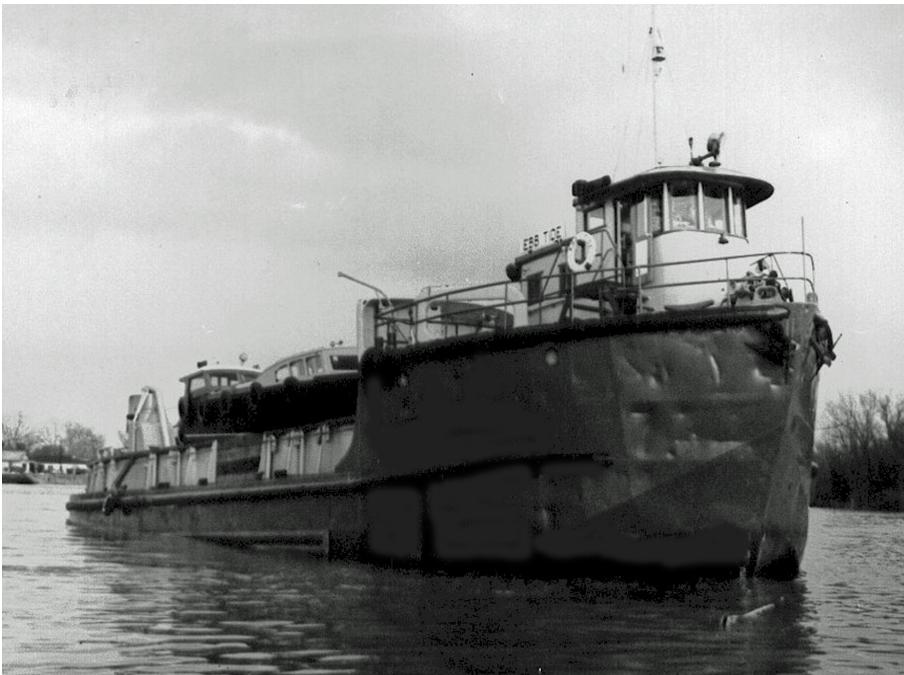


collector's item, so I have decided to publish the third edition myself. I will therefore have control of the quality and the price.

What has all this got to do with you, the reader, you may ask. This stuff usually goes in the Introduction and so we normally skip it and get into the meat of the document. It is precisely because we normally skip introduction that this has become the first chapter, and it is written in the first person to put the rest of the book in context.

Since writing the first edition of "Supply Ship Operations" I have become something of an expert on major hazards to offshore mobile drilling units, jack-ups and semi-submersibles, and have gained experience as a client representative on rig moves and as a towmaster.



*THE EBB TIDE. This picture was taken probably before the departure of the ship to Lake Maracaibo. Despite the 50 year interval since it was built, the origins of the supply vessels of today can be seen. Picture: Tidewater Publicity.*

This experience, on the periphery of the job itself, or at the centre – depending on one's viewpoint will, I hope, add something to text. However, this book will only contain my view on how supply ships can be operated, and I am aware that things have moved on. Ships are generally much larger than they were when I was a shipmaster. They are also often equipped with much more sophisticated equipment on the deck and with elaborate positioning systems which might be intended to supersede the man on the sticks.