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Heavy Marine Transport & Offshore — Weekly Briefing

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Dongbang Completes Canada LNG Module Shipments

China is widening its presence in global shipbuilding as vessel replacement demand drives a long order cycle. The shift is also increasing pressure on South Korean yards in tankers and LNG carriers.

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FPSO Agogo Launches Offshore CO2 Capture

Yinson Production has started the CCS unit on FPSO Agogo, marking a milestone for offshore post-combustion CO2 capture at the Agogo Integrated West Hub offshore Angola.

P8

Golden Pass Train 1 Reaches First LNG

Golden Pass LNG has achieved first LNG on Train 1 in Sabine Pass, Texas, as McDermott and Chiyoda International Corporation continue work on trains 2 and 3 ahead of planned exports in the second quarter of 2026.

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SAL Welcomes MV Frida as Second Orca Class Vessel

SAL has officially welcomed MV Frida into its fleet as the second Orca Class vessel, strengthening its role in offshore wind logistics and heavy lift transport. P2

SAL Adds MV Frida to Orca Class Fleet

SAL has officially added MV Frida to its fleet after the vessel's christening in Esbjerg. The ship is the second in the Orca Class and is already supporting an offshore renewable energy project in the Southern North Sea.

Image source: SAL

31, March 2026

SAL has officially welcomed MV Frida into its fleet following the vessel's christening in Esbjerg, marking a new milestone for the company's growing Orca Class.

The ceremony was held together with Siemens Gamesa and reflected the close collaboration between the two companies. MV Frida is already operating at sea and has begun the work it was designed to perform, carrying components for an offshore renewable energy project in the Southern North Sea.

According to the company, the vessel supports the energy transition through transport work tied to offshore renewables. Its design follows the concept of the Orca Class, with a focus on performance, flexibility and precision.

As the second vessel in the Orca Class to be christened, MV Frida adds momentum to the series as it continues to take shape. Three more vessels are set to follow, further expanding the class.

The vessel was christened by Frida Mortensen, daughter of Thomas Mortensen, Head of Shipping, Offshore Wind at Siemens Wind Power A/S. The naming was described as symbolising peace, tranquillity and security, values associated with every voyage at sea.

For SAL, the occasion marked an important moment for those involved both on board and ashore as MV Frida officially joined the fleet.

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SEAWAY EAGLE Delivers Tian Qi Hao to Bonny

Seaway Eagle has arrived at Bonny, Nigeria, transporting Tian Qi Hao from Algeria following a float-on operation at Port Annaba on 10 March 2026.

Photo source: Annaba port seaside via Facebook.

27, March 2026

The semi-submersible heavy transport vessel Seaway Eagle has arrived at Bonny, Nigeria, carrying the cutter suction dredger Tian Qi Hao from Algeria. The transport followed a float-on operation at Port Annaba on 10 March 2026.

Tian Qi Hao was launched in 2009 together with its sister dredger Tian Lin Hao. At the time, the two vessels were described as Asia's largest stationary cutter suction dredgers. Tian Qi Hao was developed by the Marine Design & Research Institute of Shanghai Jiao Tong University.

Seaway Eagle, one of Seaway7's six semi-submersible heavy lift vessels, is designed for the transportation of offshore and onshore facilities through float on/off, skid on/off, roll on/off and lift on/off operations.

The vessel has a free deck length of 113.7 m, a free deck area of 4,700 m² and accommodation for 38 people. Its IMO number is 7931454.

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Fanzhou 7 Begins Global Deck Cargo Service

Jiangsu Fanzhou Shipping has taken delivery of Fanzhou 7, a self-propelled heavy lift vessel built for global deck cargo routes with 55,000 t deadweight and 11,700 sq m of deck area.

28, March 2026

Jiangsu Fanzhou Shipping has taken delivery of Fanzhou 7, a new self-propelled heavy lift vessel built by Nantong Xiangyu Shipbuilding and Offshore Engineering for international deck cargo trades.

Built to China Classification Society standards, Fanzhou 7 has already entered service and completed overseas voyages. The vessel is designed for long-distance routes, with an unrefuelled range of 16,000 nautical miles.

The ship has an overall length of 256 m, a beam of 51 m, and a depth of 13 m. It has a deadweight of 55,000 t, gross tonnage of 46,158, and a cargo deck area of 11,700 sq m. These specifications led Chinese press reports to describe it as the world's largest foreign-trade deck barge.

Its deck extends across nearly the full length of the vessel and has a rated capacity of 25 t per sq m. The layout is intended for large and irregular cargoes such as wind turbine components, offshore platform modules, and steel hull sections.

The propulsion arrangement includes two MAN 6S46ME main engines, two side thrusters, and two Fenxi Siemens 1FC6 562-8SA82 generators rated at 740 kW each. The vessel has a maximum speed of 15 knots. The propulsion system includes redundancy to provide an added margin of safety during long transits, particularly offshore.

Source: Fanzhou 7

One of the vessel's voyages involved departing Nantong with 132 offshore wind turbine blades bound for India.

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ZPMC Completes Keel Laying for Two 38,000 DWT Vessels

ZPMC has completed keel laying for two 38,000 DWT multipurpose heavy lift vessels equipped with three 350-tonne cranes and a combined lifting capacity of 700 tonnes.

Photo source: ZPMC

28, March 2026

ZPMC has completed the keel laying for two 38,000 DWT multipurpose heavy lift vessels, Hull No. 3 and No. 4, marking an important milestone as the project enters its next phase.

Each vessel will be equipped with three 350-tonne cranes developed in-house by ZPMC, delivering a combined lifting capacity of up to 700 tonnes. Built for versatility, the ships will feature a fully open deck, two extra-long cargo holds measuring up to 76.8 m, and adjustable space between decks.

The vessels are intended for transporting heavy and oversized cargo around the world. They also incorporate green design principles and a hybrid power system designed to balance performance with environmental responsibility while reducing fuel consumption and emissions.

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Schoeller Extends China MPP Orders

Schoeller Holdings has ordered two 32,000 dwt multipurpose heavy-lift vessels at CSSC Huangpu Wenchong Shipbuilding, extending a shipbuilding relationship in China that dates back to 2008.

30, March 2026

Schoeller Holdings has placed another order in China for multipurpose heavy-lift tonnage, adding two more vessels at CSSC Huangpu Wenchong Shipbuilding.

Market sources said the Cyprus-based owner booked a pair of 32,000 dwt MPP/heavylift ships, with both vessels due for delivery in 2029. The contract continues Schoeller's steady run of newbuilding activity at Chinese yards.

The latest deal also deepens the owner's long-standing link with the Guangzhou shipbuilder. That relationship began in 2008 and has produced about 30 delivered ships over the years, based on market sources.

Cooperation between the two sides has covered several vessel segments, including MPP units, container feeder ships and offshore tonnage. The programme has also included commissioning service operation vessels, backed by Columbia Shipmanagement.

The fresh order follows Schoeller's earlier return to the same yard in April 2024, when the company ordered two MPP vessels of similar size.

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Happy Sky Departs Taicang for Alaska Cargo Move

BigLift Shipping B.V.'s Happy Sky is departing Taicang for Ketchikan, Alaska, carrying a 756.5-tonnes pontoon and an 881.3-tonnes ramp barge as part of a heavy marine transport move.

Photo source: BigLift Shipping

31, March 2026

BigLift Shipping B.V.'s m/v Happy Sky is departing Taicang with Seabridge cargo bound for Ketchikan, Alaska. The shipment includes a 756.5-tonne pontoon measuring 86 x 15 x 4 m and an 881.3-tonne ramp barge measuring 73 x 17.7 x 5 m.

According to the company, both units were carefully loaded and securely fastened on board before departure. The shipment again points to the engineering, planning and onboard execution required for this type of heavy marine transport.

Happy Sky is one of the flagships of the BigLift Shipping B.V. fleet. The vessel is fitted with two Huisman-built 900-tonne heavy lift mast cranes. In response to market demand, the crane pedestals were raised by 4 m from the original design, giving the vessel a lifting height described as unmatched in the world fleet of heavy lift vessels.

The vessel is 155 m long and has 18,680 dwt. Its length and the forward position of the superstructure provide a single large cargo hold and a wide open deck area. The ship also has folding hatch covers, a large poop deck and cargo rails, allowing the full deck area to be used for cargo stowage.

Its tween deck is adjustable in height, and the vessel is permitted to sail with open weather deck hatches at a draught of up to 7.5 m. Happy Sky also has Finnish/Swedish 1A Ice Class notation. During sea trials, the vessel achieved a service speed of 17 kn.

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AAL Adds AAL Newcastle to Super B-Class Fleet

AAL Shipping has named AAL Newcastle as its latest Super B-Class vessel, with two more ships due in early 2028 to bring the class fleet to seven units.

Photo source: AAL Shipping

31, March 2026

AAL Shipping has named its latest Super B-Class vessel, AAL Newcastle, at CSSC Huangpu Wenchong Shipbuilding Co. Ltd.

The company also said two additional Super B-Class vessels will join the fleet in early 2028. With those deliveries, the Super B-Class fleet will grow to seven vessels in total, adding to AAL Shipping's project heavy lift capacity worldwide and forming part of its long-term fleet development plan.

Built for heavy lift and complex project cargo, the 32,000 dwt AAL Newcastle and its sister vessels feature a series of technical enhancements aimed at improving lifting performance and cargo flexibility across the fleet.

One of the main upgrades is the heavy-lift system. Individual crane capacity has increased from 350 tonnes to 400 tonnes, while combined lifting capacity reaches 800 tonnes.

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Jumbo Maritime's Fairpartner Heads to Esbjerg With Windmill Pile Sections

Jumbo Maritime's Fairpartner is sailing to Esbjerg after loading windmill pile sections in Penglai, with tweendecks enabling one extra full cargo set.

1, April 2026

Jumbo Maritime said Fairpartner is sailing to Esbjerg, Denmark after loading windmill pile sections in Penglai, China for Siemens Gamesa.

The company highlighted the role of tweendecks, described as flydecks, in the operation. By extending deck space with tweendecks, the vessel gained additional width, making it possible to load one extra full set of windmill pile sections.

The shipment was carried out through cooperation between Siemens Gamesa, the JSI Alliance site team and local stevedores. The operation was planned, executed and delivered safely, according to the company.

Fairpartner is a heavy-load carrier in Jumbo's J-Class fleet. The vessel is fitted with two 900 t cranes, giving it a combined lifting capacity of 1,800 t. Sailing under the Dutch flag, it has an overall length of 143.1 m and a beam of 26.6 m.

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Photo source: Jumbo Maritime

Dongbang Completes Canada LNG Module Shipments

Dongbang completes two LNG module shipments from Qingdao to Canada, supporting Woodfibre LNG project through heavy lift vessel operations.

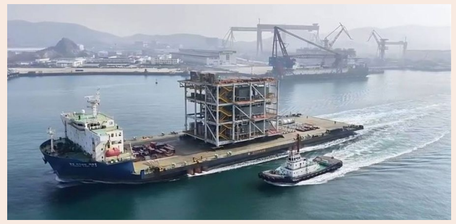

Photo source: Dongbang Transport Logistics

2, April 2026

Dongbang Transport Logistics confirmed the successful execution of two module shipments for the Canada LNG project, transporting cargo from Qingdao, China to Woodfibre, Canada last month.

The campaign involved long-distance marine transport of large-scale modules, requiring coordinated vessel operations and schedule control to meet project timelines. Such movements remain critical for the phased development of LNG infrastructure.

Support during the project was provided by Seaway7 and Terra Nativa, contributing to operational execution across the transport scope.

One shipment was carried by Dongbang Giant No. 8, a heavy lift vessel deployed to move oversized modules destined for installation at the Woodfibre LNG site. The delivery marks continued progress in the Canadian LNG development program.

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SAL Delivers Three STS Cranes to Hamburg

SAL transported three STS cranes from Cobh to Hamburg aboard Zhong Ren 122, with the discharge operation shaped by tight timing, tidal limits, and coordinated port handling.

Photo source: SAL

3, April 2026

SAL completed the transport of three ship-to-shore cranes from Cobh, Ireland, to Hamburg, Germany, using the heavy lift vessel Zhong Ren 122.

The move required close coordination from loading through discharge. Engineers from Liebherr Container Cranes supported the operation on site and followed each stage of the project to help maintain safe execution.

The voyage called for detailed planning, but the most demanding phase came after arrival in Hamburg. The discharge operation at the Port of Hamburg required stern-to-quay berthing, while vessel traffic on the Elbe was temporarily halted. Tidal conditions also affected the working schedule and added pressure to an already narrow operating window.Every step had to be prepared in sequence. The work included vessel positioning, ramp installation for bringing the cranes ashore, and resetting the arrangement for the next move. Because time on site was limited, the operation depended on all teams completing their tasks at the required moment.

Port authorities managed river traffic and terminal teams prepared the berth. Specialist teams carried out SPMT work, removed sea fastenings, and readied the deck area. The JSI Alliance team and the crew of Zhong Ren 122 handled vessel shifting, mooring, and ballast operations to support the overall discharge process.

Zhong Ren 122 is 169 m long and 39.8 m wide, with a deadweight of 26,000 t. The vessel has a cargo deck area of 5,300 m2, deck strength of 25 t/m2, an average sailing speed of 12 knots, accommodation for up to 59 people, semi-submersible capability for floating cargo, and DP2 technology.

The project highlighted the level of planning, coordination, and specialist handling required for a complex heavy lift operation in Hamburg.

hmt-news.com

CWHI Delivers Final Inch Cape Transition Pieces

Photo source: CWHI

2, April 2026

CWHI (CNOOD-Wenchong Heavy Industries) has completed delivery of all 30 Transition Pieces for the Inch Cape Offshore Wind Farm after the final 15 units arrived at Forth Ports Limited in Leith.

The delivery marks the conclusion of CWHI's largest Transition Piece project to date. The company says the work was completed on schedule, with an excellent safety record and to the highest quality standards.

CWHI thanked the project team at Inch Cape Offshore Limited as well as teams across its yards for their collaboration and commitment in reaching the milestone.

The completion closes the full delivery scope for the Inch Cape Offshore Wind Farm and marks another completed offshore wind package for the UK market.

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BBC Chartering Moves Two Port Cranes on Open Hatch Vessel

BBC Chartering loaded two fully assembled port cranes aboard BBC AQUAMARINE in a heavy cargo operation completed in mid-March, using open hatch transport for onward shipment.

Photo source: BBC Chartering

2, April 2026

BBC Chartering has completed a heavy cargo loading operation aboard BBC AQUAMARINE, with two fully assembled port cranes loaded in mid-March for onward transport.

The shipment was handled on an open-hatch basis, with the two cranes placed on board as complete units rather than being moved in sections. BBC Chartering described the move as a milestone operation, highlighting precision cargo handling and coordinated project logistics.

The vessel involved, BBC AQUAMARINE, is a heavy lift vessel sailing under the flag of Antigua and Barbuda. The ship has an overall length of 153.5 m and a beam of 23.5 m.

According to the ship tracking service, BBC AQUAMARINE departed Terneuzen on 26 March 2026 with ETA Cristobal on 8 February 2026.

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PV Drilling Sets PV DRILLING IX for April 2026 Start

PV Drilling has completed the reactivation of PV DRILLING IX, with the jack-up rig set to begin commercial work in April 2026 as demand strengthens in Vietnam and Southeast Asia.

PV DRILLING IX rig. (Photo: PV Drilling)

30, March 2026

PV Drilling has completed the reactivation of PV DRILLING IX, a move that will expand its rig fleet and add capacity to a tightening drilling market in Vietnam and Southeast Asia. The jack-up rig is scheduled to enter commercial service in April 2026.

The unit is a new-generation jack-up built to the JU2000E design. It can work in water depths of up to 129 m and drill wells to 9,144 m. The rig also includes automated pipe-handling systems, equipment that supports simultaneous drilling activity, and specifications suited to High Temperature and High Pressure wells. It can accommodate as many as 170 personnel.

The reactivated unit increases PV Drilling's fleet to seven rigs, made up of six jack-ups and one deep-water TAD rig. The company said it is currently supporting more than 10 rigs across Southeast Asia. In Vietnam, it operates one owned rig and also charters four jack-ups from overseas, underlining the gap between available supply and market demand.

PV DRILLING IX was built in 2016 and previously worked in the North Sea. The reactivation program began in Denmark in September 2025, where key systems were inspected and tested under ABS requirements, including safety systems, lifting gear, engines and generators.

The rig departed Esbjerg on 30 October 2025, called at Rotterdam, and was then transported to Vietnam on a heavy-lift vessel. After a voyage of more than 12,800 nautical miles, it arrived in Vung Tau on 25 December 2025.

Following its arrival, the second phase of the work included UWILD scope, equipment overhaul, and upgrades to onboard systems and living areas. These works were completed to prepare the rig for service from April 2026.

Company management said the project supports greater control over technical capability, equipment readiness, manpower and service quality. Petrovietnam also described the launch of PV DRILLING IX as a strategic step as the regional drilling market shows stronger demand, firmer utilization and improved day rates.

Beyond fleet expansion, the project is expected to support jobs, raise skills among Vietnamese engineers and workers, and strengthen the domestic oil and gas service chain.

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Prime Energy Confirms Larger Gas Find at Camago-3

Prime Energy confirmed a major gas result at Camago-3 offshore Palawan, adding to Malampaya volumes and supporting future domestic gas supply in the Philippines.

30, March 2026

Prime Energy has confirmed a new gas discovery at Camago-3 offshore Palawan, adding further volumes to the Malampaya area and supporting future domestic gas supply in the Philippines.

The Camago-3 well flowed gas at rates of up to 60 million cubic feet per day during testing, confirming a substantial addition to remaining gas resources linked to Malampaya. The field's facilities can produce at least 500 MMcfd of gas, although reported output has been declining for seven years and had fallen to about 260 MMcfd of gas and condensate by 2024.

According to Prime Energy, Camago-3 is significantly larger than the Malampaya East-1 discovery announced in January. The company said recoverable gas volumes are estimated at about two-and-a-half times those of MAE-1. Since MAE-1 confirmed 98 Bcf of gas that can be developed through existing Malampaya infrastructure, Camago-3 points to a larger volume that could also be tied back through the same system. Prime Energy said the Camago-3 result alone effectively doubles the gas volume that can be produced from Malampaya's remaining reserves.

Photo source: Mammoet

The operator said indigenous gas can be supplied at 4.80 pesos per kWh, compared with about 10.30 pesos per kWh for imported LNG. It said expanding domestic gas supply would help reduce exposure to swings in international fuel costs.

Prime Energy described the result as evidence of close cooperation with the Philippine government and the strength of the local workforce. The company also said large-scale offshore construction capability is being restored in the country for the first time since 2000, while the Malampaya 4 project remains on track for first gas in the fourth quarter of 2026.

The next step is the Bagong Pag-asa wildcat, the final well in Prime Energy's $600 million three-well drilling campaign. The programme is aimed at finding additional gas resources that can be tied back to the Malampaya facilities under the Malampaya 4 project.

For the campaign, Prime Energy contracted drillship Noble Viking from Noble Corporation at a day rate of $499,000. According to the contractor's fleet status report, the rig's next assignment will be a one-well job for Shell offshore Brunei Darussalam at a dayrate of $470,000, before mobilising to Papua New Guinea. TotalEnergies has also secured the unit for one firm well there, estimated at 47 days, with three optional wells.

Prime Energy operates SC 38 on behalf of partners PNOC Exploration Corporation and Prime Oil & Gas, along with UC38.

hmt-news.com

Jadestone Energy Reports Damage at Stag After Narelle

Jadestone Energy has reported damage at the Stag oil field offshore Western Australia after Cyclone Narelle forced a shutdown, with repairs and restart planning now under way. SEO Title

30, March 2026

Jadestone Energy has reported damage at its Stag oil field offshore Western Australia after Cyclone Narelle developed into a Category 5 storm.

The company shut down the Stag facilities on 23 March due to the storm's projected path and demobilised the platform. Jadestone Energy said Narelle brought sustained wind speeds of more than 200 kilometres per hour.

When personnel returned to the facilities on 28 March, storm-related damage was found on the platform and at the offloading facilities. Jadestone Energy is now assessing the damage and preparing repair plans to resume production.

The company said it has insurance cover for both physical damage and loss of production income and is working with insurers through the standard claims process. Based on currently available information, Jadestone Energy said it does not expect the incident to have a material financial impact on the group's current-year or longer-term cash flow projections.

Australia Stag Oilfield (Photo cource: Jadestone Energy)

Before the shutdown, the field was producing about 2,000 bbls/d. Jadestone Energy also said the export lines were cleared of hydrocarbons before the shut-in and that there was no release of hydrocarbons to the environment.

Jadestone Energy acquired a 100% operated interest in Stag in November 2016. The field is located in the WA-15-L production licence area in the Carnarvon Basin, about 60,000 m offshore Western Australia, in a water depth of about 47 m.

Stag was developed with a fixed-leg, 12-slot manned central processing facility platform. The installation has a liquids production capacity of 50,000 bbls/d, including 30,000 bbls/d of oil. It is connected by an 8-inch subsea export pipeline to a pipeline end manifold, where shuttle tankers load crude through a catenary anchor leg mooring buoy.

hmt-news.com

FPSO Agogo Launches Offshore CO2 Capture

Yinson Production has started the CCS unit on FPSO Agogo, marking a milestone for offshore post-combustion CO2 capture at the Agogo Integrated West Hub offshore Angola.

Agogo FPSO (Source: Yinson)

31, March 2026

The carbon capture and storage unit on board FPSO Agogo has entered service, marking what Yinson Production describes as the first offshore application of a post-combustion CO2 capture plant on a floating production facility. The start-up places the vessel at the centre of the Agogo Integrated West Hub development offshore Angola.

The CCS system was delivered through work involving Yinson Production, Azule Energy, and Carbon Circle. Azule Energy said the installation operates with CESAR1, an open-source solvent based on an advanced amine formulation developed through academic study, pilot testing, and international research cooperation.

According to Azule Energy, CESAR1 combines low regeneration energy demand with fast reaction performance, supporting its potential for broader offshore use. The company said the partners completed integration and commissioning while managing operational limits linked to compact layouts, restricted access, practical operating demands, and the requirement for modular commissioning with detailed data logging.

Azule Energy said the project showed how cooperation and technical progress can help move offshore decarbonisation efforts forward. The company linked the achievement to the industry's push to deliver practical climate solutions at sea.

The vessel was contracted in February 2023, when Azule Energy awarded Yinson Production a $5.7 billion contract for FPSO Agogo. The unit sailed from Cosco Shipping Heavy Industry's yard in Shanghai in February 2025 and arrived at Block 15/06 offshore Angola in May 2025, opening the way for development of the Agogo and Ndungu fields.

With a production capacity of 120,000 barrels of oil per day, FPSO Agogo is decribed as Angola's first carbon-neutral FPSO. The vessel serves as the main asset in the Agogo Integrated West Hub project, operated by Azule Energy with 36.84%, alongside Sonangol P&P with 36.84% and Sinopec International with 26.32%.

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PETROBRAS Finds Pre-Salt Oil at Marlim Sul

Petrobras confirmed an oil discovery in the pre-salt section of the Campos Basin at Marlim Sul offshore Brazil. Laboratory analysis will support further appraisal of the area.

27, March 2026

PETROBRAS has made an oil discovery in the pre-salt section of the Campos Basin offshore Brazil after drilling an exploration well in the Marlim Sul field.

The discovery came at well 3-BRSA-1397-RJS, about 113 km offshore from Campos dos Goytacazes in Rio de Janeiro. The well is located at a depth of 1,178 m.

According to the company, wireline logs, hydrocarbon shows and fluid sampling confirmed an oil-bearing interval. The collected samples will undergo laboratory analysis to further define reservoir and fluid characteristics as appraisal work continues in the area.

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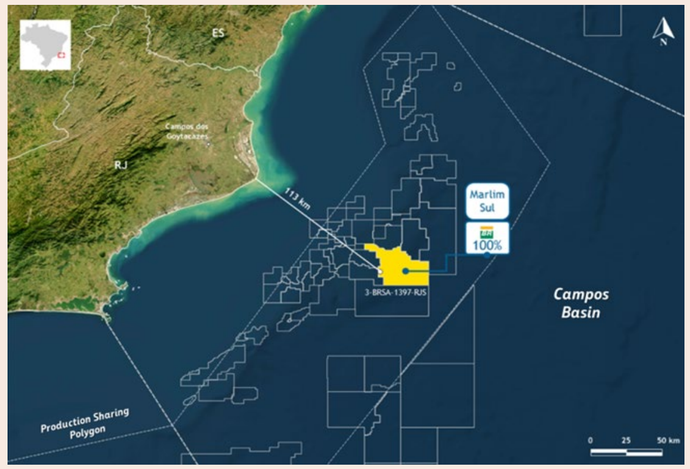

Image source: Petrobras

Aker BP Secures North Sea Drilling Consent

Aker BP has received approval for an exploration well and a pilot hole in the North Sea, with Saipem's Scarabeo 8 set to carry out both drilling operations.

28, March 2026

Aker BP has secured regulatory approval for two drilling activities in the North Sea on the Norwegian Continental Shelf, with Saipem's Scarabeo 8 assigned to both operations.

The main consent covers exploration well 36/4-2, known as the Alpehumle prospect, in block 36/4 under production licence 1153. The licence was awarded on 11 March 2022 and remains valid until 11 March 2030. The well is due to be drilled in a water depth of 255 m.

Aker BP operates the licence with a 40% interest. Its partners are Inpex Idemitsu Norge with 30%, OKEA with 20%, and Harbour Energy Norge with 10%.

Norway's regulator also approved drilling of pilot hole 35/10-U-1 in production licence 1182S. That licence was awarded on 17 February 2023 and is valid until 17 February 2028.

Both wells will be drilled by Scarabeo 8, a sixth-generation dual-derrick deepwater semi-submersible built in 2012. The rig can accommodate 140 people and has a maximum drilling depth of 35,000 ft, or about 10,668 m. The unit is under contract with Aker BP into 2028.

hmt-news.com

Chevron Signs Offshore Study MoU with Libya's NOC

Chevron has signed an MoU with Libya's National Oil Corporation for a comprehensive technical oil study at offshore Block NC146 in Libyan waters.

28, March 2026

Chevron has signed a memorandum of understanding with Libya's National Oil Corporation for an offshore oil study at Block NC146 in Libyan waters.

NOC Chairman Masoud Suleman said the agreement covers a comprehensive technical study of the offshore block. He described the step as a new beginning in assessing offshore potential in the area.

Block NC146 is described as an unexplored area with encouraging geological indicators that could lead to significant discoveries and help strengthen national reserves.

Suleman said cooperation with a global company such as Chevron would broaden NOC's horizons in transferring advanced technology and applying best practices in offshore exploration. He added that this would support efforts to develop Libya's energy sector in a sustainable and secure manner.

Suleman also said the deal reflects confidence in Libya's investment environment and shows the return of major companies to work and explore promising opportunities in the country.

The agreement came days after Eni disclosed two gas discoveries offshore Libya.

hmt-news.com

Boskalis Highlights New Scope for BOKA Atlantic in Taiwan

28, March 2026

Boskalis has said its construction support vessel BOKA Atlantic has completed another scope of work in the Taiwan Strait after taking on additional tasks at Ørsted's Greater Changhua 2b and 4 offshore wind projects.

The vessel worked for DEME Group on two new assignments. It supported trenching activities for previously laid inter-array cables using a mass flow excavation tool and also carried out survey operations with a remotely operated vehicle.

BOKA Atlantic has been operating in Asia for several years and has supported multiple offshore wind developments. Its earlier work included grouting jacket foundations to fix them to the seabed, repair work on foundations, and seabed preparation for the installation of jacket foundations at Greater Changhua 2b and 4.

According to Boskalis, the vessel has now completed its latest scope in the Taiwan Strait, where it again showed its role as a multi-functional offshore vessel.

hmt-news.com

Belov Engenharia Lands Petrobras SDSV Award

Belov Cidade Ouro Preto shallow diving support vessel. (Photo source: BELOV ENGENHARIA)

Belov Engenharia has secured $514.5 million in four-year contracts with Petrobras to supply four SDSVs for offshore inspection and maintenance work in Brazil.

1, April 2026

Belov Engenharia has won new business from Petrobras to provide four shallow diving support vessels for offshore work in Brazil, following a tender launched last year to partly restore the state company's SDSV fleet.

The four-year agreements are valued at about 2.7 billion reais, equivalent to $514.5 million. The vessels named in the contracts are Belov Amaralina, Belov Humaita, Belov Cidade Ouro Preto, and the newbuild Belov Arembepe.

The company said Belov Arembepe is being built at its yard in Bahia state and is due for delivery in the second half of 2027.

The vessels will be deployed on inspection and maintenance duties for Petrobras offshore platforms. Belov Engenharia said the units are equipped with advanced technology for that work.

Belov Engenharia director Weber Carneiro said the contract signing marked an important step for the operational stability of the company's fleet.

hmt-news.com

Brava Energia Begins Papa-Terra and Atlanta Drilling Campaign

Brava Energia has launched a four-well drilling campaign at Papa-Terra and Atlanta using Constellation's Lone Star, with first oil targeted in Q4 2026 and Q2 2027.

Photo credit: Daniel Canty / Oil&Gas

1, April 2026

Brava Energia has started a four-well drilling program covering the Papa-Terra and Atlanta fields, with Constellation's Lone Star semisubmersible assigned to the work.

The rig entered the campaign after finishing an earlier contract in Brazil in January 2026 and completing a planned maintenance interval of slightly more than 40 days.

At Papa-Terra, in the Campos Basin, two wells are scheduled to be drilled between March and September 2026. The company expects first oil from that phase in Q4 2026.

After completing work at Papa-Terra, Lone Star is due to relocate to the Atlanta field in the Santos Basin in October. Two more wells are planned there, and first oil is targeted for Q2 2027.

The full campaign across the two offshore fields is scheduled to run into Q1 2027, linking the Papa-Terra phase with the later Atlanta programme under a single rig plan.

hmt-news.com

Golden Pass Train 1 Reaches First LNG

Golden Pass LNG has achieved first LNG on Train 1 in Sabine Pass, Texas, as McDermott and Chiyoda International Corporation continue work on trains 2 and 3 ahead of planned exports in the second quarter of 2026.

1, April 2026

McDermott and Chiyoda International Corporation have substantially completed construction and commissioning on Train 1 at the Golden Pass LNG export terminal in Sabine Pass, Texas, allowing start-up operations to begin and first LNG to be achieved.

The milestone advances one of the largest LNG developments in North America. McDermott, the lead partner in the joint venture responsible for all three trains, said the result reflects years of engineering, procurement, construction, and commissioning work. The company said the achievement also showed its ability, together with its partners, to deliver complex LNG infrastructure safely.

Work is continuing on trains 2 and 3. Golden Pass LNG is jointly owned by QatarEnergy with 70% and ExxonMobil with 30%. Alex Savva, President and CEO of Golden Pass, said LNG production had started at the Sabine Pass terminal after the first train was constructed, commissioned, and started up.

Exports to international customers are expected to begin in the second quarter of 2026. The project's entry into operation comes as conflict in the Middle East affects regional safety, global energy markets, and the wider economy. Saad Sherida Al-Kaabi, Minister of State for Energy Affairs of Qatar and President and CEO of QatarEnergy, said the start of operations would come at an important time for global energy security.

Golden Pass LNG includes three liquefaction trains with total capacity of 18.1 million tonnes per year, five LNG storage tanks of 155,000 cbm each, and two marine berths for large LNG carriers. QatarEnergy described the development as its largest investment in the United States and linked it to its 2018 plan to invest $20 billion in the U.S. energy sector.

ExxonMobil and QatarEnergy took a final investment decision on the project, worth more than $10 billion, in February 2019.

hmt-news.com

BW Energy Signs Rig Sale-Leaseback Deal

BW Energy has agreed a sale-and-leaseback deal for the Jasmine Alpha jack-up rig, securing $80 million in cash while retaining access to the unit under a new lease arrangement.

31, March 2026

BW Energy has agreed a sale-and-leaseback deal with Minsheng Financial Leasing for the jack-up drilling rig Jasmine Alpha, securing fresh funds while keeping access to the unit.

The transaction will provide BW Energy with $80 million in cash and support the company's financial flexibility, according to the statement. At the same time, the arrangement allows the company to continue using the rig under a 12-month lease, with an option to extend for another 12 months.

BW Energy said it expects to record an equity gain above the rig's carrying value. The company linked that gain to the increase in the asset's value since it was acquired in 2020 at a favourable price during the Covid-19 period.

operational access and strategic flexibility. He added that the rig could also be repurposed in the future as a production platform for use in the company's development portfolio.

Young said the deal will strengthen BW Energy's balance sheet and underlines the company's ability to arrange flexible and competitive infrastructure financing as it pursues a plan to triple production in 2028.

The agreement also extends BW Energy's existing relationship with Minsheng Financial Leasing, which is already involved in the financing of the Maromba B wellhead platform.

hmt-news.com

China Starts Construction of Floating Deep-Sea Research Platform

Shanghai has started building a floating deep-sea research platform designed to support marine science, ocean resource studies and offshore equipment testing, with completion targeted for 2030

Image Credits: CCTV

31, March 2026

Construction has started in Shanghai on a large-scale floating research facility that will support work in marine equipment, ocean resources and marine science.

The project, described as one of China's major scientific research infrastructure programmes, began construction on 28 March 2026. It is being built by Shanghai Jiao Tong University and is scheduled for completion by 2030.

The facility will consist of three main systems: the main platform, shipborne laboratories and shore-based support. The laboratories will cover marine disasters, meteorological observation and research, and the marine underwater physical environment, among other fields.

Designed as a semi-submersible twin-hull vessel, the platform will be able to carry out sea trials for large deep-sea equipment weighing up to about 100 tonnes. It will also support scientific exploration and experimental research at ocean depths of up to 10,000 m.

The platform is intended to remain in deep-sea mission areas for extended periods, allowing cross-seasonal scientific observation and engineering trials. It can also be mobilised and deployed quickly, making it possible to adjust operating areas with flexibility.

After completion, the facility will provide a real-sea testing platform for deep-sea mining systems, key marine equipment and offshore oil and gas equipment, helping accelerate the use of marine resources.

It will also support research into seasonal patterns in marine ecosystem evolution and the origins and evolution of life, while contributing to improved typhoon forecasting accuracy and stronger disaster prevention and mitigation capability.

hmt-news.com

ZPMC Starts Work on Jackup Vessel

ZPMC has started construction of a jackup vessel designed for water depths of up to 90 m, with a 1,600-tonne crane and 142 m legs for offshore wind and marine support work.

Photo source: ZPMC

28, March 2026

ZPMC has begun construction of a jackup vessel it describes as China's deepest-operating unit of its kind, with the longest legs in its class.

The vessel will be fitted with a 1,600-tonne revolving crane and legs extending up to 142 m. Designed for unrestricted ocean navigation, it is intended to carry out high-stability emergency salvage operations in challenging sea conditions.

According to the company, the jackup vessel will be able to operate in water depths of up to 90 m and reach a lifting height of 210 m above deck.

The multipurpose vessel is set to transport and install offshore wind turbine foundations, support towers, nacelles and blades. It will also provide platform maintenance and offshore accommodation capabilities for a range of offshore operations.

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Subsea7 Secures Aseng Subsea Installation Contract

Subsea7 has secured a substantial contract from Noble Energy EG Ltd for subsea installation on the Aseng project offshore Equatorial Guinea, with offshore work starting in 2026.

Photo source: Subsea7

2, April 2026

Subsea7 has been awarded a substantial contract by Noble Energy EG Ltd, a Chevron company, for subsea installation work on the Aseng Gas Monetisation Project offshore Equatorial Guinea.

The project involves a single-well tieback connecting the Aseng field to the existing Alen platform. Under the contract scope, Subsea7 will transport and install approximately 19 km of rigid production flowline and 20 km of umbilicals, along with associated subsea structures and tie-ins in water depths of 800 m.

Project management and engineering will commence immediately and be managed from Subsea7's Paris office, with additional support provided by teams in Lisbon and Equatorial Guinea. Offshore activities are scheduled to begin in 2026.

The award reflects the ongoing working relationship between Subsea7 and Chevron. The company stated it has operated in Equatorial Guinea for nearly two decades, supporting offshore construction as well as inspection, maintenance and repair activities.

hmt-news.com

Northern Endeavour Reaches Denmark for Recycling

The former FPSO Northern Endeavour has arrived in Frederikshavn, Denmark, for decommissioning by M.A.R.S. The project now moves into hazard assessment, cleaning, decontamination, dismantling and recycling.

Photo source: Modern American Recycling Services

2, April 2026

The former FPSO Northern Endeavour has arrived at Frederikshavn in Denmark, where M.A.R.S. will carry out its decommissioning.

The project was commissioned by the Commonwealth of Australia. COSCO SHIPPING Heavy Transport oversaw the transportation using the semi-submersible heavy transport vessel Hua Rui Long. Towage and logistics were handled by 9 Oceans B.V. together with Multraship Towage & Salvage, Fairplay and Svitzer. At Frederikshavn, M.A.R.S. teams supported the operation with on-site preparation and operational support.

The next stage will start with detailed mapping and hazard assessment for the 43,000 DWT vessel. Cleaning and decontamination will follow before dismantling and recycling begin at a dedicated facility.

M.A.R.S. said it will work with Australian authorities and project partners to maintain health, safety and environmental standards throughout the program. The company expects around 95% of the vessel's materials to be recycled, with recovered metals to be reused in European mills.

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Norbe IX Starts Petrobras Contract

Foresea has started the Petrobras contract for 6th generation drillship Norbe IX, which will work in the Sepia and Atapu fields for about three years.

1, April 2026

Brazilian drilling contractor Foresea has started the contract for its 6th-generation drillship Norbe IX with Petrobras.

The rig will carry out drilling work in the Sepia and Atapu fields under a contract that is set to run for about three years. Before the contract started, Norbe IX had been at the Port of Angra dos Reis since mid-January for a comprehensive Special Periodic Survey.

With the start of this campaign, Foresea said its five-floater fleet is fully contracted and operating in Brazil. The company also manages PRIO's 6th-generation semisubmersible Hunter Queen.

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Constellation Extends Petrobras Rig Work to 2030

2, April 2026

Constellation Oil Services has renegotiated three rig contracts with Petrobras, adding about $1.1 billion to backlog and securing nearly 10 years of contract extensions across the three units.

The revised agreements cover Brava Star, Gold Star, and Alpha Star. Following the amendments, Constellation Oil Services said its backlog increased 67% to about $2.8 billion through 2030.

The 2015-built Brava Star received a four-year extension through December 2030, with a contract value of $569 million. The extension is subject to early termination on the 910th day. The rig is expected to support the continued development of the Búzios Field. The new term starts immediately after the current contract, with no transition period. The agreement also includes a managed pressure drilling equipment upgrade from 2027.

The 2009-built Gold Star secured an extension of two years and 10 months through December 2028, valued at $266 million. This extension also starts in direct continuation of the current contract, with no transition period. The scope includes integrated drill pipe riser services for well workovers and plug-and-abandonment operations.

The 2009-built Alpha Star was awarded an extension of the same length as Gold Star, running through December 2028 and adding $300 million to the backlog. Like the other two rigs, the extension begins immediately after the current contract ends, with no transition period.

As part of the agreements, Constellation Oil Services will also deploy new technologies aimed at improving drill floor personnel safety on Alpha Star and Brava Star.

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Petrobras, SBM Offshore Sign $7.8B Brazil FPSO Deal

Petrobras and SBM Offshore have signed a $7.8 billion contract for P80 and P87 FPSOs in Brazil's Sergipe-Alagoas deepwater project, with each unit designed for 120,000 barrels per day of oil production.

Source: SBM Offshore

2, April 2026

Petrobras and SBM Offshore have signed a $7.8 billion agreement for two floating production, storage, and offloading units for Brazil's Sergipe-Alagoas deepwater project.

The contract covers P80 and P87 under a build-operate-transfer model. SBM Offshore will supply the two units with contract values of about $4.0 billion for P80 and $3.79 billion for P87. Each vessel is designed to produce 120,000 barrels of oil per day and process up to 12 million cubic meters of natural gas per day.

The development has already passed key project steps. SEAP II received final investment approval in December 2025, while Brazil's ANP also granted regulatory approval. Concession terms were extended to 2057 for SEAP I and 2055 for SEAP II. Funding support for the construction of both units includes R$8.56 billion from Brazil's Merchant Marine Fund.

SEAP II is scheduled to start operating in 2030 and targets light oil fields with 38–41° API. SEAP I includes the Agulhinha, Agulhinha Oeste, Cavala and Palombeta fields. As operator, Petrobras holds interests ranging from 60% to 100% across the concessions, together with ONGC Campos Limitada and IBV Brasil Petróleo.

The agreement marks one of the largest offshore floater contracts awarded in recent years and adds two major units to Brazil's deepwater development pipeline.

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Borr Drilling Wins Four Jack-Up Contracts

Borr Drilling has secured new contract commitments for four premium jack-up rigs in Gabon, Mexico, Germany, and Vietnam, covering fresh awards and extensions for Prospector 5, Ran, Joro, and Thor.

Image source: Borr Drilling

2, April 2026

Borr Drilling has secured new contract commitments for four premium jack-up rigs in West Africa, Europe, Southeast Asia, and the Americas.

The new work covers Prospector 5, Ran, Joro, and Thor.

In Gabon, Prospector 5 received a binding letter of award from BW Energy for a firm four-well scope with a minimum duration of 320 days. The assignment is scheduled to start in Q3 2026 after the rig completes its current contract and a planned special periodic survey. The award also includes options that could extend the program by a further 220 days. Built in 2014, Prospector 5 is a Friede & Goldman JU2000E design. The rig can operate in water depths of up to 400 feet and drill to 35,000 feet. It is currently working for Eni in Congo.

In Mexico, Ran received a six-month extension from Eni, keeping the rig under contract through September 2026. The extension includes drilling and accommodation work, subject to the operator's requirements. The 2013-built rig is a KFELS Super A design with water depth capability of up to 400 feet and maximum drilling depth of 35,000 feet.

In Germany, Joro, previously known as Noble Resilient, received contract extensions from current operator Siemens totaling about two months. The extension keeps the rig working through May 2026. The jack-up can operate in water depths of up to 350 feet and drill to 30,000 feet.

In Vietnam, Thor received a binding letter of award from an undisclosed operator for a two-well campaign with an estimated duration of 100 days. The program is due to begin in July 2026 in direct continuation of the rig's current job. The rig can operate in water depths of up to 400 feet and drill to 35,000 feet.

Separately, Borr Drilling said the acquisition of Paratus' jack-up fleet by BC Ventures, its 50/50 joint venture with CME, illustrates the company's wider footprint.

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Transocean Backlog Rises on Norway, Brazil Rig Deals

Transocean added about $1.0 billion to backlog through a new Transocean Barents contract in Norway and extensions for Deepwater Orion and Deepwater Aquila offshore Brazil.

Transocean Barents rig (Image source: OMV Petrom)

2, April 2026

Transocean has added about $1.0 billion to its backlog after securing a new contract in Norway and contract extensions for two drillships offshore Brazil.

The new Norway award covers the harsh-environment semisubmersible Transocean Barents. Vår Energi fixed the rig on a 1,095-day contract at a day rate of $450,000. The contract is expected to start around mid-second quarter 2027 and will add about $490 million to backlog, excluding mobilization and other services. Options attached to the award may keep the rig working in Norway through 2034.

Offshore Brazil, Petrobras extended contracts for two of Transocean's ultra-deepwater drillships. Deepwater Orion secured a 1,095-day extension in direct continuation of its current program, adding about $420 million to backlog and keeping the rig working through March 2030. A gap period before the extension starts will reduce the existing backlog by about $20 million.

Deepwater Aquila received a 365-day extension, contributing about $160 million and extending work through June 2028. A similar gap before the new term begins will see about $10 million roll off the current backlog.

Earlier this year, Transocean also agreed to acquire Valaris in a $5.8 billion all-stock deal. The combined fleet would include 33 drillships, nine semisubmersibles, and 31 modern jackups.

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Hornsea 3 Foundation Campaign Nears Start

Hornsea 3 foundation installation is due to start in April as Cadeler's Wind Ally and Wind Orca and the SOV Esvagt Froude mobilise from Dutch and UK ports for the next phase of Ørsted's offshore wind project.

30, March 2026

King One

Foundation installation at Ørsted's Hornsea 3 offshore wind farm is set to begin in April, with Cadeler's Wind Ally and Wind Orca and the service operation vessel Esvagt Froude preparing for mobilisation from ports in the Netherlands and the UK.

According to a recent Notice to Mariners cited in the source text, Wind Ally will mobilise from Rotterdam for XXL monopile installation, with offshore work planned from 12 April. Wind Orca will depart from the Port of Tyne for secondary structure installation and is scheduled to begin work at the site on 19 April. Foundation commissioning support will then be provided by Esvagt Froude, which will mobilise from the Port of Hull, with operations expected to start on 24 April.

Noise monitoring systems will also be deployed during the foundation installation campaign. Contractor Seiche will carry out that work using the vessel BB Ocean.

The installation phase follows the recent arrival of the first six monopiles at Steel River Quay in Teesside Freeport from Haizea Wind Group's facility in Bilbao, Spain. The offshore wind farm will include 197 monopiles in total.

Supply arrangements for the monopiles have shifted since Ørsted signed contracts in 2022 with SeAH Wind and Haizea Wind Group. The developer and SeAH Wind later agreed to terminate the contract by mutual agreement after ongoing production challenges at the company's new Teesside facility. Ørsted then reassigned SeAH Wind's scope to other supplier(s).

At the beginning of March, Dajin Heavy Industry said it had shipped the first Hornsea 3 monopiles from China to the UK on board its heavy-cargo deck carrier King One.

Hornsea 3 is Ørsted's third gigawatt-scale development in the Hornsea zone of the North Sea. The project will use 197 Siemens Gamesa 14 MW turbines installed about 160,000 m off the Yorkshire coast. With total capacity of 2.9 GW, Hornsea 3 is expected to be operational in 2027. Ørsted says it will be the world's largest single offshore wind farm.

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Virginia Approves Offshore Wind Training Bill

Virginia has passed HB67 to assess offshore wind training needs and workforce gaps as the state moves ahead with major offshore wind development off Virginia Beach.

31, March 2026

Virginia has passed HB67, a bill aimed at preparing the state's workforce for offshore wind development.

The measure cleared both the House of Delegates and the State Senate in March 2026 and is now waiting for the Governor's signature. It directs the Virginia Department of Energy to review the training and education resources needed to support the offshore wind sector.

Under the bill, the Department will work with relevant stakeholders to examine existing workforce capacity and identify gaps in training infrastructure. The review will focus on the sector's labour needs, including technical skills and safety requirements tied to offshore wind activity.

The legislation was introduced during the 2026 session of the Virginia General Assembly as Virginia expands its offshore wind activity. The state already has the 12 MW Coastal Virginia Offshore Wind pilot in operation. It is also building the 2.6 GW commercial Coastal Virginia Offshore Wind project off Virginia Beach.

That project, developed by Dominion Energy, recently produced its first power after the first turbines were installed. It is expected to be completed in 2026.

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Tekmar Group Secures Japan Offshore Wind Contracts Worth EUR 2.3 Million

Tekmar Group has secured two contracts worth about EUR 2.3 million for a Japanese offshore wind project, including direct supply of its 10th-generation cable protection systems.

31, March 2026

Tekmar Group has won two contracts with a combined value of GBP 2 million, or about EUR 2.3 million, for an offshore wind project in Japan, according to an investor update issued on 31 March 2026.

The company did not disclose the name of the project or the customer. It said the larger award covers direct delivery of its 10th-generation cable protection systems to the offshore wind developer, and work is set to begin immediately.

The contract followed earlier preliminary technical analysis and design services provided by Tekmar Group for the same development. The company said the latest award reflected its ability to combine engineering support with technology supply across different stages of an offshore wind project.

Richard Turner, CEO of Tekmar Group, said the award showed the value of the group's integrated engineering and technology model, as well as its ability to support customers through the full project lifecycle. He added that the contract also supported the company's strategy of building a sustainable and diversified order book with multi-year visibility.

Revenue from the Japan contracts is expected to be recognised during the remainder of Tekmar Group's 2026 financial year and in the first half of its 2027 financial year.

The award in Japan followed another recent contract announcement from Tekmar Group, which said it had been selected to supply cable protection systems for an offshore wind project in Europe under a separate deal worth more than GBP 4 million, or about EUR 4.7 million.

Image source: Tekmar

hmt-news.com

OranjeWind Starts Seabed Work Offshore Netherlands

OranjeWind has started seabed preparation offshore the Netherlands as erosion protection work begins ahead of foundation, cable and turbine installation at the Dutch wind farm.

Photo source: OranjeWind

31, March 2026

Offshore construction at the Dutch OranjeWind project has moved into its first execution phase, with seabed preparation now underway ahead of foundation installation. The campaign marks the start of offshore works at the Hollandse Kust West VII site, where erosion protection is being placed before the main build-out continues later this year.

According to OranjeWind, the joint venture between RWE and TotalEnergies, the current scope covers the installation of the filter layer that will support the next offshore construction steps. This first layer of protection is required before 53 foundations can be installed at the wind farm site.

The rock installation vessel Simon Stevin is carrying out the work. Filter layer rock is loaded in Norway and then transported to the project area, around 53 km off IJmuiden. At site, the vessel places the material at designated positions through a vertical drop pipe. The campaign is scheduled for completion in May.

Matthias Esken, Project Director at OranjeWind, said the first construction activities had started in line with the plan after months of preparation. He added that foundation installation and cable installation would follow later in 2026.

The wind farm will feature 53 V236-15 MW turbines from Vestas on monopile foundations to be produced by Sif. Inter-array cables will be supplied by TKF. Foundation and turbine installation are set to be performed by Jan De Nul using the heavy lift vessel Les Alizés and the jack-up installation vessel Voltaire, while DEME will handle the inter-array cable installation. OranjeWind is expected to be fully commissioned in early 2028.

hmt-news.com

Ørsted Installs First Hornsea 3 Offshore Converter Station

Ørsted has completed installation of the first offshore converter station for Hornsea 3 in the UK. The structure, built in Thailand and commissioned in Norway, is now in place offshore.

31, March 2026

Ørsted has completed the installation of the first offshore converter station for the Hornsea 3 offshore wind farm in the UK.

The structure stands 70 m above sea level and will transform power generated by Hornsea 3's offshore wind turbines for transmission back to shore in the UK. It consists of a jacket, which is piled into the seabed, and a topside installed above it.

According to Ørsted, the converter station was built in Map Ta Phut, Thailand, before travelling more than 13,000 nautical miles to Haugesund, Norway, where high-voltage equipment was installed and commissioned. Offshore transport and installation were carried out by Heerema Marine Contractors, with the topside welded to the supporting jacket at the offshore site.

The company said the installation of the first offshore converter station marked the culmination of a global effort and four years of work involving planning, marine logistics and installation. Ørsted also thanked teams from Hitachi Energy, Aibel and Heerema Fabrication Group.

Luke Bridgman, managing director for Hornsea 3 at Ørsted, said the installation was a major milestone for the project and showed what detailed planning, strong collaboration and disciplined execution could achieve. He added that it reflected the technical expertise of the project team and contract partners, as well as a focus on safety at every stage.

Ørsted describes Hornsea 3 as the world's largest single offshore wind farm.

hmt-news.com

Photo source: Ørsted

Jan De Nul Orders Nordlicht I CPS from CRP Subsea

Jan De Nul has ordered 141 cable protection systems from CRP Subsea for Vattenfall's Nordlicht I offshore wind project, with delivery set for December 2026.

31, March 2026

Jan De Nul has awarded CRP Subsea a contract to supply cable protection systems for inter-array cables at Vattenfall's Nordlicht I offshore wind farm in the German North Sea.

The order covers 141 NjordGuard cable protection systems for the 980 MW project. CRP Subsea is engineering three CPS variants to match installation requirements at monopile and J-tube interfaces.

Production is taking place at CRP Subsea's facility in north-west England. Engineering work has already started, and delivery is scheduled for December 2026.

At Nordlicht I, Jan De Nul will install the inter-array cables, while TKF will supply the cable system linking 68 Vestas V236-15.0 MW turbines to the offshore substation. The wind farm will connect to TenneT's BorWin kappa platform under the BorWin6 grid link.

Vattenfall took FID on Nordlicht I in 2025 and on Nordlicht II at the start of 2026. Offshore work on Nordlicht I is set to start in 2026, with Nordlicht II to follow in 2027. Both projects are due to enter operation in 2028. Once completed, Nordlicht I is expected to be Germany's largest offshore wind farm, while the full 1.6 GW Nordlicht development will rank as the world's second largest, according to Vattenfall.

hmt-news.com

Global Maritime Takes TetraSpar Decommissioning Scope in Norway

Global Maritime has been appointed to handle offshore and onshore decommissioning work for the TetraSpar Demonstrator in Norway, covering subsea recovery, towing, dismantling, and recycling.

Image: Shutterstock (ID: 2556203167 / fokke baarssen)

28, March 2026

Global Maritime has been appointed by the TetraSpar Demonstrator consortium to support the decommissioning of the project offshore Norway, covering both offshore and onshore work in the final phase of the demonstration.

The TetraSpar Demonstrator has operated at the METCentre site off Karmøy since 2021. The project combines Stiesdal Offshore's TetraSub floating foundation with a 3.6 MW Siemens Gamesa wind turbine.

According to Global Maritime, the decommissioning follows the completion of the project's demonstration objectives and will allow a detailed inspection of the submerged structure after nearly five years of operation. This will provide input to the verification of the TetraSub foundation.

Under the agreement with the consortium of TEPCO Renewable Power, RWE, and Stiesdal Offshore, Global Maritime will handle end-to-end project management, engineering, procurement, and operational execution for the full decommissioning scope.

The offshore phase will begin with the disconnection, retrieval, and handling of key subsea components, including the inter-array cable and the station-keeping system. These components will be disconnected, recovered, and prepared for transport, with materials sent to appropriate recycling streams.

The full TetraSpar structure will then be towed to a sheltered deepwater location for temporary mooring. Further offshore work will include keel handling and controlled deballasting before the structure is brought into harbour, where the keel and floater will be docked.

Onshore work will focus on the dismantling and recycling of major components. The wind turbine will be disassembled, with the nacelle and rotor transported to OEM-designated facilities, while the tower sections will be processed for recycling. The keel and floater will also be dismantled, marine growth will be removed, hazardous materials will be separated, and recovered materials will be sorted for recycling.

For the onshore scope, Global Maritime will work with Semco Maritime as a subcontractor at its Hanøytangen yard. According to the decommissioning contractor, the subcontractor will provide specialist capabilities in material handling, waste management, and recycling.

hmt-news.com

Dajin Awards Nordseecluster B Steel Work in Poland

Dajin Offshore has awarded JW Steel Construction a contract covering secondary steel construction and low-voltage electrical outfitting for the Nordseecluster B offshore wind project, with production already under way in Szczecin.

28, March 2026

Dajin Offshore has awarded JW Steel Construction a contract for RWE and Norges Bank Investment Management's Nordseecluster B offshore wind project.

The contract covers the construction and low-voltage electrical outfitting of secondary steel structures. Production has already started at JW Steel Construction's 50,000 sq m facility in Szczecin.

The scope includes more than 2,500 t of structures, including 30 main access platforms and 60 boat landing systems.

The project is expected to support around 150 local jobs in Poland's West Pomeranian region.

Adam Kowalski, head of supply chain management at Dajin Offshore, said the contract was further proof of the company's cooperation with businesses in Europe. He added that the award showed successful cooperation with a private Polish company that provides the capability and reliability needed for clients' business cases.

hmt-news.com

Photo source: JW Steel Construction

US Shifts Offshore Wind Pressure to Lease Buyouts

The Trump administration is shifting its offshore wind approach toward lease buyouts tied to oil and gas reinvestment, though the model may not fit renewable-focused developers.

1, April 2026

The Trump administration is pursuing a new route to unwind offshore wind positions in the United States, moving from project stop-work efforts to lease buyout discussions linked to oil and gas reinvestment.

The approach follows the recent arrangement involving TotalEnergies, under which the company was set to receive close to $1 billion in reimbursements and channel that amount into US oil and gas projects.

That model may not be workable for every leaseholder. Some companies active in US offshore wind are focused on renewables and do not have fossil fuel investment plans that would fit such a structure.

The report said the Department of the Interior held talks on Monday with several offshore wind leaseholders as it sought support for agreements similar to the one reached with TotalEnergies.

Earlier attempts to slow offshore wind through federal stop-work orders did not hold. In 2025, the government ordered projects to halt ongoing activity pending an Interior review, but courts overturned those measures. In December 2025, the administration then recast offshore wind as a national security matter and targeted five late-stage projects, yet those orders were also lifted.

The latest focus is on buying out leases in exchange for new fossil fuel investment. There are currently 43 active offshore wind leases off the US coast.

Illustration (Photo source: RWE)

Among the larger holdings cited in the report, EDP and Engie share a $120 million lease. Invenergy holds four leases on the east and west coasts, including a site near New York acquired with energyRe for $645 million. RWE paid $1.1 billion for a New York lease and $157.7 million for a California lease.

Any arrangement based on the TotalEnergies model would depend on a company being able to commit to oil and gas investment in the United States. That may suit companies such as Invenergy and RWE, but it does not align as easily with groups such as Engie and EDP, which are centered on renewables.

The report also noted that some projects may be beyond a simple lease buyout stage. Equinor's Empire Wind is about 60% complete. Equinor chief executive Anders Opedal said the situation differs from the TotalEnergies case because that transaction involved a lease, not a project already well into construction.

hmt-news.com

Cadeler Sets Out New Vessel Growth Plan

Cadeler raised about EUR 175 million to support early commitments for two proposed T-class newbuilds and a possible scour protection vessel conversion, while keeping its near-term dividend capacity and capital return path in view.

1, April 2026

Cadeler said that it had completed a private placement worth about EUR 175 million. The company said the shares were placed at a price above its five-day VW

AP, and the proceeds will be used for early capital commitments tied to two proposed T-class Wind Foundation Installation Vessel newbuilds and a possible scour protection vessel acquisition and conversion.

The company said the expansion plan was designed to keep a clear route open for shareholder distributions. Cadeler added that strong operating cash flow, a solid balance sheet and limited short-term capital needs continued to support its ability to allocate capital to shareholders.

In 2025, Cadeler doubled the number of vessels in operation, increasing its capacity to generate cash from the fleet. At the same time, the market has remained disciplined on new orders. The company said no wind foundation installation vessels had been ordered globally since its own last order in Q2 2024. Cadeler also pointed to a projected vessel undersupply from 2029 onward as support for long-term utilization and pricing.

The company said it was in advanced discussions over two competitively priced T-class newbuilds for delivery in 2030 and 2031. Most payments are expected to fall after 2029, while total capex is expected to be 65% debt financed. Based on that structure, Cadeler said the plan should not affect near-term dividend capacity or its capital return ambitions.

Alongside the newbuild discussions, Cadeler is reviewing the possible purchase and conversion of a scour protection vessel. The company said this could strengthen its foundation transportation and installation business, cut reliance on subcontractors, improve pricing competitiveness and retain more profit, while offering a capital-efficient and faster route to market. It added that the financing options under review support a disciplined capital structure.

Cadeler said global offshore wind demand remains strong and industry momentum has improved, supporting employment prospects across the expanded fleet. The company also said no additional equity is expected to be needed for its current plans. No final investment decisions have been made, and all terms remain indicative.

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Dieppe-Le-Tréport Reaches 31 Jackets

The Dieppe-Le-Tréport offshore wind project has installed 31 of 62 jacket foundations, reaching the halfway point for foundation work at the 496 MW site offshore France.

Photo credit: OW Ocean Winds

1, April 2026

Foundation installation at the Dieppe-Le-Tréport offshore wind project has reached the halfway point, with 31 of 62 jacket foundations now in place.

The first foundation was installed in September 2025 by DEME's installation vessel Innovation at the project site, located 15,000 m off Le Tréport and 17,000 m off Dieppe. By February 2026, 12 jackets had been installed. Since then, another 20 foundations have been added, according to Ocean Winds, which owns the 496 MW project in a joint venture with Sumitomo Corporation and Banque des Territoires.

The jacket foundations are being supplied by a consortium of Navantia Seanergies and Windar Renovables from facilities in Spain. The four-legged jackets were manufactured at Navantia Seanergies' yard in Fene, while the pin piles were produced by Windar Renovables in Avilés.

Navantia also built the jacket foundation for the project's offshore substation, which was installed at the site in 2025.

The 496 MW wind farm will use 62 Siemens Gamesa 8 MW turbines. The turbines are being manufactured by Siemens Gamesa at its Le Havre facility, while installation is scheduled to be carried out by Jan de Nul Group during 2026.

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Source Galileo Sells Norway Unit to Unitech

Source Galileo has sold Source Galileo Norge AS to Unitech Energy Group. The business will be renamed Nordrenergi AS and based in Haugesund.

2, April 2026

Source Galileo has sold Source Galileo Norge AS to Unitech Energy Group, with the business to be renamed Nordrenergi AS and relocated to Haugesund.

As part of the transaction, Unitech Energy Group said its energy business will move from Bergen to Haugesund. The renamed company will be positioned around the development, ownership and operation of energy technologies tied to the energy transition.

Its scope includes battery energy storage system projects, high-voltage technology, ownership and operation of Zephyros, and Stord Energy Terminal. The team will also continue supporting the GoliatVind project when needed.

Source Galileo said the business will bring together the renewable energy experience of its former Norway unit with capabilities already present within Unitech Energy Group. Bernt Hellesøe, chair of the board, said Unitech and the Zephyros companies have built offshore wind expertise, citing 98% efficiency, a 50.5% capacity factor, as well as innovation work and new patent filings.

Katy Hogg, chief operating officer of Galileo, said the sale followed a strategic review of the group's investments in Norway. She said a transfer to a local owner would leave the team and the business in a stronger position for further development.

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Photo source: Source Galileo

RWE, ASML Extend Offshore Wind PPA to 2038

RWE and ASML have signed a new PPA that expands their 2021 agreement to around 130 MW and extends renewable power supply to 2038, adding offshore wind from Northwester 2 and OranjeWind.

2, April 2026

RWE and ASML have signed a new power purchase agreement, expanding the ten-year PPA the companies entered into in 2021.

The revised agreement now covers around 130 MW of installed renewable capacity and extends the supply term to 2038. It also adds power from another of RWE's offshore wind farms.

In 2021, ASML signed a PPA for more than 250 GWh of green electricity a year from RWE. Part of that supply came from the Northwester 2 offshore wind farm in the Belgian North Sea, with the remainder provided by two RWE onshore wind farms and one solar plant in the Netherlands.

Under the new agreement, ASML will take additional power from Northwester 2 as well as from RWE's Dutch wind portfolio, including the OranjeWind offshore wind farm and four onshore wind farms. RWE said the agreement was structured with support from Dutch consultancy Energie Makelaar BV.

According to RWE, the electricity will be used at ASML's facilities in the Netherlands.

The 219 MW Northwester 2 offshore wind farm is located 51 km from shore in the Belgian North Sea and has been operating since 2020. The asset is owned by Parkwind. Under a long-term PPA signed in 2019, RWE Supply & Trading procures the full electricity output from Northwester 2 and sells the electricity and guarantees of origin to large industrial and municipal customers.

The 795 MW OranjeWind offshore wind farm in the Netherlands is owned by a joint venture between RWE and TotalEnergies. Located about 53 km off the coast of IJmuiden, the project is set to begin offshore construction this year, with full commissioning expected in early 2028.

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Hanwha Ocean Builds Canada Partner Network for CPSP Bid

Hanwha Ocean is strengthening partnerships with Canadian companies to improve its position in the CPSP bid, where local industrial contribution is a key evaluation item.

Photo courtesy of Hanwha Ocean

30, March 2026

Hanwha Ocean is strengthening ties with Canadian companies as it advances its bid for the Canada Patrol Submarine Project (CPSP), a program to build up to 12 new diesel submarines.

The project is valued at about 60 trillion won when maintenance, repair, and operations over 30 years after introduction are included. In the bid evaluation, maintenance, overhaul, and logistics support account for 50%, while platform performance makes up 20%. As those areas are largely similar among competitors, Hanwha Ocean is focusing on industrial and economic contribution, which represents 15% of the assessment.

To improve its position in that category, Hanwha Ocean recently signed partnerships with Canadian companies OSI Maritime Systems, EMCS Industries, Techsol Marine, Jastram Technologies, and Curtiss-Wright, according to the shipbuilding industry on 29 March 2026.

Under the agreements, OSI Maritime Systems will provide electronic navigation solutions for Hanwha Ocean submarines. EMCS Industries will supply hull corrosion protection and marine biofouling prevention technologies. Techsol Marine will take charge of advanced power system integration and automation technologies. Curtiss-Wright will provide the towed sonar operation system.

The company is using these partnerships to strengthen cooperation with local firms that have expertise in navigation, detection, power, and maintenance, which are considered important to submarine operational capability.

Germany's ThyssenKrupp Marine Systems (TKMS) is also expanding cooperation in Canada. On 4 March 2026, TKMS said it had partnered with Canadian defense company CAE to work on training operations and infrastructure, simulation systems, and facility management. The German government has also supported the effort by introducing a $1 billion Canadian combat management system (CMS) for its navy and pursuing a bid strategy based on offset trade.

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BLRT Grupp Orders New Klaipėda Dry Dock

BLRT Grupp has ordered a new $43 million floating dry dock for Klaipėda, with the 15,000 t unit set to replace an existing dock and expand capacity for Panamax-class vessel work.

Concept sketch of the new dock. Photo: BLRT

28, March 2026

BLRT Grupp has signed a $43 million contract for a new floating dry dock for its Klaipėda ship repair operation in Lithuania, with the unit set to replace an existing dock and expand capacity for Panamax-class vessels.

The dock will be built by Hat-San Shipyard in Turkey. It will measure 200 m by 35 m and have a lifting capacity of 15,000 t. Once delivered, it will support broader handling capability at the Klaipėda facility.

The project forms part of BLRT Grupp's investment programme for ship repair activities across its yards in three countries. The group said the programme is intended to expand the capabilities offered to shipowners and strengthen competitiveness.

Over the past five years, the group has invested more than EUR 100 million in this business area. According to the company, the added capacity will allow it to handle more vessels, including larger ships, increase overall workflow, and support additional jobs both directly and through related service chains.

Fjodor Berman, Chairman of the Management Board of BLRT Grupp, said a new dock built by the same shipyard was commissioned in Tallinn in August 2024. That dock measures 180 m by 30 m and has a lifting capacity of up to 10,000 t, alongside the full renovation of the surrounding dock infrastructure.

He also said the largest floating dock in the Baltic States entered service in Klaipėda in 2020. That dock measures 235 m by 45 m and has a lifting capacity of 33,000 t, allowing the repair, modernisation, and maintenance of larger vessels. In addition, a 101 m-long and 22 m-wide dock with a lifting capacity of 4,500 t in Tallinn was fully modernised in summer 2025.

The new floating dry dock is scheduled to be commissioned in autumn 2027.

BLRT Grupp operates three ship repair yards in Estonia, Lithuania, and Finland. The group said its yards repair, modernise, and service around 300 vessels each year.

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Hanwha Joins U.S. Navy Ship Design

Hanwha Philly Shipyard and Hanwha Defense USA joined the U.S. Navy's next-generation military support ship conceptual design project with VARD, giving Hanwha an early role in a planned 13-ship programme and strengthening its future bid position.

Image courtesy of Hanwha Philly Shipyard

31, March 2026

Hanwha Philly Shipyard and Hanwha Defense USA have joined the U.S. Navy's conceptual design project for a next-generation military support ship through a collaboration with VARD, marking the first time a Korean company has entered a U.S. Navy ship design programme through a local U.S. shipyard.

The U.S. Navy selected several contractors to compare design proposals for the programme. VARD is leading the team, with Hanwha participating as a subcontractor. Under the agreement announced on 30 March 2026, local time, Hanwha is responsible for market research, design support, production method analysis and cost review. The conceptual design phase is scheduled for completion in the first quarter of 2027.

The project is drawing attention because conceptual design is the first stage in determining what level of performance can be delivered and at what cost before ship construction begins. It comes ahead of functional design and basic design, while the actual shipbuilding contract will be tendered separately. The U.S. Navy plans to procure 13 ships in total under the programme.

Participation at this stage does not secure a future construction order, but it can strengthen a bidder's position in later competitions. The industry is closely watching the project because U.S. Navy ship design work involves highly sensitive information. At the same time, competition remains intense, with General Dynamics NASSCO, the largest shipyard on the U.S. West Coast, also taking part in the conceptual design process.

The development marks a notable step for Hanwha 1 year and 3 months after its acquisition of Philly Shipyard in December 2024 through Hanwha Ocean and Hanwha Systems for about $0.1 billion. Philly Shipyard is the only U.S. shipyard owned by a Korean company. The acquisition gave Hanwha a domestic production base in the United States, an important factor because the Byrnes-Tollefson Amendment bars foreign shipyards from building U.S. military vessels and major components.

Since the takeover, Hanwha has moved to expand the yard's capacity. At the time of the acquisition, annual output was about one ship. In August 2025, the company announced an additional $5 billion investment plan to expand docks and quays and establish a 120,000-pyeong block production base. Over the mid- to long term, it aims to raise annual capacity to 20 ships.

The case also reflects a broader push by South Korea's three major shipbuilders into the U.S. market. Among them, Hanwha has delivered the first visible result in the U.S. Navy design segment.

HD Hyundai signed a memorandum of understanding with Huntington Ingalls Industries on 23 October 2025 to cooperate on commercial and military ship design and construction. It also joined Severus Capital and Korea Development Bank in a multi-billion-dollar joint investment fund. The company is targeting $2.2 billion in annual sales from U.S. Navy shipbuilding by 2035 and is combining HD Hyundai Heavy Industries and HD Hyundai Mipo to strengthen its position in the U.S. market through scale expansion.

Samsung Heavy Industries has also stepped up its U.S. strategy. The company partnered with Vigorous Marine, a U.S. military ship maintenance specialist, to target the U.S. Navy's MRO market. In December 2025, it signed a three-party business agreement with General Dynamics NASSCO and DSEC to jointly pursue the U.S. Navy's next-generation military support ship project. It has also been seeking an MSRA with the U.S. Navy to broaden its business scope.

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HD Hyundai Heavy Industries Showcases Naval Capability to 25-Nation Delegation

HD Hyundai Heavy Industries welcomed 30 defense attachés from 25 countries to its Ulsan yard, where the delegation reviewed naval construction and support capabilities.

Photo courtesy of HD Hyundai Heavy Industries

1, April 2026

A group of 30 foreign defense attachés stationed in South Korea visited HD Hyundai Heavy Industries' Ulsan headquarters on 31 December 2025, as the shipbuilder used the program to present its naval construction and support capabilities.

The delegation, drawn from 25 countries including Australia, Peru, Thailand, and the United States, joined a cooperation event organized by the Defense Intelligence Agency. The schedule included a welcome luncheon hosted by Joo Won-ho, head of the company's Naval and Mid-sized Vessel Business Division, followed by a visit to the shipyard and naval construction areas.

During the tour, the visitors viewed a range of vessels covering both newbuild and maintenance activity. The lineup included the 8,200-tonne Aegis destroyer Daeho Kim Jong-seo, a 3,000-tonne coast guard patrol vessel, a 2,400-tonne offshore patrol vessel being built for the Philippines, and a submarine in depot-level maintenance.

The company said the attachés focused closely on capabilities that span design, construction, maintenance, repair and overhaul, as well as related advanced systems.

Joo Won-ho said the visit allowed HD Hyundai Heavy Industries to present its technology and shipbuilding capacity directly to overseas defense representatives. He added that the company plans to widen naval cooperation with countries in overseas markets.

The company also said its Naval and Mid-sized Vessel Business Division was launched after the merger with HD Hyundai Mipo in December last year. HD Hyundai Heavy Industries said it has exported 20 warships in total, including 12 vessels to the Philippine Navy and four to the Peruvian Navy.

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Damen delivers second CF 3850 to Reederei Bernd Sibum

Damen Shipyards Group has delivered the second of four CF 3850 vessels to Reederei Bernd Sibum, with the series featuring hybrid propulsion, shore power capability and additional fuel-saving technology backed by German government support.

30, March 2026

Damen Shipyards Group delivered the second of four Combi Freighters 3850 to Reederei Bernd Sibum after successful sea trials in Shanghai. The vessels are under construction at Damen Yichang Shipyard in China. The first vessel, delivered at the beginning of February, is on its maiden voyage to Norway with project cargo.

Photo source: DAMEN

The new-generation CF 3850 is designed for high efficiency. In its standard configuration, the vessel can operate on 100% biofuel and is prepared for hybrid propulsion. For this series, Reederei Bernd Sibum secured German government funding to add further sustainable features.

The support came through NaMKü, the sustainable modernisation programme for coastal ships awarded by the Federal Ministry of Digital Affairs and Transport. The programme is intended to reduce the environmental footprint of short sea shipping. Funding for the green modifications is being provided jointly by NaMKü and the owner, with Mare Trust AG of Oldenburg taking the lead on the equity side.

As a result, the four vessels will feature hybrid propulsion with a PTO/PTI system, enabling zero-emission sailing for a limited period. They will also have shore power connection capability in port. In addition, the ships will be fitted with Econowind Ventifoils, which are expected to reduce fuel consumption by a further 12.5%. The first vessel is scheduled to undergo that installation at Damen Shiprepair Harlingen after arriving in Europe.

For the project, Damen carried out Hardware-in-the-Loop testing of onboard systems and automation. This method connects the hardware intended for the vessels to a simulated virtual environment, allowing safe and repeated testing, adjustment and validation before construction. The approach supports efficient commissioning and helps ensure the vessels meet expectations from the outset.

The CF 3850 vessels are also being fitted with Damen Triton, an IoT platform that collects and analyses data from thousands of sensors across the vessels. This enables real-time sailing optimisation and provides feedback for the further development of future vessel designs.

Bern Sibum, Managing Director of Reederei Bernd Sibum, said the aim was to improve environmental performance while also delivering advantages for charterers and greater comfort for crew. He added that cooperation between the teams in Yichang, the Netherlands and the owner's organisation contributed significantly to the final quality of the vessels. Remko Bouma, Commercial Director of Damen Cargo Vessels, said the owner's operational perspective had been valuable to the continued development of the design.

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US Navy Shifts MUSV Buy to New Marketplace

The U.S. Navy has ended the MASC effort and launched a new marketplace model for medium unmanned surface vessels, aiming to test mature designs quickly and move into production in FY27.

Photo source: US Navy

30, March 2026

The U.S. Navy has ended its Modular Attack Surface Craft effort and moved to a new marketplace model for medium unmanned surface vessels, seeking faster fielding of operational platforms instead of running a traditional prototype path.

Rebecca Gassler, the Navy's Portfolio Acquisition Executive for Robotics and Autonomous Systems, said on 26 March 2026 that the service now wants a medium unmanned vessel able to support more than one mission. She said the earlier MASC structure was too limited for that objective and that the revised approach fits the Navy's broader Golden Fleet direction.

Under the new solicitation, industry must provide four elements: a technical design, business model options, a plan for supply chain and long-term sustainment, and a test plan. The Navy is accepting responses until 17 April. Sea trials are set to run in three phases over six days, and the on-water evaluation must finish by 30 September 2026, the end of the current fiscal year.

Gassler said the Navy is looking for mature systems that can be integrated quickly. In her remarks, she stressed that the service does not want early-stage prototypes. Instead, the intent is to use technology already developed by industry, test it at sea, and move directly toward production or leasing arrangements if performance meets requirements.

The Navy expects at least the first production vessel to be delivered in fiscal year 2027. Solicitation guidance says a company would receive $10,000 after award and $15.0 million after a successful on-water test.

Gassler did not detail the mission set for the updated MUSV effort, but said trials later this year will show whether proposed vessels match Navy requirements. She added that this is intended to become a recurring marketplace, not only for MUSVs but eventually for other unmanned vessel classes, with a similar path also planned for small USVs.

Last summer's MASC solicitation had sought a vessel able to carry up to two 40-foot shipping containers, make 25 knots, and cover 2,500 nautical miles in sea state four. Several vendors were later down-selected, and Gassler said those firms, along with any other respondents, can compete again under the new framework.

She also said the change reflects a wider push to expand robotic and autonomous systems and to alter how the Navy buys capability. According to a Navy statement, the reconciliation measure passed last year included nearly $5.0 billion for unmanned Navy programs, including $2.1 billion for medium unmanned surface vessels.

Gassler did not disclose unit cost or identify the future program of record. She said that even if this year's demonstrations use boats representative of final submissions rather than full production vessels, each entry will still need to complete a full endurance run, along with any added mission testing and a regression test for autonomy integrated with production controls.

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Excelerate Acadia Named at HD Hyundai Ulsan Shipyard

Excelerate Energy named its new FSRU, Excelerate Acadia, at HD Hyundai Heavy Industries in Ulsan. The vessel, built for long-term LNG import and regasification work, is scheduled for deployment at the company's integrated LNG terminal in Iraq.

FSRU Excelerate Acadia (Source: Excelerate Energy)

2, April 2026

Excelerate Energy has held the naming ceremony for its new floating storage regasification unit, Excelerate Acadia, at the HD Hyundai Heavy Industries yard in Ulsan, South Korea.

The company said the vessel is its first FSRU built at the South Korean shipyard. Deborah Byers, a member of the board of Excelerate Energy and godmother of Excelerate Acadia, led the traditional christening during the event.

Steven Kobos, President and CEO of Excelerate Energy, said the ceremony marked a key step for the company and reflected the work behind developing critical energy infrastructure. He also thanked HD Hyundai Heavy Industries and the teams involved in delivering the unit.

Built for long-term LNG import and regasification service, Excelerate Acadia is part of the company's investment in purpose-built FSRUs. Excelerate Energy said the vessel has an updated design with efficiency and safety features, including redundant systems for dependable operation.

The naming follows earlier construction milestones for Hull 3407, including its launch in July 2025 and sea trials covering major performance and safety tests. The vessel is due to be deployed at Excelerate Energy's integrated LNG import terminal in Iraq.

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Samsung Heavy Industries Broadens Stop-Work Rights at Geoje Yard

Samsung Heavy Industries has expanded stop-work rights at its Geoje shipyard, banning disadvantages for workers who use the system and adding compensation and incentives for partner companies affected by safety stoppages.

2, April 2026

Samsung Heavy Industries has formalized wider use of stop-work authority at its Geoje shipyard and introduced support measures to reduce the impact on partner companies when operations are halted for safety reasons.

The company said all yard workers can stop a task immediately when they identify a risk to themselves or others, while reporting the issue through a mobile app. As part of the updated framework, Samsung Heavy Industries codified a ban on disadvantages tied to the use of the right and added measures covering lost work hours from stoppages as well as awards for notable cases.

Photo source: Samsung Heavy Industries

The revised system also addresses the effect on partner companies. Samsung Heavy Industries said reduced work hours caused by stoppages can create losses for subcontractors, and the prime contractor will compensate those losses while also providing incentives.

The company marked the move with a stop-work declaration ceremony at the Geoje shipyard in South Gyeongsang. Attendees included Namgung Geum-seong, chief safety officer of Samsung Heavy Industries, Choi Won-young, chair of the workers' council, Yoon Jin-seok, chair of the in-house partner companies' council, and Kim In-cheol, head of the Tongyeong branch of the Ministry of Employment and Labor.

Namgung Geum-seong said safety remains the company's top management principle and described the stop-work right as a turning point for improving the shipyard's safety management system.

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Damen Shipyards Group Signs Two CF 3850 Deal with Polidano Group

Damen Shipyards Group has signed a contract with Polidano Group for two CF 3850 vessels, expanding cargo capacity and adding more flexible Mediterranean transport options.

Image courtesy of Damen

31, March 2026

Damen Shipyards Group has signed a contract with Malta-based Polidano Group for the delivery of two Combi Freighters 3850. The vessels will be named Denise P and Julia P in honour of members of the Polidano family.

The company will use the ships primarily to transport aggregates for its construction business. The two vessels will replace the single vessel currently operated by Polidano Group, increasing its cargo capacity significantly.

According to the companies, Polidano Group approached Damen Shipyards Group because of the CF 3850's reputation in the market. The group typically transports aggregates from Albania to Malta. With a box-shaped hold and tween deck, the CF 3850 offers multiple cargo configurations, allowing the company to carry containers and breakbulk cargo on return voyages as well as on other routes in the Mediterranean region.

The vessels are also intended to improve efficiency. Damen Shipyards Group said the CF 3850 features a modern hull design with minimal resistance in the water, supporting lower fuel consumption and emissions.

Delivery time was another factor in the order. The two vessels were already under construction at Damen Shipyards Group's yard in China before Polidano Group placed its order. Under Damen's series construction model, this will allow both ships to be delivered within a year of contract signing. The first vessel is expected this year, while the second is due in Q1 2027.

Charles Polidano, founding member of Polidano Group, said the company aimed to remain ahead of the curve and viewed the vessels as a way to strengthen its position in the years ahead. He also described the ships as a capability boost for both the company and Malta, adding that they are the first newbuild cargo vessels to be constructed for the country in some time.

For Damen Shipyards Group, the order marks the 49th and 50th CF 3850 vessels booked since the launch of the next-generation design five years ago. Joppe Neijens, Sales Manager for Damen Cargo Vessels, said the two family-owned companies shared an entrepreneurial spirit and added that Damen was proud to have been selected for the project.

Polidano Group has operated in Malta for more than three decades and is active in manufacturing and construction, property development, and hospitality and leisure. The company says it continues to invest in innovation to improve both its competences and environmental performance.

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MARAD Expands 2026 Small Shipyard Grant Pool

MARAD will raise 2026 funding for its Small Shipyard Grant Program to $35 million, while also moving ahead with new port and marine highway awards across the United States.

Photo credit: American Cruise Lines

1, April 2026

The U.S. Maritime Administration said the funding available under its 2026 Small Shipyard Grant Program will increase to $35 million, up from the $8.75 million awarded in June 2025.

The agency said the move follows last week's opening of the application period for the 2026 Port Infrastructure Development Program and aligns with the Trump administration's effort to increase support for the U.S. maritime industry.

Transportation Secretary Sean Duffy said the new grant level represents a 200% increase from the June 2025 award total. MARAD had also provided about $20 million a year through the program in 2022 and 2023.

The grants are intended for shipyard investment projects, including facility upgrades for vessel construction and repair, new equipment purchases, and maritime training programs. Eligible equipment can include cranes, plasma cutters, and welding systems.

MARAD Administrator Stephen Carmel said the $35 million allocation would support facility modernization, improve operating competitiveness, and help workers build skills for the domestic maritime sector.

Under the program rules, eligible shipyards must operate from a single geographic site and employ no more than 1,200 production workers. They must also build, repair, or reconfigure vessels of at least 40 feet for commercial or government use, or vessels of at least 100 feet for non-commercial use.

Since 2008, the Small Shipyard Grant Program has provided 382 grants worth $320.5 million. In 2025, 17 recipients in 12 states received awards, with the largest individual grants exceeding $800,000 and mainly going toward new equipment purchases.

MARAD also said last week that it was accepting applications for the Port Infrastructure Development Program, which is aimed at port modernization and stronger supply chains. Duffy said more than $488 million would be available this year, with the program placing renewed emphasis on technology and infrastructure.

In addition, MARAD said it was awarding about $13.3 million to 11 marine highway projects across seven states. The U.S. Marine Highway system includes 35 designated routes that support supply chains, critical infrastructure, transportation, and maritime workforce development. This year's grants include projects ranging from waste transport in Oregon to barge dock improvements in Pennsylvania.

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Carbon Destroyer 1 Reaches Esbjerg

Royal Wagenborg's Carbon Destroyer 1 has arrived in Port Esbjerg after departing Delfzijl and completing North Sea sea trials, marking a new phase for Project Greensand and offshore CO_2 transport.

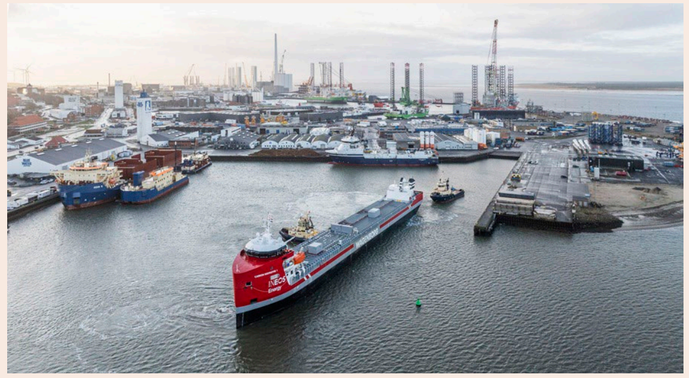

Photo source: Royal Wagenborg

31, March 2026

Royal Wagenborg's Carbon Destroyer 1, described by the company as Europe's first offshore CO_2 carrier, has arrived in Port Esbjerg after departing Delfzijl and completing multiple sea trials in the North Sea.

The vessel's arrival marks a new stage for Project Greensand and for the offshore transport and storage of CO_2.

The project is associated with Greensand Future and INEOS Energy, and the call at Esbjerg represents a step forward for the next phase of the work.

According to the company, the arrival of Carbon Destroyer 1 is more than a routine port call. It is presented as an important development for offshore CO_2 transport and storage and as a notable moment for the teams involved in the project.

The vessel's safe arrival in Esbjerg follows sea trials in the North Sea and brings Carbon Destroyer 1 to the next chapter in its journey. The development also aligns with the wider push linked to Europe's energy transition, as described in the company statement.

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Japan Moves Ahead With Hydrogen Engine for Large Ships

Japanese companies advanced a hydrogen-fuelled engine programme for large ships after a full-scale two-stroke test achieved more than 95% co-firing at full load. The engine is due for delivery in January 2027.

Hydrogen-fuelled 17,500 dwt MPP vessel (Image credit: J Eng)

30, March 2026

A group of Japanese companies has advanced work on a hydrogen-fuelled engine for large vessels after completing a full-scale test of a two-stroke engine across all cylinders.

The project involves Japan Engine Corporation and Kawasaki Heavy Industries, working with Mitsui O.S.K. Lines, MOL Drybulk and other partners. In a joint statement, the companies said they carried out hydrogen co-firing operations across the full engine.

The test delivered a hydrogen co-firing ratio of more than 95% at full load, showing stable performance and pointing to significant greenhouse gas reduction potential.

Unlike earlier hydrogen projects centred on smaller or short-range vessels, the programme is aimed at deep-sea shipping. It combines a high-output engine with liquefied hydrogen fuel for large-ship applications.

The engine is scheduled for delivery in January 2027 and will be installed on a 17,500 dwt multipurpose vessel under construction at Onomichi Dockyard.

The vessel is expected to begin a three-year demonstration programme from FY2028 under Mitsui O.S.K. Lines, while ClassNK will oversee safety compliance and evaluation.

hmt-news.com

SES and K2 Space Build MEO Network for Shipping

SES and K2 Space are advancing a medium Earth orbit satellite system for shipping, with 28 high-power satellites planned in the first phase for operation by 2030.

27, March 2026

SES is improving connectivity access at sea for the shipping industry through a new generation of medium Earth orbit satellites, as demand rises for reliable, high-speed links across digitally connected fleets.

Its partnership with K2 Space covers an initial deployment of 28 high-power satellites, forming the first phase of a scalable medium Earth orbit system designed for operation by 2030.

The network is intended to provide fibre-equivalent throughput across ocean routes. According to the company, it is designed to support passenger connectivity, crew communications and operational systems without coverage gaps.

The system combines software-defined payloads with high-power satellite platforms, allowing capacity to be allocated more flexibly to regions with higher demand. That is relevant for fleet operators integrating real-time data, remote monitoring and digital navigation tools into daily operations.

As maritime digitalisation advances, shipping companies are under pressure to maintain dependable connectivity at sea. The IMO has said internet access on ships is important for recruiting and retaining seafarers.

SES CEO Adel Al-Saleh said space is the invisible backbone of the global data economy and national security. K2 Space Co-Founder and CEO Karan Kunjur said the partnership reflects a shared focus on building efficient space architectures at speed and scale.

hmt-news.com

Windcat Amsterdam Begins European Operations

Windcat Amsterdam has entered European waters as the first Elevation series CSOV, combining hybrid propulsion, hydrogen-ready systems and offshore support capability for up to 120 personnel.

30, March 2026

The first Elevation series commissioning service operations vessel has entered European waters, as Windcat Amsterdam begins deployment to support offshore energy projects. The vessel, developed jointly by Windcat and Damen, was constructed at Ha Long Shipyard in Vietnam and is designed to serve as a long-stay offshore support platform.

Built to accommodate up to 120 personnel, the vessel is intended to function as a central offshore hub, supporting installation, commissioning and maintenance activities. It enables technicians and equipment to remain closer to offshore assets, improving access and operational continuity across project phases.

A key focus of the design is emissions reduction. The vessel integrates a hybrid battery-electric propulsion system with an energy network configured to operate as a unified system. Four 360-degree rotating thrusters enhance positioning control and efficiency during offshore operations. These combined technologies are expected to lower CO2 emissions by around 30%.

Photo source: DAMEN

Preparation for hydrogen adoption has also been incorporated. Drawing on operational experience from hydrogen-powered crew transfer vessels, Windcat plans to introduce a dual-fuel hydrogen engine for auxiliary power generation. The associated hydrogen genset, storage and fuel supply systems have been designed for installation once regulatory approvals are completed, aligning the vessel with anticipated requirements for hydrogen use in medium-sized ships.

Operational reliability in offshore conditions was another priority. The vessel is designed for campaigns of up to 30 days, with equipment aimed at maintaining safe performance in challenging environments. A 3D motion-compensated gangway supports personnel transfer between vessel and offshore structures, while a 10 t 3D motion-compensated crane is configured to handle heavier lifts under variable sea conditions, helping to limit weather-related interruptions.

Accommodation standards were developed to support extended offshore stays. The vessel includes single and double cabins, along with fitness, catering and recreational facilities. Interior arrangements were designed with specialist input to improve onboard living conditions for personnel working offshore.

Willem van der Wel, Managing Director at Windcat, said the vessel represents an important step in expanding the company's offshore support capabilities in Europe. Joost van der Weiden, Sales Director at Damen, said the project reflects close collaboration across partners and noted that the CSOV series is expected to contribute to improving efficiency in offshore energy operations.

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COSCO Reopens Gulf Bookings Amid Ongoing Market Strain

COSCO has reopened Gulf container bookings, but Hormuz controls, stranded ships and weaker freight rates show pressure remains across the regional shipping market.

Photo source: COSCO

26, March 2026

COSCO Shipping Lines has restarted new bookings for standard containers moving from the Far East to six Middle East markets, ending a suspension introduced on 4 March as conflict-related disruption in the Persian Gulf and limits around Hormuz had interrupted normal trade conditions.

The resumed booking scope covers the UAE, Saudi Arabia, Bahrain, Qatar, Kuwait and Iraq. The move adds a positive signal for regional container flows, but it does not remove wider operating pressure across the market.

Iran's ambassador to Seoul, Saeed Koozechi, said South Korean ships can pass through the Strait of Hormuz if they complete prior coordination with Tehran. He said consultations with the Iranian military and government are required before transit.

Shipping conditions in the Gulf remain difficult. BIMCO said around 130 containerships are stranded in the region, representing about 1.5% of global fleet capacity. The organisation also estimated that roughly 3% of global container volumes are unable to move, directly affecting about 5% of worldwide ship demand. Because many vessels serving the Gulf also call at ports in Pakistan and India, BIMCO said the overall impact reaches nearly 10% of the global fleet.

BIMCO said both a prolonged interruption and a near-term reopening of Hormuz would leave the container market facing some weakening in the supply and demand balance in 2026 and 2027. It added that continued transit disruption would mean higher fuel costs for liner operators and lower cargo volumes.

Turloch Mooney of S&P Global said the Gulf's main hubs do not have a practical sea-based alternative route, unlike the Red Sea. He said short-term feeder work would shift congestion rather than solve it, describing the situation as a split network in which schedule reliability has deteriorated sharply.

At the same time, Linerlytica said freight rates have started to ease as vessels taken out of Gulf loops were moved into other trades. That shift has reduced the effect of the mid-March increases carriers had announced. Hapag-Lloyd has also made live tracking for dry and reefer containers in the region available free of charge to customers.

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Taiwan Court Orders Cable Damages Payment

A Taiwan court ordered the captain of a Chinese-linked vessel to pay damages to Chunghwa Telecom over the Tai-Peng 3 subsea cable case, adding a civil compensation order to a three-year prison sentence.

2, April 2026

A court in Taiwan has ordered the captain of a Chinese-linked vessel to compensate Chunghwa Telecom over damage to the Tai-Peng 3 subsea cable, adding a civil damages order to the three-year prison sentence already imposed in 2025.

The case stemmed from an incident in February 2025, when a ship broadcasting as Hongtai 168 under the flag of Togo anchored about six nautical miles off Jiangjun in southwest Taiwan. Taiwan's Coast Guard said shore authorities tried seven times to contact the vessel after it dropped anchor, but received no reply.

Taiwan's Coast Guard escorted the vessel to port following the subsea cable incident. Source: Coast Guard Administration

In the criminal proceedings, the captain was identified as Wang Yuliang. The court found that he had instructed two sailors to anchor in a charted no-anchoring area marked for critical undersea infrastructure. On 25 February 2025, the vessel was seen moving in a zigzag pattern before Chunghwa Telecom reported an outage on the Tai-Peng 3 cable linking Taiwan and Penghu.

Taiwanese authorities later said the 1,800-dwt ship was actually Hong Tai 58 and carried eight Chinese nationals. The captain was convicted in June 2025 and sentenced to three years in prison. The court said evidence showed the cable had been affected by an external force. He denied deliberate damage but acknowledged it could have resulted from negligence. His appeal was later rejected, while the other seven crewmembers were deported after investigators found insufficient evidence to proceed against them.

In the civil claim, Chunghwa Telecom sought recovery of repair costs, including vessel deployment, escort ships, cable and related materials. The court awarded the company more than half a million US dollars in damages.

The case was one of several incidents that led Taiwan to increase monitoring of vessels. Taiwan said it had placed particular focus on ships using flags from developing countries that it believes are linked to Chinese ownership.

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Constanța Port Tests New Pilot Transfer Method

Constanța Port says it has tested a new pilot transfer method designed for embarkation and disembarkation in difficult weather, including winds above force 7 Bft.

Image source: Port Authority of New South Wales

1, April 2026

Constanța Port says it has identified a new method for pilot embarkation and disembarkation in difficult weather, including winds above force 7 Bft, following a test carried out on 1 April.

The system is presented as an alternative to the traditional pilot ladder. It is based on "oxygen-powered thrusters", allowing the pilot to reach the vessel directly rather than climbing alongside the ship.

The stated aim is to reduce the risks linked to pilot ladder transfers in rough seas while also cutting transfer time. The port update also says the method is intended to support operational continuity when weather conditions make conventional pilot transfer more difficult.

The initiative is linked to a wider operational reality in which maneuvers are rarely suspended because of sea state or wind conditions, while the risks in pilot transfer remain significant. In that context, the update argues that adapting transfer methods is a more practical response than stopping operations.

The test was presented as a response to those conditions and as an attempt to improve the way pilots board and leave vessels during adverse weather.

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Vard Marine Joins U.S. Navy NGLS Study

Vard Marine US, Inc. has secured a U.S. Navy contract for market study, concept design and refinement work under the Next Generation Logistics Ship program for the future light replenishment oiler.

Photo source: VARD

31, March 2026

Vard Marine US, Inc. has won a U.S. Navy contract to support the Next Generation Logistics Ship program, covering a market survey, concept design and concept refinement for the new light replenishment oiler, or T-AOL.

The contract also includes options for functional design planning and special studies. The platform is intended to deliver sustained refueling, resupply and rearm capabilities afloat or ashore through a smaller vessel using commercially available, non-developmental and proven technologies.

Under the Navy's scope of work, Vard Marine US, Inc. will complete an open foreign and domestic market study within two months of award to identify designs that closely match the circular of requirements. The company will then select a design and refine it into the NGLS baseline through repeated integration of requirements.

For the program, Vard Marine US, Inc. has partnered with Hanwha Defense USA and Hanwha Philly Shipyard to support producibility, commercial construction practices and production cost evaluation. Siemens Energy will support the integration of key propulsion and electrical equipment, while Acumen Aerospace and Defense Advisors will act as consultants.

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Australia Steps Up Northern Waters Illegal Fishing Enforcement

Australia has destroyed five foreign fishing vessels under Operation BROADSTAFF as authorities widen illegal fishing enforcement across northern waters and the Torres Strait.

1, April 2026

Australia has intensified action against illegal fishing in its northern waters, with five foreign vessels intercepted and destroyed at sea under Operation BROADSTAFF.

The Australian Border Force said the recent cases were recorded near Albany Island, the Escape River on Cape York Peninsula, and waters off Trochus Island. Two boats were intercepted on 20 February 2026 near Albany Island, one vessel was stopped on 3 March 2026 in the Escape River, and two more were intercepted on 7 March 2026 near Trochus Island.

Officials said vessel seizure and disposal remain a central enforcement measure aimed at deterring unlawful fishing activity in Australian waters. Maritime Border Command Acting Deputy Commander Brooke Dewar said the operation's opening phase had already delivered results, with authorities detecting foreign fishing boats earlier and stopping some of them before any illegal fishing took place.

According to Australian Border Force figures, 19 foreign fishing vessels had been intercepted in waters off northern Queensland and the Torres Strait since 1 January 2026. Of those, nine were destroyed.

Operation BROADSTAFF brings together intelligence-led patrols, aerial surveillance, maritime assets and information from local communities to detect and track suspected illegal fishing activity. In addition to vessel destruction, authorities said enforcement measures include seizing fishing gear, giving information to crews and escorting some boats out of Australian waters.

Image Credits: Australian Border Force

The Australian Border Force said monitoring and enforcement activity would continue across the Torres Strait and nearby areas.

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