

ISSUE 32:
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brazilian WAVE

Who is Who?

*Understanding players & factors
in a time of corruption charges*

Brave Enough?

How to do offshore transfers safely

How Harmful Can Low Bids Be?

The cheapest price isn't always best value



WESTSHORE

DO BRASIL

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The view over Rio de Janeiro

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Drilling & Production

The latest from Brazil

Getting ready

Semisubmersible crane platform OOS Gretha, sister of OOS Prometheus, has arrived in Guanabara Bay and is awaiting the beginning of its 4 + 4 year contract with Petrobras. As per our last edition, the unit has a total capacity to accommodate 618 people on board and is operated by OOS International.

Looking for rig partnership

Petrobras is on the market to sell a 15% of share in seven drillships being built by Sete Brasil, which are currently 100% owned by the state company. The deal includes the units Arpoador, Copacabana, Grumari, Ipanema, Leblon, Leme and Marambaia. According to the market, the list of rig contractors invited includes Seadrill, Odebrecht, Etesco, Queiroz Galvão, Odfjell and Petroserv. The drillships are expected to start operations between June 2015 and July 2019.

P-58 starts production

According to a press release issued by Petrobras on March 17th, the P-58 unit began production of oil in the 7-BFR-7-ESS well, in the Parque das Baleias field after been under maintenance for having been involved in an accident in which it collided with another FPSO in the shipyard last year.

Uncertain future

FPSO Brasil which operates in the Roncador field is being demobilized from the field after SBM, the owner of the unit, and Petrobras, did not renew

its charter. Due to its advanced age, the necessary repairs for the production unit in order to continue operating were not considered economically viable. Now Petrobras must immediately replace the FPSO with an equivalent one as a mandatory requirement of ANP.

Going deep

Shell and Subsea 7 have signed a contract for sub-sea installations valued around USD 110 million for Parque das Conchas (BC-10) Phase 3. The deal covers installation of jumpers, umbilicals and sub-sea structures, and is scheduled to commence in the third quarter of 2015 using the PLSV Skandi Neptune. The project consists of five fields: Ostra, Abalone, Argonauta B-West, Argonauta O-North and Nautilus, all in water depths ranging from 1,500 to 2,000 metres.



Headline News

WHO is WHO ?

Clarifying the bidding process is simple once you know who is who

The Market Players & Factors

The market recently been watching a series of corruption accusations hitting Petrobras in a hard way. This series of recent alleged scandals include an accusation from an ex-employee of a Petrobras supplier of bribery of directors of the state controlled company. When you add this to a recent awkward purchase of a refinery in the US and the arrest of one Petrobras former director it raises a series of questions just at the time that the OSV chartering is expected to pick up pace. Furthermore this is all taking place in the year of the Presidential elections. More than ever people are asking how does Petrobras contract? Who is involved in the process? And where does politics come in?

The Contracting Systems:

Since 1997, when Petrobras' monopoly was ended, the company has been making use of a simplified bidding procedure to contract services, purchases and repairs in most of its departments. At the time when the local oil market was opened up and Petrobras would theoretically start facing competition, it was decided to give Petrobras some flexibility on its contracting procedures, instead of being locked in to the rigid public tender rules. Although the union's audit office is still battling against this simplified process and forcing

Petrobras to use the ordinary State bidding law, such simplified processes still give room for issues.

According to the simplified process, all contracting (except for those where unenforceability is foreseen) should still be done through bidding processes which are divided into different types. These are: Competition - where anyone that fits the object of the bidding document can participate; Pricing process - where previously registered and classified companies participate; Invitation - when a minimum of three companies related to the object of the contract, registered or not by Petrobras, are invited; Concourse - where a technical or artistic work will be awarded; and Auction - mainly meant to sell Petrobras assets. Each bidding process can be either of best price, technical, or price and technical modes.

The criteria when choosing the bidding process to apply for each demand, takes into consideration a whole range of aspects. These include the need to reach the targeted segment, wide participation of those with the capacity/knowledge for the intended subject/service, seeking of international standards, efficiency, quality, reliability of service, and always, competitiveness.

When it comes to the OSVs, Petrobras makes use of

the Invitation mode to release its bidding process to the market, which give them the discretion to invite only companies they judge are related to that segment, mainly, Brazilian shipping Companies (EBN). Such qualification processes are done on a yearly basis. Although there are not clear criteria, one polemic was added last year: the PEOTRAM minimum ranking criteria, which mainly takes into consideration HSE standards of the Brazilian Owners. They are prevented from proposing to Petrobras until their ranking reaches an acceptable level. Once the tender is issued, the process is extremely transparent as lowest bidders are contracted according to the extent of the demand, and any negotiation rounds are expected to only adjust offers to the Petrobras' budget but not change the original ranking.

Other areas use different contracting modes e.g. a tanker for example is chartered as per international practices, where cargoes or requirements are sent to the market by email with a short closing date, when offers are then received, ships inspected/vetted and the contract awarded according to the lowest price.

The Characters:

Shipbrokerage is one of oldest professions in the world, since the carriage of goods by seas started. In Brazil, shipbrokers have been recognized by a Presidential Decree since 1928 and shipbrokers play an important role, which has been changing and adapting through the years. Today, the profession plays a key role for Petrobras, deeply promoting competition, widening the reach of the tenders, shortening the gaps with the international market, and bringing an impartial view and knowledge to a very challenging set up composed of foreign owners, Brazilian shipping companies and Petrobras. Shipbrokers also contribute technical knowledge, professional networks, and manage relationships in the market. In addition they offer commercial guidance to owners through the bidding process, promoting competition, as in all markets

where brokerage activity is present; all in line with Petrobras' contracting directives.

Another player, is the commercial representative, who can be an individual or Company, that due to experience, background and knowledge, represents one company's interests towards Petrobras on a specific tender. According to Petrobras tender documents, a bidder can register any individual to represent them at each tender process, being able to deal with Petrobras and sign minutes of meetings on its behalf.

On the other hand, lobbyists are totally different and this role is not recognized in Brazil. Often the term is associated with agents who corrupt state officers

to favor specific companies. Although a legal and official activity in other countries, where an individual or group of persons represents the interests of a class or sector before the government, in Brazil they are linked to obscure activities.

“Shipbrokers have been recognized by Presidential Decree in Brazil since 1928 and they play a vital role.”

Politics:

Petrobras is still controlled by the State, having members of the Government in the board of directors, and political parties' affiliates in key positions. In a year of Presidential election where the popularity of the current President has been declining and Petrobras' market value has drastically decreased any suspicious act inside the company can serve as powerful ammunition for the opposition. They will exploit this to cause at the precise time for maximum impact and damage. Managers signing contract awards or amendments now may be even more bureaucratic as a precaution. Avoidance of any sign of proximity with specific suppliers is highly expected during this time.

It is by understanding the political issues that Petrobras is subject to and differentiating the roles of each party in the contracting process that enables a company to do business in a proper, successful and always reputable way. ■

Vessel News

Chartering Activity



The AHTS Far Sea has been extended with Petrobras until May

MAERSK SUPPLY – AHTS Maersk Pacer concluded its 60-day plus options contract with HRT on the second week of April, and is available on the spot market at the time of writing.

OCEANPACT – Recently, the OSRV 1050 Magé resumed its operations with Chevron after the conclusion of its repairs, releasing the substitute vessel Astro Vermelho (Astromarítima).

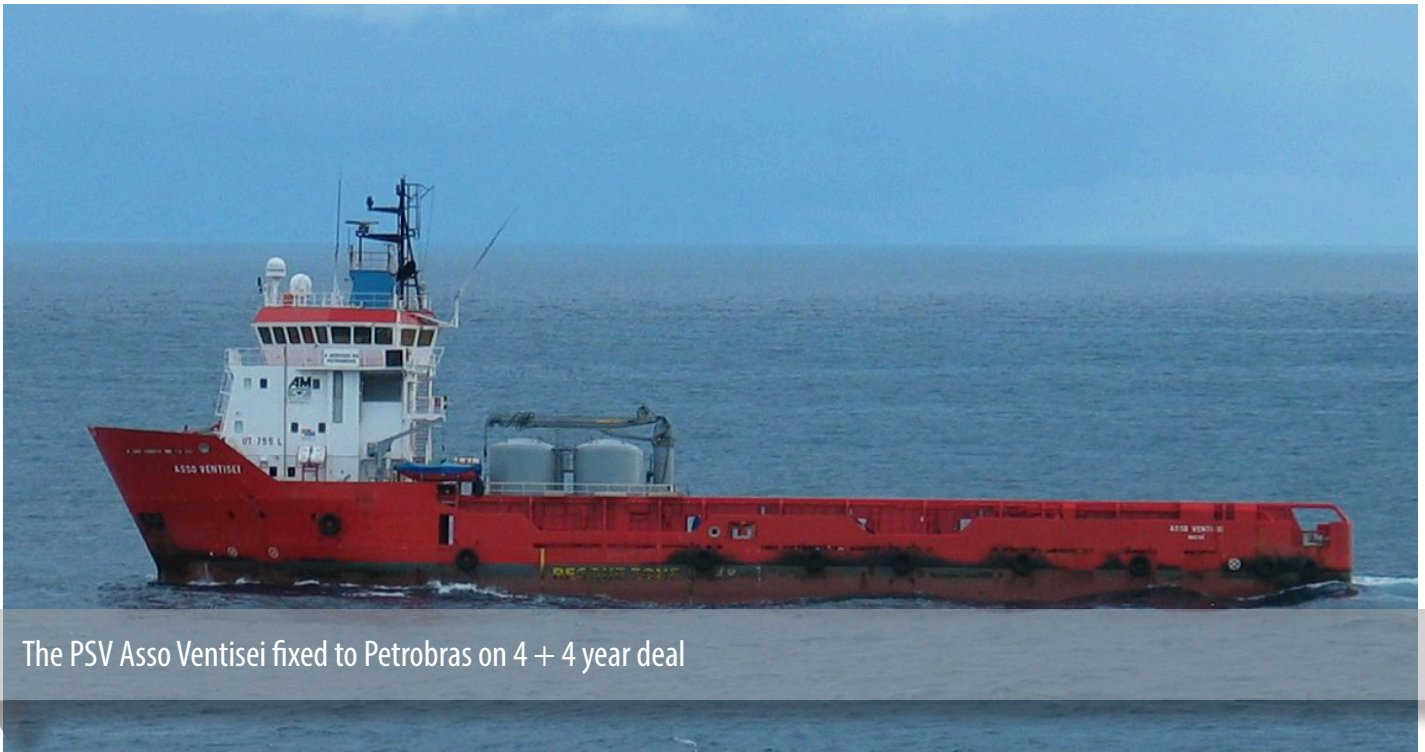
OCEANPACT – As a result, on the second week of April, Oceanpact replaced the OSRV NS Loreto with the OSRV Astro Vermelho in its ongoing 6-month contract with OGpar, setting NS Loreto free to start operating with AET on ship to ship bunker operations

in Vitoria.

OCEANPACT – At last, the PSV Dundee (Geonavegação), which was hired in February by Oceanpact for a short term to assist AET, will soon be replaced by NS Loreto.

BIGMAR – The Brazilian flagged vessel Astro Dourado is currently docked and will be back on the spot market around Mid May.

BRAVANTE – The brand new foreign flagged PSV 4500 Bravante VI arrived in Rio de Janeiro on the first week of April and is currently available on the spot market.



The PSV Asso Ventisei fixed to Petrobras on 4 + 4 year deal

TRANSMAR – The OSRV 1050 Eco-Octo (ex-Marabá I) is currently having a DP system installed in order to comply with IBAMA's regulations, the work is expected to be concluded within April.

MAERSK SUPPLY – AHTS Maersk Provider was fixed to Fugro for 10 days firm plus options in the end of March, for a project with the end-client Repsol Sinopec.

DEEP SEA SUPPLY – After its long term contract with BP, the Brazilian flagged PSV 4700 Sea Brasil was fixed to TrampOil for a fuel run during two days on the first week of April.

AUGUSTA OFFSHORE – The Brazilian flagged PSV Asso Ventisei was fixed to Petrobras on a 4 + 4 years contract via a direct negotiation process.

FARSTAD – The AHTS 13000 Far Sea, which was expected to become available in April, had its contract extended with Petrobras until the first week of May, before heading to the spot market afterwards.

“The large PSVs Siem Giant & Starnav Aquarius are expected to be available on the spot market in May”

MAERSK SUPPLY – The AHTS Maersk Terrier was fixed to Shell on a 45-day job to perform anchor handling and supply duties, from the last week of March.

UPCOMING NEWBUILDINGS – The large PSVs Siem Giant (Siem Offshore) and Starnav Aquarius (Starnav) are now both expected to be available on the Brazilian spot market in May.

Operator Update

Brazilian Activity

First well confirmed

According to the president of Shell, André Araújo, the Libra consortium plans to drill the first well by the end of the year. He also confirmed that the members are now defining their targets for the area, since Libra looks like a very good opportunity for growing significantly in Brazil. The minimum exploratory program calls for two wells but the market expects that it will go beyond this.

British Company back as operator

BG is under negotiation with ANP for securing all environmental licenses to begin a 3D seismic acquisition program in the second half of this year, then drill the first wildcat in late 2015. French CGG will perform seismic operations in the area covering around 15,000 sqm. BG is the operator of 10 blocks in Barreirinhas Basin, of which it has a 50% interest in four of them in partnership with Petrobras and Galp Energia.

Expanding frontiers

Statoil has received approval from ANP for acquisition of Vale SA's 25% stake in block BM-ES-22A concession, in Espírito Santo Basin, which comprises two blocks with oil of the 34-36 API level (ES-M-468 and ES-M-257). Petrobras is the operator with the remaining 75% interest and is currently appraising the discovery by the drilling of the Montanhês well.

Production on the way

QGEF intends to charter an FPSO for work in the Atlanta heavy oil field, in Santos Basin, to start in the third quarter this year. The company has contacted FPSO contractors through two tenders: one for a

small unit with capacity to produce 30,000 boed and the other for a large unit able to produce 80,000 boed; and expects to conclude the process around mid-June and have the contract signed in July. According to Danilo Oliveira, Director of production, the company expects to begin production in late 2015.

Step by step

The oil company HRT plans to drill a new exploration well in the Polvo field in the Campos Basin. The company's goal is to exploit undeveloped reserves in place. The company is also considering drilling additional wells but everything depends on the outcome of further analysis. It is estimated that each new well will cost USD 35 million.



Inside Story



The rope jump: offshore transfer at its riskiest

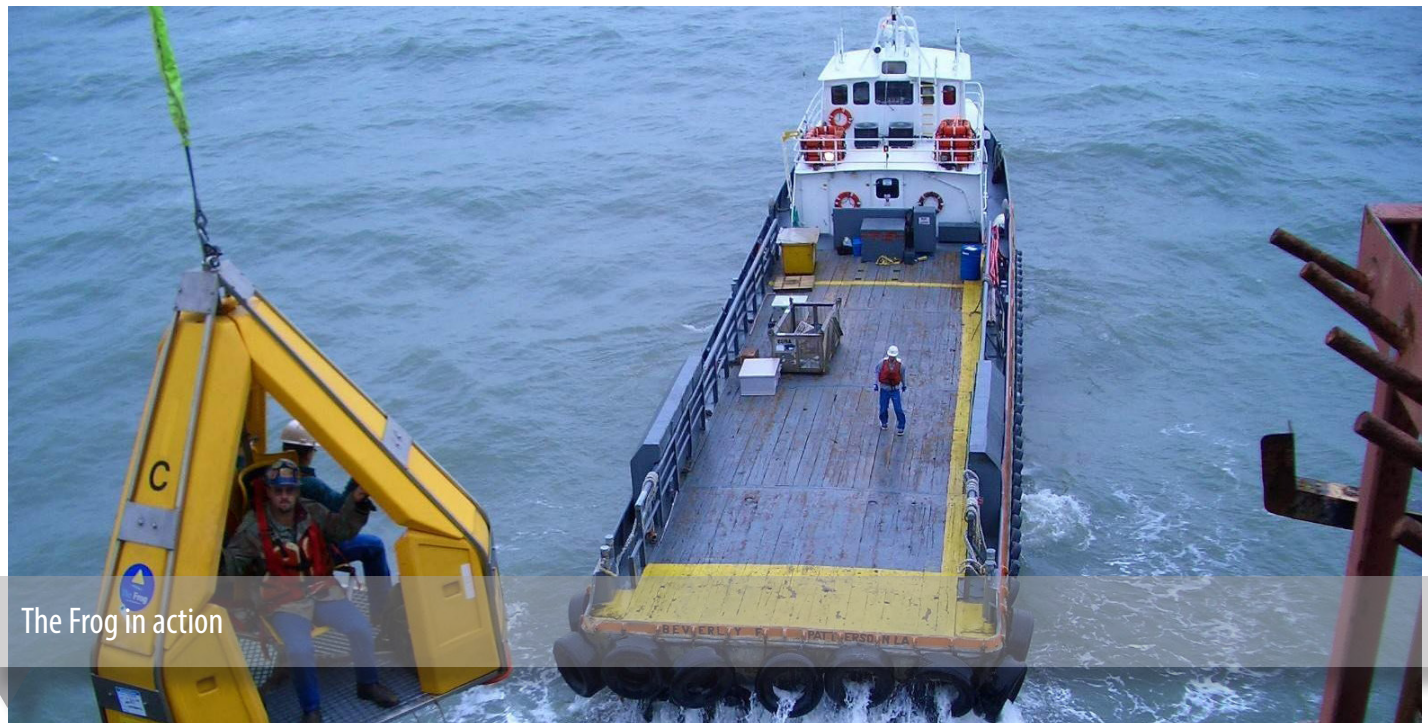
Brave Enough?

When discussions about offshore safety are apparently reaching an acceptable level... the news remind us all of reality. In previous articles we have approached safety themes to highlight some advanced practices such as when oil companies demand two relative reference systems on DP operations. We have also approached delicate challenges such as crew training on DP, Oil Rec, etc., lack of specialized personnel and how these can have consequences on the actual operations in the oilfield.

These are examples of how charterers and owners, through contractual demand and procedures, can

establish standards to promote a better safety environment. This time around we are looking into offshore crew transfers. Some oil companies such as Shell and BP, have clearly established that crew transfers between vessels offshore should be avoided. Furthermore, procedures and practice state that such transfers can only be made in emergency cases.

For any and all others reasons other suitable crew transfer means shall be made available. What that means in practice is that OSV crew transfers take place at port with the vessel safely berthed and offshore units will be supported by helicopters. However, for some vessels involved in subsea activities coming to port is somewhat



The Frog in action

challenging. If personnel transfer offshore is necessary, it should make use of equipment with floaters such as The Frog®, instead of for instance a collapsible basket such as the Billy Pugh®.

Days before closing this edition, Brazil's largest newspaper O Globo brings across the news about "jump rope" practice still in place in Brazil. In December 2011 the Public Ministry entered with a Public Civil Injunction against an operator for keeping the practice.

A court ruling in January of 2012 demanded that the practice should have been immediately suspended and the use of a basket would only be made in emergency cases, giving the company between 8 and 180 days to implement the change. The company stated that the "jump rope" is no longer in use since August 2013, when all crew transfers are made via "surfer boats" which provide a direct connection to the rig with no use of baskets.

Owners, Unions and other organizations confirm the use of baskets is still largely employed in operations all over Brazil though. Crew changes are also made via ship-to-

ship transfer offshore as well as at anchorage areas in several ports and companies, as a routine.

When challenged the operators claim the lack of adequate infrastructure and resources to support the demand. OSV crew transfers at anchorage are also common

in operations of international oil companies in Brazil. The labor union claims that the use of "jump rope" has only been generally avoided; however the first man to come on board to operate the crane for a basket transfer will make use of "rope jump" to access the platform,

and so will the last.

In December 2011 a safety inspector died as consequence of a six metre high fall during a basket transfer. The basket swung after reaching the accommodation of the platform. Other workers fell into the water and were injured. Several other incidents with various consequences have also been reported in crew transfers offshore and at anchorage. It seems now that a full change is needed.

"If personnel transfer offshore is necessary it should make use of equipment with floaters such as the Frog"

Petrobras News



7th round on the market

Petrobras intends to hire all 146 OSVs provided in Prorefam until the seventh round. To reach this goal, 59 vessels should be hired in the last two rounds (6th and 7th). Of this amount, between 40 and 50 should be anchor handlers. They are precisely those that the company found more difficult to negotiate with national shipowners in recent years. The signing of contracts for vessels qualified on the sixth round is scheduled for April 30th and the seventh and last (maybe), on October 30th. From the total of 87 boats engaged in the first five rounds, only 11 are anchor handlers. The others are PSVs and OSRVs. 26 units are already in operation. Rumors suggest that Petrobras will have to issue more newbuilding tenders to complete its renewal fleet program.

Set to take off

This year Petrobras will start to produce on transfer of right area which would increase around 450,000 boed by 2015. Two new systems should be installed this year, being a long duration test (LDT) in Entorno de Iara and an anticipated production system (APS) in Búzios (ex-Franco). To attend the exploratory program in the region Petrobras must perform an LDT or an APD on each project (Lula W, Tupi NE, Búzios NW, Búzios SW, Búzios E, Entorno de Iara and Florim). The FPSOs Cidade de São Vicente and Dynamic Producer will be the responsible for production after being demobilized from Lula Extremo Sul and Lula Central, respectively. More units are set to make

up the fleet: Cidade de Ilhabela, Cidade de Mangaratiba and Cidade de Itaguaí which are still being built.

Tide of bad luck

The production of P-55 has been interrupted by an incident reported by Saipem in which steel pipe was dropped into the sea while carrying out installation work at the Roncador field. It is understood 2.3 Km of pipe worth around USD 2 million was dropped. Although the production was not being carried by this line that will be connected to the P-55, the production system was interrupted for review by ANP. According to Petrobras, one well was operating at the time of the accident, the RO-114, which produced about 10 thousand boed. Despite the fact that the Italian company has announced that it has already re-started the pipe lay campaign, there is no current date scheduled for re-starting and it comes at a delicate moment for Petrobras which is struggling to bring online new fields to offset its output drop.

Back in the game

Petrobras has announced that it has restarted the production in the Marlim field after the incident with P-20 platform last year. Due to the incident, which involved the facility's chemical products system, 22,000 boed were affected. At least 100 days were necessary to carry out the recovery work through specialized teams from working every day, the company said. Marlim field is the third biggest producer off Brazil, and pumped about 207,000 bpd in October 2013. ■

Petrobras Tables

The latest on tenders

PSV 3000/4500 Official Ranking

Further to our March edition, follows the official ranking for PSVs 3000 and PSVs 4500 dwt Brazilian flag vessels, issued earlier this year and to be employed under a 4 + 4 years contract.

PSV 3000/4500 - National Invitation E&P Nº 1453584138 (official ranking)			
PSV 3000 A - General Cargo			
Ranking	Owner	Vessel	Day Rate (USD)
1	Tidewater	Ed Kyle (REB)	29,990.00
2	Norskan	Skandi Yare (REB)	29,900.00
3	Chouest	Cabo Frio	29,522.00
4	Asgaard	TBN-MW629-5 (REB)*	33,250.00
5	Asgaard	TBN-MW629-6 (REB)*	33,900.00
6	Seacor	Seabulk Angra (REB)*	32,250.00
PSV 3000 B - Oil Carrier			
Ranking	Owner	Vessel	Day Rate (USD)
1	Bravante	Viking Surf (REB)	28,000.00
2	Bravante	Viking Thaummas (REB)	28,500.00
3	Tidewater	Milan-Tide (REB)*	32,500.00
PSV 4500 A - General Cargo			
Ranking	Owner	Vessel	Day Rate (USD)
1	Chouest	Campos Captain	31,922.00
2	Chouest	Santos Supplier	31,922.00
3	Chouest	Deborah Kay	31,922.00
4	UP Offshore	UP Opal (REB)	35,000.00
5	DESS	Sea Spider (REB)	37,000.00
6	Bravante	Bravante V (REB)	34,000.00
7	Bravante	Bravante VI (REB)	34,500.00
8	Asgaard	TBN 619-44 (REB)	38,750.00
9	Bravante	Bravante VII (REB)*	36,000.00
10	Bravante	Bravante VIII (REB)*	36,500.00
11	Siem-Offshore	Siem-Giant (REB)*	37,490.00
12	Maersk Supply	Maersk-veja (REB)*	38,130.00
13	Maersk Supply	Maersk-Ventura (REB)*	39,150.00
PSV 4500 B - Oil Carrier			
Ranking	Owner	Vessel	Day Rate (USD)
1	Chouest	Bongo (REB)	32,922.00
2	UP Offshore	UP Safira (REB)	31,950.00
3	Chouest	Thor Supplier	31,922.00
4	Asgaard	TBN-Hull 1011 (REB)*	38,900.00
5	Starnav	Starnav-Aquarius (REB)*	35,339.11
6	DESS	Sea-Brasil (REB)*	37,500.00
7	Asgaard	TBN-H1001 (REB)*	42,500.00

* vessel disqualified due to excessive price

Petrobras Tables

RSV International

RSV Commercial Classification

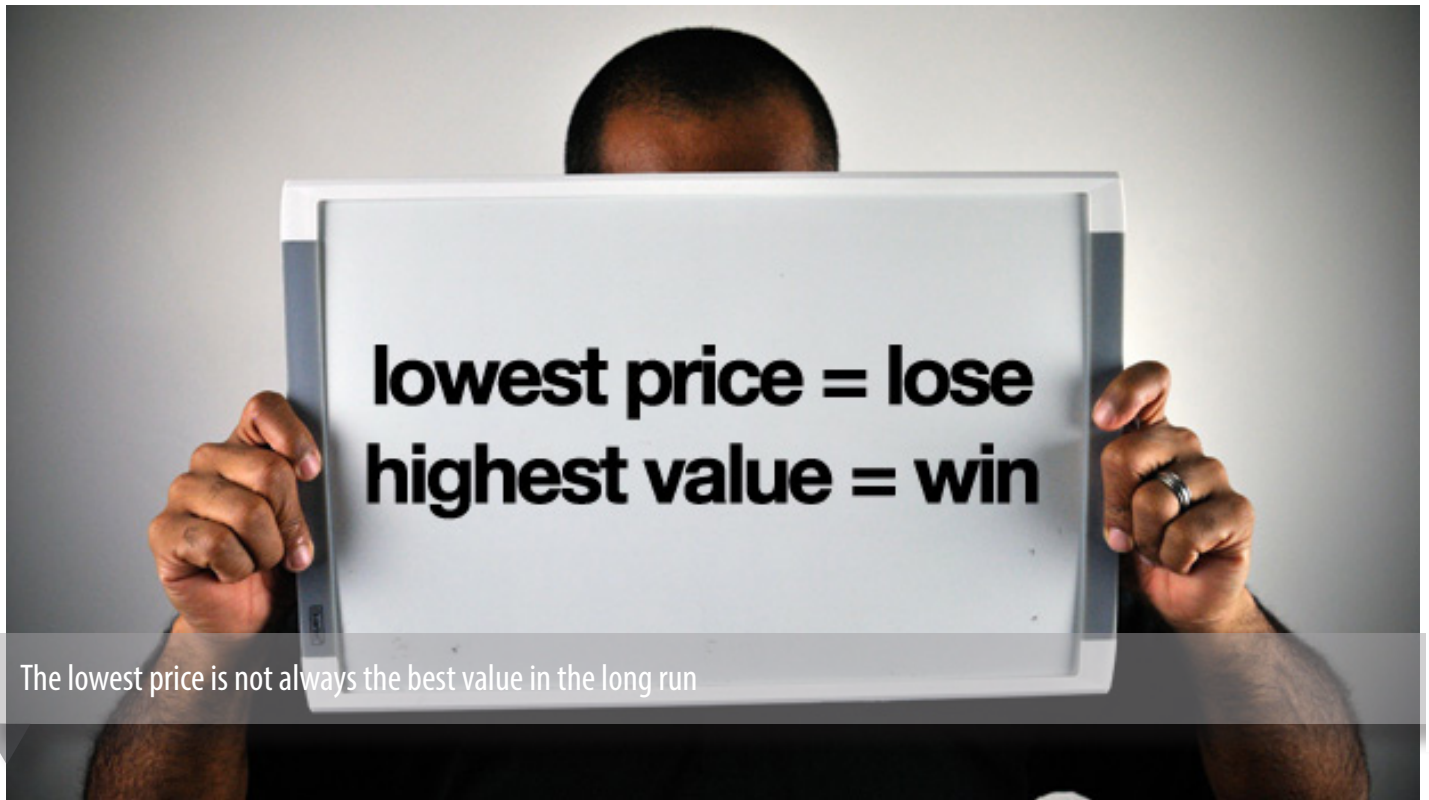
The tender issued in December 2013 for ROV Support Vessel (RSV) has finally had its offers classification revealed. Eleven vessels were competing on three different periods: 4,6 or 8 years contract as in the following table.

Commercial Classification

RSV - International E&P Nº 1450118138					
Ranking	Vessel	Owner	ROV Contractor	Day Rate Incl. Fuel USD	Period
1	UP Coral	UP Offshore	FUGRO	99,019	2190
2	MV Bongo	Chouest	C-Innovation	105,562	1460
3	Toisa Wave	Sealion	I-Tech	106,190	1460
4	Taurus	Olympic	I-Tech	106,844	1460
4	Toisa Wave	Sealion	I-Tech	109,209	2190
5	BOA Topaz Commander	BOA (Brasbunker)	Oceaneeering	113,684	1460
5	BOA Topaz Commander	BOA (Brasbunker)	Oceaneeering	115,744	2190
5	BOA Topaz Commander	BOA (Brasbunker)	Oceaneeering	118,116	2920
6	Skandi Sotra	Norskan	DOF	120,725	2920
6	Skandi Sotra	Norskan	DOF	120,892	2190
6	Skandi Sotra	Norskan	DOF	121,226	1460
7	BOA Topaz Captain	BOA (Brasbunker)	Oceaneeering	122,336	1460
7	BOA Topaz Captain	BOA (Brasbunker)	Oceaneeering	123,518	2190
7	BOA Topaz Captain	BOA (Brasbunker)	Oceaneeering	125,869	2920
Disqualified	Skandi Hawk	Norskan	DOF	128,807	2920
Disqualified	Skandi Hawk	Norskan	DOF	129,002	2190
Disqualified	Skandi Hawk	Norskan	DOF	129,390	1460
Disqualified	Deep Vision	DeepOcean	DeepOcean	134,684	1460
Disqualified	Skandi Salvador	Norskan	DOF	164,562	2190
Disqualified	Skandi Salvador	Norskan	DOF	164,562	1460
Disqualified	Skandi Salvador	Norskan	DOF	164,562	2920
Disqualified	Grand Canyon	Siem Consub	Helix	187,111	1460

Vessels disqualified due to excessive price

Look Ahead




How Harmful Can Low Bids Be?

Presenting an offer on a tender requires knowledge, a well-set strategy, sense of urgency and a lot, a lot of ability to interpret market signals for the correct strike. Being the lowest bidder is not always where you would like to be. Any bidding process will always be structured in such way that the company will want the best quality for the lowest dollar. Competitors will be struggling to get the job - some focusing on quality, some focusing on price.

Brazil and in particular the “invitation mode” being utilized by Petrobras and by other oil majors as

described in this month’s Headline News, clearly demonstrates which focus is being given, quality or price. The first dilemma faced by the party tasked to hire a service is to draw the line between the wanted and the unwanted. And it is not always an easy task. The more demanding the requirement is, the less bidders and equipment is expected available, the higher the cost tends to be. With no surprise, bidding processes such as the ones commonly promoted by Petrobras are broad leveled at bottom, price driven.

Knowing that the bidding process is price driven, and that is not the exclusive realm of Petrobras, bidders



Careful consideration should be given to bids

have shown a trend to come in quite aggressive on dayrates; aggressive meaning low. On several occasions we have seen traditional operators come in low, we have seen newbies (in the market or in the activity) come in low, we have seen locals also come in low. There is a bit of everything, from low entry price to gain market share, lack of experience and understanding of local prices and its escalations to blind eagerness for growth without analysis. Interesting enough is a bidding system that allows these things to happen, be qualified and hired. Where many fail is in analyzing the long term implications of what seems to be a successful hiring process.

The first consideration is that a low remuneration will inevitably compromise quality. No matter if quality is compromised from the beginning or not, it will only get worse. A vendor that cannot comfortably sustain its operation, will sooner or later cut costs that are not well perceived by the charter (who will only notice after a point-of-no-return). Or the vendor will find smart ways of working through the contract or will not deliver what has been promised.

Furthermore, the consequence of less quality is also less availability (of equipment, people and services). Some charterers seem to believe that a high number of penalties, downtime and a quality measurement process that is punitive can correct things. However, in fact to even have a punitive system is already a

failure in itself. Then comes safety. An environment where “price rules”, in which people have no freedom to stop-the-job, and to think-before-doing will produce disaster.

The Brazilian market is going through one of those moments, when several players are taking a step back. Players are being much more cautious when putting out rates; comments and discussions are reflecting a much deeper analysis of the conditions by several parties. Another long term effect of doing business this way ie: pressuring for lowest prices and being price driven, reduces the competitive options; to the point that those few able to or interested in surviving in such environment will shortly be dictating the rules. Cartels, oligopolies and other bad words feed from these things.

It is therefore important to defend a system where bidders - of any type and quality - are able to present an offer, to show their face. It is important to defend a system where financial advice (brokers included) guides charterers and owners to equilibrium. It is important to defend a system where the charterer is assured that the requirement has been spread all over and that competition will exist in a fair manner. It is important to defend a system where those with the function of analyzing offers will be able to rank those which are not technically qualified accordingly. It is important to think and act for the long term. ■



Getting a taxi in downtown Rio is increasingly difficult

É Isso Aí - The Rio Taxi Challenge

For those who usually go to Downtown Rio for business and generally choose to take taxis around, be prepared. There have been recent changes made in the transit directions on main streets and avenues and a push for less private cars on the roads and growth in the use of public transportation (buses and subway). This has had a harmful effect on taxi drivers and as a consequence their customers as well. One of the main reasons is that taxis (and everybody else) are facing huge traffic jams to enter downtown Rio through narrower streets and bottlenecked intersections, and also because of the end of the Perimetral overpass as part of the port revitalization project. This “forces” all cars to enter Downtown, with the intention of going from one Zone to the other or to going through Niteroi bridge,

“If you plan on going to downtown Rio, the best option is to have more time between appointments.”

for example. The other reason is that the main route Rio Branco Avenue has been transformed into a two-way road, which can only be accessed by buses or taxis (with customers) exclusively. And if you want to disembark in Rio Branco Avenue, forget it: taxis are not allowed to stop on this avenue, in order not to compromise the flow of the buses.

For these reasons, taxi drivers are avoiding going to downtown Rio or taking too long to get there, and when they do, there is always a big line of people waiting for them at taxi stands, especially after 5pm. Therefore,

if you plan on going to downtown Rio, the best option is to have more free time between appointments to be able to get a taxi in time, to go walking if possible, or to take the subway.



KONGSBERG

DP Capability Plot

Case number : 2
 Case description : All thrusters active
 Thrusters active : T1-T5
 Rudders active : R1-R2

Input file reference : Foot_3558.scp
 Last modified : 2010-08-27 14.16 (v. 2.7.2)

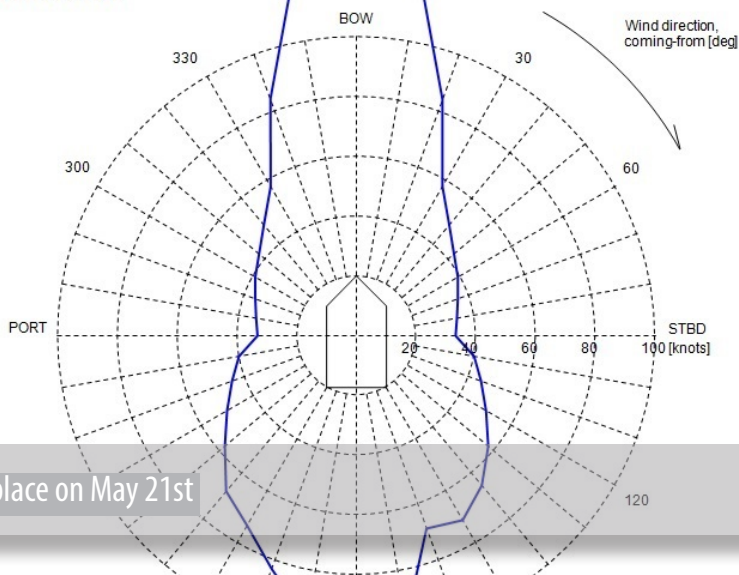
Length overall : 67.0 m
 Length between perpendiculars : 61.2 m
 Breadth : 16.0 m
 Draught : 5.0 m
 Displacement : 3000.0 t (Cb = 0.60)
 Longitudinal radius of inertia : 15.3 m (= 0.25 * Lpp)
 Pos. of origin ahead of Lpp/2 (Xo) : 0.0 m
 Wind load coefficients : Calculated (Blendemann)
 Current load coefficients : Calculated (Strip-theory)
 Wave-drift load coefficients : Database (Scaled by Breadth/Length)

Tidal current direction offset : 0.0 deg
 Wave direction offset : 0.0 deg
 Wave spectrum type : Pierson-Moskowitz
 Wind spectrum type : NPD
 Current - wave-drift interaction : OFF
 Load dynamics allowance : 1.0 * STD of thrust demand
 Additional surge force : 0.0 t
 Additional sway force : 0.0 t
 Additional yawing moment : 0.0 t.m
 Additional force direction : Fixed
 Density of salt water : 1026.0 kg/m³
 Density of air : 1.226 kg/m³ (15 °C)

Power limitations : OFF
 Thrust loss calculation : ON

# Thruster	X [m]	Y [m]	F+ [t]	F- [t]	Max [%]	Pg [kW]	Rudder
1 (T1N1)	26.2	-7.8	0.078	-7.8	100	522	
5 (R1R2)	-30.5	-2.4	72.0	-50.4	100	4071 SPADE	
5 (R1R2)	-30.5	-2.4	72.0	-50.4	100	4071 SPADE	

VARIABLE WIND AND WAVES
 Limiting 1 minute mean wind speed in knots
 at 10 m above sea level



The Dynamic Positioning Focus Day Brazil will take place on May 21st

Upcoming Conferences

OSV Chartering Contract Management Brazil

Lloyd's Maritime Academy will promote the OSV Chartering Contract Management Brazil at the Sheraton Hotel in Rio, on the 20th and 21st of May. During this seminar, practical guidelines for contracting with Petrobras will be discussed, and well as in-depth analysis of the contract form, including risk allocation and contractual indemnities. Westshore do Brasil will take part at this event by discussing the operation of foreign flag OSVs in Brazil, how to import them, the limitations regarding labor laws and other challenges.

Dynamic Positioning Focus Day Brazil

Also on the 21st of May at the Sheraton Hotel in Rio, the Dynamic Positioning Focus Day will be held by Lloyd's Maritime Academy. It will address key dynam-

ic positioning challenges facing the Brazilian offshore sector, by tracking the evolution of DP technologies and shifting regulatory framework. Westshore do Brasil will participate by exploring the operational requirements of DP vessels in Brazil, enumerating the state-of-the-art capabilities operator expectations, and Brazilian working environments.

OSV Brazil Conference

On the 22nd and 23rd of May, Informa Maritime will host the 3rd OSV Brazil Conference at the Sheraton Hotel in Rio de Janeiro and aims to identify opportunities for shipowners and challenges facing the Brazilian offshore support sector. Westshore do Brasil will be a speaker, talking about the E&P activity developments and outlook, Petrobras requirements, vessel demand and challenges and opportunities. ■