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Dajin Heavy Industry launched the 40,000 DWT deck carrier KING TWO at Panjin, expanding capacity for offshore wind transport and integrated marine services.

Image credit: Dajin Heavy Industry

20, April 2026

On 19 April 2026, Dajin Heavy Industry Co., Ltd launched the 40,000 DWT deck carrier KING TWO at its Panjin shipbuilding facility.

The vessel is the second large deck carrier launched at the yard, following KING ONE, which has already completed its maiden voyage and verified its seaworthiness and reliability.

KING TWO has an overall length of 239.8 m, a beam of 51 m and a depth of 13 m. It provides 12,000 m² of deck area and a deadweight of 40,000 tonnes. The ship is fitted with dual engines and twin propellers, with a service speed of 13 knots and a range of 16,000 nautical miles.

The vessel is designed for overseas transport of offshore wind cargo, including monopiles, jackets, floating foundations and other large offshore engineering modules for 15 MW to 25 MW wind turbines.

Panjin shipbuilding facility is one of three major offshore manufacturing bases operated by Dajin Heavy Industry Co., Ltd around Bohai Bay. The yard focuses on higher-value products, including large deck carriers, semi-submersible vessels, and heavy-lift vessels.

Following KING TWO, a third vessel in the KING series is scheduled for launch in May 2026. Both ships are set to enter service within the year.

As KING TWO and the following vessels begin operation, Dajin Heavy Industry Co., Ltd said it will strengthen its integrated service capability across manufacturing, transportation, marshaling, and installation, supporting its move toward becoming a full EPCI provider.

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Seaspan Drydock Delivered to Batam by GPO Heavylift

GPO Heavylift transported Seaspan's floating drydock Careen from Vancouver to Batam via the Panama Canal using GPO Emerald.

22, April 2026

GPO Heavylift has completed the transport of Seaspan Shipyards' floating drydock Careen from Vancouver, Canada, to Batam, Indonesia. The operation was carried out in February 2026 using the semi-submersible heavy-lift vessel GPO Emerald, marking a rare "drydock of a drydock" execution.

The loading operation took place in Burrard Inlet, where GPO Emerald submerged its deck by approximately 8–10 m through controlled ballasting. This allowed the floating drydock to be positioned directly onto the vessel's 48 m-wide deck. Securing activities, including welding, were conducted over several days before departure.

Image source: GPO Heavylift

Following completion of loading, the vessel transited via the Panama Canal, enabling an efficient route for the Pacific crossing toward Southeast Asia. The transport was conducted on behalf of Seaspan Shipyards, with coordination involving Port of Vancouver authorities to ensure operational safety during the loading phase.

Upon arrival in Batam, the floating drydock is scheduled to undergo upgrades at a specialized facility. The unit is expected to return to Vancouver in summer 2026 following completion of the works.

The project highlights GPO Heavylift's capability in handling large-scale marine structures, including floating drydocks, through semi-submersible transport solutions.

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ZPMC Ships Sanshan Jacket Foundation

ZPMC has shipped the jacket foundation for the Sanshan Island offshore converter station, a key part of China's first offshore wind flexible HVDC transmission project.

18, April 2026

ZPMC has dispatched the jacket foundation for the Sanshan Island offshore converter station, a central component of China's first offshore wind flexible HVDC transmission project linking offshore and onshore systems.

According to the company, the structure set national records for both size and weight. During the transport and loadout campaign, the project team kept close control of vessel draft, trim, list and ballast operations. It also coordinated the working window with tidal conditions and designed the mooring system to meet strict operational requirements.

The company said these measures enabled the roll-on/roll-off operation to be completed smoothly. The delivery supports the next phase of construction for the clean energy transmission link serving the Guangdong-Hong Kong-Macao Greater Bay Area.

The shipment marks a further step in the build-out of infrastructure tied to the offshore wind power project and its associated converter station.

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Image source: ZPMC

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Hapo and Aesen Sign Crane Pontoon Collaboration

Hapo International Barges and Aesen formalize a collaboration agreement following their Bangladesh project, targeting expansion in crane pontoon and marine heavy-lift operations across Asia and the Middle East.

Image source: Hapo International Barges

17, April 2026

Hapo International Barges has signed a collaboration agreement with Aesen, formalizing their partnership following the successful execution of their first joint project in Bangladesh.

The agreement is based on practical project experience, mutual trust, and a shared objective to strengthen their respective positions in the market. It establishes a framework for future cooperation between the two companies.

Under this collaboration, Hapo International Barges will expand its presence in Asia and the Middle East, focusing on specialized crane pontoons and marine heavy-lift solutions.

At the same time, Aesen will reinforce its position in the crane pontoon segment, supported by its fleet, operational expertise, and established project track record.

The partnership follows the completion of the Jamuna River power line crossing project near Sirajganj. The project was delivered for Cemindia Projects Limited (formerly ITD Cementation India Ltd.) and marked the first successful cooperation between the two companies, laying the foundation for continued collaboration.

Both companies expect to work together on future projects and deliver marine solutions for complex infrastructure works worldwide.

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Mammoet Completes Heather and Eider Alpha Load-Ins

Mammoet supported Allseas in the 2025 load-in of the Heather Alpha and Eider Alpha topsides, completing both floating operations in a single shift after integrated preparation of Iron Lady for the two structures.

Image source Mammoet

21, April 2026

Mammoet completed the load-in operations for the Heather Alpha and Eider Alpha topsides in 2025, supporting Allseas on two offshore decommissioning projects in the UK North Sea.

The two topsides weighed 15,300 tonnes and 11,640 tonnes respectively. Both were removed by Pioneering Spirit, the motion-compensated heavy lift vessel operated by Allseas, in a single lift. After removal, the structures were transported to shallower waters and transferred to Iron Lady for load-in to disposal yards.

The removal of Heather Alpha was completed in August, while Eider Alpha followed in October. Although the projects were carried out separately, the extraction and load-in methodology was the same for both platforms.

A key part of the work was preparing Iron Lady to receive both topsides. Because the two removals were scheduled within a single summer campaign, Mammoet prepared the barge deck for both structures at the same time. This allowed the company to save time and cost during the overall operation.

Its scope included installing skid tracks, grillage, interfacing equipment and inner skid beams in Rotterdam. The inner beams were used to spread the load from the skid tracks onto the barge and to match the skid track height on the barge with the level on the quayside. Mammoet also had to ensure that its skid tracks were compatible with Allseas' skid shoes.

Both load-ins were carried out as floating operations, with Iron Lady remaining afloat alongside the quay. This increased the complexity of ballasting, particularly when the topsides were partly on the quay and partly on the barge.

According to Mammoet, the clients wanted the load-ins completed within 24 hours, but each operation was finished in a single shift. Close planning with Allseas was required to align the installation of equipment with the skid shoes and keep the transfer sequence on schedule.

For the skidding works, Mammoet used 40 push/pull units in total, including 36 for Eider Alpha and 40 for Heather Alpha, with a combined push capacity of 3,652 tonnes. The topsides were moved at 15 m per hour over 180 m. The company also supplied hydraulic cylinders for stabilizer beams on the quaysides, creating temporary concrete moorings for Iron Lady during ballasting.

After load-in, Heather Alpha was shipped to Frederikshavn in Denmark, while Eider Alpha was transported to Vats in Norway for decommissioning.

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Biglift Showcases Complex Projects in BigNews Edition 45

Image: Biglift Shipping

23. aPRIL 2026

Biglift Shipping has released the 45th edition of its in-house publication, BigNews, presenting a selection of projects that underline the operational scale and technical complexity of its heavy-lift activities.

Click here to read.

Seaspan Expands Into Open-Hatch MPPs

Seaspan has ordered four 65,200-tonnes open-hatch multipurpose vessels at New Dayang Shipbuilding for delivery in 2029, marking its first entry into the segment as it continues to broaden its leasing platform beyond its traditional containership business.

18, April 2026

Seaspan has moved into the open-hatch multipurpose segment with an order for four 65,200-tonnes vessels at New Dayang Shipbuilding in China, with deliveries scheduled for 2029.

The newbuildings will feature gantry cranes and box-shaped cargo holds, giving them the flexibility to carry a wide range of cargoes, including project cargo and break-bulk shipments. The yard said the design is aimed at improving both loading efficiency and maneuverability.

The order marks Seaspan's first move into this part of the dry cargo market. The company has traditionally focused on containerships, but it has continued to widen its reach into related shipping segments through its leasing platform.

With more than 180 vessels in service and over 50 ships on order, Seaspan has been extending its presence beyond its core container business. The latest contract adds another specialized vessel class to that broader expansion plan.

For New Dayang Shipbuilding, the project also supports its push into more specialized ship types. The yard, part of Sumec Group, has built its name in bulk carriers and said the program would help restart domestic construction of open-hatch vessels in China after decades of limited activity in the segment.

The order follows other steps in Seaspan's diversification strategy. Since late 2023, the company has entered the car carrier sector through a partnership with Hyundai Glovis, ordering a series of large PCTCs. It also signaled toward the end of 2025 that it planned to enter the ethane carrier market, reflecting a wider effort to develop a multi-segment leasing business beyond containerships.

Image source: Seaspan

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Haitong Places New Heavy-Lift Vessel Order

Haitong International Shipping has ordered four 62,000 DWT multi-purpose heavy-lift vessels at Taizhou Kouan Shipbuilding, with total investment capped at RMB 1.2 billion.

Image source: Quin Xu / LinkedIn

23, April 2026

Fujian Highton Development Co., Ltd. said its wholly owned subsidiary, Haitong International Shipping Co., Ltd., has signed a shipbuilding contract with Taizhou Kouan Shipbuilding Co., Ltd. for four 62,000 DWT multi-purpose heavy-lift vessels.

The announcement was issued on 22 April. Total investment for the project will not exceed RMB 1.2 billion, excluding tax, or about $176 million. Funding will come from internal funds and financing from financial institutions.

According to Fujian Highton Development, the investment is intended to optimize fleet structure, expand transport capacity, and improve market competitiveness and profitability. The company also said the long construction cycle could bring risks including possible delivery delays.

This is the second agreement between the two sides this year. On 7 January 2026, Fujian Highton Development and Taizhou Kouan Shipbuilding signed a contract for seven 60,800 DWT bow-riding multi-purpose heavy-lift vessels, with each vessel priced at about RMB 300 million.

The 62,000 DWT vessel is described as the world's largest in deadweight tonnage in this segment. It has a length of 199.9 m, a beam of 32.3 m, and a depth of 19.3 m, with a full-load draft of 13.5 m. The design includes four heavy-lift cranes on each side, with a maximum combined lifting capacity of 300 t, allowing the vessel to handle heavy equipment and cargoes of different sizes.

The vessel is designed to meet Phase 3 EEDI standards and Tier III NOx emission requirements. With its large deadweight tonnage and box-type structure, it is intended to offer strong cargo flexibility and support the transport of large volumes of engineering project materials.

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Eni Reports Large Gas Find at Geliga-1 Offshore Indonesia

Eni has announced a large gas discovery at Geliga-1 offshore Indonesia, with preliminary estimates of 5 Tcf of gas in place and 300 million barrels of condensate in the encountered interval.

20, April 2026

Eni has announced a large gas discovery at the Geliga-1 exploration well in the Ganal block in the Kutei Basin offshore Indonesia, around 70 km from the East Kalimantan coast.

In a statement issued on 20 April 2026, Eni said preliminary estimates indicate around 5 Tcf of gas in place and 300 million barrels of condensate in the encountered interval.

The Geliga-1 well was drilled by the Deep Value Driller drillship to a total depth of about 5,100 m in water depth of around 2,000 m. The well encountered a significant gas column in the targeted Miocene interval, which Eni said showed strong petrophysical properties. A Drill Stem Test is planned to assess reservoir productivity.

The result extends Eni's recent exploration success in the Kutei Basin. It follows the Geng North discovery made in late 2023, about 20 km south of Geliga, and the Konta-1 discovery announced in December 2025.

Deep Value Driller drillship (Image Source: Deep Value Driller)

The announcement also comes after final investment decisions for the Gendalo and Gandang gas project in the South Hub and for the Geng North and Gehem fields in the North Hub. The North Hub project is set to use a newly built FPSO with handling capacity of 1 bscfd of gas and 90,000 bpd of condensate, together with the existing Bontang LNG Plant.

Eni said studies are under way on accelerated development options, supported by the discovery's proximity to existing and planned infrastructure. The company said this could create synergies in both time-to-market and cost optimisation. The new discovery is also adjacent to the undeveloped Gula gas discovery, which holds 2 Tcf of gas in place and 75 million barrels of condensate.

Initial assessments indicate the combined Geliga and Gula resources could support an additional 1 bscfd of gas and 80,000 bpd of condensate. This could, among other options, support the establishment of a third production hub in the Kutei Basin using a fast-track model based on the North Hub development concept. Eni is also studying whether Bontang can be further expanded with additional liquefaction capacity beyond what is already planned under the North Hub development, extending the plant's operating life.

Over the past six months, Eni has drilled four other exploration wells in the same basin. The campaign is set to continue with one additional well in 2026 and two more in 2027.

The Ganal PSC is operated by Eni, which holds an 82% interest, while Sinopec holds the remaining 18%. The block is part of a 19-block portfolio—14 in Indonesia and five in Malaysia—to be contributed to Searah, the jointly controlled company announced by Eni and Petronas in November 2025. The transaction is expected to close within Q2 2026.

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OMV Appoints Emma Delaney as First Female CEO

OMV has appointed Emma Delaney as CEO from 1 September, making her the first woman to lead the Austrian energy company and marking a key leadership change.

Emma Delaney (Image credit: BP)

21, April 2026

OMV has named Emma Delaney as its next chief executive, selecting the BP executive to become the first woman to lead the Austrian energy company.

The appointment will take effect on 1 September. Delaney was chosen by the Supervisory Board to serve as Chairwoman of the Executive Board and CEO for an initial three-year term. The mandate may be extended by a further two years if both sides agree.

She will take over from Alfred Stern, whose term as CEO is scheduled to end on 31 August in line with the company's plan.

At the same meeting, the Supervisory Board also renewed the mandate of Chief Financial Officer Reinhard Florey. His term was extended by two years, with an option for a further one-year extension, which means his current mandate is set to run until 30 June 2029. He was also appointed Deputy Chairman of the Executive Board with immediate effect.

According to Supervisory Board Chairman Lutz Feldmann, Delaney stood out in the selection process on the strength of her industry knowledge and broad international management experience. He added that the board sees her as well placed to support OMV during a period of major change.

Feldmann also acknowledged Stern's contribution, thanking him for the cooperation during his tenure and for the strategic work carried out under his leadership.

hmt-news.com

ModuSpec Expands Rig Intake Work in Europe and Africa

ModuSpec has secured about £450,000 in shipyard-based rig intake and inspection projects covering two drillships and two jack-up rigs, with work spanning Las Palmas, Croatia and Pointe-Noire ahead of offshore drilling campaigns in Europe and Africa.

18, April 2026

ModuSpec has secured several shipyard-based rig intake and inspection projects worth about £450,000, supporting both existing and new clients. The work covers two drillships and two jack-up drilling rigs scheduled for deployment across Europe and Africa.

A multi-disciplinary team is scheduled to attend Las Palmas shipyard to verify the readiness of a new-generation deepwater drillship ahead of development drilling operations offshore Ivory Coast in Q3 2026. The scope includes assessing the readiness and robustness of the rig equipment, alongside a review of contractor management systems, including health, safety and environmental factors and crew competency.

On a second drillship, ModuSpec is currently mobilizing to support shipyard activities in Las Palmas. There, the team will verify the readiness of two blowout preventers and associated well control equipment. The drillship will then transit offshore Egypt, where ModuSpec will witness pre-deployment, deployment and post-deployment testing ahead of a five-well drilling campaign.

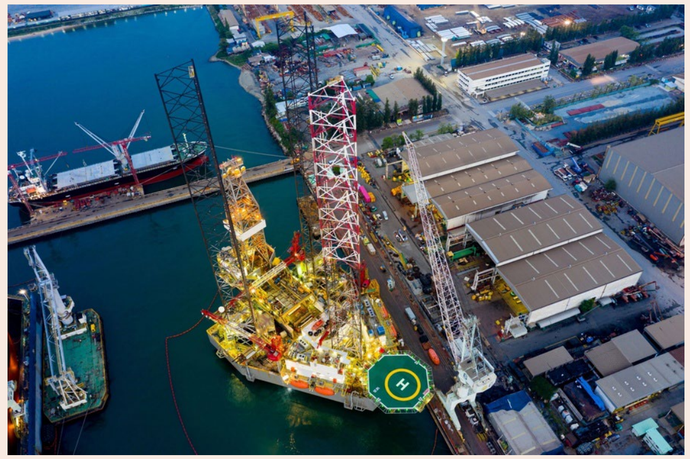

Photo source: MR Group

In Croatia, a ModuSpec team is preparing to mobilize for a multi-stage rig intake program covering a conventional jack-up design that has been idle for a prolonged period. The scope includes completing a maintenance period before mobilization in Q2. The rig is currently undergoing its five-yearly Special Periodic Survey and preparation ahead of drilling operations in the Adriatic Sea.

The company has also been awarded a scope to manage the intake of a jack-up due to drill development wells from a platform offshore Gabon. The rig is currently undergoing its Special Periodic Survey in Pointe-Noire, Republic of Congo. There, ModuSpec will verify the readiness of major equipment systems, including drilling, mud, well control, electrical, and marine systems, while also witnessing an acceptance test program.

Mark Watson, Regional Director with ModuSpec, said: "We are pleased to be supporting clients with rig intake activities across multiple shipyards in Europe and Africa as they prepare for upcoming operations. Each scope has been customized to reflect specific client requirements, going beyond a tick box approach. Our teams work hand in hand with clients to focus on the areas that will provide the greatest operational value and assurance during the intake process."

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ADES Adds Nigeria Rig Backlog

ADES Holding secured three jack-up rig contracts and a separate rig extension offshore Nigeria, expanding backlog and reinforcing its West Africa drilling position.

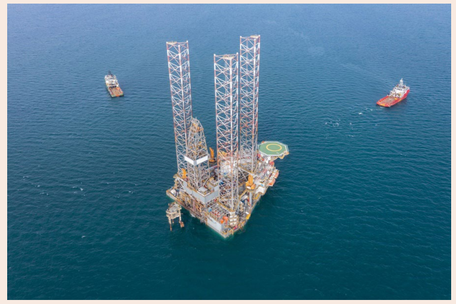

Image source: Shutterstock

17, April 2026

ADES Holding has won new offshore drilling work in Nigeria through a package covering three premium jack-up rigs and a separate extension for another unit, lifting its backlog in West Africa.

The company signed the three-rig agreement with West African Exploration & Production (WAEP), part of the Dangote Group, for a field development program offshore Nigeria. Each rig was awarded a firm three-year term, with options for up to two more years. Startup is planned for the second half of 2026.

The combined value of the three contracts is about $729 million, including mobilization and demobilization fees. The total also includes the share of Valiant Offshore, ADES' in-country partner, which will provide manpower, logistics and local support services. ADES said the campaign will be served by a mix of rigs already working in the region and units moved from other markets.

In a separate award, ADES also secured a one-year extension for the premium jack-up rig Shelf Drilling Scepter in Nigeria, directly continuing the current contract due to expire in July 2026. The extension also carries a one-year unpriced option and adds about $47.5 million to backlog.

Chief Executive Mohamed Farouk said the new award starts a relationship with WAEP and highlights the company's fleet depth, cross-region mobilization capability and experience in long-term offshore development work. He also said Nigeria remains a high-demand jack-up market. On the Shelf Drilling Scepter extension, he said the award supports the company's strategy after the acquisition of Shelf Drilling.

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ZPMC Advances Deepwater Jack-Up Crane Vessel Build

Image source: ZPMC

ZPMC has reached a major milestone in building its deepwater jack-up crane vessel, featuring 142 m legs, a 1,600 t revolving jib crane and a large load-bearing spud can.

18, April 2026

ZPMC has reached a major construction milestone in its deepwater jack-up crane vessel program. The vessel is being built for offshore operations in challenging marine environments and is equipped with 142 m legs and a 1,600 t revolving jib crane.

According to the provided source, the unit will be able to work in water depths of up to 90 m and deliver a lifting height of 210 m above deck. It is intended for a range of offshore duties, including emergency response, salvage work and platform maintenance under demanding sea conditions.

A key part of the vessel's structural system is the spud can, which serves as a primary load-bearing component. The spud can measure 9.5 m in height, 17 m in length, and 16 m in width. About 60% of its structure is made from specialized steel plates.

The source said this design is intended to provide stable support during deep-sea operations while also improving resistance to wind and wave forces.

hmt-news.com

Astro Offshore Strengthens Subsea Operations and Capability

Astro Offshore has added Astro Atlas, a 97 m DP2 support vessel, to expand subsea capability, enter ultra-deepwater operations and support work in Europe.

Image courtesy of Astro Offshore

18, April 2026

Astro Offshore has expanded its subsea fleet with the addition of Astro Atlas, a 97 m DP2 multipurpose support vessel, as it moves into ultra-deepwater operations and new international markets.

Built in 2021, Astro Atlas, previously named Energy Savanah, is designed to support subsea construction, cable installation and pipeline work. The vessel is fitted with a 150-tonnes subsea AHC crane, a 25-tonnes secondary crane, an integrated moonpool and accommodation for up to 100 personnel, supporting extended offshore campaigns in demanding conditions.

Chief executive Mark Humphreys said the introduction of Astro Atlas enhances the company's operational capability. He said the vessel, as the largest and most capable in the fleet to date, allows Astro Offshore to support a broader range of complex offshore operations and respond more effectively to changing client requirements.

A key development is the vessel's operating depth of more than 3,000 m, which allows Astro Offshore to enter the ultra-deepwater segment for the first time. Supported by its DP2 dynamic positioning system and vessel design, Astro Atlas is intended for technically more complex offshore projects.

The vessel is expected to operate in Europe, extending Astro Offshore's footprint beyond the Middle East and strengthening its ability to deliver across multiple offshore markets.

Astro Atlas will be deployed under a long-term charter with Oceaneering International Inc. The arrangement combines Astro Offshore's vessel capability with Oceaneering International Inc.'s subsea and ROV expertise to support construction, installation and intervention work in complex deepwater environments.

The addition of Astro Atlas reflects Astro Offshore's continued focus on building a young, capable fleet while expanding its operational depth and global reach.

hmt-news.com

Heerema Completes Final Jacket Lift for Yggdrasil

Image: Screenshot from a video shared by Heerema Marine Contractors

21, April 2026

Heerema Marine Contractors has completed the installation of the Hugin-B jacket, the fifth and final jacket for the Yggdrasil and Valhall PWP-Fenris project for Aker BP ASA.

The latest operation followed the installation of the Fenris jacket in 2024 and the Valhall PWP, Hugin-A, and Munin jackets in 2025. With Hugin-B now installed, Sleipnir has completed the jacket installation scope referenced by the company for the project.

The Hugin-B jacket weighs around 4,500 tonnes and stands 146 m tall. It was towed from Verdal, moored against Sleipnir, lifted, upended and carefully set down on the seabed. The installation was completed through pile driving, grouting and completion activities.

Heerema Marine Contractors described the work as a heavy lift operation carried out from start to finish through step-by-step execution, supported by offshore and onshore teamwork.

The company added that Sleipnir is not yet finished in the Yggdrasil field. Four topsides and two flares are still scheduled for installation.

hmt-news.com

Supreme Court Sends Chevron Coastal Case Back for Review

The US Supreme Court has reopened the federal court question in Chevron's $745 million Louisiana coastal lawsuit, sending the case back to the Fifth Circuit for further review.

Chevron chief executive Mike Wirth (Source: Yahoo Finance)

21, April 2026

The US Supreme Court has handed Chevron a legal win by reopening the question of whether a $745 million Louisiana coastal case can be reviewed in federal court.

The ruling did not address the merits of the 2025 state jury verdict that ordered Chevron to pay Plaquemines Parish $745 million. It also did not direct that the case be moved immediately from state court to federal court. Instead, the court vacated a Fifth Circuit decision that had left the case in state court and sent the matter back for further review.

In an 8-0 opinion, the Supreme Court said the lower court was wrong to find that the case was not related to wartime activity tied to federal supervision. The dispute centers on Chevron's argument that the claims relate to oil production carried out to support US military needs during World War II, including the supply of crude oil for aviation gasoline production.

Justice Clarence Thomas wrote that, in the wartime setting, Chevron needed to increase crude output as quickly as possible to support avgas refining. The ruling indicated that federal officer removal law should have been considered in that context.

Chevron welcomed the decision. The company said the claims are tied to activities performed under federal supervision during World War II and argued that the case belongs in federal court.

Louisiana Attorney General Liz Murrill, who represented the state, said she remains confident in the result reached by the jury. She said the venue would not change the outcome after a jury in Plaquemines Parish found Chevron liable over damage linked to waste discharged into Louisiana marshland.

The case goes back to Texaco operations later acquired by Chevron in 2001. In April 2025, a Plaquemines Parish jury found that the company owed $745 million over claims that oil and gas activity harmed Louisiana's eroding coastline.

That lawsuit is one of 42 cases filed in Louisiana state courts in 2013 against oil and gas companies over alleged environmental damage. The plaintiffs argued that the companies lacked proper permits and were not protected by an exemption in a 1978 law covering some industrial activity in the coastal zone before 1980.

The Supreme Court's decision does not settle liability. It sends the case back to the Fifth Circuit to reconsider whether the dispute should proceed in federal court.

hmt-news.com

Odfjell Drilling Halts Deepsea Atlantic Operations After BOP Incident

Odfjell Drilling has halted operations on Deepsea Atlantic after a blowout preventer dropped to the seabed, with recovery work and an investigation now under way.

20, April 2026

Odfjell Drilling has suspended activity on the Deepsea Atlantic semi-submersible after a blowout preventer dropped to the seabed, with recovery work and repairs now underway.

The Scotland-headquartered contractor said the incident occurred on 18 April 2026 during the running of the blowout preventer on the 2009-built rig. The equipment fell to the seabed at an approximate depth of 1,100 m.

Odfjell Drilling confirmed that no personnel were injured and that the rig remains secure. Operations will stay suspended while the blowout preventer is recovered and any required repair work is completed.

The company also said an investigation is in progress to determine the cause of the incident.

Deepsea Atlantic is a sixth-generation deepwater and harsh-environment semi-submersible of enhanced GVA 7500 design. The unit is equipped with dual derricks and dynamic positioning, and is currently working for Equinor on the Norwegian Continental Shelf.

The rig is part of Odfjell Drilling's owned and managed fleet. The contractor secured additional work for that fleet last year, including a contract for another semi-submersible through the first quarter of 2029.

hmt-news.com

Deepsea Atlantic drilling rig (Credit: Odfjell Drilling)

Cyan Wind Seeker Starts Taiwan Project Support

Vaalco Energy reported strong initial output from the Etame 14H well offshore Gabon and said the Baobab FPSO in Côte d'Ivoire remains on track for a production restart in the second quarter of 2026.

Illustration (Image credit: VAALCO Energy, Inc.)

21, April 2026

Vaalco Energy said a development well offshore Gabon delivered strong initial production results, while the restart of output from the Baobab FPSO offshore Côte d'Ivoire remains on track for the second quarter of 2026.

The company stated that the Etame 14H well has been drilled, completed and brought on stream. Initial production was about 4,850 barrels of oil per day on a gross basis, or 2,850 bpd net to Vaalco Energy.

According to the company, the well encountered 325 m of net pay in Gamba reservoir sands. It also reported higher-than-expected porosity and permeability in the reservoir.

Following the completion of Etame 14H, the rig moved to the Ebouri platform, where drilling has started on the EEBOM-5H development well. The well is targeting an attic position through a sidetrack from a previously abandoned well.

Separately, the Baobab FPSO has returned to Côte d'Ivoire after a 47-day tow from Dubai, where the vessel underwent refurbishment. It has been re-moored at the field and is now undergoing reconnection of risers and umbilicals.

Vaalco Energy said production from the Baobab field is expected to restart by the end of the second quarter of 2026. The company added that the combined effect of the Gabon drilling campaign and the Baobab restart is expected to support growth through 2026.

hmt-news.com

Valeura Energy Charters Enterprise Jack-Up for Thailand Work

Valeura Energy has chartered Shelf Drilling's Enterprise rig for multi-year work in the Gulf of Thailand, with operations currently planned to start in the fourth quarter of 2026.

Shelf Drilling Enterprise Jack-up Rig (Image credit: Jonathan Lord / Marinetraffic)

22, April 2026

Valeura Energy has chartered the jack-up rig Enterprise from Shelf Drilling for multi-year work in the Gulf of Thailand.

The company has an option on the start date and is currently planning to begin operations with the rig in the fourth quarter of 2026. The initial scope is set to center on production acceleration projects.

Built in 2007, Enterprise was last upgraded in 2020. The rig was previously known as Maersk Completer. Shelf Drilling bought it from Maersk in 2019 and renamed it in January 2020. The unit is based on the Baker Marine Pacific 375 design and can accommodate 150 people.

Before this charter, Enterprise completed a campaign with PTTEP in Thailand in July 2025. It was then deployed to Vietnam in early October for one firm well for an undisclosed client.

Valeura Energy said three straight years of about 200% reserves replacement had materially changed its asset base. As of 31 December 2025, the company reported 57.8 mmbbls of proved plus probable reserves. It said this has increased the number of drilling targets and expanded the opportunity set within its core Gulf of Thailand portfolio.

The company also said rig pricing remains favorable, supporting its decision to secure Enterprise on a three-year term. President and CEO Sean Guest said the company's position remained robust despite the relatively low commodity prices seen in late 2025.

With that position and what it described as a robust balance sheet, Valeura Energy said it intends to continue development, appraisal and exploration drilling across its portfolio through the end of 2029.

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Seadrill Wins Two U.S. Gulf Drillship Deals

Seadrill added about $260 million to its backlog after securing two ultra-deepwater drillship awards from LLOG Exploration Company for West Neptune and West Vela in the U.S. Gulf.

22, April 2026

Seadrill has secured two new contract awards for its ultra-deepwater drillships, adding about $260 million to its backlog.

The Bermuda-headquartered offshore drilling contractor said the awards were made by LLOG Exploration Company, a subsidiary of Harbour Energy, extending a working relationship that has lasted for more than a decade.

Under the new awards, West Neptune received a 365-day contract extension with operations due to start in September. West Vela secured a 270-day program that is expected to begin in August. Both drillships will be deployed in the U.S. Gulf.

Samir Ali, President and Chief Executive Officer of Seadrill, said the companies were extending a long-standing relationship built on more than 10 years of collaboration. He added that the operating performance of the teams on West Vela and West Neptune supported the award of follow-on work.

Seadrill said the added backlog improves revenue visibility and supports free cash flow generation as the company moves through near-term softness in the U.S. Gulf. The contractor also said West Vela and West Neptune are favorably positioned for availability in 2027, when global floater utilization is expected to improve.

In December 2025, Seadrill said the 2014-built West Neptune had secured a four-month contract with LLOG Exploration in the U.S. Gulf.

The 2013-built West Vela had previously worked for Talos Energy in the Gulf of America.

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BOURBON Adds 13 Vessels to Fleet

BOURBON has expanded its offshore support fleet with 13 vessel additions valued at more than $180 million, including acquired PSVs, reactivated AHTS vessels, a newbuild subsea vessel and crew boats under contract.

Image source: BOURBON / LinkedIn

22, April 2026

BOURBON has strengthened its offshore support fleet with the addition of 13 vessels since the beginning of 2026, in an expansion valued at more than $180 million. The company said the development was made possible by the support of its new shareholders and reflected its ability to deploy strategic assets aligned with offshore market requirements.

The expansion includes targeted acquisitions in the group's core vessel segments. BOURBON completed the acquisition of six diesel-electric vessels from Minsheng Group, comprising five platform supply vessels and one 80 t bollard pull anchor handling tug supply vessel. The company said these vessels complement asset types already operated by the group, supporting smooth operational integration and rapid mobilization.

The group also acquired two large-capacity platform supply vessels from ICBC, Bourbon Front and Bourbon Clear. These vessels follow the X-Bow vessel of the same series, Bourbon Calm, which was acquired in September 2025. BOURBON said the acquisitions strengthen its ability to offer clients immediately available vessels suited to offshore operational requirements in markets where the group has long-standing expertise.

Chief executive officer Gaël Bodénès said the group had expanded its fleet, secured significant investments and quickly returned vessels to service for customers within a few months. He said the momentum toward profitability and growth was the result of the transformation launched in early 2025 and the dedication of the company's teams.

BOURBON also reactivated two 80 t diesel-electric anchor handling tug supply vessels. The company said this demonstrated its ability to rapidly restore the operational potential of laid-up assets while responding with industrial efficiency and agility to market demand.

In February 2026, BOURBON took delivery of Bourbon Evolution 810, the latest newbuild vessel in the Evolution 800 series. Designed for deepwater subsea operations and fully suited to inspection, maintenance, and repair work, the vessel is equipped with two active heave-compensated cranes, including a 150 t main crane, diesel-electric propulsion, an upgraded DP3 system, firefighting and anti-pollution capabilities, accommodation for up to 105 personnel, and two 200 hp ROVs. Delivered in Singapore, the vessel is due to start a long-term contract in South Asia in the second quarter.

The fleet ramp-up also includes two 27 m crew boats delivered in Congo at the end of 2025. The vessels started a five-year contract in February. BOURBON said their modularity, onboard comfort and energy efficiency reflect the new generation of vessels developed by the company.

Chief financial officer François Sordet said that following restructuring and closing operations finalized in 2025, supported by operational improvements, BOURBON's financial health had been restored. He added that after these investments, the group had a cleansed balance sheet and reduced financial debt leverage to below 1.5x EBITDA for 2025, while continuing to seek opportunities to support long-term growth.

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Saipem Wins ExxonMobil Guyana Subsea Contract

Saipem secured a $150 million LNTP contract from ExxonMobil Guyana for the Longtail subsea project, with full scope potentially reaching $1.5 billion.

Image credit: ExxonMobil

22, April 2026

Italian offshore contractor Saipem has secured a new contract from ExxonMobil Guyana Limited for work related to the Longtail development in the Stabroek Block offshore Guyana.

Valued at approximately $150 million, the award is a limited notice to proceed (LNTP) covering engineering, procurement, construction and installation (EPCI) activities. The scope includes subsea structures, umbilicals, risers and flowlines (SURF) for the Longtail project, located in water depths of about 1,750 m. The contract includes preliminary detailed engineering and procurement activities.

The execution of the full EPCI scope, including construction and installation, is subject to regulatory approvals and a final investment decision (FID). If approved, the contract is expected to run for around four years, with an estimated total value ranging between $750 million and $1.5 billion.

The Longtail discovery, announced in June 2018, represents the eighth oil discovery by ExxonMobil in the Stabroek Block. The Longtail-1 well encountered approximately 78 m of oil-bearing sandstone and was drilled to a total depth of 5,504 m in water depths of 1,940 m.

For the development, SBM Offshore has been selected to carry out front-end engineering and design (FEED) for a floating production, storage and offloading (FPSO) unit.

Saipem has worked under seven offshore development contracts in the Stabroek Block for ExxonMobil Guyana, including Liza Phase 1, Liza Phase 2, Payara and Yellowtail, four of which have been completed.

The Stabroek Block is operated by ExxonMobil with a 45% interest, alongside partners Hess (30%) and CNOOC Petroleum Guyana (25%).

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PV Drilling Secures Second Rig for Vietnam Campaign

PV Drilling has secured the jack-up rig THOR from Borr Drilling for PVEP-Cuu Long's 2026 two-well campaign at Block 15-1 offshore Vietnam.

Photo: PV Drilling

24, April 2026

PV Drilling has signed a contract to supply a second jack-up rig for PVEP-Cuu Long's 2026 drilling campaign at Block 15-1 offshore Vietnam.

The agreement was signed on 22 April 2026 in Ho Chi Minh City, with senior representatives from PVEP, PVEP-Cuu Long, PV Drilling, and partner Borr Drilling in attendance.

The contracted program covers two wells with an estimated total duration of about 104 days. Operations are scheduled to begin in July 2026 at Block 15-1, within the Su Tu field cluster.

For the campaign, PV Drilling has secured the jack-up rig THOR from Borr Drilling. The rig will support integrated drilling services designed to meet the technical scope and schedule required by PVEP-Cuu Long.

PV Drilling said the work would be carried out with a focus on safety, efficiency, and cost optimization, with both wells targeted for completion on schedule. The company also noted that THOR has previous operating experience in Vietnam, including drilling work for PVEP and other clients.

PVEP-Cuu Long recognized PV Drilling's operational capability and drilling experience, expressing confidence that coordination among the parties and the rig's management team would support efficient execution at Block 15-1.

In 2025, PV Drilling operated its own fleet while arranging five additional chartered rigs to serve demand from domestic oil and gas operators. According to the company, those chartered units maintained safe and high-performance operations and supported growth in drilling revenue and profit.

The latest contract further strengthens PV Drilling's role in supplying rigs for Vietnam's domestic upstream market and supporting national energy security.

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Helix and Hornbeck Agree Offshore Merger

Helix and Hornbeck agree to an all-stock merger, forming a larger offshore services company with subsea, vessel, and deepwater capabilities.

Image source: London Marine Consultants

24, April 2026

Helix Energy Solutions Group and Hornbeck Offshore Services have signed a definitive agreement to combine in an all-stock transaction, creating a larger offshore services company with a broader vessel and subsea service base.

After closing, Hornbeck Offshore Services shareholders will own about 55% of the combined company, while Helix Energy Solutions Group shareholders will hold about 45% on a fully diluted basis.

The transaction will bring together Helix Energy Solutions Group's well intervention and subsea robotics assets with Hornbeck Offshore Services' specialty and ultra-high-specification offshore support vessels. The combined company will provide subsea and marine transportation services for deepwater energy, defense, and renewables customers.

The new business will cover a wider part of the deepwater field life cycle and increase exposure to specialty non-oilfield markets. Its operating footprint will include Helix Energy Solutions Group's presence in West Africa, Asia Pacific, the North Sea, the United States, and Brazil, together with Hornbeck Offshore Services' position in the Americas, including Brazil and Mexico.

The companies expect the combined business to have low leverage, strong free cash flow generation, and significant cash at closing. They also expect at least $75 million in annual revenue and cost synergies within three years after completion.

Todd M. Hornbeck will become President and CEO of the combined company. The board will have seven directors, with three from Helix Energy Solutions Group and four from Hornbeck Offshore Services, including Todd M. Hornbeck. William L. Transier will serve as Chairman.

After closing, the company will operate as Hornbeck Offshore Services and trade on the New York Stock Exchange under the ticker symbol "HOS." Its headquarters will be in Houston, Texas, and Covington, Louisiana.

The transaction is expected to close in the second half of 2026.

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LMC Wins PNG FSO Turret Contract

Image source: London Marine Consultants

24, April 2026

London Marine Consultants (LMC) has secured a contract from MISC to supply an external turret mooring system for a planned floating storage and offloading vessel in Papua New Guinea.

The FSO was recently awarded to MISC by ExxonMobil, with support from Santos. The vessel will have a storage capacity of about 800,000 barrels and is expected to receive oil from Santos-operated fields connected to the Kutubu Pipeline System in the first half of 2028.

The turret mooring system will help keep the FSO on station and provide a route for oil production to move through the offshore facility. Such systems are large steel structures used on FSOs and floating production, storage and offloading vessels.

London Marine Consultants (LMC), owned by Yinson Production, will carry out the design work at its London headquarters. Fabrication will take place in Southeast Asia.

The award is the company's 16th turret mooring contract. It follows its 2025 award for the turret system on the Vietnam Block B FSO, which is under construction in Vung Tau.

The Papua New Guinea FSO is planned as the country's first offshore floating facility. London Marine Consultants (LMC) works in a specialist market that also includes SOFEC, Bluewater, and National Oilwell Varco (NOV)'s APL division.

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Valeura Secures Jack-Up for Thailand Campaign

Valeura Energy has secured the Shelf Drilling Enterprise on a three-year charter to support offshore Thailand activity, with drilling expected to begin in the fourth quarter and continue through 2029.

23, April 2026

Valeura Energy has signed a long-term deal for a jack-up rig to support offshore work in Thailand, moving to secure capacity while rig pricing remains attractive.

The Singapore-headquartered, Toronto-listed company agreed to charter the Shelf Drilling Enterprise for three years, with the contract running to 31 December 2029. Valeura holds flexibility over the start date and currently expects drilling to begin in the fourth quarter.

Initial activity is set to focus on raising output from existing assets. At the end of 2025, Valeura Energy reported 57.8 million barrels of proved plus probable reserves and said it sees a broader pipeline of drilling opportunities across its core Gulf of Thailand acreage.

Chief executive Sean Guest said the company is using current market conditions to secure the rig on terms it views as attractive. He added that Valeura Energy plans to maintain drilling activity across its portfolio through the end of 2029, covering development, appraisal and exploration work.

The financial terms of the charter, including the day rate, were not disclosed.

Shelf Drilling Enterprise is described as a premium jack-up rig suitable for operations across the Gulf of Thailand. The Baker Marine Pacific Class 375 unit was built in 2007, upgraded six years ago, and can work in water depths of up to 375 feet. According to the provided source, the rig previously operated under the name Maersk Completer.

Shelf Drilling (Southeast Asia) Limited, the contracting entity for the rig, is a subsidiary of ADES Holding Company of Saudi Arabia.

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Jasmine field (Photo: VALEURA ENERGY)

Well-Safe Secures Forties Decommissioning Contract

Well-Safe Solutions has secured a multi-year contract from Apache North Sea Limited to decommission platform and subsea wells in the Forties Field from 2026, supporting jobs in Aberdeen and adding momentum to the UK North Sea decommissioning market.

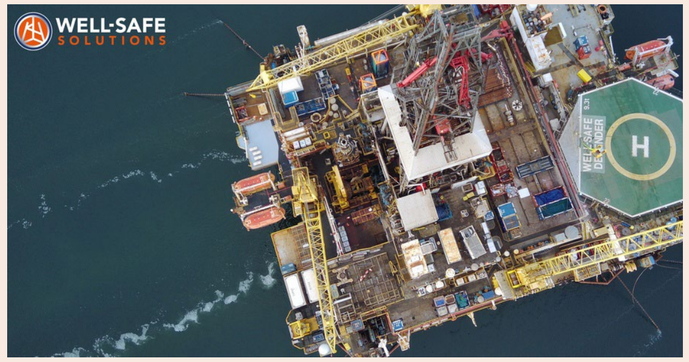

Image source: Well-Safe Solutions

23, April 2026

Well-Safe Solutions has been awarded a multi-year contract by Apache North Sea Limited to decommission platform wells and subsea wells in the Forties Field.

Work will begin in 2026, with Well-Safe Solutions leading all well-related project management, well and subsurface engineering, and offshore delivery covering both platform and subsea wells.

The award will support hundreds of jobs in Aberdeen and provide a much-needed boost to the economy in the northeast of Scotland at a time when the sector is facing significant challenges and concerns over wider industry job retention.

Phil Milton, Chief Executive Officer of Well-Safe Solutions, said the award reflected Apache North Sea Limited's confidence in the company's ability to deliver safe, efficient and technically robust decommissioning solutions at scale. He added that the contract sends a strong signal to the supply chain and helps secure critical talent and resources during a difficult period for the sector in the North Sea.

The availability of mobile offshore drilling units capable of drilling and decommissioning both platform and subsea wells has been declining year on year. Just five semi-submersible rigs remain in the UK Continental Shelf, raising concern over the UK's ability to meet its energy needs and decommissioning obligations, with thousands of wells due to be decommissioned by the end of the decade.

Donald Martin, Vice President, Decommissioning, at Apache North Sea Limited, said the company was pleased to work with Well-Safe Solutions on the large-scale program across the Forties Field. He said the contract reflects a commitment to safe, predictable and cost-effective decommissioning through disciplined execution and a high-performing integrated team.

He added that, after decades of production from one of the North Sea's cornerstone assets, Apache North Sea Limited is focused on maximizing late-life asset value, reducing risk, and delivering a safe, efficient, and disciplined transition into decommissioning.

The latest award reinforces Well-Safe Solutions' position in the UK decommissioning market following recent campaigns involving the Well-Safe Defender and Well-Safe Protector. It also follows two recent major contract awards for Well-Safe Solutions this summer with other operators in the North Sea.

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EU Targets Offshore Wind Repowering

The EU's AccelerateEU strategy highlights offshore wind repowering as a key step to expand clean power capacity and reduce reliance on fossil fuel imports.

24, April 2026

Existing offshore wind farms will play a role in the European Commission's new AccelerateEU strategy, announced on 22 April to strengthen energy security and reduce reliance on imported fossil fuels.

The Commission identified rapid repowering of large renewable assets, including offshore wind farms, as a practical way to expand generation capacity without constructing entirely new infrastructure. The measure forms part of a broader response to rising fossil fuel import costs linked to geopolitical tensions.

The EU has incurred an additional EUR 24 billion in fossil fuel import costs following the escalation of the conflict in the Middle East. AccelerateEU is designed to provide both short-term relief and longer-term structural adjustments to the energy system.

The strategy includes plans to accelerate electrification across industry, transport and buildings. An Electrification Action Plan, scheduled for release this summer, will define targets and address deployment barriers.

Grid infrastructure development is also a central component. The Commission aims to advance existing legislation and the European Grids Package, alongside proposals on network charges and taxation. A key objective is to ensure electricity is taxed at a lower rate than fossil fuels.

Additional measures include stronger coordination on gas storage refilling, potential emergency releases of oil stocks, and the establishment of a Fuel Observatory to monitor fuel production, imports, exports and stock levels.

On the consumer side, the Commission outlined temporary support options such as targeted income assistance, energy vouchers and reduced electricity taxes for vulnerable households. A State Aid Temporary Framework will provide flexibility for governments to support exposed industries.

The strategy also seeks to mobilise investment in clean energy through existing EU funding instruments, supported by a Clean Energy Investment Strategy and a planned Clean Energy Investment Summit.

EU leaders are set to discuss the proposals at the Informal European Council in Cyprus on 23–24 April.

WindEurope CEO Tinne van der Straeten said electrification is essential for Europe's independence, security and prosperity, adding that domestically produced electricity should become the most cost-competitive option.

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New Jersey Seeks Exit from Offshore Wind Grid Framework

New Jersey is moving to exit its offshore wind transmission framework with PJM Interconnection after multiple project cancellations reduced the need for planned grid infrastructure.

23, April 2026

New Jersey has initiated a move to withdraw from the State Agreement Approach (SAA) signed with PJM Interconnection in 2021, a framework created to coordinate offshore wind transmission development with regional grid planning.

The SAA was designed to support structured grid connection for offshore wind while reducing impacts on communities and the environment. Following the agreement, two transmission-related solicitations were carried out. The first, completed in 2022, focused on connecting 7.5 GW of offshore wind capacity under development at the time. A second process, launched in 2024, examined the need for additional transmission planning after the state increased its offshore wind target to 11 GW by 2040.

In 2022, the New Jersey Board of Public Utilities selected a coordinated transmission concept under the SAA. This included offshore transmission infrastructure linked through a single interconnection point at the Larrabee Collector Station, together with associated onshore grid upgrades.

The offshore transmission scope was assigned to Mid-Atlantic Offshore Development, a joint venture between Shell and EDF Renewables, while JCP&L was to deliver the electricity onward to existing substations for grid integration. The approach marked the first instance of a US state aligning offshore wind transmission planning with a regional grid operator's process.

Several offshore wind projects had previously secured federal approvals and state procurement awards in New Jersey waters. However, multiple developments were later halted or canceled. In late 2023, Ørsted discontinued Ocean Wind 1 and 2, citing inflation, higher interest rates and supply chain constraints.

Other projects in the region also faced changes. Atlantic Shores Offshore Wind, originally a joint venture between EDF Renewables and Shell, terminated its OREC agreement with the New Jersey BPU in August 2025. The developer stated that uncertainty linked to federal actions led to the suspension of construction planning, including cancellation of its interconnection agreement with PJM Interconnection and a pause in transmission upgrades.

Image: Shutterstock (ID: 2556203167 / fokke baarssen)

In November 2025, Invenergy and energyRE informed the New Jersey BPU that they would not proceed with the 2.4 GW Leading Light Wind project, referring to supply chain, equipment, vendor and regulatory challenges. At the end of March, TotalEnergies, developer of Attentive Energy Two, reached an agreement with the US government regarding reimbursement of offshore wind lease fees following project cancellation.

In a statement dated 22 April, the Regional Plan Association said the decision to withdraw from the SAA reflected the absence of offshore wind projects able to utilise the planned transmission infrastructure.

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Judge Blocks GE Vernova Exit From Vineyard Wind Contract

A Massachusetts judge has temporarily blocked GE Vernova from exiting its service contract with Vineyard Wind, citing the developer's reliance on the supplier's specialized turbine knowledge.

Image source: Vineyard Wind

18, April 2026

A Massachusetts judge has temporarily barred GE Vernova from leaving its service contract with Vineyard Wind, finding that the developer would face irreparable harm if the turbine supplier withdrew.

The dispute centers on competing financial claims. GE Vernova says Vineyard Wind owes more than $300 million. Vineyard Wind, in turn, says it is owed more than $800 million and links those costs to a blade failure in July 2024. That incident led to the removal and replacement of more than 60 blades across the 62-turbine project.

In the ruling, Judge Krupp rejected the view that Vineyard Wind could simply bring in replacement contractors to complete installation work and address issues involving a proprietary turbine design. The judge said it was "fanciful" to suggest that other contractors could do that work without GE Vernova's specialized knowledge.

The decision puts focus on a key issue in offshore wind operations and maintenance: the relationship between a developer and a turbine manufacturer can remain critical after handover. It also highlights the importance of the contractual structure that governs ongoing service, troubleshooting, and asset management.

The next hearing is set for 1 May.

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Sunrise Wind Installs First Turbine Offshore New York

Excerpt Sunrise Wind has installed its first turbine offshore New York, keeping the 924 MW project on track for first power later this year and full operations in 2027.

17, April 2026

The Sunrise Wind project has installed its first wind turbine at the site offshore New York, marking a new step in construction of the state's second offshore wind farm to supply power.

Ørsted confirmed on 17 April that the first turbine generator had been installed safely as work continued at the 924 MW project. The company said the project remains on schedule to deliver first power to New York later this year. Commercial operations are still planned for the second half of 2027.

Turbine installation is being carried out by Wind Scylla, the vessel owned by Cadeler. The ship arrived at the Sunrise Wind site after completing the same scope of work at Revolution Wind, a project owned by Ørsted together with Skyborn Renewables. After installing the first unit at Sunrise Wind, the vessel moved on to the next turbine position.

Illustration (Photo: Cadeler)

Located around 48 km east of Montauk, the offshore wind farm will use 84 Siemens Gamesa turbines, each rated at 11 MW. The project will be linked to New York's electricity grid through the Holbrook substation in Brookhaven, Suffolk County. Once fully operational, Sunrise Wind is expected to supply electricity to nearly 600,000 homes.

Sunrise Wind follows South Fork Wind as the second offshore wind farm to provide power to New York. Another project, Empire Wind 1, is also nearing the turbine installation stage, with Maersk Viridis now sailing from Singapore to the US for that work.

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Pacifico Energy Wins Vietnam Offshore Wind Survey Licence

Pacifico Energy has received a site survey licence for a 500 MW offshore wind project in Ba Ria–Vung Tau, marking an early development step under Vietnam's new framework.

17, April 2026

Pacifico Energy has secured a site survey license for a 500 MW offshore wind project in Ba Ria–Vung Tau, offshore Ho Chi Minh City, Vietnam.

The license was issued by Vietnam's Ministry of Agriculture and Environment and allows the US-based company to carry out survey and assessment work at the proposed project site. According to Pacifico Energy, the approval is among the first granted to a foreign developer under Vietnam's new regulatory framework.

The company said the project is part of its expanding Asia-Pacific portfolio. In Vietnam, Pacifico Energy has previously developed a 40 MW solar farm in Lam Dong and a 30 MW wind farm in Vinh Long.

Vietnamese authorities have also recently issued similar survey approvals to domestic developers. Earlier this year, the government allocated sea areas to state-owned Petrovietnam and Vietnam Electricity for offshore wind site investigation work.

In 2025, the Ministry of Agriculture and Environment granted marine survey rights to Refrigeration Electrical Engineering Corporation for a large-scale offshore wind project. The approval covered geological and measurement studies during the early stage of project development.

The Vietnamese company recently disclosed plans for a billion-dollar investment drive in offshore wind as part of its renewable energy expansion strategy.

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EQ-Piling Offshore Trial Planned at Dreekant

IQIP is preparing the first full-scale offshore EQ-Piling installation at EnBW's Dreekant site in German waters, where the trial will test installation accuracy, noise performance and efficiency ahead of wider offshore wind use.

Photo source: IQIP

21, April 2026

IQIP is preparing the first full-scale offshore installation of its EQ-Piling technology at EnBW's Dreekant offshore wind farm site in German waters, working with EnBW and Vattenfall.

The demonstration monopile will be installed by DEME using the vessel Orion. The offshore campaign is expected to take place next month, subject to final permits.

IQIP said the installation is a major step toward commercializing EQ-Piling after earlier inshore testing at Maasvlakte 2 in Rotterdam.

According to the company, the method builds on experience with conventional impact hammers and noise mitigation systems, but applies force in a different way. A large water-filled tank holding up to 1,700 t of seawater is lifted by hydraulic cylinders and then released from a set height. The falling tank strikes buffer cylinders, which transfer force to the monopile over a longer period. IQIP said the impact lasts around 15 to 20 times longer than with traditional piling, allowing smoother energy transfer and significantly lower noise levels.

On 21 April 2026, IQIP said EnBW is enabling the full-scale trial at the Dreekant project site as part of efforts to support new foundation technologies. Vattenfall, also a partner in the EQ-Piling demonstration project, will use data from the installation to assess the system for future projects.

The partners said the offshore demonstration will test whether EQ-Piling can meet industry requirements for installation accuracy, noise limits and efficiency, while offering a scalable alternative to conventional piling methods with lower impact.

After the trial, the technology is expected to be ready for use in upcoming offshore wind projects.

EnBW secured the rights to develop the 1 GW Dreekant offshore wind farm in the N-12.3 area in June 2024. The site is located 120 km northwest of Heligoland. The developer plans to submit its approval application in 2027, with FID expected in 2029 and operations planned for 2032.

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First Turbine Installed at East Anglia THREE

The first turbine has been installed at the East Anglia THREE offshore wind farm in the UK, with Cadeler using Wind Osprey to begin a 95-unit installation campaign featuring Siemens Gamesa SG 14-236 turbines.

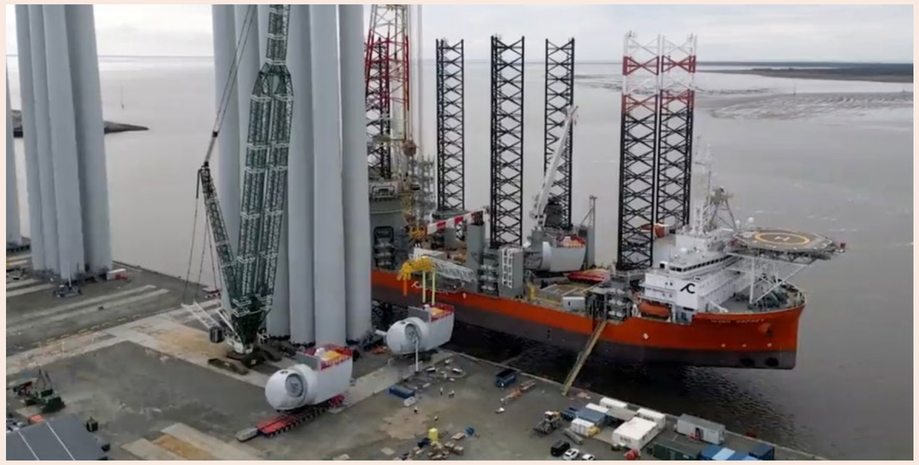

Image: Screenshot from a video shared by Cadeler

21, April 2026

The first turbine has been installed at the East Anglia THREE offshore wind farm in the UK.

Cadeler completed the installation using its wind installation jack-up vessel Wind Osprey. Once fully operational by the end of this year, East Anglia THREE will have a total capacity of around 1.4 GW and will be capable of supplying power to more than 1.3 million homes.

Under the campaign, Cadeler will handle the full transportation and installation scope for all 95 Siemens Gamesa SG 14-236 turbines. Each unit stands around 262 m tall, with blades measuring 115 m.

This is Cadeler's first project with ScottishPower Renewables, Iberdrola and Masdar, which the company described as a strong starting point for future collaboration.

For the installation campaign, Cadeler is deploying two wind installation jack-up vessels in parallel. Wind Osprey will soon be joined by Wind Pace, supporting a more streamlined installation program across the project.

This will also be Wind Pace's first project in European waters since its delivery last year. Built for next-generation turbine installation, the vessel brings increased capacity and operational flexibility to support efficient installation at scale.

hmt-news.com

Van Oord Completes Baltic Power Foundation Installation

Van Oord has completed transport and installation of all monopile foundations and transition pieces for the Baltic Power offshore wind farm in Poland.

21, April 2026

Van Oord has completed the transport and installation of all monopile foundations and transition pieces for the Baltic Power offshore wind farm in Poland.

The project has a planned capacity of up to 1.2 GW and will deliver renewable energy to more than 1.5 million Polish households. Van Oord said it was responsible for installing 78 monopile foundations and 76 transition pieces in coordination with the client.

Most of the monopile foundations were installed using Svanen, Van Oord's heavy-lift installation vessel, which recently underwent a major upgrade including a 25 m crane extension. Baltic Power is the first project executed with the upgraded vessel, enabling installation of foundations for 15 MW wind turbines.

For the project, Van Oord worked with Mammoet to transport and marshal foundations and used its XXL monopile transport system and the MTC1600 crane developed for the work. All transition pieces were installed by SAL's DP2 heavy lift vessel MV Lone, with a Van Oord team overseeing operations on board.

Van Oord said it was proud to complete the project and described close cooperation with the client and project partners as an important factor in reaching the milestone and delivering the work efficiently. Baltic Power said the foundation campaign involved a new generation of 15 MW turbines, the largest currently available on the European market, and required major upgrades to the installation fleet.

Baltic Power is Van Oord's first offshore wind project in Poland and is scheduled to become operational in the second half of 2026.

hmt-news.com

Image source: Van Oord

EDF Moves to End Taiwan Wind Contract

EDF has asked Taiwan's Energy Administration to terminate the contract for the 440-MW Blue Sea Changhua offshore wind project, paving the way for a new tender under the phase 3-1 programme after the developer began winding down its Taiwan operations.

21, April 2026

EDF has formally asked Taiwan's Energy Administration to terminate the administrative contract for the 440-MW Blue Sea Changhua offshore wind project. The move is set to trigger a new tender under Taiwan's phase 3-1 offshore wind program.

The Blue Sea Changhua project is one of five developments awarded contracts in the phase 3-1 zonal development round. Taiwan's authorities said they respect each developer's commercial decision and will reopen the site for tender to support efficient use of maritime space.

EDF Power Solutions, wholly owned by the French state, secured the project in December 2022 with Taiya Renewable Energy. The project was originally scheduled for grid connection in 2028 and was renamed Blue Sea Changhua in 2023.

In October 2025, the project signed a 30-year corporate power purchase agreement with Taiwan Smart Power Energy, a state-backed power trading platform. Before the contract termination request, the project had been expected to reach financial close in the second half of 2026.

Local media said EDF submitted the termination notice in February 2026. The company has also started winding down its Taiwan operations, with a small team remaining to complete administrative close-out work, including contract and land-lease matters.

Of the five phase 3-1 projects awarded contracts, only two have reported notable progress so far. These are Copenhagen Infrastructure Partners' Fengmiao Phase II project, which has secured financing and started offshore construction, and Shinfox Energy's Haisheng project, which has secured power sales.

hmt-news.com

Haizea Wind Exceeds €400M Revenue in 2025

Haizea Wind posts €416.9M revenue in 2025, driven by monopile expansion and strong offshore wind market positioning in Europe.

21, April 2026

Haizea Wind Group reported 2025 revenue of €416.9 million, up 12% year-on-year, with net profit reaching €20 million, an 11% increase from 2024. The results confirm the company's resilience despite a challenging market environment and pressure from Asian competitors.

The group has nearly tripled its revenue over five years, growing from €129 million in 2020 to over €400 million in 2025. It maintained stable operations and a workforce of 1,500, while advancing negotiations to secure future backlog.

Growth was led by Haizea Bilbao, where a €250 million investment expanded capacity for XXL monopile production, strengthening its position as a key offshore foundation facility in Europe. Other units, including Haizea Grupo WEC, Haizea Tecnoaranda, and Haizea Breizh, continued stable operations.

The company remains focused on supporting Europe's energy security through wind power, with capabilities to manufacture components for turbines above 15 MW and beyond 20 MW. It also advanced sustainability efforts, including full renewable electricity use in Spain and progress toward climate neutrality.

hmt-news.com

F&G Receives DNV Approval for WindSetter 146 WTIV

Friede & Goldman (F&G) received DNV Main Scantling Approval for its WindSetter 146 WTIV design, allowing the project to move toward contract and construction.

WindSetter 146 class Wind Turbine Installation Vessel

22, April 2026

Friede & Goldman (F&G) has received Main Scantling Approval from DNV for its WindSetter 146 wind turbine installation vessel design. The approval letter was presented to F&G at the DNV booth during WindEurope 2026 in Madrid, Spain.

The approval confirms that the structural design, arrangements and stability of the WindSetter 146 meet DNV's applicable class requirements. With this milestone completed, the design is positioned for contract and construction.

The WindSetter 146 is a purpose-built WTIV with a length of 146 m. It is equipped with a 3,200 tonnes safe working load leg-encircling crane and has a maximum hook height of 177 m above the main deck, allowing it to transport and install wind turbines above 20 MW.

The vessel is designed for operations in water depths of up to 80 m, supporting offshore wind projects in deeper-water locations across Europe, Asia and the United States. It is also based on a dual-fuel LNG-ready design to support lower emissions and compliance with environmental regulations.

Its jacking and guide system is designed to extend service life and reduce maintenance requirements.

DNV said the approval confirms that the vessel's basic design meets its classification standards and that it expects to continue working with F&G as the design moves toward detailed design and construction.

F&G said the approval also supports its wider WindSetter WTIV range, which includes the WindSetter 94M and 114M multi-purpose vessels for combined O&M and T&I roles, as well as the WindSetter 156 for heavy-lift monopile and XXL turbine installation.

Following the Main Scantling Approval, F&G said it is engaging with vessel owners and shipyards to advance the WindSetter 146 toward construction contracts.

hmt-news.com

RWE Extends Ziton Support Deal

RWE has extended its offshore wind O&M agreement with Ziton for three years, raising minimum annual jack-up vessel support from 180 days to 240 days from 2027.

Image source: RWE

23, April 2026

RWE has signed a three-year extension to its offshore wind operations and maintenance agreement with Ziton, increasing the level of jack-up vessel support for its assets in the UK and continental Europe.

The original four-year agreement was signed in 2023. Under that contract, Ziton provided vessel capacity, lifting and auxiliary services for RWE's offshore wind portfolio for a minimum of 180 days each year.

Under the extension, minimum annual support will rise to 240 days from 2027 onwards. RWE said the renewed agreement is intended to support operations and maintenance work across its expanding offshore wind fleet. The company also said the longer arrangement is designed to reduce price uncertainty in a competitive market environment.

Ziton is a Danish specialist in jack-up vessel services for offshore wind O&M. Its fleet includes six vessels dedicated to this segment: Wind, Wind Server, Wind Enterprise, Wind Pioneer, Wind Energy, and Wind Discovery.

The extension increases committed support compared with the original agreement and gives RWE additional capacity for maintenance planning across its offshore wind assets.

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Vattenfall Starts Nordlicht Installation Trials

Vattenfall has launched transition piece workflow trials in Aalborg for the Nordlicht offshore wind project, testing installation, cable work, and safety procedures before offshore construction starts in July 2026.

23, April 2026

Vattenfall has started transition piece workflow trials for the Nordlicht offshore wind project at CS Wind Offshore's yard in Aalborg, Denmark, ahead of offshore construction.

The mock-up program is being used to rehearse key installation and working procedures onshore before field operations begin. The transition pieces built for Nordlicht I are about 23.7 m high and weigh about 362 tonnes.

The trials cover assembly work, bolting, cable pulling and cable routing. Safety and rescue procedures are also being tested in conditions intended to reflect offshore work as closely as possible. The program is aimed at improving workflows, interface management, and safety preparation before installation moves offshore.

Foundation installation for Nordlicht I is scheduled to start in July 2026. Nordlicht II is due to follow about one year later. DEME will install the monopiles and transition pieces at the project sites.

The monopiles will be supplied by EEW. They will be up to 80.5 m long and weigh up to 1,290 tonnes. Nordlicht I will have 68 monopiles and matching transition pieces for 68 Vestas V236-15.0 MW turbines. Nordlicht II will have 44 units.

The two wind farms are located 85 km north of Borkum Island in the German North Sea. Vattenfall said the projects are expected to be fully commissioned in 2028. Their combined installed capacity will be 1.6 GW and annual power generation is expected to reach about 6 TWh.

hmt-news.com

Cyan Wind Seeker Starts Taiwan Project Support

Cyan Renewables delivered Cyan Wind Seeker ahead of schedule in Vietnam, and the vessel has started a 15-year charter supporting Siemens Gamesa on Taiwan's Hai Long Project.

22, April 2026

Cyan Renewables has completed the christening of Cyan Wind Seeker in Vũng Tàu, Vietnam, with the vessel delivered ahead of schedule and entering service immediately. The ship will operate under a 15-year charter supporting Siemens Gamesa's offshore wind work for the Hai Long Project in Taiwan.

The delivery marks a new step for Cyan Renewables as it builds a platform focused on long-term contracts, strong counterparties and efficient assets prepared for future offshore wind activity.

Built with performance and sustainability in mind, Cyan Wind Seeker is fitted with Siemens BlueDrive and hybrid battery systems. According to the company, the vessel uses less fuel, produces fewer emissions and supports lower environmental impact and cost savings for clients.

The vessel also includes Comfort Class cabins designed to provide a quieter and more stable onboard setting for the crew. Cyan Renewables said this supports better rest, helping improve safety and operational effectiveness offshore.

For offshore work, Cyan Wind Seeker is equipped with Walk-to-Work capability, Dynamic Positioning and integrated support functions. The vessel is intended to serve the next generation of offshore wind projects.

Cyan Renewables said the vessel represents another move in developing a scalable, long-term platform to support the global energy transition.

hmt-news.com

Engie Holds Talks on U.S. Offshore Wind Lease Exit

Engie confirmed talks with U.S. officials on canceling three offshore wind leases after the administration agreed to reimburse TotalEnergies for its U.S. offshore wind positions.

22, April 2026

Engie said it is in discussions with U.S. officials over the possible cancellation of its offshore wind leases, following the administration's reimbursement agreement with TotalEnergies.

Engie CEO Catherine MacGregor said discussions were ongoing on whether terms could be agreed to cancel three offshore wind leases. No further details were disclosed.

The talks follow the U.S. administration's March decision to reimburse TotalEnergies for nearly $1 billion paid for offshore wind leases in the New York Bight and off North Carolina. The administration said TotalEnergies had agreed to reinvest the money in the U.S. LNG sector, where it already has a project underway.

Engie holds the leases through Ocean Winds, its 50-50 offshore wind joint venture with EDP Renewables. Among the projects is SouthCoast Wind, which received approval for its Construction and Operations Plan in the final days of the previous administration. The project has a planned capacity of 2.4 GW and is located in Massachusetts. It had also secured power agreements to divide output between Massachusetts and Rhode Island. The project has since been deferred. Ocean Winds paid a reported $135 million for the lease in 2018.

In 2022, Ocean Winds also acquired the Bluepoint lease in the New York Bight for $765 million, with a proposed capacity of 2.4 GW. The project was still in early-stage development when the administration moved to halt offshore wind development. The company also holds the Golden State Wind lease off California, which it has said could support around 2 GW of capacity. It paid about $150 million for that lease.

The company said it has taken impairment charges on all three assets and suspended work on all three projects.

TotalEnergies CEO Patrick Pouyanne defended the reimbursement agreement, saying the company was at risk of losing $928 million. He also cited political volatility in the United States and low power prices, and said TotalEnergies would not pursue U.S. offshore wind development.

The proposed reimbursements are facing criticism from advocates and lawmakers, who are questioning both the legal basis for the payments and the source of the funding. Critics argue the leases did not provide for cancellation at this stage. They also contend there is no contractual requirement linking reimbursement to reinvestment in U.S. LNG.

It remains unclear how a challenge to the reimbursement arrangement could proceed or who would have standing to bring it.

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VARD Completes Skandi Minder Upgrade

VARD has completed a major upgrade of DOF's subsea vessel Skandi Minder, covering ROV/LARS improvements, engine overhaul and broader repair work at Vard Langsten.

Image source: VARD

23, April 2026

VARD has completed an extensive upgrade of DOF Group's subsea vessel Skandi Minder, with the work aimed at strengthening the vessel's capabilities and extending its service life.

The repair and conversion work was carried out at Vard Langsten. The scope included an upgrade of the remotely operated vehicle (ROV) and launch and recovery system (LARS), with installation of a new Ulmatec system and electrical integration.

The vessel's main engine was overhauled by Wärtsilä with support from VARD. Full surface treatment was also completed, followed by repainting in DOF Group's colours. Additional repair and maintenance work covered interior areas, piping and electrical systems, including further upgrades identified during the yard stay.

According to VARD, one of the main challenges was delivering a complex and multidisciplinary scope within 8–10 weeks. The project also required parallel work across several disciplines and the integration of new systems while maintaining operational reliability.

Odd Henrik Iversen, Yard Director at Vard Langsten, said the project matched the yard's capabilities and allowed the team to use its multidisciplinary competence to deliver within a tight timeframe.

Built in 2018, Skandi Minder is a 95 m subsea vessel of Salt Ship Design 200 and can accommodate 52 persons.

hmt-news.com

Japanese Yards Keep Export Berths Filled to 2029

Japanese shipyards have secured enough export orders to keep berths occupied through 2029, with bulk carriers leading the order book and alternative-fuel vessel work continuing.

Image source: Imabari Shipbuilding

18, April 2026

Japanese shipbuilders have secured enough export orders to keep building berths occupied through 2029, according to the Japan Ship Exporters' Association.

As of 31 December 2025, Japanese yards held an export order backlog of 24,072,770 gross tonnes, equal to about three and a half years of work. The association said order activity during the year was affected by Russia's prolonged invasion of Ukraine, the situation in the Red Sea, uncertainty over US trade representative policies, and berth availability at shipyards worldwide.

By vessel type, orders for gas carriers and oil tankers declined, while bulk carriers and containerships increased. The association said orders rose notably for feeder containerships and Suezmax tankers, linked to fleet expansion by major shipping lines.

Bulk carriers made up 73 percent of Japan's total order book, while containerships and other cargo vessels accounted for 17 percent. Japanese yards signed contracts for 25 Capesize bulk carriers, matching the 10-year high recorded in 2024. Panamax orders fell 20 percent year on year, contributing to a 26 percent decline in total bulker orders for Japanese yards on a gross tonnage basis.

In the global market, China held a 66 percent share of new orders. South Korea followed with 19.6 percent, while Japan accounted for nine percent.

Japanese yards completed 358 vessels totaling 10,144,254 gross tonnes in 2025, giving the country a 14 percent share of global completions. Worldwide completions rose 2.8 percent from the previous year to 72,266,913 gross tonnes across 2,920 vessels.

At the end of 2025, the global newbuilding backlog stood at 7,468 vessels totaling 313,443,380 gross tonnes. That was 5.7 percent higher on a gross tonnage basis than at the end of 31 December 2024.

Japanese shipbuilders are also advancing alternative-fuel vessel development, including LNG-fuelled car carriers and domestic ferries. The association said its yards have already delivered, or secured orders for, bulk carriers and tankers able to operate on methanol or ammonia.

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HD Hyundai Eyes India Yard Deal, Vietnam Expansion

HD Hyundai is advancing a new shipyard project in India and preparing broader investment plans in Vietnam as it responds to rising global competition and sharpens its focus on high-value vessels at home.

20, April 2026

HD Hyundai is moving faster on overseas shipyard expansion as global competition in shipbuilding intensifies. The group is pursuing new production capacity in India and broader investment plans in Vietnam while keeping its domestic operations focused on higher-value ship segments.

According to industry sources, Chairman Chung Ki-sun is set to join President Lee Jae-myung's visits to India and Vietnam as part of an economic delegation through 24 April. During the trip, HD Hyundai is expected to strengthen cooperation with both countries and discuss additional plans linked to its overseas production base strategy.

India is drawing the most attention. A follow-up agreement related to a new shipyard project is expected as HD Hyundai continues detailed talks with Tamil Nadu after signing a memorandum of understanding late last year. Local observers have said the investment could reach as much as $4.0 billion. The company is also in talks with Cochin Shipyard, India's largest state-run shipbuilder, on a joint venture for ship block production.

The move reflects HD Hyundai's effort to build a stronger position in a market seen as a future source of large-scale ship orders alongside the United States. India has already set out its Maritime Amrit Kaal Vision 2047, which aims to place the country among the world's top five shipbuilding nations within 20 years. Under that plan, 275 vessels have already been committed by 2036, with more than 1,000 additional ships expected to be secured afterward at a faster pace.

Through shipyard construction and technology cooperation, HD Hyundai is seeking to secure both local demand and export volumes in India. At the same time, the group is expected to pursue further investment plans in Vietnam. In South Korea, it plans to concentrate more on high-value vessels such as special-purpose ships and eco-friendly vessels, which it views as future growth drivers.

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Sweden Court Upholds Hyundai Heavy Industries Icebreaker Award

20, April 2026

Sweden's Court of Appeal has rejected a challenge to the procurement of a new state-owned icebreaker and upheld the contract award to Hyundai Heavy Industries.

The Swedish Maritime Administration awarded the contract to Hyundai Heavy Industries in June last year for the construction of Sweden's next icebreaker. Finland's Helsinki Shipyard, which finished second in the tender, challenged the decision and pointed to alleged irregularities in the process.

The case first went before an administrative court, which supported the award decision. Helsinki Shipyard then appealed to the Administrative Court of Appeal in Jönköping, arguing that the reference vessels submitted by Hyundai Heavy Industries did not meet the requirements set by the Swedish Maritime Administration. In a judgment issued last week, the appeals court upheld the procurement decision.

Following the ruling, Helsinki Shipyard said it was deeply disappointed not to have been selected, but acknowledged the court's decision.

The tender required bidders to submit three separate reference vessels to demonstrate their technical capability to deliver an icebreaker. For the first requirement, shipyards had to show they had built a vessel in Polar Class 1 to 6, or an equivalent class, delivered in 2012 or later. Hyundai Heavy Industries cited the New Zealand Navy replenishment ship HMNZS Aotearoa, delivered in 2020, and said the vessel had a polar class equivalent to PC 6. Helsinki Shipyard questioned that classification, saying it could not be verified in ship registers because the vessel had been in military service.

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India Builds Broader Shipbuilding Ambitions

India is strengthening its shipbuilding base through a landmark CMA CGM order, AI logistics investment, defense yard progress, and new policy support in Tamil Nadu.

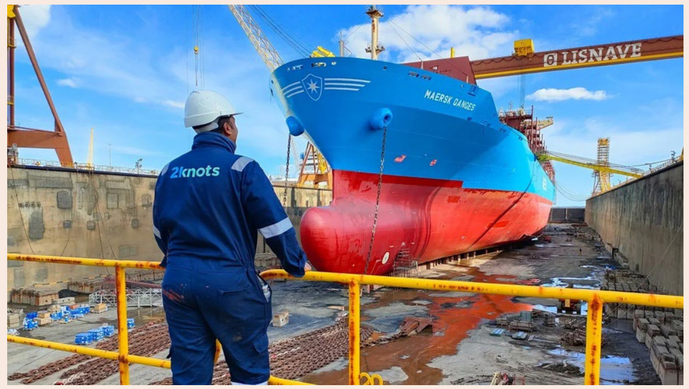

Image credit: 21 Knots

21, April 2026

India is emerging as a new force in global shipbuilding as it moves beyond a limited defense-led industrial structure and pursues a higher-value model linking green ships with smart logistics.

According to the global shipbuilding industry on 19 April, French shipping group CMA CGM signed a final contract in February with state-run Cochin Shipyard for the construction of six 1,700 TEU LNG-fueled container ships worth about $360 million. The order is described as the first case in India's shipbuilding history of securing large commercial vessels from a major global shipping company.

India is also working with Capgemini of France to establish a dedicated AI and digital R&D center. The center, to be built in Chennai, will use artificial intelligence and data analytics to study global supply chain optimization and automated vessel routing. It is also intended to position India as a key base for logistics intelligence within the CMA CGM group.

These investments indicate that India is not seeking to remain only an alternative manufacturing base under the China+1 strategy. The strategy refers to a business approach in which global companies add production capacity in countries such as India or Southeast Asia instead of relying only on China, in order to manage supply chain risk.

India's shipbuilding industry is also expanding on the back of its defense self-reliance policy. On 3 April, the country officially commissioned its third domestically built nuclear-powered ballistic missile submarine, INS Aridhaman, demonstrating its ability to build high-end strategic assets.

That progress has been reflected in the performance of state-owned shipyards. GRSE, one of India's leading state-run yards, posted revenue of Rs 64 billion in fiscal year 2025-26, up 26% from a year earlier.

Regional initiatives are also gaining pace. In March, the government of Tamil Nadu announced the Tamil Nadu Shipbuilding Policy 2026, aimed at fostering the regional shipbuilding industry as a world-class, technology-based sector.

Under the policy, Tamil Nadu plans to establish NSHIPTN, a special purpose vehicle under SIPCOT, and support the industry in coordination with the central government through land and maritime infrastructure development, joint ventures with shipbuilders, and leasing and financing support for major assets.

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Hidramar Adds New 22,000-tonne Dock in Tenerife

Hidramar Group has taken delivery of Hidramar Ultra 22000, a 22,000-tonne floating dock for Tenerife Shipyards, expanding Panamax-capable repair capacity in the Canary Islands.

21, April 2026

Hidramar Group has taken delivery of Hidramar Ultra 22000, a new floating dock built by Huarun Dadong Dockyard in China for operation at Tenerife Shipyards in the Canary Islands.

Classed by Lloyd's Register, Hidramar Ultra 22000 was built to support repairs and refits for medium-sized vessels up to Panamax size. The dock is 240 m long, 48 m wide and has a pontoon height of 4.7 m. Its lifting capacity is 22,000 tonnes.

Construction started in January 2025 and was completed in September 2026. The dock is scheduled to enter service in the mid-Atlantic region from June 2026, serving vessels calling at the Canary Islands.

According to Tenerife Shipyards, the new asset will expand its ability to handle larger and more complex vessels that require dedicated repair infrastructure. The company said the dock will improve drydocking flexibility, shorten repair and maintenance turnaround times, and support compliance with safety standards.

The dock is designed to carry out work on propulsion systems, shaft lines, electrical power systems and automation systems, as well as mechanical, structural and steel renewal jobs. It can lift vessels of up to 22,000 tonnes in as little as 120 minutes and is fitted with two cranes rated at 21 t and 10 t.

The design also includes energy-efficient pumps and reduced water displacement systems intended to limit environmental impact. Its modular arrangement allows future adaptation and expansion in line with demand and market requirements.

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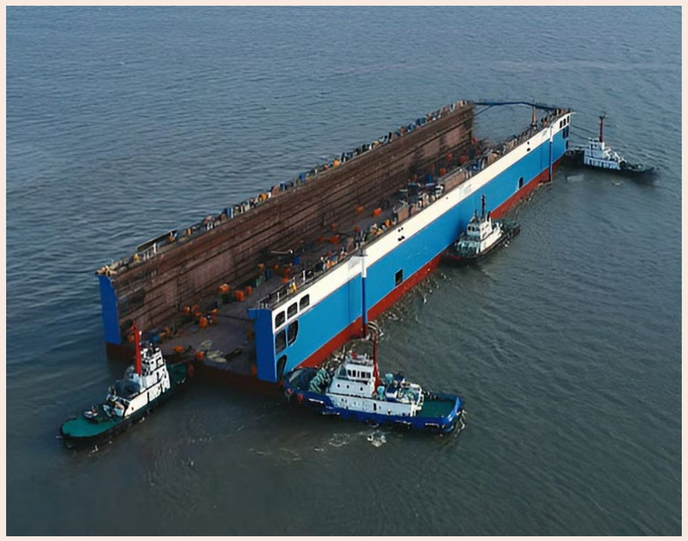

Hidramar Ultra 22000 (Image source: Hidramar Group)

USA Shipbuilding Coalition Formed to Support SHIPS Act

The USA Shipbuilding Coalition has been formed to support the SHIPS for America Act, aiming to expand U.S. shipbuilding capacity and address global competition.

Photo source: Hanwha Philly Shipyard

22, April 2026

A new alliance, the USA Shipbuilding Coalition, has been established in Washington, bringing together U.S. labor groups, shipyards and industry stakeholders to support domestic shipbuilding.

The coalition is focused on advancing the bipartisan SHIPS for America Act, which proposes to expand the fleet of U.S.-built and flagged vessels, invest in workforce training and fund shipyard infrastructure. The proposed measures include port fees and tonnage taxes on foreign vessels.

Coalition president Michael Wessel said the initiative reflects alignment between labor and industry and highlighted its importance for national security, job creation and economic growth.

Supporters also point to geopolitical concerns, including China's position in global shipbuilding, supported by state policies and subsidies. Senator Mark Kelly said the United States has fewer than 100 ships in international commerce, compared with around 5,500 for China.

The proposed legislation is also linked to broader trade enforcement measures, including findings from a Section 301 investigation into China's maritime sector. These findings could underpin future tariffs or fees aimed at addressing competitive imbalances.

Support has also been indicated within the administration. Trade adviser Peter Navarro said the sector is important for national security and noted that industry support could influence progress.

The bill continues to face challenges in Congress, particularly around funding structures and regulatory details. The formation of the coalition is intended to build bipartisan support and align stakeholders behind the proposal.

Senator Todd Young said rebuilding U.S. shipbuilding capacity would require time and investment but warned of the consequences of failing to act.

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HD Hyundai Heavy Lands Swedish Icebreaker Order

HD Hyundai Heavy Industries secured a $348.9 million order from the Swedish Maritime Administration to build a Polar Class 4 icebreaker for delivery by 2029.

22, April 2026

HD Hyundai Heavy Industries has secured an order from the Swedish Maritime Administration to build a dedicated non-commercial icebreaker, marking its first overseas contract in this vessel segment.

The contract is valued at $348.9 million and covers the delivery of one Polar Class 4 icebreaker by 2029. The vessel will be 126 m long with a displacement of about 15,000 tonnes. It will be used for icebreaking operations, convoy escort, and ice management in the Baltic Sea. The ship will also be capable of breaking through ice up to 1.2 m thick.

The order is a notable development for South Korea's shipbuilding sector, which has built a strong position in commercial vessels such as container ships and LNG carriers, while having a limited presence in dedicated non-commercial icebreakers.

The Swedish order could serve as a turning point for Korean shipbuilders in the icebreaker market, where Finland and Russia have long held leading positions.

The contract comes as South Korea steps up efforts related to Arctic shipping routes. Industry analysts said these routes are expected to draw greater attention as reduced sea ice shortens transit times between Asia and Europe.

The government has recently strengthened policy support for Arctic engagement, including legislation to develop port infrastructure and logistics capabilities linked to northern sea routes. The proposed framework, now under parliamentary review, focuses on building Arctic-ready ports and linking them with global supply chains. It has received support from President Lee Jae Myung.

In parallel, Seoul plans to launch a trial Arctic container shipping voyage in 2026 to test the commercial viability of the Northern Sea Route for Korean exporters. Progress in this area will depend on access to ice-class vessels and domestic shipbuilding capability in the segment.

South Korea is also pursuing a plan to position Busan as an Arctic shipping hub, supported by investment in infrastructure and digital port systems.

Image courtesy of HD Hyundai Heavy Industries

Against this backdrop, HD Hyundai Heavy's icebreaker project could help expand Korean shipbuilders' presence in vessels designed for polar conditions. South Korean companies have already built more than 20 Arc7 ice-class LNG carriers for Russian Arctic gas projects.

The Swedish project may also provide a reference for future bids from countries seeking to modernize their icebreaking fleets.

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BGN Orders Four Dual-Fuel VLGCs from HD Hyundai

Dubai-based BGN ordered four dual-fuel VLGCs at HD Hyundai Heavy Industries to expand LPG fleet capacity and add ammonia-carrying capability by 2029.

Image source: BGN

20, April 2026

Dubai-based BGN has ordered four new dual-fuel very large gas carriers (VLGCs) to expand its liquefied petroleum gas (LPG) fleet.

HD Hyundai Heavy Industries will build the four vessels in South Korea, with delivery scheduled by 2029. Each ship will have a cargo capacity of 90,000 cbm.

The new VLGCs are designed to operate on both conventional fuels and lower-emission alternatives. They will also be capable of carrying cleaner fuels such as ammonia and are intended to meet current environmental standards.

Ozan Turgut, Shipping Director at BGN, said the vessels are built to serve the rising demand for cleaner fuels while complying with stricter environmental requirements. He added that the investment supports the company's long-term commercial position, underlines its commitment to business growth, and contributes to wider decarbonization efforts.

The order follows BGN's recent long-term liquefied natural gas carrier (LNGC) charter agreement with an affiliate of Capital Clean Energy Carriers. The deal covers a ten-year charter period, with an option to extend by a further six years, and marks BGN's first long-term ownership of an LNG vessel.

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Yangzijiang Sets Up Repair and Conversion Unit

Yangzijiang Shipbuilding has set up Jiangsu Yangzi Hongda Shipbuilding and Repair in Nantong, expanding into ship repair, retrofit, conversion and vessel delivery services.

21, April 2026

Yangzijiang Shipbuilding has established a dedicated ship repair and conversion business, expanding beyond newbuildings as it targets demand for retrofit work and green upgrades.

The Singapore-listed group has set up Jiangsu Yangzi Hongda Shipbuilding and Repair as a wholly owned subsidiary with registered capital of $100 million. The new company will be based in the Tongzhou Bay Demonstration Zone in Nantong, Jiangsu province.

According to the group, the facility is planned as a green-focused base for ship repair, retrofit and vessel delivery. It will handle a broad range of vessel types, with a focus on energy-efficient upgrades and conversion work.

Yangzijiang Shipbuilding said the move supports its broader strategy of strengthening its core shipbuilding business while expanding into adjacent segments, as the industry shifts toward greener and more technology-driven operations. The new subsidiary will also support large vessel delivery and after-sales services, adding to the group's vertically integrated structure.

With the new unit, Yangzijiang Shipbuilding now operates five shipyards across its network: Jiangsu New Yangzijiang Shipbuilding, Jiangsu Yangzi Xinfu Shipbuilding, Jiangsu Yangzi Mitsui Shipbuilding, Yangzi Hongyuan Shipbuilding, and the newly established Jiangsu Yangzi Hongda Shipbuilding and Repair. The group also holds a stake in Zhoushan Tsuneishi.

Yangzi Hongyuan Shipbuilding, launched in April 2024, remains under construction and is expected to be completed in 2026. Early-stage fabrication work has already started, and the first vessel delivery is scheduled for 2027.

Image source: Yangzijiang Shipbuilding

The expansion comes as Yangzijiang Shipbuilding continues to add new orders. In the first quarter of 2026, the group secured contracts for 22 vessels worth about $980 million. Its total orderbook reached 256 ships valued at about $22.8 billion, with deliveries extending through 2030.

Earlier in 2026, the group also agreed to acquire a 10% stake in Poseidon Acquisition Corp, the holding company behind Seaspan, in a deal valued at about $825.7 million. A further 5% stake is being acquired separately by an investment vehicle linked to executive chairman Ren Letian.

hmt-news.com

Suez Canal, ICS Sign MoU as Red Sea Risks Persist

The Suez Canal Authority and the International Chamber of Shipping signed an MoU and expanded cooperation as Red Sea security risks continued to reduce canal traffic and disrupt trade flows.

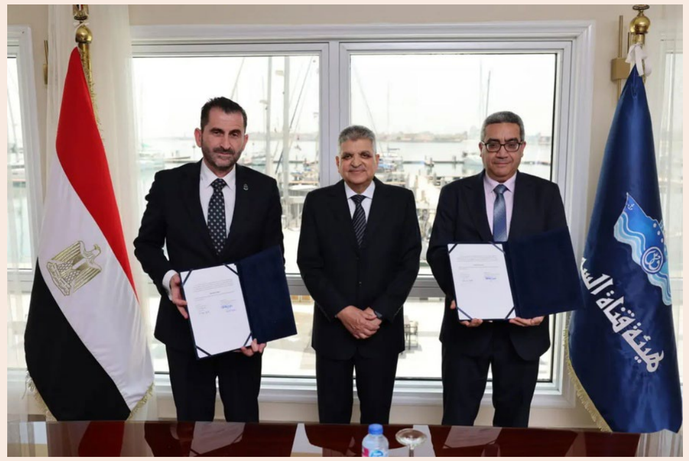

Image source:260418_OgWD9NkZjEii.jpg

18, April 2026

The Suez Canal Authority and the International Chamber of Shipping have expanded cooperation as security pressure in the Red Sea continues to affect canal traffic and wider trade flows.

Admiral Ossama Rabiee, Chairman of the Suez Canal Authority, met Thomas Kazakos, Secretary General of the International Chamber of Shipping, in Ismailia to discuss supply chain disruption and coordination with the shipping industry.

Traffic through the canal has fallen from 2023 levels as risks around the Bab al Mandab Strait have led many operators to route vessels around the Cape of Good Hope. That shift has added weeks to voyage times and increased fuel costs.

Rabiee said the canal has continued operating without interruption. He said the authority had frozen transit dues and adopted more flexible pricing policies as part of its response.

The authority is also continuing infrastructure and service upgrades. These include the Southern Section Development Project, the addition of salvage and escort tugs, and new support services such as maritime ambulance assistance, crew changes and waste management.Kazakos said the canal remains the fastest, shortest, safest and most sustainable route for trade between Asia and Europe. He added that contact with the authority helps shipping companies follow conditions more closely during the current period.

During the visit, both sides signed a Memorandum of Understanding to formalize longer-term cooperation. The agreement covers information sharing, joint marketing of canal services, coordination on maritime security and environmental compliance, pricing reviews and monitoring of canal infrastructure developments.

The visit also included tours of the Maritime Training and Simulation Center and the Suez Canal Museum.

hmt-news.com

Boskalis Wins Gothenburg Dredging Contract

Boskalis has secured a dredging contract at the Port of Gothenburg, with works starting in October as part of the Skandia Gateway project to deepen the fairway for larger vessels.

Illustration (Source: Boskalis)

21, April 2026

Boskalis has signed a contract to deepen a new section of the Port of Gothenburg in Sweden, with dredging and blasting works scheduled to begin in October.

The activities will take place near a newly constructed quay and are expected to enable more vessels, including larger and deeper-draught ships, to call at Scandinavia's largest port.

The project forms part of the port's role in the wider Skandia Gateway program. This initiative will increase the fairway depth into the Port of Gothenburg from the current vessel draught of 13.5 m to a maximum of 17.5 m.

According to the provided information, continued vessel upsizing is already creating limitations, as the existing fairway depth restricts larger ships from entering the port fully loaded.

Boskalis expressed appreciation for the trust placed in the company and stated it looks forward to cooperation on the project in Sweden.

hmt-news.com

Wagenborg Reaches EasyMax 2.0 Milestone

Wagenborg has reached a key construction milestone for its first fuel-flex EasyMax 2.0 vessel after bridge deck installation at Niestern Sander, advancing the 14,000 DWT general cargo ship toward delivery.

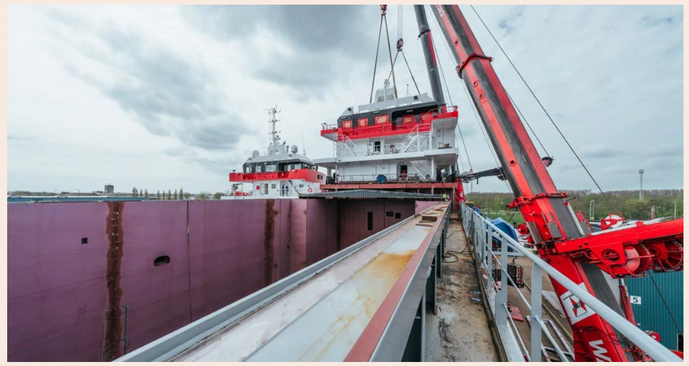

Image source: Wagenborg

21, April 2026

Wagenborg has reached a major milestone in the construction of its first fuel-flex EasyMax 2.0 vessel, with the bridge deck successfully installed at shipyard Niestern Sander. The step marks important progress in the development of the next-generation vessel type.

The bridge deck installation is a critical phase in the construction process and requires precision engineering as well as close cooperation between the teams of Wagenborg and Niestern Sander. With this stage completed, the project has moved closer to delivery.

The vessel is being built through the long-standing partnership between Wagenborg and Niestern Sander, where design and construction are closely aligned. According to the company, access to an in-house shipyard allows operational experience to be integrated directly into the build process while supporting control over costs, quality and lead times during construction and future maintenance. The close interaction between the technical teams also supports practical innovation focused on performance, sustainability and long-term operability within the fleet.

The EasyMax 2.0 series builds on the proven EasyMax design already established within the Wagenborg fleet. The next generation consists of 14,000 DWT general cargo vessels developed in response to changing operational and regulatory requirements. The design allows operation on bio-MGO and includes preparation for alternative fuels such as methanol, ammonia and LNG, supporting long-term deployment under evolving fuel and emissions frameworks while maintaining operational flexibility.

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Ammonia Bunkering Moves Forward in Singapore

A partnership between NYK, Golden Island and Yara Clean Ammonia is advancing plans to develop low-carbon ammonia bunkering in Singapore, targeting a new marine fuel supply chain in one of the world's largest bunkering hubs.

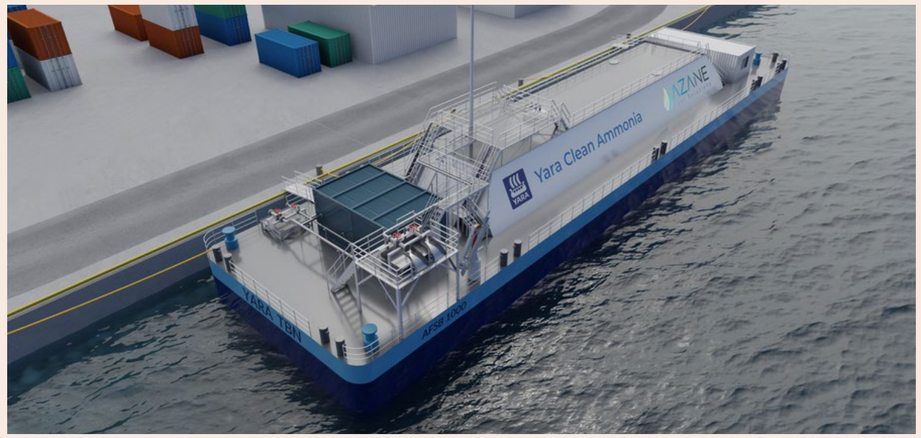

Illustration only (Image source: Yara Clean Ammonia)

21, April 2026

A new partnership involving Nippon Yusen Kaisha (NYK), Golden Island, and Yara Clean Ammonia marks a further step toward developing low-carbon ammonia bunkering in Singapore, the world's busiest marine refueling hub.

The three companies have signed a non-binding term sheet to explore joint marketing and supply of low-carbon ammonia for marine fuel use in Singapore. The initiative is aimed at establishing a new fuel supply chain in a market that accounts for about one-fifth of global bunker demand.

The partners said the collaboration brings together complementary capabilities across the value chain. NYK will contribute experience from LNG bunkering and ammonia shipping projects. Golden Island provides more than 40 years of local bunkering experience and access to customers in Singapore. Yara Clean Ammonia adds expertise in ammonia production, logistics and handling.

The companies began discussions in early 2024 and are targeting the launch of operations within this decade, subject to further agreements.

Atsuya Nojiri, managing director at NYK Bulkship (Asia), said ammonia is expected to play a key role in reducing emissions and that the group is focused on developing the infrastructure required to support its use.

Ammonia is considered a potential zero- or near-zero-emission fuel as it does not emit CO2 during combustion, although challenges related to safety, handling and infrastructure remain.

For Singapore, the initiative aligns with broader efforts to strengthen its position as a hub for next-generation marine fuels as the shipping industry works toward decarbonization targets.

A separate Japan-linked initiative involving Sumitomo Corporation, K Line and NYK Bulkship has also been launched to study and potentially develop a dedicated ammonia bunkering vessel for Singapore. The work includes vessel design, safety and ownership structures as the port moves closer to practical deployment of ammonia fuel infrastructure.

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Scam Alerts Target Ships Seeking Hormuz Passage

Fraudulent emails offering safe Hormuz passage for crypto payments are targeting ships, as Marisks warns operators of scams linked to regional transit tensions.

22, April 2026

Fraudulent emails offering safe passage through the Strait of Hormuz in exchange for cryptocurrency payments are being circulated to commercial vessels, according to maritime security consultancy Marisks.

In a safety briefing reviewed by Reuters, Marisks said it had examined messages sent to ship operators proposing guaranteed transit in return for payment. The firm stated these communications were scams and not issued by Iranian authorities.

The warnings follow reports that Iran had outlined a payment mechanism in March for vessels seeking passage through the Strait. Fees were reported to reach up to $2 million, payable in cryptocurrency or Chinese yuan. The process described included applying for permission, undergoing a safety check and receiving instructions for transit.

Reports indicated that pricing could vary depending on vessel nationality. Ships completing payment were said to receive a code to transmit near Larak Island, along with a designated time window for transit.

Iranian media cited a member of parliament stating that transit fees were being introduced in response to conflict-related costs, while also asserting authority over the Strait.

Marisks reported that at least one vessel responded to fraudulent emails. According to Reuters, the ship attempted to transit after making a payment but was fired upon by Iranian gunboats and informed it did not have authorization.

The situation in the Strait remains unclear. Iran has at times stated the waterway is closed, although vessel tracking has shown limited movements continuing. Some ships have altered routes toward the Iranian side or along the coast of Oman, while others are believed to be transiting without active tracking signals.

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MOL Wins AiP for Wind-Assisted Liquefied CO2 Carrier Design

MOL secured ClassNK AiP for a 40,000 m3 liquefied CO2 carrier design fitted with three Wind Challenger units, developed with Samsung Heavy Industries Co., Ltd. for cross-border CO2 transport.

Image credit: MOL

22, April 2026

Mitsui O.S.K. Lines, Ltd. (MOL) has obtained Approval in Principle (AiP) from ClassNK for a liquefied CO2 carrier design equipped with three Wind Challenger hard sail wind-assisted propulsion units. The design was jointly developed with Samsung Heavy Industries Co., Ltd. for the cross-border transportation of liquefied CO2.

The AiP was granted on 14 April 2026, and the award ceremony was held on 22 April 2026 at the ClassNK booth during Sea Japan 2026 at Tokyo Big Sight. The approval covers a liquefied CO2 carrier with a cargo tank capacity of about 40,000 m3.

The vessel design places the navigation bridge and accommodation spaces toward the bow. This arrangement is intended to secure the visibility required for ship handling while allowing the installation of three Wind Challenger units. By using wind power to assist engine propulsion, the design is expected to reduce fuel consumption and greenhouse gas emissions.

Safety features were also incorporated into the concept, including a safety passage between the engine room and accommodation spaces, as well as optimized arrangements for navigation lights and lifeboats. MOL, Samsung Heavy Industries Co., Ltd., and ClassNK also carried out a HAZID study to identify and assess risks specific to liquefied CO2 carriers equipped with wind-assisted propulsion systems, confirming the technical feasibility and safety of the concept.

Wind Challenger is a rigid sail system that can be extended, retracted, and rotated automatically. MOL said applying the system to liquefied CO2 carriers is expected to reduce emissions generated during the CO2 transportation process in the CCS value chain and help mitigate environmental impact.

The vessel concept has an approximate LOA of 224m and a breadth of 35.2m. Each Wind Challenger unit is designed with a height of up to 49m, a width of about 15m, and sail material made of fiber-reinforced plastic.

MOL has set a medium- to long-term target of achieving net zero GHG emissions by 2050 under its Environmental Vision -BLUE ACTION 2035 Phase 2-. The group plans to expand the number of vessels equipped with Wind Challenger to 25 by 2030 and 80 by 2035. So far, three vessels have already been delivered, and installation has been confirmed for a total of eight vessels, excluding this liquefied CO2 carrier concept.

The company said the development of the liquefied CO2 carrier concept represents a step toward supporting decarbonization through CCS while also reducing fuel consumption and GHG emissions in marine transport.

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US Reviews Jones Act Waiver Extension

The United States is weighing an extension of its 60-day Jones Act waiver after fuel prices surged during the Iran war and the Strait of Hormuz disruption. The measure expanded tanker availability between U.S. ports, but its impact on fuel prices has remained limited.

23, April 2026

Photo source: Shutterstock

The United States is considering whether to extend the 60-day waiver of the Jones Act as fuel prices remain under pressure after the war in Iran, according to reports citing U.S. officials.

The Merchant Marine Act of 1920, known as the Jones Act, requires vessels moving merchandise between points in the United States to be U.S.-built, U.S.-owned, and coastwise endorsed by the U.S. Coast Guard, even when transportation involves land, water, or a foreign port for part of the route.

President Donald Trump issued the waiver on 18 March after oil and gasoline prices rose during the Middle East crisis and the de facto closure of the Strait of Hormuz. At the time, the White House said the measure was intended to reduce short-term disruption in the oil market as the U.S. military continued Operation Epic Fury in Iran.

The administration also said the waiver would allow resources including oil, natural gas, fertilizer, and coal to move more freely to U.S. ports for 60 days. The current waiver is due to expire in mid-May, and officials are now discussing whether it should be extended.

According to officials cited by Bloomberg, the administration has been speaking with industry participants to get a clearer view on a possible extension. Axios also reported that the White House said as many as 40 tankers had delivered oil between U.S. ports since the waiver was introduced. That increased the available fleet by 70% and helped lower some costs.

Even so, the waiver has so far had only limited effect on fuel prices, as global supply disruption and higher crude costs have outweighed the benefit of additional domestic shipping capacity.

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dship, NSB Set Up JV for Fleet Management

dship Carriers and NSB Group have established Hinode Shipmanagement in Germany to manage six D500 multipurpose newbuildings under construction in China for delivery from June 2026 to the end of 2027.

Photo source: dship Carriers

23, April 2026

dish Carriers and NSB Group have created a joint venture to manage a new series of multipurpose vessels, formalizing their cooperation around the D500 newbuilding program.

The new company, Hinode Shipmanagement, is based in Buxtehude, Germany. It brings together the commercial and operating experience of dship Carriers and the technical ship management strengths of NSB Group. Lars Feller, chief executive of dship Carriers, will lead the venture together with managing director Markus Thewes, chief commercial officer of NSB Group.

The venture will oversee six D500 multipurpose newbuildings now under construction at shipyards in China. Delivery is scheduled from June 2026 to the end of 2027. Each vessel will have a deadweight of 14,999 tonnes and dimensions of 149.95 m by 23.5 m.

The ships will be fitted with Liebherr cranes with a combined lifting capacity of up to 500 tonnes. Their starboard-side deckhouse arrangement is designed to free up more deck area and support greater cargo intake and payload capacity.

Hinode Shipmanagement will assume full management responsibility for all six vessels.

Feller said the partners had adopted a dedicated structure for the D500 program and for multipurpose vessel operations more broadly, adding that the new venture was built with a partner offering the required expertise, experience, and transparency.

Tim Ponath, chief executive of NSB Group, said the company had been involved in the D500 project from the newbuilding stage and that moving into full ship management with dship Carriers marked the logical next step.

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IMO Sets Out Evacuation Plan for Ships in Persian Gulf

IMO has proposed a voluntary framework for the safe departure of merchant ships confined in the Persian Gulf, subject to agreement by conflict parties and the removal of threats to navigation.

22, April 2026

The International Maritime Organization (IMO) has proposed a framework to support the safe departure of merchant ships currently confined in Middle East waters, particularly in the Persian Gulf. The move follows a request from the IMO Council.

According to the IMO, the proposed framework is voluntary and preserves the rights and freedoms of navigation set out in the United Nations Convention on the Law of the Sea and customary international law. It applies to all vessels covered by the International Convention for the Safety of Life at Sea that are currently confined in the Persian Gulf and wish to depart.

Under the plan, vessels would use the eastbound traffic lane of the existing and agreed traffic separation scheme.

The IMO said it has worked with relevant states and industry partners to develop a list of affected vessels. The organization will maintain that list as part of its oversight of the framework.

Before the plan can be implemented, all parties to the conflict must agree to refrain from attacks on maritime assets in the region during the evacuation. They must also ensure that all military assets remain clear of transiting vessels.

IMO Secretary-General Arsenio Dominguez said the plan also requires the absence of threats of attacks and hazards such as mines that could endanger ships.

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BlackSea Technologies Unveals Armed Comet USV

BlackSea Technologies unveiled its armed Comet unmanned surface vessel at Sea-Air-Space, highlighting a high-speed modular platform designed for air defense, surface strike, and wider naval mission integration.

Photo: BlackSea Technologies

21, April 2026

BlackSea Technologies has unveiled its Comet unmanned surface vessel at the Sea-Air-Space exposition, where the platform was displayed with missiles and sensor systems.

The vessel is 13.1 m long with a beam of 9 ft 7 in. Built on an aluminum semi-planing hull, Comet is designed to exceed 45 knots. BlackSea Technologies said the platform was completed in one month and is the latest version of a hull design with more than 20 years of operational history in the U.S. Navy. The company also said the hull is fully built in the United States and designed for durability and repair.

At the event, Comet was shown with a dual-rail launcher, an electro-optical targeting system mounted forward, a Simrad navigation radar, and additional sensors. The company presented the vessel as a platform for air defense and surface strike missions.

BlackSea Technologies said Comet has a payload capacity of 10,000 lb including fuel. On one operating profile, the vessel can reach 1,000 nautical miles with a 3,000 lb payload at 40 knots in Sea State 3. With a 7,500 lb payload, the range is 500 nautical miles at 20 knots in Sea State 3. The platform uses twin Volvo D6 propulsion and includes Seakeeper stabilization.

The vessel is built with forward and aft payload bays and a reinforced deck structure intended to support launcher systems, sensor masts, and modular mission packages without major redesign. According to the company, Comet can be configured for mine countermeasures, electronic warfare, anti-submarine warfare, maritime domain awareness, and escort missions. The platform also includes an autonomy system for navigation, remote command, and scalable command and control.

BlackSea Technologies said the vessel was named after a Baltimore privateer. By displaying Comet in an armed configuration at Dock D2, the company positioned the platform as an operational system at one of the main naval defense industry events in the United States.

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