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December 2006

Great Boats of 2006

On the Move

**Harvey Gulf International
Constantly Evolves**

Products

Pipes, Pumps & Valves



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On the Cover: Harvey Gulf International Marine's Capt. Rigobert Falgout of the Harvey Gulf tug *Invader* works the aft control station during the tow of a jack-up rig on the GOM. (Photo Credit: Don Sutherland)

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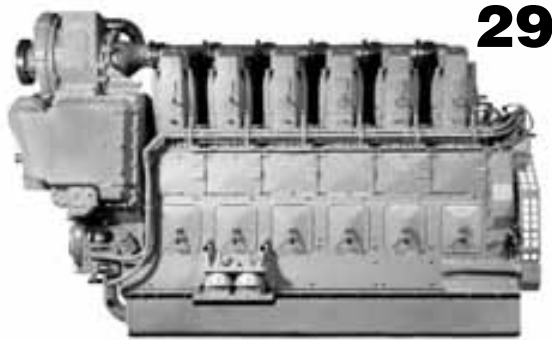
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At Harvey Gulf International Marine, the only constant is change, as the company continually evolves to serve the marine market. — by Don Sutherland

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Harvey Gulf International Changing with the Times

By Don Sutherland

By anybody's definition, a fleet of 50 vessels makes an impressive armada, and that's what brothers Dickie and Robert Guidry had by the 1970s, after taking the helm of Harvey Canal Towing, the company founded by their father. And by anybody's definition, that large collection of vessels — all inland towboats — represented a considerable growth, from the single model-bow tug the father, Numa Guidry, and his partners had started with in 1955. So what did the second-generation Guidrys do with their massive flotilla? They sold it, and went into a new line of maritime service.

You could read this as the beginning of a sort of tradition of Harvey Gulf International Marine. Besides being family-run, now by the third generation of Guidrys in a proudly hands-on spirit, the company has said the heck with the laurels, let's change as the times and the shape of the industry change. "Dad parlayed the proceeds from the sale of the inland towboats into three offshore tugs," says Shane J. Guidry, President and CEO, "so by 1972 there were one 3600 hp and two 4200 hp." From there

developed the current fleet of tugs. There are ten at present, rated from 9000 hp to 16,500 hp, and more on the way, configured for anchor-handling and other heavy stuff tugs do on the oil patch. Then, by 2000, "we could see that larger rigs and semi-submersibles were being built," said Mr. Guidry. Deepwater drilling had begun to develop in the Gulf during the late 1970s, but by the turn of the century was taking off as new technology improved its prospects. More and bigger rigs need more and bigger services.

"My family and I jumped right in with more new tugs, and our first supply vessels" — the 240-ft. Harvey Explorer and Harvey Provider, the 265-ft. Harvey Discovery which entered service in mid-2006, and the recently launched Harvey Spirit, a 280-ft. MPV (Multi-Purpose Vessel).

A new 16,500 hp anchor-handling tug is due next September, since "offshore towing and offshore supply are like one hand washing the other." Mr. Guidry points out that besides the "delivery truck" aura assigned generally to OSVs, there's plenty of other things they do well, too.

They can make great dive boats, or handle any other task requiring the stability of a 60-ft. beam and the utmost precision in maneuvering and positioning.

The Harvey Discovery adds a moon pool for divers and a 65-ton knuckleboom crane that was specially modified for its upcoming tasks. It would be used to put overboard various subsea production and service equipment, and to assist in repair of deepwater pipeline problems. It would launch and retrieve remotely operated vehicles, and be used with those vehicles in the inspection of pipeline routes. It would be used to install the umbilicals that power and operate the valves and production equipment that are part of subsea constructions, and it can still carry 8,800 bbl. of liquid mud and 8,000 cu. ft. of dry bulk mud or cement.

So Harvey Gulf's campaign for further growth is well underway. "There are nineteen new large semis and drill ships expected to come to the Gulf in the next few years," and Mr. Guidry expects to be ready for them. While a contract is always nice to have in hand when ordering a newbuild, the Discovery was the first of the Harvey

Clearly designed with crew well-being in mind, the 150 x 45 x 18.5-ft. Harvey War Horse, anchor-handling tug rated at 16,500 hp, shows-off its main work area as it glides into berth at Port Fourchon.

(Photo: Don Sutherland)



OSVs thus accompanied. Harvey Gulf built \$120 million worth of boats on spec. The decision proved sound to such a degree that shortly before we went to press, Mr. Guidry announced he'd ordered two more — a 290 for a five-year contract will come out late in 2008, and another 290 in 2009.

First-Class Everything

The Harvey OSVs are built by Eastern Shipbuilding, in Panama City. Naval architects Matt Kawasaki of Design Associates on the 240s, Aker-Kvaerner on the third and fourth boats, designed the portions of the vessel that amount to the shell, dealing with tonnage requirements, the space to carry the cargo, developing the lines of the vessel for the intended speed, estimating the horsepower required, designing the propellers, the rudders, developing the structural integrity of the boat to withstand the rigors of the envi-

“Offshore towing and offshore supply are like one hand washing the other.”

— Shane J. Guidry

ronment in which it'll work, and so on.

But the hands-on spirit of Harvey Gulf is evident here too, as features surrounding the amount of cargo to be carried, the accommodations for the crew, and the operability of the vessels were developed in-house. In those regards, said Mr. Guidry, “Jules Schubert and myself designed the boats from the keel up. Jules has seen every mistake everyone else has made, so we designed to avoid them.”

At a time of personnel shortages, crew comfort aboard is not an option. The Harvey Discovery, for example, has its own HDTV theater, with 15 padded, folding theater seats and a sound system to rattle the teeth. Of course, there are also times aboard when a lot of noise is exactly what you don't want.

“We designed a floating floor for

acoustical insulation,” said Mr. Schubert, “in the accommodation areas above the thrusters. The shape of the nozzles and the use of as large a tunnel as we dared put in the boat, enabled our use of a larger and slower-turning thruster, combining lower noise and greater thrust.” The thrusters are positioned as far forward and low in the hull as possible, to provide maximum leverage in turning the boat, and to keep them in the water in heavy sea conditions.

Also contributing to noise-reduction, and a degree of cost-reduction too, are three-speed operations for the thrusters. “Heretofore the engine was cranked-up to its maximum RPM,” said Mr. Schubert, “and the pitch adjusted to regulate thrust. As it exists on these boats, the actual speed of the thrusters can be set to match the conditions.”

Maximum noise level for the crew's sleeping areas above the thrusters is given as 75 decibels, and 50 db at the pilot house. “There are double handrails everywhere,” said Mr. Schubert, “real wide stairways, steppads that will be non-skid 30 years from now, good flooring — three times the cost of regular vinyl flooring — nonskid stuff that's great for the interior. On the exterior, we looked at things like the hatches that go over fuel tank or liquid mud compartments. Typically they're attached with nuts and bolts, which stick up above the deck on most boats and form a trip hazard. We had the shipyard bevel the hatches, and install flat-head screws. All of the timbered areas of the deck are very even, and don't present any trip hazards.” The galley is better appointed than many a small restaurant.

The vessels were ordered not from the yard with the lowest bid or the earliest promised delivery, but from the one initial meetings suggested would provide the most agreeable, effective working rela-

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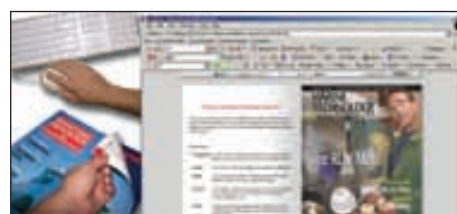
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Brought into service in mid-2006, the 265 x 58 x 18.5-ft. multipurpose DSV Harvey Discovery awaits orders while a Port Fourchon native frolics off the bow. (Photo: Don Sutherland.)

tionship. Harvey's Capt. Jake Stahl characterizes the relationship as more of a collaboration, with a sense of everyone building the boats together. "Jules would visit the yard periodically, to see if there might have been anything we missed, or something recent experience taught us we could do better. Anything we learned from the first boat, we'd incorporate in the second. We were willing to pay for any changes, particularly if they had to do with safety."

The easy relationship with Eastern Shipbuilding allowed for captains and engineers to get aboard "six months before the boats were launched, and begin their familiarization. So they could know their vessels the first day they went to work." With so much care and communication and attention to detail built-in and ongoing, Mr. Guidry today describes the boats as "Rolls-Royces."

Safe & Hospitable

"Considerations for vessel design," agrees Mr. Schubert, "started with creating a safe and hospitable workplace to operate in the marine oilfield environment, and progressed to a platform that enables these vessels to efficiently and safely transport maximum cargo volume and weight in minimum port facility water depths. The vessels' final evolution combines these attributes with electronic and mechanical innovations such as redundant dynamic positioning systems or DP-2, and an automated cargo discharge system which operates from the pilothouse, controlling liquid mud, dry bulk, diesel fuel,

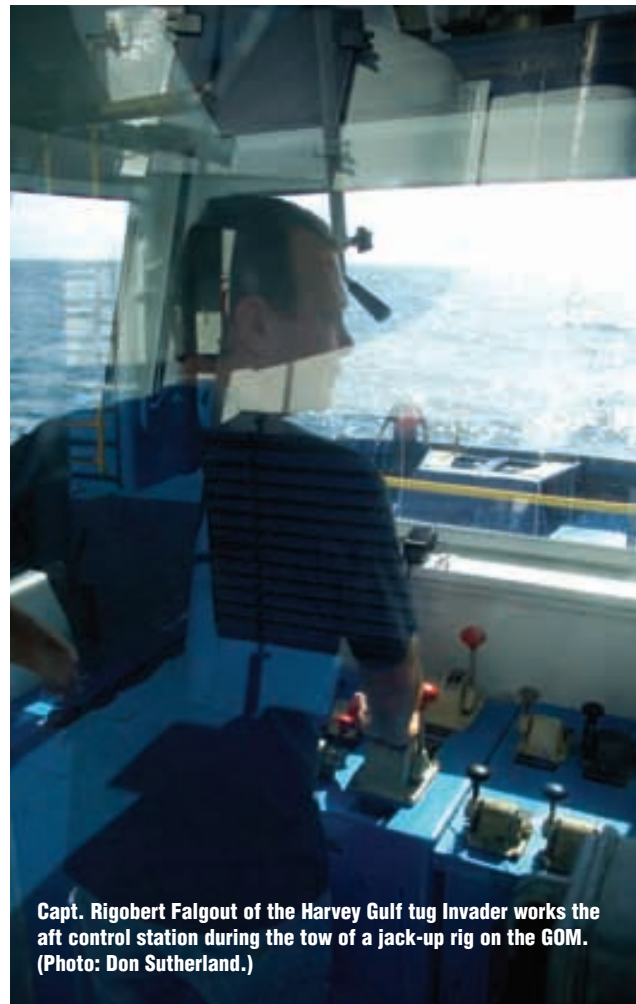
potable and drill water cargo."

A computerized tank level indicating system, with printout and e-mail capability, monitors the liquid mud, fuel, drill and ballast water tanks. The system is interfaced with a vessel stability program from which all cargo, including deck cargo, as well as loading, transport and discharge stability, can be monitored with maximum regard to vessel stability and trim.

Mr. Schubert drew upon his 42 years of marine operations experience, including 30 as a marine surveyor to the oilfield industry, invoking the knowledge of "every mistake" that Mr. Guidry spoke of. Mr. Schubert's company has "investigated the root causes of well over 10,000 individual marine accidents" including fires, explosions, sinkings, collisions, slip/trip fall accidents, materials failures, mechanical and electrical failures, deficiencies in construction or lighting, and a list of additional factors that make for a safe or unsafe ship.

"Our initial interior and exterior lighting plan was all Coast Guard and ABS approved," said Mr. Schubert, "but we ended-up doubling our interior lighting and increasing exterior lighting by 50 percent. If you can see something you won't fall over it, and if you can see that it's broken you can fix it."

It's been noted before that the cost of just about everything has gone up on the oil patch, partly due to last year's hurricanes and partly due to the economics of deepwater exploration. Anything that helps a vessel economize becomes a plus, and the integrated fuel management system in the Harvey boats works toward that



Capt. Rigobert Falgout of the Harvey Gulf tug Invader works the aft control station during the tow of a jack-up rig on the GOM. (Photo: Don Sutherland.)



Harvey Discovery's rescue boat, a six-man Norsafe, is routinely tested to ensure readiness for its mission. Here AB John Keller takes the high-speed craft around the waterways of Fourchon to prove its mettle. (Photo: Don Sutherland)

end. It constantly monitors the main engine fuel burn and calculates an efficiency factor based on such real-time operating conditions as speed. This allows the charterer to instruct the vessel to operate either at its most economical speed, assuming the voyage is not time-critical, or at maximum speed when time is of the essence.

Lower fuel consumption from the bow and stern thrusters while in DP mode, along with lower noise levels, are accomplished through a three-speed engine control, matching RPMs to environmental conditions at any particular time. The thrusters are direct-driven from their respective engines, in another bid for operating efficiency.

"Most of the thought behind re-engineering our thrusters," said Mr. Schubert, "was to reduce noise and vibration levels in the accommodations area of the vessel, directly over the bow thruster area. The fuel savings are a bonus for our customer."

Automation on the High Seas

The Harvey OSVs are equipped with automated cargo discharge systems operated from the pilot house. They control 196 individual valves and a dozen individual pumps operating the various fluid systems and the air compressors serving the bulk mud discharge system. The operator specifies which valves are to open or close and which pumps or compressor are to be switched on or off, whereupon the system generates a flow path on its monitor screen. Prior to complying with the operator's command, the system displays the consequences of the flow path, and requests approval. The elimination of spills and cross-contamination of products

is the fail-safe goal.

The procedure occurs in the pilot house, where the skipper is on-hand immediately to make any decisions about a cargo transfer operation.

The DP-2 designation generically specifies two of everything required to continue operating in DP mode, a redundancy factor correcting for the failure of any part of one of the DP systems. The Harvey boats add relative position sensors or "DARPS," and RAYDIST which permits the vessel to maintain station even with the loss of both primary satellite positioning systems. "More importantly," said Mr. Schubert, "it allows the vessels' D-P controls to 'sense' the actual location of the platform or floating drilling rig relative to the vessel." The dual rudders of the vessels can be independently positioned to enhance DP capability, improve response time, and reduce the required draft.

For all the automation, arrangements were made with suppliers and integrators to simplify taking back manual control of the vessel if required. "I've encountered a lot of accidents," said Mr. Schubert, "where the DP system lost one of the reference points, like the satellite, and the vessel started drifting away or into a rig. Usually the captain would have to manipulate seven different switches to go into manual mode — in an emergency situation it was really a heavy workload to do properly to take over control of the boat. We got it to where he has to manipulate only three switches to take back manual control of the vessel in the event of emergency."

The cargo deck of the 240s is equipped with 66 tiedown points, 88 on the larger boats, calculated to permit tying each piece of the load from an optimum position. While an objective of this design is

to reduce or eliminate cargo-related accidents on a deck bearing a load of hundreds of tons over a hull likely to be pitching in heavy seas, an additional design feature bound to find favor with crews is a "safe haven" on deck with multiple entryways — a place to hide if things get tricky on deck, made of three-eighths-inch steel plate welded to the underside of the upper cargo rail and to the deck.

There are smaller details to consider as well, since failure to consider them could make them anything but small. "I've seen so many fires," said Mr. Schubert, "associated with fuel lines or oil lines being attached to something that vibrates during the normal operation of a boat. So we went through all the brackets that hold oil filters or fuel filters, and verified that they would not vibrate. We'd verify that all the piping is really secured, and won't break

in the night because of vibration fatigue."

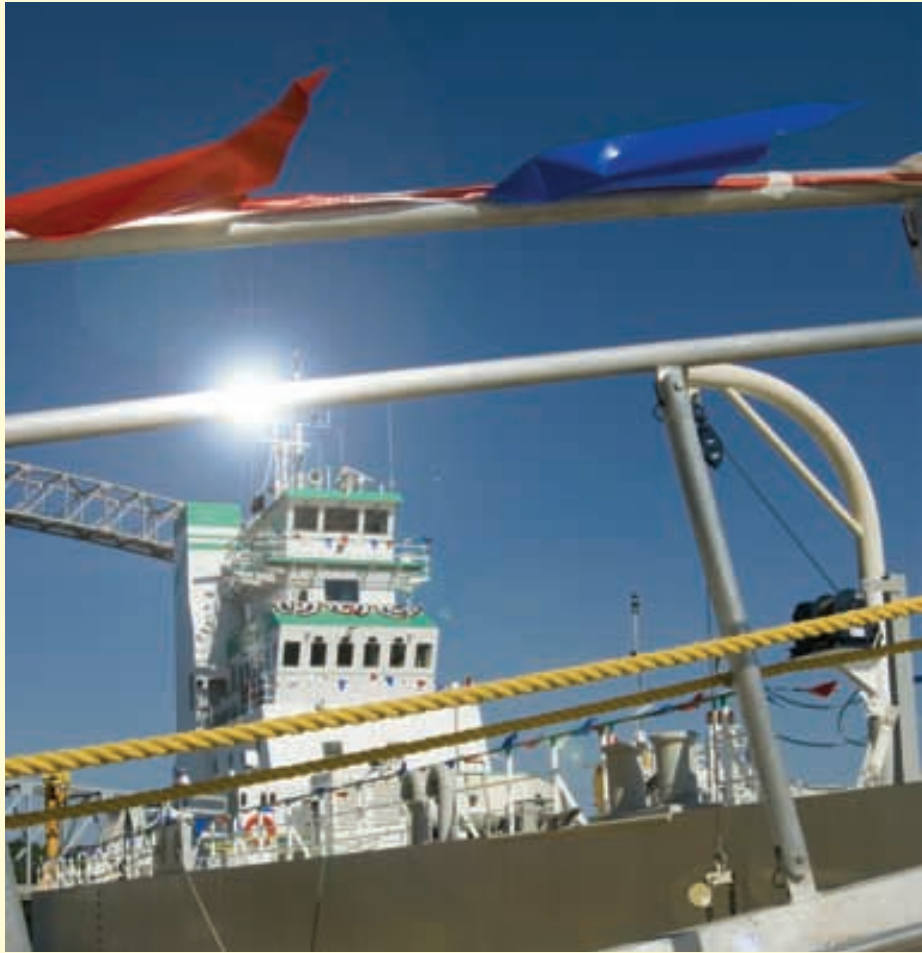
And because even the most automated vessel really isn't automatic, steps were taken to encourage everyone to be in the right place. "Dripless packing glands for the propeller shafts improve the engine room considerably," said Mr. Schubert, who also cited the attention given to engineroom ventilation "to make it more hospitable. The cooler things run, the longer they last — and the more people will go in to check stuff in there."

Did somebody mention traditions at Harvey Gulf International? "We haven't spilled a drop of oil overboard," said Mr. Guidry, "we haven't had an accident." That's pretty good going, considering maritime work generally and the special character of the Gulf. It's something the splendid Harvey Gulf supply boats appear calculated to uphold.

The 240x56x18.5-ft. Harvey Explorer, representing the first class of Harvey Gulf OSVs, is equipped with numerous in-house innovations to maximize comfort, safety, and efficiency. (Photo: Don Sutherland.)



Owner: American Transport Leasing Inc.
Builder: American Transport Leasing Inc.
Type: ATB



A bird's eye view of the Lafarge Innovation barge.

Lafarge added an ATB to its Great Lakes fleet. The Samuel de Champlain tug and Innovation barge were built and are owned by American Transport Leasing Inc., a subsidiary of Lafarge. The new vessel will transport cement and cementitious materials among 17 Lafarge facilities throughout the Great Lakes, including its terminal on the Cleveland waterfront. The new combination of the Samuel de Champlain and Innovation forms Lafarge's ATB. The first, the G.L. Ostrander tug and Integrity barge, went into service in 1996.

Owner: Harvey Gulf International
Builder: Eastern Shipbuilding
Type: OSV

Built at Eastern Shipbuilding, Harvey Gulf's Harvey Spirit was launched in July with an expected delivery date of December 2006.

Harvey Gulf's 280-ft. Class of OSVs are designed to have more clear deck space. With 202 x 52 ft., the vessels were designed to have more than any vessel of similar class and will offer 11,000 barrels of liquid mud, 12,000 cu. ft. of Bulk capacity and will be ABS Certified DP2.

Upon delivery, the Harvey Spirit will begin a charter with Gulf of Mexico operation.



The Harvey Spirit on blocks, during the launch and in the water.

