Dutch yards assume leading position in Europe

Karina is one of the latest deliveries by De Hoop and is the first example of a new class of seven FSIVs

As analysis of the top 10 offshore vessel builders in Europe shows that Dutch-owned yards – not Norwegian yards, as might have been expected – have the largest orderbooks currently

European builders generally focus on larger offshore vessels for harsher environments, and yards such as Ulstein, Vard and Hayvard – all Norwegian – also sell their designs to non-European yards to boost revenue streams. However, it is small and medium size platform supply vessels (PSVs) and smaller, less highly specified designs that have secured top spot for Dutch yard De Hoop in the table of European offshore support vessel (OSV) builders (in terms of numbers of vessels on order).

De Hoop develops most of the offshore vessel designs it builds in house and focuses on vessels intended for relatively benign conditions. It has longstanding relationships with clients in Mexico and, as highlighted elsewhere in this special supplement, also recently won a 10-ship order from ADNOC.

Among recent deliveries by the De Hoop group (which operates two yards in the Netherlands) is *Deep Helder*, a specialised subsea vessel built for Seamar Subsea and chartered to DeepOcean on a long-term contract. Seamar first announced the order in late March 2013, and construction of the vessel was completed in a remarkably quick time. Steel cutting did not begin until mid-September 2013, with the keel laying taking place two months later. At the end of April this year, *Deep Helder* was launched from Shipyard De Hoop in Foxhol. Sea trials took place in June, and the vessel is now at work, demonstrating the yard's ability to bring a design to fruition quickly.

An even more recent delivery by De Hoop is *Karina*, the first example of a new class of seven fast supply intervention vessels (FSIVs). The vessels were ordered in late 2012, and the first two in the series were launched in March 2014. *Karina* undertook sea trials in July 2014 and is now in service. The FSIVs have a conventional displacement hull – albeit a very slender one with very fine entry angle – and a stern shape designed only for maximum speed but for good seakeeping and no slamming. The vessels also have a

TOP 10 EUROPEAN OSV BUILDERS RANKED BY CURRENT ORDERBOOK

company	delivery in 2014 YTD	OB No.	OB value (US$ billion)	main unit on order	typical design on order
De Hoop Lobith	-	17	0.3	PSV <3,000 dwt	KISS (In house design)
Damen Gorinchem	1	12	0.4	PSV 3-4,000 dwt	Damen 3300 CD
Remontowa Shipbuilding	3	7	-	PSV >4,000 dwt	VS 4411 DF LNG
Ulstein Ulsteinvik	-	5	-	PSV >4,000 dwt	PX121
Simek A/S	1	3	-	PSV 2-3,000 dwt	UT 755 LC
VARD Akura	1	3	-	PSV >4,000 dwt	PX121
Hayvard Leirvik	-	3	-	PSV >4,000 dwt	Hayvard 832
Besiktas Shipyard	-	3	-	PSV >4,000 dwt	-
Amur Shipbuilding	-	2	-	AHTS >16,000 bhp	-
Baltic Shipyard	-	2	0.2	PSV >4,000 dwt	-
Others (9)	8	13	-	-	-

bulbous bow to reduce the bow wave and improve seakeeping. The vessels, which also have a novel, hybrid propulsion system, will be described in detail in the December issue of *OSJ*.

September saw De Hoop complete the hull for a 68.23m OSV for Awaritse Nigeria Ltd. This vessel is designed to operate in Chevron's oil fields offshore Nigeria and is due to be launched in November 2014. Construction of a 70m PSV, *Delta Admiral*, for Delta Logistics is also in full swing at the yard. This vessel is intended for the oil fields offshore Trinidad and Tobago. It was due to be delivered in October.

Damen Shipyards Group, which is in second place, has won a significant number of orders for PSVs in the relatively short time since the group introduced its own designs. As highlighted in the 2014 Annual Review issue of *OSJ*, it was only at the end of 2011 that it unveiled its now growing range of PSVs. Since then, it has won orders from many leading owners including, most recently, the first PSV 3300 for Promar, which was launched recently; Wilson, Sons in Brazil, which is building Damen PSV 5000s; and Atlantic Towing in Canada, which selected the Damen PSV 5000 for its successful tender for a 10-year firm contract in Canada earlier this year.

The third-placed yard is not Norwegian either. Remontowa Shipbuilding in Poland can build vessels of up to 130m in length and a breadth of 24m. The yard builds a wide range of vessels and prides itself on being particularly flexible as regards client requirements. For the offshore oil and gas industry, it has tended to specialise in anchor-handling tug/supply (AHTS) vessels and PSVs to date. As of the end of September 2014, it had a total of six offshore vessels in its orderbook (plus an option for another) and had delivered four in the first nine months of the year. It has a prestigious client list and has built ships for well known clients such as Edison Chouest Offshore and Gulf Mark Offshore and is currently working on VS4411 design vessels with dual-fuel engines capable of burning environmentally friendly liquefied natural gas (LNG). Apart from the VS4411 LNG design, it has specialised in building designs developed by MMC Ship Design & Marine Consulting Ltd in Poland and Remontowa's own design agent, Remontowa Marine Design & Consulting.

Four Norwegian yards – Ulstein Verft, Simek, Vard's Aukra shipyard and Havyard – are in fourth, fifth, sixth and seventh place in terms of their orderbooks as of 1 September 2014. At that time, Ulstein Verft had five vessels in its orderbook, according to data from Clarkson Research, and Simek, Vard Aukra and Havyard each had three. All except Simek have long been designers and builders of offshore vessels. As of the end of September, Simek, which continues to win orders against intense competition from elsewhere in Europe, was fitting out a PSV for Fletcher Shipping. This vessel was due to be delivered in November 2014, followed by a sister unit for the same client in April 2015. It is also building a hull that will be towed to Flekkefjord for outfitting, the end client being Gulf Offshore.

Besiktas Shipyard in Turkey, Amur Shipbuilding in Russia and Baltic Shipyard (Baltiysky Zavod), part of Russia's United Shipbuilding Corporation, make up the other shipbuilders in the top 10, but there are a host of other yards in Europe that make regular forays into the OSV sector and others who do not have a large orderbook currently but have built numerous offshore vessels, such as Astilleros Balenciaga, Gondan, Metalships, Zamakona and HJ Barreras in Spain. Another Dutch yard not represented in the top ten – IHC Merwede – builds fewer offshore vessels than some, but concentrates on large, high value units such as the pipelay vessels it is building for charters for Petrobras, Brazil's state-owned oil company.

Builders such as Ulstein have done good business selling their designs elsewhere

Rosetti Marino in Italy has built a steady stream of offshore vessels, mostly Rolls-Royce UT designs in recent years, and Flensburger Shipyard in Germany – now owned by Siem Industries, which owns Siem Offshore – is building two well intervention units for Siem Offshore. Among Rosetti Marino's latest deliveries is the PSV *Highland Princess*, which was also built for Gulf Offshore. Other Spanish yards, such as La Naval, also build highly specialised vessels – such as fallpipe vessels – and recently completed two 4,500 dwt PSVs for EDT Offshore, the first of which, *EDT Jane*, was subsequently converted into a remotely operated vehicle (ROV) support vessel. The second, *EDT Hercules*, was delivered earlier in 2014 and is understood to have been converted for ROV, survey and life of field services under the terms of a charter with Specialist Subsea Services. **OSJ**

Spanish yards have built up a reputation for building PSVs, ERRVs and other types of offshore vessel

Top 50 OSV builders ranked by orderbook

	ORDERBOOK DELIVERY SCHEDULE						
company	current orderbook	2014	2015	2016	2017+	orderbook value (US$bn)	deliveries in the year to date
Fujian Mawei	41	16	20	5	-	1.3	10
Fujian Southeast	34	16	11	7	-	1.1	18
Sinopacific Zhejiang	32	10	16	6	-	0.9	18
COSCO Guangdong	22	3	11	8	-	0.8	-
De Hoop Lobith	17	7	5	5	-	0.3	-
Guangzhou Hangtong	16	7	5	4	-	0.5	5
Guangxin Shipbuilding	14	2	11	1	-	0.4	3
Xiamen Shipbuilding	13	1	12	-	-	0.4	10
Yuexin Shipbuilding	13	3	10	-	-	0.3	4
Damen Gorinchem	12	6	2	4	-	0.4	1
ETP Brazil	12	4	8	-	-	0.2	2
Eisa Shipyard	11	2	7	2	-	0.4	-
Larsen & Toubro	11	4	7	-	-	0.3	1
Japan Marine United	10	-	3	7	-	0.4	2
Eastern Shipbuilding	9	4	4	1	-	0.4	7
Jiangsu Zhenjiang Shipyard	8	4	4	-	-	0.3	1
Wuchang Shipbuilding	8	2	4	2	-	0.3	1
Huangpu Wenchong (H)	8	3	5	-	-	0.3	2
ASL Shipyard (Guangdong)	8	4	2	2	-	0.2	3
Leevac Shipyard	7	4	3	-	-	0.2	-
ABG Shipyard	7	1	1	5	-	0.1	-
Gulf Coast Shipyard	6	5	1	-	-	0.3	-
Estaleiro Navship	6	2	-	4	-	0.3	1
Remontowa Shipbuilding	6	1	3	2	-	0.3	3
VARD Vung Tau	6	-	4	2	-	0.2	1
Shanghai Zhenhua	6	-	6	-	-	0.2	-
Bollinger Amelia	6	-	4	2	-	0.2	1
POET (China) Shipbuilding	6	3	3	-	-	0.2	4
Nantong Rainbow	6	1	3	2	-	0.2	-
Wuhu Shipyard	6	1	5	-	-	0.2	2
Master Boat Builders	6	-	3	3	-	0.2	4
Fujian Crown Ocean	6	3	3	-	-	0.2	-
Sao Miguel Shipyard	5	4	1	-	-	0.3	1
VT Halter (Pasca)	5	2	3	-	-	0.2	4
Wilson, Sons	5	-	3	-	2	0.2	1
Sinopacific Dayang	5	-	5	-	-	0.1	-
Paxocean Nanindah	5	2	3	-	-	0.1	-
C&C Boat	5	1	4	-	-	0.1	2
Xin Yue Feng Shipbuilding	5	-	5	-	-	0.1	2
Alianca Shipyard	4	-	-	4	-	0.2	1
Bharati Shipyard	4	4	-	-	-	0.2	-
Nanjing East Star	4	4	-	-	-	0.2	-
BAE Repair Alabama	4	3	1	-	-	0.2	-
NGV Tech	4	2	2	-	-	0.2	-
Jiangsu Eastern	4	2	2	-	-	0.2	-
BAE Repair Jackson	4	2	2	-	-	0.2	-
Ulstein Ulsteinvik	4	-	4	-	-	0.2	-
Detroit Brasil	4	-	-	4	-	0.1	-
Shanghai Shipyard	4	-	4	-	-	0.1	-
Shanghai Waigaoqiao	4	-	4	-	-	0.1	-
Others (626)	158	76	67	15		5.1	96
Total	**616**	**221**	**296**	**97**	**2**	**19.9**	**211**

Source: Clarkson Research