

GPA REPORT

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Guido Perla & Associates, Inc.
Naval Architects, Marine, Mechanical and Electrical Engineers



Dear Reader,

2009 has been very exciting and extremely busy so far for GPA. In China, a GPA-designed vessel is being delivered within every two weeks, of which we are very proud.

We are also focusing on further expanding our services to establish a position as a truly global player and have opened an office in Santiago, Chile, in late 2008 to penetrate

and support the Latin American market after opening an office in Germany in the spring of 2008 to explore opportunities for GPA in the European market.

We are also still very active in the US. After completing the final design for the 144-car ferry for Washington State Ferries, we were recently awarded a contract for the final design and

production engineering for the 64-car ferry.

We are excited to visit new conferences and tradeshows this year and are looking forward to seeing what else 2009 has in store for us and our new subsidiaries.

We wish everybody a successful 2009!



Guido F. Perla
Chairman

GPA Selected for Final Design and Production Engineering for 64-Car WSF Ferry

GPA was again selected by TODD Pacific Shipyards in Seattle and approved by Washington State Ferries (WSF) to deliver the final design and production engineering for a 64-car ferry after completing the final design for the WSF 144-car ferry in November of 2008.

The 64-car ferry, intended to carry 750 passengers and 64 standard autos, will incorporate all of the latest USCG require-

ments for Safety and Security. Washington State Ferries is the largest ferry system in the United States and the third largest in the world, transporting over 24 million passengers annually.

GPA's relevant design experience includes the SOLAS certified passenger vessels M/V Empress of the North and M/V Coastal Queen, as well as the M/V Susitna, also known as the E-Craft, a high speed ferry ca-

pable of carrying 20 vehicles currently under construction at Alaska Ship & Drydock for the Office of Naval Research. GPA also provided regulatory approval drawings and detailed construction engineering for the Pierce County vehicle ferry M/V Steilacoom II, built by Nichols Brothers Boat Builders and Todd Pacific Shipyard and was the Owner's Naval Architect for the design and construction of the M/V Stikine vehicle ferry.



144-Car Ferry for WSF



Guido Perla & Associates, Inc. Enters Petrobras Tender with Tailored Offshore Designs

GPA entered the current Petrobras tender with three designs based on constructability to facilitate the rapid building of large numbers of vessels at comparably low capital costs and meeting all of Petrobras' requirements.

Simplified construction methods, such as single-curvature hulls, flanged plate construction and transverse framing, a combination that is the standard for GPA offshore designs, contribute to decreased construction time and cost.

The frequent deliveries and large numbers of GPA-designed offshore vessels, currently totaling 136 in operation and under construction since the introduction of the first GPA 600 diesel-electric offshore vessel series about six years ago, demonstrate the advantages of designs based on ease of construction and reduced cost.

"We expect to achieve these same results. GPA's designs have obtained worldwide and are sure that we can reach the

same performance and efficiency levels in Brazil," says Guido Perla, Chairman of GPA.

GPA entered the first tender with and received approval by Petrobras for the DP-2 classified 72-meter GPA 670D PSV (Petrobras PSV 3000), the DP-2 classified 87-meter GPA 685 PSV (Petrobras PSV 4500) and the DP-1 classified 64-meter GPA 482-10 OSRV (Petrobras OSRV 750-10).

All three designs, tailored specifically to Petrobras' requirements, benefit from the location of the engine room above main deck, a concept pioneered by GPA several years ago with the introduction of the GPA 654 PSV and since then implemented in 86 of the 136 GPA-designed offshore vessels.

This concept contributes to maximized cargo capacities below deck, simplified construction, safer and more convenient engine maintenance, as well as crew comfort due to the additional deck between the bow thrusters, a notorious

contributor of noise, and the crew accommodation level. In order to provide a complete and competitive package to operators, GPA has united with some of the most recognized vendors to develop the GECS package for these designs. This complete solution, consisting of the GPA vessel design, an integrated engine control room by Electronic Power Design, Inc. (EPD), engines by Cummins and the propulsion system by Schottel, offers a complete solution complying with all technical requirements at relatively low cost.

"Currently, a GPA vessel is delivered about every 11 days. Very early on, we have recognized the need for simplified and efficient designs to facilitate these increasing construction volumes, as well as the need to take environmental concerns into consideration, like we have for the Petrobras tender," adds Guido Perla, "and I believe the sheer number of GPA vessels serving the offshore market is proof of what our designs are capable of during construction and in service."

GPA and Bourbon Leading Modern Offshore Market – Bourbon Liberty Class Vessels Consistently Delivered in China

By the beginning of 2009, more than half of the 22-vessel GPA 654M Liberty Class 100 PSV series and “Bourbon Liberty 201”, the first of the 54-vessel GPA 254L AHTS series, designed by Naval Architectural and Marine Engineering Firm Guido Perla & Associates, Inc., headquartered in Seattle, WA, were delivered at Dayang Shipyard in China. The designation of these vessels as the Liberty Class was inspired by the Liberty Ships of World War II. Like Bourbon’s Liberty Class vessels, the Liberty Ships were of a completely standardized design, built in record time, facilitating the construction of 2,751 Liberties within four years.

Bourbon currently has under construction and in operation more than 100 GPA designed vessels, including PSVs, AHTS vessels, IMR vessels, and ROV-capable vessels. The grounds for proceeding with GPA designs in such large quantities are comprehensive. GPA’s offshore designs have proven successful not only in operations but also during construction. Simplified construction methods, including proven single-curvature hull forms and additional advantageous structural arrangements,

enable shipyards to build more vessels in less time in a cost-efficient manner. Furthermore, the utilization of a Modular Electrical System by EPD, Inc. creates greater flexibility and timesaving during the construction process as the entire system can be installed as the vessel nears completion.

Additionally, all GPA offshore designs, including the 58-meter GPA 654M PSV, outperform similar sized vessels in terms of space optimization. As a result of locating the engine room above main deck, a concept pioneered by GPA several years ago, and made possible by the use of diesel-electric propulsion, cargo space is 30% greater. The GPA 654M PSV is capable of carrying 170m³ dry bulk, 648m³ liquid mud, 537m³ fuel oil, 410m³ drill water and 386m³ fresh water. The oval tank design for liquid products, coupled with a faster and automated cleaning system, enables optimized loading and transfer operations.

Further benefits of the diesel-electric propulsion system common to these vessels include better fuel consumption and a reduction in CO₂ emissions by as

much as 30%, offering operators exceptional efficiency and environmentally friendly operations.

At-sea operations are also optimized by exceptional maneuverability and the capability to maintain precise position alongside rigs and platforms. With the use of three main generators with a total power of 3,081 kW, three stern thrusters and two bow thrusters that, in combination with a DP System Class 2, the GPA 654M PSV facilitates tremendous station-keeping capabilities to carry out operations safely, even in adverse weather conditions. Redundant propulsion equipment even allows for full operation with one generator out of service.

With a fleet that will consist of 54 GPA 254L AHTS, 22 GPA 654M PSV, ten GPA 696 IMR, ten GPA 670 PSV, four GPA 670MKII Special Products PSV and four GPA 670MKII ROV vessels intended for deepwater and continental offshore operations and bringing the best value for the money invested industry-wide, GPA and Bourbon continue to expand their positions as major key players in the offshore arena.

Sheikh Ali,
Marketing Manager
Bourbon Offshore Asia

Given the operational capacities of the Bourbon Liberty series, clients used to conventional supply vessels will be completely convinced. This series is really going to revolutionize the offshore continental market.

GPA and Bourbon Leading Modern Offshore Market – Bourbon Liberty Class Vessels Consistently Delivered in China



GPA 654M PSV - Bourbon Liberty 100 Series



GPA 254L AHTS - Bourbon Liberty 200 Series

GPA's Chinese Office Relocates to Ningbo

GPA China, a subsidiary of Naval Architecture and Marine Engineering firm Guido Perla & Associates, Inc. (GPA), has recently relocated from Shanghai to Ningbo. Established in 2004, when construction for the first GPA-designed offshore vessels commenced in China, the subsidiary's main function consists of local shipyard support.

Currently, approximately 100 vessels owned by different operators, such as Bourbon or Tidewater are under construc-

tion or have recently been delivered in China.

"We believe in close working relationships with shipyards, as well as vessel owners and operators throughout the development and construction process. GPA supports those relationships after launch and delivery by keeping a close liaison with respect to the operation and maintenance of each vessel. Moving our Chinese office closer to the shipyard was a decision based on our relationship standards in respect to

the large offshore vessel construction volumes we are currently experiencing", adds Mr. Perla.

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INACE Held Ceremonial Keel Laying for First GPA 150 FSV

INACE Shipyard in Brazil held a ceremonial keel laying for the first of two GPA 150 FSVs (Fast Supply Vessels) owned by Marimar on March 18, 2009. The vessels, flying the Brazilian flag, will be carrying supplies and crew for oil platforms working in the oilfields of Petrobras near the Brazilian North-Eastern coast.

The GPA 150 FSVs, which are the first GPA-designed offshore vessels built in Latin America specifically for the Latin Ameri-

can market, measure 50.00 meters in overall length, and will be equipped with a diesel direct drive system with a total horsepower of 7,200HP, consisting of four main diesel engines, as well as two 150HP bow tunnel thrusters, two 99kW auxiliary generators and two 175kW shaft generators. The vessels are capable of transporting 19,882 gal of fuel oil cargo, 9,146 gal of ships fuel oil and 18,011 gal of fresh water cargo.

"We are excited about this opportunity to enter the Latin American market as it is developing very attractive projects that we want to take part in. We believe these Fast Supply Vessels for Petrobras to be a very good starting point concurrent with one of our recently delivered GPA 640 PSVs owned by Trico Marine heading to Brazil to operate for Petrobras, as well." concludes Guido Perla, Chairman of GPA.



GPA 150 Fast Passenger Vessel

GPA Continues International Expansion in Latin America



Paulina Alvarez



Mario Villa

GPA further expanded its international focus. After establishing the subsidiaries GPA Shanghai in 2004 and Guido Perla Europe GmbH (GPE) in Germany in early 2008, GPA has now announced the establishment of Guido Perla Latin America EIRL (GPLA) in Santiago, Chile. By creating a direct presence in Latin America, GPA is reacting to the incredible expansion in that market that has been defined as a target for GPA for the coming years. "The local market is developing very attractive projects that we want to take part in, and therefore, we need to be prepared to support and serve our clients during the complete execution of the projects" says Paulina Alvarez, Business Manager of GPLA. The subsidiary will be executing multiple functions, which encompass

providing naval architecture support to the GPA headquarters in Seattle, working in conjunction with the GPA design and engineering staff, as well as providing technical assistance, and Project and Contract Management to local shipyards that are currently constructing GPA designs, thus reinforcing the company's approach of direct communication and close working relationships throughout the development and construction process.

"A local presence facilitates keeping a close liaison with clients after launch and delivery with respect to the operation and maintenance of each vessel," says Mario Villa, Engineering Manager of GPLA. "One of our main assets and differentiation points is that GPA has always developed special solutions that suit each client's needs, therefore it is of advantage for us to be closer and more accessible to our clients in order to get a better understanding of their situation, needs and requirements," Mr. Villa adds.

In addition to the naval architectural and engineering support function, GPLA will be closely monitoring the fast growing marine industry in the region, especially within, but not exclusively, the Oil and Gas sector. GPA's extensive portfolio includes vessel types ranging from Platform Support Vessels (PSV), Fast Supply Vessels (FSV), Anchor Handling Tug Supply Vessels (AHTS), CNG Carriers, Tugs, Barges, Icebreakers, Car-

go Vessels, Fast Pilot Boats, Ferries, Research Vessels, Fireboats, Navy Vessels, Fishing Vessels, Yachts, Excursion-, Cruise-, and Casino Vessels, thus the company holds experience in a number of highly complex marine industry sectors.

Temporarily, the GPA Latin American office is located in the heart of the business and commercial district in Santiago, Chile, while the permanent office, located nearby, is being prepared to be ready by mid 2009. By the end of 2009, GPLA expects to employ approximately ten employees, ranging from naval architects to lofters and design drafts men to support GPA's services, which include Conceptual and Preliminary Design, Bid Packages and Regulatory Design, Scientific/Engineering Analysis, Feasibility Studies, Production Engineering, Construction Management and Owner Representation. "We are excited about exploring the opportunities in the Latin American market and while we believe Chile to be a great starting point as a service platform to serve many countries in the region" concludes Ms. Alvarez.

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"The Correlation between
Design Trends and Operational Challenges".

To download the paper presented at the 2009 OSJ Conference by
GPA's Vice President of Engineering, Dan Koch,
go to www.gpai.com/downloads



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