

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

[SUBSCRIBE](#)

Vol. 34 | Week 22 of 2026 | 29 May 2026

COSL Plans Major 57 New Offshore Vessel Expansion

COSL plans to add 57 offshore support vessels including AHTS and PSV units under one of the largest domestic offshore fleet expansion programs in recent years.

P8

Jumbo Orders Two Newbuild Heavy-Lift Vessels

Dajin Heavy secured a \$156 million contract from Jumbo to build two 25,000 deadweight tonne multi-purpose heavy-lift vessels for offshore and marine transport work.

P2

GTT Wins Three-Tank LNG Carrier Design Work

GTT will design cargo tanks for four large-scale LNG carriers using a three-tank configuration, increasing capacity to 177,000 m3 while maintaining terminal compatibility.

P18

COSCO Shipping Loads Qingzhou Converter Platform on Xiang Tai Kou



COSCO Shipping Specialized Carriers completed the load-out of an offshore converter platform for the Qingzhou V & VII offshore wind project onto Xiang Tai Kou in Nantong, China. [P5](#)



Jumbo Orders Two Newbuild Heavy-Lift Vessels

Dajin Heavy secured a \$156 million contract from Jumbo to build two 25,000 deadweight tonne multi-purpose heavy-lift vessels for offshore and marine transport work.



Image source: DAJIN

25, May 2026

Jumbo is moving forward with its fleet renewal strategy after placing an order for two new

multi-purpose heavy-lift vessels at Dajin Heavy Industry in China, adding capacity for offshore wind, industrial cargo transport and deep-sea engineering projects.

The Rotterdam-based heavy-lift shipping specialist signed a contract for the vessels valued at approximately \$156 million. Each ship will have a capacity of 25,000

deadweight tonnes, with deliveries scheduled for 2028 and 2029.

Each vessel will be equipped with two 1,200-tonne heavy-lift cranes,

providing a combined tandem lifting capability of up to 2,400 tonnes. The ships will be constructed to DNV class standards and will incorporate green and smart shipping technologies intended to improve fuel performance and operational efficiency.

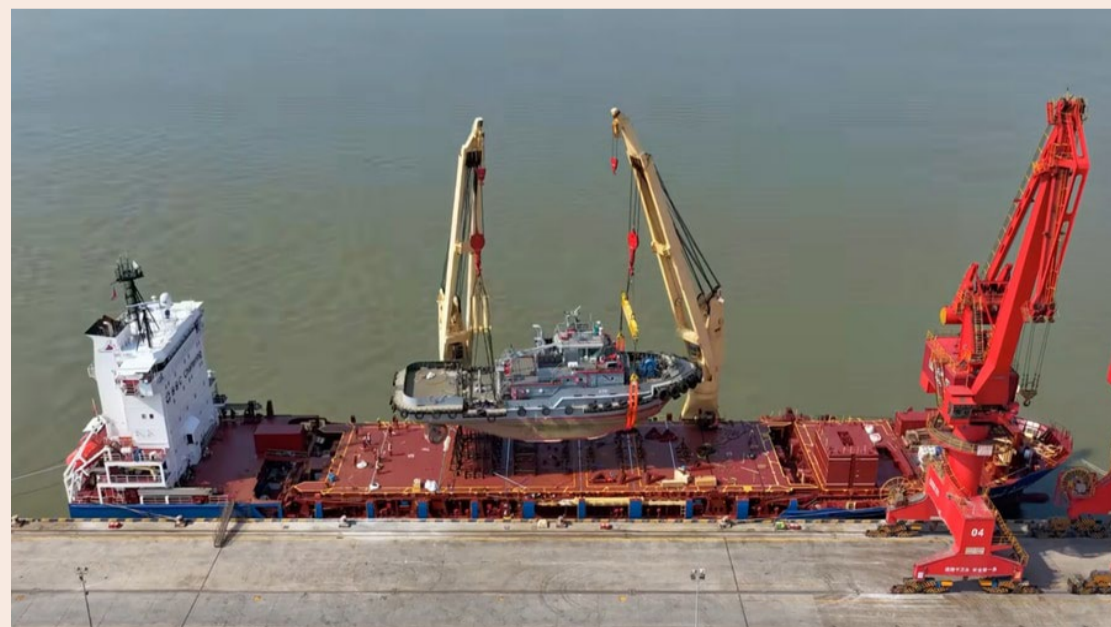
The order also expands the capabilities of the JSI Alliance, the commercial platform shared by Jumbo, SAL Heavy Lift and Intermarine. Following Intermarine's addition in 2024, the alliance fleet expanded to around 50 vessels serving breakbulk, project cargo, industrial and energy sectors.

According to Jumbo, the alliance currently operates more than 50 heavy-lift vessels with lifting capacities ranging from 400 tonnes to 3,000 tonnes.

The latest contract follows the Orca Class renewal program introduced by Jumbo and SAL Heavy Lift in 2022. Under that initiative, SAL Heavy Lift signed agreements with Wuhu Shipyard in China covering four firm heavy-lift vessels and two additional options. The vessels were designed to support lower-carbon operations and future fuel flexibility.

hmt-news.com

BBC KIBO Carries 600t Tugboats to Nigeria



The image was captured from a LinkedIn video posted by BBC Chartering.

BBC Chartering is carrying 600 tonnes of tugboats from Zhangjiagang, China, to Apapa, Nigeria, aboard the multipurpose heavy-lift vessel BBC KIBO.

22, May 2026

BBC Chartering is carrying tugboats from Zhangjiagang, China, to Apapa, Nigeria, aboard the multipurpose heavy-lift vessel BBC KIBO. The shipment has a total cargo weight of 600 tonnes.

The DNV-classed BBC KIBO has a summer deadweight of 9,282 tonnes. The

vessel measures 125.8 m in length with a moulded breadth of 22.0 m and a maximum summer draft of 7.6 m.

For cargo operations, BBC KIBO is equipped with NMF cranes with a lifting capacity of 2 x 350 t. The vessel also has a cargo hold capacity of 13,119 cbm and a container intake of 660 TEU.

hmt-news.com

Chipolbrok Launches New Heavy-Lift Vessel Wyspiański

Chipolbrok has launched m/v WYSPIANSKI, a newly built 38,000 DWT heavy-lift multipurpose vessel designed for project cargo and oversized transport.

23, May 2026 / Updated

Chipolbrok has launched MV Wyspiański, the first vessel in a new multipurpose heavy lift series designed for offshore wind and project cargo transport. The ship was launched on 20 May at ZPMC's yard in Qidong, China, introducing a new vessel platform focused on oversized industrial cargoes.

The 37,450 tonnes deadweight vessel is the first confirmed unit in a series of at least four ships being built at Shanghai Zhenhua Heavy Industries (ZPMC). The program is progressing quickly, with sister vessel MV Chełmoński launched only days earlier.

The Wyspiański class uses a forward superstructure layout, moving accommodation space to the bow to increase open cargo deck area. The vessel is 182 m long, has a beam of 30 m and a design draft of 11.1 m. It is fitted with three 350 t deck cranes, allowing tandem lifts of up to 700 t.

The design supports the movement of wind turbine components, offshore structures, refinery columns and power generation equipment. Its service speed is 14.5 knots, in line with multipurpose heavy lift tonnage used on intercontinental routes. Two more vessels in the series are under construction at Qidong, taking the confirmed total to four.

The launch is part of a



Image source: Chipolbrok

wider fleet renewal program at Chipolbrok, one of the longest-established deepsea multipurpose carriers. Founded in 1951 as a Chinese-Polish joint venture, the company operates 32 vessels with combined capacity of more than 1.2 million deadweight tonnes.

Earlier this month, Chipolbrok took delivery of MV Kopernik, the eighth and final ship in its 62,000 DWT multipurpose series built at Taizhou Kouan Shipbuilding. That vessel, equipped for 300 t tandem lifts, has already been assigned to wind energy and infrastructure trades.

In January 2026, Chipol-

brok signed a separate contract for six 60,800 DWT multipurpose heavy lift vessels at Taizhou Sanfu Ship Engineering, with options for four additional ships. The vessels will carry 200 t cranes with 400 t tandem lift capacity and bow thrusters for improved port maneuverability. Deliveries are scheduled to start in November 2027.

Across its confirmed orderbook, 10 new multipurpose freighters are expected to join Chipolbrok's fleet over the next two to three years.

The investment reflects rising demand for specialized heavy transport capacity as offshore and onshore wind

projects expand across Europe, Asia and the Americas. Multipurpose vessels with high crane capacity and open deck space are increasingly needed to move blades, nacelles, tower sections and foundation structures beyond the reach of conventional cargo ships.

Chipolbrok has also expanded activity in Europe. From January to May 2026, the carrier completed seven departures from Italian ports including Marghera, Marina di Carrara, Genoa and Civitavecchia, loading project cargoes such as reactors, transformers and turbines alongside commercial ship-

ments.

The names of the new vessels continue the company's practice of honoring Polish cultural figures. MV Wyspiański refers to Stanisław Wyspiański, while MV Chełmoński honors Józef Chełmoński.

Market estimates place the value of the ZPMC-built vessels at just under \$50 million per unit. For ZPMC, the order also marks a move into heavy lift vessel construction beyond its core position in port crane and terminal equipment manufacturing.

hmt-news.com



SAL Completes Major Monopile Transport Campaign

SAL has completed its largest full-scope monopile transportation campaign as HTV carrier, delivering the final monopiles to BOW Terminal in Flushing, Netherlands.



The image was captured from a LinkedIn video posted by SAL.

22, May 2026

SAL, as part of the JSI Alliance, has completed a major offshore wind monopile transportation campaign with the final monopiles delivered safely to BOW Terminal in Flushing, Netherlands.

The campaign ran for more than 1.5 years and involved hundreds of operational days, extensive engineering work and close coordination between teams onshore and at sea. For SAL, the project represented its largest full-scope monopile transportation cam-

paigned in the role of HTV carrier.

The operation was prepared well before the first sailings in 2025 and became one of the company's most extensive offshore wind transport projects in recent years. Each shipment required tailored engineering, dedicated transport equipment and detailed operational planning.

A key part of the campaign included the development of reusable monopile saddle sets. Port turnaround performance was also a major focus, with teams working to

keep deliveries safe, reliable and efficient throughout the campaign.

The project involved vessel crews, engineers, operations teams, port captains, clients and partners. Beyond its operational scale, SAL said the campaign also carried personal significance for many involved, as it contributed to offshore wind development and the wider energy transition.

[hmt-news.com](https://www.hmt-news.com)

Vestas Turbine Cargo Arrives for King Rocks Wind Farm

Wind turbine components for the 105 MW King Rocks Wind Farm have arrived at Bunbury before a 450 km inland transport campaign.



The image was captured from a LinkedIn video posted by AAL Shipping.

27, May 2026

A major shipment of wind turbine components for the 105 MW King Rocks Wind Farm has arrived at the Port of Bunbury in Western Australia.

The cargo includes 51 blades, each measuring nearly 80 m, along with 85 tower sections and 17 nacelles, hubs and powertrains. The components are for the wind farm being developed for Synergy near Hyden in the Wheatbelt region.

The shipment will now move more than 450 km inland from Bunbury to the project site. The transport campaign will require route

planning, traffic control and heavy haul coordination across regional roads, with each blade close to the length of a football field.

The project will use 17 V162 6.2 MW turbines from Vestas' EnVentus platform. Vestas said the platform has exceeded 14 GW of installations globally.

Vestas is delivering the project under a full EPC scope covering engineering, procurement and construction. It will also provide a 30-year service agreement for the wind farm.

The shipment reflects rising demand for breakbulk and oversized cargo transport linked to utility-scale renew-

able energy projects in Australia. Ports such as Bunbury are becoming important entry points for renewable infrastructure cargo moving into inland Western Australia.

Wind turbine blades, nacelles and tower sections remain among the largest cargoes handled by project logistics operators. For heavy haul specialists, the work involves coordination between port discharge, storage, road permits and installation timing.

Installation at King Rocks is expected to begin after the turbine components reach the site.

[hmt-news.com](https://www.hmt-news.com)

CY INTEROCEAN I Marks First European Drydocking



Image source: WESTERN SHIPYARD GROUP

26, May 2026

Hheavy transport vessel CY INTEROCEAN I, operated by Chung Yang Shipping, has marked its first drydocking project in Europe at BLRT Repair Yards' Klaipėda yard.

The vessel is part of the CY-Class fleet and is described as a specialized heavy transport deck carrier. It is designed to carry oversized, high-value and technically demanding project cargo that does not fit into standard shipping routines.

CY INTEROCEAN I forms part of the heavy transport shipping cooperation between Chung Yang Shipping and BigLift Shipping B.V., together

with sister vessel CY INTEROCEAN II.

For the Klaipėda yard, the project required more than providing a docking slot. It involved infrastructure, planning, coordination, communication, technical expertise and a strong QHSE focus to meet the needs of a specialized vessel with complex requirements and demanding operating profiles.

The docking also reflects the role of BLRT Repair Yards in the Baltic Sea region as a repair partner for shipowners seeking technical capability, flexibility and coordination close to key European shipping routes.

[hmt-news.com](https://www.hmt-news.com)

COSCO Shipping Loads Qingzhou Converter Platform on Xiang Tai Kou

COSCO Shipping Specialized Carriers completed the load-out of an offshore converter platform for the Qingzhou V & VII offshore wind project onto Xiang Tai Kou in Nantong, China.



Image source: COSCO Shipping via LinkedIn

29, May 2026

Earlier this month, COSCO Shipping completed the load-out of an offshore converter platform onto the 65,000 DWT semi-submersible vessel Xiang Tai Kou in Nantong, China.

The platform is for the Qingzhou V & VII offshore wind project. Following the load-out, Xiang Tai Kou departed Nantong on the 27th of May to carry out offshore installation of the topside using the DP2 float-over method at the destination. According to the

vessel-tracking service, the vessel's ETA at Yangjiang, China, is on 2nd June.

Qingzhou V & VII features the world's first 2GW offshore HVDC transmission system. Once operational, the project is expected to generate approximately 7.7 billion kWh

of clean electricity annually, enough to power more than one million households.

The project is also expected to reduce carbon emissions by an estimated 6.3 million tonnes each year.

XIANG TAI KOU (IMO: 9982134) is a Semi-submers-

ible Heavy Lift Vessel and is sailing under the flag of CHINA.

[hmt-news.com](https://www.hmt-news.com)

Mammoet Italy Completes 10,800t Jacket Loadout in Arbatax

Mammoet Italy completed the loadout of a 10,800t jacket at the Saipem yard in Arbatax using 300 SPMT axle lines.

28, May 2026

Mammoet Italy has completed the loadout of a 10,800t jacket at the Saipem yard in Arbatax, using 300 axle lines of self-propelled modular transporters.

The operation marks another major project milestone for Mammoet Italy and its Italian team, led by Project Manager Matteo Ciminello.

The company said the loadout reflected detailed

preparation, strong teamwork and careful execution. It also acknowledged the role of its client, site crew and office-based colleagues in supporting the operation through to safe completion.

The Arbatax job adds to Mammoet Italy's record in complex heavy transport and lifting work for large-scale offshore and industrial projects.

[hmt-news.com](https://www.hmt-news.com)

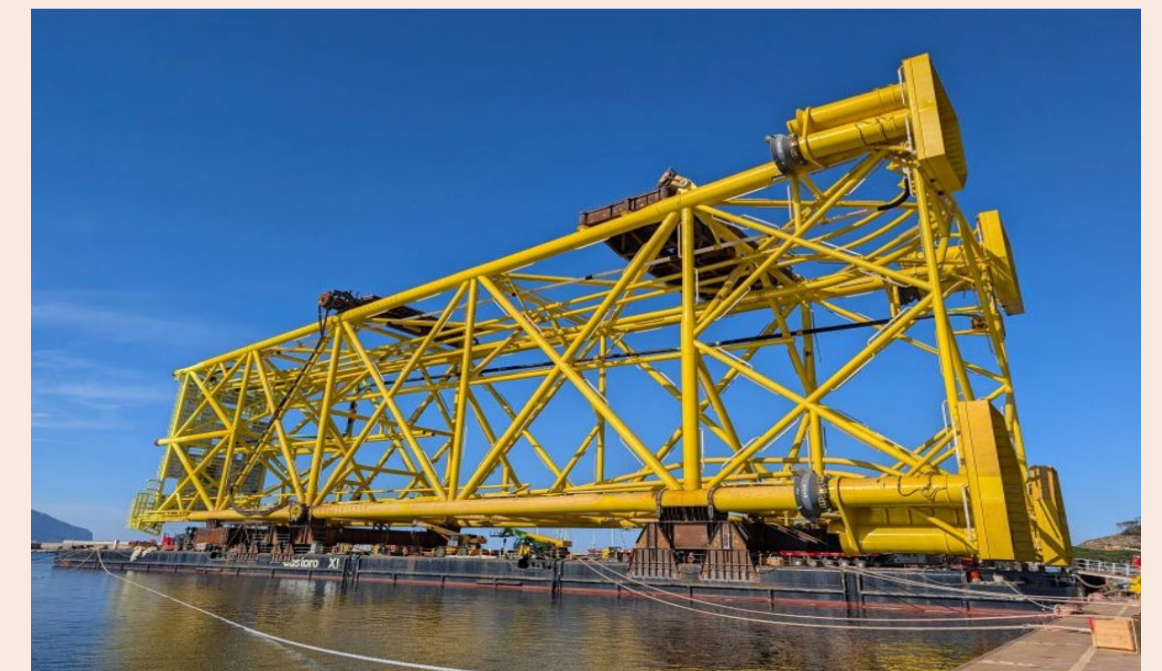


Image source: Mammoet

Beach Energy Redirects \$500 Million After Otway Plan Revision

Beach Energy will redirect more than \$500 million in planned Otway spending after revising development plans and restructuring its VIC/L35 portfolio.



Semisubmersible rig Transocean Equinox. (Photo source: Esqian)

25, May 2026

Beach Energy has revised its Otway Basin

development plans, releasing more than \$500 million in near-term capital for redeployment into projects with

higher expected returns and lower development costs.

The move follows an agreement by Beach Energy

to sell its operated 60% interest in VIC/L35, including the Artisan gas discovery, to Amplitude Energy and O.G. Otway. Under the revised strategy, the company will not proceed with drilling and completing the La Bella 2 development well or with the planned subsea tie-in to the Otway gas plant.

The company said the portfolio adjustment allows capital previously allocated to the Artisan and La Bella developments to be redirected toward opportunities considered more value-accretive. Despite the decision, Beach Energy stated that options for future Otway gas plant backfill remain available through lower-cost nearshore prospects.

As part of the ongoing Transocean Equinox drilling campaign, the company is continuing activities related to the Artisan discovery. Subject to standard completion requirements and transaction conditions, the VIC/L35 permit interest will be transferred to Amplitude Energy and O.G. Otway, which plan to develop the Artisan field through the Athena gas plant.

According to Beach Energy, the transaction supports

the commercialization of the Artisan discovery for Australia's East Coast domestic gas market through existing infrastructure while maintaining economic exposure through a production royalty arrangement.

Beach Energy also said it retains future flexibility for Otway gas supply options through nearshore targets, longer-term offshore opportunities within its operated acreage and possible third-party gas processing arrangements.

Managing Director and CEO Brett Woods said the transaction reflects the company's capital discipline by monetizing Artisan while preserving exposure to future development through a production royalty. He added that the Otway Basin portfolio adjustment unlocks capital previously planned for FY26 to FY29 and allows the company to shift investment toward opportunities with stronger returns and lower development costs.

hmt-news.com

BP and ExxonMobil Approve Thunder Horse Pump Project

BP and ExxonMobil have approved a subsea pump project at Thunder Horse, targeting approximately 15,000 barrels of oil equivalent per day in additional peak gross annual average production.



Thunder Horse : Source: BP

23, May 2026

BP and ExxonMobil have reached a final investment decision for a subsea pump project linked to the Thunder Horse offshore platform in the U.S. Gulf of Mexico.

The development is intended to increase production from BP's largest oil and gas production platform. Based on current plans, the project is expected to contribute approximately 15,000 barrels of oil equivalent per day in peak gross annual average production.

Under the current schedule, first oil is targeted for

2028.

The subsea pump project is being introduced to support and strengthen production at Thunder Horse. The development is also viewed as the first use of an approach that BP expects could be expanded to future projects, including Kaskida and Tiber.

Project Manager Joseph Scattergood said the initiative reflects close cooperation with ExxonMobil, adding that safety, collaboration, quality and capital productivity remain key elements for successful project delivery.

hmt-news.com

Well-Safe Wins First Operatorship Deal

Well-Safe Solutions wins its first Well Operatorship contract in the UK North Sea, with Well-Safe Defender set for June 2026 mobilisation.



Image source: Well-Safe Solutions

26, May 2026

Well-Safe Solutions has secured its first Well Operatorship contract, covering full asset execution for an unnamed client in the UK North Sea.

Under the agreement, Well-Safe Solutions will manage the well decommissioning program from planning through execution. The scope includes subsurface review, well design engineering, rig provision, services, support vessels and operational management under one contract.

The award expands the

company's role from decommissioning contractor to full well lifecycle provider. It also becomes the fourth major contract secured by Well-Safe Solutions this year, following three other North Sea decommissioning projects.

Rig work will be carried out by Well-Safe Defender, an enhanced pacesetter semi-submersible unit. The rig is expected to mobilize to the field ahead of the planned commencement in June 2026. It can accommodate 110 crew and is configured for midwater operations and complex sub-

surface conditions.

After completing this project, Well-Safe Defender is scheduled to move directly to its next contract in the Northern North Sea.

CEO Phil Milton said the award reflects the company's ability to deliver well operations with a focus on safety, timing and cost control.

The company said the project is expected to create subcontracting opportunities and additional employment across its supply chain.

hmt-news.com

Subsea7 Secures Goliat Gas Export Work Offshore Norway

Subsea7 has secured an EPCI contract from Vår Energi for the Goliat Gas Export Project offshore Norway, including pipeline installation and subsea infrastructure work in the Barents Sea.



Image source: Subsea7

23, May 2026

Subsea7 has been awarded an EPCI con-

tract by Vår Energi for the Goliat Gas Export Project in the Barents Sea offshore Norway.

The project is intended to enable gas exports from the Goliat field to the Hammerfest LNG plant at Melkøya through the existing Snøhvit pipeline system.

Under the contract scope, Subsea7 will carry out engineering, procurement, construction and installation activities for a 12.7 km, 10-inch

uninsulated carbon steel pipeline. The work also includes installation of associated subsea infrastructure required to connect the gas export system safely and reliably.

Project management and engineering activities will begin immediately from Subsea7's office in Stavanger, Norway, while offshore operations are scheduled for 2027-2028.

The contract also marks

the first project awarded under the recently established strategic partnership agreement between Subsea7 and Vår Energi, highlighting an expanded working relationship between the two companies focused on early collaboration and project execution.

hmt-news.com

Eni Approves Baleine Phase 3

Eni and its partners have approved Baleine Phase 3 offshore Côte d'Ivoire, increasing oil and gas production while allocating all gas output to the domestic market.



Image source: ENI

26, May 2026

Eni has taken a final investment decision for Phase 3 of the Baleine oil and gas development offshore Côte d'Ivoire.

The decision was approved with Petroci and Vitol, advancing the next stage of what has been described as the country's largest hydrocarbon discovery.

Phase 3 will increase oil production from 60,000 barrels per day to 150,000 barrels per day, while gas output will rise from 80 million cubic feet per day to 200 million cubic feet per day. All gas produced from the development will be supplied to the domestic market in Côte d'Ivoire.

The increase in gas supply is intended to support the country's energy demand, expand electricity generation

and contribute to industrial development.

The project includes a new floating production, storage and offloading unit designed to support operational efficiency, safety and lower environmental impact.

The third development phase follows the same phased and fast-track approach used during the first two stages of Baleine. The model has enabled early production while making use of existing infrastructure and improving project execution efficiency.

CEO Claudio Descalzi said the project demonstrates Eni's development model through exploration capabilities, phased project delivery and ongoing cooperation with the host country.

hmt-news.com

COSL Plans Major 57 New Offshore Vessel Expansion

COSL plans to add 57 offshore support vessels including AHTS and PSV units under one of the largest domestic offshore fleet expansion programs in recent years.

23, May 2026

China Oilfield Services Ltd. (COSL) is preparing a large-scale offshore fleet expansion program with plans to add 57 new offshore support vessels, representing one of the largest expansion initiatives by a domestic energy services company in recent years.

The state-backed contractor issued a procurement notice effective from 19 to 26 May seeking proposals for preliminary and basic design services related to the planned fleet additions. The proposed program includes 13 anchor-handling tug supply vessels (AHTS) and 44 platform supply vessels (PSVs).

The 13 AHTS vessels are divided across three power categories. The plan includes four units with 15,000 horsepower, six units with 12,000 horsepower and three units with 8,000 horsepower. These vessels are intended to support offshore structures and mobile drilling units while also performing supply, standby and firefighting duties in Chi-



Image source: COSL

na's coastal waters.

The PSV segment accounts for the majority of the expansion program. The vessels are divided into three deadweight classes, consisting of 23 vessels at 3,000 deadweight tonnes, 14 vessels at 2,000 deadweight

tonnes and seven vessels at 4,000 deadweight tonnes. All PSV units are planned with LNG-diesel dual-fuel propulsion systems.

Selected PSV vessels will also include DP-1 or DP-2 dynamic positioning systems to support offshore operations

requiring higher positioning accuracy. These ships serve as critical offshore logistics assets, transporting drilling mud, water, fuel, tubular products and operational supplies to offshore platforms and drilling installations.

The adoption of dual-fuel

propulsion across the full PSV segment reflects increasing attention to fuel efficiency and emissions performance in future vessel design. However, the current procurement process is limited to preliminary and basic design work and does not yet include construction tenders.

Final investment decisions and shipyard selection are expected to proceed following additional approvals. With a planned total of 57 vessels across two major offshore support categories, the initiative represents a broader fleet development strategy rather than a standard replacement cycle.

COSL currently operates one of the largest offshore service fleets in the Asia-Pacific region. Its fleet includes 13 geophysical and survey vessels, 57 drilling units comprising jack-up drilling rigs, semi-submersible drilling rigs, accommodation platforms and modular drilling rigs, in addition to more than 130 offshore support vessels.

hmt-news.com

Helms Finishes Shell Work, Moves to Petronas

Helms Geomarine completed its offshore geotechnical investigation campaign for Shell in Sarawak ahead of schedule and will resume Petronas-supported offshore soil investigation work.



Image source: Helms Geomarine

26, May 2026

Malaysia-based Helms Geomarine has com-

pleted an offshore geotechnical investigation program for Sarawak Shell Berhad and is now moving to a series of

projects supporting PETRONAS Carigali Sdn Bhd (PCSB) in Sarawak waters.

The campaign was carried

out under the companies' long-term offshore geotechnical engineering services contract. Helms Geomarine said the work was finished ahead of schedule using the DP2 geotechnical survey vessel Keyfield Helms 1.

The scope covered soil boring, seabed sampling and downhole cone penetration test (CPT) operations for planned platform installation and jack-up entry locations. The company also performed seabed CPT investigations for mudmat foundation assessment with its Neptune 5000 Seabed CPT system.

Syahri Ikhwan, Chief Operating Officer at Helms Geomarine, said safe and efficient execution remained a key priority across the company's operations. He noted that completing the Shell campaign ahead of schedule reflected the commitment,

experience and teamwork of both offshore and onshore teams.

After completing the Shell-related work, Helms Geomarine said it would resume its back-to-back offshore soil investigation campaigns for PETRONAS Carigali Sdn Bhd (PCSB). The campaigns will support plug and abandonment (P&A) works in Sarawak waters.

The company is also preparing to launch its latest DP2 geotechnical survey vessel, Keyfield Itqan. The Malaysia-flagged vessel is equipped with a moonpool, a four-point mooring system, four positioning reference systems and Helms Geomarine's HG-50 offshore geotechnical drilling rig.

hmt-news.com

Three Workers Die in FSO Sepat Maintenance Incident

Three contractor personnel died and one worker was injured after a lifeboat maintenance incident on FSO Sepat offshore Terengganu, Malaysia.



Image source: Petrofac

26, May 2026

Three contractor personnel have died and one worker was injured after a lifeboat maintenance incident on FSO Sepat offshore Malaysia.

Petronas said the incident took place at about 12:50 p.m. local time on 24 May 2026 at the Sepat field, offshore Terengganu on the east coast of Peninsular Malaysia. Four contractor personnel were involved.

The company said the three workers were confirmed dead after arriving at Hospital Sultanah Nur Zahirah in Kuala Terengganu at around 5:57 p.m. The injured worker was evacuated for medical care

and remains under observation.

Petronas said it is coordinating with the relevant authorities as the cause of the incident remains under investigation. The company said its immediate priority is to support the people affected.

FSO Sepat operates at the Sepat field offshore Terengganu. Earlier in 2026, Petronas said it would increase exploration and production activity over the next three years to strengthen Malaysia's domestic energy security. Sepat was named among the key projects expected to support production targets.

In March 2026, OceanSTAR Engineering secured a long-term contract from

Petronas for the lease, operation and maintenance of a new FPSO for the Sepat Integrated Redevelopment Project. The agreement includes a 15-year firm charter with extension options and the full EPCIC scope for a new-build FPSO based on OceanSTAR Engineering's OSE GH200 hull design.

The spread-moored FPSO is set for Block PM313 offshore Terengganu, in about 70 m of water. It will be designed to process at least 30,000 barrels of liquids per day and include gas injection, gas lift and future water injection capabilities.

hmt-news.com

Scarabeo 9 Heads to Canary Islands After Libya Work

Saipem's Scarabeo 9 is heading to Las Palmas after completing Eni work offshore Libya, with West Africa remaining in focus for future rig opportunities.



Image credit: Saipem

27, May 2026

Saipem's 12,000-ft semisubmersible Scarabeo 9 is sailing from Italy to Las Palmas in the Canary Islands, where it is expected to arrive in early June 2026.

The rig recently finished an assignment for Eni offshore Libya. It then stayed briefly at an Italian port without work

Bourbon Wins Long-Term Offshore Services Contract in the Philippines

Bourbon secured a long-term offshore services agreement in the Philippines, including deployment of Bourbon Liberty 237 and conversion work for methanol transport.



Image source: Bourbon

26, May 2026

French offshore vessel operator Bourbon has secured a long-term offshore services contract with Prime Energy Resources to support offshore operations in the Philippines.

The agreement will be delivered in cooperation with Malaysian offshore support vessel company Bahtera Sri Kandi. The contract covers a firm three-year period, with an option to extend the work for two additional years.

Operations are scheduled to start in August 2026 with the deployment of the anchor handling vessel Bourbon Liberty 237, which will be operated and managed by Bourbon.

As part of the contract, Bourbon Liberty 237 will undergo a conversion program to carry methanol for offshore operations.

The modification scope includes tank conversion, dedicated pumping systems, a nitrogen inert gas system, adapted pipelines and protective coatings.

The vessel will support Prime Energy Resources' Shallow Water Platform through condensate tanker lifting support, static towing and AHTS operations. It will also supply methanol to the platform.

hmt-news.com

before departing for the Canary Islands.

In April, Saipem executives said Scarabeo 9 was involved in tenders and commercial discussions. They also identified West Africa as a potential market for the unit.

Scarabeo 9 has recent experience in that region. The rig worked for Eni and Azule Energy, the Eni/bp joint venture,

offshore Angola from August 2021 to August 2023.

Azule Energy launched a tender in 2025 for a semisubmersible rig to work offshore Angola. Eni also has upcoming floating rig work in West Africa.

hmt-news.com

Chevron Starts Egypt Gas Drilling at Narges Field

Chevron has started drilling a new gas well in Egypt's Narges field with Eni, Mubadala and Tharwa Petroleum Company.

27, May 2026

Chevron has started drilling a new natural gas well in Egypt's Narges field together with Eni, Mubadala and Tharwa Petroleum Company.

The drilling campaign is part of efforts to increase Egypt's domestic gas production while also supporting Chevron's regional growth plans.

Karim Badawi, Egypt's Minister of Petroleum and Mineral Resources, visited the Stena Forth drillship as drilling operations began. The drillship recently arrived in Egypt for the campaign.

Chevron operates the Narges field in partnership with Eni, Mubadala and Tharwa Petroleum Company.

Badawi said the well forms part of the ministry's strategy to encourage international en-

ergy companies to speed up development of undeveloped gas discoveries.

Egypt is seeking to increase domestic natural gas supplies and reduce import costs, making projects such as Narges a priority for the country's energy sector.

The minister also commended Chevron and Eni for their cooperation with the Egyptian petroleum sector and the Egyptian Natural Gas

Holding Company (EGAS) in advancing drilling activities.

The drilling campaign also supports Chevron's broader regional strategy. In March, Clay Neff, President of Exploration Operations at Chevron, said the company planned to drill two new gas wells in Egypt during 2026.

The program includes one well at Narges and another in the Western Mediterranean in partnership with Shell.

Speaking during EGPES 2026, Neff said Egypt and the Eastern Mediterranean remain important parts of Chevron's investment plans. He added that the company aims to raise operational production capacity in the region by up to 50% over the next five years.

hmt-news.com

BP Removes Chairman Over Governance Concerns

BP has dismissed chairman Albert Manifold over governance, oversight and conduct concerns, with Ian Tyler named interim chair.



Image credit: Niall Carson/ZUMA Press

27, May 2026

BP has dismissed chairman Albert Manifold

less than a year after his appointment, citing serious concerns over governance standards, oversight and conduct.

The company said its board reached the decision unanimously. It did not provide further details on the alleged governance and conduct issues.

Following the announcement, BP shares in London fell by as much as 9% before narrowing losses to trade 4.4% lower at £5.27, or \$7.09 per share.

Amanda Blanc, senior independent director at BP, said Manifold had supported greater focus and pace in the company's transformation. However, she said the board had found governance oversight and conduct issues it regarded as unacceptable.

Manifold, former chief executive of CRH, became BP chair on 1 October, replacing Helge Lund.

BP appointed Ian Tyler as interim chair with immediate effect while it searches for a permanent replacement.

Tyler said the company was moving quickly to deliver its stated strategy. He also noted the leadership of Meg O'Neill, who became BP's first female chief executive in April.

O'Neill, previously chief executive of Woodside Energy, is BP's third chief executive since 2020 and the first external candidate to lead the company.

The latest change follows

several years of leadership and strategy pressure at BP. In 2023, the company stepped back from earlier plans to cut oil and gas production and shift more strongly toward green energy.

Former chief executive Bernard Looney resigned later in 2023 after acknowledging that he had not properly disclosed past relationships with colleagues. He was succeeded by chief financial officer Murray Auchinloss, who served for less than two years before O'Neill was named as his successor.

hmt-news.com

Baker Hughes Expands Petrobras Well Construction Work Offshore Brazil

Baker Hughes has extended its Petrobras contract to expand integrated well construction work across Brazil's pre-salt fields in the Santos Basin.

27, May 2026

Baker Hughes has secured a contract extension with Petrobras to expand integrated well construction operations in Brazil's pre-salt offshore oil and gas fields.

The extension builds on a well construction services award announced in early 2024. It will allow Baker Hughes to widen its work

across the Santos Basin, covering several oilfields in one of Brazil's key offshore producing areas.

The scope includes the use of Baker Hughes technologies across deepwater well construction, including the Auto-Trak rotary steerable system, logging-while-drilling tools and Dynamus extended-life drill bits.

The equipment and services are intended to sup-

port access to subsurface reservoirs and help continue development of Brazil's pre-salt oil and gas resources. The wider contract also increases the role of Baker Hughes' integrated drilling solutions in the region.

The work will be carried out by Baker Hughes' Integration & Solutions team together with Petrobras' wells team. The companies will use a combined service package

covering specialized drilling solutions, wireline, cementing, wellbore clean-up, fishing, remedial tools, fluids, services and geosciences.

Amerino Gatti, Executive Vice President of Oilfield Services & Equipment at Baker Hughes, said the project shows the strength of the company's portfolio and its integrated project approach. He said combining technology with project management

is helping raise efficiency and safety standards in well construction.

The extension follows a separate long-term agreement under which Baker Hughes will support Petrobras with critical turbomachinery equipment for offshore and refinery operations.

hmt-news.com

ABS Endorses SBM Offshore FPSO Cooling Technology

ABS has issued a statement of maturity for SBM Offshore's Shell-backed seawater intake riser technology for FPSO cooling.



Image credit: SBM Offshore

27, May 2026

SBM Offshore has received a statement of maturity from ABS for its seawater intake riser technology, developed with Shell for FPSO applications.

The endorsement followed

ABS' new technology qualification program, which assessed the prototype design. The statement confirms that the technology has passed testing and validation and can be considered for use in a production unit.

The system is designed to

bring colder seawater from around 700 m below the ocean surface to an FPSO's topsides for cooling. Depending on project conditions, it can support onboard process cooling and power generation.

By using colder seawater, the technology is intended

to improve energy efficiency, reduce fuel gas use and lower greenhouse gas emissions from offshore oil and gas production.

ABS said completion of the prototype validation stage reflected its cooperation with SBM Offshore and its focus on

engineering safety for future offshore energy infrastructure.

SBM Offshore said the technology began as an internal concept in 2014 and was developed through a multi-year program involving Shell and academic research support.

The statement follows a six-month prototype qualification campaign in 2025, witnessed by ABS, Shell and Petrobras. The project was supported by Shell Brasil under Brazil's ANP research, development and innovation investment clause.

Shell Brasil said the results point to potential optimization and performance gains for FPSO process and utility plants, while supporting decarbonization in offshore oil and gas production.

The milestone comes shortly after SBM Offshore secured work with Petrobras for two FPSOs planned for the Sergipe Alagoas Basin offshore Brazil.

hmt-news.com

JGC Starts Standardized FLNG Design Program

JGC has started a standardised FLNG design programme using Honeywell LNG technology to shorten delivery timelines and support offshore gas development.

26, May 2026

JGC has started work on a standardized floating liquefied natural gas (FLNG) design package using LNG process technologies from Honeywell.

The Japanese engineering company said the package is intended to streamline front-end and design work for FLNG projects. Depending on project conditions and customer requirements, JGC aims to shorten the period from order to delivery by more than one year.

Development is targeted for completion in fiscal year 2026, which runs from 1 April 2026 to 31 March 2027.

The program reflects growing interest in standardized and modular offshore engineering across the oil and gas sector. These approaches are being used by major contrac-

tors to improve project accessibility and cost efficiency.

JGC said the FLNG package could expand LNG project options where onshore development is limited by geography or geopolitical conditions. The company also said the solution is intended to support faster monetization of small- and mid-sized gas fields and earlier start-up of energy supply.

The design will be based on Honeywell's AP DMR dual-mixed refrigerant natural gas liquefaction technology. Honeywell will provide core process technologies, including liquefaction and gas pre-treatment solutions.

These systems will be combined with JGC's engineering expertise and modular design approach, focused on high throughput within limited topside space.

JGC has broad offshore



Image source: JGC

oil and gas experience and recently secured an FLNG project contract in Africa.

hmt-news.com

Eidesvik Extends Viking Avant Contract With Equinor Through 2026

Eidesvik Offshore secured a contract extension from Equinor for the PSV Viking Avant, extending the vessel's employment through the end of 2026.



Viking Avant (Image source: Eidesvik)

27, May 2026

The extension follows Equinor's decision to exercise the remaining options under the existing charter agreement. The new period will continue directly after the current contract without interruption.

Built in 2004, the Norway-flagged Viking Avant is classed by DNV. The vessel

has a deadweight capacity of 2,500 tonnes and a gross tonnage of 6,545 GT.

Separately, Eidesvik Offshore recently announced that its PSV Viking Energy had started conversion work for ammonia-powered operations.

[hmt-news.com](https://www.hmt-news.com)

UK North Sea Sector Calls for Domestic Energy Priority

OEUK urges the UK government to prioritise North Sea oil, gas and renewables as the Iran war intensifies concerns over energy imports and security.



Image source: DNV

28, May 2026

The UK offshore energy sector is pressing the government to reduce dependence on imported fuels and give stronger priority to domestic energy production, as concerns grow over the global energy crisis linked to the war in Iran.

OEUK held emergency talks with North Sea industry leaders on 20 May 2026. Executives from major energy companies active in the UK North Sea attended the meeting.

OEUK said the UK's offshore energy industry and supply chain support more than 240,000 jobs and add £36 billion (\$48.4 billion) a year to the national economy.

The trade body argued that recent events in Iran and Ukraine show why countries with their own energy production are better protected during international crises. It called for faster action on North Sea oil and gas, alongside renewables.

David Whitehouse, Chief Executive of OEUK, said the UK should place homegrown energy ahead of imports, including domestic oil and gas. He also said the move to relax sanctions so jet fuel and diesel refined from Russian crude can enter from third countries showed the weakness created by past policy choices.

OEUK said early implementation of the UK Treasury's proposed oil and gas price mechanism, together

with quicker approval of the Rosebank and Jackdaw projects, could release £50 billion (\$67.2 billion) of investment.

According to OEUK, this would lift North Sea oil and gas output from fewer than 4 billion barrels under the current regime to more than 7 billion barrels by 2050.

Professor Nick Butler of Kings College London told the meeting that the Iran war would add pressure through higher inflation, increased borrowing, slower growth, weaker spending and reduced investment. He said the UK should make full use of its available energy resources rather than import oil and gas it can produce domestically.

[hmt-news.com](https://www.hmt-news.com)

Trident Energy Expands Congo Offshore Asset Strategy

Trident Energy is expanding its Congo offshore strategy with a mature-asset redevelopment approach focused on production optimization and field life extension.

28, May 2026

Trident Energy is strengthening its offshore position in the Republic of Congo after acquiring interests in the Nkossa, Nsoko II, Lianzi and Moho-Bilondo fields in 2025.

The deal gave Trident Energy an 85% operated interest in the Nkossa and Nsoko II fields, as well as minority stakes in the Moho-Bilondo and Lianzi developments.

According to the African Energy Chamber, the company plans to apply a mature-asset strategy focused on production optimization, well revitalization and operating efficiency. The approach is aimed at extending field life and reducing decline rates across the offshore assets.

Production from Nkossa started in 1996, while Nsoko II began producing in 2006. The fields currently include up to 30 producing wells, with li-

censes running through 2039 and 2040.

Trident Energy has used a similar brownfield redevelopment model in Equatorial Guinea, following its 2017 acquisition of assets from Hess Corporation.

At the Ceiba and Okume Complex developments in Block G, the company invested in water injection upgrades, gas lift systems, electrical submersible pumps and drilling activity to improve output

from mature offshore fields.

The African Energy Chamber said those measures helped raise production at the fields by 37%.

NJ Ayuk, Executive Chairman of the African Energy Chamber, said Trident Energy had shown that mature African assets can remain competitive when technical discipline is combined with local talent development.

The organization also pointed to the company's

workforce and local content programs in Equatorial Guinea, including technical training and leadership development for national employees.

The Republic of Congo is continuing to focus on stable production and redevelopment of existing offshore infrastructure as part of wider efforts to support upstream investment and offshore output growth.

[hmt-news.com](https://www.hmt-news.com)

DeepOcean Wins Equinor Subsea Work for Norwegian Fields

DeepOcean has secured Equinor subsea work covering Visund, Johan Castberg and an option at Snorre A, with offshore operations planned for 2027-28.



Image credit: DeepOcean

28, May 2026

DeepOcean has secured a subsea contract package from Equinor covering multiple fields on the Norwegian continental shelf, with offshore activities scheduled across the 2027-28 seasons.

The scope includes work at Visund in the North Sea and Johan Castberg in the Barents Sea, as well as an option for potential activity at Snorre A in the North Sea.

At Visund, DeepOcean will carry out a SIMOPRO installation assignment involving replacement of both gas export and oil export risers while production continues at the offshore facility. The company's responsibilities include onshore project management, engineering, fabrication, procurement and offshore installation. The offshore campaign will also cover survey, dredging, tie-ins and pre-commissioning.

sioning.

The Barents Sea scope relates to Isflak, an oil discovery located about 8.5 km from the Johan Castberg FPSO. It will be developed as the first satellite tie-back to the facility. DeepOcean will install a four-slot template, a manifold module, flowlines and a static umbilical, alongside related survey, tie-in and pre-commissioning work.

The package also includes options linked to Snorre A, covering recovery of eight existing risers and umbilicals between the underwater production area and the production facilities.

Offshore work at Visund, Isflak and Snorre A will be executed in water depths of about 300-400 m, using construction vessels from DeepOcean's chartered subsea fleet.

[hmt-news.com](https://www.hmt-news.com)

CRP Subsea Wins Cable Protection Deal for East Anglia Two

CRP Subsea will supply 142 cable protection systems for the East Anglia Two offshore wind project under a contract awarded by Seaway 7.

28, May 2026

CRP Subsea has secured a contract from Seaway 7 to supply cable protection systems for the East Anglia Two offshore wind project in the North Sea.

Under the agreement, CRP Subsea will provide 142 NjordGuard cable protection systems for the project's inter-array cables connected to wind turbines.

The systems are designed to protect cables against over-bending, abrasion and fatigue during installation and

throughout operational service.

According to the company, three NjordGuard configurations will be engineered to support installation requirements for both monopile and J-tube interface designs.

Manufacturing will take place at CRP Subsea's production facility in northwest England, which includes a semi-automated production line aimed at increasing manufacturing capacity.

Engineering work on the project is set to begin immediately, with final deliveries

scheduled for February 2027.

East Anglia Two forms part of the wider East Anglia Hub development, which also includes East Anglia One North and East Anglia Three.

The offshore wind farm is located 46 km off Lowestoft and 113 km from the Netherlands in the North Sea. The project is planned to include up to 64 wind turbines across an area of 218 sq km, with generation capacity expected to reach 960 MW.

[hmt-news.com](https://www.hmt-news.com)



Image credit: ScottishPower

PLACE YOUR AD HERE

advertising@hmt-news.com

[hmt news](https://www.hmt-news.com)

Offshore Wind Vessel Demand Set to Rebound

Offshore wind vessel demand is expected to rebound in 2026 as installation activity rises and WTIV utilisation recovers across key markets outside mainland China.



Illustration (Photo: Cadeler)

25, May 2026

Offshore wind vessel demand is expected to recover in 2026 as installation activity accelerates across major markets in the UK, Europe and APAC, excluding mainland China.

According to Westwood, policy frameworks in these

regions are becoming more supportive of project execution, creating a more stable market setting than in the US, where regulatory uncertainty continues to weigh on momentum.

Marketed utilization for wind turbine installation vessels involved in transport and installation work fell to 64%

by the end of 2025, down from 70% in 2024. Westwood expects utilization to rise to around 79% in 2026, supported by higher turbine and foundation installation activity.

Installation volumes in 2026 are forecast to nearly double year on year, while cumulative installed offshore wind capacity is expected to

exceed 236 GW by 2030.

Although the near-term project pipeline has softened slightly, Westwood said the medium- and long-term outlook remains firm, backed by continued capacity growth and policy support.

Heavy-lift vessel activity also became more exposed to offshore wind projects in 2025

than in 2024. Looking ahead, Westwood expects renewed oil and gas worksopes to support demand, with utilization projected to reach approximately 78%.

Fleet fundamentals point to a tightening market. At the end of 2025, the operational fleet outside mainland China consisted of 38 wind turbine installation vessels, 51 heavy-lift vessels and 87 CSOVs.

The orderbook remains limited for WTIVs and heavy-lift vessels, with only five WTIVs and seven heavy-lift vessels on order. The CSOV segment is expanding more rapidly, with 58 firm orders.

Based on the visible fleet, Westwood expects the WTIV segment to remain structurally undersupplied over the medium term, while the heavy-lift market is also showing signs of tightening.

Additional capacity may come from retrofitting mainland China vessels or redeploying vessels from the oil and gas sector. However, Westwood said these measures are expected to provide only limited relief and will depend on vessel suitability and regulatory compliance.

hmt-news.com

RWE Starts Awel y Môr Surveys After UK CfD Award

RWE has started offshore geotechnical and geophysical surveys for the 775 MW Awel y Môr offshore wind project in Wales after securing a UK AR7 CfD.

22, May 2026

RWE has started offshore survey work for the Awel y Môr offshore wind project in Wales after the scheme secured a Contract for Difference (CfD) in the UK government's seventh allocation round.

The campaign is the first contract package placed since the CfD award. Geo and TGS are carrying out geotechnical and geophysical

work across the project's 78 sq km array area and export cable route.

TGS is mapping seabed geology and checking for boulders and other seabed features that could affect offshore construction. Geo is carrying out cone penetration testing and vibrocore sampling to assess ground conditions, using two vessels and the newly built heavy-duty CPT rig GeoScope II in the array area.

The data will be used to refine the wind farm design and the export cable route to the landfall site between Rhyl and Prestatyn. RWE said the information will help fine-tune offshore construction methods, with offshore work currently planned to begin in 2029.

The next major step for the project is a final investment decision. Onshore construction is scheduled to start in 2027 with the onshore substation, followed by cable route

construction in 2028.

Awel y Môr is planned off the coast of North Wales, next to the existing Gwynt y Môr offshore wind farm. The project is expected to have an installed capacity of 775 MW and up to 50 turbines.

The project was among seven extension schemes awarded seabed lease agreements by The Crown Estate in 2020. The UK Secretary of State for Energy Security and Net Zero granted develop-

ment consent in 2023.

In January this year, RWE secured CfDs for 6.9 GW of UK offshore wind projects in AR7, including Awel y Môr.

RWE is developing the project with Stadtwerke München, which holds 30%, and Siemens Financial Services, which holds 10%.

hmt-news.com

Ørsted Advances Greater Changhua Offshore Grid Integration

Ørsted completed energisation of all 66 array cables at Greater Changhua 2b and 4, while all 42 turbines at Greater Changhua 4 are now connected to Taiwan's grid.



Photo source: Ørsted

23, May 2026

Ørsted has completed the installation and energization of all 66 array cables at the 920 MW Greater Changhua 2b and 4 offshore wind projects in Taiwan, bringing the developments closer to full commercial operation.

The company also confirmed that all 42 turbines at the 583 MW Greater Changhua 4 project have now been connected to Taiwan Power Company's grid and are generating electricity offshore Taiwan.

The milestone marks continued progress in offshore commissioning activities, where cable installation, turbine integration and offshore coordination work are being carried out across the project

area.

Array cables serve as the internal transmission network of an offshore wind farm, linking individual turbines to offshore substations before power is delivered ashore. Completion of all 66 cable connections removes one of the major technical phases within the offshore construction campaign.

The latest development also reflects Taiwan's continued growth as an offshore wind market in Asia. Projects in the Taiwan Strait require detailed planning around seasonal weather conditions, vessel scheduling and port infrastructure availability during offshore installation campaigns.

Greater Changhua 2b and 4 have relied on a broad off-

shore supply chain involving heavy lift vessels, cable lay vessels, subsea engineering teams and grid specialists. With cable energization and turbine connections completed, several key offshore systems are now operating under live conditions.

Commissioning and grid integration work remains ongoing as engineers continue synchronizing subsea cables, offshore substations, and turbine systems to support stable long-term operations. Although turbines are already generating electricity, final commercial operation requires additional testing and reliability assessments.

Taiwan has positioned offshore wind as a key component of its energy transition and industrial development plans, supported by demand for lower-carbon electricity from manufacturers and technology companies.

Once fully operational, Greater Changhua 2b and 4 are expected to contribute renewable electricity to Taiwan's energy mix while supporting continued demand for offshore construction, marine logistics and offshore support services across the region.

hmt-news.com

California Reaffirms 25 GW Offshore Wind Target



Image source: Principle Power Inc.

26, May 2026

California has reaffirmed its target to de-

velop 25 GW of offshore wind capacity by 2045, with state officials confirming continued support during the 2026 Pacific Offshore Wind Summit in Long Beach.

David Hochschild, Chair of the California Energy Commission, said the state remains committed to offshore wind development and will continue supporting the sector through investment in ports and related infrastructure.

California approved an

Dajin Starts DNV-Certified Offshore Wind Jacket Prototype

Dajin Heavy Industry has started building a DNV-certified three-legged offshore wind jacket prototype for 15 MW turbines and the North Sea market.



Image source: DAJIN via LinkedIn

24, May 2026

Dajin Heavy Industry has begun manufacturing what it described as China's first DNV-certified three-legged offshore wind jacket developed to meet European standards for the North Sea market.

The company has already supplied monopile foundations and other offshore wind components to European projects in Germany, Denmark, Poland and the UK.

Production of the mock-up jacket started this month at Dajin Heavy Industry's Tang-

shan facility, which entered operation in late 2025. The structure is designed for 15 MW offshore wind turbines.

The jacket will be built with DNV NV F36 steel grade, which is specified for impact resistance down to minus 60 degrees Celsius. Manufacturing will follow DNV-ST-0126, DNV-OS-B101, DNV-OS-C401 and NORSOK M501 (2022).

Dajin Heavy Industry said final assembly and acceptance are planned for completion in 2026.

hmt-news.com

shore wind projects.

Noel Hacegaba, CEO of Port of Long Beach, said offshore wind extends beyond climate policy and also supports energy security objectives. He added that future electricity demand would require infrastructure investment and a broader mix of zero-emission technologies.

hmt-news.com

supply chain for floating off-

Haesong Offshore Wind Signs Korean Supply Chain Agreements

Haesong Offshore Wind signed supply chain agreements with LS Cable & System, LS Marine Solution and KEPCO E&C for Haesong Offshore Wind 1 and 3 in South Korea.



Photo source: Haesong Offshore Wind via LinkedIn

26, May 2026

Haesong Offshore Wind has signed preferred supplier agreements with LS Cable & System and LS Marine Solution for Haesong Offshore Wind 1 and 3 in South Korea.

The developer also signed a tripartite memorandum of understanding with LS Cable & System and KEPCO Engineering and Construction. The agreements cover subsea cable supply, transportation and installation, as well as operations and maintenance

support.

Haesong Offshore Wind said the partnerships bring together LS Cable & System's manufacturing expertise, LS Marine Solution's installation capabilities and KEPCO Engineering and Construction's engineering know-how. The developer said the cooperation is intended to support execution of Haesong Offshore Wind 1 and 3 and contribute to South Korea's offshore wind ambitions.

The latest agreements follow Haesong Offshore Wind's memorandum of un-

derstanding with Siemens Gamesa and Doosan Enerbility, which aims to combine Siemens Gamesa's offshore wind turbine technology with Doosan Enerbility's domestic manufacturing capabilities for Haesong Offshore Wind 1 and 3.

Owned and developed by Copenhagen Infrastructure Partners, the Haesong project is planned off the west coast of Shinan, Jeonnam. It consists of two 504 MW phases, Haesong 1 and Haesong 3.

Last year, Copenhagen Offshore Partners, which is developing the project on behalf of Copenhagen Infrastructure Partners, signed preferred supplier agreements with LS Marine Solution for subsea cable installation and LS Cable & System for cable delivery.

In June 2025, the developer signed a grid interconnection agreement with KEPCO, enabling 1 GW of renewable energy from Haesong Offshore Wind 1 and 3 to be connected to KEPCO's grid.

[hmt-news.com](https://www.hmt-news.com)

TGS Secures 4D Streamer Survey Contract Offshore Angola

TGS has secured a high-end 4D streamer survey contract offshore Angola, with acquisition scheduled to begin in July 2026 and continue for about eight months.



Image source: TGS

27, May 2026

Oslo-listed seismic data company TGS has secured a high-end 4D streamer survey contract offshore Angola.

The survey programme is scheduled to begin acquisition activities in early July 2026. The contract is expected to run for approximately eight months.

According to TGS, the award improves the company's strategic position in the

Bałytk 2 and 3 Install First Offshore Wind Foundations

Equinor and Polenergia have started offshore foundation installation for Bałytk 2 and 3, advancing 1.4 GW of Baltic Sea wind capacity.

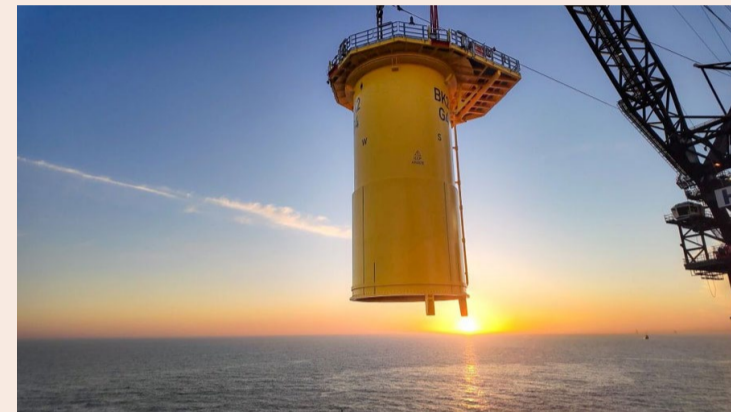


Image source: Equinor via LinkedIn

26, May 2026

Equinor and Polenergia have installed the first offshore wind foundations for Bałytk 2 and Bałytk 3 in the Baltic Sea, marking the start of a major offshore construction phase.

The first dozen monopile and transition piece sets have been installed as part of the offshore campaign. Polenergia said Heerema Marine Contractors' heavy-lift vessel Thialf is carrying out the foundation installation work.

The monopiles measure approximately 50 m to 70 m in length, while the transition pieces stand about 17 m tall. During the offshore construction phase, a total of 100 foundation sets will be installed. Offshore substation jackets are also scheduled for installation later this year.

More than a dozen vessels are currently supporting transport, installation, logistics and marine activities during the campaign. The operations and maintenance base in Łeba is providing support for offshore construction and marine coordination activities.

[hmt-news.com](https://www.hmt-news.com)

Africa region and provides visibility for one vessel into the first quarter of 2027.

The Angola contract follows two offshore survey awards in the Norwegian North Sea announced by TGS last week.

One of the contracts covers 4D streamer operations using a Ramform Titan-class

vessel. That campaign is scheduled to start in late July and continue for around 45 days.

The second contract is for ocean bottom node (OBN) work, with mobilisation planned for June and an expected duration of about 25 days.

[hmt-news.com](https://www.hmt-news.com)

Environmental mitigation measures are also being implemented during installation. These include marine mammal monitoring, soft-start procedures and bubble curtains designed to reduce underwater noise.

Michał Jerzy Kotodziejczyk, country manager Poland at Equinor, said the offshore installation phase had started successfully and that work was progressing according to plan while maintaining safety and quality standards.

Adam Purwin, chief executive of Polenergia, said offshore wind development is becoming increasingly important to Poland's energy security strategy and that the projects are moving into an active construction stage.

Bałytk 2 and Bałytk 3 will have a combined generation capacity of 1.4 GW and are expected to provide electricity for approximately two million homes. First power is expected in 2027, with full commercial operations planned for 2028.

Worley Rosenberg Wins Fram Sør Subsea Fabrication Contract

Worley Rosenberg has secured a subsea fabrication contract from Subsea 7 for Equinor's Fram Sør development in the northern North Sea.



Illustration purpose only (Source: Equinor)

27, May 2026

Worley Rosenberg has secured a new contract from Subsea 7 covering

subsea fabrication work for Equinor's Fram Sør development in the northern North Sea.

The scope includes fabrication of 34 subsea structures, primarily pipeline end manifolds, pipeline end terminations, and pig launchers and receivers. Project activities will begin immediately, while steel cutting is scheduled for June this year.

Engineering and construction activities will be carried out at Worley Rosenberg's yard in Stavanger. Delivery

of the project is planned for the first half of 2027. At peak activity, the project is expected to involve more than 80 employees across project management and fabrication operations.

Fram Sør is being developed as a subsea tie-back to existing infrastructure on the Norwegian continental shelf. The field will be connected to Troll C, which operates using shore power to support very low production emissions.

Equinor is the operator of Fram Sør, while Subsea 7

is responsible for the EPCI scope covering subsea structures and flowlines. The development includes four four-slot templates, with 12 wells planned at start-up and four additional slots reserved for future developments in the Fram/Troll area.

Oil production from Fram Sør will be transported through Troll Oil Pipeline II to Mongstad. Gas exports will be routed to Kollsnes through Troll A.

[hmt-news.com](https://www.hmt-news.com)

Semco Maritime and Wind Multiplikator Secure Nordergründe Service Deal

Semco Maritime and Wind Multiplikator will provide integrated turbine, foundation and offshore substation services for Skyborn Renewables' Nordergründe offshore wind farm in Germany.



Photo credit: Ulrich Wirwa / Semco Maritime via LinkedIn

27, May 2026

Semco Maritime has expanded its offshore wind service work after subsidiary Wind Multiplikator signed a long-term integrated service contract with Skyborn Renewables for Germany's Nordergründe offshore wind farm.

The agreement covers 18 Servion 6.2 MW wind turbine generators, foundations and

the offshore substation under one service framework. The contract is scheduled to start on 1 June 2026 and will run for an initial 5.5 years, with an option to extend.

It is the first jointly delivered service contract by Wind Multiplikator and Semco Maritime, combining wind turbine and offshore substation services in a single operating model. The setup reflects increasing interest among offshore wind

owners in simplified long-term operations as assets mature.

The scope includes scheduled and unscheduled maintenance for turbines, foundations and the offshore substation, together with 24-hour surveillance, monitoring and marine coordination. It also includes spare parts procurement, warehousing and management, engineering support, and Quality, Health, Safety and Environment services.

Skyborn Renewables said the integrated model will reduce operational complexity by aligning responsibilities for turbines and the offshore substation within one service structure. Logistics will be provided by Skyborn Renewables, with Hooksiel serving as the service base.

[hmt-news.com](https://www.hmt-news.com)

RWE Plans Survey at Vanguard West Offshore Wind Site



Image source: RWE

27, May 2026

A pre-installation survey is due to start at RWE's 1.4 GW Vanguard West offshore wind site in the UK.

The survey vessel Breaker is expected to mobilise on or around 15 June, according to a Notice to Mariners issued by RWE. The vessel will work within the project's array area.

The campaign is planned to run for about one month. During this period, Breaker will operate continuously from the Port of Den Helder.

RWE secured Contracts for Difference for Vanguard West and Vanguard East in the UK government's seventh allocation round in January this year. After the award, RWE said it would work with KKR

on the projects and expected to make a final investment decision in summer 2026.

Firm turbine orders were placed with Vestas in February/March for V236-15.0 MW units for both Norfolk Vanguard offshore wind farms. In May, Lamprell said it had started manufacturing transition pieces under a 2024 agreement with RWE.

Vanguard West and Vanguard East are located 50 to 80 km off the Norfolk coast. Each project is planned with 1,380 MW of installed capacity. Vanguard West is expected to be commissioned in 2029, followed by Vanguard East in 2030.

[hmt-news.com](https://www.hmt-news.com)

GTT Wins Three-Tank LNG Carrier Design Work

GTT will design cargo tanks for four large-scale LNG carriers using a three-tank configuration, increasing capacity to 177,000 m³ while maintaining terminal compatibility.

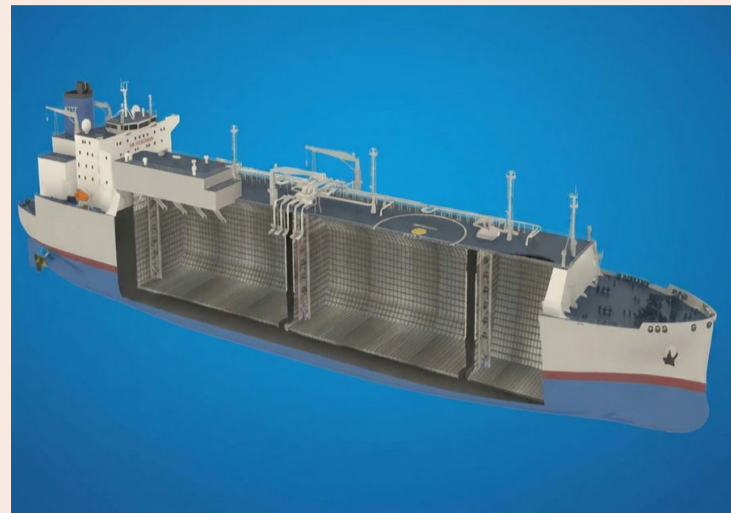


Image source: GTT

23, May 2026

GTT has been selected by HD Korea Shipbuilding & Offshore Engineering on behalf of BW LNG to design cargo tanks for the industry's first large-scale LNG carriers featuring a three-car-gio-tank configuration.

The project covers four newbuild LNG carriers. Two vessels were ordered in November 2025, while two additional units were confirmed in May 2026. Deliveries are expected to start from the fourth

quarter of 2028.

All four vessels will use GTT's Mark III Flex membrane containment system. The system will be further enhanced to support higher standards of safety and structural performance.

The three-tank layout keeps the same principal dimensions, terminal compatibility, and loading and discharge parameters as a conventional 174,000 m³ LNG carrier. At the same time, the configuration increases tank length by up to 55% and raises

es cargo capacity by 3,000 m³ to 177,000 m³.

The design reduces the number of cargo tanks and is intended to optimize cargo capacity, reduce fuel consumption, lower emissions, simplify construction, and improve operational efficiency. Local membrane reinforcement also allows the vessels to load any cargo parcel size.

The vessels will have a guaranteed boil-off gas rate of 0.08% per day.

hmt-news.com

VARD, Aas Mek Eye Norway Vessel Program

VARD and Aas Mek. Verksted AS signed a letter of intent to explore cooperation linked to Norway's planned standardized vessel procurement.

26, May 2026

VARD and Aas Mek. Verksted AS have signed a letter of intent to explore possible cooperation related to the Norwegian Armed Forces' procurement of standardized vessels.

The planned procurement covers up to 28 vessels for the Royal Norwegian Navy and the Coast Guard, all intended to be built in Norway. About 18 of the vessels are described as smaller units measuring between 50 m and 70 m in length.

VARD said it has the capacity to build all 28 vessels across its seven shipyards, which can produce 15 ships per year. The company said cooperation with Aas Mek.

Verksted AS could support more efficient and robust production of smaller vessels.

The geographical proximity to Vard Langsten is also expected to provide good conditions for sharing expertise, maintaining quality and keeping progress on track for the benefit of the Armed Forces.

Aas Mek. Verksted AS is a family-owned shipyard established in 1911. Its facilities include a covered slipway, a 145 m floating dock with a capacity of 7,500 tonnes, workshops and warehouse facilities.

Chief Executive Officer Øyvind Heggdal said the possible collaboration represents an opportunity for Aas Mek. Verksted AS to enter a new segment with an experienced,



Source: VARD

reliable, local and international partner. He also said the yard's slip hall would be well-suited to the Armed Forces' smaller vessel series.

As part of Fincantieri,

VARD has access to expertise in high-complexity vessel construction and defense-sector activity, supported by the group's experience, financial strength, focus on innovation,

and new technological solutions.

hmt-news.com

Staten Island Shipyard Blast Leaves One Dead, Injures Dozens of Responders

A shipyard explosion in Staten Island left one civilian dead and injured more than 30 firefighters and emergency responders as investigators continue examining the cause of the fire and blast.



Emergency responders at the scene of a shipyard fire incident in Staten Island, New York. (Source: Advance/SILive.com)

25, May 2026

A shipyard fire and explosion in Staten Island, New York, left one civilian dead and injured more

than 30 firefighters and emergency responders, with investigators continuing to examine the cause of the incident.

Emergency crews were called to the Mariners Harbor area at about 15:30 local time on Friday after reports of a fire, heavy smoke and two workers trapped in a basement area. The fire was found inside a 46 m by 46 m metal structure at the rear of the shipyard.

While firefighters and emergency medical personnel were operating at the scene, an explosion occurred less than an hour after the initial call. Around 200 firefighters and emergency medical personnel responded.

Authorities said one civilian died and another was injured. Fire Marshal Christopher Cucaro suffered a fractured skull and brain bleed and was listed in critical but stable condition. One firefighter was seriously injured, while 29 firefighters

had minor to moderate injuries. Four emergency medical personnel also sustained minor injuries.

Officials said the two seriously injured firefighters were hurt by the blast's shock wave, not by penetrating wounds or internal organ damage. The second seriously injured firefighter was reported to be doing well.

Investigators remained at the shipyard on Saturday, and some firefighters stayed on site as a precaution. Authorities had not released the name of the person who died.

The area around the site includes several businesses. The shipyard was previously owned by Bethlehem Steel Company, which built ships for the US Navy during World War II.

hmt-news.com

Meyer Werft Plans Fully Electric Cruise Ship for 2031

Meyer Werft is planning a fully electric battery-powered cruise ship for possible delivery in 2031, using Corvus Energy technology and port-based charging.



100% battery-electric: New cruise concept from Meyer Werft (Image credit: © Meyer Werft)

27, May 2026

German shipbuilder Meyer Werft is planning a fully electric, battery-powered cruise ship

under its Project Vision programme, which targets a 95% reduction in greenhouse gas emissions.

The proposed vessel would use a battery system developed by Corvus Energy, based on technology already used in electric ferries worldwide. Instead of a conventional engine room, the ship would be designed with a large battery room and recharge while in port.

Meyer Werft said the technology is ready and that delivery could take place by 2031 if a contract is secured this year. The main challenge remains port infrastructure.

Cruise ships call at around 1,500 ports each year, while only 41 ports currently have the capacity to provide electrical power to one ship. Meyer Werft expects that about

100 European ports could have suitable infrastructure for battery-powered cruise ships by 2030.

Industry representatives said technologies such as battery-powered vessels are important for meeting the cruise sector's environmental targets for 2050. Charles "Bud" Darr of Cruise Lines International Association said the technology could suit itineraries where ports are close together, including the Mediterranean, Northern Europe, the Norwegian fjords, the Baltic Sea, Florida, and the Bahamas.

hmt-news.com

Get HMT WEEKLY in your inbox.

SUBSCRIBE

[Click here to unsubscribe.](#)

HMT news

South Korea Targets Nuclear Submarine Launch by Mid-2030s

South Korea plans to launch its first domestically built nuclear-powered submarine by the mid-2030s under the Jangbogo N Project.



Image source: Hanwha Ocean

26, May 2026

South Korea plans to launch its first domes-

tically built nuclear-powered submarine by the mid-2030s and deploy it by the late 2030s, according to a devel-

opment plan announced by the government on the 26th.

The Ministry of National Defense presented the Basic

Plan for the Development of Nuclear-Powered Submarines during a Future Defense Strategy Committee meeting in Changwon, South Gyeong-sang Province. The program has been named the Jangbogo N Project.

Defense Minister Ahn Gyu-back reported the plan at the meeting, which was attended by President Lee Jae Myung. He said the submarine would play a key role in responding to North Korea's submarine-based nuclear and missile threats.

Ahn said the vessel would help realize a maritime Kill Chain by allowing South Korea to monitor and track North Korean submarine forces with greater stealth and speed than diesel-powered submarines.

The ministry said the submarine would be developed and built in South Korea using

domestic reactor and ship-building technologies. It will use low-enriched uranium fuel with enrichment below 20%.

The fuel decision is interpreted as a measure to address concerns linked to highly enriched uranium, which is commonly associated with nuclear weapons.

The project follows the Joint Fact Sheet announced in November last year, which covered South Korea-U.S. agreements on trade and security. Under the document, the U.S. would approve South Korea's construction of a nuclear-powered submarine, while both countries would cooperate closely on fuel procurement.

Details such as the construction site were not included and remain subject to further discussions.

hmt-news.com

Hanwha Ocean KSS-III Submarine Reaches Canada After 14,000 km Voyage

The Hanwha Ocean-built KSS-III submarine Dosan Ahn Changho has arrived in Canada after a 14,000 km voyage, supporting the platform's role in Canada's future submarine program.



Image source: Hanwha Ocean

26, May 2026

The KSS-III submarine Dosan Ahn Changho, built by Hanwha Ocean for the Republic of Korea Navy, has

arrived at Canadian Forces Base Esquimalt near Victoria, British Columbia, after a voyage of more than 14,000 km from South Korea.

The submarine depart-

ed Jinhae Naval Base on 25 March 2026 and reached Canada after about two months at sea, with logistics stops in Guam and Hawaii. In Hawaii, two Royal Canadian

Navy submariners joined the crew for the onward voyage to Victoria.

Dosan Ahn Changho and the Republic of Korea Navy frigate Daejeon will take part in joint exercises with the Royal Canadian Navy. The deployment is intended to show the platform's ability to operate with Canada and other NATO-aligned naval forces.

The arrival comes as Hanwha Ocean is proposing the KSS-III design for Canada's Canadian Patrol Submarine Project. The company says four submarines could be delivered before 2035 if a contract is signed in 2026, with eight additional boats delivered at one per year for a 12-submarine fleet by 2043.

The proposal also covers Canadian industrial participation, including maintenance, repair and overhaul facilities on both coasts, training fa-

ilities, technology transfer, localized production, supply chain integration and partnerships with Canadian companies and institutions.

Canadian partners named in the proposal include Geospectrum Technologies, Ultra Maritime, OSI Maritime Systems and Curtiss-Wright INDAL Technologies in areas linked to sonar, underwater sensors, naval combat systems and submarine support technologies.

Hanwha Ocean also plans to establish the Hanwha Arctic and Defence Innovation Centre in Canada to support defense technology development in fields such as AI-enabled systems, autonomy, digital engineering, advanced manufacturing, simulation, naval systems and aerospace technologies.

hmt-news.com

Hormuz Disruption Lifts Bunkering at Cochin Port

Cochin Port recorded higher bunker fuel volumes as shipping companies shifted refuelling activity amid disruption linked to the Strait of Hormuz and tensions in West Asia.

26, May 2026

Shipping disruption linked to tensions in West Asia is opening additional bunkering opportunities for Cochin Port, as vessel operators look beyond Fujairah for refueling options. Colombo is also benefiting as shipping companies adjust bunker supply plans.

Cochin Port data showed bunker fuel supply rose to 463,000 tonnes in FY26 from 354,000 tonnes in FY25. Monthly volumes also increased to 41,000 tonnes in February, 51,000 tonnes in March and 34,000 tonnes in April, compared with an average of around 30,000 tonnes during the same period last year.

Kochi has become a key bunkering location in South Asia because of its position near the East-West international shipping route. Competitive fuel prices, simpler customs procedures and relatively lower taxes have

also supported demand from global shipping operators.

Bunkering includes the supply of marine fuel, lubricants, food stores, fresh water and other vessel provisions. These services can be carried out alongside berths or offshore by bunker barges, although anchorage operations are often preferred because of the cost of bringing vessels alongside jetties.

Industry sources said the Port of Fujairah has long been a preferred global bunkering destination. However, tensions in West Asia and reduced vessel movement through the Strait of Hormuz have pushed shipping companies to seek alternative refueling locations, supporting activity at Kochi and Colombo.

Public-sector oil marketing companies in Kochi reportedly gained substantial bunker business during the first quarter of the current fiscal year, especially in February and March when regional tensions were at their peak. Demand



Cochin Port (Source: Wikipedia)

has since moderated as conditions stabilized.

Cochin Port can currently support bunkering for around two to three vessels per day at outer anchorage. Any further increase in demand may lead to vessels waiting offshore. The port mainly supplies VLSFO, HSFO and LSHFSD.

Colombo remains a competitor because of bunker availability, although it depends mostly on imported bunker fuel. Industry sources said the monsoon season could favour Kochi, as Colombo faces operational limits from an insufficient number of barges during rough weather.

Kochi has three River Sea Vessel barges that can operate during monsoon conditions. Additional services, including deslopping, ship stores supply and crew changes for Indian seafarers, are also available at Kochi.

hmt-news.com

Chinese Coast Guard Vessel Leaves Pratas Waters After Taiwan Standoff

A Chinese coast guard vessel departed waters near the Taiwan-controlled Pratas Islands following a standoff and verbal exchange with Taiwan's coast guard.



Image source: Chinese coast guard

26, May 2026

A Chinese coast guard vessel departed waters near the Taiwan-controlled Pratas Islands in the South China Sea following a confrontation involving coast

guard units from China and Taiwan.

Taiwan's coast guard said it detected a Chinese vessel moving toward the Pratas Islands and dispatched one of its own ships in response. During the encounter, Taiwan

broadcast a warning message urging the Chinese crew not to disrupt peace, to return and to pursue democracy as the proper way to serve the country.

According to Taiwan, the Chinese vessel replied that

it was carrying out a routine mission and repeated Beijing's position regarding sovereignty and jurisdiction over the Pratas Islands. The exchange later developed into a verbal confrontation before the Chinese vessel eventually departed the area.

A Taiwan coast guard official said China's territorial claims and the vessel's presence near Taiwan-controlled waters were unlawful and without basis. The official also stated that this was the second incident this month involving the removal of a Chinese vessel operating in the same area.

The Pratas Islands are an atoll administered by Taiwan and designated as a national park. The area is monitored by Taiwan's coast guard rather than military forces and is located between southern

Taiwan and Hong Kong, more than 400 kilometers from Taiwan.

The latest incident comes as China has increased military and naval activity around Taiwan while continuing to maintain its claim over the self-governed island.

Taipei has remained on heightened alert following reports that Chinese President Xi Jinping discussed Taiwan with U.S. President Donald Trump in Beijing this month.

Taiwan National Security Council Secretary-General Joseph Wu also said on social media that around 100 Chinese vessels were currently operating within the first island chain, stretching from Japan through Taiwan and into the Philippines.

hmt-news.com

Samsung Challenges Wan Hai at FMC Over Pandemic Container Fees

Samsung Electronics America has filed an FMC complaint against Wan Hai Lines over more than \$1.2 million in detention and demurrage charges tied to pandemic-era container shipments.

29, May 2026

Samsung Electronics America has filed a complaint with the US Federal Maritime Commission (FMC) against Wan Hai Lines over detention and demurrage charges linked to container shipments handled during the pandemic-era supply chain disruption.

The dispute involves more than \$1.2 million in fees connected to "store door" shipments transported between 2020 and 2022. According to the filing, Samsung argued the carrier improperly transferred costs to the shipper despite controlling the inland transportation portion of the cargo movement.

Under store door arrangements, carriers are responsible for moving cargo from the port terminal to the inland delivery location. Samsung claimed terminal congestion, limited appointment availability and inland transport disruptions that triggered the disputed charges were within the carrier's operational responsibility rather than the



Image source: Wan Hai

shipper's control.

The complaint alleged Wan Hai Lines violated provisions of the US Shipping Act and failed to provide an adequate process to resolve disputes tied to the invoices.

The case marks the latest action by Samsung against container carriers over detention and demurrage billing practices during the Covid-19 logistics crisis. At the height of the disruption, importers argued they were unable to

retrieve containers because of severe congestion and transport delays across major US gateways, while carriers and terminals continued issuing invoices.

Samsung has previously pursued similar complaints against ZIM Integrated Shipping Services, HMM, SM Line, COSCO Shipping Lines and Orient Overseas Container Line.

Last year, Samsung secured an FMC award worth

about \$3.68 million in a separate dispute involving ZIM Integrated Shipping Services after regulators found the carrier imposed charges despite cargo owners lacking a realistic opportunity to collect containers.

US regulatory oversight of detention and demurrage practices has tightened since the pandemic. The FMC's 2020 interpretive rule stated such charges should encourage cargo movement rather

than operate as punitive revenue measures. The Ocean Shipping Reform Act of 2022 later shifted responsibility onto carriers to demonstrate that disputed fees are reasonable.

The latest complaint also arrives as US regulators continue increasing scrutiny of carrier billing practices in the container shipping sector. Earlier this year, the FMC issued a record \$45.6 million reparations ruling against Orient Overseas Container Line in another pandemic-related detention and demurrage case.

The Samsung-Wan Hai dispute will now proceed through formal FMC review. An administrative law judge is expected to issue an initial decision by May 2027, with a final FMC ruling anticipated later the same year.

Wan Hai Lines has not publicly responded to the complaint. Under FMC procedures, the carrier must file its answer within 25 days of service.

hmt-news.com

BOKA Northern Ocean Returns to North Sea After Spain Dry Dock

Boskalis' construction support vessel BOKA Northern Ocean has resumed North Sea operations after modification work at a Spanish dry dock.



Image source: BOKA Northern Ocean

28, May 2026

Boskalis' construction support vessel BOKA Northern Ocean has returned to operations in the North Sea following a dry dock period in Spain for modification work.

The 2012-built vessel underwent upgrades at the Astander dry dock in Santander. According to Boskalis, the work was completed within a few weeks.

The project included the overhaul and relocation of the vessel's 100t knuckle boom deck crane. An anti-roll tank was also installed beneath the helicopter deck to improve dynamic sailing performance and support safer and more accurate operations.

Following completion of the yard work, BOKA Northern Ocean departed Santander for a North Sea assignment.

Earlier this year, Boskalis Subsea Services secured its first decommissioning-focused project with Shell under a multi-million-pound contract. The campaign is expected to require more than 100 vessel days, with BOKA Northern Ocean selected for the work.

The vessel was also recently involved in the first deployment of remotely operated vehicles from Boskalis' Remote Operations Center in Aberdeen, Scotland.

hmt-news.com

Arctic Shipping Emissions Outpace IMO Action

Black carbon emissions from ships operating in Arctic waters continued to increase as vessel traffic expanded and northern routes gained attention, raising questions over whether current regulatory timelines are keeping pace with environmental change.



Image source: Shutterstock / ID-2494009173

23, May 2026

Black carbon emissions from shipping in Arctic waters are rising faster than the regulatory timetable now taking shape at the International Maritime Organization.

Recent data covering 2019-2024 showed that black carbon emissions in Polar Code waters increased from

259 tonnes to 759 tonnes. Across the wider AMAP geographic boundary, the rise was about 46%. The figures relate to vessels already operating in polar waters, not future projections.

The issue is especially serious in the Arctic because black carbon can settle on snow and ice, reducing reflectivity and increasing heat absorption. Its warming potential

is estimated at up to 1,500 times that of carbon dioxide by mass.

The increase is linked to growing shipping activity as Arctic sea ice retreats. Between 2013 and 2024, the number of individual ships entering Arctic waters rose by 37%, while total sailing distance in the region more than doubled. The Northern Sea Route has drawn interest

from bulk carriers and tankers, while cruise activity has also expanded.

IMO's latest progress included approval of a North-East Atlantic Emission Control Area. The zone is scheduled to enter into force in 2027 and will apply a 0.10% sulphur limit, along with tighter nitrogen oxide rules for newer engines.

However, black carbon is

tied not only to fuel type but also to combustion quality. Existing analysis cited in the source indicates that even full enforcement of the Arctic heavy fuel oil ban, together with an Arctic ECA scenario requiring distillate fuel, would cut black carbon by only 2-5%.

That puts attention on engine operation and maintenance. Injector condition, turbocharger performance, combustion temperatures and fuel handling can all influence soot formation.

A recent trial involving MSC Opera showed what can be achieved with existing machinery. One engine operated for about 2,000 hours on 100% hydrotreated vegetable oil without modification. The trial reported a 16% cut in nitrogen oxide emissions, lower particulate output and about an 80% lifecycle greenhouse gas reduction compared with conventional marine fuel.

The trial does not remove concerns over fuel availability, cost or supply-chain sustainability. But it shows that cleaner transitional fuels and stronger combustion management can reduce emissions from ships already in service.

hmt-news.com

IMO Approves Ammonia Fuel Safety Guidelines

IMO has approved new safety guidelines for ammonia-fueled gas carriers, giving shipowners and designers clearer direction on safe onboard handling.

27, May 2026

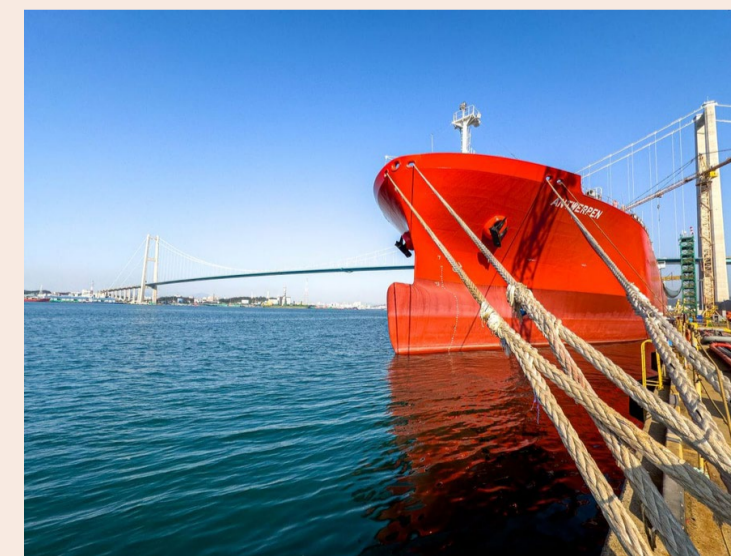


Image source: Exmar via LinkedIn.

The International Maritime Organization (IMO) has approved new safety guidelines for using ammonia as fuel on gas carriers, giving the sector a clearer framework for managing risks linked to toxicity and onboard handling.

The guidelines were prepared through cooperation between Lloyd's Register, the Belgian Federal Public Service Mobility and Transport (FPS Mobility), and EXMAR. They were approved at the IMO Maritime Safety Committee's 11th session (MSC 111).

The document explains how ammonia can be managed safely onboard and is intended to support early ammonia-fueled vessel projects as they move closer to execution.

Lloyd's Register said the approval should give shipowners and designers greater clarity when assessing ammonia as a future marine fuel. The development comes as the first vessels designed to operate on ammonia approach entry into service.

FPS Mobility's Directorate-General Shipping led the drafting work at IMO. Its role helped align the framework

with practical vessel operations while keeping safety controls in place.

Liam Blackmore, Global Head of Technology Adoption and Integration at Lloyd's Register, said the decision shows ammonia is moving from concept toward a fuel supported by an emerging international safety framework.

He also said cooperation between industry, flag administrations, and technical organizations can help speed up the safe use of new fuels at scale.

hmt-news.com

Shark Attack Kills Fisherman on Great Barrier Reef

A 39-year-old man died after a shark attack while spearfishing on the Great Barrier Reef off Queensland, police said.



Illustration (Source: Shutterstock / ID-2562402219)

25, May 2026

A 39-year-old man died after a shark attack while fishing on the Great Barrier Reef off Queensland, Australian police said.

The incident occurred on Sunday at Kennedy Shoal, a shallow reef located about 45 km from Queensland's north-east coast. Police said the man had travelled there with three others in a 7 m boat.

Queensland Police Service Inspector Elaine Burns said the man was believed to have

been spearfishing before he was attacked. He sustained a critical head injury and was pulled from the water by another person who was also in the water at the time.

Emergency services were contacted, but the return trip to shore took more than an hour. The man was declared dead after the boat reached the ramp. Police did not name him.

Authorities said the shark species had not been identified. No other injuries were reported.

The death came after another fatal shark attack near Perth in Western Australia on 16 May 2026, when a 38-year-old man was killed off an island.

According to conservation group data cited in the source, Australia records about 20 shark attacks annually, with most not resulting in death. Beach drownings remain more frequent than shark fatalities.

Source: Reuters

G2 Ocean Adds Six Open Hatch Newbuilds

G2 Ocean will add six 65,400 dwt open hatch gantry crane vessels from 2029, expanding its specialised fleet and cargo flexibility.

26, May 2026

G2 Ocean is expanding its specialized open hatch fleet with six new gantry crane vessels scheduled to join its pool from 2029.

The 65,400 dwt ships will be built by New Dayang Shipbuilding in Yangzhou, China. Grieg Maritime Group will own two vessels, while Seaspan will own four. The Seaspan ships will be bareboat chartered to Gearbulk before entering the G2 Ocean pool.

Each vessel will feature eight open-hatch cargo holds without overhangs, about 79,400 cu m of cargo volume, two gantry cranes and tween decks. The ships will also be capable of future adaptation for ammonia or methanol fuel.

The order adds to a separate program for 10 larger 82,300 dwt vessels due for delivery between 2026 and 2029. The first of those ships, Star Norge, entered service in January this year.

The six newbuilds will help fill the size gap between G2 Ocean's 72,000 dwt gantry crane vessels and its smaller 36,000 dwt to 55,000 dwt ships. The company said the investment supports a broader geared fleet for different cargo requirements.

G2 Ocean is also investing in lower-emission technology for existing tonnage. The 49,924 dwt Star Kirkenes is scheduled to receive Air-Wing 20 jet sails in late 2026 or early 2027. The system is intended to cut fuel use and



Image source: G2 Ocean

emissions without reducing cargo capacity or disrupting loading operations.

Founded in 2017, G2

Ocean operates about 125 open hatch and bulk vessels ranging from 23,500 dwt to 73,000 dwt. The company is

the world's largest operator in the open hatch segment.

[hmt-news.com](https://www.hmt-news.com)

Get HMT WEEKLY in your inbox.

SUBSCRIBE

[Click here to unsubscribe.](#)

HMT news