

Lamor takes a leap into Offshore Oil Recovery:

- the Lamor Offshore System according to NOFO standards
- the Lamor Oil Recovery Block System

More from Lamor

- Multipurpose Oil Recovery Barges
- Hyde GUARDIAN Ballast Water Treatment
- Lamor Subsea sells Simulator for Helicopter Underwater Escape Training

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Lamor's Technical Department, Design and R&D Engineers, have in close cooperation with selected key customers designed the Lamor Offshore System. The Offshore System and especially the Lamor Oil Recovery Bucket Skimmer LRB 150 and the Offshore Skimmer LFF 100 were successfully tested last summer in tough conditions in the vicinity of Svalbard as well as offshore Bergen in Norway.

■ **NOFO**, the Norwegian Clean Seas Association for Operating Companies, is an oil spill response organization established by the operating companies on

the Norwegian continental shelf. NOFO's objective is environmental protection, and research and development into offshore oil spill countermeasures and pre-

paredness has been given high priority. NOFO invited Lamor to test a skimmer for recovery of heavy viscous oil in offshore conditions in the **Oil on Water Ex-**

ercise outside of Bergen in June. Lamor selected the Offshore Skimmer LFF 100 because of its wide range and high certified skimming capacity; 105 m³/h of 400,000 cSt bitumen and 111 m³/h of 611 cSt IFO40 (B.V. HSK4070026). The skimmer is designed for heavy offshore conditions and is deployed from a crane hook or umbilical hose reel.

Since the Program started in 2006, Lamor has also been taking part in the **Joint Industry Program "Oil in Ice"**. This JIP is lead by **SINTEF** and funded by several oil and gas companies. SINTEF, headquartered in Trondheim, Norway, is the largest independent research organization in Scandinavia. (The acronym SINTEF means "The Foundation for Scientific and Industrial Research" at the Norwegian Institute of Technology). Lamor is participating in the scientific program where mechanical oil recovery equipment is tested. The target of this part of the program is to survey existing as well as new mechanical oil recovery equipment. Last year, the equipment tests took place in indoor basins in Trondheim, but this summer field tests were carried out outside Svalbard in order to test the equipment in more realistic conditions, compared to what can be accomplished in basin testing. The field tests will continue next year.

- The results of the tests in real life, arctic offshore conditions were very good, said **Rune Högström**, Technical Director of Lamor Group, who spent two weeks onboard a vessel nearby Svalbard, carrying out the mechanical oil recovery tests on the apple of his eye, the Lamor Oil Recovery Bucket Skimmer LRB 150. In between testing, Högström could admire nearby polar bears and the vessel crew could also take some great photos, as seen on the front cover of this newsletter.

- Based on earlier product developments and these tests, Lamor has an extensive R&D program for arctic oil recovery equipment. The target is to have an arctic offshore product range ready by 2010, Rune Högström continued and

Lamor Free Floating Offshore Skimmer



The Lamor Free Floating Offshore skimmer is a very high capacity free-floating skimmer designed for open ocean oil recovery operations. The LFF 100 2C is fitted with two V-chain-pocket-brush conveyors for efficient collection of all types of floating oil, from light to high viscosity oils, emulsion and bitumen as well as debris-laden oil.

The skimmer is hydraulically operated and fitted with two thrusters to allow the operator to manoeuvre the skimmer to where oil is most heavily concentrated. The brush conveyor belts separate effectively the oil with-

out collecting excessive amounts of water, even in heavy sea.

The skimmer operation, thrusters and transfer pump, as well as umbilical hose reel functions, are operated by a remote controlled Ex Proof radio control unit. The skimmer, together with the umbilical hose reel, is certified by Germanischer Lloyds according to Chem Rec Zone 0.

Recovered oil is offloaded by a high volume Positive Displacement Archimedes Screw type pump with capacity of 115 or 140 m³/h with more than 1,000,000 cSt bitumen.



pointed out that an important feature of the product development is to also launch equipment for recovery of oil underneath ice and from the sea bed.

– The increased level of oil and gas activities into arctic regions is the trigger for Lamor to invest more in R&D and to

develop our product range for arctic conditions. Many different skimmer models will see the daylight in the coming years, Högström promised. Already now there is a wide variety of skimmers to choose from; skimmers fixed on cranes, skimmers hanging on cranes and skimmers

installed on the side of the ship. Högström foresees that the recently launched **Offshore Skimmer LFF 100** will become a bestseller and is a welcome addition to the Lamor Arctic Skimmer and the Oil Recovery Bucket SKimmer.

Lamor Offshore System – Cost effective modular assembly

The flexible Lamor Offshore system gives the operator possibility to choose the most suitable combination for different operating environments. Capacity test certified off-shore skimmers can be combined with an easily and safely operated umbilical hose reel and deployed either with a standard vessel crane or with the telescopic crane arm built on the umbilical hose reel. The whole reel system can be fitted on a turn table or fix mounted on a removable skid.

For maximum flexibility all needed equipment can be skid mounted on removable racks. This set up can easily be modified according to the requirements.

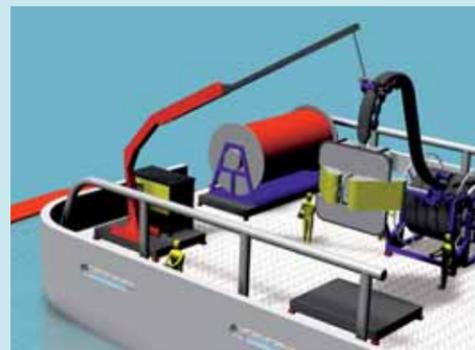
– Our modular assembly design enables us to provide you with exactly the offshore system needed for your dedicated vessel very cost-effectively, said **Jari Ahoranta**, Managing Director of Lamor Corporation.

– Only the features that you want are installed – there is no need to procure a complete package with unnecessary elements. The crane, for instance, can also be used in any other lifting operation, explained Ahoranta, adding that thanks to the flexibility in installation and in selecting the equipment, many different set-up modifications are possible.

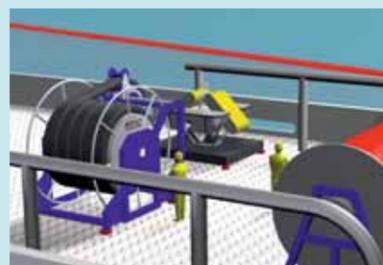
Deployment of Skimmer

The skimmer is connected via an automatic hose feeder to the umbilical hose reel and is launched by the skid mounted crane or with the vessel crane.

The umbilical hose combines all required hydraulic and oil transfer hoses, electric wires and water supply hose. The skimmer is fully operational with only partial deployment of the hose. Since all required hoses are in one floating bundle, this significantly enhances the speed and safety of the deployment.



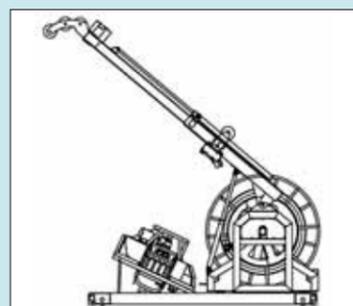
Hose Reel



Mounted on a hydraulically driven deployment, retrieval, and storage reel, the Lamor Umbilical hose reel can store up to 90 meters 6" umbilical hose. The reel is EX proof certified by Germanischer Lloyd according to requirements of Chem Rec Zone I.

Telescopic Crane Arm

Instead of using a separate crane for skimmer deployment, the Umbilical Hose Reel can be equipped with a telescopic crane arm that can be operated by one single person. The telescopic crane arm enables deployment even from below deck through the side hatch.



Key benefits

- Ready-to-use, rapidly deployed
- Cost-efficiency: the modular design minimizes the need for tailor-made designs
- Optimized layout
- Design work consolidated to one organization – easy communication processes
- Fixed pricing, simplified project budgeting
- Construction time saved at the yard
- Only one unit: easy storage and transportation
- Standardized system – focus on safety
- Fast installation onto the vessel



Lamor Oil Recovery Block System – A modular ship system for offshore oil recovery

Advancing oil recovery systems traditionally mean tailor-made systems designed to fit the dedicated oil recovery vessel. They usually comprise several different components and the individual designs often require challenging and costly planning processes, together with many different stakeholders. It is, therefore, difficult to evaluate the final cost of the complete vessel application. In close co-operation with key customers, Lamor has now developed a new optimized oil recovery channel for each vessel – the Lamor Oil Recovery Block System.

The main feature of the system is that it contains only one standardized unit, with a modular design and an optimized layout. The system is capacity and EX Zone 1 certified.

Factory tested and ready-to-use

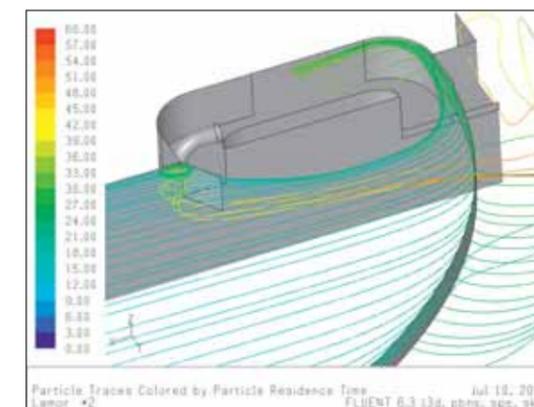
– The oil recovery block is always factory tested before delivery, says **Rune**

Högström, Technical Director of Lamor Group.

– Standardization is also making the installation easier. Once installed, it is a ready-to-use system, which can be deployed rapidly using minimal manpower; the entire system can be operated by one single person. The standardized construction also maximizes operational safety on board the vessel, continues Högström, who has been head of Lamor's technical department for more than ten years, and sums up the most important feature very well known to oil spill responders:

– In a real oil spill response situation, time means everything. The most important feature of the oil

recovery block is that it can be effortlessly deployed. The standardized design has made it possible to focus on developing a system, in which all features contribute to optimized oil spill recovery capacity, safety and fast response times. ■



An independent computational flow dynamics simulation of the hydro-dynamic oil flow in the recovery channel was completed by Process Flow Ltd.



"Coral Princess" with Hyde GUARDIAN™ BWT system is first in line for acceptance into USCG STEP program.

Hyde Marine, Inc. Receives Order for Hyde GUARDIAN™ Ballast Water Treatment Systems for UK Royal Navy Future Aircraft Carriers (CVF) Program

Lamor Group expanded its business operations in April 2008 to new fields of environmental technology by acquiring full ownership of Hyde Marine, Inc.

Hyde Marine, Inc., a leading marine equipment supplier specializing in shipboard environmental and security

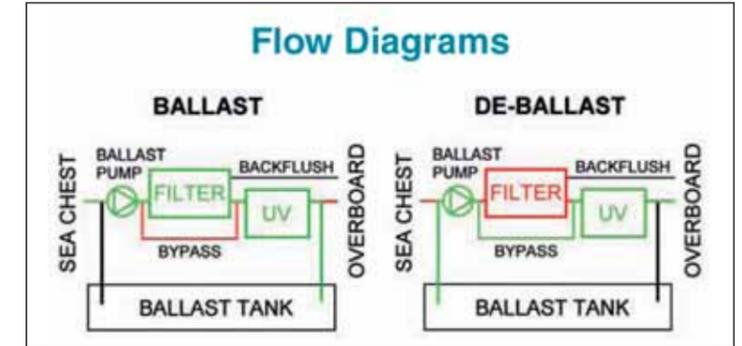
systems, won a contract for six (6) Hyde Guardian™ ballast water treatment systems for the Royal Navy's Future Aircraft Carriers (CVF) program on behalf of the Aircraft Carrier Alliance. Delivery will take place in the autumn of 2008.

Three BWT systems will be supplied

for each of the two carriers to serve the three segregated ballast systems on each ship. The Hyde Guardian™ systems were chosen after an exhaustive study of all available technologies for BWT. The Hyde Guardian™ was chosen because of its compact, single skid mounted de-

sign and because of its demonstrated effectiveness and reliability. The system is fully automatic and will be integrated into the ship's ballast control system.

The Hyde Guardian™ system is the result of experience gained and lessons learned from five full scale systems de-



livered by Hyde in 2000 and 2001 with capacities ranging from 200 to 350m³/hr. The first of the current Hyde Guardian™ systems was installed aboard the cruise ship "Coral Princess" in June 2003 and has operated trouble free for nearly five years. A second system was installed aboard the RCL Celebrity brand cruise ship "Mercury" in late 2006.

The Hyde Guardian™ aboard the "Coral Princess" is expected to be the first ship accepted into the US Coast Guard's STEP program this spring. The system is also undergoing IMO type approval through the UK Maritime & Coastguard Agency (MCA) in co-operation with Lloyd's Register. Land based testing is being conducted at the NIOZ facility in Holland and shipboard testing aboard the "Coral Princess". Previous testing aboard the

"Coral Princess", during a 17 day cruise in the autumn of 2004, demonstrated the system's ability to meet the requirements of the IMO Ballast Water Convention D-2 Standards and the requirements of STEP.

About the CVF program

The CVF carriers, HMS "Queen Elizabeth" and HMS "Prince of Wales", will have a displacement of about 65,000 tons and a length of 284 meters. The hulls are planned for a 50-year service life and the ships will be built in modules by selected naval shipbuilding yards in the UK, with final assembly in Rosyth. Each ship will have a complement of typically 1450 including the air crews, and will support about 40 aircraft, including the Joint Strike Fighter and Airborne Early Warning aircraft.



Hyde's modular design, shown aboard the "Mercury", allows great flexibility to install in existing machinery spaces.

Lamor Subsea receives Order for Multiway HUET, MWH-6 Next Generation Simulator for Helicopter Underwater Escape Training

Lamor Subsea recently signed a contract with the Scandinavian Safety Training Centre for the supply of a third generation Helicopter Underwater Escape Training device. The Scandinavian Safety Training Centre, a public company founded in 2004 on Kåringön outside Gothenburg, Sweden, specializes in offering safety training in maritime, fire, aviation and environmental safety.

– We carried out extensive global market research in order to find the best possible training devices for our air security and underwater training. There is absolutely no point in procuring obsolete equipment for safety training, and we found that Lamor Subsea's third generation Multiway HUET was the best product on the international market and that it will also satisfy our future needs, said

Stefan Nilsson, Vice President of Scandinavian Safety Training Centre.

– We want to offer our customers the best possible training with the best quality state-of-the-art equipment available here in Sweden. Our target is to supply training in Swedish for all Swedish personnel who earlier had to go to our neighbouring countries to receive helicopter underwater escape training. In the near future, we also aim at providing training for personnel from neighbouring countries, added Nilsson.

The Multiway HUET, MWH-6, is a new type of training device, which has been designed for the underwater escape training of helicopter and fixed wing aircraft crew and passengers. The purpose is to provide simulation of an emergency exit in the case of a helicopter crash landing / ditching at sea.

The innovative technical characteristics of the MWH-6 will propel traditional Helicopter Underwater Escape Training (HUET) to an entirely new level. Using the MWH-6, the crew and passengers will receive the most realistic training available.

The drawback of traditional HUET training has been that the training has not always been challenging enough to replicate a real accident situation. The movements of the traditional HUET have become too predictable. Only 180 degree turns on a single axis have been possible with the traditional training de-

vices. Another disadvantage of the traditional simulators has been that their descent into water is slow and controlled, which generally makes the fall seem unrealistic.

In the development of the MWH-6, the practical experiences of professional HUET users and skilled HUET trainers have been combined with the expertise of Lamor Subsea in underwater technology.

The patented MULTIWAY HUET, MWH-6 system introduces an innovative concept where the construction enables demanding, unpredictable and authentic simulation of movements in any direction on a dual axis. The advanced construction also allows for safe simulation of free crash landing into water, which represents an entirely new feature of HUET training.

The Multiway HUET is CE certified and produced according to the relevant



References; Traditional HUET for 10 persons (above) HEKO simulator (below)

directives stipulated by the European Parliament and the council of the European Union.

Saving lives

Helicopter Underwater Escape Training has been widely adopted by the general offshore industry and recognized as a prerequisite for all personnel travelling offshore by helicopter. In the design of Lamor Subsea MWH-6 the requirements of all relevant international standards and recommendations have been taken into account.



Multiway rotation training

Technical specifications

Length	2660/3400 mm
Height	2660/3400 mm
Width	2310 mm
Carrying capacity	6 persons
Weight approx.	2000 kg
Crane/gantry system	TBA

Most advanced escape training

The Multiway HUET is the most advanced escape training simulator available. The main features and benefits are:

- Simulation of unpredictable movements
- Turning / Rotation is possible in any direction, offering a number of different variations for training
- Fast and easy transformation into a free crash landing training device. MWH-6 offers two independent training devices in one unit.
- The MWH-6 can be customized for the simulation of many different types of helicopters. The locations of doors, windows, seats and exits can be easily modified and replaced.
- MWH-6 can be used as a traditional simulator with single axis.

MWH-6 is the best device available for step-by-step training, starting from simple training for beginners and ending at demanding crash landing training for professionals.



Scandinavian Safety Training Center

▶▶▶ Lamor Subsea MWH – 6 represents the most realistic possible training device to meet this requirement. Statistics clearly show that persons who have been trained with a HUET have increased survival chances in an accident where a heli-

copter or aircraft ditches / crashes in water - compared to a passenger who has not received any training.

Lamor Subsea Ltd has 20 years experience in submersible and under-water technology, and projects for underwater

off-shore solutions. Lamor Subsea also specializes in underwater oil spill response technology in co-operation with Lamor Corporation and Clean Globe International Ltd. ■

LSES Prepares for Business and Grand Opening

Lamor Swire Environmental Solutions (LSES) is now in receipt of the Lamor equipment ordered to establish the first LSES Regional Oil Spill Response Depot in the Jebel Ali Trade Free Zone, Dubai, UAE. The stockpile dwarfs any other similar resource in the Region. There is so much equipment it has been possible to establish 42 stand-alone packages, each of which would satisfy a Tier 1 requirement. The full stockpile is based at the Inchcape Shipping Services Logistics

Centre for the UAE. The contract arrangement with Inchcape ensures complete peace of mind with the total logistics chain required to get emergency LSES equipment to the spill site in the shortest possible time. The equipment assets have been entered into a state of the art warehouse database management system which tracks the equipment location by bar code. The system also prompts the planned maintenance checks required. Currently, the equipment is undergoing a



LSES equipment undergoes independent commissioning checks.

rigorous independent commissioning check. LSES contracted Richard Tatner, Director Oil Spill Training Company and former Operations Manager of Oil Spill Response Limited to vet the readiness of the equipment (refer photo).

By September 18th the entire stockpile will be ready and primed for regular rental services and for emergency use. To ensure maximum exposure for LSES, a Grand Opening of the Gulf Region Oil Spill Response Centre has been planned for October 15th. Senior Industry and Govern-

ment executives from across the Gulf Region and beyond have been invited to witness first hand the scope and scale of the new service. The LSES Board Directors are inviting delegates to attend a program, which includes dinner reception, a half day seminar on marine spill response, ceremonial grand opening and interactive demonstrations of the offshore, near-shore, shore-protection, shoreline clean-up, ports and marina packages. The Finnish Ambassador to the UAE (scope also includes Qatar and Bahrain) is expected to attend.

To contact LSES please call:
+971 (0)4 321 2022 or,
in the case of an emergency,
please call the 24 hour hotline:
+971 (0)50 6564 900.



Lamor multipurpose oil recovery barge

Lamor Corporation has recently completed delivery of 3 multipurpose oil recovery barges to a customer in the Middle East. The company is experienced in boat building and ship repair since 1982 and combines this expertise with the manufacture and supply of modern and innovative oil recovery techniques, Lamor Corporation Ab is at the forefront of marine oil recovery techniques.



One of the three Lamor multipurpose oil recovery barges delivered to the Middle East last month.

Based upon the requirements of the customer, a design in accordance with Finnish Maritime Authority standards was proposed and accepted with production then taking 3 months. The basic hull design allows for a choice of Oil Recovery System options and enables the craft to be used for other support roles. The design encompasses a marine grade aluminium hull with: LOA of 10m and beam of 3.5m allowing generous deck work space and internal recovered oil storage capacity of 10 cubic meters.

As delivered, the oil recovery barges are fitted with the Lamor Bow Collector that feeds direct to the recovered oil

tank. The Bow Collector system advances through a slick at up to 4.0 knots, allowing a greater area to be swept, thus providing a higher oil encounter rate than traditional skimming systems. Since it is built on the bow of the boat to be easily deployed, the system will be skimming oil within minutes of arriving at the spill site. This modular system is neatly stored on deck and can be deployed by one person within a matter of minutes into oil recovery mode.

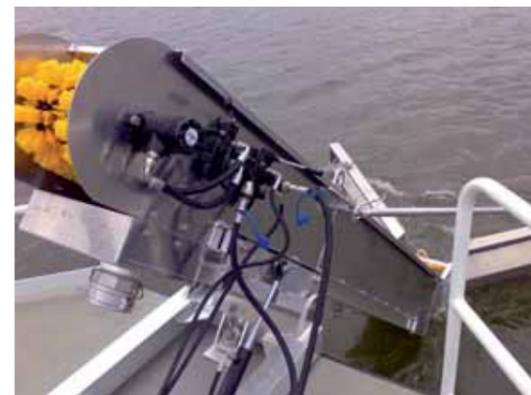
Additional pollution control equipment includes a portable dispersant spraying system with twin 3m spray arms and a Lamor GT A 20 submersible pump for offloading the recovered oil tank. A 300kg SWL davit crane with mechanical winch is fitted on the deck and can be used for deployment of portable skimmers or containment boom handling. Specific equipment can be fitted according to the prospective end users' requirements.

A unique feature of the design is the layout of the recovered oil tank that re-

sults in the barges being 'double hulled'. The hull has been designed such that the barges create a draft of only 55cm in fully loaded condition but provide stability for rapid cruising. The combination of minimal draft and good cruising speed allows for fast response to near shore oil spills with the ability to operate shallow waters.

As delivered, the barges were powered by 2 x Yamaha F 80 outboards that provide a top cruising speed of 20 knots in unloaded conditions. Various engine / propulsion packages can be fitted with larger outboards or stern drive according to individual requirements. A one person enclosed wheelhouse provides shelter and can be fitted with air conditioning for warmer climates, should this be required, an auxiliary generator will also be incorporated. Each vessel is equipped with a full range of SOLAS equipment and shipped ready to work.

The Lamor Oil Recovery Barge represents a flexible choice for operators seeking rapid response to marine oil spills with the benefits of multi tasking, such as debris cleaning or general port duties, and fully complements the existing range of Lamor Work Boats. ■



The Lamor Bow Collector.

Lamor around the World



Lamor recently delivered oil spill response equipment to DV Howells in Namibia, Sintezneftgas was the end user. The delivery mainly consisted of oil booms and skimmers, above the LAMOR Heavy Duty Oil Booms HDB 1800.

Andy Crawford from Lamor Corporation UK and Zal Rustom from DV Howells ran a 1-day workshop.



In July, commissioning of OSR equipment took place in Nigeria. The event was the conclusion of the supply of oil spill response equipment to six (6) Bases across Nigeria, operated by the Nigerian National Petroleum Corporation (NNPC) through a contract from Lamor's Nigerian Agent, Salvesen Pollution Services Nigeria Limited.



The commissioning and training was carried out by Stephen Jewell (6th from left) from Lamor UK and Andro Jacobs (8th from left) from Lamor Qatar, supported by Francis Odey, Sales Engineer from Salvesens in Nigeria.

Nigeria Oil & Gas February 18-21, 2008 in Abuja



The President of Nigeria, Mr. Umaru Yar'Adua, who is seen here in the middle in the grey African dress, opened the Nigeria Oil & Gas Conference and Exhibition, and toured the very popular exhibition.

From left: Giwa Segun, Business Development Manager for Salvesen Pollution Services Nigeria Limited, Chief Kola Agboke, CEO of Salvesen Pollution Services Nigeria Limited and Mobolaji Abdul, Sales & Marketing Manager at Salvesen Pollution Services Nigeria Ltd. is Lamor's agent in Nigeria.



CNPC OSR ship loaded with Lamor equipment ready for the drill

Lamor China Participated in CNPC Drill on July 16, 2008

On 16th July 2008, a massive oil spill response drill was held by CNPC (China National Petroleum Co.) Offshore Rescue and Response Centre in the Bohai Bay area. The drill comprised of helicopter surveillance and deployment of oil recovery equipment. Four engineers from Lamor China took part in the drill as technical support. Lamor equipment including Lamor side collectors, Lamor oil booms and Lamor offshore



CNPC OSR ship during the drill

skimmers performed excellently. The remote controlled Lamor offshore skimmer was highly appreciated by the leaders present at the drill.



During the exhibition, Lamor China made new friends and also met many old friends. Lamor was very successful in brand promotion during the exhibition.



Lamor China at China Transpo Exhibition, in Beijing Exhibition Center April 24-26, 2008

Lamor workboat and OSR equipment for 2 ice breakers to Lukoil Varenday



Last summer Lamor carried out commissioning of two Lamor Boom Towing Boats BTW 9500 and Oil Spill Response equipment for 2 ice breakers to Lukoil Varenday. The commissioning took place in Singapore, where they had been built and their final destination will be Lukoil's new oil terminal in Varenday, in northern Russia by the Barents Sea. The two ice breakers, *Toboy* and *Varenday*,

70 m and 90 m long, were designed by the Finnish ship designing company ILS. The oil spill response equipment delivery consisted mainly of GTA 115 offloading pumps and 6 m dispersant spray arms.

The BTW 9500 is designed to tow and push a variety of marine equipment and oil booms. The vessel is designed to work on coastal areas and outside the sea ports or in connection to a mother ship.

This vessel in sea-water resistant aluminium will be designed and constructed according to Nordic Workboats Standard (NBS), and can be delivered with a recognized classification societies certificate.

To ensure an excellent manoeuvrability, the main propulsion system consists of two diesel engines connected through marine reduction gears and shaft arrangements to fixed pitch propellers.

The vessel will be capable of operating in 3 to 5 foot short interval seas in a minimum water depth of approximately 5 feet.

The BTW 9500 is equipped with two diesel engines rated at 260 kW (350 hp) @2100 rpm to reach 5 ton bollard pull. Coupling twin disk M G5075A 2,88:1 SAE2. Exhaust will exit from stern and will be fitted with a properly sized muffler. Machinery is DNV Certified. The engine is keel cooled.

Navigational aids, electrical and lighting systems are provided according to agreed certification.

A towing arm is installed on the aft deck, arm swivels approx. 117 degrees to ensure safety of crew and vessel at a 5 metric tonnes pull. The towing arm is fitted with a manual safety release system (certified) that can be operated from inside the wheel house.

Raised wheelhouse with swinging door access from aft deck is thermally insulated and equipped with console panel with operation and navigation equipment. Four-point lifting arrangement with low lifting point (1850 mm above the deck) is included. ■



Captain Andy Crawford a.k.a. Senior Vice President, Global Business Development at Lamor UK, was head of the commissioning of the first Lamor Boom Towing Boat BTW 9500 on the ice breaker TOBOY in July in Singapore.

NEW APPOINTMENTS

Lamor Swire Environmental Solutions appoints Lead for New JV

Jim Thornborough has been appointed as the Lamor lead for the new Joint Venture Lamor Swire Environmental Solutions, which aims to roll-out Tier1, 2 and 3 services using Lamor equipment and Swire Pacific Offshore vessels.

Jim's career history includes 5 years military service with the UK Royal Fleet Auxilliary, 5 years as Executive with the UK Royal Mail and 20 years service

with BP. Jim's BP service was dedicated to Crisis Management and Emergency Response and included senior assignments with Oil Spill Response Limited, BP Shipping and BP Angola.

Jim enjoys holidays to South Africa, where he and his wife have a second home, follows Liverpool Football Club and is always in the market for a nice car.



Jim Thornborough

Hyde Marine Adds New Global Sales Director

Hyde Marine, Inc., a Lamor Group company, recently announced the appointment of **Pekka Tyllilä** as Global Sales Director. Mr. Tyllilä will be responsible for worldwide sales and sales support of Hyde's fast growing marine ballast water management business including the Hyde Guardian™ BWT system.

"With almost twenty years of multi-disciplined marine and mechanical engineering experience in his native Finland, Pekka is a natural leader with highly effective team building and motivational skills," Hyde Chairman, Tom Mackey, said. "Pekka has extensive experience in sales, sales networking and product development, which will provide Hyde with effective leadership

and team building skills as we continue to develop our world wide sales organization. Pekka will also help Hyde to ensure the highest levels of satisfaction and service for our customers."

Pekka Tyllilä earned his Bachelor of Science degree in Mechanical Engineering at The Helsinki Institute of Technology. He was most recently Sales Manager for Evac Vacuum Toilet Systems at Evac Oy and has worked in several international sales positions with Evac and other major Finnish companies.

Mr. Tyllilä will be based at Hyde's new sales office in Finland at the head office of its parent company, Lamor Group, at Technopolis, Teknobulevardi 3-5, FI-01530 Vantaa, Finland.



Pekka Tyllilä

New Appointments at Lamor

On June 2, **Mari Hakkarainen** was appointed HR Manager of Lamor Group. Prior to Lamor, Mari worked for Campbell Soup Finland as Administration Coordinator and before that for the ISS Facility Services as Management Assistant. Mari is also a certified personal trainer & gym instructor and used to be a professional athlete, and unbelievable as it might seem, she was the 1997 Finnish lightweight Champion in power lifting.

Roger Hacksell was appointed Production and Quality Controller by Lamor Corporation on August 25. Roger has an extensive background in logistics, his prior position was as ship-

ping-agent at Porvoo Stevedoring, a subsidiary of Stora Enso Timber. Roger will hold the challenging position as a crucial link between the sales force and the production and logistics.

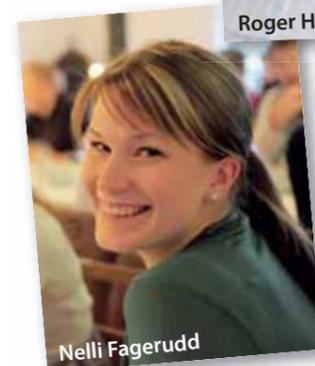
Nelli Fagerudd joined Lamor on August 18 as Sales Assistant, to complete her trainee period of her Degree Programme in International Business and Marketing at HAAGA-HELIA University of Applied Sciences. Nelli won the Business Student of the Year Award by Swedish Universum and Kauppalehti, and will be a welcome member of the Sales and Marketing Support Team.



Mari Hakkarainen



Roger Hacksell



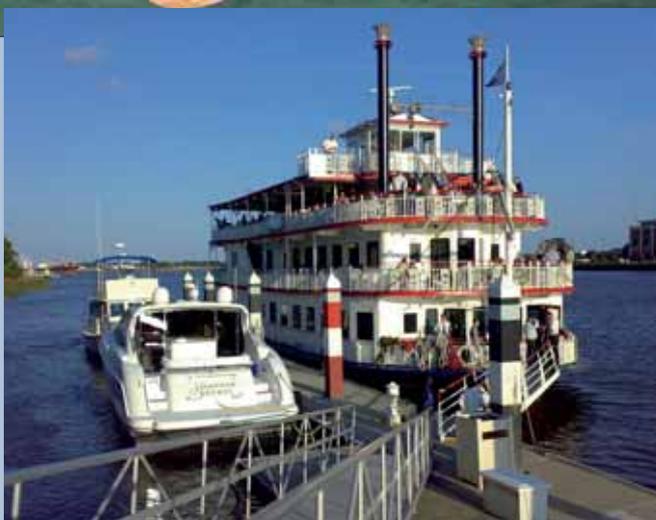
Nelli Fagerudd

International Oil Spill Conference and Exposition IOSC 2008



▲ Lamor took part in the International Oil Spill Conference and Exposition IOSC 2008 in Savannah, Georgia, USA.

▶ Lamor's evening reception on the river boat Georgia Queen was a success.



UK Spill 2008



Lamor UK Ltd. participated in the UK Spill 08, which took place in Southampton 2 - 3 July. The theme of this annual marine spill event was marine pollution preparedness and response with industry, government and NGO presentations, networking and on-water demonstrations.

Meet us at:

- SMM 2008, 23.-26.9.2008, Hamburg, Germany
- Clean Gulf, 28.-30.10.2008, San Antonio, TX, USA
- Offshore Arabia, 11.-13.1.2009, Dubai, UAE
- Interspill 2009, 12.-14.5.2009, Marseille, France
- MIOGE, 23.-26.6.2009, Moscow, Russia

The Lamor Group of companies is a world leader in oil spill response and environmental technologies. With 25 years of experience, Lamor specializes in comprehensive solutions developed for a specific problem using efficient environmental technologies. The company's sales office network covers the globe and production facilities are located in Finland, the U.S. and Asia.

www.lamor.com

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