

SEABREEZE

THE SEABROKERS MONTHLY MARKET REPORT

JANUARY 2021

BOURBON EMERGES FROM RESTRUCTURING AS SIEM NEARS DEAL



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OSV MARKET ROUND-UP

SLOW START FOR AHTS OWNERS

It has been an extremely slow start to 2021 for North Sea AHTS owners. This should be taken in context because it is by no means unusual for January to be a quiet month. However, given what owners endured in 2020, this is nothing like the start they had been hoping for in the New Year. Only one fixture in the UK sector broke the GBP 10,000 barrier (USD 13,705) in January, while in Norway (excluding call-off fixtures) there was only one charter with a rate of more than NOK 130,000 (USD 15,185). Things should undoubtedly pick up with several idle rigs scheduled to go on hire over the next few months, particularly in Norway. This should bring utilisation and rates up to a more acceptable level for owners.

Charterers have been exposed to less favourable conditions on the PSV spot market, with spells of limited vessel availability in January. It wasn't necessarily a busier month than expected but the extent of the layup momentum from 2020 has left a restricted pool of supply. As the year progresses, PSV owners may collectively dictate their own fate for the spot market. If too many vessels are reactivated, this may stunt rate momentum but charterers may be exposed to higher rates if there is collective discipline from owners with regards to laid up tonnage.

SIEM FOLLOWING BOURBON'S RESTRUCTURING

Not long after Bourbon Maritime emerged from its financial recovery plan, Siem Offshore has announced that a deal may be in sight for its own restructuring.

Bourbon's refinancing process was concluded in mid-December with the owner's debt burden reduced by more than EUR 1.5 billion (USD 1.8 billion). The debt figure has been reduced from EUR 2.648 billion to EUR 1.065 billion, including EUR 228 million in bonds redeemable for shares. The conversion of a significant proportion of debt into equity has significantly strengthened Bourbon's balance sheet, with new financing of up

to EUR 150 million also provided (repayable over three years).

It appears that Siem Offshore might be following in Bourbon's wake, with a bondholders' meeting scheduled for February 5th. Siem is in the final stages of negotiations with its European banks with a formal term sheet expected to be signed for the restructuring of the Group's credit agreements imminently. This would entail the total equitisation of around USD 268 million of debt. Based on the 2020 year-end financial figures, the existing Siem shares are only expected to represent 4% of the shares in the restructured entity.

NORWAY AWARDS 61 PRODUCTION LICENCES

The Norwegian Ministry of Petroleum and Energy has awarded 61 production licences from the Awards in Predefined Areas (APA) 2020 process. A total of 30 different companies were awarded ownership stakes in licences. Applications had been received from 33 different companies. Despite the difficult trading conditions that have been experienced in the offshore industry, such strong interest in new licences reflects positively on the future for the Norwegian sector, with the response to this round comparing favourably to last year. Last year, a total of 28 companies were awarded stakes in 69 licences from APA 2019.

Of the 61 production licences awarded from this latest round, 34 are located in the North Sea, 24 are in the Norwegian Sea and three are in the Barents Sea. Twelve of the licences are additional acreage to existing production licences.

Eighteen companies will take the role of operator from the latest awards. This includes Equinor (operator of 10), Aker BP (8), Lundin (7), Var Energi (5), DNO (4), OKEA (4), Wintershall DEA (4), Chrysaor (3), ConocoPhillips (3), Neptune (3), OMV (3), INEOS (1), Inpex (1), MOL (1), Norske Shell (1), Petrolia NOCO (1), Sval (1) and Wellesley (1).

OSV MARKET ROUND-UP

REMØY FIXES AWAY HALF THE PEARL BIDCO FLEET

Hermit Galaxy (c/o O. Halland)

Remøy Shipping has managed to secure term charters for half the Pearl Bidco PSV fleet since the start of the year.

After Hermitage Offshore filed for Chapter 11 last year, the company's 10 PSVs ended up in the hands of Hermitage's former lenders: DNB and SEB. The new owning entity for the vessels, Pearl Bidco AS, appointed Remøy Shipping to manage the vessels on its behalf.

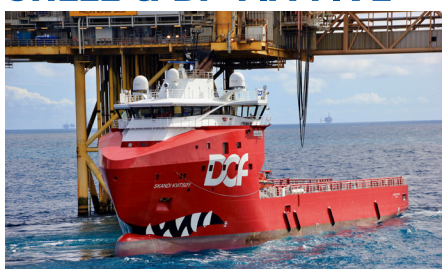
Prior to the end of 2020, Remøy managed to pick up a one-year firm charter for the Hermit Power with Premier Oil UK. Since the turn of the year, the arrangement has gone from strength to strength with five more of the PSVs fixed up on



term charter. The Hermit Guardian, Prosper and Protector have all been fixed for one-year plus two one-year options contracts - with Peterson SNS, Ithaca and Dana Petroleum

respectively. In Norway, the Hermit Galaxy and Horizon have been fixed to Chrysaor for a two-well plus one-well option campaign to support the COSL Innovator semisubmersible.

SHELL & BP FIX FIVE



Skandi Kvitsoy (pictured c/o H. Otneim)

In an active fixing spell in the UK, Shell and BP have secured five PSVs on term charter. Shell awarded one-year contracts to DOF and the Skandi Kvitsoy, the Fletcher Group for the Standard Viking, and Simon Møkster Shipping with the Stril Odin.

Each charter has two one-year options with start dates between February and May 2021. BP has awarded three-year contracts to two Vestland Offshore PSVs, the Vestland Artemis and Solvik Supplier. The charters will start in May and August respectively.

SEVERAL MORE UK FIXTURES

It has become quite a common occurrence for UK charterers to fix up vessels on one-year firm charters with two further one-year options available. In addition to the contract awards mentioned above, EnQuest has awarded an equivalent deal

to Solstad Offshore for the Sea Forth, while CNOOC has done likewise for the North Promise from Tidewater. In other developments, the Far Spica has had her charter with Repsol Sinopec extended for at least one more year.



North Promise (pictured c/o S. Sinclair)

OSV MARKET ROUND-UP

NEPTUNE CHARTERS NORTH SEA TRIO

Another charterer that has been busy is Neptune Energy, with three long-term PSV contracts awarded in December.

In the UK sector, Solstad picked up a four-well firm contract for the Normand Surfer to support Neptune's development drilling campaign at the Seagull field in the central North Sea. The Valaris JU-248 has just gone on hire to Neptune, with the four firm wells estimated to take around 550 days to drill. There are two further one-well options available for both the rig contract and the Normand Surfer contract.

In the Norwegian sector, two PSVs have been tied up on term contracts. O.H. Meling & Co



Siddis Mariner (pictured c/o G. Vinnes)

picked up a ten-month contract extension for the Siddis Mariner; the vessel is now committed until at least October 2021. Meanwhile, Simon Møkster Shipping secured a 14-month

contract for the Stril Orion. The Orion is scheduled to go on hire in February. Both vessels will be providing support for Neptune's drilling campaign with the Deepsea Yantai.

PSV DUO TO SUPPORT DNO



Stril Luna (c/o O. Halland)

Staying in the Norwegian sector, Well Expertise has chartered a pair of PSVs to provide support for DNO's drilling programme with the Borgland Dolphin semisubmersible. Tidewater and Simon Møkster Shipping were awarded contracts for the

North Pomor and Stril Luna for two firm wells plus a one-well option from March. Elsewhere, Eidesvik PSV Viking Prince will be going on hire to support Aker BP's drilling campaign with the Deepsea Stavanger for up to 120 days from April.

BRAZIL FRAME AGREEMENT FOR SOLSTAD

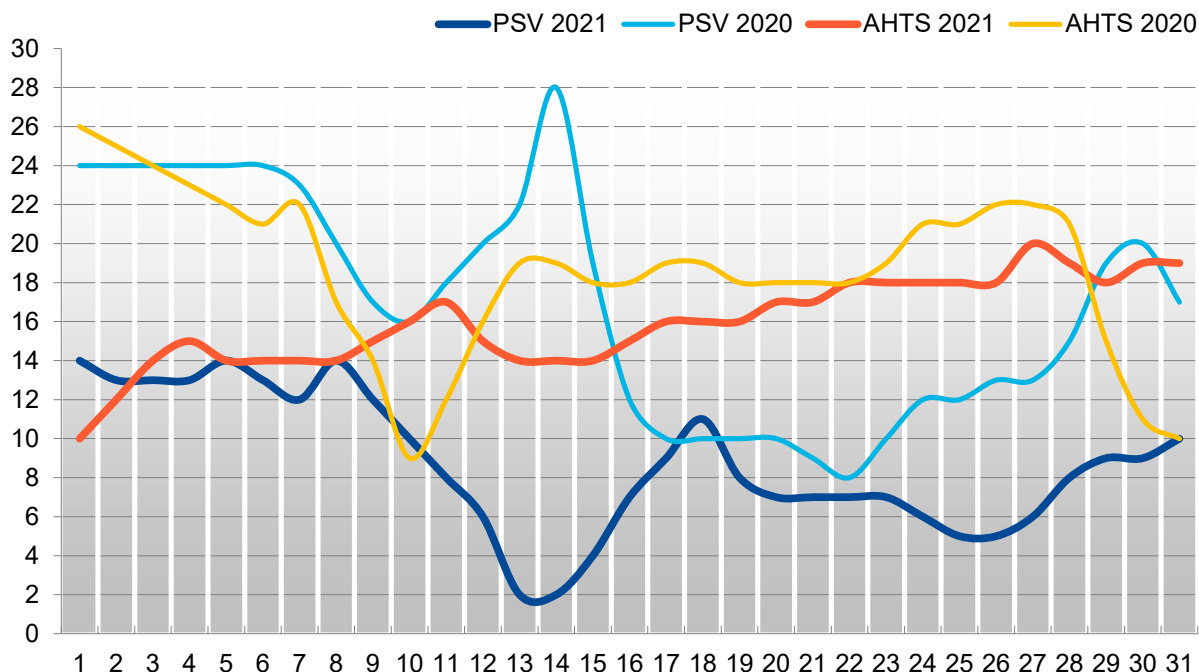
Outside of the North Sea, Solstad Offshore has entered into a Frame Agreement with ExxonMobil to provide supply vessels in support of Exxon's exploration activities offshore Brazil. The agreement is for a firm period of three years, and

the first call-off has been enacted for the Normand Swift PSV to go on hire to Exxon for three months; the vessel commenced operations in December. Exxon has just spudded its Opal-1 wildcat in the Campos Basin with the West Saturn drillship.



OSV RATES & UTILISATION

JANUARY 2021 - DAILY NORTH SEA OSV AVAILABILITY



RATES & UTILISATION

NORTH SEA SPOT AVERAGE UTILISATION JANUARY 2021

TYPE	JAN 2021	DEC 2020	NOV 2020	OCT 2020	SEP 2020	AUG 2020
MED PSV	66%	69%	72%	67%	84%	71%
LARGE PSV	77%	66%	65%	76%	82%	61%
MED AHTS	39%	45%	40%	39%	72%	56%
LARGE AHTS	40%	58%	65%	53%	74%	63%

NORTH SEA AVERAGE RATES JANUARY 2021

CATEGORY	AVERAGE RATE JAN 2021	AVERAGE RATE JAN 2020	% CHANGE	MINIMUM	MAXIMUM
SUPPLY DUTIES PSVs < 900M ²	£6,774	£5,257	+28.86%	£4,304	£14,500
SUPPLY DUTIES PSVs > 900M ²	£5,818	£6,810	-14.57%	£2,500	£12,000
AHTS DUTIES AHTS < 22,000 BHP	£8,656	£7,959	+8.76%	£5,595	£11,500
AHTS DUTIES AHTS > 22,000 BHP	£8,442	£9,203	-8.27%	£5,165	£24,102

SPOT MARKET ARRIVALS & DEPARTURES: MID-DEC 2020 TO JAN 2021

ARRIVALS - NORTH SEA SPOT

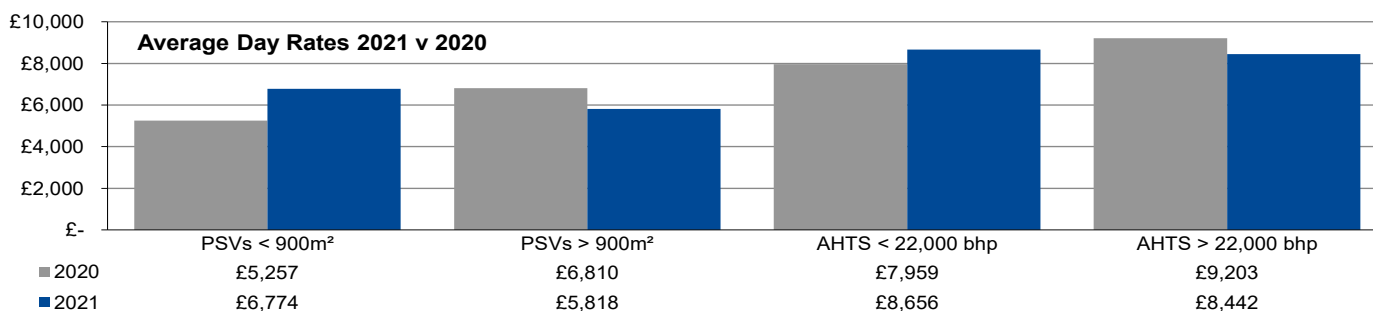
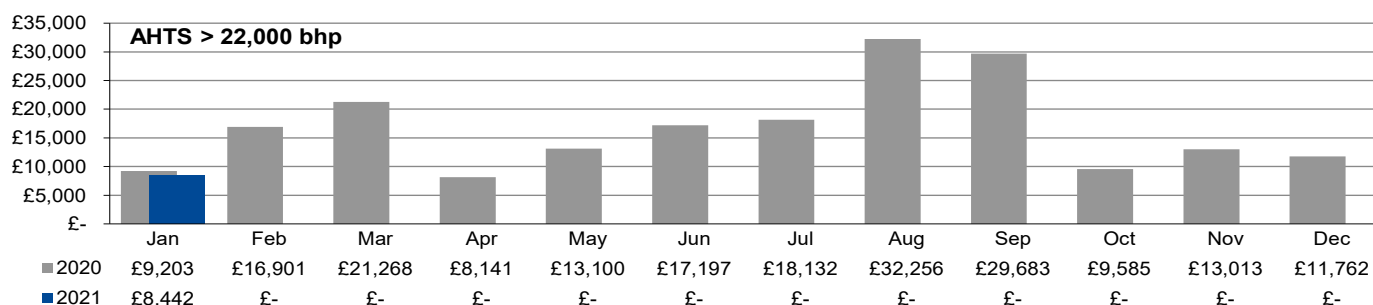
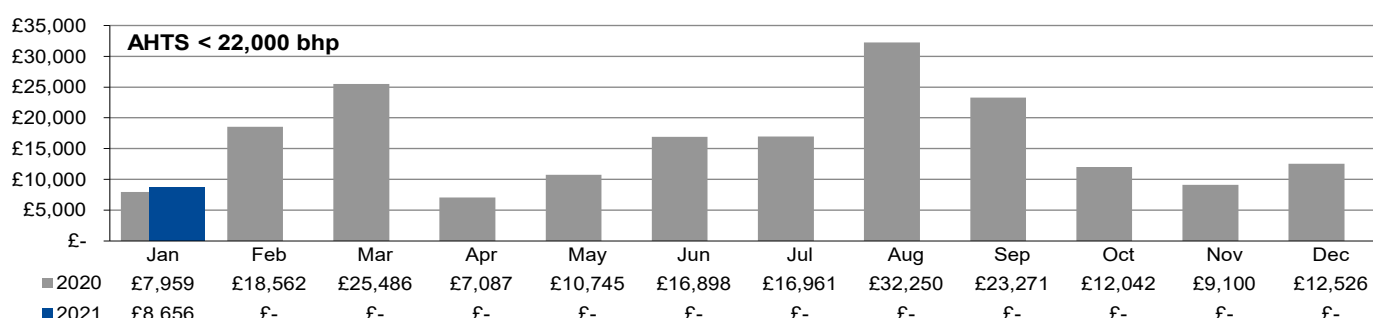
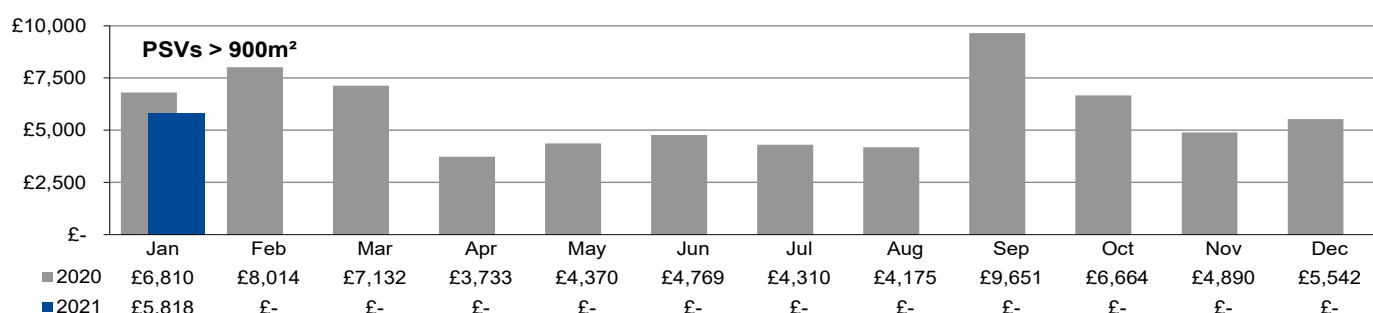
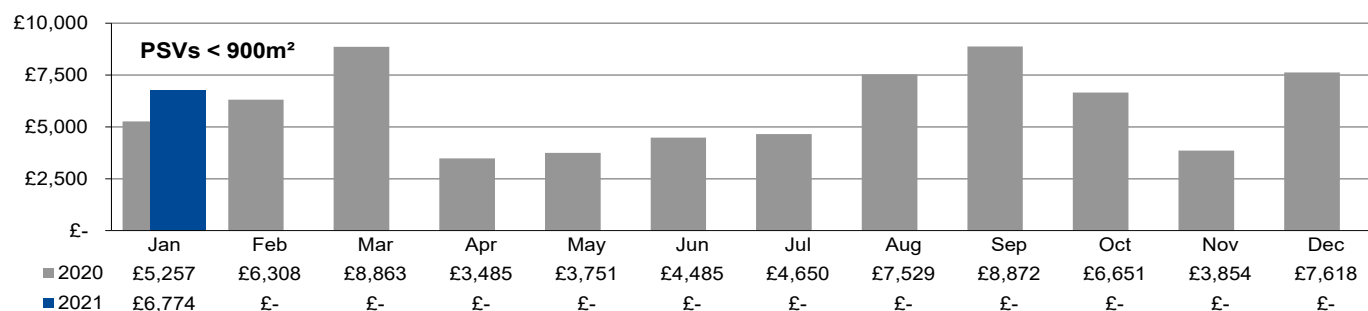
ATLANTIC KESTREL	EX CANADA
ISLAND VICTORY	EX US GULF
NORMAND DROTT	EX SOUTH AFRICA
NORMAND PROSPER	EX SOUTH AFRICA

DEPARTURES - NORTH SEA SPOT

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

NORTH SEA AVERAGE SPOT RATES



FEATURE VESSEL

REM ENERGY



The walk-to-work market continues to attract vessel owners with Rem Offshore acquiring a newbuild PSV to convert into an SOV for the offshore wind market.

The vessel will be named the Rem Energy, and Rem Offshore has already secured a five-year contract for her with Siemens Gamesa Renewable Energy for maintenance on various wind farms in the German sector.

The Green Yard Kleven shipyard in Norway will convert the Havyard 833 WE vessel into an SOV. She should be ready during the fourth quarter of 2021.

The Rem Energy will be equipped with accommodation for 99 persons, an SMST walk-to-work gangway and three cranes. She will be prepared for

zero emission operations with fuel cells and a 12,000 kWh battery pack.

The vessel will also feature a weather deck and an automated warehouse below deck for spare parts and goods. SMST will deliver an access and cargo tower with elevator, a motion compensated gangway and a 3D motion compensated crane.

Rem Inspector will perform as a frontrunner prior to the Rem Energy's delivery. Having worked on the Global Tech 1 wind farm for two seasons, she will now return for most of 2021.



Rem Energy Specs:

Builder: Green Yard Kleven
Design: Havyard 833 WE
Delivery: 2021
LOA: 89.7m
Beam: 19.6m
Accommodation: 99 persons
Gangway: SMST
Crane: 3 x cranes including SMST 3D motion compensated
Prepared for: Zero emission operations with fuel cells and a 12,000 kWh battery pack.

NEWBUILDS, CONVERSIONS, S&P

REMONTOWA DELIVERS COEY VIKING



Newbuild PSV Coey Viking has been delivered by Remontowa Shipbuilding in Gdansk, Poland. The Coey Viking is the first of two sister vessels that were acquired by Viking Supply Ships in October 2019 in partnership with funds managed by Borealis Maritime. Built to Wärtsilä's

VS4411 DF design, the Coey Viking can be fuelled either by LNG or MGO. She is also equipped with a battery pack solution. The Coey Viking is now being mobilised to Norway, where Viking Supply Ships has already picked up a term charter for her with Wintershall Dea.

BOURBON FLEET TRIMMED

Four former Bourbon Offshore PSVs have eventually been sold at auction in China, reportedly at the sixth time of asking after a series of price reductions. The Bourbon Liberty 101, 106, 107 and 109 (all 2008-built) have been sold to undisclosed buyers with prices ranging from USD

280,000-400,000 per unit. Several former Bourbon vessels have changed hands recently, with other notable transactions including the sale of the Bourbon Pearl to Oceanpact, the Bourbon Emerald to Alliance LLC Russia and the Bourbon Liberty 122 to MSH Ship Management.



Bourbon Liberty 101

WILSON BERING FOLLOWS BALTIC TO ASIA



Wilson Bering (pictured c/o C. Kohne)

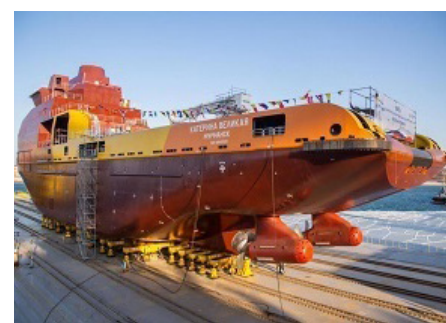
PSV Wilson Bering is following the Wilson Baltic from the North Sea to Asia. It was reported in late 2020 that Wilson Offshore had sold the Wilson Baltic to FM Corporation China Ltd, and it has since been confirmed that a similar transaction took place for the Wilson Bering.

The Bering is a 25 year-old PSV, built to the UT 745 design. She was previously owned by Maersk Supply Service as the Maersk Nascopie, and has also previously been known as the Odin Express. The vessel is currently being mobilised to east Asia via the Suez Canal.

ZVEZDA LAUNCHES FIRST OF FOUR ICE-CLASS MPSVs

The Zvezda Shipbuilding Complex in eastern Russia has launched the first of four ice-class supply vessels that it is building for Rosnefteflot JSC. The 106m multipurpose vessels have been designed to undertake various roles including the transport of supplies to offshore

drilling platforms, as well as the provision of icebreaking and towage assistance. Named as Katerina Velikaya, this is the lead ship of the IBSV10022 Icebreaker 7 project. This is a pilot project for Zvezda Marine Technologies, a joint venture between Rosneft and Damen.



NEWBUILDS, CONVERSIONS, S&P

DOF DIVESTS VESSEL DUO

DOF has offloaded two more vessels recently. Firstly, the 24,000 bhp AHTS vessel Skandi Bergen was sold to Grupo CBO in Brazil. The 11 year-old unit, built to the UT 731 CD design, has been renamed as the CBO Endeavour; it is expected that

she will soon be relocated to South America from Norway. Separately, DOF has also sold the 2002-built PSV Skandi Buchan to undisclosed international buyers. DOF has registered a gain of around NOK 16 million (USD 1.9 million) from this sale.



Skandi Bergen (c/o L. Johannes)

SEVNOR SNAGS ATLANTIC HAWK



Atlantic Hawk (pictured c/o W. Pretty)

Atlantic Towing has sold its 21 year-old AHTS vessel Atlantic Hawk to Sevnor. The UT 722 unit has been renamed as the Sayan Jarl.

The vessel has spent most of her time in service working in eastern Canada although she

did spend a period in the North Sea early in her working life. Her most recent long-term commitment with Husky Energy in eastern Canada ended in November 2020. Sevnor is expected to relocate the Sayan Jarl to Russia.

INDIAN OWNERS FOR VENTURE SEA

Following the news that Secunda had sold its AHTS vessel Venture Sea, it has since emerged that the new owners are India-based Virgo Ships Limited, with the vessel to be managed by Hermes Maritime Services. The Venture

Sea, a 1998-built vessel, has been renamed as the Jarvis. She departed Canada earlier in January, and has made a stop in Gibraltar before she is expected to continue her onward journey to India.



SWIRE SELLS VIGOUR



Swire Pacific Offshore has sold its AHTS vessel Pacific Vigour to new Vietnamese owners. The 2010-built vessel has been acquired by Tan Cang Offshore Services and renamed as the TC Vigour. The vessel has already

been relocated to Vietnam. The TC Vigour is a 66m vessel with a bollard pull of 120t. While under Swire ownership, she spent time working in Southeast Asia, Australia, the Indian Ocean and the Middle East.

RECENT DELIVERIES OF NEWBUILD OSVs

NAME	TYPE/DESIGN	OWNER/ MANAGER	COMMITMENT
COEY VIKING	WÄRTSILÄ VS 4411 DF PSV	VIKING SUPPLY SHIPS	NORTHWEST EUROPE

SUBSEA MARKET ROUND-UP

DNV GL has released a new report entitled "Turmoil and Transformation: the outlook for the oil and gas industry in 2021." The report concludes that the oil and gas industry is expected to significantly boost investment in the energy systems of the future as companies seek to transform. DNV GL highlights that a record 66% of senior oil and gas professionals report that their organisation is actively adapting to a less carbon-intensive energy mix in 2021, up from 44% in 2018. According to the survey, 57% plan to increase investment in renewables, up from 44% last year, while nearly half (48%) expect to increase investment in green or decarbonised gas.

Meanwhile, only 21% expect to increase investment in oil projects in 2021 as the sector increasingly comes to terms with the notion that the world's demand for oil has peaked or will peak in the short to medium term. Expectations for rising natural gas investment remain steady at 37%.

The report has highlighted that priorities are changing for investors, and the oil and gas professionals who completed the survey expect that shifts in investment will lead to a wider reshaping of the industry. Most respondents expect increased consolidation in the year ahead which could involve asset and business sales, with 63%

expecting more demergers, divestments and spin-offs. In the last edition of Seabreeze, we highlighted a stark report from Rystad Energy highlighting the risks from a sustained lack of oil & gas exploration in recent years. Unless this trend is reversed, we may be at risk of potentially running out of sufficient oil supplies to meet our global demand through 2050. Rystad stated that at least USD 3 trillion will be required to ensure sufficient supplies for the next 30 years. You can certainly feel that the tides are turning as more vessel owners announce conversions to cleaner energy or modify their business plans to suit.

REACH LAUNCHES NEW SUBSEA MODEL



Reach Subsea has announced a new subsea service model to embrace and drive forward the step change we are seeing in the oil and gas industry. The new model will future-proof and offer a sustainable solution for subsea services. Named Reach Remote, the project is a cooperation with industrial partners Kongsberg and Massterly, with support from Innovation Norway. The first stage of Reach Remote will see the introduction of

unmanned surface vehicles (USVs) that will be dedicated to survey, inspection and light repair projects. The company aims to have its first two USVs ready for the market in 2022, with the aim of providing a full portfolio of subsea services from a low-emission, cost-effective remote and autonomous fleet by 2025. The USVs will feature both real-time operator control and autonomous operations, as well as hybrid modes blending remote and semi-autonomous control.

The company is targeting both oil & gas and offshore wind markets with the service. The USVs will be 25m in length and will have a semi-autonomous

ROV for survey and inspection tasks, as well as hull-mounted survey sensors. The current design is based on a redundant hybrid electric configuration and will be capable of 30 days or more endurance for most operations. Reach said the USVs would offer more than a 90% reduction in CO₂ and NO_x emissions compared to traditional survey operations, as well as "significant reductions" in the cost of subsea survey and inspection services. Financing of the construction part of Reach Remote is being evaluated and may involve new equity, new debt, industrial partnerships or a combination of these factors.

BOSKALIS ACQUIRES ADDITIONAL DSVs

Boskalis has acquired all the shares of Rever Offshore's subsea services business. This will see Boskalis add two diving support vessels to its fleet: the 1999-built Rever Polaris which is fully owned, and the chartered ST-256L-designed Rever Topaz. Focusing on the North Sea fleet of saturation dive vessels, this will double Boskalis' fleet along-

side the 2011-built sister vessels Boka Atlantis and Boka da Vinci. In terms of fleet size, this makes Boskalis the dominant player in the region as things stand today, with Subsea 7 operating three vessels in the North Sea and TechnipFMC operating two. The only other purpose-built sat DSV in the region is Rever's 2005-built Rever Sapphire,

which was not part of the Boskalis acquisition and remains cold stacked under Rever's control. Boskalis, Subsea 7 and TechnipFMC all have additional SAT DSVs operating outside of the North Sea.



ENERGEAN MOVES AHEAD WITH FIDs

Energean has awarded an engineering, procurement, commissioning and installation contract to TechnipFMC following its announcement of a final investment decision for the North El Amirya (NEA) and North Idku (NI) tieback project offshore Egypt.

The NEA concession consists of the Yazzi and Python gas fields, while the NI project contains four discovered gas fields. Ener-

gean expects first gas from NEA/NI during the second quarter of 2022. Total capital expenditure will be around USD 235 million, with the majority expected to be incurred in 2022.

Energean has also made a final investment decision for the Karish North gas development offshore Israel. The Karish North development will be tied back to the Energean Power FPSO, which is located 5.4km

away. Production from the first Karish North well is expected to be achieved in the second half of 2023 with an estimated production of around 3 bcm/yr or 300 mmscf/d. The operator will also carry out exploration and appraisal drilling of up to five wells by early 2022.



SOLSTAD OFF TO A GOOD START

Since the beginning of the year, Solstad Offshore has secured four contract awards for three of its subsea construction vessels. The VS 4220-designed OCV Normand Energy has been awarded a five-month contract to support a client, understood to be DEME, in the Pacific Ocean. The five-month period includes mobilisation and demobilisation, with the charter starting in February 2021. Meanwhile, the 2009-built OCV Far Samson was awarded a

90-day cable lay contract, with options available through the remainder of 2021. The charter will start in April/May. DeepOcean has chartered the MT6022L-designed Normand Jarstein to work in West Africa. The two-month contract started in January, with DeepOcean holding an option that could extend the charter by a further month. Additionally, the 2014-built Normand Jarstein has been awarded a two-month contract with an undisclosed

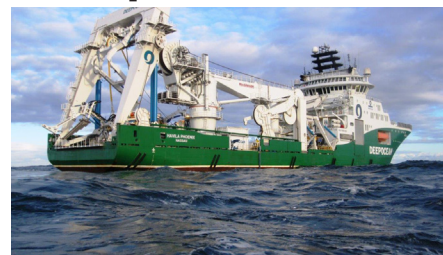
UK-based oil company starting during the second half of May. In addition to a previously awarded contract for Ørsted to utilise the Jarstein on a four-month contract for operations at the Hornsea Two wind farm from the third quarter of 2021, the vessel will now be kept active for most of the year. In the latter stages of 2020, Bahia Grande also exercised options on the Normand Commander that will keep the IMR vessel busy in Argentina until October 2026.

HAVILA PHOENIX RISES AGAIN WITH NEXANS

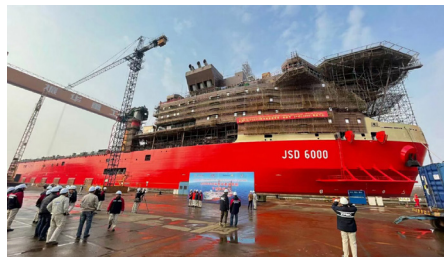
Havila Shipping has entered into a charter contract with Nexans Norway for the subsea vessel Havila Phoenix. The contract has a firm duration of 90 days with 90 further days of options. The charter will begin during April. Meanwhile, Havila and DeepOcean have reached a mutual agreement following the contract termination of the Havyard 858-designed Havila

Phoenix in December 2020. The settlement agreement includes both cash settlement and acquisition of ownership of the A-frame, trencher and ROVs previously owned by DeepOcean onboard the vessel. Havila Shipping terminated its charter of the OCV Havila Phoenix from DeepOcean in December due to a breach of contractual obligations.

The 2009-built vessel had been with DeepOcean since 2013 and was due to remain with the contractor until May 2023 with further options.



JSD 600 LAUNCHED



At the end of 2020, the Shanghai Zhenhua Heavy Industries Co. (ZPMC) in China launched the Ulstein-designed JSD 6000 deep water heavy lift pipelay vessel at its Qidong facility. The DP3 vessel has a length of

215.9m and a 49m beam. She has been towed to Changxing for the installation of J-lay and S-lay pipelay systems and a 5,000-tonne crane. Sea trials and commissioning for the JSD 6000 will also take place at Changxing.

The newbuild vessel will be able to install pipelines of 6 to 60 inches diameter in maximum water depths of 3,000m, as well as servicing deepwater SURF projects and shallow water

EPCI projects. She will also have accommodation for 399 persons. In 2018, Petrofac sold the JSD 6000 to ZPMC for USD 190 million. Delivery of the deep water multi-purpose vessel was initially scheduled for 2017 but Petrofac terminated its contract with ZPMC in October 2015, citing performance issues. Nevertheless, Petrofac continues to provide technical support for the construction of the vessel, expected to complete in 2022.

SUBSEA 7 AWARDED NORTHERN LIGHTS CONTRACT

Equinor has selected Subsea 7 for the engineering, fabrication and installation of a 100km CO₂ pipeline for the Northern Lights project in Norway. The pipeline will run from Øygarden to the CO₂ storage complex, and Subsea 7 will also install the umbilicals and undertake the tie-in and pre-commissioning activities. Offshore operations will be executed in 2022 and 2023 while fabrication of the

pipelines will take place at Subsea 7's spoolbase at Vigra, Norway. Meanwhile, Aibel was awarded the EPCI contract covering the subsea control system at the Oseberg A platform. The scope of work includes all necessary upgrades at Oseberg A to pull in and operate the umbilical system that will connect the platform and the Northern Lights subsea facilities. The Northern Lights project

is part of Norway's full-scale carbon capture and storage project Langskip, which consists of the transportation, receipt and permanent storage of CO₂ in a North Sea reservoir. The CO₂ receiving terminal will be located in Øygarden in Western Norway.



RENEWABLES

W2W CAMPAIGN FOR REM TRADER

Continuing with Rem Offshore's success in securing a long-term contract for the Rem Energy with Siemens (see p.8), the owner has also secured a new contract for the Rem Trader PSV to be utilised in 2021 and 2022 in the walk-to-work market. Van Oord will utilise the vessel at the Saint Briec wind farm

offshore France. The Rem Trader will start its campaign in March/April this year and will be firmly committed until at least October with further options available to extend into November. The 2022 campaign will begin in February with a firm commitment until October with further options available.



Rem Trader (pictured c/o D. Dodds)

ACERGY VIKING TO REMAIN IN WIND SECTOR



Eidesvik's 2007-built Acergy Viking has been awarded a multi-year time charter with

Siemens Gamesa Renewable Energy. The contract will start in direct continuation of the vessel's current contract, committing her until January 2027. The Acergy Viking has been working for Siemens since August 2016. Prior to starting her initial contract in the renewables market in 2016, the

Acergy Viking had operated in the North Sea and West Africa for various oil and gas operators. Originally built to service the oil and gas market as an IMR vessel, by the time this contract ends in early 2027 the vessel will have spent more of her life in the renewables market than in the oil and gas sector.

ESVAGT SCHELDE BEGINS BORSSELE WORK

Havyard delivered the newbuild SOV Esvagt Schelde to Esvagt in mid-December. The vessel has now commenced a term contract servicing MHI Vestas' Borssele 3 and 4 wind project offshore the Netherlands. The Havyard 831L-designed Esvagt Schelde is the first in a series of three SOVs under construction at the yard. The

units have a length of 70.5m and they will all be equipped with an SMST walk-to-work gangway and accommodation for 60 persons.

The hulls of the three vessels are being built at the Cemre Shipyard in Turkey before they are transported to Norway to be completed by Havyard. The second and third vessels in the

series will be delivered later in 2021. They will be operating at the Borssele 3-4 wind farms offshore the Netherlands, at Northwester 2 offshore Belgium, and at Triton Knoll and Moray East, both offshore the UK. In total they will contribute to delivering more than 2,500 MW of green energy from 2021 up to fifteen years onwards.

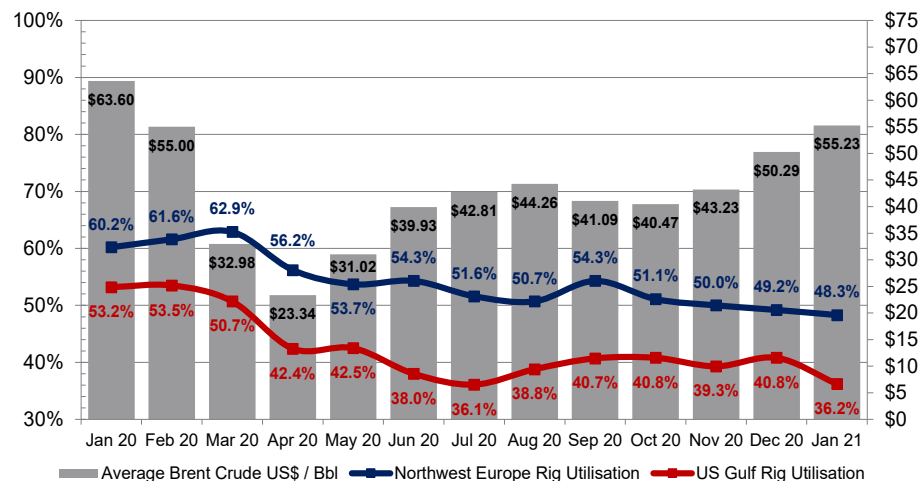
DESPINA AWARDED FUGRO CHARTER

Golden Energy Offshore has been awarded a 150-day plus options contract with Fugro for its SX 130-designed IMR vessel Despina. The vessel will be used

at various North Sea projects. The vast majority of the work under the deal will be at offshore wind farms. The 2011-built unit has already carried out work in

the Dutch sector undertaking geotechnical site investigations at a Dutch wind farm. The contract includes several months of options.

OIL PRICE VS CONTRACTED RIG UTILISATION



PETROBRAS AWARDS TERM CONTRACTS

SacAnb Offshore and Ocyan both secured term contracts with Petrobras in recent weeks. SacAnb scooped a three-year contract for ultra-deepwater cylindrical rig Sevan Developer; this charter is scheduled to

commence in mid-2021. Ocyan, meanwhile, picked up a 425-day contract for its ultra-deepwater drillship Norbe VIII. The charter is due to commence in July in continuation of the rig's current contract with Petrobras.

SPACEX BUYS TWO SEMIS

Elon Musk's SpaceX has bought two semisubmersible drilling rigs from Valaris. The 2008-built Valaris 8500 and 2009-built Valaris 8501 were acquired by Lone Star Mineral Development, an affiliate of SpaceX, for a price

of USD 3.5 million per rig. The two units have been renamed as Deimos and Phobos, after two of the moons of Mars, and SpaceX intends to convert them into floating launch pads for its Starship rocket.

CONTRACTED RIG UTILISATION AND DAY RATES

UTILISATION	JAN 2021	JAN 2020	JAN 2019	JAN 2018	JAN 2017
NORTH SEA	48.3%	71.4%	70.4%	58.4%	52.3%
SOUTH AMERICA	65.2%	84.1%	65.8%	72.9%	74.4%
US GULF	36.2%	43.8%	46.0%	34.7%	31.8%

CURRENT ESTIMATED FIXTURE RATES (SOURCE: BASSOE OFFSHORE)	
PREMIUM HARSH ENVIRONMENT JACKUP (EX CJ 70)	USD 90,000
VINTAGE HARSH ENVIRONMENT JACKUP	USD 75,000
SIXTH GENERATION HARSH ENVIRONMENT SEMISUBMERSIBLE	USD 300,000
VINTAGE HARSH ENVIRONMENT SEMISUBMERSIBLE	USD 170,000
SIXTH GENERATION INTERNATIONAL SEMISUBMERSIBLE	USD 165,000
SIXTH / SEVENTH GENERATION INTERNATIONAL DRILLSHIP	USD 190,000

INACTIVE RIGS NORTHWEST EUROPE		
NAME	TYPE	STATUS
BIDEFORD DOLPHIN	SS	WARM STACK
BOLETTE DOLPHIN	DS	COLD STACK
BORGLAND DOLPHIN	SS	WARM STACK
COSLINNOVATOR	SS	HOT STACK
COSLPIONEER	SS	WARM STACK
DEEPSEA ABERDEEN	SS	HOT STACK
ISLAND INNOVATOR	SS	WARM STACK
LEIV EIRIKSSON	SS	COLD STACK
MAERSK GALLANT	JU	COLD STACK
MAERSK INNOVATOR	JU	WARM STACK
MAERSK INTERCEPTOR	JU	WARM STACK
MAERSK REACHER	JU	WARM STACK
MAERSK RESOLUTE	JU	WARM STACK
MAERSK RESOLVE	JU	WARM STACK
NOBLE HANS DEUL	JU	WARM STACK
NOBLE HOUSTON COLBERT	JU	WARM STACK
NOBLE SAM TURNER	JU	WARM STACK
OCEAN VALIANT	SS	COLD STACK
RAN	JU	WARM STACK
STENA DON	SS	WARM STACK
STENA SPEY	SS	WARM STACK
SWIFT 10	JU	COLD STACK
TRANSOCEAN BARENTS	SS	WARM STACK
TRANSOCEAN LEADER	SS	COLD STACK
VALARIS DS-4	DS	COLD STACK
VALARIS DS-8	DS	COLD STACK
VALARIS JU-100	JU	COLD STACK
VALARIS JU-101	JU	WARM STACK
VALARIS JU-121	JU	WARM STACK
VALARIS JU-247	JU	WARM STACK
VALARIS JU-249	JU	WARM STACK
WEST ALPHA	SS	COLD STACK
WEST LEO	SS	COLD STACK
WEST NAVIGATOR	DS	COLD STACK
WEST PEGASUS	SS	COLD STACK
WEST PHOENIX	SS	WARM STACK
WEST TAURUS	SS	COLD STACK
WEST VENTURE	SS	COLD STACK
WILHUNTER	SS	COLD STACK

CONUNDRUM CORNER, DUTY PHONES

RIG OWNERS RESTRUCTURE

It has been a tough time for everyone involved in the offshore industry and the drilling market has been one of the hardest hit sectors. Three rig contractors may be entering 2021 in better shape however, after significant progress was made for their restructuring efforts. Pacific Drilling emerged from its refinancing at the end of December with USD 1 billion of debt eliminated. However, all of the company's outstanding common shares were deemed to have no value. Following Pacific's lead, Diamond Offshore has entered into an agreement with the holders of more than 70% of its senior unsecured notes and revolving credit facility loans to reduce the company's indebtedness by more than USD 2.1 billion. Diamond originally filed for Chapter 11 in April 2020. Similarly, the liquidity improvement plan that Borr Drilling announced in December has received support from its creditors. As part of this plan, the delivery dates for five newbuild jackups have been delayed until 2023.

CONUNDRUM CORNER

Last month's answer :-

What number is missing in this sequence?

25 125 500 1,500 ? 3,000

The answer was :- 3,000 (multiply the first number by 5; the second number by 4; the third number by 3; the fourth number by 2; and the fifth number by 1)

This month, our poser is:

In their gardens, Leona sees a blackbird, Paul sees a sparrow, Abdul sees a magpie and Olga sees a robin.

Does Heather see a thrush or a finch?

Answers back to chartering@seabrokers.co.uk.

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