

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

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Saipem Wins \$1 Billion Greater PAJ Offshore Contract

Saipem has secured a \$1 billion contract from Azure Energy for transportation and installation work on the Greater PAJ development offshore Angola.

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Mammoet Introduces New XXL Monopile Handling Solutions

Mammoet used its XXL monopile transport system and MTC 1600 cranes to support Van Oord's Baltic Power marshalling campaign, handling 78 monopiles weighing up to 1,680 tonnes.

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ONGC Completes 44 Offshore Rig Moves Ahead of Monsoon

ONGC completed 44 jack-up rig moves ahead of the monsoon season with ABL support, covering more than 5,500 nautical miles between 15 March and 31 May 2026.

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ADES to Buy Saipem's Saudi Jackup Fleet for \$285 million

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AAL Shipping Pushes Fleet Renewal Amid Project Cargo Uncertainty

AAL Shipping marks 30 years with continued investment in Super B-Class vessels, digital systems, workforce development and sustainability reporting as project cargo markets face uncertainty.



Image source: AAL Shipping

20, June 2026

AAL Shipping is marking 30 years of operations with continued investment in new multipurpose heavy lift tonnage, workforce development and digital systems as project cargo markets face unstable cargo flows, regulatory pressure and geopolitical disruption.

The company said its 2025 Sustainability Report highlights progress in its third-generation Super B-Class vessel programme, stronger operational capability and enhanced reporting standards. For project cargo customers, the focus is on building long-

term capacity at a time when cargo sizes are increasing, schedules are tightening and execution risk remains difficult to manage.

The Super B-Class programme is central to this approach. The vessels are designed to carry more cargo, improve fuel performance and support future fuel flexibility. In project shipping, additional deck space and lifting options can directly affect whether cargo moves within the planned window.

AAL Shipping said the new vessels have already increased cargo intake per voyage and helped deliver a 19% improvement in the com-

pany's fleet-wide Energy Efficiency Operational Indicator since 2023.

The investment comes as heavy lift operators face rising expectations from customers and regulators. Energy, infrastructure, mining and industrial projects require reliable transport capacity, while cargo owners increasingly seek lower emissions, clearer data and stronger reporting.

The Super B-Class ships are built for breakbulk and oversized project cargo, with heavy lift capability and larger deck capacity. Earlier details released by AAL Shipping described AAL Houston as a 32,000 dwt dual-fuel mul-

tipurpose heavy lift vessel equipped with three port-side cranes offering a maximum lifting capacity of 700 tonnes. The vessel is designed to carry up to 90,000 freight tonnes of project and breakbulk cargo.

The company also continued to invest in digital and machine learning-based systems for vessel performance monitoring, voyage optimisation and fuel efficiency management. These tools are intended to support decision-making, improve fleet reliability and provide better visibility across AAL Shipping's global trading network.

For project logistics teams, operational data is becoming a practical requirement. Accurate information on fuel use, vessel performance and voyage planning can reduce uncertainty in complex heavy lift movements.

The report also showed continued workforce expansion, with employees representing 21 nationalities across the company's operations. AAL Shipping said it kept investing in training, professional development and employee wellbeing.

Despite greater use of digital tools, heavy lift execution still depends on experienced people who understand cargo behaviour, port restrictions, engineering limits and customer requirements.

In 2025, AAL Shipping also strengthened its sustainability reporting framework by aligning disclosures with Global Reporting Initiative standards and including elements of the European Sustainability

Reporting Standards. The company is not currently subject to mandatory reporting under the European Union's Corporate Sustainability Reporting Directive, but said it views these frameworks as benchmarks for transparency, accountability and long-term resilience.

Cargo owners are increasingly asking carriers for emissions data, governance information and sustainability metrics. For operators serving industrial and energy transition projects, reporting quality is becoming part of the service offering.

Kyriacos Panayides, chief executive of AAL Shipping, said the company's 30-year history has shown the importance of investing beyond short-term market cycles. He said AAL Shipping continues to invest in vessels, people, technology platforms and governance frameworks to strengthen its services and create value for customers.

He added that these investments are designed to keep the company positioned for future requirements as global supply chains become more complex and project logistics demand continues to grow.

Over three decades, AAL Shipping has developed from a regional operator into a global project cargo and heavy lift carrier. Its latest report points to a next phase built around vessel capacity, operational data, workforce capability and sustainability reporting.

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Seaway Albatross Completes Dieppe Le Tréport Jacket Deliveries

Seaway Albatross completed 13 calls at Cherbourg, delivering 62 jackets from Fene for the Dieppe Le Tréport offshore wind farm.



Seaway Albatross completes jacket deliveries

19, June 2026

Seaway7's semi-submersible heavy lift vessel Seaway Albatross has completed its final call at Cherbourg after finishing the jacket transport campaign for the Dieppe Le Tréport offshore wind farm.

The semi-submersible heavy transport vessel carried 62 steel jackets from Fene, Spain, to Cherbourg across 13 port calls. The vessel had been deployed on the project since May 2025, completing the transport work over nearly

one year.

Each call required access ramps to support RoRo operations using SPMTs. The modular transporters moved the jackets directly from the vessel and placed them on the quay without crane lifting.

The 62 jackets will serve as offshore wind turbine foundations. Each steel structure is designed to anchor one turbine at sea.

Seaway Albatross is built for offshore and onshore heavy transport using float on/off, skid on/off, roll on/off and lift on/off operations. The

vessel has a free deck length of 129.5 m, a free deck area of 5,400 m², accommodation for 39 people and IMO number 9032496.

The vessel is also designed for efficient sailing and low fuel consumption. Its advanced ballast system supports RoRo work in areas with major tidal variation.

Across the 13 calls, PORT DE CHERBOURG supported a large-scale marine logistics operation linked to France's offshore wind supply chain.

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Aker BP Loads Out Hugin B Topside for Yggdrasil



Hugin B topside loaded out at Verdal yard

Aker BP's Yggdrasil development reached a key milestone as the 2,500-tonnes Hugin B topside was rolled out and loaded onto a barge at Aker Solutions' Verdal yard.

22, June 2026

Aker BP ASA's Yggdrasil development has reached a key milestone with the 2,500-tonnes Hugin B topside safely rolled out and loaded onto a barge at Aker Solutions' Verdal yard.

The topside was delivered through the Fixed Facilities Alliance between Aker BP, Aker Solutions, and Siemens Ener-

gy. Hugin B will be a normally unmanned installation in the southern part of Yggdrasil.

Following the Hugin B jacket installation earlier this year, the topside is now preparing for sail-away to the North Sea. It will be the first of three Yggdrasil topsides to be installed.

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Total Movements Completes Middle East GPU Transport

Total Movements completed the door-to-port transport of six gas processing units from India to the Middle East, including a 1,400 t unit, using specialized heavy-lift logistics.



Image source: Total Movements

19, June 2026

Total Movements has completed the door-to-port transportation of six gas processing units (GPUs) for one of the Middle East's largest gas production projects.

The cargo had a combined volume of about 12,800 cbm, with the heaviest unit weighing 1,400 t. The units were moved from the supplier's facility in India to the Middle East.

The scope covered cargo pick-up using specialized axle configurations, transport to the load-out jetty, Roll-On loading onto two dedicated deck carrier vessels, river-sea transit, and Roll-Off discharge

at the destination port.

The operation required the handling of ultra-heavy cargo within critical tidal windows, while maintaining vessel stability for the 1,400 t unit and securing the cargo for sea transportation.

The project team applied customized axle arrangements, vessel load distribution analysis, detailed tidal planning, and Marine Warranty Surveyor-approved sea-fastening calculations. The full operation was completed safely and on schedule under health, safety, and environmental standards.

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Boskalis Completes Gentle Towage of Jack-Up Rig to Blyth

Boskalis used BOKA Summit to tow the 55 m-high Irish Sea Pioneer to Blyth over seven days, applying 40 tonnes of towing line tension to avoid excessive forces on the towing gear.

24, June 2026

Boskalis has completed a carefully controlled towage operation for the jack-up rig Irish Sea Pioneer, using the ocean-going tug BOKA Summit to move the unit from its offshore location to Blyth in the United Kingdom.

Ocean-going tugs are known for high pulling power,

with bollard pull ranging from 180 to more than 300 tonnes. This operation, however, required a gentler approach. BOKA Summit carried out the tow with a towing line tension of 40 tonnes.

The 55 m-high, four-legged Irish Sea Pioneer was towed to Blyth over a seven-day voyage. The reduced towing tension helped avoid exces-

sive forces on the towing gear and prevented damage.

Boskalis said the rig arrived safely in Blyth and acknowledged the crew of BOKA Summit and its client Interocean Marine Services for the cooperation.

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Image source: Boskalis

Rolldock Star Carries Wind Turbine Blades from China to Italy



26, June 2026

mage source: Central Oceans

Central Oceans supported Rolldock with the loading of super-long wind turbine blades aboard Rolldock Star at Qidong, China, for shipment to Italy.

Central Oceans has supported Rolldock with the loading of super-long wind turbine blades aboard Rolldock Star at the Port of Qidong, China.

The shipment is bound for Italy and involves project cargo requiring close coordination due to the length and handling characteristics of the

blades.

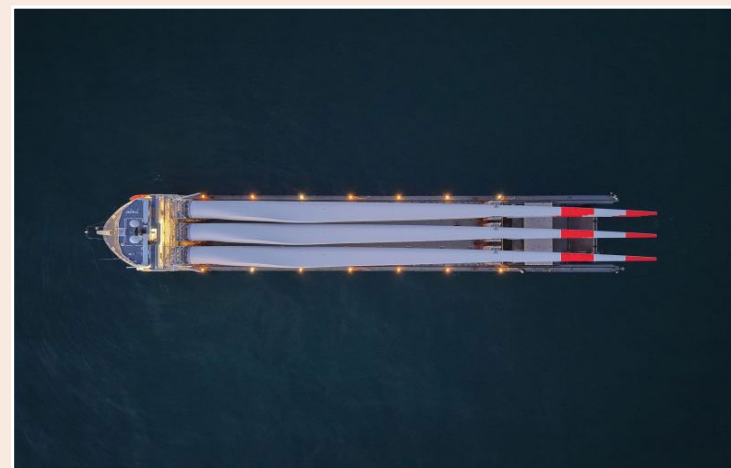
Central Oceans coordinated planning and loading activities with the vessel, port and stevedoring teams to ensure the cargo was handled and secured for safe transit.

After loading was completed, Rolldock Star departed Qidong and is now underway to Italy.

Central Oceans said the operation reflected its agency support for complex break-bulk and project cargo, as well as its cooperation with Rolldock.

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Western Rock spotted at Wilhelmshaven



The Western Rock is seen at anchor near Wilhelmshaven ahead of berthing operations, with images capturing the vessel across changing light conditions from daytime through sunset and into the night.



Western Rock at anchor near Wilhelmshaven, awaiting berthing.

Image source: Hartman Seatrade

Roll Group Adopts Spinerie Platform for Offshore Wind Logistics

Roll Group has adopted Spinerie's offshore wind intelligence platform to improve visibility into vessel deployment, transport flows and market activity.

24, June 2026

Roll Group has deployed Spinerie's Offshore Wind Supply Chain intelligence platform to improve visibility into vessel deployment, competitor activity and offshore wind component transport flows.

The move highlights the growing role of data analytics in offshore wind logistics as projects become larger and supply chains extend across multiple regions.

As offshore wind developments expand geographically, logistics providers are increasingly required to manage the transportation of turbines, foundations and other oversized components over longer distances. This has increased the need for detailed market visibility and more advanced planning tools.

To address these challenges, Roll Group has adopted Spinerie's intelligence platform, providing access to live vessel tracking, transport analytics and market intelligence aimed at supporting commercial planning and fleet deployment decisions.

The platform combines real-time vessel information with analytical tools that allow users to monitor fleet utilization, assess competitor activity and track the movement of offshore wind components.

An interactive mapping system also incorporates weather and wave data, enabling users to analyse transport routes and project execution conditions in greater detail.

For Roll Group, which operates a fleet of semi-submersible and wide-deck vessels, the platform is intended to

support asset deployment decisions and help identify emerging market opportunities.

Erik Altena, Business Analyst at Roll Group, said enhanced market visibility and transport data strengthen the company's ability to identify opportunities and respond to changing market conditions.

According to Spinerie, transport logistics is becoming increasingly important to offshore wind project delivery as supply chains become more complex and demand for components continues to grow.

The agreement shows how real-time intelligence and analytics are becoming more important in maritime and offshore operations.

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Photo: Piet Kesteloo © via Facebook

Shandong Luhai Wins European Multi-Purpose Vessel Order

Shandong Luhai Equipment Group has secured a 4+2 order for 12,600 DWT multi-purpose vessels from a European buyer, with deliveries planned for 2028 and 2029.



Image of an Octopus 12.6 vessel. mage credit: SAL

24, June 2026

Shandong Luhai Equipment Group has signed a new contract with a European buyer for 4+2 12,600 DWT multi-purpose vessels, expanding its presence in the European market.

The order marks the fifth European market entered by Shandong Luhai Equipment Group, following previous contracts linked to the United Kingdom, Germany and other countries. The company said its European partnership network now extends from Western Europe to the Eastern Mediterranean.

The 12,600 DWT vessel design has an overall length of 149.9 m, a beam of 22.8 m and a draft of 12.0 m. The vessels will be classed by DNV and are scheduled for phased delivery between 2028 and 2029.

The ship type is one of the key vessel designs that Shandong Luhai Equipment Group is prioritizing for development.

In September 2025, Shandong Luhai Equipment Group signed an initial contract with a British shipowner for four 12,600 DWT multi-purpose vessels. In April 2026, the same shipowner added two more vessels of the same

type.

With the latest contract, Shandong Luhai Equipment Group has secured 10 orders for its 12,600 DWT multi-purpose vessel series.

Together with previously contracted 7,400 DWT and 17,500 DWT multi-purpose vessels, the orders form a broader product portfolio and establish a batch-production schedule running through the end of 2029.

The company said series production will allow design experience to be reused more quickly, manufacturing processes to be standardised and supply chain resources to be allocated more efficiently.

Shandong Luhai Equipment Group said this approach is expected to create economies of scale across design, procurement, production and management, helping reduce costs and improve efficiency.

The company added that its multi-purpose vessel portfolio now covers small and medium-sized flexible vessels as well as larger heavy-lift vessels, allowing it to offer tailored solutions for different regional markets and cargo requirements.

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SANY Sends Wind Equipment to Chile

SANY Renewable Energy has shipped core equipment from China for its 18 MW PURRANQUE wind development in Chile.



Core Equipment for First Wind Project. Shipping to Chile (Image source: SANY)

25, June 2026
SANY Renewable Energy Co., Ltd. has shipped core equipment from

China for its first Chilean wind power project, the 18 MW PURRANQUE development.

The cargo departed from the Port of Tianjin. SANY Renewable Energy is providing supply, transportation and installation services for the project, supported by logistics planning, multimodal transport coordination and local customs-clearance support.

Chile aims to generate 70% of its electricity from renewable sources by 2030. For PURRANQUE, SANY Renewable Energy adapted its technical solution to local geographical and climatic

conditions to support reliable operation in complex environments.

The shipment follows the company's wider international expansion since 2022. SANY Renewable Energy has established subsidiaries and local teams across Europe, South Asia, Central Asia and Africa.

SANY Group operates 17 manufacturing bases outside China, more than 900 service sites and about 1,000 parts warehouses. Its activities cover R&D, design, product validation, intelligent manufacturing, supply and delivery. The group's technical fa-

cilities include a smart blade manufacturing lighthouse factory for wind power and a 35 MW six-degree-of-freedom full-system test bench.

In heavy equipment, SANY recently delivered a 400 tonnes SY4000H hydraulic mining excavator to an overseas customer. The company also delivered its first SY1250H large mining excavator in Europe, where the unit is operating at an open-pit coal mine.

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Mammoet Introduces New XXL Monopile Handling Solutions for Offshore Wind Marshaling

Mammoet used its XXL monopile transport system and MTC 1600 cranes to support Van Oord's Baltic Power marshalling campaign, handling 78 monopiles weighing up to 1,680 tonnes.



Image source: Mammoet

26, June 2026

As offshore wind projects move into deeper waters, larger turbine foundations are driving demand for higher-capacity transport and lifting solutions. Responding to this trend, Mammoet has introduced new equipment designed to improve the safety and efficiency of handling next-generation XXL monopiles. Construction& Maintenance

The company's XXL monopile transport system, first introduced in 2024, and the newly deployed MTC 1600 terminal crane were recently

used to support Van Oord during the marshaling of monopile foundations for the Baltic Power offshore wind farm.

The project involved the handling and marshaling of 78 monopiles weighing up to 1,680 tonnes, measuring as much as 86.3 m in length and 9.1 m in diameter. Once operational, Baltic Power is expected to generate approximately 4 TWh of electricity annually, covering around 3% of Poland's national electricity demand.

The monopiles were transported in batches of three by barge to the Port of Ronne in

Denmark. After arrival, they were unloaded using 78 axle lines of self-propelled modular transporters (SPMTs) equipped with Mammoet's XXL monopile transport system.

Hydraulically operated foldable saddles supported each monopile while integrated jacking spacers safely lifted the structures from their sea-transit grillages. The monopiles were then transported to temporary storage areas and placed onto gravel bunds.

The transport system's extended jacking stroke provided an additional 0.6 m of lifting height, enabling the larger monopiles to be placed onto and retrieved from storage bunds despite the increased lifting distances required by their growing dimensions.

Its foldable saddle design also reduced the required height and length of storage bunds, lowering gravel consumption and minimizing civil preparation work at the site.

Before load-out, each monopile was transferred to a plugging station where both ends were sealed and tested for airtightness. The foundations were then transported to the quayside, where two MTC 1600 terminal cranes,

each with a lifting capacity of 1,600 tonnes, lifted the monopiles into the water for transfer by tug to Van Oord's heavy-lift installation vessel, Svanen. The foundations were subsequently transported approximately 23 km offshore for installation near the Polish coastal areas of Choczewo and Łeba.

According to Mammoet, the MTC 1600 enables quays to function as efficient heavy-lift terminals for both monopile load-in and load-out operations.

In addition to monopiles, the company also marshalled transition pieces at the Port of Ronne. These components followed a similar logistics process but were lifted onto SPMTs using an LR1800 crawler crane.

The marshalling campaign followed Mammoet's 2024 project supporting the upgrade of Svanen, during which the vessel received a new A-frame to enable installation of taller monopile foundations for the Baltic Power development.

Jaap van der Riet, Commercial Manager at Mammoet, said that Van Oord planned to upgrade Svanen to a 3,000-tonne lifting capacity for installing XXL monopiles

in the Baltic Sea. He added that Mammoet developed cranes and transport systems with matching capabilities to support those requirements, reflecting the company's approach of developing customized solutions together with its clients when existing equipment does not meet project demands. Water& Marine Sciences

The project also included on-site load testing of the MTC 1600 cranes before they were moved to the lifting area. During execution, the load-in roll-on/roll-off method was modified, with the MTC 1600 cranes taking over monopile unloading directly from barges instead of SPMTs.

This change reduced the time required to ballast each barge because monopiles could be lifted directly rather than transported across the vessel deck.

According to Mammoet, combining the new XXL monopile handling equipment with these operational improvements reduced manual handling during critical phases while enhancing both the safety and efficiency of the overall marshalling operation.

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ONGC Completes 44 Offshore Rig Moves Ahead of Monsoon

ONGC completed 44 jack-up rig moves ahead of the monsoon season with ABL support, covering more than 5,500 nautical miles between 15 March and 31 May 2026.

25, June 2026

India's Oil and Natural Gas Corporation Limited (ONGC) has completed 44 jack-up rig relocations ahead of the monsoon season, supported by energy and marine consultancy ABL.

The pre-monsoon campaign ran from 15 March to 31 May 2026. The rig moves covered more than 5,500 nautical miles, with all units transferred to their assigned locations before seasonal adverse weather conditions began.

In addition to the 44 pre-monsoon moves, ABL supported 75 further rig moves in ONGC fields off India's west coast between September 2025 and May 2026. During the campaign, ABL acted as tow master and

marine warranty surveyor.

ABL was appointed by ONGC's underwriters and their consultants to provide marine warranty services for jack-ups and mobile offshore production units operating in Indian waters.

Alongside the India program, ABL's Middle East operations supported more than 750 rig moves across Bahrain, Saudi Arabia, Qatar, the United Arab Emirates, and Egypt over the past 12 months.

Captain Stephen Craig, ABL's group director for rig operations, said the campaign involved high rig move volumes, long-distance operations and coordinated delivery across India and the Middle East.

hmt-news.com



Image source: ABL

Vår Energi Advances Gjøa Subsea Projects

Vår Energi has approved the Gjøa Subsea Projects and submitted PDOs for Ofelia and Gjøa Nord, with first output expected from 2027.

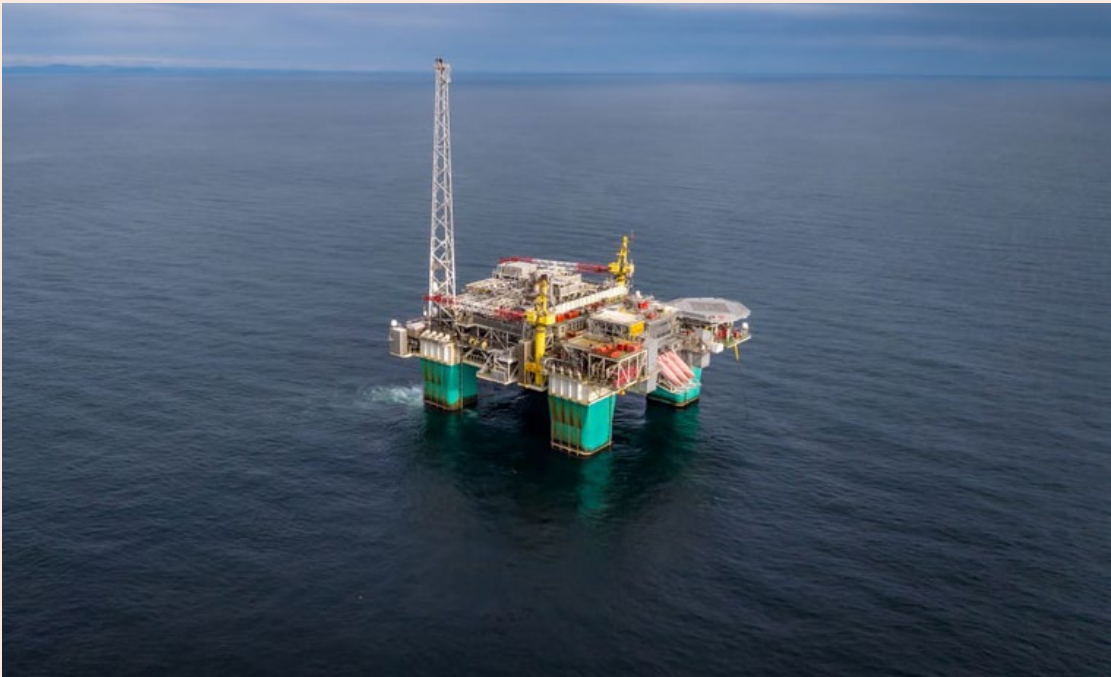


Image source: Vår Energi

25, June 2026

Vår Energi ASA has reached the final investment decision (FID) for the Gjøa Subsea Projects in the North Sea and, with its partners, has submitted the Plan for Development and Op-

erations (PDO) for the Ofelia and Gjøa Nord developments to Norway's Ministry of Energy.

The Gjøa Subsea Projects cover the coordinated subsea development of the Ofelia, Gjøa Nord and Cerisa discoveries. The discoveries will

be tied back to the existing Gjøa and Duva infrastructure, forming the next development phase in the Gjøa area and supporting Vår Energi's long-term production target.

First production is expected from Cerisa in the third quarter of 2027, followed by

start-up from Ofelia and Gjøa Nord in the second half of 2028. The project includes approximately 76 million barrels of oil equivalent (boe) in gross proved plus probable reserves, with 27 million boe net to Vår Energi.

The company said the project has a breakeven below \$35 per boe and a rate of return well above 25%.

The development is expected to extend the Gjøa area's economic lifetime from the early 2030s to around 2040. Higher throughput at the Gjøa asset is also expected to reduce unit production costs, improve the economics of existing fields and support further resource development in the broader Gjøa area.

Vår Energi said its recent acquisition of Pandion's assets and asset swap with DNO Norge AS on the Norwegian Continental Shelf strengthened its position around the Gjøa infrastructure, increasing ownership across producing assets and key development

projects, including the Gjøa Subsea Projects.

The project will be executed through a coordinated drilling and installation campaign, using standardized solutions, coordinated execution and existing facilities to accelerate development and improve efficiency.

Vår Energi is the operator of the Gjøa Subsea Projects and holds working interests of 40% in Ofelia, 30% in Gjøa Nord, and 30% in Cerisa.

Project partners include Pandion 20%, Harbour 20%, Aker BP 10% and DNO Norge AS 10% in Ofelia; Petoro 30%, Harbour 28% and OKEA 12% in Gjøa Nord; and INPEX 30%, Orlen 30% and DNO Norge AS 10% in Cerisa.

The stated working interests exclude updated ownership following Vår Energi's acquisition of Pandion's assets and the asset swap with DNO Norge AS.

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Valeura Raises Nong Yao Oil Production Through Eight-Well Drilling Campaign



Mist rig (Image Source: Borr Drilling)

19, June 2026

Valeura Energy has completed an eight-well drilling campaign at the Nong Yao oil field in the Gulf of Thailand, increasing production and successfully deploying its first multi-lateral development well.

The drilling program was carried out at Block G11/48, where Valeura Energy holds a 90% operated working inter-

est. The campaign comprised one appraisal well and seven horizontal development wells drilled from the Nong Yao A and B platforms.

According to the company, the appraisal well successfully encountered its target reservoir and is expected to support future development drilling from the Nong Yao A platform. The seven development wells also reached their planned targets and have

since been brought into production.

One of the campaign's key achievements was the completion of well NYA-42ST1H, which established a new Gulf of Thailand record for the longest horizontal lateral drilled at 4,960 m.

The drilling work was conducted alongside a well work-over program on the Nong Yao B and C platforms aimed at improving well perfor-

Valeura Energy completed an eight-well drilling campaign at Nong Yao, increasing production to about 10,500 bbls/d while deploying its first multi-lateral development well.

mance. As a result, aggregate field production increased to approximately 10,500 bbls/d during the seven-day period ending 16 June 2026, compared with an average of 8,870 bbls/d during the seven days ending 4 April 2026.

Dr. Sean Guest, President and CEO of Valeura Energy, said the company continued to access new oil reservoirs through ongoing drilling activities while increasing production from its largest producing asset. He also noted that the campaign demonstrated the potential of multi-lateral drilling to improve development efficiency in the Gulf of Thailand.

A significant milestone was the company's first multi-lateral development well. Within the NYB-02ST1 wellbore, Valeura Energy created a complex junction that enabled two separate horizontal production legs to be drilled, with each leg targeting a different reservoir interval.

The company said the well represented the most complex multi-lateral drilling op-

eration attempted in Thailand to date. The two production laterals are now delivering oil from separate reservoir targets while using a single well slot on the production facility.

Valeura Energy is evaluating additional opportunities to apply multi-lateral drilling across its Gulf of Thailand portfolio, including future wells that could incorporate two or more production laterals.

Following completion of the Nong Yao campaign, the contracted drilling rig moved to the Jasmine field in Block B5/27. There, the company plans to undertake a five-well drilling program comprising three single-bore development wells and one multi-lateral development well with two wellbores.

The drilling campaign will be carried out by Borr Drilling using the jack-up rig Mist, which remains under contract to Valeura Energy in Thailand until August 2026.

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Vantage Drilling Shareholders Approve Merger with Eldorado Drilling

Vantage Drilling shareholders have approved the proposed merger with Eldorado Drilling. The transaction values Vantage at approximately \$257.6 million and remains subject to closing conditions.

22, June 2026

Vantage Drilling shareholders have approved the proposed merger with Eldorado Drilling, advancing a transaction that will place the offshore drilling contractor under Eldorado's ownership.

The approval was secured during a special general meeting held last week. Under the terms of the agreement, Vantage Drilling will become a wholly owned subsidiary of Eldorado Drilling. Following

completion of the transaction, the surviving entity will continue operating under the name Vantage Drilling International Ltd.

As part of the deal, shareholders of Vantage Drilling will receive \$19 per share in cash. The transaction values the company's equity at approximately \$257.6 million.

Funding for the merger includes \$125 million of equity committed by Eldorado's principal shareholder. The package consists of \$64.5

million in cash equity and the conversion of \$60.5 million in shareholder notes. Eldorado's principal shareholder is also acting as guarantor under the merger agreement.

The merger has not yet closed and remains subject to customary closing conditions. Vantage Drilling stated that additional updates will be provided as the remaining conditions are either satisfied or waived.

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Platinum Explorer drillship (Source: Vantage Drilling)

HEA Energy Secures \$550M Inaugural Bond to Fund Newbuild Program and Refinance

HEA Energy has secured \$550 million through its inaugural senior secured bond, the largest Nordic bond issuance by a MENA-headquartered company, to support fleet expansion, newbuild SESVs and OSVs, and refinancing initiatives.

22, June 2026

HEA Energy successfully issued its \$550 million inaugural senior secured bond, the largest bond issuance by a MENA-headquartered company in the Nordic bond market.

The proceeds will fund the continued build-out of its fleet of self-propelled self-elevating support vessels and offshore support vessels.

In addition to funding milestone payments for its SESV and offshore support vessel (OSV) newbuild program, the proceeds will be used to refinance existing financing and for general corporate purposes.

The Abu Dhabi-headquartered marine services provider, which operates across the offshore wind and oil and gas sectors, said the transaction was materially oversubscribed and attracted strong demand from a broad base of interna-

tional institutional investors.

"The breadth of international demand we saw confirms that investors recognize both the quality of our contracted fleet and the depth of operational experience behind it. The proceeds give us the firepower to deliver our newbuild program and continue serving our clients across the GCC, Europe and beyond", said Hassan Elali, Founder and Chairman of HEA Energy.

The company said it is on track to become the largest owner of SESVs in the North Sea once its new vessels have been delivered. HEA Energy's revenue base is evenly split between offshore wind and offshore oil and gas activities, providing diversification across these two markets, according to the company.

Currently, HEA Energy vessels are working on or have just been contracted for several large-scale offshore wind projects in Europe and



Photo courtesy of HEA Energy

the Americas, after its parent company acquired three Sea-jacks vessels from Eneti in 2023.

In three years, HEA Energy has grown to a fleet of 29

modern vessels serving tier-one clients across the GCC and North Sea. This transaction is a testament to the strength of that platform and to the confidence of a global

investor base in what we are building.

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Platinum Explorer Heads to India for Three-Year ONGC Campaign

22, June 2026

Vantage Drilling's Platinum Explorer drillship is on its way to India and is expected to arrive by the end of June ahead of a three-year drilling contract with ONGC.

The 12,000-ft drillship secured the contract earlier this year, providing a return to active operations following a prolonged period without

work.

The upcoming campaign will be the rig's first assignment since its previous contract with ONGC ended in early 2024. A separate 260-day drilling program planned for the Black Sea in 2025 was later canceled because of sanctions.

For much of this year, Platinum Explorer remained idle in Malaysian waters. The vessel

recently called at Singapore before resuming its voyage toward India, where preparations are under way for the start of the new contract.

The three-year agreement with ONGC is expected to bring the drillship back into long-term service after a period of limited activity.

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Platinum Explorer (Photo source: Vantage Drilling International)

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Wellesley Confirms Carmen Gas Discovery in North Sea

Wellesley Petroleum and its partners have confirmed a gas and condensate discovery at the Carmen appraisal well in the North Sea, with recoverable resources estimated at up to 107 million boe.

22, June 2026

Wellesley Petroleum and its partners have confirmed a gas and condensate discovery offshore Norway through the Carmen appraisal well in the North Sea.

The appraisal well, designated 35/10-16 S, was drilled in production license 1148 as part of the Carmen evaluation program. The license is valid from 11 March 2022 until 11 March 2029.

Located in water depths

of 365 m, the well lies approximately 25 km northwest of the Troll field and 35 km east of the Kvitebjørn field. Drilling operations were carried out using the Deepsea Yantai rig, formerly known as Beacon Atlantic.

Preliminary estimates indicate recoverable resources of between 3.4 million and 17 million Sm3 of oil equivalent. This corresponds to approximately 21 million to 107 million barrels of oil equivalent.

Wellesley Petroleum serves



Deepsea Yantai semisubmersible. (Source: Odfjell Drilling)

as the operator of production license 1148. The remaining partners are DNO, Equinor, and Aker BP.

The license group will now evaluate development options for the Carmen discovery, in-

cluding a potential tie-back to existing infrastructure in the area. Additional exploration wells may also be considered.

Following completion of the Carmen appraisal program, the Deepsea Yantai rig

is scheduled to drill appraisal well 35/7-2 on the Afrodite discovery in production license 293.

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Adura Awards Mariner Seismic Work to Shearwater

Adura Operations has awarded Shearwater GeoServices a 4D seismic survey at the Mariner field in the UK North Sea, with work set to begin in July.



Photo source: SHEARWATER

22, June 2026

Adura Operations, the incorporated joint venture between Shell and Equinor, has awarded further seismic work to Shearwater GeoServices in the UK North Sea.

The Norwegian seismic contractor will conduct a 4D towed streamer seismic acquisition survey at the Mariner field. The one-month campaign is scheduled to begin in July and will use Shearwater GeoServices' Isometrix multi-component streamer technology.

The survey scope includes

the potential for an under-shoot operation to improve imaging and maintain continuous coverage around field infrastructure.

Shearwater GeoServices said the award continues its long-standing work at Mariner and supports further optimisation of the complex, long-life asset. The company also said reservoir monitoring at producing fields is important for extending field life, improving production, and supporting energy security.

The contract follows another recent award from Adura Operations, under which Shearwater GeoServices was

selected to acquire approximately 220 km² of seismic data at the Jackdaw field.

Adura Operations was established in December 2025 by combining Shell and Equinor's offshore oil and gas operations on the UK Continental Shelf. The joint venture holds interests in 12 producing assets and projects in execution, including Mariner, Rosebank, Buzzard, Shearwater, Penguins, Gannet, Nelson, Pierce, Jackdaw, Victory, Clair, and Schiehallion.

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Rem Ocean Heads to Norway for Final Outfitting

23, June 2026

Rem Offshore has reached a key construction milestone for its new offshore construction vessel, Rem Ocean, after receiving the vessel's hull from the Song Cam shipyard in Vietnam.

The hull was officially delivered on 15 June, completing the construction phase and allowing the project to move into final outfitting before vessel delivery.

Following the handover, Rem Ocean began its tow voyage to Europe on 17 June. The vessel departed the Hai Phong area and is traveling via Singapore before continuing to Norway.

On arrival, Rem Ocean will enter Myklebust Verft, where operational systems and specialist equipment will be installed. The work will prepare the vessel for commissioning and final delivery.

The vessel forms part of

Rem Offshore's next-generation fleet program. It has been designed for demanding offshore operations and includes solutions aimed at improving operational efficiency and sustainability.

The move from Vietnam to Norway marks the next stage of the project, which Rem Offshore said remains on schedule.

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Rem Ocean

Former CNOOC Executive Gets Suspended Death Sentence

Former CNOOC executive Yuan Guangyu has received a death sentence with a two-year reprieve after a Chinese court found he accepted more than 152 million yuan in bribes.



Yuan Guangyu. Photo: VCG

24, June 2026

A Chinese court has sentenced former CNOOC executive Yuan Guangyu to death with a two-year reprieve after finding he accepted more than 152 million yuan (£16.9 million) in bribes over 21 years.

The Intermediate People's Court in Xuzhou, Jiangsu province, issued the sentence on 17 June. The court also ordered the confiscation of all Yuan's personal assets.

Yuan was a former deputy general manager of CNOOC's parent group. According to the court, he used senior roles held between 2001 and 2022 to assist companies and individuals in project contracting, business operations and personnel appointments.

In return, Yuan accepted money and valuables worth more than 152 million yuan (£16.9 million), either directly or through intermediaries.

Yuan, 67, served as deputy general manager of CNOOC's parent group from 2016 until his retirement in 2019. In March 2025, China's top anti-corruption authorities said he was under investigation for suspected serious violations of discipline and law. He was later expelled from the Com-

munist Party before prosecutors filed bribery charges.

The case was heard by the Xuzhou Intermediate People's Court on 19 March 2026. Prosecutors said Yuan abused his positions at CNOOC over more than two decades to provide improper support to companies and individuals seeking business advantages.

The court did not order immediate execution. It said Yuan confessed after being detained, voluntarily disclosed offenses not yet known to investigators, and returned illicit gains. These factors led to a death sentence with a two-year reprieve.

Such sentences in China are often commuted to life imprisonment if no further offense is committed during the suspension period. Courts have increasingly ordered that any resulting life sentence be served without parole.

The case forms part of China's wider anti-corruption campaign, which has targeted senior officials, military officers, financial regulators and executives at state-owned enterprises.

The energy sector remains a key focus because of the scale of investment, procurement and contracting activity involved. CNOOC is one of

China's three national oil companies and plays a major role in offshore oil and gas exploration and production.

Yuan's sentence follows other severe corruption rulings involving senior Chinese officials and state-sector executives. In October 2024, former People's Bank of China vice-governor Fan Yifei received a death sentence with a two-year reprieve after being convicted of taking more than 386 million yuan (£43 million) in bribes.

The same month, former Guizhou Communist Party secretary Sun Zhigang received the same punishment in a case involving more than 813 million yuan (£91 million) in bribes.

Immediate executions have also been carried out in major corruption cases. Former China Huarong Asset Management chairman Lai Xiaomin was executed in 2021 after being convicted of accepting almost 1.8 billion yuan (£201 million) in bribes. Former Inner Mongolia official Li Jianping was executed in 2024 after convictions linked to corruption and related offenses involving more than 3 billion yuan (£335 million).

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CIMC Raffles Wins Deepwater Installation Vessel Contract

CIMC Raffles will build a next-generation deepwater offshore installation and construction vessel for a Solstad Offshore and SBM Offshore joint venture.

23, June 2026

CIMC Raffles has signed a shipbuilding contract for a next-generation multi-purpose deepwater offshore installation and construction vessel for a newly established joint venture between Solstad Offshore ASA and SBM Offshore.

The agreement was signed on 22 June and covers a vessel designed for deepwater installation, SURF operations, subsea construction and FPSO-related offshore construction work.

The vessel will be contracted through a joint venture in which Solstad Offshore ASA holds 50.1% and SBM Offshore holds 49.9%. After delivery, the vessel will be owned by the joint venture and managed by Solstad Offshore ASA. The joint venture has also entered into an initial 14-year charter agreement with SBM Offshore.

Lars Peder Solstad, CEO of Solstad Offshore ASA, said the contract is an important milestone for the company's partnership with SBM Offshore and marks the start of collaboration with CIMC Raffles on the vessel's construction.

The newbuild draws on the operational experience of Normand Installer, a construction support vessel jointly owned and operated by Solstad Offshore ASA and SBM Offshore since 2006. Devel-

oped with Salt Ship Design, the vessel reflects current requirements in the global deepwater installation and subsea construction market.

The vessel will support FPSO operations, subsea installation and offshore construction in both shallow-water and deepwater environments, with capability in water depths of up to 4,000 m. It will also support mooring system installation, SURF operations, inspection, maintenance and repair, and FPSO-related offshore construction activities.

The vessel will measure 132.6 m in overall length and 32 m in beam, with accommodation for up to 100 personnel. Key equipment will include a 500 tonnes Active Heave Compensated offshore crane, an advanced deepwater winch system, an integrated carousel system, an A-frame launch system, an overboarding sheave system and launch and recovery systems for remotely operated vehicles.

The vessel will be built to Methanol Ready standards, equipped with DP2 and classed by DNV.

CIMC Raffles said the contract reflects confidence in its design, construction and project execution capabilities and reinforces its position in the global high-end offshore equipment market.

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Image source: Yantai CIMC Raffles Offshore

Saipem Wins \$1 Billion Greater PAJ Offshore Contract

Saipem has secured a \$1 billion contract from Azule Energy for transportation and installation work on the Greater PAJ development offshore Angola.



Castorone (Image source: Saipem)

23, June 2026

Saipem has secured a \$1 billion offshore contract from Azule Energy for transportation and installation work on the Greater PAJ development offshore Angola. The project is one of the largest ultra-deepwater developments currently under way in sub-Saharan Africa. The contract will run for approximately 40 months and covers engineering, fabrication, transportation and installation services for subsea infrastructure at the field, located around 200 km off Angola. Saipem will install approximately 180 km of rigid pipelines and subsea facilities in water depths of up to 2,000 m. The scope also includes transportation and installation of 38 km of flexible flowlines and jumpers, along with 54 km

of umbilicals. Fabrication work will be carried out at Saipem's Ambriz yard in Angola, with local suppliers and workforce expected to be involved in the project execution. For offshore installation, Saipem plans to deploy the construction vessels FDS and Castorone. The award follows a separate contract secured by TechnipFMC from Azule Energy to supply flexible flowlines and risers for the same development. Azule Energy, jointly owned by Eni and BP, is Angola's largest independent oil and gas producer and has been advancing offshore projects as the country seeks to offset declining output from mature fields.

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CIMC Raffles Wins Greater PAJ FPSO EPCIC Contract

CIMC Raffles has signed the Greater PAJ FPSO EPCIC contract offshore Angola, marking its first full FPSO EPCIC award and expanding its role in high-end offshore engineering.

23, June 2026

CIMC Raffles has signed the EPCIC contract for the Greater PAJ FPSO project, marking its first full floating production, storage and offloading vessel EPCIC award. The contract strengthens the company's position in the international FPSO and high-end offshore engineering market. The project's Final Investment Decision and contract signing ceremony took place on 22 June 2026 in Luanda, Angola. Azule Energy, project equity stakeholders, ANPG and related contracting parties attended the event. CIMC Raffles was represented by Vice President Li Minggao and Marketing Center Director Wang Haibing. The Greater PAJ develop-

ment covers five fields: Palas, Astraea Central, Juno, Dione and Urano. They are located in Blocks 31 and 31/21, about 200 km offshore Angola, in water depths of 1,500 m to 2,000 m. The Greater PAJ FPSO will receive, process, store and offload oil and gas. Once in operation, it will have a production capacity of up to 95,000 barrels of oil per day. Under the contract, CIMC Raffles will handle the full FPSO scope, including FEED, basic and detailed design, procurement, construction, towage, offshore installation and commissioning. The award expands CIMC Raffles' role from work packages such as standardized design, hull EPC and partial topside module EPC to full-vessel integrated delivery.



Image source: Yantai CIMC Raffles Offshore

The company said the project reflects recognition of its engineering, supply chain, project management, construction, integration and offshore com-

missioning capabilities. CIMC Raffles said it will use the Greater PAJ FPSO project to support its international and high-end offshore engineering

strategy, while delivering the project to agreed quality and schedule requirements.

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Woodside Offshore Catering Staff Weigh Industrial Action

Cooks, caterers and cleaning staff supporting Woodside Energy's offshore facilities in Western Australia are preparing to vote on protected industrial action as negotiations with ESS continue.



Goodwyn A Platform (Source: Amiga Engineering)

24, June 2026

Cooks, caterers and cleaning staff supporting Woodside Energy facilities off Western Australia are preparing to vote on protected industrial action as wage and conditions negotiations continue. The Australian Workers' Union filed ballot applications on 19 June for 55 employees of ESS, a subsidiary of Compass Group. The workers support offshore assets, including the Goodwyn, North Rankin, and Angel platforms, along with the Scarborough floating production unit. The dispute follows more than six months of talks. The previous agreement expired at the end of February, and a replacement deal has not yet been reached. If the ballots are approved, the action could affect on-board catering and accommodation services. Proposed measures include bans on themed meals for events such as Christmas and Easter, as well as menu types including

barbecues, Mexican food and Italian food. Workers could also restrict the use of standard cutlery and crockery, which may leave offshore personnel using single-use plates and utensils. The Offshore Alliance, formed by the AWU and the Maritime Union of Australia, said its members provide food, cleaning and accommodation support that enables daily life on offshore facilities. The union group said workers should not be asked to accept wage outcomes below inflation while living costs remain under pressure. The proposed action includes stoppages of 30 minutes to four hours, with no limit on the number of stoppages. ESS said negotiations are ongoing and that it remains committed to competitive pay and conditions. The company also said it is working to avoid disruption while seeking a resolution. Woodside Energy declined to comment, but said any protected industrial action would not involve operational staff on its facilities. The Offshore Alliance said the ballot applications are expected to be voted on in the coming days. If approved, workers would then be able to give notice of the industrial action they plan to take.

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Seacor Marine Shareholder Pushes for Strategic Sale

Seacor Marine's largest shareholder, Pointillist Family Office, is urging the company to evaluate a full sale or fleet monetisation, citing asset value of more than \$1 billion.

23, June 2026

Seacor Marine Holdings is under pressure from

its largest shareholder, Pointillist Family Office, which has urged the board to evaluate a full sale of the company or a

structured monetization of its vessel assets. In a letter to the board, Jorey Chernett, Chief Executive

Murphy Oil Finds Light Oil Offshore Côte d'Ivoire

Murphy Oil has reported a light oil discovery at the Bubale-1X exploration well in Block CI-709 offshore Côte d'Ivoire, with one evaluation well planned for the second half of 2026.

23, June 2026

Murphy Oil Corporation has reported an oil discovery at the Bubale-1X exploration well in Block CI-709, around 64 km offshore Côte d'Ivoire. Drilled in 2,376 m of water, Bubale-1X reached a total depth of 6,263 m. The well found 30 m of net oil pay across two reservoirs, with early analysis pointing to high-quality light oil. Murphy Oil President and Chief Executive Officer Eric Hambly said the result supports the exploration potential of the company's Côte d'Ivoire acreage. He said the company will now focus on evaluation work to define the discovery's full potential. Bubale-1X is the final well in Murphy Oil's current three-well exploration campaign in Côte d'Ivoire. The company plans to move into the next evaluation phase, including one well in the second half of 2026 to test the discovery's extent. The well was spudded in late February by Murphy CI-709 Oil Co., Ltd., a subsidiary of Murphy Oil Corporation and operator of Block CI-709. Murphy Oil holds a 90% working interest, while Société Nationale d'Opérations Pétrolières de la Côte d'Ivoire (PETROCI) holds 10%.

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Officer of Pointillist Family Office, said Seacor Marine is trading at a public market capitalization of about \$181 million. Pointillist Family Office holds 7.2% of Seacor Marine's outstanding shares. Chernett argued that the valuation does not reflect the net asset value or earnings potential of Seacor Marine's modern high-specification fleet. He said industry assessments, including Clarksons Research, indicate an enterprise value of more than \$1 billion for the company's physical assets. The shareholder letter valued the PSV fleet at \$500 million to \$550 million, the FSV fleet at \$240 million to \$280 million, and the liftboat fleet at \$110 million to \$150 million. Pointillist Family Office said the board should consider two main options. Its preferred route is an outright sale of Seacor Marine, keeping the PSV and FSV fleets together to support premium pricing from strategic buyers. The second option is a dual-track fleet sale, under which the company would monetize selected vessel segments over time as market conditions allow. Chernett also pointed to Seacor Marine's debt burden, noting that first-quarter interest expenses reached \$8 million. He said proceeds from selling or redeploying the Middle East liftboat fleet could help repay a large portion of the outstanding debt. The letter urged management to act while operational flexibility remained available in the Middle East, either by selling the liftboats to a regional operator or moving them to other markets. Chernett concluded that Seacor Marine should appoint an independent financial adviser to review all strategic alternatives, including a corporate sale or staged fleet monetization, with the aim of moving closer to what Pointillist Family Office views as the true net asset value of more than \$20.00 per share.

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Saipem Launches GranMorgu Offshore Installation Campaign

Saipem has launched offshore installation activities for Suriname’s GranMorgu project, the country’s first major deepwater oil development targeted for production in 2028.

24, June 2026

Saipem has started operations for the GranMorgu development offshore Suriname, marking the beginning of installation activities for the country’s first large-scale deepwater oil project.

The campaign commenced with the arrival of the Normand Navigator multi-purpose construction vessel in Suriname. The vessel is currently berthed at Jules Sedney Harbor in Paramaribo and is preparing to begin preliminary offshore activities.

The GranMorgu project is being developed by TotalEnergies, alongside partners APA Corporation and Staatsolie. Production is targeted to begin in mid-2028.

Under a contract valued at approximately \$1.9 billion, Saipem is responsible for the engineering, procurement, supply, construction, installation, pre-commissioning and start-up of the subsea



DORDT base supports GranMorgu logistics (Photo source: Saipem)

umbilicals, risers and flowlines (SURF) system.

The offshore installation campaign will cover water depths ranging from 100 m to 1,100 m. To execute the

work, Saipem plans to deploy a combination of S-Lay and J-Lay vessels.

To support the project, the company has secured a logistics hub covering up to 40,000

m² within the port area. The facility will be used to receive, handle and store pipes before they are loaded onto supply vessels for offshore transport. Saipem will also utilize the

DORDT marine support base in Paramaribo to manage heavy subsea structures and manifolds required for the development.

First oil from GranMorgu is scheduled for mid-2028. The project will be supported by a floating production, storage and offloading vessel supplied by SBM Offshore.

The FPSO is designed to process up to 220,000 barrels of oil per day and 500 million cubic feet of natural gas per day.

Construction of the FPSO hull is currently being completed at the China Merchants Heavy Industry (CHMI) shipyard in China.

Located approximately 150 km offshore Suriname, the GranMorgu field is estimated to contain more than 750 million barrels of recoverable oil reserves.

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Nor Spirit Secures Two-Year Angola Charter from SBM Offshore

Nor Spirit has secured a two-year charter from SBM Offshore to support FPSO life-extension activities on Angola’s Block 15.



NOR SPIRIT (Image source: Nortrans Offshore)

24, June 2026

Nortrans Offshore has secured a two-year charter for its accommodation vessel Nor Spirit to support offshore operations on Angola’s Block 15.

Under the agreement, Nor Spirit, a 500-person accommodation MSU DP3 flotel, will support the Life Extension Program for the FPSO units Saxi and Mondo.

The vessel will provide offshore accommodation and operational support services during life-extension activities associated with the two floating production units.

According to Nortrans Offshore, Nor Spirit was selected for its DP3 capabilities, continuous gangway connection system and large accommodation capacity, enabling sup-

port for offshore personnel and project activities throughout the campaign.

The contract further strengthens Nortrans Offshore’s position in the offshore accommodation market.

The project is being carried out for SBM Offshore, with ExxonMobil serving as the operator of Block 15.

Nortrans Offshore said the award reflects continued confidence from project stakeholders in the company’s offshore accommodation assets and operational capabilities.

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Petrobras and Pemex Sign Cooperation MoU

Petrobras and Pemex signed a two-year MoU covering exploration and production, industrial processes, and regulatory knowledge exchange in Brazil and Mexico.



Image source: Petrobras

25, June 2026

Petrobras and Pemex have signed a Memorandum of Understanding covering cooperation in exploration and production, industrial processes, and regulatory knowledge exchange in Brazil and Mexico’s hydrocarbons sector.

The agreement was signed on 23 June 2026 and will remain valid for two years, with an option for renewal. It does not represent a binding investment commitment and does not establish a partnership, consortium, or joint venture between the companies.

Under the MoU, Petrobras

and Pemex will assess opportunities in exploration and production, including mature field revitalization, seismic reprocessing, and exploration and development prospects in deepwater and ultra-deepwater areas, including assets in the Gulf of Mexico.

Magda Chambriard, CEO of Petrobras, said the agreement may support cooperation with Pemex as Mexico strengthens oil exploration and production. She also cited Petrobras’ interest in the Mexican side of the Gulf of Mexico, mature field production, refining, petrochemicals, and fertilizers.

Juan Carlos Carpio Fra-

goso, Director General of Pemex, said the MoU provides a framework for technical and strategic collaboration in hydrocarbon exploration and extraction, including deepwater areas, heavy and extra-heavy oil, mature fields, and pre-salt potential in the Gulf of Mexico. He also referred to cooperation in refining and petrochemicals.

The companies will also exchange technical knowledge, technologies, and best practices, including offshore operational experience held by Petrobras.

In industrial processes, the MoU covers refining, petrochemicals, fertilizers, gas processing and liquids recovery, energy efficiency, emissions reduction, carbon capture, and lower-carbon-intensity fuels. It also includes safety, operational reliability, and environmental protection practices.

Any opportunities identified under the MoU will require separate agreements, feasibility reviews, approvals by competent authorities, and compliance with each company’s governance rules.

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SeaBird Wins West Africa OBN Contract for Fulmar Explorer

25, June 2026

SED Energy Holdings Plc has announced that its wholly owned subsidiary, SeaBird Exploration, has secured a contract for ocean bottom node (OBN) source work in West Africa.

The campaign will use the Fulmar Explorer. Including mobilization and demobilization, the contract duration is approximately three months.

Mobilization is expected to begin after the vessel completes its five-year class sur-



Fulmar Explorer (Image Source: SeaBird Exploration)

vey, which is currently scheduled for August 2026.

Finn Atle Hamre, CEO of SeaBird Exploration, said the

contract adds work for the Fulmar Explorer and strengthens the company’s backlog. He also said the award re-

Jadestone Brings Malaysia Infill Well Online at 3,000 bopd

Jadestone Energy has brought the first well in its 2026 Malaysia infill drilling campaign online at around 3,000 barrels of oil per day.



Naga 8 (Image source: VELESTO)

24, June 2026

Jadestone Energy has brought the first well in its 2026 Malaysia infill drilling campaign online at around 3,000 barrels of oil per day.

The EBA-18ST3 well was drilled under the PM323 production sharing contract and came in about 20% below budget. The well includes a 1,200 m horizontal reservoir section and reached a total measured depth of 4,866 m, making it the longest well drilled so far on the East Belu-mut field.

Chief Executive Officer T. Mitch Little said the result supports Jadestone Energy’s operating capability in Malaysia and marks a strong start to the 2026 drilling program.

He said the well is expected to lift Malaysia’s production in the near term, supported by stronger Brent oil prices. The company’s latest Malaysia oil sales achieved a \$14/bbl premium to Brent.

The campaign initially covered two firm wells and one contingent well targeting the southwest extension of East Belumut, which was identified during the 2023 infill program.

Following the performance of EBA-18ST3 and subsurface data from the second well, Jadestone Energy has confirmed the third well. Drilling of that well is already underway.

The company’s 2026 capital expenditure guidance remains unchanged at \$50 million to \$80 million.

Jadestone Energy booked Velesto’s NAGA 8 rig for four months from March to support infill drilling at the East Belumut Phase 9 project.

Little said the Malaysia result follows progress on the company’s Vietnam project and successful debt refinancing, adding that further updates on the second well are expected soon.

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fects continued demand for SeaBird Exploration’s OBN source capabilities and its ability to deliver reliable and

efficient operations in the region.

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ADES to Buy Saipem's Saudi Jackup Fleet for \$285 million

ADES has agreed to acquire Saipem's Saudi Arabia-focused jackup fleet for \$285 million, adding five Perro Negro units to its offshore drilling portfolio.



Perro Negro 8 (Image source: Saipem)

24, June 2026

ADES Holding Company has signed an agreement to acquire Saipem's Saudi Arabia-focused

jackup fleet in a transaction valued at \$285 million.

The deal will see ADES Saudi Limited Company, an indirect subsidiary of ADES, acquire Saudi Arabian Saipem

Limited, a subsidiary of Saipem.

The purchase price remains subject to customary closing adjustments. ADES expects to fund the acquisition through existing liquidity and available financing commitments. Closing is expected in Q3 2026, subject to conditions and regulatory approvals.

The transaction covers three Saipem-owned jackups: the 375-ft Baker Marine Pacific Class 375 Perro Negro 7, the 350-ft GustoMSC CJ46 Perro Negro 8 and the 375-ft GustoMSC CJ46 Perro Negro 10.

ADES will also take over the 400-ft F&G JU-2000E Perro Negro 11 and Perro Negro 13, which are owned by Chinese shipbuilder CIMC and currently leased to Saipem.

Perro Negro 10 is currently

operating for Eni offshore Mexico, while retaining a Saudi Aramco contract that was suspended in 2024. The other four units are in Saudi Arabia under contract with Saudi Aramco.

After the transaction closes, Saipem and ADES will enter into a bareboat charter arrangement allowing Saipem to continue current Mexico operations with Perro Negro 10 and meet existing commitments.

Saipem said the divestment supports its strategy to focus its drilling portfolio on deepwater and harsh-environment offshore operations. The company will retain Perro Negro 4, which is working for Petrobel offshore Egypt into 2027, as well as its semisubmersibles and drillships.

Following the acquisition, ADES expects to operate 88

offshore units and 40 onshore units.

The deal adds to a series of fleet expansion moves by ADES, which acquired Shelf Drilling in 2025 and added jackups from Noble, Vantage Drilling, Aban Offshore, Valaris, Seadrill and others between 2021 and 2024.

ADES said it is positioned to respond to sustained customer demand. The company also noted that easing regional tensions in the Middle East are expected to support the return of previously suspended rigs in the GCC.

It added that the resumption of suspended rigs in Qatar and the expected return of rigs in Saudi Arabia should improve market visibility and support positive market fundamentals.

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Yinson Production Names FSO PTSC Lac Da Vang Ahead of Vietnam Deployment

Yinson Production has named FSO PTSC Lac Da Vang ahead of its deployment to the Lac Da Vang field offshore Vietnam. The 500,000-barrel double-hull vessel is expected to begin storage and offloading operations in the fourth quarter of 2026.



Image source: Yinson Production

24, June 2026

Yinson Production marked the naming of FSO PTSC Lac Da Vang (FSO PTSC LDV) on 23 June 2026, reaching a key milestone before the vessel's deployment

to the Lac Da Vang oil field offshore Vietnam.

The ceremony represented an important stage in the vessel's construction program and highlighted the collaborative work of project teams, partners and stakeholders

involved in advancing the development.

Contracted by Murphy Cuu Long Bac Oil Co. Ltd., a wholly owned subsidiary of Murphy Oil Corporation, FSO PTSC LDV will provide storage and offloading services for the Lac Da Vang field in Block 15-1/05 offshore Vietnam. The agreement includes a firm 10-year period, with an option to extend for up to five additional years.

Built as a new double-hull floating storage and offloading vessel, FSO PTSC LDV has a storage capacity of approximately 500,000 barrels. The vessel incorporates dual-fuel systems designed to support operational efficiency and lower-emission operations, with safety, reliability and operational performance central

to its design.

The naming ceremony followed the vessel's successful launch at Nantong StrongWind Shipyard in China earlier in 2026. The project is now progressing through final outfitting, commissioning and testing. FSO PTSC LDV is preparing for sail-away and deployment to the Lac Da Vang field, where operations are expected to begin in the fourth quarter of 2026.

Flemming Guiducci Grønegaard, Chief Executive Officer of Yinson Production, said the naming marked an important step toward deployment and first operations at the Lac Da Vang field. He added that the project reflected the strength of the partnership with PTSC and the dedication of the teams involved in bringing

the vessel to this stage.

The project further strengthens the long-standing cooperation between Yinson Production and PetroVietnam Technical Services Corporation (PTSC). Through PTSC Asia Pacific and other joint ventures, the companies have operated offshore assets in Vietnam for more than a decade, including FSO PTSC Bien Dong 01 since 2013 and FPSO PTSC Lam Son since 2014.

Representatives from Yinson Production, PTSC, Murphy Oil Corporation, Petro-Vietnam, Ocean Marine & Offshore Investment, Nantong StrongWind Shipyard and other project stakeholders attended the naming ceremony.

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Offshore Norge Announces Lockout Over SAFE Strike

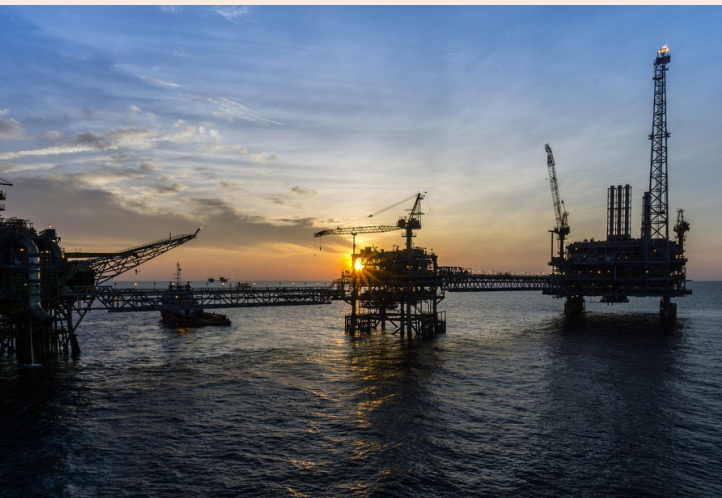


Image source: Shutterstock

25, June 2026

Offshore Norge has announced a lockout under the Well Service Agreement, saying the ongoing SAFE strike is having a severe and uneven impact on its member companies.

The strike began on 15 June 2026 and was expanded on 18 June. According to Offshore Norge, 378 SAFE members are currently on strike. The employers' organization

said the lockout is a lawful measure under Norway's collective bargaining system and is intended to help bring the dispute to an end.

The strike affects ten service companies: SLB, DOF, Halliburton, Weatherford, Tios, DeepOcean, Subsea 7, Cactus, Vetco Gray Scandinavia, and Baker Hughes.

Offshore Norge said preliminary feedback indicated the strike was disproportionately affecting member

Offshore Norge has announced a lockout after the SAFE strike disrupted drilling and oilfield service operations on the Norwegian continental shelf.

companies. It has therefore extended its notice of work stoppage under the Well Service Agreement to cover 1,272 of SAFE's approximately 1,770 members under the agreement. Certain companies operating offshore vessels are exempt from safeguarding critical subsea emergency preparedness on the Norwegian continental shelf.

The organization said the strike has already caused delays and shutdowns in drilling operations on the Norwegian continental shelf. Drilling rigs are being gradually ramped down and will continue only until ongoing well phases have been safely secured.

Four inspection, maintenance and repair vessels and one well intervention vessel have halted operations, while two rigs have already ceased activity. Offshore Norge said the strike is imposing significant

costs on supplier companies and has also led to some delay in oil and gas production.

Offshore Norge rejected SAFE's description of the Well Service Agreement as a "dumping agreement". Elisabeth Brattebø Fenne, Director for Organization and Labor Relations and chief negotiator at Offshore Norge, said the term gives a misleading impression of wage levels and working conditions.

The National Mediator, Carl Petter Martinsen, presented a proposal during mediation on 13 and 14 June. Styrke and Offshore Norge accepted the proposal, while SAFE rejected it. Offshore Norge said it later reiterated to SAFE that it still stands by the mediator's proposal as a solution, but had not received a response.

According to Offshore Norge, the average wage level for the offshore employees

covered by the agreement is approaching NOK 1 million per year. The mediator's proposal included an increase in pay matrix rates of NOK 47,000 from 1 June 2026, including offshore compensation and holiday pay. A further increase of NOK 5,000 would take effect from 1 January 2027, also including offshore compensation and holiday pay.

The shift and night supplement would increase from NOK 109 to NOK 116.50 from 1 June 2026, while the public holiday supplement would rise from NOK 2,350 to NOK 2,400. Minimum pay rates would also increase, with adjustments to several technical allowances.

Offshore Norge said the settlement is in line with the framework agreed in the lead sector earlier this spring.

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Tower Resources Wins Namibia Approval for PEL96 Farm-Out

Tower Resources has secured Namibian government approval for the PEL96 farm-out to Prime Global Energies, clearing the final condition for completion.



Illustration (Photo: Wikimedia Commons)

25, June 2026

Tower Resources plc has received formal approval from Namibia's Ministry of Industries, Mines and Energy for the farm-out of the offshore PEL96 license to

Prime Global Energies Limited, satisfying the final outstanding condition under the agreement announced on 10 January 2025.

The company will now issue a notice of completion to Prime Global Energies and submit a draft deed of assignment, novation and amendment to the ministry and its partners. Completion is expected to follow shortly.

Separately, Tower Resources is still awaiting approval from the ministry for the proposed acquisition by its wholly owned subsidiary, Tower Resources (Namibia) Limited, of an additional 5% interest in PEL96 from local partner ZM Fourteen Investment (Pty) Ltd. The proposed deal was announced on 7 March 2025.

Due to the delay, the parties are no longer bound to complete that acquisition, but discussions on its execution are continuing.

Tower Resources Chairman and Chief Executive Officer Jeremy Asher said the company appreciated the review and continued engagement by the ministry, the Upstream Petroleum Unit and NAMCOR throughout the process.

He also welcomed Prime Global Energies as a partner in PEL96, citing its technical and financial resources and operational track record, and said the partners looked forward to progressing the offshore Namibia work program.

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TWD Designs Monopile Deck Systems for Boreas

TWD has highlighted its work with Van Oord on Boreas, designing monopile deck systems that support transport, securing and installation of large offshore wind foundations.



Image source: TWD

20, June 2026

TWD has marked the first anniversary of Boreas by highlighting its role

in designing monopile deck equipment for the offshore installation vessel.

The Dutch engineering company worked with Van Oord on the vessel's monopile deck spread, which supports the transport, securing and installation of large monopile foundations for offshore wind projects.

The scope included a four-lane monopile seafastening system, an upend hinge system and a monopile gripper with integrated noise mitigation deployment technology.

The design was developed as offshore wind foundations continue to increase in size and weight. For installation vessels, that trend places more pressure on deck layout, cargo securing systems and operational flexibility.

According to TWD, the seafastening arrangement was engineered to handle a wide range of monopile diameters. This allows Boreas to support different project requirements without major equipment changes.

The engineering work also covered structural integration

and load spreading. These elements help manage the forces created by heavy monopile cargoes and support safe handling during transport and installation.

The monopile handling equipment was also integrated with the vessel's wind turbine generator deck spread. For offshore contractors, this can help reduce mobilisation time between project scopes and improve vessel use.

Boreas was developed for large offshore wind installation work and is part of the growing fleet of specialized vessels serving the renewable energy sector. Its first anniversary comes as offshore wind developers and contractors continue to expand capacity in Europe and other markets.

For TWD and Van Oord, the anniversary underlines a partnership focused on equipment design for larger and more complex offshore wind installation campaigns.

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Damen Starts MP ASV Build as Windcat Fleet Expands

Damen Shipyards Group has named Windcat Antwerpen and started construction of its first MP ASV, advancing multi-role offshore wind support capability.

19, June 2026

Damen Shipyards Group has marked two milestones in its offshore wind vessel programme, naming Windcat Antwerpen and starting construction of the first multi purpose accommodation support vessel, or MP ASV.

The progress reflects rising demand for offshore support vessels that can combine several roles as wind farms become larger and are developed farther from shore. Operators are increasingly looking for vessels that can provide accommodation, lifting capability, subsea support and logistics functions from

one platform.

Windcat Antwerpen is part of the Elevation Series developed by Damen Shipyards Group and Windcat for offshore wind construction, commissioning and maintenance work. The CSOV can accommodate up to 120 personnel and operate as a floating base for technicians working on offshore wind assets.

As projects move farther offshore, CSOVs are becoming more important for maintaining efficient operations and safe working conditions.

Separately, Damen Shipyards Group has begun building the first MP ASV at its Ha Long Shipyard in Vietnam. The vessel will measure 102



Image source: CMB.TECH

m in length and 20 m in beam, with a design focused on broader operational flexibility than a conventional CSOV.

The MP ASV will offer 750 sq m of deck space, a 150 t subsea crane and systems for launching and recovering remotely operated vehicles. It will accommodate up to 190 personnel, allowing operators to support larger and longer offshore campaigns.

The design enables accommodation, lifting and

subsea work to be handled from a single vessel, reducing reliance on several specialised assets during offshore projects.

The first MP ASV is scheduled for delivery in 2028. The contract between Damen Shipyards Group and Windcat includes one firm vessel and options for five additional units.

The vessel will include hybrid battery technology and is being prepared for hydro-

gen-related power solutions, including a dual-fuel hydrogen generator subject to final approvals.

The naming of Windcat Antwerpen and the start of MP ASV construction show how offshore wind support fleets are moving toward larger, lower-emission vessels with greater endurance and wider operating capability.

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Germany Rejects TotalEnergies NSE2 Offshore Wind Exit

Germany has rejected TotalEnergies' request to return its 1.5 GW NSE2 offshore wind concession, saying tender awards remain binding.

19, June 2026

Germany has refused TotalEnergies' request to return the NordseeEnergies 2 (NSE2) offshore wind concession in the North Sea, stating that licenses awarded through tender procedures remain binding.

The 1.5 GW project had been under discussion between TotalEnergies and German authorities after the company raised concerns over delays and uncertainty around the grid connection schedule.

German Minister for Economic Affairs and Energy Katherina Reiche made clear that a successful bid cannot

be withdrawn after an award has been made. The decision leaves TotalEnergies with no approved route to hand the concession back to the state.

The matter followed a strategic review launched by TotalEnergies in 2025 covering its offshore wind interests in Germany. That review led to talks with German authorities over the future of NSE2.

On 11 June, TotalEnergies said it had filed the permit application for NSE2 and paid the first 10% installment required under the license. The company said the steps were taken to maintain its rights while it sought compensation linked to delays and uncertainty in the grid connection

timetable.

The NSE2 site spans 156 sq km and is located about 120 km northwest of Heligoland in the German North Sea. Germany's Federal Network Agency awarded the concession to TotalEnergies in 2024.

Germany's position differs from the approach taken in the United States, where the Trump administration has compensated offshore wind developers for giving up licenses and shifting investment toward fossil fuel projects.

The US has spent nearly \$2.6 billion on offshore wind buybacks. The US Department of the Interior bought two leases from TotalEnergies



Image source: Nicholas Doherty on Unsplash

for almost \$1 billion. Two other companies agreed to return two leases under a deal worth about \$900 million, while Invenenergy ended four offshore

wind leases in the New York Bight, California and the Gulf of Maine for \$765 million.

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Belgium Energy Island Build Advances as First Wind Tender Remains Delayed

Belgium has completed a key offshore construction phase for Princess Elisabeth Island, with 23 caissons forming the structure's perimeter, while the first 700 MW wind tender linked to the North Sea hub remains on hold.

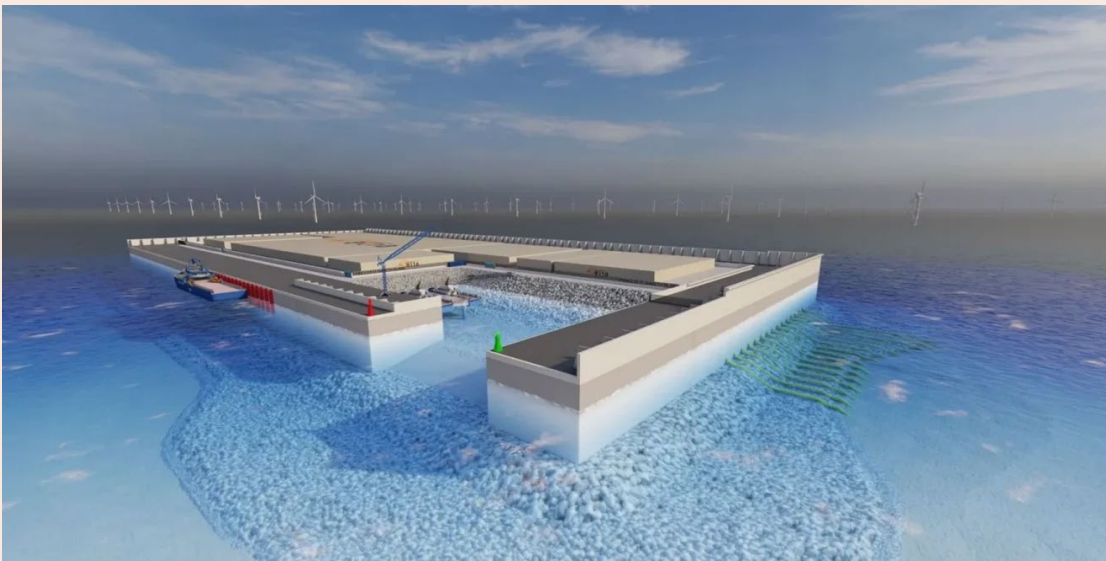


Image source: electrek.co

20, June 2026

Belgium has completed a major offshore construction stage for Princess Elisabeth Island, the artificial energy hub being developed in the North Sea, while the first offshore wind tender connected to the project remains unresolved.

DEME is building the island for Elia, Belgium's high-voltage grid operator. The facility

will connect future offshore wind farms in the Princess Elisabeth Zone to the mainland grid and serve as a central point for switching and power conversion. Its role is also expected to reduce the number of export cables required between the wind farms and shore.

The 2025 offshore campaign ended in mid-September after the final caisson was placed at sea. The island's

outer structure is formed by 23 large concrete caissons. More than 300 workers and 15 specialized vessels were involved in the North Sea campaign.

By January 2026, all 23 caissons had been completed at the Vlissingen yard in the Netherlands and were undergoing final finishing before tow-out and offshore installation. With the onshore production phase completed, the

next stage depends mainly on suitable sea conditions.

Offshore installation work is scheduled to restart in spring 2026, subject to weather. Wind and wave limits remain critical for this type of marine construction, meaning poor offshore conditions could affect the completion schedule without changing the project scope.

The tender process has not moved at the same pace. Belgian federal authorities opened the first 700 MW plot in the Princess Elisabeth Zone for tender on 25 November 2024. The process was later put on hold in July 2025 by the country's Energy Minister.

Following industry consultations, the government published proposed changes to the tender framework in April 2026. Discussions on permit conditions and procedural updates were still ongoing as of April 2026, and no award had been made for the first lot.

This leaves the project on two different timelines. Grid infrastructure construction is

progressing through a defined marine works programme, while the process to select the developer of the first wind farm remains open.

Princess Elisabeth Island is intended to support several future offshore wind farms in the Princess Elisabeth Zone. Possible interconnector links with neighboring countries also give the project a wider North Sea energy network role.

For the maritime supply chain, the project continues to support demand for heavy marine construction, specialized vessels, offshore crews and installation equipment. Contractors and vessel owners are working toward the spring 2026 offshore restart, while wind developers continue to wait for regulatory clarity.

Belgian authorities have not confirmed when the first offshore wind tender will be formally relaunched or awarded.

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Nexans Electra Enters Service for Offshore Grid Projects

Nexans has added CLV Nexans Electra to its fleet, a 149.9 m cable-laying vessel built for offshore wind export systems and interconnectors.



Image source: Nexans via LinkedIn

19, June 2026

Nexans has brought CLV Nexans Electra into operation in Oslo, below the walls of Akershus Fortress, adding a new cable-laying vessel to its fleet.

The 149.9 m vessel is built for large and demanding subsea projects, including offshore wind export systems and long-distance interconnectors. It is equipped with three turntables and can lay four cables at the same time.

CLV Nexans Electra also features a hybrid power system compatible with biodiesel blends, supporting more efficient operations at sea. The inauguration gathered

customers, partners, suppliers, public authorities and teams from Norway and beyond. Dr. Miriam Dalli, Minister for Energy, the Environment and the Regeneration of the Grand Harbour, attended the event.

Nexans has delivered more than 443 interconnection projects worldwide, representing 46 GW of installed capacity. With CLV Nexans Electra now joining the fleet, the company is expanding its capacity to connect countries, carry renewable energy and support a more resilient, low-carbon power system.

[hmt-news.com](#)

OEG Advances Seabed Preparation at East Anglia Two

OEG has begun seabed preparation work at East Anglia Two, including UXO disposal, boulder relocation and cable removal ahead of offshore wind construction.



Image source: OEG

22, June 2026

OEG has returned to the East Anglia Two offshore wind project to undertake seabed preparation work ahead of construction activities.

According to a recently issued Notice to Mariners, the campaign is being carried out 33 km off the Suffolk coast and includes unexploded ordnance (UXO) disposal, boulder clearance, and the removal of out-of-service cables.

The program began in June and is scheduled to continue through September. During the campaign, OEG will dispose of three confirmed UXOs using Low Order Deflagration techniques, relocate approximately 1,800 boulders, and

remove between 12 and 15 redundant cables.

UXO disposal and boulder relocation activities are planned for June and July, while boulder clearance is expected to continue into August. The removal of out-of-service cables is scheduled for August and September.

Developed by Scottish Power Renewables, East Anglia Two is expected to move into the construction phase in 2026/2027. The project was awarded a Contract for Difference in the UK government's Allocation Round 6 and forms part of the wider East Anglia Hub development alongside East Anglia One North and East Anglia Three.

The 960 MW offshore wind farm will comprise 64

Siemens Gamesa SG 14-236 DD wind turbines installed on monopile foundations supplied by Sif and Smulders. Smulders is also responsible for the offshore substation, while Cadeler will install both the foundations and turbines.

Earlier this year, Smulders HSM, a subsidiary of Eiffage Métal, began construction of the offshore substation top-side and jacket foundation for the project.

Export cables will be supplied by Nexans, while inter-array cables will be provided by Hellenic Cables and installed by Seaway7.

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Norwegian Offshore Wind and HMR Sign North Sea MoU

23, June 2026

Norwegian Offshore Wind and Humber Marine and Renewables have entered into a memorandum of understanding (MoU) aimed at expanding cooperation between their member companies and supporting offshore wind supply chain development across the North Sea.

The agreement was signed on 16 June during the Global Offshore Wind conference and provides a framework for

joint engagement in offshore wind-related activities and commercial opportunities.

The two organizations expect the partnership to encourage closer collaboration between Norwegian and UK supply chain companies as offshore wind capacity continues to grow in both markets.

Norwegian Offshore Wind highlighted the Humber region's established offshore wind ecosystem, including significant operating capacity, a substantial project pipeline,

and well-developed supply chain capabilities. The organization said the agreement would help create new opportunities for member companies while strengthening cross-border industry cooperation.

Humber Marine and Renewables stated that the partnership is intended to support greater industry connectivity, foster technology development, and contribute to continued growth within the offshore wind sector.



Image source: Norwegian Offshore Wind

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Scotland Funds Offshore Wind Skills Projects

Scotland has awarded nearly GBP 1.7 million to three projects supporting offshore wind skills, including training hubs, engineering programmes and college courses.

24, June 2026

Scotland has awarded nearly GBP 1.7 million to three training projects designed to build workforce capacity for the country's offshore wind sector.

The funding, announced on 22 June, will support a regional skills hub in the Highlands and Islands, expanded engineering construction training, and offshore wind courses at North East Scotland College.

The grants were made through the Offshore Wind Skills Program. The Scottish government expects the awards to help attract a sim-

ilar amount of private-sector investment.

The University of the Highlands and Islands received GBP 1.2 million. The Engineering Construction Industry Training Board was awarded GBP 372,842, while North East Scotland College secured GBP 135,162.

The Offshore Wind Skills Program was launched earlier this year with a GBP 3.9 million budget to support workforce development for Scotland's offshore wind industry.

Energy Minister Stephen Gethins said Scotland's offshore wind sector could support up to 49,000 jobs, based

on industry estimates. He said skills development is central to ensuring local communities gain employment benefits and companies can access the workforce needed for growth.

The announcement came before a visit to the National Manufacturing Institute Scotland, where Scottish and Irish representatives met participants in the Scottish-Irish Offshore Wind Internship Pilot. The program supports 20 paid internships in offshore wind.

Buchan Offshore Wind, developer of a planned 1 GW floating wind project in Scotland, welcomed the funding.

Project Director Clare Lavelle said continued investment in people would be important for Scotland's floating offshore wind ambitions.

According to Lavelle, the Buchan floating offshore wind farm is expected to support 2,900 Scottish jobs during construction, add more than GBP 900 million to the Scottish economy and create over GBP 2 billion in lifetime economic value.

The project is planned around 75 km northeast of Fraserburgh and would include up to 70 turbines using BW Ideol's Damping Pool floating foundation technology.

Grid connection is targeted for 2033.

In May, the Buchan Offshore Wind consortium, made up of BayWa r.e., Elicio and BW Ideol, said it had received Aberdeenshire Council planning consent for onshore infrastructure linked to the proposed 1 GW floating wind farm.

An offshore consent application was submitted to the Scottish government in August 2025, with a decision expected later this year.

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BSH Revises German Offshore Wind Site Plan

Germany's BSH has proposed changes to North Sea offshore wind sites, auction schedules and grid connection routes under the 2025 site development plan.

24, June 2026

Germany's Federal Maritime and Hydrographic Agency (BSH) has opened a second amendment procedure for the 2025 Offshore Site Development Plan, proposing changes to North Sea offshore wind sites, auction timing and grid connection routes.

The draft amendment, published on 19 June, covers sites N-10.1 and N-10.2, which were tendered in 2025 but did not attract bids. It also includes revised auction and commissioning schedules for several areas, boundary changes for N-12.5 and N-12.6, and adjustments to the NOR-10-1 offshore grid connection

route.

The changes also relate to N-12.4 and N-12.5, where auctions were suspended earlier this year, as well as N-6.8 and N-12.6 and their grid connection systems.

BSH said the process is limited to the listed amendments and is being carried out under a streamlined procedure in Germany's Offshore Wind Energy Act. Authorities and the public can comment until 20 July.

The agency has published a draft amendment and an environmental screening document. Its initial assessment found that an additional Strategic Environmental Assessment is unlikely to be needed beyond the assessment al-

ready completed for the 2025 plan.

The German Offshore Wind Energy Association welcomed the draft, saying it reflects industry demands for better site design and stronger project economics.

The association said the changes would place more focus on actual electricity generation by reducing capacity densities and revising layouts to limit wake effects between turbines.

Managing Director Stefan Thimm said closer alignment between site planning and real electricity output sends an important signal for the sector.

For N-10.1 and N-10.2, the draft presents three alterna-

tive configurations intended to improve commercial viability before a planned re-tender in 2027.

The amendment currently envisages 4 GW of offshore wind capacity for auction in 2027. This includes 2.5 GW across N-10.1 and N-10.2, and 1.5 GW across N-13.1 and N-13.2.

However, the draft does not set a new auction date for N-12.4 and N-12.5, whose planned 2026 tender was suspended. BSH said the future auction timing for those sites will be decided later.

The German Offshore Wind Energy Association also repeated its call for changes to Germany's Offshore Wind Energy Act, including an in-

dexed, two-sided CfD-only model and a legal mechanism allowing uneconomic projects from the 2023 to 2025 tender years to be voluntarily withdrawn and quickly re-tendered.

Thimm said those measures are needed to keep the offshore wind project pipeline reliable and give the supply chain planning certainty for investment.

BSH is expected to finalise the amendment after consultation and coordination with the Federal Network Agency and other relevant authorities.

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DeepOcean Completes Nordseecluster A Cable Work

DeepOcean has completed installation and testing of 48 inter-array cables at Germany’s Nordseecluster A offshore wind farm, using four vessels across the campaign.

25, June 2026

DeepOcean has completed installation and testing of all inter-array cables at the Nordseecluster A offshore wind farm in Germany. The scope included project management, engineering, cable protection systems, offshore preparation, burial assessments, pre-installation cable route surveys, foundation and offshore substation preparation, cable transport and installation, cable pull-in, burial works, seabed surveys and monitoring. Cable-laying began in January 2026. Between January and April, DeepOcean installed 48 inter-array cables in challenging offshore weather conditions. Termination and testing activities have now been completed.

The campaign used four vessels, including DeepOcean's chartered multi-role subsea construction vessel Olympic Ares and subsea construction vessel M/S Volantis, supported by two walk-to-work vessels. Seabed survey services were carried out by another vessel from DeepOcean's fleet. Cable-laying was conducted from Olympic Ares, which was modified with a carousel and lay spread for the project. The flexible lay spread can be rapidly deployed and installed on other vessels in DeepOcean's fleet. Subsea trenching and burial were carried out from M/S Volantis using DeepOcean's UT-1 jet trenching system. The 2,800 hp trencher can support subsea trenching for cables and pipelines up to 1.2



Image source: DeepOcean

m in diameter, trench installations to depths exceeding 3 m, and operate in water depths of up to 2,500 m. Mitchell Pike, Executive Vice President for DeepOcean's offshore renewables division, said the project demonstrated the company's ability to deliver turnkey transport and installation solutions through adaptable cable-laying and trenching vessels. DeepOcean managed the project from Aberdeen, with support from its Norwegian offices in Haugesund and Oslo. Chief Executive Officer Øyvind Mikaelson said the campaign involved four vessels and more than 200 people across DeepOcean and its partners, with the schedule coordinated safely and robustly. He also thanked RWE for entrusting the company with the work. Nordseecluster A is the first phase of the 1.6 GW Nordseecluster project. It will comprise 44 Vestas V236-15.0 MW wind turbines and deliver 660 MW of installed capacity

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Skåne Shifts Support to Sjollen Offshore Wind

Skåne County Administrative Board now supports offshore wind development at Sjollen, citing stronger electricity supply needs while noting uncertainty over market conditions and permitting.



Image credit: Länsstyrelsen Skåne

25, June 2026

The County Administrative Board of Skåne has changed its position on offshore wind development at Sjollen in Öresund, giving its support to energy production

in an area it had previously opposed. The authority said the change reflects the growing importance of electricity supply in Skåne. It now supports all offshore wind areas proposed by the Swedish Energy

Agency as national interest claims, including Sjollen. Oil& Gas. According to the board, the need to strengthen regional power supply has increased, leading to a new assessment that gives greater weight to energy than before. Earlier studies found that a wind farm at Sjollen could generate up to 1.3TWh of electricity per year. That output would correspond to the combined electricity demand of 10 smaller municipalities in Skåne. County Governor Peter Danielsson said the stronger need for electricity supply in Skåne had led to the revised position. He added that Sjollen remains an important natural area in Öresund, and that this will be one of several interests examined during any permit review. The project's future is still uncertain. The company that had been studying offshore wind development at Sjollen has paused its plans because of current market conditions. Rima Dauod, Head of Department at the County Administrative Board of Skåne, said Sjollen is expected to

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NGI and OYO Sign Japan Offshore Wind MoU

NGI and OYO Corporation signed an MoU to cooperate on offshore wind projects, joint research, and technical knowledge sharing in Japan.



Photo: Innovation Norway

25, June 2026

NGI and OYO Corporation signed a memorandum of understanding on 3 June 2026 to cooperate on offshore wind projects, joint research, and knowledge

sharing in Japan. The agreement was signed during the Japan-Norway Ocean Future Forum in Tokyo

by Noel Boylan, Managing Director of NGI's Perth office, and Tsukasa Endo, Executive Officer of the Energy Business Division at OYO Corporation. Under the MoU, the two organizations will combine NGI's offshore geotechnical engineering and foundation design expertise with OYO Corporation's local knowledge and offshore site investigation capabilities for Japanese offshore wind projects. Founded in 1954, OYO Corporation is one of Japan's geoscience and geo-engineering consulting firms, with experience in offshore site investigation for the Japanese offshore wind market. NGI has more than 50 years of experience in offshore geotechnical engineering. The cooperation covers joint projects, joint research, and technical knowledge sharing. Areas of common interest include site characterization in Japanese conditions, seismic and geohazard assessment, advanced laboratory testing, and foundation design for offshore wind, including floating wind turbines. The partners also intend to pursue joint research and publications. The two organizations already have joint projects planned for the coming months and are developing further work together. NGI recently visited OYO Corporation's facilities in Japan, and OYO Corporation is expected to visit NGI's office and laboratory in Perth. The agreement may later extend to activities beyond Japan.

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RWE Opens Offshore Wind Control Center in Jemgum

RWE has officially opened a new offshore wind control centre in Jemgum, East Frisia, from which the company will monitor and operate its offshore wind farms in Germany and continental Europe around the clock.



Image source: RWE

26, June 2026

RWE has opened a new offshore wind control center in Jemgum, an East Frisian municipality in Germany's Leer district. The site will act as a 24-hour operations base for monitoring and controlling RWE's offshore wind farms in Germany and continental Europe. The facility was built by local company Real Immobilien. Around 50 RWE employees will be based at the new location. Completed in about 12 months, the two-story building provides around 1,120 sq m of floor space. It includes office areas, meeting rooms and a dedicated control room. Staff facilities include large break areas with kitchen space, a conservatory and a fitness room. The outdoor area includes bicycle parking, about 50 car parking spaces and electric vehicle charging points. The building was developed with sustainability measures in place. Recycled materials were used during construction, while energy-efficient design features were included in the facility. A rooftop solar system supplies part of the building's electricity demand, and further measures have been installed to reduce water use.

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HD Hyundai Advances Robotic Hull Care System

HD Hyundai is developing an AI-based robotic hull care system with partners to automate hull inspection, cleaning and post-service performance verification using underwater robots.



HD Hyundai Heavy Industries and its partners signed an agreement to develop and commercialize the Total Hull Care Solution, an integrated hull maintenance platform combining AI, robotics and marine technologies. (Photo: HD Hyundai Heavy Industries)

19, June 2026

HD Hyundai is developing an AI-based hull management system designed to automate vessel hull maintenance, covering underwater inspection, cleaning and post-service performance verification.

The company signed a memorandum of understanding with HD Korea Shipbuilding & Offshore Engineering, HD Hyundai Robotics, HD Hyundai Marine Solution, Avikus, KCC, and TAS Global to jointly develop and commercialize a Total Hull Care Solution.

The planned system will diagnose hull conditions in real time and recommend maintenance measures through an integrated management platform. The partners will also develop AI-powered

underwater robot inspection technologies, hull condition monitoring systems and fuel-efficiency optimization using ship operating data.

HD Hyundai will lead the development of automated maintenance technologies, including hull inspection, condition assessment, cleaning and post-service verification through underwater robots.

A company official said the project is the industry's first effort to combine shipbuilding, marine coating and robotics technologies into a single hull care solution. The official added that the initiative is expected to reduce fuel consumption and carbon emissions while supporting a new business model in the vessel maintenance market.

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Mooring Rope Accident at HD Hyundai Samho Kills Worker

A worker died after a mooring rope snapped during a vessel berthing operation at HD Hyundai Samho shipyard in South Korea. Authorities plan safety law checks.

23, June 2026

A fatal industrial accident occurred at HD Hyundai Samho shipyard after a mooring rope snapped during a vessel berthing operation, leading to safety investigations by South Korean authorities.

According to HD Korea Shipbuilding & Offshore Engineering, one worker was killed at its subsidiary HD Hyundai Samho during berthing work alongside a quay on the 22nd. The worker was struck by a mooring rope while a vessel



Image credit: HD Hyundai Samho

was being secured.

The accident occurred at about 11:25 a.m. at a quay inside the HD Hyundai Samho shipyard in Yeongam County, South Jeolla Province. The victim, a male worker in his 40s, was taken to hospital but

was reported to have died the same day.

South Korea's Ministry of Employment and Labor plans to examine whether the Occupational Safety and Health Act or the Serious Accidents Punishment Act was violated.

The Mokpo Coast Guard is also looking into the circumstances of the accident.

After the incident, HD Hyundai Samho halted all work involving mooring ropes and preserved the accident site. The company also issued

a companywide safety alert and plans to conduct special safety and health training.

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Samsung Heavy Industries Expands Vietnam Tanker Outsourcing

Samsung Heavy Industries is expanding tanker outsourcing in Vietnam while reducing reliance on Chinese yards and focusing Geoje on high-value vessels.



Samsung Heavy Industries Geoje Shipyard.

22, June 2026

Samsung Heavy Industries is expanding its shipbuilding network in Vietnam as it advances a global operations strategy aimed at balancing production capacity, cost control, and delivery performance.

The company recently completed the process of establishing a local subsidiary in Vietnam. In March 2026, its board-level Management Committee approved the plan to create a new legal entity in the country, after which follow-up procedures were launched. Samsung Heavy Industries said the move was needed to support its global operations strategy in line with local regulations.

Under the strategy, Geoje Shipyard in South Korea is being focused on high-value vessels, including LNG carriers, environmentally friendly container ships, and FLNG units. The yard is also being developed as a technology research and development center.

For more routine orders such as crude oil tankers, Samsung Heavy Industries

is using shipyards in China, South Korea, and Southeast Asia. The company remains responsible for newbuilding design, guarantees, equipment, and material procurement.

Vietnam has become a key part of this model. Samsung Heavy Industries said its backlog is now centered mainly on high-value-added vessels, while cooperation with Vietnamese yards is expected to increase total production capacity. The approach is also intended to improve order competitiveness by managing labor and other operating costs more effectively and supporting delivery efficiency.

Between 2024 and 2025, Samsung Heavy Industries outsourced eight Suezmax tankers to PaxOcean Engineering Zhoushan Co., Ltd. (POEZ) in China. As the global operations strategy moves forward, the company is gradually reducing its reliance on Chinese shipyards and shifting more tanker work to Vietnam.

By the end of December 2025, Samsung Heavy Industries had outsourced three

Suezmax tankers to Petro-Vietnam Shipbuilding and Mechanical (PVSM), a subsidiary of Vietnam's National Industry and Energy Group. During the projects, the company is involved from design and construction through product acceptance and directly supervises technical matters.

The shift toward Vietnamese yards is linked not only to labor costs but also to increased risks for ships built in China under US policy developments. These factors have made Chinese shipyards a less preferred option for outsourcing.

South Korean yards remain part of the outsourcing program. Samsung Heavy Industries has assigned four medium-sized oil tankers to HSG Seongdong Shipbuilding, which has mainly handled hull section work since its bankruptcy restructuring. The contracts are expected to support the yard with stable orders and help accelerate its return to full-ship construction.

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K Shipbuilding Sale Plan Collapses

The planned sale of K Shipbuilding has failed after Taekwang Industrial could not agree on terms with the yard's current investors.

23, June 2026

The planned sale of South Korea's K Shipbuilding has failed after Taekwang Industrial was unable to agree on terms with the yard's current investors.

K Shipbuilding, the remaining South Korean business of the former STX Offshore & Shipbuilding, has been through years of restructuring. The former STX operation traced its roots to 1967 through Dongyang Shipbuilding Industry Co. and later expanded overseas before financial pressure intensified after the 2008 financial crisis and weaker shipbuilding demand.

In 2021, KHI and United Asset Management acquired the yard and led its recovery. They addressed debt issues and resolved low-priced legacy orders. In 2025, K Shipbuilding returned to profit for the first time in 14 years.

The yard has since strengthened its orderbook. Last year, it said it had more than two years of work se-

cured and was operating at 110% utilization. It also announced that it became the first medium-sized South Korean shipyard to obtain U.S. CMMC Certification for participation in U.S. defense procurement and U.S. Navy ship maintenance projects.

The investors had planned to sell their combined 99% stake through a process limited to Korean companies. Taekwang Industrial, a petrochemical and textile manufacturer, was the only bidder.

In a 22 June regulatory filing, Taekwang Industrial said talks could not move forward because its offer and the sellers' requested terms remained apart. As a result, it was not selected as the preferred bidder.

The investors said they will review the process and decide whether to restart bidding depending on market conditions. KHI also owns Daehan Shipbuilding and said last year that it planned to pursue a public offering for that yard.

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K Shipbuilding

COSCO Shipping Receives Final 7,500 CEU LNG PCTC from Xiamen Shipbuilding

COSCO Shipping Specialized Carriers has taken delivery of Kang Qian Kou, the ninth and final 7,500 CEU LNG dual-fuel PCTC built by Xiamen Shipbuilding Industry, strengthening its growing global automotive logistics network and expanding its green shipping fleet.



Image source: Cosco Shipping Specialized Carriers

22, June 2026

COSCO Shipping Specialized Carriers has taken delivery of Kang Qian Kou, the final vessel in a series of nine 7,500 CEU LNG

dual-fuel Pure Car and Truck Carriers (PCTCs) constructed by Xiamen Shipbuilding Industry. The vessel was officially delivered on 17 June and will be operated by Guangzhou

Yuanhai Automobile Shipping, a subsidiary of COSCO Shipping Specialized Carriers. As the last ship in the nine-vessel program, Kang Qian Kou represents the completion of a major PCTC construction series undertaken by Xiamen Shipbuilding Industry for the Chinese carrier.

The vessel has an overall length of 199.9 m, a beam of 38 m, and a design draft of 8.7 m. Designed for long-distance vehicle transportation, it has a range of 25,000 nautical miles. Its propulsion arrangement consists of a single-engine, single-propeller configuration powered by an LNG dual-fuel main engine. The vessel is also equipped with a bow thruster and an electric RORO system. Kang Qian Kou features 13 vehicle decks with capacity for 7,500 standard vehicles. Four of the decks are liftable, enabling the transport of a wide range of cargo types, including passenger cars, trucks, buses, construction machinery, and MAFI cargo. Following delivery, the vessel will commence its maiden

voyage on the Australia service. More than 4,800 vehicles are scheduled to be loaded at Chinese ports for shipment to major destinations along Australia's eastern coast. The cargo includes vehicles manufactured by BYD, Great Wall, Chery, Geely, Sinotruk, and LiuGong. COSCO Shipping Specialized Carriers continues to expand its automotive logistics business while developing a green and efficient PCTC fleet. During the past two years, the company has added more than 20 LNG dual-fuel PCTCs, increasing its operational fleet to 33 vessels. The company's PCTC services connect key automotive export markets across the Persian Gulf, Europe, South-east Africa, western South America, the Mediterranean, Australia, and New Zealand.

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Petrobras Orders Four Tankers for \$427 Million

Petrobras has ordered four MR1-class tankers from Estaleiro Rio Grande under a \$427 million contract for coastal fuel transport in Brazil.



Image source: Transpetro

23, June 2026

Petrobras has ordered four medium-range oil tankers from Estaleiro Rio

Grande under a \$427 million contract to support coastal oil and petroleum product trans-

port in Brazil. The contract was signed on 18 June through Petrobras Transporte, also known as Transpetro, and covers four MR1-class vessels. Each vessel will have a gross tonnage of 40,000 GT and will be capable of operating on biofuels, including ethanol, as well as in electrified ports. The first vessel is expected to be delivered within 33 months. The tankers will each measure approximately 175 m in length and 30 m in width. They will transport products including diesel, gasoline and fuel oil. The order is part of the Mar Aberto Program, which is aimed at renewing and expanding Petrobras' own fleet. Under the initiative, Transpet-

ro plans 16 coastal vessels, along with 18 barges and 18 tugboats. The program has already secured orders for 52 vessels. Sérgio Bacci, President of Transpetro, said the contract strengthens the company's strategy to increase logistics capacity in line with Petrobras' rising production and refining needs. He also said the company's own fleet is expected to grow from 26 to 42 vessels by 2030. According to Transpetro, the MR1 vessels are expected to deliver fuel efficiency gains of up to 20% and reduce greenhouse gas emissions by approximately 30%, in line with International Maritime Organization guidelines.

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Korea's Big Three Shipbuilders Head for Strong Q2 Margins

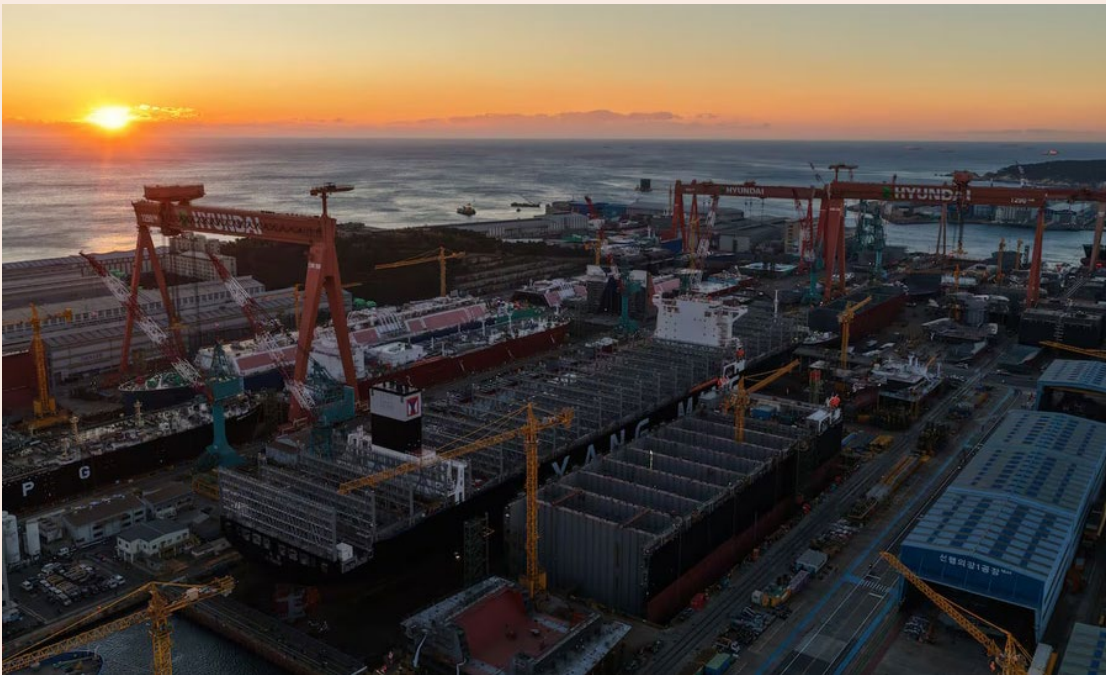


Image source: HD Hyundai

Korea's Big Three shipbuilders are forecast to post a combined 14.5% operating margin in Q2 as LNG carriers, FLNG projects and higher-value orders lift profitability.

23, June 2026

Korea's three largest shipbuilders are expected to report stronger second-quarter profitability as LNG carriers, very large gas carriers and FLNG projects ordered at higher prices make up a larger share of their work.

The combined operating margin of HD Hyundai Heavy Industries, Hanwha Ocean and Samsung Heavy Industries is forecast at 14.5% for

the second quarter. Their combined revenue consensus is 13.0 trillion won, up 28.8% year on year, while operating profit is expected to rise 80.6% to 1.9 trillion won. HD Hyundai Heavy Industries is projected to lead the group with a 15.7% operating margin. Its second-quarter revenue is estimated at 6.3 trillion won, with an operating profit of 992.0 billion won. Higher-priced LNG carriers and container ships ordered

two to three years ago are now being reflected in earnings, alongside exchange-rate benefits and production efficiency gains. Hanwha Ocean is expected to post a 14.3% operating margin, based on revenue of 3.5 trillion won and operating profit of 497.1 billion won. If achieved, it would be the company's highest quarterly margin since the first quarter of 2020, when it operated as Daewoo Shipbuilding & Ma-

rine Engineering. Its merchant ship segment is driving the improvement, with Hyundai Motor Securities projecting an 18.6% margin for the division as higher-margin 2024-2025 orders and stronger VLCC profitability lift results. Samsung Heavy Industries is forecast to record a 12.4% operating margin, its highest since 2013. Revenue is estimated at 3.2 trillion won and operating profit at 403.4 billion won. LNG carriers ordered at higher prices are being booked into revenue, while FLNG projects including Malaysia's Z-FLNG, Canada's Cedar and Mozambique's Coral Norte are also contributing. iM Securities said the company has built a profitability base supported by the world's largest single-yard LNG carrier backlog of 63 vessels. Order intake is also supporting the outlook. Samsung Heavy Industries has secured \$9.6 billion in orders this year, equal to 69% of its \$13.9 billion annual target, raising the possibility that it could meet its annual goal for the first time in four years. Its merchant ship orders total 28 vessels worth \$5.2 billion, including 14 LNG carriers, or 91% of that segment's target. Offshore orders stand at two units, Coral Norte FLNG and the first Delfin FLNG, worth \$4.4 billion, or 54% of the offshore target. HD Hyundai Heavy Industries had an order backlog of \$37.0 billion at the end of May, more than double its 2026 order target of \$17.7 billion. It has filled 2028 delivery slots and has started taking 2029 volumes. Hanwha Ocean has not disclosed an annual order target, but it has won 25 vessels worth \$4.4 billion this year. The total includes 24 merchant ships, including 15 VLCCs and six LNG carriers, plus one wind turbine installation vessel. The companies are also moving into broader areas beyond merchant shipping. Samsung Heavy Industries is pursuing offshore plant follow-up work, including the second Delfin FLNG and Canada's Western FLNG. HD Hyundai Heavy Industries signed a 627.1 billion won contract in April with a U.S. energy development company to supply Himens engines for data center power generation. Hanwha Ocean is expanding special-purpose ship work after completing its fourth special shipyard last year, which increased simultaneous submarine construction capacity from two to four. It is also pursuing overseas projects, including Canada's submarine program.

Source: biz.chosun.com

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Jiangnan Starts Construction of 95,000 cbm Ammonia Carrier

Jiangnan Shipyard has started construction of a 95,000 cbm Very Large Ammonia Carrier for Jaldhi Overseas, featuring an LPG dual-fuel propulsion system.

24, June 2026

Jiangnan Shipyard and China Shipbuilding Trading Co. Ltd (CSTC) have started construction of the first Very Large Ammonia Carrier (VLAC) ordered by Jaldhi Overseas Pte. The vessel is based on Jiangnan Shipyard's independently developed Panda

93A design and will measure 230 m in length. It is equipped with an LPG dual-fuel main engine and is designed to transport ammonia cargoes as well as liquefied petroleum gases, including propane and butane. Originally developed as a 93,000 cbm VLAC, the design has been upgraded to a cargo capacity of 95,000 cbm



Jangnan's 95,000-cbm ammonia carrier design (Image source: Jiangnan Shipyard via LinkedIn)

through the addition of two 1,000 cbm deck tanks. According to data from DNV's Alternative Fuels Insight platform, 168 LPG-fuelled vessels are currently in operation worldwide, while 34 additional vessels are on order. The LPG-fuelled fleet or-

derbook is projected to reach 148 vessels by 2030. Within this segment, 10 LPG and ammonia carriers are currently in service, with a further 68 vessels on order. Jiangnan Shipyard said the

vessel is currently the world's largest ammonia carrier and has been developed to support increasing demand for long-distance transportation of green ammonia.

Dali Chief Engineer Charged Over Baltimore Bridge Collapse

U.S. federal prosecutors charged Dali’s chief engineer over alleged safety reporting failures before the container ship struck Baltimore’s Francis Scott Key Bridge, killing six workers.



Photo credit: U.S. Army Corps of Engineers, Baltimore District / David Adams

19, June 2026

U.S. federal prosecutors have charged the chief engineer of the container ship Dali over allegations that he failed to report hazardous vessel conditions before the ship struck Baltimore’s Francis Scott Key Bridge on 26 March 2024, causing the bridge to collapse and killing six road workers.

Karthikeyan Deenadayalan is the first crew member who was on board Dali at the time of the disaster to face criminal charges. The incident temporarily shut the main shipping channel into the Port of Baltimore. Shipping& Logistics

Court filings state that Deenadayalan has been charged with violating the Ports and Waterways Safety Act. Prosecutors allege that he knowingly and willfully failed to notify the U.S. Coast

Guard about dangerous conditions aboard Dali before the vessel departed Baltimore.

Federal authorities and Deenadayalan have entered into a deferred prosecution agreement. The charge could be dismissed if he meets certain conditions, although the terms have not been made public.

The U.S. Department of Justice alleges that Dali had equipment problems involving its generator fuel supply system. Prosecutors claim redundant supply and booster pumps for generators 3 and 4 were not being used, while a non-redundant flushing pump was used instead.

Investigators said Dali suffered at least four power outages before the collision. Court documents state that the first blackout was likely caused by a loose wire, while the second and critical black-

out occurred because the vessel relied on the non-redundant flushing pump to supply fuel to two of its four generators.

The charge follows criminal cases brought against Synergy Marine, the vessel’s operator, and one of its technical superintendents. Prosecutors allege that the company concealed dangerous shipboard conditions through falsified inspection reports and by bypassing maritime safety requirements.

They also claim Dali was fitted with the wrong fuel pump, preventing the vessel from regaining power before impact. Synergy Marine has denied the allegations, calling them unfounded in court filings.

The bridge collapse killed six construction workers who were repairing potholes on the structure. It also blocked

the main navigation channel serving the Port of Baltimore for weeks, disrupting shipping and business activity in the region.

The ship’s owner and operator have reached settlements with the families of the six workers who died, surviving road crew members, the State of Maryland and the U.S. government over bridge losses, salvage operations and recovery costs.

Several civil claims remain active, including cases filed by the City of Baltimore, Baltimore County, longshore workers and local businesses seeking compensation for economic losses linked to the bridge collapse and port disruption.

Separately, Grace Ocean, the owner of Dali, has filed a lawsuit against HD Hyundai in Pennsylvania, alleging manufacturing defects. The

shipbuilder has rejected the claims, noting that the vessel had operated for more than a decade and that it was not responsible for maintenance during that period.

Maryland authorities expect the replacement Francis Scott Key Bridge to be completed by the end of 2030. The new bridge will be more than 3,200 m long, with two 3.7 m lanes in each direction and 70.1 m of clearance above the federal shipping channel.

Project costs are estimated at about \$9 billion, with construction divided into multiple contracts covering over-water sections, land approaches and demolition of the remaining bridge structure.

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OMS Group Advances USV Elite Sea Trials Off France

OMS Group is advancing sea acceptance tests for USV Elite off the South of France, with mobilisation planned for early Q4 2026 to support autonomous offshore survey operations.



Image source: Exail

20, June 2026

OMS Group is progressing sea acceptance tests for USV Elite, its long-range uncrewed surface vessel, off the South of France ahead of planned regional mobilization in early Q4 2026.

The Singapore-based digital infrastructure service provider said the test program is producing positive early results in vessel handling, stability, system integration and deepwater survey performance. Once mobilized, USV Elite will support autonomous offshore survey operations.

The sea acceptance test campaign is focused on confirming how the unit performs under representative offshore conditions. Early findings show stable line keeping and platform behavior, supporting its use for extended offshore survey missions.

A key part of the program is the verification of the Kongsberg EM124 deepwater multibeam echosounder suite. OMS Group said initial results show full-swath bathymetric acquisition capability aligned with full ocean-depth cable route survey requirements.

The testing also covers the integration of vessel systems and survey payloads. The results will be used to finalize operational procedures and

deployment planning before mobilization in early Q4 2026.

OMS Group said the combination of the Exail DriX O-16 platform and Kongsberg EM124 is showing the stability and data quality needed for deepwater bathymetric work. Reliable data quality is critical for full ocean-depth cable route surveys, where consistency and accuracy directly affect subsea cable planning.

The deployment of USV Elite forms part of OMS Group’s wider plan to expand survey and engineering capabilities through OMS Geomtra, its specialist survey business.

The unit’s long-endurance capability is also being validated during the test program. Designed for extended offshore missions, USV Elite can support survey work across large areas while maintaining consistent operational performance.

The company said demand for submarine cable systems continues to grow globally, increasing the importance of high-quality route survey data for subsea infrastructure planning, development and protection.

OMS Group also said it remains committed to operating autonomous systems in line with recognized international frameworks and industry

guidance as it expands the use of uncrewed technologies.

Ronnie Lim, Group CEO of OMS Group, said USV Elite represents an important step in expanding next-generation offshore survey capabilities. He said the test results show that long-range uncrewed systems can deliver the stability, endurance and survey performance required for demanding offshore work.

The unit is expected to complement conventional survey methods and support future integration with autonomous underwater systems and remote operations technologies.

Survey activities are also expected to be supported by OMS Group’s planned Remote Operations Centre in Singapore, which will provide centralised oversight and operational support for autonomous offshore assets.

René d’Avezac de Moran, Chief Operating Officer of OMS Group, said the sea trials are validating not only the vessel and payload performance, but also the operating model needed for future commercial deployment.

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Niraikanai II Grounds Near Japan’s Izu Islands

Japanese Ro-Ro cargo ship Niraikanai II remains aground off Toshima Island after striking rocks during a voyage from Osaka to Tokyo, with no injuries or oil spill reported.

23, June 2026

Japanese Ro-Ro cargo ship Niraikanai II remains aground off Toshima Island after striking rocks during a voyage from Osaka to Tokyo.

The 11,687 GT vessel, operated by Ryukyu Kaiun Kaisha, grounded at around 3:30 a.m. local time on 19 June near the western side of Toshima Island in the Izu archipelago.

There were 17 crew members on board, and no injuries were reported. Authorities said there was no immediate evidence of flooding or oil leakage, while the Shimoda Coast Guard Office confirmed that no fuel spill had been detected.

After the crew sent an emergency message, the Japan Coast Guard deployed a patrol vessel to the site and opened an investigation into the cause of the grounding.

Initial refloating efforts were unsuccessful. Ryukyu Kaiun Kaisha is preparing diver inspections and salvage work, but the timing of any refloating attempt has not been confirmed.

The incident has disrupted services. The company cancelled Tokyo-Osaka and Tokyo-Naha sailings on 19 June, Osaka-Naha service on 20 June, and Wakanatsu trial services via Hitachinaka on 26 June and 29 June.

The Japan Coast Guard’s 3rd Regional Headquarters issued a navigation warning on 19 June, identifying the vessel’s position near Toshima Island and advising nearby ships to navigate with caution.

Weather at the time was reported as relatively calm, with waves of about 0.5 m and southeast winds of around 6 m/s.

Built in 2017, Niraikanai II is 181 m long and operates domestic routes linking Okinawa, Osaka, and Tokyo. The ship mainly carries vehicles, trailers, and other rolling cargo.

Investigators are expected to review navigation data, bridge operations, and voyage records. Salvage teams will assess the vessel’s condition before another refloating attempt is made.

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Image Credit: japannews.yomiuri.co.jp

Multiterminais Adds STS Cranes at Rio Terminal

Multiterminais has received two new ZPMC ship-to-shore cranes for MultiRio, supporting plans to expand the Port of Rio de Janeiro terminal’s annual capacity to 1 million TEU.



Image Credit: MultiRio Terminal

23, June 2026

Multiterminais has received two new ship-to-shore cranes for its MultiRio container terminal at the Port of Rio de Janeiro, supporting plans to raise annual capacity

to 1 million TEU.

The ZPMC-built cranes arrived fully assembled on 10 June aboard Zhen Hua 15 and have been unloaded at the terminal. Commissioning is now in progress, with ZPMC technicians assisting instal-

lation and testing before the cranes enter full service, expected by August.

The investment is valued at about R\$110 million, or \$21 million. With the new units, MultiRio’s ship-to-shore crane fleet will increase to seven.

The company said the added equipment will allow the terminal to serve two large vessels at the same time, improving berth productivity and reducing vessel turnaround times.

The upgrade comes as larger container ships are being deployed on South America’s east coast trades. MultiRio recently handled MSC Katrina, a 366 m container ship with a capacity for 13,000 TEU, the largest vessel to call at the Port of Rio de Janeiro.

Multiterminais said the new cranes will allow MultiRio to handle the largest container vessels currently operating on the east coast of South America, strengthening Rio de Janeiro’s role in regional and international container shipping.

The crane delivery forms part of a wider investment program tied to MultiRio’s concession. The company secured Container Terminal II under a 25-year concession in 1998, with a further 25-year extension approved in 2011, extending operating rights to

2048.

Under the extension, Multiterminais committed around R\$200 million for expansion work. The wider program for MultiRio and the adjacent MultiCar vehicle terminal is planned at R\$500 million and includes quay upgrades, storage expansion, gate improvements, and new cargo handling equipment.

Planned equipment additions include 30 rubber-tyred gantry cranes and five Super Post-Panamax portainers.

MultiRio currently has an 800 m berth, a 15.3 m draft, and a 251,000 m² terminal area. Its present annual capacity is about 670,000 TEU.

Once the expansion is completed, capacity is planned to rise by 49% to 1 million TEU per year, supporting cargo growth and strengthening the Port of Rio de Janeiro’s competitiveness among Brazil’s main container hubs.

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Port Worker Killed in Mooring Line Accident at Scottish Ferry Terminal

A port services operative died after becoming entangled in ropes connected to a ferry’s mooring lines during operations at Cairnryan Harbour in Scotland.

24, June 2026

A port worker died after becoming entangled in ropes connected to a ferry’s mooring lines at Cairnryan Harbour in Scotland, according to findings from an investigation into the incident.

John Hamilton, a 60-year-old port services operative, was handling mooring lines on the quay while they were being recovered aboard the Superfast VII ferry.

During the operation, Hamilton became entangled in two ropes connected to the vessel’s mooring lines. He was lifted from the quay, struck a metal structure and then hit the vessel’s hull before falling into the water.

Initial findings indicated that Hamilton had followed the required safety procedures before the accident occurred.

Sheriff Garry Sutherland said the incident could have been prevented if additional precautions had been taken during the mooring line recovery process.

According to the findings, the vessel’s crew should have stopped retrieving the mooring lines when Hamilton entered the operational area. The person responsible for bringing the lines onboard should also have monitored activity on the quayside.

Sutherland described Hamilton as a respected and experienced port services operative who was highly regarded by family and friends.

The sheriff concluded that the fatal accident resulted from an unfortunate combination of several factors during the mooring operation.

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Illustration purpose only (Image source: Shutterstock / ID_2721256547)

IMO and Oman Start Strait of Hormuz Evacuation Plan

The IMO and Oman have launched a phased evacuation plan for vessels and more than 11,000 seafarers stranded in the Persian Gulf region.



Image source: IMO

24, June 2026

The International Maritime Organization and Oman have started a phased evacuation plan for vessels and seafarers stranded in the Persian Gulf region, following reported progress in talks involving the United States and Iran.

Oman is leading the operation, while the International Maritime Organization will monitor the process and issue daily updates on vessel departures from the region.

In its notice, Oman called for a gradual and controlled movement of vessel traffic. It said two temporary lanes are available, one to the north and one to the south, but warned

that the normal Traffic Separation Scheme remains unsafe.

The warning follows confirmation of a mine last week. Reports also indicated that as many as 80 mines may be present in the main traffic lanes.

Because vessels are using a temporary maritime corridor, Oman said the risk of collision is higher. The lanes are narrow and require close monitoring to maintain security.

International Maritime Organization Secretary-General Arsenio Dominguez said the plan will cover more than 11,000 seafarers still in the region. He also referred to the deaths of 14 seafarers during the conflict and said safety

guarantees had been secured for the evacuation operation.

The operation will be carried out in phases, with vessels grouped and assigned specific transit days. Ships selected for each group will be contacted and directed to a waiting area in international waters.

Masters will be able to choose either a northern route through Iranian territorial waters or a southern route through Omani territorial waters. Vessels must contact the coastal state responsible for their selected route before proceeding.

The first group includes 40 ships that have been cleared to move to the holding area and begin transit through the

Strait of Hormuz.

Oman said the transits will not be subject to tolls and will be conducted in line with international law and freedom of navigation. Vessels have been instructed to keep AIS transmissions active during transit.

The arrangements issued by the Royal Navy of Oman do not yet cover vessel entry into the Gulf, but further updates are expected.

The International Chamber of Shipping welcomed the evacuation plan, saying coordination is needed to restore freedom of navigation and that the plan should work alongside existing mechanisms.

The move comes as some

factions in Iran continue to claim the Strait is closed and say permits are not being issued. However, reports indicate that some ships are already leaving the Gulf, with transit levels approaching the highest level since February.

Qatar and Pakistan, acting as joint mediators, said Iran and the United States agreed during talks in Switzerland to maintain a communication line for 60 days. The line is intended to support the terms of last week’s Memorandum of Understanding and help prevent incidents or miscommunication during commercial vessel transits through the Strait of Hormuz.

Some Iranian factions have said the arrangement is temporary. They have also claimed that after 60 days, the Strait of Hormuz will become an Iranian waterway. A so-called Persian Gulf Strait Authority has said ships may later need insurance for transit, with the first 60 days free before possible fees.

The International Maritime Organization said the engagement between Iran and the United States marks an important step toward restoring maritime security and ending attacks on civilian shipping.

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HMT NEWS

MSC Baltic III Wreck Removal Moves Into Dismantling Phase

Dismantling work has begun on the grounded MSC Baltic III in Newfoundland as recovery teams prepare to remove and recycle the vessel in a multi-year operation.



Image source: Canadian Coast Guard

24, June 2026

Work has begun to dismantle the grounded container ship MSC Baltic III off Newfoundland, marking the next stage of a complex wreck removal operation that could extend into 2027.

According to the latest update from the Canadian Coast Guard, favorable weather conditions have allowed re-

covery teams greater access to the vessel, which has been stranded at Cedar Cove since February 2025. A barge has been positioned alongside the wreck, enabling the removal of materials from the ship.

Preparations are also advancing onshore. Crews are constructing a switchback road to the beach to provide access for heavy equipment and trucks, while upgrades

have been made to existing roads leading to the remote recovery site, located approximately 30 miles from Corner Brook.

MSC Mediterranean Shipping Company and its insurers appointed Resolve Marine earlier this year to carry out the second phase of the recovery program, including wreck removal and environmental restoration activities.

During the first phase of the operation, completed in 2025, 409 of the 462 containers carried by the vessel were removed, including all containers containing dangerous goods. Approximately 1,700 tonnes of fuel were also recovered from the ship.

The next stage will focus on removing the remaining containers, many of which are reported to be waterlogged. Authorities also noted that contaminated water and residual fuel remain onboard.

As part of the dismantling process, Resolve Marine is installing rigging points and preparing to separate the vessel at an existing break point in the hull. The recovery plan calls for the forward section to be pulled onto the beach, dismantled and transported away for recycling.

Additional work will include further cleaning of fuel tanks and the removal of the accommodation block. The hull cut is planned forward of the engine room. Once the bow section has been dismantled and recycled, a similar operation will be carried out on the stern section.

Resolve Marine expects the initial dismantling stage to continue through 2026, with work progressing until winter weather limits activity. Further removal operations are likely to continue into 2027.

The Canadian Coast Guard currently considers the wreck stable. However, inspections conducted after winter conditions revealed extensive structural damage, including a crack along the port side, buckling on the starboard side and a worsening crack on the vessel's deck.

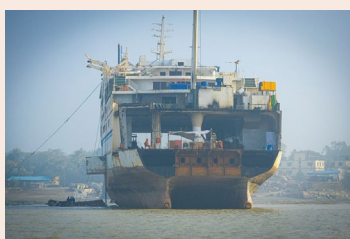
MSC Baltic III was en route to Newfoundland in February 2025 when it suffered a blackout during a severe winter storm. The vessel drifted into Cedar Cove, where all crew members were rescued by helicopter before the ship grounded along the shoreline. The stern subsequently settled onto the seabed.

Under Canadian law, responsibility for the wreck removal operation and environmental cleanup remains with MSC Mediterranean Shipping Company and its insurers.

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India Leads Global Ship Recycling Market

India has become the world's largest ship recycling nation after raising its global market share to 35.4% in 2025, reaching its 2030 target early.



24, June 2026

India has become the world's largest ship recycling nation, reaching a key Maritime India Vision 2030 target five years early.

According to the Ministry of Ports, Shipping and Waterways, India increased its global ship recycling market share to 35.4% in 2025, up from 30.1% in 2024. The ministry cited the latest report by the

United Nations Conference on Trade and Development.

India recycled 3.0 million gross tonnes (GT) of ships in 2025, compared with 1.9 million GT in 2024. The ministry said the increase followed maritime policy reforms and measures to improve business conditions in the sector.

The milestone comes as global ship recycling demand is expected to rise. The Baltic and International Maritime Council (BIMCO) estimates that more than 16,000 ships will be recycled over the next decade.

Based on its current market share, India could recycle around 500 to 600 ships each year while expanding national

capacity.

Union Minister of Ports, Shipping and Waterways Sarbananda Sonowal said India's position reflects policy reforms, industry efforts and compliance with international environmental and safety standards.

The government introduced the Recycling of Ships Act, 2019, aligning India's ship recycling sector with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships. India ratified the convention in 2019.

The government has also provided ₹53.5 crore to modernize ship recycling yards, helping 115 facilities meet

Hong Kong Convention standards.

India has launched the Ship-breaking Credit Note Scheme. Under the scheme, shipowners receive a credit note worth 40% of the scrap value of a recycled vessel.

The credit can be used to cover up to 5% of the cost of a new vessel built at an Indian shipyard, supporting both ship recycling and domestic shipbuilding.

India is also working to have its ship recycling yards included in the European Union's approved list of recycling facilities.

To prepare for future demand, the government plans to nearly double the capacity

of the Alang Ship Recycling Yard to about 9.0 million light displacement tonnes.

The Gujarat government has prepared a master plan to improve infrastructure and strengthen India's competitiveness in global ship recycling.

With thousands of vessels expected to retire over the next decade, India expects investment, capacity growth and internationally compliant yards to support its leading position.

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