

Chevron confirms 105-4X discovery in Angola Block 0

Chevron has reported a hydrocarbon discovery from the 105-4X well in Angola Block 0, where drilling found more than 600 m of hydrocarbon column and over 90 m of net pay. [Page 11](#)

Trump Orders U.S. Navy Yard Plan, Opens Shipbuilding to Foreign Builders

The U.S. has ordered a plan for a fifth public Navy Yard while allowing qualifying foreign shipbuilders to build up to two initial vessels abroad before production shifts to U.S. yards. [Page 25](#)

South Korea and China Compete for 2026 VLAC Orders

South Korean and Chinese shipbuilders secured 14 and 26 of 40 VLAC orders announced from January to July 2026 as demand for long-distance ammonia transport vessels increased. [Page 27](#)

Nine Killed in MT Rasi Gas Accident at Ferdous Steel in Bangladesh

Nine workers died after hydrogen sulphide exposure aboard MT Rasi at Ferdous Steel in Bangladesh, where authorities have suspended operations and opened an investigation. [Page 29](#)

Sixteen Indian seafarers aboard the Marshall Islands-flagged AM Pioneer have refused to transit the Strait of Hormuz, while FSUI has called for Indian government intervention. [Page 33](#)

16 Indian Seafarers on AM Pioneer Refuse Strait of Hormuz Transit

Image source: X



Photo source: China Three Gorges

China Three Gorges' 800 MW Rudong Offshore Wind Farm Passes 10 TWh

China Three Gorges' 800 MW Jiangsu Rudong offshore wind project has generated and delivered more than 10 TWh of electricity since reaching full operation in 2021. [Page 20](#)



MPV Sentiment Reaches Four-Year High as Asia Tonnage Tightens

MPV and breakbulk market sentiment reached its highest level since 2022 in July 2026 as Asia tonnage tightened and Middle East port delays affected vessel schedules.

18, August 2026

Sentiment in the multi-purpose and breakbulk shipping market reached its highest level since 2022 in July 2026, with vessel availability tightening in Asia and congestion affecting schedules in the Middle East.

Justin Archard's 22nd Market Sentiment Index for the MPP and breakbulk sector

recorded a reading of 54.7. The July edition identified long waits at congested ports and uneven fleet distribution among the conditions affecting the market.

The report said carriers were experiencing a significant shortage of available tonnage in Asia, with the effects extending into the wider market.

Vessel schedules are also

being affected around the Red Sea and nearby Middle Eastern ports. According to the MSI, vessels serving Red Sea, Omani and Yemeni ports have faced waits of more than a month for berths. The report also cited continuing risks around the Bab al-Mandeb Strait and restrictions affecting the Strait of Hormuz.

Separate charter-market data from Toepfer Transport

put its Multipurpose Shipping Index at \$12,903 per day for July. The TMI represents the monthly average assessment for a six- to 12-month time charter of a 12,500-dwt MPP/heavy-lift F-Type vessel.

The Hamburg shipbroker's published figures also showed TMI-P6 at 1.73% and TMI-P12 at 3.16%, representing its six- and 12-month forward assessments.

The July indicators therefore show stronger sentiment among MPP and breakbulk market participants alongside reported shortages of available vessels in Asia and continuing schedule delays at Middle Eastern ports.

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ZPMC Completes Hull Integration of Chipolbrok Heavy-Lift Vessel No. 4

ZPMC has completed hull integration of Chipolbrok's fourth 38,000-tonne multi-purpose heavy-lift vessel, equipped with three 350-tonne cranes and a combined lifting capacity of up to 700 tonnes.



Image source: ZPMC

16, August 2026

ZPMC has completed hull integration of the fourth 38,000-tonne multi-purpose heavy-lift vessel being built for Chipolbrok, progressing construction of a four-ship series designed for heavy and oversized cargo transport.

The vessel is fitted with three 350-tonne cranes designed and manufactured by ZPMC. The cranes provide a combined lifting capacity

of up to 700 tonnes, allowing large and complex cargo units to be handled using tandem lifting operations.

Its cargo arrangement includes a fully open deck, two extra-long cargo holds and adjustable tween decks. The configuration provides different stowage options for oversized cargo and complete equipment packages.

The vessel also incorporates energy-efficiency and electrical systems specified for the 38,000-tonne series.

ZPMC said in a 25 May 2026 release that each ship is equipped with ducted propellers and rudder bulbs designed to improve fuel efficiency by up to 4% at cruising speed. A 1,000 kW battery system can supply electric power while the vessel is in port or operating at low speeds, while a high-voltage shore power connection allows electricity to be supplied from port facilities.

The series measures 182 m in overall length, 30 m in beam

and 17 m in depth, with a service speed of 14.5 knots. The vessels are classed by DNV. The largest of the two cargo holds measures 76.8 m.

ZPMC launched the first vessel in the four-ship series at its Qidong Marine Engineering facility on 20 May 2026. At the time, the shipbuilder said the vessels were intended to transport cargo including wind turbine components, large construction machinery and specialised

industrial equipment.

Chipolbrok's official history records that the company initially ordered two 38,000 DWT multi-purpose ships in August 2024, with options for two additional vessels and commissioning scheduled for 2026. ZPMC's May 2026 release subsequently described the programme as a four-vessel series for Chipolbrok.

hmt-news.com

Cadeler – Senior Commercial Sales Manager



Cadeler is hiring a Senior Commercial Sales Manager (Scour) to support the commercial development of its offshore wind scour protection activities. The role can be based in Copenhagen, Norwich or Vejle and is offered as a full-time position.

The position will lead commercial activities across complex offshore wind tenders, including client engagement, proposal strategy, pricing, negotiations and contract award. The successful candidate will work closely with scour, foundation T&I, engineering, procurement and finance teams while supporting new market and business development opportunities.

Key Requirements

- Degree in engineering, business, commercial studies or a related discipline
- Minimum 5 years of relevant commercial experience
- Background in offshore wind, EPCI, T&I, oil & gas or similar sectors
- Experience with offshore tenders, contract negotiations and commercial risk
- Strong English communication, analytical and stakeholder-management skills

Application deadline: 6 September

View full job details: [click here.](#)

Source: Cadeler



Inch Cape Turbine Heavy Transport Starts At Port Of Dundee

Inch Cape turbine components are arriving at the Port of Dundee, where 576 components for 72 Vestas V236-15MW turbines will be handled ahead of offshore installation.



18, August 2026

The first turbine components for the Inch Cape Offshore Wind Farm have arrived at Forth Ports' Port of Dundee, starting a heavy transport and marshalling operation for the project's 72 Vestas V236-15MW turbines. The Port of Dundee will receive 576 turbine components, comprising 288 tower sections, 216 blades and 72 nacelles. Inch Cape Offshore Limited said shipments will arrive almost weekly until late

September using six heavy transport vessels. Boldwind and Tony Stark are among the vessels scheduled for the deliveries. More than 130 personnel will work across a 170,000 sq m area at the port. Their activities will include receiving and marshalling the components, assembly and commissioning, followed by load-out for offshore installation. The tower sections are scheduled to arrive first, followed by nacelles and blades. Each of the 72 turbines will

comprise a four-section tower, three 115.5 m blades and a nacelle. The towers will be assembled at the quayside, with the tallest reaching 127.4 m. Inch Cape will be the first UK project to use the Vestas V236-15MW turbine. An earlier project agreement between Inch Cape Offshore Limited

Photo credit: Inch Cape Offshore Limited

and Vestas covers the supply, installation and commissioning of 72 turbines. The project is located in the North Sea, 15 km from the Angus coast. Offshore turbine installation is scheduled to begin in November using Cadeler's newbuild turbine installation vessel Wind Mover. The ves-

sel will transport the turbines from Dundee to the offshore site in batches of four. Inch Cape Offshore Limited is a 50/50 joint venture between ESB and Red Rock Renewables.

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deugro delivers 110 km of Farasan–Madayah subsea cable to Saudi Arabia

deugro completed the transport of nearly 110 km of 132 kV CTS submarine cables from China to Saudi Arabia for the Farasan–Madayah Submarine Cable Project.

18, August 2026

deugro has completed the transport of nearly 110 km of 132 kV CTS submarine cables from China to the Port of Jazan, Saudi Arabia, for the Farasan–Madayah Submarine Cable Project. The shipment was coordinated by deugro China, which served as the project control tower, together with deugro Saudi Arabia, deugro Chartering and dteq Transport Engineering Solutions. The cables were collected at the Port of Changshu in China. The transport required a deck carrier with sufficient deck space and structural capacity for the cables and cable carousel, which together weighed more than 5,380 tonnes. The required cargo arrangement included dimensions of 25 x 25 x 9.6 m. deugro China worked with deugro Chartering to secure a suitable vessel within the proj-

ect schedule. A deck carrier meeting the required technical and deck-space requirements was subsequently chartered despite limited vessel availability. Engineering work then focused on installing the cable carousel and preparing the vessel for both the sea passage and cable spooling operations. dteq Transport Engineering Solutions provided local engineering support in China, while personnel from deugro China and dteq Transport Engineering Solutions supervised the installation and coordinated with the vessel owner, contractors, engineering specialists and cable supplier. A review of the longitudinal strength calculations identified an issue with the proposed loading condition. The concentrated weight of the submarine cable placed the original calculation outside the specified acceptance criteria.

In coordination with the barge design institute, the allowable still-water bending moment and shear force values were reassessed to reflect the actual loading arrangement. Following the revised calculation process, the overall longitudinal strength was verified against the applicable transport safety requirements. The engineering team also addressed concentrated loads on the local deck structure. Small steel shims were installed beneath cable support areas so that the loads could be transferred to the deck longitudinal girders and transverse beams. This distributed the load across multiple structural points and kept local deck stresses within the permitted limits. The steel shims created steel-to-steel contact, reducing horizontal friction at the support points. Sea-fastening calculations were therefore reviewed and the amount and



Photo credit: deugro

arrangement of lashing material were adjusted to provide the required resistance to sliding and overturning caused by vessel motion. Additional modifications were made to the A-type stoppers used to restrain the circular carousel. Steel plates were fitted at the contact areas to increase the bearing surface and reduce concentrated stresses on the stoppers and carousel. Carousel installation was completed over 15 days by a 30-person team. The deck carrier then moved to the cable supplier's loading terminal, where the cables were spooled directly from the

quayside onto the carousel. The loading operation continued around the clock under the supervision and coordination of local deugro and dteq Transport Engineering Solutions personnel. After 10 days of spooling, the cables were secured for the sea voyage and the vessel departed for Saudi Arabia on schedule. Following arrival at the Port of Jazan, deugro Saudi Arabia coordinated the delivery of the cables in line with the project schedule, allowing the planned cable-laying activities to proceed.

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Fujian Highton adds two 62,000 dwt heavylift ships at Kouan

Fujian Highton Development has ordered two additional 62,000 dwt multipurpose heavylift vessels at Taizhou Kouan Shipbuilding, taking its newbuilding series at the yard to nine ships.



Photo source: Fujian Highton Development

17, August 2026

Fujian Highton Development has placed orders for two more 62,000 dwt multipurpose heavylift vessels at Taizhou Kouan Shipbuilding, increasing its newbuilding series at the yard to nine ships. The contracts were signed by wholly owned Haitong International Shipping. Investment in the latest pair is capped at RMB600 million (\$89 million) before tax, with the vessels to be financed through internal funds and external financing.

The latest order follows earlier contracts for seven sister ships at the same yard. Three vessels were ordered in January for up to RMB900 million, followed by four more in April for as much as RMB1.2 billion. With the two additional ships, Fujian Highton Development's maximum commitment to the nine-vessel programme has reached RMB2.7 billion. Delivery dates for the latest two vessels have not been specified. Under the contracts, Taizhou Kouan Shipbuilding must deliver each ship within 12 months of steel cutting,

subject to permitted delays. The orders are part of Fujian Highton Development's expansion into multipurpose and heavy-lift shipping. By April, the Shanghai-listed owner had increased the series to seven vessels as it worked towards building a 100-ship fleet. Dry bulk remains the main part of the company's business. Its controlled fleet earlier this year stood at more than 5 million dwt.

[hmt-news.com](#)

AAL Shipping Makes First Trincomalee Call for HayWind Mannar Cargo

AAL Shipping completed its first Trincomalee call, carrying 64,000 FRT of components for ten 5MW turbines for Sri Lanka's 50MW HayWind Mannar Wind Farm.



Photo credit: AAL Shipping

18, August 2026

AAL Shipping has completed its first call at Trincomalee in Sri Lanka, delivering wind turbine components for the 50MW HayWind Mannar Wind Farm. The cargo was transported

from China on two sailings by the 19,000-dwt S-Class vessels AAL Bangkok and AAL Nanjing. The shipments totalled 64,000 FRT and covered equipment for ten 5MW wind turbines. Each turbine is 100 m high. The cargo included towers,

blades, nacelles, hubs and related equipment required for the project. The transport was secured through cooperation between AAL Shipping's Middle East operation and its Chief Representative in India. All ten turbines had been delivered by

July 2026, while the project is scheduled for grid connection in March 2027. The two discharge operations at Trincomalee were carried out during monsoon conditions. The shipments marked AAL Shipping's first project cargo calls at the Sri

Lankan port. HayWind Mannar Wind Farm represents Sri Lanka's largest private investment in wind power to date, according to the information provided by AAL Shipping. Once operational, the facility is expected to cut carbon emissions by approximately 186,000 tonnes annually. Sri Lanka has set a target for renewable energy to account for 70 percent of electricity generation by 2030 and aims to achieve carbon neutrality by 2050. Karim Smaili, General Manager Middle East at AAL Shipping, said the operation showed that project cargo could be delivered directly to destinations beyond the carrier's established routes. Vinay Agarwal, Commercial Representative India at AAL Shipping, said the Trincomalee shipments involved the company's vessels and project handling teams in supporting cargo delivery to a new destination.

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Sarens Replaces 2,200-tonne LKAB Shiploader in Narvik



Photo source: Sarens

Sarens removed LKAB's 2,900-tonne shiploader in Narvik and handled the transport and installation of its 2,200-tonne replacement using SPMTs, jacking systems and marine logistics.

18, August 2026

Sarens carried out heavy transport, jacking and marine logistics work for the replacement of LKAB's shiploader at the port of Narvik, Norway, including removal of the existing 2,900-tonne unit and installation of its 2,200-tonne replacement. The scope covered removal of the shiploader dating from 1977, load-out of the replacement at an assembly yard in Szczecin, Poland, sea transport to Narvik and final installation at the LKAB yard. Sarens was also responsible for the project's marine scope. Before removing the original shiploader, Sarens performed a 3D scan to map its geometry and carried out a

structural assessment. The assessment identified a need for additional reinforcement, which was designed and coordinated by the company. The barge, SPMTs, jacking system and mooring arrangement were also assessed for strength and stability. Hydraulic jacks and weighing cells were used to determine the shiploader's weight. The old shiploader comprised three main sections. Four CS 1000 jacking towers positioned on a barge were used to remove the 2,500-tonne main body. The 200-tonne landside and 200-tonne seaside slewing points were then moved onto

the barge using SPMTs. For onward transport, the main body was positioned diagonally on the barge over the jacking towers. SPMTs lifted the structure from the towers, rotated it and placed it on grillages. The three sections were transported by barge to Wergeland base AS in Gulen, Norway. SPMTs moved the components onto the quay, where CS 1000 jacking equipment and SPMTs were used to reinstall the shiploader for continued operation at its new location. Equipment used for the removal included four CS 1000 jacking systems, four CS 100

jacking systems, 84 axle lines of Kamag K24-ST SPMTs, BE600 ballast equipment, HW30 mooring winches, L5800 RoRo bridges, weighing equipment and steel structures. For the replacement shiploader, Sarens loaded the components onto a barge at the assembly yard in Szczecin and transported them by sea to Narvik. The new shiploader comprises a 1,800-tonne main body and 200-tonne landside and seaside slewing points. During load-out in Poland, steel load-spreading structures and a gravel ramp were installed beneath the SPMTs to distribute the load as assembled sections moved onto the barge. A telescopic crane was used to load the landside components. After arrival in Narvik, SPMTs and a telescopic crane unloaded the landside and seaside components. While those sections were prepared for assembly, the barge moved to another quay to load the jacking systems and SPMTs required for final installation.

At the installation area, eight CS 450 jacking towers raised the 1,800-tonne main body. It was then transferred to SPMTs carrying four CS 1000 jacking towers before being raised, rotated and installed on the two slewing points. The installation equipment included four CS 1000 jacking systems, eight CS 450 jacking systems, 84 axle lines of Kamag K24-ST SPMTs, BE600 ballast equipment, HW50 mooring winches, L2750 and L5800 RoRo bridges, a barge and weighing equipment.

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HEBO Lift 9 Handles 500 t Anchors for Fehmarnbelt Tunnel

HEBO Lift 9 is handling eight 500 t seabed anchors for IVY 1 and IVY 2 during tunnel element immersion operations on the Fehmarnbelt Tunnel project.

17, August 2026

HEBO Maritiemservice has deployed floating sheerleg HEBO Lift 9 for anchor handling operations on the Fehmarnbelt Tunnel project between Denmark and Germany. The vessel is supporting Femern Link Contractors (FLC) during the immersion of tunnel elements. FLC is responsible for the tunnel element factory, immersed tunnel, portals and ramps. The Fehmarnbelt Tunnel will extend 18 km between Rødbyhavn in Denmark and Puttgarden in Germany. As part of the immersion operation, HEBO Lift 9 places eight box-shaped anchors

on the seabed. Each anchor weighs 500 t and is connected by long steel wires to the immersion pontoons IVY 1 and IVY 2. The anchors secure the pontoons while tunnel elements are lowered into the prepared trench. The anchors are recovered after an immersion operation and can then be used for subsequent tunnel elements. According to project information published by Sund & Bælt, HEBO Lift 9 has a lifting capacity of 800 t, a lifting height of 67 m and a breadth of 27 m. The anchor work forms part of the marine operations required to position the prefabricated tunnel elements. Project information identifies IVY 1 and IVY 2 among the

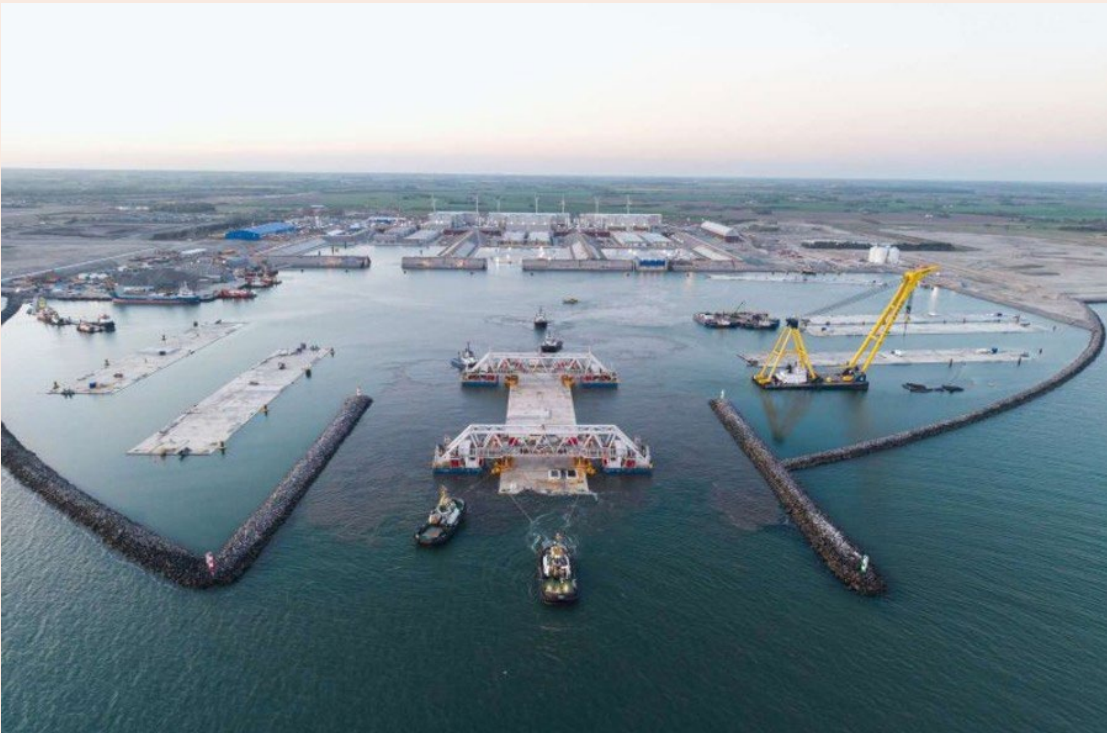


Photo source: HEBO

purpose-built equipment used for the immersion process. The tunnel consists of 79 standard elements and 10 special elements. Each standard element is 217 m long and comprises nine concrete segments. The first tunnel element was immersed on 7 May 2026. By August 2026, three elements had been installed in the Fehmarnbelt.

2026. By August 2026, three elements had been installed in the Fehmarnbelt.

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Boskalis Reports Lower Revenue and Earnings in H1 2026

Boskalis reported lower revenue and earnings in H1 2026, while Offshore Energy remained a major contributor and the order book stood at EUR 6.8 billion.

20, August 2026

Boskalis reported revenue of EUR 1.90 billion and EBITDA of EUR 553 million for the first half of 2026, down from EUR 2.35 billion and EUR 748 million respectively a year earlier. Net profit fell to EUR 275 million from EUR 426 million. Offshore Energy remained an important contributor during the period. Major offshore wind projects supported Contracting, while Subsea Cables benefited from installation work in Europe and North America. Marine Services also performed well. Conditions were more difficult for Heavy Marine Transport, Subsea Services and Marine Survey. Boskalis said unrest in the Middle East and

the effective closure of the Persian Gulf had a particular impact on Marine Survey and also affected Heavy Marine Transport. Fleet investment continued during the half year. Boskalis invested EUR 249 million, mainly in fleet renewal and strategic assets. The new 31,000-cubic-metre trailing suction hopper dredger Seaway entered service after completing sea trials. The converted 45,500 t subsea rock installation vessel Windpiper also began its first project in the Baltic Sea. Boskalis is also planning a high-capacity cable-laying vessel with two 12,000 t cable carousels, with entry into service expected in 2029. Dredging & Inland Infra was affected by lower fleet utilisation, particularly in Asia and the Middle East. The company also said conditions in the Middle East disrupted operations and affected project awards. Towage & Salvage recorded a weaker first half, mainly because Salvage handled relatively few emergency response contracts. Towage activity remained broadly stable, supported by long-term



Photo credit: Boskalis

million, including lease liabilities. Around EUR 1.4 billion of financing remained available, while the solvency ratio was 57%. For the second half of 2026, Boskalis expects EBITDA to remain around the level achieved in the first six months, provided there are no unexpected developments.

At the end of June, Boskalis had net cash of EUR 862

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deugro delivers 110 km of Farasan–Madayah subsea cable to Saudi Arabia

deugro completed the transport of nearly 110 km of 132 kV CTS submarine cables from China to Saudi Arabia for the Farasan–Madayah Submarine Cable Project.



Photo credit: deugro

18, August 2026

deugro has completed the transport of nearly 110 km of 132 kV CTS submarine cables from China to the Port of Jazan, Saudi Arabia, for the Farasan–Madayah Submarine Cable Project.

The shipment was coordinated by deugro China, which served as the project control tower, together with deugro Chartering and dteq Transport Engineering Solutions.

The cables were collected at the Port of Changshu in China. The transport required a deck carrier with sufficient deck space and structural capacity for the cables and cable carousel, which together weighed more than 5,380 tonnes. The required cargo arrangement included dimensions of 25 x 25 x 9.6 m.

deugro China worked with deugro Chartering to secure a suitable vessel within the project schedule. A deck carrier meeting the required technical and deck-space requirements was subsequently chartered despite limited vessel availability.

Engineering work then focused on installing the cable carousel and preparing the vessel for both the sea passage and cable spooling operations. dteq Transport Engineering Solutions provided local engineering support in China, while personnel from deugro China and dteq Transport Engineering Solutions supervised the installation and coordinated with the vessel owner, contractors, engineering specialists and cable supplier.

A review of the longitudinal strength calculations identified an issue with the proposed loading condition. The concentrated weight of the submarine cable placed the original calculation outside the specified acceptance criteria.

In coordination with the barge design institute, the allowable still-water bending moment and shear force values were reassessed to reflect the actual loading arrangement. Following the revised calculation process, the overall longitudinal strength was verified against the applicable transport safety requirements.

The engineering team also addressed concentrated loads on the local deck structure. Small steel shims were installed beneath cable support areas so that the loads could be transferred to the deck longitudinal girders and transverse beams. This distributed the load across multiple structural points and kept local deck stresses within the permitted limits.

The steel shims created steel-to-steel contact, reducing horizontal friction at the support points. Sea-fastening calculations were therefore reviewed and the amount and arrangement of lashing material were adjusted to provide the required resistance to sliding and overturning caused by vessel motion.

Additional modifications were made to the A-type stoppers used to restrain the circular carousel. Steel plates were fitted at the contact areas to increase the bearing surface and reduce concentrated stresses on the stoppers and carousel.

Carousel installation was completed over 15 days by a 30-person team. The deck carrier then moved to the cable supplier's loading terminal, where the cables were spooled directly from the quayside onto the carousel.

The loading operation continued around the clock under the supervision and coordination of local deugro and dteq Transport Engineering Solutions personnel. After 10 days of spooling, the cables were secured for the sea voyage and the vessel departed for Saudi Arabia on schedule.

Following arrival at the Port of Jazan, deugro Saudi Arabia coordinated the delivery of the cables in line with the project schedule, allowing the planned cable-laying activities to proceed.

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HTV Forte Linked to Possible Transport of SpaceX Ship 40 from Christmas Island



Illustration only (AI generated image)

AIS-based reports have linked Forte with the possible transport of SpaceX Ship 40 from Christmas Island, but no assignment involving the semi-submersible vessel has been confirmed.

21, August 2026

Forte Linked to Possible Transport of SpaceX Ship 40 from Christmas Island

AIS-based reports circulating online have linked semi-submersible heavy transport vessel Forte with the possible onward movement of SpaceX spacecraft Ship 40 from Christmas Island. No assignment involving the vessel has been confirmed by SpaceX or Boskalis.

The reports state that Forte has an AIS destination of Christmas Island and an estimated arrival date of 23 August 2026. However, the destination and ETA could not be independently confirmed through the publicly accessible vessel-tracking information reviewed for this article. The possible connection between Forte and the spacecraft therefore remains unconfirmed.

Ship 40, the Starship upper stage used on Flight 13, was guided to waters off Christmas Island on 18 August after spending about 24 days at sea following its 24 July flight from Starbase, Texas. SpaceX reported that engineers were expected to inspect the spacecraft in calmer waters before an attempted return to Starbase. The Guardian also reported that SpaceX engineers were working on its recovery and examination before returning the vehicle to Starbase.

The approximately 52 m spacecraft remained in one structure after its Indian Ocean splashdown. Recovery work was delayed by rough sea conditions before the vehicle was brought to the waters off the Australian territory. Recent reports and images show the spacecraft remaining afloat during the recovery operation.

Forte is a semi-submersible DP-2 heavy transport vessel. According to an official equipment sheet from Boskalis, the vessel has an overall length of 216.75 m, a maximum breadth of 43.00 m and deck space measuring 177.60 m by 43.00 m. Its deadweight is listed at 50,000 t.

The vessel has a summer draft of 9.68 m and a submerged draft of 26.00 m. Boskalis lists a trial speed of 14 kn and total installed power of 16,470 kW. The vessel was built by Guangzhou Shipyard International in 2012 and converted in 2020. It sails under the Maltese flag, is registered in Valletta and carries IMO number 9592848.

The Boskalis equipment sheet also identifies ballast and de-ballast systems as part of the vessel's equipment. Semi-submersible heavy transport vessels use controlled ballasting to lower their transport deck below the waterline for float-on and float-off cargo operations. No information has been released on a loading method for Ship 40, or on whether Forte would be used in such an operation.

SpaceX has previously moved one of its marine assets aboard a semi-submersible heavy transport vessel. In 2021, autonomous spaceport drone ship Of Course I Still Love You was carried from the Bahamas to California aboard Mighty Servant 1.

Contemporary reporting showed that Mighty Servant 1 partially submerged to load Of Course I Still Love You before carrying the drone ship through the Panama Canal. The combined transport later arrived at the Port of Long Beach in July 2021.

That operation provides a previous example of SpaceX using semi-submersible marine transport, but no evidence currently confirms that the same type of arrangement has been selected for Ship 40.

For the current recovery, the confirmed information is that Ship 40 has reached waters off Christmas Island and that a return to Starbase has been reported as the next stage after inspection. Forte's reported AIS destination has prompted attention around the vessel, but its participation in the operation remains unconfirmed.

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Shell loses South Africa exploration case.

Shell loses South Africa offshore exploration case

Shell has lost the latest stage of its South Africa offshore exploration dispute after the Constitutional Court ruled that the Wild Coast exploration right should be set aside.

17, August 2026

Shell has lost the latest stage of its South Africa offshore exploration dispute after the Constitutional Court ruled that the exploration right off the country's Indian Ocean Wild Coast should be set aside. The decision prevents Shell

from renewing the exploration right. The legal dispute began in 2021 when environmental activists challenged a seismic survey planned by Shell and a local partner in an area where whales are frequently seen. Environmental groups later secured an interdict that halted the exploration activity. Their case raised concerns

over consultation with local communities and the possible impact of the survey on residents and marine life. In the following year, a high court set aside the decision granting the exploration right, along with two subsequent renewals. Shell appealed, but the appeal was dismissed. The Supreme Court of Appeal later ruled that a pending third renewal could proceed if proper consultation was carried out. Environmental groups challenged that decision, arguing that Shell should not be allowed to seek renewal of an exploration right that

had already been set aside. The Constitutional Court subsequently ruled that the exploration right should be set aside. Melissa Groenink Groves, an attorney and program manager at Natural Justice and an applicant in the case, said this was the effect of the decision. Shell said it had noted the judgment. The company also referred to South Africa's reliance on energy imports and said viable offshore resources could contribute to the country's energy security and economic development programmes.

The ruling comes as other offshore oil exploration efforts in South Africa face legal challenges. Shell and TotalEnergies SE are among the companies pursuing offshore prospects in the country after discoveries in Namibia's waters in 2022. TotalEnergies SE Chief Executive Officer Patrick Pouyanne has previously described South Africa as a complex legal environment for exploration, citing repeated court proceedings linked to offshore activity.

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Chevron confirms 105-4X discovery in Angola Block 0

Chevron has reported a hydrocarbon discovery from the 105-4X well in Angola Block 0, where drilling found more than 600 m of hydrocarbon column and over 90 m of net pay.

18, August 2026

Chevron has reported a new hydrocarbon discovery from the 105-4X exploration well in Block 0 offshore Angola, where drilling identified both oil and gas condensate. The well, drilled by Chevron subsidiary Cabinda Gulf Oil Company Limited (CABGOC) in the Lower Congo Basin, found a hydrocarbon column of more than 600 m in the Pinda reservoir. Net pay exceeded 90 m. Chevron will evaluate the discovery for possible development through a tie-back to nearby facilities already oper-

ated by the company. Block 0 is operated by CABGOC, which holds a 39.2% working interest. Sonangol E&P owns 41%, while TotalEnergies holds 10% and Azule Energy 9.8%. The company is currently producing around 300,000 barrels of oil equivalent per day net across Sub-Saharan Africa and is continuing exploration activity in several countries in the region. In Nigeria, Chevron farmed into offshore blocks PPL2000 and PPL2001 last year and received deepwater block PPL2010 in the country's latest bid round. Since late 2024, the company has also record-



Photo source: Shutterstock

ed exploration successes at Meji NW-1, South Delta AA and Awodi-07, with exploration and appraisal work continuing. In Guinea-Bissau, Chevron has secured three blocks. These include Block 4B, which closed on 13 August

2026. The company has also secured reconnaissance licences covering five blocks in Equatorial Guinea. Further exploration activity in Angola is under way in Blocks 49 and 50, Block 33 and Block 14/23. Chevron is also preparing

a multi-well exploration programme across the region. The planned work includes the Nabba-1X well on PEL90 in Namibia before the end of 2026. hmt-news.com

Petrobras Tupi Asset Reaches 4 Billion Boe in Santos Basin

The Tupi asset in Brazil's pre-salt Santos Basin has reached cumulative production of 4 billion boe, the first Petrobras asset to reach that volume in its 73-year history.

16, August 2026

The Tupi asset in the pre-salt Santos Basin has produced a cumulative 4 billion barrels of oil equivalent (boe), a level no other Petrobras asset has reached during the company's 73-year history. The production figure coincides with Petrobras marking 20 years of operations in the pre-salt area. Tupi became the first pre-salt system to start commercial production in 2010, following the development of a new exploration model and technologies required for operations in the area. Average production from

Tupi has again exceeded 1 million barrels of oil per day (bpd) this year. The asset first reached that level in 2019. The pre-salt is currently the main production source for Petrobras. Under the company's 2026–30 Business Plan, the area could account for up to 82% of total production during the period. Total oil and gas production through 2030 is projected at between 3.1 million and 3.4 million barrels of oil equivalent per day. The plan includes measures focused on reservoir potential, production efficiency, water injection efficiency and the identification of new opportunities. The pre-salt accounts for



P-69 platform operating in the pre-salt area of the Santos Basin (Image courtesy of Petrobras)

28 of the 57 production platforms operated by Petrobras. The area reached cumulative oil production of 7 billion barrels in January 2025. Development of the pre-salt required Petrobras to address technological challenges associated with

ultra-deepwater operations. Sylvia Anjos, Director of Exploration and Production at Petrobras, said the area combines large reserves, high productivity, lower-carbon-intensity oil and production efficiency. The Tupi asset is operated

by Petrobras in partnership with Shell and Petrogal Brasil. PPSPA represents the Federal Government in the Tupi Shared Deposit. hmt-news.com

Dolphin Drilling Extends Blackford Dolphin Oil India Contract to October 2026

Dolphin Drilling has extended the Blackford Dolphin contract with Oil India Limited up to 15 October 2026 for drilling, testing and abandonment work east of India.

20, August 2026

Dolphin Drilling has extended the drilling contract for the deepwater-capable semisubmersible Blackford Dolphin with Oil India Limited up to 15 October 2026, allowing the rig to continue operations east of India.

The extension covers the completion of drilling, testing and abandonment work. The existing contractual terms and scope of work will remain unchanged during the additional period.

The latest extension continues a drilling campaign that began under a \$154 million contract awarded to Dolphin Drilling in March 2024. The original agreement covered a firm three-well campaign over about 14 months, with an additional seven-month option.

Blackford Dolphin arrived in Indian waters in October



Blackford Dolphin (Image source: Maritime Optima)

2024 and started its long-term exploration drilling contract

with Oil India Limited the following month after completing

customs clearance and client acceptance.

In November 2025, Oil India Limited exercised an option that added 120 days to the contract and extended operations through 10 May 2026. The additional work covered drilling, testing and abandonment at locations east of India under the existing rate and contractual terms.

A further update in May 2026 stated that Blackford Dolphin was expected to remain on contract until the end of July 2026. On 8 July, Dolphin Drilling extended the engagement until at least 28 August 2026 to allow the remaining work to continue.

Under the latest extension, Blackford Dolphin can now remain on the Oil India Limited assignment up to 15 October 2026, with the same work scope and contractual terms.

[hmt-news.com](#)

AF Gruppen and Heerema Marine Contractors Win UK North Sea EPRD Contract

AF Gruppen and Heerema Marine Contractors have secured an EPRD contract for a UK Continental Shelf platform, covering engineering, offshore preparation, removal and disposal.

20, August 2026

AF Gruppen and Heerema Marine Contractors have secured an engineering, preparation, removal and disposal (EPRD) contract for a platform on the UK Continental Shelf in the North Sea.

The contract was awarded by an unnamed North Sea operator to a consortium comprising AF Gruppen subsidiary AF Offshore Decom and Heerema Marine Contractors (HMC). It is the third contract awarded by the same client to the consortium during the past year.

The platform consists of a steel structure with topsides weighing about 23,000 tonnes and a supporting structure of approximately 12,000 tonnes. The contract

also includes an option covering the removal of selected conductors and subsea structures.

Offshore surveys of the platform will begin immediately. Detailed engineering and preparatory offshore work will then be carried out over the next eight years.

Removal of the platform is planned as part of a multi-year campaign using Heerema Marine Contractors vessels. The structures will be transported to AF Environmental Base Vats for onshore dismantling, recycling and disposal within the next decade.

Lars Myhre Hjeltnes, EVP Offshore at AF Gruppen, said the latest award is the consortium's third contract from the client in a year and will extend cooperation between

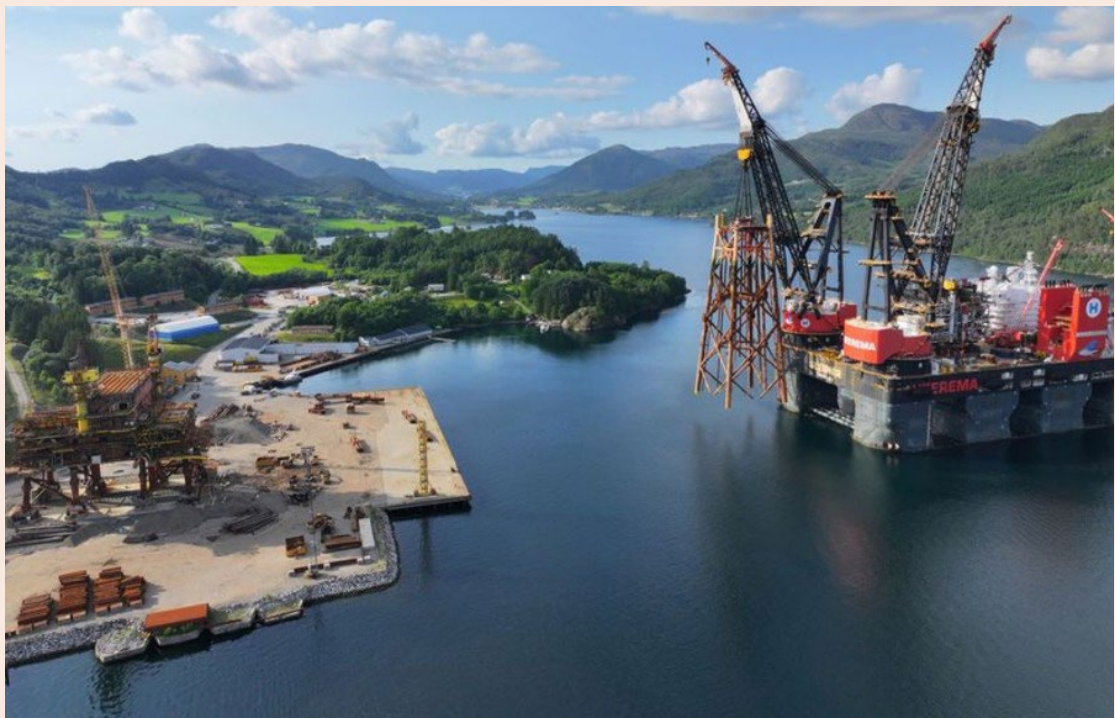


Illustration (Photo source: AF Gruppen)

AF Gruppen, Heerema Marine Contractors and the operator across offshore and onshore

activities over the coming decade.

[hmt-news.com](#)

Adura Rosebank Public Consultation Period Reaches 17 August Deadline

Rosebank's public consultation period was scheduled to run until 17 August 2026 as Adura's offshore development continues through the UK consent process.



Petrojarl Rosebank (Photo source: Adura)

18, August 2026

The public consultation period for the Rosebank oil and gas development was scheduled to run until 17 August 2026 as part of the UK regulatory process for the project, according to Adura

Operations Limited.

The Offshore Petroleum Regulator for Environment and Decommissioning opened the consultation in July. Representations, comments and questions relating to Rosebank could be submitted to the Secretary of State

for Energy Security and Net Zero by 17 August under reference ES/2022/001.

The Rosebank consent application is being considered under the environmental impact assessment process. The Oil and Gas Authority, which operates under the

North Sea Transition Authority business name, is responsible for deciding whether to grant consent. Agreement from the Secretary of State for Energy Security and Net Zero is required before consent can be granted.

Rosebank is located in the Faroe-Shetland Channel, approximately 130 km north-west of Shetland, in water depths of around 1,100 m. Adura Operations Limited will operate the development, while the licences covering the field are held by Adura Operations Limited and Ithaca SP E&P Limited.

The project is planned in two phases. Phase 1 comprises four production wells and three water injection wells. Subject to findings from the initial wells, Phase 2 could add up to three production wells and two water injection wells. New flowlines will connect the wells to a redeployed floating production, storage and off-loading vessel.

Oil will be offloaded by tankers, while gas will be exported through a new pipeline connected to the existing West of Shetland Pipeline Systems. Subsea facility installation began in summer 2024, with first drilling commencing in Q1 2026. First oil is targeted for 2027 and field life is estimated at approximately 25 years.

In its 16 July 2026 press release, Adura said the retrofitted Petrojarl Rosebank FPSO had arrived at its location west of Shetland the previous month. The same release described Rosebank as representing £8.7 billion of private-sector investment and said more than £3 billion had been invested across Rosebank and Jackdaw at that time.

Adura also said Rosebank is expected to produce approximately 69,000 barrels of oil per day at peak production.

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Stena IceMAX completes three-well campaign in Egypt

Stena IceMAX completed a three-well campaign in Egypt, operating between 256 m and 2,810 m water depth while achieving 99.5% uptime and finishing the programme ahead of plan.



Photo source: Stena Drilling

18, August 2026

Stena IceMAX has finished a three-well campaign in Egypt, covering two wells that progressed through completion and testing, together with an exploration well in a new field in the Western Mediterranean region.

The drillship operated across water depths from 256 m to 2,810 m during the programme, setting new shallowest and deepest operating records for Stena IceMAX.

At 256 m, the vessel worked in the shallowest water depth it has encountered to date. The operation involved narrow watch circles, complex riser analysis and enhanced DP protocols.

The campaign also took

Stena IceMAX to a water depth of 2,810 m, the deepest at which the drillship has operated. At that depth, 112 joints of marine riser were run during BOP deployment.

The programme included multiple operational scopes, equipment installations and different well types. Stena IceMAX achieved 99.5% uptime and finished the overall campaign ahead of plan.

With the Egypt campaign completed, Stena IceMAX is set to remain in the region and begin work for another client.

Chris Carbaugh, Chief Operations Officer, said the campaign was supported by coordination, planning and co-operation between the teams, client and partners involved.

[hmt-news.com](#)

Noble Secures ORLEN Contract for Noble Intrepid on PL1135 Offshore Norway

Noble Corporation has secured a one-well contract for Noble Intrepid to drill an ORLEN exploration well on PL1135 offshore Norway, with the 40–60 day campaign expected to start in Q3 2027.



Image credit: Credits: Noble Corporation

18, August 2026

Noble Corporation has been awarded a one-well contract by ORLEN S.A. Upstream Norge AS for the Noble Intrepid to drill an exploration well on production licence PL1135 offshore Norway. The drilling campaign is expected to start in Q3 2027 and run for an estimated 40–60 days. The ultra-harsh envi-

ronment jack-up will operate on PL1135 in the North Sea. Norwegian Offshore Directorate data show that PL1135 covers 867 km² across blocks 2/2 and 2/3. The licence was awarded on 11 March 2022. The 2027 award follows another Norway contract announced for the Noble Intrepid in 2025. Noble Corporation said on 28 April 2025 that DNO Norge AS had awarded the rig a one-well contract ex-

hmt-news.com

Gulf Marine Services Extends GCC Small-Class Vessel Contract

Gulf Marine Services has secured a 183-day extension for a Small-class vessel in the GCC, with two further three-month options available to the client.



Photo source: Gulf Marine Services

17, August 2026

UAE-based offshore support vessel owner Gulf Marine Services has secured a 183-day contract extension for one of its Small-class vessels operating in the GCC region. The extension was awarded under an existing agree-

ment with a major National Oil Company in the Middle East. The client also holds two additional three-month extension options after the extended period. The vessel will continue supporting the client's offshore maintenance operations during the extension. Gulf Marine Services said

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DOF secures two APAC subsea contracts

DOF Group ASA has secured two APAC subsea contracts covering vessel deployment, subsea services and project support, with offshore work scheduled during 2026 and 2027.

17, August 2026

DOF Group ASA has been awarded two contracts for subsea work in the APAC region, with their combined value falling within the company's "Substantial" classification. The offshore scopes will draw on DOF's regional multi-purpose vessel capacity and subsea service offering. Project management, engineer-

ing, procurement and logistics support will also be provided internally by the company. Work is planned during 2026 and 2027, with the two offshore campaigns together expected to run for about 80 days. DOF CEO Mons Aase said the contracts will strengthen the company's backlog in the APAC region.

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Image source: DOF

C-Job Naval Architects and Glomar Design 80 m Multifunctional OSV



Photo: C-Job Naval Architects via LinkedIn

C-Job Naval Architects and Glomar have developed an almost 80 m multifunctional OSV design with DP2, Ice Class, subsea equipment and dual-fuel methanol and MGO propulsion.

18, August 2026

Dutch companies C-Job Naval Architects and Glomar have developed the design for an almost 80 m offshore support vessel intended to carry out a range of subsea and offshore operations from a single platform. The vessel will be the first of its type for Glomar.

Its planned operating scope includes subsea inspection, cable trenching and remotely operated vehicle work. The multifunctional configuration is intended to reduce reli-

ance on separate specialised vessels for different offshore tasks. The OSV will be equipped with DP2 dynamic positioning and an Ice Class notation. Its subsea arrangement includes an ROV hangar, moon pool and dedicated deck space for trenching equipment. Accommodation will be

provided for up to 60 people in 42 single cabins and nine double cabins. Onboard facilities will also include a gym, sauna and an exposed lounge area. The propulsion system is based on a dual-fuel concept using methanol and marine gas oil. The vessel design also includes dedicated methanol tanks and battery energy storage, along with Methanol Ready and Green Plus notations. C-Job Naval Architects and Glomar worked jointly on the design. The engineering scope included space planning, exhaust layout and renewable-fuel integration. C-Job CEO and co-founder Job Volwater said the project combines operational flexibility with the requirements of future offshore operations. Glomar COO Melvin Weij said the vessel was developed around specific operational needs while retaining flexibility for different offshore roles. No construction plan, investment figure or delivery date has been announced.

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TGS wins 110-day Mediterranean streamer survey contract

TGS has secured a streamer acquisition contract in the Mediterranean. A Ramform Titan-class vessel will mobilize in Q4 2026 for a survey expected to last approximately 110 days.

19, August 2026

TGS has secured a streamer acquisition contract in the Mediterranean, with a Ramform Titan-class vessel scheduled to mobilize in the fourth quarter of 2026. The survey is expected to run for approximately 110 days. According to CEO Kristian Johansen, the contract

will extend TGS' streamer acquisition backlog into the first quarter of 2027. He also cited demand for seismic data supporting offshore exploration activity and referred to the company's Ramform Titan-class vessels and Geo-Streamer technology.

hmt-news.com



Ramform Titan Marine seismic vessel (Photo source: TGS)

Arabian Drilling Wins Oman Offshore Contract with Masirah Oil and Northern Offshore

Arabian Drilling has signed an Oman offshore contract with Masirah Oil and Northern Offshore for two firm wells and two optional wells, with work due to start before the end of Q3 2026.



Source: Arabian Drilling

19, August 2026

Arabian Drilling has signed an offshore drilling contract in Oman with Masirah Oil Limited and Northern Offshore Ltd, covering two firm wells and two

optional wells.

The contract was signed on 17 August 2026 and marks Arabian Drilling's entry into a new GCC market. Operations are expected to begin before the end of the third quarter of 2026.

The jack-up rig assigned to the programme has not been disclosed.

Arabian Drilling also did not disclose the contract value, but said it represents less than 5% of total revenue reported in its audited financial statements for 2025. The contract will conclude when the drilling operations are completed.

The company said the financial impact of the award is expected to be reflected in its 2026 results. No related parties are involved in the contract.

The Oman award follows the early completion of Arabian Drilling's first international offshore drilling contract and the redeployment of the jack-

up used for that campaign to another GCC country. The company has not identified the rig in its latest disclosures.

The contract comes shortly after Arabian Drilling received notices to resume operations for its remaining suspended offshore rigs in Saudi Arabia. In a 12 August 2026 disclosure, the company said the resumption was expected to bring offshore fleet utilisation to 100% by the end of the third quarter of 2026.

A separate Masirah Oil Limited drilling programme announced on 29 January 2026 involved Northern Offshore's Energy Emerger jack-up for three development wells at the Yumna Field in Block 50, Oman. The available disclosures do not identify Energy Emerger as the rig for the new Arabian Drilling contract, so the two awards have not been linked in this article.

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ONGC Selects Transocean's Dhirubhai Deepwater KG2 for India Deepwater Campaign

ONGC has awarded the hiring of DDKG2 as its second ultra-deepwater drillship for India's offshore exploration campaign, with mobilisation expected within the next three to four months.



Photo source: ONGC

19, August 2026

Oil and Natural Gas Corporation (ONGC) has issued a Notification of Award for

the hiring of DDKG2 as the second ultra-deepwater drillship for its offshore exploration programme in India, with mobilisation expected

within the next three to four months.

The unit corresponds to Transocean's ultra-deepwater drillship Dhirubhai Deepwater

KG2. Transocean's 4 May 2026 Fleet Status Report listed the 2010-built drillship in Brazil under a contract with Petrobras running from June 2024 to May 2026. The report showed a \$452,000 dayrate and a primary hookload capacity of 1,000 short tons.

The same Transocean report did not list a follow-on contract for Dhirubhai Deepwater KG2 after the Petrobras assignment. ONGC has not disclosed the value, dayrate or duration of the new award in the information released on the second drillship.

The additional unit is being brought into an offshore drilling

programme that is already under way in the Mahanadi Offshore Basin. Drilling of the MN-DWN18-1-HD appraisal well began on 25 July 2026. The Indian Ministry of Petroleum and Natural Gas said the well is the first of four planned deepwater wells in the basin.

India is carrying out the wider offshore programme under Samudra Manthan, formally the National Offshore Exploration Scheme. The Indian Cabinet approved the scheme on 31 July 2026 with an outlay of ₹84,084 crore for implementation through FY 2030-31.

The scheme covers offshore seismic data

acquisition, processing and interpretation as well as accelerated deepwater and ultra-deepwater exploratory drilling. It also includes scientific drilling in frontier basins and offshore production and evacuation infrastructure.

ONGC said its first rig under the campaign is already deployed in the Mahanadi Basin and drilling a deepwater well. The newly awarded DDKG2 is expected to be mobilised to India within the next three to four months.

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Aker BP Agrees Losgann/Froskelår and Slagugle Acquisitions

Aker BP has agreed acquisitions covering Losgann/Froskelår in the North Sea and a 51% working interest and operatorship in the Slagugle area in the Norwegian Sea.

19, August 2026

Aker BP has agreed two transactions covering the Losgann/Froskelår discovery in the North Sea and the Slagugle area in the Norwegian Sea, both located near infrastructure associated with its existing hubs.

In the North Sea, Aker BP has signed an agreement with Apache to acquire its operated interest in the UK portion of the Losgann discovery.

Losgann and Froskelår form a single cross-border accumulation on the UK-Norway median line. Froskelår lies on the Norwegian Continental Shelf, while Losgann covers the UK side.

The discovery has not been developed. Subject to the required consents covering both sides of the accumulation, Aker BP expects to establish operatorship.

Losgann/Froskelår is being considered as a potential tie-back to the Alvheim area.

Aker BP CEO Karl John-Hersvik said combining ownership, operatorship and development responsibility could improve the basis for progressing the discovery towards development.

Separately, Aker BP has agreed to acquire operatorship and a 51% working interest in the Slagugle area from ConocoPhillips Skandinavia.

After completion, ConocoPhillips Skandinavia will retain a 29% non-operated interest, while Inpex Idemitsu Norge will hold the remaining 20%.

The transaction will mark Aker BP's return to the licence after seven years.

The Slagugle area consists of licences PL891, PL891B and PL891C and includes the main Slagugle oil discovery. It



Photo credit: Aker BP

is located around 20 km north of the Heidrun field and approximately 270 km north of Kristiansund.

The first licence in the area was awarded in the APA licensing round in 2016. One discovery well and two appraisal wells were drilled between 2020 and 2025, proving around 50 million barrels gross of recoverable oil from the main Slagugle structure.

A subsea development

concept has been partially matured. The agreement also includes preliminary plans for additional exploration intended to increase the resource base ahead of a potential development.

Hersvik said the Slagugle area is close to the Skarv field and that Aker BP sees potential to add resources through further exploration in the licence.

Both transactions remain

subject to approval by the relevant authorities and other customary completion conditions.

The agreements follow a decision by Aker BP and Equinor, made less than three months earlier, to establish a strategic alliance covering selected parts of their oil and gas portfolios on the Norwegian Continental Shelf.

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CoreMarine Completes Hilli Episeyo FLNG Removal off Cameroon

CoreMarine has completed the removal of Golar LNG's Hilli Episeyo FLNG off Cameroon ahead of upgrades in Singapore and its planned redeployment to Argentina.

20, August 2026

CoreMarine has completed the disconnection and removal of Golar LNG's Hilli Episeyo FLNG unit offshore Cameroon, clearing the vessel for its planned redeployment to Argentina.

The campaign ended Hilli Episeyo's eight-year contract in Cameroon. Golar LNG reported in its Q2 2026 results that the FLNG completed the contract with 156 cargoes offloaded and is now repositioning to Singapore for modifications ahead of its next 20-year contract.

For the Cameroon removal campaign, CoreMarine pro-

vided project management, engineering, procurement and operational services covering the disconnection and departure of the FLNG.

With a nameplate liquefaction capacity of 2.45 million tonnes per annum, Hilli Episeyo will undergo upgrade and life-extension work at Seatrium in Singapore before its redeployment to Argentina.

Seatrium secured the upgrade contract from Golar Hilli Corporation, a subsidiary of Golar LNG, in August 2025. The scope includes engineering and procurement of long-lead items, repair and life-extension work, winterisation and installation of a new soft-

yoke mooring system. The FLNG is scheduled to enter the yard in Q3 2026.

Following the Singapore work, Hilli Episeyo is scheduled to be deployed in Golfo San Matías, offshore Argentina. Seatrium said the vessel is set to recommence operations in 2027 under a 20-year deployment.

CoreMarine will also participate in the Argentina installation. The company and Jumbo Offshore have been awarded a contract by Southern Energy S.A. covering transport and installation of the soft-yoke (SSY) mooring systems and hook-up of Hilli Episeyo and MKII FLNG in Golfo San



Image source: CoreMarine

Matías.

Under that contract, CoreMarine is the lead contractor, while Jumbo Offshore will transport and install the SSY mooring systems, including heavy-lift and piling activities. CoreMarine will subsequently undertake diving and construction activities, including

spool installation, ballasting, riser hook-up, pre-commissioning, positioning and hook-up of the two FLNG units.

Installation of Hilli Episeyo in Argentina is scheduled for 2027, followed by MKII FLNG in 2028.

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Ørsted Incheon Offshore Wind Project Faces Further Area Cut

Image source: Ørsted.kr

Ørsted's 1.4 GW Incheon offshore wind project may require another area reduction as maritime safety rules affect its northern boundary near the Baengnyeong evacuation corridor.

17, August 2026

Ørsted may need to reduce the area of its 1.4 GW Incheon offshore wind project again as maritime traffic safety requirements affect the planned site's northern boundary. The development consists of two adjacent offshore wind projects with a combined capacity of 1,400 MW in waters west of Deokjeok Island in Ongjin County, Incheon. The affected maritime corridor is used by vessels and also serves as an emergency

evacuation route for residents of Baengnyeong Island near the Northern Limit Line. The permitting issue therefore involves maritime safety requirements as well as restrictions raised by the Ministry of National Defense. The Ministry of Oceans and Fisheries revised its Maritime Traffic Safety Audit Implementation Guidelines in April 2025. Under the guidelines, the boundary formed by the outermost turbines must generally remain at least 0.5 nautical miles, or 926 m, from a vessel transit route.

For a wind farm located on the starboard side of a route, the required separation is based on six times the length of the largest vessel using the route, stated at about 80 m, together with 500 m and an additional 0.3 nautical miles, or 555 m. Applying the requirement to the Incheon development could force Ørsted to move the project's northern boundary southward by as much as one nautical mile. EU guidance cited in the source sets a minimum distance of 2 nautical miles between the outer boundary of a wind farm and a vessel transit route. The project also faces a separate requirement raised by the Ministry of National Defense. In September 2024, the ministry objected to a sea-area occupancy permit sought by Ørsted for geotechnical survey work, citing restrictions

associated with naval and commercial navigation safety. The ministry requested that the survey area be shifted by at least one nautical mile to both the north and the south, using route coordinates specified in navigation rules for the north-west islands. A civic group representing the five north-west border islands has separately asked regulators to treat the safety corridor as 2 nautical miles wide, extending one nautical mile on either side. It has also requested siting-impact analysis and disaster response manuals covering incidents such as blade detachment and turbine fires. A further reduction has not been decided. The project is currently in environmental impact assessment consultation at the main-phase stage. An Ørsted representative said the matter required internal confirmation and that no specific

answer could be provided at this stage. The Incheon development has already undergone one major adjustment. It was initially planned at 1.6 GW before fishing communities and residents of the border islands raised concerns that the planned array overlapped the Incheon-Baengnyeong safety corridor. In November 2023, Ørsted reduced the project area by about 30 percent and moved the boundary more than one nautical mile away from the corridor. Conditional development approval was later granted, subject to securing community consent. Ørsted holds electricity business licences for the two adjoining projects west of Deokjeok Island, which now have a combined planned capacity of 1.4 GW.

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Hanwha Ocean expands offshore wind business with WTIV subsidiaries

Hanwha Ocean established four overseas subsidiaries in the first half of 2025 as it expanded its offshore wind business into WTIV ownership, operations, power sales and project development.



Photo source: Hanwha Ocean

17, August 2026

Hanwha Ocean expanded its offshore wind business in the first half of 2026 by establishing four overseas subsidiaries as it broadened its activities across the offshore wind power value chain. In Singapore, the company established Ocean Wind Power Holdings and Ocean Wind Power 1 to focus on offshore wind turbine installation vessel (WTIV) ownership and operations. The two entities will manage Hanwha Ocean's WTIV assets and support offshore wind project development in global markets. The company also revised its articles of incorporation in March 2026. Renewable energy development, equipment

installation and operation, power sales and offshore wind project consulting were added to its formal business objectives. The changes extend Hanwha Ocean's business scope beyond its traditional ship-building and defense sectors. Its offshore wind activities now cover power generation, equipment installation and operation, electricity sales and related project development. The four overseas subsidiaries established during the first half of 2025, together with the amended business objectives, form part of Hanwha Ocean's offshore wind expansion.

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Siemens Energy Installs First Lightweight Offshore Substation in China

Siemens Energy has installed its first HV-TSU offshore substation at the Yuetuo Island Offshore Wind Farm in China, with the 300 MW unit using a topside weighing about 1,700 tonnes.



Photo source: Siemens Energy via LinkedIn

18, August 2026

Siemens Energy has installed its first lightweight integrated off-

shore substation at the Yuetuo Island Offshore Wind Farm in China, marking the first offshore deployment of its High-Voltage TranSwitch Unit (HV-

TSU) concept. The company said the HV-TSU design brings key high-voltage components together in a more compact

arrangement, reducing the weight of the topside while maintaining the reliability required for offshore operations. The unit is part of the Guodian Tangshan Leting Yuetuo Island Offshore Wind Farm Phase I project, which has a total installed capacity of 304 MW. The offshore substation has a design capacity of 300 MW. Its topside measures 45 m in length, 38 m in width and 23 m in height, with a total weight of approximately 1,700 tonnes. Nantong Zhenhua Heavy Equipment Manufacturing was responsible for construction of the topside module, jacket foundation and steel pipe piles. Siemens Energy said the lighter, integrated configuration is intended to reduce infrastructure weight and project complexity in offshore wind developments. The installation at Yuetuo Island is the first application of the company's HV-TSU concept at an offshore wind project.

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China Three Gorges' 800 MW Rudong Offshore Wind Farm Passes 10 TWh

China Three Gorges' 800 MW Jiangsu Rudong offshore wind project has generated and delivered more than 10 TWh of electricity since reaching full operation in 2021.



Photo source: CTG via Facebook

19, August 2026

China Three Gorges (CTG) said its 800 MW Jiangsu Rudong offshore wind project has generated and delivered more than 10 TWh of electricity since reaching full operation in 2021.

The project passed the 10 TWh mark on 11 August after operating for more than 1,600 days since achieving full-capacity grid connection. According to CTG, availability has reached 99.5%.

Located in the Yellow Sea off Rudong County in Jiangsu Province, the project is Asia's first offshore wind development to use flexible direct-current transmission to deliver electricity to shore.

The cumulative generation is equivalent to the annual electricity consumption of approximately four million homes. CTG said the project has also saved around three million tonnes of standard coal

and avoided approximately 7.4 million tonnes of CO₂ emissions.

The project uses a ±400 kV flexible DC transmission system to transfer electricity from offshore facilities to the onshore grid. CTG said the system reduced transmission losses by approximately 1.2 percentage points and saved more than CNY 735 million, or around EUR 94 million, in cumulative transmission costs.

The project's converter station was installed in August 2021. It was the first offshore ±400 kV wind power flexible DC transmission project in China. The facility was also described as the world's largest offshore converter station, weighing approximately 22,000 tonnes and standing around 15 storeys high.

CTG's wider Rudong offshore wind cluster comprises the 300 MW H8, 400 MW H6 and 400 MW H10 areas, with a combined capacity of 1.1

GW.

CTG completed full grid connection of the 1.1 GW Rudong cluster on 25 December 2021. The connection was completed alongside the company's 1.7 GW Yangjiang Shapa and 300 MW Jiangsu Dafeng H8-2 offshore wind farms.

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CTG Jiangsu Rudong Offshore Wind Transmits 10 Billion kWh

CTG's 800 MW Jiangsu Rudong offshore wind project has transmitted more than 10 billion kWh to the grid using ±400 kV flexible DC transmission technology.



Photo source: Xinhua

17, August 2026

China Three Gorges Corp (CTG) said its 800 MW Jiangsu Rudong offshore wind project transmitted more than 10 billion kWh of electricity to the grid in August, reaching a new operating milestone for the flexible direct current transmission facility.

The project is located in the Huangshayang sea area off Rudong County in Nantong, Jiangsu Province. It is Asia's first offshore wind power project to use flexible DC transmission technology.

The facility uses a ±400 kV flexible DC transmission sys-

tem. According to CTG, the project has the world's largest capacity and highest voltage among offshore wind flexible DC transmission projects of its kind.

Since reaching full-capacity grid connection in 2021, the project has operated for more than 1,600 days. CTG reported an equipment availability rate of 99.5 percent.

The company said the project has provided practical validation for applying high-capacity, long-distance flexible DC transmission technology on a larger scale in China's offshore wind sector.

According to CTG, the more than 10 billion kWh transmitted to the grid is sufficient to meet the annual electricity demand of about 4 million households. The company said the same amount is equivalent to saving 3 million metric tons of standard coal and reducing carbon dioxide emissions by 7.4 million metric tons.

The wind farm operates in a marine environment exposed to high humidity, high salinity and frequent typhoons. Its engineering team has addressed operational challenges involving new equipment, complex system integration and emergency response.

Technical work has focused on maintaining stable operation of the ±400 kV flexible DC system, monitoring and maintaining long-distance submarine cables, and managing high-load operating conditions.

Wang Xuefeng, deputy general manager of the Nantong company under CTG's Jiangsu branch, said the project has reduced transmission line losses by about 1.2 percentage points compared with traditional AC transmission.

He said the reduction has generated cumulative transmission cost savings of more than 735 million yuan, equivalent to \$102 million.

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Tekmar Wins c.€1m Concrete Protection Contract for European Offshore Wind Project

Tekmar Group has secured a c.€1 million contract to design and manufacture concrete protection and stabilisation solutions for cables on a major European offshore windfarm project.

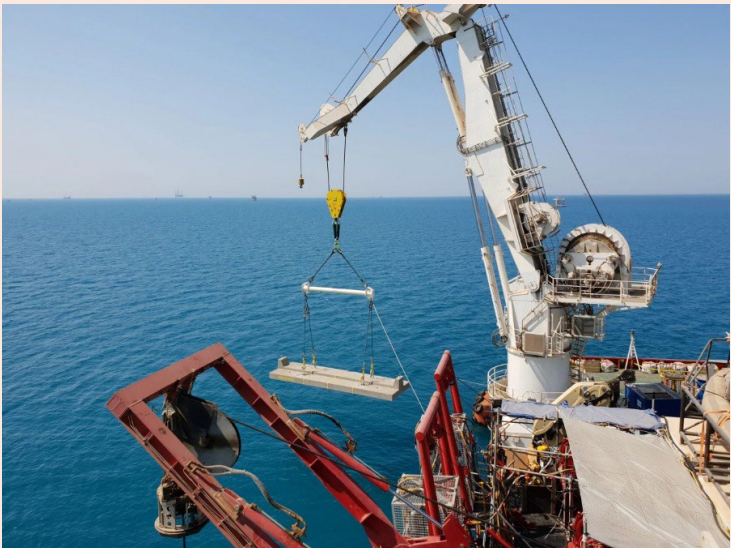


Photo source: Tekmar

17, August 2026

Tekmar Group plc has secured a c.€1 million contract to provide concrete protection solutions for a major European offshore windfarm project.

The contract was awarded by an existing customer described as a leading submarine cable contractor. Delivery is scheduled within calendar year 2026.

Under the contract, Tekmar will design and manufacture concrete protection and stabilisation solutions for cables across the windfarm. The solutions will be used to protect and stabilise the cables.

The order is the first concrete protection contract placed with Tekmar by the customer and extends an existing customer relationship.

The contract also forms part of the development of Tekmar under Project Aurora, which integrates its asset protection technology and offshore energy services offering.

Richard Turner, Chief Executive Officer of Tekmar Group plc, said the award reflects the company's growth strategy and the development of its concrete solutions offering. He also pointed to efforts to broaden the company's services for customers in offshore wind and oil and gas markets.

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Masdar, ScottishPower Renewables Install All 95 East Anglia THREE Foundations



Photo source: ScottishPower Renewables

Masdar and ScottishPower Renewables have installed all 95 foundations and transition pieces at the 1.4GW East Anglia THREE offshore wind farm off Suffolk.

17, August 2026
Masdar and ScottishPower Renewables have installed all 95 foundations and transition pieces at the 1.4GW East Anglia THREE offshore wind farm off the Suffolk coast.

The £4 billion project uses monopiles weighing between 1,200 and 1,800 tonnes. The structures stand between 67 m and 84 m high and measure up to 10.6 m in diameter. The project partners said they are the largest monopiles installed from a jack-up vessel in Europe. All 95 transition pieces are

also in place. Each structure is 20 m high, 8 m in diameter and weighs more than 400 tonnes. Seaway7 carried out the foundation work with the jack-up vessel Seaway Ventus. East Anglia THREE was the first project on which the vessel completed a full foundation installation campaign. More than half of the wind

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Wind of Energy keel laid at ZPMC shipyard



The keel has been laid for Wind of Energy at ZPMC's shipyard. The SOV is the second vessel in a series being developed for charter to Vattenfall.

19, August 2026
The keel has been laid for Wind of Energy, the second Service Operation Vessel (SOV) in a series being developed for charter to Vattenfall. The keel laying ceremony was held at ZPMC's shipyard as construction of the vessel progresses. Wind of Energy is being built to support offshore wind operations. The vessel will feature hybrid propulsion, DP2 dynamic

hmt-news.com

Ørsted Targets 2026 Commissioning for Three Offshore Wind Projects

Ørsted expects three offshore wind projects totalling 2.5 GW to be commissioned in the second half of 2026 as construction advances across its offshore portfolio.



Photo credit: Ørsted

20, August 2026
Ørsted expects three offshore wind projects with a combined capacity of 2.5 GW to be commissioned in the second half of 2026, according to its interim financial report for the first half of the year. Borkum Riffgrund 3 in Germany was more than

99% complete at the end of June. Almost all turbines had been commissioned, with the remaining work continuing ahead of planned commissioning in the third quarter of 2026. In Taiwan, Greater Changhua 2b and 4 had reached approximately 85% completion. All turbines at Greater Changhua 4 had been commissioned, while completion of the export cable installation for Greater Changhua 2b was approaching. Ørsted expects the combined project to be commissioned in the third quarter of 2026. Revolution Wind in the US was more than 95% complete. Installation had reached 61 of the project's 65 turbines, and commissioning activities were underway. The project is scheduled for commissioning in the second half of 2026. Construction is also advancing at Sunrise Wind, where overall completion stood at 50% at the end of June. Foundations had been installed at 77 of 84 positions, while 20 turbines were in place. Turbine commissioning is expected to begin in the second half of 2026, followed by full commissioning in the second half of 2027. At Baltica 2 in Poland, foundations had been installed at 103 of the project's 111 foundation positions. Monopile installation for the offshore substations was complete, while fabrication of the four offshore substations was continuing. Hornsea 3 in the UK was approximately 30% complete. During the first half of 2026, 43 monopiles were installed as offshore foundation and export cable activities progressed. Ørsted was also working with the grid operator on reinforcement work required for the project's onshore grid connection. Hornsea 3 is scheduled for commissioning in the fourth quarter of 2027 or the first quarter of 2028.

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Taihan Cable & Solution, Panstar Robotics to Develop Domestic ROV Trenchers

Taihan Cable & Solution and Panstar Robotics will jointly develop domestic ROV trenchers, operating technologies and installation solutions for submarine cable projects in South Korea.



Photo courtesy of Taihan Cable & Solution

20, August 2026
Taihan Cable & Solution and Panstar Robotics have signed a memorandum of understanding to jointly develop high-performance remotely operated vehicle trenchers for submarine cable installation in South Korea. The agreement was signed on 19 August. Panstar Robot-

ics was established by the Korea Institute of Robotics & Technology Convergence (KIRO). Under the agreement, the companies will work on ROV trenchers, operating technologies and installation solutions. The development is aimed at reducing dependence on overseas equipment and specialists in areas of submarine cable installation that currently rely heavily on foreign capabilities. The equipment and operating systems are intended for offshore wind cable systems, long-distance grid interconnections and HVDC submarine cable projects, including the West Coast Energy Highway. The partners also plan to conduct demonstration testing of submarine cable burial and protection technologies and pursue commercialization. They will seek participation in national research and development programs and jointly explore opportunities in overseas markets. Chun-won Lee, Executive Vice President of Taihan Cable & Solution, said domestic development of high-performance ROVs for submarine cable installation would support efforts to strengthen Korea's submarine cable supply chain. The agreement follows other measures by Taihan Cable & Solution related to its submarine cable operations. The company is constructing Submarine Cable Plant 2, which will be capable of producing 640 kV HVDC submarine cables following completion of its first plant. Earlier this year, Taihan Cable & Solution completed a dedicated cable test center capable of simultaneously testing two 640 kV-class HVDC cable circuits. The company has also added the cable-laying vessel Skandi Connector to its fleet. PALOS, Korea's first cable-laying vessel dedicated to offshore wind, is also part of the fleet.

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Darłowo Port Completes EUR 40.3 Million Offshore Wind Infrastructure Upgrade

Poland's Port of Darłowo has completed two infrastructure projects worth more than PLN 174 million, including facilities supporting offshore wind operations in the Baltic Sea.



Photo: Ministry of Infrastructure of Poland

20, August 2026

Poland's Port of Darłowo has completed two infrastructure projects with a combined value of more than PLN 174 million (EUR 40.3 million), including facilities intended to support offshore wind opera-

tions in the Baltic Sea. Around PLN 144 million (EUR 33.3 million) of the total came through Poland's National Recovery and Resilience Plan (KPO), according to the Maritime Office in Szczecin.

The Maritime Office in Szczecin carried out one of the

projects to improve navigation safety and wave conditions at the port. The project was valued at approximately PLN 130 million (EUR 30.1 million), including around PLN 109 million (EUR 25.2 million) in KPO funding.

Work included reconstruction of the 356.5 m western

breakwater and construction of a new 100 m spur. The Maritime Office signed the construction contract with DORACO in February 2025, and the works were completed in July 2026.

The reconstructed breakwater was designed to provide greater resistance to

erosion, while the new spur reduces wave activity in Darłowo's outer harbour. The project also included new lighting and a navigation beacon.

Construction used approximately 980 tonnes of reinforcing steel, 8,000 cubic metres of hydraulic concrete, nearly 16,000 square metres of sheet piling and 189,000 tonnes of rock.

The upgraded infrastructure is intended to provide safer access for commercial and tourist vessels, as well as vessels used for offshore wind farm support operations.

A second project, led by the City of Darłowo, prepared the port to serve as an offshore wind service base. It is valued at more than PLN 44 million (EUR 10.2 million), including PLN 35 million (EUR 8.1 million) in KPO funding.

The project included modernisation of nearly 400 m of the existing Southern, Gdynia and Szczecin quays and their functional connection to a new 229 m Transshipment Quay. The new quay is designed to accommodate specialised offshore wind service vessels.

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Sif Completes Final Monopile Load-Out for Bałtyk 2 and 3



Photo source: Sif Group

20, August 2026

Sif has completed the final monopile load-out for the Bałtyk 2 and 3 offshore wind farms, which are under construction in the Polish sector of the Baltic Sea.

The two wind farms will have a combined capacity of 1,440 MW and use 100 Siemens Gamesa SG 14-236 DD turbines rated at 14.4 MW each. Bałtyk 2 and 3 are located about 37 km and 22 km from the coast near Ustka and Łeba.

A total of 100 monopile foundations and their transition pieces are being supplied by Sif and Smulders. The companies secured the work in 2024 from the developer, a joint venture between Polenergia and Equinor.

Foundation installation began this spring using Heerema Marine Contractors' heavy-lift vessel Thialf. More than 50 monopiles and transition pieces had been installed by the beginning of July.

Work on the foundations for two offshore substations

was scheduled to begin later this summer. Iemants, a subsidiary of Smulders, is handling the design and construction of both substations.

Bałtyk 2 and 3 are scheduled to generate first power in 2027, with full commissioning planned for 2028.

Equinor and Polenergia said the electricity produced by the two projects will be sufficient to meet the energy needs of up to two million households in Poland.

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NASSCO shipyard in San Diego, California. (Photo courtesy of Samsung Heavy Industries)

The U.S. has ordered a plan for a fifth public Navy Yard while allowing qualifying foreign shipbuilders to build up to two initial vessels abroad before production shifts to U.S. yards.

18, August 2026

The United States has ordered a plan to establish a fifth public Navy Yard and created a framework allowing qualifying foreign shipbuilders to build up to two U.S. vessels at their parent yards before subsequent construction moves to the United States.

President Donald Trump signed the National Security Presidential Memorandum, Rebuilding the United States Navy and America's Shipbuilding Industrial Base, on 13 August 2026. The directive targets shipbuilding delays, rising costs, limited industrial capacity and growing repair requirements across the U.S. Navy.

Under the memorandum, the Secretary of War, in consultation with the Secretary of the Navy, must submit a plan within 120 days to increase the readiness of nuclear-powered submarines and aircraft carriers. The plan must include the establishment of a fifth public Navy Yard, which the White House said would be the first

new public naval shipyard in more than 80 years.

The proposed yard plan must consider locations close to the U.S. Pacific Fleet, including the continental United States, Alaska, Hawaii and U.S. territories. It must also examine up to three new drydocks capable of accommodating every current and projected submarine class, along with private-sector capabilities, public-private financing options, schedules and funding requirements.

A separate Component Repair Center is also included in the directive. A plan for the facility is due within 90 days and must identify a geographically centralized location near major road, rail and river transport networks. The center would receive new components and refurbish existing parts required by the submarine repair industrial base.

The plan must provide sufficient resources to maintain at least one ship set of spare equipment for the Los Angeles, Virginia, Seawolf, Ohio and Columbia submarine classes.

The memorandum also

introduces an international procurement approach based on the U.S.-Finland medium icebreaker arrangement signed in October 2025. The so-called Finland Model can be applied to up to three ship classes covered by the directive.

Under the framework, a qualifying foreign shipbuilder can build up to the first two ships at its parent foreign yard. All vessels after those initial ships must be constructed at U.S. shipyards.

Foreign participation is tied to specific U.S. investment and production requirements. The supplier must build a new shipyard in the United States or take ownership or a majority equity position in an existing U.S. yard. It must also hire and train American citizens, license proprietary shipbuilding techniques and technologies used at the parent foreign yard to its U.S. operations, and establish a U.S. supply chain for construction and maintenance.

The international procurement approach covers a new competitive acquisition

plan for surface combatants with anti-submarine warfare, surface warfare and convoy escort capabilities. Separate plans are also required for Consolidated Cargo Replenishment at Sea tankers and Roll-On, Roll-Off vessels.

The memorandum delegates authority to the Secretary of War to determine whether an individual construction contract qualifies for a national-security waiver from the general restriction on building U.S. Armed Forces vessels in foreign shipyards. No contract under the waiver can be awarded until 30 days after Congress receives the national-security determination.

The policy has placed foreign shipbuilders with existing U.S. operations in focus. Hanwha Group acquired Philly Shipyard in 2024 and has pledged \$5 billion to expand the Pennsylvania facility. Reuters reported on 14 August that Hanwha Group and Italy's Fincantieri have the largest U.S. shipyard footprints among the foreign shipbuilders covered in its report.

Fincantieri has invested more than \$800 million in its U.S. shipyards over the past decade, including facilities in Wisconsin. The company has also secured a \$30 million U.S. Navy contract for early work on the Medium Landing Ship

programme.

South Korea has separately committed \$150 billion to U.S. shipbuilding cooperation as part of a broader \$350 billion investment package. That commitment, together with Hanwha Group's existing U.S. shipyard investment, provides an established industrial link between South Korean shipbuilding capacity and the U.S. effort to expand domestic maritime production.

The memorandum also orders a review of Naval Sea Systems Command, or NAVSEA, within 120 days. The review must recommend personnel, organizational and structural reforms aimed at introducing results-based accountability, reducing bureaucracy and preventing repeated changes to mature parent ship designs.

The new policy combines limited access to foreign construction capacity with requirements for U.S. shipyard investment, American workforce training, technology licensing and development of a domestic supply chain. While qualifying foreign yards may construct up to two initial vessels, subsequent production under the model must take place in the United States.

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South Korea and China Compete for 2026 VLAC Orders

South Korean and Chinese shipbuilders secured 14 and 26 of 40 VLAC orders announced from January to July 2026 as demand for long-distance ammonia transport vessels increased.

18, August 2026

South Korean and Chinese shipbuilders are competing for very large ammonia carrier orders as demand grows for vessels designed to transport ammonia over long distances.

Shipowners publicly announced 40 VLAC orders worldwide between January and July 2026. South Korean shipbuilders secured 14 vessels, while Chinese yards won 26.

In South Korea, HD Hyundai Samho accounted for 11 of the orders announced during the period, while Hanwha Ocean secured three. The Chinese total included 14 vessels for Jiangnan Shipyard and two for Yangzijiang Shipbuilding.

HD Hyundai Samho's 11 vessels were ordered by Synergy Shipping, a joint-venture shipping company under Turkey's Ciner Group, and Belgian shipowner Transpetrol. Synergy Shipping placed orders for nine vessels and Transpetrol for two, with deliveries planned from 2029 to 2030.

By the end of July 2026,



Image credit: Samsung Heavy Industries

HD Hyundai Samho had 22 VLACs on order. Together with the VLACs ordered at HD Hyundai Heavy Industries, this gave HD Hyundai the largest VLAC orderbook among South Korean shipbuilders.

Hanwha Ocean received orders for three VLACs from UK-based Zodiac Maritime. Its total VLAC orderbook stood at 10 vessels at the end of April 2026.

Among Chinese yards, Hengli Heavy Industries secured the largest number

of VLAC orders announced during the January-July period, with 14 vessels in the 88,000-cubic-meter and 93,000-cubic-meter classes.

Owners have been disclosed for 10 of those vessels. Greece's Evalend, Dynacom and Capital each ordered two ships, while Dubai-based Emarat Maritime ordered four.

Hengli Heavy Industries also launched its first 93,000-cubic-meter VLAC on 23 June 2026. The vessel was built on a shipbuilding slipway,

making it the first VLAC constructed and launched using that method instead of the dry-dock approach traditionally used for large gas carriers.

Jiangnan Shipyard secured 10 VLAC orders linked to East Pacific Shipping, Southwest Shipping, Thenamaris and CYH Shipping. Their respective orders cover two, two, two and four vessels, with deliveries planned between 2028 and 2030.

The yard delivered IVY COVE, China's first

93,000-cubic-meter-class VLAC, on 10 June 2026. The vessel uses Jiangnan's Panda 93A design, which was developed from the shipyard's fourth-generation VLGC design.

The delivery of IVY COVE came about one month before HD Hyundai Samho delivered Jane Maersk, a VLAC of the same specifications, to Maersk.

Yangzijiang Shipbuilding is building two 88,000-cubic-meter-class VLACs for UK shipowner Union Maritime. Delivery of the first vessel is planned for 2029, followed by the second in 2030.

Demand for VLACs is rising as ammonia attracts interest both as a marine fuel and as a hydrogen carrier, with hydrogen converted into ammonia for transportation.

The International Energy Agency's Roadmap to Carbon Neutrality by 2050 projects ammonia fuel's share of shipping at 8% in 2030 and 46% in 2050. Competition between South Korean and Chinese shipbuilders is therefore also expected to extend to ammonia-fueled vessels.

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VARD's NKT Eleonora Arrives at Brattvaag for Final Outfitting

VARD's NKT Eleonora has arrived at Vard Brattvaag for final outfitting and commissioning. The cable-laying vessel is scheduled for delivery in Q1/Q2 2027.

17, August 2026

VARD's cable-laying vessel NKT Eleonora, newbuilding NB 969, has arrived at Vard Brattvaag in Norway after its journey from Vard Shipyards Romania in Tulcea.

The vessel has entered the next stage of construction, with final outfitting and commissioning to be carried out at Brattvaag. According to VARD, delivery is scheduled for Q1/Q2 2027.

VARD secured the contract from NKT HV Cables AB in December 2023, with a contract value of EUR 200-

250 million. Salt Ship Design developed the vessel design. The original construction plan called for the hull to be built at Vard Tulcea in Romania before outfitting and delivery from a VARD yard in Norway.

The vessel was later named NKT Eleonora. According to NKT, it has three turntables providing a total cable-carrying capacity of 23,000 tonnes and is capable of laying three power cables. The vessel also features DP III dynamic positioning and an enclosed cable-handling deck.

NKT Eleonora has a du-

al-fuel configuration designed to allow operation on methanol. NKT lists Wärtsilä 32 Methanol Engines among the vessel's equipment. ABB is supplying the Onboard DC Grid power system and aft Azipod electrical propulsion, while NOV REMACUT is responsible for the cable-laying system, cranes and mission equipment.

Construction started with steel cutting at the Romanian shipyard on 5 November 2024, followed by the keel-laying ceremony on 15 January 2025.

The vessel is also planned



Image source: VARD

for offshore installation work on NKT's power cable connection between Bornholm Energy Island and Zealand in Denmark. The project for Energinet Eltransmission A/S includes an approximately 200 km cable-route, 525 kV offshore HVDC power cable system. According to NKT, offshore installation is planned

to be carried out by NKT Eleonora.

With the vessel now at Brattvaag, construction will continue through final outfitting and commissioning ahead of the Q1/Q2 2027 delivery schedule announced by VARD.

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Hanwha, Fincantieri Gain as Trump Opens Path for Foreign Yards in US Navy Shipbuilding

Hanwha Ocean and Fincantieri shares rose after a Trump directive created a pathway for qualified foreign shipbuilders to construct certain US Navy vessels at overseas yards.



State of Maine (Photo source: Hanwha Philly Shipyard)

16, August 2026

Shares in South Korea's Hanwha Ocean Co and Italy's Fincantieri SpA rose after US President Donald Trump signed a directive creating a pathway for qualified foreign shipbuilders to construct certain US Navy vessels at overseas yards.

Hanwha Ocean Co shares climbed 5.6% on Friday, while Fincantieri SpA gained 3.2%. Both companies have major shipyard operations in the

United States.

Trump signed the National Security Presidential Memorandum, "Rebuilding the United States Navy and America's Shipbuilding Industrial Base," on Thursday. Under the model, qualifying foreign shipbuilders could initially construct up to two vessels at their parent yards overseas before subsequent production shifts to the United States.

To qualify, foreign shipbuilders would have to build a new US shipyard or acquire

a majority stake in an existing one, hire and train American workers, transfer proprietary shipbuilding techniques and establish a US supply chain.

The policy could apply to three vessel categories: surface combatants, consolidated cargo replenishment tankers and roll-on/roll-off vessels. Specific designs have not yet been selected and are to be determined through new competitive acquisition programs.

The memorandum allows the administration to waive the

general prohibition on building US Armed Forces vessels in foreign shipyards for qualifying projects. Congress must be notified of each national security determination, and contracts cannot be awarded until 30 days after lawmakers receive notification.

The approach follows an October 2025 US-Finland agreement covering ice-breaker construction for the US Coast Guard. Bollinger Shipyards is partnering with Rauma Marine Constructions to build the first two Arctic Security Cutters in Finland before production moves to Louisiana. Davie is taking a similar approach, with its first two cutters to be built at Helsinki Shipyard before production shifts to a new facility in Texas.

Hanwha acquired Philly Shipyard in 2024 and has pledged \$5 billion to expand the Pennsylvania yard. The investment is part of South Korea's broader commitments under a trade deal with Washington.

A Hanwha Defense USA spokesperson said the company was reviewing the details of the memorandum.

Bryan Clark, a senior fellow at the Hudson Institute, identified Hanwha as the frontrunner under the new policy, citing South Korean government investment in US shipbuilding.

He said the policy was more likely to initially produce tankers and roll-on/roll-off vessels than warships because of the cost and complexity of adapting warship designs to the US supply chain.

Fincantieri, Europe's larg-

est shipbuilder, has invested more than \$800 million in its US shipyards over the past decade, including Fincantieri Marinette Marine in Wisconsin and Fincantieri Bay Shipbuilding.

The company recently secured a \$30 million US Navy contract for early work on Medium Landing Ship vessels. The program could ultimately cover 35 vessels.

The policy also affects Hanwha's non-binding bid for Austal's US operations. Austal shares rose 5.6% on Friday. Clark said a sale could reduce the Australian parent company's opportunity to build two vessels in Australia under the new rules.

The memorandum also calls for the establishment of a fifth public US Navy shipyard. Within 120 days, the administration is seeking a plan to expand submarine and aircraft carrier maintenance capacity using private-sector capabilities and the proposed public yard.

Potential locations near the Pacific Fleet are to be considered in the continental United States, Alaska, Hawaii and US territories. The plan could include up to three new dry docks capable of handling current and future submarine classes.

The Shipbuilders Council of America opposed the overseas construction provision, arguing that building vessels abroad would divert demand, jobs and industrial capability away from US shipyards.

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HMT news

HD Hyundai Heavy Industries Launches Cimbote in Peru Joint Shipbuilding Project

HD Hyundai Heavy Industries has launched Cimbote, the first of two landing support ships being jointly built with SIMA in Peru for the Peruvian Navy.



Photo source: Office of the President of Peru

19, August 2026

HD Hyundai Heavy Industries has launched Cimbote, the first of two landing support ships being built with SIMA shipyard for the Peruvian Navy. The milestone marks the first time the company has reached the launch

stage of a naval vessel built jointly overseas. HD Hyundai Heavy Industries said the launching ceremony for Cimbote was held at the SIMA shipyard in Peru. Attendees included Peruvian President Keiko Fujimori, Commander General of the Peruvian Navy Federico

Javier Bravo de Rueda, Republic of Korea Ambassador to Peru Choi Jong-wook and HD Hyundai Heavy Industries President Joo Wonho. The vessel is part of a four-ship order awarded to HD Hyundai Heavy Industries by the Peruvian Navy in April

2024. The order covers a frigate, an offshore patrol vessel and two next-generation landing support ships. Cimbote is the first of the two landing support vessels. The second ship, Talara, completed its onshore construction process earlier in August. Both ships are multipurpose landing support vessels intended for personnel and supply transport, logistical support, and disaster and emergency response. Their names are taken from major port cities in Peru. The project divides construction responsibilities between HD Hyundai Heavy Industries and SIMA shipyard. HD Hyundai Heavy Industries is responsible for design and technical support, while SIMA handles block production, assembly, outfitting, testing and sea trials using its production facilities in Peru. The arrangement uses local construction rather than building completed vessels in Korea for subsequent overseas delivery. This production method reflects Peru's requirements for local produc-

tion. South Korea's Ministry of National Defense and Defense Acquisition Program Administration supported the vessel export project through cooperation with the Peruvian government. The Republic of Korea Embassy in Peru and KOTRA also assisted communications and used their local networks to support the project. Joo Wonho said the launch resulted from cooperation between South Korea's public and private sectors. He added that the company would work to strengthen the competitiveness of Korean-built ships and diversify its export markets. Separately, HD Hyundai Heavy Industries is carrying out the basic design of a 1,500 t class next-generation submarine for the Peruvian Navy. The company is continuing to cooperate with the Peruvian government with the aim of starting construction of the lead submarine immediately after the design is completed.

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Namura Shipbuilding Advances New Large Dock Plan in Japan

Namura Shipbuilding is advancing plans for a new large construction dock as Japan targets 18 million gt of annual shipbuilding capacity by 2035.

20, August 2026

Namura Shipbuilding is proceeding with plans for a new large construction dock in Japan as the country moves to expand domestic shipbuilding capacity through a government-backed investment programme. The planned facility would be the first major shipbuilding dock developed in Japan since Imabari Shipbuilding completed a 610 m dock at Marugame in 2017. The Japanese government has set a target of doubling annual shipbuilding capacity to 18 million gt by 2035. Around ¥1 trillion (\$6.8 billion)

in public and private investment is envisaged over the next decade. A shipbuilding revitalisation fund is supporting dock expansion, cranes, automation, robotics and other productivity-related equipment. Prime Minister Sanae Takaichi has identified shipbuilding as one of 17 strategic growth sectors. The government is also promoting regional shipbuilding clusters that include new dock infrastructure. At its main Imari yard in Saga Prefecture, Namura Shipbuilding already operates a 450 m by 70 m construction dock using a semi-tandem

building system. The company has also been investing in the yard to improve its ability to handle larger and more complex vessels. A separate upgrade programme at Imari began earlier this year and is scheduled to continue through fiscal 2028. Supported by government funding, the work is intended to improve construction efficiency for zero-emission and environmentally friendly ships. The programme is expected to raise production capacity at the yard by around 20%. Japan held a leading position in global shipbuilding during the second half of the 20th century before losing

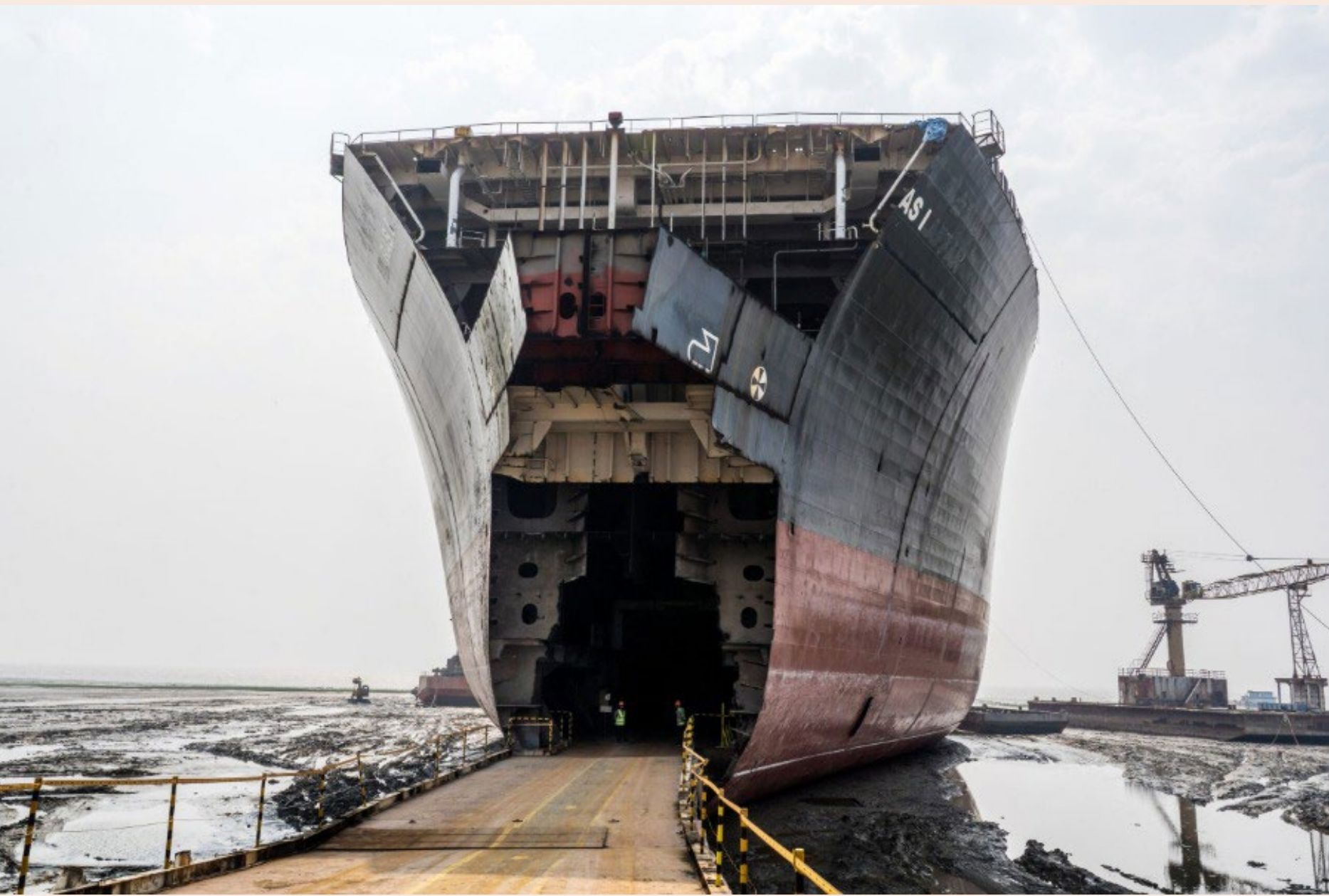
market share to South Korea and later China. The current investment programme is aimed at expanding domestic

shipbuilding capacity.

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Photo credit: Namura Shipbuilding



MT RASI (IMO 9176008) beached at Ferdous Steel, Chattogram, Bangladesh. March 2026 (Source: NGO Shipbreaking Platform)

Nine Killed in MT Rasi Gas Accident at Ferdous Steel in Bangladesh

18, August 2026

Nine workers were killed after hydrogen sulphide exposure aboard the LNG carrier MT Rasi during dismantling at Ferdous Steel Ship Recycling Industries in Chattogram, Bangladesh, on 14 August 2026. The accident occurred at the company's yard in Bhatari, Sitakunda. A Ministry of Industries inquiry committee subsequently identified hydrogen sulphide as the cause of the deaths. One of the victims was a 17-year-old worker. The Bangladesh Ship Recycling Board suspended operations at Ferdous Steel following the incident. Authorities also began an investigation into the cause of the accident, possible negligence and the safety measures in place at the yard. The accident occurred after the environmental clearance covering the dismantling of MT Rasi had expired. The Department of Environment issued the clearance on 13

Nine workers died after hydrogen sulphide exposure aboard MT Rasi at Ferdous Steel in Bangladesh, where authorities have suspended operations and opened an investigation.

August 2025 and it remained valid until 12 August 2026, two days before the fatal incident. The department said the yard had not applied for renewal before the expiry date. The Department of Inspection for Factories and Establishments had also filed a case against Ferdous Steel in July 2026 over safety violations. DIFE records show earlier cases against the yard in 2017 and 2018 resulted in convictions and fines. A further case was filed shortly before the 14 August accident. Ferdous Steel had been certified as a green shipyard under the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships. According to data compiled by the Ban-

gladesh Institute of Labour Studies, 84 accidents were recorded at Bangladesh's shipbreaking yards between 26 June 2025 and 14 August 2026, resulting in 15 deaths and 81 injuries. Regulatory scrutiny has also focused on the vessel itself. MT Rasi had been inspected before recycling work began, and government bodies and a state-appointed private safety agency cleared the vessel for dismantling. The Inventory of Hazardous Materials submitted during the approval process did not identify hydrogen sulphide, according to subsequent reporting on the investigation. The Hong Kong Convention entered into force on 26 June 2025. The IMO rules re-

quire ships sent for recycling to carry an Inventory of Hazardous Materials and require recycling facilities to prepare ship-specific recycling plans. Governments that are parties to the convention are responsible for ensuring facilities under their jurisdiction comply with its requirements. Separately, the European Commission is considering the first Indian facilities for inclusion on the European List of Ship Recycling Facilities. Its proposed 16th update includes YSI Recyclers and Shree Ram Vessel Scrap/Shree Ram Shipping Industries in Alang, India. Both use beaching as part of their recycling operations. The Commission said the two facilities demonstrated

compliance with requirements covering environmental protection, safety, technical capability and governance following inspections and assessments. Public feedback on the proposal is open until 30 August 2026. The proposed inclusion has drawn opposing responses. European shipping organisations have supported the addition of compliant Indian yards, while the NGO Shipbreaking Platform has called for the two facilities to be excluded because they use beaching. The organisation argues that dismantling vessels on intertidal areas does not provide adequate containment of hazardous materials. The Bangladesh accident occurred little more than a year after the Hong Kong Convention became mandatory internationally, placing renewed attention on how ship recycling safety requirements are being applied at operating yards.

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More Ships Hit in Strait of Hormuz as US Prepares New Iran Measures

More commercial vessels have been attacked in the Strait of Hormuz as US-Iran negotiations remain stalled and Washington prepares additional economic measures against Iran.



LPG Tanker Shivalik (Photo credit: Duncan Williams / marinetrtraffic)

16, August 2026

More commercial vessels have been attacked in the Strait of Hormuz as negotiations over the Middle East conflict remain stalled and the United States prepares additional economic measures against Iran.

UK Maritime Trade Operations said on Saturday that it had received a report of a projectile striking the hull of a bulk carrier.

Two vessels operated by Abu Dhabi National Oil Co. were struck while transiting the Strait of Hormuz on Thursday. Another Abu Dhabi National Oil Co. vessel was hit on Friday evening, according to reports from the United Arab Emirates' state-run WAM news agency. No injuries were reported.

About one-fifth of the world's oil and gas transited the Strait of Hormuz before the war. The waterway has become a central issue in efforts to reach an agreement after almost six months of fighting.

The United States is seeking the restoration of free passage through the route linking the Persian Gulf with the Gulf of Oman and the Arabian Sea, while Iran has said it intends to retain control of the strait.

Brent crude rose almost 6% during the week as expectations of a rapid resolution to the deadlock weakened and disruption to oil and other commodity flows continued.

As of 11 August, about 65 confirmed incidents involving vessels had been recorded in the Strait of Hormuz and the wider Middle East during the conflict, according to the International Maritime Organization. Seventeen seafarers had died.

The conflict began on 28 February when the United States and Israel launched air strikes against Iran. Thousands of people have since been killed, most of them in Iran.

US President Donald Trump told Fox News on Friday that Washington planned to increase economic pressure on Iran. In a separate speech on Long Island, Trump said a US blockade of Iranian ports had allowed Washington to effectively govern the Strait of Hormuz.

Iran and Oman have continued technical talks over the establishment of a shipping route through the waterway. The United States is not participating in those discussions.

Iranian Foreign Minister Abbas Araghchi said the technical talks with Oman were continuing and could be concluded soon. He said, however, that an agreement would not itself lead to the reopening of the strait.

Araghchi also said Qatar and Pakistan were passing messages between Tehran and Washington, but added that Iran had not decided to resume negotiations with the United States.

US Treasury Secretary Scott Bessent said in a Newsmax interview on Thursday that further economic measures against Iran would be announced the following week. He did not specify what those measures would include.

Iran's industrial capacity has been damaged during the conflict, while its crude exports have been severely reduced by the US blockade. Previous sanctions have not forced Iran to change its position on its nuclear programme or relinquish control of the Strait of Hormuz.

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Cargo Ship Lutuf Hijacked off Somalia

Cameroon-flagged cargo ship Lutuf was hijacked by eight armed people off Somalia on 17 August, amid continued opportunistic pirate activity along the Somali coast.

18, August 2026

Cameroon-flagged cargo ship Lutuf was hijacked off Somalia on 17 August after eight armed people boarded the vessel and took control.

The incident occurred at around 1136 hrs UTC, about 4 nm south of Mareeyo, Somalia, according to a UKMTO warning based on a report from the ship's company security officer.

Maritime security company Vanguard Tech identified the vessel as Lutuf. Equasis lists the vessel as a 1995-built, 1,401 dwt general cargo ship.

The status of the crew remained unconfirmed, while authorities were investigating the incident.



Cargo Ship Lutuf (Photo source: Vessel Finder)

The hijacking occurred amid continued opportunistic pirate activity off the Somali coast. JMIC assessed the threat to shipping in the area as moderate in an advisory

issued on 16 August. The assessment cited persistent opportunistic attacks despite monsoon conditions that are generally unfavourable for skiff launches.

As of 16 August, JMIC reported that four merchant vessels were being held by Somali pirate groups.

They were Palau-flagged product tanker Honour 25, hijacked on 21 April 2026; Saint Kitts and Nevis-flagged general cargo ship Sward, hijacked on 26 April; Togo-flagged product tanker Eureka, hijacked on 2 May 2026; and Tanzania-flagged product/chemical tanker Asana, hijacked on 17 July 2026.

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Canada's CCGS Louis S. St-Laurent Reaches North Pole

CCGS Louis S. St-Laurent reached the North Pole on 16 August 2026 during an Arctic mission supporting geoscience and hydrographic data collection for Canada's continental shelf mapping.



Louis S ST Laurent (Photo credit: © Michel Tremblay / Maritime Optima)

18, August 2026

Canada's largest and most powerful icebreaker, CCGS Louis S. St-Laurent, reached the North Pole on 16 August 2026 during an Arctic deployment supporting the country's continental shelf mapping program.

The voyage is part of a series of Arctic missions running from 2024 through 2027. The Canadian Coast Guard is

supporting Natural Resources Canada and Fisheries and Oceans Canada in collecting high-resolution geoscience and hydrographic data across the region.

The information will contribute to Canada's efforts to establish the outer limits of its continental shelf under the United Nations Convention on the Law of the Sea (UNCLOS). The convention provides the legal framework for countries to establish rights over seabed resources beyond their 200-nautical-mile exclusive economic zones under certain conditions.

Defence Minister David J. McGuinty described the arrival at the North Pole as an important milestone in Canada's Arctic activities. He said the mission contributes to scientific knowledge and supports Canada's presence, sovereignty and security in the North.

CCGS Louis S. St-Laurent is a heavy icebreaker and the largest vessel in the Canadian Coast Guard's current icebreaking fleet. The vessel has supported previous Arctic scientific programs, including the collection of geological and seabed data for Canada's continental shelf work.

Canadian Coast Guard Commissioner Kevin Brosseau said reaching the North Pole demonstrated the capabilities required for operations in demanding Arctic conditions. He also highlighted the role of Coast Guard icebreakers in scientific research, services for northern communities and Government of Canada activities in the region.

Canadian Coast Guard icebreakers generally operate in the Arctic from June through November each year. Their work during the summer operational season includes scientific missions, assistance to northern communities and services for vessels navigating Arctic waters.

The 2026 deployment takes place as Canada increases its focus on Arctic security and sovereignty amid geopolitical competition in the region. Changing sea-ice conditions are also making some Arctic areas more accessible to shipping and other activities.

CCGS Louis S. St-Laurent entered service in 1969 and has undergone several major upgrades during more than five decades of operation.

Canada is renewing its icebreaking fleet, including the construction of new polar icebreakers. These vessels are intended to provide greater capability and a more sustained presence in the Arctic as CCGS Louis S. St-Laurent and other aging vessels are eventually retired.

The government said the North Pole mission shows Canada's ability to conduct operations in remote Arctic waters while supporting scientific research and continental shelf mapping.

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UKMTO Reports Vessel Hit by Projectile in Strait of Hormuz

A vessel was hit by an unidentified projectile while exiting the Strait of Hormuz, damaging its engine room and resulting in a crew casualty, according to UKMTO.



UKMTO reports vessel strike in Hormuz (Image: UKMTO)

18, August 2026

A vessel was struck by an unidentified projectile while sailing outbound through the Strait of Hormuz on 18 August 2026, according to UK Maritime Trade Operations (UKMTO). The incident damaged the vessel's engine room and resulted in a crew casualty.

UKMTO recorded the report at 01:35 UTC after receiving information from the vessel's Company Security Officer. The remaining crew were being assisted by the Omani Coast Guard following the strike.

The maritime security agency did not provide details identifying the vessel. It also did not state whether the reported crew casualty involved a death or an injury. Authorities were investigating the incident, while no environmental impact had been reported at the time of the UKMTO warning.

The incident occurred while shipping through the Strait of Hormuz remained severely disrupted. Reuters reported that vessel crossings were still in single digits, compared with more than 130 per day before the current conflict.

AP reported that Iran has restricted shipping through the strait following US and Israeli attacks on Iran on 28 February. The Strait of Hormuz carried roughly one-fifth of globally traded oil supplies before the conflict.

UKMTO advised vessels operating in the area to exercise caution and report suspicious activity.

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Projectile Strikes Leave Unmanned Cargo Ship Lost Off Yemen

An unidentified unmanned cargo ship has been declared a total loss after multiple projectile strikes in the southern Red Sea, about 40 nautical miles southeast of Al Mokha, Yemen.

20, August 2026

An unidentified unmanned cargo vessel has been declared a total loss following multiple projectile strikes in the southern Red Sea off Yemen.

The incident was reported at 1100 hours on 17 August 2026. Local authorities placed the vessel about 40 nautical miles southeast of Al Mokha.

The ship suffered extensive damage after being hit by several projectiles of unknown origin. UK Maritime Trade Operations said the vessel was subsequently assessed as a total loss.

No details have been released on the ship's identity or the cargo it was carrying. UKMTO advised vessels in the area to maintain caution and notify the relevant authorities of suspicious activity or objects.

The attack occurred as commercial traffic through the



Illustration only (AI generated image)

southern Red Sea and Bab el-Mandeb had already fallen following the Houthis' move to block Saudi shipping in the Red Sea from 20 July 2026.

Other attacks have since

been reported around Al Mokha. Earlier in August, Tihama came under attack while sailing off the Yemeni port.

In a new advisory, the Joint

Maritime Information Center said Al-Mokha Port remained shut to commercial traffic after more than 25 cumulative missile impacts and fires at berths. JMIC said commercial

logistics still operating in the lower Red Sea were using alternative routes.

JMIC categorised the maritime threat in the Red Sea and Bab el-Mandeb as substantial. The organisation classified the threat in the Strait of Hormuz as severe.

Separate security incidents were also reported elsewhere. On 17 August, cargo vessel Lutuf was hijacked by eight pirates off Somalia.

The source also reported that piracy had increased as vessels took longer routes around Africa to avoid areas where attacks were feared in the Strait of Hormuz, Red Sea and Persian Gulf.

In another incident, a bulk carrier was attacked while transiting the Strait of Hormuz along the coast of Oman. One seafarer was killed.

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Retired OSV Calcasieu Pass Becomes Artificial Reef Off Delaware

Former offshore supply vessel Calcasieu Pass has been sunk off Delaware at Reef Site 13, ending decades of commercial service and beginning a new role as an artificial reef for marine habitat.

20, August 2026

The retired offshore supply vessel Calcasieu Pass has begun a new role beneath the Atlantic after Delaware deployed the 180-foot vessel as an artificial reef off the Sussex County coast.

The vessel was placed at Reef Site 13, also known as the Del-Jersey-Land Reef, east of Bethany Beach. The offshore site is positioned between ports in Delaware, New Jersey and Maryland.

Built in 1982, Calcasieu Pass entered service as an offshore oilfield supply vessel. It remained in offshore support operations until 1989 before being converted for

the Atlantic menhaden fishing industry.

The vessel then operated for more than three decades from Reedville, Virginia. It served the menhaden reduction industry, which processes the fish into products including fish oil, pet food and cosmetics.

Its latest deployment brings that commercial career to an end. Calcasieu Pass, which has a 40-foot beam, will now serve as a reef structure intended to provide habitat for marine life.

The Delaware Department of Natural Resources and Environmental Control expects reef fish and invertebrates to use the vessel. Mussels,

barnacles and corals are also expected to establish on the structure over time.

DNREC's Division of Fish and Wildlife used \$285,000 in federal Sport Fish Restoration funds to purchase Calcasieu Pass and prepare the vessel for reef deployment.

Before the sinking, the vessel was prepared to comply with applicable federal and state environmental requirements. DNREC said approvals covering environmental cleanliness and safety were received from the U.S. Environmental Protection Agency and the U.S. Coast Guard.

Norfolk, Virginia-based marine contractor Coleen Marine carried out the deploy-



Image Courtesy of DNREC

ment. The company has previously handled several vessel placements for DNREC's artificial reef programme.

Reef Site 13 is described by DNREC as the centerpiece of Delaware's artificial reef system. Across Delaware Bay and the Atlantic Ocean, the state operates 14 permitted artificial reef sites under a programme established in 1995.

The reef sites attract species including tautog, black sea bass, triggerfish, scup and spadefish. Baitfish gathering

around the structures also draw other predators.

For Calcasieu Pass, the sinking marks another transition in a working life that began in offshore oilfield support and later moved into commercial fishing. The former OSV will now function as part of Delaware's artificial reef system while providing habitat for marine life and additional opportunities for fishing and diving.

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Sixteen Indian seafarers aboard the Marshall Islands-flagged AM Pioneer have refused to transit the Strait of Hormuz, while FSUI has called for Indian government intervention.

AM Pioneer (Photo credit: © Peixet / Marine Traffic)

16 Indian Seafarers on AM Pioneer Refuse Strait of Hormuz Transit

19, August 2026

Sixteen Indian seafarers aboard the Marshall Islands-flagged offshore supply vessel AM Pioneer have refused to transit the Strait of Hormuz, citing safety concerns amid the ongoing regional conflict.

The Forward Seamen's Union of India (FSUI) has asked the Indian government to intervene, alleging that the vessel's owners and managers are pressuring the master and crew to make the passage. The union is also seeking the repatriation of the 16 seafarers to India with full wages and other contractual dues.

FSUI said in a post on X that the crew had refused to enter the Strait of Hormuz because of safety concerns. According to the union, the seafarers also objected to making the passage during darkness with communications switched off.

In a video shared by FSUI, AM Pioneer master Anil Raj said the vessel had arrived

at Ras Al Khaimah Port in the United Arab Emirates the previous month for a survey. He said the crew had initially been told that the vessel would sail through the Strait of Hormuz toward India once the waterway was open to shipping and considered safe for transit.

Raj said the situation subsequently changed when the company sought to have AM Pioneer cross the strait and proceed to Fujairah. He alleged that the company had blamed him for the crew's position and accused him of influencing the vessel's officers and seafarers against the company.

According to Raj, the company also sought to arrange security for AM Pioneer and had asked for US air support to assist the vessel during the passage. The information provided does not indicate whether such support was confirmed.

An unidentified second engineer aboard AM Pioneer said he would agree to transit the Strait of Hormuz when it was open to all ships. Another

crew member said the seafarers had previously been instructed to keep the vessel ready and sail once conditions were considered safe.

FSUI has called on India's Ministry of External Affairs, Ministry of Ports, Shipping and Waterways and Directorate General of Shipping to take action over the situation involving the 16 Indian nationals.

The information provided does not include a response from the vessel's owners or managers to the allegations made by FSUI, the master and crew.

AM Pioneer is a Marshall Islands-flagged offshore supply vessel. Ship-monitoring information cited in the source material identifies Mumbai-based Alphard Maritime Private Limited as the vessel's manager.

The dispute comes as ships have continued to transit the Strait of Hormuz during the US-Iran conflict. The Indian government told Parliament on 21 July that 59 India-bound ships had safely

crossed the strait since the conflict began on 28 February. At that time, six Indian-flagged vessels remained stranded on the western side of the waterway.

Although AM Pioneer is

registered under the Marshall Islands flag, all 16 crew members involved in the dispute are Indian nationals.

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Source: X