

navigator

customised marine support solutions June 2008



For further information please contact:

Tel: +971 6 5172222
 Fax: +971 6 574 9090
 or refer to our website
www.lammalco.com

FROM THE MD'S DESK

Firstly, I would like to extend my appreciation to the entire team at Lammalco for their welcoming reception after my return in April this year, and I want to congratulate you all on your achievements so far. I also wish to extend a very warm welcome to all the new joiners at Lammalco.



Group Managing Director Andrew Wilkinson with Personal Assistant, Ursula Perina. Ursula is the longest serving member of Lammalco with 30 years of experience, and combined they enjoy more than 57 years of service with the so far, I also Lammalco Group.

As we cross the 2008 mid-year point, the group continues to grow from strength to strength, with more emphasis placed on the importance of our people, as well as our increasing awareness of safety, health and environmental issues. At the Annual Group QA and HSE Management Review meeting convened in June, the team displayed an excellent commitment to HSEQ, and there can be no better examples of this than the recent outstanding achievement of '25 years without LIT' at the BP Hamriyah terminal contract, and this month's '4,000 tanker liftings without LIT' at Shell's PDO Terminal, Mina al Fahal.

Since the last publication of Navigator, Lammalco has entered the Australian

offshore arena successfully, with the most recent of our M Class, Lammalco Mallard, mobilising ahead of schedule and commencing operations off the North West shelf of Western Australia in March. My congratulations to everyone involved in this successful launch into our newest region, in particular to the crew of the Mallard for their commitment and dedication during the mob period.

The Lammalco regional teams are working well at mobilising our many new contracts, including amongst others, the YLNG marine terminal support spread for the 6.7 million tonne per annum export facility at Bal Haf in Yemen, and the FPSO support projects in West Africa.

During the first six months of this year, the Project Team will have taken delivery of three of our latest new-build vessels, with another 15 still under construction! Additionally, we are finalising strategy for four more new ASD vessels and will be placing orders in the coming months.

The year 2008 promises to be an exciting and demanding one. It is filled with challenges and opportunities, allowing us to continue to build on our existing strong platform for continued growth in the years ahead, as a global leader in the provision of marine support services to oil and gas terminals and ports worldwide.

Andrew C. Wilkinson, Managing Director

Contents

- Around the world → 2
 Operations in Sudan, plus contract with Total and entry into Australian waters
- Equipment and services → 3
 Dive intervention in Georgia, Middle East Workboats Exhibition and newbuild updates
- Safety and Training → 7
 Basic ASD tugmaster course and HSE card winners
- Inside news → 8
 New faces, promotions, sports and farewell

IN FOCUS

Truly versatile

Lammalco Maraw was tasked with changing some hose sections for the Dahlia FPSO offshore Angola. A task such as this involves risks, but it can be addressed if managed efficiently. Find out how she completed the operation successfully.

→ → → More on page 6

← www.lamalco.com →

← around the world →



Amid challenges

A look at the year gone by since Lamalco started operations at Petrodar's Marsa Bashayer II terminal in Sudan

On reflection, our first year in Sudan was challenging for us from day one. Our contract start-up coincided with the start-up of a new terminal. Needless to say, there were difficult times, but overall it has been a very rewarding experience.

To date we have loaded 78 tankers, and in the month of March 2008 we have had ten tankers on station with no delays or downtime. This has proved to be quite a milestone for Petrodar Operating Company (PDO) and they have regularly shown their appreciation to Lamalco for supporting them. We have a great working relationship with the PDO staff at Marsa Bashayer II terminal and have built some great relationships.

One of the major hurdles we faced was the flushing of the floating hoses after each tanker, due to the low pour point of oil, this problem was overcome by our Sharjah management team and the contract manager on site.

We are currently preparing for a Pipe Line End Manifold (PLEM) inspection in the next three months using mixed gas diving to a depth of 70 metres. Eventually we hope to secure a remotely operated underwater vehicle (ROV) on site to supplement the permanently stationed Lamalco supplied dive team.

One of our most important achievements is that we have had no near misses or injuries to personnel since the start up; this is due to the team's commitment to safety and overall welfare.

We operate in a remote location, so any equipment or spare parts we require needs

to be shipped to us either from Sharjah or Jeddah. So forward planning is most important. The nearest town is Port Sudan, but we can only find the very basic items there as the infrastructure is very poor.

Food has been a regular issue on site. One of the pilots came up with a good description of the food here – bang bang with rice. You can hear loud bangs from the kitchen in the early hours. It's the cooks hacking the meat into little bits, which they then fry and serve complete with the bones. Sometimes they even get it right, though they do by their best with what they have. Pilot Sagara and I have adapted to the situation by bringing dried foods from home and doing most of the cooking ourselves. We also scrounge fresh cheese and other items from the visiting tankers. We have also discovered a takeaway joint for pizzas in Port Sudan, which cannot compensate for Pizza Hut but does make for an occasional change.

There is not much here in terms of recreational facilities, so we make our own. I tend to do quite a bit of jogging in the bush, which is always interesting as you never know what you could bump into. So far I have come across camels, donkeys, wild dogs, scorpions and spiders, and on one occasion a nomadic tribesman.

Sudan is very different from what we take for granted back home, though it does make you appreciate the simple things in life.

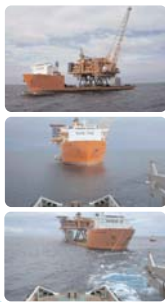
Contract Manager, Bashayer II terminal, Sudan

Lamalco hits Australian waters

Following Lamalco's first long-term marine support contract in Australian waters, contracted to Woodside Energy Limited, the company announced its arrival into Australia of the fourth of the current series of Lamalco APS-M-Class vessels. These vessels are designed specifically for FPSO support and have the inherent flexibility to provide additional multiple field support roles.

The early arrival of the Lamalco Mallard enabled this flexibility to be demonstrated to a new group of clients, with the Lamalco Mallard providing support to the Clough Aker Joint Venture in the installation of the topsides for the Angel project. The Lamalco Mallard, on behalf of Woodside, has been providing support and standby services for seismic work being carried out in an adjacent field. In addition to these two very distinct roles, she has been providing general field support with cargo runs and anchor handling, providing the mainstay of her work.

Feedback has been strong on the vessel design with her high power bollard pull in an azimuth configuration enabling excellent manoeuvrability with a significant deck area allowing charters welcome flexibility to cover both specific FPSO support and broader field support duties.



Contract with Total on track

The deal demonstrates Lamalco's position as a leading provider of turnkey marine solutions for major offshore terminal projects

In late 2007 Lamalco (Nigeria) Limited entered into an agreement with Total Upstream Nigeria Limited for a new contract for marine personnel services for the new Akpo FPSO field development project.

Once into production, the Akpo field development will become one of the largest deepwater FPSOs in the world. The FPSO, currently under construction in Korea by Hyundai Heavy Industries, will be situated in the Akpo deepwater block OML 130, permanently moored in 1,325 metres of water. Once up to full production, it will produce 225,000 barrels of oil equivalent per day, utilising a system of 44 subsea wells, and will have facilities for storing two million barrels. Oil produced will be 80 per cent condensate, offloaded from the FPSO, with the gas produced piped 150km to the Anemam AMP2 platform and then on to Bonny Island NLNG export facility.

Lamalco has been tasked with providing marine and logistics personnel throughout several stages of the project. In early 2008 the first phase of the contract saw a team of personnel, including marine superintendents, berthing and loading masters and crane

operators mobilising to the shipyard in Ulsan, Korea, for commissioning assistance for the FPSO's marine equipment and facilities, and for development of operation procedures.

The FPSO will leave the shipyard in June 2008, commencing a three-month tow to Nigeria. During this time several Lamalco personnel will remain onboard to continue commissioning and familiarisation with the onboard systems. During this time other personnel will join the Total project team in Nigeria.

Upon the FPSO's arrival in Nigeria in September 2008, it will undergo installation and hook-up during Q4, with a first oil date planned for late 2008.

Once the FPSO approaches production, Lamalco will deploy the full group of approximately 40 persons in some 20 different positions onboard to perform all marine and logistics operations required in connection with the FPSO operation.

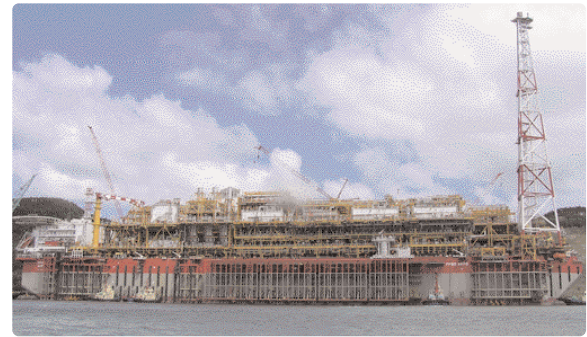
Tanker berthing operations, commencing in early 2009, are envisaged every five days, berthing either from a Calm buoy installed nearby, or in tandem mooring directly to the FPSO. Assisted by

two large ASD terminal tugs, Lamalco will provide pilots, loading and berthing masters and line boat crew, to ensure the timely berthing of the export tankers at the terminal.

In addition, logistics functions will include crude loading supervision, line boat operation, logistics operations such as monitoring of marine and helicopter movements, and other support functions such as radio operators, safety advisors and deck hands.

Exceptional safe performance will be a strong feature of Total's operation, and from the commencement of the contract a high percentage of the positions will be filled by Nigerian nationals, another clear demonstration of Lamalco's commitment to maximise the local content of its operations.

Together with Lamalco's newbuild vessel programme focusing on deepwater production support vessels, this new contract expands the range of marine services offered by the company, demonstrating Lamalco's position as a leading provider of turnkey marine solutions for major offshore terminal projects.



Akpo FPSO under construction at Hyundai Heavy Industries' shipyard, Ulsan, Korea

← www.lamalco.com →

Mallard and Egret join the Lam fleet

By end June 2008 Lamalco will have three additions to its fleet – Lamalco Mallard, Lamalco Egret and Lamalco Magpie.

The Mallard was built by ABC Shipyard Ltd and is the latest of Lamalco's 'M' Class APS 90 vessels to be delivered by the shipbuilder. The Mallard was handed over to the Middle East Operations Department on February 20, 2008, before proceeding to Dampier, Western Australia, via Singapore, to work as a FPSO support vessel for Woodside in the Vincent Field.

The Egret is the third and final escort/terminal support tug built for Lamalco by Greenbay Ltd (Singapore). The vessel is a Robert Allan Rampart 3200 and is scheduled to work as a harbour tug for the Lamalco joint venture company, APMSCO, in Aqaba, Jordan. The Egret was handed over to the Middle East Operations Department on April 16, 2008. There are a further 15 vessels in

	Lamalco Mallard	Lamalco Egret
Type	Anchor Handling Offshore Support Vessel	Escort/Terminal Support Tug
GRT / NRT	1250/375	465/139
LxhxD	53m x 13.80m x 5.80m	32m x 11.6m x 4.79m
Main Engines	2 x Wärtsilä 9L26 (2720kW@3000rpm)	2 x Nilgata 6L284X
Total Power	5440kW / 7302HP	3676kW / 5000HP
Ballast Pull	90t ahead / 83t astern	63t ahead / 62t astern
Max Speed	14.5k	12.6k
Service Speed	11k	10.5k

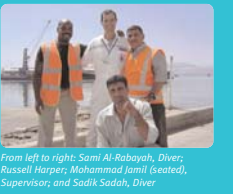
Lamalco's newbuild programme, with delivery dates ranging from June 2008 to April 2010. Vessels under construction include six more AP590/1000, 2x251bp and 2x4251bp tugs for APMSCO, an APS 80 (Rampage 5000) and a CFS 70 multi-purpose vessel, and 4x937bp berthing tugs for Yemen LNG's new terminal at Bal Haf, Yemen.

Lamalco has also purchased in advance four shipsets of Rolls Royce Propulsion Packages (main engines, shafting and azimuthing thrusters). With delivery dates of newbuilds being impacted by the long lead times offered by the propulsion machinery manufacturers, Lamalco has taken a positive step towards ensuring new tonnage to be made available when required.



Dive team reduces downtime at Aqaba

The APMSCO operation in Aqaba Port employs a dedicated team of underwater ship husbandry divers to carry out general ship cleaning, maintenance and propeller clearance of company-owned vessels. Available 24/7, this service has proved to be a cost-effective and efficient way in reducing vessel downtime. Dive support is also utilised when slipping of vessels on the APMSCO-owned, 300-tonne slipway. The slipway is capable of slipping vessels of up to 40 metres in length. In addition, the dive team routinely carries out jetty and seabed debris surveys at various berths within the port. With continual development of the diving team and assets, the future plan is to expand operations and offer services to other entities within Aqaba Port.

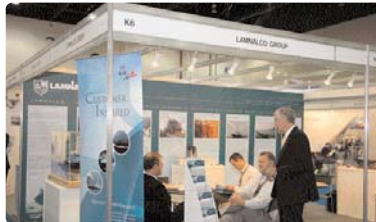


From left to right: Sami Al-Rubayeh, Diver; Russell Harper; Mohammad Janni (on boat), Supervisor; and Sadik Sodah, Diver

← around the world →

Strong showing at MEWB

The Middle East Workboats Exhibition and Conference 2008 attracted key players in its inaugural year



The Lamalco stand at Middle East Workboats Exhibition and Conference 2008

Held at Abu Dhabi National Exhibition Centre (ADNEC), the inaugural Middle East Workboats Exhibition and Conference 2008 attracted many of the key players in the region including Lamalco.

The exhibition was held from April 28-30 under the patronage of Shaikh Hamdan Bin Mubarak Al Nahyan, Minister for Public Works and Chairman of the National Transport Authority.

The Lamalco stand received an encouraging flow of visitors and enquiries on all three days of the conference. With almost 2,000 participants from 44 countries, visitors to the Middle East Workboats this year included government ministers, high level municipality officials and top management from a wide range of industries including the oil and gas sector.

Alongside the exhibition, the Middle East Workboats conference examined the challenges faced by the industry with speakers comprising senior officials from Saudi Aramco, the International Marine Contractors Association, Hadeef Legal Consultants, DVB Bank, Bureau Veritas, American Bureau of Shipping, Damen Shipyards, Abu Dhabi Ship Building, Lloyd's Register, Lamalco, Wärtsilä, C-MAR Group, Robert Allan Ltd., Ras Laffan Port, V Ships and Bernhard Schulte Ship Management.

Gary Dockerty, Group Business Development Manager, Lamalco, presented a paper on 'safety and

standards' on the second day of the conference, focusing on training and technology as enablers in enhancing safety and standards in workboat operations. The presentation highlighted the benefits Lamalco has realised through simulator training and investment in its own facility, the safety related gains from the new M Class design enabling towing over the bow for static tow-back work, keeping crew away from the working deck during operations, as well as examining the applicability and implementation of the ISM Code and related small vessel codes in the workboat environment.

"This has been an excellent event in its inaugural year. As a Middle East company with markets in Africa, Eastern Europe and Australasia, we have found Middle East Workboats to be a valuable channel for our continued growth," said Dockerty. "The show has provided a good opportunity to meet up with our clients in the region and establish some new prospects," he added.

Middle East Workboats received wide industry backing with sponsors such as Adnoc/Esnaed/Ishad, Det Norske Veritas, Hadeef, Lamalco East Ltd, Wärtsilä Corporation and Zahker Marine International, among others. Supporting organisations included International Marine Contractors Association and the Royal Institution of Naval Architects.

UNDERWATER



The diver preparing for the dive

Safe dive intervention at Supsa, Georgia

The GPC 20th dive intervention on the Supsa Single Point Mooring (SPM) was carried out from April 11-17, 2008. The intervention was performed in a safe and professional manner indicating Lamalco Supsa team's continued commitment to BP's expectations pertaining to HSSE.

The dive team consisted of five Georgian divers trained previously in South Africa to IMCA standards and a Georgian supervisor who is also IMCA-qualified. The numbers got a boost with three additional expatriate inspection divers to allow for maximisation of the bottom times as the Pipe Line End Manifold (PLEM) was at a depth of ~50 metres sea water.

The standard of training and ability of the national divers was very high and their commitment to the safe operation of services at Supsa Georgia was noteworthy. It was a matter of credit to all including the crew members of the support vessel, Crossbill.



Diver in wet bell

← www.lamalco.com →

From cargo runs to tow back duties

Lamalco Macaw completes another safe, efficient and environment-friendly operation

After settling into her role as FPSO support vessel go miles off the Angolan coast, Lamalco Macaw was soon able to show her capabilities in the role for which she was designed. Lamalco Macaw is designed to provide services that are varied and demanding.

One day she may be doing a cargo run, the next day assisting an offshore tanker to secure to the FPSO, carrying out tow back duties, acting as a safety standby vessel or undertaking maintenance tasks on the floating hose. Lamalco Macaw was tasked with changing some hose sections in the offshore hose for the Dahlia FPSO. This task requires careful planning, good communications and a good work relationship between the different groups involved. A task such as this has inherent risks, but when managed properly these risks can be addressed and the personnel involved can work with confidence.

The first stage involved planning the meeting where all concerned discussed the job and decided on the plan of action. This involved risk assessments and toolbox talks, which gave everyone the opportunity to be part of a team effort. Of high priority was the lack of spill to the sea. The hose always has oil in it and this had to be drained carefully.

The crew congratulated themselves on a well-performed job, with no damage to people, assets or the environment.

New hoses were loaded to the Lamalco Macaw deck when the project commenced. Initially the hose was pulled onto the deck of Lamalco Macaw; this was accomplished with the aid of the workboat. All personnel were seen wearing appropriate PPE, which is of high priority in any task. The hose was then pulled up the deck using the winch and crane. It is at this point that the hose had to be split and the risk of pollution was at



its greatest. Lamalco Macaw has a tank below the decks that is designed to take oil in circumstances such as this. The hose joint was positioned carefully over the 'sump' in the deck and the bolts released. As an additional precaution, oil absorbent pads were kept on standby. Once the hose was separated, the new section was fitted. On completion, the hose was slipped back to the sea.

The crew was able to congratulate themselves on a job well-done and more importantly about the fact that there was no damage to people, the environment or assets. However, the job is not quite over. The crew will sit together and discuss the job... Where did it go well? Were there any areas where it could have been done better? This attitude of wanting to be the best sets us apart from our competitors.

Congratulations to the captain and crew of Lamalco Macaw for an efficient, safe and environmentally-friendly operation.

MANAGEMENT REVIEW

Realising corporate objectives and values

The annual group management review meeting of Lamalco was held at the Al Manama Boardroom, Kempinski Hotel Ajman, on June 4, 2008; the meeting was attended by representatives from the West Africa region including General Manager-West Africa, Operations Manager-West Africa, Fleet Manager-West Africa and Fleet Manager-West Africa. Representing the Lamalco group were the Group Managing Director, Group Tech. Manager, Group Crewing Superintendent and Group Training Superintendent, and representing Middle East operations were the General Manager-Middle East, Operations Manager-Middle East, QA/HSE Manager-Middle East, Fleet Manager-Middle East and Diving Manager-Middle East. The purposes of the group management review include:

- An opportunity to develop and improve the Operations Management Systems (OMS) by analysing relevant data and thus improving Health, Safety and Environmental (HSE) reputation in line with the company's corporate objectives and values.
 - An opportunity to develop and improve Quality Management Systems (QMS) by analysing relevant data and thus improving the company's services to the customer in line with the corporate objectives and values.
 - To comply with the requirements of the ISM code section 22.
 - To comply with the requirements of Section 5.6 of the ISO 9001:2000 standards.
- During the meeting, there was an analysis of the previous group management review. HSE performance for 2007 – personal injuries, damage incidents, near misses, equipment failures, office and vessel audits and CARs, trainings conducted in 2007, meetings conducted for HSE purposes, close-out lessons of QA/HSE/ISM action points from 2006/2007 as well as HSE targets and objectives for 2007 – was reviewed. HSE targets and action plans for 2008 were set.

Lamalco employees undergo ASD training

Four Lamalco employees underwent the five-day basic ASD tugmaster course on the simulator in Sharjah. It was a new experience for all participants as this was the first time any of them had the opportunity to demonstrate their skills in this manner.

In no time, all four overcame the basic difficulties that most of them seem to encounter while getting used to the visual systems initially. By the third day, constructive exercises had been undertaken.

The next step will be actual intensive on-board training – in both observation



From left to right: Captain Kennedy Fiemotangha, Captain Augustine Onojams, Captain Elai Green Igbogi and Captain Custom Idudu

and maneuvering – along with final assessments to be able to take command of ASD tugs within the fleet.

HSE card winners

December '07: A. MAJID A. MALEEL (Ex Lam Kestrel)

THE CARD STATES: One night the dry-dock staff started cleaning a fuel oil tank without the permission of the vessel and without a work permit.



SAFETY OBSERVATIONS/NEAR MISS: None.

ACTION: Stopped work and notified the captain.

The card won for the following reason: The card won for the following reason: Two vessels have suffered serious fire while in dry dock due to uncontrolled actions of the yard and its contractors. Although there were no instances of cutting or burning in this case, an uncontrolled confined space entry was made by the yard staff.

February '08: OILER JUNIE PALOMO (Ex Lam 22)

THE CARD STATES: During a crane operation, the watching crew was seen instructing the crane operator.

SAFETY OBSERVATIONS/NEAR MISS: Procedures not followed or understood.

ACTION: The crew was told that only one person (banksman/dogsman) should give instructions to the crane operator.

The card won for the following reason: This HSE card clearly indicates that the crewmen watching the operation and the officer-in-charge were not fully



ACTION: The person was asked not to remove the battery and to smoke in a designated area.

The card won for the following reason: Any safety device that is disabled deliberately may result in a fatality, serious injury or serious damage to the vessel and its equipment.

To use this initiative to pass on the message that such actions will not be tolerated because lives are at risk. As per the Lamalco code of conduct, if anyone finds or sees any safety device being interfered with, they are to report the matter immediately to the master. Safety devices are there for a reason, thank them with respect.

February '08: OILER JUNIE PALOMO (Ex Lam 22)

THE CARD STATES: During a crane operation, the watching crew was seen instructing the crane operator.



SAFETY OBSERVATIONS/NEAR MISS: Procedures not followed or understood.

ACTION: The crew was told that only one person (banksman/dogsman) should give instructions to the crane operator.

The card won for the following reason: This HSE card clearly indicates that the crewmen watching the operation and the officer-in-charge were not fully

SAFETY OBSERVATIONS/NEAR MISS: Procedures not followed.

← safety and training →

TRAINING

Aqaba pilots work on Lamalco Simulator

Two groups of Aqaba pilots attended the Lamalco Simulator training in Sharjah for three days to gain better understanding of ASD tugs.

While the first group of captains – Zafer Nafe Alfrehat, Saber Al Zoubi and Amer Mohammed Alamarin – underwent training from April 20-23, 2008, the second group – Khaled Al Qaisy, Hussein Al Riba, Hussein Al Osta and Moesin Al Utalibi – had it from May 27, 2008.

All six pilots showed their ability in manoeuvring different model vessels within the system ranging from Ro/Ro vessels to the largest Q Max LNG vessels.

conversant with the crane operating procedures.

Crane operations contain many hazards – to the people concerned, to the equipment in use and the load being moved. Before the next use of your crane, please review the following hazards associated with crane operations and see how they affect you.

- Whether parameters: Are the weather and sea conditions safe for work?
- Do the crane operator and banksman have the required skills?
- Have the crane and lifting equipment been inspected before use? Is small lifting gear tagged?
- Is the load to be lifted within the Safe Working Load (SWL) of the crane? Has an experienced banksman rigged the lift?
- Will the lift pass over a sensitive area?
- Are tag lines attached?
- Swinging loads: Place the vessel in the best position to stop the load swinging.
- Can the load be landed safely on deck? Is there enough room? Are spreaders needed? Will the load come in contact with other cargo?

Do you also want to win the monthly \$100 award? If so, submit your work.

QA & HSE Manager

← inside news →

SPORTING SUCCESS



The winning team

Damen Pushy Cat Golf Trophy

The first Damen Pushy Cat Golf Tournament opened the proceedings at the 40th anniversary of the International Tig and Salvage Conference held at the Suntec Convention Centre, Singapore, in May 2008. The tournament was held at the magnificent Tanah Merah Golf and Country Club. Six teams of four players, with team names representing various Damen shipyard locations around the world, competed for the coveted trophy. The team of David Hopkins (Mainport, Ireland), Julien Claus (Antwerp Port Authority), Bruno Sallavaud (Barry Rogliano Salles) and Capt. Simon Cook (Lamalco ME) took the trophy with a gross eight under par total in a Texas scramble format.

Lamalco throws bash for Sharjah Wanderers Rugby Kids

The Sharjah Wanderers Rugby Club honoured its young talent in an end-of-season awards ceremony and pool party. The party was held in May 2008

as part of the club's 30th anniversary celebrations. Lamalco continued to sponsor the kids for the first season of the Emirates Junior League.

While the Sharjah teams did not make it through to the finals this year, they are optimistic of faking that step in 2008-09, when fixtures kick-off again in September 2008. This season also saw the formation of a junior girls' team who can be rightly proud of a record nine wins, three draws and six losses from all games played in their first season.

At the end-of-season ceremony, award nominations were made by the coaches in each age group under various headings, including an award for the most spectacular injury for one of the U12 squad who managed to break his cheekbone during training. Awards were also presented to captains who led their sides through a tough season and also to some Lamalco staff who form part of the coaching staff including Gary Dockerty, Geraint Jones, Simon Harries and Matthew Callan.



The Sharjah Wanderers Rugby Kids

Three decades of professional service



Raheem and Andrew Wilkinson, Group Managing Director

Commemoration by Group HR Manager

I first met Raheem when I visited the UAE in the long hot summer of 1998. He served me black coffee with no sugar, and I remember how impressed I was at that time with his

professionalism and determination to satisfy. I was even more impressed three years later when I joined Lamalco. Not only did he remember my name, but my chosen drink as well!

From the first day he joined Lamalco in April 1977, Raheem has done his job with dedication, and carried on impressing people until the day he left in May 2008. Outside of work he was a respected member of the local community. He could often be found in the Rolla Mall, debating politics — his favourite subject — passionately with his long-standing friends. Raheem has seen many people come and go during his three decades with Lamalco, and like most of them I count myself privileged to have shared time with him.

New faces



Bjorn Gosta
Emanuel Lindholm
Commercial
Trainee
Nigeria



Rakesh Kumar Sharma
Management
Accountant
Sharjah



Ian David Hugo
Marine Manager/
General Manager,
APMSCO
Jordan



Jonathan George
Jeremiah
Chartering
Administrator
Sharjah



Philip Gordon Rafferty
HSE/QA Manager
West Africa



Donny Chukwudi
Ugbona
Contracts Manager,
COTCO
Cameroon

Promotions



Clive Benjamin Rathbone
promoted to
Operations
Superintendent
- Middle East
(Saudi Arabia).

Mike bids adieus to Lamalco

Mike Whichelow has retired from Lamalco as General Manager, Aqaba Port Marine Services Company. He has been succeeded by Ian Hugo.



Ian Hugo (left) and Mike Whichelow