HMT news | hmt-news.com

393 Seongseo-ro, Daegu, S.Korea | Editor: Mike Lee | info@hmt-news.com | +82 10 5360 8250 | Unsubscribe

HMT WEEKLY

82-2248136855

Heavy Marine Transport & Offshore — Weekly Briefing

SUBSCRIBE

Vol. 35 | Week 23 of 2026 | 5 June 2026

SBM Offshore Wins Petrobras FPSO Contracts in Brazil

SBM Offshore has secured Petrobras contracts to design, build and operate SEAP-I and SEAP-II FPSOs for the Sergipe-Alagoas basin offshore Brazil.

P8

Court Rejects GE Vernova Appeal in Vineyard Wind Case

A Massachusetts judge has denied GE Vernova's appeal in the Vineyard Wind case, keeping a preliminary injunction in place for the Vineyard Wind 1 offshore wind project.

P17

Vantage Drilling and Eldorado Agree $257.6 Million Merger

Vantage Drilling and Eldorado Drilling have agreed to merge in a $257.6 million cash transaction, adding to offshore rig market consolidation.

P6

Boskalis' Black Marlin to Transport World's Largest Battery-Electric Ship

Boskalis' semi-submersible heavy lift vessel Black Marlin is heading to Tasmania to transport the world's largest battery-electric ship, Hull 096, to South America. P4

Image Illustration Purpose Only. (Source: Boskalis)

Seaway Eagle Carries Magniacus Jack-Up Rig to Aliaga

Seaway Eagle departed Vlissingen carrying the historic jack-up drilling rig Magniacus, which appears to be heading to Aliaga, Turkey, for recycling.

Image source: Vereniging van Werken Buitengaats (vh. Offshore) / Faceboook

1, June 2026

Seaway7's semi-submersible heavy lift vessel Seaway Eagle has departed Vlissingen carrying the jack-up drilling rig Magniacus on deck, with Turkey as its destination.

According to vessel tracking information, Seaway Eagle left Vlissingen on 31 May 2026 and is expected to arrive in Aliaga, Turkey, on 10 June 2026. Following its loading in Vlissingen, Magniacus appears to be heading for recycling in Aliaga, a well-known ship recycling hub.

Magniacus (IMO: 8751722) is an offshore jack-up drilling rig originally built in 1983. Formerly known as Paragon M826, the unit is a mobile offshore drilling unit (MODU) designed to elevate itself above the sea surface on large legs while conducting drilling operations in relatively shallow waters.

Built by Marathon LeTourneau, Magniacus has operated under several names throughout its service life, including Paragon M826, Penrod 91, Hornet, Lloyd Noble, and Noble Lloyd Noble.

Older offshore drilling units, such as Magniacus, are commonly viewed as potential candidates for recycling or scrapping as demand shifts toward newer premium rigs.

hmt-news.com

Vuyk Engineering Selected for Jumbo Maritime's New Heavy-Lift Vessel Design

Vuyk Engineering will design Jumbo Maritime's new L-Class heavy-lift vessels, combining offshore cargo transport with lifting capacities of up to 2,400 tonnes. The first vessel is scheduled for delivery in the third quarter of 2028.

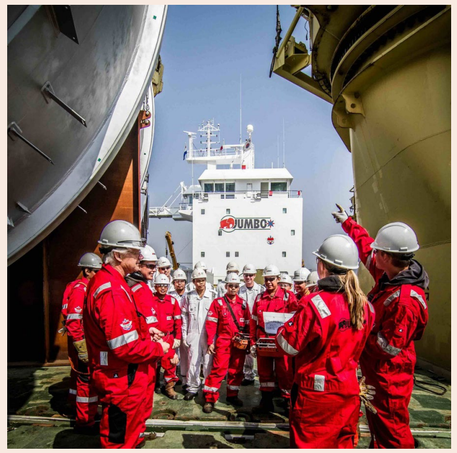


Image source: Jumbo Maritime

1, June 2026

Dutch maritime design company Vuyk Engineering has been awarded a contract by Jumbo Maritime to develop the design of the company's new L-Class heavy-lift transport vessels.

The project covers two vessels intended for offshore transportation and lifting operations. The ships are being designed to combine cargo transport capabilities with lifting capacities of up to 2,400 tonnes, enabling a broad range of offshore heavy-lift activities from a single platform.

The L-Class vessels are expected to transport various heavy cargoes, including wind turbine components, industrial modules and carousels. The design features a large cargo hold, two Huisman heavy-lift cranes and dedicated deck space for project cargo. This configuration allows both transportation and lifting operations to be carried out using the same vessel.

Vuyk Engineering collaborated with Jumbo Maritime's in-house design team throughout the development process. The work included defining the vessels' principal dimensions and operational performance requirements, with a focus on achieving an effective balance between service speed and fuel efficiency.

Floris Toetenel, Director of Vuyk Engineering, said the project centered on developing a new vessel series capable of transporting and handling heavy offshore cargo while making efficient use of onboard crane systems.

According to the company, the design draws on its experience in the heavy-lift vessel sector and aims to balance sailing performance, energy consumption and cargo-handling capability.

The vessels will be constructed by Dajin Heavy Industry, with delivery of the first vessel scheduled for the third quarter of 2028.

hmt-news.com

SAL Expands South America Presence with Argentina Appointment

SAL has appointed Pablo Ottonelli as Business Development Manager for Argentina, strengthening its South American presence and supporting project cargo, heavy lift and breakbulk transportation across the region.

Pablo Ottonelli (Image source: SAL)

1, June 2026

SAL has expanded its regional footprint in South America through the appointment of Pablo Ottonelli as Business Development Manager for Argentina.

Based in Argentina, Ottonelli will represent the JSI Alliance in one of the industry's active project cargo markets. With experience in shipping, logistics and project cargo coordination, he brings local market knowledge, an industry network and insight into the requirements of complex industrial and energy projects.

The appointment strengthens local support for customers across the energy, mining, infrastructure and industrial sectors. It also gives clients closer market access and direct connectivity to the JSI Alliance's global heavy lift and project cargo expertise.

The expanded regional presence supports the continued growth of the SAL Atlantic Service, which provides regular connections between Europe, the Americas and Africa. The service offers additional flexibility for customers moving breakbulk, heavy lift and project cargo across the region.

With the new appointment, SAL strengthens its position in South America while improving customer access to its international network and global heavy lift and project cargo expertise.

hmt-news.com

deugro Names Heiselberg Wind Logistics President

deugro has appointed Kasper Heiselberg as President, Global Wind and Renewable Energy, strengthening its focus on renewable energy project logistics.

1, June 2026

deugro has appointed Kasper Heiselberg as President, Global Wind and Renewable Energy, effective 1 June 2026, as it strengthens its focus on renewable energy project logistics.

The Hanau, Germany-based project freight forwarder said the appointment reinforces its global management structure and supports the continued development of its Global Wind and Renewable Energy business, known as GWRE.

Heiselberg joined deugro at the end of 2022 and has since helped expand its wind and renewable energy activities across international markets. His new role puts him in charge of a business line shaped by larger, heavier and more technically demanding renewable energy cargoes.

Wind and renewable energy logistics require close coordination across engineering, transport, port handling and final site delivery. Larger turbine parts, offshore equipment, cable systems, transformers and related infrastructure are increasing the need for early planning across the supply chain.

For project logistics providers, the task now goes beyond moving oversized cargo. It also requires alignment of vessel capacity, port availability, road permits, storage, lifting equipment and local execution before schedule risks affect project delivery.

Heiselberg said competitive strength in the wind and renewable energy sector depends on combining global resources with strong local delivery. He added that aligning commercial, technical and operational expertise from the start allows deugro to develop solutions around specific customer needs.

deugro said the appointment reflects its focus on strategic growth areas and its effort to expand its global management structure. The company has been building its wind and renewable energy presence as demand grows for logistics services linked to offshore wind, onshore wind and energy transition infrastructure.

Image source: deugro via LinkedIn

Heiselberg said deugro's approach is based on connecting the full supply chain, from commercial planning and technical design to operational delivery. His appointment signals that GWRE will remain a dedicated leadership priority as renewable energy projects continue to drive demand for specialist project logistics expertise.

hmt-news.com

Boskalis' Black Marlin to Transport World's Largest Battery-Electric Ship

Boskalis' semi-submersible heavy lift vessel Black Marlin is heading to Tasmania to transport the world's largest battery-electric ship, Hull 096, to South America.

Black Marlin (Image source: Boskalis)

3, June 2026

Boskalis' semi-submersible heavy lift vessel Black Marlin is heading to Hobart, Tasmania, to collect Hull 096, the world's largest battery-electric ship, before its delivery voyage to South America.

The vessel is scheduled to travel via South Africa and Melbourne before arriving in Tasmania to load the ship, which was built by Incat for South American ferry operator Buquebus.

At 217 m in length and 42 m in beam, Black Marlin is designed to transport large marine structures and offshore assets. Its arrival is expected to make it one of the largest vessels ever to enter the River Derwent.

According to Incat Chairman Robert Clifford, the arrival of Black Marlin marks the final phase before the battery-electric vessel begins its journey to its future operator in South America. The project has attracted attention from maritime stakeholders and industry observers following the construction of Hull 096 in Tasmania.

Once in Hobart, Black Marlin will carry out a semi-submersible loading operation. The vessel will ballast down to submerge its cargo deck below the waterline, allowing Hull 096 to be positioned above the deck. The ballast water will then be discharged, raising the deck and securing the vessel for transport.

Hull 096 (Image source: Incat Tasmania)

The loading operation is expected to be one of the most complex maritime movements undertaken in Tasmania. Following completion, Black Marlin will begin transporting the battery-electric vessel across the Pacific to South America for delivery to Buquebus.

Incat said updates will be provided as Black Marlin approaches Tasmania and prepares for the loading operation.

hmt-news.com

Seaway Osprey Ships Floating Dock to Freeport

Seaway7's Seaway Osprey is transporting a 120 x 34 m floating dock from Geoje, South Korea, to Freeport in the United States.

Seaway Osprey loads a 120 x 34 m floating dock in Geoje, South Korea.

3, June 2026

Seaway7's semi-submersible vessel Seaway Osprey is transporting a floating dock from South Korea to the United States.

The 120 x 34 m floating dock, previously used by a South Korean shipyard, departed Geoje on 17 April 2026. According to vessel tracking information, Seaway Osprey is scheduled to arrive at Freeport on 6 June 2026.

The vessel is designed to handle offshore and onshore facility cargoes using float on/off, skid on/off, roll on/off and lift on/off operations. It offers a free deck length of 157 m and a free deck area of 6,900 m², with accommodation for 40 people.

hmt-news.com

AAL Shipping Completes Houston Power Equipment Delivery

AAL Shipping completed a 12,000 freight-tonne power equipment delivery to Houston for a major U.S. natural gas power project, using AAL Kobe's heavy-lift capability.

4, June 2026

AAL Shipping has completed a 12,000 freight-tonne shipment of power-generation equipment to Houston, supporting a major natural gas power development in the United States.

The cargo moved from Asia to the U.S. and comprised 195 individual units. The shipment underlines AAL Shipping's capability in handling complex, high-volume project cargoes for time-critical energy infrastructure developments.

The equipment was transported onboard AAL Kobe, a 31,000 DWT A-Class heavy-lift vessel fitted with cranes offering up to 700 t maximum lift capacity. The vessel's self-sustaining loading and discharge capability allowed cargo operations to be managed with greater control, supporting faster port turnaround and reducing exposure to congestion.

Image courtesy of AAL

Henrik Hansen, General Manager of AAL Shipping Americas, said customers choose the company for its experience in complex power-generation projects, adding that its teams plan and execute operations with precision to maintain schedules and protect cargo integrity.

The delivery comes as investment continues across the U.S. energy sector. Natural gas remains the country's largest source of power generation, accounting for about 43% of total power output. Utilities are also investing in new and upgraded gas-fired capacity to support grid reliability and balance intermittent renewable energy supply.

U.S. investor-owned utilities are projected to invest more than $1,000 billion in grid infrastructure over the next five years to modernize transmission networks and improve resilience. Texas remains central to this expansion, accounting for about 25% of total domestic primary energy output. Continued investment in gas-fired capacity remains important for grid stability and long-term energy security.

As power-generation components increase in size and weight, AAL Shipping is strengthening its fleet through continued investment in Super B-Class vessels. The next-generation ships offer higher deadweight capacity, strengthened decks and tandem lifts of up to 800 t, enabling fewer sailings and improved efficiency for large-scale gas, power and industrial developments.

hmt-news.com

BigLift Ships LNG Parts for Green Pearl

Image source: Biglift

5, June 2026

BigLift Shipping has completed two heavy-lift shipments in Italy for the LNG bunker vessel Green Pearl, moving key components with Poolgracht and Palmgracht.

The first operation took place in March with Poolgracht. The vessel transported two cryogenic tanks built by Gas and Heat S.p.A. The tanks weighed 335 tonnes and 350 tonnes, with each unit measuring 13 m x 39 m x 16 m.

The tanks were loaded in Livorno after arriving by barge from Pisa. They were then carried to Genoa, where Green Pearl was undergoing outfitting. Poolgracht used its onboard cranes to lower the tanks directly into the LNG bunker vessel's hold.

The installation required tight control because the tanks had only centimeters of clearance. They also had to be fixed into rails in the vessel within a limited hardening period, leaving little room for delay or adjustment.

The operation required detailed preparation and coordination between the shipyard, the tank manufacturer, local agent HB Shipping and the vessel team. Certified crane drivers played a central role in placing the cargo correctly.

In April, Palmgracht completed the remaining transport scope by delivering a 250 tonnes canopy to Genoa. The canopy was installed to cover the LNG tanks on Green Pearl.

With 7,500 m³ of LNG capacity, Green Pearl is designed with a dual bunkering system for both ship-to-ship and ship-to-truck LNG transfers. The ship-to-truck function uses Gas and Heat S.p.A.'s patented LNG-4Speed® skid system.

After installation of the tanks and cargo systems, Green Pearl will move into commissioning and operational testing before entering service.

hmt-news.com

JOB VACANCY

Jumbo – Commercial Manager Shipping – Schiedam, Netherlands

Jumbo is seeking a Commercial Manager Shipping to join its Commercial Shipping Department in Schiedam. The role supports Jumbo's activities within the JSI Alliance, the commercial platform connecting Jumbo, SAL Heavy Lift and Intermarine for global heavy lift, project cargo and breakbulk transport.

This full-time position focuses on client relationship management, business development and commercial strategy in the international project cargo market. The successful candidate will help identify new cargo opportunities, support tender activity and work with internal technical and operational teams to deliver competitive shipping solutions.

For full detail: Click here.

Source: Jumbo Maritime

Vantage Drilling and Eldorado Agree $257.6 Million Merger

Vantage Drilling and Eldorado Drilling have agreed to merge in a $257.6 million cash transaction, adding to offshore rig market consolidation.

Platinum Explorer drillship (Source: Vantage Drilling)

1, June 2026

Vantage Drilling and Eldorado Drilling have agreed to merge in a $257.6 million cash transaction, extending the consolidation trend in the offshore drilling market.

Under the agreement, Eldorado Drilling will acquire Vantage Drilling through a statutory merger under Bermuda law. Vantage Drilling will remain the surviving company and become a wholly owned subsidiary of Eldorado Drilling after completion. The company will continue under the name Vantage Drilling International.

The merger agreement was signed on 29 May 2026 by Vantage Drilling, Eldorado Drilling, and Eldorado Drilling Merger Sub. Vantage Drilling shareholders are set to receive $19 per share in cash, representing an equity value of about $257.6 million.

The board of Vantage Drilling has unanimously approved the transaction and recommended shareholder approval. A shareholder meeting is expected on 18 June 2026.

The deal is subject to customary closing conditions, including shareholder approval and the absence of any legal restriction in a key jurisdiction that would prevent completion. Closing is expected at the beginning of the third quarter of 2026.

Eldorado Drilling's principal shareholder has committed $125 million in equity funding for the transaction. This consists of $64.5 million in cash and $60.5 million through conversion of an existing shareholder note into equity. The same shareholder is also the guarantor under the merger agreement.

Vantage Drilling chief executive Ihab Toma said the transaction would support investment in people and assets and help the company pursue opportunities across regions.

Eldorado Drilling chairman Bernie Wolford said the merger would combine Vantage Drilling's global operating capabilities and long-term customer relationships with Eldorado Drilling's investment program.

The announcement follows Transocean's agreement to acquire Valaris in an all-stock transaction valued at about $5.8 billion. That deal is expected to create a combined fleet of 73 rigs, including 33 ultra-deepwater drillships, nine semi-submersibles, and 31 modern jack-ups.

hmt-news.com

Transocean Equinox Secured for Carnarvon Drilling Campaign

Carnarvon Energy has secured the Transocean Equinox semi-submersible rig for a 2027 offshore Western Australia drilling campaign targeting major Bedout Sub-basin prospects.

Transocean Equinox, Credit: 3D Energi

2, June 2026

Carnarvon Energy has contracted the Transocean Equinox semi-submersible rig for a multi-well drilling campaign offshore Western Australia, with operations planned to begin from April 2027.

The campaign will focus on the Bedout Sub-basin and is intended to assess the resource potential of major prospects in Carnarvon Energy's exploration portfolio, including Ara, Yuma, Goats Eye and Hutton.

The Transocean Equinox was selected after a rig tender process that began in early 2025. The rig is currently working on a multi-well exploration program offshore Victoria and is expected to become available early next year.

The program includes one firm well and one contingent well within Carnarvon Energy's exploration permits. If both wells proceed, the company expects its share of the cost to be about $14.3 million, or A$20 million. The work will be funded from Carnarvon Energy's cash balance of $70.2 million, or A$98 million, recorded on 31 March 2026.

Chief Executive Officer Philip Huizenga said the rig contract is an important step in the company's return to drilling in 2027. He said Carnarvon Energy expects to drill at least one high-impact well, with the potential for a second well next year.

Huizenga also pointed to the company's 67% drilling success rate when using recent high-quality 3D seismic data. He said the campaign would help evaluate the Bedout Sub-basin further, including areas north of earlier discoveries and previously untested play types.

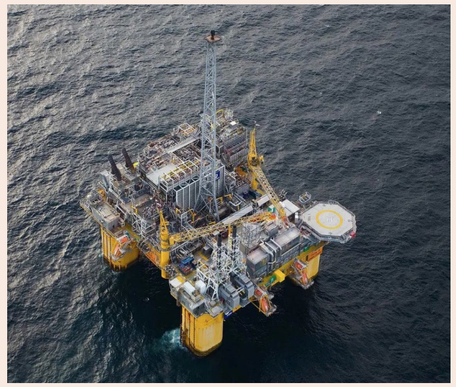
Santos operates the Bedout permits. Carnarvon Energy holds interests of 10% to 20% across the licences targeted by the campaign.

The drilling program marks Carnarvon Energy's planned return to exploration drilling in the Bedout Sub-basin, where earlier discoveries have helped establish the basin as an emerging offshore exploration area.

hmt-news.com

Baker Hughes Extends North Sea Work with Equinor

Baker Hughes has extended two long-term contracts with Equinor covering drilling, well services and wireline intervention work in the North Sea.



Troll C platform (Image credit: Rune Meyer Amundsen, StatoilHydro)

29, May 2026

Baker Hughes has secured two long-term contract extensions with Equinor to support offshore oil and gas production in the Norwegian sector of the North Sea.

The agreements cover integrated drilling and well services, as well as wireline intervention work. The scope will support both mature fields and greenfield developments on the Norwegian Continental Shelf.

Under the drilling and well services extension, Baker Hughes will provide solutions across well construction, completions, intervention, and measurement. The company will also use Kantori autonomous well-construction solution and TRU-ARMS reservoir-mapping services to support offshore resource development.

The intervention contract will combine surface and downhole solutions with technologies from service partners. The work is aimed at extending offshore well life and improving performance in the North Sea.

Baker Hughes said the extended scope will draw on its PRIME technology platform to support production optimization and emissions reduction across the Norwegian Continental Shelf.

The company said it has worked in Norway's energy sector for decades. Earlier this year, it opened a Subsea Services Center of Excellence and manufacturing plant in Dusavik and operates a Plug & Abandonment Center of Excellence in Stavanger.

The extensions follow a separate contract extension with Petrobras for integrated well construction work across Brazil's pre-salt offshore oil and gas fields.

hmt-news.com

Bechtel Wins Sabine Pass LNG EPC Deal

Bechtel Energy has secured the EPC contract for Phase 1 of Cheniere's Sabine Pass LNG expansion, covering Train 7 and related infrastructure.

29, May 2026

Bechtel Energy has secured a lump-sum turnkey EPC contract from Cheniere Energy Partners for Phase 1 of the Sabine Pass LNG expansion project in Louisiana.

The agreement includes early engineering and procurement work under a limited notice to proceed. The Phase 1 scope covers Train 7, a boil-off gas re-liquefaction unit, and supporting infrastructure connected to the existing Sabine Pass LNG terminal.

Phase 1 is planned to provide more than 6 million tonnes per annum of LNG production capacity, including expected debottlenecking opportunities. The wider expansion is being developed for up to three large liquefaction trains, with a total peak capacity of about 20 million tonnes per annum, including debottlenecking and related facilities.

Cheniere Energy Partners said the project is moving forward in stages. A final investment decision for Phase 1 remains subject to regulatory approvals and financing arrangements. Applications to the U.S. Federal Energy Regulatory Commission and the Department of Energy are still under review, including authorization for LNG exports to non-free trade agreement countries.

The company expects to reach a final investment decision on Phase 1 by early 2027.

Cheniere Energy Partners owns the Sabine Pass LNG terminal, which has more than 30 million tonnes

hmt-news.com

Image credit: Bechtel

Europa EG-08 Farm-Out Awaits Final Approval

Europa Oil & Gas says the EG-08 farm-out offshore Equatorial Guinea has ministry approval, with only Shandong ODI approval still needed before completion.

29, May 2026

Europa Oil & Gas said the farm-out of part of its interest in the EG-08 block offshore Equatorial Guinea now depends on one remaining approval.

The company confirmed that its associated company, Antler Global, has received approval from Equatorial Guinea's Ministry for Mining and Hydrocarbons Department to complete the farm-out agreement with Fuhai (Beijing) Energy.

The agreement, signed in December 2025, covers a 40% interest in EG-08. Completion still requires overseas direct investment approval from the Shandong Provincial government.

Europa Oil & Gas holds a 42.9% equity interest in Antler Global. After completion, Antler Global will retain a 40% working interest in the EG-08 production sharing contract and remain operator. Fuhai (Beijing) Energy will also hold 40%, while GEPetrol will hold the remaining 20% as Equatorial Guinea's national oil company.

EG-08 is estimated to contain 2.2 tcf of Pmean resources. Its main prospect, Barracuda, is estimated at 878 bcf Pmean.

Europa Oil & Gas said work is continuing with Fuhai (Beijing) Energy to prepare for drilling the Barracuda-1 well. Once ODI approval is secured, the company expects to proceed with rig arrangements.

The Barracuda-1 well is expected to be drilled at the earliest opportunity, with the current schedule pointing to early 2027.

Image source: Europa Oil & Gas

hmt-news.com

SBM Offshore Wins Petrobras FPSO Contracts in Brazil

SBM Offshore has secured Petrobras contracts to design, build and operate SEAP-I and SEAP-II FPSOs for the Sergipe-Alagoas basin offshore Brazil.

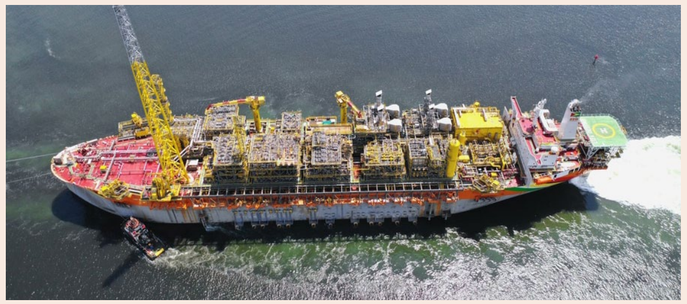


Illustration (Image source: SBM Offshore)

30, May 2026

SBM Offshore has secured contracts from Petrobras for two FPSO projects in the Sergipe-Alagoas basin offshore northeastern Brazil.

Under the agreements, SBM Offshore will design, build and operate SEAP-I and SEAP-II. The FPSOs will be owned by consortia led by Petrobras, while SBM Offshore will operate each unit under separate operations and maintenance contracts for an initial period of 6.5 years.

Both FPSOs will be based on SBM Offshore's Fast4Ward® program, using the company's 11th and 12th newbuild multipurpose floater hulls.

SEAP-II (P-87) will be designed to produce 120,000 barrels of oil per day, with associated gas treatment capacity of 425 million standard cubic feet per day and water injection capacity of 120,000 barrels per day. Delivery is expected in 2030. The unit will operate about 80 kilometers off Brazil's coast in around 2,500 m of water.

SEAP-I (P-81) will also be designed for 120,000 barrels of oil per day. Its associated gas treatment capacity will be 355 million standard cubic feet per day, with water injection capacity of 200,000 barrels per day. Delivery is expected in 2031. The FPSO will operate about 100 kilometers offshore, also in around 2,500 m of water.

Both FPSOs will be connected to an export pipeline for direct gas delivery to shore. The arrangement is intended to allow associated gas produced offshore to be transported for commercial use in Brazil, while reducing flaring and offshore reinjection.

The integration of gas treatment and export infrastructure will allow the developments to monetize gas alongside oil production. SBM Offshore said the projects also represent further progress in gas treatment onboard its FPSOs.

hmt-news.com

Solstad Offshore and SBM Offshore Plan New Deepwater Installation Vessel

Solstad Offshore and SBM Offshore will order a new multi-purpose deepwater installation and construction vessel through a joint venture, with delivery targeted for the first half of 2029.

Image source: Solstad via LinkedIn

2, June 2026

Solstad Offshore ASA and SBM Offshore have agreed to order a newbuild multi-purpose deepwater installation and construction vessel through a newly established joint venture.

The vessel is planned for delivery in the first half of 2029. Under the joint venture structure, Solstad Offshore will own 50.1%, while SBM Offshore will hold 49.9%. Solstad Offshore will also act as ship manager.

The new project extends a cooperation that has continued for more than 20 years. The two companies have also jointly owned and operated CSV Normand Installer since 2006.

Lars Peder Solstad, CEO of Solstad Offshore ASA, said the vessel project is an important strategic step for Solstad Offshore. He said the agreement further develops the company's long-standing partnership with SBM Offshore and builds on the proven performance of Normand Installer.

The vessel is expected to strengthen installation capacity for future offshore work, while continuing the partnership between the two offshore companies.

hmt-news.com

Perdana Petroleum Orders Two AHTS Vessels for Fleet Renewal

Perdana Petroleum will invest $33.94 million in two new 60-tonne bollard-pull AHTS vessels from Aulong Shipbuilding as part of its fleet rejuvenation programme.

Image source: Ocean Installer

4, June 2026

Perdana Petroleum will invest $33.94 million to build two new anchor handling tug supply vessels under its fleet rejuvenation program.

The two AHTS vessels will each have 60 tonnes of bollard pull and will be built by Aulong Shipbuilding in China. According to a filing with Bursa Malaysia, delivery is expected within 730 days and 820 days, respectively, from receipt of the shipyard's first refund guarantees. The vessels are targeted for deployment in the third and fourth quarters of 2028.

Construction will be funded through internal funds and bank borrowings. The order marks the first vessel construction program of Perdana Petroleum since 2012.

The investment supports renewal of the company's AHTS fleet, which has an average age of about 17 years. The order follows recent charter awards from Petronas Carigali for two AHTS vessels. The charter periods are 303 days and 224 days, with an additional 40-day extension option.

Managing director Jamalludin Obeng said improved market conditions made this the right time to modernize and gradually renew the fleet. He said the program would help Perdana Petroleum meet future operational needs, strengthen competitiveness and support long-term business growth.

He also said the offshore support vessel market continues to recover, supported by steady upstream activity, improved industry fundamentals, stable utilization levels and firmer charter rates in selected vessel categories.

hmt-news.com

Yumna Drilling Schedule Set for Revision

Masirah Oil Limited will update the schedule for a three-well development drilling programme at the Yumna field in Block 50 offshore Oman.

5, June 2026

Jasmine Energy subsidiary Masirah Oil Limited will provide a revised schedule for its three-well development drilling program at the Yumna field in Block 50 offshore Oman.

The work is planned with the 2017-built Energy Emerger jack-up rig, operated by Northern Offshore Drilling Operations. The unit was secured under a multi-well drilling contract signed in January 2026.

Energy Emerger had previously worked on the same asset during the operator's 2024 drilling campaign.

Block 50 covers about 17,000 square kilometers in the Gulf of Masirah, east of Oman. The Yumna field achieved first oil in February 2020. Its field development plan approval and declaration of commerciality followed in July 2020.

Masirah Oil Limited is an indirect 87.5% subsidiary of Jasmine Energy, part of Singapore's Rex International. It operates Block 50 and holds a 100% interest in the concession.

hmt-news.com

Saipem 7000 Installs Bouri Gas Module

Saipem 7000 has installed a gas recovery module weighing more than 5,200 tonnes for the Bouri Gas Utilization Project offshore Libya.

Image source: Saipem

5, June 2026

Saipem has completed the offshore lifting and installation of a gas recovery module for the Bouri Gas Utilization Project offshore Libya using Saipem 7000, one of the world's largest crane vessels.

The module was fabricated by Rosetti Marino at its Marina di Ravenna yard for Saipem, the EPCI contractor for the project. In early May, it was transported to the Bouri field, about 170 km off the Libyan coast.

The module weighs more than 5,200 tonnes and measures about 45 m by 31 m, with a height of around 45 m. It took about two years to build and includes advanced gas treatment systems.

The unit has been installed on the existing offshore platform at the Bouri field, marking a key milestone in the project's execution phase.

Offshore work under Saipem's scope will continue, with execution assigned to Rosetti Marino. The next activities include integration with the DP4 platform, hook-up and commissioning of the plant, and work on communication, safety and control systems.

Pre-commissioning is also planned for about 28 km of subsea pipelines already laid between the DP3, DP4 and Sabratha platforms. The pipelines will transport recovered gas to the Mellitah treatment complex.

The Bouri Gas Utilization Project is being developed by Mellitah Oil & Gas, a joint venture between Eni and National Oil Corporation (NOC). The project aims to recover associated gas currently being flared and send it to the Mellitah complex for use or export.

Reducing flaring is expected to avoid about 1.5 million tonnes of CO_2 equivalent emissions per year.

hmt-news.com

Omega Subsea and AGR Establish Long-Term North Sea ROV Partnership

Omega Subsea and AGR have formed a long-term partnership to provide integrated ROV and survey services aboard Aquaman II and Ross Eagle, supporting growing subsea activity across the North Sea.

Imagesource: Omega Subsea

29, May 2026

Omega Subsea has entered a long-term partnership with AGR to provide offshore survey and ROV services aboard Aquaman II and Ross Eagle, supporting increasing offshore activity across the North Sea.

Under the agreement, Omega Subsea will deliver integrated ROV and survey capabilities on Aquaman II, including a work-class ROV system, offshore personnel, operational technology and subsea support equipment. The company will also provide dedicated survey services on Ross Eagle as part of AGR's expanding offshore operations.

The partnership is designed to support flexible and cost-efficient vessel-based subsea operations, covering plug and abandonment (P&A) activities, cable campaigns, inspection work and decommissioning projects in the North Sea market.

The agreement has been established on a long-term basis, with an initial two-year contract period and options for extension. It forms part of a broader collaboration focused on developing efficient and scalable offshore solutions.

Built in 2005, Aquaman II is an 89.3 m multipurpose offshore support vessel configured as a light Construction-AHTS (CAHTS). The vessel combines marine operations, ROV services and survey capabilities in a flexible platform suitable for a wide range of offshore and subsea campaigns.

Operational activities may also utilise Omega Subsea's Bergen-based infrastructure, including logistics, warehousing, harbour access and remote support through the company's Remote Operations Center (ROC). The facility provides real-time operational oversight, technical assistance, data handling and communication support between offshore crews and onshore personnel.

Combined with access to local suppliers and technical expertise, the setup is intended to support efficient mobilisation, operational flexibility and streamlined offshore execution. The collaboration brings together marine operations, ROV capability, survey expertise and onshore support to strengthen offshore delivery for future North Sea campaigns.

Omega Subsea provides ROV, survey and subsea services to offshore energy projects worldwide, combining offshore experience with technology and operational expertise across complex marine environments.

hmt-news.com

Hilong Wins PTTEP EPCI Contract for Myanmar M-3 Gas Project

Hilong has secured its first EPCI platform contract from PTTEP for Myanmar's M-3 gas development, covering two wellhead platforms for the Aung Sinkha field.

Illustration only (Image source: Shutterstock / ID-1916031136)

2, June 2026

Hilong has secured an engineering, procurement, construction and installation contract from PTTEP for platform work on the M-3 gas development offshore Myanmar.

The award, known as the ASK EPC03 package, is the first EPCI platform contract awarded to Hilong by PTTEP. It covers work linked to the Aung Sinkha field, which was discovered about 15 years ago. PTTEP approved the project's final investment decision in April, with first gas expected as early as 2028. Production is planned for Myanmar's domestic market.

Hilong said the development plan includes two wellhead platforms to produce offshore natural gas resources. The company said safe execution, quality delivery and timely completion would support local energy supply stability and Myanmar's wider energy development.

The M-3 project has faced a long development process. The Covid-19 pandemic and Myanmar's ongoing civil war affected progress. Earlier options reviewed for the field included a central processing platform and a floating production, storage and offloading vessel, before PTTEP selected the wellhead platform concept.

The Aung Sinkha-2 well was successfully tested in 2011. Two zones delivered combined flow of about 25 million cubic feet per day of gas and around 150 barrels per day of condensate. PTTEP estimated the absolute open flow rate at about 53.5 MMcfd of gas and later indicated M-3 production of about 60 MMcfd. Earlier estimates from Myanmar government officials had placed possible output at 110 MMcfd to 150 MMcfd.

Although this is Hilong's first EPCI platform contract from PTTEP, the contractor has previously worked with the Thai operator on offshore engineering activities. Those assignments included FEED, project management, procurement, transportation and installation of platforms and subsea pipelines, as well as pre-commissioning work.

Hilong said it would use its EPCIC capability and assign an experienced project team with key management resources to support safe, efficient and high-quality execution of the ASK EPC03 project. The company also said it would keep close communication and coordination with PTTEP during project delivery.

hmt-news.com

Neo Next + Energy Workers Vote on North Sea Strike

Unite members on Neo Next + Energy's Elgin-Franklin and North Alwyn platforms are voting on industrial action after rejecting a pay offer below 3%.

2, June 2026

Offshore employees assigned to Neo Next + Energy assets in the UK North Sea are voting on whether to launch industrial action after rejecting a pay proposal.

Britain's Unite union said the ballot began on 1 June 2026 and will close on 6 July 2026. It covers workers on the Elgin-Franklin and North Alwyn platforms, including control room, production and senior operators, as well as operations and production technicians.

The dispute involves around 50 Unite members. According to the union, the company's offer was below 3% and was rejected by workers by a wide margin.

Image credit: C Fraser / marinetraffic

Unite General Secretary Sharon Graham said the workers deserved a better settlement from an oil and gas operator with significant profits, adding that the union would support members in their campaign for improved jobs, pay and conditions. Unite Industrial Officer Stevie Davies said the workforce was highly skilled and urged the company to resume talks.

Unite said TotalEnergies E&P UK reported post-tax profit of £70.8 million ($95.4 million) in 2024, compared with £226.2 million ($304.6 million) a year earlier.

The dispute follows a 2025 agreement between TotalEnergies and Unite that delivered a 2.25% rise in basic pay and a 5% increase in offshore allowance for workers on the Elgin-Franklin and North Alwyn platforms.

The Elgin field lies about 200 km east of Aberdeen in the UK North Sea, in a water depth of around 92 m. Production started in 2001, and the field is expected to remain in operation until 2040. Franklin and West Franklin are satellite fields located south of Elgin at similar water depths.

The Alwyn area includes eight producing fields: Alwyn North, Dunbar, Ellon, Grant, Nuggets, Forvie North, Jura and Islay. North Alwyn acts as the area hub, supporting power supply and water injection while receiving oil, gas and produced water through subsea links and pipelines.

North Alwyn comprises North Alwyn Alpha and North Alwyn Bravo, which are connected by a bridge. Dunbar processes production from the Dunbar, Grant and Ellon fields and sends it to Alwyn by pipeline.

hmt-news.com

Bilfinger Offshore Workers to Strike at Ithaca North Sea Assets

Around 20 Bilfinger offshore workers are set to begin an eight-day strike at Ithaca Energy's Alba FSU and FPF-1 facilities over a retention bonus dispute.

FPF-1 (Image source: Ithaca Energy

3, June 2026

Offshore workers employed by Bilfinger are set to take eight days of industrial action at two North Sea facilities operated by Ithaca Energy amid a dispute over a retention bonus.

Unite the union said around 20 members on the Alba floating storage unit (FSU) and the FPF-1 floating production facility (FPF) will join the stoppage. The group includes scaffolders, engineers, deck workers, and rope access personnel.

The action is scheduled to begin on the Alba FSU from 4 June to 7 June 2026. A second four-day strike will follow on FPF-1 from 9 June to 12 June 2026.

Unite said the dispute relates to the exclusion of Bilfinger employees from a retention bonus scheme. According to the union, workers from other companies on the same assets have received the payment.

The union had previously delayed industrial action to allow talks with Bilfinger. It said those discussions brought limited progress on the bonus issue.

Unite General Secretary Sharon Graham said Ithaca Energy and Bilfinger had the financial capacity to make the payment. Unite also pointed to Ithaca Energy's February 2026 trading update, which showed profit before tax of $2 billion, compared with $1.4 billion in 2024. Bilfinger UK reported profits of £17.7 million ($23.8 million) in 2024, up from £14 million ($18.8 million) in 2023.

Paula Buchan, Unite Industrial Officer, said the union had sought to bring Ithaca Energy and Bilfinger into talks to resolve the dispute. She said strikes on Alba FSU and FPF-1 could have a significant effect on daily operations and warned that the action could be escalated if no resolution is reached.

The announcement follows Unite's separate industrial action ballot for offshore workers on Neo Next + Energy's Elgin Franklin and North Alwyn platforms.

hmt-news.com

Dolphin Drilling Secures Multi-Year UK Contract for Borgland Dolphin

Dolphin Drilling has secured a multi-year contract for the semi-submersible rig Borgland Dolphin with a UK operator, adding approximately $239 million to its firm backlog and extending earnings visibility through 2031.

Image source: Dolphin Drilling

3, June 2026

Dolphin Drilling has secured a new contract for its semi-submersible drilling rig Borgland Dolphin with an undisclosed UK-based operator, adding approximately $239 million to the company's firm contract backlog.

The contract is scheduled to begin in the second half of 2027, immediately after Borgland Dolphin completes its current assignment. The firm term extends through the rig's current Special Period Survey (SPS) cycle, ending in October 2031, and includes mobilization and demobilization.

The agreement also includes options that could extend the contract by up to five additional years, contributing further to the rig's SPS coverage.

According to Dolphin Drilling, the award increases its firm backlog to approximately $602 million. The contract also provides long-term earnings visibility for the company's two UK-based rigs, both of which are secured under contract for the next five years.

The company said the strengthened backlog supports a more efficient operating platform and improves its ability to generate sustainable cash flow while pursuing further opportunities in a tightening offshore drilling market.

hmt-news.com

Saipem Completes Bouri Gas Module Lift Offshore Libya

Saipem has installed a gas recovery module weighing more than 5,200 tonnes for Libya's Bouri Gas Utilization Project using the heavy-lift vessel Saipem 7000.

3, June 2026

Saipem has completed the lifting and installation of a major gas recovery module for the Bouri Gas Utilization Project offshore Libya, using the heavy-lift vessel Saipem 7000.

The module was fabricated by Rosetti Marino at its Marina di Ravenna yard for Saipem and transported to the Bouri field in early May. The field is located about 170 km offshore Libya.

The unit weighs more than 5,200 tonnes and measures about 45 m by 31 m, with a height of around 45 m. Built over about two years, it includes gas treatment systems and has now been installed on the existing offshore platform at the Bouri field as part of planned infrastructure upgrades.

Saipem said the operation marks a key project milestone and highlights its heavy-lift and offshore installation capabilities.

Following the lift, offshore activities will continue under Rosetti Marino's execution scope. The next phase includes integration of the module onto the existing DP4 platform, together with hook-up and commissioning for the plant and its communication, safety and control systems.

Additional pre-commissioning work is planned on around 28 km of subsea pipelines connecting the DP3, DP4 and Sabratha platforms. The pipelines are intended to transport recovered gas to the Mellitah treatment complex.

The Bouri Gas Utilization Project is being developed by Mellitah Oil and Gas, a joint venture between Eni and Libya's National Oil Corporation. The project aims to recover associated gas currently being flared and send it to the Mellitah complex for domestic use or export.

Project information indicates that reducing flaring is expected to cut carbon dioxide emissions by about 1.5 million tonnes of CO2 equivalent per year. The project is also expected to support production increases of up to about 2 million m³ of gas per day while improving the efficiency of existing offshore infrastructure.

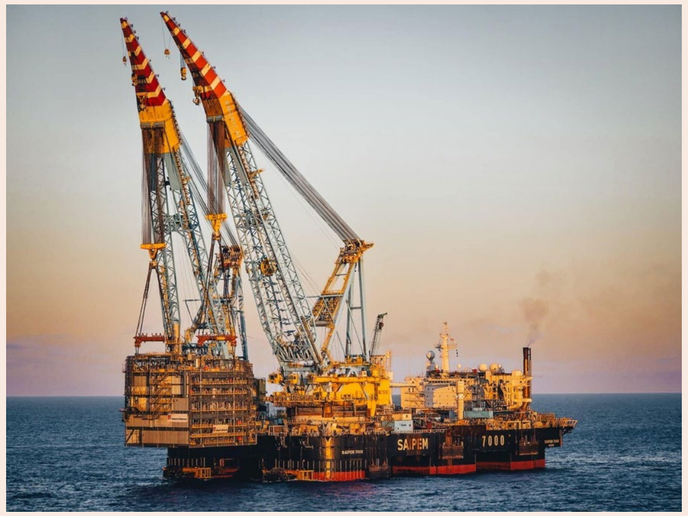


Image source: Saipem

hmt-news.com

Odfjell Drilling's Deepsea Nordkapp Cleared for Aker BP North Sea Exploration Well

Aker BP has received Norwegian approval to drill the Freke Nord exploration well in North Sea block 15/6 using Odfjell Drilling's Deepsea Nordkapp rig.

Deepsea Nordkapp (Image credit: Odfjell Drilling)

4, June 2026

Aker BP has received consent from Norwegian authorities to drill an exploration well in the North Sea, using Odfjell Drilling's Deepsea Nordkapp rig for the planned operation on the Norwegian Continental Shelf.

The Norwegian Ocean Industry Authority, Havtil, granted approval for exploration drilling in block 15/6 under production license 1139. The license was awarded on 11 March 2022 and is valid until 11 March 2029.

Production license 1139 is operated by Aker BP, which holds a 70% stake, with Equinor holding the remaining 30%. The approval covers well 15/6-18 S, also known as the Freke Nord prospect, in a water depth of 111 m.

The drilling will be carried out with Deepsea Nordkapp, formerly Stena Midmax. The 2019-built unit is a sixth-generation, dynamically positioned, harsh-environment and winterized semi-submersible rig based on a Moss-enhanced CS 60E design.

Odfjell Drilling was one of three offshore drilling contractors awarded drilling and wells alliance agreements with Aker BP in January 2023 for work on the Norwegian Continental Shelf.

Deepsea Nordkapp's assignment, previously expected to finish at the end of 2024, was extended by two years. A few months ago, Aker BP also prolonged the contract, keeping the rig under contract until the end of 2027.

hmt-news.com

SBM Offshore to Sell 45% Trion FSO Stake to NYK

SBM Offshore has agreed to sell a 45% stake in the companies leasing and operating FSO Chalchi to NYK while retaining majority ownership.

Trion FPU concept image (Image Source: Wood)

5, June 2026

SBM Offshore has signed an agreement to sell a 45% ownership interest in the companies that will lease and operate FSO Chalchi to Nippon Yusen Kabushiki Kaisha (NYK).

After the transaction closes, SBM Offshore will keep a 55% stake and remain the majority shareholder. The sale is still subject to customary approvals and closing conditions.

FSO Chalchi is under construction for the Trion deepwater project offshore Mexico. The unit will work under 20-year lease and operation contracts with Woodside Energy through its Mexican affiliate.

Trion is being developed by Woodside Energy, which holds a 60% operating interest, and Petróleos Mexicanos (Pemex), which owns the remaining 40%.

The newbuild floating storage and offloading unit is based on a Suezmax-class hull. It will use SBM Offshore's disconnectable turret mooring system and is designed to store about 950,000 barrels of crude oil.

The unit will be deployed in water depths of around 2,500 m. The Trion field lies about 180 km offshore Mexico and 30 km south of the U.S.-Mexico maritime border in the deepwater Gulf of Mexico.

The agreement extends the existing partnership between SBM Offshore and NYK while supporting the development of the Trion project.

hmt-news.com

Delfin Approves First US Floating LNG Project

Delfin Midstream and its investors have approved Delfin FLNG 1, the first US floating LNG project and the world's largest FLNG development, with first operations expected in 2030.

Image source: Delfin Midstream

4, June 2026

Delfin Midstream and its investor group have taken a financial investment decision to proceed with Delfin FLNG 1, the first floating LNG project in the United States and the largest FLNG project globally.

The project will be located about 40 nautical miles off the coast of Louisiana. Its first vessel is expected to provide 4.4 million tonnes per year of LNG export capacity. It is the first phase of a wider FLNG-based development planned for a total capacity of 13.2 million tonnes per year.

Delfin Midstream said the decision starts a $5 billion investment. The company said FLNG technology, developed over the past 15 years, requires less onshore infrastructure, making development faster and less costly.

The investor group is led by Global Infrastructure Partners, part of BlackRock. Mitsui O.S.K. Lines has been an investor since 2023 and is expected to support the project with LNG transport expertise. Vitol and Diameter Capital Partners have also agreed to invest in the first phase.

The FID follows more than 10 years of development and permitting work. Delfin Midstream acquired the UTOS pipeline in 2014 and submitted its Deepwater Port license application in 2015. The Maritime Administration approved the license in March 2025.

The FLNG design was developed with Samsung Heavy Industries and other partners. The vessel will use gas turbine-driven technology and air-cooling for liquefaction, process and utility systems. Unlike production FPSOs, the FLNG unit will receive pipeline-quality feedgas and operate as a liquefaction facility rather than producing from a reservoir.

The vessel is also designed to use renewable electric power to lower emissions from the LNG facility. LNG carriers will be positioned alongside the FLNG with tug support, while the FLNG will use thrusters for heading control. If a hurricane or other storm threatens the area, the vessel can be disconnected and moved to a calmer offshore location.

Delfin Midstream said Samsung Heavy Industries brings experience from the Cedar LNG project. The company has also contracted Black & Veatch and Siemens Energy, with Siemens Energy developing the gas turbine.

The first FLNG vessel is expected to enter operation in 2030. Delfin FLNG 1 has already secured long-term LNG sales commitments with Vitol, Expand Energy, Centrica and Gunvor.

Following the FID for the first vessel, Delfin Midstream said it continues to work toward investment decisions for its second and third planned FLNG vessels.

hmt-news.com

Putin Clears TotalEnergies Arctic LNG 2 Exit

TotalEnergies has received Russian approval to sell its 10% stake in Arctic LNG 2 to NordLine LLC, enabling an exit from the U.S.-sanctioned Russian LNG export project.

4, June 2026

Russian President Vladimir Putin has authorized TotalEnergies to sell its 10% stake in Arctic LNG 2, giving the French energy major a path out of the U.S.-sanctioned LNG export project.

The stake can be transferred to NordLine LLC under a presidential order. Interfax reported that NordLine LLC is a newly created subsidiary of Novatek, which holds 60% of Arctic LNG 2. No transaction terms were disclosed.

The decision is unusual because Kremlin approvals for major foreign asset sales have become less common in recent years. TotalEnergies was among the few large Western energy companies that kept interests in strategic Russian projects after the invasion of Ukraine.

Arctic LNG 2 is valued at more than $21 billion and was sanctioned by the United States in late 2023 as part of efforts to limit Russia's LNG export growth. The project began shipping LNG the following year using shadow fleet vessels, but production remains far below planned capacity. So far, cargoes have been delivered only to one port in southern China.

The approved sale will consolidate Russian control over the country's largest LNG export project by capacity. The move also fits Moscow's wider push to expand gas sales to Asia, while the European Union plans to ban all Russian gas purchases from 2027.

TotalEnergies had already written down the value of its Arctic LNG 2 interest because of Russia's war in Ukraine. The company has also said it has not received revenue from the project.

Image source: Wikimedia Commons

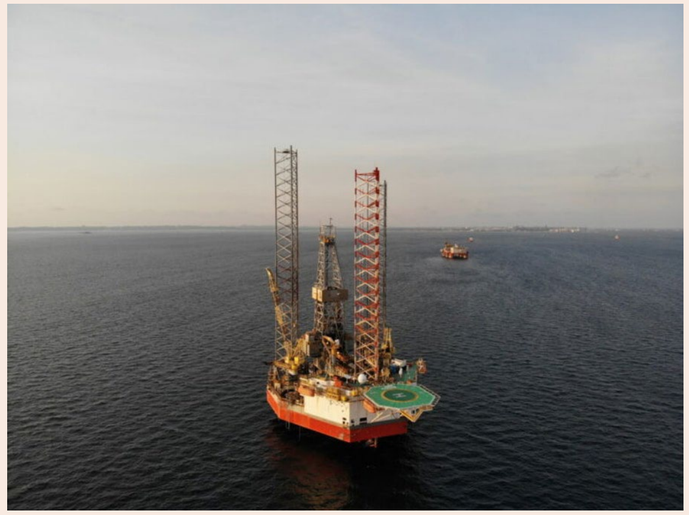
The French company still holds stakes in other Russian assets, including Yamal LNG, which is not directly sanctioned, and Novatek. TotalEnergies agreed to take its Arctic LNG 2 stake in 2018.

TotalEnergies declined to comment. Novatek did not immediately respond to a request for comment.

hmt-news.com

Velesto Secures Jackup Rig Assignment for Thailand Offshore Drilling Campaign

Velesto Sumber has secured a contract from Northern Gulf Petroleum to provide the Naga 6 jackup rig and drilling services for a seven-well campaign in the Gulf of Thailand, strengthening Velesto's offshore drilling portfolio in Southeast Asia.



NAGA 6 jack-up rig

4, June 2026

Malaysia-based Velesto Energy has obtained a new offshore drilling assignment in Thailand through its subsidiary Velesto Sumber, reinforcing the company's presence in one of its key regional markets.

Under the agreement, Velesto Sumber will supply the Naga 6 jackup drilling rig together with drilling-related services for a campaign in the Gulf of Thailand. The contracted program includes the drilling of four infill wells and three exploration wells for Northern Gulf Petroleum.

The Naga 6 is a premium independent-leg jackup rig designed for operations in water depths of up to 375 ft. The unit is equipped with a drilling capability reaching 30,000 ft, supporting both field development and exploration activities.

According to the company, the latest award aligns with its strategy of maintaining dependable rig performance across offshore projects while supporting ongoing development programs in the region.

Megat Zariman Abdul Rahim, President of Velesto Energy, said the contract strengthens the company's drilling business and demonstrates its ability to secure work within its established operating markets as offshore development and exploration activity continues across Southeast Asia.

hmt-news.com

Ocean Installer Wins First Brazil Contract at Bacalhau Field

Ocean Installer has secured its first Brazil contract with Equinor for subsea installation work at the Bacalhau field, supporting its local expansion.

4, June 2026

Ocean Installer has secured its first contract in Brazil through an agreement with Equinor for subsea installation work at the Bacalhau field in the Santos Basin.

The scope covers the installation of rigid well jumpers between flowlines and subsea trees, flying leads, and related pre-commissioning work for multiple wells. The contract runs for four and a half years and includes options for extension and rigid jumper fabrication.

The award also supports Ocean Installer's local expansion. The company has established a Brazilian entity and hired its first local employees as it prepares to build a long-term operating base in the country.

Image source: Ocean Installer

The contract is classified as significant, with an expected value of NOK 500 million to NOK 1 billion, equivalent to about €45.8 million to €91.6 million. The first offshore campaign is expected in 2027.

Moreld Group CEO Geir Austigard said the award marks a step change for the group, with production-critical work on a major international asset operated by Equinor.

The Bacalhau field lies in ultra-deepwater at 2,100 m. It is described as Equinor's largest international offshore field and the first Brazilian pre-salt asset to be fully developed by an international operator.

Ocean Installer CEO Kevin Murphy said the long contract period gives the company a stable basis for building its Brazilian organization. He also noted that Brazil has a strong subsea project pipeline that matches the company's core capabilities.

hmt-news.com

JOM Wins Japan Offshore Wind Installation Contract

Japan Offshore Marine has secured a contract for the Oga-Katagami-Akita Offshore Wind Project, covering engineering and offshore installation of 21 Vestas V236-15 MW turbines from 2027.

Image source: DEME via LinkedIn

29, May 2026

Japan Offshore Marine (JOM), a joint venture between DEME Group and Penta-Ocean Construction Co., Ltd., has secured a contract for the Oga-Katagami-Akita Offshore Wind Project in Japan.

JOM will be responsible for the engineering and offshore installation of 21 Vestas V236-15 MW wind turbines. The project will introduce this turbine class to Japan for the first time.

The offshore installation scope will be carried out by the jack-up transport and installation vessel Sea Challenger, which will operate under the Japanese flag when offshore works begin in 2027.

The contract combines DEME Group's international offshore wind expertise with Penta-Ocean Construction Co., Ltd.'s local execution capabilities. Through JOM, the partners will support further offshore wind development in Japan and help build domestic capabilities.

hmt-news.com

RWE Pressured Over Reported US Offshore Wind Exit Talks

RWE is under pressure from US organisations over reported talks to surrender offshore wind leases while linking future commitments to fossil fuel projects.

29, May 2026

RWE is facing pressure from more than 50 US organizations after reports that it is weighing a deal with the Trump administration to give up US offshore wind leases.

The reported arrangement would involve lease surrender in exchange for commitments linked to fossil fuel projects. In a letter to RWE CEO Markus Krebber, the organizations urged the company not to replace renewable energy plans with fossil fuel investments, warning of financial and reputational risks.

The groups also argued that the US government has no legal basis to refund offshore wind leases bought through federal auctions.

If RWE proceeds, it would follow TotalEnergies and Ocean Winds, which were reported to have reached similar arrangements involving offshore wind lease returns, payment refunds and fossil fuel project commitments in the United States.

The letter also pointed to RWE's LNG-related agreements connected to Port Arthur LNG, Texas LNG and the Brunsbüttel LNG import terminal. The organizations said these projects conflict with the company's climate position and raise environmental justice concerns.

RWE holds a 6 GW offshore wind seabed portfolio in the United States. Its assets include the Community Offshore Wind project off New York and New Jersey, and the 1.6 GW Canopy floating wind project off Humboldt County, California.

In April last year, RWE CEO Markus Krebber said the company was pausing all US offshore wind activities because of political uncertainty.

hmt-news.com

TotalEnergies Advances Normandy Offshore Wind Project

TotalEnergies has applied for authorization for the 1.5-GW Centre Manche Energies offshore wind project about 40 km off Normandy, France.

Image source: Shutterstock / ID-500223352

3, June 2026

TotalEnergies has applied for the Single Authorization of the 1.5-GW Centre Manche Energies offshore wind project, located about 40 km off Normandy, France.

The project was awarded to TotalEnergies in 2025 and is described as France's largest offshore wind development to date.

The application covers technical and environmental surveys, the preliminary design of the wind farm, and the planned installation program.

Once completed, the wind farm is expected to generate about 6 TWh per year. The output would be enough to supply green electricity to more than one million homes in France.

The project has an estimated investment value of €4.5 billion ($5.2 billion). It is also expected to employ up to 2,500 personnel during the three-year construction phase.

TotalEnergies plans to source equipment and services from European suppliers where possible, particularly for wind turbines and electric cables.

hmt-news.com

Court Rejects GE Vernova Appeal in Vineyard Wind Case

A Massachusetts judge has denied GE Vernova's appeal in the Vineyard Wind case, keeping a preliminary injunction in place for the Vineyard Wind 1 offshore wind project.

4, June 2026

A Massachusetts judge has denied an appeal by GE Vernova in its legal dispute with Vineyard Wind, leaving a preliminary injunction in place for the Vineyard Wind 1 offshore wind project.

The case is being heard at Suffolk County Superior Court. Earlier this year, Vineyard Wind, a joint venture between Avangrid and Copenhagen Infrastructure Partners, sought the injunction after receiving a contract termination notice from GE Vernova. The developer argued that the turbine supplier was trying to exit the project at a critical stage.

The injunction was granted on 17 April. The court accepted the argument from Vineyard Wind that termination could cause irreparable harm, citing the technical role, expertise and proprietary technology of GE Vernova in the project.

In its April ruling, the judge found that Vineyard Wind 1 was at a critical phase and that termination by GE Vernova could set back the project and threaten financing. The court also found that commissioning depended on the company's technology and expertise.

GE Vernova appealed, arguing that the project had reached its commercial operation date on 24 April under its power purchase agreements. The company also referred to a 27 April announcement by the Massachusetts Governor that the Vineyard Wind contracts had been activated, saying this indicated completion.

The turbine supplier also asked for the case to be sent to arbitration. It said the offshore wind farm had reached COD, so its exit would no longer cause irreparable harm.

The judge rejected that position, finding that COD and contract activation did not show the project no longer depended on GE Vernova to reach full operational capacity.

Photo Credit: Eric Haynes.

The dispute began after GE Vernova issued a termination notice under a contract clause linked to unpaid amounts. The company argued that withheld payments by Vineyard Wind triggered its right to end the contract.

According to court documents, a project engineer appointed under the contract determined that GE Vernova owed Vineyard Wind more than $500 million, approximately €425 million, in claims. Based on those determinations, Vineyard Wind withheld about $308 million, approximately €264 million, in payments to GE Vernova.

The withheld payments relate to project delays caused by turbine blade defects under the responsibility of GE Vernova. The defects were discovered after a blade failure in 2024.

hmt-news.com

JERA Nex bp and EnBW Submit Consent Applications for Morven Offshore Wind Projects

JERA Nex bp and EnBW have submitted offshore consent applications for the Morven North and Morven South wind farms off Aberdeenshire.

4, June 2026

JERA Nex bp and EnBW have submitted offshore consent applications to the Scottish Government for the proposed Morven North and Morven South wind farms off Aberdeenshire.

The fixed-bottom projects are part of the wider 2.9GW Morven scheme. Each wind farm will include 95 or 96 turbines, with a maximum blade rotor diameter of 320m. The plans also include up to five offshore substations after a five-year build-out.

The developers will submit separate permit applications for two possible grid connections at Hawthorn Pit and Branxton in north-east England.

The projects are expected to go online between 2031 and 2035, depending on firm connection offers from NESO, which are expected early next year.

hmt-news.com

OPUS Targets Faster Offshore Pile Handling

4, June 2026

Image source: DIESEKO GROUP

The offshore energy sector is facing rising demand for repetitive pile installation and removal, particularly in floating wind moorings, offshore aquaculture and the decommissioning of first-generation wind farms.

Against this backdrop, OPUS, the Offshore Pile Upending System, has been introduced as a patented concept aimed at industrializing offshore pile handling for pin piles and anchor piles.

The concept is designed to move offshore piling away from crane-centric execution. Instead of managing transport, storage, upending, alignment, installation and removal as separate operations, OPUS brings these steps into a single controlled workflow.

The approach is intended to make repetitive offshore piling campaigns more predictable. OPUS is designed to support execution from more widely available vessel classes, including PSVs, Deck Carriers and AHTSs, reducing reliance on Heavy Lift Vessels or Jack-Up Barges.

The system also aims to improve schedule reliability by turning repeated pile handling into a more consistent cycle. Safety is addressed by reducing high-risk dynamic lifts and limiting manual interfaces during the core sequence.

OPUS is currently described as a validated, patented concept. The developer is seeking a launching customer to support the pilot phase and help define a new execution standard for offshore piling.

hmt-news.com

New York Sues Over Offshore Wind Lease Deal

New York and six other states sued the Trump administration over a deal to cancel a TotalEnergies offshore wind lease tied to a $1 billion refund.

Image source: rawpixel

3, June 2026

New York has filed a federal lawsuit against the Trump administration over an agreement to end an offshore wind project linked to TotalEnergies.

The deal, disclosed in March, would provide TotalEnergies with $1 billion if the French company redirects the money into fossil fuel projects. The amount relates to offshore wind leases off New York and North Carolina.

Attorneys general from Connecticut, Maine, Massachusetts, New Jersey, Rhode Island and Vermont joined New York in the case. The lawsuit focuses on the New York lease cancellation, which covers the larger project and most of the settlement value.

The complaint was filed in the District Court for the District of Columbia. It names administration officials as defendants and argues that the lease was canceled without proper procedures. The states are asking the court to overturn both the lease cancellation and the settlement agreement with Attentive Energy, a TotalEnergies subsidiary.

New York Attorney General Letitia James said the agreement would use taxpayer money to move a foreign energy company away from offshore wind and toward oil and gas. New York Governor Kathy Hochul also criticized President Donald Trump's position on offshore wind.

The Interior Department rejected the claims, saying the lease buybacks were voluntary agreements reviewed and approved by the Department of Justice.

TotalEnergies bought the New York and New Jersey lease in 2022 for $795 million. According to the complaint, the project had planned potential capacity of 3 GW, enough to power nearly one million homes. The company also acquired the Carolina Long Bay lease in 2022 for about $133 million, with a planned capacity of more than 1 GW.

The lawsuit comes as the Trump administration faces wider scrutiny over offshore wind lease termination agreements, including separate reviews by Democrats in Congress and California officials.

Source: Associated Press

hmt-news.com

GustoMSC Targets Higher Offshore Wind Jacking Capacity

GustoMSC has introduced ASYM R&P technology to raise offshore wind installation vessel jacking capacity without increasing vessel size, weight, or system complexity.

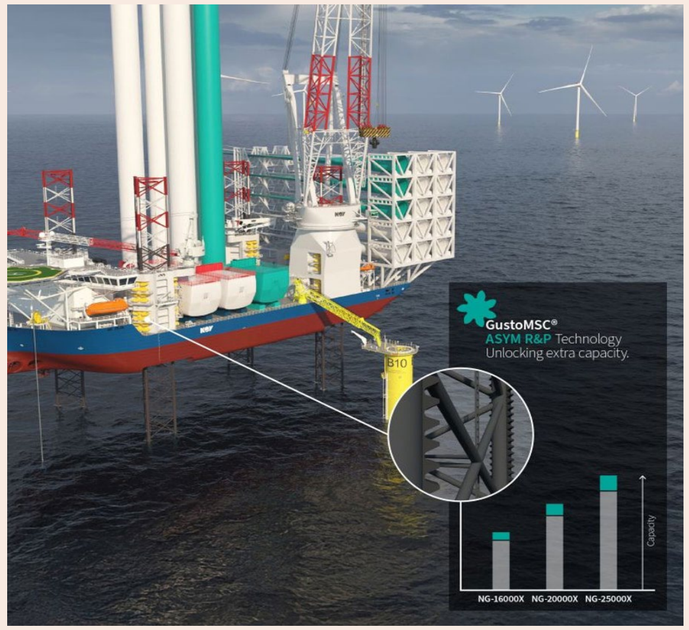


Image source: GustoMSC

3, June 2026

GustoMSC has introduced a patent-pending asymmetrical rack & pinion technology designed to increase the jacking capacity of offshore wind installation vessels without making the vessel larger or adding system weight and complexity.

The ASYM R&P technology comes as offshore wind turbines continue to grow in size. Larger turbine components are placing higher load demands on installation vessels, while project teams are still expected to maintain efficient operations and delivery schedules.

According to GustoMSC, NOV's offshore design and engineering business, the new system builds on its experience in rack & pinion jacking technology. The design changes how loads are distributed across the existing jacking arrangement, allowing more effective use of structural capacity within the same vessel footprint.

Rather than using bigger components to achieve higher performance, the technology applies an asymmetrical layout within GustoMSC's established rack & pinion systems and jack-up vessel designs. The company said this approach allows installation vessels to handle higher load requirements without moving toward heavier or more complex equipment.

The development is aimed at future offshore wind projects in deeper waters and more demanding operating areas. As turbine capacities increase, installation vessels will need to manage larger components while keeping systems efficient and straightforward to operate.

GustoMSC said ASYM R&P technology supports that requirement by improving capacity within the current system architecture. The technology also reflects NOV's focus on practical engineering solutions for the next stage of offshore wind installation.

hmt-news.com

Ecowende Installs First Turbine at Dutch Offshore Wind Farm

Ecowende has installed the first turbine at its 760 MW offshore wind farm off IJmuiden, using Van Oord's Boreas and Vestas technology.

2, June 2026

Ecowende has installed the first wind turbine at its offshore wind farm approximately 53 km off the coast of IJmuiden, marking a key construction milestone for the Dutch offshore wind project.

The installation took place on 30 May and was carried out by Van Oord using its offshore installation vessel Boreas. The wind farm will comprise 52 Vestas V236-15.0 MW turbines, each rated at 15 MW. Once fully operational, the project will deliver 760 MW of renewable electricity to the Dutch grid, equivalent to about 3% of current national electricity demand.

Tjalling de Bruin, CEO of Ecowende, said the first turbine installation represents a practical step toward a sustainable energy future for the Netherlands while maintaining a focus on nature. He added that the offshore expertise of Vestas and Van Oord supports confidence in delivering the project safely and on schedule.

One of the project's key ecological measures is the use of red turbine blades. Under an initiative by Ecowende, Vestas is supplying seven turbines, each fitted with one red-painted blade. The measure is intended to study whether stronger visual contrast during blade rotation can help birds detect turbines more easily and reduce collision risk.

Red was selected ahead of black and fluorescent alternatives because of its performance in heat resistance and blade durability.

Additional mitigation measures include a dedicated bird corridor between the coastline and the Natura 2000 area De Bruine Bank, wider turbine spacing, and elevated nacelles to provide seabirds with greater clearance below the rotor sweep. Adaptive curtailment systems, radar-based monitoring, and AI-assisted species recognition will also be used to reduce collision risks for birds and bats.

Ecowende will assess these measures using bird radars, thermal and daylight cameras, and impact sensors.

Nils de Baar, President of Vestas North & Central Europe, said the project shows that large-scale offshore wind generation and ecological responsibility can be combined. He described the development as an important moment for both the companies involved and the wider offshore wind sector.

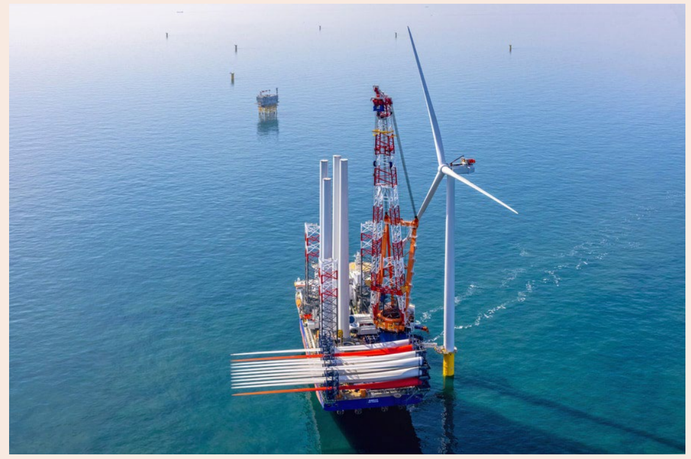


Image courtesy of Ecowende

Turbine components are manufactured and pre-assembled by Vestas at the port of Eemshaven before being transported offshore by Boreas. At the site, Vestas completes installation and commissioning using the vessel's main crane and Van Oord's offshore installation expertise.

Van Oord is also responsible for transporting and installing all 52 monopile foundations, installing inter-array cables, and placing scour protection on the seabed.

Boreas is Van Oord's flagship offshore installation vessel. Equipped with a 3,310-tonne crane, it was built for the latest generation of ultra-large offshore wind turbines.

Jan Willem Elleswijk, Project Director at Van Oord, said the first turbine installation moves the project into its next phase following the completion of foundation works. He added that Boreas was designed for complete offshore wind projects and can meet Ecowende's ecological requirements in the North Sea.

hmt-news.com

Maraen Port of Nigg Awards EIDQ Contract to McLaughlin & Harvey

Maraen Port of Nigg has awarded the Eastern Inner Dock Quay construction contract to McLaughlin & Harvey, advancing a £30 million-plus project to add heavy-duty quay space, Ro-Ro capability and cable export capacity.

2, June 2026

Maraen Port of Nigg has awarded the construction contract for its Eastern Inner Dock Quay to McLaughlin & Harvey, opening a new phase of infrastructure development at the UK energy port.

The Eastern Inner Dock Quay represents an investment of more than £30 million and will deliver a heavy-duty quay covering approximately 16,000 m². The project will add roll-on/roll-off capability and increase quayside capacity, with construction preparations now started on site.

The development is supported by a £10 million grant from Highlands and Islands Enterprise. The funding forms part of the Scottish Government's commitment to invest up to £500 million over five years to strengthen Scotland's offshore wind supply chain.

McLaughlin & Harvey has previously worked at Port of Nigg, reconstructing the South Quay between 2014 and 2015. That project included a 370 m combi-pile quay wall and a 130 m x 40 m West Finger Quay.

The new quay will serve as a dedicated load-out and export facility for high-voltage cables manufactured at the adjacent Sumitomo Electric HVDC cable facility. It will provide a direct port-side connection between production and deployment.

The project is also expected to increase the port's ability to conduct complex, simultaneous operations. Maraen Port of Nigg said the investment will expand deep-water quay availability and provide current and future customers with additional load-in and load-out options.

With deepwater berths, Green Freeport Tax site and Customs site status, and a record of supporting the deployment of more than 4 GW of offshore wind capacity, Maraen Port of Nigg is positioning the Eastern Inner Dock Quay as part of its continuing energy port infrastructure program.

Image source: Maraen Port of Nigg

hmt-news.com

Subsea7 Wins US Gulf Contract from Murphy Exploration & Production Company

Subsea7 has secured a $50 million to $150 million contract from Murphy Exploration & Production Company for the String Music development in the U.S. Gulf.

3, June 2026

Image source: Subsea7

Subsea7 has secured a new subsea contract from Murphy Exploration & Production Company for the String Music development in the U.S. Gulf.

The contract is valued between $50 million and $150 million. Project management and engineering work will begin immediately at Subsea7's Houston office in Texas, with offshore operations scheduled for 2027.

The scope covers engineering, procurement, construction and offshore installation of a production flowline and related subsea infrastructure. The system will be tied back to the Delta House development in Mississippi Canyon 431, where water depths reach up to 1,850 m.

Craig Broussard, Senior Vice President of Subsea7 U.S., said the award reflects the company's collaborative approach with Murphy Exploration & Production Company. He said the partners are developing a more standardized and efficient delivery model to improve predictability and help accelerate project execution across the company's developments, including the String Music fields in the U.S. Gulf.

The award follows another recent U.S. Gulf contract for Subsea7 at the Buckskin South expansion project. That scope covered the transportation and installation of a subsea umbilical and rigid flowline in water depths of up to 2,100 m.

Subsea7 was also recently selected by Vår Energi for work linked to a gas export project in the Barents Sea.

hmt-news.com

Inch Cape Completes All Monopile Installations

Inch Cape has completed installation of all 54 monopile foundations at its 1.1 GW offshore wind farm in Scotland, with further offshore works continuing this year.

Image source: Inch Cape.

4, June 2026

All 54 monopile foundations have been installed at the 1.1 GW Inch Cape offshore wind farm in Scotland, marking a major step in the project's offshore construction program.

The project is jointly owned by ESB and Red Rock Renewables. Installation was carried out by Jan De Nul's heavy-lift vessel Les Alizés, which transported the foundations from the Port of Leith in Edinburgh after the campaign began in December 2025.

The vessel was made available to Inch Cape under an arrangement linked to its long-term charter with RWE, which leased the ship to the project between its own construction work.

The monopiles were manufactured by CWHI and Dajin Heavy Industry. According to the joint venture, the foundations rank among the largest installed in the offshore wind sector, with diameters of 11.5 m, lengths of up to 102 m and weights of about 2,300 tonnes.

The wind farm will use 72 Vestas V236-15.0 MW turbines. These will be supported by 54 monopile foundations and 18 jacket foundations, with the jackets secured by 54 pin piles.

Further offshore work is scheduled to continue this year. Planned activities include transition piece installation, jacket foundation installation, completion of remaining sections of the second export cable, inter-array cable work and installation of the first turbines.

The 1.1 GW Inch Cape offshore wind farm is expected to generate first power in late 2026, with full commercial operation planned for 2027.

hmt-news.com

Davie Starts $1 Billion Texas Shipyard Expansion

Davie Defense has started a major Gulf Copper shipyard modernization in Texas, a project that could reach $1 billion and support future U.S. Coast Guard Arctic Security Cutter construction.

2, June 2026

Galveston, Texas — Davie Defense has begun a major modernization program at Gulf Copper's shipyard facilities in Galveston and Port Arthur, Texas. The project could reach $1 billion and is aimed at strengthening U.S. shipbuilding capacity while supporting future U.S. Coast Guard Arctic icebreaker construction.

The groundbreaking is a key step for the Arctic Security Cutter program. It also marks the return of complex shipbuilding activity to Texas after decades of limited involvement in that sector.

The first phase of the upgrade is scheduled for completion in 2028. That timeline aligns with the planned start of construction in Texas for the first of three Arctic Security Cutters assigned to the facilities. Under Davie Defense's $3.5 billion contract with the Coast Guard, the first two vessels will be built at Helsinki Shipyard in Finland before production shifts to Texas.

Image courtesy of Davie

The ceremony was attended by senior federal and state officials, including Office of Management and Budget Director Russell Vought, Texas Governor Greg Abbott, Senator Ted Cruz, Congressman Randy Weber, Department of Homeland Security Deputy Secretary Troy Edgar, and Coast Guard Commandant Admiral Kevin Lunday.

The expansion is expected to create about 2,400 direct jobs. An independent economic study also projects up to 7,000 jobs across Texas through supply-chain activity and wider economic impacts.

Philip Burns-O'Brien, President and CEO of Davie Defense and Gulf Copper, said the investment supports a broader effort to rebuild U.S. industrial capability as strategic competition grows. The company has positioned the Texas facilities as the center of an "American Icebreaker Factory," supported by expertise from Helsinki Shipyard, one of the world's leading polar icebreaker builders.

The investment comes as the Coast Guard works to expand its limited icebreaking fleet, which includes the aging heavy icebreaker Polar Star, medium icebreaker Healy, and recently commissioned Storis.

Davie Defense secured a $3.5 billion contract earlier this year to build five Arctic Security Cutters as part of the Coast Guard's planned 11-vessel program. The first vessel is expected to be delivered in 2028.

The project also aligns with U.S. policy efforts to revive domestic shipbuilding and with the ICE Pact framework involving the United States, Canada, and Finland to expand Western icebreaker production.

In addition to future icebreaker construction, Gulf Copper continues restoration work on the historic battleship Texas, which appeared during the groundbreaking event.

The Texas investment strengthens the state's role in U.S. shipbuilding as Washington seeks to rebuild industrial capacity and address the widening shipbuilding gap with China.

hmt-news.com

COSCO SHIPPING Energy Orders Four LNG Carriers from Jiangnan Shipyard

COSCO SHIPPING Energy has ordered four 175,000 m³ LNG carriers from Jiangnan Shipyard in a RMB 6.4 billion deal, with delivery set for 2029 to 2030.

Illustration purpose only.

3, June 2026

COSCO SHIPPING Energy has ordered four 175,000 m³ LNG carriers from Jiangnan Shipyard under a contract worth RMB 6.4 billion, or about $953 million.

The agreement was signed on 2 June 2026 through Future Ocean LNG Investment, an indirectly wholly owned subsidiary of COSCO SHIPPING Energy. The four vessels are scheduled for delivery between 2029 and 2030.

The company said the order supports China's energy strategy while improving the structure of its LNG fleet and investment portfolio. It also expects the new buildings to expand LNG transport capacity, strengthen independent marketing and operating capability, and support its international business position.

The investment plan was approved on 26 May 2026 at the company's eighth board meeting of 2026. Under the structure, COSCO SHIPPING Energy will inject RMB 2.1 billion into Shanghai COSCO SHIPPING LNG Investment, which will then provide the same amount to Future Ocean LNG Investment.

Four wholly owned single-ship companies will be established to carry out the project. These entities will commission Jiangnan Shipyard to build the LNG carriers, with total investment set at RMB 6.4 billion.

After delivery, the four vessels will be chartered to Shell Tankers (Singapore) Private Limited under seven-year time charter agreements, with charterer options. Total charter hire over the term is expected to reach about RMB 5.4 billion, equivalent to about $799 million.

COSCO SHIPPING Energy said Jiangnan Shipyard was selected through competitive bidding and negotiations. The yard's final price was lower than offers from other shipbuilders, while key terms, including delivery timing, were considered more favorable.

The latest order adds to Jiangnan Shipyard's LNG carrier backlog in 2026. Excluding this contract, the yard had already announced six 175,000 m³ LNG carrier orders this year, including two vessels for Eastern Pacific Shipping and four vessels linked to Minsheng Financial Leasing, Shell Singapore, Shandong Marine Energy, and Shell International Shipping.

hmt-news.com

Singapore LNG's First FSRU Reaches Keel-Laying Milestone

Singapore LNG's first FSRU has reached the keel-laying stage at Hanwha Ocean, marking a major milestone in the city-state's LNG import expansion project.

28, May 2026

Construction of Singapore's first floating storage and regasification unit (FSRU) has reached a key stage, with keel laying completed seven months after work on the vessel began.

Singapore LNG Corporation announced the milestone through its social media channels, describing it as the formal start of assembling the vessel's modular sections.

The company said construction is progressing on schedule and acknowledged the project teams involved, including owner Mitsui OSK Lines and South Korean shipbuilder Hanwha Ocean.

The FSRU is scheduled for delivery in 2027 and will operate under a 25-year charter agreement between Mitsui OSK Lines and Singapore LNG Corporation.

Image source: Singapore LNG Corporation via LinkedIn

Designed with a storage capacity of 204,000 m³ of LNG, the vessel will be stationed at Jurong Port and linked to Singapore's gas network from 2030. The project is intended to strengthen the country's LNG import infrastructure.

Singapore LNG has contracted regasification capacity of 5 million tonnes per annum at the floating facility. According to the company, this will raise Singapore's LNG import capacity by around 50% compared with the existing onshore terminal.

When completed, the vessel will measure approximately 299 m in length, 51 m in width and 55 m in height. Accommodation facilities onboard will support up to 45 crew members and include meeting, medical and recreational spaces.

The steel-cutting ceremony for the project was held in October 2025.

Hanwha Ocean said it has delivered 23% of the global LNG carrier fleet and completed its 200th LNG carrier.

In September, the shipbuilder selected ABB to provide electrical and propulsion-related systems for the FSRU. The contract includes medium-voltage generators, 6.6-kV switchboards for cargo handling and regasification systems, propulsion motors, transformers and drive systems. ABB's scope also covers remote diagnostics, condition monitoring and enhanced power protection technology.

hmt-news.com

HD Hyundai Builds Canada Shipyard Links for Submarine Bid

HD Hyundai Heavy Industries is expanding cooperation with Canadian shipyards as it seeks to win the Canadian Patrol Submarine Project with Hanwha Ocean.

Image courtesy of HD Hyundai

1, June 2026

HD Hyundai Heavy Industries is strengthening cooperation with Canadian shipyards as it pursues the Canadian Patrol Submarine Project, or CPSP, in a joint "one team" bid with Hanwha Ocean. The program is valued at up to 60 trillion won.

The company said its executives visited Davie Shipbuilding's Ottawa office on 26 May local time to discuss strategic cooperation across shipbuilding and naval programs. At the meeting, HD Hyundai Heavy Industries presented its shipbuilding technology and the strengths of K-submarines, while exchanging views on cooperation to support Canada's shipbuilding industry.

Davie Shipbuilding, based in Quebec, is Canada's largest shipyard and has built a range of vessels, including icebreakers, offshore plants and naval support ships. The company also owns Helsinki Shipyard in Finland. HD Hyundai Heavy Industries said a combination of its technology and Davie Shipbuilding's local infrastructure could develop into a long-term strategic partnership covering the Arctic market.

HD Hyundai Heavy Industries also promoted K-submarine capabilities at Esquimalt Naval Base in Victoria, British Columbia, on 23 May. President Joo Won-ho and other executives attended the welcome ceremony for the arrival of the Dosan Ahn Changho class KSS-III submarine and a reception hosted by the ambassador to Canada, as the bidding race moved into its final stage.

Joo said the company is working with Canada's representative shipyards, including Davie Shipbuilding and Irving Shipbuilding, to share capabilities and expand business areas in shipbuilding and naval programs. He said HD Hyundai Heavy Industries would make every effort to help the K-defense "one team" win the Canadian submarine program and lead shipbuilding cooperation with Canada.

As part of offset trade linked to the submarine bid, HD Hyundai Heavy Industries prepared a January plan led by HD Hyundai Oilbank in the energy sector to import crude oil worth several trillion won from a Canadian oil company. In shipbuilding, the company proposed cooperation worth several trillion won, including the transfer of merchant and naval vessel construction know-how to local shipyards and comprehensive consulting for submarine operations and maintenance.

hmt-news.com

Greece, US, and South Korea Back €1.35 Billion Elefsina Shipbuilding Expansion

Project Trident will invest €1.35 billion in Elefsina Shipyards, with ONEX and Hanwha Ocean working to build a major Mediterranean shipbuilding and naval support hub.

3, June 2026

A new trilateral industrial initiative involving Greece, the United States and South Korea is set to accelerate the development of Greece's shipbuilding sector through a major investment program centered on the Elefsina Shipyards near Athens.

The initiative, known as Project Trident, was presented during the signing of a strategic alliance agreement between ONEX Shipyards & Technologies Group and Hanwha Ocean at the U.S. Embassy in Greece. The project is designed to strengthen shipbuilding and naval support capabilities while positioning Elefsina as a key maritime and defense hub in the Mediterranean.

Under the agreement, ONEX Shipyards & Technologies Group will carry out a phased infrastructure development program valued at €1.35 billion. Part of the funding is expected to be supported by the U.S. International Development Finance Corporation (DFC). Hanwha Ocean will provide advanced shipbuilding technologies and industry expertise for the modernization program.

The partners plan to expand ship construction capacity and maintenance, repair and overhaul (MRO) services across ONEX-operated facilities. Their objective is to build a regional center capable of supporting the Hellenic Navy and allied naval forces in the Mediterranean.

The agreement follows a Teaming Agreement signed in March and marks another step in maritime defense cooperation among Greece, South Korea and the United States. The roadmap combines infrastructure investment, technology support and operational cooperation between the two companies.

U.S. Ambassador to Greece Kimberly Guilfoyle described the agreement as a practical example of strategic investment and trilateral cooperation. She said the initiative strengthens shipbuilding ties among the three countries and supports a more secure and prosperous future.

Greek Deputy Foreign Minister Harry Theoharis described the agreement as a significant development that combines U.S. defense technology, South Korean shipbuilding expertise and Greek industrial capacity. He said Greece has the resources needed to become a major center for shipbuilding, defense support, and technological innovation in the Eastern Mediterranean.

Theoharis added that Elefsina could play an important role in supporting complex naval programs and strengthening Greece's industrial base. He said Project Trident creates a new shipbuilding, industrial and defense ecosystem centered on Elefsina, while also opening wider economic opportunities beyond defense.

hmt-news.com

SK Shipping, HD Hyundai and LR Push Autonomous Ship Certification

Image source: LR

4, June 2026

SK Shipping, HD Hyundai Group and Lloyd's Register have agreed to develop a certifiable design concept for next-generation autonomous ships, with the project announced at Posidonia 2026.

The collaboration includes HD Korea Shipbuilding & Offshore Engineering, HD Hyundai Heavy Industries, HD Hyundai Marine Solution and Avikus. The partners are not targeting fully crewless ships. Their focus is on transitional vessel designs that apply higher levels of automation while reducing crew workload and onboard manning needs.

The project will address four areas: unmanned bridge operations, digitally enabled machinery maintenance, automated deck handling and system integration across the vessel. The aim is to connect navigation, machinery, maintenance and deck functions into a ship concept that can be assessed for future class and regulatory approval.

Lloyd's Register said the work is intended to support a class-ready vessel concept under emerging rules, including the International Maritime Organization's developing Maritime Autonomous Surface Ships Code.

For shipowners, the project is linked to newbuilding planning. Vessels ordered today will remain in service for decades, so automation requirements may affect future upgrade costs, approval processes and fleet capability.

Sung Gu Park, President, North East Asia at Lloyd's Register, said clients increasingly need trusted guidance as automation, digitalisation and regulation become more complex. He said the collaboration is intended to define designs that are innovative, buildable, certifiable and ready for operation.

For SK Shipping, the priority is operational use. Harold Son, Head of Technology Innovation Office at SK Shipping, said the company aims to integrate technologies that improve efficiency and safety for vessels and crews. He described the collaboration as a practical approach to autonomy, with a focus on optimising onboard operations and reducing crew workload.

HD Hyundai will contribute shipbuilding, marine solutions and autonomous technology through the group's participating companies. Sangsik Yoon, Senior Vice President at HD Hyundai Heavy Industries, said the partnership combines automation, system architecture, operating experience and regulatory expertise to support smart ships that remain safe and commercially viable.

The project shows how autonomy is moving into vessel design, class approval and fleet planning. The next step for the sector is to make these systems practical enough to build, certify and operate.

hmt-news.com

BW LPG Orders Eight VLGCs in $940 Million Deal

BW LPG has ordered eight 90,000 cu m panamax VLGCs from HD Hyundai Heavy Industries in a $940 million fleet renewal move.

Image: BW Group

1, June 2026

BW LPG has returned to newbuilding investment with an approximately $940 million contract for eight panamax very large gas carriers at HD Hyundai Heavy Industries.

Each vessel will have 90,000 cu m of cargo capacity. Deliveries are planned from early 2029 to the second quarter of 2030.

The order marks a shift in the Singapore-based company's fleet strategy after several years of relying mainly on secondhand acquisitions to expand and renew its VLGC portfolio.

Chief Executive Kristian Sørensen said the investment is part of BW LPG's fleet renewal program and is supported by strong long-term fundamentals in the LPG market. He also said the panamax design will improve scale as well as commercial and operational flexibility.

BW LPG currently controls around 50 VLGCs through owned, operated, chartered-in and joint venture vessels. In 2024, the company completed its roughly $1 billion acquisition of Avance Gas, adding 12 VLGCs built between 2015 and 2023.

The latest order also brings BW LPG back to HD Hyundai Heavy Industries, where it previously contracted 84,000 cu m VLGCs more than a decade ago.

hmt-news.com

Inkfish Orders Nearly €700 Million Research Vessel from Vard

Inkfish has ordered RV11000 from Vard, a 162 m deep-sea research vessel designed for mapping, coring, submarine support, and ROV work down to 11,000 m.

Image credit: Vard

1, June 2026

Inkfish has placed a nearly €700 million order with Vard for a new deep-sea research vessel based on the VARD 9 42 design.

The vessel, named RV11000, will be built for global scientific exploration and will strengthen Inkfish's research fleet alongside RV Hydra, RV Dagon, and the RV6000 newbuild.

The project was developed by Vard Design in Ålesund, Norway, together with Inkfish and technical partner YTMC, with support from the Fincantieri Group.

RV11000 will measure 162 m in length and 28 m in beam. According to Vard, the vessel will be equipped with the largest battery installation ever fitted on a ship, allowing up to 12 hours of silent scientific submersible operations.

The vessel is designed for seabed mapping, coring work, submarine handling and support, and ROV operations at depths of up to 11,000 m. It will accommodate 130 crew members and scientists, mainly in single cabins, with offices, laboratories, workshops, and shared facilities arranged onboard.

The hull will be built at Vard Shipyards Romania – Tulcea. Outfitting, commissioning, and delivery will take place at one of Vard's Norwegian yards. Delivery is scheduled for the first quarter of 2030.

hmt-news.com

HD Hyundai Heavy Industries and BAR Technologies Advance WindWings Integration

3, June 2026

HD Hyundai Heavy Industries (HHI) and BAR Technologies have signed a memorandum of understanding to cooperate on the deployment of WindWings wind propulsion systems for newbuild vessels.

The three-year MOU sets out a joint engineering approach for integrating WindWings rigid sail technology into vessel designs at the newbuilding stage. The work will include linking the WindWings control system with HHI's integrated vessel control systems and developing performance verification methods.

According to BAR Technologies, the cooperation is expected to support wider use of wind-assisted propulsion across several vessel types, including gas carriers. The agreement comes as shipowners look for ways to reduce bunker fuel consumption and emissions.

WindWings uses wind energy to provide additional propulsion through rigid sails. The system is intended to cut fuel use and help lower emissions during vessel operations.

The partnership builds on existing WindWings installations on both retrofit and newbuild vessels. By working together, HD Hyundai Heavy Industries (HHI) and BAR Technologies aim to create a more standardized pathway for adopting wind propulsion systems in future ship designs.

The agreement reflects growing industry interest in practical technologies that can support emissions reduction in commercial shipping.

hmt-news.com

Samsung Heavy Industries Wins KRW 4.3 Trillion FLNG Order

Samsung Heavy Industries has won a KRW 4.3 trillion FLNG order from a North American client, bringing its annual order intake to $8.3 billion.

Illustration purpose only (Image source: Samsung Heavy Industries)

3, June 2026

Samsung Heavy Industries has secured a floating liquefied natural gas (FLNG) order valued at KRW 4.3 trillion from a North American client.

The company said on 2 June 2026 that the contract covers one FLNG unit. Full-scale construction will start after the client issues a notice of commencement, and delivery is scheduled for July 2030.

An FLNG is a large offshore production facility that extracts natural gas at sea and carries out refining, liquefaction, storage, and loading on the same unit. In conventional offshore gas development, gas is transported by pipeline to onshore facilities for processing and liquefaction before being stored and loaded onto LNG carriers.

Samsung Heavy Industries has secured seven of the 11 FLNG units built worldwide to date. The list includes Prelude, the world's largest FLNG, built for Royal Dutch Shell. The company accounts for 64% of the global FLNG market.

FLNG construction is considered a highly demanding field in shipbuilding. It requires gas cooling technology as well as the integration of plant facilities, previously operated on land, into an offshore unit.

With this contract, Samsung Heavy Industries' cumulative orders for the year have reached $8.3 billion, or about 60% of its annual target of $13.9 billion.

In the shipbuilding segment, orders total $5 billion, including LNG carriers, very large ethane carriers, very large gas carriers, container ships, and crude oil carriers. This represents 88% of the segment's $5.7 billion target.

In the offshore segment, including the latest FLNG order, the company has secured $3.3 billion, equal to 40% of its $8.2 billion annual target.

Samsung Heavy Industries said the order again confirms its FLNG competitiveness and added that it will continue seeking orders in the global market based on its technology and project execution experience.

hmt-news.com

HD Hyundai Heavy Industries and BAR Technologies Advance WindWings Integration

HD Hyundai Heavy Industries and BAR Technologies have signed a three-year MOU to integrate WindWings wind propulsion systems into newbuild vessel designs.

3, June 2026

HD Hyundai Heavy Industries (HHI) and BAR Technologies have signed a memorandum of understanding to cooperate on the deployment of WindWings wind propulsion systems for newbuild vessels.

The three-year MOU sets out a joint engineering approach for integrating WindWings rigid sail technology into vessel designs at the newbuilding stage. The work will include linking the WindWings control system with HHI's integrated vessel control systems and developing performance verification methods.

According to BAR Technologies, the cooperation is expected to support wider use of wind-assisted propulsion across several vessel types, including gas carriers. The agreement comes as shipowners look for ways to reduce bunker fuel consumption and emissions.

WindWings uses wind energy to provide additional propulsion through rigid sails. The system is intended to cut fuel use and help lower emissions during vessel operations.

The partnership builds on existing WindWings installations on both retrofit and newbuild vessels. By working together, HD Hyundai Heavy Industries (HHI) and BAR Technologies aim to create a more standardized pathway for adopting wind propulsion systems in future ship designs.

The agreement reflects growing industry interest in practical technologies that can support emissions reduction in commercial shipping.

Image credit: BAR Technologies

hmt-news.com

Damen Expands Combi Freighter Range

Damen Shipyards Group has expanded its Combi Freighter series with CF 6000 and CF 7000 designs, adding more capacity for mixed cargo trades.

Image source: Damen Shipyards

5, June 2026

Damen Shipyards Group has added two larger designs to its Combi Freighter portfolio, introducing the CF 6000 and CF 7000 for operators that need more flexibility across mixed cargo trades.

The new vessels are developed from the CF 5000 platform with an extended midship section. Damen Shipyards Group said the CF 6000 can carry 20% more cargo than the CF 5000, while the CF 7000 increases that figure to 40%.

The designs target operators handling bulk, breakbulk, containers and special cargo within changing trade patterns. Their cargo arrangement includes box-shaped holds, multiple grain bulkheads, tween decks, reinforced tank tops and container fittings.

Both designs are IMO Type 1 compliant for dangerous goods, giving operators more cargo options on the same platform.

Damen Shipyards Group said the vessels are aligned with EU MRV, FuelEU Maritime, EU ETS and IMO requirements. The hull form is intended to cut resistance and support lower fuel use, while the larger size offers more deadweight capacity with similar installed power.

The CF series is compatible with B100 biofuel and can be prepared for hybrid PTO and PTI systems. Battery systems, shore power connection and wind-assisted ventofoils can also be selected as options.

The CF 6000 and CF 7000 will be available in ice-class and non-ice-class versions. Each vessel will also include Damen Shipyards Group's Triton IoT system to track vessel data and support operating improvements.

The vessels will be built at Damen Shipyards Group's own and partner yards in Asia. After delivery, warranty and lifecycle services will be handled from the Netherlands.

Remko Bouma, Commercial Director Damen Cargo Vessels, said the new designs are the next step in the company's cargo vessel portfolio and continue the development path from the CF 3850 and CF 5000. He said the designs allow operators to choose capacity that better fits their operational needs.

hmt-news.com

Safeen Drydocks Secures Record $354m Orders

Safeen Drydocks has secured record vessel construction contracts worth AED1.3 billion, covering 22 vessels for AD Ports Group and Nigeria's Oilbank Logistics Services.

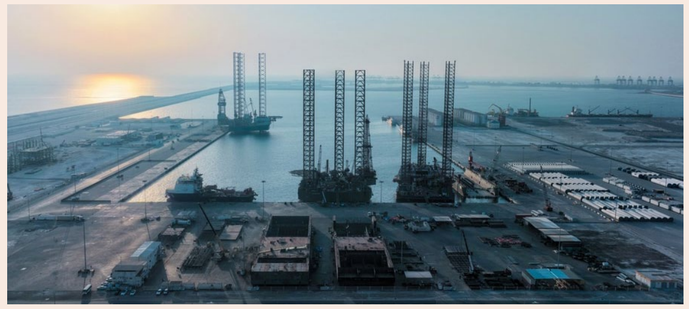


Image source:260506_ZESSQ.jpg

5, June 2026

Safeen Drydocks has secured AED1.3 billion ($354 million) in new vessel construction contracts, the largest order package in its history.

The Abu Dhabi-based shipbuilder, a joint venture between AD Ports Group and Premier Marine Engineering Services under Noatum Maritime, will build 22 vessels across two programs.

The UAE contract covers four 140 m multipurpose vessels for AD Ports Group. The ships will be designed to carry passengers, containers, vehicles, trailers and heavy cargo.

Each vessel will have a capacity for 105 passengers and up to 300 containers, including more than 100 reefer plugs. The design also allows transport of 1,000 vehicles, 100 trailers and high-and-heavy cargo.

A second contract has been awarded by Nigeria's Oilbank Logistics Services. This package includes 18 marine support vessels, including tugboats and pilot boats, for port operations and offshore logistics in Nigeria.

The Nigerian order is one of the largest international vessel construction programs secured by Safeen Drydocks since its formation. It also expands the company's project base outside the Gulf region.

The contracts follow Safeen Drydocks' wider growth strategy. The company now operates in the UAE and Spain after the acquisition of Balenciaga Shipyard.

The awards also align with the UAE's effort to strengthen local maritime manufacturing. Safeen Drydocks is a founding member of the Consortium of UAE Shipbuilders, an industry platform led by Noatum Maritime to improve coordination, procurement and project delivery.

hmt-news.com

K Line Awards Four LNG-Fuelled Car Carrier Newbuildings

K Line has ordered four LNG dual-fuel car carriers for European short-sea vehicle trades, with each vessel set to carry around 1,380 vehicles.

Image credit: K Line

4, June 2026

Kawasaki Kisen Kaisha (K Line) has ordered four LNG dual-fuel car carriers for its European short-sea vehicle transport network.

The ships will be built by China Merchants Jinling Shipyard (Nanjing) and delivered for K Line European Sea Highway Services (KESS), the group's European short-sea subsidiary. Each vessel will be able to carry around 1,380 vehicles.

The newbuildings are being developed for regional European trades, where port access and route conditions require specific vessel dimensions. They will be ice-classed and designed to meet the size restrictions of several vehicle import ports in Europe. The contract value has not been disclosed.

Beyond passenger vehicles, the vessels will be equipped with 60-tonne straight stern ramps. This arrangement will allow them to load heavier and larger cargoes, widening the range of transport work available to K Line in the region.

hmt-news.com

NYK Begins One-Year B100 Biofuel Trial on Car Carrier

NYK has started a one-year B100 biofuel trial on a car carrier to assess equipment impact, fuel stability and operational safety under real vessel conditions.

Image courtesy of NYK.

2, June 2026

NYK has launched a one-year demonstration project involving the continuous use of 100% biofuel (B100) aboard one of its car carriers, as part of the company's efforts to advance low-carbon shipping operations.

The trial is designed to assess the impact of B100 on onboard equipment and confirm operational safety under actual vessel operating conditions. Through the program, NYK aims to build technical knowledge that could support wider use of high-purity biofuels and contribute to reducing greenhouse gas (GHG) emissions in maritime transport.

The initiative comes as the shipping industry increases the use of alternative fuels to support decarbonization. Biofuels are viewed as a drop-in fuel because they can be used with existing ship engines and bunkering infrastructure.

NYK has previously advanced biofuel use through several initiatives. In 2024, the company conducted a trial using B24 biofuel blend and later expanded practical application to B30. However, global experience with long-term continuous operation on B100 remains limited.

During the new trial, the car carrier will operate continuously on B100 for one year. The company will evaluate the fuel's effects on engines, fuel supply systems and onboard operations. The program will also examine fuel management issues, as high-purity biofuels such as B100 can degrade when exposed to oxygen, light and heat, raising concerns over stability during extended use.

Operational data collected throughout the trial will be used to support safe vessel operation and broader adoption of high-purity biofuels.

NYK said biofuels can reduce lifecycle, or well-to-wake, GHG emissions compared with conventional fossil fuels. Based on the trial findings, the company will continue technical evaluations and pursue initiatives aimed at sustainable maritime transportation.

hmt-news.com

BCT Expands Gdynia Capacity With New STS Cranes

BCT has strengthened its Gdynia terminal with new ZPMC-built STS cranes designed to increase capacity, improve transshipment efficiency, reduce cargo handling time and support larger container vessels operating in the Baltic Sea region.

2, June 2026

BCT (Baltic Container Terminal) has received new ship-to-shore gantry cranes at its Gdynia terminal, adding key cargo-handling infrastructure aimed at strengthening the port's position in the Baltic Sea container market.

The cranes were manufactured by ZPMC and delivered under an investment program carried out by BCT in cooperation with the Port of Gdynia Authority. The new equipment is expected to increase terminal capacity and prepare BCT for more demanding logistics operations and larger container vessels.

The investment is also designed to improve the efficiency of transshipment processes, enhance operational predictability and reduce cargo handling time. These improvements are central to terminal operations where crane performance directly affects berth productivity and vessel turnaround.

Each crane has a lifting height of 55 m and an outreach covering 25 container rows across a vessel's deck. With the boom raised, the structure reaches 140 m. The lifting capacity is 65 tonnes under the container spreader and 75 tonnes under the hook. The units are technically prepared for semi-automatic operation.

According to the project scope, the cranes are capable of handling all vessel sizes that may enter the Baltic Sea for navigational reasons. This gives BCT greater flexibility in serving container ships operating in the region.

The purchase forms part of a broader modernization of port infrastructure based on public funding and public-private cooperation. The equipment was supported by Poland's National Recovery and Resilience Plan under project KPOD.09.09-IW.02-0033/24, titled "Equipping the BCT intermodal terminal with modern transshipment equipment."

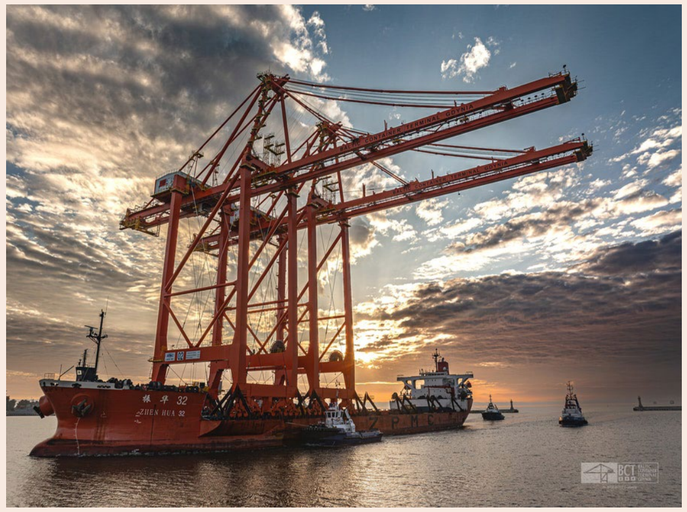


Image source: BCT

hmt-news.com

MSC Sariska V Damaged in Apparent Attack Off Iraq

MSC Sariska V was damaged in an apparent attack off Iraq, with UKMTO reporting two impacts, a fire, and no crew injuries as security concerns rise in the northern Arabian Gulf.

Image credit: © Agustin Alapont Castilla (tino) / Maritime Optima

2, June 2026

The Panama-flagged MSC Sariska V has been damaged in an apparent attack off Iraq, adding to security concerns for vessels operating in the northern Arabian Gulf.

UKMTO said it received a report involving a cargo vessel about 40 nautical miles southeast of Umm Qasr. The ship was transiting the Arabian Gulf when an unknown projectile struck its starboard side, causing a large explosion.

A later UKMTO update said the vessel suffered a second impact, which caused a fire. The fire was extinguished, and no crew injuries were reported. UKMTO also said it was not aware of any environmental impact at the time.

Video shared on social media appeared to show significant damage above the waterline on the starboard side of MSC Sariska V. The vessel's operator had not publicly commented on the incident.

Maritime analyst Sal Mercogliano said MSC Sariska V had been inside the Persian Gulf since the U.S.-Iran conflict began on 28 February. He said MSC had established a regional feeder and overland network through Saudi Arabia and the UAE after deep-sea services were disrupted.

The damage appeared inconsistent with a mine strike. Martin Kelly, head of advisory at EOS Risk Group, assessed that MSC Sariska V was likely struck by an uncrewed surface vessel in Iraqi territorial waters after completing cargo discharge at Umm Qasr. He also said MSC remained a target due to Israeli affiliation.

The incident follows two earlier UKMTO reports in Iraqi territorial waters. On 4 March, a tanker anchored southeast of Mubarak Al Kabeer, Kuwait, reported an explosion on its port side and saw a small craft leaving the area. On 11 March, two tankers were hit by unknown projectiles south of Al Basrah, causing fires and crew evacuations. No injuries or environmental damage were reported in those incidents.

The latest case shows that regional shipping risks extend beyond the Strait of Hormuz. It also comes as shipping executives at Posidonia in Athens warned that any U.S.-Iran agreement would need credible security guarantees before operators fully return to normal activity in the region.

hmt-news.com

Wind-Powered Fleet Passes 100 Ships

The global fleet of large commercial ships using wind propulsion has passed 100 vessels, with more than 230 systems installed and annual CO2 savings estimated above 100,000 tonnes.

Image source: BAR Technoogies

2, June 2026

The global fleet of large commercial ships using wind propulsion has passed 100 vessels, marking a wider shift toward wind-assisted technology as a practical tool for reducing fuel use and emissions in shipping.

According to the International Windship Association, more than 100 cargo vessels with a combined capacity of over 5 million dwt can now use wind power. Installed systems include rotor sails, suction sails, wing sails, traction kites and traditional sail arrangements.

The fleet is fitted with more than 230 wind propulsion units. Together, these systems are estimated to cut more than 100,000 tonnes of carbon dioxide emissions each year.

The pace of adoption has increased sharply. In May 2022, 21 large commercial vessels were operating with wind propulsion, representing around 1 million dwt. Four years later, the number of ships has grown almost fivefold.

Tankers lead current adoption, with 37 vessels fitted with wind-assist systems. Bulk carriers and ro-ro or ro-pax vessels each account for 24 ships, while 19 general cargo vessels have installed the technology.

The growth comes as shipowners seek proven ways to reduce fuel consumption and emissions while dealing with tighter regulation and uncertainty over future fuel supply.

Gavin Allwright, secretary general of the International Windship Association, said the rise in installations reflects sustained testing, verification and commercial validation. He said shipowners are gaining confidence in both the operational and financial case for wind propulsion.

Allwright said the order-book remains healthy despite uncertainty over global decarbonisation rules and geopolitical instability. He expects the number of large commercial vessels using wind power to double again within the next 12 months, reaching around 200 ships by mid-2027.

Longer-term projections suggest wider use is possible. Studies commissioned by the European Union and the UK government have estimated that wind propulsion could be used by up to 15% of the global fleet by the early 2030s and as much as 40–45% by mid-century.

Allwright said the 100-ship milestone is an important signal for the market because wind propulsion can support financial returns, improve energy security and deliver measurable emissions reductions.

Several wind technology companies are attending the Posidonia exhibition in Athens this week.

hmt-news.com

COSCO Tanker Voyage Deepens Jones Act Waiver Debate

A COSCO-operated Chinese tanker carried asphalt from Louisiana to Connecticut under a Jones Act waiver, drawing criticism over national security exemptions and foreign participation in U.S. domestic shipping.

31, May 2026

The arrival of a COSCO Shipping Asphalt Hainan tanker in Connecticut has brought new attention to the Trump administration's temporary Jones Act waiver.

The Chinese-flagged JIN ZHOU WAN (IMO 9802580) recently transported asphalt from New Orleans, Louisiana, to New Haven, Connecticut. Vessel tracking data cited in the source shows the tanker left New Orleans on 21 May 2026 and reached New Haven on 28 May 2026.

The American Maritime Partnership (AMP) criticized the use of the national security exemption for the movement. The group said the shipment involved a Chinese-operated vessel carrying cargo between two U.S. ports and questioned how the voyage met an immediate defense need.

The movement was conducted under a 150-day Jones Act waiver introduced in March after the Strait of Hormuz crisis and later extended through mid-August. The waiver allows selected foreign-flagged vessels to carry cargo between U.S. ports, a trade normally limited to vessels built, owned, flagged, and crewed in the United States.

Shipping database information identifies JIN ZHOU WAN as a 13,265 dwt asphalt and bitumen tanker built in 2017. The vessel is registered under the Chinese flag and is owned, managed, and operated by COSCO Shipping Asphalt Hainan, part of the state-owned China COSCO Shipping Corporation group.

AMP has made opposition to the waiver a central part of a national advertising campaign launched this week. The organization argues that the exemption reduces work for American mariners while offering little measurable benefit to consumers. AMP President Jennifer Carpenter said the waiver has not reduced fuel prices and instead allows foreign operators and crews to take business from the U.S. maritime sector.

AMP also points to its public dashboard, which estimates that waiver-related shipments have moved about 14.9 million barrels of fuel since 17 March. The group says that the volume equals around 17.7 hours of total U.S. fuel consumption.

The case has also renewed attention on China COSCO Shipping Corporation's appearance on previous U.S. Department of Defense lists of Chinese military companies operating in the United States. The effect of such designations on commercial shipping subsidiaries remains legally and politically disputed.

Chinese-flagged asphalt tanker JIN ZHOU WAN (Image source: VesselFinder

The Trump administration has defended the waiver as a short-term emergency step to support domestic energy supply after the Middle East conflict disrupted global oil and product flows.

Industry analysis cited in the source says at least 60 waiver-approved voyages have carried crude oil and refined products between U.S. ports since March. Foreign-flagged tankers have been used on routes serving California, the East Coast, Florida, and Puerto Rico.

The asphalt shipment to Connecticut is now becoming a fresh point of dispute over how broadly the national security waiver should be applied and whether foreign shipping companies should be allowed to take a larger role in U.S. domestic maritime trade.

hmt-news.com

China's Pinglu Canal Set for Early Trial Operations

China's $10 billion Pinglu Canal is set to begin trial operations as early as September, linking Guangxi's inland regions to the Gulf of Tonkin.

Image source: South China Morning Post

1, June 2026

China's Pinglu Canal has entered the final stage of construction and is expected to begin trial operations as early as September.

The $10 billion waterway will extend 134 km from Nanning, the capital of Guangxi, to the Gulf of Tonkin, also known in China as the Beibu Gulf. The project is designed to give China's inland regions faster access to international sea lanes and support trade with Southeast Asia.

The first route planned for the canal will connect Nanning with Yangpu Port in Hainan. The launch is set to coincide with the 23rd China-Asean Expo, which will be held in Nanning in September.

The canal is also linked to China's wider effort to improve trade flows with the Association of Southeast Asian Nations. Asean has become China's largest export market, and exports to the bloc rose 13.4% last year, helping offset a 20% fall in shipments to the United States.

Once trial operations begin, the 134 km canal will create a new inland-to-sea shipping link between Guangxi and the Gulf of Tonkin.

hmt-news.com

Freedom Ship Revival Targets £12bn Floating City

Freedom Cruise Line International has revived its £12 billion Freedom Ship plan, a nuclear-powered floating city designed to accommodate 80,000 people at sea.

4, June 2026

Freedom Cruise Line International has revived plans for Freedom Ship, a £12 billion nuclear-powered floating city designed to accommodate 80,000 people at sea.

The project, first envisioned in the 1990s, calls for a vessel measuring about 1,609.3 m in length and 243.8 m in width. It is planned to house 50,000 permanent residents, 10,000 visitors, and 20,000 crew while traveling continuously around the world.

Unlike a conventional cruise ship, Freedom Ship is being promoted as a mobile offshore city with homes, schools, hospitals, parks, retail areas, offices, cultural venues, and public spaces. A 15,000-seat stadium and onboard tram system are also included in the concept.

The vessel is designed around linked barges to support large-scale residential and public infrastructure. It is expected to sail at around seven knots, with hull maintenance carried out daily while moored offshore.

The company says construction is planned in Indonesia and could take three to four years. Partial occupancy may begin once around half of the vessel is completed.

Funding remains the central obstacle. Freedom Cruise Line International CEO Roger Gooch has said construction can only begin if the required start-up capital is secured. Although previous efforts to advance the concept have stalled, the company is again seeking to move the project from proposal to construction.

hmt-news.com

Geopolitics Push Shipowners Toward Flexibility and Stronger Balance Sheets

Shipping leaders at Posidonia said geopolitics is reshaping trade flows, vessel deployment and asset values, pushing owners toward flexibility and stronger balance sheets.

4, June 2026

Shipping leaders at the TradeWinds Shipowners Forum during Posidonia said geopolitics is now reshaping global shipping markets, not merely disrupting vessel operations.

Speakers pointed to conflicts, sanctions, trade disputes and security threats as forces influencing trade flows, fleet deployment, financing, vessel values and risk management across the industry.

Star Bulk chief strategy officer Charis Plakantonaki said geopolitics is redefining markets across shipping segments. She cited the US-China trade war, Covid-19, the Ukraine conflict, Red Sea attacks and renewed tensions in the Persian Gulf as developments that have already shifted cargo patterns.

According to Plakantonaki, China moved part of its trade from the US to Brazil, while Europe replaced Russian trade with flows from other countries. She also said more than 200 vessels are currently trapped in the Gulf, while higher oil prices have reduced average dry bulk speeds to less than 11 knots.

Although the Persian Gulf situation is creating higher insurance costs, sanctions exposure and security risks, Plakantonaki said the dry bulk sector is seeing a net positive effect for now.

Cargill Ocean Transportation vice president James Lewis described the market as structurally more difficult, with the pace of change now the central challenge. He said flexibility in charters, cooperation with partners and technology are becoming critical tools for operators responding to sudden changes.

Fednav chief executive and BIMCO president Paul Pathy said shipping companies have traditionally adapted well, but the speed and intensity of events now require strategies to evolve faster.

The panel also addressed US-China tensions and whether shipping may be forced to align with one side. Pathy said he does not expect that outcome, arguing that business interests remain strong in both countries.

For the tanker sector, Intertanko chair Rolf Westfal-Larsen Jr warned that shipping, especially tankers, is increasingly being used as a political weapon. He said direct attacks on vessels and seafarer deaths have marked a significant turning point, adding that owners must avoid trades where the risks outweigh commercial returns.

The shadow fleet was another major concern. Westfal-Larsen estimated that around 1,500 dark fleet tankers are operating outside normal regulatory frameworks, creating risks for international safety. Pathy said stronger and equal enforcement is needed to protect compliant operators and maintain a level playing field.

Asset values and sanctions exposure are also becoming harder to manage. DryDel Shipping chief executive Costas Delaportas said legitimate cargoes can become problematic when rules change suddenly. He also pointed to fuel supply delays, with some ships waiting around 10 to 12 days for bunkers in certain locations.

The forum's closing message centered on flexibility, diversification, contractual protection and conservative financial management. Plakantonaki summed up the mood by stressing the need for strong balance sheets, saying cash is again a decisive advantage in a more volatile shipping market.

hmt-news.com