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ADNOC Takes $6.2 Billion FID for Umm Shaif Gas Cap

ADNOC has taken a $6.2 billion FID for the Umm Shaif Gas Cap, targeting more than 600 million scfd of gas and associated liquids with production expected by 2030. Page 14

Hanwha Philly Shipyard Wins MRIV Contract for U.S. Golden Dome Program

Hanwha Philly Shipyard will build three MRIVs for the U.S. Golden Dome program. Industry sources estimate the undisclosed three-vessel contract at $1.5 billion, with deliveries beginning in June 2030. Page 26

Vår Energi and BlueNord Agree $1.3 Billion Merger

Vår Energi and BlueNord have agreed to a $1.3 billion merger combining offshore oil and gas assets in Norway and Denmark, with closing expected around the end of 2026. Page 10

HD Hyundai and Kiewit Sign U.S. Shipbuilding Partnership Page 29

HD Hyundai and Kiewit Offshore Services have signed a partnership agreement to pursue U.S. shipbuilding opportunities, including ship block and module fabrication.

Bangladesh Moves Ahead with $1bn Matarbari Shipbuilding Hub Page 27

Bangladesh has approved the $1 billion Matarbari Green Dockyard proposal in principle and sent it for technical and financial appraisal.

Suspected Somali Pirates Board Chemical Tanker in Gulf of Aden as South Korean Naval Vessel Responds Page 30

Ocean Winds Secures Approval for 2 GW Caledonia Wind Farm Page 18

VARD to Build Two Trinity House Maintenance Vessels Page 29

Photo credit: COSCO SHIPPING Specialized Carriers

COSCO Orders Eight 60,000 dwt Heavylift Ships at Chengxi

COSCO Shipping Specialised Carriers will invest up to RMB2.624 billion in eight 60,000 dwt heavylift vessels at CSSC Chengxi Shipyard for offshore wind equipment and project cargo transport. Page 6

Topside Transported by GPO Emerald Installed at Neptun Deep

The Neptun Alpha topside transported from Indonesia by GPO Emerald has been installed offshore for the Neptun Deep gas project in Romania's Black Sea.

Image source: VAV Shipping House

22, July 2026

The Neptun Alpha topside transported from Indonesia by GPO Heavylift's semi-submersible heavy transport vessel GPO Emerald has been installed offshore for the Neptun Deep gas project in Romania's Black Sea.

The topside was loaded at Saipem's Karimun fabrication yard before GPO Emerald departed Indonesia on 2 June 2026 for transport to Romania.

Project developers OMV Petrom and S.N.G.N. Romgaz SA have completed the offshore installation of the Neptun Alpha platform, including its jacket, topsides and flare stack.

The platform was installed in water depths of about 120 m using the semi-submersible crane vessel Saipem 7000. The completed structure weighs approximately 16,500 t and stands more than 225 m high.

The jacket and flare stack were manufactured at Saipem's Arbatax yard in Italy, while the topsides were built at the company's Karimun yard in Indonesia. The jacket was secured to the seabed with eight piles, each measuring more than 2 m in diameter.

Neptun Alpha will process gas from the project's reservoirs before transferring it through the pipeline system to shore. The topsides are fully automated and designed for remote operation.

Six of the project's 10 development wells have been completed, along with installation of the pipeline to shore. Construction of the Tuzla gas measurement station and control building is continuing.

The next phase will cover further drilling, installation and integration of interfield subsea pipelines and umbilicals, connections between the offshore facilities and the transport pipeline, and system testing.

Production from Neptun Deep is scheduled to begin in 2027. The development covers the Pelican South and Domino fields and includes 10 wells, three subsea production systems, collector pipelines, the Neptun Alpha platform, a natural gas pipeline to Tuzla and a gas measurement station.

hmt-news.com

BBC Genoa and BBC Kolding Mark Duluth Milestones

BBC Genoa completed the first full Seaway transit by a LakerMax vessel, followed by BBC Kolding's maiden-voyage arrival at the Port of Duluth-Superior.

Image source: BBC Chartering

18, July 2026

BBC Chartering recorded two LakerMax vessel milestones at the Port of Duluth-Superior as three ships in the class delivered project cargo to the port within several weeks.

BBC Genoa called at Duluth-Superior on 3 June, becoming the first LakerMax vessel to complete a full transit of the Great Lakes–St. Lawrence Seaway System. Duluth-Superior is the system's westernmost port and North America's farthest-inland seaport.

The vessel carried energy-sector project cargo from South Korea and China to the Duluth Cargo Connect multimodal logistics hub. The heaviest item weighed roughly 70 short tons, or 63.5 t, and measured 121 feet, or 37 m, in length.

The cargo will continue by road to western Canada using heavy-haul routes serving the port.

BBC Kolding, the newest LakerMax vessel, arrived at Duluth Cargo Connect on 12 July at the end of its maiden voyage. The ship, named after the Danish port city where BBC Chartering maintains an office, transported project cargo from China.

Between the two calls, BBC Singapore also arrived in Duluth with project cargo from Vietnam.

LakerMax vessels are equipped with two cranes offering a combined tandem lifting capacity of 500 t. Their triple-deck configuration increases cargo capacity and loading flexibility for operations within the Seaway System.

According to BBC Chartering, the vessels have 30% lower emissions per tonne than the company's previous Seaway-capable ships. The company has 12 LakerMax vessels in service and three more on order.

The Duluth Seaway Port Authority said breakbulk and project cargo volumes at Duluth-Superior increased 9% year over year through June during the opening months of the 2026 navigation season.

More than half of the port's cargo categories also recorded year-over-year gains during the period.

hmt-news.com

Roll Group Hiring Head of Commercial – Middle East

Roll Group is seeking an experienced commercial leader to drive regional growth across the Middle East. The role will oversee commercial strategy, lead the regional sales team, and strengthen relationships with major clients and industry partners.

This full-time leadership position supports Roll Group's land and maritime transport, heavy-lift, and project logistics activities, including opportunities within the oil and gas and renewable energy sectors. The successful candidate will manage proposals, negotiations, market development, and the commercial handover of secured projects to operations.

Key Requirements

- Bachelor's degree in business, marketing, or a related discipline
- More than 10 years of senior commercial leadership experience
- Strong background in project logistics, marine transport, heavy transport, or heavy lift
- Proven experience in sales, key account management, and team leadership
- Good knowledge of the Middle East market and complex project environments

View full job details: Click Here.

Source: Jumbo

Sarens Prepares 17,666 t Valhall PWP Topside Load-Out

Sarens is preparing 560 SPMT axle lines and 24 PPUs for the July 2026 load-out of the 17,666 t Valhall PWP topside in Stord after module operations across Norway.

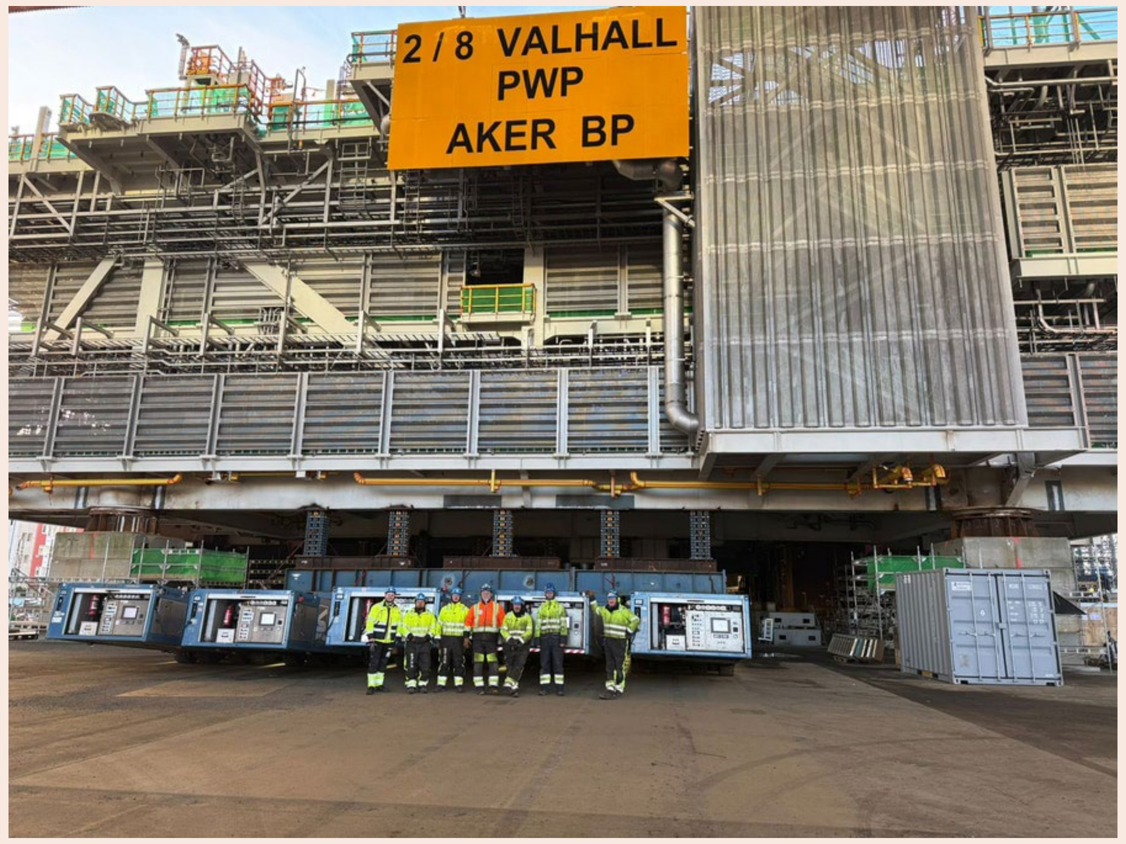

Image source: Sarens

21, July 2026

Sarens is preparing for the July 2026 load-out of the 17,666 t Valhall PWP topside at Stord, Norway.

The operation will require 560 SPMT axle lines, 24 Power Pack Units, and weighing and ballasting systems. It follows a series of module load-out, positioning, jacking and alignment operations carried out at several Norwegian fabrication sites.

At Rosenberg Worley, Sarens handled the 4,700 t utility section. In Grimstad, the company completed the load-out of the 1,055 t MEG module using 36 SPMT axle lines and two Power Pack Units.

In Stord, Sarens raised the 4,771 t service section from 3.3 m to 4.5 m using 156 SPMT axle lines and a jack-and-pack system. The company also carried out the jacking and load-out of the 1,000 t Valhall bridge.

According to Sarens, the company has contributed to the assembly of more than 11,500 t for the project to date. The work has involved Rosenberg, Nymo, Leirvik and Aker Solutions.

The company's scope has also included decommissioning work on the Quarters Platform and Drilling Platform at the Aker Solutions yard in Stord.

Following an engineering study covering load movements, on-site operations began in April 2025. Sarens later completed the load-out of the 11,500 t jacket at the Aker Solutions facility in Verdal.

In parallel, Sarens is supporting the Hugin A project at the Aker Solutions yard in Stord. The platform is part of the Yggdrasil development in the North Sea and has an estimated weight of 32,000 t.

Hugin A is expected to be the largest platform assembled at the Stord yard and the heaviest SPMT transport project undertaken by Sarens.

Completed operations include the load-out of the 8,365 t Utility module in Egersund and its load-in at Stord. Sarens has also completed the load-in of the 1,992 t Wellbay module and the load-out and load-in of the 1,943 t Living Quarters module between Leirvik and Stord.

The Valhall PWP-Fenris project is led by Aker BP. It is intended to extend the operational life of the Valhall field by approximately 30 years and unlock an estimated 230 million barrels of oil equivalent.

The installation will be powered from shore.

hmt-news.com

TWD Completes Fengmiao I Jacket Seafastening Design

TWD has completed seafastening grillage designs for transporting Fengmiao I offshore wind jackets from Korea to Taiwan in its first collaboration with SK Oceanplant.

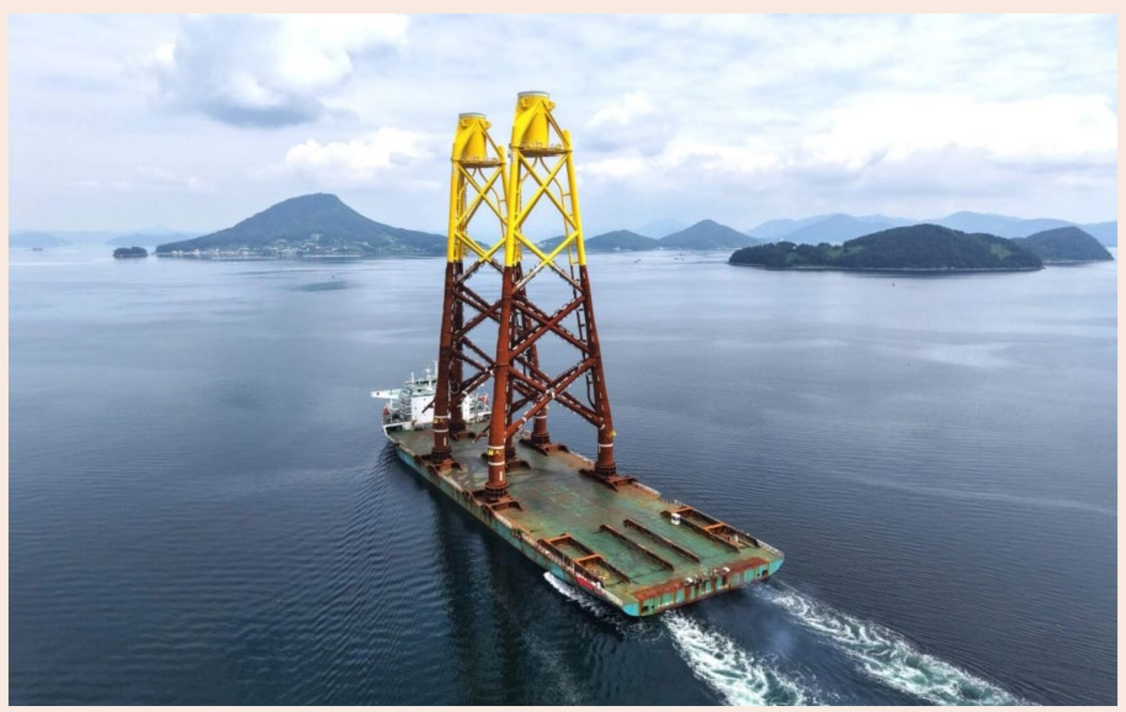

Image source: TWD

21, July 2026

TWD has completed the conceptualization and design of seafastening grillages for jacket transportation on the Fengmiao I Offshore Wind Farm project.

The work was TWD's first collaboration with SK Oceanplant and covered the transport of jackets from Korea to Taiwan.

The jackets were planned to be shipped as full or semi-assemblies. Load-out operations using Self-Propelled Modular Transporters (SPMTs) were scheduled to begin at the end of 2025 and continue throughout 2026.

Tailored seafastening arrangements were developed for each jacket without requiring welding to the structures. The designs addressed load-out and transit requirements while maintaining structural integrity during transportation.

The engineering work also accounted for high sea-state conditions and the substantial weight of the jackets. Weight optimization and operational efficiency formed part of the design approach.

hmt-news.com

Sanctioned Heavy-Lift Vessels Glory Ocean and Bright Ocean Complete Arctic LNG 2 Module Delivery

Sanctioned heavy-lift vessels Glory Ocean and Bright Ocean have delivered TMR-001 and TMR-002 modules to Novatek's Belokamenka yard for the Arctic LNG 2 project.

Glory Ocean (Photo credit: Nuruzzaman Bayazid / marinetraffic)

21, July 2026

Two U.S.-sanctioned heavy-lift vessels have delivered key topside modules for the Arctic LNG 2 project to Novatek's Belokamenka construction yard near Murmansk after a voyage of nearly two and a half months from eastern China.

Satellite imagery obtained by Synmax from Planet Labs shows Glory Ocean and Bright Ocean berthed at the facility, where liquefied natural gas process modules are assembled on gravity-based structures before being transported to the project site on the Gydan Peninsula.

Glory Ocean arrived with the TMR-001 pipe rack module and was positioned alongside the unfinished GBS3 structure for Arctic LNG 2's third production train. The module was being unloaded next to the gravity-based structure rather than near Belokamenka's enclosed assembly hall.

TMR-001 is intended to be installed in the centre of the gravity-based structure during the initial stage of topside assembly.

Bright Ocean, carrying the TMR-002 pipe rack module, was berthed closer to the assembly hall. TMR-002 is designed to follow TMR-001 in the installation sequence.

The vessels' positions suggest that Novatek may be preparing to place the modules on GBS3. However, their arrival does not confirm that construction of Train 3 has fully restarted.

Work on the third production train largely stopped in July 2024 after Western sanctions disrupted equipment deliveries and financing. Two other pipe rack modules, TMR-003 and TMR-004, remain at the former Wison Offshore fabrication yard in Zhoushan, China.

The Zhoushan facility is now operating under new ownership after becoming involved in sanctions related to Arctic LNG 2.

Glory Ocean, formerly named Nan Feng Zhi Xing, and Bright Ocean, previously known as Hunter Star, had participated in earlier module deliveries for Arctic LNG 2 before the United States sanctioned both vessels in 2024.

Despite the restrictions, the ships completed the voyage from China to Russia with equipment required for the LNG development.

Separate vessel movements have also been recorded involving Audax, an ice-class heavy-lift carrier built to transport oversized LNG modules into Arctic waters for the Yamal LNG and Arctic LNG 2 projects.

Audax recently left the anchorage off Lianyungang, where it had remained since June 2024. Automatic Identification System data showed that the vessel entered Lianyungang Gangguanhe Port on 10 July and remained there.

The United States continues to sanction Audax. The European Union removed sanctions on Audax and its sister vessel Pugnax in October 2025 after their operator reportedly assured European officials that the ships would no longer carry equipment supporting Russia's LNG sector.

The two ice-capable heavy-lift vessels previously transported large prefabricated modules from Chinese fabrication yards for the Yamal LNG and Arctic LNG 2 projects.

Arctic LNG 2 has faced delays since U.S. sanctions imposed in late 2023 disrupted financing, technology supplies and shipping. The first production train was largely completed before the restrictions tightened, while Train 2 required redesign and work stopped on Train 3 as equipment remained in China.

The latest deliveries mark renewed logistics activity at Belokamenka. It remains unclear whether the modules will support sustained construction of Train 3 or be held at the Russian facility.

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Mammoet Moves Giant Offshore Wind Monopiles at Port of Argentia

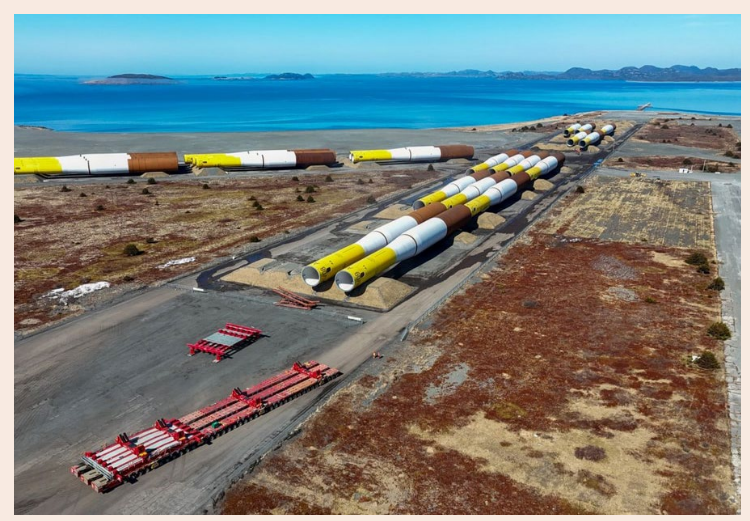

Image source: Mammoet via LinkedIn

22, July 2026

Mammoet is transporting some of the largest offshore wind monopile foundations delivered to Canada's Port of Argentia using a custom-engineered handling system.

The foundations arrived at the Newfoundland port aboard a Boskalis heavy transport vessel. After discharge at the quayside, each monopile is moved approximately 3 km to a nearby storage area, where it will remain until installation at an offshore wind project.

Each monopile is approximately 122 m long and weighs 2,473 t.

Image source: Mammoet via LinkedIn

For the transport operation, Mammoet is using a bespoke jacking spacer and saddle system developed for large-diameter monopiles. The equipment is intended to improve handling efficiency as offshore wind foundations increase in size and weight.

The work has been taking place in challenging weather conditions at Port of Argentia. Moving the foundations from the quay to storage requires specialised transport equipment, engineered support systems and coordinated port operations.

Port of Argentia has become an important logistics hub for offshore renewable energy projects in Atlantic Canada, supporting the staging, storage and assembly of major wind farm components.

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COSCO Orders Eight 60,000 dwt Heavylift Ships at Chengxi

COSCO Shipping Specialised Carriers will invest up to RMB2.624 billion in eight 60,000 dwt heavylift vessels at CSSC Chengxi Shipyard for offshore wind equipment and project cargo transport.

Illustration only. (Photo credit: COSCO SHIPPING Specialized Carriers)

22, July 2026

COSCO Shipping Specialised Carriers will invest up to RMB2.624 billion ($387.8 million) in eight 60,000 dwt multipurpose heavylift vessels at CSSC Chengxi Shipyard.

The vessels are scheduled for delivery between April 2029 and June 2030. The order will be placed through wholly owned COSCO Shipping (Hong Kong) Investment and Development or affiliated companies.

The newbuildings will add capacity for the transport of offshore wind equipment and Chinese-built industrial equipment. COSCO Shipping Specialised Carriers expects the vessels to support its wind turbine and project cargo operations.

The investment follows a separate order at CSSC Chengxi Shipyard for four 40,000 dwt multipurpose heavylift vessels valued at about $213 million. Those ships are due for delivery from June 2028 to February 2029.

COSCO Shipping Specialised Carriers has also signed a $310 million leasing agreement for six 60,000 dwt heavylift vessels from the same shipyard. The company will bareboat charter the vessels from Bank of Communications Financial Leasing for about 16 years.

The company operates more than 150 vessels, including over 60 multipurpose and heavylift units.

hmt-news.com

Sarens Loads South Ndola Structures for Angola Offshore Project

Sarens completed lifting, weighing, transport and load-out work for Angola's South Ndola project, including a 1,150 t jacket, pin piles and a 575 t topside.

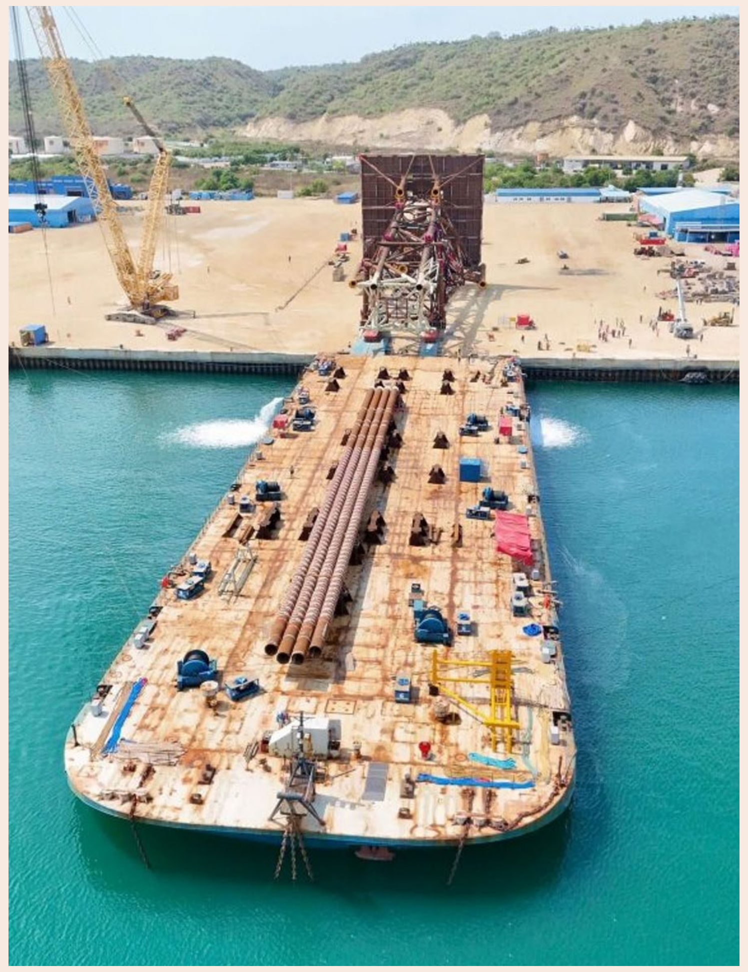

Photo source: Sarens

23, July 2026

Sarens has completed lifting, weighing, transport and load-out work for the South Ndola offshore project in Angola, including a 1,150 t jacket and a 575 t topside.

The development is led by Cabinda Gulf Oil Company Limited, a subsidiary of Chevron, in Block 0. It is located about 60 km offshore from the Malongo Terminal in Cabinda.

South Ndola includes a four-leg jacket with a mud mat secured by four pin piles, a drilling topside designed for 12 production wells and tie-back infrastructure connecting the wells to the existing Mafumeira production and processing platform.

The work was carried out in two phases. During the first phase, Sarens mobilised a Liebherr LR 1750/2 heavy-lift crawler crane from Antwerp, Belgium, to Angola for the lift of the 375 t Process and Distribution Module.

The scope included international shipping, local sea and road transport, crane assembly and installation of the module onto the Deck Distribution Platform. The lift formed part of the topside assembly ahead of offshore deployment.

The second phase covered the weighing, transport and load-out of the jacket, pin piles and topside. Sarens deployed 48-axle SPMTs, 20 200 t load cells and load-spreading systems.

The Caroline barge was equipped with grillages, mooring winches, ballast pumps and steel bridges for the load-out operations.

At Porto Amboim, Caroline was pre-ballasted and positioned at the quay before the pin piles and 1,150 t jacket were weighed, transported and secured on board. Sea and weather conditions were monitored throughout the operation.

After the jacket was installed offshore, the 575 t topside was weighed, transported and loaded onto Caroline at Malongo for deployment.

The work involved multidisciplinary teams from engineering, operations and marine logistics across Sarens' global hubs.

hmt-news.com

Saipem-Subsea 7 Merger Enters EU Phase II Investigation

The European Commission has opened a Phase II investigation into the proposed EUR 21 billion Saipem-Subsea 7 merger over competition concerns in the market for SURF services.

23, July 2026

The European Commission has opened an in-depth investigation into the proposed EUR 21 billion merger between Saipem and Subsea 7, citing concerns about competition in the market for subsea engineering and construction services.

The Phase II review, announced on 22 July, follows the companies' notification of the transaction on 16 June. The merger was first unveiled in February 2025.

The Commission is examining the supply of SURF services, covering subsea umbilicals, risers and flowlines. These systems connect offshore wells with production facilities and are also used in carbon capture and storage projects.

Its preliminary review found that Saipem and Subsea 7 are two of the world's three leading SURF suppliers and compete directly for complex offshore projects. The combined company would hold high market and capacity shares, while only one comparable competitor would remain alongside smaller suppliers with more limited capabilities.

The Commission said the proposed transaction could reduce competition, with possible effects on prices and innovation. It also identified limited spare capacity and high entry barriers linked to the capital required for specialised offshore vessels.

Large oil and gas companies may have limited ability to resist price increases when there are not enough credible alternative suppliers, according to the preliminary findings.

The investigation will also consider potential competition issues in trunkline services for large export pipelines and in the decommissioning of subsea infrastructure.

Regulatory reviews have produced different outcomes in other jurisdictions. Brazil's competition authority, CADE, approved the transaction without conditions in June. That decision has faced legal challenges from Exxon Mobil, Petrobras and TechnipFMC. The Australian Competition and Consumer Commission has also opened an in-depth investigation.

The merged business is expected to operate under the name Saipem7. It would have annual revenue of approximately EUR 21 billion and a combined order backlog of around EUR 43 billion.

The European Commission has set 26 November as the deadline for its final decision. The companies could propose measures such as reducing capacity or selling vessels, but no remedies have been offered.

Saipem primarily serves national oil companies including Saudi Aramco, QatarEnergy and ADNOC, while Subsea 7 works more closely with international companies including BP and Equinor.

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Equinor Finds Oil Near Johan Castberg in Barents Sea

Equinor and its partners found 7.6-10.5 million barrels of recoverable oil equivalent at Skrugard North Tubåen, with a possible tie-back to the Johan Castberg field.

23, July 2026

Equinor and its partners have made an oil discovery at the Skrugard North Tubåen prospect in the Barents Sea. Preliminary estimates place recoverable resources at 7.6-10.5 million barrels of oil equivalent.

The discovery was confirmed by wildcat well 7220/5-EC-2 H, drilled by the Transocean Enabler rig about 6 km north of discovery well 7220/8-1 on the Johan Castberg field. The well location is approximately 240 km north-west of Hammerfest.

The licence partners are assessing whether the discovery could be connected to the Johan Castberg field, the largest oil development brought on stream in the Norwegian Barents Sea.

Well 7220/5-EC-2 H is the 17th exploration well drilled in production licence 532. The licence was awarded in 2009 during the 20th licensing round on the Norwegian Continental Shelf. Equinor operates the licence with Vår Energi and Petoro as partners.

The exploration targeted petroleum in Lower Jurassic reservoir rocks within the Tubåen Formation. Drilling identified an oil column of around 30 m in sandstone reservoir rocks with a combined thickness of 41 m. Reservoir quality was described as good to very good.

The Tubåen Formation was 68 m thick at the well location. The oil-water contact was encountered at 1,474 m below sea level.

The well reached a vertical depth of 1,521 m below sea level before ending in the Upper Triassic Fruholmen Formation. No formation test was conducted, although data and samples were collected.

Water depth at the site is 361 m. The well will be permanently plugged and abandoned.

The Norwegian Offshore Directorate estimated recoverable resources at between 1.2 million and 1.7 million standard cubic metres of oil equivalent, equal to 7.6-10.5 million barrels of oil equivalent.

The discovery follows an earlier oil find by Equinor at the Polynya Tubåen prospect, also identified as well 7220/7-5.

Transocean Enabler rig (Photo source: Transocean)

hmt-news.com

ADES Secures Jack-Up Rig Contracts in Nigeria and UK North Sea

ADES has secured contracts for Shelf Drilling Odyssey in Nigeria and Shelf Drilling Fortress in the UK North Sea, with work expected to begin in 2027 and late 2026.

Shelf Drilling Odyssey (Image credit: Rele Poblete / marinetraffic)

18, July 2026

ADES Holding Company has secured new offshore drilling assignments for Shelf Drilling Odyssey in Nigeria and Shelf Drilling Fortress in the UK North Sea.

Seplat Energy Producing Nigeria awarded the Nigerian contract for Shelf Drilling Odyssey. The agreement covers a firm period of two years and includes two unpriced options of one year each.

Operations are expected to begin in the first quarter of 2027. The rig owner's in-country partner will provide local support services.

The firm period is valued at approximately SAR 375.3 million, or around $100.1 million, including mobilization and demobilization fees. The amount also includes the local partner's share.

ADES said the contract strengthens its position in Nigeria's offshore drilling market. The award follows the recent Nigerian contract for Shelf Drilling Victory and other contracts secured by the company in West and Central Africa during the first and second quarters of 2026.

In the UK North Sea, Shelf Drilling Fortress has been contracted by an undisclosed operator for two firm wells. The firm programme has a minimum duration of 550 days.

The agreement also includes two optional one-well extensions, each with a minimum duration of 275 days. Operations are expected to start in the fourth quarter of 2026.

The North Sea contract is valued at approximately SAR 483 million, equivalent to about $129 million. This amount includes the firm work, optional extensions, and mobilization and demobilization fees.

ADES said the award follows the recent contract extension for Shelf Drilling Winner in the Netherlands.

The two assignments were secured less than one month after ADES signed an agreement with Saipem to acquire Saudi Arabian Saipem, a transaction involving an expansion of its jack-up fleet.

hmt-news.com

Paratus Secures Mexico Clearance for Fontis Jack-up Sale

Paratus Energy Services has secured Mexican competition clearance for the sale of Fontis Finance's operations and five jack-up rigs. Closing is expected in Q3 2026.

18, July 2026

Paratus Energy Services has received clearance from the board of commissioners of the Mexican Competition Authority for the planned divestment of Fontis Finance's drilling operations and jack-up fleet.

The transaction, announced in March 2026, consists of two inter-conditional agreements. Proyectos Globales de Energía y Servicios CME will acquire the Mexican operations of Fontis Finance for cash.

A separate acquisition vehicle jointly owned by subsidiaries of Borr Drilling and CME will purchase the Singapore-based rig-owning entities of Fontis Finance. The consideration will combine cash and seller's credit.

The sale remains subject to customary conditions precedent and closing procedures. Completion is expected during Q3 2026.

Paratus Energy Services oversaw the separation of Fontis Finance from Seadrill, the organizational build-up of the business, the full repayment of external financial debt and progress in collecting outstanding receivables.

The company determined that the assets could compete more effectively as part of a larger jack-up industry platform.

The entities being acquired own five jack-up rigs. The fleet comprises two Friede & Goldman JU-2000E design rigs and three LeTourneau Super 116-C design rigs. All five units are currently located in Mexico.

When the transaction was announced, the acquisition was expected to be financed through a $237 million non-recourse seller's credit and a $25 million cash contribution from Borr Drilling and its local partner at closing.

hmt-news.com

Image source: Borr Drilling

Odfjell Drilling Extends Deepsea Nordkapp Contract with Aker BP to End-2028

Odfjell Drilling has secured a one-year Aker BP extension for Deepsea Nordkapp, extending the semi-submersible rig's firm contract period through the end of 2028.

Deepsea Nordkapp (Image credit: Odfjell Drilling)

18, July 2026

Odfjell Drilling has received signed confirmation from Aker BP for a one-year extension covering the Deepsea Nordkapp, extending the semi-submersible rig's firm contract period through the end of 2028.

Aker BP will retain further options after the firm period expires. The operating rate for the additional year will be fixed by the end of 2026. Two independent rig brokers will determine a rate reflecting market conditions at that time.

The Deepsea Nordkapp has operated continuously for Aker BP since the rig was delivered in 2019. The latest extension continues the companies' existing Semi Alliance arrangement.

The Deepsea Nordkapp is a sixth-generation, dynamically positioned and winterised harsh-environment semi-submersible built to the Moss enhanced CS 60E design. It can operate in water depths of up to 2,000 m and drill to a depth of 10,670 m. The rig has accommodation for 150 people and is fitted with a hybrid energy storage system, according to Odfjell Drilling.

During the first quarter of 2025, the rig underwent planned maintenance that resulted in six off-hire days. The work included upgrades and the replacement of two thrusters, according to the company's second-quarter 2025 results presentation.

hmt-news.com

Petronas Carigali Extends Ratu Nusantara FPSO Charter to 2036

Petronas Carigali has negotiated a 10-year extension for the Ratu Nusantara FPSO at Indonesia's Bukit Tua oilfield, keeping the production vessel in operation until 2036.

Photo source: TMH Offshore Engineering via LinkedIn

17, July 2026

Petronas Carigali has negotiated a 10-year charter extension for the Ratu Nusantara FPSO at the Bukit Tua oilfield offshore Indonesia. The vessel is now set to remain at the field until 2036.

The renewed charter will provide long-term revenue to the state of Sabah through Sabah International Petroleum and its subsidiary, PT M3 Ketapang Sejahtera.

The agreement follows more than 11 years of operations by the FPSO. The unit can process up to 25,000 barrels of oil per day and 60m cubic feet of gas per day. It also has storage capacity for as much as 600,000 barrels of crude.

The initial contract was awarded in 2012. Since then, the Ratu Nusantara has started oil production, received an earlier extension during the pandemic and completed more than 2.7m man-hours without a lost-time injury.

An Indonesian offshore workforce is responsible for all operations aboard the FPSO. The arrangement supports skilled employment and the partnership between Malaysia and Indonesia.

Sabah Finance Minister Seri Masidi Manjun said the renewal resulted from commercial performance and operational standards rather than entitlement.

He said the restructuring of Sabah International Petroleum by SMJ Energy had turned the state-owned company into an asset that continues to provide value for Sabah. He added that the extension reflected Sabah's ability to own and manage energy assets while returning benefits to its people.

hmt-news.com

TotalEnergies Agrees Mexico Block 30 Stake Sale to Zamajal

TotalEnergies has agreed to sell its 30% interest in Mexico's offshore Block 30 to Zamajal subsidiary Mx Dlta Nrg 1, subject to regulatory approvals.

18, July 2026

TotalEnergies has signed a binding agreement to sell its 30% interest in Block 30 offshore Mexico to Mx Dlta Nrg 1, a subsidiary of Zamajal.

Zamajal is owned 80% by Grupo Carso, while Control Empresarial de Capitales holds the remaining 20%.

Under the agreement, Mx Dlta Nrg 1 will acquire the interest from TotalEnergies EP Mexico Block 30. The transaction remains subject to the relevant regulatory approvals.

Once completed, Harbour Energy, the operator of Block 30, will retain a 70% interest. Mx Dlta Nrg 1 will hold the remaining 30%.

Image source: TotalEnergies

Block 30 is located approximately 29 km off the coast of Tabasco in the shallow waters of the Gulf of Mexico. The block forms part of the Salina del Istmo Basin and contains the Kan discovery and oil field.

The production sharing contract covers hydrocarbon exploration across an area of 30.5 square kilometers. Water depths range from 40 m to 50 m, while well depths extend from 3,300 m to 3,750 m.

The block was awarded in April 2018 by the former National Hydrocarbons Commission following an international public bidding process. The original consortium comprised Premier Oil, Deutsche Erdoel Mexico, now Harbour Energy, and Sep Block 30, now TotalEnergies. The contract has a 25-year term.

The proposed acquisition would further expand Grupo Carso's presence in Mexico. In 2024, Grupo Carso acquired an additional interest in the Zama field following Zamajal's purchase of an interest in Talos Mexico.

hmt-news.com

Vår Energi and BlueNord Agree $1.3 Billion Merger

Vår Energi and BlueNord have agreed to a $1.3 billion merger combining offshore oil and gas assets in Norway and Denmark, with closing expected around the end of 2026.

21, July 2026

Vår Energi and BlueNord have agreed to combine their businesses through a transaction valued at approximately $1.3 billion. The companies said the merger would create Europe's largest independent oil and gas producer.


Tyra II (Image source: TotalEnergies)

The boards of both companies have approved the proposed transaction. Vår Energi will establish a new subsidiary that will merge with BlueNord.

Under the agreement, BlueNord shareholders will receive 248.4 million new Vår Energi shares and NOK 2.0 billion ($204.0 million) in cash. The consideration for each BlueNord share will comprise 9.7 Vår Energi shares and NOK 76.8 ($8.0) in cash.

After completion, existing Vår Energi shareholders are expected to own approximately 91.0% of the combined company. BlueNord shareholders are expected to hold about 9.1%.

Eni will remain the long-term strategic majority shareholder, with an expected post-transaction ownership interest of approximately 57.3%.

The transaction requires approval from BlueNord shareholders at an extraordinary general meeting and remains subject to other customary conditions. Closing is expected around the end of 2026.

The combined company is expected to have long-term production of approximately 450,000 barrels of oil equivalent per day. Its portfolio will include around 2.4 billion barrels of oil equivalent in reserves and resources, with operating costs of approximately $10-11 per barrel of oil equivalent.

The merger will add BlueNord's interests in producing assets on the Danish Continental Shelf, including the Tyra, Halfdan, Dan and Gorm hub areas. These assets are expected to contribute approximately 45,000 barrels of oil equivalent per day in net production from 2026.

The Danish portfolio includes approximately 195.0 million barrels of oil equivalent in net 2P reserves and near-term 2C contingent resources. Production from the assets is expected to continue beyond 2040.

The assets are part of the Danish Underground Consortium, which is operated by TotalEnergies. They are located near Vår Energi's existing assets in the southern Norwegian Continental Shelf.

The combined portfolio will also provide access to the Nybro and Den Helder gas delivery points serving the European market.

hmt-news.com

GMS Signs Four-Year Accommodation Unit Charter in Brazil

Gulf Marine Services has signed a 1,461-day charter for a self-elevating accommodation unit scheduled for delivery in Rio de Janeiro between August and November 2026.

20, July 2026

Gulf Marine Services (GMS) has signed a four-year charter for a self-elevating accommodation unit that will be deployed offshore Brazil.

The agreement with an international offshore accommodation services provider covers 1,461 firm charter days. The vessel is scheduled to be delivered to the charterer in Rio de Janeiro between August and November 2026.

The contract follows GMS's entry into Latin America, announced on 5 May 2026, and provides long-term employment for the unit in the Brazilian offshore market.

GMS Executive Chairman Mansour Al Alami said the charter supports the company's expansion in Latin America and reflects its strategy of entering new markets.

He also described the unit as one of the company's newest vessels and said GMS would support the charterer's operations in Brazil during the contract period.

hmt-news.com

Jadestone Brings EBA-07ST1 Well Online at 2,800 bopd

Jadestone Energy has brought the EBA-07ST1 well online at 2,800 bopd at East Belumut, with the first two wells lifting field production by approximately 6,000 bopd.


Naga 8 (Image source: VELESTO)

20, July 2026

Jadestone Energy has brought the second well in its 2026 Malaysia infill drilling campaign into production at 2,800 bopd.

The EBA-07ST1 well follows the first well in the programme, which reached a peak production rate of approximately 3,200 bopd, as announced on 24 June 2026.

EBA-07ST1 was drilled approximately 13% below budget. The extended-reach well includes a 930 m horizontal reservoir section and reached a total measured depth of 5,473 m.

The well is the longest drilled to date at the East Belumut field, where Jadestone Energy holds a 60% interest. It exceeds the length of the first well in the 2026 campaign by 600 m.

With an ERD ratio of 4.1, EBA-07ST1 also set a Malaysia record for extreme-reach drilling, according to the company.

The first two wells have increased production from East Belumut by more than 150%, equivalent to an increase of approximately 6,000 bopd.

Following the results from the first two wells, Jadestone Energy proceeded with a third contingent well. Drilling and completion work on that well has recently concluded, with results to be announced later.

hmt-news.com

Wison Signs Baleine Phase 3 FPSO EPCIC Contract

Wison New Energies has signed an EPCIC contract with Eni and Altera Infrastructure for an FPSO serving the Baleine Phase 3 development offshore Côte d'Ivoire.


Image source: Wison

21, July 2026

Wison New Energies has signed an EPCIC contract with Eni and Altera Infrastructure for an FPSO supporting the Baleine Phase 3 development offshore Côte d'Ivoire.

The contract covers engineering, procurement, construction, installation and commissioning of the new production unit. Wison New Energies, which was involved during the front-end engineering design stage, will continue with the project through EPCIC execution.

Eni is developing Baleine Phase 3, while Altera Infrastructure will own and operate the FPSO.

The unit will be designed to process up to 90,000 barrels of oil per day, 80,000 barrels of produced water per day and 160 million standard cubic feet of natural gas per day.

The FPSO will measure approximately 308 m in length, 57 m in width and 29.8 m in depth. It will have a design life of at least 20 years.

Financial terms and the planned delivery schedule were not included in the contract announcement.

hmt-news.com

OneSubsea Secures Two Subsea Production Contracts from Vår Energi

OneSubsea has secured Vår Energi contracts for Goliat gas export infrastructure and four well systems supporting the Balder Next New Wells project offshore Norway.

Goliat FPSO

21, July 2026

OneSubsea has secured two contracts from Vår Energi for subsea infrastructure at the Goliat and Balder fields offshore Norway.

The first contract covers the design and supply of gas export infrastructure for the Goliat FPSO in the Barents Sea. The equipment will support a connection between Goliat, the Snøhvit system and the Melkøya LNG plant.

Gas produced at Goliat is currently reinjected into the reservoir. The new export infrastructure will provide an alternative route for the gas and is intended to support continued production from the field.

The second award forms part of the Balder Next New Wells project in the central North Sea. OneSubsea's scope includes four well systems using single-can satellite configurations and the associated umbilical systems.

The four well systems covered by the contract are part of the wider first phase of Balder Next New Wells, which comprises seven new wells connected to the Jotun FPSO.

The two contracts involve OneSubsea's subsea production, umbilical and cable, and processing systems operations. The equipment scope also includes multiphase meters.

OneSubsea said the awards followed feasibility work completed through its existing collaboration with Vår Energi.

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Velesto Terminates Naga 8 Drilling Contract in Malaysia

Velesto Energy has terminated a drilling contract involving the Naga 8 jack-up rig in Malaysia. The rig remains deployed for Jadestone's East Belumut Phase 9 project until July 2026.

Naga 8 (Image source: Velesto)

21, July 2026

Malaysia's Velesto Energy has agreed to terminate without cause a drilling contract involving the Naga 8 jack-up rig, effective 7 July 2026.

The contract followed a letter of award confirmed in May 2025 for jack-up drilling services for PC Ketapang II, PC North Madura II and Petronas North Ketapang.

Before the termination, Naga 8 completed the first phase of the programme, comprising three of the 12 committed wells over approximately eight months.

The rig is currently deployed for Jadestone on the East Belumut Phase 9 infill drilling project offshore Peninsular Malaysia under a separate contract. The assignment is valued at approximately $16.5 million, or about RM 64 million, and runs from March to July 2026.

Velesto Energy said the termination would allow it to market the rig for alternative deployment opportunities. The company is seeking new contracts with different commercial terms and drilling sequences.

The company does not expect the termination to have a material adverse effect on its earnings or net assets for the financial period ending 31 December 2026. Its assessment takes into account the ongoing Jadestone contract and its pursuit of new contract opportunities.

The announcement follows the termination of a sale and purchase agreement with PT Indonesia Drilling Energy for the disposal of the Naga 3 jack-up rig. The agreement was signed on 14 December 2025.

hmt-news.com

Velesto Wins $51 Million Naga 8 Contract for North Malay Basin

Velesto has secured a $51 million i-RDC contract to deploy the Naga 8 jack-up rig for the North Malay Basin campaign from August 2026 through 2028.

23, July 2026

Hess Exploration & Production Malaysia has awarded Velesto a contract to provide integrated rig, drilling and completion services for the North Malay Basin full field development campaign.

The assignment is valued at approximately $51 million and will use the Naga 8 jack-up rig. The campaign is scheduled to begin in August 2026 and continue through 2028.

Hess Exploration & Production Malaysia is a wholly owned subsidiary of Chevron and a production arrangement contractor of Petronas.

The award is Velesto's second integrated rig, drilling and completion contract supporting the North Malay Basin development programme. The company will provide the services for offshore development work in Malaysia.

Velesto President Megat Zariman Abdul Rahim said the company welcomed the opportunity to continue supporting the client's drilling campaign. He also cited operational safety and service quality as priorities for the assignment.

The award follows Velesto's disclosure that a contract involving the Naga 8 and another client had been terminated.

The company also announced the end of a sale and purchase agreement covering the proposed disposal of the Naga 3 jack-up rig.

hmt-news.com

Fugro Signs Greater Sunrise and Bayu Undan Survey Contract

Fugro has signed a contract for geophysical, seismic, AUV and environmental surveys covering the Greater Sunrise and Bayu Undan developments in Timor-Leste.

Image source: Fugro

21, July 2026

Fugro has signed a contract to carry out an offshore pipeline survey programme for the Greater Sunrise and Bayu Undan developments in Timor-Leste.

The work will support pipeline route planning, engineering design, geohazard assessment and offshore operations across the two development areas.

The programme will include geophysical, seismic, autonomous underwater vehicle and environmental surveys. Parts of the survey area extend into water depths exceeding 3,000 m.

Fugro will use AUV technology with real-time support from its Remote Operations Centres. The collected data will be processed and quality-controlled at the company's regional data centres in Kuala Lumpur and Perth.

Project mobilisation and planning are expected to begin in the third quarter of 2026. Offshore survey operations are scheduled to start in the fourth quarter and continue for approximately three months.

Safri Drahman, APAC Regional Business Line Director at Fugro, said the programme would combine geophysical, seismic and AUV survey technologies to provide Geo-data for the planned offshore infrastructure.

hmt-news.com

Sea1 Offshore Launches First OESV Sea1 Diamond

Sea1 Offshore has launched Sea1 Diamond, the first of four 120 m Offshore Energy Support Vessels being built by COSCO Shipping for delivery from 2027.

Photo source: Sea1 Offshore via LinkedIn

22, July 2026

Sea1 Offshore has launched Sea1 Diamond, the first of four Offshore Energy Support Vessels being built by COSCO Shipping in China.

The vessel entered the water on 21 July 2026 and will now proceed towards delivery. Construction began in September 2025, while work n the second vessel in the series, Sea1 Citrine, started in December 2025.

Sea1 Offshore ordered the first two vessels from COSCO Shipping in November 2024 and announced contracts for two further units in March 2025. The four-vessel series is scheduled for delivery during 2027 and the first half of 2028.

Built to the ST-245 design, each 120 m vessel will accommodate up to 120 personnel. The specification includes a 1,400-square-metre cargo deck, a 250 t deck crane, two ROV hangars and a moonpool.

The vessels will be methanol-ready, and their generators will be capable of operating on 100% biofuel. Kongsberg Maritime will supply equipment packages for the newbuilds, which are intended for operations in the oil and gas and renewable energy sectors.

hmt-news.com

ADNOC Takes $6.2 Billion FID for Umm Shaif Gas Cap

ADNOC has taken a $6.2 billion FID for the Umm Shaif Gas Cap, targeting more than 600 million scfd of gas and associated liquids with production expected by 2030.

Image source: ADNOC

21, July 2026

ADNOC has taken a $6.2 billion final investment decision for the Umm Shaif Gas Cap development in Abu Dhabi with TotalEnergies, Eni and China National Petroleum Corporation.

The development is expected to unlock more than 600 million standard cubic feet per day of natural gas and associated gas liquids. Production is expected by 2030.

The planned output is equivalent to almost 10% of the UAE's current daily gas consumption. The project forms part of ADNOC's gas growth strategy and its expansion of liquefied natural gas activities for domestic and international customers.

The investment includes three engineering, procurement and construction packages with a combined value of $5.1 billion. The contracts cover large-scale offshore infrastructure and were awarded to consortiums involving UAE and international contractors.

A separate $365 million drilling and integrated drilling services program will be delivered by ADNOC Drilling. The 18-month program covers 14 wells and will use three existing rigs.

The final investment decision follows the Supreme Council for Financial and Economic Affairs' award of the Bab Gas Cap concession agreement. That development is expected to unlock an additional 1.5 billion scfd of natural gas and associated gas liquids.

ADNOC has also launched an LNG marketing and trading platform in Abu Dhabi Global Market. The company is targeting 47 million tonnes per annum of combined marketable LNG capacity by 2035.

hmt-news.com

Altera Infrastructure FPSO Business Completes Carlyle Acquisition

Altera Infrastructure's FPSO business has completed its acquisition by Carlyle and begun operating independently under the Altera brand, led by chief executive officer Chris Brett.

Image source: Articles

21, July 2026

Altera Infrastructure has completed the acquisition of its FPSO business by Carlyle, with the business now operating as an independent company focused on floating production solutions for the offshore energy industry.

The transaction was completed on 21 July 2026. As part of the deal, the FPSO business acquired the Altera Infrastructure brand and naming rights and will continue to trade under the Altera name.

The company starts independent operations with a portfolio of FPSO and FSO assets deployed across the North Sea, Brazil and West Africa.

Chris Brett has assumed the role of chief executive officer. He will lead a newly established executive leadership team covering commercial and major projects, operations, finance, legal, and people and culture.

Arne Hygen Tørnkvist is executive vice president and deputy CEO. Stephen Cox is chief financial officer, Runar Nyberg is chief operating officer, Martin King is general counsel, and Solveig Hellebust is senior vice president, people and culture.

Brett said the company's priorities would include safe operations, project execution, customer relationships and the development and operation of floating production solutions.

Supported by Carlyle, Altera Infrastructure intends to pursue organic growth and strategic acquisitions.

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Paratus Gains Mexico Approval for Fontis Jack-Up Sale

Paratus Energy Services has received Mexican competition clearance for the sale of Fontis Finance's drilling operations and five jack-up rigs to CME and BC Ventures.

21, July 2026

Paratus Energy Services has secured Mexican competition clearance for the sale of Fontis Finance's drilling operations and five jack-up rigs.

The approval from the board of commissioners of the Mexican Competition Authority allows the Bermuda-headquartered company to proceed with the divestment, which was announced in March 2026.

The deal consists of two inter-conditional transactions. Proyectos Globales de Energía y Servicios CME will acquire the Mexican operations of Fontis Finance for cash, while BC Ventures will purchase the Singapore-based entities that own the rig fleet through cash and seller's credit.

BC Ventures is owned equally by subsidiaries of Borr Drilling and CME.

The fleet comprises two Friede & Goldman JU-2000E design rigs and three LeTourneau Super 116-C design rigs. All five jack-ups are currently in Mexico.

When the transaction was announced, its financing was expected to include a $237 million non-recourse seller's credit. Borr Drilling and its local partner were also expected to contribute a combined $25 million in cash at closing.

The sale remains subject to the completion of the remaining customary conditions and closing procedures. Paratus Energy Services expects the divestment to close in Q3 2026.

Paratus Energy Services oversaw the separation of Fontis Finance from Seadrill, the establishment of its organisation, the full repayment of external financial debt and progress in collecting outstanding receivables.

hmt-news.com

Saipem Wins $260 Million Côte d'Ivoire Contract for Santorini

Saipem has secured a $260 million contract from Eni Côte d'Ivoire Limited for a long-term drilling campaign using the Santorini drillship from early 2027.

Image source: Saipem

22, July 2026

Saipem has been awarded an offshore drilling contract worth approximately $260 million by Eni Côte d'Ivoire Limited.

The contract will deploy the Santorini drillship offshore Côte d'Ivoire for a long-term development drilling campaign scheduled to begin in early 2027.

The agreement includes a firm commitment for an extended drilling programme and optional additional periods. The Santorini may also be deployed in neighbouring countries.

Saipem disclosed the award in Milan on 22 July 2026.

The contract is classified as a related-party transaction of greater importance under Article 6 of the Consob Regulation on related-party transactions because Eni Côte d'Ivoire Limited is controlled by Eni S.p.A.

According to Saipem, the agreement is an ordinary transaction conducted under market-equivalent or standard conditions. It therefore falls within the exclusion under Article 13, paragraph 3, letter c) of the Consob Regulation and Article 8.2, letter c) of the company's Management System Guidelines on transactions with related parties and parties of interest.

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Energean Power FPSO Liquids Capacity Rises to 31,000 bpd

Energean has commissioned a second oil train on the Energean Power FPSO, lifting liquids capacity to 31,000 barrels per day at Karish and Karish North offshore Israel.

22, July 2026

Liquids processing capacity on the Energean Power FPSO has increased to 31,000 barrels per day following the commissioning of a second oil train at the Karish and Karish North fields offshore Israel.

The expansion raises the vessel's previous liquids handling capacity of 18,000 barrels per day by 72%. Energean said the additional capacity increases its exposure to Brent-linked revenues.

Testing has reached rates of up to 21,000 barrels per day. Energean plans to carry out further tests at higher rates during August.

The Karish field has produced natural gas and hydrocarbon liquids through the Energean Power FPSO since 2022.

Most of the natural gas is supplied to Israel's power generation sector under long-term take-or-pay contracts. Around 20% is delivered to industrial users, while hydrocarbon liquids are marketed internationally.

hmt-news.com

INA Completes Ana-4 DIR Gas Well Offshore Croatia

INA has completed the Ana-4 DIR well offshore Croatia, the first of five wells in a $74 million program. Initial tests recorded gas flow of approximately 160,000 m3 per day.

22, July 2026

INA has completed the Ana-4 DIR gas well at the Sjeverni Jadran production field in the northern Adriatic Sea, the first of five wells planned under a $74 million (€65 million) offshore drilling program.

The well reached a total depth of 1,282 m. Initial tests recorded a combined gas flow of approximately 160,000 m3 per day from three reservoirs.

Preparations are underway to connect Ana-4 DIR to the surface production system for an extended production test. The test will clean the reservoirs, assess their production potential and provide data for reserve evaluation.

The Labin jack-up drilling rig carried out the work with a crew from CROSCO, INA's oilfield services subsidiary. The rig will next move to the IKA JZ-6 DIR location to continue the offshore drilling program.

INA said the well was drilled without incidents and in line with industry health, safety and environmental standards.

According to the company, completion of Ana-4 DIR confirms remaining gas potential in its northern Adriatic offshore fields. The well is expected to support Croatia's natural gas supply security in the coming years.

Labin jack-up drilling rig (Photo source: INA)

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TGS Adds Seismic Projects in Norway, Canada and Ghana

TGS has started seismic reprocessing projects in Norway and Canada and secured a contract to create a 25,300 sq km 2D-cubed project in Ghana's Keta Basin.

Image source: TGS

23, July 2026

TGS has started reprocessing more than 23,000 sq km of 3D seismic data in the Norwegian Sea as part of three projects spanning Norway, Canada and Ghana.

The Atlantic Margin South Reprocessing project covers an underexplored section of the Norwegian continental shelf where intrusive and extrusive volcanic rocks create subsurface imaging challenges.

TGS will apply a full prestack depth migration workflow using machine learning-based denoising, adaptive demultiple and dynamic matching elastic full-waveform inversion. Interim early-out products are due in the third quarter of 2026, followed by the final full integrity volume in the second quarter of 2027.

Offshore Newfoundland and Labrador, TGS has also begun the Orphan 3D PSDM Phase 2 reprocessing project. The programme will upgrade about 13,300 sq km of 3D seismic data across Cretaceous and Jurassic intervals.

Advanced full-waveform inversion and proprietary imaging workflows will be used to improve image clarity, structural definition and reservoir characterisation. Early products are expected during 2027, with final migrated volumes scheduled for the third quarter of 2027.

The Norway and Canada projects are supported by industry funding.

In Ghana, the country's Petroleum Commission has awarded TGS a contract to create an offshore 2D-cubed project across the Keta Basin.

Phase 1 of the Gulf of Guinea 2D-cubed project will use 5,500 sq km of 3D data and more than 14,700 km of 2D data from several surveys. The inputs will be used to create a 25,300 sq km project covering shelf and deepwater areas offshore Ghana.

The 2D-cubed process combines existing multi-vintage 2D and 3D data into a single structurally conformable 3D seismic volume. Its interpolation workflow fills gaps between survey lines and suppresses legacy migration artefacts.

Final products from the Ghana project are expected in the first quarter of 2027.

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Beach Energy Nears End of Transocean Equinox Campaign

Beach Energy is nearing the end of its Transocean Equinox campaign, with the final plug-and-abandonment operation underway at Yolla 1 in Australia's Bass Basin.

Transocean Equinox, Credit: 3D Energi

24, July 2026

Beach Energy has moved the Transocean Equinox to the Yolla 1 well in Australia's Bass Basin for the final plug-and-abandonment operation in its offshore campaign.

The 1,640-ft semisubmersible completed phase two of Beach Energy's Otway Basin programme during the quarter ended 30 June 2026. The rig has been operating for the Zenith Energy consortium on work for Beach Energy, Amplitude Energy, Woodside, and ConocoPhillips offshore Australia.

At Thylacine West 1, intervention work restored incremental production from previously suspended Waarre reservoirs. The Transocean Equinox then completed the Artisan 1 well, meeting the conditions of the VIC/L35 sale agreement with Amplitude Energy.

Beach Energy has decided not to drill and complete the La Bella 2 development well or proceed with a subsea tie-in to the Otway Gas Plant.

In the Bass Basin, Trefoil 1 was plugged and abandoned shortly after the quarter ended. The work was completed in line with schedule and budget.

The rig subsequently mobilised to Yolla 1, where the final plug-and-abandonment well is underway. Completion of the well will end Beach Energy's participation in the Transocean Equinox campaign.

Managing Director and Chief Executive Officer Brett Woods said the Otway Basin work had concluded, including the Thylacine West 1 intervention and completion of Artisan 1. He also confirmed that the Trefoil 1 abandonment had been completed and that the campaign remained within budget.

The Transocean Equinox is expected to remain employed by the Zenith Energy consortium into late 2026. The rig is also scheduled to begin a separate contract with Santos in Australia in the second quarter of 2027. The contract has an estimated duration of 90 days.

hmt-news.com

DOF Sells Four PSVs and Acquires Two CSVs Under Construction

DOF will sell four PSVs, acquire two CSVs under construction and receive a $115 million insurance payment after declaring Skandi Amazonas a constructive total loss.

23, July 2026

DOF Group ASA has agreed to sell four platform supply vessels and acquire two construction support vessels under construction as part of its fleet optimisation and high-grading strategy.

The four PSVs are Skandi Mongstad, built in 2008, Skandi Flora, built in 2009, Skandi Feistein, built in 2011, and Skandi Kvitsøy, built in 2012. Delivery of the vessels is expected during the third quarter of 2026.

The PSVs will remain on their existing contracts. DOF will retain management responsibility for the vessels and a minority ownership interest in the acquiring entity.

The sale is expected to generate approximately $50 million in net cash proceeds after repayment of debt linked to the four vessels.

In a separate transaction, DOF has entered into an agreement with a company affiliated with Geveran Trading Company to acquire two CSVs being built by PaxOcean in China. The vessels are based on the SALT 310 OCV design.

Each vessel will have a 250 t subsea crane, 1,750 square metres of deck space, an overall length of 123 m, a breadth of 25 m and a POB capacity of 123. Both vessels will also be equipped with two work-class ROVs.

The CSVs will add capacity to DOF's mid-sized construction support vessel segment. They are intended for inspection, maintenance and repair work, field support and subsea construction services.

The final scope of work will be determined closer to delivery, based on the composition of the DOF fleet and its contract position at that time.

The first vessel is expected to be delivered in the fourth quarter of 2027, followed by the second in the first quarter of 2028. Under the agreement, 85% of the purchase price will be paid at delivery.

Photo source: DOF via LinkedIn

DOF plans to fund the acquisition through a combination of cash from vessel sales and available debt financing. The company said the transactions would maintain leverage within its target range of 1.5–2.0x NIBD/LTM EBITDA.

The company has also declared Skandi Amazonas a constructive total loss following an incident outside Macaé, Brazil, on 15 May 2026.

The anchor handling tug supply vessel grounded during the incident, damaging its hull and allowing water to enter the vessel. Following an assessment, DOF concluded that the potential rebuilding cost exceeded the amount insured under the hull and machinery policy.

The constructive total loss declaration will result in a $115 million hull and machinery insurance payment.

Including the latest transactions, DOF has sold nine lower-end vessels and acquired four higher-end vessels over the past year. The company said selective vessel sales would continue to be prioritised.

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VIDEO: Woodside Reports 5,000-Tonne Module Installation on Tlaloc FPU

Image source: Woodside Energy

Modules weighing around 5,000 tonnes each have been installed on the 45,000-tonne Tlaloc FPU under construction in South Korea for the Trion project.

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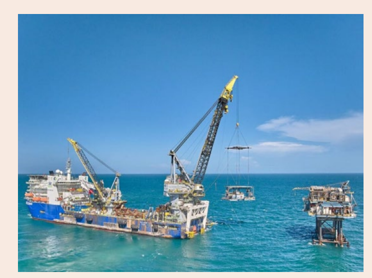
Global Maritime Supports Harriet Alpha Platform Removal



Global Maritime supported Santos with independent verification services during the removal and onshore transport of the Harriet Alpha platform structures in Western Australia.

23, July 2026

Global Maritime Australia provided independent verification services for Santos during the removal of the Harriet Alpha offshore platform and the transport of its structures to shore in Western Australia.

The campaign covered a 1,600-tonne topsides and a 1,480-tonne jacket, together with associated infrastructure. The structures were removed offshore and transferred onshore for processing.

Harriet Alpha was installed in 1985 and stopped production in 2013. Its removal forms part of Western Australia's offshore decommissioning programme.

Global Maritime joined the project during the planning phase in 2022 and remained involved through the offshore work completed in 2026. Australian and international decommissioning specialists were assigned to support the local project teams and contractor.

The company described the campaign as the largest offshore platform removal undertaken in Australia to date.

Bianca Bevan, Country Manager – Australia at Global Maritime, said the work combined local and international technical expertise to support the removal and onshore transportation of the platform structures.

hmt-news.com

Ocean Winds Secures Approval for 2 GW Caledonia Wind Farm

Ocean Winds has secured approval for the 2 GW Caledonia wind farm in the Moray Firth, covering 155 turbines across fixed-bottom and floating development areas.

Image source: Ocean Winds

18, July 2026

Ocean Winds has secured planning approval from Scottish ministers for the 2 GW Caledonia offshore wind farm in the Moray Firth.

The developer submitted separate applications for Caledonia North and Caledonia South in November 2024.

Caledonia North will comprise 77 turbines, while Caledonia South will have 78 turbines.

The northern site will use fixed-bottom foundations. The approval for Caledonia South permits up to 39 floating wind turbines.

Water depths across the development range from 40 m to 100 m. Most of the fixed foundations are expected to use jacket structures of the same type deployed at the neighbouring 950 MW Moray East wind farm.

Caledonia is expected to connect to a new SSEN substation at Greens in Aberdeenshire. Offshore construction is scheduled to begin by 2030.

Aberdeenshire Council approved the onshore elements of the project in May.

Caledonia Project Director Mark Baxter said the approval followed years of work by the project team and engagement with stakeholders and local communities. He added that the Scottish Government's decision would allow the project to proceed.

hmt-news.com

RWE Installs Half of Thor Offshore Wind Turbines

RWE has installed 36 of 72 turbines at Denmark's 1.1 GW Thor offshore wind farm, with full commercial operation targeted for 2027.

18, July 2026

RWE has installed 36 of the 72 turbines planned for the 1.1 GW Thor offshore wind farm off Denmark's west coast.

The project, located near Jutland, will use turbines supplied by Siemens Gamesa, each rated at up to 15 MW.

Installation work is being carried out from the Port of Esbjerg with the Fred. Olsen Windcarrier vessel Brave Tern.

The remaining 36 turbines are scheduled to be installed by the end of 2026. Testing and commissioning are expected to be completed by spring 2027, with full commercial operation targeted for 2027.

According to RWE, Thor will generate enough electricity to power the equivalent of more than one million Danish households once operational.

Thor will also be the first offshore wind farm to use 36 carbon-reduced steel turbine towers supplied by Siemens Gamesa. In addition, 40 turbines will be fitted with a total of 120 recyclable rotor blades.

RWE owns a 51% stake in the project, while Norges Bank Investment Management holds the remaining 49%. RWE is responsible for the construction and operation of Thor.

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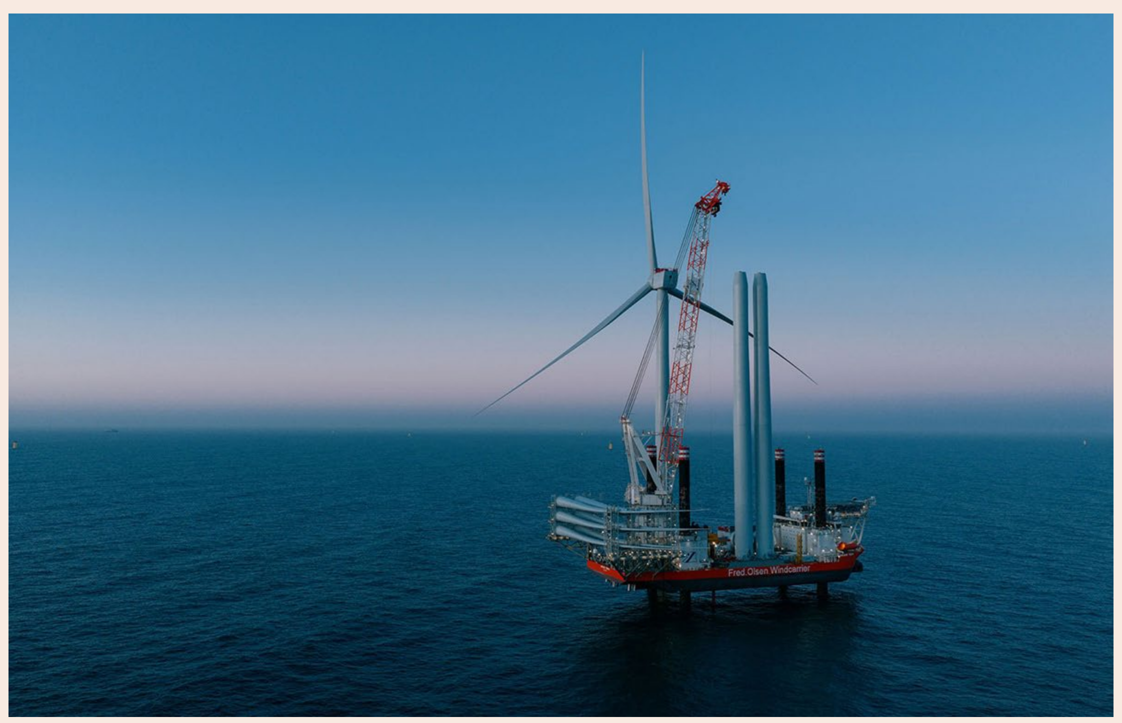

Photo source: RWE

Cadeler's Wind Orca Collision at Port of Tyne Under Investigation

An investigation has begun after Cadeler's Wind Orca collided with the berthed BG Orange at the Port of Tyne, where a gantry crane was damaged and one operator was injured.

20, July 2026

An investigation has begun after Cadeler's jack-up wind turbine installation vessel Wind Orca was involved in a collision with the berthed container ship BG Orange at the Port of Tyne in northeast England on 19 July 2026.

The incident occurred on Sunday afternoon as Wind Orca was leaving the dock. The Port of Tyne said a gantry crane on the quayside subsequently sustained significant damage.

A crane operator was injured and taken to hospital. Cadeler said the individual was reported to be in a stable condition and receiving treatment. All personnel aboard Wind Orca were safe, and no pollution was reported.

Cadeler activated its Emergency Response Procedure and began working with the authorities and other stakeholders following the incident.

Image source: Urbex Drone View

The Port of Tyne said a full investigation had started and that it would cooperate with the authorities. The cause of the collision and the full extent of the damage have not been confirmed.

Ørsted said it was working with Cadeler, the Port of Tyne and other parties to establish the facts. Before the incident, the port was supporting the Hornsea 3 offshore wind project by marshalling secondary steel components for loading onto Wind Orca.

See page 31.

hmt-news.com

DEME Secures Zeevonk Foundation Installation Contract

DEME has secured a contract in its €150 million to €300 million category to transport and install 69 monopile foundations for the 1 GW Zeevonk offshore wind project.

20, July 2026

DEME has been awarded a contract in its €150 million to €300 million "substantial" category for foundation transport and installation work on phase 1 of the Zeevonk offshore wind project in the Netherlands.

The project will have an installed capacity of approximately 1 GW and is jointly owned by Vattenfall and Copenhagen Infrastructure Partners (CIP), with CIP participating through its Energy Investment Fund I.

DEME will provide intermediate monopile transport and marshalling services for primary and secondary steel. The scope also includes the transport and installation of 69 monopile foundations and the placement of a filter layer for scour protection.

Zeevonk is planned in the Dutch North Sea, between 63 km and 84 km from Bergen aan Zee. Offshore construction is scheduled to begin in 2028, subject to a final investment decision.

The foundation installation will involve several vessels from DEME's fleet. Orion, a floating offshore transport and installation vessel, will install the monopiles. A jack-up offshore transport and installation vessel will handle secondary steel work, while a fallpipe rock transport and installation vessel will carry out the scour protection scope.

Zeevonk CEO Felix Würtenberger said the award was another step in the project's development. Bas Nekeman, Business Unit Director Northern Europe at DEME, said the contract extends the company's cooperation with Vattenfall and Copenhagen Infrastructure Partners.

hmt-news.com

Image source: DEME via LinkedIn.

Germany Offshore Wind Capacity Reaches 10.8GW in H1 2026

Germany commissioned 1,077MW of offshore wind capacity in H1 2026, taking its installed fleet to 10.8GW as industry groups called for changes to the auction framework.

Image credit: EnBW

21, July 2026

Germany added 1,077MW of offshore wind capacity in the first six months of 2026, bringing its total installed offshore wind capacity to 10.8GW, industry data released on Tuesday showed.

Figures compiled by Deutsche WindGuard on behalf of several industry associations showed that 84 offshore wind turbines were commissioned between January and June.

Another 22 turbines with a combined capacity of 323MW are under construction at Borkum Riffgrund 3, He Dreiht and North Sea Cluster A. The turbines have not yet entered commercial operation.

Offshore wind projects totalling 2.6GW have reached final investment decision, while a further 17.5GW has been awarded but has not yet secured FID. Based on current project schedules, Germany is expected to have around 30GW of installed offshore wind capacity by 2032.

BWE, BWO, VDMA, WAB e.V., WindEnergy Network e.V. and Stiftung Offshore-Windenergie said the current regulatory framework was undermining future investment despite the recent increase in capacity. The associations referred to Germany's August 2025 offshore wind auction, which received no bids.

The groups called on the German government to amend its offshore wind legislation during the summer. They proposed replacing the existing negative bidding system with two-sided, index-linked Contracts for Difference.

According to the associations, the proposed CfDs would reduce financing risks, improve project bankability and help keep electricity costs competitive. Additional hedging mechanisms could also support long-term power purchase agreements.

The industry groups also requested a mechanism allowing developers to return awarded sites that are no longer commercially viable because of changing market conditions, regulatory changes and increased risks. The sites could then be re-tendered without delay.

The associations said a continuous offshore wind deployment pipeline was needed to provide investment certainty for manufacturers, suppliers and ports, while supporting industrial activity and employment in Germany and other parts of Europe.

hmt-news.com

Van Oord Completes Scour Protection at Hollandse Kust West

Van Oord has installed around 300,000 tonnes of scour protection and eco-rock berms at Ecowende's Hollandse Kust West offshore wind farm.

Image source: Van Oord

23, July 2026

Van Oord has completed the installation of scour protection and rock berms for Ecowende's Hollandse Kust West offshore wind farm, concluding a major phase of offshore construction.

The Bravenes and Nordnes installed around 300,000 tonnes of rock to protect wind turbine foundations and critical cable infrastructure.

The completed works included nature-inclusive eco-rock berms and the stabilisation of all cable protection systems. Rocks weighing up to 450 kg were placed during the campaign. According to Van Oord, these were the largest individual rock units installed by a vessel using a stone releasing installation system.

Van Oord and Ecowende jointly developed the scour protection concept to combine infrastructure protection with habitat creation.

The design includes ecological bays, habitat-forming crevices and different rock sizes. These features are intended to provide shelter for marine life around the turbine foundations while maintaining the long-term stability of the offshore infrastructure.

The rock installation campaign forms part of Van Oord's wider contract for Hollandse Kust West. The contract also covers the transport and installation of foundations and wind turbines, along with the installation of inter-array cables.

Turbine installation is continuing, while Hollandse Kust West recently started supplying its first electricity to the grid.

hmt-news.com

PKR Offshore Signs Siemens Gamesa CSOV Agreement for Taiwan

PKR Offshore has signed a framework agreement with Siemens Gamesa covering two CSOVs for offshore wind projects in Taiwan from 2029, with an option to begin in 2028.

23, July 2026

Two commissioning service operation vessels from PKR Offshore will be available for Siemens Gamesa Renewable Energy offshore wind projects in Taiwan under a new framework agreement.

PKR Offshore, the offshore wind subsidiary of Marco Polo Marine, will deploy the vessels on a non-exclusive basis. The two companies will also cooperate on offshore wind projects in South Korea and Japan.

The framework agreement will initially run for two years from 2029. It includes an option for operations to begin in 2028 and allows additional extensions of between one and three years.

One of the vessels covered by the agreement is PKR Offshore's second CSOV, which is under construction at Marco Polo Marine's Batam shipyard in Indonesia. Delivery is scheduled for the second quarter of 2028.

The other vessel will be the company's third CSOV, which remains in the planning stage. Both vessels will be fitted with Siemens Energy's BlueDrive PlusC hybrid propulsion system.

The agreement adds to PKR Offshore's existing offshore wind operations in Taiwan. Its first CSOV, Wind Archer, has been operating in Taiwan since entering service in 2025.

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Illustration (Image source: Marco Polo Marine)

BW Ideol Brings NGE into Fos3F Floating Wind Factory Project

BW Ideol and NGE will jointly develop the Fos3F concrete floating foundation factory at Fos-sur-Mer, targeting annual production of around 30 units for the Mediterranean market.

Image credit: Bw Ideol

23, July 2026

BW Ideol has brought French construction group NGE into the Fos3F floating wind foundation factory project at Fos-sur-Mer, with the two companies taking equal stakes in the venture.

The exclusive partnership will focus on the Mediterranean floating wind market. BW Ideol and NGE plan to jointly develop a serial production line at the DEOS offshore wind hub within Marseille Fos port.

The companies have submitted a joint bid for 30 ha of land supported by 400 m of quay. The planned facility would produce around 30 concrete floating foundations a year, representing approximately 500 MW of wind capacity.

Fos3F secured public support of up to €126 million earlier this year. The funding comprises as much as €74 million from the EU Innovation Fund and a French green industry tax credit of up to €52 million.

The project is being advanced as France proceeds with its combined AO9 and AO10 offshore wind round. The process covers around 10 GW of capacity, divided equally between fixed-bottom and floating projects.

Around 3.2 GW of the planned floating wind capacity is allocated to the Mediterranean.

BW Ideol has also brought in Holcim as a materials partner for planned foundation production lines in southern France and northeast Scotland. Holcim acquired a minority stake in the BW Offshore-backed floating wind developer in January.

hmt-news.com

Ørsted Appoints Peter Hepburn to Lead UK Offshore Wind Generation

Ørsted has appointed Peter Hepburn as head of generation UK from 1 October 2026. He will oversee its 5.7GW UK offshore wind fleet and support the commissioning of Hornsea 3.

24, July 2026

Ørsted has appointed Peter Hepburn as head of generation UK, effective from 1 October 2026.

Hepburn will join Ørsted from Spirit Energy, where he most recently served as operations director. He has more than 30 years of experience in offshore operations, asset-intensive businesses and organisational transformation.

In the new role, Hepburn will be responsible for the safe, reliable and commercially effective operation of Ørsted's UK offshore wind fleet. The portfolio consists of 12 operational wind farms, almost 1,000 turbines and about 5.7GW of installed capacity.

He will also support the commissioning of Hornsea 3 and oversee around 650 employees and more than 500 contractors. His responsibilities will include joint venture and regulatory relationships.

Godson Njoku, chief generation officer at Ørsted, said Hepburn's operational experience, leadership background and knowledge of safety-critical offshore industries made him well placed for the position.

Hepburn said he was pleased to join Ørsted and take responsibility for an important part of the company's global business.

hmt-news.com

Peter Hepburn (Image credit: Orsted)

Van Oord Completes Scour Protection at Hollandse Kust West

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Turbine installation is continuing, while Hollandse Kust West recently started supplying its first electricity to the grid.

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Image source: Van Oord

Wind Multiplikator Becomes Semco Maritime Offshore Wind Service

Wind Multiplikator has become Semco Maritime Offshore Wind Service GmbH, bringing turbine, substation, component exchange and overhaul activities under the Semco Maritime brand.

23, July 2026

Wind Multiplikator has been renamed Semco Maritime Offshore Wind Service GmbH, marking a further step in its integration with Semco Maritime following the acquisition in June 2023.

The change places the offshore wind service activities under the Semco Maritime brand and aligns the company's market presence and organisational structure.

The combined service offering covers offshore engineering and project execution, turbine services, offshore substation operations and maintenance, and major component exchange. Refurbishment and overhaul services will continue through the Service Hub in Emden.

Customers will have one point of contact across these activities. The structure is intended to limit supplier interfaces, simplify coordination and support more efficient planning and execution.

Thomas Thomsen, Senior Vice President, Renewables at Semco Maritime, said the renaming followed three years of collaboration, organisational alignment and preparation after the acquisition. He said the companies had combined their offshore wind capabilities and industry expertise within one service organisation.

Stephen Booth, Managing Director of Semco Maritime Offshore Wind Service, said the delivery model brings turbine, offshore substation, component exchange and overhaul services into a single structure with clearer responsibility for project execution.

The name change will not affect current contracts, agreements, commitments, legal structures or customer contacts.

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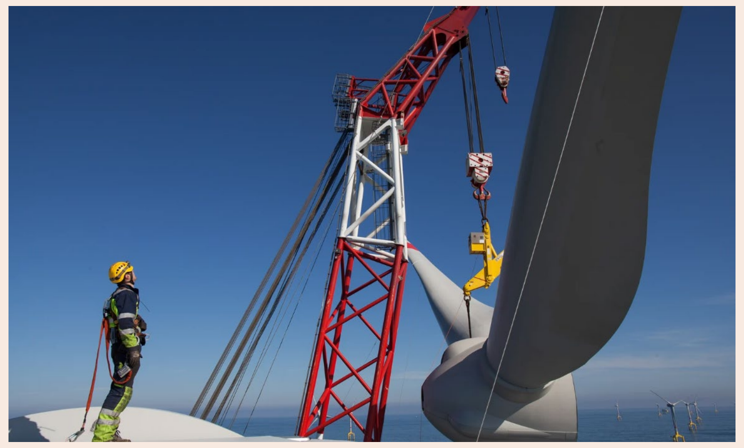

Image source: SEMCO Maritime

Seatrium Holds Steel-Cutting for LNGT Karadeniz FSRU Conversion

Seatrium has held a steel-cutting ceremony for the LNGT Karadeniz conversion, its eighth FSRU project for Karpowership and the first of three conversions covered by a 2025 letter of intent.

Image source: Seatrium

17, July 2026

Seatrium has held a steel-cutting ceremony for the conversion of LNGT Karadeniz into a floating storage and regasification unit for Karpowership.

The vessel is the eighth FSRU conversion awarded to Seatrium by Karpowership. It is also the first of three FSRU conversion projects covered by a letter of intent signed by the companies in 2025, according to Seatrium's first-quarter 2026 business update.

Seatrium announced the conversion contract on 9 March 2026. At the time of the award, work on LNGT Karadeniz was scheduled to commence in the third quarter of 2026.

Following conversion, LNGT Karadeniz will be Karpowership's first high-capacity FSRU, with regasification capacity of up to 600 million standard cubic feet per day.

The conversion work covers the installation and integration of regasification systems, LNG transfer and cargo-handling systems, mooring arrangements, utilities, electrical distribution, automation and control systems.

Interyards, identified in the LinkedIn post as Seatrium's exclusive partner, reported the steel-cutting ceremony and outlined the systems included in the project.

The ceremony follows the delivery of LNGT Powership Oceania, another FSRU conversion completed by Seatrium for Karpowership.

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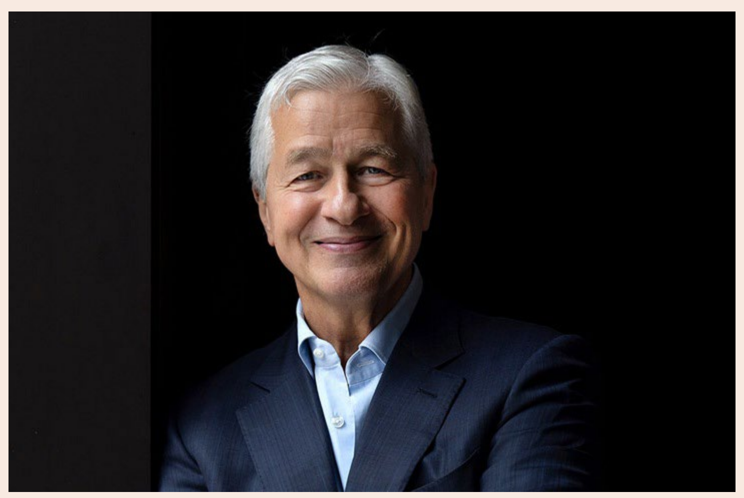
JPMorganChase Commits $24 Million to Philadelphia Shipbuilding

JPMorganChase has committed $24 million to Philadelphia shipbuilding, supporting a submarine facility, workforce training, small business lending and up to 100 maritime suppliers.



Jamie Dimon, CEO of JPMorgan Chase (Image source: JPMorganChase)

16, July 2026

JPMorganChase has committed $24 million in loans, investments and grants to support shipbuilding, maritime manufacturing, workforce training and local suppliers in Philadelphia.

Announced on 15 July 2026, the funding package includes $18 million in loans and investments and $6 million in philanthropic grants. It will support a submarine manufacturing facility at the Philadelphia Navy Yard, skills programmes, small business financing and regional industry coordination.

A $13 million New Markets Tax Credit equity investment in Rhoads Industries is part of a $40 million NMTC transaction. The investment will support construction of a 95,000-square-foot high-bay submarine manufacturing and assembly facility.

The facility is expected to create 450 permanent jobs. It will also expand training and apprenticeship opportunities for potentially thousands of workers, including welders, electricians and personnel in other shipbuilding roles at the Navy Yard.

PIDC Community Capital will receive a $5 million long-term, low-cost loan to expand financing for small businesses. The lending products will cover commercial real estate acquisition and construction, leasehold improvements and working capital.

The funding is expected to support up to 15 loans and create or retain more than 200 jobs.

A $1.5 million grant to PIDC Community Capital, working with the Delaware Valley Industrial Resource Center, will support as many as 100 commercial maritime suppliers serving the Philadelphia Navy Yard.

Up to 30 suppliers will receive structured assessments, remote diagnostics and on-site operational reviews. The assistance will cover efficiency, quality controls, plant organisation and digital maturity while helping identify priority workforce needs.

The Greater Philadelphia Growth Partnership will receive a $2.4 million grant to strengthen coordination among employers, training providers and community organisations.

A further $2 million grant will go to The Skills Initiative at University City District. The programme will expand non-degree routes into higher-wage shipbuilding and advanced manufacturing positions and is expected to provide skills training for nearly 300 local people.

The funding combines two JPMorganChase programmes: the American Dream Initiative and the Security and Resiliency Initiative. The latter is a $1.5 trillion, 10-year plan covering industries linked to US economic and national security, including shipbuilding.

The Philadelphia Navy Yard supports 16,000 jobs across maritime industries, advanced manufacturing and life sciences. The new funding will support workforce pathways, supplier readiness, small business participation and coordination among regional organisations.

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PaxOcean Opens LNG-Ready 5JS Shipyard in Singapore

PaxOcean has opened its 17.26-hectare 5JS shipyard in Singapore, adding LNG repair capability, digital engineering and innovation support for complex maritime and offshore projects.

Image source: PaxOcean

16, July 2026

PaxOcean has opened a 17.26-hectare shipyard at 5 Jalan Samulun, expanding Singapore's capacity to handle larger and more complex maritime and offshore projects.

The 5JS facility combines enhanced dock infrastructure, purpose-built workshops and improved logistics flow. According to Tan Thai Yong, Managing Director and CEO of PaxOcean, the layout is intended to improve production sequencing, project coordination and delivery consistency.

Tan said vessel owners are facing more demanding regulatory, class and decarbonisation requirements. Customers are also seeking greater certainty throughout the vessel life cycle, including predictable schedules, reliable supply chains and efficient compliance.

Demand for specialised repair facilities is partly being driven by LNG vessels, which require dedicated infrastructure and integrated workshop support. Tan said customers are increasingly looking for dependable ship repair and conversion services in a geopolitically neutral location.

PaxOcean has also secured a technical service agreement with GTT covering membrane tank maintenance and servicing for membrane-type LNG carriers. The work will be carried out in accordance with GTT standards and is intended to support regional demand for LNG carrier repairs.

Tan said the broader objective is to maintain Singapore's position as a preferred destination for complex and high-value maritime work rather than to focus on individual projects.

He identified engineering capability, regulatory clarity and a trusted operating environment as key strengths of Singapore. He added that PaxOcean focuses on technically demanding projects, full-cycle support and reliable execution.

The 5JS site also houses iHub5, an innovation hub led by Kuok Maritime Group. It brings together industrial partners, technology providers, research institutions and customers to develop maritime solutions.

PaxOcean's Centre of Excellence will focus on system integration, digital engineering, simulation and emerging maritime technology. Together, these capabilities support Singapore's role in ship repair, maritime innovation and complex engineering.

hmt-news.com

Fayard Defends Arc7 Tanker Work Amid Yamal LNG Pressure

Fayard Shipyard defended its Arc7 tanker maintenance as European lawmakers challenged the yard's role in supporting vessels linked to Russia's Yamal LNG exports.

Photo: Fayard Shipyard

20, July 2026

Fayard Shipyard has defended its maintenance work on Arc7 ice-class LNG carriers linked to Russia's Yamal LNG exports as political pressure grows in Denmark and across Europe.

The Danish yard is reportedly the last shipyard in the European Union still providing maintenance services for the Arc7 fleet. The vessels transport LNG from the Yamal terminal and support Russia's Arctic LNG export operations.

Danish Member of the European Parliament Villy Søvndal sent an open letter to Fayard Shipyard Chief Executive Officer Thomas Andersen. The letter was signed by 104 parliamentarians from 16 European countries, including 54 Members of the European Parliament and 50 members of national parliaments.

The signatories represented six political groups in the European Parliament. They argued that maintenance work in Denmark could allow the tankers to remain in service and continue supporting Russian energy revenue ahead of an EU embargo on Russian gas expected in 2027.

The letter followed criticism from Danish Prime Minister Mette Frederiksen, who said it was inconceivable that a Danish shipyard was servicing vessels carrying Russian gas.

Fayard Shipyard said its activities comply with current European Union rules. The company told EU Observer that significant trade continues between the European Union and Russia in goods that European countries still require.

The shipyard said it does not service Russian vessels. It stated that the ships are owned by international shipping companies and operate between the Yamal terminal and European ports in accordance with current regulations and guidelines.

Fayard Shipyard also said the assignments would end at the close of this year in line with European Union decisions.

Arc7 vessels have an opportunity to undergo maintenance during the summer, when conventional LNG carriers can temporarily cover their operations along the Arctic route. The Arc7 tanker Rudolf Samoylovich arrived at Fayard Shipyard on 30 June.

Environmental campaign group Urgewald expects that as many as six Arc7 vessels could require maintenance at the Danish yard during the summer. Fayard Shipyard reportedly became the only EU facility providing these services after Dutch shipbuilder Damen withdrew last year.

Urgewald estimated the value of Yamal Arctic LNG supplied to the European Union during the first six months of 2026 at $6.82 billion. Of 140 cargoes shipped worldwide during the period, 136 were delivered to EU ports, accounting for more than 97% of total Yamal Arctic LNG deliveries.

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Hanwha Philly Shipyard Wins MRIV Contract for U.S. Golden Dome Program

Hanwha Philly Shipyard will build three MRIVs for the U.S. Golden Dome program. Industry sources estimate the undisclosed three-vessel contract at $1.5 billion, with deliveries beginning in June 2030.

Image: TOTE Services

20, July 2026

Hanwha Group's U.S. subsidiary, Hanwha Philly Shipyard, has been selected to build three Maritime Range Instrumentation Vessels (MRIVs) for the U.S. Department of Transportation's Maritime Administration, supporting the U.S. military's Golden Dome missile defense program.

The award is the first U.S. shipbuilding contract secured by a South Korean company since the launch of the Korea-U.S. shipbuilding cooperation initiative, MASGA. Earlier cooperation between the two countries had mainly focused on memorandums of understanding and maintenance, repair and overhaul (MRO) services.

Under the project, Hanwha Philly Shipyard will design and construct the vessels, while Tote Services will manage material procurement and overall project oversight. Hanwha did not disclose the contract value. Industry sources estimate the three-vessel program at approximately $1.5 billion. The vessels, named Golden Defender, are scheduled for sequential delivery beginning in June 2030.

MRIVs serve as offshore tracking platforms that record missile test data, including flight speed, altitude and trajectory during missile and interceptor launches. Although they are not combat vessels, they provide measurement capabilities required for testing the Golden Dome missile defense system. The program will replace aging U.S. military MRIVs built during the 1960s and 1970s.

The contract follows Hanwha Philly Shipyard's ongoing National Security Multi-Mission Vessel (NSMV) program for the U.S. Maritime Administration. The shipyard has delivered three of the five vessels ordered, while the remaining two are under construction.

As a U.S.-based shipyard employing an American workforce, Hanwha Philly Shipyard is exempt from the Byrnes-Tollefson Amendment, which restricts foreign shipyards from building U.S. military vessels or major ship components.

The MRIV program was publicly referenced by White House Office of Management and Budget Director Russell Vought during the naming ceremony for the fourth NSMV on 17 June 2026. He said the Golden Defender vessels being built by Hanwha Philly Shipyard would support the Golden Dome missile defense system.

South Korean shipbuilders are also expanding their presence in the U.S. market. On 19 July, HD Hyundai announced a strategic partnership with Kiewit covering shipbuilding and block and module production. While Hanwha Group is expanding through ownership of a U.S. shipyard, HD Hyundai is pursuing cooperation with U.S. shipbuilding companies.

Washington, D.C. will host the opening of the Korea-U.S. Shipbuilding Cooperation Center on 23 July. The center is expected to support cooperation between the two countries by strengthening local industry networks and workforce development for U.S. shipyards.

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HD Hyundai Faces Safety Scrutiny After Third Fatal Shipyard Accident

HD Hyundai faces renewed safety scrutiny after a fatal fall at HD Hyundai M&S became the third reported death this year at a shipyard operated by a group company.

Image source: HD Hyundai Heavy Industries

20, July 2026

HD Hyundai is facing renewed scrutiny over its safety management after a worker died in a fall at the Ulsan plant operated by HD Hyundai M&S on 9 July.

According to HD Hyundai Heavy Industries, the worker was carrying out maintenance on an overhead crane when he fell from height. No other injuries were reported in the accident.

The Ministry of Employment and Labor and police opened an on-site investigation following the fatality. The Ulsan Branch of the Busan Regional Employment and Labor Office also issued a partial suspension order covering crane maintenance and inspection work at the plant.

HD Hyundai Heavy Industries said it would conduct special safety training across the company and prepare corrective measures to prevent a recurrence.

The fall was the third reported fatal accident this year at a shipyard operated by an HD Hyundai company.

In April, a subcontractor responsible for sea trials died after a fire broke out on a submarine undergoing repairs at HD Hyundai Heavy Industries' Ulsan shipyard. The worker had been cleaning inside the submarine when the fire occurred.

Another fatal accident occurred at HD Hyundai Samho in June. A mooring line snapped during mooring operations and struck a shipyard worker, resulting in the worker's death.

South Korean authorities believe the repeated accidents may indicate structural weaknesses in HD Hyundai's safety management.

Ministry of Employment and Labor statistics cited in the source showed that work-related fatalities at HD Hyundai Heavy Industries increased from 11 in 2024 to 21 in 2025. This was the largest increase among South Korea's major shipbuilding companies.

The Korean Metal Workers' Union attributed the recurring accidents to poor workforce management and insufficient enforcement of safety procedures. The union has called for a special labor inspection.

In 2025, HD Hyundai announced plans to invest up to KRW3.5 trillion, approximately $2.4 billion, in shipyard safety through 2030.

The planned measures included advanced safety systems, upgraded safety facilities and equipment, initiatives to raise employee safety awareness and support for safety programmes at partner companies.

The repeated accidents have led parts of South Korea's shipbuilding industry to question whether the planned investment is reducing risks at operating sites.

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NKT Eleonora Departs VARD Tulcea for Norway

NKT Eleonora has departed VARD Shipyards Romania in Tulcea for VARD Brattvaag in Norway, where the cable-laying vessel will enter its next construction phase.

20, July 2026

Image source: NKT via LinkedIn

NKT Eleonora has departed VARD Shipyards Romania in Tulcea and is heading to VARD Brattvaag in Norway for the next phase of construction, according to an update from NKT.

The cable-laying vessel is being built for NKT by VARD. Steel cutting began at the Romanian yard on 5 November 2024, followed by the keel-laying ceremony on 15 January 2025.

The vessel will measure 176.5 m in length and 32 m in breadth. Its cable-handling system will include three turntables with a combined carrying capacity of 23,000 tonnes.

NKT Eleonora is designed to install three power cables during the same operation. NKT said this configuration is intended for projects including 525 kV cable systems that require a metallic return cable. The vessel will also have a DP3 dynamic-positioning system and an enclosed cable-handling deck.

The vessel is designed for dual-fuel operation using methanol and biofuel or marine gas oil. It is scheduled to become operational in 2027 and will join NKT Victoria in NKT's cable-laying fleet.

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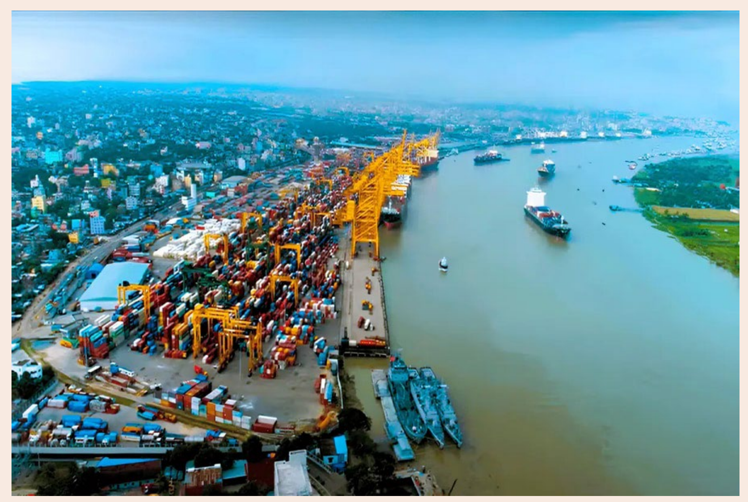
Bangladesh Moves Ahead with $1bn Matarbari Shipbuilding Hub

Bangladesh has approved the $1 billion Matarbari Green Dockyard proposal in principle and sent it for technical and financial appraisal.



Port of Chittagong (Image source: Chittagong port agent)

21, July 2026

Bangladesh has granted in-principle approval for a privately financed $1 billion shipbuilding and repair complex at Matarbari deep-sea port.

The Ministry of Shipping has forwarded the unsolicited proposal for the Matarbari Green Dockyard and Shipbuilding Facility to the Public-Private Partnership Authority for technical and financial appraisal.

Australia-based AIS Marine Investments has been identified as the proposed financier. China Harbour Engineering Company is expected to participate as the technical partner. The proposal does not specify a construction schedule or concession period.

The project would be developed on about 200 acres owned by the Chattogram Port Authority. Under the proposed landlord model, the authority would continue to own the land and fixed assets. Infrastructure built by the private investor would transfer to the state when the concession expires.

A 600 m by 95 m drydock is included in the plan. It would be designed to handle large commercial vessels serving Matarbari, other ports in Bangladesh and routes across the Bay of Bengal.

The complex would provide shipbuilding, scheduled docking and emergency repair services. Its proposed capacity would reduce the need to send larger vessels to yards in Singapore, the United Arab Emirates or China for docking and repair work.

Bangladesh's Ministry of Industries issued a no-objection certificate after an inter-ministerial meeting earlier this year. According to the government, the development would proceed without exposing the state to debt.

The project is expected to generate between 1,200 and 1,300 direct jobs and about 2,600 indirect positions if it receives the remaining approvals.

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VIDEO: Avenir LNG Launches Avenir Ambition in Nantong

21, July 2026

Avenir LNG announced on Monday that its new LNG bunkering vessel, Avenir Ambition, had been launched at the Nantong CIMC Sinopacific Offshore & Engineering shipyard in China.

Avenir Ambition is the first vessel from the company's latest newbuilding programme to reach the launch stage. Final outfitting will be completed before the vessel enters the Avenir LNG fleet.

The company's website lists five LNG bunkering vessels. Some are operated by Avenir LNG, while others are chartered to companies.

Two 20,000 m3 LNG bunkering vessels are also under construction. One is expected to be delivered later this year, with Avenir Ambition appearing to be the first of the pair.

In its social media announcement, Avenir LNG linked the launch to the continued expansion of its fleet and efforts to strengthen LNG supply chains worldwide. The company said the vessel would support customers and increase its market presence as demand for flexible and reliable LNG logistics grows.

Michael Redpath, head of operations at Avenir LNG, said in a LinkedIn post published yesterday that he expected Avenir Ambition to complete final outfitting and join the fleet, where it would support customers worldwide.

Earlier this year, Stolt-Nielsen agreed to sell a 50% stake in Avenir LNG to Japanese company NYK Line.

hmt-news.com

Inside Hanwha's Smart Yards Modernizing Shipbuilding in Geoje and Philadelphia

Hanwha Ocean is extending digital production systems and welding robots from its Geoje smart yard to Hanwha Philly Shipyard alongside a $5 billion infrastructure programme.

Image source: Hanwha Ocean

21. July 2026

Hanwha Ocean is extending digital production systems and welding automation developed at its Geoje shipyard in South Korea to Hanwha Philly Shipyard in the United States.

The work is proceeding alongside an infrastructure expansion at the Philadelphia facility. It includes the introduction of production management software, welding robots and workforce training linked to ship construction involving the two yards.

Development of enterprise resource planning and production management systems for the Philadelphia yard began in November 2024. Full-scale implementation started in March 2025, and deployment is targeted for November 2026.

Welding robots used at Geoje are also being introduced at Hanwha Philly Shipyard during 2026.

Hanwha Ocean and Hanwha Systems completed their $100 million acquisition of Philly Shipyard in December 2024. The transaction had been announced in June of that year.

The systems being extended to Philadelphia were developed for a production environment covering about 5 sq km at Geoje. Multiple vessels are built across the site, while steel blocks move between fabrication, outfitting, painting and installation areas.

A Digital Production Center consolidates information from across the shipyard. Drones and internet-connected sensors refresh block locations and production data every 30 minutes.

Production teams use the information to monitor the location and status of ship components. Simulation tools are also used to examine possible disruptions, including severe weather.

The digital system extends to vessel testing. During sea trials, the Smart Sea Trial Center allows personnel onshore to monitor vessel performance, fuel consumption and equipment data.

Welding is another focus of the Geoje smart yard programme. Large commercial vessels are assembled from hundreds of steel blocks, requiring extensive welding throughout construction.

Small variations between steel plates require welders to adjust their angle, speed and movement. Hanwha Ocean records the working patterns and decisions of experienced welders and uses the data to train AI-supported systems.

AI currently assists with 67% of indoor welding operations at Geoje. Hanwha Ocean is targeting full welding automation and 50% AI adoption in surface preparation and painting by 2030.

Robots are increasingly handling tasks involving high temperatures, sparks and confined spaces. Workers supervise automated equipment, operate multiple systems and monitor production quality.

The programme also addresses the retention of production knowledge as South Korea's shipbuilding workforce declines. Shipyards in the country employ about 125,000 people, compared with approximately 200,000 at the industry's 2014 peak, according to Korea Offshore & Shipbuilding Association figures cited by Hanwha.

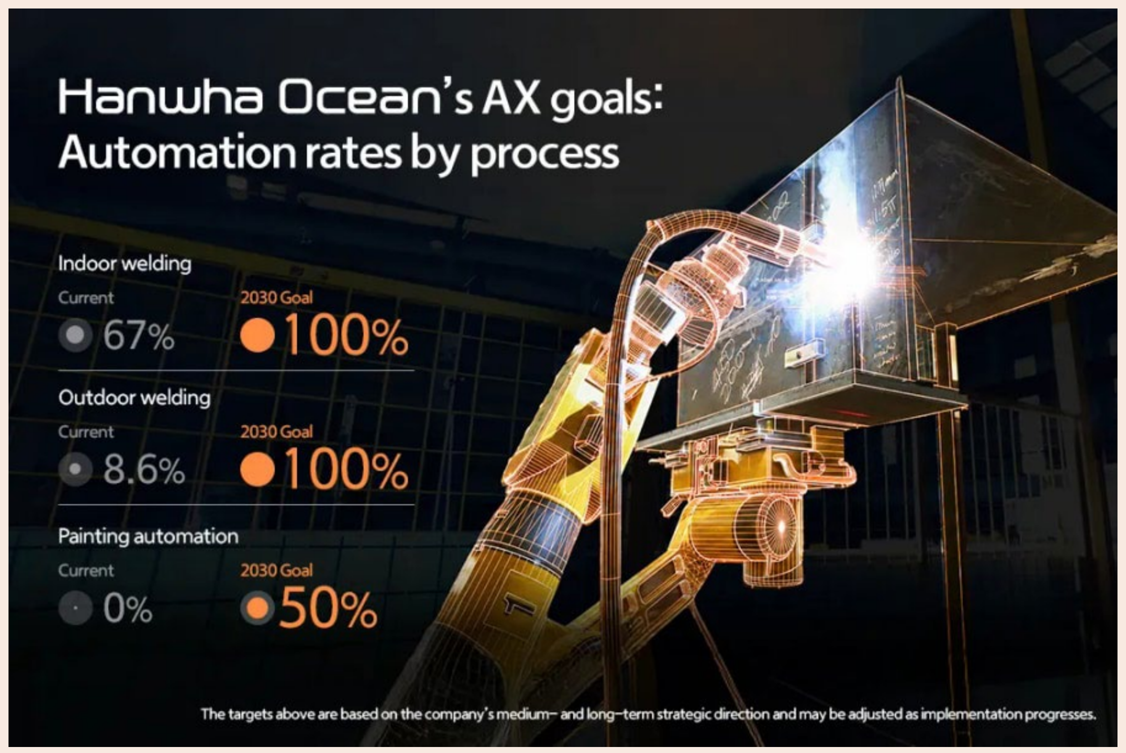

Image source: Hanwha Ocean

Recording working methods as production data allows technical knowledge to be used in automated equipment and management systems beyond an individual workstation.

The technology rollout is taking place as Hanwha develops a $5 billion infrastructure programme for Hanwha Philly Shipyard, announced in August 2025.

The programme includes two additional docks and three quays. Hanwha is also reviewing a new block assembly facility and plans to introduce automation and smart yard systems.

The expansion targets an increase in annual production capacity from fewer than two vessels to as many as 20. Planned production includes LNG carriers, naval modules and blocks, while naval vessel construction remains a longer-term objective.

Workforce training forms part of the cooperation between the two shipyards. Employees from Hanwha Philly Shipyard will receive on-the-job training at Hanwha Ocean's Geoje facility in connection with LNG carrier construction.

Under the joint-build model, Hanwha Philly Shipyard holds the shipbuilding order and Hanwha Ocean participates in construction. Hanwha said the model would provide a platform for transferring production processes, technical expertise and supplier qualifications to U.S. workers.

The Philadelphia production management platform is targeted for deployment in November 2026, while welding robots developed at Geoje are being introduced during 2026.

hmt-news.com

HD Hyundai and Kiewit Sign U.S. Shipbuilding Partnership

HD Hyundai and Kiewit Offshore Services have signed a partnership agreement to pursue U.S. shipbuilding opportunities, including ship block and module fabrication.

Photo courtesy of Kiewit Offshore Services

22, July 2026

HD Hyundai and Kiewit Offshore Services, Ltd. have entered into a strategic partnership to pursue shipbuilding opportunities in the United States, including the fabrication of ship blocks and modules.

The agreement was signed on 16 July 2026 at the Kiewit Offshore Services, Ltd. headquarters in Ingleside, Texas. Hannae Choi, executive vice president and head of the Corporate Planning Office at HD Korea Shipbuilding & Offshore Engineering, and Chad Johnson, president of Kiewit Offshore Services, Ltd., took part in the signing.

Under the agreement, the companies will examine U.S. shipbuilding programs and other areas of mutual interest. The cooperation will bring together HD Hyundai's capabilities in ship design, procurement, manufacturing and shipbuilding technology with Kiewit Offshore Services, Ltd.'s experience in fabrication, construction and complex project delivery.

Ship block and module production will be among the areas considered. The companies will also assess how their manufacturing and project execution capabilities could be applied to domestic shipbuilding work.

The partnership is intended to support additional U.S. fabrication capacity, domestic manufacturing and maritime supply-chain resilience.

Choi said the cooperation would support U.S. shipbuilding and maritime infrastructure. He added that the companies would also consider other areas of collaboration, including opportunities involving floating assets.

Johnson said the agreement combines Kiewit Offshore Services, Ltd.'s fabrication and engineering, procurement and construction experience with HD Hyundai's shipbuilding capabilities.

HD Hyundai has worked in commercial, offshore and naval vessel construction for over 50 years through shipyards in South Korea and other countries. Its maritime operations include engineering, procurement, manufacturing, shipbuilding technology and marine engines.

Kiewit Offshore Services, Ltd., part of Kiewit Corporation, carries out fabrication and marine construction work from facilities on the U.S. Gulf Coast. Its capabilities cover large-scale fabrication, engineering, procurement, construction and project execution for commercial and government shipbuilding programs.

HD Hyundai said its participation would support U.S. shipbuilding programs under the Korea–U.S. industrial cooperation framework.

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VARD to Build Two Trinity House Maintenance Vessels

VARD will design and build two VARD 9 601 buoy and lighthouse maintenance vessels for Trinity House under a contract worth more than €220 million, with delivery scheduled in 2029.

22, July 2026

VARD, a subsidiary of the Fincantieri Group, has secured a contract worth more than €220 million to design and build two multi-function buoy and lighthouse maintenance vessels for Trinity House.

The vessels will replace THV Patricia and THV Galatea under Trinity House's programme to renew its three-vessel fleet. Delivery is scheduled for the second and fourth quarters of 2029 from one of VARD's yards in Norway.

The contract was awarded through a competitive public tender and is VARD's first order for vessels of this type. It also includes a commitment to use British suppliers during the construction programme.

The newbuildings will be based on the VARD 9 601 design, developed by Vard Marine in Canada in collaboration with Vard Design in Norway.

Trinity House is the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar. It maintains marine aids to navigation and also provides education, welfare and support to the seafaring community through its maritime charity activities.

The vessels will carry out buoy handling, hydrographic surveys and emergency responses to navigation hazards. Their main decks will be arranged for buoy handling and storage and fitted with a 30 t twin-hoist tension-control crane and two smaller stores cranes.

Each vessel will also have two workboats, a towing winch and a helideck. The design includes advanced dynamic positioning capability, a shallow-draft hull, stern azimuth propulsors, a tunnel thruster and a pump jet.

A hybrid propulsion system will allow the vessels to operate on battery power while alongside, at anchor and for limited periods during dynamic positioning and transit. The SeaQ energy storage system will have a capacity exceeding 3,600 kWh.

The battery system will provide peak shaving and spinning reserve support for the main generators. The vessels will also be designed for possible conversion to methanol fuel during their operational lives.

Vard Electro will supply the SeaQ power, control, bridge and communication systems and act as the project's single system integrator. Its scope includes SeaQ DC switchboards, energy storage, shore connection equipment and the SeaQ Green Pilot energy management platform.

At quay, the shore connection and battery systems will allow the vessels to operate without emissions. SeaQ Green Pilot will collect and analyse data covering fuel consumption, emissions and vessel performance.

Image credit: VARD

Cybersecurity will be integrated into the vessels through separation between operational and information technology systems, controlled interfaces and protected ship-to-shore data flows.

Vard Interiors will provide the complete interior package, including accommodation and HVAC-R systems. The vessels are designed to meet Maritime Labour Convention 2006 requirements and Lloyd's Register CAC(1) and ABN(Q) class notations for noise, vibration and airborne noise.

The contract also includes an exchange programme under which apprentices will receive maritime training through cooperation between VARD, Trinity House and Vard Marine in Canada.

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Suspected Somali Pirates Board Chemical Tanker in Gulf of Aden as South Korean Naval Vessel Responds

Armed assailants boarded the chemical tanker Asana in the Gulf of Aden. Initial assessments pointed to suspected Somali piracy as naval forces worked to clarify the crew's status.

ROKS Wang Geon

18, July 2026

Armed assailants boarded the chemical tanker Asana while it was transiting the Gulf of Aden off southern Yemen, according to maritime security reports.

The vessel issued a distress call at around 06:20 GMT on Friday after unauthorized personnel boarded about 65 nautical miles south of Al Mukalla. The UK Maritime Trade Operations received a report of the incident while Asana was sailing east.

The number of assailants, the circumstances of the boarding and the condition of the crew remained unclear. Vanguard said the status of the vessel and those on board had not been established.

A maritime information centre linked to Yemen's internationally recognized government reported that the armed group had taken control of Asana. It assessed that the incident showed signs of a piracy operation intended to detain the ship and crew for ransom.

Initial security assessments pointed to suspected Somali piracy rather than an operation linked to Yemen's Houthi movement. Ambrey said the vessel had no armed security team on board and assessed that the assailants could be part of a pirate action group.

An official from the European Union's Aspides naval mission said efforts were being made to support the tanker and clarify the circumstances of the boarding. The official also reported that a South Korean warship was in the area.

Ambrey separately said a South Korean naval vessel was heading toward the incident site in response to the distress signal. South Korea's Cheonghae Unit 48th rotation, the ROKS Wang Geon, is deployed in the Gulf of Aden. However, it has not been officially confirmed that this was the ship responding or that a South Korean naval vessel reached the scene.

Shipping databases listed Marshall Islands-based Exon Energy as the operator of Asana, although the company could not be reached for comment. Ship-tracking information showed Bosaso in Somalia as the tanker's next destination, while its flag status was not confirmed.

At least three incidents involving armed assailants have been reported off Yemen since June. Separate industry data recorded nine incidents in waters off Somalia and the Gulf of Aden between January and the end of June, including four vessel hijackings, compared with three incidents during the same period in 2025.

The boarding comes as piracy concerns in the Gulf of Aden coincide with separate security tensions affecting the Red Sea and the Strait of Hormuz.

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Man injured after ship hits crane at Port of Tyne

A man was taken to hospital after a reported collision between a ship and a dockside crane at the Port of Tyne in South Shields. Police continued investigating the incident.

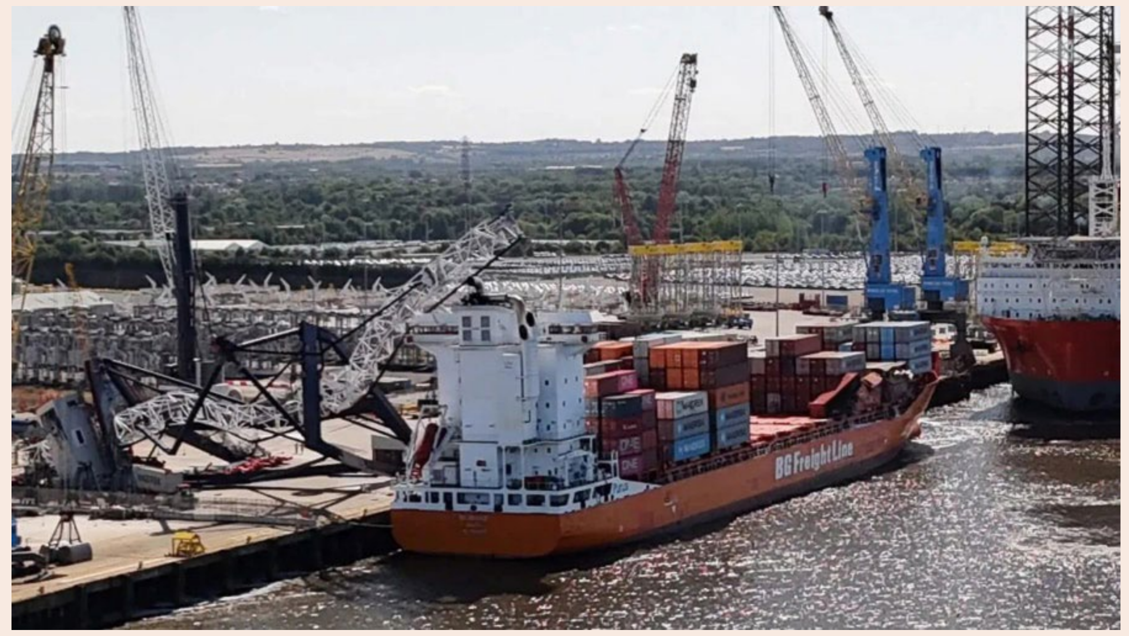

Image credit: Thomas Ord

20, July 2026

A man was taken to hospital after a reported collision between a ship and a dockside crane at the Port of Tyne in South Shields on 19 July 2026.

Northumbria Police received the report shortly after 13:00. The circumstances that led to the contact had not been determined, and officers continued their inquiries.

Emergency crews found a man with injuries at the port. He was transported to the Royal Victoria Infirmary in Newcastle. Police said his condition was not considered life-threatening.

Images from the scene showed the crane on its side and leaning against part of a container vessel. Eyewitness material identified the vessel as BG Orange, although police did not name the ship in their statement.

The North East Ambulance Service said it received the call at 13:02. Its response included three double-crewed ambulances, two clinical team leaders, a duty officer and three Hazardous Area Response Team vehicles. The Great North Air Ambulance Service also provided support.

One HART vehicle remained at the site to assist Tyne and Wear Fire and Rescue Service.

A drone operator who arrived after the incident said several containers aboard BG Orange appeared to have shifted from their positions.

The injured man remained in hospital while police examined how the incident occurred.

See page 19.

hmt-news.com

Ukraine says Golden Leo missile strike kills six

Six people were confirmed dead and four remained missing after Ukraine said three cruise missiles struck the grain-carrying Golden Leo near Odesa. Eight people were rescued.

Photo: Ukrainian Navy

20, July 2026

Six people were confirmed dead and four remained missing after the cargo ship Golden Leo was struck by three cruise missiles in the Black Sea on 19 July 2026, according to the latest information released by Ukrainian authorities.

Eight people were rescued from the vessel. Two of the survivors were injured, Ukraine's transport minister Mykola Kalashnyk said. Earlier official reports had listed five people dead and five missing.

Ukraine's Navy attributed the attack to Russian forces and said Golden Leo was carrying grain while leaving the combat zone near Odesa. The Navy identified the weapons as Kh-59/Kh-69 cruise missiles.

The Navy described Golden Leo as a Turkish-owned civilian cargo ship sailing under the flag of Guinea-Bissau. It said the vessel presented no military threat when it was hit.

Ukraine's foreign minister Andrii Sybiha said the dead included a Ukrainian maritime pilot and members of the ship's crew. Syrian and Indian nationals were among those serving aboard the vessel.

The missiles hit the starboard side of the ship's superstructure and caused a fire, according to the Ukrainian account. The full extent of the damage had not been established in the available official updates.

Ukrainian officials condemned the strike as an intentional attack on civilian navigation. The Navy also described it as a violation of international humanitarian law. These assessments were issued by Ukrainian authorities and had not been independently established in the information available at the time of publication.

The incident occurred as Golden Leo was transporting grain from a Ukrainian port through the Black Sea. The four missing people remained unaccounted for under the latest casualty update.

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MSC Baltic III Dismantling Begins off Newfoundland

Dismantling of MSC Baltic III has begun off Newfoundland as Resolve Marine removes the accommodation block and prepares to pull the wreck's forward section ashore.

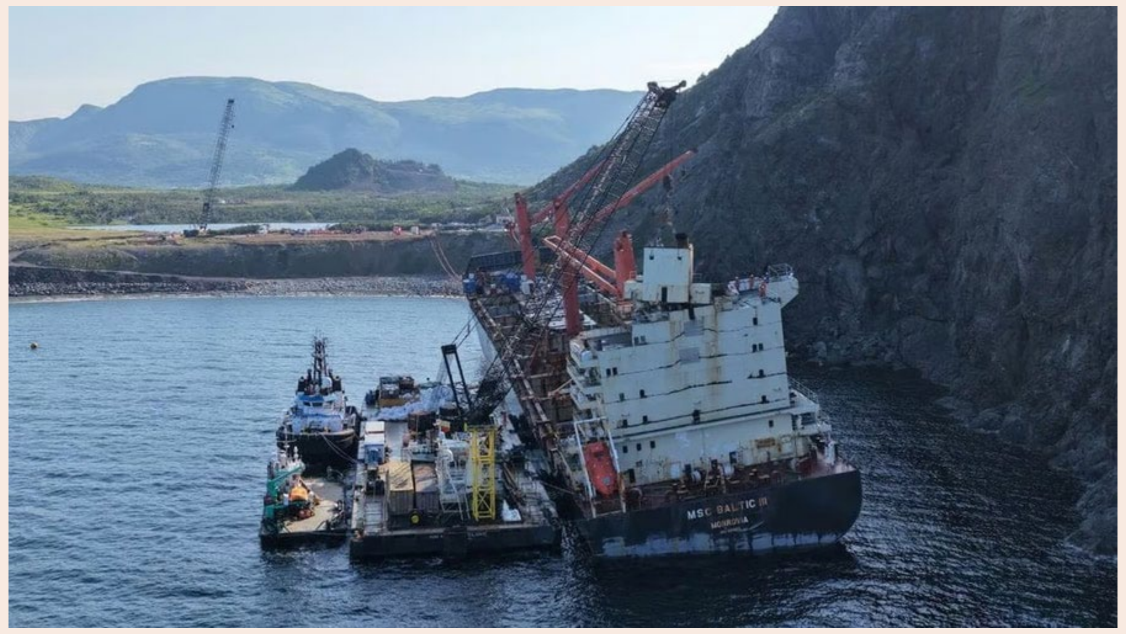

Photo: Canadian Coast Guard

21, July 2026

Dismantling has begun on the wreck of the containership MSC Baltic III off Newfoundland, with crews preparing to separate the vessel and pull its forward section ashore.

The Canadian Coast Guard said activity at the remote site has increased and advised the public to remain clear of the area while salvage work continues.

Resolve Marine was appointed this spring to carry out the removal and remediation phase. MSC and its insurers retained the company this year for the wreck removal work.

Crews are seeking to complete as much of the operation as possible during the summer before winter weather reaches the region.

Work has started on dismantling the vessel's accommodation block. Sections are being removed from the hull and taken to a nearby facility for recycling. The upper section of the funnel has also been placed on a barge.

The Canadian Coast Guard said 471 of the 472 cargo containers onboard MSC Baltic III have been removed. Most were recovered in 2025, while the remaining containers were mainly waterlogged in the holds or deformed.

The final container is too badly deformed to be removed separately. It contains waterlogged newsprint and will remain aboard until it is handled during the dismantling process.

Containers in the holds included rotting foodstuffs that were producing noxious gases. With the cargo removed, hydrogen sulfide levels aboard the vessel are expected to decline. Salvage personnel have been taking precautions while working on the wreck.

A water treatment system has been installed and is undergoing testing. It will be used to drain and treat water accumulated in the cargo holds, where the hatch covers have already been removed.

The vessel had previously broken near midship. In the next phase, the salvage team plans to separate the bow section near the existing break and use large chain pulls to bring it ashore.

After the forward section is pulled ashore, it will undergo further remediation and be dismantled into sections that can be transported for recycling. The Canadian Coast Guard told The Telegram that the goal is to bring the forward section ashore by the end of July.

The Canadian Coast Guard continues to monitor the work carried out by Resolve Marine. The aim is to complete a large portion of the operation before winter, although final remediation may continue into 2027.

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Dynacom Tanker Kavomaleas Abandoned After Attack off Oman

Dynacom Tankers' Kavomaleas was abandoned after two projectiles caused an engine-room fire near Kumzar, Oman. All crew members were rescued and taken safely ashore.

21, July 2026

The Malta-flagged Panamax tanker Kavomaleas, managed by Greece-based Dynacom Tankers, was abandoned after being struck by two projectiles off Oman near the Strait of Hormuz.

The incident occurred about 8 nautical miles northwest of Kumzar along the southern shipping route close to Oman's coastline.

United Kingdom Maritime Trade Operations initially reported that a vessel was on fire after receiving information from military authorities. UKMTO later classified the incident as an attack after the company security officer confirmed that an unknown projectile had struck the tanker.

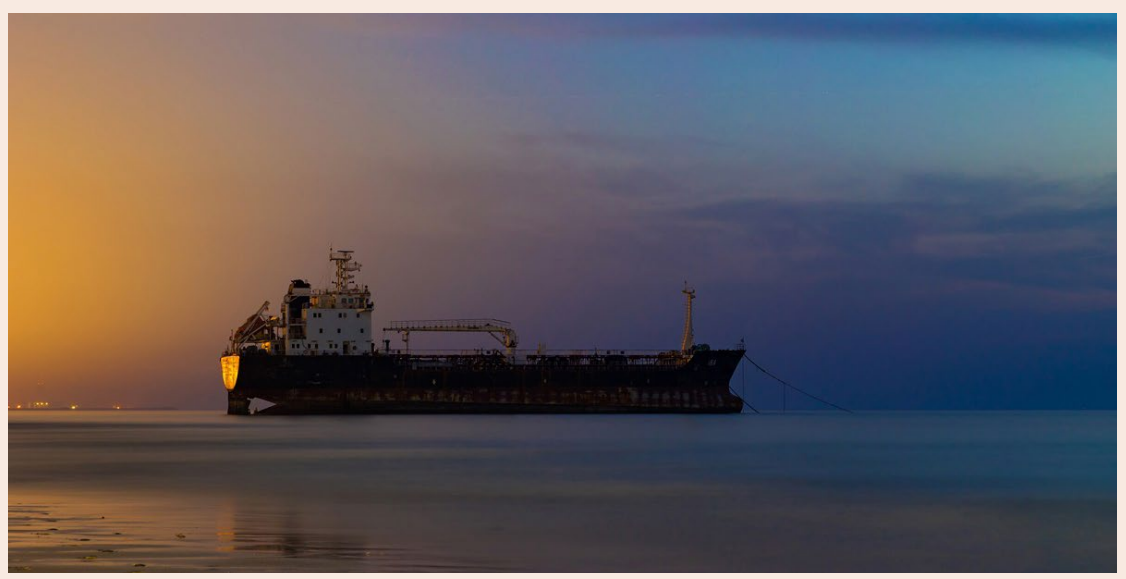
Dynacom Tankers said two projectiles hit Kavomaleas, causing a fire in the engine room. The crew activated the vessel's onboard fire-suppression system before the master decided to evacuate the ship.

All crew members safely abandoned Kavomaleas and were recovered by a tugboat. Omani authorities subsequently transferred them ashore.

The tanker remained adrift with the fire still active following the evacuation. UKMTO said no environmental impact had been reported.

The agency advised vessels operating in the area to exercise caution and report suspicious activity while authorities investigate the attack.

The incident occurred as security conditions around the Strait of Hormuz continued to worsen amid renewed fighting between the United States and Iran.



For illustration purposes only. (Source: Shutterstock)

U.S. Central Command reported conducting strikes against Iranian military targets, including coastal surveillance facilities, maritime capabilities, missile and drone launch sites, communications networks and command centres.

CENTCOM said the operations were intended to reduce Iran's ability to attack commercial vessels and civilian mariners transiting the Strait of Hormuz.

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Sinokor Offers Crews Six Months' Extra Pay for Hormuz Transit

Sinokor Group has offered tanker crews six months' extra salary for a one-month voyage through the Strait of Hormuz amid attacks on shipping in the Persian Gulf.

21, July 2026

Sinokor Group has offered seafarers six months' additional salary for completing a tanker voyage through the Strait of Hormuz amid attacks on commercial shipping in and around the Persian Gulf.

The proposed round trip would involve loading oil in Saudi Arabia or Iraq and discharging the cargo in the Gulf of Oman, according to a document distributed to crew members late last week and reviewed by Bloomberg. The voyage is expected to take about one month.

The proposal followed attacks last week that killed at least two seafarers. It was circulated before further attacks on merchant shipping were reported on Monday, when another vessel was abandoned.

At least 59 commercial vessels have been attacked in and around the Persian Gulf since the conflict began at the end of February. Seventeen seafarers have died, according to the International Maritime Organization.

Illustration purpose only (Image source: Athenian Group)

Pay varies significantly by rank. A tanker captain can earn as much as $15,000 per month, while a junior rating may receive about $1,500 per month under normal conditions, according to officials at shipping companies.

A junior rating may ask to leave a vessel and be replaced rather than sail into the danger zone, an official at one shipowner said.

Other companies are also offering additional compensation for voyages through the strait. Two people involved in securing crews said the payments were generally lower than the package proposed by Sinokor Group. Some shipping companies were adding as much as 60 days' salary to a 30-day contract.

Captain Pradeep Chawla, chairman of GlobalMET, said some companies were offering substantial bonuses. He also said replacement personnel could still be found despite reports of crew members leaving vessels. His comments did not refer specifically to the Sinokor Group proposal.

Shipowners can earn millions of dollars from voyages through the Strait of Hormuz, while insurers are charging high premiums for transits. Crew members remain directly exposed to the security risks during each voyage.

Sinokor Group has become the world's largest owner of supertankers with backing from MSC Mediterranean Shipping Co. The company has played a significant role in moving oil from the United Arab Emirates, as well as Saudi Arabia and Iraq.

Visible traffic through the strait has declined in recent days, although the total number of vessels using the route remains uncertain because some ships may be transiting with their AIS signals switched off.

Sinokor Group did not respond to a request for comment outside normal business hours.

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Boskalis Deploys New Dredger Seaway off Den Helder

Boskalis has deployed its new 31,000 m3 dredger Seaway on coastal protection works off Den Helder after construction by Royal IHC and North Sea trials.

Photo: Boskalis via LinkedIn

22, July 2026

Boskalis has deployed its new 31,000 m3 trailing suction hopper dredger Seaway on a coastal protection project off Den Helder in the Netherlands.

The vessel entered service after completing construction at Royal IHC's shipyard in Krimpen aan den IJssel and undergoing sea trials in the North Sea.

For its first assignment, Seaway is carrying out channel bank nourishment intended to protect the coastline from natural erosion and rising sea levels.

The work forms part of a wider coastal protection contract recently awarded to Boskalis Nederland. The contract also includes beach nourishment on the Wadden Sea island of Texel and foreshore nourishment near Julianadorp.

Other trailing suction hopper dredgers operated by Boskalis will also take part in the coastal protection works over the coming years.

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Pirate Group Remains Aboard Tanker Hijacked off Yemen

A pirate action group remains aboard an unnamed chemical/oil tanker hijacked off Yemen. The vessel was reported near Bereeda as authorities monitored its movement towards Somali waters.

Illustration (AI generated photo)

21, July 2026

A pirate action group remained aboard an unnamed chemical/oil tanker hijacked off Yemen as the vessel moved towards Somali waters, according to European Union naval officials.

EUNAVFOR Operation ATALANTA reported on 19 July 2026 that the tanker was approximately 19 nautical miles from Bereeda, Somalia, and continued towards Somali waters.

The Maritime Security Centre Indian Ocean received information about the incident at 06:30 UTC on 17 July. At that time, the vessel was reported 65 nautical miles southwest of Mukalla, Yemen, north of the Internationally Recommended Transit Corridor.

MSCIO was informed that a pirate action group had hijacked the vessel and was taking it towards the Horn of Africa.

UK Maritime Trade Operations initially reported that unauthorised personnel had boarded a merchant vessel transiting east through the Gulf of Aden. UKMTO placed the incident 65 nautical miles south of Al Mukalla.

UKMTO later said military authorities had reported the vessel in Somali territorial waters. The agency subsequently reclassified the incident as a hijacking.

The vessel's name was not disclosed. EUNAVFOR Operation ATALANTA said it was investigating the incident and monitoring the ship.

Maritime security company Ambrey reported that a suspected armed pirate action group had boarded the chemical/oil tanker approximately 62 nautical miles southwest of Mukalla. The tanker did not have an armed security team when the incident occurred, according to the company.

A Republic of Korea naval vessel was reportedly heading towards the tanker to provide assistance at the time of the report.

The number and nationalities of the crew members were not immediately known. No information was available on whether anyone had been injured.

Windward said Somali piracy activity had been increasing in the Gulf of Aden and western Indian Ocean for several months. The company said at least one pirate action group was active in the region and cited local reports placing the tanker off Puntland.

Vessels operating in the area were advised to remain vigilant and follow BMP-MS guidance, particularly within 150 nautical miles of the Somali coast between Bereeda and Mogadishu.

Authorities also asked vessels to report suspicious activity or relevant information immediately to MSCIO and UKMTO.

hmt-news.com

MOL-Managed LNG Saturn Crew Receives IMO Commendation for Malacca Strait Rescue

LNG Satur (Image credit: Adam Fish / marinetraffic)

21, July 2026

Crewmembers aboard the LNG Saturn, an LNG carrier managed by MOL Global Ship Management Pte. Ltd., have received a Letter of Commendation under the International Maritime Organization's Honours for Exceptional Bravery at Sea programme.

The recognition is the first in this category involving a vessel owned, managed or operated by a Japanese shipping company, according to Mitsui O.S.K. Lines (MOL).

The IMO announced the commendation on 21 July as part of its 2026 awards. It relates to a rescue operation carried out in the Strait of Malacca in November 2025 after the cargo ship KM Limadai 8 sank.

The LNG Saturn joined the search for survivors as daylight declined and sea conditions worsened. Its crew continued the operation for more than six hours.

The IMO recognized the crew's ship-handling skills during the operation. Six people were brought to safety while the crew operated the 288 m LNG carrier in confined waters.

Established in 2007, the Honours for Exceptional Bravery at Sea programme recognizes people and organizations involved in saving lives at sea or protecting the marine environment. Recipients are selected by the IMO Council following recommendations from IMO committee chairs and international maritime organizations.

More than 50 nominations were submitted for the 2026 awards. The IMO selected one recipient for the Award for Exceptional Bravery at Sea, two recipients for Certificates of Commendation and 11 recipients for Letters of Commendation.

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Indian Court Sentences 44 Somali Pirates in MV Ruen and Al-Kambar 786 Cases

A Mumbai court sentenced 44 Somali pirates to life imprisonment in two cases involving the hijackings of MV Ruen and the Iranian fishing vessel Al-Kambar 786.

MV Ruen (Image source: VesselFinder)

22, July 2026

A Special Court in Mumbai has sentenced 44 Somali pirates to life imprisonment in two separate hijacking cases involving the Maltese ship MV Ruen and the Iranian fishing vessel Al-Kambar 786.

Thirty-five defendants were tried over the hijacking of MV Ruen, while nine others faced proceedings linked to Al-Kambar 786. Indian Armed Forces personnel arrested the accused during anti-piracy operations in 2024.

All defendants appeared before the court. On 6 July 2026, 34 of those involved in the MV Ruen case submitted a written plea admitting guilt.

The defendants said they had faced language, dietary and cultural difficulties during two years of judicial custody. They also referred to the absence of support and said the charges had been framed on 13 May 2026 following considerable delays.

According to their plea, the accused understood the charges and admitted guilt voluntarily, without coercion or pressure. They also acknowledged that the offences could result in the maximum available punishment.

The defendants asked the court for leniency, citing their families' financial circumstances and Somalia's relationship with India. They requested the minimum possible sentence and referred to possible diplomatic arrangements between the two countries.

The nine defendants in the Al-Kambar 786 case submitted a similar plea. They had also been arrested in 2024.

The proceedings followed submissions by Special Public Prosecutor Ranjit Sangle.

The accused faced charges under the Indian Penal Code, Maritime Anti-Piracy Act, Arms Act, Explosive Substances Act, Passport Act and Foreigners Act.

The charges were explained in English to one defendant, Li Jama. He then explained them to the other accused so they could understand the allegations and the court proceedings.

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