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Prosafe shall be a leading and innovative provider of technology and services in selected niches of the global oil and gas industry.

By providing our clients with innovative and cost-efficient solutions, Prosafe shall maximise shareholder value and create a challenging and motivating workplace.

Prosafe NOW is published two times a year for our employees, clients, vendors and other key audiences.

Submit ideas, comments and articles for the next issue to:
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Good financial results, solid operations, competent co-workers and a focused strategy are key characteristics of Prosafe. With these fundamentals in place, we believe that we are in a strategic position to ensure continued growth in the years to come.

Prosafe delivered strong results for the second quarter of 2008. The financial result was the best-ever. Operational performance was good and rig utilisation was at an impressive 99 per cent. These results would not have been possible without the hard and focused work of our employees over a long period of time. My sincere thanks for the valuable contribution of each and every one of you.

The split of Prosafe into two companies was completed in May. The floating production division was spun off, and the newly established, 100 per cent independent company, was named Prosafe Production Public Limited. This company is listed on the Oslo Stock Exchange.

Leading within accommodation
Today’s Prosafe, with parent company Prosafe SE in Cyprus, consists of one business division, Prosafe Offshore, owning and operating 11 semi-submersible accommodation/service rigs and one jack-up. Prosafe Offshore’s headquarters are located in Singapore, while rig operations are managed from Aberdeen, Scotland. In addition, there is an office in Stavanger, Norway, where Prosafe AS takes care of corporate HR, insurance, financing and communication.

Prosafe is now a focused player in the niche market for offshore accommodation services. We are the world’s leading owner and operator of semi-submersible accommodation rigs, and have a strong position in harsh environments where our rigs are the preferred solution. Going forward, we endeavour to further grow this business and to look for interesting growth opportunities.

MSV Regalia refit
We will in the coming years do the necessary investments and upgrades to ensure that our rig fleet continues to keep a high standard. In that context, we start with the refurbishment of the MSV Regalia in December 2008. The rig will go through a major upgrade and life extension project at the Keppel Verolme yard in the Netherlands.

This upgrade will ensure 20 year further life on the Norwegian Continental Shelf. The refit includes the installation of new accommodation modules with 330 single man cabins and an upgrade of hull and structure, machinery and general systems and equipment. With the
high activity we have seen in the oil industry lately, we know that a project of this size can be challenging. We have a dedicated project management team in place, have done thorough preparations and planning, and believe that we are well prepared to conduct this project within the planned budget and time frame.

Market outlook
We foresee a positive market outlook. There will continue to be a good demand for accommodation units, mainly as a consequence of maturing fields and increasingly older installations, and the subsequent demand for maintenance and repair.

Our objective is to maintain and further develop our position as market leader, to ensure continued growth and to increase our market share. None of this can be accomplished unless we continue to meet, and preferably exceed, the expectations and requirements of our investors, clients and other stakeholders.

Our talented workforce is one of the company’s most important competitive advantages in this context. Their motivation, knowledge and competence will be fundamental to the sustained success of Prosafe. We will continue to attract, train and retain the best employees, and instil a culture of safety and quality through every phase of our business.

Guided by our core values
Given the company’s international presence, it is important to ensure that all business activities are conducted in a uniform way – the Prosafe way. Prosafe’s core values – the environment, focus, ambition, safety, innovation, respect and profitability – constitute the company’s foundation, and must be at the basis of all behaviour. Therefore, we will shortly start a campaign to revitalise the core values. It is our aim that every single employee will not only know, but also understand and act according to these values.

I know, for instance, that there are persons who struggle appreciating the core value “profitability”. I am often asked to explain why this is a core value. Many people associate profitability mainly with earnings, or even worse, with greediness. Prosafe views profitability in a wider perspective. We must, of course, be profitable and create value for our shareholders in order to have a basis of existence. But, we also aim to be profitable for our customers by offering high quality services that contribute to improve their productivity. We aim to be profitable for our employees by offering them interesting jobs with room for personal development. Further, we aim to be profitable for the communities where we operate, not only by paying local taxes, but also by creating jobs, raising the level of local expertise, and purchasing local goods and services.

We accept our social responsibility towards the local communities in which we are represented and want to contribute to their positive development. Therefore, we have also this year given a donation to SOS Children’s Villages. The donation will be used to ensure the running of an SOS Children’s Village in Tehuacán in Mexico. By giving children a safe home and education, we are helping to give them a new future. When they become adults, they will be able to take care of themselves, as well as contribute with their competence to the local community.

In order to enhance our focus on and commitment to our core values, we established six years ago the Prosafe Ambassador Prize. This prize is annually awarded to acknowledge the efforts of an employee or a group of employees who have distinguished themselves by promoting one or several of our core values in an excellent way. I hope that you will help us to find this year’s Prosafe ambassador, and encourage you to submit your nomination for who you believe would be a worthy prize winner.

Arne Austreid
President and CEO

Charles Day (born 1959) was appointed as Director of Business Development and Marketing in Prosafe Offshore in April 2008.

An earth science graduate, Mr Day started his career in the Geophysical Survey Industry latterly as a consultant for Shell. He then worked in various operational and commercial management positions for various Hydrographic Survey Companies, culminating as Managing Director of Fugro Survey’s sub-Saharan business based in South Africa.

Returning to the UK in 2004, Mr Day worked in senior management Business Development / Commercial Management roles before joining Prosafe Offshore. Mr Day has a total of 25 years experience in the oil industry, 15 of which were in management and senior management positions.
Safe evacuation under all weather conditions

“Safety” is a core value in Prosafe. We aim to pursue our business without injuries and damage to people, assets and the environment. In an emergency situation, lifeboats will be one possible way of evacuating our accommodation rigs. This evacuation route must be as safe as possible in all weather conditions.

By Ian Young, director of HSEQ

Over the last 18 months, there have been a number of requests for information from regulators in both the UK and Norwegian Sectors concerning the use of SOLAS (Survival of life at Sea) approved equipment for the provision of life saving appliances onboard our vessels. These enquiries tend to be an indication of either new legislation or a change in the interpretation of existing regulation governing the operations of our vessels in these sectors.

Prosafe’s eleven semi-submersible accommodation/service rigs and one jack-up are registered and certified against the International Maritime Organisation’s (IMO) Mobile Offshore Drilling Unit (MODU) code. This code dictates the number and requirements for live saving appliances such as lifejackets, immersion suits, liferafts and lifeboats / Totally Enclosed Motor Propelled Survival Crafts [TEMPSC].

Lifeboats in bad weather

Safe Scandinavia is our only rig currently operating in the Norwegian Continental Shelf. She was the first floating accommodation unit ever that was awarded an Acknowledgement of Compliance (AoC) required for operations in the Norwegian Continental Shelf. We will apply for an AoC for MSV Regalia in late 2008.

In October 2007, the Norwegian Petroleum Safety Authority (PSA) ordered Prosafe and a total of 18 other operating companies, drilling contractors and ship owners to evaluate the suitability of lifeboats for evacuation in bad weather. This applied particularly to the placement of the lifeboats on the facilities and their ability to maneuver away from the facility after they are launched. In addition to providing details regarding how they handle information regarding lifeboat weaknesses, the lifeboat owners were requested to describe any compensatory measures based on a precautionary approach.

Prosafe has responded to the PSA, providing information as to how Prosafe has assessed the situation onboard its vessels operating in the North Sea. A summary of this is provided below.

1. 30m Telescopic gangway available for two-way evacuation.
2. X2 64 man TEMPSC located Fwd (not available until vessel at stand off 150 meters from the fixed installation).
3. X4 64 man TEMPSC located Starboard.
4. X4 64 man TEMPSC located Aft.
5. X4 64 man TEMPSC located Port.
Escape, evacuation and rescue
We have carried out an Escape, Evacuation and Rescue (EER) Analysis to demonstrate the adequacy of EER provisions for year-round operations using flotels in the North Sea. This has been established by assessing the availability and survivability of the EER facilities in all foreseeable credible major accident hazards that could occur, including hydrocarbons on the main installation that the flotel is positioned alongside.

There are four routes prioritised by preference:
• Evacuate flotel personnel across the gangway to the production facility (main installation)
• Disconnect gangway in accommodation mode and manoeuvre vessel to safe location (if event is occurring on the main installation)
• Via helicopter to a place of safety, i.e. the shore or a nearby installation
• Via lifeboat, then onwards to a place of safety.

Major accidental hazards
There are three main types of major accident hazards that may result in an EER situation:
• Fire in flotel
• Mechanical/marine accidents
• Fire/gas from main installation

Each of the main types of accidental hazards requires different EER systems. It has been assessed that only the second scenario would impair the flotel to the degree that escape by lifeboat would be a possible outcome. This is further analysed within the Marine Risk Assessment where collision risk is considered for the following vessel categories:
• Attending vessels (stand-by boats)
• Visiting vessels (supply vessels and anchor handling tugs)
• Trading vessels (transiting from port to port).

Controls employed
The philosophy of a flotel is that we provide accommodation in a place of relative safety away from the Major Accidental Hazards presented to personnel residing on a drilling and production facility. The number of accidental hazards that has been identified that may result in an Escape, Evacuation and Rescue via TEMPSC is limited.

In the event, however, of that hazard being realised, Prosafe believes the following controls mitigate continued operations during extreme weather conditions in the Norwegian Continental Shelf:
• Reserve buoyancy. Vessels such as the Safe Scandinavia and MSV Regalia were originally designed to withstand loss buoyancy of a single column. If this event was realised, the resultant angle of heel, which is the final angle of list and trim, would still facilitate the launch of sufficient
lifeboats for the number of personnel onboard the flotel. Prosafe has produced a Damage Recovery Plan that through step-by-step stages returns the vessel back to the upright position. Leakage detection is fitted in the void spaces located in pontoons and cross bracings to further mitigate against progressive flooding.

- **Field surveillance.** In preparation for operations in the North Sea, Prosafe together with its clients performs hazard identifications and risk analysis to evaluate the combined operation of the flotel and main installation. In the cause of this joint analysis, the collision risk presented in the specific field is addressed and documented within bridging documentation. Typically, vessel movements are controlled by real-time systems based onshore and onboard utilising the ARPA Radars fitted to installations and vessels in field. These systems provide early warning to potential threats of collision from trading vessels that are the greatest threat to the Safe Scandinavia’s integrity.

- **Redundancy.** In event of a Major Accidental Hazard being realised requiring EER via lifeboats, the flotel would most likely be in stand-off position, which means that the rig is at a remote position more than 150 meters away from the fixed installation, and muster personnel at their lifeboats. They would then be distributed to the lifeboats with the best prospect of evacuation given the weather at the time. The assessment of the selection of lifeboats to be utilised would be made by the Captain/OIM who is also the vessel Master. We have analysed availability and redundancy of lifeboats onboard our flotels and found that Safe Scandinavia exceeds our internal standard of 100% lifeboats per number of persons on board plus one additional lifeboat.

- **Change of heading.** There is limited ability to alter the vessel heading within the confines of the mooring system without releasing any anchors. At stand-off, heading would be adjusted to give best opportunity for successful launch. A dynamically positioned vessel such as the MSV Regalia would not be constrained by mooring and therefore the vessel heading would be adjusted to provide best prospect of successful lifeboat evacuation.

For Prosafe, it is imperative that there are safe evacuation routes in case of an emergency situation. Therefore, we are, through membership of the Norwegian Rig Owners Association, contributing to an industry sponsored project that is further evaluating life saving equipment provided in the Norwegian continental shelf. The project started in February 2008 and will present results at the end of this year.

We will continue to focus strongly on preventive safety work, both related to evacuations and to daily operations in normal circumstances. Our highest goal is that all our employees return home in the same good health as when they went to work.
In line with the company’s strategy of continued improvement, Prosafe has committed time and resources to the refurbishment of the MSV Regalia. The scope of work will not only enhance the vessel’s facilities as an accommodation rig, but will also extend the structural life time of the vessel.

By Tom Milne, director of operations

This work has been fast tracked and Prosafe has entered a contractual agreement with Keppel Verolme to carry out the work at their shipyard in Holland. The MSV Regalia will be dry docked in December 2008 staying for four months, where the following major areas will be worked:

- Dry Docking
- 100% blast and paint of pontoons, columns and bracing including under deck, box girder and deck
- Application and compliance with Norwegian AoC requirements
- Removal and replacement of all accommodation, with new bespoke accommodation being built by Hertel of Holland. The accommodation will be state of the art with single occupancy cabins, all with en suite facilities and NORSOK compliant
- Removal of all six main engines and generators. The engines will be replaced with new Wärtsilä F30 units and the rotors and stators will be totally refurbished by the manufacturer ABB
- Removal and overhaul of all six thrusters by Rolls Royce
- A full five yearly Special Periodical Survey with the renewal of all main class and flag certificates
- Refurbishment of the existing crew cabins along with the galley, laundry and food storage facilities
- Upgrades to the existing gangway
- Replacement where required of any ballast and bilge wet pipe work
- Upgrades to DP and power management systems.

We have carried out a full GAP analysis to determine the scopes of work to meet the Norwegian Acknowledgement of Compliance (AoC) along with the Norwegian working environmental issues. Prosafe has established a large project team dedicated to this project. This project team is also augmented by Babcock Design & Technology to assist with detail design and supervision. The project team consists of team management, planning, cost control, electrical and mechanical, and document control along with HSE&Q.

The plan for completion is by early May 2009. Thereafter, the vessel will depart the dock and commence a series of sea trials for the DP systems. A complete inclining experiment is also planned after the vessel is afloat and the thrusters have been reconnected.

Upon completion, the vessel is contracted to BP on the Valhall project where she will provide second to none, first class accommodation and recreation facilities that will assist BP in their project. The vessel will operate in DP mode for the duration of the BP contract.
By Charles Day, director of business development

Accommodation/service rigs have traditionally been used wherever there is a need for additional accommodation, engineering, construction or storage capacity offshore. Our rigs boast substantial accommodation capacity, with berths for 245-812 people. They have high quality welfare and catering facilities, medical services, storage, workshops and offices, deck cranes, and the necessary equipment and systems for ensuring the safety of personnel living on board.

Semi-submersible accommodation units (flotels) are broadly used in the latter part of an oilfield’s lifecycle (see figure on next page). In general, a flotel will spend 70% of its time providing assistance for the repair and maintenance of existing platforms, 20% for hook-up of new platforms and floating production units and 10% for decommissioning. Flotels can also be used in other areas such as disaster recovery recommis-

Positive market outlook

The market outlook for accommodation/service rigs is positive. We experience a continuous demand for our accommodation units as a consequence of growth in offshore developments. The supply and demand balance has resulted in increased dayrates.

Our service rigs provide excellent accommodation, with sufficient space for rest and recreation.
sioning (from hurricane damage for example) and in subsea construction.

**Growth in offshore developments**

Prosafe sees a continuous demand for semi-submersible flotels as a direct consequence of growth in offshore developments. There are a number of reasons for this growth, such as:

- High oil price increasing demand in bringing in new fields, developing marginal fields and extending life of existing fields
- The current lack of on line production capacity which is forcing oil and gas companies to discover and produce new fields
- Growth in the number of new installations (high exploration and development activity)
- Increasing repair and maintenance work on a growing number of installations in operation, older fleet and new HSE and regulatory requirements

Additionally, flotels have a strong value proposition to oil companies as they offer superior economics to alternatives: they allow more man-hours on site over a shorter period of time (quicker on-stream) and in general, there is no need to shut down production due to the maintenance work.

**Global expansion**

The flotel market is expanding globally as a result of the installation of new oil and gas production platforms and the tying in of satellite fields to existing infrastructure. The method of developing fields is changing as technology develops. Floating production facilities are being used far more, and offshore hook-ups are a growing trend. Flotels are generally required for the installation of spars, TLPs and production semis. All of which are usually used in deepwater and/or remote areas. Dynamically positioned support for spar, TLP and production semi hook-up and modification has emerged as a new growth area over the past three years.

The market for flotels is also expanding as a result of the repair and maintenance of existing platforms as the increase in the price of oil means that older fields, which were becoming economically marginal as a result of declining reserves, remain viable for much longer. Production at Ekofisk in Norway began in 1971, but is being kept at reasonable levels by constant intervention. This is also the part of the oil field development chain that is least affected by oil price swings.

**New market drivers**

Eventually, however, old fields in mature producing basins such as the North Sea do reach the end of their economic life and legislation is in place for the removal and decommissioning of old platforms (parts of Ekofisk and also Frigg in Norway, and the Brent field in UK.). Platform abandonment and removal is likely to emerge as a major market sometime in the future, although there is little consensus on when it will become a big influence for the semi-submersible flotel sector as the timing of platform removals is hard to predict. Operators tend to defer the significant cost of the work for as long as possible. The preferred option is to continue tying back small deposits to a facility, and to remove the platform only when they really have to.

When that time comes however, the work is often spread out over several seasons and could generate significant demand for semi-submersible accommodation rigs. The oldest platforms, particularly in the North Sea, are often the largest, and their topsides are likely to have been built in situ rather than being installed as a series of pre-assembled modules. This means that they will have to be dismantled piece by piece offshore, a process that will require many man-hours and possibly flotel support.
Facilitating subsea tie-backs
In mature areas like the North Sea, operators are extending the life of old platforms by using them as hosts for the subsea tie-back of small surrounding fields. The high oil price has lowered the threshold for the size of deposit that is economic to develop in this way. Partly as a result of this, and due to the fact that most deepwater projects are developed via subsea systems tied back to a floating production facility – with many of them being extensive multi-well projects - subsea activity has never been higher. We expect that it will remain strong for the foreseeable future, despite a tightening in the supply of construction vessels required to do the work.

The North Sea has historically been the world’s largest market for subsea completions and while there will remain a market here as new, small fields are tied in, the area is mature and activity is increasing more quickly in West Africa and Brazil.

Increasingly deeper waters
Oil companies are increasingly looking to deeper waters in which to make oil and gas discoveries. Of the offshore discoveries, the majority are now in water depths deeper than 300 metres (most are in much deeper waters than that), well beyond jack-up flotel water depth capability, which is typically a maximum water depth up to about 75 metres and some well below that figure.

The move to deeper waters means that flotels are needed for all accommodation duties. In the majority of cases, these need to be dynamically positioned as the average water depth that the drilling rigs are currently working in, and thus the likely average water depth of most new production, is about 4,200 feet. Prosafe owns nine of six dynamically positioned accommodation rigs in the world.

Growing demand in the North Sea
In the 1980s and 1990s, the main market for semi-submersible (and jack-up) flotels was the North Sea, although some units also worked in Mexico and Brazil.

Although there has been a significant internationalisation of the business in the past five years, the North Sea has returned as an important market for semi-submersible flotels, and one that is expected to grow, especially for maintenance, modification and decommissioning.

However, new frontiers do exist in Northwest Europe, and the major operators remain the most likely to develop fields in these areas. Large oil and gas reserves West of Shetland continue to attract attention. Development is likely to be hampered by high costs due to the area’s remoteness from existing pipelines and landfalls, but with reserves estimated to be in the region of between three and four billion barrels of oil equivalent, all parties involved are keen to find a cost-effective development solution.

Mature Gulf of Mexico
Another important market for semi-submersible flotels is Mexico, mainly as a result of its repair and maintenance work on existing platforms. It also requires dynamically positioned units due to the proliferation of subsea infrastructure. With the various currents and its susceptibility to tropical weather fronts, the semi-submersible units have to date been the favoured accommodation solution. With expansion into the deepwater zone there are likely to be further flotel requirements.

Semi-submersible units in Mexico tend to be smaller in hull size, displacement and air gap, which prevent them from working in harsh waters and areas that experience excessive swell such as occurs in the North Sea and offshore East Canada. Higher specification units can of course work in the benign areas, but not vice versa. Only a handful of existing units are able to work in the North Sea.

Emerging markets
Over the past five years, markets have opened up in Australasia, West Africa, the Russian Far East, Canada, North and West Africa, and most recently in the US Gulf of Mexico – where hurricane damage and recent deepwater developments far from shore have created a new market. The prime
Deepwater markets are West Africa, Brazil and the Gulf of Mexico.

The US Gulf has two distinct areas: the shallower water continental shelf, which has been in production for the last 40 or so years, and the deepwater province, which has only been exploited since the late 1990s. The latter is the major growth area and the area where flotels can work. The construction and installation of various types of floating production units, with the exception of FPSOs, which are basically ready for use from delivery from the shipyard, and subsea production systems is a long-term demand driver. Deepwater projects are by definition further out to sea and the traditional method of shipping a workforce offshore by crew boats and helicopters is less efficient as a result of the longer travelling distances.

West Africa is a growing market for offshore accommodation as more production platforms and FPSOs are installed, including in deepwater, particularly off Nigeria and Angola. Additionally, existing FPSOs will after five years or so have additional fields tied-back to them, thus generating a secondary market for the use of flotels. Brazil is one of the world’s largest offshore construction markets. As a result of large scale exploration by Petrobras, Brazil is now self sufficient in oil. Recently, Petrobras’ Tupi Sul discovery has been announced as the largest new field in the world at five to eight billion barrels of recoverable light oil. It is, however, in 7,100 feet of water and the reservoir is 23,000 feet below sea surface meaning that its appraisal and development wells will take a long time to drill particularly as there is 6,500 feet of salt to get through. Further appraisal is required on the field before a development strategy is reached. Brazil is clearly an emerging market and will in the not too distant future be a major user of flotels.

Preferred solution
Prosafe is the dominant player in harsh environments, where the semi-submersible design is the preferred option for oil and gas companies, except for the few projects where the water depths allow the use of a jack-up flotel.

A semi-submersible is more stable than a mono-hull (ship-shaped) unit. In harsh environments, a semi-submersible gives two major benefits: workers using a flotel do not suffer from seasickness and as fixed gangways are placed between the flotel and the platform, the workers walk to work rather than, for instance, having to use personnel baskets.

Prosafe’s dynamically positioned units can be wire moored to ensure stability in harsh environments, and dynamic positioning is a popular choice for deepwater and in areas like Mexico where there is extensive subsea infrastructure that precludes the use of anchors.

Optimistic view of the future
The ongoing high drilling activity should ultimately lead to more field development and subsequently increased use of flotel vessels. In addition, the high oil price is a considerable driver for maintaining existing installations.

With a flexible fleet of high quality units and a solid track record of operational experience, we believe that we are firmly positioned to take our part of the buoyant market and to further strengthen our leading position.
Hurricane evacuation – the right way

Our accommodation rigs frequently encounter the forces of Mother Nature. High winds, rain and harsh waves contribute to the offshore industry we operate in being one of the most challenging environments on earth.

By Ryan Stewart, commercial director

None more so than the extreme weather patterns of the Gulf of Mexico (GoM). Although the GoM has always been a hotspot for extreme weather, in recent years, since the devastating impact of Hurricane Katrina, the offshore industry has been bracing itself for the next “Katrina”. At the time of writing this article and since Hurricane Katrina (2005), there have been 26 hurricanes and 29 tropical storms in and around the GoM.

On August 15th 2008, the Safe Concordia DP2 accommodation rig commenced gangway connected operations at the Chevron operated Tahiti SPAR facility in the Green Canyon deepwater area of the GoM. Project preparation, mobilisation to site and gangway down were executed very successfully by a dedicated and determined Prosafe team.

When operating in the GoM, hurricane preparedness is a priority. The process started well over a year ago with the first Hurricane Plan/Evacuation Plan penned for presentation to the client.

Many factors are considered in the procedure, from the classification of storms to lines of communication, security of personnel and security of the vessel. Identified within the procedures are three main phases when evaluating what action to take:

PHASE 1:
• The leading edge of a named tropical storm or hurricane within the Gulf of Mexico (defined as the over water area North and West of a line drawn parallel to and 1 000 miles Southeast of a line drawn from the Northeast tip of the Yucatan Peninsula to Miami, Florida)
• Any numbered tropical depression within the Gulf of Mexico

Actions:
• Non-essential client personnel to be down manned from the flotel and adjacent installation.

PHASE 2:
• The leading edge of a named tropical storm or hurricane within the Gulf of Mexico is forecasted to directly affect Green Canyon 641 within 48 hours
• The leading edge of a hurricane is within the Gulf of Mexico

Actions:
• Client personnel and excess marine crew to be down manned from the flotel
• Preparations are being made to relocate to a safe location
• Verify that the vessel is properly manned for a voyage of at least 72 hours
• Prepare passage plan which will take vessel to safe haven or safe distance from the hurricane centre

PHASE 3:
• The leading edge of a named tropical storm or hurricane represents imminent danger to personnel and operations at GC 641 within less than 36 hours

Actions:
• Execute and monitor passage plan to put vessel at safe distance

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Safe Concordia, DP2 rig built in 2005, is operating at the Chevron operated Tahiti SPAR facility in the US GoM.

from hurricane centre (at least 100 nautical miles). Continue to monitor hurricane movements and adjust plan accordingly.

On the 25th August 2008, preparation evolved into action. At 11:00 hours, the National Hurricane Centre based in Miami, Florida, issued its first tropical depression warning advising on potential “Hurricane Gustav” heading over Haiti and Cuba into the GoM. By 14:00 hours the same day, the storm had been reclassified to tropical storm.

By 17:00 hours on the 26th, the storm had been reclassified once more as a hurricane with a destructive path over the Caribbean Islands. On the morning of the 27th, the projected trajectory of Hurricane Gustav was directly over the Tahiti Platform with impact late 30th/early 1st September.

Onboard the Safe Concordia, liaising closely with the Client, all necessary preparations were undertaken with Phase 2. Efficient and orderly evacuations were effected for non-essential personnel with navigation planning assuming Southwest toward the Western side of the Yucatan Peninsula.

On the 29th August at 08:35 hours, the gangway was disconnected from the Tahiti SPAR. At 10:10 hours, the last helicopter departed from the vessel allowing the Safe Concordia to navigate out of the 500m zone and follow the agreed route clear of Hurricane Gustav.

Monitoring the environmental reports closely and reacting accordingly, the Safe Concordia successfully maneuvered clear to the west of Hurricane Gustav allowing the vessel to rendezvous with the Tahiti Platform on the 3rd August.

Good planning is of the utmost importance due to the volatile and unpredictable nature of hurricanes. The crew of the Safe Concordia performed their duties admirably demonstrating once again the dedication of the professionals working not only on the Safe Concordia but also across the fleet of Prosafe vessels.

At the time of writing this article, the Safe Concordia is back on site after the evacuation due to Hurricane Ike. Although all procedures were followed, demonstration of hurricane unpredictability was evident, and Safe Concordia was impacted for more than 24 hours by extreme environmental conditions. The rig incurred superficial damage, and once out of the hurricane path, she resumed a course back to the Tahiti SPAR facility to recommence contractual obligations.
Creating a better future

Helping children in need by giving them the opportunity to grow up in a caring family and to get an education, is a powerful way of helping to improve their, and thereby also the local community’s future.

By Karine Cosemans, communication and branding manager

Prosafe is committed to making a positive societal impact wherever we have business activities and we aim to contribute to the positive development of the local communities in which we are represented.

We have extensive business activities in Mexico where five of our semi-submersible accommodation rigs are on long-term contracts at the Cantarell field. We want to give something back to the local communities in Mexico and have decided to support the area in the Gulf of Mexico by giving a donation to SOS Children’s Villages in Tehuacán. Our donation will cover the costs associated with the running of this SOS Children’s Village.

Tehuacán is a town situated in the Mexican federal state of Puebla, southeast of Mexico City. SOS Children’s Village Tehuacán was opened in 1991 in a middle class district with good infrastructure. It consists of twelve family houses, the family helpers’ house, the village director’s house and the SOS Youth Facility where young people gradually prepare to live independently. There is also a multi-purpose hall, an administrative building, playgrounds and sports fields.

Additionally, the SOS Children’s Village contains an SOS Vocational Training Centre for SOS mothers and co-workers. The adjoining SOS Social Centre runs a day-care centre for up to 50 babies and children. Furthermore, it supports the local community through different measures of family strengthening, for example by organizing childminding programmes or special workshops for parents.

At present, there are 92 children in the village, whereof three are in preschool, 47 in primary school, 34 in secondary school and four in preparatory school. One youth is taking a technical nursing grade and two are working.

“We have great respect for the work that SOS Children’s Villages does for so many children over large parts of the world. That is why we have supported them since 2004”, says Arne Austreid, president and CEO in Prosafe.

He continues: “By supporting them, we can help to give children who have lost their parents or who cannot be raised in their biological family a home and family-based care. Stable, reliable relationships and education will give these children a solid foundation for life on their own afterwards. This will have a positive long-term effect, because they will be able to take care of themselves, as well as contribute with their competence to the local community.

“Prosafe’s support helps to give many parentless and deprived children a new home and a new family. The donations that Prosafe has given over a number of years have contributed to strengthening and expanding the work of SOS Children’s Villages in several countries. On behalf of all of us in SOS Children’s Villages, I would like to thank Prosafe for their engagement and thrust”, says Svein Grønnern, general secretary in SOS Children’s Villages Norway.

Help us to support children in need

We encourage our employees, customers, suppliers and other stakeholders to become an SOS sponsor, and give children in need a home and a new family. You will be able to write
to them and learn how they grow up with love, and see the real impact that your support has made. You will also be helping SOS Children’s Villages to help other orphaned, abandoned and vulnerable children and their families in the local communities.

You can choose to support a child in the SOS Children’s Village in Tehuacán in Mexico or in one of the other countries in which SOS Children works. Alternatively, you can leave SOS Children’s Villages to decide where the need is greatest at present. The individual sponsorships are handled directly by SOS Children’s Villages.

Additional information on SOS Children’s Villages and about the sponsorship programs can be found on www.sos-childrensvillages.org
Prosafe’s Ambassador-prize

Who has in an outstanding way promoted one or several of Prosafe’s core values? We encourage you to submit your nomination, and help us to find this year’s Prosafe Ambassador.

By Karine Cosemans, communication and branding manager

Prosafe’s core values are an important part of the basis of the company’s existence. They guide our conduct at all times and in all situations, and must be at the basis of everything that is being done in Prosafe. Our clients and investors rely on Prosafe to base everything we do on these core values.

In order to honor those employees who in an excellent way are ambassadors for one or several of our core values, we annually award the Ambassador-prize. It can be given to a single person, a group of employees, a department, a project team or a rig crew.

The prize is a gift voucher and a sculpture that will be in the winner’s possession for one year. The sculpture is a miniature of “The Pilot”, a statue in Tananger, Norway, where the company from 1972 - 2006 had its headquarters. The pilot symbolises also a person who directs a course and guides others through unknown waters and into a safe harbour.

Who should receive Prosafe’s Ambassador-prize for 2007?
We wish to highlight the efforts of those employees who through their activities contribute to build a corporate identity we all can be proud of.

Please send your nomination, inclusive a brief explanation of why that person should be awarded the prize to:

Prosafe AS
Att.: Karine Cosemans
e-mail: karine.cosemans@prosafe.com
fax no.: +47 51 64 25 01

by 11 October 2008

The person who submits the winning proposal will receive a gift voucher or a token of appreciation.

All proposals will be evaluated by a jury consisting of the corporate management. The name of the winner(s) will be made public in the next edition of Prosafe NOW.

The pilot symbolises a person who guides others through unknown waters and into a safe harbour.