

Ocean Winner Crew Search Expands After Lifeboat and EPIRB Found

The Ocean Winner crew search has expanded in the Bay of Bengal after an empty lifeboat and the vessel's EPIRB were recovered. Twenty-two seafarers remain missing. [Page 23](#)

Romania destroys explosive drone near OMV Petrom platform

Romania destroyed an explosive maritime drone near OMV Petrom's Neptun Deep gas platform in the Black Sea, roughly 150 km east of Constanța.

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Taiwan Starts Contract Termination Process for 700 MW Youde Offshore Wind Project

Taiwan has started the contract termination process for Shinfox Energy's 700 MW Youde offshore wind project after the developer failed to complete payment of its outstanding performance bond.

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Bahri VLCC Amzan Struck Off Yanbu as Houthi Attacks Continue

Saudi Arabia-flagged VLCC Amzan was struck west of Yanbu on 24 August as Houthi attacks continued in the northern Red Sea, affecting crude export movements.

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Forte Loads 52 m SpaceX Ship 40 for Transport to Texas

Semi-submersible vessel Forte has loaded the 52 m SpaceX Ship 40 near Christmas Island and is preparing to transport the recovered spacecraft across the Pacific to Texas.

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Image source: X



Photo source: China Three Gorges

Ørsted puts 1.4 GW Incheon offshore wind project on hold

Ørsted has put its planned 1.4GW Incheon offshore wind project on hold and will not participate in South Korea's upcoming fixed-price offshore wind bidding round.

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Photo credit: © Chris Bray Photography

Forte Loads 52 m SpaceX Ship 40 for Transport to Texas

Semi-submersible vessel Forte has loaded the 52 m SpaceX Ship 40 near Christmas Island and is preparing to transport the recovered spacecraft across the Pacific to Texas.

27, August 2026

A heavy marine transport operation near Christmas Island has placed SpaceX Ship 40 aboard the semi-submersible vessel Forte for delivery to the Starbase facility in Texas, USA.

40 re-entered the atmosphere and made a soft splashdown in the Indian Ocean, remaining afloat after landing. Recovery personnel then spent more than three weeks towing the spacecraft toward calmer waters near Christmas Island. According to the source, Ship 40 had drifted more than 100 km on the water before the recovery and

loading operation. For the transfer, Forte filled its ballast tanks with water and submerged before taking the 52 m spacecraft onto its deck. The operation enabled the recovered hardware to be secured aboard the semi-submersible vessel for onward marine transport. Despite its extended time in the water, Ship 40 retained

its primary structural integrity, according to the source. The recovered spacecraft will be returned for further examination as part of SpaceX's assessment of its condition following flight and splashdown. Forte is preparing to cross the Pacific Ocean with Ship 40 bound for the Starbase facility in Texas. After arrival, components

of the spacecraft are expected to undergo laboratory testing. The planned examination will focus on the thermal protection layers, engines and other critical structural components.

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Dajin Heavy Industry Signs MoU with Ardersier Port for Offshore Wind Logistics Hub

Dajin Heavy Industry has signed an MoU with Ardersier Port in Scotland to jointly develop an offshore wind logistics hub for fixed-bottom and floating wind projects.



Photo: Dajin Heavy Industry

24, August 2026

Dajin Heavy Industry has signed a Memorandum of Understanding with Ardersier Port in Scotland, which is operated by Haventus, to jointly develop an offshore wind logistics hub. The cooperation will combine Dajin Heavy Industry's offshore wind engineering and supply-chain capabilities with Ardersier Port's terminal infrastructure. The two parties plan to focus on port infrastructure optimisation, global resource

sharing and cross-industry collaboration. The cooperation is aimed at supporting fixed-bottom and floating offshore wind projects in the UK and the wider North Sea region. The agreement follows Dajin Heavy Industry's earlier partnership with the Port of Cuxhaven in Germany. The company described Ardersier Port as another logistics foothold for its activities in the European North Sea region. Dajin Heavy Industry's operations cover wind power equipment manufacturing,

heavy-load shipping, foundation installation services and the development of overseas wind energy industrial hubs. The company is listed on the Shenzhen and Hong Kong stock markets. Under the planned cooperation, Ardersier Port's location and infrastructure will be combined with Dajin Heavy Industry's in-house deck-carrier fleet and manufacturing capabilities to support offshore wind supply-chain activities across the British Isles.

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ZPMC Heavy-Lift Vessel for Chipolbrok Completes Sea Trials

ZPMC has completed sea trials of a 38,000-tonne heavy-lift vessel ordered by Chipolbrok, featuring three 350-tonne cranes, flexible cargo decks and a 1,000-kW battery system.

28, August 2026

Shanghai Zhenhua Heavy Industries (ZPMC) has completed sea trials of a new heavy-lift vessel ordered by Chinese-Polish Joint Stock Shipping Company (Chipolbrok). The vessel has a deadweight of 38,000 tonnes. It is the second of four heavy-lift ships planned for Chipolbrok's global operations

and has been built in accordance with DNV class rules. The vessel will operate under the Liberian flag. The ship measures 182 m in length, 30 m in beam and 17 m in depth, with a design draught of 9.8 m. Its service speed is 14.5 knots. Cargo-handling equipment includes three 350-tonne ZPMC cranes. Two cranes can work in tandem for heavy-lift operations. The vessel also



Image source: ZPMC

has two 78.6 m cargo holds, an open deck and movable intermediate decks for oversized and project cargo. A 1,000-kW battery energy storage system supports hybrid propulsion and allows

electric-mode operation during low-speed and harbour operations. The vessel is also fitted with ducted propellers designed to reduce hull resistance and improve operation-

al efficiency. The new vessel will join its sister ships in Chipolbrok's global heavy-lift fleet.

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Pioneering Spirit Transports North Cormorant to Lerwick for Decommissioning

Allseas' Pioneering Spirit transported North Cormorant to Lerwick Harbour, where the oil platform will be dismantled by Brown and Mason Group over 12 to 18 months.



Photo credit: Shetland Flyer / Rory Gillies

25, August 2026

Allseas' Pioneering Spirit has transported the North Cormorant oil plat-

form to Lerwick Harbour in Shetland, where the structure will be dismantled as part of its decommissioning. The platform arrived on 23 August

2026.

The heavy transport operation brought North Cormorant from the UK Northern North Sea to Lerwick. At the port,

the platform was transferred from Pioneering Spirit to a barge before being moved to the Dales Voe quayside for dismantling.

Pioneering Spirit, described as the world's largest lifting vessel, measures 382 m in length and 124 m in width. The twin-hull vessel has a topside lifting capacity of up to 48,000 tonnes, allowing complete platform topsides to be removed in a single lift.

North Cormorant was installed in 1981 in the East Shetland Basin. Production started in February 1982. During 42 years of operation, the platform produced 467 million barrels of oil, which was transported through the Brent pipeline system to the Sullom Voe terminal in Shetland.

Colin Nicolson, Deputy Chairman of Lerwick Port Authority, worked as a technician on North Cormorant between 1987 and 1995. He described seeing the platform come ashore as an emotional occasion and recalled his eight

years working on the installation.

According to Nicolson, North Cormorant is the largest platform handled at Lerwick. He also said the decommissioning work would benefit the harbour and the Shetland supply chain.

Brown and Mason Group is responsible for dismantling the platform. The contractor expects to recycle up to 97% of its steel and other materials. The work is expected to take between 12 and 18 months, with approximately 30 personnel involved.

North Cormorant follows other large decommissioning structures handled at Lerwick Harbour, including the 14,200-tonne Ninian Northern topside in 2020.

Lerwick Port Authority is pursuing plans for an Ultra-Deep Water Quay at Dales Voe to increase its capacity to handle large-scale offshore decommissioning work.

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A floating dock loaded aboard the semi-submersible HTV Alma in Marseille, France.

Photo credit: Vitaliy Martynov ©



Space X Ship 40 loaded on Semi-submersible vessel Forte.
Photo credit: © Chris Bray Photography

Boskalis Deploys BOKA Alpine and BOKA Summit for FLNG Hilli Tow

Boskalis deployed BOKA Alpine and BOKA Summit off Cameroon for an operation involving Golar's 293 m FLNG Hilli ahead of its tow to Singapore.



Photo credit: Boskalis

25, August 2026

Boskalis deployed long-distance tugs BOKA Alpine and BOKA Summit off Cameroon for an operation involving Golar's 293 m FLNG Hilli, which was to be towed to Singapore.

The two Boskalis tugs were deployed as FLNG Hilli was picked up off the Cameroon coast for the tow to its next destination.

During position keeping of the 293 m FLNG Hilli, BOKA Alpine and BOKA Summit received assistance from Smit Lamnalco tugs SL Trogon and SL Twite.

Boskalis said one of its subsidiaries has been operating in Cameroon for some time.

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COSLInnovator (Image credit: COSL)

24, August 2026

Equinor and Aker BP have discovered gas and condensate at the Linga prospect in the North Sea, with recoverable resources estimated at 0.1-2.1 million Sm³ of oil equivalent.

The Norwegian Ocean Industry Authority (Havtil) has granted Aker BP consent to use Noble Interceptor and Deepsea Nord-

drilling rig.

The discovery is in production license 782 S, 16 km northwest of the Balder field and 205 km west of Stavanger. Equinor operates the license with a 60% interest, while Aker BP holds 40%.

The Norwegian Offshore Directorate said preliminary estimates place recoverable resources at between 0.1 million and 2.1 million standard cubic metres (Sm³) of oil equivalent.

Well 25/7-13 marks the third well in production license 782 S, which was awarded in

2015 under APA 2014.

The licensees are reviewing the results from well 25/7-13 and the other wells to determine whether further exploration opportunities remain within the license.

COSLInnovator is now moving to production license

50 HS in the northern North Sea. The rig will drill wildcat well 34/10-56 S, with Equinor serving as operator.

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ExxonMobil Halts Liza Unity FPSO Production After Guyana Fire

ExxonMobil halted production at the Liza Unity FPSO in Guyana’s Stabroek block after a small fire. Oil and gas operations will restart after required checks are completed.

25, August 2026

ExxonMobil has halted production at the Liza Unity FPSO in the Stabroek block offshore Guyana after a fire was detected aboard the vessel over the weekend.

Heat detectors in the laundry room of the FPSO’s living quarters were triggered during the incident. ExxonMobil said the fire was small and was extinguished quickly.

Oil and gas operations were then stopped as part of the established safety response and to meet safety



Liza Unity (Photo credit: SMB Offshore)

requirements. The company said production will restart once the required checks have been completed.

The shutdown also affected crude oil offloading from

Liza Unity.

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Aker BP Gets Consent for Noble Interceptor and Deepsea Nordkapp in North Sea

Aker BP has received consent to use Noble Interceptor at Valhall and Deepsea Nordkapp to drill and complete four production wells at Øst Frigg in the North Sea.



Deepsea Nordkapp (Image credit: Odfjell Drilling)

21, August 2026

The Norwegian Ocean Industry Authority (Havtil) has granted Aker BP consent to use Noble Interceptor and Deepsea Nord-

kapp for separate operations at the Valhall and Øst Frigg fields in the North Sea.

At Valhall, Aker BP has received consent to use Noble Interceptor as an accommodation unit. The rig will provide

accommodation during offshore completion of the PWP project.

Valhall is located in the southern part of the Norwegian North Sea in a water depth of 70 m. The field was

discovered in 1975, and its initial plan for development and operation (PDO) was approved in 1977. Production started in 1982.

The original Valhall development comprised separate facilities for accommodation, drilling and processing. PDOs were later approved for a wellhead facility in 1995 and a water injection platform in 2000. Two wellhead platforms on the northern and southern flanks received PDO approval in 2001.

A Valhall redevelopment PDO was approved in 2007, including the PH accommodation and processing platform, which replaced older facilities at the field. The PH platform receives power from shore. The PDO for Valhall Flank West, which includes a normally unmanned wellhead platform, was approved in 2018.

Havtil has separately granted Aker BP consent to use Deepsea Nordkapp for production drilling and completion at Øst Frigg. The rig will drill and complete four production wells for the Øst Frigg tie-back project in the Yggdrasil area, covering production licences 873 and 442.

Øst Frigg is located in the central North Sea, 4 km east of the Frigg field, in a water depth of 100 m. The field was discovered in 1973, and its PDO was approved in 1984. It was developed with two sub-sea templates and a central manifold station tied to the Frigg field.

Production at Øst Frigg started in 1988 and ended in 1997. The subsea templates were removed in 2001. Øst Frigg is now being redeveloped as part of Hugin in the Yggdrasil area.

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Equinor, Aker BP and Vår Energi Launch NCS Exploration Collaboration

Equinor, Aker BP and Vår Energi will jointly pursue 20–25 high-impact exploration opportunities on the Norwegian continental shelf over the next four to five years.



Illustration only (Photo credit: Equinor)

25, August 2026

Equinor, Aker BP and Vår Energi have established a strategic exploration collaboration targeting large high-impact opportunities on the Norwegian continental shelf (NCS).

Over the next four to five years, the companies plan to mature and test about 20–25 exploration opportunities. Their programme includes an ambition to drill around five high-impact exploration wells annually.

The three companies will combine

exploration expertise, data, technology and capacity to assess selected opportunities. The joint approach is intended to allow them to pursue and test more prospects than they could individually while sharing exploration risk.

Recent discoveries on the NCS have largely been made near existing infrastructure, where resources can be developed through subsea tiebacks. The companies said near-field exploration will remain important for maintaining production from existing fields and facilities.

At the same time, they are seeking larger discoveries that could provide sufficient resources for new stand-alone field developments. Some of the remaining large opportunities on the NCS involve higher geological uncertainty, greater complexity and larger investment requirements, making partnerships around high-impact prospects more difficult to establish.

The companies said major discoveries could support future energy supplies and value creation while sustaining activity and expertise in the Norwegian supplier industry. They could also contribute to maintaining reliable energy supplies from the NCS to Europe.

Production from the NCS is expected to decline after 2035 without new discoveries and developments.

Karl Johnny Hersvik, CEO of Aker BP, said combining the three exploration organisations would allow the companies to pursue more prospective opportunities on the NCS.

Kjetil Hove, executive vice president for Exploration & Production Norway at Equinor, said near-field exploration would remain important while the companies also pursue larger opportunities.

Nick Walker, CEO of Vår Energi, said exploration remains part of the company’s growth strategy and that the collaboration could improve access to high-impact exploration opportunities on the NCS.

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McDermott Wins \$1 Billion-Plus ADNOC Umm Shaif EPCI Contract

McDermott has secured a \$1 billion-plus ADNOC EPCI contract for Package 4 of the Umm Shaif project, covering a new pressure boosting facility, jacket, topside and brownfield modifications.



Image source: Shutterstock

25, August 2026

McDermott has been awarded an engineering, procurement, construction and installation (EPCI) contract worth more than \$1 billion by ADNOC for Package 4 of the Umm Shaif Integrated Gas Cap and Surface Pressure Boosting (SPB) Project. The package forms part of the Umm Shaif Long Term Development Plan, which is designed to increase gas recovery and production from the field. Under the contract, McDermott and its Qingdao

McDermott Wuchuan (QMW) consortium will deliver the full EPCI scope for a new surface pressure boosting facility. The work includes construction and installation of a jacket and topside, together with associated brownfield modifications. McDermott said the topside will rank among the heaviest offshore modules installed in the Middle East upon completion. Engineering and project management activities will be led from McDermott offices in the United Arab Emirates. Fabrication will be carried out at QMW, the company's joint venture fabrication yard in Qingdao, China. Mike Sutherland, Senior Vice President, Offshore Middle East at McDermott, said the company will support ADNOC's production objectives through the project. Angela De Vincentis, Vice President of Operations, Offshore Middle East, said the award expands McDermott's role in the development of the Umm Shaif field. McDermott defines a mega contract as one valued at more than \$1 billion.

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MODEC FPSO Errea Wittu Arrives in Guyana

MODEC's FPSO Errea Wittu has arrived in Guyana, marking the company's first FPSO in the country. MODEC will also provide operations and maintenance services for the vessel.



FPSO Errea Wittu (Photo credit: Leif Ane Hellenen / marinetrffic)

24, August 2026

MODEC has announced the arrival of FPSO Errea Wittu in Guyana, marking the company's first FPSO in the country. The project involves ExxonMobil Guyana and partners across the Stabroek block. MODEC will also provide operations and maintenance services for FPSO Errea Wittu. The vessel is based on MODEC's new-build hull design and features a full double

hull with expanded topsides. Its onboard systems include high-capacity processing, gas compression and reinjection, produced-water treatment and a SOFEC® spread mooring system intended for year-round operation. FPSO Errea Wittu is also fitted with a Gas Turbine Combined Cycle system designed to improve energy efficiency and reduce CO₂ emissions. According to MODEC, AI-enabled systems on the vessel are intended to support future remote operations and predictive maintenance. The systems are also designed to contribute to lower emissions and operational safety. The project covered engineering, procurement, construction, commissioning and delivery activities involving MODEC, its partners and teams in Guyana. MODEC said its longer-term activities in Guyana will include cooperation, sharing expertise and developing skills.

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COOEC reiterates FSRU and FLNG expansion plan as revenue rises 9.4%

22, August 2026

Offshore Oil Engineering Co., Ltd. (COOEC) has reiterated plans to expand into floating storage and regasification unit (FSRU) and floating liquefied natural gas (FLNG) projects as it continues work across its LNG and offshore engineering portfolio. In its 2026 half-year report, COOEC said it plans to strengthen engineering contracting for LNG receiving terminals and storage tanks while developing its contracting capability for natural gas liquefaction plants. The company also identified FSRU and FLNG projects as areas for further expansion. The contractor said it would continue using an EPCM contracting model for its LNG business, with a focus on engineering, procurement and resource management.

COOEC reiterated plans to expand into FSRU and FLNG projects as first-half 2026 revenue rose 9.4%, while work continued across its LNG and offshore engineering portfolio.

The LNG portfolio under execution includes Zhejiang LNG Phase III and the Fujian No. 7 tank project. COOEC also reported progress on the Cambodia LNG receiving terminal project, where construction of the storage tank walls had started. The company carried out

64 projects above its designated scale during the first half of 2026 and completed nine. Its construction work included 30 jackets and 13 topsides, while offshore installation covered 16 jackets and nine topsides. It also laid 241.4 km of subsea pipelines and 31.6 km of subsea cables.

First-half revenue increased 9.4% year on year, while net profit attributable to shareholders declined 0.6%. COOEC also continued to execute domestic and overseas offshore energy projects during the period.

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Neptun Deep drone incident: Romania destroys explosive drone near OMV Petrom platform

Romania destroyed an explosive maritime drone near OMV Petrom's Neptun Deep gas platform in the Black Sea, roughly 150 km east of Constanța.

21, August 2026

Romania destroyed an explosive maritime drone near OMV Petrom's Neptun Deep gas platform in the Black Sea on Thursday, in the latest Neptun Deep drone incident reported near the offshore project. The drone was detected at around 6:28 am local time, several hundred metres from the platform's gas extraction operations. Two fighter jets were scrambled, and one struck the drone. It continued to drift before a Romanian Coast Guard vessel destroyed it completely. The incident took place inside Romania's exclusive economic zone, roughly 150 km east of Constanța. Several hundred people were working at the offshore platform at the time. Romanian President Nicușor Dan said protecting



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

personnel on the platform and keeping critical infrastructure away from potential danger were the main priorities during

the response. Dan confirmed that the drone did not belong to Ukraine and condemned what

he described as an escalation of such incidents by Russia. He also said Romania would remain vigilant with its NATO

allies. The incident followed previous drone activity near Neptun Deep. Earlier this month, Romania's navy destroyed two drifting drones near the same site. In late July, Romanian pilots destroyed a drone over national territory for the first time. Neptun Deep is Romania's largest natural gas project and its first-ever deep-water project. OMV Petrom operates the development with partner Romgaz. The project holds around 100bn cu m of estimated recoverable natural gas. Production is scheduled to begin in 2027, and the project is expected to make Romania the European Union's largest natural gas producer.

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DeepOcean completes Teal West subsea tie-back in Central North Sea

DeepOcean has completed subsea construction, tie-in and commissioning for Anasuria's Teal West development, connecting the Central North Sea project to the existing Anasuria FPSO.



Anasuria FPSO (Photo source: AOC)

21, August 2026

DeepOcean has completed subsea construction, tie-in and com-

missioning work for Anasuria Operating Company at the Teal West development on the UK Continental Shelf. Located in the Central

North Sea, Teal West has been developed as a subsea tie-back to the existing Anasuria FPSO, which is positioned about 180 km east of

Aberdeen in approximately 90 m of water. DeepOcean installed a flexible production riser, flowline and umbilical linking the Anasuria FPSO with the Teal West subsea Christmas tree. Its scope also covered protection of the flowline and umbilical and commissioning of the new infrastructure. The tie-in work was carried out with a remotely operated vehicle and specialised tooling, removing the need for diver intervention. DeepOcean used its proprietary tie-in tool to make high-pressure flange connections with subsea robotics, including connections between pipes and valves. The Teal West development comprises two production wells and one water injection well. Initially, one production well will be connected to the Anasuria FPSO through

approximately 3 km of subsea flowlines. Engineering and project management for the subsea construction and tie-in scope were led by DeepOcean's Aberdeen office. Offshore work was carried out in phases. Subsea construction and tie-in activities were completed first, followed by commissioning using a second offshore construction vessel from DeepOcean's chartered fleet. Richard Beattie, CEO of Anasuria, highlighted the role of existing infrastructure in the Teal West development. Robin Mawhinney, EVP EMEA at DeepOcean, said the company supported the project through its engineering and offshore execution scope.

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Emerson Enters 13-Year Measurement Agreement with Equinor

Emerson has entered into a 13-year frame agreement with Equinor covering measurement technologies, analytical solutions and lifecycle services for global offshore and onshore operations.



Photo credit: Jan Arne Wold and Øyvind Gravås / © Equinor.

25, August 2026

Emerson has entered into a 13-year frame agreement, including options, with Equinor covering measurement instrumentation technologies and services for the company's offshore and onshore operations worldwide. The agreement will support Equinor's objectives to accelerate development, extend field life, improve recovery and standardize operations across its energy assets. Under the collaboration,

Emerson will provide measurement instrumentation, analytical technologies and lifecycle services. The two companies will also work together on technology development and digital operations. The agreement builds on more than 40 years of cooperation between Emerson and Equinor. Their previous work has included subsea multiphase flow measurement, downhole monitoring, valves, emissions management, control and asset management technologies, as well as safety, pressure and temperature

measurement instrumentation. Slawomir Suchomski, President of Europe at Emerson, said the collaboration will support Equinor's Norwegian Continental Shelf 2035 initiatives through measurement technologies aimed at production, reliability and operational performance. The new agreement extends existing automation and digitalization programs between the two companies across Equinor's global assets.

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Spirit Energy Completes £40 Million Southern North Sea Decommissioning Campaign

Spirit Energy completed a £40 million Southern North Sea decommissioning campaign covering three subsea wells and the removal of more than 234 tonnes of subsea infrastructure.



Image source: Spirit Energy

25, August 2026

Spirit Energy has completed a £40 million decommissioning campaign in the UK Southern North Sea, plugging and abandoning three subsea wells and re-

moving more than 234 tonnes of subsea infrastructure. The work was carried out between April and July and covered the Seven Seas and Grove G5 production wells and the Grove Deep exploration well. More than 30

UK supply chain companies participated, including DeepOcean and Well-Safe. DeepOcean deployed the construction support vessel Edda Freya for enabling works at Seven Seas and Grove G5. At Seven Seas, approximately

60 km off the East Yorkshire coast, the vessel removed a 100 t wellhead protection structure. Edda Freya then moved to Grove G5, 131 km east of the Norfolk coast, where remotely operated vehicles were used to disconnect subsea infrastructure and prepare the well for the next phase of decommissioning. Well-Safe subsequently deployed the jack-up rig Well-Safe Protector to Seven Seas and Grove G5 for reservoir abandonment activities. The rig returned to Aberdeen after completing the work. Seven Seas and Grove G5 produced a combined 56 billion cubic feet of gas during their operating lives. Grove G5 produced from 2008 to 2019, while Seven Seas was in production from 2012 until 2024. The campaign involved more than 114,000 hours of work and required the coordination of tugs, a rig, a construction support vessel, remotely operated vehicles and offshore assets already operating in the field. Ceri Wheaton, Spirit Energy's Decommissioning Manager, said older infrastructure and weather conditions in the Southern North Sea were among the operational challenges. Coordination between offshore and onshore teams and contractors was required while several vessels and offshore assets were operating at the same time. The campaign incorporated practices set out in the North Sea Transition Authority's Decommissioning Charter, which Spirit Energy and 16 other UK operators have committed to support. Spirit Energy said all subsea materials recovered from the campaign are expected to be reused or recycled at UK yards.

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Aker BP Starts Skarv Satellites Production in Norwegian Sea

Aker BP has started production from Alve Nord, Idun Nord and Ørn under the Skarv Satellite Project in the Norwegian Sea, one year ahead of the original schedule.

26, August 2026

Aker BP has started production from the Skarv Satellite Project in the Norwegian Sea, bringing the Alve Nord, Idun Nord and Ørn fields on stream one year ahead of the original schedule. The three developments contain approximately 120 million barrels of oil equivalent of recoverable resources. Located near the Skarv field in the northern Norwegian Sea, Alve Nord, Idun Nord and Ørn were developed as separate subsea projects coordinated under the Skarv Satellite Project. Each development consists of a subsea template and two wells tied back to the Skarv FPSO. The use of existing infrastructure gives the developments a CO₂ intensity of approximately 4.5 kilograms

of CO₂ per barrel of oil equivalent. Aker BP CEO Karl Johnny Hersvik said the start-up brings three new fields into production through a single integrated project and completes the portfolio of subsea tie-back projects sanctioned in 2022. The project was executed through Aker BP's alliance model with OneSubsea, Subsea7, Aker Solutions and Halliburton. Saipem participated during the drilling phase. Approximately 60 percent of the project deliveries were sourced from Norwegian suppliers. Production from the Skarv Satellites is expected to account for a significant share of Aker BP's production in the Skarv area for several years.

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Photo credit: Aker BP

Equinor Starts Troll Phase 3 Stage 2 Gas Production Early



The Troll A platform in the North Sea (Photo: Jan Arne Wold / ©Equinor)

25, August 2026

Equinor and its partners have started production from Troll Phase 3 stage 2 in the North Sea ahead of the original schedule. Production began on 22 August 2026. The project accelerates production of 55 billion standard cubic metres of gas from the Troll West reservoir, with the gas routed to Troll A through existing infrastructure. Troll Phase 3 stage 2 had originally been scheduled to start production towards the end of 2026. Equinor said the project came on stream just

over two years after the partnership's investment decision, with costs several hundred million Norwegian kroner below the NOK 12.3 billion estimate. The development uses subsea infrastructure established for the first Troll Phase 3 project, which started

Equinor and its partners started Troll Phase 3 stage 2 production ahead of schedule, accelerating 55 billion standard cubic metres of gas from the Troll West reservoir.

production in 2021. Existing designs and standardised solutions were reused for the latest phase. An eight-well drilling campaign was completed in five and a half months using the Deepsea Aberdeen rig from Odfjell, with services provided by SLB and Baker Hughes. Equinor said the drilling programme was completed 25% faster than planned. Aker Solutions built templates and manifolds in Egersund for main supplier OneSubsea, while Ocean Installer installed the equipment at the field. An umbilical supplied by OneSubsea in Moss and the MEG line were extended from existing facilities. A 28 km, 36-inch pipeline was installed by Pioneering Spirit, while the line pipe was stored on Stord. Randaberg Industries supplied spools and pipeline end terminations, and Aker Solutions carried out modifications on Troll A. The Troll partnership comprises Petoro AS, with a 55.93% interest; Equinor Energy AS, 30.55%; A/S Norske Shell, 8.19%; TotalEnergies EP Norge AS, 3.69%; and ConocoPhillips Skandinavia AS, 1.64%. Equinor Energy AS is the operator. Troll Phase 3 produces gas from Troll West while oil production continues. The gas is transported to Troll A before being sent through existing infrastructure. The partners have also decided to proceed with the next phase through the TWIN project, or Troll West Increased gas recovery North.

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Normand Valiant Gets \$62 Million Petrobras Contract in Brazil

Solstad Maritime has announced a two-year Petrobras contract for Normand Valiant in Brazil, with a gross value of approximately \$62 million and commencement planned for Q4 2026.



Photo source: Solstad Offshore

26, August 2026

Solstad Maritime ASA has announced a two-year Petrobras contract for the construction support vessel Normand Valiant, carrying a gross value of approximately \$62 million. The new assignment is scheduled to begin in the fourth quarter of 2026. It will

follow the vessel's existing contract and a class renewal. Normand Valiant will be used to provide accommodation for production operations on the Brazilian continental shelf. The vessel is a smaller construction vessel fitted with a walk-to-work gangway system. It has capacity to accommodate 120 people.

During the assignment, Normand Valiant will be bareboat chartered by Solstad Maritime ASA to Solstad Offshore ASA. Solstad Offshore ASA holds the contract with Petrobras.

[hmt-news.com](#)

Astro Offshore signs subsea MOU with Oceaneering, introduces Astro Aurora

Astro Offshore has signed a strategic MOU with Oceaneering covering offshore and subsea project cooperation and introduced Astro Aurora, its first DP3 Multi-Purpose Support Vessel.

26, August 2026

Astro Offshore has signed a strategic memorandum of understanding with Oceaneering International, Inc. covering cooperation on offshore and subsea projects.

The agreement will combine Astro Offshore's offshore support vessels and marine operations expertise with Oceaneering's capabilities in ROV operations, survey work and project delivery. The two companies plan to use these capabilities together for complex offshore and subsea project work. As part of its subsea expansion, Astro Offshore has also introduced Astro Aurora, its first DP3 Multi-Purpose Support Vessel (MPSV). The vessel is intended for complex offshore and subsea opera-

Halliburton Secures bp Contract for Bumerangue Appraisal in Brazil

Halliburton has secured an integrated bp contract for the first appraisal campaign at the Bumerangue field offshore Brazil, covering drilling, reservoir evaluation and LOGIX automation.



Illustration (Image credit: Halliburton)

26, August 2026

Halliburton has secured an integrated contract from bp for the first appraisal campaign at the Bumerangue field in deepwater offshore Brazil. The contract, announced on 25 August 2026, covers drilling and reservoir evaluation services for bp's discovery. Multiple services will be combined under an integrated execution model for the appraisal drilling programme. The scope includes Halliburton's drilling and evaluation services as well as LOGIX™ automation and remote operations. These systems will be

deployed to support execution efficiency and consistency during the campaign. The contract will also connect drilling, evaluation, software and digital capabilities across well planning, execution and reservoir evaluation. Data, AI and drilling technologies will provide real-time information to support the integrated workflow. Francisco Tarazona, Halliburton senior vice president for Latin America, said the contract combines digital technologies, integrated service delivery and local expertise for deepwater operations.

[hmt-news.com](#)



Image credit: Astro Offshore

tions. Astro Aurora will provide Astro Offshore with a vessel platform for projects carried out through the collaboration with Oceaneering.

[hmt-news.com](#)

Floatel International Receives LOI for Floatel Triumph MSU Work in Brazil

Floatel International has received an LOI covering Floatel Triumph MSU services offshore Brazil, with the four-to-eight-month assignment scheduled to start in Q1 2027.



Floatel Triumph

28, August 2026

Floatel International has lined up a potential Brazilian assignment for Floatel Triumph under a new letter of intent covering maintenance and safety unit (MSU) services. The 2016-built Floatel Triumph is scheduled to begin the offshore Brazil work in Q1 2027. The assignment is expected to last between four and eight months. Designed for worldwide operations, Floatel Triumph is

capable of working in harsh environmental conditions. The latest development follows an earlier Brazilian MSU arrangement involving Floatel International. An LOI dating from October 2025 for the 2013-built Floatel Victory was later converted into a firm contract. Under that contract, Floatel Victory will carry out maintenance and safety unit services for Brava Energia in Brazil.

[hmt-news.com](#)

Cotemar Seeks \$59.4 Million from ABSG Consulting in New York

Cotemar has filed a New York action seeking recognition of a Mexican judgment against ABSG Consulting, with its claim reaching \$59.4 million including interest.

27, August 2026

Cotemar has filed an action in the Supreme Court of the State of New York seeking recognition of a Mexican judgment against ABSG Consulting, with the Mexican offshore services company calculating that the amount due has reached \$59.4 million including interest. The underlying Mexican judgment ordered ABSG Consulting to pay \$34.8 million plus interest for work carried out by Cotemar in connection with the transportation and installation of a modular drilling rig in the Gulf of Mexico. Cotemar announced the New York action on 26 August 2026. The dispute dates to September 2017, when ABSG Consulting retained Cotemar to provide personnel, equipment and logistical support for the rig transportation and installation work on an offshore platform. Cotemar completed the contracted work by March 2018. According to the findings described in the Mexican proceedings, ABSG Consulting issued signed certificates confirming that the work had been performed satisfactorily and in accordance with the contract. Payment was not made to Cotemar. ABSG Consulting maintained that it was discussing payment with prime contractor Tamaulipas Mod-



Photo source: Cotemar

ular Rig. The Mexican courts subsequently found that Tamaulipas Modular Rig had paid ABSG Consulting in full under their agreement, with bank transfer records submitted during the proceedings. Cotemar filed suit against ABSG Consulting in Mexico City in July 2018. On 30 March 2022, the trial court ruled in favor of Cotemar, finding that the work had been satisfactorily received, that Tamaulipas Modular Rig had paid ABSG Consulting for the work covered by their agreement, and that ABSG Consulting had acknowledged the debt. The case was appealed, but the Collegiate Appellate Court rejected ABSG Consulting's grounds for appeal and upheld the judgment in June 2023. A separate U.S. federal court record shows that ABSG Consulting filed a ma-

Well-Safe Solutions and NMC Energy Work Together on North Sea Decommissioning

27, August 2026

Well-Safe Solutions and NMC Energy are working together on North Sea decommissioning projects, including the Beryl and Forties programmes for Apache North Sea. The two companies had previously announced a decommissioning partnership covering plug and abandonment (P&A), engineering down

and clean (EDC) activities and platform removal. Their work now includes the Beryl and Forties decommissioning programmes. Well-Safe Solutions secured the Forties Field well decommissioning contract from Apache North Sea before being appointed lead contractor for the Beryl Field well decommissioning programme. The two programmes cover more than 260 wells in total.

For the Beryl project, Well-Safe Solutions awarded NMC Energy a contract covering integration, commissioning and topside decommissioning services. Archer was separately contracted to provide platform-based drilling services and specialist technical solutions, including well services, wireline, coiled tubing and a Compact Workover Rig. Well-Safe Solutions said in July 2026 that preparatory

work was underway across subsurface activities, well engineering and project management. At the time, offshore well operations on the Beryl Bravo platform wells were due to begin in summer 2026, with subsea well decommissioning scheduled to start in 2027 as part of the multi-year programme. NMC Energy has said its work on the Beryl and Forties programmes includes project

management and specialist EPC services for EDC activities. The companies had previously said their collaboration was intended to cover decommissioning work from P&A through EDC and platform removal.

[hmt-news.com](#)

Dajin Heavy Industry Signs Offshore Wind MoU with Ardersier Port

Dajin Heavy Industry has signed an MoU with Ardersier Port in Scotland covering offshore wind logistics and port cooperation in the European North Sea region.



Photo source: Dajin Heavy Industry

21, August 2026

Dajin Heavy Industry has signed a memorandum of understanding with Ardersier Port in Scotland covering cooperation on offshore wind logistics and port-related activities. The agreement will combine Dajin's offshore wind activities with infrastructure at Ardersier, which is owned by Haventus. The parties plan to cooperate on port infrastructure optimisation, resource sharing and offshore wind supply-chain activities.

Dajin said the agreement follows its cooperation with the Port of Cuxhaven in Germany and adds Ardersier to its port relationships in the European North Sea region.

Ardersier Energy Transition Facility is located on the Moray Firth, 14 miles east of Inverness. The 450-acre site has access to the North Sea through a 160 m-wide channel dredged to 12.4 m CD. Development of the facility includes a 659 m quay wall and a 420 m main quay. The site also provides areas for offshore wind marshalling, assembly, storage and manufacturing. Future development allows for more than 1 km of additional quay wall. Ardersier's redevelopment has been backed by Quantum Capital Group, which announced a £300 million capital commitment in 2023. Haventus later secured a £100 million joint credit facility in May 2024 from the Scottish National Investment Bank and UK Infrastructure Bank, with each institution providing £50 million. The Ardersier agreement also follows Dajin Heavy Industry's listing in Hong Kong. Trading in the company's H shares began on the Main Board of the Hong Kong Stock Exchange on 5 June 2026 under stock code 1081. The final offer price was HK\$66.40 per share.

hmt-news.com

Jan De Nul Completes 23 Foundations for Princess Elisabeth Island

Jan De Nul has installed all 23 concrete caissons for Princess Elisabeth Island off Belgium, completing the foundation perimeter ahead of sand reclamation and electrical infrastructure work.

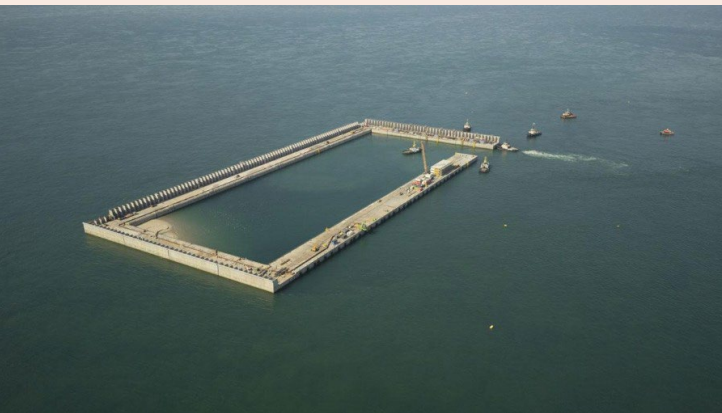


Image credit: Jan De Nul

24, August 2026

Jan De Nul has completed the installation of all 23 concrete caissons forming the foundations of Princess Elisabeth Island, 45 km off the Belgian coast. The artificial energy island is being developed by Elia Group, while construction is being carried out by TM Edison, a consortium comprising DEME and Jan De Nul. Offshore installation of the caissons began in April 2025. Each structure weighs about 22,000 tonnes and measures 58 m long and 28 m wide. Their height ranges from 23 m to 32 m depending on whether a storm wall is included. The caissons were built in Vlissingen. Following completion of the foundation perimeter, the next phase will involve reclaiming sand inside the caissons over the coming months. Cable connections between the island and the mainland are scheduled for 2027 and 2028. Installation of electrical infrastructure on Princess Elisabeth Island is expected to begin in 2029. The island is scheduled for completion in 2031. It will transfer at least 2.1 GW of offshore wind power from the Princess Elisabeth Zone to shore and is designed to combine direct-current HVDC and alternating-current HVAC connections.

hmt-news.com

NKT Completes First Cable Pull-Ins for €3.1 Billion Biscay Gulf Interconnector

NKT has brought the first Biscay Gulf Interconnector cables ashore at Lemóniz using NKT Victoria and a drilled route extending more than 1,000 m.



NKT Victoria

26, August 2026

NKT has completed the first cable pull-ins at Lemóniz in northern Spain for the €3.1 billion Biscay Gulf Interconnector, which will link the Spanish and French electricity networks. The cables were transferred ashore from NKT Victoria through a drilled route extending more than 1,000 m. The landfall technique is designed to limit disruption to the local environment. The approximately 400 km interconnector will run between Gatika in Spain's Basque Country and Cubnezais in southwestern France. About 300 km of the route will cross beneath the Bay of Biscay. Two high-voltage direct current systems will form the electricity link, with each system providing 1,000 MW of capacity. Once operational, the project will raise electricity exchange capacity between Spain and France from 2.8 GW to 5 GW. The project is being developed by INELFE, a joint venture between Spain's Red Eléctrica and France's RTE. Support is also being provided by the European Investment Bank and the European Union through CINEA. The link is set to become the first submarine electricity interconnection between Spain and France. Construction began in 2023. Under INELFE's current schedule, marine cable installation will continue through the third quarter of 2027, while testing is due to start in mid-2027. The interconnector is expected to enter service in 2028. The additional transmission capacity is expected to improve grid security and flexibility, reduce cross-border congestion and support greater integration of renewable electricity. The European Investment Bank has committed up to €1.6 billion to the project. Its estimated total cost is about €3.1 billion.

hmt-news.com

Tillen Develops Offshore Wind Lifting Tools for Van Oord and SAL

Tillen developed a Container Based Crane for Van Oord and a Transition Piece Lifting Tool for SAL to support offshore wind installation activities.

26, August 2026

Dutch engineering company Tillen has developed two lifting systems for offshore wind installation activities, with a Container Based Crane prepared for Van Oord and a Transition Piece Lifting Tool developed for SAL. The Container Based Crane was designed for work in locations where local infrastructure or vessel support may not be available. Its crane system, tooling and power supply are integrated into a single container-based set-up, allowing the unit to operate without external power or additional ground support. A single lifting operation can place the crane on a monopile or comparable offshore structure. Once positioned, the system provides controlled movement along the X, Y and Z axes for lifting work. The unit for Van Oord was assembled and tested at Tillen's facility before being sent to the site for offshore wind installation activities. For SAL, Tillen developed a

separate Transition Piece Lifting Tool. The equipment was intended to support accurate placement of transition pieces during offshore wind installation and was used on a SAL vessel. Both systems underwent verification before delivery for their intended offshore applications.

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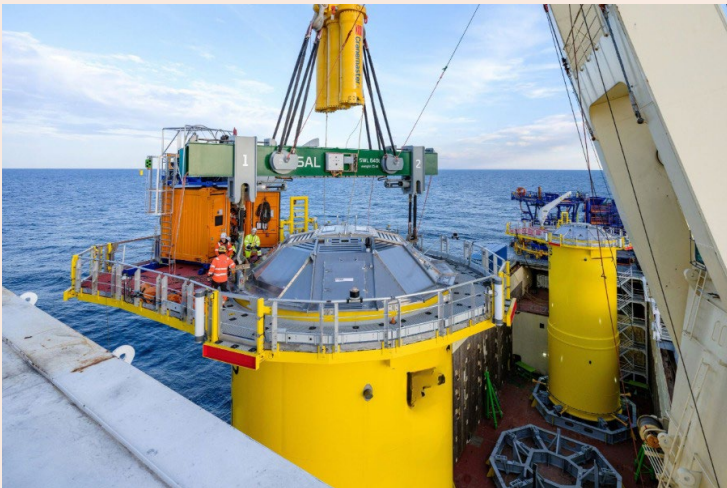


Photo credit: Tillen

Victoria Launches First Australian Offshore Wind Auction for 2GW

Victoria has opened the first Australian offshore wind auction for an initial 2GW, with bids closing in August 2027 and contracts expected to be awarded in 2028.

25, August 2026

Victoria has launched the first Australian auction for offshore wind capacity, opening a Request for Proposal process for an initial 2GW.

The Victorian government said the 2GW allocation could provide enough electricity for around 1.5 million homes each year. The auction forms part of the state's pathway towards a 9GW offshore wind target.

Projects can now submit bids for contracts. According to Minister for Energy and Resources Jaclyn Symes, proposals will be assessed on

value for money, deliverability and benefits for local workers, businesses and communities.

The auction is due to close in August 2027. Contracts are expected to be awarded in 2028.

Successful projects will then move towards investment, construction and operation. The contracts are also expected to be integrated into the national Electricity Services Entry Mechanism.

Symes said the auction would help move Australia's first offshore wind projects towards construction.

[hmt-news.com](#)

26, August 2026

Taiwan's Energy Administration has started the process to terminate the administrative contract for the 700 MW Youde offshore wind project developed by Shinfox Energy after the developer failed to complete payment of its outstanding performance bond.

On 24 August 2026, the Energy Administration con-

Taiwan Starts Contract Termination Process for 700 MW Youde Offshore Wind Project

Taiwan has started the contract termination process for Shinfox Energy's 700 MW Youde offshore wind project after the developer failed to complete payment of its outstanding performance bond.



Photo: Wikimedia Commons

was still outstanding after the deadline passed. The Energy Administration then moved into the contract termination procedure, and the developer submitted a response during that process.

Youde was among five offshore wind projects allocated capacity under Taiwan's Offshore Wind Block Development Phase 3.2 selection in August 2024. The 700 MW project was selected alongside the 800 MW Formosa 6, the 600 MW Fengmiao 2, the 360 MW Formosa 3/Haiding 1 and the 240 MW Deshuai.

Formosa 6 is associated with Synera Renewable Energy, while Fengmiao 2 is asso-

2026, the Energy Administration said sites from terminated projects would be included within the scope of expansion capacity as revisions to the Phase 3 selection mechanism and administrative contract arrangements were being finalised.

The Ministry of Economic Affairs published the Phase 3 administrative contract framework on 23 July 2026. Separate contracts are provided for allocated and expansion projects, with the framework setting out developer responsibilities, obligations and liability arrangements.

Shinfox Energy was delisted from the Taiwan Stock Exchange in June 2026 after its net worth became negative following substantial financial losses. Taiwanese media reported that the losses included those recorded by its offshore wind engineering subsidiary Foxwell Energy.

Foxwell Energy is building the 300 MW Taipower Offshore Wind Project Phase II, also known as TPC Changhua Phase II, after securing the development tender from Taipower in June 2020.

[hmt-news.com](#)

Van Oord Finishes 111 Monopile Installations at Baltica 2

Van Oord has finished installing 111 monopiles for the 1.5GW Baltica 2 offshore wind farm in Poland, completing the project's foundation installation scope.



Image source:262208_F980E.jpg

22, August 2026

Foundation installation has been completed at the 1.5GW Baltica 2 offshore wind farm in Poland after Van Oord installed 111 monopiles across the project.

Of the total, 107 foundations are designated for wind turbines and four for offshore

substations. Van Oord received the transport, installation and scour protection scope in 2024 and reported that the offshore campaign was finished on schedule.

The monopiles weigh about 1,900 tonnes each. They reach lengths of up to 100 m and have diameters between 9.5 m and 10.5 m.

For the offshore work, Van Oord deployed Svanen and Aeolus. Using both installation vessels allowed separate activities to be performed at the same time during the campaign.

Preparations covered several delivery options before offshore work started. The Baltica 2 team considered installation sequencing, vessel and component availability, logistics and coordination of offshore operations. The planning involved Ørsted's offshore wind experience and Van Oord's installation expertise.

Maurits den Broeder, managing director Offshore Energy at Van Oord, described the safe and on-schedule completion of the monopile work as an important milestone for Baltica 2 and Poland's offshore wind development.

Baltica 2 is being developed jointly by PGE and Ørsted. Once operational, the 1.5GW project is expected to produce enough renewable electricity to supply around 2.5 million households in Poland.

The campaign follows Van Oord's work on Baltic Power, which was its first offshore wind project in Poland. With the monopile scope finished, construction of Baltica 2 is continuing into its subsequent stages.

[hmt-news.com](#)

Ventyr Receives 12-Month Extension for Sørilige Nordsjø II

Ventyr has received a 12-month extension for the Sørilige Nordsjø II licence application, moving the deadline for the 1.5 GW Norwegian offshore wind project to 15 October 2027.



Offshore wind farm (Source: Shutterstock)

24, August 2026

Ventyr has been given an additional 12 months to file its licence application for the Sørilige Nordsjø

II offshore wind project in Norway.

Norway's Ministry of Energy has moved the submission deadline to 15 October 2027. Sørilige Nordsjø II is planned with a maximum capacity of 1.5 GW and is Norway's first commercial offshore wind project.

The developer requested more time in June 2026. Ventyr, a consortium formed by JERA Nex BP and Ingka Investments, plans to use part of the extension period to examine an alternative landfall and grid connection route.

The option, known as G 2.0, includes infrastructure planned near the existing Lista substation at Alcoa's aluminium plant. It would be developed in connection with the Sørilige Nordsjø II converter station, with further studies planned for the route.

In June, Ventyr said unexpected project challenges and difficult macroeconomic conditions in the offshore wind sector had slowed development and planning work.

The consortium won the Sørilige Nordsjø II development rights in March 2024 with a bid of NOK 1.15/kWh, equivalent to EUR 0.099/kWh. The auction covered 1.5 GW in the fixed-bottom Sørilige Nordsjø II development zone.

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HMTnews

TEPCO Renewable Power Starts EIA for 420 MW Choshi Offshore Wind Project

TEPCO Renewable Power has started the EIA process for a fixed-bottom offshore wind project of up to 420 MW off Choshi, with as many as 27 turbines under consideration.

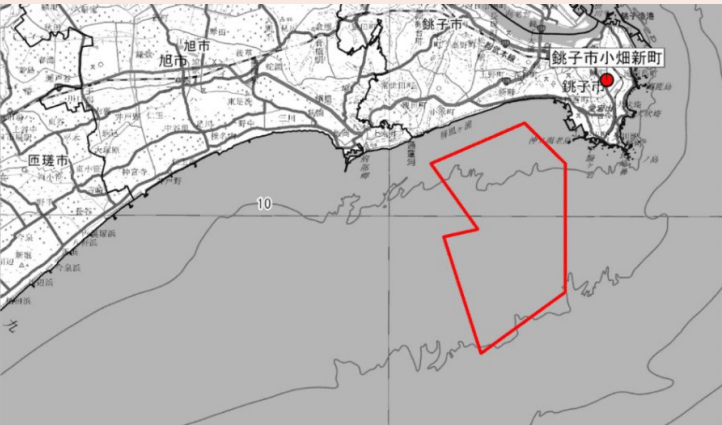


Image credit: TEPCO

27, August 2026

TEPCO Renewable Power has started the environmental impact assessment process for a new fixed-bottom offshore wind project of up to 420 MW off Choshi in Chiba Prefecture, Japan.

The company has published a Planning-Stage Environmental Consideration Document for the tentative Choshi City Offshore Wind Power Project. The proposed development area covers approximately 4,000 hectares offshore Choshi.

The wind farm is planned with a maximum generating capacity of 420 MW. Turbines in the 15–20 MW range are under consideration, with up to 27 units planned for the project.

The development is [hmt-news.com](#)

27, August 2026

China's Jiangsu Hengtong Optic-Electric and its controlled subsidiaries have received winning bid notices or signed contracts for marine energy projects with a combined value of RMB 1.831 billion.

The projects cover submarine cables and accessories, cable-laying works, offshore wind turbine installation, and offshore operations and maintenance across China and

overseas markets.

In China, the awards include the Datang Hainan Danzhou 1.2 million kW offshore wind project, covering submarine optoelectronic composite cables and accessories.

Hengtong Optic-Electric also secured work for the Shenergy Hainan CZ2 offshore wind demonstration project involving submarine cables and cable-laying, as well as the Changle offshore wind farm for submarine cables and accessories.

Ørsted puts 1.4GW Incheon offshore wind project on hold

Ørsted has put its planned 1.4GW Incheon offshore wind project on hold and will not participate in South Korea's upcoming fixed-price offshore wind bidding round.

27, August 2026

Ørsted has put its planned 1.4GW offshore wind project off Incheon, South Korea, on hold and will not participate in the government's upcoming fixed-price contract bidding round for offshore wind.

According to media reports, Ørsted will conduct a comprehensive review of the project.

In an internal notice, Ørsted said it plans to restructure its global organisation, including its South Korean subsidiary. The company also said the Incheon project does not meet its internal investment criteria.

The project had been planned in two phases of 800MW and 600MW. If developed as originally planned, it would have been the largest

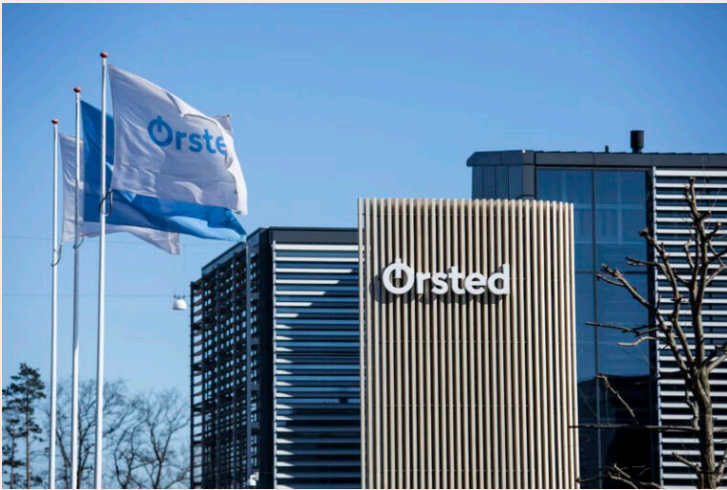


Image source: Ørsted

offshore wind project undertaken by a single private developer in South Korea.

Ørsted intends to redesign the project to restore its economic viability before pursuing future bidding rounds.

The South Korean government is targeting offshore wind power prices of 250 won per kWh by 2030 and below

150 won per kWh by 2035.

The Ministry of Trade, Industry, and Energy also announced earlier this week that South Korea plans to expand renewable energy capacity to 220GW by 2040, including 45GW of offshore wind.

[hmt-news.com](#)

Hengtong Optic-Electric Secures RMB 1.831 Billion Marine Energy Awards

Hengtong Optic-Electric has secured marine energy awards worth RMB 1.831 billion, covering submarine cables, cable laying, offshore wind installation and O&M.

Other domestic awards cover operations and maintenance under an offshore large-component replacement project and wind turbine installation for the Three Gorges Yangjiang Qingzhou 5 and 7 offshore wind projects.

International awards include marine energy projects in Europe and the Americas for submarine cables and accessories. In the Asia-Pacific region, the awarded scope covers submarine cables and accessories, along with flexible pipes and related accessories.

The combined value of RMB 1.831 billion is equivalent to 2.74% of Hengtong Optic-Electric's audited revenue

for 2025.

Not all of the announced projects have reached the contract-signing stage. Hengtong Optic-Electric said their

subsequent implementation remains subject to uncertainty.

[hmt-news.com](#)



Illustration (Photo: Jiangsu Hengtong Optic-Electric)

Hanwha Ocean Reaches Final Bid Stage for \$3 Billion Namibia Venus FPSO



Image source: Hanwha Ocean

Hanwha Ocean has reached the final bidding stage with SBM Offshore for the \$3 billion Venus FPSO project in Namibia and secured approvals for its low-carbon standard FPSO design system.

26, August 2026

Hanwha Ocean is in the final bidding stage for the FPSO contract for the Venus offshore oil development in Namibia, competing with SBM Offshore for a project valued at \$3 billion, or about 4 trillion won.

The Venus development is led by TotalEnergies. According to the shipbuilding industry, the two bidders have reached the final round, while the result of the contractor

selection has not yet been announced. TotalEnergies plans to make a final investment decision in the second half of 2026 and targets first oil production in 2030.

Separately, Hanwha Ocean is extending its regional standard FPSO strategy to include carbon-reduction measures. On 25 August 2026, the company said it had received approval in principle from DNV for its low-carbon standard FPSO design system.

The company also ob-

tained approval in principle and a Project Sustainability Execution Plan certificate from ABS. DNV verified a framework that applies emissions-reduction technologies according to individual greenhouse gas emission sources. ABS validated a system for implementing and managing carbon-reduction targets during project execution.

The approvals enable verified carbon-reduction technologies to be incorporated into an FPSO design when

requested by a client.

Hanwha Ocean has previously developed standard FPSO designs for different regions. In 2024, it received certifications from ABS and Bureau Veritas for a design that can be applied across West Africa, including Namibia. In 2026, the company secured ABS and DNV certifications for another design optimized for South America.

FPSOs perform three main functions for offshore crude production: processing the

extracted oil, storing it and transferring it to tankers.

If Hanwha Ocean secures the Venus contract, carbon-reduction technologies could be incorporated during design discussions with the client. TotalEnergies plans to reinject gas produced during oil extraction underground instead of flaring it as part of its approach to keeping emissions relatively low for the deep-sea development.

[hmt-news.com](#)

HD KSOE Ends Cochin Shipyard Block Plant JV Review

HD KSOE has ended its review of a joint venture with Cochin Shipyard for a new block fabrication plant, while design, procurement and equipment cooperation will continue.

22, August 2026

HD Korea Shipbuilding and Offshore Engineering (HD KSOE) has stopped reviewing a proposed joint venture with Cochin Shipyard for a new block fabrication plant in India, while technical cooperation between the two companies will continue.

The proposed venture was among the areas considered following a comprehensive

memorandum of understanding signed by HD KSOE and Cochin Shipyard in July 2025. The agreement established a framework to examine potential cooperation in shipbuilding, design and procurement.

After discussions under the agreement, the companies decided not to proceed with further consideration of the joint venture for the block fabrication facility, HD KSOE said in a stock exchange dis-

closure.

Technical cooperation will remain in place. This includes design and procurement support as well as the supply of core equipment, including engines, for feeder containerhips contracted between Cochin Shipyard and French shipping company CMA CGM.

[hmt-news.com](#)



Image source: Cochin Shipyard in Kerala

Diden Robotics Wins Forbes Asia Recognition for Shipyard Physical AI

Diden Robotics has been named to Forbes Asia's 100 To Watch 2026 after deploying physical AI robots for welding and inspection work in shipyards.



Image credit: Diden Robotics

27, August 2026

Diden Robotics has been included in Forbes Asia's 100 To Watch 2026 in the robotics category, following the use of its physical AI robots in shipyard welding and inspection work. The company, founded in 2024 by researchers from KAIST's Humanoid Robot Research Center in the Department of Mechanical Engineering, is developing walking

robots for heavy industrial environments including shipbuilding and steel production. Its development focus is on work areas that are difficult or hazardous for personnel to reach. In shipyards, these include vertical steel surfacing, overhead structures and confined spaces inside ship hulls. The robots are being developed not only for mobility but also to carry tools and support production tasks. Diden Spider, the compa-

ny's quadrupedal robot, uses magnetic feet to travel across steel floors, walls and ceilings. Its mobility enables access to locations where welding and inspection have traditionally required scaffolding or aerial equipment. Forbes reported that introducing Diden Spider into production processes can shorten work cycle times by 60-70%. The reported reduction comes from limiting the time needed to install and re-

move access equipment while allowing one robot to move between multiple work points on steel structures. Commercial deployment has also begun. Diden Robotics has secured supply agreements with two domestic shipbuilders and one European customer. The company said its first commercial delivery was made to a major domestic shipbuilder in December 2025. Its robots are now being used for welding and inspection operations at the site. The company is also developing Diden Humanoid, a bipedal robot designed to continuously lift loads of up to 32 kg. Its intended role includes moving heavy tools and components and carrying out industrial work that requires coordinated use of arms and legs. Forbes reported that mass production of Diden Spider is planned for 2027, with Diden Humanoid expected to follow in 2028. Diden Robotics also plans to use movement, welding and inspection data collected in shipyards for

robot training and to extend the technology to other steel-structure sectors, including steel, plants and bridges. The company has presented its physical AI systems at international technology events. In March, Diden Robotics participated in Amazon's MARS 2026 conference as a Korean startup and demonstrated Diden Spider together with the bipedal Diden Walker. Diden Spider was also shown climbing a steel wall in the opening video of the NVIDIA GTC 2026 keynote. The robot later appeared in NVIDIA CEO Jensen Huang's keynote video at Computex 2026, while the company displayed its industrial physical AI technology at the NVIDIA Inception Pavilion. Forbes Asia selected 100 startups and SMEs from 16 countries and regions for the 2026 edition of 100 To Watch. Nine Korean companies, including Diden Robotics, were included.

[hmt-news.com](#)

Davie Secures C\$11.3 Billion Contract for Six Canadian Coast Guard Icebreakers

Davie Shipbuilding has secured a C\$11.3 billion fixed-price contract to build six Program Icebreakers for the Canadian Coast Guard under Canada's National Shipbuilding Strategy.



Photo credit: Davie

26, August 2026

Davie Shipbuilding has secured a fixed-price C\$11.3 billion contract from the Government of Canada to build six Program Icebreakers for the Canadian Coast Guard. The contract is valued at about USD 8.2 billion and forms part of Canada's National Shipbuilding Strategy. The six-vessel programme will enter construction in 2027, with deliveries scheduled across the 2030s. The new icebreakers will

replace heavy and medium vessels currently operated by the Canadian Coast Guard. In winter, those ships operate in Atlantic Canada, the St. Lawrence waterways and the Great Lakes, while summer operations take place in the Arctic. The replacement fleet will support Canadian Coast Guard services including keeping trade and transportation routes open throughout the year, supporting northern and coastal communities, protecting Canadian waters, and

supporting Canada's presence and sovereignty in the Arctic. For the six-vessel programme, Davie Shipbuilding will work with its partners and suppliers under the fixed-price agreement. James Davies, chief executive officer of Davie Shipbuilding, said the company and its partners were ready to deliver the vessels.

[hmt-news.com](#)

South Korea Launches High-Level Safety Inspection at HD Hyundai Heavy Industries After Three Fatal Accidents

South Korea will begin high-level safety supervision at HD Hyundai Heavy Industries after three shipyard workers died in separate workplace accidents during July.



Photo credit: HD Hyundai Heavy Industries

25, August 2026

South Korea's Ministry of Employment and Labor will begin high-level on-site supervision at HD Hyundai Heavy Industries from 18 August after three fatal workplace accidents occurred at the company's shipyards in

July.

The supervision, described as equivalent to a special inspection, will cover the Ulsan and Gunsan shipyards, the company's headquarters and facilities designated as ultra-high-risk work sites. A total of 62 inspectors will be deployed.

Three shipyard workers died in separate accidents on 9, 18 and 24 July at HD Hyundai Heavy Industries facilities. Following the accidents, the company introduced a three-day safety work stoppage from 29 July across all of its facilities, including the Ulsan and Gunsan shipyards.

During the suspension, HD Hyundai Heavy Industries planned to reassess safety risks throughout its shipbuilding processes and inspect high-risk operations, safety and disaster-prevention facilities and working conditions. Work on affected processes would remain restricted until safety hazards were eliminated. The ministry will examine the causes of fatal crush and entrapment accidents and review compliance with key safety requirements covering collisions, falls, fires, explosions and suffocation under South Korea's Occupational Safety and Health Act. The inspection will also assess whether corrective measures following previous accidents have been implemented, how the company's safety and health management system operates at headquarters level, and whether risk assessments are effective. The ministry said it would

take legal action if violations are identified and require corrective measures where necessary. A representative of HD Hyundai Heavy Industries said the company would cooperate fully with the investigation and work to prevent similar accidents from recurring. A separate fatal accident occurred at the company's Ulsan shipyard in April. A fire broke out on a submarine undergoing repairs while a subcontractor responsible for sea trials was cleaning inside the vessel, resulting in the worker's death. Another fatal accident occurred at HD Hyundai Samho in June. A mooring line used to secure a vessel to the dock snapped during mooring operations and struck a shipyard worker, resulting in the worker's death.

[hmt-news.com](#)

Penguin International wins RSN landing craft contract as prime contractor

Penguin International has secured a turnkey contract to design, engineer and build two RSN landing craft in its first naval shipbuilding programme as prime contractor.

27, August 2026

Penguin International Limited has been awarded a turnkey contract by Singapore's Ministry of Defence to design, engineer and build two landing craft for the Republic of Singapore Navy (RSN). The contract marks Penguin International's first naval shipbuilding programme as prime contractor. The Singapore shipbuilder disclosed the award through its social media. The two landing craft will be built entirely in Singapore, with the programme drawing on the company's engineering, production and project management resources at its

Tuas shipyard.

Founded in 1976, Penguin International has built capabilities in vessel operations, engineering, shipbuilding, project management, systems integration and life-cycle maintenance. The company's shipyards in Singapore and Batam have delivered close to 400 vessels to commercial and government operators in more than 20 countries. The contract follows Penguin International's recent delivery of the first of six large carbon-fibre composite superstructures for the RSN's Multi-Role Combat Vessel programme.

[hmt-news.com](#)



Photo credit: Penguin International



PanStar Acro

24, August 2026

South Korea's PanStar Acro was scheduled to leave Busan on 22 August 2026 for Europe via the Northern Sea Route, marking the country's first commercial voyage on the Arctic route and testing its viability for cargo shipping. The 2,758 TEU container ship, operated by PanStar, had secured 837 TEU of cargo for the government-backed voyage. The load included auto parts and chemical products,

along with about 100 empty containers. The planned route would take PanStar Acro north along Russia's Kamchatka peninsula before crossing the Bering Sea and entering the Northern Sea Route. The ship was due to call at Felixstowe in Britain, Rotterdam in the Netherlands and Gdansk in Poland before returning. The voyage was expected to take 40 to 45 days. South Korean authorities estimate that an Arctic route between Busan and Europe could reduce voyage times by

35% compared with shipping through the Suez Canal. President Lee Jae Myung has made Arctic shipping a priority for South Korea. Officials said the initiative could help develop Busan as a global maritime hub and position the Arctic as a regular trade route by 2030. The project could also create friction with Western allies seeking to keep Russia isolated during the war in Ukraine. Seoul consulted Moscow about the voyage, including possible assistance if the

vessel encountered problems such as becoming trapped in ice. South Korea's Oceans Ministry and Russia's Foreign Ministry did not respond to requests for comment. Use of the Northern Sea Route has increased in recent years. Data from Norway's Centre for High North Logistics showed that 88 vessels made 103 transits in 2025, compared with 97 transits in 2024 and 43 in 2022. Most of the traffic came from countries including Russia and China.

Scientists say declining Arctic ice has made northern passages easier to navigate, while increased shipping contributes to global warming. A South Korean government official said PanStar Acro was scheduled to depart at around 8 p.m. on 22 August 2026, depending on cargo loading and other preparations.

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Tanker Hit by Projectile West of Yanbu, Saudi Arabia

UKMTO reported that a tanker was hit by a projectile 63 nautical miles west of Yanbu, Saudi Arabia. A fire developed on the main deck, while everyone aboard was confirmed safe.

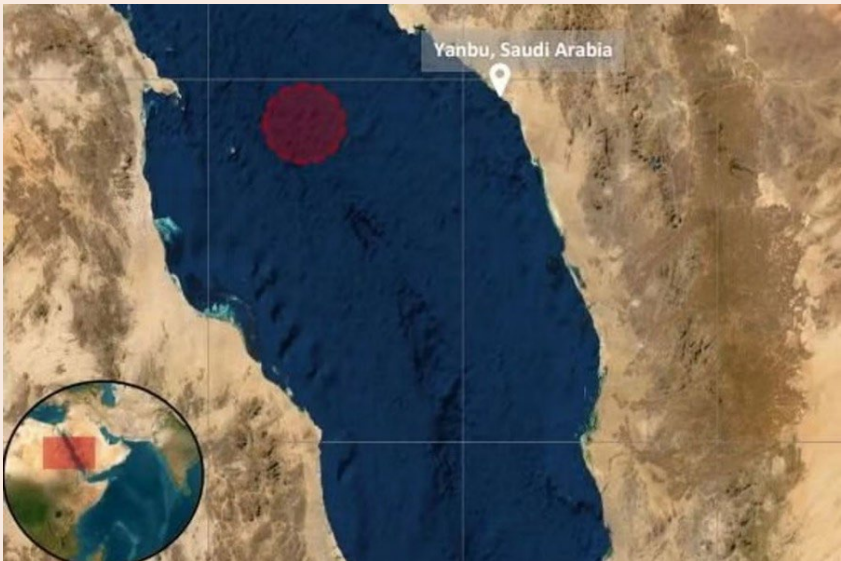


Image source: Photo: UKMTO

24, August 2026

UK Maritime Trade Operations (UKMTO) reported a security incident involving a tanker 63 nautical miles west of Yanbu, Saudi Arabia, at 6:37 UTC on 24 August 2026. According to UKMTO, the vessel's Company Security Officer reported that a projectile of unknown origin hit the tanker. A fire subsequently developed on the main deck.

Everyone aboard the vessel

was confirmed safe. UKMTO also recorded no reported environmental impact from the incident. Yemen's Houthi movement has attacked several vessels linked to Saudi Arabia since imposing a maritime blockade on the country on 22 July. Marine insurers have also cancelled certain war risk covers for ships operating in parts of the Red Sea, Gulf of Aden and Indian Ocean.

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Image credit: Malcolm Milllar / Marine Traffic

24, August 2026

A search is continuing in the Bay of Bengal for 22 crew members from the bulk carrier Ocean Winner, which sank after developing a list on Friday. The 70,000 dwt Ocean Winner had loaded iron ore at Paradip, India, and de-

parted for Singapore on 20 August with 24 crew members aboard. The 1998-built vessel, IMO 9145530, lost its AIS signal at 16:45 GMT on 21 August. A distress alert was transmitted at around the same time. Two crew members reached a life raft and were later spotted by an Indian

Navy patrol aircraft. Another vessel recovered both survivors on Saturday. The survivors told search and rescue authorities that Ocean Winner began listing on Friday evening and sank in about eight minutes. The crew abandoned the vessel, but 22 people remain missing. Three ships are taking part

in the search, according to the Indian Navy and Coast Guard. The cause of the sinking has not been established. The rapid loss of the vessel, the reported list before sinking and the iron ore cargo were described in the source as factors consistent with bulk liquefaction, but no cause has been confirmed. Iron ore fines can present a liquefaction risk when wet. If the cargo shifts during rolling, vessel stability can deteriorate and the list can increase.

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Ocean Winner Crew Search Expands After Lifeboat and EPIRB Found

The Ocean Winner crew search has expanded in the Bay of Bengal after an empty lifeboat and the vessel's EPIRB were recovered. Twenty-two seafarers remain missing.

27, August 2026

The Ocean Winner crew search has widened in the Bay of Bengal after Indian search teams recovered an empty lifeboat and an emergency beacon associated with the Panama-flagged bulk carrier. Twenty-two crew members remain missing. The Indian Coast Guard and Indian Navy are conducting the operation about 290 nautical miles from the Paradip coast. Merchant vessels and two Chinese ships are also assisting. At around 7 a.m. on Tuesday, Indian Coast Guard ship

Varad located a lifeboat linked to the casualty. A team boarded the craft but found nobody inside. A naval aircraft later picked up a distress signal while searching from the air and directed Varad toward the source. The ship recovered an emergency position-indicating radio beacon, or EPIRB, which the Coast Guard confirmed was connected to Ocean Winner. The beacon indicated that distress equipment from the bulk carrier had activated. Its recovery did not establish the whereabouts of the missing seafarers.

Ocean Winner, a 28-year-old bulk carrier, went down on 22 August during a voyage from Paradip Port to China with about 71,000 tonnes of iron ore on board. No cause for the sinking has been established. The vessel sailed with 24 crew members. Two Chinese seafarers were later recovered from liferafts, leaving 22 people unaccounted for. The crew comprised 20 Chinese nationals, three Myanmar nationals and one Bangladeshi national. Search efforts are being coordinated with the Maritime Rescue Coordination Centre in Beijing. The Indian Coast

Guard has deployed additional assets and merchant vessels, while Indian Navy ships and aircraft remain involved in the operation. The search now covers a larger area to account for the possible movement of the missing crew caused by currents and waves. The two rescued seafarers are receiving medical care aboard a Coast Guard rescue vessel and are expected to be brought to Paradip. Ocean Winner Shipping Corporation Ltd has been identified as the owner of Ocean Winner. Victory Star Group Corporation Ltd submitted the initial request for search and rescue assistance to the Maritime Rescue Coordination Centre after communication with the vessel was lost. Paradip Port has also introduced additional operating precautions following the sinking, according to a dock supervisor. During rainfall, hatches are kept closed and cargo loading is halted to reduce the risk of moisture entering cargo holds. The measures have resulted in slower cargo-loading operations at the port.

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MacGregor Horizon Gangway Certified for Floating-to-Floating Personnel Transfer

MacGregor has secured DNV certification for the Horizon gangway's floating-to-floating capability, enabling motion-compensated personnel transfers between independently moving vessels at sea.



Photo credit: MacGregor

25, August 2026

MacGregor has secured DNV certification for the floating-to-floating personnel transfer capability of its Horizon gangway, enabling a motion-compensated connection between two ves-

sels moving independently at sea. DNV issued the certification in accordance with DNV-ST-0358 after the gangway completed a sea acceptance test. The approval extends the Horizon platform to operations where personnel cannot

transfer via a fixed landing structure. The capability is applicable to FPSOs, floating rigs, floating wind arrays and offshore service fleets. It allows personnel transfers and service campaigns to be carried out between vessels offshore

rather than requiring access through a fixed structure or a port call. For floating-to-floating transfers, a dedicated flap is installed at the end of the Horizon gangway in place of the docking head normally used for connections to fixed structures. Relative movement between the two vessels is measured using LiDAR. The resulting data is supplied to the gangway's motion compensation system, which manages the connection while both vessels remain in motion. The floating-to-floating function is being offered as an extension of the existing Horizon gangway family rather than as a separate product. MacGregor said existing Horizon units can be retrofitted or upgraded with the capability while retaining the same control philosophy and without a separate qualification process. Prateek Sadhana, Mac-

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U.S. Coast Guard Coordinates Rescue of 27 From Drennec Southwest of Galapagos

The U.S. Coast Guard coordinated the rescue of 27 crew from Drennec southwest of the Galapagos Islands, with Ricky A recovering the crew and Oluf Maersk providing support.



Photo source: US Coast Guard

26, August 2026

Twenty-seven crew members were rescued from the Ecuadorian-flagged fishing vessel Drennec after a fire broke out in waters 527

miles southwest of the Galapagos Islands, with the U.S. Coast Guard coordinating the response. The crew abandoned Drennec and moved to a life raft after the fire. The fishing vessel Ricky A and container

ship Oluf Maersk later responded to a Coast Guard request for assistance. At about 8 p.m. on 20 August, watchstanders at the Coast Guard Southwest District received several distress signals from Drennec. These included an emergency beacon and an Iridium alert transmitted through a Garmin inReach device. The Coast Guard contacted Garmin Response, which confirmed that the vessel was on fire and that all 27 crew members had evacuated to a life raft. The Coast Guard then sought support from vessels in the area through the Automated Mutual-Assistance Vessel Rescue System (AMVER). Following the request, Ricky A and Oluf Maersk diverted to assist with the rescue. Ricky A picked up all 27 crew members from the life raft. Oluf Maersk also reached the area and remained nearby to provide assistance. By 10:15 a.m. on 21 August, the en-

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Iran's PGSA Blacklists 45 Ships Over Hormuz Transit Rules



Image source: Vessel Finder

26, August 2026

Iran's Persian Gulf Strait Authority has blacklisted 45 vessels over alleged breaches of transit rules in the Strait of Hormuz, warning that listed ships could face detention, confiscation or fines. PGSA also warned cargo owners to review the list before chartering vessels. On 23 August, the authority said ships carrying out ship-to-ship transfers, transshipment or similar operations with blacklisted vessels could themselves be added to the list. Traffic through the Strait of Hormuz remains limited. Kpler recorded 121 crossings last week, while laden transits fell by 26%. Crossings involving sanctioned vessels increased from nine to 16, and the share of traffic using Iran's routing system rose to 46.3%. Recent attacks in and around Hormuz have involved at least 14 of the ships named by PGSA. The published blacklist contains 46 entries, but crude tanker Vadin also appears under its former name, Lila Vadinare, meaning the two entries refer to the same vessel. ADNOC Logistics & Services has the largest number of directly managed vessels represented on the list, with eight. The ships include LNG carriers, VLCCs, a bulk carrier and a chemical/products tanker. The UAE-headquartered company also owns 80% of Navig8, which owns Navig8 Messi. Al Bahyah was hit on 14 July and suffered significant damage, while Navig8 Messi was struck by a drone on 14 August. ADNOC Logistics & Services also operates Mombasa B under a time charter from Sinokor. The VLCC was attacked on the same day as Al Bahyah. Vessels linked to Abu Dhabi are also represented

through AD Ports Group, owner of Global Feeder Shipping, Safeen Feeders and Noatum. The 7,000 teu container ship GFS Galaxy is on the blacklist and was attacked on 11 July, resulting in the death of one seafarer. Safeen Feeders 10 is owned by Safeen Feeders and managed by Noatum. Sinokor is connected to at least five ships on the list: Cyprus Prosperity, Mombasa B, Singapore Prosperity, Sweden Prosperity and Rotterdam Energy. Cyprus Prosperity was struck by a projectile on 7 July. Saudi shipping company Bahri is linked to three listed vessels: VLCC Wedyan, chemical tanker Maria and chemical/product tanker Lubna. Wedyan was struck on 7 July. Nakilat has two LNG carriers on the blacklist, Al Rekayyat and Rasheeda. Al Rekayyat was hit by a projectile on 7 July. Other shipping compa-

nies linked to listed vessels include Stolt-Nielsen, Klavenness Combination Carriers, Shipping Corporation of India, Dynacom and GasLog. Among those vessels, Stolt

Magnesium was attacked on 13 July, Kavomaleas on 19 July and Gaslog Shanghai on 31 July.

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No.	Vessel Name	IMO Number
1	Kiku	9329796
2	Mubaraz	9074626
3	Minoan Pioneer	9471630
4	Hafeet	9928009
5	Al Rekayyat	9397339
6	Wedyan	9524970
7	Cyprus Prosperity	9595216
8	Al Rawdah	9734513
9	Rasheeda	9443413
10	Lebrethah	9976927
11	Lila Vadinar	9324100
12	Maha Roos	9231004
13	GFS Galaxy	9401271
14	Al Bahyah	9937799
15	Mombasa B	9739501
16	Stolt Magnesium	9739317
17	Al Watan	9615030
18	Navig8 Messi	9482859
19	Singapore Prosperity	9419967
20	Disha	9250713
21	Gaslog Shanghai	9600528
22	Lubna	9489065
23	Hazi 1	7802598
24	Ryujin	8206818
25	Anna Barbara	9407500
26	Sunbird Arrow	9323821
27	Minoan Dignity	9294484
28	Maria	9917828
29	Kavomaleas	1042823
30	Mardan	9360453
31	Sweden Prosperity	9588392
32	Jarnain	9823546
33	Kaifan	9656046
34	Nissos Kea	9920758
35	Rotterdam Energy	9508859
36	Al Hamra	9074640
37	Umm Al Ashtan	9074652
38	Marigold LNG	9230062
39	Banastar	9228045
40	Navara	9241798
41	Nissos Heraclea	9419618
42	Blue Star 1	9215115
43	Ashley	9258466
44	Mraweh	9074638
45	Al Lulu	9583627

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Judge Dismisses Most Dali Civil Claims in Baltimore Bridge Case

A Maryland court dismissed most remaining economic loss claims linked to the Dali bridge allision while allowing several claims involving physical property and cargo damage to continue.

27, August 2026

A district court in Maryland has dismissed most of the remaining economic loss claims linked to the Dali allision that destroyed Baltimore's Francis Scott Key Bridge, while allowing several claims involving physical damage to continue.

Judge James K. Bredar issued the 75-page opinion on 25 August. The ruling applies the U.S. Supreme Court's 1927 Robins Dry Dock & Repair Company decision, which generally bars recovery for economic losses caused by negligence when a claimant has no related physical property damage.

The owner of the Dali, Grace Ocean, and its manager, Synergy Marine, had sought since at least October 2024 to block economic damage claims based on the Robins Dry Dock ruling. In April 2024, they also filed a motion seeking to apply the Ship-owners' Limitation of Liability

Act of 1851 to the economic claims.

One of the dismissed claims came from Star Bulk, which argued that its vessels were unable to reach a loading berth in Baltimore harbor after the bridge collapse, resulting in lost profits or earning potential.

The court also dismissed claims from a class of long-shoremen who lost work, an insurance syndicate, Ports America Chesapeake, American Sugar Refining, and a broader group of businesses and individuals. Their claims were based on disruption caused by the blocked harbor and the loss of the bridge.

The Robins Dry Dock issue had remained undecided earlier in the proceedings. Bredar said the 1927 decision had played a significant role in the case and noted that nearly a century of subsequent case law had developed exceptions to the general rule.

The court addressed the issue after the remaining



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

claims were delayed by agreement in June. The companies and their insurers had already settled major parts of the civil litigation, including all wrongful death and personal injury claims and the claims brought by the state of Maryland.

Of the 54 claims initially filed in the civil case, all but 10 have been settled or voluntarily dismissed.

The 1927 Supreme Court case involved a vessel whose propeller was negligently damaged during scheduled maintenance, delaying its return to service for two weeks. A claim seeking recovery of lost profits during that period was ultimately rejected by the Supreme Court.

Bredar reviewed the re-

maining Dali claims against that precedent and the exceptions established through later case law.

Several claims were allowed to continue. The City of Baltimore may proceed with its claim for physical damage to a water main located in the harbor beneath the bridge. The court, however, dismissed other city claims related to the loss of the bridge and damage to streets and other bridges.

The court found that the City of Baltimore had not established a sufficient proprietary interest in the Key Bridge to recover economic damages beyond the physical damage to the water main.

Baltimore County was also permitted to continue claims

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Bahri VLCC Amzan Struck Off Yanbu as Houthi Attacks Continue



Illustration (Photo source: Bahri)

25, August 2026

A Saudi Arabia-flagged VLCC, Amzan, was struck while sailing about 63 nautical miles west of Yanbu in the northern Red Sea on 24 August. No crew injuries were

reported, although the vessel reported a fire on its main deck after the incident.

The 320,926-dwt crude oil tanker was built in 2014. Security firm Ambrey said the Egyptian Navy responded to calls from the vessel following

Saudi Arabia-flagged VLCC Amzan was struck west of Yanbu on 24 August as Houthi attacks continued in the northern Red Sea, affecting crude export movements.

the strike.

The Houthis claimed responsibility and said a ballistic missile had targeted Amzan as part of a naval blockade. The group also reported attacks against a Saudi military convoy and a base, claiming that missiles and drones destroyed 10 trucks carrying weapons from Saudi Arabia.

The incident comes as Yanbu is being used to supplement Saudi crude export capacity amid disruption in the Strait of Hormuz. Reports indicated that Saudi Arabia was exporting four million barrels per day from Yanbu before the Houthis began targeting Saudi tankers.

Houthi attacks expanded into the northern Red Sea in August. Lloyd's List intelligence estimates that crude exports from Yanbu have fallen by at least one-third since the attacks in the area began.

Reports last week said Saudi Arabia had established a shuttle operation to move crude to Egypt, where pipelines were transporting the oil to the Mediterranean. Estimated exports through that arrangement were around one million barrels per day.

Tankers have also been sailing north toward the Suez Canal. Larger vessels must

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Jan De Nul Joins First CCS Project with Simon Stevin in North Sea

Jan De Nul will take part in its first CCS project, using Simon Stevin to install protective rock over a North Sea CO₂ pipeline for the Northern Endurance Project.



Image source: Jan De Nul

28, August 2026

Jan De Nul is taking part in its first Carbon Capture and Storage (CCS) project through the Northern Endurance Project in the North Sea.

The company will work as a subcontractor to Saipem and install protective rock over a CO₂ pipeline on the seabed.

The work will be carried out over the coming months using Simon Stevin. The vessel will place rock through a vertical fall pipe in water depths of 30 to 60 m.

The pipeline has a diameter of 1 m and will transport captured CO₂ from the Teesside and Humber industrial areas on the east coast of England to storage beneath the North Sea.

The Northern Endurance Project is the first CCS project involving Jan De Nul.

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Boskalis Medway Conducts Maintenance Dredging on Germany's Weser River

Boskalis is using Medway for maintenance dredging on Germany's 90-km Weser River, removing sand and silt to maintain access to Bremen and Bremerhaven for large container ships.



Image credit: Ulrich Wirrwa / Boskalis

27, August 2026

Boskalis is carrying out maintenance dredging on Germany's Weser River using the trailing suction hopper dredger Medway.

The work is being performed on behalf of Boskalis Hirdes along the 90-km river. Medway is dredging sand and silt as part of operations carried out virtually year-round.

The maintenance dredging is intended to keep ports including Bremen and Bremerhaven accessible to large container ships.

Material removed from the river is transported and deposited at locations designated by the client.

The dredging work on the Weser is scheduled to continue for more than a year, with Medway remaining deployed on the river during the programme.

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