

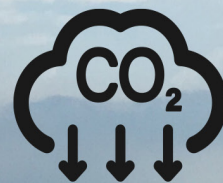
SEABREEZE

THE SEABROKERS MONTHLY MARKET REPORT

JUNE 2020

**UK E&P INDUSTRY
TO HALVE EMISSIONS
WITHIN 10 YEARS**

**50%
OFF**



CONTENTS

- 3 OSV MARKET ROUND-UP
- 6 OSV AVAILABILITY, RATES & UTILISATION - NORTH SEA
- 7 MONTHLY OSV SPOT RATES - NORTH SEA
- 8 FEATURE VESSEL
- 9 OSV NEWBUILDINGS, CONVERSIONS, SALE & PURCHASE
- 11 SUBSEA
- 14 RENEWABLES
- 15 RIGS
- 16 CONUNDRUM CORNER & DUTY PHONES

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

The Seabreeze Monthly Market Report is distributed worldwide through our offices in Aberdeen, Stavanger and Rio de Janeiro.

© Seabrokers Group 2020

ABOUT SEABROKERS GROUP

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.

The Seabrokers Group is different – and we are proud of this fact. Our information, experience and knowledge provide us with the ability to perform in our diverse business areas.

Seabrokers Chartering AS and Seabrokers Ltd are certified by DNV GL in line with Management System Standard ISO 9001:2015.



SHIPBROKING



REAL ESTATE



SECURALIFT



FACILITY MANAGEMENT



SEA SURVEILLANCE



FOUNDATIONS



YACHTING



HARBOUR CRANES

OUR OFFICES:

STAVANGER
ABERDEEN

BERGEN
RIO DE JANEIRO

SKIEN

www.seabrokers-group.com

OSV MARKET ROUND-UP

STAGNANT SPOT RATES IN NORTH SEA

The spot PSV market has started to stabilise in the North Sea. Following a spate of layups from March through May, owners have managed to reduce supply levels to a more manageable level.

Nevertheless, although a bit of stability has been achieved with regards to supply, the same cannot be said for rates. In the UK sector, every fixture in June fell within a narrow band of GBP 3,000-6,000 (USD 3,710-6,805). In Norway, rates ranged from NOK 50,000-75,000 (USD 5,180-7,770). No owner is making money at those levels.

In the AHTS sector, it was another quiet month in terms of the number of requirements. However, there are fewer than 30 vessels active on the spot market so it doesn't take long for the market to tighten. While owners are suffering from a severe lack of confidence, there were a few rig moves in the UK sector that generated fixtures in the GBP 20,000-30,000 (USD 24,745-37,115) bracket. Having said that, the market remained firmly in charterers' favour for most of the month.

Further north, it was a similar story with NOK 325,000 (USD 33,670) marking the upper end of the market for Norwegian rig moves in June.

PLEDGE TO HALVE UK EMISSIONS IN A DECADE

Oil & Gas UK, an industry trade association, has unveiled a target to halve emissions from UK exploration & production by 2030. The organisation has set a further target for the UK basin to be net-zero by 2050.

The oil & gas sector is one of the first in the UK to commit to industry-wide targets, and more importantly provide details on how these targets are likely to be achieved.

A recent report entitled "The Pathway to Net Zero: Production Emissions Targets" specifically outlines how these targets may be achieved through operational changes, progressive reductions in flaring and venting, along with major capital investment

programmes that will aim for offshore facilities to be powered by electricity as opposed to gas.

These targets form part of a transformational sector deal that the industry is now formally discussing with the government. With jobs at its core, the sector deal will consider how the UK's oil & gas industry can support a green recovery.

This could see the sector form part of a wider UK effort to decarbonise by developing critical carbon-cutting solutions. This would include industrial-scale carbon capture and storage, similar to Norway's Northern Lights Project, as well as the use of hydrogen for heating and heavy transport.

NORWAY LAUNCHES APA 2020

The Norwegian Ministry of Petroleum and Energy has launched its latest licensing round: the Awards in Predefined Areas (APA) 2020. This round includes blocks in the North Sea, Norwegian Sea and Barents Sea. Since APA 2019, the predefined areas have been expanded to include 36 more blocks in the Norwegian Sea. The deadline for applications is September 22, 2020, with awards to be made during the first quarter of 2021.

The Awards in Predefined Areas process was introduced in 2003

to encourage exploration in the geologically best known parts of Norway's continental shelf. The expected discoveries in mature areas are smaller but exploration is focused mainly on prospects that could still be profitable by utilising existing infrastructure or if developed in conjunction with other nearby discoveries.

Separately, Norway will launch its 25th licensing round for more prospective acreage in autumn. This will be divided into nine areas, eight in the Barents Sea and one in the Norwegian Sea.

OSV MARKET ROUND-UP

SOLSTAD SCOOPS REPSOL REWARD

Solstad Offshore has picked up term contracts for two of its North Sea PSVs with Repsol Sinopec UK.

The Far Spica and Normand Springer have each been fixed up for a firm period of six months with six further one-month options available. The Far Spica was reactivated after a brief period in layup to commence her charter in June, while the Normand Springer (or sister vessel) is scheduled to go on hire in October. The Springer is currently working on a term charter with Subsea 7 UK.

The Far Spica is a 2013-built STX PSV 08 CD unit, while the Normand Springer is an Ulstein



Normand Springer

PX 105 PSV that was delivered in 2014.

In Norway, Solstad has picked up more work from its Frame Agreement with Aker BP. The

2012-built Far Solitaire has had her charter extended until the end of 2020. The UT 754 WP PSV has been supporting Aker BP's operations offshore Norway since December 2019.

MORE AKER BP WORK FOR EIDESVIK



Viking Lady (pictured c/o H. Otneim)

Aker BP has been making full use of a Frame Agreement that it has in place with Eidesvik Offshore as well. Eidesvik has received a four-month contract extension for PSV Viking Lady that will keep the 2009-built vessel on hire until the end of the

year. Aker BP has also awarded a four-month charter to Eidesvik for the Viking Prince PSV. The 2012-built vessel is currently trading the North Sea spot market but is scheduled to go on hire to Aker BP at the start of September.

SWAN STAYS WITH WINTERSHALL DEA

Staying in Norway, Golden Energy Offshore has secured a contract extension for PSV Energy Swan with Wintershall Dea Norge AS.

The extension will commence in direct continuation of the vessel's original 2013 contract,

and she is now firmly committed until November 30, 2020. There are further options available that could see the vessel stay on hire until the end of November 2021. The Energy Swan is a 2005-built ST-216-L PSV with a length of 93.4m and deck area of 1,041m².



OSV MARKET ROUND-UP

BRAZIL BOUNTY FOR DOF

The DOF Group has secured long-term contracts for three of its AHTS vessels with Petrobras. The vessels will be supporting Petrobras' exploration and production activities on the Brazilian continental shelf.

The Skandi Fluminense and Skandi Urca have each been awarded two-year firm contracts with two years of options. Both contracts are scheduled to begin in September. Meanwhile, the Skandi Paraty was awarded a one-year contract that started at the beginning of June.

All three units were already on hire to Petrobras prior to the award of these new fixtures. The



Skandi Fluminense (c/o Capt J. Plug)

vessels are all Brazilian-built and are equipped with Work Class ROVs for operations in water depths of 3,000m (9,843ft). They are all owned and operated by

Norskan while DOF Subsea Brasil will be responsible for the ROV operations. Both of those companies are 100% owned subsidiaries of DOF ASA.

PETROBRAS PICKS SOLSTAD PAIR



Far Statesman (pictured c/o O. Halland)

Solstad Offshore has also picked up a pair of term contracts with Petrobras. AHTS vessels Far Sagaris and Far Statesman have each been fixed for a firm period of three years. Both vessels will sail under the Brazilian REB flag and they will be equipped with Work Class ROVs for operations

in water depths of 3,000m (9,843ft). Both contracts are due to start in September, with a total value (excluding ROVs) in excess of NOK 800 million (USD 83 million) for Solstad. The Far Sagaris is already based in Brazil while the Far Statesman is relocating from Australia.

SAIPEM CHARTERS TOLMOUNT VESSELS

Saipem has chartered a batch of vessels to support pipelay activities at Premier Oil's Tolmount field offshore the UK. Having just towed the Castoro Sei pipelay vessel to the North Sea from the Adriatic Sea, AHTS vessels GH Atlantis and GH

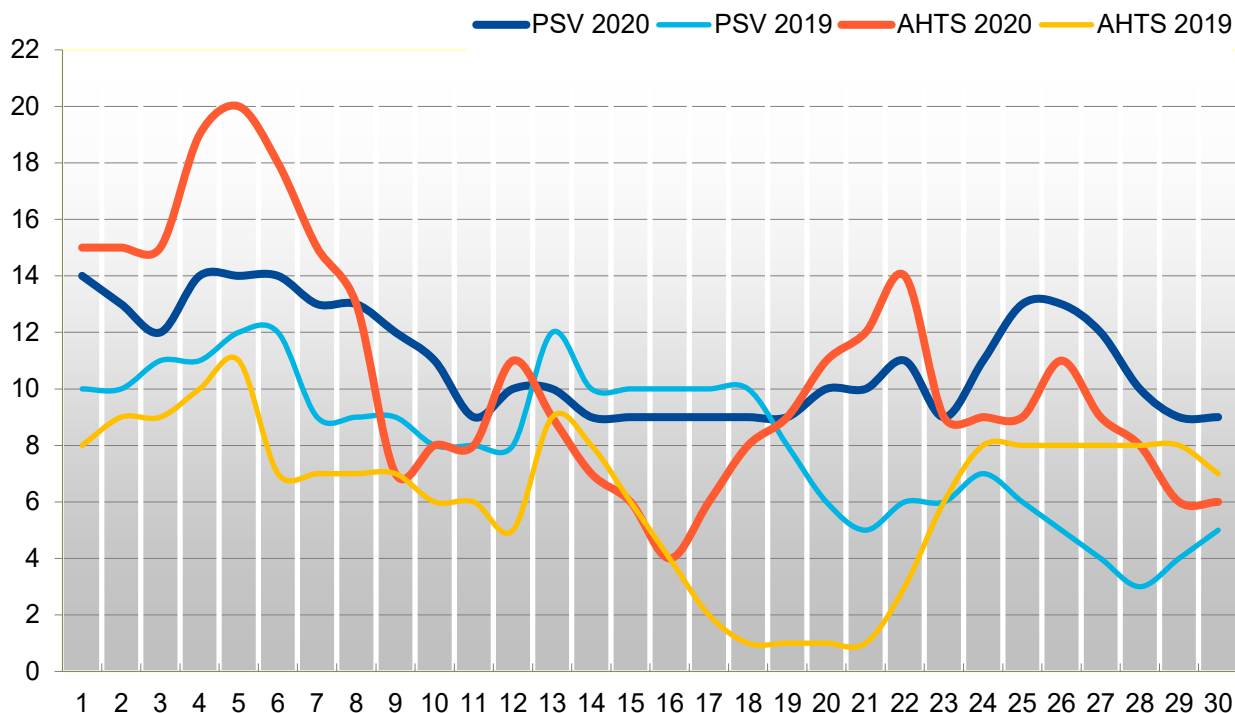
Endurance have been kept on by Saipem alongside another AHTS vessel, Boskalis' Sovereign, and three DOF PSVs (Skandi Buchan, Skandi Caledonia and Skandi Foula). The vessels are expected to be on hire for at least a month with further options available.



GH Atlantis (pictured c/o R. Zegwaard)

OSV RATES & UTILISATION

JUNE 2020 - DAILY NORTH SEA OSV AVAILABILITY



RATES & UTILISATION

NORTH SEA SPOT AVERAGE UTILISATION JUNE 2020

TYPE	JUN 2020	MAY 2020	APR 2020	MAR 2020	FEB 2020	JAN 2020
MED PSV	60%	42%	66%	63%	59%	66%
LARGE PSV	63%	50%	58%	74%	65%	80%
MED AHTS	41%	38%	51%	38%	13%	62%
LARGE AHTS	52%	55%	67%	57%	36%	63%

NORTH SEA AVERAGE RATES JUNE 2020

CATEGORY	AVERAGE RATE JUN 2020	AVERAGE RATE JUN 2019	% CHANGE	MINIMUM	MAXIMUM
SUPPLY DUTIES PSVs < 900M ²	£4,485	£10,224	-56.13%	£3,000	£5,500
SUPPLY DUTIES PSVs > 900M ²	£4,769	£11,039	-56.80%	£3,500	£6,280
AHTS DUTIES AHTS < 22,000 BHP	£16,898	£24,750	-31.73%	£10,000	£30,000
AHTS DUTIES AHTS > 22,000 BHP	£17,197	£25,687	-33.05%	£5,861	£30,000

SPOT MARKET ARRIVALS & DEPARTURES - JUNE 2020

ARRIVALS - NORTH SEA SPOT

MAERSK DISPATCHER	EX CANADA
SIEM GARNET	EX SOUTHEAST ASIA
SKANDI BERGEN	EX WEST AFRICA

DEPARTURES - NORTH SEA SPOT

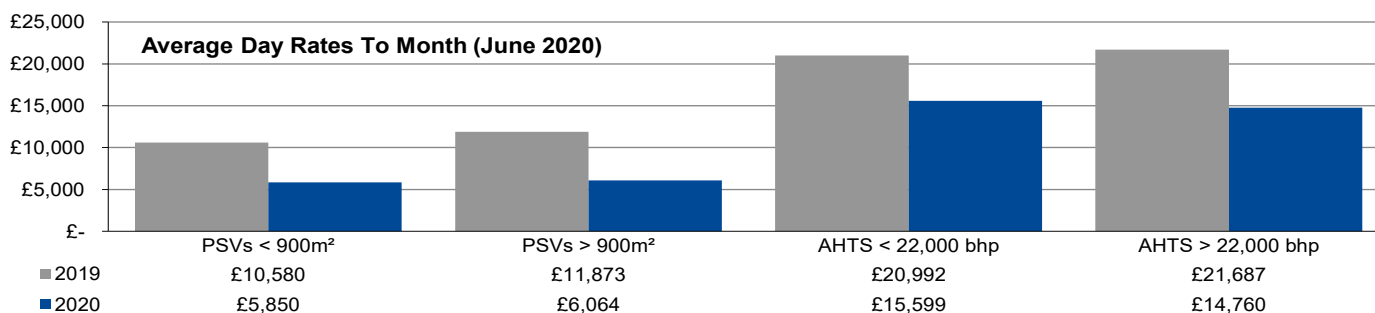
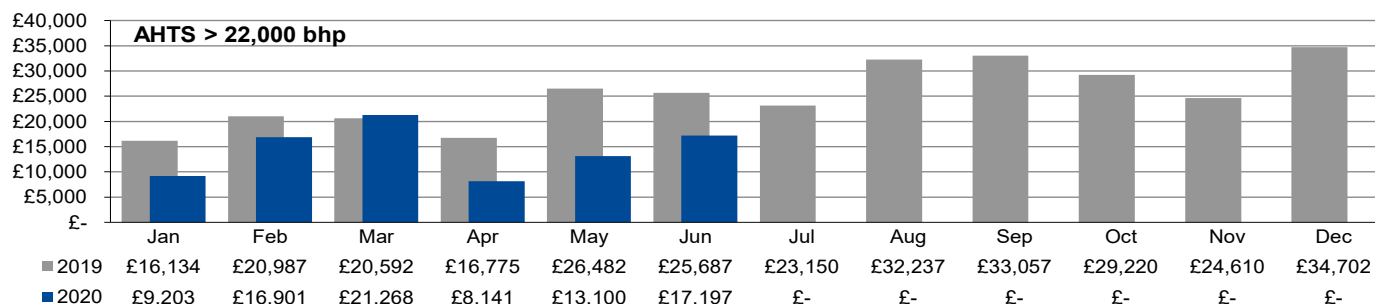
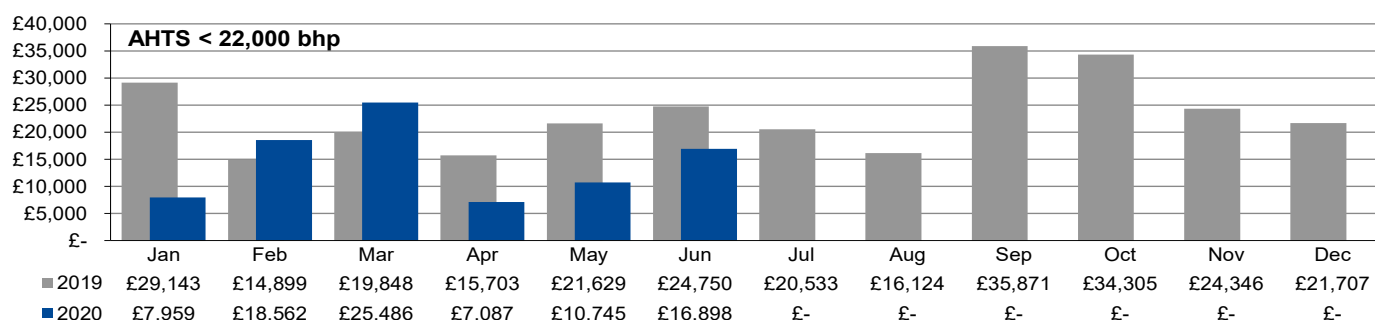
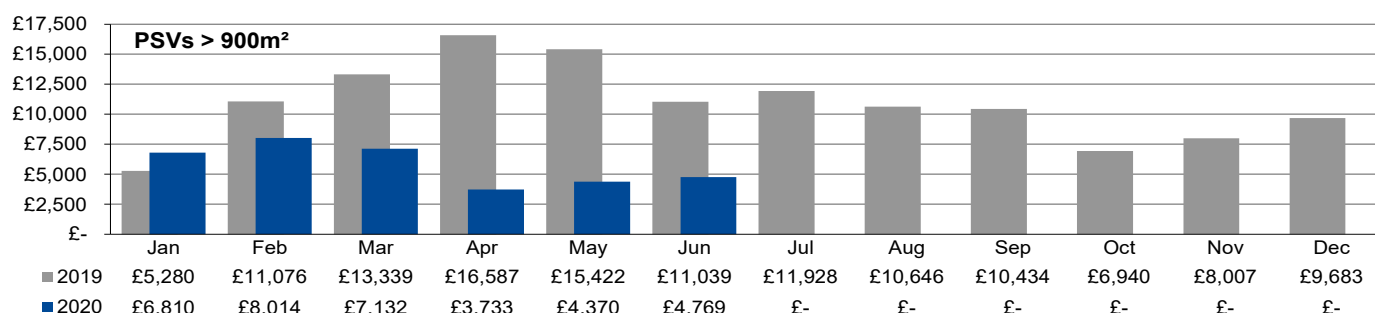
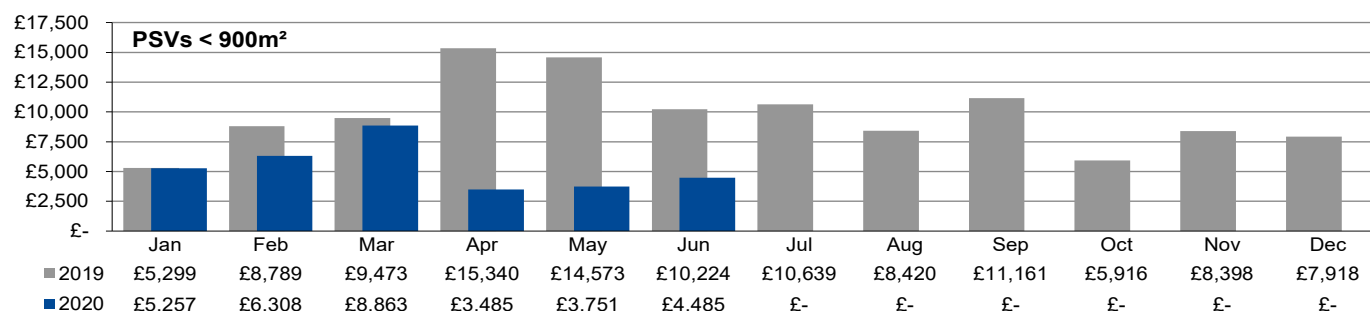
ALP ACE	WEST AFRICA
ALP STRIKER	NORTH AMERICA
BOKA PEGASUS	WEST AFRICA
FAR SAPPHIRE	WEST AFRICA

DEPARTURES CONTINUED

ISLAND DAWN	MEDITERRANEAN
FAR SIGMA	RUSSIA
MAGNE VIKING	RUSSIA
SIEM PEARL	RUSSIA

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

NORTH SEA AVERAGE SPOT RATES



FEATURE VESSEL

ISAAC NEWTON



Jan De Nul and Hellenic Cables have joined forces to install and protect a submarine power cable between the island of Crete and the Peloponnese region of the Greek mainland on behalf of end client Adime.

Jan De Nul's DP2 cable lay / trenching support vessel Isaac Newton will be utilised for the campaign. The 2015-built vessel has a length of 138m and breadth of 32m, and she has a 50t maximum lift capacity with accommodation for 75 persons.

Hellenic Cables, specifically through its subsidiary Fulgor, will produce the 135.7km cable at its Corinth plant in Greece, while the Isaac Newton will be used to install and protect

the cable in water depths up to 980m (3,215ft).

The Isaac Newton can install up to 10,700t of cable with a 7,400t capacity turntable above deck and a 5,000t capacity turntable below deck, along with two 20t tensioners.

The vessel is mobilising from the Far East to the Mediterranean Sea to commence this campaign, with arrival in Greece scheduled for late July.



ISAAC NEWTON SPECS:

Yard: Uljanik shipyard, Croatia
Built: 2015
LOA: 138m
Breadth: 32m
Deadweight: 12,500t
Max Lift: 50t
Accommodation: 75 persons
Bollard Pull: 100t
Dynamic Position: Class 2

NEWBUILDS, CONVERSIONS, S&P

SEACOR BUYS COSCO STAKE IN SEACOSCO JV

SEACOR Marine Holdings Inc has entered into a definitive sale and purchase agreement to acquire the remaining 50% equity in SEACOSCO Offshore LLC from COSCO Shipping Group. SEACOSCO is now 100% owned by SEACOR Marine. The SEACOSCO fleet consists of

eight Rolls-Royce designed PSVs that were all built by COSCO Shipping Heavy Industry (Guangdong) in China. Seven are already in service with the last one due for delivery later this year. Seacor Marine will pay an aggregate purchase price of USD 28.15 million for the transaction.



Seacosco Congo

ISLAND OFFLOADING PSVs



Island Dragon (pictured c/o P. Gowen)

Island Offshore is selling two PSVs to undisclosed buyers, with a third vessel to be sent out on a bareboat charter with a purchase option. The Island Dawn and Duchess are being sold, with the Dawn already en route to the Mediterranean. She has recently been trading the North Sea spot

market. The Island Duchess, which has yet to depart Norway, has been laid up since 2016. Meanwhile, the Island Dragon, which was laid up in Norway earlier this year, is heading out on bareboat charter. All three of the vessels are UT 717 CD PSVs that were built in 2013-2014.

MAERSK SELLS IDLE AHTS DUO

Maersk Supply Service has sold two of the older AHTS vessels in its fleet due to the global oversupply of OSVs and the tough trading conditions that are currently being experienced. The Maersk Advancer and Maersk Asserter, which have both been laid up in Denmark

for several years, have been sold to an international buyer; they will be modified for new roles in a non-competing industry. The Maersk Advancer and Asserter are sister vessels, built in 2004, with a length of 90.3m, engine output of 23,480 bhp and a bollard pull in excess of 250t.



Maersk Asserter (pictured c/o T. Resser)

TIDEWATER CONTINUING TO HIGH-GRADE FLEET



Highland Rover

Tidewater is making good progress with its attempts to high-grade its fleet by divesting the less competitive vessels in its portfolio. In the North Sea, Tidewater has recently sold AHTS vessels Highland Courage and Highland Endurance, along with PSV Highland Rover. The

Courage and Rover are expected to be recycled, while the Endurance will remain active. Tidewater is also understood to have agreements in principle to sell more laid-up vessels from its North Sea fleet, with the closure of these transactions slightly delayed due to Covid-19.

NEWBUILDS, CONVERSIONS, S&P

ANOTHER AHTS FOR RAWABI VALLIANZ



Berlitz Offshore & Marine in Singapore has sold its AHTS vessel BES Onyx to Rawabi Vallianz Offshore Services in Saudi Arabia.

The 2015-built vessel is to be renamed as the Rawabi 35. She is currently in Dubai, UAE, but is expected to be deployed by

Rawabi Vallianz as one of the units in a 17-vessel deal it has secured with Saudi Aramco. The vessel was built at the Guangzhou Shunhai Shipyard in China. She has a length of 60.8m, a deck area of 450m², an engine output of 7,200 bhp and a bollard pull of 90t.

ARKSTAR VOYAGER RETURNING TO MIDDLE EAST

Qatari owner First Oil & Gas Services has acquired the 2009-built PSV Arkstar Voyager from Singapore-based Arkstar Offshore.

Following the sale for a reported USD 4 million, the vessel has since been renamed as the FOG 15. She recently left Singapore

to return to the Middle East; she was previously based in the region for several years while contracted to Saudi Aramco from 2014 until early 2020. The DP2 PSV has a length of 69.9m, deck area of 560m², deadweight of 3,035t and an accommodation capacity for 50 persons.



Arkstar Voyager (pictured c/o P. Sinke)

DIXSTONE SOURCES PSV FOR W2W ERRV CONVERSION



The Royal Niestern Sander Shipyard in the Netherlands has signed a contract with Dixstone Holdings Ltd to convert a newly built PSV into a Class B Walk-to-Work ERRV.

The vessel in question is the Wärtsilä-designed SK Line 728, which was delivered from

the Wuhu Shipyard in China earlier this year. The conversion process has already started, with the vessel expected to be ready for service early in 2021. She is intended to be chartered to Perenco on a long-term basis for operations in the southern North Sea offshore the UK.

ANOTHER W2W PROJECT FOR ROYAL NIESTERN SANDER

In addition to the Dixstone deal, the Royal Niestern Sander yard has also secured a deal to build the world's first shallow draft ice-breaking walk to work vessel. A contract has been signed with a joint venture between Mercury Sakhalin and Pola, with Wagenborg acting as

an intermediary between the parties. Delivery is scheduled for December 2021, with Mercury Sakhalin to operate the vessel off the east coast of Sakhalin Island in Russia for the oil and gas industry. The vessel will be able to break through 1m of ice in temperatures as low as -30°C.



SUBSEA MARKET ROUND-UP

During these turbulent times, many owners are looking at potential refinancing packages. One example is Hornbeck Offshore, which is going through a pre-packaged Chapter 11 process. It is business as usual in many ways though, as Hornbeck is simultaneously engaging with the federal courts to force the Gulf Island Shipyard to hand over two partially built vessels.

The two multipurpose vessels, the HOS Warhorse and HOS Wild Horse, were commissioned in 2013 for USD 62.6 million each but cancelled in 2018 over performance issues. The HOS Warhorse has a length of 110m, a maximum lift of 250t and accommodation for 102 persons,

while the HOS Wild Horse has a length of 92m, a maximum lift of 250t and accommodation for 102 persons.

Hornbeck has stated that 1,500 deficiencies were noted on the two vessels and delivery was delayed multiple times. In response, the shipyard has filed a lawsuit against Hornbeck claiming that the owner delayed, hindered and disrupted its work leading to a wrongful termination of the contract. The shipyard further states that there are still some outstanding bills.

When Hornbeck terminated the agreement with Gulf Island in 2018, it stated that the construction agreement gives

it ownership of the vessels and related materials so long as it made all its payments.

With regards to Hornbeck's ongoing pre-packaged Chapter 11 bankruptcy proceedings, the company is looking to discharge USD 1 billion in debt in exchange for USD 100m in new equity after securing USD 75m of debtor-in-possession financing. The proposed plan for reorganisation contemplates the Debtor obtaining possession of the vessels and financing their completion at a cost of USD 65 million. This reorganisation plan was approved in late June with Hornbeck expected to emerge from bankruptcy within the next few months.

ALLSEAS STARTS WORK OFFSHORE CHINA



Allseas' pipelay vessel Audacia and trenching vessel Calamity Jane have commenced work at CNOOC's deepwater Lingshui 17-2 gas field offshore China.

The Audacia will install 160km of subsea pipelines and multiple structures in water depths of up to 1,500m, with the Calamity Jane providing support.

COOEC has contracted Allseas to install an 18-inch 90km exportline and pipeline end termination (PLET), four 10-inch flowlines totalling 53km, three 4.5-inch MEG lines totalling 19km and six PLETs. A 4.5-inch 2.3 km pipeline will be installed in water depths of 500m with PLETs at both ends.

The subsea production system for the gas field includes eleven horizontal subsea trees, four manifolds, a topside and subsea control system and a vertical tie-in connection system.

Meanwhile, Allseas has revealed that it has postponed its planned

fleet upgrades in response to current market conditions. This includes upgrades to the Pioneering Spirit, Auducia and Solitaire.

The contractor is also expected to layup several vessels. The 1974-built Lorelay, which was converted in 1986, is laid up in Norway. It is further understood that the Oceanic will be laid up for the remainder of 2020 while the pipelay vessel Tog Mor has already been down manned.

Once completed with the Lingshui 17-2 campaign, Allseas will market the Calamity Jane for sale.

FUGRO AWARDED THREE-YEAR IMR CONTRACT

Seamec has awarded Fugro a three-year IMR contract to support its asset management project for ONGC off the west coast of India.

Fugro will provide work class ROV services for three years with the option of a two-year extension. The Seamec project involves the IMR of ONGC

Mumbai's offshore assets. This includes the processing and wellhead platforms, the risers, subsea pipelines, PLEMs (pipeline end manifolds), SBMs (single buoy moorings) and SPMs (single point moorings). The ROV services will support various critical IRM activities including marine growth

removal, cathodic potential, and thickness measurements of the jacket structures and subsea pipelines.



DEEPOCEAN TO WORK ON YME

Repsol has awarded DeepOcean an EPCI contract for marine operations for the tieback of the Yme Beta North reservoir offshore Norway to existing facilities.

The award covers the project

management, engineering, construction and offshore installation activities. Offshore work, which will commence in 2021, includes marine operations for the installation and tie-in of subsea spools, flying leads and

also the installation of subsea structures. The contractor will undertake preparations for the commencement of production at the tieback.



TECHNIP AWARDED MULTIPLE EQUINOR CONTRACTS

Equinor has awarded two contracts and issued a further letter of intent to TechnipFMC for subsea installation and pipelay at three of its projects in the Norwegian sector. The awarded contracts are for Breidablikk and the Gas Import System for the Snorre Expansion Project, while the letter of intent

has been issued for the Askeladd Vest project. Equinor announced that the Breidablikk contract has a subsea installation option. The awards for Breidablikk and Askeladd Vest are subject to final investment decisions being taken. TechnipFMC's scope of work will consist of fabrication and

laying of pipelines, installation of subsea structures, control cables and hook-up and testing of systems. Offshore works are planned to take place from 2021-2023. The total value of the three deals, including the option, is around NOK 1.8 billion (USD 186.9 million).

OLYMPIC CHALLENGER BEGINS WORK ON JOTUN A

SubseaPartner, a Norwegian diving contractor, recently commenced a sub-contract from Ocean Installer and Baker Hughes for work on Var Energi's Balder Future project. The work scope includes the removal of the remaining risers and mooring chains from the

Jotun A FPSO while the unit is moored outside Stavanger. The company will use the OCV Olympic Challenger as its accommodation facility and operational centre while work is ongoing. Close to 60 divers, dive technicians and supervisors will carry out the tasks.



PRODUCTION AT BALMORAL TO END EARLY

Premier Oil has brought forward cessation of production (CoP) at its Balmoral field offshore the UK from 2021 to October 2020. The decision was made due to the dramatic global impact of Covid-19 and the expected prolonged effect on commodity demand and pricing. The new date is still three years later than

had originally been planned when Premier bought Balmoral in 2009. The Balmoral area has been producing since 1986. Decommissioning of the area comprises the Balmoral, Brenda, Glamis, Nicol and Stirling fields. Phase 1 of the project will include the removal of the Balmoral FPV and associated

risers and mid-water arches, and disconnection of the FPV moorings. Phase 2 will comprise the decommissioning of the subsea infrastructure while Phase 3 will cover the plug and abandonment of wells.



CHEVRON FILES GORGON EXPANSION PLAN

An environmental plan has been filed by Chevron for the subsea installation campaign of its Gorgon Stage 2 project offshore Western Australia. The National Offshore Petroleum Safety and Environmental Management Authority (NOPSEMA) will now

assess the plan for approval. The operator is looking to expand the subsea gathering network within the existing Gorgon and Jansz-Lo fields in order to maintain the gas supply to the Gorgon LNG facility on Barrow Island.

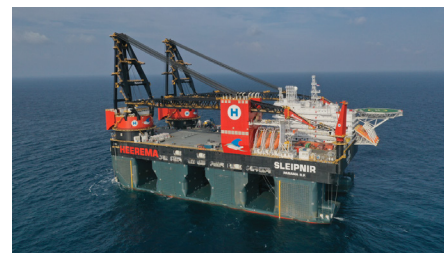
The work scope will include the installation of the flowlines, umbilicals, subsea structures, jumpers and flying leads. Chevron is planning to start the subsea installation campaign as early as the fourth quarter of 2020.

SLEIPNIR TO INSTALL P11 UNITY PLATFORM

Heerema has been awarded a contract with HSM Offshore for the transportation and installation of Dana Petroleum's P11-Unity platform. Heerema will utilise its 2019-built heavy lift semi Sleipnir for the project. The 220m long Sleipnir is equipped with two 10,000t cranes, providing a maximum lift of 20,000t, and she has an

accommodation capacity for 400 persons. The P11-Unity platform weighs around 400t, making it one of the world's smallest due to its back-to-basics design. The gas production platform with a two-deck topside will support two production wells and associated utility and control systems in the Dutch North Sea. HSM Offshore was awarded

an EPCI contract for the Unity platform back in November 2019 with completion expected in November 2020.



POSH TO ACCOMMODATE ON/OFF HIRE SEAFARERS

POSH is working in conjunction with the Maritime and Port Authority (MPA) of Singapore to provide accommodation services for shipowners, ship managers and manning agencies. From 19 June, the MPA has

designated two facilities to house off-hiring seafarers prior to their flights out of Singapore and/or signing-on crew for a period of up to 48 hours. POSH's 2014-built accommodation vessel POSH Bawean, which can

accommodate 198 persons, is one of two facilities being used to support crew changes for cargo ships calling in Singapore. The Singapore-registered vessel would be given priority for crew change applications.

RENEWABLES

SCOTLAND OPENS UP OFFSHORE LEASING ROUND



Crown Estate Scotland has launched the country's first offshore wind leasing round in more than a decade, with the

capacity to support up to 10 GW of new capacity. The marine plan includes 16 potential sites for development, with the majority located off Scotland's east and north coasts while two are off the west coast.

Crown Estate Scotland plans to award a maximum of 8,600 km² of seabed rights. It is limiting individual applications to 860

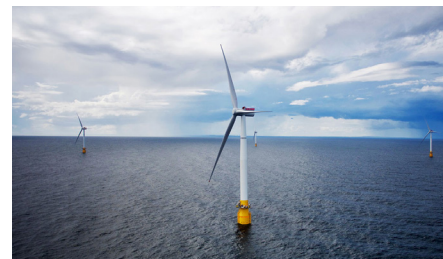
km² which would indicate that each individual application could support around 1 GW of offshore wind capacity, if all available sites are used. Scotland currently has nearly 900 MW of offshore wind capacity with more than 2.2 GW in development. The country aims to reach net-zero emissions by 2045.

TWO NEW AREAS TO BE LAUNCHED IN 2021

Following on from Scotland's announcement, Norway has opened two more areas for offshore wind development. The Utsira Nord and Sørilige Nordsjø II areas will launch on 1 January 2021 and together will have a capacity of 4,500 MW. The 1,010km² Utsira Nord area

is located west of Haugesund and is suitable for floating wind power, while Sørilige Nordsjø II borders the Danish sector in the North Sea. This parcel, which covers an area of 2,591 km², is located in water depths which would make it possible to develop bottom-fixed projects

although floating foundations could also be relevant.



JAN DE NUL STARTS TAIWAN CAMPAIGN



Jan De Nul's cable-laying vessels, the Isaac Newton and Willem de Vlamingh, with the support of Volstad Maritime's Grand Canyon II, have started the installation of the export and

inter-array subsea cables at Taiwan Power Company's 109.2 MW Changhua Phase 1 offshore wind farm.

The Changhua OWF contract was awarded to the Jan De Nul-Hitachi consortium in April 2018. This project involves the manufacture and installation of 21 wind turbines, each with a capacity of 5.2 MW, in addition to the supply and installation of onshore and offshore cables.

The 21 jackets for the wind farm are being mobilised from South Korea to the Taiwan site on a self-propelled semisubmersible transport vessel.

The Isaac Newton has now departed the Changhua Phase 1 project, leaving the Willem de Vlamingh and Grand Canyon II to complete the campaign. The Isaac Newton is mobilising back to Europe for a submarine power cable project (see p.8 for details).

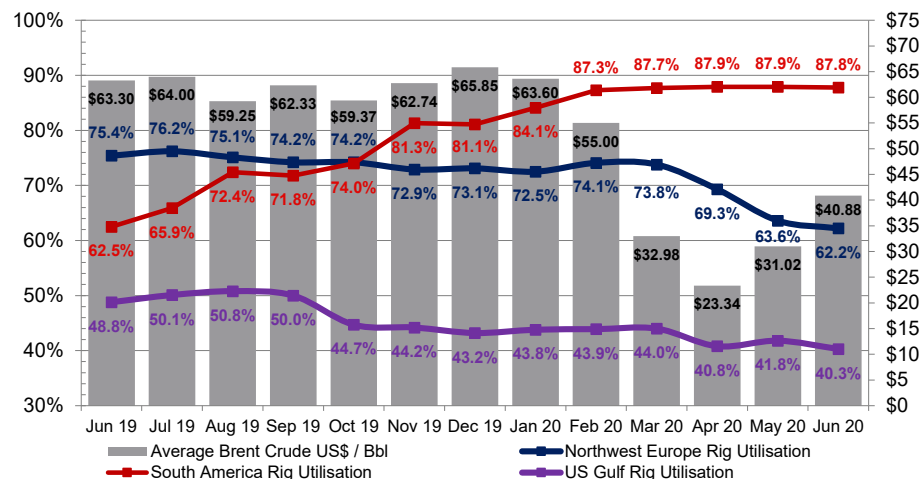
SCYLLA REPLACES ORION

Wind installation vessel Seajacks Scylla has been fixed to replace DEME's Orion after the latter

vessel suffered damage when her crane hook broke during an overload test. The Scylla will

now start to install the 103 jacket foundations at the Moray East offshore wind farm in July.

OIL PRICE VS RIG UTILISATION



SEADRILL TO DIVEST RIGS

In response to the recent macro events which have materially changed the outlook for offshore drilling rig demand, Seadrill has been assessing whether the continued cold stacking of its assets is still in the best interests

of shareholders. The company has now made significant impairments to its rig valuations and has advised of an increased probability that up to 10 of its rigs, mainly semisubmersibles, will need to be scrapped.

FRAMEWORK AGREEMENT FOR COSL

COSL Drilling Europe has signed a master framework agreement with Equinor for operations on the Norwegian Continental Shelf. This will enable COSL to provide Equinor with additional drilling rigs and

associated services for offshore operations. It will also help to facilitate long-term collaboration for the development of new technologies and initiatives to limit greenhouse gas emissions from offshore drilling.

RIG UTILISATION AND DAY RATES

UTILISATION	JUNE 2020	JUN 2019	JUN 2018	JUN 2017	JUN 2016
NORTHWEST EUROPE	62.2%	75.4%	68.6%	54.5%	66.3%
SOUTH AMERICA	87.8%	62.5%	66.9%	70.6%	75.1%
US GULF	40.3%	48.8%	43.3%	33.6%	35.8%

RECENT DAY RATE BENCHMARKS	LOW (USD)	HIGH (USD)
UK HARSH HIGH SPEC JACKUPS	65,000	75,000
NORWAY HARSH HIGH SPEC JACKUPS	274,000	280,000
UK HARSH STANDARD SEMISUBS	140,000	170,000
GLOBAL ULTRA-DEEPWATER SEMISUBS	150,000	180,950
GLOBAL ULTRA-DEEPWATER DRILLSHIPS	170,000	230,000

INACTIVE RIGS NORTHWEST EUROPE		
NAME	TYPE	STATUS
BIDEFORD DOLPHIN	SS	WARM STACK
BLACKFORD DOLPHIN	SS	WARM STACK
BOLETTE DOLPHIN	DS	WARM STACK
BORGLAND DOLPHIN	SS	WARM STACK
COSLINNOVATOR	SS	WARM STACK
DEEPSEA BERGEN	SS	WARM STACK
MAERSK GALLANT	JU	COLD STACK
MAERSK INNOVATOR	JU	WARM STACK
MAERSK INTERCEPTOR	JU	WARM STACK
MAERSK REACHER	JU	WARM STACK
MAERSK RESILIENT	JU	WARM STACK
MAERSK RESOLUTE	JU	WARM STACK
NOBLE HANS DEUL	JU	WARM STACK
NOBLE HOUSTON COLBERT	JU	WARM STACK
NOBLE SAM HARTLEY	JU	WARM STACK
NOBLE SAM TURNER	JU	WARM STACK
OCEAN VALIANT	SS	COLD STACK
PROSPECTOR 1	JU	WARM STACK
PROSPECTOR 5	JU	WARM STACK
SCARABEO 8	SS	WARM STACK
STENA SPEY	SS	WARM STACK
SWIFT 10	JU	COLD STACK
VALARIS JU-70	JU	COLD STACK
VALARIS JU-71	JU	COLD STACK
VALARIS JU-100	JU	COLD STACK
VALARIS JU-101	JU	COLD STACK
VALARIS JU-121	JU	WARM STACK
VALARIS JU-123	JU	WARM STACK
VALARIS JU-249	JU	WARM STACK
WEST ALPHA	SS	COLD STACK
WEST BOLLSTA	SS	WARM STACK
WEST EPSILON	JU	COLD STACK
WEST LEO	SS	COLD STACK
WEST NAVIGATOR	DS	COLD STACK
WEST PEGASUS	SS	COLD STACK
WEST TAURUS	SS	COLD STACK
WEST VENTURE	SS	COLD STACK
WILHUNTER	SS	COLD STACK

Source: IHS-Petrodata

CONUNDRUM CORNER, DUTY PHONES

EQUITY RAISE FOR BORR DRILLING

On June 8th, Awilco Rig 1 Pte. Ltd (a subsidiary of Awilco Drilling PLC) notified Keppel FELS Ltd (KFELS) of its decision to exercise its contractual right to terminate the newbuilding contract for the harsh environment semisubmersible rig Nordic Winter. The cause for termination was cited as breaches under the Vessel Construction Contract. Awilco has indicated that the termination carries an entitlement for a refund of the instalments paid so far, totalling USD 54,720,985 plus interest.

This is disputed by KFELS. The Singaporean company later provided notice of its intention to retain the instalments already received from Awilco and to seek further compensation for the work done to date.

Awilco placed the order for the Nordic Winter, a Moss Maritime CS60 Eco MW rig, in March 2018. The rig was due to be delivered in the first quarter of 2021. The USD 425 million contract came with options for three sister rigs to be built; one of those has been exercised with that contract still in place.

CONUNDRUM CORNER

Last month's answer :-

What number should appear next in the following sequence?

4 5 5 7 14 17 51 55 ?

The answer was :- 220

This month, our poser is as follows:

Add the vowels to give six associated names. What are they?

WSP RPPL YRK R DM BST

Answers back to chartering@seabrokers.co.uk.

THE SEABREEZE ARCHIVE

For the current or archive copies of Seabreeze go to: <http://www.seabrokers.co.uk/> - see under Shipbroking / Market Reports. If you wish to Subscribe or Unsubscribe please contact: chartering@seabrokers.co.uk

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 rolf.aarthun@seabrokers.no

SEABROKERS SERVICES AS - STAVANGER

Telephone ++47 51 800000
E-mail lars.hagen@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