

A TOUGH SHIP FOR TOUGH CONDITIONS

ONBOARD IN THE ICE WITH THE ERRV TULPAR

TOPAZ ADDS NEW ERRV TO THE FLEET

NEW VESSEL BOOSTS TOPAZ'S
ERRV CAPABILITY

PHOTO CONTEST

THE TOPAZ PHOTO CONTEST HAS
BEEN RE-OPENED. CHECK THE
BACK COVER FOR MORE DETAILS.

Q2
2015

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IS PRINTED ON
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PAPER.

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Message from the CEO

Welcome to another busy issue of Topaz World.

Our cover story looks at the Tulpar, a ship that's used to operating in tough conditions. As a company, we are ourselves navigating some turbulent conditions and it can be a challenge to keep up – but like the Tulpar, we're tough and resilient. And as with the Tulpar, it's teamwork and strong operational skills that is getting us through.

Speaking of tough conditions, the whole oilfield service and offshore support vessel industry is today in the worst situation since the 1980s. As a result of lack of offshore activity, demand for OSVs is, in line with offshore projects being paused, restructured and cancelled, significantly down across the board. Compounded by oversupply in certain vessel segments, this demand weakening has resulted in utilization and vessel day-rates plummeting across the industry.

As a result, our clients are demanding price reductions across the board, without sacrificing safety or operational quality. Topaz has been forced to respond to reduce cost, this includes improving efficiencies and systems, but has unfortunately also involved unavoidable redundancies. This market pressure will remain for the foreseeable future, and in order to come out a stronger company and a better place to work, it's critical that we pull together and truly live the 'Topaz Way'.

We do have the best people in the business, and we want to look after them well. I encourage everybody to continue to nurture and uphold our safety standards. We have launched the 3rd edition of the safety culture survey. I hope you again support this very important initiative and share with us your opinion about our safety practices and culture.

It's also important to make sure that vessels and workplaces are maintained in the best possible condition, not an easy task on a busy vessel. But it is possible; in this issue we highlight how the Tulpar and the Jaddaf crews take care of their ships.

As always, thank you for your feedback. We really appreciate your support, and please continue to share your photos and stories with us.

Until next time,
René Kofod-Olsen
Chief Executive Officer

Published by: Topaz Energy and Marine Communications Team

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OPERATION IN FOCUS

A DAY IN THE LIFE OF THE ERRV TULPAR: PREPARING FOR AN OIL SPILL

The Topaz ice breaking supply vessel Tulpar has taken the main role in a successful exercise to cope with a potential oil spill in the Caspian Sea.

The drill featured the oil spill team of Agip Kazakhstan North Caspian Operating Company (Agip KCO) and was centred on their Bautino port base.

The scenario involved a hypothetical oil spill that had been detected in the entrance to Bautino bay. On the oil spill alarm, the procedures clicked smoothly into action. The Tulpar loaded the Agip oil spill response team and their equipment, sailed to the area, and started deploying the oil spill booms. The stern part of the boom was loaded on to a shallow draft multipurpose tug, Afon Las, while the bow part was moved to the port side of the Tulpar and fixed there.

Both vessels then manoeuvred on the same course and at the same speed, with the boom in a U shape between them to collect the oil patch. A further boom was then deployed to close the area off and the spilled oil could be collected from the water with Agip KCO's equipment.

On successful completion, the end of drill was sounded, the tug released its end of the oil spill boom, and both vessels returned to base.



Topaz CEO Rene Kofod-Olsen visited the Tulpar in Baku Shipyard and declared himself "thoroughly impressed".

He said: "Knowing she is 12 years old, purpose-built, always working in harsh conditions and with limited access to spares in a timely manner, I have to compliment the Captain and crew on their craftsmanship and sheer professionalism.

"Tulpar is an object lesson on how a vessel can be maintained and generally looked after in operational conditions – and in particular, the benefits you get from a close attention to detail."

RENE COMMENDS
CAPTAIN BYCHKOV
AND HIS TEAM:
"WELL DONE AND
THANKS FOR THE
INSPIRATION.
KEEP UP THE
GOOD WORK!"

TULPAR SPECIFICATIONS

CLASS 1A1 SUPPLY VESSEL SF, EO, ICE-1A*F, FIRE FIGHTING CLASS 1, DK (+) & HL (2.3)

Year built	2003
Length overall	92.4 metres
Draft	3.9 metres
GRT / NRT	3,343 T / 1,003 T
Economical speed	11 knots
FiFi system	Yes
FRC	2
Accommodation	20 persons

CELEBRATING SUCCESS

SOCAR SPECIAL COMMENDATION AWARD FOR CASPIAN TEAM

Marine Superintendent Vugar Mamedov, Alliance Crewing Manager Veli Mammadov, Caspian Supporter Masters Nurullayev Vidadi and Hajiyeve Fuad, Chief Engineer Abdulov Mushfig and Electrical Engineer Gadirov Shikhali have received a Special Commendation Awards from SOCAR for their exemplary efforts in supporting the evacuation and fire fighting operations during the fire which broke out at the exploration well No. 90 of the Bulla-Deniz gas condensate field on the Caspian Sea shelf in August 2013. The Bulla-Deniz field is located offshore at a distance of 80 kilometres from Baku.

The team was the 24/7 contact point at Topaz for SOCAR because one of our vessels, the Caspian Supporter, was the lead vessel during the whole operation. The DP2 Caspian Supporter proved its mettle - she was able to continue salvage operations in very bad weather when all other vessels were unable to and had to seek anchorage.

"It was a difficult operation, and there were a lot of challenges we had to resolve in a timely manner. But we were able to finish the operation successfully thanks to the support given by the Topaz management team. I am happy that SOCAR appreciated our group effort", says Vugar.

Vugar Mammadov (left) with Area Manager for Caspian region, Paul Jarkiewicz during a simple award giving ceremony in Dubai



ABHIJIT DESHMUKH ELECTED TO IMPA COUNCIL

The International Marine Purchasing Association (IMPA) has elected Abhijit Deshmukh, Head of Group Procurement at Topaz Energy and Marine, as one of two new Council Members for purchasing.

IMPA was formed in 1978 by a group of senior purchasing executives who wanted to create an industry voice to represent the interests of the purchasing profession within shipping, and promote close cooperation and understanding between buyers and suppliers. Over the past 30 years, the association has grown significantly and now represents over 700 members across the world.

The new Council was voted in at the association's Annual General Meeting, which took place in London this September. Each member was allowed to vote for one purchaser and one supplier for the three vacant Council positions; a total of 17 applications were received.

"I am honoured to have been elected to this important position," said Abhijit Deshmukh. "The International Marine Purchasing Association is a significant voice for the industry, and my presence on the IMPA Council is a measure of the status that Topaz has in this sector."



▲ Abhijit (left) with IMPA Chairman and CEO, Mr. Henrik Steffensen

TOPAZ MARINE KSA GETS "THE MONSTER"

Topaz Marine KSA has taken delivery of a new company car, dubbed "the Monster", as part of its continuous focus to provide the safest, most comfortable and most reliable means of transport for its staff and crew. The new car (Ford Expedition Extra Large) can take up to 8 persons, including the driver and all luggages. Now the company is not only better equipped to handle the increasing amount of crew changes, the increased passenger capacity promotes efficiency and flexibility in crew transport. From now on, the long trips to Tanajib (where the vessels operate) and Al Khobar (where the office is located) and vice versa will be a safe and comfortable experience under the constant care of the Saudi office's new driver, Salim.

TOPAZ RESPONDER JOINING THE TOPAZ FLEET

Topaz recently welcomed the newest addition to the Topaz fleet, the Emergency Response and Rescue Vessel (ERRV) Topaz Responder.

The newly-built, state-of-the-art Topaz Responder will primarily provide safety support to offshore installations but is versatile enough to also provide general offshore support services. Constructed to the highest standards, the vessel was built by Topaz Engineering in its ship building yard in Mussafah, Abu Dhabi.

The vessel is equipped with on-board medical treatment and recovery facilities, firefighting and oil recovery capabilities and two 15-man Fast Rapid Deployment Craft, which can be deployed from the vessel's deck to the water in 60 seconds. It has capacity for 300 people on board and a fully-equipped treatment room. Topaz Responder is 51 metres in length with a deadweight of 775 tonnes and is equipped with Dynamic Positioning Class 1 capability and two Caterpillar 3512B engines.

Topaz's Board of Directors, led by Chairman Samir J. Fancy and Chief Executive Officer René Kofod-Olsen, attended the naming ceremony to mark the official launch of Topaz Responder. Amani Fancy, daughter of Mr. Samir Fancy graced the occasion by being the vessel's godmother. All members of the Topaz Responder crew and the construction team were also present for the ceremony to join in the celebration.

René Kofod-Olsen, CEO, Topaz Energy and Marine, said, "We are pleased to add a fourth vessel to our Emergency Response and Recovery Vessel fleet. We see a growing opportunity in the Emergency Response market as safety becomes increasingly embedded in our clients' operations as a strategic imperative. The modern and state-of-art Topaz Responder is therefore an excellent and timely addition. The new vessel not only supports our growth strategy, it also underscores our commitment to maintaining one of the youngest fleets in the industry."

In addition to the Topaz Responder, a Multi-Purpose Support Vessel (MPSV) is expected to be launched in mid-2015 and a 150 tonne bollard pull Anchor Handling Tug Supply Vessel (AHTSV) will join the Topaz fleet late 2016.

▲ Godmother Amani Fancy with COO Geoff Taylor

FINANCE

UPDATE



H1 results impacted by recent crises in the oil sector

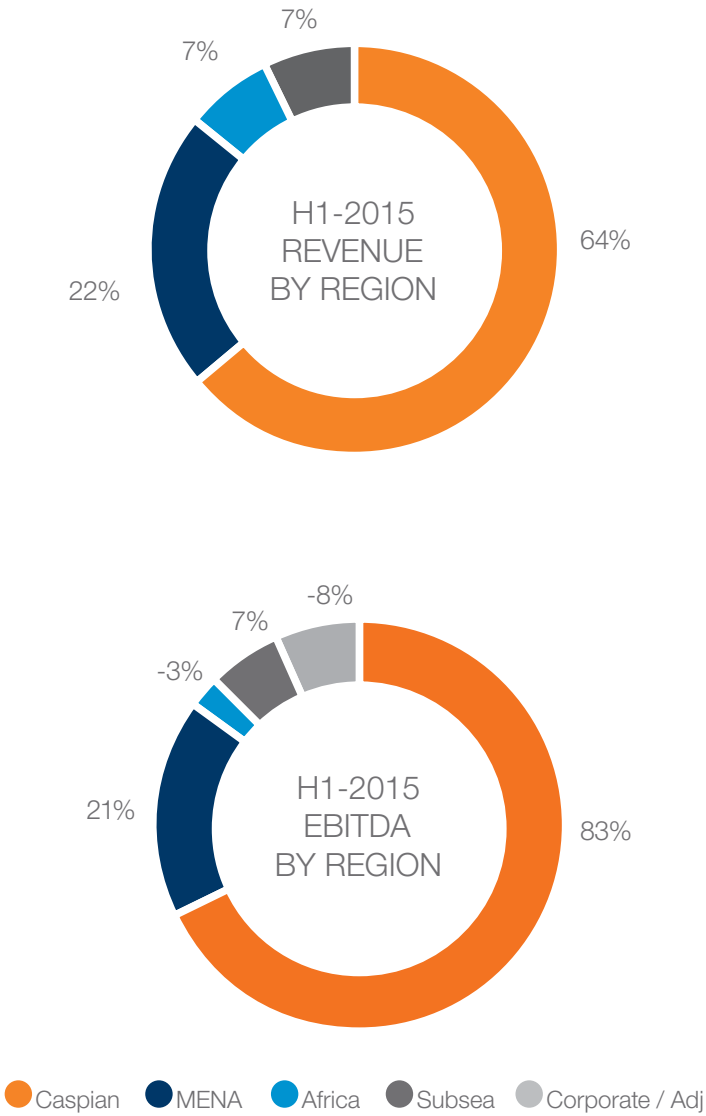
The dramatic fall in oil prices from the tail-end of last year till date have put immense pressure on the oil services sector. The company’s results for the first half of 2015 is a reflection of this ongoing stress in the market, resulting in lower revenue of US\$175 million (LY: US\$ 185 million) with gross earnings below \$81 million (LY: US\$ 91 million). Even though our core markets of Caspian and MENA are holding up in terms of occupancy, we see some pressure on day rates as our major customers demand cost breaks to meet the current market conditions. We have experienced significant headwinds in West Africa due to general lower level of activities and the election in Nigeria.

Results as at the end of June for the Caspian region were solid and we continue to focus on building our order back log.

In the MENA region, high levels of commercial activity continue in both Qatar and KSA. The company is confident of picking up long term deployment.

The Africa and Subsea regions on the other hand continue to face challenges. In Africa, day rates and utilization are lower than expected. We have a mix of mid and short term contracts but with the new partnerships and permits in place, we are now in a position to obtain mid to long term opportunities. The Subsea region have been affected by the off-hiring of the Topaz Commander as a direct consequence of the ongoing oil crisis and Topaz Captain was taken out for its dry dock and upgrade results in lower revenue.

For comments, please email Jay Daga at jay.daga@topazworld.com



FUN PAGE

Scan and email us your correct submissions on or before 30 September 2015 and one lucky winner will win an iPad.

Z	I	N	E	D	A	L	L	U	B
I	B	M	J	R	C	R	I	M	Z
L	K	H	A	H	E	F	S	A	V
Y	S	O	I	T	Y	P	C	C	R
T	E	T	S	J	S	C	L	B	Q
R	A	N	E	A	I	Z	L	U	A
G	O	T	P	D	Y	T	I	E	T
M	J	X	E	D	A	D	P	I	D
V	R	N	V	A	U	C	S	L	E
T	T	A	U	F	R	S	L	I	O
I	U	D	M	I	E	H	I	H	R
J	S	L	E	D	A	C	O	U	A
I	I	O	P	U	O	U	I	L	X
H	C	X	L	A	L	K	K	Q	E
B	H	P	A	T	R	H	A	V	C
A	M	A	N	I	F	A	N	C	Y
L	D	A	U	G	H	B	E	R	R
F	U	E	P	J	O	D	C	S	B
R	E	D	N	O	P	S	E	R	A
B	G	K	M	H	T	A	D	O	Y

- Word Search**
- Winner of the 2014 Ship of the Year Award
 - Elected as a one of two new council members for purchasing of the IMPA
 - Godmother of the newest ERRV of the Topaz fleet
 - A unique ice-breaker / supply vessel designed for operations in the shallow waters of the Northern Caspian Sea
 - This was positioned in a U shape between two vessels to collect an oil patch
 - The newest addition to the Topaz Marine KSA family
 - One of two vessels being built in the Topaz Marine Engineering yard in Abu Dhabi
 - This vessel now has a new painted engine room
 - A three-day course in _____ investigation was conducted in Doha by DNV
 - Topaz has been working with _____ from the King Abdul Aziz University during their ‘sea-training’ period since the beginning of 2015
 - A drill involving the ERRV Tulpar in Bautino
 - Located 80 kilometres off Baku’s shore



Excerpts from the TOPAZ WAY

IF YOU HAVE THE CAPABILITY—YOU HAVE THE DUTY!

- We are willing to make a difference beyond our call of duty
- We take responsibility for contributing in an area where we can make a difference
- We ask for help proactively, and offer it gladly

* Remember some answers can be found backwards. Type “wordsearch” in the subject and email us at topaz.communications@topazworld.com

GETTING TO KNOW...



TOPAZ GETS TO KNOW THE MAN AT THE HELM OF THE ERRV TULPAR, CAPTAIN VIKTOR BYCHKOV

Please tell us a bit about the Tulpar and the kind of work it is doing.

Tulpar is a unique ice-breaker/supply vessel designed for operations in the shallow waters of the North Caspian Sea.

We understand that the Tulpar works in harsh conditions all the time. Can you please describe these conditions for our readers who are not familiar with these environments?

During the summer (March to November), the vessel is engaged in supply operations with drilling rigs, barge and construction tows.

But in the winter we operate in sub-zero temperatures under harsh ice conditions, carrying out ice steering, cargo transportation and barge tows in ice up to 0.8m thick.

What does being the Captain of the Tulpar involve? What are the challenges you encounter as you go about your duties?

Any Captain's routine work consists of irregular working hours. In the winter, I have to be on the bridge practically all the time, manoeuvring in icy conditions.

As the Captain, I am especially proud of my crew – they are all professionals in their positions and we have been working together for four years now.

How long have you been with Topaz and how would you describe your experience working at Topaz so far?

I have been with Topaz since July 2010 and I plan to stay with the Company for much longer!

It was my childhood dream to become a seaman. At the age of 14, I entered marine college, from which I graduated from at age of 18, and I became a long-voyage Captain when I was 28 years old. I've been a Captain for the last 20 years now, and this is the role I see for myself in the future.

Tell us about your family.

I am married and I have three children – two daughters aged 30 and 25 years, and a son who is 13 years old.

Lastly, tell us about yourself. Who is Captain Bychkov outside of his professional life?

I like to spend my leisure time with my family – I feel I am a domestic person. I am also keen on hunting and fishing.

In a snapshot, what is your favourite:

Holiday spot:	Riverside or forest
Sport:	Football
Movie:	No specific movie in particular, but I like comedies mostly.
Food:	Fruits

TOPAZ NEWS

This photo: The BUE Ili in the Filanovsky field during the summer of 2014

CONGRATULATIONS TO 2014 SHIP OF THE YEAR: BUE ILI

BUE Ili has been selected as Winner of Topaz Energy and Marine 'Ship of the Year' 2014.

Vessels from all Regions were nominated, however BUE Ili was ultimately selected due to outstanding performance in safety – no incidents impacting on Company performance through the year, good client feedback, high standards of operational readiness and utilisation, and high standards of compliance and internal reporting.

The Ship of the Year plaque and trophy were proudly received by Captain Sergey Dyakonov on behalf of the team onboard the BUE Ili at the last Annual QHSSE Conference in Dubai.

Captain Sergey (center) received the plaque and trophy on behalf of the BUE ILI



SHORE STAFF MEET THE SHIPS

Doha office personnel from Accounts, QHSSE, and Commercial departments recently had the opportunity to visit some of the vessels in the Topaz MENA fleet.



They were able to meet the crew of the Topaz Jumeirah, Topaz Jafiliya, Topaz Salalah, Topaz Shaheen and Topaz Zephyr, and to see how the vessels operate.

Rebekah Pardillo, Payables Assistant, said: "The visit was very helpful and useful, since we got to see first-hand how things work out in the vessel. Also, our colleagues onboard were very patient in explaining things and in answering our questions.

"It really was an informative and enjoyable visit."

Naresh Varma, Senior Financial Accountant, added: "Personally visiting the vessels really gave me a different perspective about the vessels – we can now relate our work with the activity on the vessels.

"It also gave us the opportunity to understand how different life is onboard by comparison with onshore life."

TOPAZ KHOBAR AWARDED 2014 SHIP OF THE YEAR FOR THE MENA REGION



In the same vein as the company-wide Ship of the Year Award, the AHTSV Topaz Khobar has been awarded as Ship of the Year - MENA. Seen here is Country Manager Willem de Vries presenting the winner's plaque to the Captain and crew of the Topaz Khobar.

TOPAZ KSA RECRUITS FIRST SAUDI OFFICER

Topaz Marine KSA has recruited their first Saudi officer Amin Hassan. Amin holds STCW A II/1 CoC (2/O) and already spent 10 days on board the Topaz Khalidiya where he participated very actively in watchkeeping and other work.

In connection with the Saudization Program, Amin will be the Ambassador onboard and will help guide the other Saudi trainees. He is very enthusiastic about the idea and said that he will do his level best.

Amin's rotation will be 2 months on and 1 month off.

Saudi Country Manager Willem de Vries said of the appointment, "Personally I consider this as another milestone for Topaz Marine KSA and I am confident that our approach is building a strong foundation for a sustainable, safe and prosperous future here in the KSA with a strong focus on In-Country Value."

TOPAZ KSA COLLABORATES WITH KING ABDUL AZIZ UNIVERSITY TO BOOST SAUDI'S MARITIME POTENTIAL

Topaz Marine KSA and the Faculty of Maritime Studies of the King Abdul Aziz University in Jeddah have joined forces in order to boost the Kingdom's future potential in the maritime offshore industry.

Topaz is the first and currently only OSV business in the Kingdom of Saudi Arabia to sign a letter of intent with the King Abdul Aziz University. The Company has been working with cadets from the university during their 'sea-training' period since the beginning of 2015. This training period, which is a mandatory requirement for all cadets in a Bachelor of Science program, allows them to operate as officers onboard sea going vessels. The King Abdul Aziz University is fully accredited by the Kingdom's Ministry of Transport, which ensures that all maritime training programs meet the standards of the International Maritime Organization (IMO).

At the same time, Topaz Marine has started intensive training programs for its Saudi seafarers at the University in order to have them certified in accordance with the highest standards of the international maritime industry.

The certificates and subsequent licenses to work onboard a ship issued by the University will be acknowledged internationally, resulting in job security for Saudi seafarers both at home and abroad. Following the Maritime Introduction Week, graduates can elect for Topaz Marine to train them professionally in close cooperation with the University and then enroll as professional seafarers onboard vessels in the Topaz fleet. To cement this partnership, a letter of intent was signed in December last year in Jeddah during the certification ceremony of the first batch of Topaz's Saudi trainees.



INVESTIGATING ACCIDENTS AND ASSESSING RISK

A three-day course in Accident Investigation was held at Topaz's Doha Office for 16 team members. All received certificates from the industry certification body DNV to mark their successful completion of the course, which is an industry requirement for many specific job functions.

The course aimed to deliver a comprehensive understanding of the procedures for reporting and investigating maritime accidents and hazardous occurrences. It covered legal requirements and best practice guidance for conducting investigations, detailed techniques and tools for the systematic gathering of evidence – including interviewing techniques – and included root cause analysis and follow-up activities. The principles and methods of risk assessment and risk reduction were also covered, in particular the MSCAT (Marine Systematic Cause Analysis Technique) and JSA (Job Safety Analysis).



STCW WORKSHOP IN DOHA

Ten key staff from the Topaz Marine Doha office took part in a one-day course on STCW in the Doha office. The workshop, which covered the STCW Convention and recent changes to requirements in detail, was delivered by DNV-GL.



The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) sets qualification standards for masters, officers and watch personnel on seagoing vessels, and as such it is a key requirement for professional operations. STCW has been modified and amended since it was originally introduced in 1978, with a major round of changes adopted in 2010. All seafarers must be trained and certified to these new standards before 2017.

The course analysed the changes to STCW, and detailed their implementation in daily practice by ship managers, crewing managers and shipping administrations. The course is a requirement for all staff that are involved in documentation, especially the crewing department. DNV certificates were awarded to all participants.

QHSSE UPDATE

QHSSE INITIATIVES

The QHSSE team is proud to announce these new safety initiatives - watch out for them!

The Lifesaving Rules Pocket Card

The Lifesaving Rules are simple guidelines that remind us of some of the fundamental rules required to work safely at all times and, ultimately, help prevent incidents, injuries and damage. Please take the time to review these every time you are starting a job or task - the 2 minutes needed may just save someone's life.

The Stop Work Card

The Stop card empowers you to physically stop work activities or behaviours that are unsafe. Just like a football referee, please keep this in your pocket and use it when it is really needed - to prevent serious harm when you see unsafe acts or conditions.

Mobile Safety Observation Card System

Following feedback from last years' annual Safety Culture Survey and Masters' Review of SMS, a mobile device application have been developed for Topaz, aimed at supporting our existing Safety Observation Card system. More details of how to access and use the app will be issued in the near future, together with details of the exciting charitable partnership that Topaz has entered into, both to support the use of the app and to give something back to various communities around the world.

3rd Edition of the Annual Safety Culture Survey

The annual Safety Culture Survey has been opened for the 3rd time for all employees. As in previous years, this is an opportunity to tell us what you think about our Safety Culture, how it is working, how it can be improved and your thoughts on anything else we can be doing to enhance our day-to-day application and understanding of safe practices. And as in previous years, the Safety Culture Survey is anonymous so we encourage you to give us your individual honest, open feedback and ideas. Without your frank engagement, we will never be able to continue developing our safety culture to the levels that you deserve and with the solutions you need.

LIFE SAVING RULES

DO NOT FALL UNDER A SUSPENDED LOAD

ALWAYS USE THE STOP WORK POLICY TO PREVENT UNSAFE ACTS OR CONDITIONS

NO ALCOHOL OR DRUGS WHILE WORKING OR DRIVING

DO NOT SMOKES OUTSIDE DESIGNATED SMOKING AREAS

CONDUCT GAS TESTS WHEN REQUIRED

OBTAIN AUTHORIZATION BEFORE ENTERING A CONFINED SPACE

QHSSE TOPAZ

TOPAZ
SHIPPING AND MARINE

**SAFETY
OBSERVATION
APPLICATION**

Username: _____
Password: _____

SIGN-IN

NOT REGISTERED PRODUCT PASSWORD

QHSSE PERFORMANCE YTD JUNE 2015

In case you missed it from the last QHSSE newsletter, here are our lately stats again:

MEASURE	OUR PERFORMANCE
FATAL ACCIDENT RATE	ZERO
LOST TIME INJURY FREQUENCY (LTIf)	1.07
TOTAL RECORDABLE CASE FREQUENCY (TRCf)	2.15
ENVIRONMENTAL INCIDENT FREQUENCY	1.07
PRO-ACTIVE RECORDABLE CASE FREQUENCY	1,129.82

✉ For comments, please email Ian Trebinski at qhse.news@topaz-marine.com

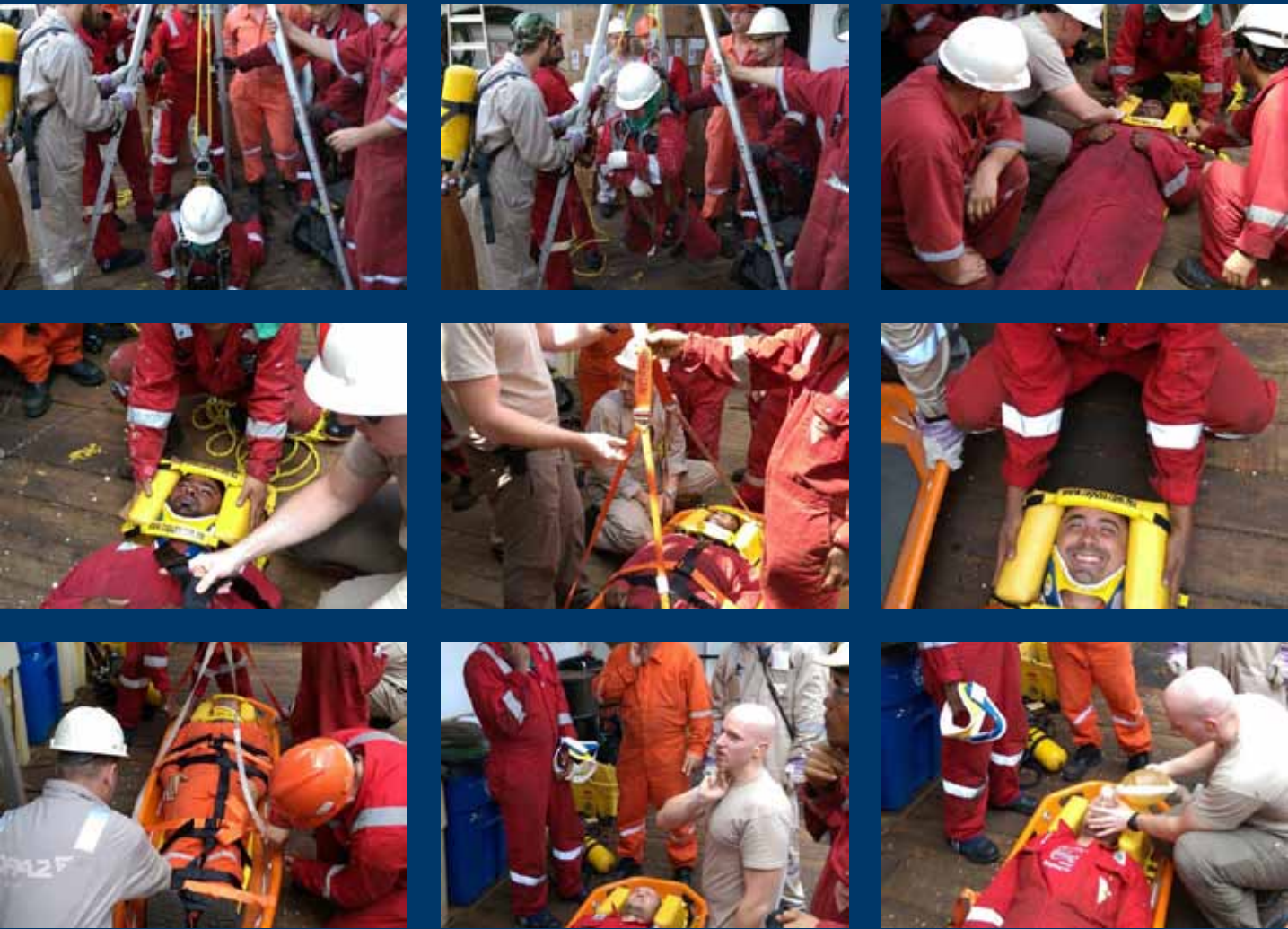
SPICK AND SPAN – TOPAZ JADDAF ENGINE ROOM SETS A GOOD EXAMPLE

Although Topaz Jaddaf is one of Topaz's busiest vessels, operating more or less nonstop from the DPC jetty at Jebel Ali Port, it still has an engine room that is being held up as an example to the rest of the fleet. This is thanks to the efforts of Chief Engineer Slava and his team, who have managed to repaint the engine room without a break in operations.

MENA Fleet Operations Manager Rajiv Kumar said, "I would like to congratulate Chief Engineer Slava for showing us what can be achieved. It is important to maintain the highest standards, as it not only means a good working environment for the engine room team but also gives a very good impression to any visitor. I encourage all engine room teams to follow the good example of the Topaz Jaddaf team."



YOUR PHOTOS: ENCLOSED SPACE DRILL ABOARD THE TOPAZ CAPTAIN



RE-OPENED!

PHOTO

CONTEST

About

THE TOPAZ PHOTO CONTEST HAS BEEN RE-OPENED!

The contest aims to provide a venue for all active Topaz staff to share captured moments of what Topaz is all about.

Contest period

Entries must be submitted no later than 5pm Dubai time (GMT +4) / 1 PM GMT / 8 AM EST on 30 September 2015.

Who may enter

The contest is open to all active Topaz onshore and offshore staff (even those on leave) provided that they are still employed by the company by the end of the contest period.

Judging and announcement of winner

The winning photo will be selected by a member or members of the Topaz senior management team.

The winner will be notified via email and the winning photo will be featured in the next issue of TopazWorld.

Prize

The winner will receive a Nikon D3200 DSLR camera with an additional 55-200mm lens plus a cleaning kit and a digipod.

How to enter

Theme / We are looking for photos that tell the Topaz story such as photos that show a Topaz vessel at sea or in action (ie doing anchor handling, fire-fighting or supply duties) or a photo showing you and/or your team working onboard a Topaz vessel. Nature shots are also acceptable provided that they were taken while onboard a Topaz vessel.

Photo specifications / Only digital (not printed) images are allowed and they should be of high-resolution, at least 300 dpi and in full colour. Images should be crisp, clear and not grainy, pixelated or blurred. Additionally, there should be enough clear space from the focal point (clear space can be sky or sea).

Composition / All photo submissions must depict safe working conditions. Images of crew aboard vessels must show proper application and use of PPE.

Photo caption / All photo submissions must be accompanied by a brief description of when and where the photo was taken and what the vessel or people in the photo is/are doing during the shot.

Email your entries to topaz.communications@topazworld.com during the contest period.

MOST IMPORTANTLY: PLEASE NOTE THAT TAKING THESE PHOTOS SHOULD ONLY BE DONE WHEN IT IS SAFE TO DO SO. REMEMBER, SAFETY FIRST ALWAYS!

NEED MORE INFORMATION?

Write to the us at topaz.communications@topazworld.com or call +971 4 440 47 40.