

JULY 2010

currents

NEW DEVELOPMENTS IN SYNTHETIC ROPE TECHNOLOGY

In this edition:

THE SAMSON TEAM SHARES STORIES

*With customs and strikes,
there's never a dull moment
for these guys.*

THE BRATT IS READY FOR DUTY

*Equipped with Quantum-12,
the BRAtt debuts at
ITS, Vancouver.*

SHAKE HANDS WITH AMSTEEL®-BLUE

*Samson keeps it easy for the
Cascade and Chinook projects.*



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THE STRONGEST NAME IN ROPE

The Samson Advantage: All in a Day's Work, Part II

Our field-service representatives are a group of professionals, from application engineers to technical sales managers, dedicated to ensuring that the rope you rely on every day performs at its best for the long term. This is the second in a two-part series describing some of the experiences our team has had out on the water with our customers.

I was on a gas tanker anchored outside the harbor in Barcelona one time. Everything about the job went well, but as I waited for a supply boat to take me back to shore, an alarm went off. As I started to go upstairs to the bridge, the captain came running down, yelling at me to go into his office and wait there: there was a fire onboard! I sat in his office and started to get really nervous. I was thinking to myself, "This is it. This is how it will end: blown up on a ship in the Mediterranean Sea." So, here I am, reflecting on my life (asking for forgiveness), and in walks the captain, mad as can be. He slams his hat down and tells me that a crewmember saw the fire in the incinerator room, and pulled the fire alarm. There's supposed to be a fire in there!! With all the commotion, I missed my transportation and had to wait another few hours to get off the ship. When we got to the harbor, the fishermen had gone on strike and were about to block the harbor entrance. The pilot of the supply boat was able to talk them into our passage, but I later heard the harbor was shut down for two weeks.....we were the last vessel through!!



Justin Gilmore, Engineering Manager

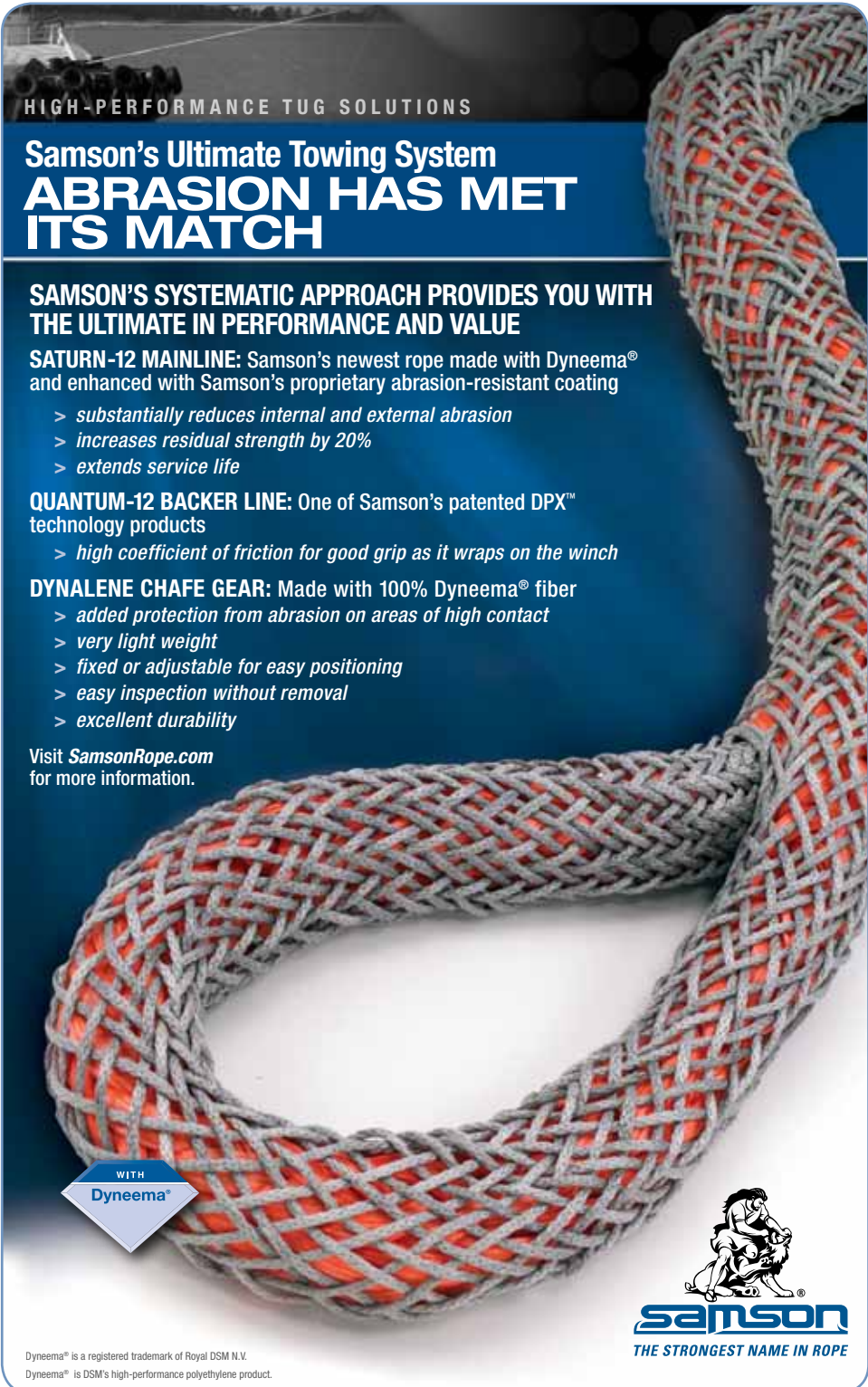
Two of us visited a ship-assist customer who needed instructions and crew training on DC Gard installation for 12-strand tug lines. The weather was hovering around 105° with no cool breeze in a rough neighborhood. All but one crewmember said it was too hot to work so they stayed in the tug. The three of us set to work while our rental car was parked on the pier next to the tugs. We kept it running with the air conditioner on high for breaks, during which we wrapped our heads in frozen towels we brought from the hotel and kept on the tug. We kept all our belongings, including passports, computers, and wallets, in the car and kept an eye on it so it wasn't stolen. When we finished the installation, the captain wanted us to install DC Gard on another tug. Although unplanned and miserable, we obliged. After about 45 minutes, I glanced over at the car and was surprised to see we were about a mile away! I asked the captain take us back because my colleague had a flight in a couple hours and the car was unattended and running. The captain was not concerned and said "We have a ship-assist job. We'll be back in a half hour." When we returned an hour later, the car was still running and cool inside. I have since learned to ask before I board a vessel, if it is leaving, and if so for how long to which the standard answer is always "about a half hour."

Doug Looker, Sales Manager



I was flying out of Houston to Trinidad, for a ship inspection. The ship was going to be in Point Fortin, Trinidad for only one day so I had to be there on time. I flew from Seattle early in the morning to arrive in Houston for the only connecting flight. Unfortunately, the FAA had a computer glitch that delayed a bunch of flights that day. There I was, stranded in Houston trying to call the sales manager to see if the ship was leaving. I figured I would just have to go back to Seattle the next day. Fortunately, the ship was running a little late at Point Fortin so I could make it. The next day, I arrived onboard at about midnight and immediately went to work until 8 AM the next day. After only 8 hours of work, I left the ship and flew home. That was 28 hours of travel for 8 hours of work, and no sleep for two days.

Dylan Dundas, Sales Support Technician



HIGH-PERFORMANCE TUG SOLUTIONS

Samson's Ultimate Towing System ABRASION HAS MET ITS MATCH

SAMSON'S SYSTEMATIC APPROACH PROVIDES YOU WITH THE ULTIMATE IN PERFORMANCE AND VALUE

SATURN-12 MAINLINE: Samson's newest rope made with Dyneema® and enhanced with Samson's proprietary abrasion-resistant coating

- > *substantially reduces internal and external abrasion*
- > *increases residual strength by 20%*
- > *extends service life*

QUANTUM-12 BACKER LINE: One of Samson's patented DPX™ technology products

- > *high coefficient of friction for good grip as it wraps on the winch*

DYNALENE CHAFE GEAR: Made with 100% Dyneema® fiber

- > *added protection from abrasion on areas of high contact*
- > *very light weight*
- > *fixed or adjustable for easy positioning*
- > *easy inspection without removal*
- > *excellent durability*

Visit SamsonRope.com for more information.

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Dyneema®



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Dyneema® is a registered trademark of Royal DSM N.V.
Dyneema® is DSM's high-performance polyethylene product.

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NEW DEVELOPMENTS IN SYNTHETIC ROPE TECHNOLOGY



AmSteel®-Blue Used in Wet Handshake at Cascade and Chinook Fields

Installing two pumping stations and two manifolds at Petrobras's Cascade and Chinook fields in the Gulf of Mexico in excess of 2,500 meters was accomplished with a "wet handshake" and Samson's AmSteel®-Blue fabricated into lifting slings for the operation. Technip was the contractor, and *Deep Blue* was the installation vessel used during the deepwater installation, completed in August of 2009. The project is among the deepest subsea installations in the Gulf of Mexico, and marks the first use of a floating, production, storage, and offloading (FPSO) unit in U.S. waters.

SWOS worked with Technip's design team to develop a synthetic solution, not only for the sling, but also for the custom chafing gear and the project specific ROV handling slings. Close contact with the design team early in the planning phase of the project was paramount to ensuring sling compatibility with the existing hardware on Deep Blue.

While formulating installation procedures, Southwest Ocean Services (SWOS), a Samson master distributor located in Houston, Texas, and Samson's offshore technical sales team were in contact with the operations and installation team at Technip, who intended to use the wet-handshake technique to transfer loads from *Deep Blue*'s overboard crane to the A&R winch in the moonpool and to the seafloor. Since the handshake was to be accomplished with ROVs, the use of wire rope slings would have presented many rigging and handling issues due to the weight and stiffness of the wire.

Samson's AmSteel®-Blue, a high-strength, lightweight Dyneema® fiber rope was used to fabricate the slings. AmSteel®-Blue is as strong as wire ropes the same size, yet is neutrally buoyant or slightly positive in seawater, making handling by ROV a simple matter with a minimum of power. SWOS fabricated the slings to Technip's specifications from existing stock, and were able to maintain Technip's tight delivery schedule. The 3-5/8" (88-mm) diameter AmSteel®-Blue was spliced into grommets 50 meters in length. Both eyes of each sling were fitted with Samson's DC Gard high-performance chafe gear, with two small-diameter-ROV-handling grommets made from 1/2" Samson Quik-Splice, and a polypropylene rod inserted into the eye section of each small grommet. This resulted in a rigid-eye section with positive buoyancy perfect for capture by the manipulation arms of an ROV. A total of 16 slings rated at 190-metric-ton working loads were fabricated and tested for the installation of four hardware packages and four suction piles.

At the time of the installation, the subsea hardware arrived via barge, with each of the hardware packages and suction piles prefitted with two high-performance synthetic slings. *Deep Blue*'s 400-metric-ton outboard crane was used to lift the hardware packages using one of the two attached slings. The hardware was lowered to 100 meters, where an ROV captured a special grommet attached to the second lifting sling and ferried the eye of the sling to the hook of *Deep Blue*'s moonpool A&R winch. With the load transferred to the A&R winch, the sling was freed from the hook of the outboard crane and the hardware lowered to the seafloor for installation. The wet handshake was complete.

After this installation was finished, these slings were inspected, proof loaded, and recertified at Southwest Ocean Services' Houston facility, then returned to Technip for use in future critical installations.



The use of a high-strength, neutrally buoyant sling was a must for this stage in the process. The hand-off from the 400-metric-ton overboard crane to the A&R winch was simplified with the help of the AmSteel®-Blue grommets. The foundation piles, pump stations, and manifolds were all prerigged before the over boarding process.



Samson takes the **HEAVY** out of heavy lift slings

LIGHTWEIGHT PLUS FASTER, SAFER, AND MORE EFFICIENT

Heavy lift slings made with Samson lightweight, high-strength, high-performance synthetic ropes are proven to make complex installations more efficient and a lot safer. Hookups are generally faster, requiring no additional handling equipment.

Neutrally buoyant, flexible slings make ROV handling much easier and faster, requiring less power to manipulate. Best of all, they typically outlast cable-laid slings or other synthetics by a wide margin.

For more information and product specifications visit SamsonRope.com/Offshore



CASCADE/CHINOOK SUBSEA INSTALLATION SLINGS

Early in the design phase, while formulating installation procedures, Samson and Southwest Ocean Services (SWOS) were in contact with the operations and installation team at Technip. Since the "handshake" was to be accomplished with ROV's, the use of wire rope slings for this phase of the installation would have presented many rigging and handling issues due to the weight and stiffness of the wire. SWOS worked with Technip's design team to develop a synthetic solution, not only for the sling, but for the custom chafe protection and the project-specific ROV handling slings.



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Dyneema® is a registered trademark of Royal DSM N.V.
Dyneema is DSM's high-performance polyethylene product.

HEAVY LIFT SLINGS | WINCH LINES
| WORKING LINES | TETHERS

BRAtt Equipped with Quantum-12 to Train New Tug Operators

The towing industry is facing what could be a crisis with fewer new tug operators entering the field and seasoned operators retiring in the next several years. The situation is further complicated by the fact that training new operators requires them to gain hands-on experience. The Burchett-Robert Allan training tug, or BRAtt, is a collaborative effort between Burchett Marine Inc. and Robert Allan Ltd., designed to help with the second part of this conundrum.

The 26-foot long, 450-horsepower BRAtt features most of the same technology and operating systems as similar full-sized Z-drive tugs, so operators can be trained to handle the more expensive and larger tugs.



The 26-foot long, 450-horsepower BRAtt features most of the same technology and operating systems as similar full-sized Z-drive tugs, so operators can be trained to handle the more expensive and larger tugs that have become common in the world's major ports without putting those major assets at risk and without taking revenue generating tugs out of service for training purposes. The cost of training operations is also reduced due to the lower vessel cost and because no additional crew are required to participate while an individual trains. Training can take place much faster and more effectively with an intensive skills-based process. Furthermore, if some yarding or harbor towing work is available, the BRAtt can be used as an active tug.

Samson Quantum-12 Onboard

The BRAtt was officially launched during the International Tug and Salvage Conference held in Vancouver, B.C., in May, 2010. Samson is proud to see Quantum-12 take residence as the mainline. Ron Burchett brought Samson onboard. "It's nice to have technical partners who are forward thinking when leading a project like this," says Mr. Burchett.

"Samson is honored to have been invited to participate in this unique opportunity," said Director of Sales Terry Crump. "Just like any towing environment, the student tug operator shouldn't be concerned about the performance of the towline. This is why Samson recommended Quantum-12. It's extremely strong and it grips better than standard HMPE towlines. Quantum-12 is perfect for this little BRAtt."

A flexible and easy handling 12-strand, Quantum-12 utilizes Samson's patented DPX™ technology, blending Dyneema AmSteel®-Blue and polyester to provide high strength, superior abrasion and cut resistance, and greater grip for use on winches, capstans, and H-bits than other high modulus polyethylene ropes.

"Quantum-12 is extremely strong...It's perfect for this little BRAtt."



For more information about the BRAtt, visit Robert Allan Ltd at ral.ca.



SAMSON IN ACTION *UPCOMING EVENTS*

MOORING

International Marine Purchasing Association
Exhibition and Conference
London, UK
September 15–16
Booth #4

OFFSHORE

Rio Oil and Gas
Rio de Janeiro, Brazil
September 13–16
Stand #33

NEWS FROM ANOTHER DIVISION

Strauss Retires, Moore Fills Position

After almost 20 years of service, Samson's industrial western regional sales manager Dave Strauss is retiring in June 2010. Strauss has served in both the recreational marine and industrial markets during his career.

David Moore has been hired to take over Strauss's territory. Moore has a bachelor-of-science degree in aerospace engineering and a master of business administration in marketing. His work in the aerospace and semiconductor industries has provided him with experience developing technical solutions for custom applications. Moore also has an extensive background in sales and product development.

Moore will be based in Portland, Oregon, and responsible for all sales activities in Western regional industrial markets, which include arborist, utility, entertainment, and mining.



David Moore takes over the industrial division sales for Samson.

BEHIND THE LION

Samson Racers Ski to Sea



THE BRAIDING BUNCH

From left, back row: David Krupka, Joe Mazzacano, Paul Murphy, Mike Geska, Dan Chappell. Front row from left: Jennifer Stack, Audra Ramerman, Rob Walston.



THE CUTTERS

From left: Mark Pederson, Steve Milton, Dylan Dundas, Amber Pitton, Greg Mozsgai, Don Pocus and Michael Ramirez. Not pictured, Casey Crozier.

Ski to Sea is a 90-mile relay race held in Bellingham, Washington, every year on Memorial Day weekend. The race encompasses most of the outdoor activities that people in the region enjoy: downhill skiing, cross-country skiing, running, road bicycling, canoeing, mountain biking, and kayaking. Teams begin at the top of Mt. Baker and relay through the course, ending up in the community called Fairhaven on Bellingham Bay. Samson has sponsored a team for years, but this year two teams participated.

Samson's veterans populated The Braiding Bunch team with Recreational Marine Sales Manager David Krupka skiing downhill, Market Research Analyst Audra Ramerman skiing cross country, Warehouse Supervisor Jennifer Stack running, Director of Purchasing and Chain Supply Paul Murphy road biking; Operations Analyst Dan Chappell and Mike Geska canoeing, Vice President of Finance Joe Mazzacano mountain biking, and Swing Shift Supervisor Rob Walston kayaking.

The Cutters were fondly called "the junior varsity" team because they came together for the first time as a team for Samson, though some members had participated in the event before. For The Cutters, Senior R&D Engineer Greg Mozsgai skied downhill, Cost Accountant Don Pocus skied crosscountry, Field Support Technician Dylan Dundas ran, Marketing Assistant and Tradeshow Coordinator Amber Pitton road biked, Application Engineer Mark Peterson and Field Support Technician Casey Crozier canoed, Demand Planning Analyst Michael Ramirez mountain biked, and Corporate Quality Coordinator Steve Milton kayaked.

Of the 33 teams in the corporate division, The Braiding Bunch placed 18th and The Cutters placed 29th. Congratulations to all the team members—Samson's proud of you!