

Capt. Daley's Sea Stories

M/V Ken C Tamblyn Equatorial Guinea, Africa

9 September 2010

For the past week we have been loading out equipment and supplies for our voyage to Takoradi, Gabon, Africa. The vessel will do several jobs for Baker Hughes treating wells in the Jubilee Field for Tullow Oil PLC. The British established the Gold Coast Crown colony in 1874. The Gold Coast achieved independence from the United Kingdom in 1957 and the name Ghana was chosen for the new nation to reflect the ancient Empire of Ghana. It will be a three day voyage to Takoradi skirting the southern border of Nigeria.

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Every day is a work day, rain or shine. During the rainy season in Equatorial Guinea, there is no choice if you want to complete the job. Baker Hughes is loading proppant, ceramic coated sand into one of their hoppers on the KCT. This will be pumped down several wells in the Jubilee Field in Ghana.



Seldom do you see the top of this mountain range for all the rain and clouds during this time of the year. The island of Bioko is a series of rugged mountain ranges punctuated with mountain lakes, waterfalls, and swift streams – a real tropical paradise.



The view from the dock of downtown Luba includes cloud filled valleys behind the town. The island is so lush and green from all the rain.



Watching the Tidewater Enabler enter port and berth is a sight to behold. Not many 5500 ton ships can do this unaided by tugs. She is the largest vessel in the Tidewater fleet.



Here she is coming alongside the dock using her five thrusters, three azimuth and two tunnels. The ship is luxurious inside. I will try to send photos of the interior of the Enabler soon.



Some of the chemicals used are very dangerous and require some serious PPE (Personal Protective Equipment). This is acid used to pickle the interior of the well bore.



The Art Carlson, a sister ship to the KCT, anchored in Luba Bay in the afternoon.



Art Carlson in Luba Bay at dusk – a study in blue.



The Bourgeois Tide, one of the boats I was on twice last contract, is a good size vessel in its own right at 1616 tons. She pales in comparison to the Enabler and the VS-480's.



Here are three members of my crew from two months ago on the Bourgeois Tide. Their smiling greeting was very heart-warming.



The bridge of the KCT is quite roomy. Here is a view of the forward control station taken from the starboard side of the bridge. You might say this is one of my offices as all of the boat handling is performed at this station or the aft. Mostly this station is used for cruising from one location to the next.



Here are the controls of the forward control station.



The chart table is located just aft of the forward control station. It has several pieces of dedicated electronic equipment. The door on the right is the elevator. Yes, there is an elevator serving all five of the decks.



All large vessels are required to have a GMDSS station. The unit to the right is ours. The unit to the left is the UPS (battery backup) for the DP system and other critical electronics.



Around the corner is a coffee bar and a sink and refrigerator.



And around the corner again is a signal flag storage unit and a head (toilet).



These two photos are of the aft control station on the bridge. This is really where most of the work is accomplished. Most of the time we go stern to the platform or drillship and hook up our hoses while we stay on DP in one position for days on end.



Screen to the left is the GPS. Next one to the right is the fan beam. Then there are two DP consoles. Two consoles and two computers are required to be a DP 2 vessel.