Seabrokers Chartering

The Seabrokers Chartering Monthly Market Report
August 2024

SEABREEZE

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SEABROKERS GROUP: During the last 40 years, Seabrokers has established itself as a market leader in the fields of ship brokering, property development, property management, foundation engineering, geoenergy, port cranes and heavy lifting equipment, maritime surveillance, and autonomous transport.

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The Seabreeze Monthly Market Report is distributed worldwide through our offices in Aberdeen, Stavanger and Rio de Janeiro. For your free copy of Seabreeze, email: chartering@seabrokers.co.uk

OSV Market Round-Up

RYSTAD REPORTS SURGE IN GLOBAL SUBSEA SPENDING

Rystad Energy has published fresh analysis suggesting that a capital injection for equipment and installation services will see the subsea sector generate a 10% compound annual growth rate from 2024 to 2027.

This increase will result in the total subsea spend exceeding USD 42 billion by the end of this period.

The subsea market segment, which includes players involved in production and processing systems such as subsea umbilical risers and flowlines (SURF), trees, wellheads, manifolds and other components, is poised to experience a significant influx of capital. This will be driven by rising operator expenditure on equipment and installation services.

A 6.5% increase is expected this calendar year resulting in cumulative spending reaching USD 32 billion. The growth will be driven by the significant investment in deep and ultra-deepwater projects where SURF equipment is highly used.

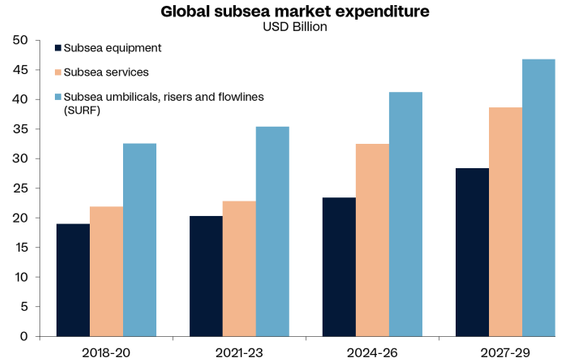
Growth in the subsea sector is expanding from its traditional oil and gas applications as the push for carbon capture and storage (CSS) is creating additional opportunities for suppliers, and stimulating research and development in this emerging market, as well as developing more efficient subsea production systems which are set to see broader adoption.

Deepwater developments are set to dominate the sector, accounting for 45% of the market from 2024 to 2028 while ultra-deepwater projects, driven by major FPSO initiatives in Brazil and Guyana, are projected to capture 35% of the market.

Investment activity has been particularly robust in South America and Europe, where major projects are making significant progress and attracting new investment.

Brazil remains a focal point due to its vast pre-salt reserves, driving strong demand for subsea and SURF equipment. The anticipated expenditure in Brazil is set to increase by 18% this year to a total of USD 6 billion. In Europe, Norway is experiencing a resurgence in activity, fuelled by favourable market conditions and technological advancements.

Within the SURF sector, global installations are anticipated to reach 3,500km in 2024 with Brazil installing the majority (22%), while the USA and Angola are projected to contribute 15% and 10% respectively. The installation rate is anticipated to grow at a CAGR of 15% between 2024 and 2028, with Brazil, Norway, USA, the UK and Angola being the major markets.



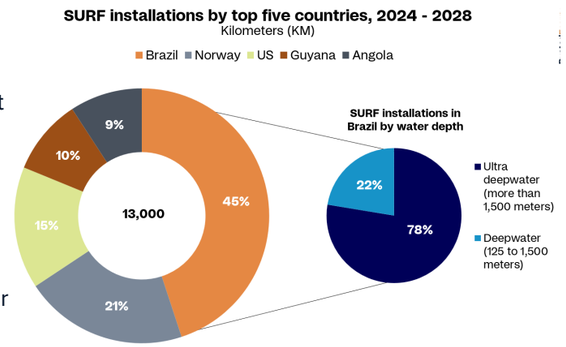
Source: Rystad Energy's Subsea Solution, August 2024
A Rystad Energy graphic

RYSTAD ENERGY

The subsea sector has made notable strides since 2022 with more sanctioning activity for deepwater and ultra-deepwater developments. In 2022, deepwater project expenditures were only USD 12 billion with Europe generating 28% of the total.

The subsea market has rebounded from the impacts of Covid-19, which caused a significant 20% drop in expenditure in 2020.

By 2021, the industry had started to recover, with spending increasing by 5% to reach USD 23 billion. Between 2020 and 2023, Norway led the global market by installing 200 subsea trees out of a total of 600 placed in deep water (between 125 to 1,500m depth).



OSV Market Round-Up

DIVERGING FORTUNES WITHIN AHTS MARKET

A clear divide opened up within the North Sea spot AHTS sector during August, with plentiful availability of vessels in the UK and southern North Sea counteracted by comparable market tightness in Norway.

There were periods where the Norwegian sector was completely sold out with no vessels prompt available for charter. At the same time, there were multiple vessels sitting in UK, Danish or Dutch ports without a charter. At one stage, vessels were being offered for UK spot requirements with rates between GBP 25,000 and 40,000 while their Norwegian counterparts were being offered for spot requirements with rates of circa NOK 1.4-1.7 million (~GBP 100,000-120,000).

Beyond that divergence, there was one common theme again last month, with some charterers on both sides of the North Sea encountering periods where there were limited options for any work scopes that required a vessel equipped with an ROV.

On the PSV side, the spot market softened in August, marking the end of summer. The average monthly fixture rates of GBP 8,317 (NOK 115,790) for small-medium PSVs (<900m^2), and GBP 10,129 (NOK 141,017) for large PSVs, represent the lowest monthly averages in the North Sea since March. For the year as a whole, average rates are still higher than they were at this stage in 2023 but charterers will be pleased to see softer rates in recent weeks.

EMERGENCY PREPAREDNESS UPDATE FOR SW BARENTS

Equinor has confirmed that it will establish and operate a new area-wide emergency preparedness solution for the southwestern Barents Sea offshore Norway. The new solution is being undertaken in collaboration with Vår Energi, the operator of the Goliat field, and initiated by the Barents Sea Operation Cooperation (BASOP). The new system will be initiated on January 1st, 2025.

The new area-wide emergency preparedness system will include one “all weather search and rescue” (AWSAR) S-92 helicopter, stationed at Hammerfest Airport, in addition to three ERRVs with oil spill response capabilities (NOFO standard); one vessel will be dedicated to Goliat, one will be dedicated to Johan Castberg, and the third will be a joint ERRV. Equinor intends to construct one newbuild ERRV that will feature inspection, maintenance and repair (IMR) capabilities to contribute to safety, short response times and inspections.

TIDEWATER CONTRACTS EXTENDED IN NORTH SEA

Tidewater, comfortably the largest owner of PSVs in the North Sea, is continuing to go through the process of securing extended commitments for its vessels.

Among other recent contract updates, the Searcher Tide has had her charter with Equinor extended by an additional year in Norway. The 2008-built vessel has been on hire with Equinor, and predecessor company Statoil, since 2017. In similar fashion, although this time in the UK sector, the 2014-buit Service Tide has had her charter with Harbour Energy extended by an additional year. The Service Tide has been working for Harbour since 2021. Both PSVs are now contracted into the third quarter of 2025.

The Searcher Tide is a UT 751 E PSV, while the Service Tide is an Ulstein PX 105 PSV.

Service Tide (c/o G. Saunders)

REPSOL NORGE TAKES CASTOR OFF SPOT MARKET

One Tidewater PSV that has been plying her trade on the North Sea spot market in recent months may not be available on the spot market again for a prolonged period of time.

Repsol Norge has awarded a one-month firm contract to the Troms Castor with operations commencing at the start of September. While the initial firm period is relatively short-term in nature, there are multiple further one-month options available to Repsol so the vessel may actually be kept occupied until well into 2025 if the options are consistently exercised by the charterer.

The Troms Castor is a 15 year-old PSV built to the VS 485 CD design. She has a length of 85m, breadth of 20m, deck area of 1,000m^2, and an accommodation capacity for 23 persons.

Troms Castor (c/o G. Vinnes)

Magne Viking (c/o P. Gowen)

REJIG OF MANAGEMENT AGREEMENTS FOR OSVs

Several OSVs are going through a change of management after fresh agreements were secured by Sea1 Offshore and Aurora Offshore.

Sea1 Offshore has confirmed that it intends to sign management agreements for six AHTS vessels that are owned by Viking Supply Ships. The transfer of management has been scheduled for October 2024. Of the six vessels, four are currently based in Northwest Europe (Loke Viking, Magne Viking, Njord Viking and Odin Viking) while the Andreas Viking and Brage Viking are working in Australia and Canada respectively.

In the PSV sector, Aurora Offshore has been appointed as the manager for three of Capital Offshore's PSVs in the North Sea: the Ace Kristiansand (ex FS Kristiansand), Ace Supplier (ex Standard Supplier) and Ace Viking (ex Standard Viking).

PETERSON CONTRACT FOR HAVILA PSV

Havila Shipping has secured a contract with Peterson Den Helder BV for the Havila Borg PSV. The vessel has been chartered to support the Prospector 1 jackup for a firm period of two wells with an estimated duration of 200 days; the contract started in late August. There are eight further one-well options available, each with an estimated period of 65 days.

The Prospector 1 is currently working for ONE-Dyas offshore the Netherlands; she is scheduled to drill one well for Dana Petroleum, also off the Netherlands, around late 2024/early 2025 before returning to ONE-Dyas again thereafter.

Havila Borg (c/o O. Halland)

ISLAND PSV OPERATING WITH BIO-LNG FUEL

While Equinor is contributing to the advancement of ammonia as a fuel for OSVs via the conversion of the Viking Energy PSV (see p.16), the charterer has also been trialling the use of bio-LNG with another of the PSVs in its chartered fleet in Norway.

Nordic company Gasum has joined forces with Equinor for a series of liquefied biomethane (bio-LNG) bunkering operations with the Island Crusader in the port of Dusavik. Gasum will continue to supply the PSV with two to three truckloads containing approximately 22 tons of bio-LNG on a fortnightly basis going forward.

Island Crusader (c/o P. Gowen)

C-Viking (c/o P. D. Jansen)

OSV Market Round-Up

MAERSK AHTS DUO DEPARTING NORTH SEA

A pair of AHTS vessels from Maersk Supply Service (soon to be acquired by DOF) are poised to depart the North Sea over the coming days.

The Maersk Laser and Maersk Logger have been chartered by ECOS Srl for an estimated period of two months from September. The vessels will sail to the Mediterranean Sea to meet the FSRU Toscana, which has recently been undergoing maintenance in Marseille, France. The FSRU Toscana will soon be towed back to her mooring location offshore Livorno in western Italy. The Maersk duo are expected to return to the North Sea after this work scope.

Maersk Laser (c/o A. Lund)

PETROBRAS CONTRACTS FOR BRAM AND BRASBUNKER

Petrobras has awarded two PSV OSRV contracts to Bram Offshore/Edison Chouest from RFQ 7004270127.

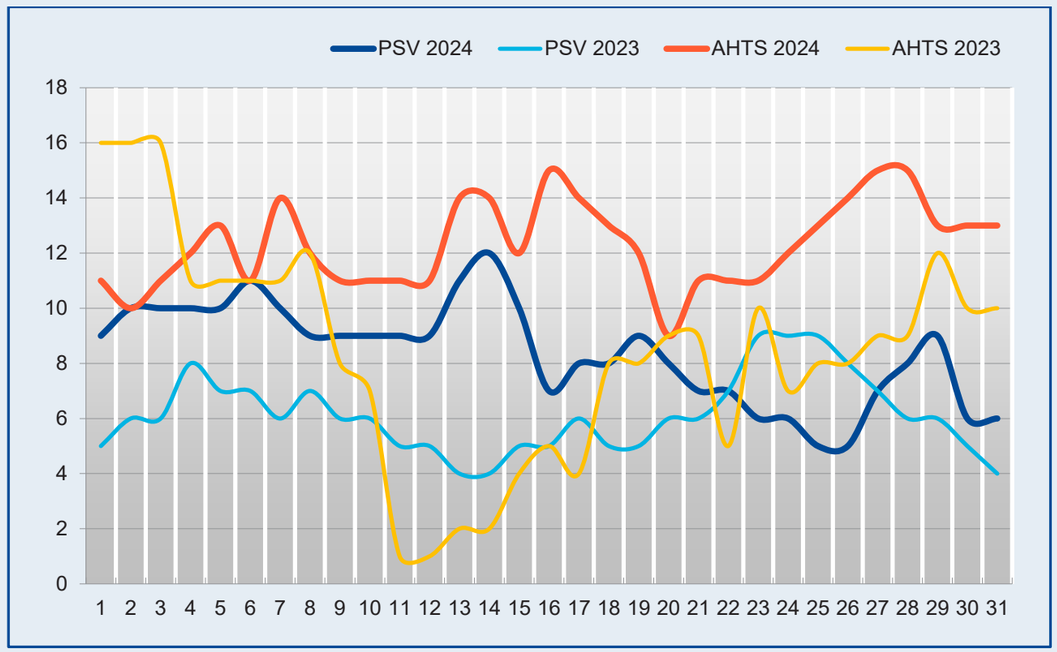
The C-Viking and C-Warrior have each been chartered for a firm period of four years, with contract commencement scheduled for either May 2025 or within 240 days from contract signing. Both of those vessels are already working for Petrobras in Brazil under the terms of prior-awarded contracts.

Meanwhile, another Petrobras tender (RFQ 7004270049) remains open although the first contract award has now been confirmed. This exercise was issued with the intention of chartering up to five OSRVs, again for a firm period of four years. The tender had been split into two lots, the first with contract commencement scheduled for either March 2025 or within 180 days from contract signing, and the second with contract commencement scheduled for either July 2025 or within 270 days from contract signing.

The first contract from Lot A was awarded to Bravante Offshore for the Mar Limpo III.

North Sea OSV Utilisation & Rates

AUGUST 2024 - DAILY NORTH SEA OSV AVAILABILITY



NORTH SEA SPOT AVERAGE UTILISATION AUGUST 2024

TYPE	AUG 2024	JUL 2024	JUN 2024	MAY 2024	APR 2024	MAR 2024
MED PSV (<900m²)	65%	61%	71%	53%	67%	34%
LARGE PSV (>900m²)	72%	67%	86%	73%	73%	64%
MED AHTS (<22,000 bhp)	50%	49%	64%	57%	63%	54%
LARGE AHTS (>22,000 bhp)	51%	68%	64%	47%	58%	62%

NORTH SEA AVERAGE RATES AUGUST 2024

CATEGORY	AVERAGE RATE AUG 2024	AVERAGE RATE AUG 2023	% CHANGE	MINIMUM	MAXIMUM
SUPPLY DUTIES PSVs < 900M²	£8,317	£12,912	-35.59%	£6,000	£16,246
SUPPLY DUTIES PSVs > 900M²	£10,129	£16,835	-39.83%	£4,693	£19,500
AHTS DUTIES AHTS < 22,000 BHP	£39,324	£34,740	+13.20%	£15,000	£126,357
AHTS DUTIES AHTS > 22,000 BHP	£42,694	£33,958	+25.73%	£19,856	£122,747

ARRIVALS NORTH SEA SPOT *

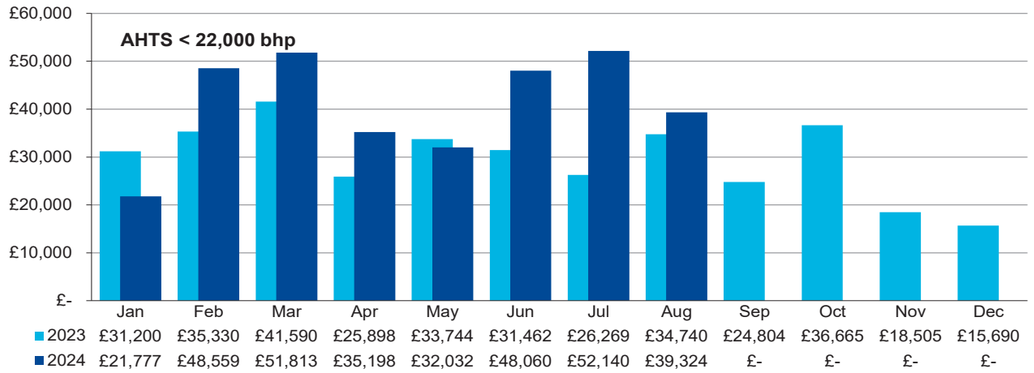
AMBER II	EX MEDITERRANEAN / BLACK SEA
BOULDER	EX MEXICO

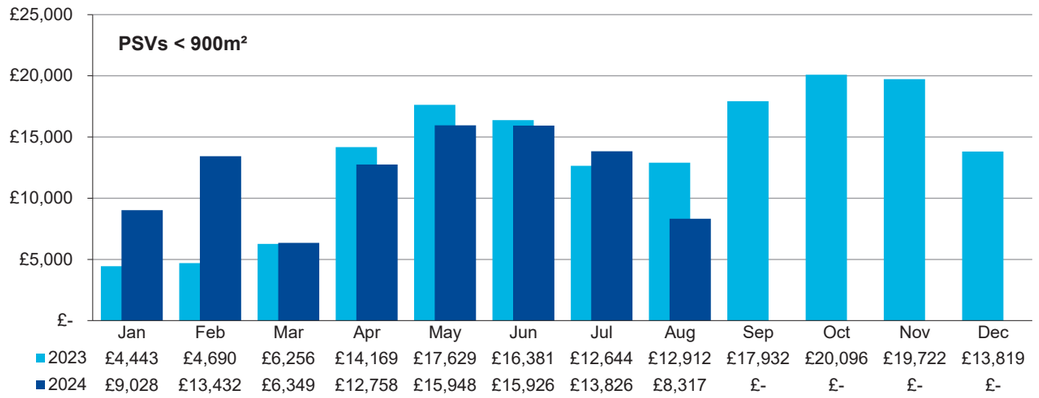
DEPARTURES NORTH SEA SPOT *

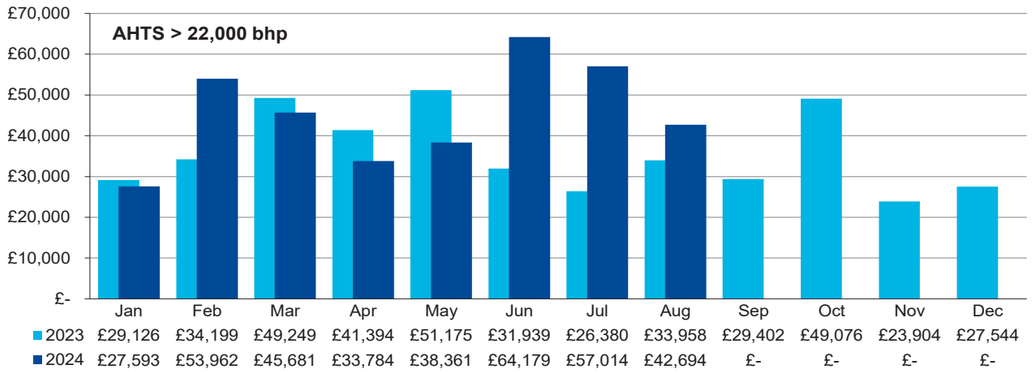
SEACOR OHIO	WEST AFRICA
STANDARD DEFENDER	MEDITERRANEAN SEA
SWIFT TIDE	WEST AFRICA

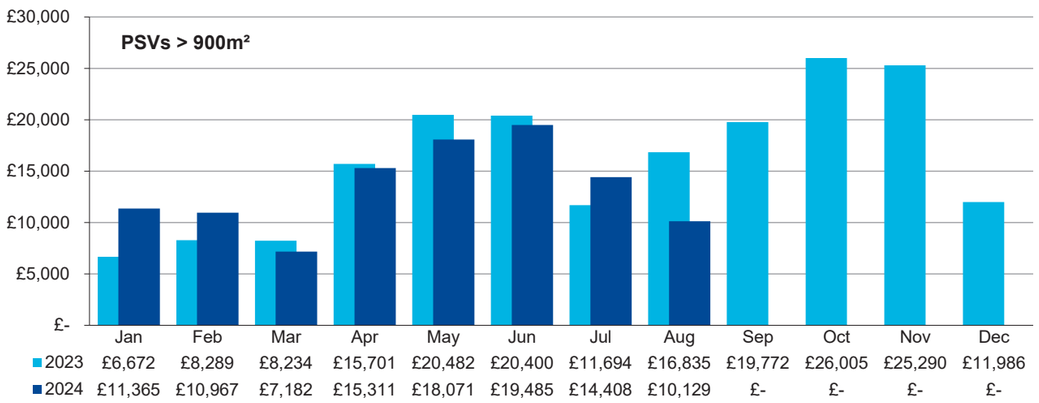
**Vessels arriving in or departing from the North Sea term/layup market are not included here.*

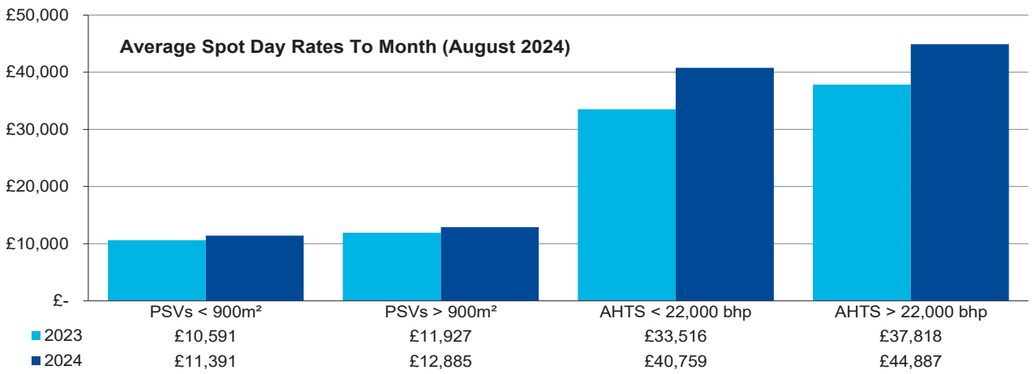
North Sea Average Spot Rates











Feature vessel

Owner: Cadeler
Manager: Cadeler
Class: DNV
Flag: Denmark
Delivery: 2024
Build Yard: COSCO Qidong
Length ex. crane: 162.0m
Beam: 60.0m
Variable Load: 17,600t
Operating Water Depth: 70m

Open Deck Area: 5,600m^2
Deck Loading: 15 t/m^2
Speed: 11 knots
Accommodation: 130 persons
Crane: 2,600t @ 46m
Leg Length: 119.0m
Dynamic Positioning: Class 2
Thrusters: 4 x 4 MW Azimuth, 2 x 2.2 MW Retractavles & 3 x 3.0 MW Tunnel.

WIND PEAK

COSCO Shipping Heavy Industry delivered the first of Cadeler's P-class jackup installation vessels in Qidong, China, on August 16th.

The Wind Peak is equipped with a main crane capacity of over 2,500 tonnes at 53 metres, with 17,600 tonnes of payload, 5,600m^2 of deck space and an accommodation capacity for 130 persons.

The newbuild jackup has already been contracted by Siemens Gamesa to perform the transportation and installation of 100 14MW wind turbines at the Sofia wind farm offshore the UK.

The recently delivered jackup and her sister vessel, the Wind Pace (which is currently under construction and scheduled for delivery during the second quarter of 2025), will be able to transport and install seven complete 15MW turbine sets or five sets of 20+MW turbines per load.

The P-class has been designed to utilise biofuels with an electrical system that saves excess energy for reuse. This means that both the cost and carbon footprint of installation per turbine is lowered.

The Wind Peak is Cadeler's fifth addition to its fleet and the jackup is now set to go into commercial operation. It was launched in China at the beginning of this year.

This is the first of seven newbuilds that Cadeler has under construction.

Newbuilds, Conversions, S&P

AMMONIA CONVERSION FOR EIDESVIK PSV

Following the recent confirmation that Equinor had exercised options to extend its contract with Eidesvik PSV Viking Energy until April 2030, the two parties are now collaborating on a project to upgrade the vessel to operate as an ammonia-fuelled PSV.

The Viking Energy will be utilised as part of the European innovation project 'Apollo' whereby the partners will retrofit the PSV with a dual fuel engine capable of operating on ammonia. The project has been granted EUR 5 million in funding from the European Union's Horizon Europe programme.

Equinor and Eidesvik are key partners for the industry collaboration, along with Wärtsilä, Breeze Ship Design and Maritime Clean Tech. In addition to its chartering agreement with the Viking Energy, Equinor will also contribute towards the financing of the ammonia conversion.

An order has already been placed for an ammonia engine with Wärtsilä in addition to a fuel gas supply system. The conversion work has been planned for the first half of 2026. Following the completion of upgrade work, it is expected that fuel emissions from the vessel will be reduced by at least 70%.

Originally delivered in 2003, the Viking Energy was the world's first LNG-fuelled PSV. She was also the first in the world to receive DNV's "Battery Power" notation. Now, Eidesvik and Equinor have stated that the Viking Energy will be "the world's first offshore vessel to adopt this fuel [ammonia] as a primary energy source in a combustion engine."

Viking Energy (c/o J. H. Knutsen)

Lewek Aries / GMS Legend / FS Aries (c/o J. Regan)

GMS LEGEND JOINS THE FLETCHER FLEET

The GMS Legend has been mobilised from the Middle East to South Africa after UAE-based owner Genesis Marine Services sold the PSV to a new entity listed as NFH FBM 240402 AS, under the control of Nytt Foretak AS. The 2008-built vessel is now sailing under the management of the Fletcher Group and is expected to continue her journey towards Northwest Europe in the near future. The GMS Legend, which has also previously been known as the AMS Legend, Lewek Aries and Aries Warrior, is to be renamed again as the FS Aries. Built to the VS 470 MkII design, the GMS Legend/FS Aries has a length of 73.4m, deck area of 700m^2 and an accommodation capacity for 34 persons.

GEOTECH CONVERSION FOR BRITOIL PSV

Britoil Offshore Services has secured a new multi-year contract for the BOS Princess which will involve the PSV being converted into an offshore wind geotechnical drilling vessel.

The chartering entity is Seas Geosciences, with the conversion work seeing the BOS Princess fitted with a fully automated topside geotechnical drilling rig, a seabed CPT system, and geotechnical tools.

Seas Geosciences intends to deploy the BOS Princess on a global basis, serving projects from the Mediterranean to the North Sea to the Gulf of Mexico. The 2016-built PSV will be available to the offshore wind market from January 2025.

BOS Princess (c/o Seas Geosciences)

OCEAN FALCON YACHT CONVERSION CANNED

The 2015-built ERRV Ocean Falcon, which was sold out of the offshore industry by Atlantic Offshore in 2022, has seen her proposed yacht conversion cancelled according to SuperYacht Times. The 66m vessel was the subject of the "Project UFO" conversion plans that had been unveiled by Dutch shipyard ICON Yachts during the 2022 Monaco Yacht Show. The plans had included a 5m hull extension, the addition of a helipad and a significant amendment to the vessel's superstructure to accommodate a number of tenders and "toys" including a submarine. However, those plans have now been cancelled, and the owners are reportedly considering other potential conversion partners for the Ocean Falcon.

Ocean Falcon (c/o N. Smits & SuperYacht Times)

U.S. COAST GUARD CONFIRMS AIVIQ PLANS

The U.S. Coast Guard has confirmed that it will acquire the Aiviq, a 12 year-old icebreaking AHTS vessel, from Offshore Service Vessels LLC (part of Edison Chouest Offshore). The Coast Guard has already been allocated USD 125 million from Congress to fund the vessel purchase.

Following an 18-month modification period, the Coast Guard intends to use the Aiviq as a medium icebreaker for government service in Alaska and the far north. The Aiviq will support another Coast Guard medium icebreaker, the USCGC Healy, until the long-delayed delivery of the Coast Guard's new heavy icebreaker series, the Polar Security Cutters.

Aiviq (c/o C. McGuire)

ADANI ACQUIRES MAJORITY STAKE IN ASTRO OFFSHORE

Adani Ports and Special Economic Zone Ltd (APSEZ), India's largest ports and logistics company, has entered into a definitive agreement to acquire an 80% stake in Astro Offshore. The transaction will be an all-cash deal for USD 185 million. Incorporated in 2009, Astro Offshore is a leading OSV owner and manager with operations across Africa and Asia. Astro currently owns a fleet of 26 OSVs consisting of AHT vessels, flat top barges, MPSVs and workboats, and also provides vessel management and complementary services.

This acquisition forms part of the Adani Group's target of becoming one of the world's largest marine operators.

Astro Capella (c/o M. Humphreys)

KEYFIELD OFFSHORE ACQUIRING AHTS VESSEL

Keyfield Offshore has entered into a Memorandum of Agreement with Fun Success Limited for the acquisition of a second-hand AHTS vessel named MV Aulia. Keyfield has agreed to buy the 2021-built vessel for a total consideration of USD 7.8 million. The Aulia is currently being chartered by Keyfield Offshore as a third-party vessel on a bareboat charter basis, and is provisionally Malaysian-flagged. Following the completion of the acquisition, Keyfield intends to permanently flag the vessel to Malaysia and rename her as the Keyfield Aulia. The selling entity is an investment holding company whose sole director and shareholder is Mr Wong Hin Shek.

The Aulia is a DP1 AHTS vessel with a length of 60.5m, deck area of 370m^2, bollard pull of 60 tonnes and an accommodation capacity for 42 persons.

KEYFIELD

Subsea

FENGHUA 23 DELIVERED

At the start of August, Fujian Mawei Shipbuilding handed over the newbuild offshore maintenance vessel Fenghua 23 to Fujian Operation and Maintenance Technology.

The 98.7m vessel will be used predominantly as a multi-functional operation and maintenance mothership supporting activities in the Chinese wind market, performing cable laying, cable repairs, and protection of offshore wind turbines.

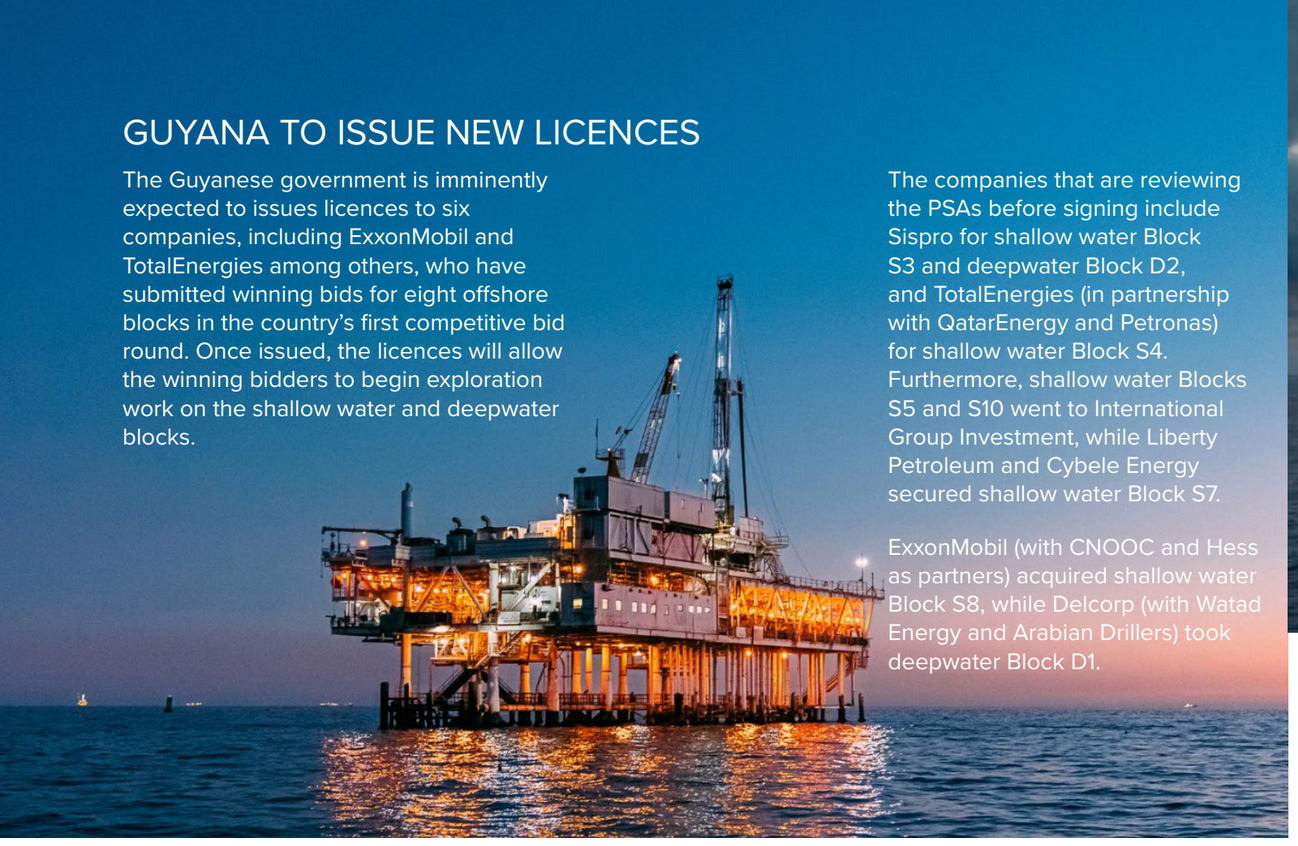
The DP2 unit has an all-electric propulsion system allowing the vessel to sail up to 10,000 nautical miles, ensuring uninterrupted transits to and from offshore wind farm locations. The vessel has accommodation for 60 persons, with 20 beds for crew and 40 beds for technicians.

The locally manufactured equipment onboard the vessel includes a cable laying system and a burial plough.

The designer of the vessel was the Chinese company 708 Research Institute.

GUYANA TO ISSUE NEW LICENCES

The Guyanese government is imminently expected to issues licences to six companies, including ExxonMobil and TotalEnergies among others, who have submitted winning bids for eight offshore blocks in the country's first competitive bid round. Once issued, the licences will allow the winning bidders to begin exploration work on the shallow water and deepwater blocks.



The companies that are reviewing the PSAs before signing include Sispro for shallow water Block S3 and deepwater Block D2, and TotalEnergies (in partnership with QatarEnergy and Petronas) for shallow water Block S4. Furthermore, shallow water Blocks S5 and S10 went to International Group Investment, while Liberty Petroleum and Cybele Energy secured shallow water Block S7.

ExxonMobil (with CNOOC and Hess as partners) acquired shallow water Block S8, while Delcorp (with Watad Energy and Arabian Drillers) took deepwater Block D1.

DIAVAZ RETAINS ARBOL GRANDE

Diavaz has awarded DeepOcean a contract to retain the services of the 2003-built CSV Arbol Grande. The vessel will continue to provide inspection, maintenance and repair (IMR) services in Mexico for the next five years.

The Arbol Grande is equipped with a 60-tonne constant tension crane and a secondary 60-tonne telescopic crane, and she has an accommodation capacity for 199 persons. The 94m vessel has been utilised by Diavaz since her delivery and has been used as an accommodation and topside maintenance support vessel for several IMR contracts involving saturation and air diving, as well as other light construction support operations.

SKANDI AFRICA TO REMAIN WITH TECHNIPFMC

DOF Subsea has secured a contract extension for the Skandi Africa that will keep the OSCV 12-designed flexible lay and construction vessel occupied until May 2028.

The 2015-built unit has a length of 160.9m, and she is equipped with two heavy duty work-class ROV systems, a 900t AHC crane, 2,700m^2 of deck space, and a 650t tiltable lay system for operations in water depths of up to 3,000m. The Skandi Africa has an accommodation capacity for 140 persons.

The new contract will run in direct continuation with the vessel's current commitment, which was due to expire in February 2025.

ØSTENSJØ ORDERS OESV

Østensjø Rederi has awarded a shipbuilding contract to the Astilleros Gondan shipyard in Spain for the construction of an Ocean Energy Support Vessel (OESV).

The vessel is scheduled for delivery during the second half of 2027 and will be equipped to perform a wide range of operations within the offshore energy markets, including construction, cable laying, inspection, maintenance and repair, and walk-to-work services.

The Salt Ship Design vessel will have a length of 120m and a beam of 23m, and she will be outfitted with accommodation for 180 persons.

The versatile design ensures that the vessel can operate across multiple segments within the ocean space, and she will be outfitted with a battery hybrid propulsion system along with other energy-saving equipment such as heat recovery. The unit will also be prepared for the application of future low-emission technology.

ISLAND OFFSHORE ORDERS SECOND OECV

Island Offshore has exercised the first of two newbuild options with Vard for the construction of a second hybrid-powered Ocean Energy Construction Vessel (OECV).

In May, Island Offshore had announced the construction of the Island Evolution along with two newbuild options. This Vard 3 25-designed newbuild vessel, representing the first option, is due to be delivered in the first quarter of 2027.

The 120m vessel will be outfitted to undertake subsea operations including inspection, maintenance and repair (IMR), pipe laying, subsea infrastructure construction and installation, diving support, and remotely operated underwater inspections.

Furthermore, the vessel will be prepared for renewable work scopes including walk-to-work, commissioning, cable laying and repair, trenching and survey work. She will also be prepared for the installation of a gangway system, and will have a heave-compensated subsea crane with a lift capacity of 250 tons and an accommodation capacity for 130 persons.

Additional features include a 1.7MWh energy storage system for hybrid propulsion, a heat recovery system to enhance energy efficiency, and provisions for low-emission alternative fuels. The vessel will also be equipped with two launch and recovery systems for ROV operations and she will be designed to operate with a walk-to-work gangway.

Renewables

SHANGHAI ELECTRIC'S SOV DUO DELIVERED

The Shanghai Electric Wind Power Group has held a naming ceremony for its first two Chinese-built offshore wind power service operation vessels (SOVs) after their delivery from the Shanghai Zhenhua Heavy Industries yard in Qidong.

The Ulstein SX197-designed Zhi Cheng 60 has a length of 72.6m and a beam of 17.5m, and she is equipped with 400m^2 of deck space and accommodation for 60 persons. The larger SX195-designed Zhi Zhen 100, meanwhile, is equipped with 620m^2 of deck space and accommodation for 100 persons. The Zhi Zhen 100 has a length of 72.6m and a beam 18m.

Both of the newbuilds are designed with Ulstein's X-BOW and X-STERN solution and they have been purposely designed for the Chinese offshore wind industry.

The two DP2 SOVs feature diesel-electric and lithium-battery hybrid systems, with a motion-compensated walk-to-work gangway, knuckle boom offshore crane and high-speed daughter crafts.

FUGRO TO SUPPORT VAN OORD

Van Oord has awarded Fugro a three-year contract to provide construction support at offshore wind farms across Europe, with a further option to extend the deal.

The scope will involve multiple ROV systems, construction equipment, personnel, and related services on board Van Oord's 2023-built cable lay vessel Calypso and 1999-built chartered-in CSV Subsea Viking.

Fugro will assist with cable laying, trenching and survey operations throughout Europe, providing geo-data to inform positioning and construction of resources to de-risk projects and optimise future operations.

ITHACA FIRMS UP SAFE CALEDONIA CONTRACT

Prosafe has confirmed that its contract with Ithaca Energy relating to the accommodation semisubmersible Safe Caledonia providing gangway connected accommodation support at the operator's Captain field has been finalised, following the letter of intent which was announced in July this year.

The six-month firm charter is valued at around USD 26 million, with up to three months of options available thereafter. If the options are exercised the total contract value will reach USD 37 million.

The Safe Caledonia, which has an accommodation capacity for 454 persons, will undergo its five-yearly special periodic survey ahead of commencing the Ithaca contract in the UK North Sea in June 2025.

IWS SEAWALKER DELIVERED - THREE TO GO

China Merchants Industry Holdings has delivered the IWS Seawalker, the third of six Skywalker-class walk-to-work Commissioning Service Operations Vessels it is building for Integrated Wind Solutions (IWS).

The remaining three newbuilds are scheduled for delivery during the fourth quarter of 2024 and first half of 2025.

The Kongsberg Maritime-designed vessels have accommodation for up to 120 persons, and they feature a motion-compensated gangway, a 3D compensation knuckle boom crane, and 2.2MWh batteries.

In February, IWS signed a three-year contract with Siemens Gamesa to supply its Skywalker-class CSOVs to support offshore turbine commissioning activities across various Siemens Gamesa projects in Northern Europe, beginning in 2025. IWS has the first right of refusal to provide more vessel capacity if Siemens Gamesa has additional requirements.

ANGLO-EASTERN TO MANAGE WINDCAT CSOVs

Windcat has selected Anglo-Eastern to provide technical and crewing management for its six Damen-designed CSOVs currently under construction at the Ha Long Shipyard in Vietnam.

The partnership builds on the deal agreed in October 2021 between Windcat and Anglo-Eastern Technical Services (AETS), Anglo-Eastern's technical consulting arm, to oversee the newbuilding programme.

The Elevation Series CSOVs will have a length of 87m and they will be equipped with hydrogen dual-fuel engines, offshore charging capabilities and accommodation for 120 persons. Additionally, the newbuilds will feature an SMST gangway and a 10t crane. The first newbuild is scheduled to be delivered in 2025.

LS MARINE TO CHARTER DONG FANG SOV

Dong Fang Offshore and LS Marine Solution have signed a memorandum of understanding (MoU) to explore the possibility of collaborating on complex construction support at offshore wind projects in South Korea.

LS Marine will charter an SOV from Dong Fang to operate in the South Korean market. The SOV, which has been nicknamed Five-Star Hotel, would allow the technicians to stay at sea for 10 days and they plan to bid to deliver services to offshore wind projects and enter into a 15-20 year maintenance contract with each offshore wind farm.

LS Marine has previously announced plans to enter overseas markets in the U.S. and Europe together with LS Cable & System and LS Eco Energy.

LS 마린솔루션

EDF RENEWABLES OFFERS POTENTIAL FIVE-YEAR CONTRACT

EDF Renewables has given contract notice for offshore wind transport and installation services commencing in 2029/2030.

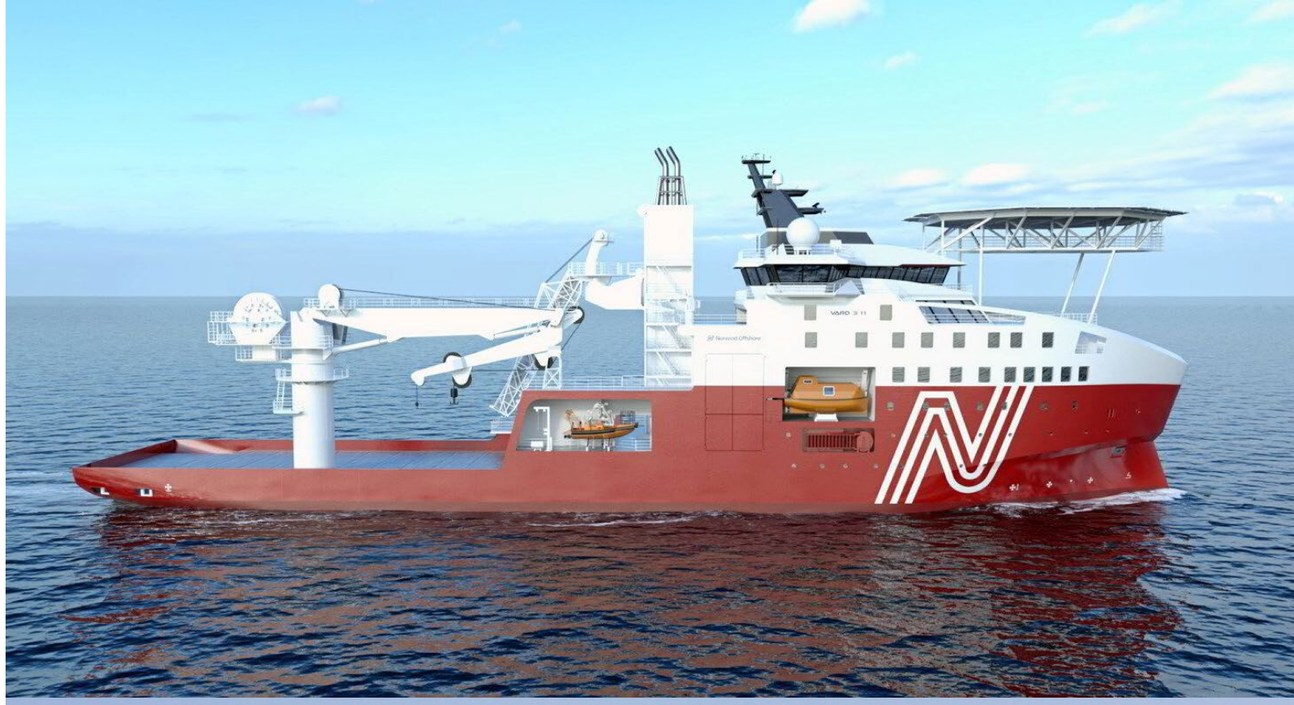
The potential five-year turbine installation scope will cover the installation of foundations and 15+ MW wind turbines.

The agreement includes an optional scope related to engineering, management and asset operations, with activities expected worldwide including Europe, the USA and the APAC region.

Interested suppliers have been asked to present their existing and under-construction and planned fleet, expected to arrive on the market before 2032, as well as any plans for crane upgrades, leg extensions or any major modifications that could increase the capacity of installation capabilities.

Interested T&I service providers must detail both past and future work involving jackup vessels with a crane with a lifting capacity greater than 1,600 tonnes between 2020 and 2028.

A basic case approach to comply with turbine installation scopes under the US Jones Act is also required. Responses must be submitted by 30th September, 2024.



WIND ENERGY CONSTRUCTION ORDERS ECV VESSEL

Norwegian company Wind Energy Construction AS – partly owned by the founders and owners of Norwind Offshore – has placed an order with Vard for the design and construction of an Energy Construction Vessel (ECV), with an option for one additional vessel which can be declared later this year.

The Vard 3 11-designed vessel will be built, outfitted, commissioned and delivered at Vard Vung Tau in Vietnam, with delivery expected during the second quarter of 2027.

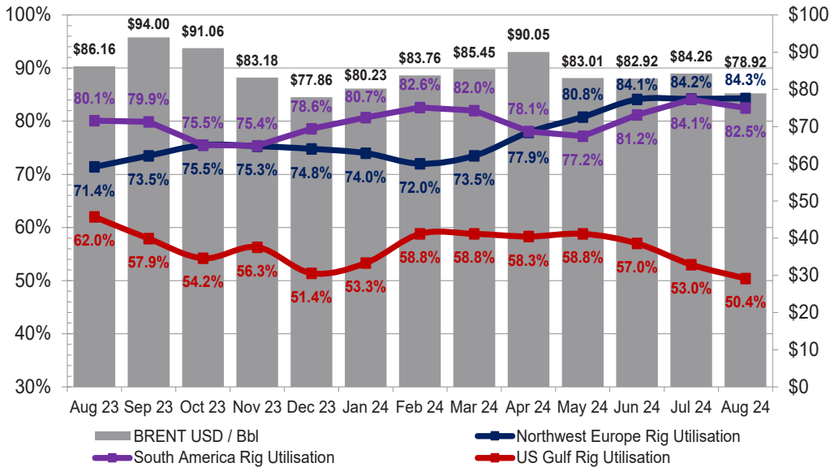
The newbuild vessel has been designed for the offshore wind and subsea markets, including inspection, pipe maintenance and repair, construction and installation operations.

The newbuild unit will have a length of 111.5m and a beam of 22.4m, and she will be equipped with a permanently installed walk-to-work Electric Controlled Motion Compensated (ECMC) gangway with an integrated 3D compensated crane. Furthermore, the vessel will have a movement-compensated offshore crane for 150 tons and an accommodation capacity for 120 persons.

This is the sixth order to have been placed with Vard by the owners of Norwind Offshore since October 2021, with the five previous vessels being CSOVs.

Rigs

OIL PRICE VS CONTRACTED RIG UTILISATION



VALI ENTERS SERVICE FOR BORR DRILLING

Singaporean rig builder Seatrium has delivered newbuild jackup Vali to Borr Drilling. The Vali was constructed to the KFELS Super B Class design, enabling her to work in water depths of up to 400ft (122m).

Back in April, Borr was awarded a binding letter of award (LOA) from an undisclosed charterer for a drilling campaign with an estimated duration of 480 days. That LOA has now progressed to a firm contract, and has been allocated to the Vali. Operations are scheduled to commence offshore North Africa during the first quarter of 2025.

The Vali is the fourth of five sister rigs that Seatrium has been building for Borr. The first three (Al Saadiyat, Al Sila and Salamah) have all been novated to ADNOC Drilling and are working in the Middle East. The final unit, the Var, should be delivered by the end of 2024.

DEEPSEA MIRA KEPT BUSY IN WEST AFRICA

TotalEnergies has awarded a contract extension to Northern Ocean Ltd for the continued use of deepwater semisubmersible Deepsea Mira in West Africa.

The one-well firm extension will commence in direct continuation of the rig's current operations in October 2024 and should keep the Deepsea Mira occupied into the first quarter of 2025 with a further one-well option available.

The Deepsea Mira is currently drilling for TotalEnergies offshore the Republic of the Congo although this latest contract extension is expected to see the rig return to Namibia; she had previously been working for TotalEnergies offshore Namibia from mid-2023 until the second quarter of 2024, at which time she was relocated to the Republic of the Congo for her current assignment.

BORGLAND DOLPHIN LOI LAPSES IN NORTHWEST EUROPE

Participants within the UK oil & gas industry have been enduring a prolonged period of extremely difficult trading conditions where political uncertainty and constant changes to the fiscal terms for the industry have resulted in a long list of project delays or cancellations. In the latest development, the new Labour Government has confirmed that the Energy Profits Levy (windfall tax) will be increased by three percentage points, raising the total industry tax exposure to 78%, while "unjustifiably generous investment allowances" for oil & gas producers are to be removed.

Against that backdrop, Dolphin Drilling has confirmed that the Letter of Intent (LOI) it had received for a potential 500-day drilling campaign for the Borgland Dolphin semisubmersible offshore the UK has now lapsed. This is thought to be because the proposed project relating to that LOI has been delayed, largely as a result of the political and fiscal uncertainty. While Dolphin Drilling had never disclosed the name of the charterer for that LOI, it is thought to relate to NEO Energy for Phase One of the Greater Buchan Area development.

INACTIVE RIGS NORTHWEST EUROPE

NAME	TYPE	STATUS
NOBLE HIGHLANDER	JU	WARM STACK
NOBLE INTERCEPTOR	JU	WARM STACK
OCEAN PATRIOT	SS	WARM STACK
SHELF DRILLING BARSK	JU	WARM STACK
VALARIS VIKING	JU	COLD STACK
WEST AQUARIUS	SS	COLD STACK
WEST PHOENIX	SS	WARM STACK

Source: Westwood Global RigLogix

DRILLING CONTRACTORS SELLING HARSH SEMISUBS FOR SCRAP

Highlighting the weakened outlook for the UK market for the foreseeable future, several rig owners have made the decision to give up on their prospects of reactivating harsh environment semisubmersibles from layup. While the Bideford Dolphin arrived in Turkey in August for recycling following Dolphin Drilling's decision to scrap the 49 year-old rig earlier this year, the same owner is currently mobilising the 1987-built Dolphin Leader towards Turkey for a similar fate. In similar fashion, Diamond Offshore is now classing the Ocean Valiant (1988) as an "asset held for sale" for recycling purposes, while Stena Drilling is understood to have sold the Stena Spey (1983) for scrap as well.

SS Dolphin Leader - commencement of tow to Aliaga, Turkey, for recycling with AHTS vessel SPM Neel Pratap 180 (c/o D. Meek)

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Petrodec HAEVA mobilises for UK's first CO2 injection well test

The Petrodec HAEVA workover jackup has been mobilised onto location for what will be the UK's first CO2 injection well test.

Perenco UK and Carbon Catalyst Limited secured a licence last year for the Poseidon Carbon Capture and Storage project at the Leman gas fields in the southern North Sea. Wintershall Dea later acquired a 10% stake in the project from Carbon Catalyst. According to Carbon Catalyst, the mobilisation of the Haeva to the Leman Hotel welllhead platform marks the final preparations for what will be "the UK's first CO2 well injection test later this year."

Operations are estimated to take around 30 days to complete, including the workover of the Leman 27H gas production well and the completion of the well into a CO2 injector. The Petrodec HAEVA is a 43 year-old jackup that was originally built as a drilling rig but later converted for plug & abandonment operations.

The Poseidon Carbon Capture and Storage project is among the largest CO2 transportation & storage projects in the UK. It is scheduled to be operational by 2029, with a total annual storage capacity of up to 40 million tonnes in its full development stage. It envisages the permanent geological storage of approximately one billion metric tons of CO2.

Production & Administration

Seabrokers Ltd, Aberdeen

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