

Kincardine Reports £44.4 Million Pre-Tax Loss Amid Vestas Generator Failures

Kincardine Offshore Windfarm Limited reported a £44.4 million pre-tax loss for 2025 after generator failures affected four Vestas turbines, resulting in a £40 million repair provision. [Page 19](#)

Petrobras P-80 FPSO Sails from Singapore for Búzios Field

Petrobras' P-80 FPSO has left Seatrium's Singapore yard for Brazil, where the 225,000-bpd unit is expected to begin operations at the Búzios field in early 2027. [Page 14](#)

LNG Canada Phase 2 FID Doubles Capacity to 28 Mtpa

LNG Canada's partners have approved Phase 2 at Kitimat, doubling LNG capacity to 28 mtpa, while Fluor and JGC move ahead with engineering and construction work. [Page 13](#)

Dajin Delivers KING THREE, Completing Three-Vessel KING Fleet

Dajin Heavy Industry has delivered KING THREE, completing its three-vessel KING heavy deck carrier fleet as construction progresses on the larger EMPEROR series. [Page 2](#)

COSCO Shipping Specialized Adds 14 More 60,000-DWT Heavy-Lift Vessels



COSCO Shipping Specialized is adding 14 60,000 DWT multipurpose heavy-lift vessels through eight newbuildings at Dalian COSCO Shipping Heavy Industry and six long-term bareboat charters. [Page 5](#)

Photo source: Cosco Shipping Heavy Transport

CRCC Bridge Piling No. 1 Heads to Brazil for Deepwater Bridge Construction

CRCC Bridge Piling No. 1 has departed China for Brazil's Salvador-Itaparica Bridge project. The vessel features a 156 m pile frame, 700-tonne pile-handling capacity and a combined DP and anchor-mooring system. [Page 32](#)



Image Credit: China Railway Construction Bridge Engineering Bureau Group

Dajin Delivers KING THREE, Completing Three-Vessel KING Fleet

Dajin Heavy Industry has delivered KING THREE, completing its three-vessel KING heavy deck carrier fleet as construction progresses on the larger EMPEROR series.



Photo: Dajin Heavy Industry

29, September 2026

Dajin Heavy Industry has delivered KING THREE, completing its three-vessel KING series of large deck carriers and establishing the company's self-owned ocean-going transport fleet.

KING THREE, the third vessel in the series, was officially delivered on 27 September 2026 at Dajin's Panjin

base in China. KING ONE and KING TWO had already been delivered, with KING TWO beginning its maiden voyage on 2 September carrying monopiles for the BC Wind offshore wind project.

The KING-series vessels measure 239.8 m in length and 51 m in breadth, with a deck working area of 12,000 m² and a maximum deadweight of 40,000 tonnes. They have a maximum speed

of 13 knots and a range of up to 16,000 nautical miles, and are designed to transport large offshore wind equipment including monopiles and jackets.

KING ONE began its maiden voyage in February 2026 and subsequently completed two voyages carrying monopiles to European ports. Dajin's 2026 interim report had scheduled KING THREE for September delivery and tar-

geted full operation of all three KING-series vessels during the year.

Dajin is also progressing construction of its larger EMPEROR series of ultra-wide heavy-load deck carriers. The new design measures 245 m in length and 61 m in breadth, with a deck area of 13,500 m² and a maximum deadweight of 60,000 tonnes.

The EMPEROR series is equipped with twin-engine,

twin-propeller propulsion and six 3,000 m³/h ballast pumps. Dajin lists floating foundations, oil and gas modules and other ultra-large equipment among the cargoes targeted by the design. The company said in its interim report that construction of the series was progressing.

[hmt-news.com](#)



Chipolbrok Starts Construction of 60,800-dwt Heavy-Lift Vessel

Chipolbrok has started construction of TK2601, the first of six 60,800-dwt multipurpose heavy-lift vessels, following steel cutting at Taizhou Kouan Shipbuilding.



Image source: SDARI

30, September 2026

Chipolbrok has begun construction of TK2601, the first vessel in a six-ship newbuilding programme for 60,800-dwt multipurpose heavy-lift vessels.

The project reached its first construction milestone on 28 September 2026, when steel cutting was carried out at Taizhou Kouan Shipbuilding. Representatives from Chipolbrok, Taizhou Kouan Shipbuilding and DNV attended the event.

The six new vessels are being built under two contracts. Taizhou Sanfu Shipbuilding

received an order for four vessels in December 2025, while Taizhou Kouan Shipbuilding was contracted for a further two in January 2026.

The design positions the bridge and accommodation block at the forward end of the vessel, leaving a larger uninterrupted area available for cargo on deck. Compared with Chipolbrok's existing 62,000-dwt design, the new arrangement adds about 360 m² of deck storage space.

Each vessel will have an overall length of 199.90 m and a breadth of 32.26 m. Cargo lifting will be handled by three 200-tonne cranes, with two

cranes able to work together for lifts of up to 400 tonnes.

The second cargo hold can be operated without its hatch covers, providing additional flexibility for cargo that extends above the normal height of the hold.

Under the current construction schedule, work on all six vessels is due to be underway by the end of May 2027. The first deliveries are planned from September 2027.

[hmt-news.com](#)

McDermott Ships 4,600-Tonne Shell Manatee Topsides from Altamira

30, September 2026

McDermott has dispatched the 4,600-tonne topsides for Shell's Manatee offshore gas project from its Altamira Fabrication Yard in Mexico. The structure is being transported to Trinidad and Tobago for offshore installation.

According to the Altamira Port Authority, fabrication was completed on 23 September 2026. The topsides measure 60.5 m in length, 51.8 m in width and 71.1 m in height, excluding the flare system.

The project involves separate fabrication activities in Mexico and Trinidad and Tobago. While the topsides were built at McDermott's Altamira yard, the jacket was fabricated by Trinidad Offshore Fabricators Company (TOFCO) at the La Brea Industrial Estate. Ac-

cording to La Brea Industrial Development Company (LA-BIDCO), the jacket's Row C section and associated piles were loaded out at the Port of Brighton on 14 September 2026.

McDermott secured the engineering, procurement, construction and installation (EPCI) contract for the Manatee development in August 2024, covering the offshore platform, jacket and associated infrastructure.

Located approximately 100 km off the southeast coast of Trinidad and Tobago, the Manatee gas field is wholly owned by Shell. The development is expected to begin production in 2027, with peak output estimated at 604 million standard cubic feet of gas per day.

[hmt-news.com](#)



Photo source: McDermott

Get HMT WEEKLY in your inbox.

SUBSCRIBE

Click [here](#) to unsubscribe.

HMTnews

Guohang Ocean Shipping Plans Three Heavy-Lift Vessels

Guohang Ocean Shipping plans three 62,000-tonne multipurpose heavy-lift vessels for oversized energy equipment, alongside three LR2 tankers under a six-vessel investment programme.

26, September 2026

Fujian Guohang Ocean Shipping (Group) Co., Ltd. plans to purchase three 62,000-tonne multipurpose heavy-lift vessels to carry oversized wind power, offshore engineering and nuclear power equipment. The investment would mark the dry bulk operator's entry into the heavy-lift market. The company intends to serve equipment shipments supporting high-end manufacturers' overseas business, adding project cargo transport to its existing operations. The proposed heavy-lift vessels are part of a six-ship investment programme, which also includes three 115,000-tonne LR2 tankers. Total investment in the vessel purchases is approximately RMB 2.5 billion, with construction expected to take two years. Under a draft private place-

hmt-news.com

BBC Mainz Completes Briese's 15-Ship LakerMax Series

BBC Mainz has left the shipyard, completing Briese Schiffahrt's original 15-vessel LakerMax programme for BBC Chartering's heavy-lift and project cargo operations.



Photo credit: Briese Schiffahrts

1, October 2026

Briese Schiffahrt has completed its original 15-vessel LakerMax newbuilding programme after BBC Mainz, the final ship in the series, left the shipyard on 1 October 2026. All 15 multipurpose vessels are now part of the Briese Schiffahrt fleet and have been chartered to BBC Chartering for international shipping operations. The LakerMax vessels are 13,000 dwt multipurpose triple-deckers designed for heavy-lift and project cargo transport. Each ship is equipped with two Liebherr LS 250 shipboard cranes with a combined lifting capacity of up to 500 tonnes. The forward positioning of the bridge and accommodation, together with portside cranes, provides 2,830 sqm of unobstructed weather deck. Two box-shaped cargo holds

provide almost 26,000 cbm of cargo capacity, while the main cargo hold can accommodate units up to 104.3 m long and 18.2 m wide. The vessels are certified for open-hatch operations and were designed for worldwide trading while remaining compatible with the St. Lawrence Seaway and the Great Lakes. BBC Leer was the first vessel in the 15-ship programme, with its delivery announced in May 2024 from Taizhou Sanfu Heavy Industry. The remaining vessels were subsequently added to the fleet through 2026. Groot Ship Design was involved in the LakerMax programme from the initial design and tender package through final design and basic engineering, including work covering the 15th vessel, BBC Mainz. Briese Schiffahrt has also placed firm orders for six additional LakerMax vessels, with options for another six. The six firm vessels are scheduled for delivery in 2028 and 2029.

hmt-news.com



Ocean7 Ruby is transporting cargo from China to South Africa. Photo: Ocean7

COSCO Shipping Specialized Adds 14 More 60,000-DWT Heavy-Lift Vessels

COSCO Shipping Specialized is adding 14 60,000 DWT multipurpose heavy-lift vessels through eight newbuildings at Dalian COSCO Shipping Heavy Industry and six long-term bareboat charters.



Photo: COSCO Shipping Specialized Carriers

30, September 2026

COSCO Shipping Specialized Carriers is moving to add 14 more 60,000 DWT multipurpose heavy-lift vessels through eight newbuildings and six long-term bareboat charters. For the eight newbuildings, COSCO Shipping (Hong Kong) Investment Develop-

ment or its affiliated companies will act as the investment entity, with the vessels to be constructed by Dalian COSCO Shipping Heavy Industry. The total shipbuilding price will not exceed CNY 2.624 billion excluding tax. The company estimates an internal rate of return of approximately 6.64% for the project, with a static investment payback period of about 12.51 years. The newbuilding investment is intended to further develop and optimise the company's multipurpose heavy-lift capacity and improve its fleet structure. Separately, wholly owned Xiamen COSCO Shipping Specialized Carriers will bareboat charter six 60,000 DWT multipurpose heavy-lift vessels. The lessors are CITIC Financial Leasing, ICBC Financial Leasing, CMB Financial Leasing and CZBank Financial Leasing. The charter period will be approximately 20 years, with the bareboat rate set at about CNY 61,000 per vessel per day including tax. Once all six vessels have been delivered, annual charter payments are expected to total approximately CNY 133.59 million. Vessel management will be handled by the charterer. The six-vessel charter is intended to support fleet renewal and optimisation. Together, the two transactions will add 14 60,000 DWT multipurpose heavy-lift vessels to COSCO Shipping Specialized Carriers' fleet.

hmt-news.com

SAL's Patricia Transports Liebherr LPS 550 to Casablanca

SAL Heavy Lift's Orca-class vessel Patricia has loaded a Liebherr LPS 550 crane in Rostock for transport to Casablanca, alongside an LHM 800 mobile harbour crane destined for Luanda, Angola.



Photo credit: Liebherr

1, October 2026

The transport of a Liebherr LPS 550 to Casablanca, Morocco, forms part of a crane shipment aboard SAL Heavy Lift's Orca-class vessel Patricia. The rail-mounted portal crane was loaded at Liebherr's manufacturing facility in Rostock, Germany, for terminal operator Marsa Maroc. The vessel also took aboard a Liebherr LHM 800 mobile harbour crane destined for Luanda, Angola. The two cranes are being transported to separate destinations in Africa. The LPS 550 is scheduled to become the first Liebherr LPS portal slewing crane to enter service in Africa. Designed for bulk cargo handling, the unit features a 48 m boom, an electric drive system and a rail-mounted configuration that allows it to move along the quay while preserving space for other terminal operations. Patricia is the third vessel delivered under SAL Heavy Lift's Orca-class newbuilding programme. Delivered in June 2026, the vessel was formally christened at Liebherr's Rostock facility before the crane shipment. The heavy-lift vessel is equipped with two all-electric Liebherr LS 800 E ship cranes, each with a maximum lifting capacity of 800 tonnes. Combined tandem operations provide a lifting capacity of up to 1,600 tonnes. The cranes can also recover energy during operation and return it to the vessel's electrical network for storage and reuse. The Casablanca-bound LPS 550 will join Marsa Maroc's cargo-handling equipment fleet. Established in 2006, the company operates 35 terminals across 21 ports in Morocco and handles approximately 67 million tonnes of cargo annually.

hmt-news.com

Arabian Drilling Signs SAR 2 Billion KJO Jack-Up Contract

Arabian Drilling has signed a four-year SAR 2 billion contract with Khafji Joint Operations for four offshore jack-up rigs, lifting its total backlog to approximately SAR 18 billion.



Image source: Arabian Drilling

30, September 2026

Arabian Drilling has signed a four-year contract worth approximately SAR 2 billion (\$533 million)

with Khafji Joint Operations (KJO) for four high-specification offshore jack-up drilling rigs.

The contract, signed on 28 September 2026, will support KJO's offshore drilling operations. It is the largest single offshore drilling contract awarded by KJO to Arabian Drilling, according to the company's disclosure to the Saudi Exchange.

The award increases Arabian Drilling's total backlog to approximately SAR 18 billion, equivalent to about \$4.8 billion. It will also increase the number of the company's drilling rigs operating for KJO by 200%. The financial impact of the new contract is expected to begin at the end of the fourth quarter of 2026.

KJO is a joint operation

between Aramco Gulf Operations Company and Kuwait Gulf Oil Company and carries out oil and gas operations in the Divided Zone between Saudi Arabia and Kuwait. The latest award follows a three-year extension of an existing offshore drilling contract between KJO and Arabian Drilling in July 2025.

Chief Executive Fahad Albani said the new contract expands the company's offshore business and raises its contracted backlog to a record level.

The Saudi Exchange announcement did not identify the four jack-up rigs that will be deployed under the contract.

hmt-news.com

Petrobras and ENH Sign Two-Year Mozambique Oil and Gas MoU



Image source: Petrobras

26, September 2026

Petrobras and Mozambique's Empresa Nacional de Hidrocarbonetos (ENH) have signed a two-year memorandum of understand-

ing establishing a framework for cooperation in the oil and gas sector.

The agreement was signed on 22 September 2026. According to Petrobras, it provides for joint work on studies,

evaluation, development and commercialization, together with knowledge sharing and the exchange of technical experience. The MoU can be extended by mutual agreement. ENH said the cooperation

Petrobras and Mozambique's ENH have signed a two-year MoU covering oil and gas studies, exploration, development, production and commercialization cooperation.

also covers joint studies related to exploration, evaluation, development, production and commercialization of hydrocarbons. The Mozambican company described the agreement as a framework for identifying areas of common interest between the two companies.

The signing took place on the sidelines of ROG.e 2026 in Rio de Janeiro. The event was held from 21 to 24 September 2026. Mozambique President Daniel Chapo also referred to the agreement during the event, describing it as cooperation between ENH and Petrobras in exploration and production.

The document was signed

for Petrobras by Exploration and Production Director Sylvia Anjos and Exploration Executive Manager Jonilton Pessoa. ENH was represented by Board Chairman Rudêncio Morais and Executive Director Alegria Cossa.

ENH serves as Mozambique's state commercial entity for hydrocarbon exploration, production, processing, marketing and distribution, with activities extending across the oil and gas value chain.

The MoU does not identify specific exploration blocks, development projects or investment commitments.

hmt-news.com

BOMESC Wins Up to \$312M SBM Offshore FPSO Topside Contract

BOMESC has secured a \$240 million-\$312 million contract from SBM Offshore for the design, procurement and construction of topside modules for an FPSO destined for South America.



Photo: SBM Offshore

29, September 2026

China-based BOMESC Offshore Engineering has secured a contract worth between \$240 million and \$312 million from SBM Offshore for topside modules for an FPSO des-

tined for South America.

The contract was signed between BOMESC's wholly owned subsidiary Tianjin BOMESC Offshore Engineering and Single Buoy Moorings Inc., a subsidiary of SBM Offshore. It took effect on 24 September 2026 and has

an estimated value of RMB 1.6 billion to RMB 2.1 billion.

The scope covers the design, procurement and construction of FPSO topside modules. The work will be carried out at BOMESC's Lingang Offshore Heavy Industry Construction

Base, with completion scheduled for the second half of 2028.

Under the contract, the completed modules will be delivered on an FOB basis aboard a vessel at BOMESC's wharf. Payments will be made according to project progress and agreed contractual milestones.

The award follows a long-term cooperation framework signed by Tianjin BOMESC and Single Buoy Moorings in March 2026. The framework covers potential cooperation on FPSO topside module fabrication, integration and related construction services, while specific projects are subject to separate agreements.

In its half-year 2026 results, SBM Offshore separately reported several FPSO projects under development, including contracts for SEAP I and SEAP II in Brazil. However, neither BOMESC's disclosed contract information nor SBM Offshore's available project disclosures identify which FPSO will receive the modules covered by the new contract.

hmt-news.com

Worley Secures Five-Year EPC Renewal for CNOOC's North Sea Assets

Worley has secured a five-year EPC framework renewal with CNOOC International covering the Buzzard, Golden Eagle and Scott assets in the UK North Sea

26, September 2026

Worley has secured a five-year renewal of its engineering, procurement and construction framework agreement with CNOOC International covering three operated assets in the UK North Sea.

The renewed agreement covers the Scott, Buzzard and Golden Eagle fields on the UK Continental Shelf. Worley will provide engineering, procurement, construction, commissioning, completions and decommissioning services, including equipment replacements, brownfield modifications and larger project scopes.

The companies have worked under the framework

for 12 years. During that period, Worley said it completed more than 1,100 scopes of work and recorded more than five million work hours without a Lost Time Incident.

All three assets are operated by CNOOC Petroleum Europe Limited, a wholly owned subsidiary of CNOOC International.

Buzzard is located about 100 km northeast of Aberdeen and produced first oil in 2007. Golden Eagle lies about 111 km northeast of Aberdeen and began production in 2014, while the Scott Area is approximately 185 km northeast of Aberdeen and commenced production in 1993.

The latest renewal continues a series of EPC agreements between the two com-



Image Credit: Worley

panies. In April 2021, Worley received a two-year extension covering the same three North Sea assets. That contract involved more than 200 onshore and offshore personnel and covered work from front-

end engineering and design through commissioning.

Under earlier work for CNOOC, Worley's Aberdeen project office carried out the design and engineering for a 474-tonne module for the

Buzzard Phase II development, while Rosenberg Worley fabricated the module in Stavanger.

hmt-news.com

Ventura Offshore Adds Searah Well to SSV Catarina Contract

Ventura Offshore has added the JKNE Upside-1 Dir well to SSV Catarina's Indonesia drilling programme, increasing firm backlog by about \$21.7 million.



SSV Catarina (Photo source: M3 Marine)

25, September 2026

Ventura Offshore has added another well to the drilling programme of its SSV Catarina semisubmersible in Indonesia under a contract amendment with two Searah subsidiaries. The agreement with Searah West Ganal Limited and Searah Ganal Deepwater Limited covers drilling of the JKNE Upside-1 Dir well. The work will add approximately

\$21.7 million to Ventura Offshore's firm backlog and is expected to keep SSV Catarina utilized into December 2026. The JKNE Upside-1 Dir well comes in addition to four optional wells exercised previously under the rig programme. In July 2026, Eni Muara Bakau exercised the fourth optional well and a tophole for SSV Catarina in Indonesia. That work added approximately \$25.1 million to Ven-

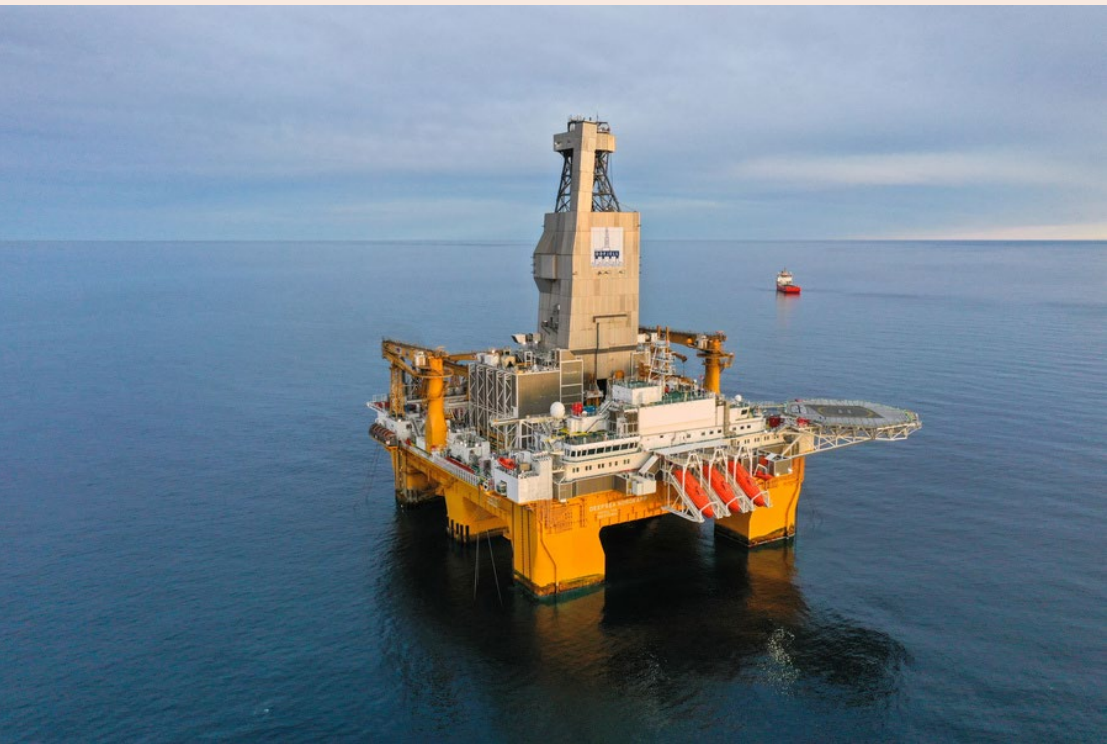
tura's firm backlog and was expected at the time to keep the rig working into the fourth quarter of 2026. Indonesia's Pushidrosal had previously listed JKNE Upside-1 as part of drilling activities in the Makassar Strait involving Eni entities. Its 2025 Notice to Mariners gave an activity period from February 2025 to September 2026 for

the wider drilling programme. Ventura Offshore now expects SSV Catarina to remain utilized into December 2026 following the latest contract amendment. Searah was formally established in June 2026 as a 50:50 joint venture between Eni and PETRONAS combining selected operations in Indonesia and Malaysia. According to

the two companies, its portfolio comprises 19 gas production and development assets, including 14 in Indonesia and five in Malaysia. SSV Catarina is a sixth-generation DP3 semisubmersible drilling rig and is currently operating offshore Indonesia.

hmt-news.com

Aker BP, Equinor and DNO Raise Verdandi and Lillefix Estimate After Appraisal



Deepsea Nordkapp (Image credit: Odfjell Drilling)

25, September 2026

Aker BP, Equinor and DNO have raised the estimated size of the Verdandi and Lillefix discoveries in the Norwegian North Sea follow-

ing results from an appraisal well. According to the Norwegian Offshore Directorate, the discoveries are now estimated to contain 1.3–2.4 million standard cubic metres of oil

equivalent, corresponding to 8–15 million barrels. Before the appraisal campaign, the estimate stood at 0.6–1.9 million standard cubic metres, or 4–12 million barrels. The 16/1-EA-4 H well was

Aker BP, Equinor and DNO have raised the estimated size of the Verdandi and Lillefix discoveries to 8–15 million barrels following appraisal drilling in the Norwegian North Sea.

drilled from the Symra subsea template about 200 km west of Stavanger using the Deepsea Nordkapp drilling rig. It was the 11th exploration well in production licence 167. Drilling confirmed hydrocarbons in sandstone of the Palaeocene Heimdal Formation. The well identified a 44 m oil column and a 14 m gas column, with the gas-oil contact recorded at 1,776 m below sea level. A horizontal section covering 1,515 m of reservoir was drilled through the oil-bearing interval. Reservoir quality was assessed as moderate, while pressure measurements and fluid samples were collected as part of the appraisal work.

The well reached a vertical depth of 1,864 m below sea level and was terminated in the Heimdal Formation. Water depth at the location is 116 m. The appraisal programme was carried out to better define the reservoir extent, reservoir properties and fluid contacts. The well has since been permanently plugged and abandoned. The licence partners are now assessing the profitability of the discoveries and whether they could be developed through a tie-back to the nearby Symra field.

hmt-news.com

INPEX to Increase Ichthys LNG Stake to 68.555%

INPEX will acquire JERA's 0.735% interest in Australia's Ichthys LNG project, increasing its participating interest from 67.820% to 68.555%.



The Ichthys field's central processing facility. (Photo credit: © Inpex)

25, September 2026

INPEX has agreed to acquire JERA's 0.735% participating interest in Australia's Ichthys LNG project, raising its ownership in the project from 67.820% to 68.555%. INPEX said on 25 September that it had agreed to acquire the interest by exercising

its pre-emptive right. Reuters reported that completion remains subject to conditions including regulatory approval in Australia. The transaction follows an agreement announced by JERA in March 2026 covering its interests in the Ichthys LNG and Gorgon LNG projects. Under that transaction,

JERA agreed to transfer a 0.735% interest in Ichthys LNG and a 0.417% interest in Gorgon LNG as part of a deal with MidOcean Energy. Completion was subject to government approvals and other contractual conditions. MidOcean Energy said at the time that it would not retain the Ichthys interest.

The stake was intended to be transferred to another existing participant in the Ichthys LNG joint venture once additional conditions had been satisfied. The company did not identify the recipient in its March announcement. The 25 September announcement confirms that INPEX, the operator of Ichthys

LNG, will acquire the 0.735% interest. Official project information currently lists INPEX with a 67.820% interest, TotalEnergies with 26.000%, CPC with 2.625%, Osaka Gas and Kansai Electric Power with 1.200% each, JERA with 0.735%, and Toho Gas with 0.420%. Ichthys LNG produces gas and condensate from fields offshore Western Australia. Gas from the fields is transported to processing and liquefaction facilities near Darwin in Australia's Northern Territory. Production began in 2018. JERA has said it will continue taking LNG from Ichthys under its existing sales and purchase arrangements after disposing of its project interest. Reuters reported that INPEX expects the acquisition to have only a minor impact on its consolidated financial results.

hmt-news.com

Rosetti Marino Wins €250-300M INEOS Hejre Platform Contract

Rosetti Marino has won a €250–300 million INEOS contract covering engineering, construction, transport and offshore installation of a new platform for Denmark's Hejre Development.

28, September 2026

Rosetti Marino has secured a contract worth between €250 million and €300 million from INEOS E&P A/S for a new offshore platform for the Hejre Development in the Danish North Sea. The contract covers engineering, procurement and construction, together with load-out, transportation and offshore installation of the platform. Preliminary activities

have already started, with completion scheduled during 2028. The award follows Rosetti Marino's earlier involvement in the project. In May 2024, the company received an approximately €9 million Front End Engineering Design contract from INEOS for the Hejre to South Arne development. The FEED work covered engineering for modifications required to connect the Hejre and South Arne topsides and

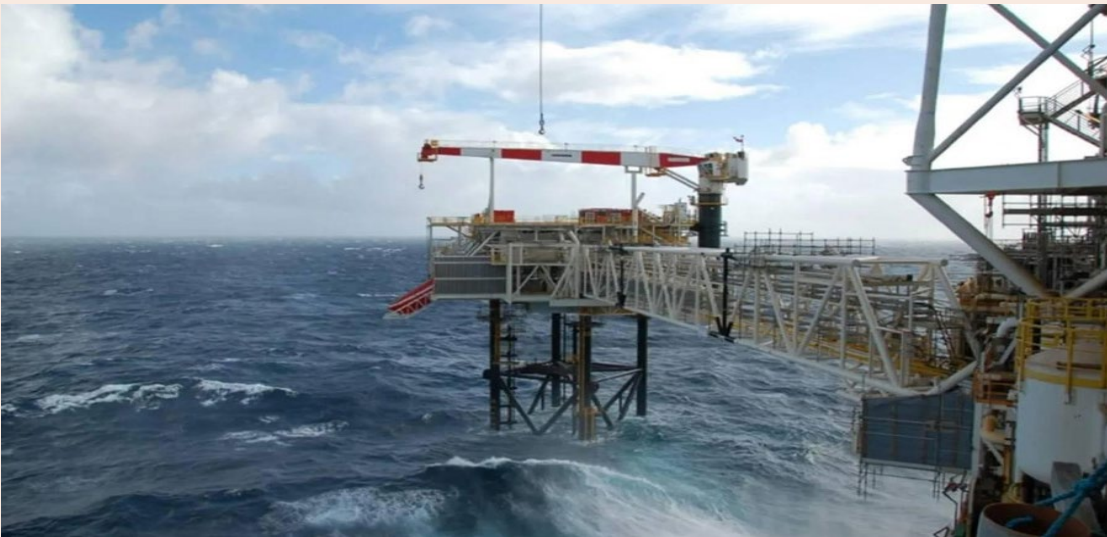


Image: INEOS E&P

formed the basis for the project's later execution phase. The project reached another key stage on 20 May 2026, when the Danish Energy Agency approved a revised development plan for the Hejre field, subject to a number of conditions. The approved

development assumes reuse of the existing Hejre jacket with a new topside installed on the structure. Hejre is a high-pressure, high-temperature field in licence block 05/98 in the Danish sector of the North Sea, around 300 km west-north-

west of Esbjerg. Rosetti Marino has cited design conditions of up to 759 barg and 170°C. The latest contract follows the earlier FEED work and covers delivery and offshore installation of the new platform.

hmt-news.com

Noble Faye Kozack Secures Up to 10-Well Tullow Contract Offshore Ghana

Noble Corporation has secured a Tullow Oil contract for the Noble Faye Kozack offshore Ghana, covering up to 10 wells with drilling expected to begin in mid-2027.

28, September 2026

Noble Corporation has secured a contract from Tullow Oil for the drillship Noble Faye Kozack offshore Ghana. The contract covers up to 10 wells and is expected to begin in mid-2027. Separately, Tullow Oil said in its 5 August 2026 trading statement that it was progressing a rig contract for its 2027/28 Ghana drilling programme, known as Campaign 2. The programme is planned to include up to 10 wells starting in the second half of 2027, with target selection support-

ed by 4D seismic and Ocean Bottom Node survey data. Kosmos Energy, a partner in the Ghana assets, also said in its second-quarter 2026 results that the partnership was working to secure a rig for a 2027/28 campaign of up to 10 wells, with drilling expected to start in mid-2027. Tullow's independent audit of its petroleum assets at year-end 2025 provides additional detail on Campaign 2. The report identifies four Jubilee infill wells and one workover as part of a joint infill campaign with TEN. The Noble Faye Kozack



Photo credit: Noble Corporation

was built by Samsung Heavy Industries in 2013. Noble lists the drillship with a rated water depth of 12,000 ft and a drilling depth capacity of 40,000 ft.

Noble's 27 July 2026 Fleet Status Report listed the Noble Faye Kozack under contract with Petrobras in Brazil from July 2024 through January 2027. The same report listed

the Noble Venturer under contract with Tullow Oil in Ghana through September 2026.

[hmt-news.com](#)

Shearwater Secures Three-Year South America OBN Contract



Photo credit: Shearwater GeoServices

Shearwater has secured a three-year OBN seismic contract offshore South America, with SW Tasman and SW Gallien scheduled to begin operations in Q4 2026.

28, September 2026

Shearwater Geoservices has secured a three-year ocean bottom node (OBN) seismic acquisition contract from an undisclosed oil and gas company for work offshore South America, according to industry reports. The contract includes firm scopes in the first and third years, together with a framework allowing additional projects to be awarded during the three-year period. Operations are scheduled to begin in the fourth quarter of 2026. SW Tasman will conduct the OBN work using Shearwater's Pearl node technology, while SW Gallien will provide seismic source operations. Both vessels are expected to remain on the campaign through 2027. A further firm scope is scheduled to begin in late 2028 and continue for approximately ten months. In its second-quarter and first-half 2026 results, Shear-

water Geoservices said it had further optimised its Pearl node platform by deploying electric ROVs on SW Tasman. The company reported a backlog of \$401 million as of mid-August and fleet utilisation of 76% across 7.7 active vessels, including one OBN crew. On 8 September 2026, Shearwater Geoservices announced a separate seven-week North Sea OBN survey using SW Tasman with Pearl nodes and SW Gallien as the source vessel. The company said the project would mark the first commercial deployment of the newly installed electric ROV systems on SW Tasman. The customer and the specific offshore area covered by the new South America contract have not been disclosed.

[hmt-news.com](#)

Karoon Cuts Baúna Guidance After SPS-92 Electrical Fault

Karoon Energy has cut its 2026 Baúna production guidance after an SPS-92 electrical fault deferred about 3,500 bopd and prompted plans for another rig intervention.

29, September 2026

Karoon Energy has revised down its 2026 production outlook for the Baúna Project offshore Brazil after an electrical problem at the SPS-92 well reduced output and led the company to prepare another rig intervention. The issue was first detected through the SPS-92 monitoring system on 21 September, with the well shut down the following day for investigation. Subsequent testing showed that one phase of the new three-phase power cable supplying the downhole electrical submersible pump had failed. The pump continues to operate using the remaining two phases under a conservative operating regime. Karoon expects around 3,500 bopd of production to be deferred while the cable system remains in its current condition. The company has started preparations for a rig-based intervention and can access a suitable drilling rig under an existing option. Permits, equipment and specialist services will be required before the work can proceed. Karoon said it does not currently expect the deferred production to alter Baúna's reserves. Following the fault, Baúna's



Cidade de Itajaí FPSO, Photo credit: Altera Infrastructure.

2026 production guidance was reduced from 6.0–6.7 MMbbl to 5.4–5.7 MMbbl. Karoon also lowered its group production guidance, including Who Dat in the US Gulf, from 7.2–8.2 MMboe to 6.6–7.2 MMboe. Unit production cost guidance was increased from US\$12–15/boe to US\$15–16/boe.

The latest problem follows a previous intervention at SPS-92 earlier this year. The well resumed production on 24 June after its ESP was replaced and was producing approximately 8,600 bopd when Karoon issued an update on 29 June. At that time, total Baúna production stood at around 20,500 bopd.

Karoon's second-quarter report later showed Baúna production at approximately 22,000 bopd following the return of SPS-92 and PRA-2. The company recorded US\$56.6 million of expenditure associated with the SPS-92 intervention during the quarter. Brazilian industry publica-

tion PetróleoHoje also reported the resulting reduction in Baúna's production outlook. In Australia, Capital Brief reported that Karoon shares were trading 10.9% lower at A\$1.59 at 10:40am AEST on 28 September following the revised guidance.

[hmt-news.com](#)

Get HMT WEEKLY in your inbox.

[SUBSCRIBE](#)

[Click here to unsubscribe.](#)

TotalEnergies, SOCAR and XRG Approve Absheron Expansion

TotalEnergies, SOCAR and XRG have approved the Absheron Full Field Development in Azerbaijan, targeting 6 BCMA of gas and 47,000 bpd of condensate from 2029.

29, September 2026

TotalEnergies, SOCAR and XRG have taken the final investment decision for the full-field development of the Absheron gas and condensate field in Azerbaijan's sector of the Caspian Sea. TotalEnergies will operate the development with a 35% interest, while SOCAR holds 35% and XRG 30%. According to Azerbaijan's presidential office, the FID document was exchanged at the Second

Azerbaijan International Investment Forum in Baku on 26 September 2026. The project is expected to increase total Absheron production capacity to 6 billion cubic meters of gas per year and 47,000 barrels per day of condensate, with start-up targeted for 2029. The field's first development phase began production in 2023 with capacity of 1.5 billion cubic meters of gas per year and 12,000 barrels per day of condensate.



Absheron gas field facilities in Azerbaijan's Caspian Sea. Credit: JOCAP / TotalEnergies

Four subsea production wells are planned for the expansion, with the wellstream sent ashore for treatment at a new electrically powered processing facility. TotalEnergies expects Scope 1 and 2 greenhouse gas emissions intensity from the development to remain below 4 kg CO2e/boe.

Absheron is located around 100 km southeast of Baku and contains approximately 140 billion cubic meters of recoverable gas reserves. XRG separately said the expansion would provide access to up to 5 trillion cubic feet of recoverable gas resources.

The additional gas is intended for domestic consumption in Azerbaijan as well as exports to Türkiye using existing export infrastructure.

hmt-news.com

Fugro Completes Ultra-Deepwater AUV Survey Off Sabah



Photo credit: Fugro

28, September 2026

Fugro has completed an ultra-deepwater geohazard site survey for

PETRONAS Carigali covering the Megah and Limbayong fields offshore Sabah, Malay-

Fugro has completed an ultra-deepwater AUV geohazard survey for PETRONAS Carigali at the Megah and Limbayong fields offshore Sabah, Malaysia.

sia. The campaign ran from June to August 2026. Fugro Equator deployed the Echo Surveyor 8 autonomous underwater vehicle to collect high-resolution bathymetric, geophysical and shallow subsurface data for geohazard assessment, engineering design and field development planning. Fugro's Kuala Lumpur Remote Operations Centre supported data quality control and processing. Malaysia's Marine Department had issued a Notice to Mariners on 4 June 2026 for the Megah and Limbayong project site survey in Sabah waters, followed by an amendment notice on 24 June. The survey took place as activity progressed around both offshore assets. PETRO-

hmt-news.com

LNG Canada Phase 2 FID Doubles Capacity to 28 Mtpa

LNG Canada's partners have approved Phase 2 at Kitimat, doubling LNG capacity to 28 mtpa, while Fluor and JGC move ahead with engineering and construction work.

29, September 2026

LNG Canada's joint venture participants have taken a final investment decision on Phase 2 of the LNG export project in Kitimat, British Columbia, doubling production capacity from 14 million tonnes per annum to 28 mtpa.

The expansion will add two LNG processing trains, an additional LNG storage tank, a condensate tank, another loading berth and expanded utility and process systems at the existing facility.

Shell, which holds a 40% interest in LNG Canada, said commercial operations from Phase 2 are expected to begin in the early 2030s. The company expects to receive nearly 6 mtpa of additional LNG from the expansion.

The capacity of the existing 670 km Coastal GasLink pipeline will also be expanded through the construction of

five new compressor stations to support the additional LNG production.

Following the FID, Fluor and JGC Corporation received Notice to Proceed for engineering, procurement, fabrication, construction and commissioning of Phase 2. The work will be carried out by JGC Fluor BC LNG II JV, owned equally by Fluor Canada and JGC Constructors (No2) BC.

Fluor said it will recognize its \$7.5 billion share of the multibillion-dollar contract in the third quarter of fiscal 2026. The Fluor-JGC partnership also delivered Phase 1, including two processing trains and associated infrastructure. LNG production from Phase 1 began in June 2025.

The FID follows preparatory work carried out earlier this year. On 14 May, the governments of Canada and British Columbia and LNG Canada agreed on measures to close



Image Credit: Courtesy of Shell

remaining items needed to support a potential 2026 investment decision. This followed a 1 May decision by the joint venture participants to approve additional funding for engineering, potential long-

lead items and other project preparations. LNG Canada is owned by Shell with 40%, PETRONAS with 25%, PetroChina and Mitsubishi Corporation with 15% each, and KOGAS with 5%.

Reuters separately confirmed the Phase 2 approval and the planned increase in LNG production capacity to 28 mtpa.

hmt-news.com

Boskalis Gets Fast-Track Decision for Terra Nova FPSO Repair

A fast-track Canadian regulatory decision has advanced plans to deploy a Boskalis heavy lift vessel for generator work on Suncor Energy's Terra Nova FPSO.

30, September 2026

A fast-track decision by Canada's transport regulator has advanced plans to deploy a Boskalis heavy lift vessel for urgent repair work on Suncor Energy's Terra Nova FPSO offshore Newfoundland and Labrador.

The vessel is planned to remove a main power generator from the FPSO. Upstream reported on 29 September 2026 that the proposed Boskalis

deployment had received a fast-track go-ahead, while Suncor was still awaiting the remaining approval required for the operation.

The development follows a power problem reported aboard Terra Nova. On 25 September 2026, Upstream reported that the main power generator needed to be repaired or replaced rapidly, with the FPSO's station-keeping capability potentially affected if the issue remained



Illustration only. Photo: Boskalis

unresolved as winter weather approached.

Under Canada's coasting trade system, foreign-registered vessels may be used for commercial marine activities in Canadian waters when no suitable Canadian-registered duty-paid vessel is available. The Canadian Transportation Agency can process applications on a fast-track basis for unforeseen short-term situa-

tions where failure to carry out the activity could negatively affect a business or community.

The Agency's determination is one stage of the coasting trade licensing process and is not itself the final licence permitting the foreign vessel to conduct the activity.

Suncor Energy operates Terra Nova with a 48% interest, alongside Cenovus Ener-

gy with 34% and Murphy Oil with 18%. The FPSO is 292.2 m long and 45.5 m wide and can store 960,000 barrels of oil.

Boskalis operates DP2 heavy lift vessels with crane capacities of 3,000 t and 4,000 t for offshore transportation, installation and decommissioning work.

hmt-news.com

Petrobras P-80 FPSO Sails from Singapore for Búzios Field

Petrobras' P-80 FPSO has left Seatrium's Singapore yard for Brazil, where the 225,000-bpd unit is expected to begin operations at the Búzios field in early 2027.



Photo source: Petrobras

According to Petrobras, the P-80 has the highest production capacity among the company's owned platforms. The unit also incorporates technologies and digital systems designed to improve operational and energy efficiency. Seatrium secured the engineering, procurement and construction contract for the P-80. Búzios is already producing about 1.2 million barrels per day of oil and 48.4 million cubic metres per day of gas through eight FPSOs: P-74, P-75, P-76, P-77, Almirante Barroso, Almirante Tamandaré, P-78 and P-79. The P-79, the eighth FPSO deployed at the field, entered operation in May 2026. Petrobras has also ordered the P-82 and P-83, the 10th and 11th Búzios FPSOs, respectively, from Seatrium under the same EPC model. The company is also progressing the contracting process for the 12th unit, P-91, with bids scheduled for March 2027.

hmt-news.com

1, October 2026
Petrobras' P-80 FPSO has departed Seatrium's Tuas Boulevard shipyard in Singapore for Brazil, where the unit is expected to begin operations at the Búzios pre-salt field in early 2027. The P-80 has capacity to produce 225,000 barrels of oil per day and process 12 million cubic metres of natural gas per day. It will become the ninth of 12 planned FPSOs at Búzios, Brazil's largest field.

OceanMight Secures Shell EPC Contract for TePu and TuNai Offshore Sarawak

OceanMight has secured an EPC contract from Sarawak Shell for fixed offshore structures supporting the TePu and TuNai developments offshore Sarawak, with work running through December 2027.



Photo: OceanMight Sdn Bhd

30, September 2026

OceanMight, a subsidiary of KKB Engineering Berhad, has secured an engineering, procurement and construction contract from Sarawak Shell Berhad for fixed offshore structures associated with the Teja and Populut (TePu) and Temu and Inai (TuNai) field developments offshore Sarawak. The contract covers Teja and Populut under the Block SK408 production sharing contract and Temu and Inai

under the Block MLNG production sharing contract. Malaysia's Department of Environment identifies Sarawak Shell Berhad as the project proponent for the TePu and TuNai developments and lists the project location as offshore Sarawak. According to KKB's announcement, the EPC contract awarded to OceanMight runs from 28 August 2026 until December 2027. KKB also received separate supply orders from Hock Seng Lee Berhad and Bu-

hmt-news.com

Aker Solutions Wins bp North Sea Contract for Engineering Services

Aker Solutions has secured a new bp North Sea contract for engineering and integrity services, extending its work from assets west of Shetland to the Central North Sea and supporting around 50 positions.

30, September 2026

Aker Solutions has secured a new bp North Sea contract to provide engineering and integrity services across the energy company's UK offshore assets. The framework agreement was announced on 30 September 2026. The contract extends Aker Solutions' existing responsibilities beyond bp's assets west of Shetland to include facilities in the Central North Sea. Under the agreement, the company will handle integrity management and engineering, alongside project and operational support. The initial contract period is three years, with two optional one-year extensions.

Aker Solutions will manage the work through its Life Cycle business from Aberdeen, Scotland, and expects the agreement to support approximately 50 positions. Steinar Røgenes, acting Executive Vice President of the Life Cycle business at Aker Solutions, said the expanded responsibilities build on the company's existing relationship with bp. He also described the agreement as supporting the development of its Life Cycle business in the UK. The financial value of the contract was not disclosed.

hmt-news.com



Image Credit: bp

Aoka Mizu FPSO Arrives in Singapore for Sea Lion Upgrade

Bluewater's Aoka Mizu FPSO has arrived in Singapore for refurbishment at Seatrium. The vessel is being prepared for the Sea Lion offshore oil project in the Falkland Islands, with first oil targeted for Q1 2028.

30, September 2026

The Aoka Mizu FPSO, owned by Bluewater Energy Services, has arrived in Singapore for refurbishment at Seatrium ahead of its deployment at the Sea Lion offshore oil project in the Falkland Islands. The vessel arrived in September 2026 for upgrades, life-extension work and the installation of a new mooring system. It has been contracted for an initial 12-year period, with eight additional one-year extension options. Following the refurbishment, the FPSO is expected to have an oil production capacity of 55,000 barrels per day at the Sea Lion field. The vessel previously operated at the Lancaster field west of Shetland after serving the Ettrick and Blackbird fields in

the North Sea. The refurbishment was originally planned to take place in the Middle East but was relocated to Asia due to the security situation arising from the Iran conflict. The change increased the development budget by approximately \$45 million. Sea Lion is operated by Navitas Petroleum, which holds a 65% interest, while Rockhopper Exploration owns the remaining 35%. Development drilling is scheduled to begin in early 2027, with first oil from the Northern Development Area targeted for the first quarter of 2028. The project also faces legal opposition from Argentina, which claims sovereignty over the British-administered Falkland Islands. In September 2026, Argentina filed a criminal complaint against Navitas



Aoka Mizu (Photo: bluewater)

over its oil development activities. The project partners maintain that they hold valid petroleum licences issued by the Falkland Islands government.

hmt-news.com

Mengxiang Sets China Deep-Sea Drilling Record in South China Sea

China's Mengxiang completed its first South China Sea scientific drilling campaign, reaching 4,929.17 m and recovering a 4.27 m basalt core from a deep ocean basin.



Mengxiang, Photo: China Geological Survey

30, September 2026

China's deep-sea drilling vessel Mengxiang has finished its first scientific drilling campaign in the South China Sea, reaching a record depth for China and recovering basalt from beneath a

deep ocean basin. The 30-day programme was led by the China Geological Survey, with field operations conducted by the Guangzhou Marine Geological Survey. Working at two drilling sites in water depths of about 4,100 m, Mengxiang completed coring operations before returning to Guangzhou. The deepest hole reached 4,929.17 m from sea level, while drilling extended as far as 864.77 m beneath the seabed. The result established a new Chinese record for scientific deepwater drilling. A rotary coring system developed in China was used to retrieve a 4.27 m section of basalt. With the recovery, China joined the United States and Japan as countries that have obtained hard-rock samples from a deep ocean basin using a drilling vessel. The recovered geological material will support deep-sea research into the formation and evolution of the South China Sea. Preliminary examination of the samples indicated volcanic activity associated with a shift in the spreading ridge. Researchers also applied a core-handling process based on International Ocean Discovery Program standards. Samples were documented and processed onboard through a sequence that included cutting, scanning, testing and preservation. In several drilling runs, the quantity of recovered core exceeded the corresponding drilled interval. This provided longer and more continuous material for subsequent scientific analysis. At approximately 800 m below the seabed, drilling encountered alternating sedimentary layers together with thick deposits of dark sand and mud. The recovered material contained organic matter and indications of biological activity and was obtained in waters deeper than 4,000 m. Two remotely operated vehicles were also deployed during the expedition. Together, they logged more than 358 operating hours at depths of around 4,000 m, including one continuous deployment lasting 103 hours. The campaign tested Mengxiang's ability to perform scientific coring, maintain stable drilling operations and work efficiently in deep water while collecting geological samples for further study of the South China Sea.

hmt-news.com

Windward Offshore Names Third CSOV Windward Munich in Hamburg

Windward Offshore has officially named its third CSOV, Windward Munich, in Hamburg. The VARD-built vessel features hybrid propulsion, a helideck and motion-compensated offshore access equipment.

2, October 2026

Windward Offshore held the official naming ceremony for its third commissioning service operation vessel (CSOV), Windward Munich, at Hamburg's Überseebrücke on 22 September 2026. The vessel was delivered by VARD in July 2026 after construction at its Vung Tau shipyard in Vietnam. It is the third of four VARD 4 19-design CSOVs built for the German offshore wind vessel operator. Held during WindEnergy Hamburg, the ceremony brought together representatives from the offshore wind and maritime sectors. Hamburg's Minister for Economy, Labour and Innovation, Dr. Melanie Leonhard, and RWE Offshore Wind CEO Sven Utermöhlen addressed the gathering. Claudia Haindl served as the vessel's godmother and performed the christening. Approximately 200 guests attended a reception on board, while additional vessel tours were arranged for customers, investors and suppliers. Windward Munich measures 87.5 m in length and 19.5 m in beam, with accommodation for up to 120 people. The vessel is equipped with a helideck, making it the first of two vessels in the four-ship series to feature helicopter landing facilities. Its offshore working equipment includes a height-ad-

justable motion-compensated gangway with an integrated elevator, an electrically driven motion-compensated crane and an adjustable boat landing system. The vessel has a hybrid diesel-electric propulsion arrangement incorporating four methanol-ready engines and a VARD battery pack. The system is designed to support future operation on green methanol. The CSOV is designed to accommodate offshore personnel and support maintenance, commissioning and offshore wind farm construction activities through its personnel transfer and lifting equipment. Windward Munich follows Windward Athens and Windward Paris, the first two vessels delivered under the programme. Both earlier vessels had entered charter operations by the time the third vessel arrived in Hamburg. Windward Offshore had previously announced that Windward Munich was scheduled to begin its first charter following the naming ceremony. The company announced the delivery of the fourth vessel, Windward Hamburg, on 4



Image source: Windward Offshore

hmt-news.com

Greenpeace Seeks Review of Crown Estate Offshore Wind Fees

Greenpeace UK has renewed calls for a review of Crown Estate offshore wind fees, raising concerns over seabed auction costs, electricity prices and future leasing arrangements in the UK.



Image Credit: RWE

1, October 2026

Greenpeace UK has renewed its call for an independent review of Crown Estate offshore wind fees, following its warning of possible legal action against The Crown Estate in October 2025. The environmental organisation detailed its concerns in written evidence submitted to the UK Parliament's Public Accounts Committee in July 2026. The submission, published on 3 September 2026, questioned the pricing structure used to allocate seabed rights to offshore wind developers. The Crown Estate manages seabed leasing rights around England, Wales and Northern Ireland. Under earlier leasing arrangements, developers' option fees were capped. However, Offshore Wind Leasing Round 4, which concluded in January 2023, introduced an uncapped competitive bidding system. Greenpeace claims the fourth leasing round generated more profit for The Crown Estate than the previous three offshore wind leasing rounds combined. The Crown Estate reported total profits of approximately £1.1 billion for the financial year ending March 2025. The figure represents the organisation's overall annual profit, rather than revenue attributable solely to Round 4. Greenpeace argues that high seabed acquisition costs can increase offshore wind development expenses and may ultimately be reflected in electricity prices through the UK's Contracts for Difference (CfD) scheme. The group also questioned whether the auction arrangements comply with the Crown Estate Act 1961, which includes provisions requiring monopoly value to be excluded from certain transactions. Responding to Greenpeace's allegations in October 2025, The Crown Estate rejected the group's interpretation of its legal responsibilities and leasing procedures. The organisation maintained that option fees were determined by developers through competitive auctions rather than being imposed directly by The Crown Estate. It also stated that its net revenue was returned to the UK Treasury and that its offshore wind activities supported the country's energy transition and energy security objectives. The disagreement over leasing arrangements has also extended to preparations for Offshore Wind Leasing Round 6. In its parliamentary submission, Greenpeace referred to correspondence from The Crown Estate dated 14 July 2026. According to the submission, the estate was considering replacing annual option fees with a payment due at the final investment decision (FID), described as a success fee. Greenpeace acknowledged that such a change could reduce developers' upfront financial exposure but argued that revised payment arrangements would not necessarily address its concerns about auction pricing. The group called for an independent review of seabed auctions, transparent valuation procedures and measures to prevent monopoly premiums from being included in future leasing agreements. It also proposed directing what it considers excess profits from Round 4 towards marine biodiversity restoration. Greenpeace's original warning of possible legal action was first reported by the Financial Times on 13 October 2025. Its subsequent parliamentary submission outlines the organisation's continuing concerns and proposed changes to the offshore wind leasing system.

hmt-news.com

PaxOcean to Build ULSTEIN SX222 SOV for NYK Line

PaxOcean Group will build an ULSTEIN SX222 service operation vessel for NYK Line at its Graha yard in Batam, with delivery scheduled for 2029.

25, September 2026

PaxOcean Group will build a new service operation vessel for NYK Line based on Ulstein's ULSTEIN SX222 design, following a design contract signed with Ulstein Design & Solutions AS. The vessel will be constructed at PaxOcean Group's Graha yard in Batam, Indonesia, and is scheduled for delivery in 2029. It will support offshore wind construction, operations and maintenance, including accommodation and logistics for offshore personnel.

The SOV will measure 89.6 m in length and 19.2 m in beam, with accommodation for up to 120 people. It will feature Ulstein's TWIN X-STERN configuration, with a symmetrical hull and propulsion arrangement that allows the vessel to operate in either direction.



Image credit: Ulstein

The vessel will also be prepared for methanol and fully electric operations. It will be classed by DNV and CR and operate under the Taiwan flag.

Under the contract, Ulstein Design & Solutions AS will supply the vessel design and engineering package. Ulstein Power & Control AS will provide an integrated DC-based hybrid power and automation system covering power generation, energy storage, propulsion and vessel control.

[hmt-news.com](#)

Omega Subsea Wins Five-Year ROV Contract for NKT Eleonora

Omega Subsea has secured a five-year ROV services contract for NKT Eleonora, extending its long-term work with NKT across two cable-laying vessels.

26, September 2026

Omega Subsea has added NKT Eleonora to its long-term ROV work for NKT, securing a five-year services agreement for the new cable-laying vessel.

The award follows an earlier five-year contract covering NKT Victoria, giving Omega Subsea responsibility for ROV services on both vessels.

Four of eight new ROV systems from Kystdesign scheduled for delivery in 2026 will be assigned to the NKT projects. The systems are being prepared for deployment as part of the equipment packages for the two cable layers.

For NKT Victoria, the scope also includes two

launch and recovery systems supplied by Ulmatec. The LARS units will support two new ROVs from the vessel's hangar. Operations under the arrangement are expected to start before the end of 2026.

The earlier NKT Victoria contract includes extension options and covers the supply, mobilisation and year-round operation of ROV systems for subsea cable installation and maintenance.

NKT Eleonora, designed by Salt Ship Design and being built and outfitted by VARD, measures 176 m in length and 32 m in width. The vessel will carry up to 23,000 tonnes of cable across three turntables and is expected by NKT to enter operation in 2027.



NKT Eleonora (Source: NKT)

Omega Subsea plans to mobilise the ROV systems for NKT Eleonora in January. The vessel is designed for offshore high-voltage cable installation and can operate using methanol, HVO or marine diesel oil.

NKT Victoria has been operating since 2017. Following an upgrade by NKT, its cable capacity increased from 9,000 tonnes to 11,000 tonnes,

alongside improvements to its positioning and cable-installation capabilities.

[hmt-news.com](#)

Kincardine Reports £44.4 Million Pre-Tax Loss Amid Vestas Generator Failures

Kincardine Offshore Windfarm Limited reported a £44.4 million pre-tax loss for 2025 after generator failures affected four Vestas turbines, resulting in a £40 million repair provision.



Photo credit: Principle Power

2, October 2026

Kincardine Offshore Windfarm Limited reported a pre-tax loss of £44.4 million for 2025 after generator failures affected four of the five main Vestas turbines at its floating offshore wind farm off Aberdeen, Scotland.

The company's annual accounts, recorded as filed on 18 September 2026, included a £40 million provision for repairing the damaged generators. The provision represents an accounting allowance for repair costs rather than confirmation that the full amount has already been

spent.

Revenue declined to £36.1 million from £51.1 million in 2024, while the pre-tax loss widened from £4.5 million to £44.4 million. The company also recorded a net loss of £33.5 million, compared with £3.5 million a year earlier.

Net assets stood at negative £109.1 million at the end of 2025, compared with negative £75.6 million at the end of the previous year.

Located approximately 15 km southeast of Aberdeen, the 50 MW Kincardine floating offshore wind farm comprises five Vestas V164-9.5 MW turbines and

a smaller V80-2 MW unit. The five larger turbines are installed on semi-submersible WindFloat foundations developed by Principle Power.

The project entered full operation in 2021 and has previously required major maintenance involving the transport of floating turbine units to port.

In May 2023, the KIN-02 turbine was towed to Rotterdam in the Netherlands for maintenance. Another turbine had undergone a similar operation in 2022. The approach required floating turbine units to be disconnected and transported to port, adding time

and cost to major repair campaigns.

In 2024, a different generator replacement method was demonstrated at Kincardine. LiftOff, Vestas, Dragados, Cobra Wind International and the project operator completed a major component exchange without towing the turbine ashore.

The operation used LiftOff's GenHook crane, temporarily installed on top of a V164-9.5 MW turbine, to remove the existing generator and install its replacement. An offshore support vessel and crew transfer vessels supported the work.

The 2024 operation demonstrated an alternative to port-based maintenance for major component replacement at floating offshore wind farms.

Kincardine's latest financial results record a £40 million repair provision associated with generator failures, alongside the company's wider annual losses. The provision and the reported pre-tax loss are separate accounting figures.

[hmt-news.com](#)

Net Zero Atlantic Expands European Offshore Wind Cooperation

Net Zero Atlantic has signed an MoU with three European organisations to cooperate on offshore wind readiness, grid integration, permitting and marine research in Atlantic Canada.



Image Credit: The Carbon Trust

28, September 2026

Net Zero Atlantic has signed a memorandum of understanding with the Carbon Trust, France Énergies Marines and Germany's Stiftung OFFSHORE-WIND-ENERGIE to support offshore wind development in Atlantic Canada.

The agreement was signed during WindEnergy Hamburg 2026 on 25 September 2026 and will focus on sharing experience from European and Canadian offshore wind markets, according to the Carbon Trust.

Potential areas of cooperation include wind resource assessment, environmental and permitting matters, transmission and grid interconnection, subsea cabling, marine surveys and energy-system modelling. Stiftung OFFSHORE-WINDENERGIE said the cooperation could also cover port infrastructure, supply chains and maritime spatial planning.

The agreement expands an existing partnership between

[hmt-news.com](#)

CTG Connects First Five Qingzhou V and VII Offshore Wind Turbines

China Three Gorges has connected the first five turbines at the 2 GW Qingzhou V and VII offshore wind projects in Guangdong, commissioning a ±500 kV HVDC transmission system to deliver electricity to shore.

30, September 2026

China Three Gorges Corporation (CTG) connected the first five turbines at its Qingzhou V and VII offshore wind projects to the grid on 27 September 2026, marking the first grid connection at the 2 GW development in Guangdong Province, China.

The Qingzhou V and VII offshore wind projects are located off Yangxi County in Yangjiang, approximately 70 km from shore in water depths exceeding 50 m. The two wind farms comprise 163 turbines with a combined installed capacity of 2 GW.

The first turbines were connected through the project's ±500 kV high-voltage direct current (HVDC) transmission system, which has also entered operation. According to CTG, the system has the highest voltage rating and largest transmission capacity among offshore wind flexible HVDC transmission facilities.

Electricity generated by the turbines is collected through 66 kV subsea cables and delivered to the offshore converter station, known as Hai Feng Zhi Xin, or Heart of Offshore Wind. The station increases the voltage and converts the electricity into direct current before transmitting it to an onshore control centre through ±500 kV subsea HVDC cables.

The transmission system is designed to handle the combined output of both wind farms. CTG also reported a substantial increase in the use of domestically produced equipment across the project, including foundations, wind turbines, subsea cables and electrical systems.

Gu Pengcheng, an engineer at CTG's Yangjiang company in Guangdong, said the project team had completed turbine commissioning, subsea cable installation, integrated system testing and grid connection despite difficult offshore conditions, including strong winds, heavy seas, salt spray and frequent typhoons.

Once fully operational, Qingzhou V and VII are expected to deliver approximately 6 billion kWh of electricity annually to the Guangdong-Hong Kong-Macao Greater Bay Area. CTG estimates that the projects will reduce carbon dioxide emissions by nearly 5 million tonnes per year.

Following the initial grid connection, the project team will continue commissioning the remaining turbines to achieve full-capacity operation.

[hmt-news.com](#)



Image Credit: Li Kai / Yangjiang Daily

Zhongmin Energy Unit Signs RMB 4.2bn Changle Offshore EPC Contract

Zhongmin Energy's subsidiary has signed an RMB 4.2 billion EPC contract for the 2.1 GW Changle Offshore Centralised Transmission Project in Fujian.



Photo: CNOOC Engineering

30, September 2026

Zhongmin Energy has announced that its controlled subsidiary has signed an RMB 4.2 billion EPC contract for the Changle Offshore Centralised Transmission Project in Fujian Province, China.

Project owner Fujian Fuzhou Mintou Offshore Wind Collection Station Co., Ltd. signed the contract with a five-company consortium led by Fujian Yili Construction Engineering Co., Ltd.

The EPC scope covers survey and design from the preliminary design stage through project completion, along with permitting and coordination, equipment procurement, manufacturing supervision,

equipment installation, construction, inspection, testing, commissioning, trial operation and final acceptance.

Construction is scheduled to begin on 31 December 2026, with grid connection and operation planned for 31 December 2028. The contracted construction period is 731 days.

The Changle Offshore Centralised Transmission Project is intended to provide centralised power transmission for offshore wind developments in the Changle area. According to the Fujian Provincial Development and Reform Commission, the project has a 2.1 GW transmission capacity and will be located in Songxia Town, Changle District, and adjacent offshore waters.

The approved facilities include one ±525 kV offshore flexible HVDC converter station and one onshore control station. The onshore facility will include a 210 MW/420 MWh energy storage system. The project also covers ±525 kV DC cables, control and protection systems and associated construction works.

The Fujian Provincial Development and Reform Commission approved the project in December 2024 with a total investment of RMB 7.3 billion. Zhongmin Energy holds a 51% interest in the project company.

Zhongmin Energy said construction remains subject to approval from relevant authorities. The company also identified the complexity of the construction process and offshore operations as factors that could affect completion according to the planned schedule.

[hmt-news.com](#)

CIP and Ørsted Submit Bids for Taiwan Offshore Wind Round 3.3

CIP and Ørsted have submitted Fengmiao III and Dadu 1 for Taiwan's Offshore Wind Round 3.3, which has a planned allocation capacity of 3.6 GW.

1, October 2026

Copenhagen Infrastructure Partners (CIP) and Ørsted have submitted offshore wind projects for Taiwan's Round 3.3 allocation process, with two development teams filing applications before the 30 September 2026 deadline.

Taiwan's Ministry of Economic Affairs said it received applications from two development teams covering two wind farm projects. The ministry did not identify the developers or projects in its announcement. Selected projects are scheduled for completion and grid connection in 2030 and 2031, while the allocation process and capacity awards are expected to be completed by the end of 2026.

Separate announcements from the developers identified the projects as CIP's Fengmiao III and Ørsted's Dadu 1.

CIP said it submitted its bid for the Fengmiao III offshore wind project at 09:30 on 30 September 2026. The submission marks the developer's fifth consecutive participation in Taiwan's offshore wind tender process.

The developer previously secured Fengmiao I and Fengmiao II through Taiwan's Round 3.1 and Round 3.2 allocation processes. CIP said its Fengmiao III proposal draws on nine years of offshore wind development experience in Taiwan.

Ørsted also confirmed that it had submitted bidding documents for the Dadu 1 project under Round 3.3. The company said it intends to apply experience gained from developing nearly 2 GW of offshore



Illustration, Photo: Copenhagen Infrastructure Partners (CIP)

wind capacity in Taiwan to the proposed project.

Round 3.3 has a planned allocation capacity of 3.6 GW. The latest process no longer includes mandatory localisation requirements, while ESG commitments have been incorporated into the selection framework.

Local reports said the proposed Fengmiao III and Dadu 1 development areas substantially overlap. Taiwan's Energy Administration will proceed with qualification, delivery capability and other reviews before announcing the allocation results by the end of 2026.

[hmt-news.com](#)

Japan, U.S. Advance Joint Development of AI Shipbuilding Robots

28, September 2026

Japan and the United States are advancing joint development of AI shipbuilding robotics, with planned testing of robotic technologies on a large-scale ship hull mock-up at the University of Michigan and further work on sensors and production-process simulation.

A Japanese development team visited Ann Arbor, Michigan, from 8 to 11 September to discuss the next stage of the program with its U.S. counterparts. The two sides confirmed plans to develop and validate robotics technologies using the hull mock-up, jointly develop high-precision sensors for shipbuilding robots, and demonstrate a simulation platform using actual shipyards in Japan and the United States.

The simulation work will recreate shipyard environments in virtual space to verify robot operations before application at actual yards. The September meetings also included workshops in Detroit and Ann Arbor involving government, academia and industry representatives. Japan's Ministry of Land, Infrastructure, Transport and Tourism said 12 U.S. AI and robotics-related startups expressed interest in participating in the R&D program.

U.S. participants listed by MLIT included the University of Michigan, Fraser Shipyards, Huntington Ingalls Industries (HII) and Path Robotics, along with the U.S. Department of Commerce and the State of Michigan. Japanese partic-

ipants included universities, research bodies and companies such as MTI, Namura Shipbuilding, Kawasaki Heavy Industries and Daihatsu Infinearth.

The bilateral project formally began in July, when a U.S. team from the University of Michigan, MIT and the American Bureau of Shipping visited Japan. The teams agreed on a development schedule aimed at establishing an AI simulation platform capable of incorporating actual ship hull blocks and shipyard environments to evaluate robot operations and related production processes. Demonstrations at shipyards in both countries were also discussed.

A related U.S. research effort led by University of Michigan Engineering is supported by a \$6.2 million grant from Japan's MLIT. That part of the program focuses on autonomous robots and AI systems that can collect LiDAR and camera data from ships under construction, build a digital representation of the as-built structure and compare it with the intended design. The system is intended to identify mismatches and provide information that workers can use when deciding how to adjust construction work.

The U.S. researchers will test the technology with a reconfigurable physical ship section known as the Shipbuilding Test Block. The University of Michigan team is working with MIT, while complementary Japanese research projects are being led by Yokohama National

Japan and the U.S. are advancing joint AI shipbuilding robotics development, including hull mock-up testing, high-precision sensors and virtual shipyard simulation in Michigan.

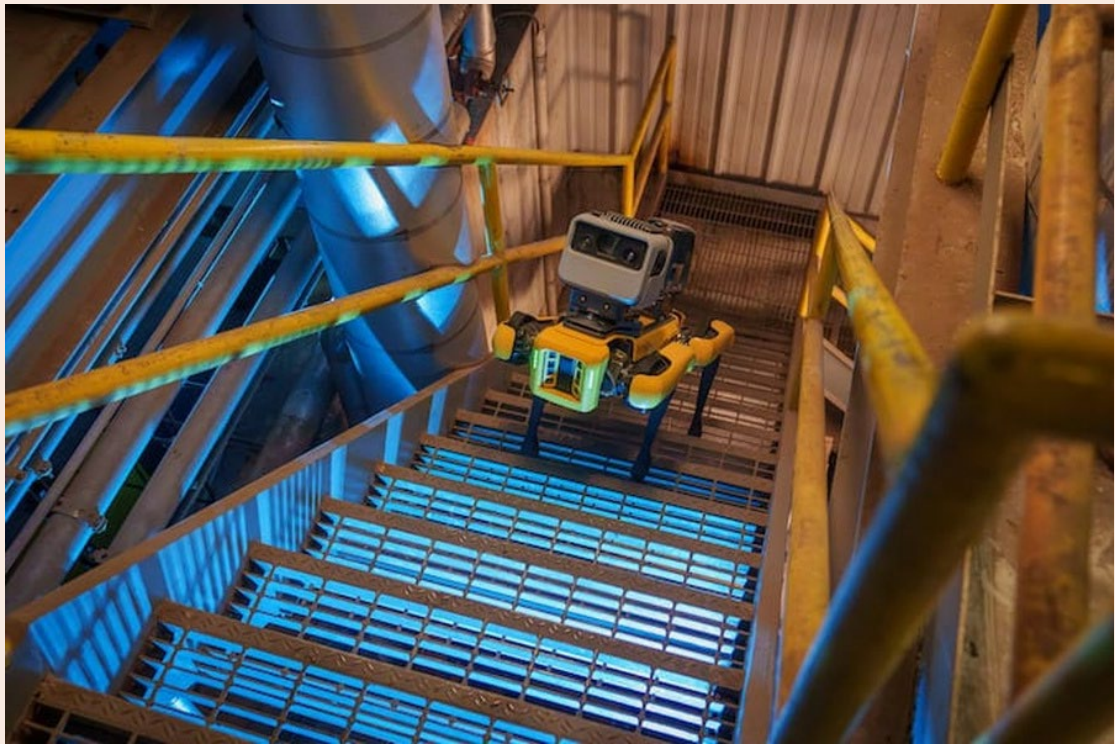


Photo: Courtesy of Boston Dynamics.

University, Osaka University, Osaka Metropolitan University and the National Maritime Research Institute.

The broader work forms part of Japan's BRIDGE program for technology development toward next-generation shipyards using AI. Official program documents cover research into AI plate-bending robots, autonomous mobile AI welding and painting robots, AI welding and quality-inspection robots, AI surface-preparation robots, general-purpose AI collaborative robots and AI ship-interior cleaning robots. Separate work covers an AI

production-process simulation platform, AI-assisted design systems and an AI worksite management system.

The National Maritime Research Institute selected 14 R&D projects under the program in March. Japan Maritime Daily reported that the selected work includes an AI plate-bending robot project proposed by Japan Marine United and several Japanese universities and shipbuilders, as well as an AI production-process simulation project proposed by MTI, Japan Marine United, Imabari

Shipbuilding, Shin Kurushima Dockyard and three Japanese universities.

A separate Japan-U.S. collaboration advisory project was proposed by MTI, with ClassNK and ABS expected to participate. According to Japan Maritime Daily, the project is intended to provide technical advice to the AI shipbuilding robotics research and support coordination between the Japanese and U.S. shipbuilding sectors.

[hmt-news.com](#)

Cochin Shipyard Signs €2.3M Deal for 23% Stake in Conoship



Photo credit: Cochin Shipyard

25, September 2026

Cochin Shipyard Limited has moved ahead with its planned investment in Dutch ship designer Conoship International Holding B.V., signing agreements on 24 September 2026 to acquire a 23% stake for €2.3 million in cash.

According to Cochin Shipyard's regulatory filing, the transaction has received clearance from India's Department of Investment and Public Asset Management and is ex-

pected to be completed within two months.

The company said the investment is intended to provide access to European ship design capabilities and support its entry into the European coastal and short-sea shipping market. The two companies also plan to explore alternative-fuel vessel technologies and opportunities in coastal shipping, inland waterways and related marine services.

Conoship provides design and engineering services for

vessel types including general cargo ships, tankers, dredgers, ferries and offshore vessels.

The companies already work together through Udupi Cochin Shipyard Limited. According to Conoship, the yard built six CIP3800 general cargo vessels based on its design for Wilson ASA, with delivery of Wilson ECO VI in July 2026 completing the series.

[hmt-news.com](#)

Hanwha Philly Shipyard Leases 47 Acres at Navy Yard

Hanwha Philly Shipyard will lease about 47 additional acres at the Philadelphia Navy Yard as it proceeds with its previously announced \$5 billion infrastructure program.

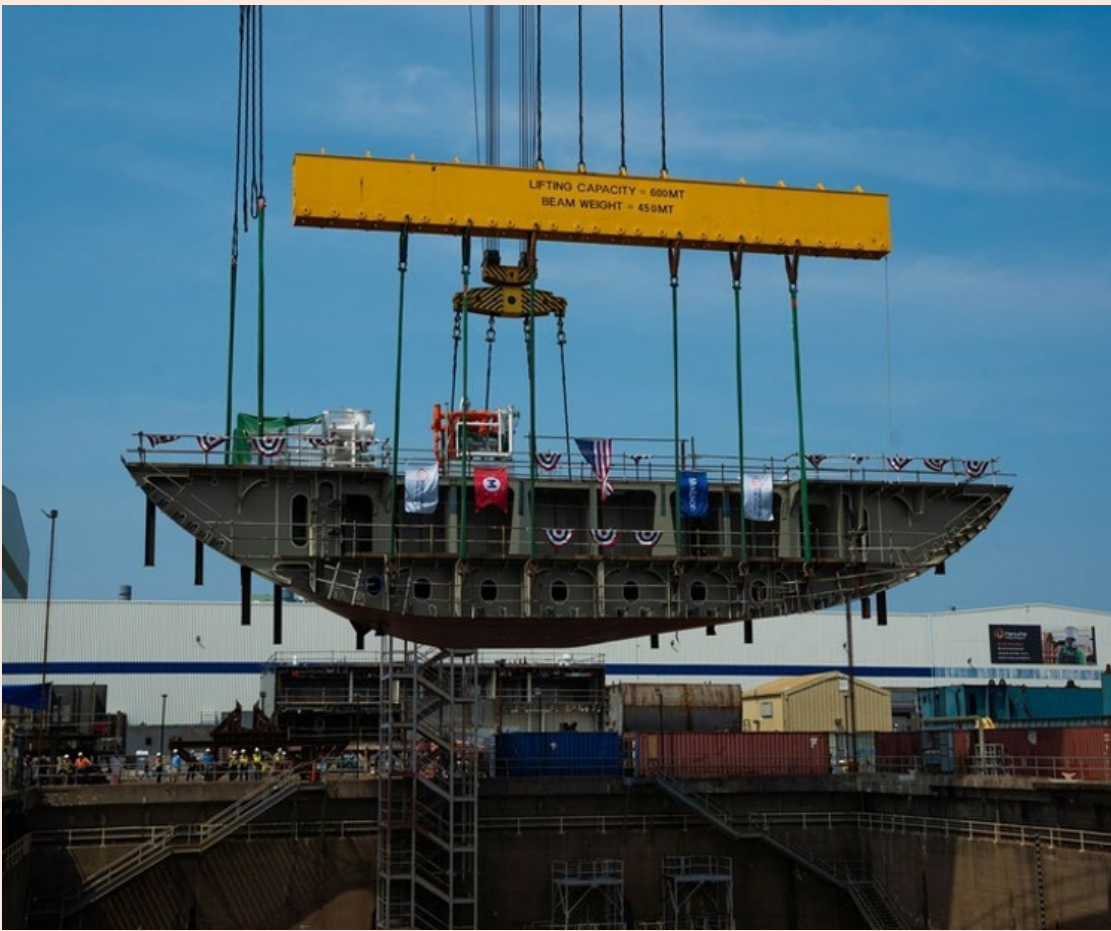


Image: Hanwha Philly Shipyard

26, September 2026

Hanwha Philly Shipyard has agreed to lease about 47 additional acres at the Philadelphia Navy Yard, expanding beyond the roughly 110 acres it already occupies as it proceeds with a previously announced \$5 billion investment program.

The Philadelphia Authority for Industrial Development (PAID) approved the master lease on 22 September. The agreement covers six properties around the Navy Yard, including the 27.94-acre Girard Point Management Area and sites near the Marine Railway, Wharfs G and H, the former steam plant, Buildings 120 and 613, and the Navy Yard water tower.

Philadelphia Business Journal reported that the approved master lease gives Hanwha Philly Shipyard control of six Navy Yard properties under a long-term arrangement. The Philadelphia Inquirer reported that

the additional land brings the company beyond its existing 110-acre shipyard footprint.

Hanwha acquired Philly Shipyard from Aker in 2024 for \$100 million. The Philadelphia Inquirer reported that the new properties provide additional space for the company's expansion plans.

PAID said the shipyard currently employs close to 2,000 full-time workers and that Hanwha Philly Shipyard intends to add up to 5,000 full-time employees as investment at the site progresses.

Hanwha Group announced a \$5 billion infrastructure program for the Philadelphia yard in August 2025. The plan includes two additional docks and three quays, while the company is also reviewing the construction of a new block assembly facility.

Under that program, Hanwha said it aims to increase annual production at the yard from fewer than two vessels to as many as 20. The company also said the facility is planned

to produce LNG carriers and naval modules and blocks, with naval vessels included in its longer-term plans.

Separately, Reuters reported on 24 September that South Korea's presidential office said President Lee Jae Myung and U.S. President Donald Trump had discussed cooperation in shipbuilding, including warship construction, during a meeting in New York.

According to the presidential office, as reported by Reuters, Hanwha Philly Shipyard will build U.S. military vessels. No further details on vessel types, contracts or construction schedules were provided in the Reuters report.

Reuters also reported that \$150 billion of the \$350 billion U.S. investment package agreed between South Korea and the United States has been earmarked for the shipbuilding sector.

[hmt-news.com](#)

Samsung Heavy Industries Reaches 2026 Wage Deal

Samsung Heavy Industries has concluded its 2026 wage talks with a 5.2% base-pay increase, KRW 7 million in incentives and a revised performance bonus formula.

27, September 2026

Samsung Heavy Industries has concluded its 2026 wage negotiations, becoming the first of South Korea's three major shipbuilders to reach an agreement this year.

The Samsung Heavy Industries Workers Council said on 23 September 2026 that members had approved the tentative agreement in a ratification vote. The settlement followed more than 20 rounds of negotiations since the first formal meeting at the end of June.

Under the agreement, base pay will increase by a total of 5.2%, or KRW 131,786. This consists of a 4.5% increase of KRW 113,842 and a 0.7% regular salary increment.

The increase is 0.5 percentage points higher than an earlier proposal rejected by the Workers Council on 17 September 2026.

Employees will also receive KRW 7 million in incentive payments covering the wage settlement, labor-management cooperation and future competitiveness measures.

The performance bonus system will also be revised.

The Outperformance Incentive, previously calculated using 20% of Economic Value Added, will instead be based on 10% of operating profit. The new method will apply to 2026 results, with payments scheduled for early next year.

The agreement also covers employment and employee benefits. Workers reaching mandatory retirement age and subsequently rehired on fixed-term contracts will be able to work for up to two additional years under a "1+1 year" arrangement.

The housing loan limit will increase to KRW 70 million, while employees completing 40 years of service will receive up to 15 days of paid leave. The company and workers also agreed to recruit new production employees next year.

Union members will receive an additional special day off under the agreement.

At the time of the settlement, wage negotiations at Hanwha Ocean and HD Hyundai Heavy Industries remained unresolved, with industrial action continuing at both shipbuilders.

[hmt-news.com](#)



Photo: Samsung Heavy Industries

UK to Build Three Submarine Floating Docks and New Research Ship

The UK will build three floating docks for the Royal Navy's nuclear submarine fleet and a new Cefas research vessel at British shipyards under major domestic shipbuilding programmes.

29, September 2026

The UK government has confirmed plans to build three new floating docks for the Royal Navy's nuclear submarine fleet and a new marine research vessel at British shipyards. The floating docks will be delivered under Programme Euston at HM Naval Base Clyde through a UK-only competition. The facilities will provide out-of-water engineering capacity for the Royal

Navy's current and future nuclear-powered submarine fleet, supporting inspections, upgrades and repairs. The Ministry of Defence has previously described Programme Euston as a multi-billion-pound investment covering three floating docks and associated infrastructure. The programme forms part of the wider Clyde Transformation Programme, while detailed delivery arrangements and schedules are still being developed.

Separately, the government has committed to building a new research vessel for the Centre for Environment, Fisheries and Aquaculture Science (Cefas) at a UK shipyard. The 85 m vessel will accommodate more than 40 people and carry out scientific work including fish-stock assessment, seabed mapping, pollution monitoring and response to marine incidents. The new ship is planned to use automation, robotics and artificial intelligence, as well



Illustration, Photo credit: Navantia UK

as clean fuels. It will replace RV Cefas Endeavour, which has supported UK marine research since 2003 and is due to retire in the early 2030s. The replacement vessel is expected to become operational in 2031 or 2032, with Cefas planning to engage with the UK shipbuilding sector over the next stage of procurement. The projects come as investment continues at several UK shipyards. Navantia

UK said in August that £26.7 million had been invested in modernising its Methil yard in Fife since the company acquired the facility in January 2025. The company said the work is preparing Methil for defence contracts, including UK sovereign shipbuilding and naval construction.

hmt-news.com

Hoegh Evi Weighs FSRU Newbuildings Alongside Conversions

Hoegh Evi is considering FSRU newbuildings alongside LNG carrier conversions, while Zeeland Energy Terminal and the Hoegh Gandria conversion progress.

26, September 2026

Hoegh Evi is considering FSRU newbuildings alongside conversions of existing LNG carriers as it assesses vessels for future floating LNG import projects. TradeWinds reported on 25 September 2026 that Hoegh Evi is examining both options. The company estimates that about 140 existing LNG carriers have conversion potential, although not all would meet the requirements of individual FSRU projects. One project being developed by Hoegh Evi and VTTI is Zeeland Energy Terminal at Vlissingen-Oost in the Netherlands. The planned terminal will use an FSRU permanently moored at the quay and connected to the Dutch national

gas grid. It is designed for approximately 7.5 bcm per year of send-out capacity and at least 180,000 cbm of LNG storage. The developers' current schedule targets a final investment decision in Q3 2027 and commercial operations in Q4 2029. An open season launched in early 2026 attracted requested capacity significantly above the terminal's planned capacity after the Expression of Interest phase closed on 6 March 2026. Dutch government information separately states that Zeeland Energy Terminal is planned to open in the second half of 2029 and that the permitting process is expected to be completed in the first half of 2027.



Photo: Höegh Evi

Hoegh Evi is also converting the LNG carrier Hoegh Gandria into an FSRU for deployment in Egypt. The company signed a 10-year time charter with Egyptian Natural Gas Holding Company (EGAS), with the vessel scheduled to arrive at the Port of Sumed in Q4 2026. The converted unit will provide up to 1,000 mmscf/day of peak regasification capacity. Hoegh Gandria was acquired in February 2023 with conversion to a high-capacity FSRU already planned. Seatrium secured the Hoegh Gandria conversion contract in May 2025. Its scope includes installation

of a regasification skid and integration of cargo handling, utility, offloading, electrical and automation systems. Seatrium said engineering work would begin in May 2025, with an estimated project duration of 18 months. Separately, HD Korea Shipbuilding & Offshore Engineering announced on 1 July 2026 that it had secured contracts worth KRW 885 billion for one LNG carrier and one FSRU. The FSRU contract was valued at KRW 492.8 billion. Both vessels will be built by HD Hyundai Heavy Industries and are scheduled for delivery by the first half of 2029. Hoegh Evi, formerly Hoegh

LNG, has previously taken delivery of FSRUs built in South Korea. Hoegh Gannet, a 170,000-cbm FSRU, was delivered by Hyundai Heavy Industries on 6 December 2018. The 170,000-cbm Hoegh Galleon was delivered by Samsung Heavy Industries on 27 August 2019. Earlier, Hoegh LNG had signed a 2016 letter of intent with Samsung Heavy Industries covering one firm and three optional FSRUs, followed by a separate FSRU shipbuilding contract with Hyundai Heavy Industries in January 2017.

hmt-news.com

HD Hyundai Heavy Industries Secures DNV Verification for 500MW Offshore Substation

HD Hyundai Heavy Industries has completed DNV Detailed Design Verification for its standard 500MW offshore substation, establishing the OSS as a Ready-to-Build platform.

30, September 2026

HD Hyundai Heavy Industries has completed DNV Detailed Design Verification for its in-house developed standard 500MW offshore substation model, completing the design verification process for the platform. The company said the verification is the first international certification of its kind for a Korean offshore substation project covering design suitability and safety in accordance with applicable global codes and standards. The latest verification follows FEED Verification completed in August 2025, which covered the design concept and technical feasibility of the 500MW offshore substation. Detailed Design Verification was completed in August



Photo source: HD Hyundai Heavy Industries

2026, extending compliance checks to detailed engineering associated with fabrication and installation.

With the verification process completed, HD Hyundai Heavy Industries has established the 500MW OSS as a

standardized Ready-to-Build platform for application to upcoming offshore wind projects in Korea and overseas.

An offshore substation steps up the voltage of electricity generated by offshore wind farms before transmitting it onshore. The verified 500MW model has been developed as a standardized platform for large-scale offshore wind projects. HD Hyundai Heavy Industries has also localized key equipment used in the platform. The company expects the standardized design and domestic supply chain to support its participation in offshore wind projects at home and abroad. The company said it plans to continue developing its standardized OSS designs while supporting the growth of the domestic supply chain and expanding its participation in offshore wind projects.

hmt-news.com

Hanwha Ocean LNG Order Worth \$499.6 Million Linked to Zodiac

Hanwha Ocean's \$499.6 million LNG carrier contract covers two ships for delivery by November 2029. Shipping reports name Zodiac Maritime as the buyer and describe options for another pair.

30, September 2026

The Hanwha Ocean LNG order valued at KRW680 billion (\$499.6 million) has been linked to Zodiac Maritime, although the shipbuilder has identified the buyer only as an Africa-based shipowner. Two vessels are covered by the announced contract, with handover planned by November 2029.

The contract brings the South Korean yard's reported 2026 order intake to approximately \$7.7 billion. Yonhap reported that the total includes eight LNG carriers, alongside 18 very large crude carriers and six containerships. Details of the buyer and a potentially larger vessel programme have emerged through shipping publications. Lloyd's List described a com-

mitment for two 174,000 cu m LNG carriers, plus an option covering a further pair. Splash attributed the order to Eyal Ofer's London-based Zodiac Maritime, citing shipbuilding sources, and reported that it would mark the company's entry into conventional LNG carrier ownership. Those reports go beyond the contract particulars publicly disclosed by Hanwha

Ocean. The announcement confirms two ships but does not name Zodiac Maritime or establish the additional options. According to NewsPim's coverage of the filing, the agreement runs from 23 September 2026 to 2 November 2029. The KRW680 billion price applies to the pair. Zodiac Maritime has also been linked to an earlier gas carrier order at Hanwha

Ocean. In May, Splash reported a separate ammonia carrier package comprising three confirmed vessels and two optional ships. The firm portion carried a disclosed value of KRW507.4 billion, and the reported delivery schedule extended to January 2030.

hmt-news.com

Get HMT WEEKLY in your inbox.

[SUBSCRIBE](#)

Click [here](#) to unsubscribe.

HMTnews

Fire Forces Evacuation of Ro-Ro BLUE CARRIER 2 Off Mykonos

All 29 people aboard BLUE CARRIER 2 were safely evacuated after a fire broke out on the cargo Ro-Ro north of Mykonos, Greece.



Image: Hellenic Coast Guard

26, September 2026
A fire aboard the Greek-flagged cargo Ro-Ro BLUE CARRIER 2 forced all 29 people on board to evacuate the vessel north of Mykonos on 25 September 2026.

of Tinos when the incident occurred. BLUE CARRIER 2 was operating a Piraeus-Syros-Vathy-Kos-Rhodes-Kos-Piraeus service and was carrying 166 trucks and 29 passenger cars. According to Attica Ferries, the fire was reported at 08:57. The crew activated the vessel's firefighting procedures and alerted the authorities before the evacuation was carried out. The 28 crew members and one passenger, identified as a truck driver, left BLUE CARRIER 2 using two lifeboats. Shippax also reported that all 29 people aboard were evacuated safely. They were later transferred to a Hellenic Coast Guard patrol vessel and taken to the port of Tinos, with authorities reporting no health problems among those evacuated. Coast Guard vessels, firefighting craft, tugs and salvage resources were deployed around the ship. Nearby port authorities also prepared pollution-response equipment as part of the operation. Firefighting continued later on 25 September. eKathimerini reported that the situation had been brought under control but that the fire had not yet been fully extinguished. The salvage and firefighting tug AIGAION PELAGOS was deployed to assist, while a specialist salvage team was also expected to reach the vessel. Following the evacuation, Attica Ferries said specialist contractors had been appointed to support environmental protection measures and the management of the vessel in coordination with the authorities. According to Blue Star Ferries, BLUE CARRIER 2 was built in 1997 and measures 162.49 m in length and 25.60 m in width, with a listed service speed of 17 knots. Shippax reported that the vessel was originally built as CLEMENTINE before later joining Attica Group.

hmt-news.com

Firefighting Continues on BLUE CARRIER 2 Off Tinos

Firefighting continued aboard BLUE CARRIER 2 after the cargo Ro-Ro was moved to a sheltered position southwest of Tinos, with five tugs supporting the operation.

28, September 2026
Firefighting continued for a third day aboard the cargo Ro-Ro BLUE CARRIER 2 after the vessel was moved to a sheltered position southwest of Tinos, Greece. The Hellenic Coast Guard said on 27 September that a salvage company, assisted by tugs, had relocated the vessel from the area north of Mykonos. Five tugs remained on scene, while firefighting continued because active fire pockets were still present on board. The Tinos Port Authority is investigating the incident. The fire broke out at 08:57 on 25 September while BLUE CARRIER 2 was operating its scheduled Piraeus-Syros-Vathy-Kos-Rhodes-Kos-Piraeus service, according to Attica Ferries. The vessel



Photo credit: Courtesy of Cyclades24

incident. General cargo trucks to Samos were also expected to continue on the scheduled BS MYCONOS service three times a week.

hmt-news.com

MT Seagull 9 Safely Berthed at Paradip After Flooding Emergency

MT Seagull 9 was safely berthed at Paradip after the Indian Coast Guard stabilised the tanker following engine failure and ballast tank flooding off Odisha.

29, September 2026
The Belize-flagged chemical tanker MT Seagull 9 has been safely berthed at Paradip Port after the Indian Coast Guard and port authorities responded to engine failure and flooding that left the vessel listing off India's Odisha coast. The tanker issued a distress call at about 7:30 a.m. on 27 September while approximately 37 nautical miles east-southeast of Paradip. It was carrying about 9,000 tonnes of palm oil with 23 crew members aboard. Paradip Port Authority information indicated that water entering the ballast tanks had caused a list of about 10 degrees. ICGS Vishwast was sent to the tanker, where a Coast Guard damage-control team boarded and began emergency work. The team deployed submersible pumps, stopped the leakage, sealed two damaged seawater pipelines and contained a third fractured line. The intervention stabilised the vessel and removed the immediate risk of capsizing. The Coast Guard also deployed a Pollution Control Vessel, another Offshore Patrol Vessel and Dornier aircraft to support monitoring around



Photo: Indian Coast Guard

the tanker. A small palm-oil sheen observed near the vessel on 27 September was no longer visible during aerial surveillance the following day. Paradip Port Authority harbour tug Dolphin 25 subsequently established a tow and brought the tanker toward Paradip. The port authority said MT Seagull 9 later entered the harbour with limited assistance from its engine and was secured at the NQ2 berth at around 4 p.m. on 28 September. MT Seagull 9 is a 1998-built chemical tanker with a deadweight of 11,131 dwt and an overall length of 127.5 m. The vessel is registered under the Belize flag.

hmt-news.com

Sofrana Surville Rescues Four Sailors After Yacht Hits Whale

Cargo ship Sofrana Surville rescued four sailors after Australian yacht Tai Tam struck a whale and began taking on water north of Norfolk Island.



Source: New Zealand Defence Force

29, September 2026
Four sailors from the Australian yacht Tai Tam were rescued by cargo ship Sofrana Surville after their vessel struck a whale and began taking on water in the South Pacific. Maritime New Zealand's Rescue Coordination Centre received an EPIRB alert at about 1 p.m. on 26 September. Tai Tam, a 51-ft yacht, was around 250 nautical miles north of Norfolk Island when

the incident occurred. The four sailors left the damaged yacht and transferred to an emergency raft. Conditions in the area included waves of up to about 2 m. A Royal New Zealand Air Force P-8A Poseidon was dispatched to assist the operation. After locating the survivors, the aircraft crew made radio contact with them while vessels in the surrounding area were directed toward the scene. Sofrana Surville was the first vessel to reach the sailors and brought all four aboard at around 6 a.m. on 27 September. The 143 m cargo ship is listed by VesselTracker under IMO 9408372. The vessel was sailing from Tauranga toward Nouméa when it became involved in the rescue. The response was coordinated by the Rescue Coordination Centre New Zealand with assistance from the New Zealand Defence Force, Australia's Joint Rescue Coordination Centre and the Maritime Rescue Coordination Centre



Source: New Zealand Defence Force

in Nouméa. A private sailing vessel also supported the operation. A similar merchant-vessel-assisted rescue was reported recently after the crew of MSC Hermes III abandoned their ship following a distress alert off Vietnam.

hmt-news.com



Source: New Zealand Defence Force

US-China Truce Expected to Keep Port Fees on Hold Until January

The U.S.-China trade truce has been extended to 10 January 2027, with reciprocal port fees expected to remain suspended while formal implementation details are pending.

28, September 2026

The United States and China have agreed to extend their trade truce until 10 January 2027, a move expected to keep reciprocal port fees on U.S.- and China-linked vessels suspended beyond their current November expiry. U.S. Treasury Secretary Scott Bessent said on 23 September that Washington and Beijing had agreed to extend the Busan Agreement, which was due to expire on 10 November 2026. The new deadline is 10 January 2027. Reuters reported the announcement following Bessent's meeting with Chinese Vice Premier He Lifeng in Washington.

The existing U.S. port-fee suspension stems from the Section 301 action covering

China's maritime, logistics and shipbuilding sectors. The Office of the U.S. Trade Representative suspended the measures for one year from 10 November 2025 following a trade agreement between the two countries.

China introduced a corresponding suspension on the same date. Its Ministry of Transport halted special port fees on U.S.-linked vessels for one year from 10 November 2025, alongside the U.S. suspension of its maritime Section 301 measures.

Industry reporting following the latest trade talks indicates that the two-month extension of the Busan Agreement is expected to keep the reciprocal port-fee measures on hold into January. PPAI said the pause on the China ship-building-related fees is now



Photo: Port of Los Angeles

expected to run until January 2027.

However, as of 28 September, the formal U.S. and Chinese notices available publicly still specify the original one-year suspensions beginning on 10 November 2025. The USTR's Section 301 case page continues to list the existing notice suspending the action for one year, while China's Ministry of Transport

notice also states a one-year suspension.

No new USTR notice or Chinese Ministry of Transport notice located in the current search changes the port-fee suspension date to 10 January 2027. FreightFigures similarly noted that Bessent's announcement extended the broader trade truce, while a separate USTR notice covering the ship-fee suspension

had not yet been published.

The reciprocal port-fee measures therefore remain formally governed by the existing suspension notices until further implementation details are issued. Neither government has announced a permanent withdrawal of the port-fee regimes.

[hmt-news.com](#)

MSC Hermes III Crew Rescued After Distress Incident off Vietnam

All 25 crew members of MSC Hermes III were safely rescued after the container ship issued a distress alert about 300 km east of Vietnam in the South China Sea.



MSC Hermes III (Photo credit: © Agustín Alapont via marinetráfico)

25, September 2026

All 25 crew members of the Liberia-registered

container ship MSC Hermes III were safely recovered after an emergency in the South China Sea on 22 September.

Singapore's Maritime Rescue Coordination Centre (MRCC) received a distress alert from the vessel at about

08:45 Singapore time while it was approximately 300 km east of Vietnam. The location was within Singapore's Maritime Search and Rescue Region, according to the Maritime and Port Authority of Singapore (MPA).

MRCC Singapore issued a request for assistance to vessels operating in the area. Three ships responded to the call.

The crew of MSC Hermes III subsequently left the vessel using a lifeboat. MSC Ruby, one of the ships responding to the emergency, took all 25 seafarers aboard. No injuries were reported.

At the time of the incident, MSC Hermes III was travelling from Shanghai to Jakarta. MSC Ruby was sailing from Singapore toward Ningbo,

while MSC Florentina, which was also in the area, was on a voyage from Paranagua to Ningbo.

Singapore is responsible for coordinating maritime search-and-rescue operations across an area of the South China Sea covering more than 1 million sq km. Following the rescue, MRCC Singapore began coordinating with Vietnamese authorities over arrangements to bring the crew safely ashore.

The MPA did not disclose the cause of the emergency. No further information was provided on MSC Hermes III following the crew evacuation.

[hmt-news.com](#)

Cape Falcon Refloated off Gladstone After Grounding

Capesize bulk carrier Cape Falcon has been refloated off Gladstone after being aground since 18 September. The vessel remains detained pending safety checks and further investigation.

27, September 2026

The 182,066-dwt Cape-size bulk carrier Cape Falcon has been refloated off Gladstone, Australia, after being aground since 18 September.

The Liberia-flagged vessel came free during the morning high tide on 24 September, ahead of a refloating operation that had been planned for later that day. Earlier attempts involving harbour tugs had failed to release the vessel.

Cape Falcon grounded while manoeuvring at low speed near a bunkering

anchorage about six nautical miles off the Port of Gladstone. Maritime Safety Queensland established a one-nautical-mile exclusion zone around the vessel during the response.

The vessel was fully laden at the time of the grounding. Although it was outside the port shipping channel, Maritime Safety Queensland said the incident would still have some impact on the shipping schedule.

Built in 2022, Cape Falcon is approximately 292 m long and is managed by Japan's Shoei Kisen Kaisha. The ves-



Photo: Maritime Safety Queensland

sel is registered in Liberia.

After being refloated, Cape Falcon was directed to anchor pending further investigation. The Australian Maritime Safety Authority placed the vessel under detention, preventing its return to service until applicable safety and regulatory

requirements are satisfied.

The Australian Transport Safety Bureau said it would launch a short investigation into the grounding. No crew injuries or pollution were reported.

Investigators are expected to examine vessel tracking in-

formation, weather conditions, crew and operator records, and maintenance information. The vessel's voyage data recorder has also been ordered preserved for the investigation.

[hmt-news.com](#)

Fourth Person Charged Over Avonmouth Assault on Filipino Seafarers

A fourth person has been charged over a July incident involving three Filipino seafarers near Avonmouth Docks, which police have recorded as a suspected hate crime.



MV Arklow Beacon. Photo: Alf van Beem / Wikimedia Commons

30, September 2026

A fourth person has been charged over a July incident involving three Filipino seafarers near Avonmouth Docks in the UK, with police continuing to record the case as a suspected hate

crime.

Avon and Somerset Police said Kayleigh Coates, 39, from north Bristol, was re-arrested on 25 September. Police listed three charges against her: two counts of assault causing grievous bodily harm and one racially-aggravated public or-

der offence.

The case relates to an incident in Richmond Terrace, Avonmouth, on the evening of 31 July.

One of the seafarers remains seriously ill in hospital. Another was discharged after receiving treatment, while the

third did not require hospital care.

Coates has been released on conditional bail and is due before Bristol Magistrates' Court on 22 October.

Three other defendants were charged earlier in connection with the same incident. Kurtis Ranklin, 45, of Southmead, faces a charge of causing grievous bodily harm with intent. Preston Stabb, 18, of Shirehampton, faces the same GBH charge as well as a common assault charge.

A 17-year-old boy, whose identity cannot legally be published, has been charged with wounding with intent to cause grievous bodily harm in relation to one of the injured ship workers.

According to the latest police update available at publication, Ranklin and Stabb were on remand, while the 17-year-old was on conditional bail. The three were due to appear at Bristol Crown Court on 30 September. BBC reported that all three

men involved as victims are from the Philippines. Earlier police statements said racist language was reported during the incident, which authorities have recorded as a suspected hate crime.

TFCN Global reported that the Filipino seafarers were crew members of the general cargo vessel MV Arklow Beacon, which was docked at Avonmouth when the incident occurred. Port records cited by TFCN showed the vessel had arrived earlier on 31 July.

The publication also reported that the Philippines' Department of Migrant Workers was assisting the crew. Two seafarers who sustained less serious injuries returned to the Philippines on 9 August, while the third remained in hospital in the UK at the time of that report.

The criminal proceedings remain ongoing.

[hmt-news.com](#)

Saronic Wins U.S. Navy Production Award for 10 MUSVs

Saronic has secured a U.S. Navy production award for 10 MUSVs following Phase I at-sea testing, with first deliveries planned before the end of FY2027.



Image Credit: Saronic Technologies

30, September 2026

Saronic Technologies has secured a U.S. Navy production award for 10 Medium Unmanned Surface Vessels following the comple-

tion of Phase I at-sea testing. HII and Galliano Marine Service also received production awards for 10 vessels each, bringing the planned procurement under the program to 30 MUSVs. The

awards were issued through Production Other Transaction Authority agreements. The Navy said the average procurement cost is \$40 million per vessel. The first vessels are scheduled to be

delivered before the end of Fiscal Year 2027.

Production is set to begin at shipyards in Franklin, Loreauville and Houma, Louisiana. Saronic will build its vessels in Franklin, while the other two suppliers will use yards elsewhere in the state.

The Phase I requirements called for vessels capable of travelling 2,500 nautical miles at 25 knots in Sea State 4 while carrying payloads of up to 25 tonnes across at least two 40-foot shipping containers.

USNI News reported that the at-sea evaluation also required participants to operate for about 26 hours over more than 360 nautical miles with only one input from a command-and-control station during that period. The test was intended to demonstrate sustained autonomous operation with minimal operator intervention.

The Navy said Phase I testing assessed capabilities including awareness of the surrounding maritime environment, autonomous navigation in accordance with collision-prevention rules and performance during long-duration missions.

Separately, Saronic reported that Marauder completed eight days of continuous operations covering more than 140 test scenarios. The trials included autonomous tracking and maneuvering around other vessels as well as passive-perception testing using onboard sensors.

The production award moves Saronic from the prototype evaluation stage into the next phase of the Navy's MUSV procurement, alongside HII and Galliano Marine Service.

[hmt-news.com](#)

BSM Agrees to Acquire 50% Stake in Norway's OffshoreCrew

BSM has agreed to acquire a 50% stake in Norway's OffshoreCrew AS, combining its international ship management network with a database of around 30,000 offshore professionals and specialist crewing services.

30, September 2026

Bernhard Schulte Shipmanagement (BSM) has agreed to acquire a 50% stake in Norway-based OffshoreCrew AS, extending its offshore crewing capabilities and specialist personnel services for the maritime and offshore energy sectors.

Headquartered in Kristiansand, OffshoreCrew recruits and manages personnel for offshore oil and gas, offshore wind and subsea operations. The company maintains a database of approximately 30,000 offshore professionals and supplies qualified personnel for offshore vessels and projects, with its main operations concentrated in the North Sea.

The agreement will bring together OffshoreCrew's specialist recruitment network and BSM's international ship

management infrastructure. The combined services will cover individual personnel assignments, crew management and full technical management for various types of offshore units.

The investment will also allow BSM to provide offshore customers with personnel for specialised positions, including dynamic positioning (DP) operators, crane operators and other technical roles requiring specific qualifications and experience.

According to BSM, the partnership is expected to accelerate the mobilisation of qualified offshore personnel and reduce response times to urgent crewing requirements, particularly in offshore wind and other energy-related operations.

Sebastian von Hardenberg, CEO of BSM, said the investment would strengthen the



Photo: OffshoreCrew

company's ability to respond to customers' requirements with greater speed and flexibility.

Javier Zahn, CEO and

Managing Director of OffshoreCrew, said the partnership would help the Norwegian company serve a wider international customer base while

preserving its operational flexibility and customer focus.

[hmt-news.com](#)

MSC HERMES III Crewman Evacuated off Vietnam After Earlier Crew Rescue

A crew member from MSC HERMES III was medically evacuated off Vietnam, days after all 25 crew members were rescued following an earlier distress incident.



Photo source: Vietnam MRCC

1, October 2026

A crew member from the disabled containership MSC HERMES III has been medically evacuated off southern Vietnam, in a new development following the rescue of all 25 crew members from the vessel on 22 September 2026.

As previously reported by HMT News, the crew of MSC HERMES III evacuated the

ship after it transmitted a distress alert about 300 km east of Vietnam within Singapore's Maritime Search and Rescue Region. MSC RUBY subsequently recovered all 25 seafarers from a lifeboat, with no injuries reported at the time.

The vessel was later taken under tow toward Vietnam, where further details have emerged about its condition and a separate medical emergency involving a crew mem-

ber.

Vietnam's maritime search and rescue authorities received an emergency request from MSC Vietnam on 28 September 2026 after a crew member aboard MSC HERMES III fell and suffered a serious head injury. The seafarer subsequently developed symptoms including vomiting before losing consciousness.

The Liberia-registered vessel, IMO 9350317, was about

30 nautical miles northeast of Vung Tau when the request for medical assistance was made.

Vietnam MRCC dispatched the specialised rescue vessel SAR 272 at 21:15 on 28 September 2026 with two medical personnel from the Ho Chi Minh City Border Guard on board. The rescue vessel reached MSC HERMES III at 01:30 on 29 September 2026 and provided initial medical treatment.

SAR 272 returned with the injured seafarer to the Vietnam MRCC Region III facility in Ho Chi Minh City at 06:30 on 29 September 2026. The crew member was then transferred to hospital for further treatment.

VietnamPlus separately reported that the seafarer was suspected of having inhaled toxic gas. VIMAWA and Vietnam MRCC's official accounts described the incident as a fall resulting in a serious head injury, followed by vomiting and loss of consciousness.

Further information has also emerged about the condition that led to the vessel becoming disabled. Báo Xây

dựng, citing the Ho Chi Minh City Border Guard, reported that MSC HERMES III experienced a problem with the seawater intake system serving its engine room, leaving the vessel unable to manoeuvre and drifting.

Boka Guard was deployed to assist with towing the containership toward the Vung Tau anchorage, with repairs planned at Phuoc An Port.

Seatrade Maritime separately reported, based on AIS tracking, that MSC HERMES III was being towed toward Vung Tau by TC Mercury and Boka Guard. The 2,490-teu containership had been sailing from Hong Kong to Jakarta when the original distress incident occurred.

Vietnamese authorities have not published a final technical investigation finding on the initial casualty. The latest medical evacuation and reported mechanical problem add further details to the incident following the 22 September 2026 rescue of the vessel's crew.

[hmt-news.com](#)

COSCO Shipping Energy Injects \$253m into LNG Unit

COSCO Shipping Energy has approved a \$253 million cash injection into Shanghai LNG to strengthen its capital structure, following earlier investments in six LNG carrier newbuildings.



Credit: © COSCO Shipping Energy

30, September 2026

COSCO Shipping Energy Transportation has approved a RMB 1.7 billion

(\$253 million) cash injection into its wholly owned subsidiary, Shanghai COSCO Shipping LNG Investment, following earlier investments in six

LNG carrier newbuildings this year.

The decision was approved by the company's board on 28 September 2026 and announced the following day. The funding will come from internal resources and is intended to improve Shanghai LNG's capital structure and support its shipping operations. The company did not identify a specific shipbuilding project for the latest capital injection.

The investment follows a \$340.3 million capital increase approved in January to support the construction of two 175,000 cu m LNG carriers.

In June, COSCO Shipping

Energy also announced a separate RMB 6,445 million (\$953 million) project involving four additional 175,000 cu m LNG carriers at Jiangnan Shipyard.

The June project includes a RMB 2,093 million capital contribution to Shanghai LNG. Deliveries of the four vessels are planned for 2029 and 2030, after which they will operate under seven-year time charter agreements with Shell Tankers (Singapore).

The group's LNG carrier portfolio has expanded alongside its tanker business. According to its first-half 2026 figures, COSCO Shipping Energy had interests in 97 LNG

carriers as of 30 June, including 66 operational vessels with a combined capacity of 11.2 million cu m and another 31 under construction.

The company also operated one additional bareboat-chartered LNG carrier with a capacity of 170,000 cu m.

At the same board meeting, COSCO Shipping Energy approved a delivery financing plan for an MR tanker. The company did not disclose the financing amount or identify the vessel.

[hmt-news.com](#)

Boskalis Zeevonk Cable Contract Covers 149 km

Boskalis has secured a contract valued at EUR 50–150 million to transport and install 149 km of inter-array cables for the Zeevonk offshore wind farm in the Dutch North Sea, deploying BOKA Ocean in 2029.



Photo source: Boskalis

1, October 2026

The Boskalis Zeevonk cable contract covers the transport and offshore installation of approximately 149 km of 66 kV inter-array cables at the Zeevonk Offshore Wind Farm in the Dutch North Sea. Zeevonk, a joint venture between Vattenfall and Copenhagen Infrastructure Partners, awarded the work for the project's first phase.

The cable system will link 69 wind turbines. The contract also includes cable testing and termination, installation of cable protection systems, offshore surveys, and seabed intervention work.

Boskalis plans to use its cable-laying vessel BOKA Ocean to transport the cables from the manufacturing facility in Eemshaven, the Netherlands, to the offshore site and carry out the installation cam-

paign. One of the company's subsea rock installation vessels will undertake the seabed intervention activities.

Boskalis classified the award as a sizable contract, a designation covering values between EUR 50 million and EUR 150 million. The exact contract value was not disclosed.

Offshore installation is planned for 2029, following engineering work that is expected to begin shortly.

Located approximately 45 nautical miles northwest of IJmuiden, the Zeevonk project is planned in two phases of around 1 GW each. The completed development is expected to have a total installed capacity of approximately 2 GW, with commercial operations for phase 1 scheduled to begin in 2029.

hmt-news.com

CRCC Bridge Piling No. 1 Heads to Brazil for Deepwater Bridge Construction

CRCC Bridge Piling No. 1 has departed China for Brazil's Salvador–Itaparica Bridge project. The vessel features a 156 m pile frame, 700-tonne pile-handling capacity and a combined DP and anchor-mooring system.



Image Credit: China Railway Construction Bridge Engineering Bureau Group

1, October 2026

China Railway Construction Corporation (CRCC) has sent its pile-driving vessel CRCC Bridge Piling No. 1 to Brazil for foundation installation on the Salvador–Itaparica Bridge project. The vessel, described by CRCC as the world's largest of its type, departed Lüsi Port in Nan-

tong, China, on 27 September 2026.

The vessel is destined for the Bay of All Saints in Bahia, where parts of the bridge foundations will be installed in water depths reaching 64 m. Construction in the area must contend with difficult seabed geology, powerful currents and changing sea conditions.

Developed by China Rail-

way Construction Bridge Engineering Bureau Group, the specialized offshore construction vessel measures 130.5 m in length, 40.8 m in width and 8.4 m in depth. It is equipped with a 156 m pile frame and can handle foundation piles weighing up to 700 tonnes. Its maximum operating water depth is 70 m.

To maintain its position during foundation installation, CRCC Bridge Piling No. 1 uses an integrated dynamic positioning (DP) and anchor-mooring arrangement. The system works with China's BeiDou satellite navigation network to achieve centimetre-level pile positioning accuracy, according to the vessel's developer.

The vessel also features an automated pile installation system and a hydraulic hammer capable of delivering up

to 1,360 kJ of impact energy per blow.

Its closed-loop hydraulic system captures energy generated as the pile frame moves downward or changes angle, converting it into electricity for reuse. According to CRCC, the technology achieves an energy recovery rate of up to 40%.

For the voyage to Brazil, the vessel is expected to travel approximately 11,300 nautical miles via the Strait of Malacca, the Cape of Good Hope and the South Atlantic. The journey is scheduled to take about 45 days.

The Salvador–Itaparica Bridge will provide a 12.4 km crossing between Salvador and Vera Cruz on Itaparica Island. The planned cable-stayed bridge will have a main span of 682 m and form part of a wider 46.8 km

infrastructure development, including connecting roads.

The project is being developed through a public-private partnership between the Bahia state government and Concessionária Ponte Salvador–Itaparica (CPSI), whose shareholders include China Civil Engineering Construction Corporation (CCECC) and China Communications Construction Company (CCCC).

The concession arrangement is separate from the ownership and construction of CRCC Bridge Piling No. 1, which was developed by CRCC's bridge engineering subsidiary.

Delivered in March 2026, the vessel is undertaking its first overseas assignment with the deployment to Brazil.

hmt-news.com