

SEABREEZE

THE SEABROKERS MONTHLY MARKET REPORT

FEBRUARY 2019

**TIGHTER THAN A SUBMARINE
DOOR... NORTH SEA PSV MARKET
RAPIDLY TIGHTENS**



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Seabrokers Ltd, Aberdeen
For your free copy of
Seabreeze, email:
chartering@seabrokers.co.uk

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The Seabrokers Group was established in 1982. We provide a unique and varied range of services to clients. The Seabrokers Group has an experienced workforce within Shipbroking, Real Estate, Facilities Management, Construction, Sea Surveillance, Harbour Cranes and Safe Lifting Operations. Our head office is located in Stavanger, but we also have offices in Aberdeen, Bergen and Rio de Janeiro.

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OSV MARKET ROUND-UP

SPOT PSV MARKET TIGHTENS RAPIDLY

As had been expected, spot PSV rates in the North Sea were mostly in charterers' favour at the tail-end of 2018 and start of 2019 as the seasonal decline in activity had left the market oversupplied.

Average spot fixture rates from November through January were only around GBP 5,000-6,500 (NOK 57,000-74,000), and it could actually have been worse for owners if some of them had not made the decision to warm-stack vessels over the winter to temporarily reduce spot supply.

However, trading conditions turned rapidly in February, with the market quickly moving in owners' favour. It became quite common for there to be less than a handful of vessels available on any given day, and this provided owners with an opportunity to increase their rates.

It was far more common in February than it has been for several months for owners to secure spot rates of more than GBP 10,000 (NOK 113,000). In fact, average spot rates for large PSVs ($\rightarrow 900m^2$) almost doubled in comparison to February last year (see p.6 for details). The average fixture rate for large PSVs last month was GBP 11,076, with the equivalent figure for medium PSVs ($\leftarrow 900m^2$) coming in at GBP 8,789.

OWNERS REFLECT ON A SHIFTING MARKET

Several OSV owners have released their quarterly results in recent weeks, and their opinions of the state of the market have varied significantly in some cases. For example, some painted quite a bullish picture. Standard Drilling, primarily focused on the North Sea, expects there to be an "upturn in the PSV market... during the spring and summer season 2019," similar to last year. This was backed up by Eidesvik, who had noted a tangible improvement in the number and rates of term PSV fixtures, although the spot market had remained challenging.

On the other hand, some owners were decidedly more downbeat, with Siem Offshore suggesting that they "expect to see more activity in 2019... but still believe that overall rate levels will remain volatile and at generally low levels."

The common consensus was that there were definite signs of the market improving for owners, but this was happening at a much slower pace than they were hoping for, with charterers remaining extremely vigilant with their spending.

FIVE WELLS TO WATCH IN 2019

Wood Mackenzie released a report in early February singling out five significant offshore wells to watch in 2019. The analysis got off to a flyer, with one of the wells (Brulpadda offshore South Africa) confirmed as a major discovery by Total just a few days after the report was published. The gas condensate discovery has opened what Total describes as "a new world-class gas and oil play." It has been estimated that Brulpadda could contain up to one billion barrels equivalent of gas and condensate resources.

The other wells to watch were: Eni's Nour-1 well in Egypt's Nile Delta, with estimated resources of 860 million barrels of oil equivalent (boe); Chevron's Kingsholm-1 well (20,000 psi) in the Mississippi Canyon area of the US Gulf, with estimated resources of 300 million boe; Tullow Oil's exploration well at its 200 million boe Jethro prospect offshore Guyana; and the most significant of the lot, Petrobras' pre-salt Peroba probe, with estimated in-place volumes of more than 5 billion boe.

CONGRATULATIONS MR CHRISTOFFERSEN

A big congratulations to Erik Christoffersen, the General Manager of Seabrokers Ltd in Aberdeen, who has logged 25 years of dedicated service to

the company. We're hopeful of another 25 years with Erik at the helm, but we're not quite sure whether he'll put up with us until he's 75!!

OSV MARKET ROUND-UP

DEA NORGE SECURES ARCTIC SUPPORT

DEA Norge has secured the services of two large PSVs to support its forthcoming drilling campaign with semisubmersible Transocean Arctic offshore Norway.

Tidewater PSV North Cruys and Olympic Subsea PSV Olympic Energy have been chartered for a period of circa 380 days from August 2019; this will be to support a four-well development drilling campaign at the Dvalin field in the Norwegian Sea.

The North Cruys has recently rejoined the North Sea spot market following the completion of a term charter with Well Expertise where she had been supporting Faroe Petroleum and



North Cruys

Wellesley Petroleum while they were drilling with the same rig that DEA has chartered, the Transocean Arctic. The Olympic Energy is also trading the spot market but she has been fixed up

by Equinor for a 60-day firm contract prior to the DEA job. The North Cruys is a 2014-built ST-216 Arctic PSV, while the Olympic Energy is a 2012-built STX PSV 06 LNG unit.

TROMS CAPELLA SUPPORTING GREATWHITE



Troms Capella (pictured c/o O. Halland)

Petrofac Facilities Management Limited has chartered Tidewater PSV Troms Capella to provide support for the world's largest semisubmersible drilling rig - the Ocean GreatWhite - while she is working for Siccar Point Energy west of the Shetland Isles in the

UK. The vessel has been fixed up for two firm wells with three further one-well options, with operations due to commence in March. The Troms Capella is a 2011-built STX (VARD) PSV 09 CD vessel with a length of 88.1m and a deck area of 1,000m².

REM & ESVAGT VESSELS FOR HURRICANE

Having recently fixed up North Star PSV Grampian Sovereign to support the Aoka Mizu FPSO on a one-year contract, Hurricane Energy has followed this up by awarding Rem Offshore PSV Brage Trader and ERRV Esvagt Celina three-well firm contracts

to support a drilling programme with semi Transocean Leader. Similar to the Troms Capella, these vessels will also be working west of the Shetland Isles, with Hurricane due to commence drilling operations in the Greater Warwick Area in March.



Brage Trader

OSV MARKET ROUND-UP

RENEWABLES GIG FOR SOLSTAD PSV

Solstad Offshore has secured a renewables contract for one of its Ulstein PX 105 PSVs. The Normand Service (formerly Sea Spider) or one of her sister vessels will be working for GeoSea for a firm period of 180 days with up to seven months of options available.

The vessel will provide support during wind farm installation operations at the Moray Firth Eastern Development in UK waters. The contract is due to start in the second quarter of 2019.

Elsewhere, Solstad has picked up more term work for another couple of PX 105 PSVs. The Sea Spear has been fixed by Saipem



Sea Spider (Normand Service)

for a firm period of 45 days for work in the Mediterranean Sea. Later in the year, the Sea Spear and sister vessel Sea Supra have been fixed to Gazprom for three-

month plus options contracts commencing in the second quarter of 2019. This work is likely to take place in the Kara Sea offshore Russia.

TERM PSV FIXTURES FOR DOF



Skandi Sotra

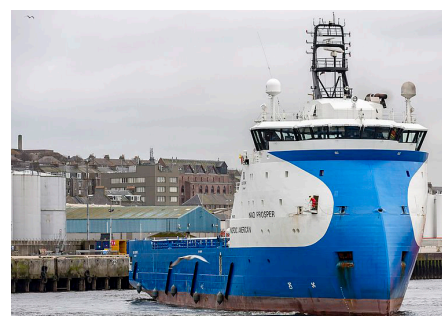
DOF has signed a new contract with Chevron that will see its 2003-built PSV Skandi Sotra working in Australia for at least 21 more months. In South America, DOF PSVs Skandi Buchan and Skandi Foula will be working alongside CSV

Skandi Neptune in Guyana; the PSVs will carry pipe and subsea hardware to the installation vessels that will be working for Saipem at the Liza field. DOF has estimated that it will achieve 650 days of combined vessel utilisation.

NORDIC AMERICAN DUO FOR TOTAL

Total has chartered a pair of PSVs from Nordic American Offshore for a firm period of 90 days in the UK sector. Sister vessels NAO Guardian and NAO Prosper, both built to the Ulstein PX 121 design, will go on contract to Total in March. They

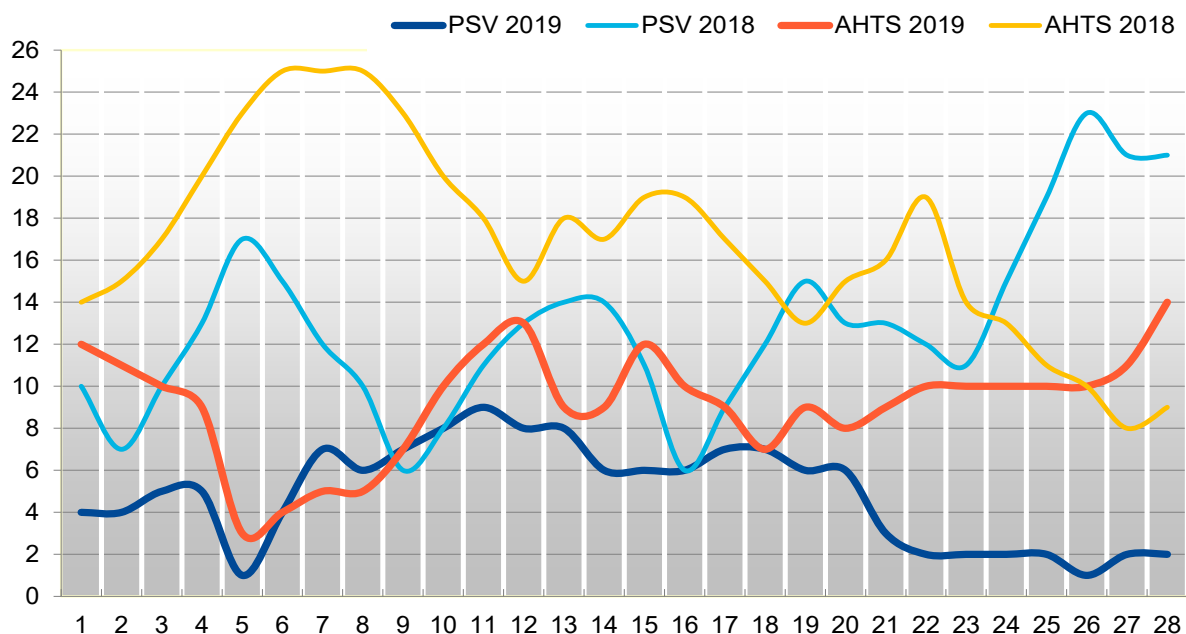
are firmly committed until at least June 2019, although there are further options available that could keep the vessels busy right through the North Sea summer season. Delivered in 2012 and 2013, the vessels have a length of 83.4m and a deck area of 850m².



NAO Prosper (pictured c/o A. Jamieson)

OSV RATES & UTILISATION

FEBRUARY 2019 - DAILY NORTH SEA OSV AVAILABILITY



RATES & UTILISATION

NORTH SEA SPOT AVERAGE UTILISATION FEBRUARY 2019

TYPE	FEB 2019	JAN 2019	DEC 2018	NOV 2018	OCT 2018	SEP 2018
MED PSV	73%	62%	72%	59%	64%	77%
LARGE PSV	82%	58%	65%	67%	83%	81%
MED AHTS	38%	34%	31%	35%	52%	59%
LARGE AHTS	69%	61%	47%	50%	58%	66%

NORTH SEA AVERAGE RATES FEBRUARY 2019

CATEGORY	AVERAGE RATE FEB 2019	AVERAGE RATE FEB 2018	% CHANGE	MINIMUM	MAXIMUM
SUPPLY DUTIES PSVs < 900M ²	£8,789	£5,844	+50.39%	£4,000	£17,500
SUPPLY DUTIES PSVs > 900M ²	£11,076	£5,627	+96.84%	£6,000	£17,165
AHTS DUTIES AHTS < 22,000 BHP	£14,899	£6,643	+124.28%	£7,095	£20,000
AHTS DUTIES AHTS > 22,000 BHP	£20,987	£9,410	+123.03%	£10,500	£34,771

SPOT MARKET ARRIVALS & DEPARTURES - FEBRUARY 2019

ARRIVALS - NORTH SEA SPOT

AMBER II	EX BLACK SEA
BEN NEVIS	EX BLACK SEA
FAR SOLITAIRE	EX BALTIC SEA
MAERSK MAKER	NEWBUILD
TROMS SIRIUS	EX CANADA

DEPARTURES - NORTH SEA SPOT

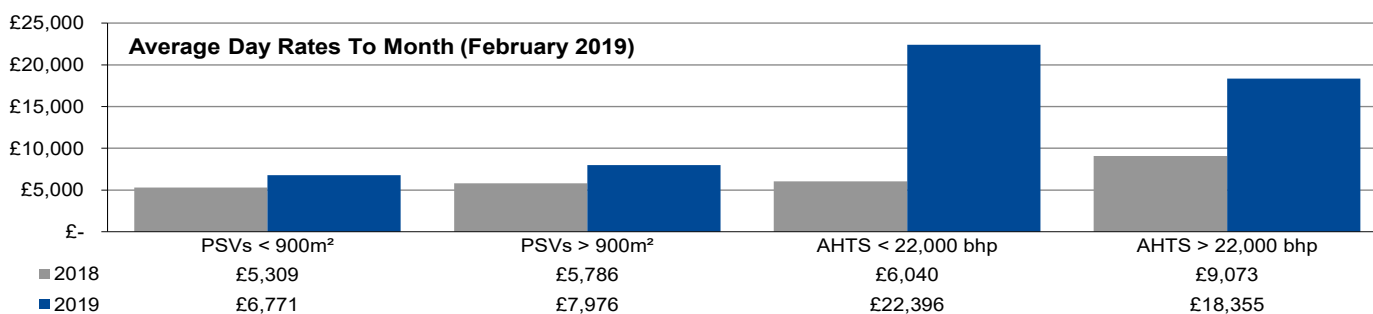
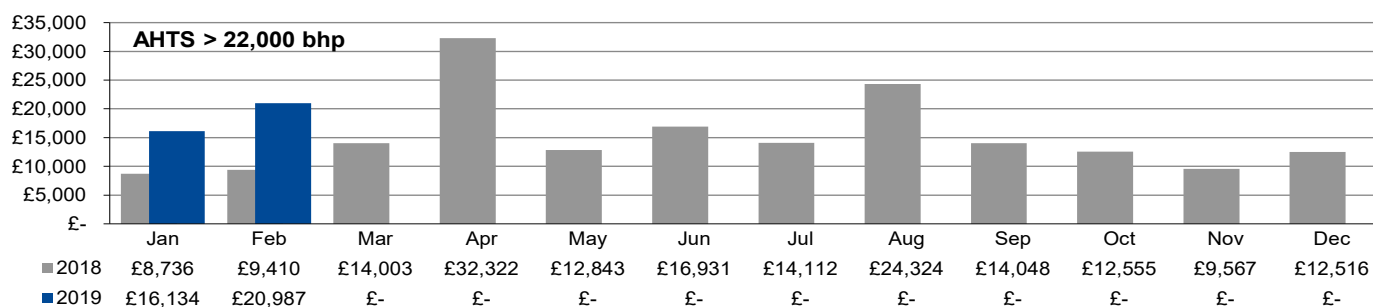
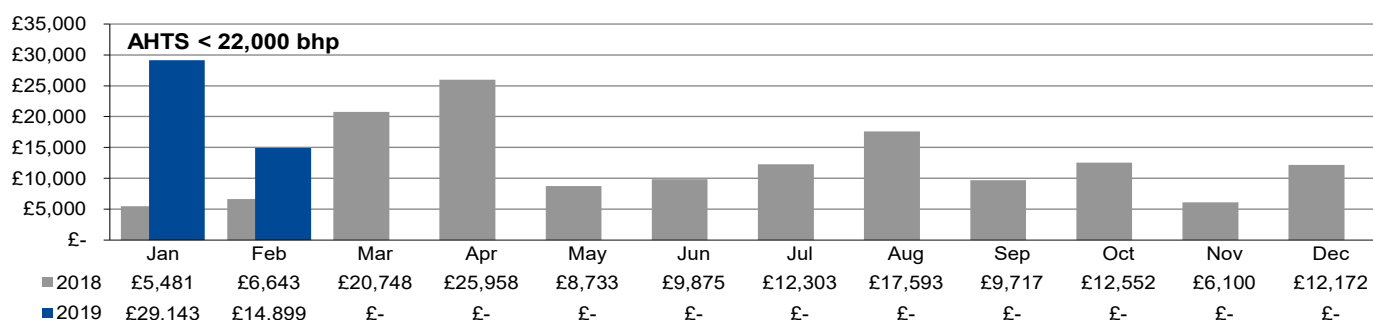
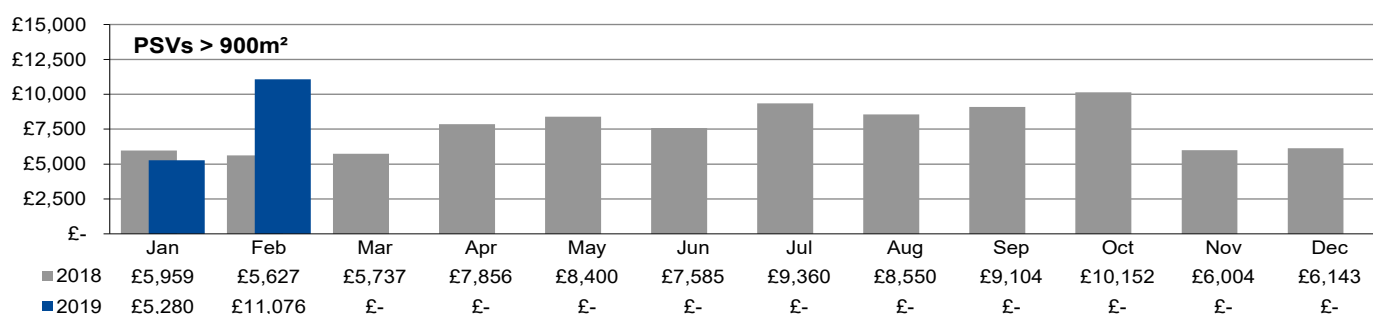
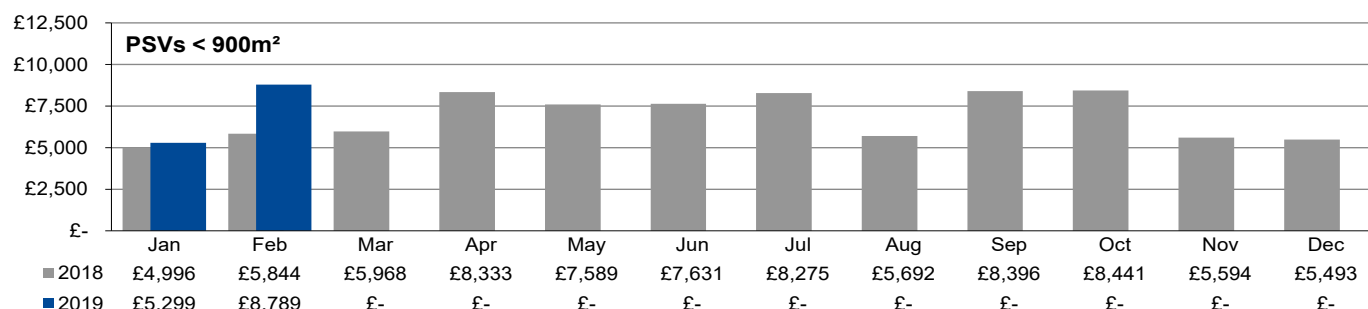
A.H. VARAZZE	MEDITERRANEAN
ATLANTIC KESTREL	CANADA
DEMAREST TIDE	MEDITERRANEAN
ONYX	MEDITERRANEAN
SKANDI BUCHAN	SOUTH AMERICA

DEPARTURES CONTINUED

SKANDI FOULA	SOUTH AMERICA
TORSBORG	MEDITERRANEAN
UNION LYNX	MEDITERRANEAN
UNION PRINCESS	BLACK SEA

* Vessels arriving in or departing from the North Sea term/layup market are not included here.

NORTH SEA AVERAGE SPOT RATES



FEATURE VESSEL

C/S AURORA



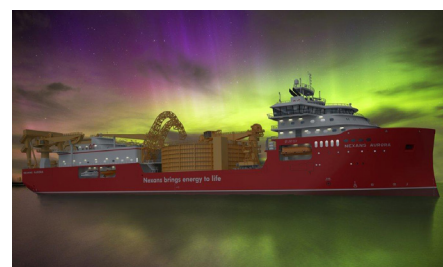
The construction of French offshore cabling specialist Nexans' DP3 cable laying vessel C/S Aurora is moving forward, with the first steel cutting ceremony taking place on February 20th.

The hull is being built at the Crist shipyard in Poland, while the engineering, outfitting and system integration, equipment preparations, testing, sea trials and finalising will be carried out at Ulstein Verft yard in Norway.

Skipsteknisk has designed the ST-297 CLV, which will have a length of 149.9m, a cable capacity of 10,000 tonnes and accommodation for 90 persons. Delivery is scheduled for 2021.

Nexans announced the shipbuilding contract in July 2018, and the newbuild will be outfitted for power cable laying including bundle laying, cable jointing, repair, cable system protection and trenching.

The DP3-enabled vessel will also be outfitted with an underdeck 450-tonne fibre optic basket. The C/S Aurora is being developed for operations in harsh weather conditions.



C/S Aurora specs:

Design: ST-297 CLV

Delivery Year: 2021

LOA: 149.9m

Breadth: 31m

Cable Capacity: 10,000t

Fibre Optic Basket: 450t

Max Speed: 14 knots

Deadweight: 17,000t

Accommodation: 90 persons

OSV NEWBUILDINGS, S&P

MAERSK CONCLUDES FLEET RENEWAL

Maersk Supply Service has completed its fleet renewal programme with the delivery of its sixth and final 'Starfish' AHTS vessel. Maersk's fleet renewal has seen 10 new vessels enter service, with four 'Stingray' class subsea support vessels also built. Simultaneously, 23 older

vessels have been divested from Maersk's fleet over the last three years. The Maersk Maker, built to the SALT 200 design, was constructed at the Kleven Verft Shipyard in Norway. Following delivery, she joined the North Sea spot market. The Starfish vessels have a bollard pull of 260t.



SEACOSCO CONGO DELIVERED



Newbuild PSV Seacosco Congo has been mobilised to Singapore following her delivery from the Cosco Guangdong Shipyard in China. This is one of six sister vessels being built for Seacosco Offshore to the Rolls Royce UT 771 WP design. Two other PSVs, the Seacosco Ohio and Yangtze,

have also been built for Seacosco (a joint venture between Seacor Marine and Cosco) to another variation of the UT 771 design (UT 771 CDL).

The Seacosco Congo has a length of 85.7m, breadth of 18.0m, deck area of 840m² and a deadweight of 4,600t.

ANOTHER NEWBUILD PSV FOR SEACOR

Separately from its joint venture with Cosco, Seacor Marine has also recently welcomed another newbuild PSV to its fleet, with the Seacor Totonaca delivered from the Master Boat Builders facility in Alabama, USA. Shortly after delivery, the vessel left the USA and started to mobilise towards

Angola. The Seacor Totonaca has a length of 67.43m, breadth of 14.63m and a deck area of 561m². Her main propulsion comes from twin Caterpillar 3512C diesel engines. For enhanced maneuverability around offshore structures, she is fitted with four Schottel thrusters.



CHINA SUNRISE SNAPS UP SIX FORMER TOISA VESSELS



Toisa Sonata (pictured c/o P. Gowen)

The disposal of OSVs from the former fleet of Toisa Limited has continued at bankruptcy auctions, with China Sunrise (Group) Co. Ltd the latest owner to take advantage. China Sunrise is acquiring three VS 4612 AHTS vessels - the Toisa Daring, Dauntless and Defiant - for USD

2.6 million, USD 2.6 million and USD 1.6 million respectively. The owner is also buying three VS 483 MkII PSVs - the Toisa Serenade, Solitaire and Sonata - for USD 3.5 million, USD 4.5 million and USD 4.5 million. All six vessels were delivered between 2006 and 2009.

OSV NEWBUILDINGS, S&P

ISLAND DUKE CONVERTED FOR SEISMIC ROLE



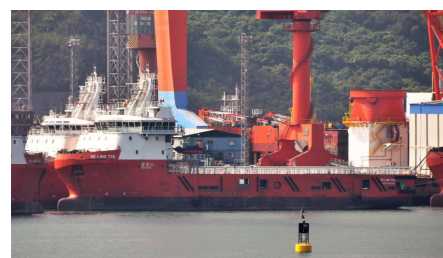
PSV Island Duke has been modified for seismic operations at the Fjellstrand Shipyard. A new deck has been installed at the aft of the vessel to make space for four air compressors, streamer winches and containers for equipment.

A slipway for streamers has also been installed. The vessel will be renamed Ocean Duke and will be managed by Geoship AS. She will be operating for Seabed Geosolutions and Saudi Aramco in the Red Sea.

NAM CHEONG SISTERS DELIVERED IN CHINA

Xiamen Shipbuilding in China has delivered a pair of sister PSVs to Nam Cheong Limited. The SK Perfect (SK Line 716) and SK Plenty (SK Line 717), both built to the KCM 78M design,

have since been mobilised to Malaysia. The vessels have a length of 78.0m, a breadth of 18.6m, a deadweight of 4,000 tonnes and a deck area of roughly 800m².



SK Line 716 (SK Perfect)

CANADA SEARCHING FOR FOURTH ICEBREAKER



Captain Molly Kool (pictured c/o M Boucher)

Having acquired the Balder Viking, Tor Viking and Vidar Viking from Viking Supply Ships last year, the Government of Canada has issued a Request for Information seeking input from the marine industry for

the procurement of a fourth light icebreaking vessel. Of the former Viking vessels, the Vidar Viking was renamed Captain Molly Kool and she joined the Canadian Coast Guard fleet in December.

TELFORD OFFSHORE INCREASES OSV FLEET

Telford Offshore has acquired the Jascon 30, a DP3 pipelay and accommodation vessel, as well as six offshore support vessels. This follows a legal settlement between Sea Trucks Group

Limited, which is in liquidation, and West African Ventures. The six OSVs are all anchor handlers, and will all be deployed in Nigeria with Telford's partner Afrimarine Charters.



RECENT DELIVERIES OF NEWBUILD OSVs

NAME	TYPE/DESIGN	OWNER/ MANAGER	COMMITMENT
MAERSK MAKER	SALT 200 AHTS	MAERSK SUPPLY SERVICE	NORTH SEA SPOT
SEACOR TONACAC	MASTERBOAT 221FT PSV	SEACOR MARINE	TBC
SEACOSCO CONGO	ROLLS ROYCE UT 771 WP PSV	SEACOSCO	TBC
SK PERFECT	KCM 78M PSV	NAM CHEONG	TBC
SK PLENTY	KCM 78M PSV	NAM CHEONG	TBC

SUBSEA MARKET ROUND-UP

During 2018, global decommissioning obligations in the oil & gas industry rose to USD 11.7 billion, and this figure is expected to average around USD 12 billion per year between 2019 and 2021 according to Rystad Energy. Europe, driven in particular by the UK market, has been the most active region for offshore decommissioning, accounting for 50% of the global market in recent years. Over the next three years, Rystad suggests that the UK alone is forecast to spend more

than USD 2 billion annually on decommissioning activities. Remaining in the UK, Spirit Energy has submitted its draft decommissioning programmes for the South Morecambe DP3-DP4 installations. The plan involves the removal and transportation to shore for recycling of the topsides and jackets, with all the wells to be plugged and abandoned. Meanwhile, the buried pipelines will be left in situ except the exposed ends which will be cut and removed. All ex-

posed grout bags will be recovered to shore for re-use or recycling. All of the exposed concrete mattresses will be recovered to shore for re-use, recycling or disposal. Existing rock will be left in situ. The DP3 and DP4 installations each comprise six wells and a single installation connected via two pipelines to the Central Processing Platform CPP1. The normally unattended installations (NUIs) are supported by four-leg steel jackets in water depths of 22-25m.

REVISION TO ROSEBANK PLAN



Equinor has decided to revise the original development plan for the Rosebank project located west of Shetland, which was previously operated by Chevron. Equinor will now carry out a detailed assessment of the current concept, seeking to leverage experience from its next generation portfolio and value improvements

that were made to recent project concepts such as Johan Castberg. Equinor purchased Chevron's 40% interest in Rosebank in October 2018 and became operator of the field. Equinor's Johan Castberg project, located in the Barents Sea, is being developed with an FPSO+ production vessel with additional subsea solutions. Compared with the original solution, costs for this project have been reduced from approximately NOK 100 billion to

NOK 50 billion. Part of the discussion will also involve any extension to the current licence with the licence partners and the Oil and Gas Authority. The potentially recoverable volumes at Rosebank are expected to be more than 300 million barrels. Chevron planned to develop Rosebank as a subsea development tied back to a floating production, storage and offloading (FPSO) vessel, with natural gas exported via pipeline.

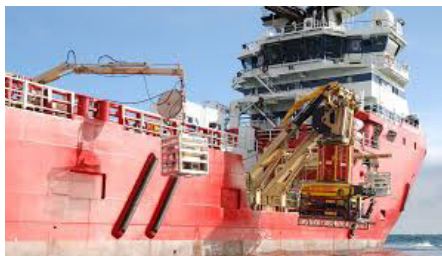
SUBSEA 7 SECURES FIVE-YEAR CONTRACT

Subsea 7 has confirmed the award of an IMR contract with BP Exploration to cover the operator's North Sea region portfolio of assets West of Shetland and in the Northern North Sea. The five-year agreement will see i-Tech Services will provide a Life of Field support vessel complete with work-class and

observation-class ROVs, capable of performing inspection, survey, intervention, light subsea construction and emergency response services. Offshore activities began in January 2019 using the company's 2009-built IMR vessel Normand Subsea, which is equipped with a 140t crane and accommodation

for 90 persons. Subsea 7 has agreed to extend its charter of the Normand Subsea by four years firm, with two yearly options. The vessel will now remain on charter to Subsea 7 until at least December 31, 2023. The vessel has been on charter to Subsea 7 since 2009.

PETROBRAS AWARDS MULTI-YEAR CONTRACTS TO DOF



Petrobras has awarded DOF three IMR support vessel contracts for firm periods of three years with options to extend by a further two years.

The three vessels in question are the 2009-built MT 6009L-designed

Skandi Olympia, the 2007-built MT6009-designed Skandi Commander, and the 2005-built MT6009-designed Skandi Chief-tain. The vessels will be equipped with two work-class ROVs owned and operated by DOF Subsea.

TECHNIPFMC SECURES MERO 1 EPCI CONTRACT

Petrobras has awarded TechnipFMC a large engineering, procurement, construction and installation (EPCI) contract for the Mero 1 pre-salt field, located in the Santos Basin offshore Brazil.

The contract was awarded on behalf of the Libra Consortium,

comprised of Petrobras, Shell, Total, CNOOC Limited, CNPC and Pré-Sal Petróleo (PPSA).

The contract will cover the EPC of all rigid lines, as well as the installation and pre-commissioning of the infield riser and flowline system for interconnecting 13 wells (6 production and 7

water alternate gas) to the FPSO. It also covers the installation of rigid pipelines, flexible risers and flowlines, steel tube umbilicals and other required subsea equipment.



TOISA WARRIOR SOLD TO NOKIA



Toisa Warrior (pictured c/o K. Gregson)

The VS483 Mk III-designed IMR support vessel Toisa Warrior is to be sold to subsea cabling business Alcatel Submarine Networks for USD 6 million. Prior to the sale closing, the bankruptcy court must approve the sale.

The 2011-built DP2 vessel has been laid up in Hull in the UK since 2016, following the completion of her most recent contract with Petrobras. Alcatel Submarine Networks Marine is owned by Nokia.

SEA MAR SECURES NEPTUNE IMR CONTRACT

Sea Mar Shipping has secured a three-year plus two one-year options contract to provide IMR services to Neptune Energy.

Sea Mar will utilise the 59-metre long IMR vessel Sea Mar Splendid for the campaign, which will see the vessel perform air

diving IMR duties on the Dutch Continental Shelf starting in March 2019.

SAIPEM CHARTERS SKANDI NEPTUNE

Saipem has chartered DOF Subsea's MT 6016-designed offshore construction vessel Skandi Neptune to provide construction support on Exx-

onMobil's Liza development offshore Guyana.

The 2001-built vessel, which has a length of 104 metres, a 250-tonne crane and accom-

modation for 106 persons, will begin a second campaign later in the year with a further programme to commence in 2020.

SKANDI OLINDA COMMENCES PETROBRAS CHARTER

TechnipFMC and DOF Subsea's jointly owned Vard 3 16-designed pipelay vessel Skandi Olinda has commenced an eight-year charter with Petrobras.

TechnipFMC will manage flexible pipelay, and DOF will be responsible for marine operations.

The vessel has a 340-ton Vertical Lay System tower capacity, a 2,500-ton underdeck carousel, accommodation for 120 persons

and two work-class ROVs, allowing it to lay flexible pipes in water depths of up to 2,500 meters.

The Skandi Olinda is the last in a series of four PLSVs ordered by the joint venture between DOF and TechnipFMC.

With regards to the previous three PLSVs ordered by the JV, the Skandi Açú started its eight-year contract with Petrobras in August 2016, the Skandi Búzios

in April 2017, and the Skandi Recife in June 2018. All four vessels were ordered following eight-year contract awards from Petrobras back in August 2013 for the provision of installation of flexible pipes in Brazilian waters.



GAZPROM LOOKS FOR ALTERNATIVE SUPPLIERS



Gazprom has signed a contract with Almaz-Antey, a prominent missile manufacturer, to supply

subsea production systems. The awarded contract will cut reliance on imported subsea oil and gas technology and will see Almaz-Antey also provide maintenance and repair services for the equipment. The agreement follows a May 2018 roadmap signed by Gazprom

and Almaz-Antey for the period until 2023 to develop and produce prototypes of hi-tech import-substituting equipment for subsea hydrocarbon production, gas processing and liquefied natural gas production for the benefit of Gazprom.

GEOHOLM RE-HOMED IN THE RED SEA

DOF Subsea is preparing the MT6000 MkII-designed IMR vessel Geoholm for a 700-day marine and ROV campaign offshore Saudi Arabia.

The 2006-built vessel, which is equipped with a 90t crane and accommodation for 70 persons,

will support 3D ocean bottom node (OBN) survey projects during the contract. It is understood that the end client is Saudi Aramco and it is in association with Seabed GeoSolutions, a joint venture between Fugro and CGG, and its partner Argas.



MCDERMOTT AWARDED TWO MALAYSIAN CONTRACTS

McDermott will transport and install jackets, topsides and pipelines for the Gorek gas field, on behalf of Sarawak Shell. Meanwhile, a second fixture will see Sapura Exploration and

Production utilise McDermott for the transportation and installation of jackets, topsides and pipelines for the Larak and Bakong gas fields. McDermott will also fabricate risers and

spools for the two customers. The installation vessel Derrick Barge 30 will be deployed for the offshore campaigns, which are scheduled to commence in the second quarter of 2019.

RENEWABLES

WIND TURBINE TO POWER PLATFORMS MOVES CLOSER

Equinor has awarded Kvaerner a front-end engineering design (FEED) contract for the planned Hywind Tampen wind power project in the Norwegian North Sea, which targets the use of wind farms to power five platforms. Kvaerner's brief is to mature the design of concrete substructures for up to 11 wind turbines based on Equinor's floating offshore wind concept. Kvaerner will

look at sites, construction and associated costs for the 11 floating concrete substructures. As previously reported in Seabreeze last year, Equinor revealed it was looking at the possibility of supplying five platforms at the Gullfaks and Snorre fields in the North Sea with power from floating offshore wind. The Hywind's 8 MW turbines would provide a combined



capacity of 88 MWm which could satisfy the power requirements for around 35% of the Snorre A and B, and Gullfaks A, B, and C facilities.

NAMING CEREMONY HELD FOR APOLLO

DEME Group has held a naming ceremony for its newbuild multi-purpose, self-propelled jack-up vessel Apollo in Zeebrugge, Belgium. The 87.5m-long Apollo, which has accommodation for 90

persons, was constructed at the Uljanik Shipyard in Croatia, and she was delivered to GeoSea in August last year. At the end of 2018, GeoSea contracted Alewijnse Marine to provide the electrical installation of a

helicopter deck on the vessel. The newbuild is targeted for wind turbine installation, heavy load transportation and assembly, and she can also be used as an accommodation platform.

SHELL LOOKING AT UK WIND



Shell has announced that they are keen on entering the UK offshore wind market. Shell's plan will involve either acquiring a share in an existing

project, acquiring an entire project, or by securing seabed leases later this year. In 2016, Shell set up the New Energies division and committed to invest USD 1 billion a year in alternative energy sources by the end of the decade. The operator is already active

in the offshore wind industries in the USA, where the company has several ongoing projects, as well as in the Netherlands and France. Shell is also actively supporting the development of kite power energy systems, as well as floating wind technology.

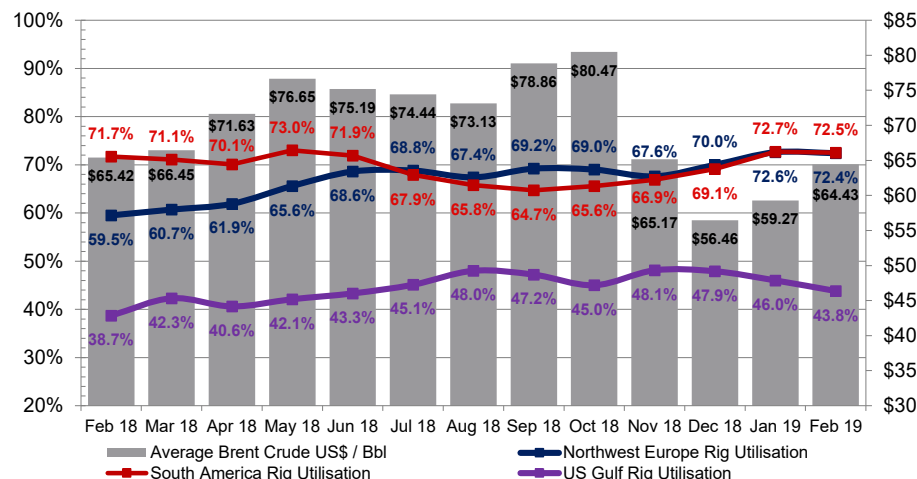
BOSKALIS ACQUIRES MAJOR STAKE IN HORIZON

Royal Boskalis Westminster N.V. has acquired a 62.5% majority stake in the UAE-based Horizon Group. Horizon will retain the remaining 37.5% of the shares. Horizon's main activities include

marine geophysical surveys and geotechnical services and the company owns 12 survey/geotechnical vessels, eight ROVs, two jack-up platforms and three motion-compensated drill towers for geotechnical services.



OIL PRICE VS RIG UTILISATION



TRANSOCEAN SCRAPPING 8-YEAR OLD RIG

Although identifying 2018 as the start of a recovery for the ultra-deepwater rig market, Transocean has made the tough decision to scrap the Ocean Rig Paros (ex Cerrado) because it would have cost too much to

reactivate the eight-year old drillship. The rig has been cold-stacked since 2016. Similarly, Transocean will be scrapping its 2002-built harsh environment semi Eirik Raude, which has also been stacked since 2016.

TEN-WELL DEAL FOR NORTHERN NEWBUILD

Northern Drilling has won a ten-well contract with Lundin Norway for its newbuild harsh environment semi West Bollsta. The campaign, which comes with four additional one-well options, will involve drilling at the Luno

II development and the Rolvsnes discovery in the Norwegian North Sea. The USD 200 million contract is scheduled to commence in the second quarter of 2020, and may last until the third quarter of 2022 if all four options are exercised.

RIG UTILISATION AND DAY RATES

UTILISATION	FEB 2019	FEB 2018	FEB 2017	FEB 2016	FEB 2015
NORTHWEST EUROPE	72.4%	59.5%	53.3%	72.9%	93.6%
SOUTH AMERICA	72.5%	71.7%	75.6%	83.1%	92.8%
US GULF	43.8%	38.7%	32.4%	38.7%	53.3%

RECENT DAY RATE BENCHMARKS	LOW (USD)	HIGH (USD)
UK HARSH HIGH SPEC JACKUPS	95,000	102,500
NORWAY HARSH HIGH SPEC JACKUPS	145,000	200,000
UK HARSH STANDARD SEMISUBS	100,000	150,000
NORWAY HARSH STANDARD SEMISUBS	180,000	180,000
GLOBAL ULTRA-DEEPWATER SEMISUBS	130,000	200,000
GLOBAL ULTRA-DEEPWATER DRILLSHIPS	130,000	455,000

INACTIVE RIGS NORTHWEST EUROPE

NAME	TYPE	STATUS
BAUG	JU	COLD STACK
BIDEFORD DOLPHIN	SS	WARM STACK
BLACKFORD DOLPHIN	SS	WARM STACK
BORGLAND DOLPHIN	SS	WARM STACK
BYFORD DOLPHIN	SS	WARM STACK
COSLINNOVATOR	SS	WARM STACK
COSLPIONEER	SS	HOT STACK
EIR	JU	COLD STACK
ENSCO 70	JU	COLD STACK
ENSCO 71	JU	COLD STACK
ENSCO 100	JU	WARM STACK
ISLAND INNOVATOR	SS	WARM STACK
MAERSK GALLANT	JU	WARM STACK
MAERSK GIANT	JU	COLD STACK
MAERSK RESILIENT	JU	WARM STACK
OCEAN GUARDIAN	SS	COLD STACK
POLAR PIONEER	SS	COLD STACK
SCARABEO 5	SS	COLD STACK
SEDCO 711	SS	COLD STACK
SEDCO 714	SS	COLD STACK
SERTA0	DS	COLD STACK
SONGA DEE	SS	COLD STACK
SWIFT 10	JU	WARM STACK
WEST ALPHA	SS	COLD STACK
WEST EPSILON	JU	COLD STACK
WEST NAVIGATOR	DS	COLD STACK
WEST PEGASUS	SS	COLD STACK
WEST VENTURE	SS	COLD STACK
WILHUNTER	SS	COLD STACK

Source: IHS-Petrodata

CONUNDRUM CORNER, DUTY PHONES

CJ46 JACKUPS IN DEMAND

Having already acquired a newbuild Gusto MSC CJ46 jackup (Noble Johnny Whitstine) from the PaxOcean Group in September 2018, Noble Corporation has exercised an option to purchase a second newbuild CJ46 jackup from PaxOcean for USD 83.75 million. To be named Noble Joe Knight, the second rig was built at the PaxOcean Graha Shipyard in Batam, Indonesia. Following delivery, she will be mobilised to the Middle East to fulfil a three-year plus one-year option contract with Saudi Aramco.

Proving the popularity of the CJ46 design, another drilling contractor - Shelf Drilling - has entered into agreements with affiliates of China Merchants & Great Wall Ocean Strategy & Technology Fund for the purchase of two newbuild CJ46 jackups for USD 87 million per rig, along with the bareboat charters (with purchase options) for two additional rigs of the same design.

CONUNDRUM CORNER

Last month's answer :-

Rita has worked as a nurse, a guide, a tutor and a coach.

Who has worked as a comic, a guard, a carer and a baker?

The correct answer was :- Mark (using the third letter of each word)

This month, our poser is as follows:

The alphabet is written here but some letters are missing. Arrange the missing letters to give a word. What is the word?

B C D E F G H K M P Q V W X Y Z

Answers back to chartering@seabrokers.co.uk.

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SEABROKERS GROUP CONTACTS

SEABROKERS HEAD OFFICE

Forusbeen 78 - 4033 Stavanger - Norway
Tel: (+47) 51 80 00 00
Internet: www.seabrokers-group.com

SEABROKERS CHARTERING AS - STAVANGER

Duty Telephone ++47 51 815400 (24 Hrs)
E-mail chartering@seabrokers.no

SEABROKERS LTD - ABERDEEN

Duty Telephone ++44 1224 747744 (24 Hrs)
Duty Mobile ++44 7802 304129
E-Mail chartering@seabrokers.co.uk

SEABROKERS BRAZIL LTDA - RIO DE JANEIRO

Duty Telephone ++55 21 3505 4200 (24 Hrs)
E-mail chartering@seabrokers.com.br

SECURALIFT AS - STAVANGER

Telephone ++47 51 800000
E-mail stig@seabrokers.no

SEA SURVEILLANCE AS - BERGEN

Telephone ++47 55 136500
E-mail info@seasurv.net

SEABROKERS EIENDOM AS - STAVANGER

Telephone ++47 51 800000
E-mail frode.albretsen@seabrokers.no

SEABROKERS SERVICES AS - STAVANGER

Telephone ++47 51 800000
E-mail eli@seabrokers.no

SEABROKERS FUNDAMENTERING AS - STAVANGER

Telephone ++47 51 800000
E-mail fundamentering@seabrokers.no

SEABROKERS HAVNEKRANER AS - STAVANGER

Telephone ++47 51 800000
E-mail havnekraner@seabrokers.no