

# SEABREEZE

THE SEABROKERS MONTHLY MARKET REPORT

OCTOBER 2020

## FLOATING WIND TO SAVE AHTS OWNERS?



# 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](mailto: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](http://www.seabrokers-group.com)

# OSV MARKET ROUND-UP

## SOBERING MONTH FOR AHTS OWNERS CAN FLOATING WIND SAVE THE DAY?

October turned out to be a rather sobering month for AHTS owners in the North Sea. While average fixture rates increased substantially through August and September, those heady heights left a hangover in their wake with day rates plummeting again in October.

It was a quiet month across the board but particularly so in the UK where very few fixtures were awarded. The floating rig sector has been hit especially hard by the downturn this year, with just four semisubmersibles on hire in the UK market at the end of October. That compares with 13 on hire at the same point in 2019. With such a drastic reduction in rig activity, there has been a corresponding reduction to AHTS demand this year. Fixture rates in October were primarily around the GBP 10,000-12,000 level in the UK market; in Norway there were several fixtures as low as NOK 55,000-80,000.

On a more positive note for owners, the most recent batch of fixtures in Norway were in the NOK 175,000-275,000 range so the market had picked up a bit by the end of the month. Furthermore, there appears to be a chunk of activity pending over the next few weeks so owners are holding some optimism for a tighter market in November.

AHTS owners around the globe have been suffering from a significant oversupply of tonnage for several years, with term utilisation for the global fleet stuck below 50% since the start of 2016. The events of 2020 could not have come at a worse time for a market that had barely started to recover from the previous downturn. In its latest financial results, Siem Offshore bemoaned the fact that “medium and long-term [AHTS] contracts are almost non-existent.”

With that in mind, owners will be searching far and wide for any sources of incremental demand, and floating wind might be one area where a substantial number of requirements may emerge as

the energy transition gathers momentum. Unfortunately for owners, floating wind is unlikely to be a panacea for their woes any time soon.

Maritime analysts MSI recently published a report indicating there are likely to be around 180 floating wind turbines installed around the world in 2024. That could rise to more than 400 on an annual basis by 2029. The good news for AHTS owners: there will be significant vessel demand to pre-lay moorings and tow turbines to wind farms in the second half of the decade. The bad news: activity will be limited prior to 2024. Survival of the fittest is still the overriding sentiment for the next few years.

---

## CHRYSAOR & PREMIER TO MERGE

UK oil & gas company Premier Oil has reached an agreement to merge with Chrysaor in an all-share transaction. The deal will create the largest independent oil & gas company on the London Stock Exchange with combined production of more than 250,000 barrels of oil equivalent per day.

Premier will merge with Chrysaor through a reverse takeover with London listing retained. The transaction will see Premier's stakeholders own up to 23% of the combined group while Chrysaor's shareholders will own at least 77%. Of the

23% allocated to Premier, the company's existing shareholders are expected to own up to 5.45% of the combined group. Existing creditors of Premier will also receive shares in the combined group.

Meanwhile, Premier's USD 2.7 billion of total gross debt and certain hedging liabilities will be repaid and cancelled on completion. A cash payment of USD 1.232 billion will be made to financial creditors of Premier and its subsidiaries, and to the group's cross-currency hedge counterparties.



# OSV MARKET ROUND-UP

## TIDEWATER & OLYMPIC VESSELS FOR VÅR

Vår Energi has awarded term PSV fixtures to Tidewater and Olympic Subsea for operations in the Norwegian sector.

Tidewater PSV Troms Sirius has been chartered for a firm period of one year with four six-month options available. The Sirius is scheduled to go on hire in November to coincide with the commencement of Vår's upcoming drilling campaign with Saipem semisubmersible Scarabeo 8.

The Scarabeo 8 had originally been scheduled to start a drilling programme for Vår in the spring but the campaign was postponed due to Covid-19 and the oil price collapse. However, the Scarabeo 8 charter was reinstated after



Troms Sirius (pictured c/o O. Halland)

the Norwegian government introduced temporary changes to its petroleum taxation.

Olympic Subsea picked up an equivalent contract for its

Olympic Energy PSV although this charter will not begin until February 2021. The Troms Sirius is an STX PSV 09 CD vessel while the Olympic Energy is an STX PSV 06 LNG unit.

## WINTERSHALL WANTS PRINCESS



Wintershall Dea Norge has awarded a contract to Eidesvik Offshore for a term charter with the Viking Princess PSV. The vessel has been fixed up for a one-year firm contract that is scheduled to start in December. However, this could be extended

to a multi-year charter with eight further six-month options available to Wintershall. The Viking Princess will be providing support at the Brage platform in the northern North Sea offshore Norway. She is a 2012-built VS 489 LNG PSV.

## AKER BP UTILISES MØKSTER CALL-OFF

With PSV demand in Norway remaining comparatively more stable than other parts of the North Sea, Simon Møkster Shipping is another owner that has picked up a one-year charter for one of its vessels recently. This time Aker BP has made

good use of its call-off agreement with Møkster to fix up the Stril Polar for a 12-month period commencing in January 2021. The Stril Polar is a 2012-built STX PSV 09L CD vessel with a length of 93.5m and a deck area of 1,055m<sup>2</sup>.



# OSV MARKET ROUND-UP

## EQUINOR KEEPS FOUR

Back in February, Equinor fixed up eight PSVs on eight-month firm charters before the peak spring/summer season started in the North Sea. The vessels that were fixed up included the Havila Clipper, KL Brofjord, Saeborg, Stril Pioner, Torsborg, Troms Castor, Troms Pollux and Viking Queen.

As those vessels approach the end of their eight-month periods, Equinor has awarded four of them four-month contract extensions. The vessels that are being retained on term charter are the KL Brofjord, Torsborg, Troms Castor and Troms Pollux. The contract extensions will keep these vessels occupied until late winter/early spring, by which point their owners will be



Torsborg (c/o O. Halland)

hoping demand levels will be on an upward trajectory for any follow-on contract opportunities.

The KL Brofjord, owned by K Line Offshore, is a nine year-old

STX PSV 06 CD vessel; Skansi Offshore's Torsborg is a 2012-built Havyard 832L PSV; and the Troms Castor and Troms Pollux, owned by Tidewater, are 11 year-old VS 485 CD PSVs.

## MULTI-YEAR AUSTRALIA DEAL FOR SOLSTAD



Normand Skimmer (c/o M. Rockliff)

Solstad Offshore has confirmed the award of a "significant long-term contract with a major international company" for PSV Normand Skimmer. The vessel has been chartered for a firm period of five years, with further options available, to

support production operations offshore north-west Australia. It is understood that the work will be undertaken for Chevron with the charter commencing this quarter. The Normand Skimmer is a 2012-built STX PSV 08 CD vessel.

## MAERSK MAKER OFF TO AFRICA

The Maersk Maker has departed the North Sea spot market after Maersk Supply Service picked up a contract for her in West Africa. The vessel will be utilised to support a mooring line replacement project on a floating asset offshore Nigeria.

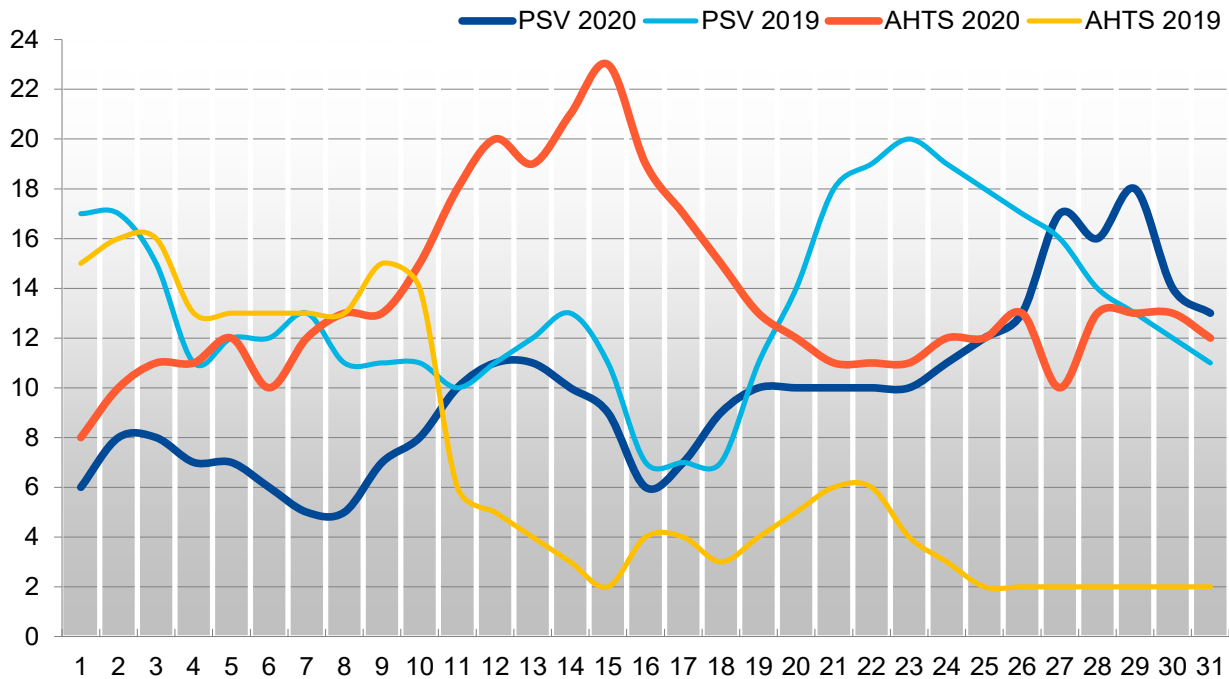
The Maersk Maker has been employed on various work scopes in Northwest Europe, West Africa and Eastern Canada since her delivery from Kleven Verft last year. She is one of six sister vessels that were built to the SALT 200 design for Maersk.



Maersk Maker (c/o J. Oosterboer)

# OSV RATES & UTILISATION

## OCTOBER 2020 - DAILY NORTH SEA OSV AVAILABILITY



## RATES & UTILISATION

### NORTH SEA SPOT AVERAGE UTILISATION OCTOBER 2020

TYPE	OCT 2020	SEP 2020	AUG 2020	JUL 2020	JUN 2020	MAY 2020
MED PSV	67%	84%	71%	47%	60%	42%
LARGE PSV	76%	82%	61%	55%	63%	50%
MED AHTS	39%	72%	56%	48%	41%	38%
LARGE AHTS	53%	74%	63%	74%	52%	55%

### NORTH SEA AVERAGE RATES OCTOBER 2020

CATEGORY	AVERAGE RATE OCT 2020	AVERAGE RATE OCT 2019	% CHANGE	MINIMUM	MAXIMUM
SUPPLY DUTIES PSVs < 900M <sup>2</sup>	£6,651	£5,916	+12.42%	£4,350	£17,011
SUPPLY DUTIES PSVs > 900M <sup>2</sup>	£6,664	£6,940	-3.98%	£4,149	£12,447
AHTS DUTIES AHTS < 22,000 BHP	£12,042	£34,305	-64.90%	£6,223	£22,819
AHTS DUTIES AHTS > 22,000 BHP	£9,585	£29,220	-67.20%	£4,564	£18,670

## SPOT MARKET ARRIVALS & DEPARTURES - OCTOBER 2020

### ARRIVALS - NORTH SEA SPOT

ALP SWEEPER	EX MEDITERRANEAN
ASSISTER	EX MEDITERRANEAN
CARLO MARTELLO	EX MEDITERRANEAN
NORMAND SERENADE	EX RUSSIA

### ARRIVALS - CONTINUED

NORMAND SURFER	EX RUSSIA
PRINCESS	EX CANADA
REM ARCTIC	EX RUSSIA
SEA SPEAR	EX RUSSIA

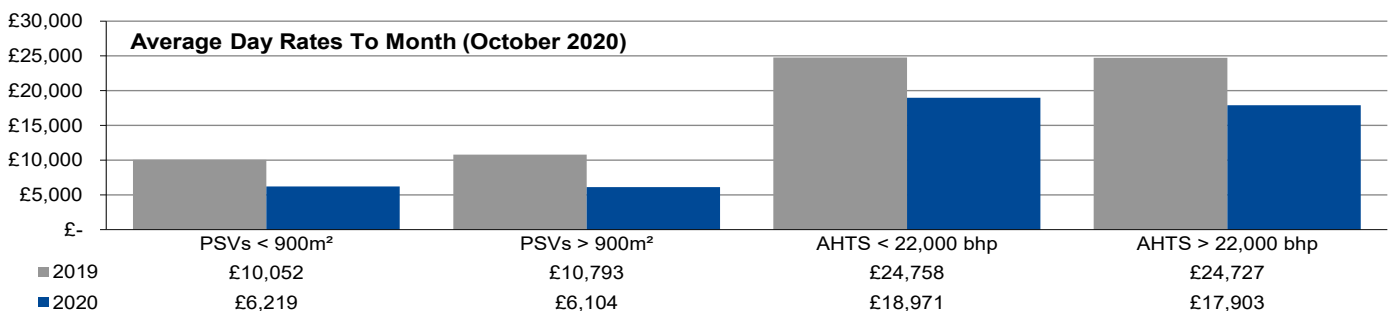
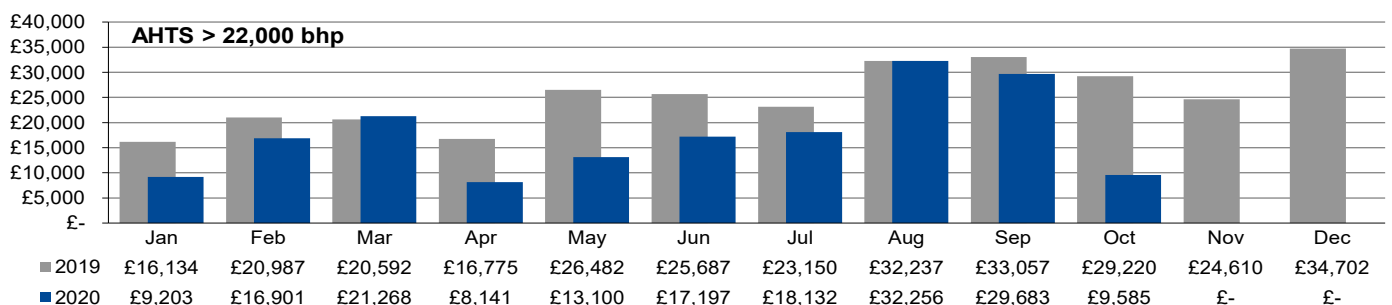
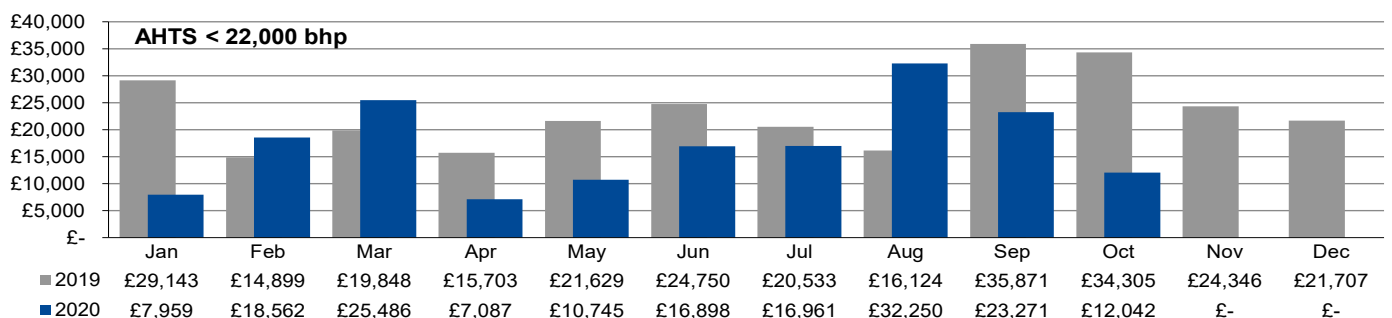
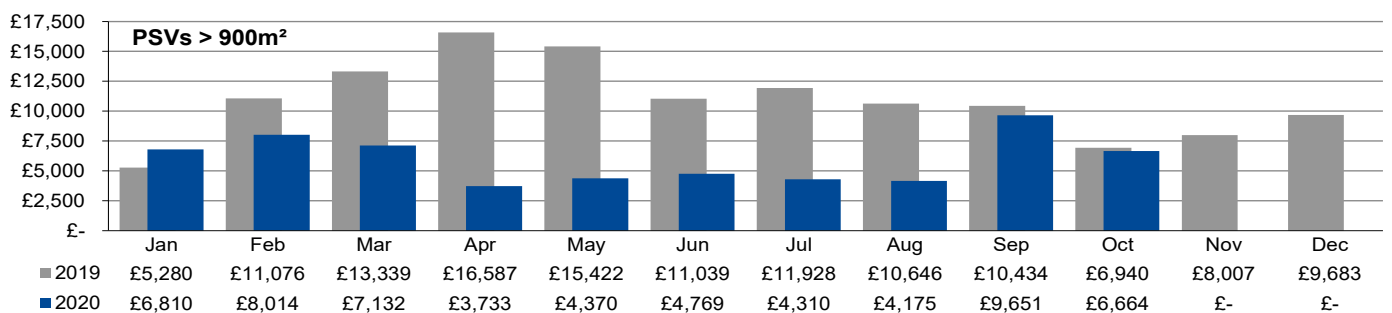
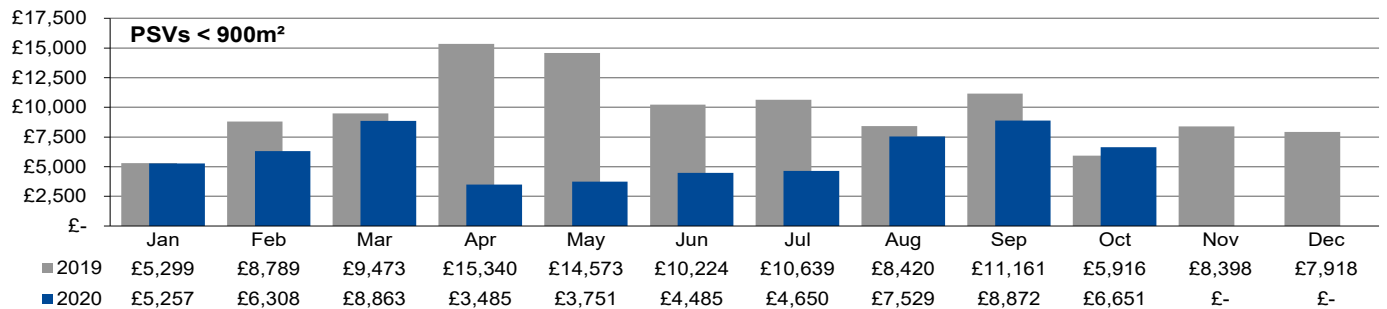
### DEPARTURES - NORTH SEA SPOT

MAERSK MAKER	WEST AFRICA
REM CETUS	CANADA

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

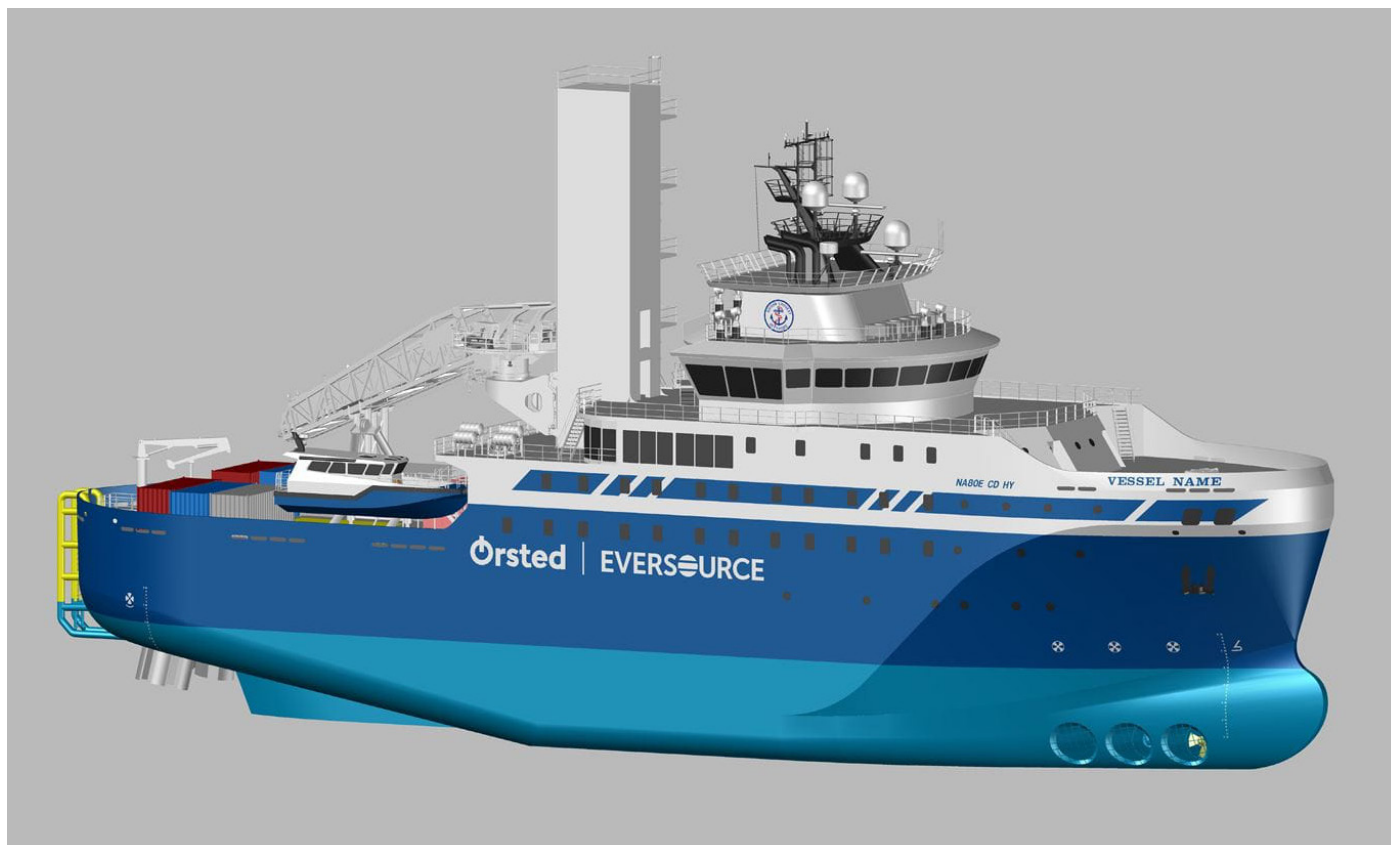


# NORTH SEA AVERAGE SPOT RATES



# FEATURE VESSEL

## EDISON CHOUEST SOV



Edison Chouest Offshore, Ørsted and Eversource have signed a long-term charter agreement for the provision of the first ever US-flagged, Jones Act-compliant Service Operation Vessel (SOV).

The vessel will accommodate and transfer technicians, tools, and parts during the operation and maintenance phases of the Revolution Wind, South Fork Wind and Sunrise Wind offshore wind farms in the northeast United States.

Edison Chouest will engineer and construct the vessel at a combination of the company's yards in Florida, Mississippi and Louisiana. The SOV will have a length of 79m (260ft), and she will have accommodation for 60 persons. The vessel will include a below deck warehouse

to palletise storage for wind farm tools, components and supplies with step-less access to an elevator. A daughter craft, with an associated Launch and Recovery System and hydraulic height-compensating landing platform, will also be installed for infield turbine repairs.

The newbuild vessel will be powered by diesel electric propulsion that meets EPA Tier 4 emission standards. She will also feature a proprietary ECO Variable Frequency Drive (VFD) to reduce greenhouse gas emissions.

### EDISON CHOUEST SOV SPECS:

**Builder:** Edison Chouest

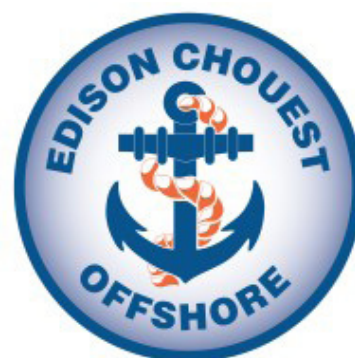
**Delivery:** 2022

**LOA:** 79m (260ft)

**Accommodation:** 60 persons

**Flag:** US Jones Act

**Power:** Diesel electric (EPA Tier 4 emission standard) with ECO Variable Frequency Drive (VFD) to reduce greenhouse gas emissions





# NEWBUILDS, CONVERSIONS, S&P

## HERMITAGE FLEET SOLD

The former fleet of Hermitage Offshore has been sold off after the owner filed for Chapter 11 bankruptcy proceedings. With no other bidders submitting a qualifying bid, the company's 10 North Sea PSVs ended up in the hands of Hermitage's lenders: DNB and SEB. Pearl Bidco AS, representing the lenders, submitted a credit bid of USD 80

million for the 10 vessels against the indebtedness of Hermitage Offshore. The charter contracts for the PSVs remain valid, and the vessels will continue to trade in the North Sea market under the management of Remøy Shipping. Meanwhile, Hermitage's 11 crew boats in West Africa are to be acquired by VTG Ships Limited,

a subsidiary of Tidewater, for a total consideration of USD 5.3 million.



Hermit Storm (pictured c/o O. Halland)

## STRIL MYSTER SOLD OUT OF MARKET



Simon Møkster Shipping has sold the Stril Myster out of the North Sea PSV market. The 17 year-old vessel was laid up in April as the combined impact of low oil prices and Covid-19 led to a rapid reduction to PSV demand this year. Given the downturn in the market, and with a lack

of reactivation opportunities in Møkster's core markets for the foreseeable future, the vessel has been sold out of the offshore industry to undisclosed buyers. The Stril Myster is a VS 490 PSV with a length of 90.9m, deck area of 1,000m<sup>2</sup> and accommodation for 20 persons.

## COEY VIKING ON SEA TRIALS

Newbuild deliveries remain few and far between in the current climate, but one vessel nearing delivery is the Coey Viking, which was recently sent out for sea trials from the Remontowa shipyard in Poland. Viking Supply Ships, in partnership

with funds managed by Borealis Maritime, agreed to acquire the sister vessels Coey and Cooper Viking from Remontowa in October 2019. The VS 4411 DF PSVs can be fuelled by LNG or MGO and they are also equipped with a battery pack solution.



## SEACOR PSV NEARING DELIVERY



Another vessel owner preparing to accept delivery of a newbuild PSV is SEACOR Marine, with the Seacor Tarahumara also sent out on sea trials in October. The 67m vessel was built at the Master Boat Builders facility in Coden, Alabama. Upon delivery,

the Tarahumara will become the sixth PSV of this class to be delivered to SEACOR by Master Boat Builders since 2016. Of the five earlier deliveries, three are working in Mexico and one is working in Guyana, while one unit is laid up in Spain.

# NEWBUILDS, CONVERSIONS, S&P

## BRITOIL SELLS TWO AHTs



Britoil 51

Britoil has offloaded a couple of its AHT vessels in recent weeks. Firstly, the Britoil 51 was sold to India-based Jumbo Offshore Enterprise for an undisclosed price. The 2002-built vessel has been renamed as the Maria I and reflagged from Singapore to India.

Separately, the Britoil 59 has been sold to undisclosed buyers in the UAE. The 2004-built vessel has been renamed as the Golden Star and reflagged from Singapore to St Kitts & Nevis. The unit had been laid up for nearly a year in the UAE prior to the transaction.

## OCEAN TROLL TO BE RECYCLED

Difficult times call for difficult decisions, and Atlantic Offshore has made the tough call to scrap another vessel in response to the market downturn.

This time, it is the Ocean Troll ERRV that will be recycled. Having worked in both the UK and Norwegian sectors for many

years, the 36 year-old vessel will now be dismantled at the Nordscrap West facility near Atlantic's offices in Ågotnes, Norway.

The Ocean Troll was a Class A ERRV built to the VS 469 Mk II design. She has a length of 78.6m and a deck area of 280m<sup>2</sup>.



## ARKTIKA ICEBREAKER ACCEPTED



A welcoming ceremony was held in Murmansk in north-west Russia on October 21st for the newbuild icebreaker Arktika. At the ceremony, the acceptance/delivery certificate was signed for the lead nuclear-powered icebreaker of Project 22220. Ordered by the Russian State

Corporation Rosatom, the keel of the Arktika was laid way back in November 2013 and the world's largest nuclear-powered icebreaker was launched in 2016. The Arktika will operate in the Barents, Pechora and Kara Seas, and in the shallower Yenisei/Ob Bay areas.

## ENERGEAN ACQUIRES FIELD SUPPORT VESSEL

Energean has bought a field support vessel (FSV) to support its operations in the Karish field in the Mediterranean Sea offshore Israel.

Energean acquired the vessel from Prime Marine Energy for USD 33.25 million following a competitive tender process.

The FSV is being constructed to meet the specific requirements of Energean's Karish project, and will be used for FPSO supply, crew changes, holdback operations for tanker offloading, emergency subsea intervention, drilling support and emergency response.

Energean has acquired the multi-purpose FSV to reduce the need to hire multiple different vessels for some of the field requirements.



## SUBSEA MARKET ROUND-UP

The International Energy Agency (IEA) recently released a report highlighting that the oil market will suffer a long-lasting blow from Covid-19, with demand taking years to recover and peaking at a lower level. Following an 8% reduction this year, global oil consumption will only return to pre-crisis levels in 2023, provided Covid-19 is brought under control next year. The IEA now envisions that

global oil demand will plateau around 2030, which is in strong contrast to last year when the organisation could see no definitive peak on the horizon. If recovery from the pandemic is slower and there is lasting economic damage, oil demand may only have a couple of years left to grow. Meanwhile, OPEC remains more bullish and does not see world demand plateauing until the late

2030s. Depending on customer behaviour and potential changes such as a faster adoption of electric cars, more efficient fuel use, and a greater reduction in business and leisure travel after the pandemic, OPEC also sees the possibility of oil demand beginning to decline after 2030. OPEC sees oil consumption recovering to pre-pandemic levels in 2022, a year earlier than the IEA.

## A DOUBLE FOR TECHNIPFMC

October proved to be a success for TechnipFMC, with the company securing a large subsea contract at ExxonMobil's proposed Payara project offshore Guyana.

TechnipFMC will manufacture and deliver the Payara subsea production system. This will include 41 enhanced vertical deep water trees and associated tooling, six flexible risers and ten manifolds along with associated controls and tie-in equipment. This follows on from earlier awards for TechnipFMC with ExxonMobil in Guyana at the Liza Phase 1 and 2 projects.

Payara is the second discovery in the Stabroek Block, some 193km offshore Guyana in water depths of 1,500-1,900m.

Also in October, TechnipFMC was officially awarded the contract covering the pipelay and subsea installation at Equinor's Bredablikk field offshore Norway.

The engineering, procurement, construction and installation (EPCI) contract includes an option for the subsea installation scope in an area close to the Grane field in the North Sea. The Bredablikk project will be tied back to the existing Grane

platform. TechnipFMC's scope of work includes the provision of flexible jumpers and rigid pipelines as well as pipeline installation work.

The development concept chosen for the Bredablikk field is a subsea development with 23 oil-producing wells from four subsea templates that are controlled from Grane. The Bredablikk development remains subject to final approval from the Norwegian authorities.



## PROSAFE TO WORK ON TOMMELITEN ALPHA

ConocoPhillips has awarded Prosafe a contract to provide accommodation support using either the 2015-built Safe Boreas or the 2015-built Safe Zephyrus at the Ekofisk field in relation to the tie-in of the Tommeliten Alpha field development. Both

rigs have an accommodation capacity for 450 persons. The contract will commence during the second quarter of 2022 with a firm duration of 90 days. ConocoPhillips has an option to extend the contract by a further 60 days.

The firm 90 day contract has a value of USD 13.6 million. The deal also includes cancellation charges that will apply if the development and operation plan for Tommeliten Alpha is not approved by Norwegian authorities.



## THREE-YEAR CONTRACT FOR SKANDI SALVADOR

The Libra Consortium partners in Brazil have awarded DOF a three-year contract for the 2009-built IMR vessel Skandi Salvador. The ROV 06-designed vessel has a length of 105.9m and she is equipped with two work-class ROVs, a 140-tonne crane and accommodation for 100 persons. She will be providing inspection, maintenance and subsea commissioning services

at the Mero field in water depths of up to 2,500m. This includes shallow dive services with Oceânica.

Petrobras has a 40% share in the Libra Consortium, with the other partners including Shell Brasil (20%), Total (20%), CNODC (10%) and CNOOC Limited (10%). The Consortium also has the participation of the state-owned company Pré-Sal

Petróleo SA as manager of the Production Sharing Agreement. DOF has secured contracts worth USD 250 million for work offshore Brazil since June 2020.



## OCEANEERING TO SUPPLY ROVs TO HARVEY GULF

Oceaneering has secured a contract to supply ROVs and support services on Harvey Gulf's four US-flagged Jones Act compliant vessels targeting the Gulf of Mexico market.

Oceaneering will provide eight Millennium Plus ROV systems, personnel and accompanying survey suites for the multi-year deal. The ROVs will be installed

onto the following vessels: the 2013-built Harvey Deep-Sea, which has a length of 92.1m, a 165t crane and accommodation for 67 persons; the 2016-built Harvey Intervention, which has a length of 91.5m, a 165t crane and accommodation for 72 persons; and the OCV vessels Harvey Blue-Sea and Harvey Sub-Sea, both of which were

delivered in 2017 and have a length of 103.7m, 250t cranes and accommodation for 150 persons.



## MAGSEIS CHARTERS OLYMPIC CHALLENGER



Reach Subsea has been awarded a contract for the use of the Olympic Challenger on a project in the US Gulf of Mexico that is due to commence in November. The contract does not include ROVs and will see the vessel working for Magseis on Shell's Whale development. The firm

duration of the contract will keep the vessel occupied though the first quarter of 2021, with options to extend towards the summer of 2021. The OCV, built to the Aker ROV 02 CD design, has a length of 106m, a 250-tonne AHC crane and accommodation for 100 persons.

## POSH CHARTER FOR PRINCESS

POSH Subsea has awarded a contract to Seamec to charter the 1984-built Seamec Princess. The contract has a value of USD

2.55 million and commenced on October 25th. The Seamec Princess has a length of 120m and she is equipped with a

100t crane, accommodation for 117 persons and a nine-person saturation dive system that is rated for depths of 300m.

## HEEREMA TARGETS POLE POSITION

Heerema has set its sights on becoming the first carbon neutral marine contractor in the offshore industry in line with national and international emission reduction targets. While some companies in the maritime community are aiming to be climate neutral by 2050, others are going to push for the target of reducing greenhouse gases by 50%.

Heerema's carbon emissions mainly come from combustion of fuel in its vessels, which have traditionally been ultra-low marine gas oil, and with its 2019-built crane vessel Sleipnir

using liquefied natural gas. The transition will see the company offset 250,000 metric tons of carbon from October 2020 via investments in certified carbon offsetting projects, provided by the Climate Neutral Group.

The figure is being derived from the fuel combustion emissions from the company's vessels - the Sleipnir, Thialf, Balder, Aegir, Kolga and Bylgia - as well as gas usage from all of the company's offices and Flushing yard. It also covers emissions from electricity use in all Heerema locations. The above does not currently include the methane slip from

Sleipnir, as the exact impact is still being verified.

Heerema expects to begin offsetting 100% of its existing offshore carbon footprint by the end of 2020. The ultimate goal of the company is to use zero-emission technology where feasible by removing emissions from the source. These projects will include investments into on-board batteries, carbon capture and storage, and the use of bio and synthetic fuels. The offsetting of carbon emissions will occur after 2025, only if so required to remain carbon neutral.

## PROJECT UPDATES

Petrobras has postponed its Parque das Baleias integrated project in the Campos basin offshore Brazil by about one year. The reason behind the delay is the economic impact of Covid-19 and this will see first oil being pushed back to 2024. Petrobras has also cancelled an FPSO charter for a vessel to be connected to 19 wells, and now anticipates the relocation of wells between platforms in operation in 2022. Parque das Baleias, also known as the Whale Park, is a cluster of seven deep water oil & gas fields in the northern Campos Basin offshore Espírito Santo in Brazil. Elsewhere, other projects have been given the green light. The Norwegian authorities have issued consent for the start-up of Wintershall's Dvalin field

in the Norwegian Sea as well as ConocoPhillips' Tor II field. Both operators expect to start up the fields in either November or December. Dvalin is being developed as a subsea field tied back to Heidrun, which lies some 15km to the north-west. The Tor II field in the North Sea offshore Norway will comprise two new subsea templates to be installed at Tor and tied in to Ekofisk, about 13 km away. Eight new production wells will be drilled. The Tor II project shows that shut down fields can create significant value if they are redeveloped.

Finally, we have already discussed TechnipFMC's large subsea contract award at ExxonMobil's proposed Payara project offshore Guyana. This followed the announcement of the final

investment decision from Exxon upon the receipt of government approvals.

Payara is the third project located in the Stabroek Block and is expected to produce up to 220,000 barrels of oil per day after start-up in 2024. The USD 9 billion development will target an estimated resource base of around 600 million barrels of oil equivalent. Ten drill centres are planned for the project, with as many as 41 wells, including 20 production and 21 injection wells.

As a reminder, ExxonMobil's other two projects in the Stabroek Block include Liza Phase 1, where production began in late 2019, and Liza Phase 2, which remains on track to begin producing oil by early 2022.

# RENEWABLES

## VINEYARD WIND TARGETS LIBERTY WIND

Vineyard Wind has submitted bids to develop its Liberty Wind project offshore New York in response to the state's second offshore wind solicitation.

Liberty Wind is located 84 miles east of Montauk Point and the proposals include six options for up to 1,300 MW of offshore wind power.

The state's second offshore wind

solicitation is seeking proposals for up to 2.5 GW of capacity.

This offshore wind call has also gathered bids from Equinor for its Empire Wind Phase 2 and Beacon Wind projects, as well as a joint bid from Ørsted and Eversource for their Sunrise Wind 2 project.

New York has set a goal of achieving 9 GW of offshore

wind capacity by 2035, which is so far the most ambitious target set by any U.S. state.



## VINEYARD WIND

## KIM HENG MOVES INTO RENEWABLES SECTOR

Singapore's Kim Heng Offshore & Marine Holdings has entered into a joint venture with Thailand's Thaitan Drilling to focus on the offshore renewable energy sector.

The 50/50 joint venture will be branded Thaitan International. The move shifts Kim Heng away from the oil & gas business into renewable energy, where it intends to maximise the use of its offshore vessels along with the technical knowledge gained from the offshore and marine sector.

Kim Heng will provide marine equipment and support services by chartering offshore vessels, tugboats and barges for the new venture. It will use the vessels to support marine construction projects, including an ongoing wind farm project in Taiwan. Meanwhile, Thaitan Drilling, a specialist in the horizontal directional drilling market, will act as a contractor to provide design, engineering and drilling equipment support for the marine construction projects. Taiwan has big plans to expand

its offshore windfarm capacity, which stood at 704 MW in 2018. This includes plans to commission a further 500 MW of capacity in 2020 and another 5 GW between 2021 and 2025, with further projects to follow before 2030.



## SEVEN PHOENIX UNDERGOES CONVERSION

Subsea 7 is planning to increase its offerings to its renewables and heavy lifting business Seaway 7 with a second cable lay vessel. Seaway 7 will convert the 2002-built pipelay vessel Seven Phoenix to become a dedicated inner-array grid and export cable installation & trenching support vessel.

The 130m vessel has been cold stacked since the fourth quarter

of 2018. The conversion will see her renamed as Seaway Phoenix. The plan is for the vessel to be ready by the second quarter of 2021 when she will join the 2014-built installation support vessel Seaway Moxie and the 2016-built cable lay vessel Seaway Aimery in the Seaway 7 fleet. In addition to these three vessels, Seaway 7 also has two heavy lift vessels, the Seaway

Yudin and Seaway Strashnov, in its portfolio.

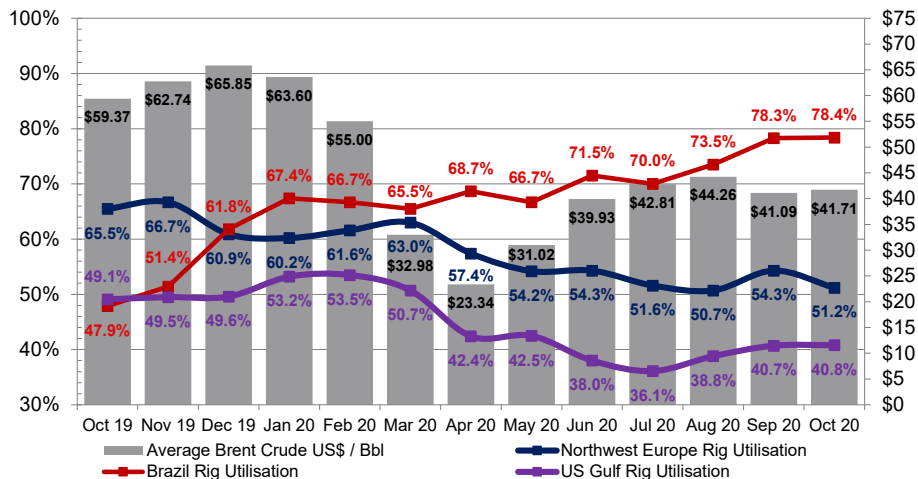
The DP2 Seven Phoenix was originally built as a submarine fibre optic cable lay vessel.





# RIGS

## OIL PRICE VS CONTRACTED RIG UTILISATION



## CHAPTER 11 FOR PACIFIC

The grim market conditions around the globe have claimed another victim with Pacific Drilling forced to file petitions for relief under Chapter 11 of the United States Bankruptcy Code. The rig owner has entered into a

restructuring support agreement with an ad hoc group of the largest holders of its outstanding bond debt. This will see USD 1.1 billion of Pacific's bond debt eliminated in exchange for equity in the reorganised company.

## EXXON EXTENDS GUYANA COMMITMENTS

Noble Corporation has secured a further 6.5 years of contract term with ExxonMobil in Guyana for ultra-deepwater drillship Noble Tom Madden. This commitment was made using the Commercial Enabling Agreement between

the two parties for operations offshore Guyana. The rig is now contracted until August 2030. The Noble Bob Douglas, Noble Don Taylor and Noble Sam Croft have also been chartered by ExxonMobil for work in Guyana.

## CONTRACTED RIG UTILISATION AND DAY RATES

UTILISATION	OCT 2020	OCT 2019	OCT 2018	OCT 2017	OCT 2016
NORTH SEA	51.2%	65.5%	60.2%	47.3%	47.1%
BRAZIL	78.4%	47.9%	56.2%	67.3%	73.0%
US GULF	40.8%	49.1%	48.1%	35.8%	33.5%

RECENT LEADING EDGE DAY RATES	LOW (USD)	HIGH (USD)
HARSH STANDARD JACKUPS	65,000	75,525
HARSH HIGH-SPEC JACKUPS	167,500	254,000
HARSH STANDARD SEMISUBS	120,000	200,000
HARSH HIGH-SPEC SEMISUBS	277,264	316,940
GLOBAL ULTRA-DEEPWATER SEMISUBS	170,000	210,000
GLOBAL ULTRA-DEEPWATER DRILLSHIPS	165,000	180,000

INACTIVE RIGS NORTHWEST EUROPE		
NAME	TYPE	STATUS
BIDEFORD DOLPHIN	SS	WARM STACK
BOLETTE DOLPHIN	DS	COLD STACK
BORGLAND DOLPHIN	SS	HOT STACK
COSLINNOVATOR	SS	WARM STACK
COSLPIONEER	SS	WARM STACK
DEEPSEA ABERDEEN	SS	WARM STACK
ISLAND INNOVATOR	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	HOT 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
PROSPECTOR 5	JU	HOT STACK
RAN	JU	WARM STACK
SCARABEO 8	SS	HOT STACK
STENA DON	SS	WARM STACK
STENA SPEY	SS	WARM STACK
SWIFT 10	JU	COLD STACK
TRANSOCEAN LEADER	SS	COLD STACK
VALARIS JU-100	JU	COLD STACK
VALARIS JU-101	JU	WARM STACK
VALARIS JU-121	JU	WARM STACK
VALARIS JU-248	JU	HOT STACK
VALARIS JU-249	JU	WARM STACK
VALARIS JU-290	JU	HOT STACK
WEST ALPHA	SS	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: Westwood Global Energy - RigLogix

# CONUNDRUM CORNER, DUTY PHONES

## ODFJELL CHOSEN FOR BREIDABLIKK

Having only recently submitted its plan for the development and operation of the Breidablikk field to the Norwegian authorities, Equinor has wasted no time in securing rig capacity for the project. Odfjell Drilling has been awarded a letter of intent for the Deepsea Aberdeen to drill 15 wells between spring 2022 and autumn 2024. The agreement includes options for nine more wells to be drilled. The firm portion of the contract, with a duration of 30 months, has a total value of USD 290 million. The option rates are to be mutually agreed based on performance and market benchmarks.

## CONUNDRUM CORNER

### Last month's answer :-

In a row of 7 houses, each house has a different coloured front door.

- The grey door is between the white door and the red door.
- There are two houses between the blue door and the white door.
- The brown door is the last in the row.
- The black door is next to the blue door.
- The house between the black door and the white door has a green front door.
- The first house does not have a red front door.

What is the order of the front doors?

The answer was :- blue, black, green, white, grey, red & brown

### This month, our poser is as follows:

A helicopter covers its outward journey at 330mph. It returns over exactly the same distance at 220mph. What is the helicopter's average speed over the entire journey?

Answers back to [chartering@seabrokers.co.uk](mailto: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](mailto: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](http://www.seabrokers-group.com)

### SEABROKERS CHARTERING AS - STAVANGER

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

### SEABROKERS LTD - ABERDEEN

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

### SEABROKERS BRAZIL LTDA - RIO DE JANEIRO

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

### SECURALIFT AS - STAVANGER

Telephone ++47 51 800000  
E-mail [stig@seabrokers.no](mailto:stig@seabrokers.no)

### SEA SURVEILLANCE AS - BERGEN

Telephone ++47 55 136500  
E-mail [info@seasurv.net](mailto:info@seasurv.net)

### SEABROKERS EIENDOM AS - STAVANGER

Telephone ++47 51 800000  
E-mail [rolf.aarthun@seabrokers.no](mailto:rolf.aarthun@seabrokers.no)

### SEABROKERS SERVICES AS - STAVANGER

Telephone ++47 51 800000  
E-mail [lars.hagen@seabrokers.no](mailto:lars.hagen@seabrokers.no)

### SEABROKERS FUNDAMENTERING AS - STAVANGER

Telephone ++47 51 800000  
E-mail [fundamentering@seabrokers.no](mailto:fundamentering@seabrokers.no)

### SEABROKERS HAVNEKRANER AS - STAVANGER

Telephone ++47 51 800000  
E-mail [havnekraner@seabrokers.no](mailto:havnekraner@seabrokers.no)