



Capt. Daley's Sea Stories

M/V Ken C Tamblyn Equatorial Guinea, Africa

3 September 2010



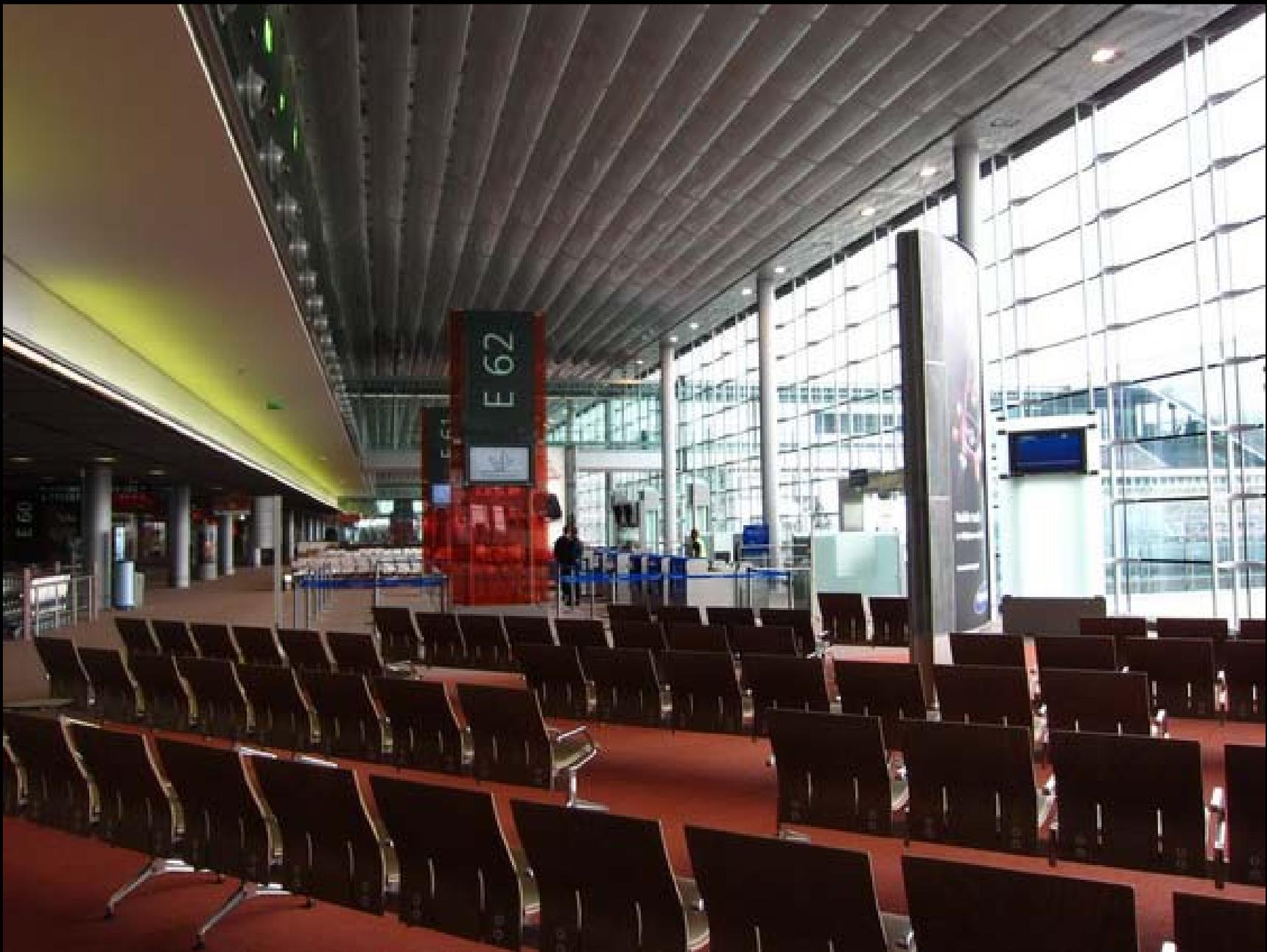
The Ken C Tamblyn is a VSO-480 chartered by Baker Hughes to perform frac jobs on offshore wells. A well is frac'd by injecting proppant into the formation at high pressure to increase the flow rate of hydrocarbons. Wikipedia has a very informative article on "hydraulic frac". The vessel is very stable and allows us to position close to the rig for days with little movement other than waves while hoses carry proppant into the well at up to 10,000 psi.

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The M/V Ken C Tamblin in Luba, Equatorial Guinea is a VSO-480 with a length of 260 ft, width of 60 ft, and drafts up to 21 feet. She weighs 2561 long tons empty and 6445 long tons fully loaded. She is driven by 2 electric Z drives and has 2 tunnel bow thrusters. She is a DP2 boat dedicated to frac jobs.



Flying to Equatorial Guinea is quite a long tiring process. My route took me through Charles De Gaulle airport in Paris, France. It was a total of over 15 hours of flying for a total of 30 some hours door to door. Charles De Gaulle is one of the most modern and efficient airports I've experienced, and I have experienced many!



When I arrived, the boat had departed four hours prior, so I spent the night in the Tropicana Hotel in Malabo, the capital of Equatorial Guinea. This is a view from my room towards the mountains.



And this was the view towards the sea. Nigeria is only 80 miles away. The government guards their fields well from pirates with armed vessels.



There is a lot of money in this country from the production of oil and gas. This woman (she has several children not shown in the photo) is toting a high dollar VCR cam and what looks to be an expensive silver bicep bracelet.



The city of Luba is a lush tropical paradise. Both Luba and Malabo are on a volcanic island that is largely wild and uninhabited if you don't count poisonous snakes. There are so many waterfalls here. It is rough and rugged but outstanding in its natural beauty.



Here we are on the job at Rig 140 on the Equatorial Guinea and Nigerian border in 400 feet of water. You can see the coflexip hose connected to the rig ready to pump proppant for a gravel pack down hole. We are hoping the guard boats are on patrol and we won't be visited by Nigerian pirates.



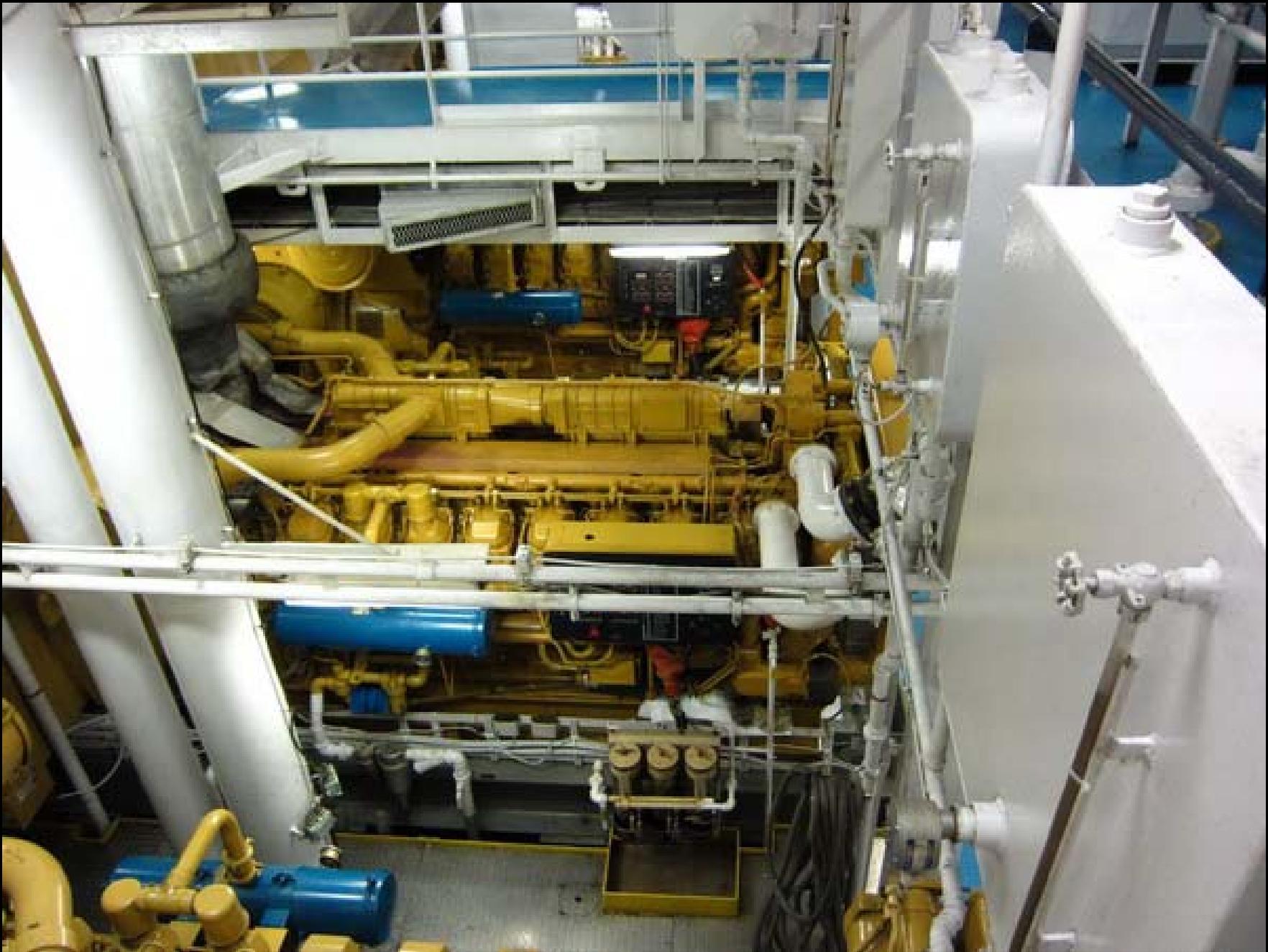
Once the work commences, it continues day and night until it is finished. You can see some of the frac equipment on the deck of the KCT (Ken C Tamblin). The large white sphere is their communication antenna. The job is run by people in Houston communicating real time with the vessel, analyzing data to make the right decisions.



Back at the dock in Luba, the Tidewater Enabler docked behind us. This is Tidewater's newest and largest work vessel complete with 100 ton crane and ROV. The Enabler is 75% larger than the KCT. She was built in Norway and is very luxurious. I have photos from a quick tour I will try to send in a future sea story. She is quite a ship!



This is the ECR (Engine Control Room) of the KCT. Built over ten years ago, the equipment and controls are still state of the art by today's standards. Bill Paulus (blue shirt) is our Chief Engineer and has been with the VS-480's since they first came out. He is from Texas and reminds me of Billy Bob Thornton so much!



The KCT is powered by 4 Caterpillar 3516B engines rated at 10,200 HP. They are connected to generators which provide 7.2 MW. Additionally there is a harbor generator (350 KW) and an emergency generator (99KW) should we black out while on a critical job. The engine room spaces are meticulously clean and are run efficiently.



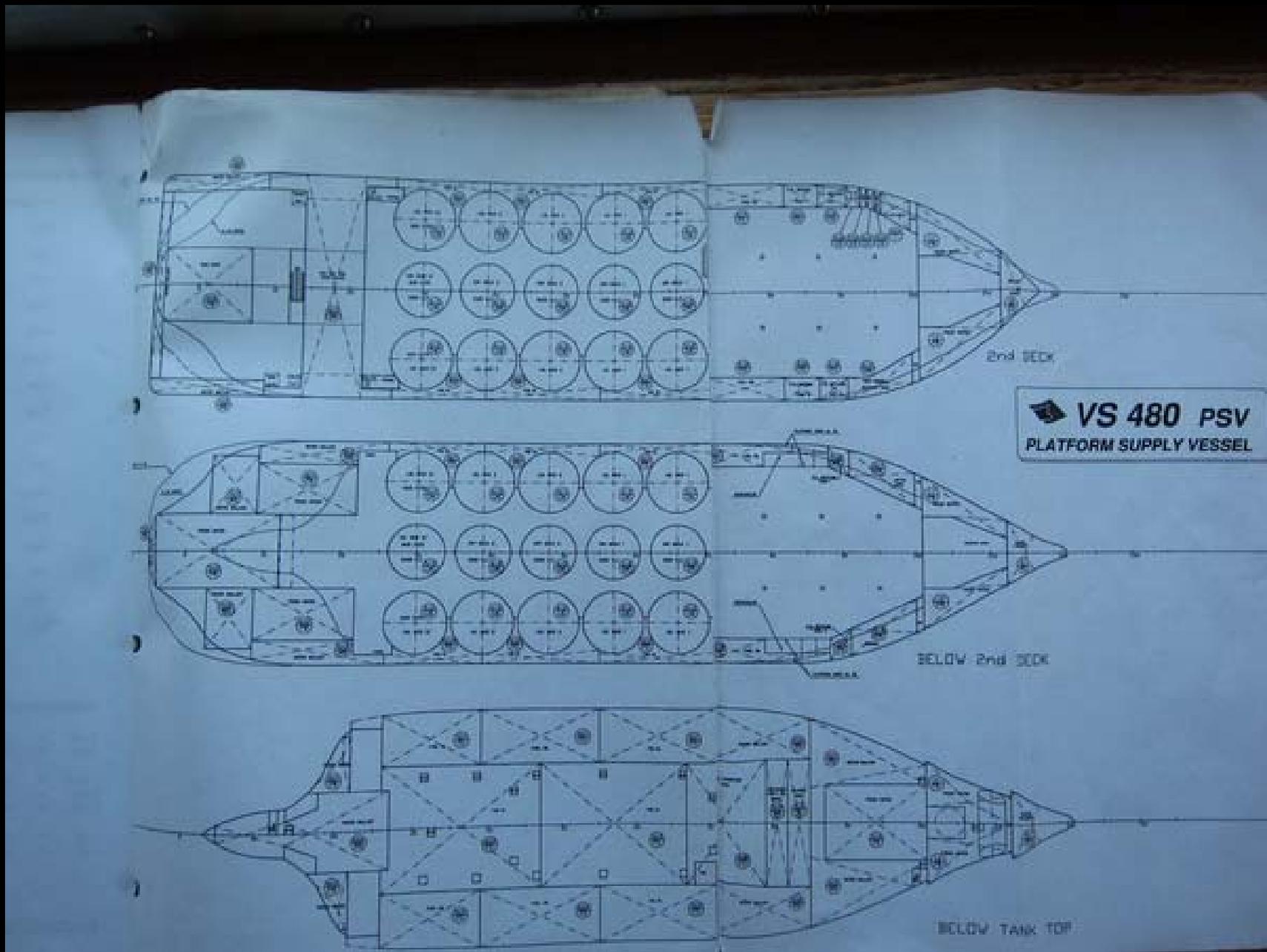
Here are two of the four main generators, each generating 1800 KW of power at 480 Volts.



This is one of the two Z-drives in the stern. The large electric motor turns a shaft which provides power to turn the propeller and swivel the propeller in any direction. The "Z" stands for azimuth. The props can turn in circles from fore to aft or sideward for complete control of the vessel.



This escape hatch from the ECR is not meant for large people. The hatches on submarines are larger than this. It was fun going through it (and a real challenge).



This will give you an idea of the number of tanks on various levels which can hold 342,000 gals of fuel, 53,000 gals. of water, 11,000 cubic feet of dry bulk, and 8,000 barrels of drilling fluids. The deck can hold 2,300 long tons of cargo, all subject to the maximum displacement of 6445 long tons. She is quite a ship in her own right.