

DSB

OFFSHORE LIMITED

SPECIALIST SHIPBROKERS **40** YEARS



SPECIALIST SHIPBROKERS

OVER 40 YEARS EXPERIENCE



D-SB Offshore Ltd

Suite 133, 9 Jerdan Place, London, SW6 1BE, U.K. reg. no 1542063
Tel: +44 207 384 2882 | Web: www.dsboffshore.com | Email: brokers@dsboffshore.com

OUR SERVICES

DSB Offshore provide clients an all inclusive service for the sale, purchase and charter of specialist vessels. Additionally we can arrange towage, heavylift and flo-flo transport, as well as provide valuations.

The support you can expect from DSB encompasses all stages of the above services, including marketing vessels; negotiating sales/charter fixtures; drawing up contracts; accompanying clients on vessel inspections and attending contract closings, as appropriate.

We keep abreast of market developments, enabling us to advise on rates, we use previous business as a benchmark and guide you on what to expect in today's market.



OUR MARKETS

- Trans-shipment, Port/marine civil construction
 - Offshore renewables (wind and tidal)
 - Sale & Purchase, Charter, Towage and Heavylift
 - Transport
- Dredging

OUR REGIONS

Our capacity is fully international - extending to projects in Australasia, South East Asia, the Middle East, Africa, North and South America, the Caspian Sea and Europe. The company's brokers speak a range of languages enabling us to work effectively in different markets worldwide.

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VESSEL TYPES

Through our international network of vessel owners and operators in conjunction with our comprehensive vessel database DSB has access to work a wide range of vessels, especially within the following specialities:



JACK-UPS

Port-construction, accommodation and windfarm-installation jack-ups.



TUGS AND WORKBOATS

Azimuth stern-drive tugs, Voith Schneider tugs, conventional twin screw tugs, anchor-handling tugs, shoalbusters and multicats.



DREDGERS

Trailing suction hopper dredgers, cutter suction dredgers and backhoe dredgers.



BARGES

Flat-top barges, crane barges, semi-submersible barges and accommodation barges and trans-shipment solutions.

OTHER SPECIALIST VESSELS

DSB also specialise in shallow draft multi-purpose workboats, landing craft, splitbarges, and other miscellaneous vessel types.

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IN THE MEDIA

THAMES TIDEWAY TUNNEL – CLEANING UP THE THAMES

Source: Maritime Journal, July 2018

Thames Tideway Tunnel.

In 1957, the Natural History Museum declared the River Thames biologically dead: "News reports from that era described it as a vast, foul-smelling drain."

"The tidal reaches of the Thames constitute a badly managed open sewer," reported the Manchester Guardian in 1959. Outcries about the health and safety of the river soon resulted in an ambitious restoration campaign by the government.

Factories were banned from dumping pollution into the water, and water treatment plants were installed all along its course.

"It was only from the late 1960s onwards, when London's sewage system gradually improved along with the country's wider post-war recovery, that the river began to breathe again," writes BBC Earth.

In the 70's, 80's & 90's, other initiatives, tighter regulations, a growing awareness of conservation, played a role in the improving quality of London's iconic river.



New Problems Threaten the Health of the Thames

Fast forward to 2018, and though other problems now threaten the health of the river and its wildlife – the abundance of plastic waste and the overflow of sewage during heavy rains - the story of this once poisonous, even deadly river is one of – literally – a light at the end of the tunnel. Continuing on the legacy of Joseph Bazalgette, the famous Chief Engineer who designed and oversaw the construction of the first underground sewer of London in the 1850s and '60s, the UK's major marine civil construction project – the Thames Tideway Tunnel - is now well underway to give the Thames a new boost of life. Construction of the Thames Tideway Tunnel began in 2016 and is projected to take 8 years to complete. This initiative arose because of the need to reduce sewage discharge into the Thames to comply with the EU's Waste Water Treatment Directive (UWTD) and to improve the ecology of the river.

"Heavy rainfall typically overburdens London's creaking sewers, and the excess – rainwater mixed with sewage – is discharged into the river to prevent floods in the city," states BBC Earth.

There are 57 sewage overflows along the banks of the Thames and now an estimated 40 million tonnes of storm sewage enters the river in a typical year.

The Thames Tideway Tunnel (TTT) is a considerable undertaking (est cost GBP 4.2 bil). The project employs the use of huge boring machines, to bore an 8m diameter sewage tunnel through the rock beneath the Thames' bed. The tunnel covers 25km from Acton in West London to Abbey Mills in the east.

Much of the construction on the Thames River is being undertaken by floating equipment such as jack-up barges and flat-top barges, as TTT constructs cofferdams where boring machines will connect to the underground "tunnel drive site".

DSB Offshore Ltd supplies Marine Civil Construction Vessels to TTT

From 2016 to the present, [DSB Offshore Ltd](#) is proud to have provided, in our capacity as shipbrokers, the majority of the floating equipment to the FLO Joint Venture (Ferrovia Agroman Ltd and Laing O'Rourke Construction Ltd), responsible for the 12.5 kilometre Central section of the tunnel.

For this project, [DSB Offshore has brokered the sale](#) of 2 pusher tugs, 6 flattop barges and 2 jack-up barges. We also have 6 flattop barges and 2 jack-ups on charter in various key positions along the river where cofferdams are being built (see images).

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Press Release: July 2017

Jan de Nul Group appoint DSB Offshore Ltd as Exclusive Brokers

Dredging major Jan de Nul Group (JDN) are selling a range of auxiliary dredge support vessels and barges located in Europe, West Africa, the Arabian Gulf, SE Asia and Panama.

The auxiliary equipment for sale has worked alongside Jan de Nul Group's TSHDs and CSDs to support dredging and marine civil construction projects, handling floating pipelines, performing towage, rock transport and land reclamation works worldwide.

Vessels for sale via DSB Offshore, worldwide:

- Tugboats (10-40 tpb)
- Flat-top barges (3,000t - 8,000t) - some suitable for rock
- Accommodation barge
- Crew boats (12 pax)
- Survey launches
- Multicat-type / Multipontoon workboats
- Splitbarges (1,100 m³)
- Crane / positioning barges
- Spraying pontoons

Jan De Nul Group appoints DSB Offshore Exclusive Brokers



Vessels already sold / under offer:

- Flat-top barges with side walls - 'DN119', 'DN110', 'DN25', 'DN108', 'DN107', 'DN111', 'DN123', 'DN114', 'DN148', 'DN149', [DN143](#), 'DN112', 'DN145', 'DN124', 'DN115', 'DN129'
- Crew launches / Survey boats - 'DN70', 'DN69', 'DN71', 'DN89'
- Delta tugboats - 'DN61', 'DN63', 'DN52', 'DN53'
- Work boat - 'DN202'
- Trailing suction hopper dredger - '[James Ensor](#)', 'Galilei'
- Splitbarge – 'Nijptangh'



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IN THE MEDIA

Source: DSB Brokers Blog, Sept 2018

Jan De Nul Group Future Proofs its Dredging Fleet

DSB "Thanks to its skilled employees and the world's most modern fleet, Jan De Nul Group is a leading expert in dredging..." states the Jan De Nul Group's [website](#) 'About Us' page.

This is quite a statement to live up to, and in order to maintain this strong place in the dredging market, renewing its fleet is essential.

This week the Group said a fond farewell to one great lady who has been a loved and hardworking member of the fleet for many years – the TSHD *'James Ensor'*. On 4th September she was sold to European buyers for work in West Africa.

Built in 1980 at Scheepswerven St Pieter, NL, *'James Ensor'* is a 112.8 x 18.2m, 3,600m³ Trailing Suction Hopper Dredger has sliding bottom doors and bow discharge. Ordered under the supervision of Mr Jan Pieter De Nul (CEO) as a

maintenance/training vessel, she was furnished with accommodation for up to 50 people. For many years she worked on the Westerscheldt River, Netherlands and built up the dredging expertise of Jan De Nul crew.

More recently, *'James Ensor'* has been working in South America maintaining the 'Río Paraná' and 'Río de la Plata' in Argentina. This project, the largest maintenance dredging project undertaken by the Jan De Nul Group, is aimed to increase the navigability of the river, improving trade and communication on Argentina's inland river system. Now, with her new owners, *'James Ensor'* goes on to fresh pastures in Nigeria. She arrived at the Port of Reykjavik in early summer where owners have been making some modifications for the vessel to suit their needs.

DSB has been involved in this contract throughout - from advising clients, to the sale of the vessel, including salvage and providing legal and commercial advice regarding future work.

"The boat is very powerful, and we are happy with it and all DSB did for us, especially their help when we caught the net in the propeller," say new owners of Togarinn.

She has just completed her first job, towing a dredger from Húsavík to Patreksfjörður, and then on to Brjánslækur. She is already on her way back to Reykjavík and bound to have a busy time working on the North Atlantic Icelandic coast.

It has been a pleasure to work on this deal and we have enjoyed extending our regional scope to Iceland.

Newbuild Dredgers

'James Ensor''s place in the fleet will be filled by dredgers of the very latest in design and technology, ensuring the Group's continued strength in the market for many years to come.

Presently, the Jan De Nul Group has 6 newbuilding Trailing Suction Hopper Dredgers on order and under construction, including 3 units of 3,500m³ capacity. Deliveries are expected in 2018, 2019 and 2020. Innovation, expertise and sustainability – these remain Jan De Nul Group's core values.

'James Ensor' was sold via London shipbrokers, DSB Offshore Ltd.

DSB Offshore Ltd has been working closely with the Jan De Nul Group since July 2017 as [exclusive brokers](#) to sell off its auxiliary fleet (barges, tugs, crewboats).

'James Ensor' sold by DSB Offshore Ltd, exclusive broker to the Jan De Nul Group



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IN THE MEDIA

'Sea Jack' sold via broker DSB Offshore Ltd

Press release: July 2017

30 June 2017: A2SEA, sell flagship jack-up barge, 'SEA JACK' to buyers in the Mediterranean.

A2SEA began its career in wind energy with pioneering initiative, doing what no other company had done before. It acquired 2 cargo vessels 'OCEAN HANNE' and 'OCEAN ENERGY' and modified them into ship-shaped self-propelled self-elevating jack-ups. Up until this point non-propelled civil construction jack-ups had been used to lift windfarm components off flat-top barges in difficult sea conditions, presenting safety issues.

'SEA POWER' and 'SEA ENERGY'

With these purpose-built vessels (renamed 'SEA POWER' and 'SEA ENERGY'), it became possible to put turbines on deck and transport them to offshore sites. These were among the very first vessels in the world to install wind turbines. They were equipped with the most up-to-date technology of their time and could perform precision work. Their relatively short

pre-loading time, made them efficient for A2SEA's projects. 'SEA ENERGY' and 'SEA POWER' were sold in 2014 and 2017 respectively and are now operating elsewhere - 'SEA ENERGY' in West Africa working as a crane ship, 'SEA POWER' in Turkey being converted, 'as we speak', into the world's first jack-up power ship.

In 2007 A2SEA added the '[SEA JACK](#)' (ex '[JUMPING JACK](#)') to its fleet. A non-propelled self-elevating platform, by her sheer dimensions of 91 x 33 metres and leg length of 50 metres, she could operate in much deeper waters. In addition, her 800 tonne Manitowoc M1200 Ringer crane and massive deck space made it possible to store and install larger wind farm components with control and safety.

A2SEA's jack-ups have been responsible for the installation of some 1,500 turbines and 400 foundations for offshore wind farms worldwide – including Horn Rev 1, Horn Rev 2 and Nysted, installed by 'SEA POWER' and 'SEA ENERGY'.

'SEA JACK' has been a versatile vessel. Between 2014-2015, she took a break from the renewables industry, to carry out reclamation work in the port of Liverpool. Her scope of work included the construction of a quay wall of 815 metres long and 30 metres high. To this end she supported piling gates, pitched and drove the conductor casing and drove the piles.

A2SEA

A2SEA has grown into a world leader in wind energy since its inception at the start of the millennium and will continue to prioritise operations in sustainable wind energy, making the necessary advancements to fulfil the requirements of today's market. The company retains its two purpose-built DP2 second-generation self-propelled units 'SEA CHALLENGER' and 'SEA INSTALLER' (both 132 x 39 metres in dimensions with a leg length of 82 metres), which are capable of installing the world's biggest turbines. Currently, A2SEA is installing 91 turbines for DONG Energy on Race Bank and 67 turbines for Statoil on Dudgeon.

DSB Offshore Ltd

All three vessels, 'SEA JACK', 'SEA ENERGY' (now 'EXCEL') and 'SEA POWER' were sold via brokers [DSB Offshore Ltd](#), acting as exclusive agents on behalf of sellers, A2SEA.



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HEAVYLIFT TRANSPORT

Sale and Transport of Backhoe dredger, 'Kostaldea'

Port of Otago Ltd, New Zealand

In April 2018, Port of Otago Ltd, New Zealand took delivery of backhoe dredger, 'Kostaldea', in the port of St Nazaire, France - sold via shipbrokers DSB Offshore Ltd. 'Kostaldea' (35m LOA), built in 2013, in Szczecin, Poland, and equipped with a Liebherr P984C Hydraulic excavator, is a rare unit in New Zealand.'

'Takutai'

"She will be re-named 'Takutai'," says Sean Bolt of Port of Otago Ltd. "This is the Maori word for 'coastline'. 'Kostaldea' is the Basque word for 'coastline' so we're not really changing her name."

'Takutai' arrived on 15th June at her new home, aboard Jumbo Shipping's heavylift vessel, 'Fairpartner' (Dims 144 x 26m; 2 x 900t cranes). 'Fairpartner' completed over 11,000 nautical miles, swinging round the Magellan Strait, on her journey from France to New Zealand. Her arrival was much anticipated and comes at a time of significant growth in the region.

Not only is Otago an eco-tourism destination, known for its physical beauty as a haven for birds and marine life, it is also a major export port for the New Zealand South Island region and is strategically placed to receive vessels from deep-sea destinations.

'Takutai' will be doing a combination of maintenance and capital dredging in the port. She replaces a "flat-top barge and RB bucket crane" combination.

Heavylift Transport

In November 2017 Port of Otago Ltd approached DSB with their specific purchase requirement. Apart from the need to meet very clear budget limitations, the greatest challenge presented to the brokers was finding a suitable and available heavylift vessel, capable of transporting a dredger of over 700 tonnes light weight, in the shortest time possible, to the other end of the world.

"'Takutai' will be one of only three backhoe dredgers of this type in New Zealand and the first to be owned by a port company." Having spent her early life in France, 'Kostaldea' now begins her new career in New Zealand - new name, new home, new owners!



SALE & CHARTER CONSTRUCTION PROJECTS

PRESENT & PAST

EXAMPLE S&P DEALS

- Thames Tideway Tunnel, East section : sale of two pusher tugs – 'Christian' & 'Felix' - to BMB JV, Thames
- Thames Tideway Tunnel, Central section: sale of 123m & 50m LOA flattop barges; 2 modular jack-up barges to FLO JV, Thames
- Thames Tideway Tunnel, West section: 2 units 60m LOA spud barges
- New Forth Bridge, Scotland (2013): sale of 2 Voith Schneider tugs; flattop barge
- Rio Antirrio Bridge, Greece (2004): disposal of jack-up with 600t crane
- Oresund Tunnel, Denmark (1995-2000): jackups, barges, multicats, mooring winches (sale, hire)
- Vasco da Gama Bridge, Portugal (1995-1997): 16 pieces floating plant (charter, sale, towage)
- Second Severn Crossing (1992-1996): sold & later disposed of 2x large jack-ups

- Sale of 1977 built deep sea tug to Iceland (2016)
- Sale of '2611 Eurocarrier' from Australia to Taiwan (2016)
- Sale of rock barge from Belgium to Turkey (2014)
- Sale of backhoe dredger & splitbarges to Chile (2013)

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WHY WORK WITH DSB ?

OVER 40 YEARS EXPERIENCE

DSB Offshore was founded by David Durnford-Slater in 1981. Shipping is in David's blood.

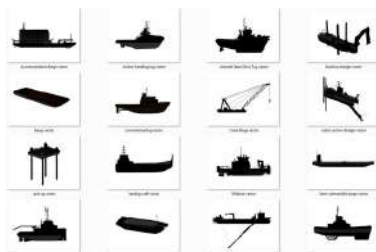
Early in his career he worked for a large UK ship-owner both in London and overseas, including Japan, Hong Kong, Singapore, Colombo and Aden. Roland Durnford-Slater joined his father in the business in 2000 and became the Managing Director and owner of DSB Offshore in January 2016. DSB began broking the sale and purchase of offshore drilling rigs and associated support tonnage connected to the oil and gas industry.



We soon diversified into offshore wind, towage, heavy lift transport, and marine construction vessels. Over the years DSB has built a network of strong relationships with vessel owners, construction companies and brokers worldwide.

Fleet Valuations

As specialists in barges, workboats, jack-ups and tugs, DSB is often called on to do valuations for insurance companies, banks, surveyors and owners. Through our immersion in the market and our extensive network of contacts, we have a thorough, up to date knowledge of vessel values.



Working with Construction Companies/JVs

Over the years, DSB has worked extensively with construction companies/JVs on major construction projects, from the early stages of tendering through clarifications, to tender award and beyond. We have both sourced, and then been called on to dispose of marine equipment after completion of the projects. DSB understand the complicated structure and pressures of JVs and the need to sell off assets quickly and efficiently when a project comes to an end.



BROKER TEAM

DSB employs a dynamic team of shipbrokers, each having specialist regions, languages and vessel knowledge. This enables us to facilitate sales and charters in almost any part of the world.

DSB PURPOSE & VALUES

DSB Offshore Ltd is a plucky family brokerage, punching above its weight, playing an essential role, in major marine projects of international significance.

- We are ethical and honest. "Our word is our bond".
- We relate to others with respect and consideration.
- We have a Growth Mindset. This means that we have a passionate, can-do approach to our work.

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ABOUT US



DSB Offshore have more than 40 years experience as international shipbrokers. During this time we have built up a reputation for honesty, integrity and professionalism throughout the industry.

Our small and dynamic brokerage team are based in central London, near the River Thames, but we operate worldwide. We travel regularly to meet clients, visit vessels, attend inspections and coordinate contract closings. Between us, we speak a range of languages fluently including, French, German, Spanish, Russian, Turkmen and Afrikaans.

Our clients include vessel owners, operators, charterers, construction companies, energy developers, public authorities, legal representatives, banks and other financial institutions based worldwide – North and South America, the Far East, South-East Asia, the Mediterranean, Australasia, Europe, the Caspian, Russia, Africa and the Middle East.

We do not just fix and forget, but maintain and assist communication between all parties until the successful conclusion of a contract and are always looking to build long-term relationships.

WE LOOK FORWARD TO RECEIVING YOUR ENQUIRY!



Roland Durnford-Slater FICS
Managing Director, Shipbroker



Sandi Durnford-Slater
Director Finance & Marketing



Thom D'Arcy MICS
Director, Shipbroker



Ayna Narliyeva
Strategy, Compliance & Systems



Nazar Annayev
Shipbroker, Digital Communications



David Durnford-Slater
International Consultant

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