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Vattenfall Secures Hesselø and North Sea I Mid Projects

Vattenfall has been awarded the Hesselø and North Sea I Mid offshore wind projects in Denmark, with minimum capacities of 800 MW and 1,000 MW respectively. [Page 26](#)

U.S. HSR Waiting Periods Expire for Subsea 7–Saipem Merger

Vattenfall has been awarded the Hesselø and North Sea I Mid offshore wind projects in Denmark, with minimum capacities of 800 MW and 1,000 MW respectively. [Page 10](#)

France Awards €260m to Five Ports for Floating Offshore Wind

France has awarded almost €260m to five ports under France 2030 to upgrade infrastructure for floating offshore wind and support nearly €1bn of port investment. [Page 24](#)

Taiwan Offshore Wind Roadmap Targets Up to 27.9GW by 2039

Taiwan has set a new offshore wind roadmap targeting up to 27.9GW by 2039, supported by regular auctions, financing measures, permitting reforms [Page 24](#)

Dajin Heavy Industry Delivers KING TWO for Offshore Wind

Dajin Heavy Industry has delivered KING TWO, its second 40,000 DWT heavy deck carrier for transporting monopiles, jackets and floating foundations [Page 6](#)

Golar LNG Closes \$600 Million Facility Backed by MKII FLNG

Golar LNG has closed a \$600 million senior secured revolving credit facility backed by its MKII FLNG investment for further floating LNG development. [Page 18](#)

Incat Loads Hull 096 Onto Black Marlin for South America Transport

Incat Tasmania has loaded Hull 096 onto Boskalis’ heavy-lift vessel Black Marlin for transport to South America before commissioning for Buquebus.



Hull 096 aboard Black Marlin in Tasmania. (Photo: Incat Tasmania)

2, August 2026

Incat Tasmania has loaded Hull 096, the world’s largest battery-electric ship, onto Boskalis’ semi-submersible heavy-lift vessel Black Marlin for transport to South America.

The operation took place on the River Derwent in Tasmania. Black Marlin was

ballasted below the waterline before Hull 096 was manoeuvred above its submerged cargo deck.

The heavy-lift vessel then began refloating, gradually raising Hull 096 clear of the water. Final sea fastening and operational preparations will be completed before departure from Hobart.

The loading follows years

of planning, design, engineering and construction at Incat Tasmania’s Hobart shipyard.

Incat Tasmania Chairman Robert Clifford said the operation was an important milestone for the company and the vessel’s development. He also said Hull 096 demonstrated that high-speed, large-capacity electric ferry transport was approaching

commercial operation.

After arriving in South America, Hull 096 will be discharged and undergo final commissioning. The vessel will then enter service with Buquebus on a route between Argentina and Uruguay.

The ferry is equipped with a 41.2 MWh energy storage system using more than 250 tonnes of lithium-ion batteries.

Charging is supported by a dual 8 MW DC system.

Its propulsion arrangement includes eight 2,400 kW electric motors and eight Wärtsilä WXJ 1100 waterjets. The vessel can reach 25 knots and has an operating endurance of 90 minutes per battery charge.

hmt-news.com



Jumbo Tests Wind-Assisted Propulsion on Jumbo Jubilee

Jumbo tested two mechanical sails on Jumbo Jubilee to assess fuel savings and operational suitability as part of its fleet decarbonisation programme.



Photo source: Jumbo

3, August 2026

Jumbo has completed a wind-assisted propulsion trial aboard its heavy lift vessel Jumbo Jubilee as part of its fleet decarbonisation programme.

Two mechanical sails were installed on Jumbo Jubilee to collect operational data during normal commercial voyages. The trial is intended to deter-

mine whether wind-assisted propulsion can reduce fuel consumption without limiting the vessel’s ability to handle changing heavy lift cargo requirements.

According to the company’s first Sustainability Report, the sails can be repositioned or removed when required. This allows the vessel to retain deck space for different cargo configurations and lifting op-

erations.

The wind propulsion trial is one of several efficiency measures being assessed on Jumbo Jubilee. Jumbo has also installed torque and thrust sensors, conducted ETA sailing and speed management trials, evaluated underwater efficiency measures and used B100 biofuel on selected voyages to meet FuelEU Maritime greenhouse gas intensity re-

quirements.

Operational data from the mechanical sails will be used to measure their contribution to fuel savings under commercial conditions. The findings will also support technical optimisation and an assessment of whether the technology could be applied more widely across the fleet.

Jumbo plans to complete its fleet decarbonisation road-

map in 2026. The company also expects to establish corporate Scope 1 greenhouse gas reduction targets during the same year.

In 2026, Jumbo plans to decide whether to conduct further wind-assisted propulsion pilots based on the operational experience gained from Jumbo Jubilee.

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Boskalis – Junior Project Controller – Born, Netherlands



Boskalis Nederland is hiring a Junior Project Controller to support the A2 Vonderen-Kerensheide infrastructure project in Born. The role combines financial control with regular involvement

at the project site, giving the successful candidate direct exposure to a major road-widening and mobility improvement programme.

Working alongside project and finance teams, the Junior Project Controller will assist with budgeting, forecasting, financial reporting and project administration. The position also offers development opportunities across Boskalis’ infrastructure, river, coastal and port-related activities.

Key Requirements

- Bachelor’s or master’s degree in finance, accounting, business, economics or civil engineering
- One to two years of relevant professional experience
- Strong analytical and financial reporting skills
- Professional proficiency in Dutch
- Willingness to visit project locations in southern Netherlands
- Applications must be submitted by 1 September 2026.

View full job details: [Click Here.](#)

Source: LinkedIn



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AAL Shipping Transfers Transformers to Rail in New Orleans

AAL Shipping discharged two transformers weighing nearly 300 tonnes from AAL Galveston in New Orleans for direct transfer to rail and onward inland transport.



Image source: AAL Shipping via LinkedIn

1, August 2026

AAL Shipping has discharged two heavy lift transformers with a combined weight of nearly 300 tonnes from the AAL Galveston at the Port of New Orleans.

The transformers were handled by Ports America and moved directly from the vessel onto rail transport. With no terminal storage stage required, the cargo was able to begin its inland journey after discharge.

The operation reduced

the number of handling steps needed to transfer the oversized equipment between maritime and inland transport. For heavy project cargo, limiting additional movements can reduce delays, costs and operational risks.

The shipment also demonstrated the role of multimodal terminal infrastructure in supporting complex cargo operations. The Port of New Orleans provided the vessel and rail connections needed to move the transformers through the terminal without a

separate transfer process.

Large electrical transformers are regularly transported through U.S. ports for substations, transmission networks, renewable energy developments and grid modernisation projects. Their weight, dimensions and limited manufacturing availability require detailed transport planning.

Delays involving this type of equipment can affect construction programmes and project commissioning schedules. Breakbulk ports therefore remain important for cargo that is unsuitable for containerised transport.

The Port of New Orleans serves heavy lift and project cargo movements entering the U.S. Gulf Coast. Its rail links connect the port with industrial regions across North America.

The vessel-to-rail operation enabled the two transformers to continue inland through an integrated transport process involving AAL Shipping, Ports America and the Port of New Orleans.

[hmt-news.com](#)

SAL Adds MV Mila as First 14K-700 Heavy Lift Vessel

MV Mila has joined the SAL fleet as the first 14K-700-Type vessel, with two 350 t cranes, combined lifting capacity of 700 t and up to 3,032 m² of free deck space.

3, August 2026

MV Mila, the first vessel in the 14K-700-Type series, has officially joined the SAL fleet.

The multipurpose vessel is equipped with two 350 t heavy lift cranes. The cranes can operate together to handle cargo weighing up to 700 t.

SAL plans to deploy the

vessel for heavy lift and project cargo operations serving the energy, offshore, infrastructure, mining and industrial sectors.

Published vessel particulars show that MV Mila has an overall length of 159.95 m, a beam of 22.80 m and deadweight of approximately 14,300 t. The vessel has two cargo holds and provides up to 3,032 m² of free deck

space.

The 14K-700-Type design also has capacity for up to 953 TEU and carries Ice Class 1A notation.

Three sister vessels, MV Lina, MV Hannah and MV Pia, are expected to follow MV Mila into the SAL fleet.

[hmt-news.com](#)

VIDEO: Notus-Fagioli and HEBO Complete 1,400 t Barge Load Out and Float Off for Navantia UK in Methil



Image source: Notus-Fagioli

4, August 2026

Notus-Fagioli and HEBO have completed the load out and float off operation for a 1,400 t barge for Navantia UK in Methil, Fife.

The marine operation was carried out through the combined capabilities of Notus-Fagioli and HEBO as part of the project for

Navantia UK.

According to Notus-Fagioli, the project marks the completion of the first complex operation in the United Kingdom since the formation of the Notus-Fagioli joint venture.

An accompanying video shows the load out and float off operation.

[hmt-news.com](#)



Sarens Moves Valhall PWP Topside with 580 SPMT Axle Lines in Stord

Sarens used 580 SPMT axle lines to move and load out the more than 17,500-tonne Valhall PWP topside at Aker Solutions' yard in Stord, Norway.

Image source: Sarens via LinkedIn

4, August 2026

A configuration of 580 self-propelled modular transporter axle lines was deployed by Sarens for the movement and load-out of the Valhall PWP top-

side at Aker Solutions' Stord yard in Norway.

The structure weighs more than 17,500 tonnes and is part of the Valhall PWP-Fenris development operated by Aker BP ASA. Fabrication work for the topside has

been carried out by Aker Solutions at the Stord facility.

During the operation, the SPMT units supported and distributed the topside's weight as it was transferred from its assembly location to the

load-out area.

Sarens reported that the move was completed safely and according to schedule. The work required coordinated planning and engineering among Sarens, Aker Solutions, Aker BP ASA,

and other companies involved in the project.

Following the load-out, the topside has progressed from its yard-based fabrication and assembly stage toward offshore delivery and installation within the

Valhall PWP-Fenris development.

[hmt-news.com](#)

BOABARGE 33 Heads to Gdynia for Miecznik Frigate Launch

BOABARGE 33 is sailing to Gdynia, Poland, to support the launch of the first of three frigates being built by PGZ Naval Shipyard under the Miecznik programme.



Image of frigate Wicher on the Boabarge 33. (Photo: Defence2/PGZ)

4, August 2026

The semi-submersible heavy-lift barge BOABARGE 33 is sailing to Gdynia, Poland, to launch the first of three frigates in the Miecznik programme.

The frigates are being built by PGZ Naval Shipyard. The mobilisation will place the barge in Gdynia for the first launch operation under the three-vessel programme.

BOABARGE 33 measures 140.0 m in length, 57.05 m in breadth and 8.54 m in depth.

It has a cargo capacity of 30,200 tonnes, 5,800 m² of deck space and a deck strength of 31.5 t/m².

The barge can submerge to 18 m above deck forward and 21 m above deck aft. Its ballast system has a pumping capacity of 10,000 m³ per hour.

An upgrade completed in 2023 strengthened BOABARGE 33 for stern load-out operations involving structures weighing up to 25,000 t.

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Dajin Heavy Industry Delivers KING TWO for Offshore Wind Transport

Dajin Heavy Industry has delivered KING TWO, its second 40,000 DWT heavy deck carrier for transporting monopiles, jackets and floating foundations for offshore wind projects.



Image credit: Dajin Heavy Industry

5, August 2026

Dajin Heavy Industry has delivered KING TWO, the second 40,000 DWT heavy deck carrier in its KING fleet for transporting offshore wind components.

The vessel measures 239.8 m in length and 51 m in beam. Its cargo deck covers 12,000 square metres, while its operating range is 16,000 nautical miles.

KING TWO is designed to carry monopiles, jacket

foundations and floating foundations for offshore wind turbines rated between 15 MW and 25 MW. The vessel is intended for long-distance transport of large offshore structures.

The delivery follows the

The company said common production standards, coordinated supply-chain processes and fleet-wide quality controls will support the construction of additional sister vessels.

Delivery of KING THREE is planned by the end of September 2026. All three KING-series vessels are scheduled to enter operation during 2026.

Dajin Heavy Industry is also advancing construction of its higher-capacity EMPEROR-series ultra-wide heavy deck carriers.

The KING and EMPEROR fleets form part of the company's Deep Blue Strategy, which combines equipment manufacturing, shipbuilding and marine transportation. The expanded fleet is intended to carry offshore wind components for projects in China and overseas, improve supply-chain resilience and support the company's transition into an engineering, procurement, construction and installation service provider.

hmt-news.com

dship Carriers Adds First D500 Vessel MV John to Fleet

dship Carriers has taken delivery of MV John, the first D500 multipurpose vessel, with 14,999 tonnes deadweight and combined lifting capacity of up to 500 tonnes.



Photo: dship

7, August 2026

dship Carriers has taken delivery of MV John, the first vessel in its D500 multipurpose newbuilding series.

The company confirmed that the vessel has joined its fleet following the completion of the design, construction and delivery process. Additional vessels in the series are expected to enter the fleet.

According to NSB Group, the D500 vessels have a deadweight of 14,999 tonnes and measure 149.95 m in length and 23.5 m in breadth. They are fitted with Liebherr cranes providing combined lifting capacity of up to 500 tonnes.

The D500 design places the deckhouse on the starboard side to provide additional deck space for project and heavy cargo. dship

Carriers previously stated that the design offers approximately 50% more cargo-hold and deck capacity than its earlier design basis.

The D500 programme was announced in March 2024 with a contract covering four 15,000 dwt-class multipurpose vessels.

In April 2026, dship Carriers and NSB Group established Hinode Shipmanagement to manage six D500 newbuildings scheduled for delivery between June 2026 and the end of 2027.

Under the arrangement, NSB Group oversees construction and provides selected services, including accounting and crewing. dship Carriers is responsible for commercial management and contributes technical expertise.

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Cimolai Technology Ships First Goliath Crane to Fincantieri Monfalcone

Cimolai Technology has shipped the first Goliath crane, rated with an 800 t lifting capacity, from Chioggia to Fincantieri Monfalcone aboard BOABARGE 38.



Photo credit: Cimolai Technology

7, August 2026

Cimolai Technology has shipped the first of two Goliath cranes, each rated with an 800 t lifting capacity,

from Chioggia to the Fincantieri shipyard in Monfalcone. The crane was transported fully assembled and tested aboard the semi-submersible heavy-lift barge BOABARGE 38, eliminating the need to dismantle the structure before shipment. The transport marks a key stage in the delivery programme for the two cranes.

Before loading, the crane was moved through the customs area at Porto Val da Rio on a self-propelled modular transporter (SPMT) convoy. Two Panfido tugboats supported the tide-assisted loading operation, and Cimolai Technology confirmed that the crane had been secured aboard BOABARGE 38 on 31 July 2026. The barge departed Chioggia for Monfalcone on 4 August 2026.

According to Cimolai Technology, BOABARGE 38 arrived in Chioggia on 15 July 2026 for the transport campaign. The semi-submersible barge is 152 m long and has a cargo capacity of 28,500 t.

Each Goliath crane stands 110 m high with a track gauge of 118 m. The cranes are designed to lift up to 800 t individually or up to 1,600 t when operating in tandem.

The cranes were assembled and tested at Cimolai Technology's facility in Porto Val da Rio. ACCS fabricated the structural components, while Cimolai Technology managed the design, construction, assembly and testing before shipment.

The project was launched under a 24-month programme for two Goliath cranes destined for Fincantieri Monfalcone. The second crane is also scheduled for delivery to the shipyard.

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Haizea Delivers Hornsea 3 Monopiles to Ørsted

Haizea Wind Group has delivered 11 m-diameter monopiles from the Port of Bilbao to Ørsted for the 2.9 GW Hornsea 3 offshore wind project in the North Sea.



Photo source: Haizea Wind Group

6, August 2026

Haizea Wind Group has delivered monopile foundations from the Port of Bilbao to Ørsted for the 2.9 GW Hornsea 3 offshore wind

farm in the North Sea.

The monopiles have a diameter of 11 m and measure more than 105 m in length. Haizea Wind Group said the components are the largest structures manufactured in

the Iberian Peninsula and rank among Europe's largest monopiles.

Hornsea 3 is under construction approximately 120 km off the Norfolk coast. Once fully operational, the project is

expected to supply electricity to more than 3.3 million UK homes.

Preparation and load-out work involved several logistics companies at the Port of Bilbao. Grúas Aguado handled

transport and preparation activities within the manufacturing facility as Haizea Wind Group's logistics partner.

Cadeler was responsible for the load-out and load-in operations. Mammoet transported the monopiles using self-propelled modular transporters.

The Port of Bilbao manufacturing site covers more than 200,000 square metres and includes six production halls and a storage area for towers and monopiles. More than 900 people are employed at the facility.

Haizea Wind Group began production at the Bilbao plant in 2018. The group operates across wind towers, offshore foundations and large castings for the wind industry, and employs more than 1,500 people.

In 2025, Haizea Wind Group reported revenue of more than €400 million and net profit of €20 million.

[hmt-news.com](#)

Boskalis Tows Cidade de Niterói FPSO from Brazil to Denmark

7, August 2026

Boskalis has completed the tow of the 315 m-long FPSO Cidade de Niterói (MV18) from the Campos Basin offshore Brazil to Frederikshavn, Denmark.

The transatlantic operation was carried out by the ocean-going tugs BOKA Alpine and BOKA Glacier. Each tug has a bollard pull of 205 t.

The voyage took approximately six weeks and included a bunkering stop in Cape Verde before the FPSO reached Denmark. The operation involved preparation and coordination throughout the tow.

Separately, Boskalis reported that it had transported three new FPSOs from Asia to their final destinations offshore Brazil during an 18-month period.

The projects involved the 334 m-long Sepetiba, the 351 m-long Almirante Tamandaré and the 334 m-long Alexandre de Gusmão.

Different combinations of BOKA Sherpa, BOKA Alpine, BOKA Fulmar, BOKA Glacier, BOKA Defender and BOKA Expedition were deployed for the three operations.

Each FPSO was transported using a triple-tow arrangement, with three ocean-going tugs connected to the unit. The tugs involved had bollard pull capacities ranging from 205 t to 300 t.

The three Asia-to-Brazil towage projects were carried out for SBM Offshore.

[hmt-news.com](#)

Boskalis has towed the FPSO Cidade de Niterói from offshore Brazil to Denmark. The company also reported three separate FPSO transports from Asia to offshore Brazil over 18 months.



Image credit: Boskalis

Shell Approves Malikai Phase 3 Offshore Malaysia

Shell has approved Malikai Phase 3 offshore Malaysia. Four new wells are expected to lift production from 25,000 to around 40,000 barrels per day from the third quarter of 2028.

6, August 2026

Shell, through Sabah Shell Petroleum Company, has taken a final investment decision on Phase 3 of the Malikai deepwater development offshore Malaysia.

The project will add four oil-producing wells to increase Malikai's expected recoverable oil volumes. It is intended to support material liquids production of around 1.4 million barrels per day towards 2030 and beyond.

Phase 3 is expected to raise oil production at Malikai by 60%, from around 25,000 barrels per day to approximately 40,000 barrels per day. Production from the new phase is expected to begin in the third quarter of 2028.

The development will use the single combo riser technology introduced in Malikai Phase 1 and later applied in Phase 2 in 2021.

Sabah Shell Petroleum Company operates the Malikai development, which was commissioned in 2016. The field is located 100 km offshore Sabah in water depths of 500 m and uses Malaysia's first tension leg platform.

Malikai was Shell's second deepwater asset in Malaysia. ConocoPhillips and Petronas Carigali are partners in the project.

Sabah Shell Petroleum Company also operates the Gumusut-Kakap-Gerong-gong-Jagus East field, Shell's first deepwater development in Malaysia. The development began production in 2014, has reached its fourth phase and currently produces an average of around 76,000 barrels of oil per day.

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Serica Targets Up to Six Wells in North Sea Drilling Campaign

Serica Energy is preparing a North Sea drilling campaign of up to six wells, starting at the Bruce field in Q3 2027, as it targets additional production from its UK portfolio.



Photo source: Haizea Wind Group

6, August 2026

Serica Energy is preparing a North Sea drilling campaign with the potential to drill up to six wells across its UK portfolio as part of a programme targeting additional production.

The company expects to sign a rig contract in the coming weeks. The proposed drilling programme would run for about 400 days and include an extension option.

Drilling is expected to start in the third quarter of 2027 with the SCE and SCW wells at the Bruce field. These would be the first new wells drilled at Bruce since 2012.

The wells could be connected to existing subsea infrastructure, with first pro-

duction possible around 12 months after drilling begins.

Following the initial Bruce work, the rig could be deployed to other locations in the portfolio. Kyla and Glendronach are among the potential candidates, while further Bruce wells and plug-and-abandonment work are also under consideration.

The company's short-cycle project portfolio has the potential to add 30,000 boepd of production. Serica Energy said the programme could support annual average production of more than 50,000 boepd into the next decade, with average rates of return expected to exceed 40%.

Kyla is a redevelopment project in Block 29/2c, 20 km southeast of the Triton hub.

The field contains 10.1 mmboe of 2P reserves and could be developed through a single horizontal well connected to Triton infrastructure. First production could begin within six months of the start of drilling.

Glendronach, within the Greater Laggan Area west of Shetland, is also being considered for the programme. Serica Energy completed the acquisition of a 40% operated interest in the area from TotalEnergies on 26 March 2026.

The drilling plans follow an increase in production to 44,700 boepd in the first half of 2026 from 24,700 boepd in the same period of 2025. Second-quarter output averaged 50,200 boepd, supported by improved performance at the Triton hub.

Serica Energy reported free cash flow of \$184 million for the first half and held net cash of \$26 million at 30 June 2026, compared with net debt of \$200 million at the end of 2025. Its 2026 capital expenditure guidance remains unchanged at \$175 million to \$195 million.

[hmt-news.com](#)

NUPRC Expects \$30–50 Billion Across 22 Nigeria Offshore Projects

NUPRC expects 22 major offshore projects to attract \$30–50 billion in investment between 2026 and 2030 as Nigeria advances field development, licensing and energy infrastructure plans.

6, August 2026

The Nigerian Upstream Petroleum Regulatory Commission (NUPRC) expects 22 major offshore projects to attract an estimated \$30–50 billion in investment between 2026 and 2030.

NUPRC Commission Chief Executive Oritsemeyiwa Eyesan disclosed the projection at the Society of Petroleum Engineers' Nigeria Annual International Conference and Exhibition (NAICE 2026) in Lagos on 5 August 2026.

Eyesan was represented

at the conference by Executive Commissioner for Development and Production Enorensen Amadasu.

She said NUPRC has approved more than \$57 billion in Field Development Plans since 2024. Some of the approved plans have progressed to Final Investment Decisions.

The 22 offshore projects are expected to increase production, create jobs, expand infrastructure and strengthen Nigeria's energy security.

Nigeria is also maintaining a pipeline of exploration opportunities while developing

its proven reserves, according to Eyesan.

Licensing rounds conducted since 2022 have provided access to prospective oil and gas acreage. In the 2025 Licensing Round, 31 companies were selected as successful bidders for 37 oil and gas blocks following a data-driven and technology-enabled evaluation process.

Preparations are underway for the 2026 Licensing Round. Eyesan said transparency in the licensing process was making investment certainty an established part of Nige-

ria's regulatory framework.

She also identified infrastructure shortages as a continuing constraint on Africa's oil and gas potential.

Nigeria is addressing the issue by expanding gas gathering systems, processing facilities, pipelines and export infrastructure. The country is also promoting shared facilities, open access, third-party access and field tiebacks.

These measures are intended to reduce costs, accelerate project delivery, improve the use of existing infrastructure and bring stranded oil and

gas resources into production.

Eyesan said cooperation between government, security agencies, operators, host communities and private partners had improved the protection of critical energy assets. She also cited the Host Community Development Trust as part of efforts to strengthen the resilience of Nigeria's upstream sector.

[hmt-news.com](#)

U.S. HSR Waiting Periods Expire for Subsea 7–Saipem Merger

U.S. HSR waiting periods have expired for the proposed Subsea 7–Saipem merger, while competition reviews continue in the European Union and Australia.



Photo: Subsea7

3, August 2026

All waiting periods under the U.S. Hart-Scott-Rodino Antitrust Improvements Act expired on 31 July 2026 for the proposed merger between Subsea 7 and Saipem.

merger remains subject to regulatory reviews and other conditions in several jurisdictions. The European Commission opened a Phase 2 investigation in late July 2026. The review is examining competition in the supply of subsea umbilicals, risers, flowlines and related installation services in the North Sea and other European offshore markets. The Australian Competition

and Consumer Commission escalated its assessment to Phase 2 in July 2026. Its review is focused on competition in the supply of subsea infrastructure off the Pilbara coast of Western Australia. The ACCC invited industry submissions by 21 July 2026 as it assessed the position of Subsea 7 and Saipem among contractors qualified to deliver large subsea tieback projects for liquefied natural gas and

offshore carbon capture developments. The proposed combination would create an offshore engineering and construction group with combined revenues of approximately €21 billion and a backlog exceeding €43 billion. Under the transaction terms, Subsea 7 shareholders are set to receive 6.688 new Saipem shares for each Subsea 7 share held. An extraor-

inary cash dividend of €450 million is also due to be paid immediately before completion. The companies expect annual cost and capital expenditure synergies of approximately €300 million on a run-rate basis from the third year after completion. The combined group will operate as Saipem7. Kristian Siem, designated by Siem Industries, is set to become Chairman, while Alessandro Puliti, designated by Eni and CDP Equity, is set to serve as Chief Executive Officer. The offshore engineering and construction business will operate under the name Subsea7, a Saipem7 Company. It will be incorporated in the United Kingdom and headquartered in London. Completion remains conditional on EU antitrust clearance, ACCC approval, Italian government authorisation under the Shareholders' Agreement, European Commission foreign subsidies clearance, and dual-listing authorisations on Euronext Milan and Oslo Børs. Subsea 7 and Saipem continue to target completion in the third quarter of 2026. The merger agreement will terminate automatically if the conditions are not satisfied or waived by 31 December 2026.

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DOF Extends Petrobras Contracts for Skandi Buzios and Skandi Recife



Image source: DOF

DOF Group ASA has extended Petrobras contracts for the PLSVs Skandi Buzios and Skandi Recife in Brazil, keeping both vessels under contract through January 2028.

31, July 2026

DOF Group ASA has secured contract extensions with Petrobras for the pipe-laying support vessels Skandi Buzios and Skandi Recife in Brazil. Under the amended agree-

ments, the contract for Skandi Buzios has been extended by 516 days, while Skandi Recife has received a 550-day extension. Both contracts had been scheduled to end in the third quarter of 2026. The vessels will now remain under contract with

Petrobras through January 2028. Skandi Buzios and Skandi Recife are owned by a joint venture in which DOF Group ASA and TechnipFMC each hold a 50% interest.

hmt-news.com

bp Plans 700 Upstream Job Cuts in Global Restructuring

bp plans to cut 700 upstream positions worldwide, equal to about 8% of the non-frontline workforce in its former production and operations business.

31, July 2026

Energy and convenience retail company bp plans to eliminate 700 positions worldwide as part of a restructuring of its upstream business. The reductions will affect non-frontline roles in the company's former production and operations segment. That business has around 8,500 non-frontline positions, with the planned cuts representing about 8% of the total, according to an internal memo reported by Reuters. The reductions will affect non-frontline roles in the company's former production and operations segment. That business has around 8,500 non-frontline positions, with the planned cuts representing about 8% of the total, according to an internal memo reported by Reuters. bp said the proposed changes were designed to simplify its organisation, strengthen accountability and support long-term performance. The reductions will not extend to its convenience retail operations. The workforce changes follow a broader reorganisation announced by bp in early June. From 1 July, the company replaced its three-segment

structure with two divisions, Upstream and Downstream. The previous structure consisted of production and operations, gas and low carbon energy, and customers and products. In August 2025, bp said its organisational transformation was expected to affect 6,200 office-based positions by the end of 2025. Most of those departures occurred during the fourth quarter. Separate leadership changes have also taken place in the company's convenience business. Greg Franks retired as senior vice president of mobility and convenience for the Americas, while Derek Gaskins left his role as head of guest experience. bp had 1,708 convenience stores in the United States as of 1 January. Its retail portfolio includes ampm, Thorntons and TravelCenters of America.

hmt-news.com



31, July 2026

Shell has agreed to sell its wholly owned subsidiary BG Cyprus to MOL Group for up to \$720 million, transferring a 35% interest in the Aphrodite offshore gas field in Cyprus. The transaction is subject to customary adjustments, milestone-linked contingent payments, regulatory approvals and other closing conditions. Completion is expected in early 2027. BG Cyprus holds a 35% non-operated interest in Cy-

prus Offshore Block 12, which contains the Aphrodite field in the eastern Mediterranean. The field is operated by Chevron Cyprus, which owns a 35% interest. NewMed Energy holds the remaining 30%. Following completion, MOL Group will assume the rights and obligations connected with the acquired stake. Gas from Aphrodite is expected to be sold to the Egyptian Natural Gas Holding Company (EGAS). MOL Group described the acquisition as its largest exploration and production growth opportunity since it acquired a 9.57% interest in Azerbaijan's ACG field in 2019. The company said Aphrodite provides a major de-risked development project within the European Union. Cederic Cremers, Shell's

Subsea 7 Profit Rises to \$254 Million as 2026 Margin Guidance Reaches 24%

Subsea 7 reported Q2 2026 net income of \$254 million and Adjusted EBITDA of \$471 million as its full-year margin guidance increased to approximately 24%.

31, July 2026

Subsea 7 reported net income of \$254 million for the second quarter of 2026, compared with \$131 million in the same period last year, as earnings increased across its Subsea and Conventional and Renewables businesses. Revenue rose 10% year on year to \$1.9 billion. Adjusted EBITDA increased 31% to \$471 million, while the Adjusted EBITDA margin reached 24%, up from 21% in the second quarter of 2025. The company raised its full-year 2026 Adjusted EBITDA margin guidance to approximately 24% from 23%. Revenue guidance remained between \$7.4 billion and \$7.8 billion. Renewables revenue rose 14% to \$350 million, while net operating income increased to \$39 million from \$20 million. During the quarter, Seaway Ventus installed 26 monopiles at East Anglia THREE in the UK, while Seaway Strashnov installed monopiles in France. Seaway Aimery and Seaway Phoenix completed class renewals before starting work on Hornsea 3 and East Ang-

gressing with the proposed merger with Saipem. Subsea and Conventional revenue increased by \$130 million to \$1.5 billion. Net operating income rose to \$291 million from \$165 million in the prior-year period. Work continued on CRPO-153 in Saudi Arabia; Yggdrasil, Irpa, Fenris, Bestla and Fram Sør in Norway; Sakarya Phase 2a and Phase 3 in Türkiye; and Ginger, Monument and Trion in the US. In Brazil, PLSV activity remained high, with work progressing on Búzios 9 and Búzios 11. Net cash generated from operating activities was \$570 million. Cash and cash equivalents were \$1.0 billion at the end of June, while net cash including lease liabilities was \$190 million after dividend payments of approximately \$414 million.

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Shell Agrees to Sell BG Cyprus to MOL Group for Up to \$720 Million

Shell has agreed to sell BG Cyprus to MOL Group for up to \$720 million, transferring a 35% interest in the Aphrodite offshore gas field. Completion is expected in early 2027.

Integrated Gas President, said Aphrodite remains an attractive development opportunity that could support regional energy needs. He said the sale reflects the company's capital allocation and portfolio decisions as it focuses on opportunities linked to its integrated LNG value chain. Discovered in 2011, Aphrodite is estimated to contain around 104 billion cubic metres of contingent gas resources and 8 million barrels of condensate, according to MOL Group. The development plan includes the drilling of four wells, an independent floating production unit and a 250-km subsea pipeline connecting the field with Egypt's gas transmission network. The project partners are targeting a final investment decision in 2027. First gas is expected in 2031. Zsolt Hernádi, Chairman and Chief Executive Offi-

hmt-news.com

Odfjell Drilling's Deepsea Atlantic Returns to Service After April BOP Incident

Odfjell Drilling has returned Deepsea Atlantic to operations following the April 2026 equipment handling incident that damaged the rig's BOP system and suspended drilling activities.



Image source: Odfjell Drilling via LinkedIn

3, August 2026

Odfjell DrillingG has returned the Deepsea Atlantic semi-submersible drilling rig to operations following an equipment handling incident in April that suspended drilling activities for several months.

The company confirmed that the rig has resumed

operations after completing recovery and repair work. Odfjell Drilling said the return to service followed a coordinated effort involving its employees as well as support

from clients, suppliers and industry partners throughout the recovery process.

The incident occurred on 18 April 2026 while the rig was running its blowout preventer (BOP). During the operation, the BOP and part of the riser string were unintentionally dropped to the seabed at a water depth of about 1,100 m. No personnel were injured, the rig remained secure and the company reported no indication of environmental damage. Operations were suspended while the damaged equipment was repaired and recovery work was carried out.

Following the incident, Odfjell Drilling launched multiple workstreams to restore the rig, including repairs to on-board equipment and parallel efforts to recover the BOP or replace it with the com-

pany's spare BOP stack. An investigation into the cause of the incident has remained underway, with the company working alongside its client, equipment suppliers and relevant authorities.

In its latest operational update, Odfjell Drilling said Deepsea Atlantic has now resumed operations, marking the completion of the recovery programme initiated after the April incident. The company also acknowledged the contribution of employees, clients, suppliers and partners involved in returning the rig to service.

hmt-news.com

MOL Group Agrees to Buy Shell's BG Cyprus for Up to \$720 Million

MOL Group has agreed to acquire Shell's BG Cyprus Limited for up to \$720 million, giving it a 35% interest in the Aphrodite gas field upon completion.



Image source: MOL Group

1, August 2026

MOL Group has agreed to acquire Shell's wholly owned subsidiary BG Cyprus Limited for up to \$720 million. Upon completion, the transaction will give MOL

Group a 35% non-operated interest in Cyprus Offshore Block 12, which contains the Aphrodite gas field.

The transaction is expected to close in early 2027, subject to regulatory approval and other closing conditions.

MOL Group will then assume the rights and obligations associated with Shell's interest.

Aphrodite is located approximately 170 km south-east of Cyprus in the eastern Mediterranean. The field was discovered in 2011 and subsequently appraised through further drilling campaigns.

It is estimated to contain around 104 bcm, equivalent to 632 MMBoe, of contingent gas resources and 8 MMbbl of condensate resources. Gas produced from the field is expected to be sold to the Egyptian Natural Gas Holding Company.

The Aphrodite joint venture also includes operator Chevron Cyprus, which holds a 35% interest, and NewMed Energy, which has a 30%

non-operated interest.

The development plan includes four wells and an independent floating production facility. A final investment decision is planned for 2027, with first gas expected in 2031.

The project also includes a 250 km subsea pipeline connecting the field to Egypt's gas transmission network.

BG Group acquired the Aphrodite interest through BG Cyprus Limited in 2015. The company became a Shell subsidiary after Shell completed its acquisition of BG Group in February 2016.

Shell said Aphrodite remains an attractive development opportunity and is expected to support regional energy needs. The company

said the sale reflects its capital allocation and portfolio decisions as it focuses on opportunities linked to its integrated LNG value chain.

Shell also said Egypt remains an important country for the company and that it will retain a significant presence there.

MOL Group said the acquisition is aligned with its exploration and production strategy, including the expansion of its international portfolio and its entry into Cyprus.

The company described Aphrodite as its most promising E&P growth opportunity since it acquired an interest in Azerbaijan's ACG field in 2019.

hmt-news.com

Seacor Marine Reviews Sale, Merger and Asset Options

Seacor Marine is reviewing a possible company sale, merger, asset disposal or other transaction after shareholders called for a sale or fleet monetisation process.

31, July 2026

Seacor Marine is evaluating strategic alternatives that may include a sale of the company, a merger, other business combinations, asset disposals or other transactions.

The company disclosed the review in its quarterly financial report and said it had retained independent financial advisers to assist with the process.

No timetable has been established for completing the review. Seacor Marine also said there is no assurance that the process will result in a transaction or another strategic outcome.

Non-executive chairman Andrew R. Morse said the board and management would consider the available alternatives to determine the best path forward. He referred

to the company's efforts in recent years to optimise its fleet, strengthen its balance sheet and prepare for improving offshore market fundamentals.

The review follows calls from two shareholders for Seacor Marine to consider a sale or begin monetising its fleet.

Jorey Chernett, chief executive of Michigan-based investment fund Pointillist Family Office, called in June for an immediate and comprehensive review of strategic alternatives. The fund is the largest shareholder in Seacor Marine, with 7.2% of the company's outstanding shares.

Chernett said the process should consider an orderly sale of the company or a structured monetisation of its assets.

Several days later, Yoav Saffar, who represents approximately 3.5% of Seacor



Photo source: Seacor Marine

Marine's outstanding shares, urged the company to begin a fleet monetisation process.

Saffar said market funda-

mentals, rising day rates and recent vessel transactions had created conditions for strategic alternatives that

could increase shareholder value.

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TotalEnergies Agrees to Acquire Shell Renewables and Sell 50% Stake

TotalEnergies has agreed to acquire Shell's 4GW European onshore renewables business and sell a 50% stake in a separate 1.2GW portfolio to an insurance account managed by KKR.



TotalEnergies signs two renewables agreements

3, August 2026

TotalEnergies has signed agreements to acquire Shell's onshore renewables business in Europe and sell a 50% stake in a separate 1.2GW solar and wind portfolio to an insurance account managed by KKR.

The acquisition covers Shell's entire European onshore renewables business, comprising a 4GW portfolio of operating, construction-stage and development assets.

The portfolio includes 500MW of solar and wind capacity in operation or under construction, mainly in Italy

and the Netherlands. It also includes a 3.5GW pipeline of solar, wind and battery storage projects in Italy, the United Kingdom and Spain.

TotalEnergies is expected to complete the acquisition by the end of 2026, subject to approval by the relevant authorities. The company will wholly own the portfolio following completion.

The transaction will complement TotalEnergies' power generation activities in four key European countries.

The company said its European renewables portfolio currently includes nearly 10GW of gross installed capacity or capacity under construction, together with 27GW under development.

In a separate agreement, TotalEnergies will sell a 50% stake in a 1.2GW portfolio of onshore solar and wind assets to an insurance account man-

aged by KKR.

The portfolio has an enterprise value of €1.8 billion and includes assets in Germany, Spain, France and Poland.

Electricity generated by the assets is already sold to third parties or will be marketed by TotalEnergies.

The company will retain the remaining 50% stake and continue to operate the assets after completion. The transaction is expected to close in 2026, subject to customary conditions.

Stéphane Michel, President, Gas, Renewables & Power at TotalEnergies, said the agreements would support the company's allocation of capital in renewables and the continued deployment of its Integrated Power strategy.

He said the acquisition of Shell's assets would strengthen TotalEnergies' power generation position in selected

deregulated European markets and support its activities across the electricity value chain.

Michel added that the acquired portfolio would complement the flexible generation capacity of TTEP's gas-fired power plants, particularly in Italy, the Netherlands and the United Kingdom. TTEP is a joint venture between TotalEnergies and EPH.

He also said the agreement with the insurance account managed by KKR was consistent with the company's renewables business model as Integrated Power targets a ROACE of 12% by 2030.

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Huisman Secures Lifting Systems Contract for Solstad-SBM Vessel

Huisman will supply a 350 t A-frame, a 500 t Knuckle Boom Crane, a 20 t Auxiliary Crane and a 2,500 t basket for a new Solstad Offshore and SBM Offshore vessel.



Photo source: Huisman

3, August 2026

Huisman has secured a contract from CIMC Raffles Offshore to supply an integrated lifting and handling package for a new deepwater offshore installation vessel being built for a joint venture between Solstad Offshore and SBM Offshore.

The equipment package comprises a 350 t A-frame, a 500 t Knuckle Boom Crane, a 20 t Auxiliary Crane and a 2,500 t basket for storing flexibles, fibre ropes and mooring chains.

The A-frame will deploy rope from the vessel's main winch package and will incor-

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Bourbon Evolution 810 Starts First IMR Contract Offshore India



Image source: Bourbon

Subsea7 Wins Sizeable BSP Pipeline Contract Offshore Brunei

Subsea7 has secured a sizeable contract from Brunei Shell Petroleum for the EPCI of subsea pipeline and riser systems in water depths of up to 50 m offshore Brunei.



Photo source: Subsea7

3, August 2026

Subsea7 has secured a sizeable contract from Brunei Shell Petroleum for subsea installation work under a Pipeline Replacement Project offshore Brunei.

The contract covers the engineering, procurement, construction and installation of subsea pipeline and riser systems for offshore assets in

water depths of up to 50 m. Subsea7 defines a sizeable contract as one valued between \$50 million and \$150 million. The company did not disclose the specific contract value.

Project management and engineering activities will start immediately from Subsea7's office in Kuala Lumpur, Malaysia. Teams in Perth, Australia, Paris, France, and other com-

pany locations will support the project.

The contract extends the working relationship between Subsea7 and Brunei Shell Petroleum, which began in 2018. The offshore installation schedule and project completion date were not disclosed.

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4, August 2026

Bourbon Evolution 810 has entered service and is starting its first long-term inspection, maintenance, and repair contract offshore India.

Delivered in Singapore in February, the vessel is the latest unit in Bourbon's Evolution 800 series. The series is designed for operations in water depths ranging from 2,500 m to 3,000 m.

The vessel features diesel-electric propulsion and incorporates updates to its DP3 system, propulsion control, and power generation management. It is also equipped with two active heave-compensated cranes with lifting capacities of 40 tons and 150 tons, as well as two 200 HP remotely operated vehicles.

Accommodation is available for 105 people in 69 cabins.

Bourbon Chief Operating Officer Stephan Midenet said the vessel was intended to meet the technical requirements of deepwater IMR operations while providing personnel with a safe and suitable working environment.

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Petrobras Confirms Sandia-1 Gas Discovery Offshore Colombia

Petrobras has confirmed a gas discovery at the Sandia-1 exploration well, located 42 km offshore Colombia in a water depth of 1,251 m. The detected gas intervals are under evaluation.

Image source: Noble Corporation

4, August 2026

Petrobras has confirmed a gas discovery at the Sandia-1 exploration well in deep waters offshore Colombia.

Sandia-1 is located about 42 km from the Colombian coast in a water depth of 1,251 m. The well lies 18 km from the Sirius-1 discovery well and Sirius-2 appraisal well, and 9 km from the Copoazu-1 discovery well.

Drilling started on 12 June 2026 and reached its final depth on 29 July 2026. The intervals where gas was detected are being evaluated using well-log data and will undergo laboratory analysis.

Petrobras International Braspetro B.V. – Colombia Branch, or PIB-COL, operates the consortium with a 44.44% interest. Ecopetrol S.A. holds a 55.56% interest.

Petrobras said the discovery adds gas volumes identified in Colombia's offshore area. The company's activities there form part of its long-term exploration strategy and are being conducted through a partnership with Ecopetrol S.A.

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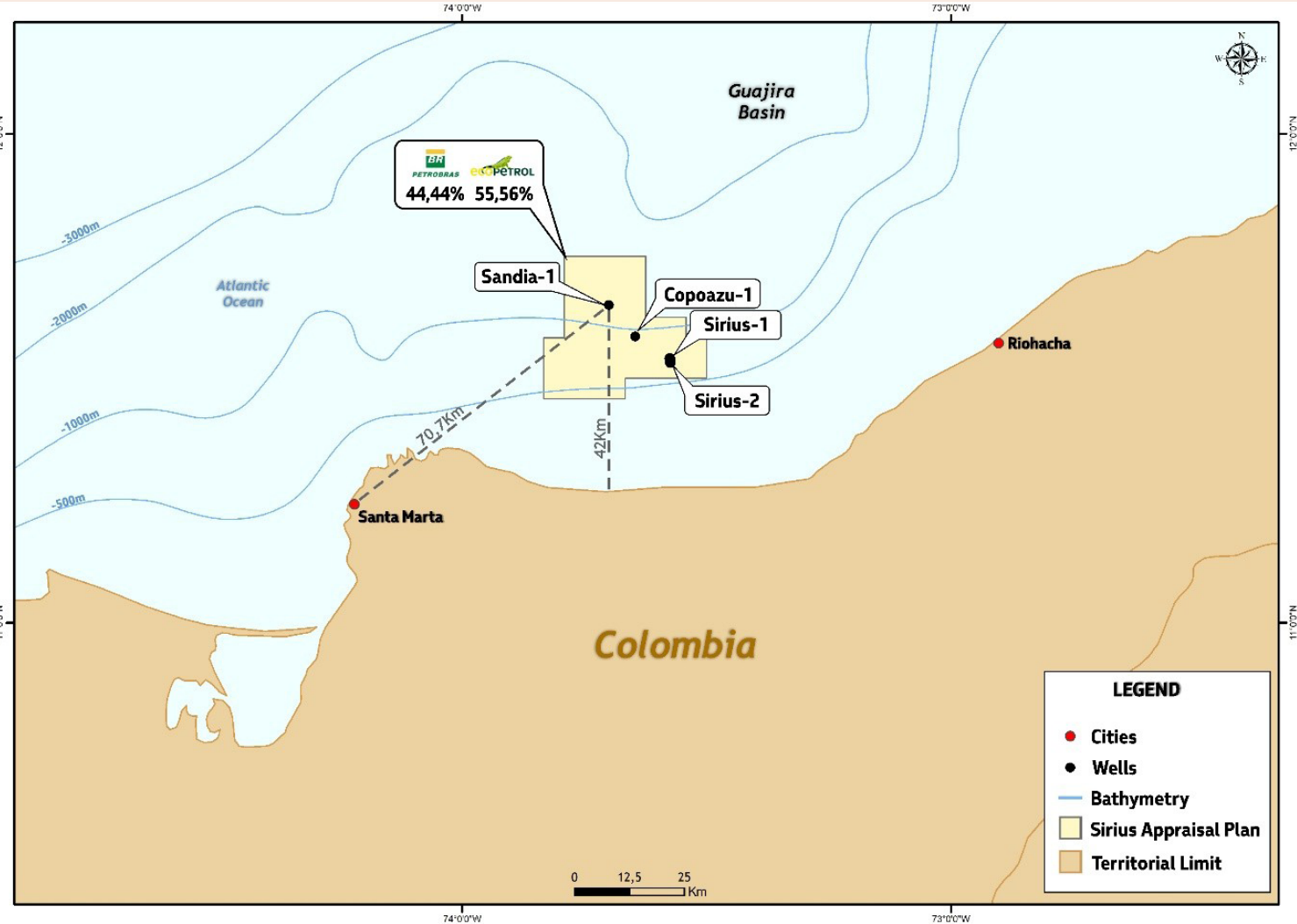


Image source: Noble Corporation

Eidesvik Reach Agrees Sale of IMR Vessel Viking Reach

Eidesvik Reach has agreed to sell the 85 m IMR vessel Viking Reach, while Reach Subsea will sell the vessel’s onboard WROV to the same undisclosed buyer.



Viking Reach (Photo: Reach Subsea)

4, August 2026

Eidesvik Reach has entered into a memorandum of agreement to sell the 2009-built IMR vessel Viking Reach to an undisclosed buyer. The 85 m vessel is owned by Eidesvik Reach, a joint venture in which Eidesvik Offshore holds a 50.1% interest and Reach Subsea owns the remaining 49.9%. As part of the transaction,

Reach Subsea will separately sell the work-class remotely operated vehicle installed on Viking Reach to the same buyer.

The company said the transaction is aligned with its plan to renew its asset base before new vessels currently under construction enter service over the coming years.

Reach Subsea expects to recognize an accounting gain of approximately NOK 30 million, around €2.7 million, from the WROV sale. It also expects a gain of approximately NOK 40 million from its ownership interest in Eidesvik Reach.

Both gains are expected to be recorded in the fourth quarter of 2026 following completion of the vessel sale, subject to customary conditions.

Including the WROV proceeds and transaction-related dividends from Eidesvik Reach, the total positive

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ONGC Starts MN-DW18-1-H-D Deepwater Well in Mahanadi Basin

ONGC has started drilling the MN-DW18-1-H-D well in the Mahanadi Basin, launching a deepwater exploration campaign approximately 23 nautical miles off Konark on India’s Odisha coast.

4, August 2026

Oil and Natural Gas Corporation (ONGC) has started drilling the MN-DW18-1-H-D offshore exploration well in the Mahanadi Basin, beginning a deepwater campaign off India’s Odisha coast.

India’s Minister of Petroleum and Natural Gas, Shri Hardeep Singh Puri, virtually spudded the well from New Delhi on 25 July 2026. The drilling location is approximately 23 nautical miles from Konark.

ONGC described the operation as the start of one of India’s most challenging deepwater exploration campaigns. The company said exploration activity and any resulting discoveries would support domestic production, reduce import dependence and strengthen India’s energy security.

The well forms part of the government’s Samudra Manthan campaign, which covers the exploration of India’s deepwater and ultra-deepwater hydrocarbon potential.

Recent Utkal and Konark offshore discoveries have strengthened the hydrocarbon prospectivity of the Mahanadi Basin, according to ONGC. Exploration results in the Cauvery, Mahanadi and Andaman basins have also reinforced the potential of India’s offshore areas.

Prime Minister Shri Na-

rendra Modi called for the development of the country’s untapped offshore oil and gas potential in August 2025. The government subsequently opened nearly 1 million sq km of previously restricted offshore acreage, creating exploration opportunities through forthcoming Open Acreage Licensing Policy rounds.

India’s eastern and western offshore basins extend to water depths of up to 3,000 m and are estimated to hold more than 5,600 mmtoe of hydrocarbon potential.

In January 2026, ONGC launched its Deepwater Exploration Mission Centre, DeepX, in Mumbai. The centre combines the company’s geoscientific expertise, interpre-

tation capabilities, specialist training and strategic global collaborations under its “One Company, One Data” approach.

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Illustration purpose only. (Photo: ONGC)

Valaris 249 Completes BP Trinidad Campaign Nearly 17 Days Early

Valaris 249 completed a two-well workover and completion campaign for BP offshore Trinidad nearly 17 days early. The rig is due for maintenance before starting work for Shell in October 2026.



Valaris 249 jackup drilling rig (Photo source: Vaslaris)

4, August 2026

The Valaris 249 jack-up rig has completed a two-well workover and completion campaign for BP offshore Trinidad nearly 17 days ahead of schedule, according to Valaris.

The 2001-built rig secured a 100-day contract with BP last year. The assignment was scheduled to begin in the first quarter of 2026 in direct continuation of the rig’s previous programme with another operator.

Edward Cozier, Rig Manager, said the success of the Angelin campaign resulted from planning, communication and coordination among the parties involved.

The Valaris 249 is an LT Super Gorilla-design jack-up that can accommodate 120 people. It has a maximum drilling depth of 35,000 feet.

The rig is expected to spend 60 days out of service for planned maintenance during the third quarter of 2026. It is then scheduled to begin work for Shell in October 2026.

The contracted revenue backlog is around \$66 million, based on an estimated duration of 365 days. The agreement also includes three priced options with an estimated duration of 50 days each.

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Noble Installs SGV on Noble BlackHornet Drillship

Noble Corporation has installed a stemless gate valve on the Noble BlackHornet drillship, while recent awards added about 16 months of floater backlog.



Noble BlackHornet (Photo: Noble Corporation)

4, August 2026

Noble Corporation has installed a stemless gate valve on the Noble BlackHornet drillship for managed pressure drilling operations. Developed with Kinetic Pressure Control, the SGV provides a dedicated method of sealing the wellbore during MPD work. The equipment has been integrated with the drillship’s blowout preventer system.

Teams from Noble Corporation worked with Kinetic Pressure Control and other industry specialists to assess the valve’s reliability, installation requirements, maintenance considerations and integration with existing well control systems.

Noble Corporation said the SGV is intended to help preserve the integrity of critical well control equipment while supporting more efficient operations.

Built in 2014, the Noble BlackHornet is a seventh-generation Gusto P10000 drillship. It can operate in water depths of up to 12,000 feet and drill to a maximum depth of 40,000 feet.

The drillship is equipped with dynamic positioning, dual-activity capability, a maximum hook-load capacity of 1,250 tonnes and two seven-ram blowout preventers. It is working for BP in the U.S. Gulf.

As of 27 July 2026, Noble Corporation had a backlog of \$6.8 billion, excluding mobilization and demobilization revenue.

Its fleet of 24 marketed floaters was 61% contracted in the second quarter of 2026, compared with 68% in the previous quarter. Contract awards secured since the prior quarter added approximately 16 months of floater backlog.

Leading-edge day rates for Tier-1 drillships increased to the mid-\$400,000s. Utilization of the company’s five marketed ultra-harsh jack-ups rose to 80% in the second quarter from 66% in the preceding quarter.

CEO Robert Eifler said revised guidance mainly reflected lower revenue from two rigs operating in Brazil and changes to the sequencing of backlog in the second half of 2026 for the Noble Viking, Noble Innovator and Noble Intrepid.

He said the outlook remained promising for deep-

water and harsh-environment rigs in 2027 and beyond, citing recent contract awards at higher day rates.

The Noble Viking recently secured a six-well contract with an undisclosed operator in Asia Pacific. The assignment is scheduled to begin in early 2028 and is expected to take approximately 300 days.

The firm period is expected to provide continuous utilization from the first quarter through the fourth quarter of 2028. Exercised options could extend the work into the first quarter of 2029.

The Noble Claus Bachmann also secured a three-well contract with BP in the UK North Sea. The semi-submersible rig is expected to begin the work in March 2027.

The contract has an estimated duration of 150 to 210 days, a day rate of \$320,000 and a \$5 million mobilization fee. The rig’s three-year campaign with Aker BP is scheduled to begin directly after the new contract.

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ADNOC and SLB Deploy AI Platform Across More Than 120 Rigs

ADNOC and SLB have deployed an AI-enabled Real-Time Operations Center across more than 120 rigs, reducing engineering effort and helping avoid up to two days of downtime.



Image source: ADNOC

5, August 2026

ADNOC and SLB have deployed an artificial intelligence-enabled Real-Time Operations Center

across more than 120 rigs in ADNOC Drilling's fleet.

The platform provides teams with a real-time view of drilling activity across onshore and offshore assets operated

by ADNOC Onshore and ADNOC Offshore.

According to ADNOC, the system replaces multiple tools and reduces engineering effort by 30-40%. Engineers can support two to three times more rigs while maintaining operational oversight.

Automated dashboards and AI-powered performance insights turn drilling data into information that can be used by business, asset and drilling teams. Reporting processes that previously required several days can now be completed within hours.

The platform also combines operational data, advanced analytics and AI-driven insights. Tasks that

previously required a full day of analysis can be completed within minutes.

By analyzing live rig data, the Real-Time Operations Center can identify potential issues before they escalate. ADNOC said the platform can reduce incident response times by 4-12 hours and help avoid one to two days of rig downtime.

The system is enabled by SLB's DrillOps intelligent well delivery and insights solutions. It brings live rig data from across drilling operations into a single environment, supporting fleet monitoring, risk identification and coordination between teams.

Musabbbeh Al Kaabi, ADNOC Upstream CEO, said the platform embeds AI into drilling workflows and supports faster decision-making across the company's drilling operations.

Rakesh Jaggi, President, Digital, at SLB, said DrillOps converts real-time drilling data into operational intelligence and provides a digital foundation for AI-enabled workflows.

The platform was developed in the UAE and is hosted within ADNOC's cloud environment. Critical operational information and workflows remain stored in the country under UAE jurisdiction.

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Golar LNG Closes \$600 Million Facility Backed by MKII FLNG

Golar LNG has closed a \$600 million senior secured revolving credit facility backed by its MKII FLNG investment for further floating LNG development.



Image source: Golar LNG

4, August 2026

Golar LNG has closed a \$600 million senior secured revolving credit facility backed by its investment in the MKII FLNG, which is being converted in China.

The company said the financing would provide additional flexibility for further floating LNG development. The facility received support from a group of banks including ABN AMRO, Citibank, Danske Bank, and Standard Chartered Bank.

The MKII FLNG is being

converted from the LNG carrier Fuji and is scheduled for delivery in the fourth quarter of 2027. It will have a liquefaction capacity of 3.5 million tonnes per year.

The unit is intended for a 20-year contract connected with the Argentina LNG project. MKII FLNG and Hilli FLNG are both planned for the development and will be chartered to Southern Energy S.A.

Southern Energy S.A. was formed to support LNG exports from Argentina. Its ownership comprises Pan

American Energy with 30%, YPF with 25%, Pampa Energia with 20%, Harbour Energy with 15%, and Golar with 10%.

Hilli FLNG has been in commercial operation since 2018. It is expected to begin commercial operations for the Argentina LNG project in September 2027, with MKII FLNG scheduled to follow in late 2028.

The two units will have a combined liquefaction capacity of about 6 million tonnes per year.

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PTTEP Completes Thailand's First Total Wellhead Platform Reuse

PTTEP has completed Thailand's first total wellhead platform reuse at the G1/61 Project, cutting the schedule by around 70% and construction costs by approximately 35-50%.

5, August 2026

PTTEP has completed Thailand's first total reuse of a decommissioned petroleum wellhead platform by redeploying the entire structure at the Funan field under the G1/61 Project.

The Jakrawan K wellhead platform, known as JKWK, was relocated and reinstalled within the same field. The reused structure included the topside, jacket and selected pile sections.

The work was completed in six months, compared with approximately 20 months for the construction and installation of a new platform. This reduced the overall schedule by around 70%.

PTTEP said the reuse approach also lowered construction costs by approximately 35-50% compared with building an entirely new wellhead platform.

The company expects the approach to reduce greenhouse gas emissions by approximately 3,270 tonnes of

carbon dioxide equivalent per platform. The reduction results from lower demand for steel and other equipment required to construct a new platform.

PTTEP used the Wet Tow method to relocate the jacket. The method helped reduce energy consumption and minimize impacts on marine life attached to the platform structure.

Chief Executive Officer Montri Rawanchaikul said structurally sound and safe wellhead platforms can be reused after petroleum resources in a field have been depleted. He said the project applied circular economy principles to extend the use of existing assets, shorten execution schedules and reduce demand for new materials.

PTTEP expects to reuse approximately 10 additional wellhead platforms between 2027 and 2029. The plan covers platforms that remain structurally sound and have passed safety assessments.

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Image credit: PTTEP

KOIL Energy and Pipeline Network Form Eastern Hemisphere Alliance

KOIL Energy Solutions has formed an alliance with Pipeline Network to expand its subsea products, rental equipment, field services and customer support across the Eastern Hemisphere.

5, August 2026



Image source: KOIL Energy

KOIL Energy Solutions has formed a strategic alliance with Pipeline Network to expand its international presence, operational capabilities and customer support across the Eastern Hemisphere.

The alliance combines KOIL Energy's subsea technology capabilities with Pipeline Network's regional operations across the Middle East, Africa and Asia Pacific. Customers will gain access to a broader portfolio of subsea products, rental equipment and field services.

Pipeline Network provides consultancy, representation and commercial support to suppliers and operators in the oil and gas pipeline services sector. The company is led by John Grover, who has more than 40 years of industry experience.

Chris Sebesta, Director of Business Development at KOIL Energy, said the agreement would expand the company's ability to provide testing equipment and service personnel throughout the Eastern Hemisphere.

The alliance follows a series of project awards and funding announcements by

KOIL Energy.

On 11 March 2026, the company announced a pre-commissioning project award offshore West Africa. It secured \$5 million on 22 May 2026 to expand its rental equipment fleet.

On 11 June 2026, KOIL Energy received an award for subsea umbilical handling services. The scope includes the acquisition of an additional 3,500 t mobile offshore carousel.

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Vantris Energy Secures RM830 Million in Offshore and Drilling Work

Vantris Energy has secured RM830 million in offshore transportation, installation and tender-assisted drilling work, increasing its orderbook to more than RM6 billion.



Image courtesy of Vantris Energy

5, August 2026

Vantris Energy has secured contracts worth about RM830 million (\$202.8 million) for offshore transportation and installation work and tender-assisted drilling services.

The Malaysian offshore services company, formerly known as Sapura Energy, received a work order from Petronas Carigali under an existing transportation and

installation contract.

Within its drilling business, Vantris Energy also received a notice of assignment from Petronas Carigali for the deployment of the Sapura Esperanza tender-assisted drilling rig.

The 2013-built Sapura Esperanza assignment is expected to begin in the third quarter of fiscal year 2027 under an existing drilling services contract.

Separately, Vestigo Pe-

troleum awarded Vantris Energy a new tender-assisted drilling contract involving the 2011-built Sapura Jaya rig.

The Sapura Jaya project is also scheduled to begin in the third quarter of fiscal year 2027.

According to Vantris Energy, the contracts and assignments have increased its orderbook to more than RM6 billion (\$1.5 billion).

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Beacon Offshore Advances Monument Development as US Gulf First Oil Target Remains on Track

Beacon Offshore Energy is preparing the second Monument development well in the U.S. Gulf, with first production targeted for the end of 2026.



Image credit: Beacon Offshore

6, August 2026

Beacon Offshore Energy is advancing development of the Monument oil field in the U.S. Gulf of America, with first production remaining on schedule for the

end of 2026 as drilling activities continue.

The Texas-based operator is preparing to drill the second development well after the first well reached a total measured depth of 32,250 feet. The well encountered

approximately 250 feet of net pay, matching pre-drill expectations.

Following the second well, completion activities will be carried out on both development wells. Initial gross production is expected to range

from 20 million to 30 million barrels of oil equivalent per day by the end of 2026.

Monument is a Wilcox oil discovery located in Walker Ridge blocks 271, 272, 315 and 316. The field is being developed through a subsea tie-back to the Shenandoah production facility in Walker Ridge, which has committed firm capacity of 20 million barrels of oil per day.

Beacon Offshore Energy operates the development with a 41.7% interest. Talos Energy holds 29.7%, while Navitas Petroleum owns the remaining 28.6%.

Separately, Talos Energy began drilling the Daenerys appraisal well on 1 July 2026. Operations are progressing as planned, with appraisal results expected before the end of the year. The original discovery well was drilled to a total vertical depth of 33,228 feet using the West Vela drillship.

Talos Energy operates the Daenerys project with a 27% interest. The remaining partners are Shell Offshore (22.5%), Red Willow (22.5%), Houston Energy (10%), HEQ II Daenerys (9%) and Cathexis (9%).

The company has also signed definitive agreements to acquire an 80% operated working interest in an offshore block covering more than 4 million gross acres off Honduras. CaribX will retain the remaining 20% working interest.

Talos Energy has completed the acquisition of a 45% working interest and assumed operatorship. The purchase of the remaining 35% interest remains subject to approval by Honduras' Secretaría de Energía (SEN), which is expected within approximately 90 days.

The agreement includes an option to participate in an exploration well depending on the outcome of a planned 3D seismic campaign scheduled for the second half of 2026.

According to Talos Energy, the acreage includes both shallow-water and deepwater exploration opportunities, including untested deepwater Miocene prospects within a working petroleum system. The company said the transaction is structured as a seismic carry with minimal sunk-cost reimbursement.

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Fugro awarded three-year deepwater ROV contract supporting offshore energy development in India

Fugro has secured a three-year contract to provide FCV3000 ROV support aboard the Platinum Explorer for ONGC drilling operations in Indian waters at depths of up to 3,000 m.

6, August 2026

Vantage International Management Company has awarded Fugro Survey India Pvt. Ltd. a three year contract to provide ROV based deepwater drill support services for ONGC's offshore drilling operations in India.

Under the contract, Fugro will support drilling and completion activities in water depths of up to 3,000 metres on board Vantage's Platinum Explorer drill ship.

The work forms part of ONGC's deepwater exploration programme, aimed at unlocking new offshore energy reserves, strengthening India's energy security and supporting long-term domestic oil and gas production.

Fugro will provide comprehensive subsea ROV support

across all phases of drilling operations, including subsea installation and intervention, drilling and completion support, BOP and well-control monitoring, cementing observation, and seabed inspection.

The company will deploy its FCV3000 ROV system to deliver reliable, high performance support in a technically demanding deepwater environment.

The project will help the client maintain safe, efficient and uninterrupted drilling operations throughout the campaign.

"This project reflects strong collaboration and trust between Fugro and its partners to support a strategically important deepwater drilling programme in India," said Sri-ram Sreenivasan, Business Line Manager for Marine As-

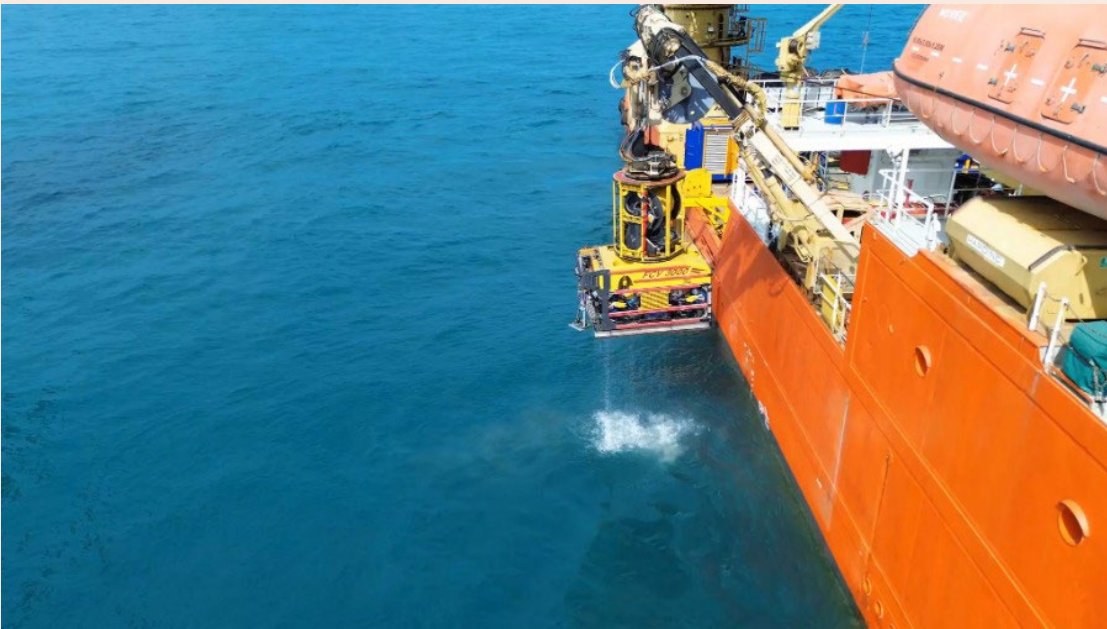


Image source: Fugro

set Integrity at Fugro in the Middle East and India.

"By bringing specialist ROV expertise and reliable sub-

sea support, Fugro is helping enable safe, efficient operations while contributing to the success of complex offshore

developments."

hmt-news.com

Talos Contracts Seadrill's West Vela for Mid-2027 Start

Talos Energy has contracted Seadrill's West Vela drillship for a one-year term beginning in mid-2027, with extension options. The company disclosed the agreement in its second-quarter 2026 results.



Drillship West Vela. (Photo: SEADRILL)

6, August 2026

Talos Energy has executed a drilling

contract for Seadrill's West Vela drillship, with operations scheduled to begin in mid-2027.

The firm contract covers one year and includes extension options. The announcement did not specify the con-

tract value, number of wells or drilling programme covered by the award. Talos Energy disclosed the agreement in its second-quarter 2026 operational and financial results on 4 August 2026.

The agreement follows earlier work between the two companies in the U.S. Gulf. In January 2024, Seadrill announced that Talos Production Inc. had contracted West Vela for an estimated 150-day programme valued at approximately \$73.5 million, excluding managed pressure drilling services.

West Vela subsequently received a further one-well contract from Talos Energy, with an estimated duration of 60 days and an expected start in the second quarter of

2026. That programme was scheduled to follow work for Walter Oil and Gas.

In April 2026, Seadrill also awarded the drillship a 270-day programme with LLOG Exploration Company in the U.S. Gulf. The contract formed part of approximately \$260 million added to Seadrill's backlog through awards for West Vela and West Neptune. Seadrill later listed the programme as expected to begin in September 2026.

Seadrill lists West Vela as a seventh-generation, dual-activity ultra-deepwater drillship built by Samsung in South Korea in 2013. The drillship is designed to operate in water depths of up to 3,600 m.

hmt-news.com

Sonangol and ANPG Confirm Productive Results at Katambi-2 Offshore Well in Angola

Sonangol and ANPG confirmed productive gas and condensate intervals at the Katambi-2 appraisal well in Angola's Block 24. Preliminary testing indicated potential production of more than 100 MMscfd.



Image source: Wikimedia Commons

7, August 2026

Sonangol and ANPG have confirmed positive appraisal results from the Katambi-2 offshore well in Block 24, with testing identifying productive gas and condensate intervals and good-quality reservoirs. According to a joint statement issued on Thursday, the Katambi-2 appraisal well intersected two productive intervals. Initial well tests recorded a stabilised production rate of 41 million standard cubic feet per day (MMscfd) of

gas and 1,160 barrels per day (bpd) of condensate. The companies said the absence of water and hydrogen sulphide strengthened the economic viability of developing the discovery and highlighted its potential to support Angola's national production, which is around 1 million bpd. Preliminary testing indicated the well has the potential to produce more than 100 MMscfd of gas. Katambi-2 is located near the Katambi-1 wildcat well in the Benguela Basin. BP drilled Katambi-1 more than a decade ago before relinquishing its interest after determining the discovery was not commercially viable. At the time, Sonangol estimated the pre-salt discovery contained around 1.7 billion barrels of oil equivalent, consisting mainly of gas and condensate.

hmt-news.com

Mermaid Maritime Establishes Delaware Base for US Offshore Energy Market

Mermaid Maritime has established a wholly owned corporate presence in Delaware to pursue subsea and offshore marine service opportunities in the United States.



6, August 2026

Mermaid Maritime Public Company Limited has established a wholly owned corporate presence in Delaware to support its planned entry into the United States offshore energy market, initially focusing on the Gulf of America. The Delaware operation will act as the group's regional platform for business development, contracting and operational preparation. It will be able to submit commercial bids, enter into agreements with clients and vendors, en-

gage personnel and support possible future marine asset deployments in the United States. Mermaid Maritime plans to assess opportunities in subsea engineering, inspection, repair and maintenance, and offshore marine services. Its target areas include offshore oil and gas production, subsea infrastructure, decommissioning and offshore energy projects. The group will use a phased approach during the initial market development stage. A dedicated business development team will be deployed to gather market information and establish relationships with regional operators. The incorporation and local setup costs will be funded from internal resources. These expenses are not expected to have a material effect on the group's net tangible assets per share or earnings per share for the financial year ending 31 December 2026. The company said none of its directors or controlling shareholders has a direct or indirect interest in establishing the US corporate presence, apart from their respective shareholdings, if any, in Mermaid Maritime Public Company Limited. Further announcements will be issued when material developments occur in the US market entry process, including major tender awards, in accordance with the listing rules of the Singapore Exchange Securities Trading Limited.

hmt-news.com

Smulders HSM secures N05-A compression module contract

6, August 2026

Smulders HSM has been awarded a contract by ONE-Dyas to construct and integrate a new compression module for the N05-A offshore gas development in the Dutch North Sea. The module will support continued natural gas production from the field. The contract follows Smulders HSM's earlier delivery of the N05-A production platform, which entered operation in March 2025. Smulders HSM and SPIE will carry out the work through a joint delivery team in co-operation with ONE-Dyas. The project scope covers engineering, procurement, construction and installation. Scaldis will undertake the offshore installation work. The module will contain two separate compression trains, enabling the platform to operate at two pressure levels as conditions in the field change. It will measure approximately 27.2 m by 15.0 m by 15.0 m and have an estimated dry weight of 875 t. Around 350 t of the total will consist of structural steel. N05-A is the first offshore gas production platform in the North Sea to run its production systems solely with electricity generated by an offshore wind farm. The platform is connected to the nearby Riffgat offshore wind farm in Germany, reducing its operational emissions to near zero. The new module will use the platform's existing electrified infrastructure while maintaining gas production from the N05-A field. Smulders HSM, a subsidiary of Eiffage Métal, provides engineering, procurement, construction, installation and commissioning services for offshore projects. Its work includes offshore platforms, high-voltage substations, gas processing modules, carbon capture and storage infrastructure, green hydrogen platforms and steel jacket foundations.

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DEME Installs First Transition Piece at Nordlicht I

DEME has installed the first transition piece at Vattenfall's 980 MW Nordlicht I offshore wind farm in the German North Sea, following the first monopile installation in early July.



Photo source: DEME

4, August 2026

The first transition piece has been installed at Vattenfall's Nordlicht I offshore

wind farm in the German North Sea. The milestone follows the installation of the project's first monopile in early July. Under a contract awarded in 2024/2025, DEME is responsible for transporting and installing the monopiles and transition pieces.

The transition pieces are being manufactured by CS WIND Offshore in Aalborg. EEW Special Pipe Constructions (EEW SPC) is producing

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North Star Secures EUR 321 Million for SOV Fleet Expansion

North Star has secured GBP 275 million, approximately EUR 321 million, in debt financing to cover existing shipbuilding commitments and support the expansion of its offshore wind SOV fleet.

4, August 2026

North Star has secured a GBP 275 million debt financing package, equivalent to approximately EUR 321 million, to support the expansion of its offshore wind fleet and fully cover its existing shipbuilding commitments. The financing includes new participation from Rabobank, LBBW and KiW IPEX-Bank. Existing lenders RBS, AIB, Scottish National Investment Bank and RBC have also increased their commitments. RBC Capital Markets served as lead adviser on the transaction.

Fraser Dobbie, chief financial officer at North Star, said the package gives clients additional certainty over the company's ability to deliver vessels committed during tender processes as competition for offshore wind contracts increases. The financing follows North Star's acquisition of four service operation vessels from Edda Wind, completed in April 2026. The transaction added Goelo Enabler, Boreas Enabler, Nordri Enabler and Sudri Enabler to the fleet, along with their existing charter contracts. The four vessels were already deployed on offshore wind projects when the acquisition was completed. Following the transaction, North Star's offshore wind fleet increased to 14 vessels. The company aims to expand its fleet to 40 SOVs by 2040. On 3 August, North Star said it had committed more than GBP 750 million, around EUR 876 million, to its SOV fleet since entering the offshore wind market in 2021. Its long-term contracts include work on Dogger Bank, as well as charter agreements with RWE, EnBW and Siemens Gamesa Renewable Energy.



Image credit: North Star

In 2024, North Star secured a separate GBP 425 million financing package, equivalent to around EUR 496 million, to support the growth of its European SOV fleet.

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France Awards €260m to Five Ports for Floating Offshore Wind

France has awarded almost €260m to five ports under France 2030 to upgrade infrastructure for floating offshore wind and support nearly €1bn of port investment.



Port of Cherbourg (Photo source: Ports de Normandie)

31, July 2026

France has awarded almost €260m to five ports under the France 2030 programme to develop infrastructure for floating offshore wind projects. Cherbourg, Brest, Nantes-Saint Nazaire, Port-la-Nouvelle and Marseille-Fos were selected to establish facilities for the manufacture, assembly and integration of floating offshore wind developments. The French government said the projects are expected to support almost €1bn of investment in port infrastructure. The programme is also linked to France's target of having almost 6GW of floating offshore wind capacity in operation by 2040. The planned upgrades will cover quays, reclaimed land and access roads. The work is

intended to enable the ports to handle the large components required for floating offshore wind projects. Transport minister Philippe Tabarot said ports have a strategic role in wind power development, particularly in the offshore sector. He added that port activity can support employment, industrial value and France's industrial and energy sovereignty. Minister delegate for energy Maud Bregeon described floating offshore wind as one of the pillars of France's energy strategy. She said the port investments are intended to support a competitive domestic industrial sector, create jobs and contribute to the country's decarbonisation objectives.

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Taiwan Offshore Wind Roadmap Targets Up to 27.9GW by 2039

Taiwan has set a new offshore wind roadmap targeting up to 27.9GW by 2039, supported by regular auctions, financing measures, permitting reforms, and floating wind development.

3, August 2026

Taiwan's Ministry of Economic Affairs (MOEA) has set out a new offshore wind roadmap targeting installed capacity of 18.3–19.9GW by 2035 and 24.7–27.9GW by 2039. The targets would represent a substantial increase from Taiwan's installed offshore wind capacity, which was estimated at around 3.4GW last year. The roadmap identifies several requirements for further expansion, including clearer policy pathways, stronger domestic supply chains, broader green financing mechanisms, more effective mobilisation of private capital, and improvements to the offshore wind permitting process.

Yong Neng Chan of Pinsent Masons said the plan showed that offshore wind remained part of Taiwan's long-term energy security and decarbonisation strategy despite recent market pressures. He said the roadmap demonstrated continued government support for the sector at a time of rising costs, difficult financing conditions, and stronger global competition for capital. Taiwan is seeking to advance its renewable energy programme while managing higher construction, supply chain, and energy import costs, as well as inflation and financing constraints. As part of the revised approach, the government plans to hold regular offshore wind auctions and release around 8GW of capacity every four years. The procurement

framework is intended to provide greater flexibility and support foreign investment. The roadmap follows the launch of Taiwan's Round 3.3 offshore wind development programme on 1 April 2026. The auction offers up to 3.6GW of capacity, with projects expected to connect to the grid between 2030 and 2031. Applications for Round 3.3 will remain open until the end of September 2026. The government is expected to announce the successful bidders by the end of the year. Wee Jian Ang of Pinsent Masons said it remained unclear how international developers and package contractors would respond to the roadmap and the current auction round. He said localisation requirements, rising costs,

and construction risks had weakened enthusiasm among participants in Taiwan's offshore wind sector, while some of those issues had led to disagreements and disputes. He said greater flexibility in future local content requirements could improve project bankability and investor sentiment as auction rounds continue towards 2039. Earlier in 2026, Taiwan was reported to be set to miss its target of generating 20% of its electricity from renewable sources by the end of the year. Environmental and land-use laws appeared to have obstructed project development. The new roadmap signals continued government support for renewable energy as Taiwan faces disruption to oil and gas supplies linked to the ongoing conflict in the Middle

East. The government also plans to accelerate floating offshore wind through demonstration projects and wider deployment in deeper-water areas. Yong Neng said floating wind could create development opportunities beyond conventional fixed-bottom sites. He noted that operational demonstration projects in other markets had shown that floating foundations were no longer only a theoretical concept. Wee Jian said floating offshore wind involved substantial risks but could also provide significant returns when projects were properly structured, built, and operated.

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SK Oceanplant Secures BalWin5 Jacket Contract from Seatrium

SK Oceanplant has secured a \$110.7 million Seatrium contract to supply one jacket foundation and 20 piles for TenneT's BalWin5 HVDC offshore converter platform in the German North Sea.



Image credit: SK Oceanplant

1, August 2026

SK Oceanplant has secured an approximately \$110.7 million contract from Seatrium to supply the jacket foundation and piles for the offshore substation. The jacket will weigh approximately 15,000 tonnes. SK Oceanplant said the contract

The agreement, valued at around EUR 96 million, covers construction engineering, procurement, fabrication and load-out. SK Oceanplant will deliver one jacket foundation and 20 piles for the offshore substation. The jacket will weigh approximately 15,000 tonnes. SK Oceanplant said the contract

is the first full jacket supply agreement awarded to a Korean company for a European HVDC offshore substation. SK Oceanplant entered the European offshore wind market through the DoWin4 and BorWin4 projects. The company signed contracts for those projects in April 2025 and delivered key compo-

nents in May 2026. BalWin5 is planned as a 2.2 GW-class HVDC offshore converter platform. It forms part of TenneT's next-generation offshore transmission infrastructure in Germany, which will connect large offshore wind farms in the North Sea to the German electricity grid.

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CIP Completes 99 Pin Piles and Substation at Fengmiao I

CIP has completed all 99 pin piles, both export cables and the offshore substation at Taiwan's Fengmiao I Offshore Wind Farm, which is targeting grid connection in 2027.



Photo: CIP Taiwan Round 3 Projects

5, August 2026

CIP has completed the installation of 99 pin piles and the offshore substation at the Fengmiao I Offshore Wind Farm in Taiwan. By late July, both export cables had also been laid, buried and pulled in. The project remains on schedule for grid connection in 2027. The offshore substation was installed by CDWE using the heavy-

lift vessel Green Jade. Fengmiao I is CIP's third offshore wind project in Taiwan and the first to feature an offshore substation. CIP said the project includes the world's tallest installed jacket foundation for an offshore substation. Taiwanese suppliers and contractors are involved in several parts of the construction programme. CT-CI-M and Century Group are manufacturing pin piles and wind turbine

jacket foundations. Local fishermen from Taichung have also been engaged to provide guard vessel services and marine mammal observation during construction. Development of the Fengmiao II Offshore Wind Farm is continuing toward its targeted grid connection in 2030.

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Vattenfall Secures Hesselø and North Sea I Mid Projects

Vattenfall has been awarded the Hesselø and North Sea I Mid offshore wind projects in Denmark, with minimum capacities of 800 MW and 1,000 MW respectively.

Steelwind Completes 34 Baltica 2 Monopiles

Steelwind Nordenham has completed 34 monopiles for the 1.5 GW Baltica 2 offshore wind farm, including units measuring about 102 m and weighing up to 1,884 tonnes.



6, August 2026

Steelwind Nordenham has completed the manufacture and delivery of 34 monopiles for the 1.5 GW Baltica 2 offshore wind farm in the Polish Baltic Sea. The final two units have arrived at the company's port facility, concluding its production and delivery scope for the project. Van Oord worked with the manufacturer during the final load-out operations. Around 56,000 tonnes of steel were processed for the 34 foundations. The largest monopiles are approximately 102 m long, have diameters of up to 10.5 m and weigh as much as 1,884 tonnes. Baltica 2 will use 111 monopiles in total. Of these, 107 will support wind turbines and four will serve as foundations for the project's offshore substations. The remaining 77 monopiles were awarded separately to the Navantia

hmt-news.com

5, August 2026

Vattenfall has been awarded the Hesselø and North Sea I Mid offshore wind projects in Denmark's latest offshore wind tender. The Hesselø project will be located in the Kattegat Sea between Denmark and Sweden, around 30 km from the coast. It will have a minimum installed capacity of 800 MW. North Sea I Mid will be situated in the North Sea, approximately 20 km off the coast near Hvide Sande. The project will have a minimum capacity of 1,000 MW. Grid connections have been reserved for both projects, with the connection point located approximately 50 km inland. Each consent will be granted for 30 years, with an option to extend the period by a further 10 years. Vattenfall will work with relevant



Image source: Shutterstock / ID2457377917

partners and authorities on the further development of the two projects. Environmental and social considerations will be incorporated from the outset. The projects will expand Vattenfall's offshore wind activities in Denmark, where its existing portfolio totals approximately 1.5 GW. Vattenfall currently operates five offshore wind farms in Denmark. The facilities generate around 6.5 TWh of electricity annually, enough to supply approximately 1.5 million homes.

hmt-news.com

Dajin Starts Gennaker Transition Piece Production

Dajin Heavy Industry has started production of 63 transition pieces for the 976.5 MW Gennaker offshore wind farm following first steel cutting at its Penglai manufacturing base.

4, August 2026

Dajin Heavy Industry has started serial production of 63 transition pieces for the 976.5 MW Gennaker offshore wind farm following a first steel cutting ceremony at its Penglai manufacturing base on 30 July 2026. The structures will be installed in Germany's Baltic Sea as part of the project developed and owned by Skyborn Renewables. Dajin Heavy Industry secured the exclusive supply contract in November 2025. The transition pieces are designed for 15.5 MW SG DD-236++ turbines and for water depths ranging from 13 m to 20 m. The units will be fabricated from S355ML+Z35 offshore steel in accordance with EN 1090, DNV-OS-C401 and NORSOK M-101 standards. Production at Penglai will use large-diameter plate rolling equipment, automated



Image source: Dajin

welding lines and horizontal assembly technology. Dajin Heavy Industry said all 63 units are scheduled for delivery to European ports by 2027. The company's scope also includes ocean transport using its own fleet, along with component commissioning and warehousing services at European terminals. Lars, Project Director of Gennaker, said the selection of Dajin Heavy Industry as the exclusive transition piece

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ABS Grants 200 MW Floating Data Center AIP as SHI Advances 50 MW Design Review

ABS will review Samsung Heavy Industries' 50 MW floating data center design while granting approval in principle for the company's larger 200 MW concept.



Photo: ABS, Samsung Heavy Industries

5, August 2026

ABS and Samsung Heavy Industries (SHI) have reached two new milestones in their floating data center program, including a design review for a 50 MW unit and approval in principle (AIP) for a larger 200 MW

concept. Under the latest agreement, ABS will evaluate SHI's 50 MW floating data center against applicable classification requirements and International Maritime Organization (IMO) regulations. The review follows the AIP issued for the same design earlier this year. Separately, ABS has granted AIP for SHI's 200 MW floating data center design. The concept increases capacity fourfold compared with the previously approved design and is intended to address the scale requirements of hyperscale data center operators as demand for AI-driven computing infrastructure continues to grow. According to SHI, both floating data center concepts apply a standardized shipbuilding process that could shorten construction timelines. Patrick Ryan, Senior Vice President and Chief Technology Officer at ABS, said interest in floating data centers is increasing because demand for data infrastructure is growing faster than land-based development can accommodate. He added that offshore deployment introduces additional technical complexity while creating new opportunities for the industry. Kyung-Hee Kim, Executive Vice President and Head of Future Business Division at Samsung Heavy Industries, said the 50 MW design review agreement and the 200 MW approval in principle mark two development milestones for the company's floating data center program. The agreements were announced following the opening of the Korea-U.S. Shipbuilding Partnership Center in Washington, D.C.

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HD Korea Shipbuilding Signs Fraser Industries Yard MOU

HD Korea Shipbuilding & Offshore Engineering has signed an MOU with Fraser Industries to provide smart shipyard systems and modernization consulting for Fraser Shipyards in the United States.



Image courtesy of HD Hyundai

4, August 2026

HD Korea Shipbuilding & Offshore Engineering has signed a memorandum of understanding with Fraser Industries covering shipyard modernization cooperation in the United States. The agreement covers expertise across the full shipyard lifecycle, from construction and layout design to operations. HD Korea Shipbuilding & Offshore Engineering, the intermediate holding company for HD Hyundai's shipbuilding businesses, will provide

solutions for yard and factory layouts, robotics and automation equipment, and cost and process optimization. The modernization package will also include artificial intelligence and data-based digital systems for smart shipyard operations. The two companies plan to sign a supply contract for a Shipyard Modernization Consulting Program within this year. Fraser Shipyards, located on the shore of Lake Superior, will serve as the demonstration site. The Great Lakes region is a long-established U.S. centre for shipbuilding and vessel maintenance. It is also emerging as a core area for the U.S. government's Maritime Prosperity Zone initiative. Fraser Shipyards is participating in projects including the U.S. Coast Guard's new light icebreaker program through the Great Lakes Shipbuilding Alliance. HD Hyundai also plans further activities involving local shipbuilding cooperation in the United States and workforce training. The modernization project marks a concrete implementation step following a commitment announced last year by HD Hyundai Chairman Chung Ki-sun to support the U.S. maritime industry.

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Seatrium 1H2026 Net Profit Rises 158% to S\$373 Million

Seatrium reported a 158% rise in 1H2026 net profit to S\$373 million, while revenue increased to S\$5.6 billion and its net order book stood at S\$13.3 billion.



Image sourceK Seatrium

pipeline of more than S\$32 billion in potential opportunities over the next 24 months. This comprised approximately S\$21 billion in oil and gas, S\$9 billion in offshore wind and S\$2 billion in conversion projects.

Brazil remained the company's main market for deep-water FPSOs. Demand for newbuilds, conversions and upgrades was also reported in Guyana, West Africa and Southeast Asia.

The company operates three yards in Brazil that can support local-content requirements for upcoming FPSO tenders, including projects with full engineering, procurement, construction and commissioning scopes similar to the six P-Series projects in its order book.

In the gas segment, Seatrium secured a new FSRU conversion contract during 1H2026. It also identified opportunities involving FLNG, FSRU and other gas conversion and newbuild projects.

Its offshore wind activities cover offshore substations, heavy lift vessels, wind turbine installation vessels and floating wind foundations.

For the full year, Seatrium expects the factors supporting its first-half margins to continue. Including one-off divestment gains, the company expects FY2026 net profit to be materially higher than in FY2025.

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

31, July 2026

Seatrium reported net profit of S\$373 million for the first half of 2026, an increase of 158% from S\$144 million in the same period a year earlier.

The result included divestment gains. Excluding those gains, net profit rose 54% year-on-year to S\$212 million

during the January-to-June 2026 period.

Revenue increased 4.7% to S\$5.6 billion from S\$5.4 billion in 1H2025 as the group continued work on its existing order book. Gross margin improved to 8.6% from 7.4%.

The company attributed the margin increase to a larger share of higher-margin projects, lower indirect overheads,

improved productivity, strategic divestments and cost controls.

EBITDA excluding divestment gains rose 20% to S\$479 million.

As of 30 June 2026, Seatrium had a net order book of S\$13.3 billion covering 24 projects scheduled for delivery through 2033. More than 95% of the order book consisted of

Series Build projects.

Lower-margin legacy non-FPSO projects represented about 1% of the order book after the completion of three projects.

The P-80 and P-82 FPSOs for Petrobras, along with the Shell Sparta FPU, remained scheduled for sailaway in the second half of 2026.

Seatrium also reported a

Pennsylvania Court Dismisses Dali Claims Against Hyundai Heavy Industries on Forum Grounds

A Pennsylvania federal court dismissed claims by Dali owner Grace Ocean and operator Synergy Marine against Hyundai Heavy Industries on forum non conveniens grounds.

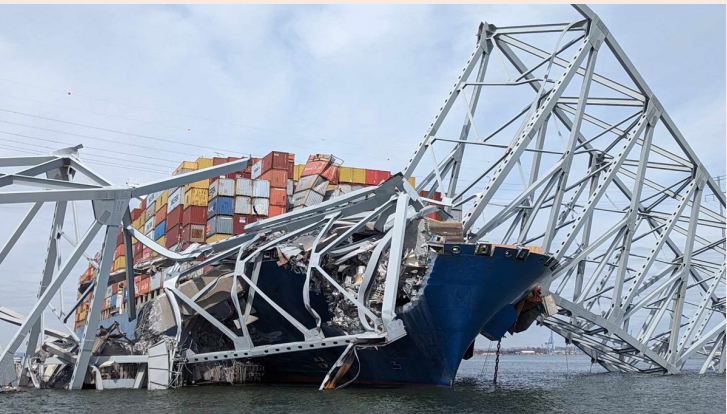


Photo credit: U.S. Army Corps of Engineers, Baltimore District / David Adams

5, August 2026

The U.S. District Court for the Eastern District of Pennsylvania has dismissed claims brought by the owner and operator of the containership Dali against Hyundai Heavy Industries, finding that the dispute would be more appropriately handled in another forum.

The ruling, issued on 3 August, was based on forum non conveniens. The court did not decide whether alleged construction defects contributed

to the vessel's power failures or the collapse of Baltimore's Francis Scott Key Bridge.

Grace Ocean, owner of Dali, and Synergy Marine, its operator, filed the admiralty and maritime action on 31 July 2025. Their complaint included two product liability claims, along with allegations involving breach of implied warranties, negligent misrepresentation and indemnity.

The companies alleged that manufacturing defects in the vessel contributed to the blackout before Dali struck

the bridge on 26 March 2024. Six road workers were killed in the collapse.

Hyundai Heavy Industries built the vessel in 2014 and delivered it in 2015. The National Transportation Safety Board found during its investigation that a loose wire caused the loss of power. A criminal complaint pending in Maryland also alleges that an unsuitable pump did not restart automatically after the blackout.

Grace Ocean and Synergy Marine filed the civil case in Pennsylvania, where Hyundai Heavy Industries registered as a foreign business in 2002. The court agreed that it had jurisdiction over the shipbuilders.

The proceedings also examined a contract connected to Grace Ocean's acquisition of Dali from its original owner in 2016. The agreement addressed future construction and warranty claims and provided for disputes to be submitted to arbitration in London.

At a hearing in July 2026, the parties disputed whether Synergy Marine was also subject to that agreement. The court ruled that the contract bound both Grace Ocean and Synergy Marine.

Hyundai Heavy Industries sought dismissal or, alternatively, a stay pending arbitration. It argued that South Korea and Singapore were more suitable locations because relevant evidence and witnesses were based there.

The court dismissed the Pennsylvania claims with prejudice on forum non conveniens grounds, permanently closing the case in that court. It made no ruling on the merits of the product liability allegations.

The decision forms part of the legal proceedings arising from the bridge casualty. Grace Ocean and Synergy Marine have settled a number of civil claims involving the U.S. federal government, Maryland, the families of the workers who died and other parties.

The two companies are also seeking dismissal of remaining civil claims in a Maryland federal court. Those claims mainly involve businesses alleging revenue losses or disruption linked to the incident.

In a separate case, the United States unsealed a criminal indictment in May 2026 against Synergy Marine and a technical supervisor. The charges include conspiracy, maritime safety violations and obstruction through the alleged concealment of information during the investigation.

The criminal trial is scheduled for October 2027. Synergy Marine and the supervisor have pleaded not guilty.

The chief engineer of Dali pleaded guilty to failing to report unsafe conditions aboard the vessel to the U.S. Coast Guard after its arrival in the United States. He received deferred prosecution.

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

Third Engineer Missing After Minoan Pioneer Strike in Strait of Hormuz

The third engineer of Minoan Pioneer is missing after an unidentified projectile caused a blackout and accommodation fire near Al Khasab in the Strait of Hormuz on 3 August 2026.



Minoan Pioneer (Image credit: Hannes van Rijn / ShipSpotting.com)

5, August 2026

The third engineer of the Liberian-flagged bulk carrier Minoan Pioneer is missing after the vessel was struck by an unidentified projectile in the Strait of Hormuz.

The incident occurred about 20 nautical miles northeast of Al Khasab, Oman, at 22:00 UTC on 3 August 2026. Authorities began investigating the incident.

UKMTO said a cargo vessel reported on VHF Channel 16 that it had been hit by an

unknown projectile.

The strike targeted the engine room. A complete blackout followed aboard Minoan Pioneer, while a fire broke out in the accommodation area.

Crew members attempted to extinguish the fire before discovering that the third engineer could not be located.

Maritime security company Vanguard Tech said the bulk carrier transmitted a distress call that was received by the Panama-flagged tanker Suriname Prosperity.

The incident followed two

reported near misses involving the VLCC Egypt Prosperity and the Aframax tanker On Pride in Omani waters in the Strait of Hormuz. Both vessels reported explosions nearby but were not damaged.

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HMT news

Indian Vessel Faize Noore Oliya Sinks After Attack Near Yemen

Indian cargo vessel Faize Noore Oliya sank near Yemen after an apparent attack. The Yemeni Coast Guard rescued all 14 crew members and took them to the Port of Mokha.



AI generated image, Illustration only

5, August 2026

The Indian-flagged cargo vessel Faize Noore Oliya sank near Yemen on Monday after an apparent attack, with all 14 crew members rescued by the Yemeni Coast Guard.

India's Minister of Ports, Shipping & Waterways, Sarbananda Sonowal, said a projectile struck the mechanized sailing vessel near Yemeni waters, causing it to capsize and sink.

The Yemeni Coast Guard brought the rescued seafar-

ers, including 13 Indian nationals, to the Port of Mokha. No casualties were reported.

Sonowal condemned the incident and said India's Director General Maritime Administration had been directed to coordinate with relevant agencies on the safety of Indian seafarers in the region and assistance for the rescued crew.

India's Ministry of External Affairs also called for attacks on commercial shipping in the region to end. The ministry said free and unimpeded navigation and commerce through international waterways should be restored in accordance with international law.

Maritime intelligence company Windward said its analysis indicated that Faize Noore Oliya appeared to have been struck by an explosives-laden boat about 13 nautical miles south of Hodeidah on 4 August.

No group has claimed responsibility. Windward said

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MSC Sues CargoLoop Over MSC Carlotta EV Fire

MSC is seeking about \$273,000 from CargoLoop, alleging that improperly secured electric vehicles caused a fire aboard MSC Carlotta during a 2023 voyage.



MSC Carlotta (Image credit: scheepvaartwest)

4, August 2026

Mediterranean Shipping Co (MSC) is seeking approximately \$273,000 from CargoLoop in a lawsuit concerning a fire involving electric vehicles aboard the MSC Carlotta.

The dispute relates to two containers supplied by CargoLoop and loaded with used battery-powered vehicles that had previously been dam-

aged. The cargo was placed aboard the vessel in California in August 2023 for shipment to Lithuania.

Cargo documents listed the vehicles' ages and dangerous goods classification, and MSC accepted the shipment.

The vehicles were packed by CargoLoop inside 40-foot high-cube containers using wooden racks. The loading arrangement allowed at least one vehicle to be positioned

California during the early hours of 2 September 2023. The fire then spread to a second CargoLoop container carrying electric vehicles.

Several nearby containers were damaged either by the blaze or by water used during firefighting. The crew extinguished the fire, and the vessel diverted to Mexico so the affected containers could be discharged, inspected and restowed.

According to the complaint, investigators traced the likely origin of the fire to an area containing a 2018 Tesla Model S positioned above a 2012 Ford Focus.

MSC alleges that the wooden racking may have failed during the voyage, causing the Tesla Model S to

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London Insurers Widen Red Sea High-Risk Zone After Houthi Attacks

London marine insurers have widened the Red Sea high-risk zone after Houthi attacks on Saudi-linked vessels, with war risk premiums rising for ships serving Saudi ports and regional routes.



AI generated image.

1, August 2026

London marine insurers have extended the Red Sea area designated as high risk following Houthi attacks on two Saudi-linked vessels. The change is expected to raise war risk insurance costs for ships using the regional trade and energy route.

The Joint War Committee moved its notification boundary further north after the ves-

sels were attacked in the days following the Houthis' maritime embargo announcement on 20 July.

The Iran-aligned group said the embargo against Saudi Arabia marked a new front against the United States and its allies in the conflict involving Iran.

Neil Roberts, head of marine and aviation at the Lloyd's Market Association and secretary of the committee,

said the revised listed areas reflected the escalation in Houthi activity and attacks on Saudi vessels in the Red Sea.

The Joint War Committee includes Lloyd's Market Association syndicate members and representatives of the London insurance market. Marine underwriters use its high-risk area list when assessing war risk premiums.

Insurance industry sources said indicative premiums for Saudi ports north of Jizan had risen to about 1% of a ship's value from 0.25% earlier in the week. The affected ports include Jeddah and the Yanbu oil export terminal.

Rates for voyages through the southern Red Sea have increased to between 1% and 2% of a vessel's value. Before the embargo announcement, the rate was around 0.3%.

War risk insurance costs had begun increasing immediately after the Houthis announced the measure. Indic-

ative premiums initially rose to approximately 0.75% of a ship's value from about 0.3%, according to industry sources.

An increase in the premium rate can add hundreds of thousands of dollars to the insurance cost of a seven-day voyage.

The Houthis described the measure as a naval blockade of Saudi Arabia. The available information does not establish how the group would enforce it or whether commercial shipping attacks would resume.

British maritime security company Ambrey assessed Saudi Arabia-flagged, owned or operated vessels as facing a high risk of attack. Its assessment also covered ships travelling to or from Saudi Arabia and vessels calling at Saudi ports on the Red Sea.

Ambrey said outdated company affiliation data had contributed to targeting errors during the 2024 Red Sea crisis, creating a risk that ships

could again be attacked because of mistaken identity.

Saudi Aramco has increased its use of the Yanbu terminal since the U.S.-Israeli conflict with Iran began on 28 February.

The Bab el-Mandeb Strait connects the Red Sea with the Gulf of Aden and carries global trade and oil shipments. The reference data stated that a complete closure would stop Saudi oil exports to Asia and could reduce global oil supply by 7%.

Red Sea shipping traffic has not fully recovered since the Houthis began attacking vessels off Yemen in November 2023. The group said the attacks supported Palestinians during the Gaza war. Some attacks continued until mid-2025 and ended after the Gaza ceasefire in October last year.

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Trump's \$6.8 Billion Arctic Icebreaker Contracts Draw Scrutiny

Trump's Arctic programme has awarded nearly \$6.8 billion in no-bid contracts for 11 icebreakers, facing scrutiny over fleet size, procurement and long-term costs.

4, August 2026

President Donald Trump's plan to expand the U.S. Arctic icebreaker fleet has resulted in nearly \$6.8 billion in shipbuilding contracts being awarded without competitive bidding.

The programme covers 11 new polar icebreakers, although the U.S. Coast Guard had previously assessed that four or five vessels would meet its operational requirements.

The contracts were awarded through a rarely used public-interest exemption that allowed the administration to select shipbuilders directly without conducting a competitive tender.

Under the plan, Davie Defense, the U.S. subsidiary of Canada's Inoceca Group, is expected to build five vessels.

innish shipbuilder Rauma will construct two ships, while Bollinger Shipyards will build up to four at facilities along the U.S. Gulf Coast.

The administration described the programme as intended to strengthen U.S. shipbuilding. However, the first four icebreakers are expected to be built in Finland after Trump waived rules that generally require national security vessels to be constructed in the United States.

U.S. officials said the expanded fleet would support Coast Guard operations in Arctic waters, military activities and access to shipping routes becoming easier to navigate as sea ice declines.

The plan has also faced questions over whether the proposed fleet exceeds the Coast Guard's stated require-

ments.

Some analysts said Russia's larger icebreaker fleet reflects its geography and Arctic population, making direct comparisons with the United States difficult.

The programme's total cost may extend beyond vessel construction. Additional spending could be required for infrastructure, maintenance, and the recruitment and training of crews.

Those future operating expenses were not included in the initial procurement announcement.

The funding structure has also attracted attention because part of the money comes from legislation that provided billions of dollars for border security, giving the administration flexibility over how those funds are allocat-

ed.

For Finland, the agreement provides work for its shipbuilding industry and strengthens defence ties with the United States. The country is regarded as one of the world's leading builders of icebreakers.

Supporters of the programme said the larger fleet would strengthen U.S. national security and maritime capabilities. Critics said the administration had proceeded without competitive bidding while committing substantial funds to a programme whose long-term costs and fleet requirements remain under discussion.

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