Offshore Industry

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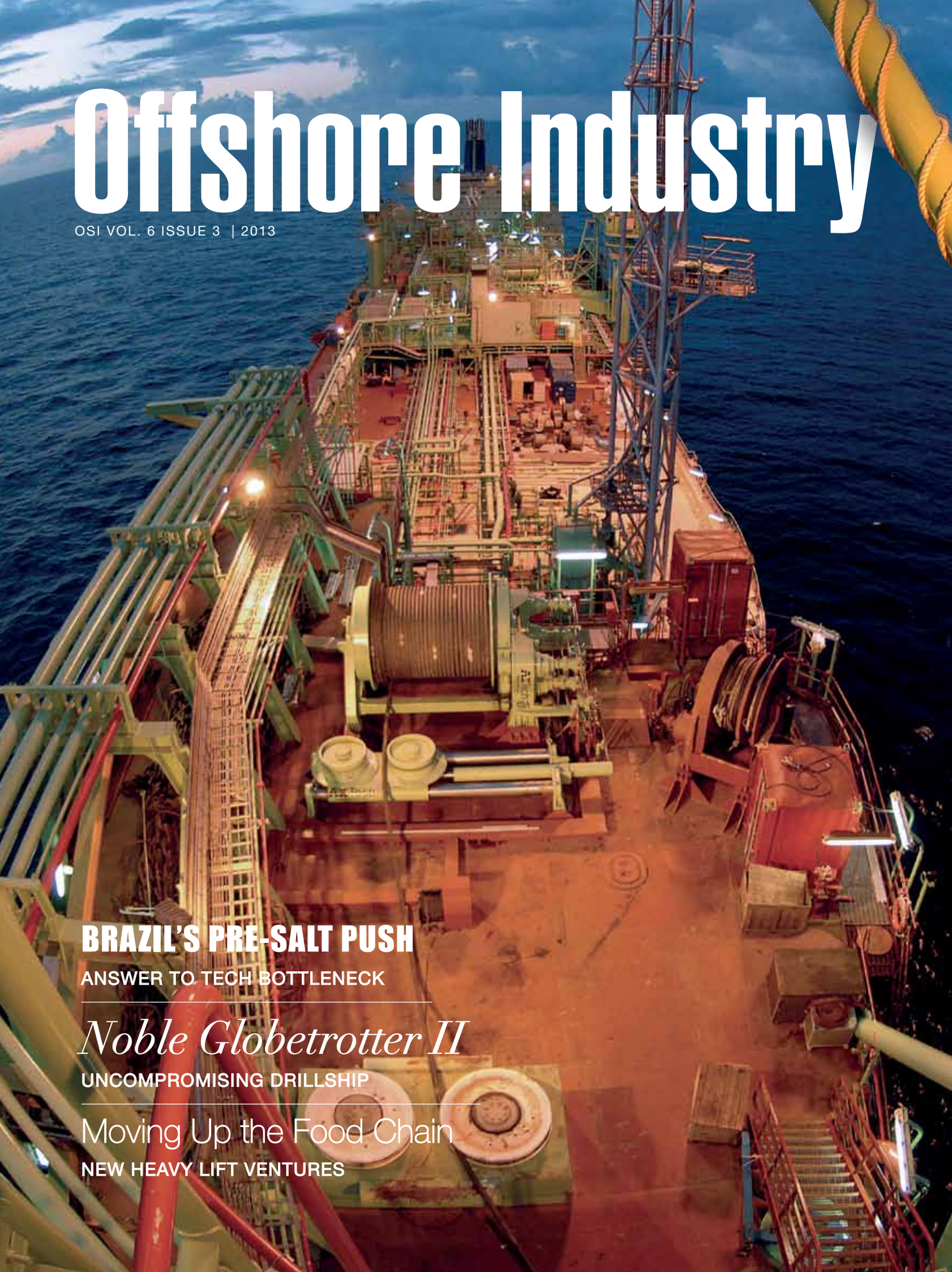

BRAZIL'S PRE-SALT PUSH

ANSWER TO TECH BOTTLENECK

Noble Globetrotter II

UNCOMPROMISING DRILLSHIP

Moving Up the Food Chain

NEW HEAVY LIFT VENTURES

Editor's note

Putting the 'Ship' in Partnership

IN SOPHISTICATED SHIPBUILDING, PARTNERSHIPS HAVE JUST AS MUCH SAVVY AS THE SHIP ITSELF.

Nowhere was this more apparent than at OTC in May – where attendance reached the second highest in show history, I might add.

In an interesting announcement during the show, CEO Arne Hubregtse of BigLift Shipping and CEO Wout van der Zwan of Rolldock revealed they are joining forces to shake up the modular carrier market with their 'BigRoll' vessels. Due out in 2014 and 2015, these MC class vessels are DP2 with Finnish and Swedish 1A ice class notations. Our Senior Editor John Gauldie reports from the show and outlines this impressive project for you – along with others from Jumbo and SAL Heavy Lift – in his coverage of companies moving up the heavy lift food chain, starting on pg 18.

I witnessed another prime partnership between the yard and suppliers when I had the opportunity to board the new Noble Globetrotter II. A sister ship to GT 1, this vessel is proof that Huisman is not only a tremendous equipment supplier, but also can rise to the challenge when it comes to design and build of a state-of-the-art drillship – to me, that's putting the 'ship' in partnership (more on pg 30).

At our publishing house, we too maintain and seek out savvy partnerships to help businesses stay relevant. When it comes to digital and print media, our creative team can craft your ideas into reality while staying within your media budget and plan. We know it's an everyday challenge to keep on innovating and you don't have to tackle the task alone. If you'd like to talk about how we could partner up, drop us a line. And who knows, often times when people collaborate, inspiring things happen…

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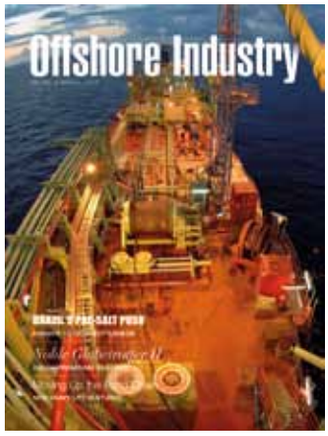
Photo courtesy of Vattenfall / Mogens Holmgaard

Photo courtesy of Falck Safety Services



On the Cover

BW Offshore's FPSO Cidade de São Vicente operates in Brazil's pre-salt fields. To meet its ambitious 2020 targets, Petrobras and its partners are investing heavily in new drilling and production platforms. To prevent technological demands and local content policy causing bottlenecks in Brazil's shipbuilding industry, Petrobras is actively engaging small and medium sized companies in the global shipbuilding supply chain. Read more on pg 36. Image courtesy of Petrobras News Agency.

OSI's John Gauldie

Photo courtesy of Aker Wirth

TREASURES OF THE ABYSS

We are four to five years from industrial-scale deep-sea mining, according to one industry source. Despite the technical challenges, exploiting billions of tons of potato-sized lumps of metal lying up to 6km deep seems increasingly lucrative.

Unsurprisingly, public opinion is pretty much united in suspicion of untested mining operations at extreme depths in an unexplored wilderness beyond any country's territorial limit. But that hasn't stopped governments – including from the UK, Belgium and Germany – sponsoring private companies to explore for polymetallic nodules and sulphides in the Clarion Clipperton Fracture Zone midway between Hawaii and Mexico.

The absence of a regulatory framework for exploration is the **International Seabed Authority**'s main focus. However, nobody is ignoring the environmental risks. In fact, technical innovations for both efficient and responsible mining are either under development or already in operation.

With expertise in excavation, soil mechanics and hydraulic transport, Dutch and Belgian dredging and marine contracting firms have already proven their environmental credentials under demanding regimes such as Australia's Gladstone project. To translate that expertise to deep-sea mining, **DEME** established a joint venture with **IHC Merwede – Oceanflore**. **IHC Mining**'s dedicated R&D programme draws on expertise available within IHC Merwede, including subsea crawlers, LARS and automation and control systems. As well as ROVs and survey equipment, deep-sea mining will require mooring installations, deepwater winches and deployment mechanisms, let alone a new breed of specialist high-tech support vessels and barges.

> *Technical innovations for both efficient and responsible mining are either under development or already in operation.*

Germany's **Aker Wirth** is another company with experience supplying seabed equipment for diamond extraction. Also from Germany, **Bauer Maschinen** will present on robotic seabed drill rigs at the **Deep Sea Mining Summit 2013**, held at the end of July in London. At the conference, classification society **ABS** will examine what will undoubtedly be a rigorous qualification programme. The scientific community – such as **NIOZ**, which launched the **Netherlands Deep Sea Science & Technology Centre** late last year – is rapidly gaining understanding about the impact of mining. Let's hope the technological innovations touted by marine contractors and their suppliers and sub-contractors will reassure the public, and investors, that deep-sea mining is a challenge worth tackling.

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