leadership training programme and the first workshop took place in September.” Around 20 middle and first level managers came together from across the organisation and highlights included a 360 feedback Belbin report that provided delegates with constructive feedback from their managers and peers on strengths and areas for improvement. A case study, led by GMS COO Dennis Pedersen, enabled some strong debate on operational excellence and areas for continuous development, and the launch of the GMS Leadership Indicators Wheel. The ongoing training programme provides an important foundation from which GMS will continue its management development journey, in line with our corporate requirements.

Onshore Business Awareness Sessions

GMS launched a bespoke business awareness programme in 2013 and a wide range of courses were held for staff throughout the year. Since the summer, courses/workshops, given by GMS directors and specialists, included sessions on Communications (internal and external), GMS New Build Programme, GMS Fleet Operations and Microsoft Sharepoint. Also integral to the programme were courses from our external training partners, including OHSAS 18001 Lead Auditor, IEMA International Associated Certificate in Environmental Management, ASET Marine Operations of Self-Elevating Platforms, Advanced Fire Fighting, Advanced First Aid, Excel for Beginners, Advanced Excel, Intermediate and Advanced Word, Advanced PowerPoint and Leadership Development.

Yard Inductions

GMS conducted yard inductions for 60 new employees (20 per day) in January. The inductions were in two parts, the first being classroom-based and the second being a practical ‘meet the specialist’ initiative. The latter involved the new employees being physically shown the safe working practices for carpentry, electrical, fabrication, lifting and rigging and welding works with the relevant supervisor/superintendent.

2013 also saw the roll out of an electronic document management system across all our fleet, enabling crews better access to management systems.

As part of our ongoing offshore training programme, GMS has invested in Seagull AS CBT for 2014. This leading computer-based training (CBT) system for seafarers worldwide offers a comprehensive library of training and onboard courses for regulatory compliance and improved seafarer knowledge. More than 30 CBT programmes are planned, and these will complement existing training initiatives.

GMS has also developed a training and competence management system to ensure our people get the right training for their job and are constantly developing their skills.
GMS driver Noufal Parachalil (aged 28) returned home to India in October for a very special reason; he knew this annual visit would be like no other. Everything had been planned down to the last detail and there was much excitement.

On 20th October, Noufal celebrated his wedding to Mufeeda (aged 20) in Kerala, Calicut, on the Malabar Coast, southwestern India.

The happy occasion was attended by 1300 guests and took around three weeks to prepare. Noufal and Mufeeda are Muslim and this was an arranged wedding. Noufal says: “I met Mufeeda just once and only for about ten minutes. I trusted our respected parents to make a good match for us. We are both very happy and we are looking forward to spending the rest of our lives together.”

Speaking of his time with GMS, Noufal says: “I have been fortunate to have been given opportunities to progress my career at GMS. I enjoy my job very much. I like driving, the work is always varied and I have certainly got to know Abu Dhabi and other areas in the UAE.”

Looking to the future, Noufal is keeping his options open. “My wife is currently studying a Bachelor of Commerce degree; when she has completed this, in around three years, she might join me in Abu Dhabi. Alternatively, I might decide at that time to return to India and open my own business. Of course, we also hope we will be blessed with children.”

Mubarak! Many congratulations on your marriage Noufal and Mufeeda.

Not Just Black Gold

Pearl fishing in the Gulf

GMS is privileged to be operating its jackups in offshore locations famous for more than oil and gas. In the Middle East, the waters also surrendered some of the most sought-after pearls in the world. Gold, precious stones and Gulf pearls were foremost in the mind of Nicoló da Ponte, Doge of Venice, when he dispatched his state jeweller, Gasparo Balbi, on a voyage to the Oriental Indies from 1579 to 1588.

The Gulf pearl oyster, known locally as qamashah, was world-renowned from early antiquity until its abrupt demise in the 1920s. Classical writers such as Arrian, Pliny and Theophrastus all recorded pearl-gathering in the Gulf; Pliny attested pearls from the region were specially prized in Roman society.

Demand for Gulf pearls steadily increased. By the 14th century CE Bahrain and Juffar (Ras al Khaimah) were the largest pearl centres in the world. Balbi produced a list of places inhabited or visited by pearl fishermen, including many of the small islands off the coast of Abu Dhabi, including Dalma, Djas, Sir Bani Yas, Qarnien and Zirku.

Harmuzi merchants from modern Iran travelled to both Bahrain and Juffar to buy pearls for onward trade by Portuguese merchants to India and Europe, a role later taken up by the British and Dutch East India companies. By the late 19th century, most of the Gulf’s pearls were shipped to Bombay (Mumbai), India and onwards to Afghanistan, China and Japan. Smaller pearl centres also existed in Alajan, Dubai, Sharjah and Umm al-Qiwain.

By the turn of the 20th century, the economy of every Emirate on the Arabian side of the Gulf was dependent to growing demand and the increasing price of pearls, as over time families moved to live and work permanently in the coastal settlements.

By the 1920s, cheap cultured pearls from Japan began to appear on the market. The Great Depression then struck, severely affecting the global market for pearls. By the end of WWII, the Gulf pearl market had completely collapsed and with it the livelihoods of more than 20,000 pearlers, associated dhow builders, merchants and tradesmen.
**What’s in a Name?**

GMS has three E-Class vessels, Enterprise, Endeavour and Endurance. We took a look at some other vessels of the same name.

**Enterprise**
Fifteen ships of the UK Royal Navy have been named Enterprise. The first, a 24-gun frigate and previously the French L’Entreprise, was captured and acquired by the Royal Navy in 1705. Currently, a multi-role hydrographic/ oceanographic survey vessel shares the name. The United States Navy also has a long record of Enterprises. In 1801, the first USS Enterprise fired the opening salvos of the first Barbary War as they fought the Barber pirates in the Mediterranean. The Enterprise was also to be the most decorated US Navy warship of WWII, having fought and survived numerous battles in the Pacific Ocean. The last USS Enterprise, launched in 1961, was also the world’s first nuclear powered aircraft carrier. She ended her service in 2012.

The name has also carried into space. In the late 20th century, the first space shuttle was named Enterprise; she is now on exhibit in the Intrepid Sea, Air and Space Museum, New York. In the 23rd century, the components for the starship Enterprise were built at the Starfleet Division of the San Francisco Navy Yard and were assembled in orbit, (probably due to lack of space to assemble in Mussafah due to GMS’ busy new build programme!

**Endeavour**
Eleven ships of the UK Royal Navy have been named Endeavour, the most famous being commanded by Lieutenant James Cook on his first voyage of discovery to the Pacific 1768-1771. He arrived in Tahiti in time to observe the transit of Venus across the Sun. The transit was also observed from Greenwich, London and the combined calculations enabled the Royal Society to measure the distance of Venus from the Sun and thereafter the other planets based on their orbits; all vital information to enable space exploration to begin three centuries later. Cook also discovered New Zealand and Australia. He stepped ashore at Botany Bay, modern day Sydney, and thought it rather a pleasant place to settle (a view not shared by the 165,000 convicts shipped there from Britain over the next 80 years!)

In 1992, the space shuttle Endeavour carried the first female African-American astronaut into space. Endeavour made her final mission to the International Space Station in 2011. In all, she flew 122,853,151 miles and spent 299 days in space.

Four starship Endavourses served the Federation in the 23rd and 24th centuries. The Federation wanted to categorise Endeavour as a self-propelled jackup starship, but GMS’ objections led to her being re-categorised as a rather dull sounding ‘explorer multi-function vessel’. In 2371, Enterprise suffered a warp core breach in the engine room hull and had to emergency land on Meridian III, doing no good whatsoever to its LTI record.

**Endurance**
Sir Ernest Shackleton led the Imperial Trans-Antarctic expedition to Antarctica 1914-1917. Disaster struck when his ship, the Endavour was crushed by pack ice. Survival depended on reaching South Georgia, some 800 miles away across the ice and the stormy Southern Ocean. In what became the stuff of boys’-own legend, national pride, movies and leadership case studies, Shackleton managed to save his entire crew.

Two ships of the UK Royal Navy have shared the name Endurance; both were ice patrol ships serving in Antarctica. The last Endurance has recently been sold for scrap. The USS Endurance was a coastal minesweeper during WWII. The NASA space shuttle programme shut down before an Endurance might have been built. It would be another five centuries before the starship Endurance would serve the Federation. Crewed by Sprirans, Humans, Romulans, Klingons, Tellarites and T'karans, she was last seen leaving our galaxy “to boldly go where no man has gone before” (Captain Kirk). Let’s hope her 17 type-XIII phaser arrays; six torpedo launchers, deflector shield and ablative amour keep her safe; rather worryingly she has no DPII.

Duncan Anderson, GMS chief executive, presented no fewer than nine Oscars to staff at the annual Christmas party, in recognition of their exceptional contribution to GMS.

GMS Oscar winners with CEO Duncan Anderson. L-r: Muhammad Waqar, housekeeper; Muhammad Rauf, driver; Duncan Anderson, CEO; Dawn Marie Ecuacion, HR Advisor; Elvira Faeldion, project accountant; Jaime Sistona, electrical engineer, operations.

Mubashir Kunnumpurath, office boy
Benjamin Neal, competency and training superintendent
Shermaine D’souza, operations officer
Siyad Ebrahim Kutty, project engineer

**Beautiful Bouncing Babies**

Congratulations to all staff with new additions to the family.

James Neal, son of Benjamin Neal, GMS competency and training superintendent, and his wife Meermi.

Muhammad Faq Najam, son of Najam Saqib, GMS crew recruitment coordinator, and his wife Huda.

Keon D’souza, son of Shermaine D’souza, GMS operations support officer, and her husband Savio.

Special note: The birth of Shermaine and Savio’s four year old daughter, Kiara (also pictured) was announced in the first issue of Jack Flash in 2010.
Gulf Marine Services

Our assets are engaged in a wide range of services throughout the total lifecycle of offshore oil, gas and renewable energy activities.

Our major services include:
- Enhanced oil recovery
- Diving support activities
- Drilling support, completions and testing
- Platform construction, hook up and commissioning
- Platform restoration and maintenance
- Well abandonment and decommissioning
- Well intervention and workover
- Wind turbine installation and maintenance
- Accommodation barges
- AHTS vessels

Contact: +971 2 502 8888 / gmsauh@eim.ae

Vessels
K-Class – Kamikaze, Kawawa, Keloa, Kikuyu, Kinoa, Kudeta, Naashi
S-Class – GMS Shamal (2015)
E-Class – GMS Endeavour, GMS Endurance, GMS Enterprise
Accommodation & Maintenance Barge – Khawla
Anchor Handler – Atlas, Helios