

Rockhopper Commits \$44 Million for 35% Stake in OSX-1 FPSO

Rockhopper Exploration has committed \$44 million for a 35% interest in the OSX-1 FPSO, which Navitas Petroleum plans to deploy for the accelerated Central Development Area of the Sea Lion oil field. [Page 8](#)

Alfa Watan Sinks, Able Damaged in Drone Attacks

Alfa Watan sank and Able caught fire after aerial and sea drone attacks in Bulgaria's Black Sea EEZ, a day after the fatal sinking of Royad Mammadov off Romania. [Page 33](#)

Dogger Bank B Passes Halfway Mark as Seaway Ventus Prepares to Join Voltaire



Dogger Bank B has passed the halfway point in turbine installation, with 49 of 95 turbines installed. Seaway7's Seaway Ventus is preparing to join Jan De Nul's Voltaire at the UK offshore wind project.

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Photo source: Cosco Shipping Heavy Transport

HD Hyundai Heavy and 11 Partners Form Marine SMR Demonstration Center

HD Hyundai Heavy Industries and 11 South Korean partners have agreed to establish a marine SMR demonstration center focused on nuclear technology development, testing, verification and research collaboration. [Page 29](#)

Dajin Ships First 10 Monopiles for Nordseecluster B

Dajin Heavy Industry has shipped the first 10 monopiles and 10 main access platforms for the 900 MW Nordseecluster B offshore wind project from Tangshan, China, to Eemshaven in the Netherlands. [Page 3](#)

Boskalis Forte Delivers SpaceX Starship 40 to Texas After 12,729-NM Voyage

Boskalis' semi-submersible vessel Forte has delivered SpaceX's recovered Starship Ship 40 to Brownsville, Texas, after a 12,729-nautical-mile voyage involving float-on loading near Christmas Island. [Page 6](#)



Image Credit: China Railway Construction Bridge Engineering Bureau Group



Photo source: Jumbo

JSI Alliance's Fairplayer Delivers Four RTG Cranes to Gulftainer in Khor Fakkan

JSI Alliance's heavy lift vessel Fairplayer has delivered four RTG cranes from Cork, Ireland, to Gulftainer in Khor Fakkan. Each crane weighed approximately 150 tonnes and required detailed transport planning.

8, October 2026

JSI Alliance has completed the transport of four rubber-tyred gantry (RTG) cranes from Cork, Ire-

land, to Khor Fakkan, where the equipment was delivered to port operator Gulftainer aboard the heavy lift vessel Fairplayer.

Each crane weighed approximately 150 tonnes, placing the cargo well within the vessel's lifting capacity. Fairplayer is equipped with two deck cranes, each rated at 900 tonnes.

Despite the relatively modest weight of each unit compared with the vessel's lifting capacity, the dimensions and configuration of the RTG cranes required detailed planning and engineering preparations.

The loading operation in Cork involved JSI Alliance's project team and the vessel's crew, including Senior Port Captain Patrick Lieuw. The team completed the operation before the vessel transported the cranes to their destination.

According to SAL's official announcement, all four RTG cranes have arrived safely in Khor Fakkan, where Gulftainer plans to deploy the equipment in its port operations.

The shipment was carried out using Fairplayer's onboard heavy lift equipment. The

vessel has also been used for other project cargo operations, including a module discharge in Rotterdam.

The latest delivery involved handling four large port cranes whose dimensions and configuration required specific engineering considerations, despite their individual weights being substantially below the vessel's rated lifting capacity.

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Dajin Ships First 10 Monopiles for Nordseecluster B Offshore Wind Project

Dajin Heavy Industry has shipped the first 10 monopiles and 10 main access platforms for the 900 MW Nordseecluster B offshore wind project from Tangshan, China, to Eemshaven in the Netherlands.



Illustration only. (Source: Fan Zhou Shipping)

8, October 2026

Dajin Heavy Industry has dispatched the first 10 monopile foundations for Nordseecluster B. The Tangshan facility will manufacture 50 monopiles and 30 main access platforms, while the company's Penglai facility will produce and deliver the remaining 10 monopiles.

The shipment left the company's Tangshan offshore manufacturing facility in China on 2 October 2026, bound for the Port of Eemshaven in the Netherlands, the designated European receiving port for the project.

The delivery forms part

of Dajin Heavy Industry's supply programme covering 60 monopile foundations for Nordseecluster B. The Tangshan facility will manufacture 50 monopiles and 30 main access platforms, while the company's Penglai facility will produce and deliver the remaining 10 monopiles.

According to Dajin, the first shipment marks the beginning of a coordinated delivery programme involving both manufacturing facilities.

Nordseecluster B is the second phase of the Nordseecluster offshore wind devel-

opment, located approximately 50 km north of the German island of Juist. The project is jointly owned by RWE, with a 51% stake, and Norges Bank Investment Management, which holds the remaining 49%.

The second phase will comprise 60 Vestas wind turbines with a combined generating capacity of 900 MW. According to RWE's official project update, foundation installation is scheduled for 2027, followed by turbine installation in 2028. Commercial operations are planned to begin in early 2029.

The latest delivery follows Dajin Heavy Industry's previous involvement in Nordseecluster A. The company completed deliveries of 45 monopiles for the first phase in August 2025.

All 44 wind turbine monopile foundations and their associated secondary steel structures were installed offshore by November 2025. The installation work was carried out by Van Oord's offshore installation vessel Boreas, as

FLS Hiring Port & Heavy Lift Operations Supervisor



FLS Group is recruiting a Port & Heavy Lift Operations Supervisor in Petaling Jaya, Selangor, Malaysia. The full-time position focuses on supervising port operations involving heavy-lift, breakbulk, oversized and out-of-gauge (OOG) cargo.

The successful candidate will oversee cargo loading, discharge, lifting and transportation activities at Malaysian ports and project sites. Responsibilities include coordinating with vessel crews, terminal operators, crane operators, stevedores and heavy-haulage contractors to ensure safe and efficient cargo handling.

The role also involves reviewing lifting plans and method statements, monitoring HSE compliance, resolving operational issues and maintaining cargo handling reports. It requires extensive field involvement and close coordination with port authorities and project stakeholders.

Key Requirements

- Minimum 5 years of experience in port operations, project logistics, heavy-lift, breakbulk or OOG cargo handling.
- Practical experience working at Malaysian ports and coordinating cargo operations.
- Ability to interpret lifting plans, cargo plans and method statements.
- Strong understanding of lifting equipment, cargo securing and port HSE procedures.
- Willingness to work on-site and support operations outside regular working hours when required.

View full job details. [Click here.](#)

Source: TheJobsMap / FLS Group Careers

previously reported by HMT News.

Nordseecluster A has a generating capacity of 660 MW. As of 31 August 2026, 22 of its 44 wind turbines had been installed, with full commissioning scheduled for early 2027.

Together, Nordseecluster A and B will provide approximately 1.6 GW of offshore wind capacity. RWE is responsible for construction and operations across both phases of the development.

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The BOSKALIS heavy load carrier – the largest heavy load carrier in the world- was spotted at anchor on the Singapore Roads.

Photo by Andre Korver ©

Historic Batavia Replica Moved Ashore for Long-Term Preservation



Photo credits: Museum Batavia Land

Historic wooden replica Batavia has been moved ashore at Museum Batavialand to improve maintenance, protect its ageing structure and support its long-term preservation.

6, October 2026

The historic wooden replica Batavia has been moved permanently ashore at Museum Batavialand in Lelystad, the Netherlands, as part of efforts to improve its long-term preservation. The 56.6 m vessel, a full-scale reconstruction of the Dutch East India Company ship built in 1628, had re-

mained at its waterside berth for 31 years. Museum Batavialand decided to move the ageing wooden ship onto land as its structure required extensive maintenance. The museum said keeping Batavia ashore will allow its timber to dry more effectively, provide better protection from weather exposure and make future maintenance easier. The relocation is intended to

preserve the vessel for future generations. Batavia was built between 1985 and 1995 using traditional materials, tools and shipbuilding techniques. Because of its wooden construction, the vessel required careful engineering as its support changed from water buoyancy to a land-based transport and foundation system. The final phase of the relo-

cation began on 19 September 2026, when Batavia was towed from Lelystad to Amsterdam. At Damen Shiprepair Amsterdam, the vessel was positioned in a purpose-built support structure in preparation for the move ashore. Temporary steel supports were installed inside the ship before transport, while some ballast and cannons were removed. These measures were taken to manage loads on the wooden hull during the transition between different support conditions.

On 2 October 2026, the approximately 646 t Batavia returned to Lelystad on a pontoon for the final land transport. Q3 Heavy Lift deployed two SPMT trains with 28 axle lines each to move the vessel approximately 250 m to its new position at Museum Batavialand.

The SPMT configuration was selected not only to carry the transport weight but also to spread loads over a longer section of the supporting structure. Limiting deflection was an important part of protecting the wooden hull during the move.

Around 10 months of engi-

neering work was carried out to assess load paths and determine suitable support positions for the vessel. The transport planning also considered ground pressure, subsoil conditions and underground services along the route. Trans Global Projects coordinated the wider relocation, including engineering interfaces, risk assessment, permits and public-safety planning. Preparations for the overall operation had been under way for around 15 months.

After completing the heavy transport operation, Batavia was placed on its permanent foundation at Museum Batavialand. The new location stands more than 8 m above the level of its former waterside berth.

The move changes how Batavia will be preserved after more than three decades afloat. On land, the wooden vessel can dry more effectively, receive easier maintenance and gain greater protection from weather exposure while remaining part of Museum Batavialand's maritime heritage collection.

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HAPPY DYNAMIC passing Flushing road on the way to Belfast (UK).
Photo: source: Gijs Groenier via [Instagram](#)

DENZAI Completes 201-Tonne KAFCO Condenser Transport in Bangladesh

DENZAI has completed transport and lifting works for a 201-tonne pool condenser at KAFCO in Bangladesh, covering ocean shipping, barge transfer, inland haulage, skidding and final installation.



Photo source: DENZAI

6, October 2026

DENZAI has completed the transport and lifting programme for a new 201-tonne pool condenser at Karnaphuli Fertilizer Company Limited (KAFCO) in Chattogram, Bangladesh.

The transport sequence began with port handling in Italy and ocean shipment to Bangladesh. After arrival, the condenser was transferred by barge to the KAFCO site jetty before being rolled ashore at a temporary wet-dock area prepared by DENZAI on the riverbank.

The unit then continued by inland transport and underwent a skidding operation before being moved to its final installation position at the plant.

For the project, DENZAI deployed 800-tonne and 200-tonne crawler cranes, a

220-tonne all-terrain crane, eight axles of Goldhofer SPMT, an Enerpac LH400SK low-height skidding system and a jack-up/jack-down system.

The lifting scope also included the LP Steam Drum, with the final lift carried out using DENZAI's 800-tonne crawler crane.

As part of the same contract, DENZAI removed the existing pool condenser and transferred it to an area designated by KAFCO.

The contract, announced in June 2026, covered ocean freight for the replacement condenser from Italy to Bangladesh, heavy haulage, erection and installation, as well as removal of the existing unit.

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Jumbo Offshore Meets Brazil Offshore Partners at ROG.e 2026

7, October 2026

Jumbo Offshore met customers, partners and industry representatives in Rio de Janeiro during ROG.e 2026 as it continued discussions around offshore energy work in Brazil.

The company participated in the event alongside its Brazilian agent Tecnoil at the Riocentro Exhibition & Convention Center. Discussions covered offshore oil and gas, subsea infrastructure, floating production systems and de-commissioning.

During the event, Jumbo Offshore held meetings with Brazilian and international offshore industry participants. According to the company, the talks focused on customer requirements, possible project opportunities and demand for installation services covering multiple offshore scopes. Jumbo Offshore identified



Photo: Jumbo

Brazil as a key market for its offshore activities, pointing to continued offshore investment and the country's project pipeline as reasons for maintaining its engagement in the market.

The company and Tecnoil also co-hosted a networking reception during ROG.e 2026, bringing customers, partners and colleagues together for

further discussions.

Jumbo Offshore, which operates vessels supporting offshore installation work, said it intends to continue the discussions initiated in Rio while pursuing additional opportunities in Brazil and elsewhere in the region.

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Combi Lift Launches Sub-Saharan Africa Unit in Johannesburg

6, October 2026

Combi Lift has established Combi Lift Sub-Saharan Africa, setting up a regional headquarters in Johannesburg, South Africa, to support project logistics operations across Sub-Saharan Africa.

The new organisation, known as CL SSA, will serve industrial and infrastructure projects in sectors including energy, mining, manufacturing, renewable energy and oil and gas. Its scope covers heavy and oversized cargo movements as well as project forwarding, engineering support, customs coordination, warehousing and multimodal transport.

Sunil Shetty, Managing Director of Combi Lift India, has

also been appointed Managing Director of Combi Lift Sub-Saharan Africa. Anthony Higgins will serve as Chief Operating Officer, overseeing regional operations and project execution.

A central part of the new structure is cooperation between the Johannesburg operation and Combi Lift India. The company said its Indian business already handles project cargo moving from manufacturing and project locations in India to destinations in Sub-Saharan Africa, including heavy-lift and turnkey logistics requirements.

The connection is particularly relevant as Indian EPC contractors and equipment manufacturers expand their activities in African markets. Rather than operating Jo-

hannesburg as a standalone office, Combi Lift is positioning the new unit alongside its existing Indian organisation to coordinate cargo at both the origin and regional project ends.

The Africa expansion follows continued development of Combi Lift's presence in India, where the company has built its local operation through a partnership dating from 2023. Combi Lift also opened an Abu Dhabi office in 2025 to support project logistics and forwarding activities across the Middle East and Africa.

The Johannesburg headquarters is located in Pomona, Kempton Park, Gauteng.

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BigLift's CY Frontier Discharges 900 Tonnes of Offshore Grillages in Cádiz



Photo source: RensenDriessen via LinkedIn

BigLift Shipping's CY Frontier has discharged two 450-tonne offshore steel grillages in Cádiz, Spain, after transporting them from South Korea. The vessel is continuing to Rotterdam with newbuild hulls.

9, October 2026

BigLift Shipping's heavy transport vessel CY Frontier has discharged two

offshore steel grillages weighing a combined 900 tonnes in Cádiz, Spain, following their

shipment from Mokpo, South Korea.

RensenDriessen reported the completion of the discharge operation in an update published on 9 October 2026. The two structures were unloaded on 8 October using self-propelled modular transporters (SPMTs).

The grillages, each weighing 450 tonnes according to an earlier announcement by BigLift Shipping, were transported as part of the vessel's maiden voyage from Asia to Europe. Following the operation in Cádiz, CY Frontier is continuing towards Rotterdam with newly built inland vessel hulls on board.

Earlier voyage information released by BigLift Shipping identified 12 inland vessel hulls for RensenDriessen, with individual weights ranging from 455 to 1,750 tonnes. The latest update did not specify the number of hulls remaining on board after the Cádiz port call.

CY Frontier is the first of four BC-Class heavy transport vessels developed for the joint fleet of CY Shipping and

BigLift Shipping. The vessel measures 180 m in length and 43 m in beam, with an unobstructed cargo deck of 6,020 m² and a deadweight capacity of 25,000 tonnes.

According to BigLift Shipping's official vessel announcement, the BC-Class design supports roll-on/roll-off and skidding operations over the stern and side of the vessel.

The vessel's introduction was previously covered by HMT News in its report on the christening of CY Frontier.

MCSI Rotterdam has also been involved in arranging the transportation, providing brokerage, commercial negotiations and operational support for the voyage.

With the offshore grillages discharged in Spain, CY Frontier is continuing its maiden commercial voyage to Rotterdam, combining the delivery of offshore project cargo with the transportation of newly built inland vessel hulls from Asia to Europe.

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Boskalis Forte Delivers SpaceX Starship 40 to Texas After 12,729-NM Voyage

Boskalis' semi-submersible vessel Forte has delivered SpaceX's recovered Starship Ship 40 to Brownsville, Texas, after a 12,729-nautical-mile voyage involving float-on loading near Christmas Island.

9, October 2026

Boskalis' semi-submersible heavy transport vessel Forte has delivered SpaceX's recovered Starship Ship 40 to the Port of Brownsville, Texas, completing a 12,729-nautical-mile voyage from the Indian Ocean.

The Port of Brownsville confirmed the vessel's arrival in an official announcement

following the long-distance transport operation. Ship 40 had completed a controlled splashdown in the Indian Ocean on 24 July 2026 during SpaceX's 13th Starship test flight.

The 52 m-long spacecraft remained afloat following the splashdown and was subsequently towed to waters near Christmas Island, Australia, for recovery and transportation.



Photo source: Port of Brownsville – Texas

Boskalis deployed Forte to load and transport the spacecraft using the vessel's semi-submersible heavy transport capability.

During the loading operation near Christmas Island, Forte submerged its cargo deck to receive Ship 40. The spacecraft was subsequently secured on deck with seafastening arrangements before the vessel departed for the

United States.

According to Boskalis' official equipment specifications, Forte measures 216.75 m in length and 43 m in beam, with a cargo deck measuring 177.60 m by 43 m. The vessel is equipped with DP2 dynamic positioning capability.

Following loading near Christmas Island, Forte transported the spacecraft to the Port of Brownsville, complet-

ing the 12,729-nautical-mile voyage reported by the port authority.

The completed shipment involved recovery at sea, semi-submersible float-on loading, cargo seafastening and long-distance heavy marine transport.

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ONGC offshore platform in India's Western Offshore (Photo: ONGC)

ONGC Sounds Out Market for MOPU, FPSO or FPU

ONGC is sounding out the market for two or more MOPU, FPSO or FPU units for three groups of marginal fields in India's Western Offshore under a proposed 7-year firm plus 3-year option structure.

6, October 2026

ONGC is sounding out the market for two or more offshore units to support the development of marginal oil and gas fields in India's Western Offshore, with MOPU, FPSO and FPU solutions under consideration.

The company issued an Expression of Interest on 24 September 2026 to assess the vendor base and market capacity for MOPU units in jack-up or floating configurations, as well as FPSO and FPU facilities.

The programme covers three groups of marginal fields in the Western Offshore. ONGC is tentatively assessing opportunities for two or more offshore units, with an expected contract period of seven fixed years plus three optional years.

Indicative technical requirements differ across the three field groups. Group 1 comprises oil and gas fields requiring oil processing capacity of 6,000–16,000 BOPD and gas processing capacity of 0.3–1.9 MMSCMD in water

depths of 55–65 m. Water handling capacity is indicated at 2,000–10,000 BWPD, while the gas may contain up to 6,800 ppm H₂S.

Group 2 is also an oil and gas development, with indicative requirements of 4,200 BOPD of oil processing and 0.05 MMSCMD of gas processing in water depths of 15–25 m. Group 3 is a gas development requiring 2.0–3.0 MMSCMD of gas processing capacity in water depths of 80–95 m.

For an FPSO solution, ONGC has indicated usable crude storage capacity of 0.3 mmbbl. Stabilized crude would be tandem-offloaded to an LR1 tanker as the nominal case, with Aframax vessels forming the design criterion. A double hull is required, while either turret or spread mooring may be considered.

The indicative scope allows for conversion or new-build solutions and includes the hull, mooring and offtake systems, oil and gas processing topsides and gas compression facilities. It also covers engineering, procurement, construction, assembly, mechanical completion, inshore commissioning, tow, transport, installation, hook-up and offshore commissioning.

Pipelines extending to the nearest processing points would remain within ONGC's scope, while the MOPU, FPSO or FPU would be required to support the necessary interfaces and hook-up connections.

Responses are invited from companies with relevant offshore experience, as well as consortiums or joint ventures. The EOI also identifies EPC contractors, shipyards, vessel

conversion yards, mooring and offshore infrastructure specialists, and integrated floating production solution providers as potential participants.

Interested parties have been asked to provide information on available units and deployment timelines, indicative lease and commercial structures, brownfield conversion capabilities, technology proposals and company financial standing.

The deadline for EOI submissions is 7 October 2026.

ONGC stated that the EOI is solely intended for market exploration. It does not constitute a commercial tender or request for proposal and does not commit the company to proceed with a procurement process.

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Petrobras, Equinor and QatarEnergy Win Blocks as Brazil Awards 56 Oil and Gas Exploration Areas



Photo source: Shutterstock

Brazil awarded 56 oil and gas exploration blocks in two licensing rounds, with Petrobras, Equinor, QatarEnergy, Galp and Chinese energy companies winning acreage across offshore and onshore basins.

8, October 2026

Petrobras, Equinor, QatarEnergy and several other energy companies were among the successful bidders as Brazil awarded 56 oil and gas exploration blocks in two licensing rounds held on 7 October 2026.

Brazil's National Agency of Petroleum, Natural Gas and Biofuels (ANP) awarded 49 blocks under its sixth Permanent Concession Offering and

another seven pre-salt blocks through the fourth Permanent Production-Sharing Offering.

The concession round also included three separate areas with marginal accumulations. The exploration acreage covered offshore areas in the Campos and Ceará basins, along with several onshore basins.

Petrobras secured 12 offshore blocks in the Campos Basin and joined QatarEnergy to win seven exploration

blocks in the Ceará Basin, off Brazil's northeastern coast.

Petrobras will operate the Ceará acreage with a 70% participating interest, while QatarEnergy will hold the remaining 30%.

The seven blocks are CE-M-471, CE-M-473, CE-M-475, CE-M-477, CE-M-537, CE-M-539 and CE-M-665.

Onshore awards went to companies including Eneva, PetroRecôncavo, Aguilã, Alvo-petro, Origem, Petrom and Tucano Serviços. The awarded acreage was located in the Potiguar, Tacutu, Recôncavo, Parnaíba and Tucano Sul basins.

The separate pre-salt auction resulted in seven blocks being awarded across the Santos and Campos basins.

Equinor partnered with Portugal's Galp to secure the

Rodocrosita block in the Santos Basin. Equinor will operate the block with a 70% participating interest, while Galp will hold 30%.

Equinor also secured the Rubi block in the Santos Basin.

Chinese energy companies CNOOC Petroleum and Sinopec won the Jade block, also in the Santos Basin. CNOOC Petroleum will serve as operator with a 70% interest, alongside Sinopec with 30%.

Petrobras secured two further blocks with full ownership: Azurita in the Campos Basin and Cruzeiro do Sul in the Santos Basin.

Brazilian oil company Prio Forte acquired the Magnetita and Hematita blocks in the Campos Basin, each with a 100% participating interest.

According to the ANP's

official production-sharing auction results, seven of the 13 available pre-salt blocks attracted winning bids.

The result marked the highest number of blocks awarded in a single production-sharing cycle since the permanent offering system was introduced, exceeding the five blocks awarded in the 2025 pre-salt licensing round.

The successful bidders must now complete the required administrative procedures, including documentation and signing bonus payments, before the contracts can be finalized.

ANP expects the contracts from both licensing rounds to be signed by 26 February 2027.

hmt-news.com

Rockhopper Commits \$44 Million for 35% Stake in OSX-1 FPSO

Rockhopper Exploration has committed \$44 million for a 35% interest in the OSX-1 FPSO, which Navitas Petroleum plans to deploy for the accelerated Central Development Area of the Sea Lion oil field.

8, October 2026

Rockhopper Exploration has agreed to invest \$44 million in a 35% interest in the OSX-1 floating production, storage and offloading (FPSO) vessel, which is earmarked for the next stage of the Sea Lion oil development in the North Falkland Basin.

Under a subscription agreement announced on 7 October 2026, Rockhopper will acquire ordinary shares in a newly established special purpose vehicle (SPV) that owns the FPSO. The investment will be financed through the company's existing cash resources.

The commitment cor-

responds to Rockhopper's share of the vessel's estimated \$125 million acquisition cost, excluding anticipated upgrade expenditure. The SPV holds OSX-1 as its only asset, with Rockhopper expecting net holding costs of approximately \$1.4 million annually for its 35% interest.

The vessel is intended for the Central Development Area (CDA) of Sea Lion, where operator Navitas Petroleum is pursuing an accelerated development programme alongside the initial Northern Development Area (NDA) project.

Navitas exercised an option to acquire OSX-1 in August 2026. The operator estimated that deploying the

additional FPSO could expand Sea Lion's oil production capacity by approximately 125,000 barrels per day, equivalent to 43,750 barrels per day attributable to Rockhopper's 35% project interest.

The proposed CDA development involves 38 wells across two stages, comprising 20 wells in Phase 1 and 18 wells in Phase 2.

Navitas intends to submit the CDA development plan to the Falkland Islands Government in 2027 and reach a final investment decision during the first half of 2028. First oil from CDA Phase 1 is targeted by the end of 2030.

Meanwhile, NDA Phase 1 remains scheduled to begin



Aoka Mizu (Photo: bluewater)

production in the first quarter of 2028, with development drilling expected to start in early 2027.

Preparatory work for the initial phase includes shore base and quay infrastructure, accommodation facilities and the manufacture of subsea equipment, including flexible flowlines, wellheads and subsea Christmas trees.

The Aoka Mizu FPSO is designated for NDA Phase 1, while OSX-1 is planned for the subsequent CDA development.

Rockhopper holds a 35% working interest in Sea Lion, with Navitas operating the project through its 65% interest.

hmt-news.com

BP Namibia Farm-In Secures Final Government Approval

BP's planned acquisition of 60% stakes in three offshore Namibia licences has cleared its final government approval requirement. Eco Atlantic will retain 25% in each, with closing steps still pending.

3, October 2026

BP's Namibia farm-in has cleared its final government approval requirement, bringing the company closer to acquiring 60% stakes and operatorship in three offshore exploration licences held by Eco Atlantic. The transaction has yet to close.

Eco Atlantic confirmed in its 2 October announcement that ministerial consent had been granted the previous day. The proposed acquisition comprises PEL97, PEL99 and PEL100 in the Walvis Basin, also known as Cooper, Guy and Tamar.

Once the deal closes, Eco

Atlantic will receive \$2.7 million and keep a 25% stake in each licence. NAMCOR holds 10%, while local partners hold 5%. The farm-out agreement was announced on 13 April 2026.

For the current exploration phase, BP will pay the costs corresponding to Eco Atlantic's retained stake. It will also cover the portion of costs that Eco Atlantic must bear for the interests held by NAMCOR and the local partners.

The government-approved work includes seismic reprocessing for PEL97. For PEL99 and PEL100, the partners plan to obtain new 3D seismic coverage spanning at least 3,000 square kilometres.



Photo source: Shutterstock

An additional funding option would become available if the partners proceed into the second renewal period in 2028 and commit to drilling an exploration well. Eco Atlantic could assign another 10% stake to BP, which would

fund all costs attributable to its remaining 15% for that well, capped at \$21 million per well on each licence. Alternatively, Eco Atlantic could keep its 25% stake and pay its share of drilling expenditure.

The parties are finalising

the steps needed to close the deal. Eco Atlantic expects completion shortly and plans to issue a further announcement once the transaction is concluded.

hmt-news.com

Yinson to Expand Ghana FPSO Gas Exports to 355 MMscf/d

6, October 2026

Yinson Production has agreed with Eni to upgrade the FPSO John Agyekum Kufuor offshore Ghana, increasing its gas export capacity to 355 million standard cubic feet per day (MMscf/d) and extending the vessel's firm lease through 2036.

The contract amendment, signed on 2 October 2026, covers a Non-Associated Gas (NAG) modification project designed to expand the FPSO's gas processing capabilities. The upgrade will raise export capacity from approximately 210-220 MMscf/d to 355 MMscf/d.

A central part of the project is the installation of additional gas compression equipment to address the anticipated decline in reservoir pressure.

The modification pro-

gramme includes the fabrication and integration of two topside modules. The MG2 module will accommodate two gas turbine-driven compressors, while the MC4 module will provide auxiliary gas treatment capacity to handle the increased gas volumes.

The work is scheduled for completion in the first quarter of 2028.

Beyond the technical modifications, the agreement extends the FPSO's firm lease period by four years, taking it to 2036. Yinson Production will also receive an increased daily charter rate once the upgrade has been completed.

The additional day rate and extended contract period will together contribute approximately \$600 million to the company's firm contract backlog.

The agreement links the



John Agyekum Kufuor (Photo source: Yinson Production)

expansion of gas processing capacity with a longer contractual operating period for the existing FPSO. While the technical work is expected to be completed in early 2028, the revised commercial arrangements will continue through 2036.

The FPSO John Agyekum Kufuor is owned by a joint

venture in which Yinson Production holds a controlling 74% interest.

The remaining 26% belongs to a Japanese consortium comprising Sumitomo Corporation, Kawasaki Kisen Kaisha, JGC Holdings and the Development Bank of Japan.

Flemming Guiducci Grønegaard, CEO of Yinson Pro-

duction, said the modification would help meet Ghana's domestic energy requirements by increasing the FPSO's gas export capability. He also noted that the project would support an extension of the field's economic life.

hmt-news.com



Transocean Equinox rig (Photo credit: ConocoPhillips)

Santos Sets Bedout Drilling for April 2027 as Dorado Advances

6, October 2026

Santos and its partners are preparing to begin a new exploration drilling campaign in the Bedout sub-basin offshore Western Australia in April 2027, while development work continues on the Dorado oil project.

Junior partner Carnarvon Energy said the semi-submersible Transocean Equinox has been contracted for the 2027 drilling programme. The company announced the rig contract on 1 June 2026 as preparations continued for drilling in its Bedout exploration acreage.

Santos has separately

Santos and its partners plan to begin Bedout Basin exploration drilling in April 2027 with Transocean Equinox as work continues on the Dorado offshore oil development.

outlined plans for three exploration wells in the Bedout Basin during 2027. Its May 2026 investor briefing said the wells would test oil and gas prospects in the northern part of the basin. The company reported 292 million boe of gross 2C resources across the Bedout Basin, including 213 million boe at Dorado and 34 million boe at Pavo.

Work is also continuing on the Dorado development.

Carnarvon Energy said the joint venture completed pre-FEED for an optimised development concept during the financial year ended June 2025. The concept is based on an oil production rate of 60,000 bopd and could use a redeployed FPSO together with a conventional piled well-head platform. The company said the development concept could deliver first oil around three years after FID.

Upstream reported on 5 October 2026 that junior partner Carnarvon Energy estimates Dorado could reach project sanction in 2028. However, Carnarvon Energy has not specified 2028 as the FID year in the publicly available September 2026 material reviewed for this article. Its latest project information states that the joint venture is reviewing the development timeline.

Dorado is being advanced as an oil development with potential for a later gas phase. The current concept provides for produced gas to be reinjected during the initial liquids development before being considered for subsequent production. Carnarvon Energy holds a 10% interest in Dorado, with operator Santos holding 80% and CPC Corporation the remaining 10%.

The 2027 drilling campaign will add to exploration activity across the Bedout Basin as the partners continue work on both new prospects and the Dorado development.

[hmt-news.com](#)

BW Offshore Blue Ammonia FPSO Receives DNV AiP

2, October 2026

BW Offshore has received Approval in Principle (AiP) from DNV for its blue ammonia FPSO concept, developed jointly with McDermott. The proposed floating production, storage and offloading unit would integrate ammonia production and export with onboard carbon capture.

The AiP follows an inde-

pendent assessment of risks at the concept stage. It provides a foundation for subsequent engineering, certification and classification as the design develops.

In its technical overview published on 9 February 2026, BW Offshore outlined a unit designed to receive up to 3 million cubic metres of natural gas daily and produce more than 1 million tonnes of ammonia annually. Gas sup-

plied from offshore facilities would first be converted into hydrogen and then into ammonia.

The production process would capture and compress up to 99% of the CO₂ it generates. The captured gas would be exported for geological storage or another approved use. BW Offshore estimates carbon intensity at around 0.5 tonnes of CO₂ per tonne of ammonia, with options

to reduce emissions further through the onboard power generation system.

Liquefied ammonia would be held in refrigerated tanks inside the hull before being transferred directly to gas carriers. This arrangement would avoid dedicated ammonia export pipelines and port terminals.

The concept targets offshore gas resources constrained by limited infrastruc-

ture. Positioning the unit near gas supplies and suitable CO₂ storage sites is intended to reduce reliance on land and onshore facilities.

Following the AiP, BW Offshore plans to work with oil and gas developers and other partners to advance the concept towards project execution.

[hmt-news.com](#)

Deepsea Mira Secures \$70m Shell Contract for Caribbean Work

Northern Ocean has secured a \$70 million Shell contract for Deepsea Mira, with a 150-day drilling programme scheduled to begin in the Caribbean in April 2027.



Deepsea Mira rig (Photo: Odjell Drilling)

5, October 2026

Northern Ocean has secured a new drilling contract for Deepsea Mira with a subsidiary of Shell, with the semi-submersible scheduled to begin operations in Trinidad and Tobago and the

wider Caribbean in April 2027.

The firm programme is expected to run for about 150 days and is valued at approximately \$70 million, including mobilisation and demobilisation costs, according to Northern Ocean's official contract announcement.

The agreement also includes an option for an additional one-year programme in the region. If exercised, the total contract value could reach approximately \$226 million. Northern Ocean said the contract extends its relationship with Shell beyond Namibia

and supports the operator's development plans in Trinidad and Tobago and the wider Caribbean.

The award also provides greater visibility over the rig's forward schedule. HMT News reported in August that Deepsea Mira was expected to re-

main idle into the first quarter of 2027 after several potential opportunities were delayed or did not materialise. The April 2027 start date broadly follows the idle period previously expected through the first quarter of next year.

Deepsea Mira previously worked for Shell offshore Namibia. Northern Ocean said in its July trading update that the earlier campaign began on 4 April 2026 and was completed on 2 July. The contract generated approximately \$31 million in revenue after the programme ran longer than initially expected.

Shell did not exercise an option for a second well under that programme. Deepsea Mira subsequently demobilised to Walvis Bay for planned upgrades and modifications.

Neither Northern Ocean nor Shell has publicly identified the specific field or development programme for the rig's forthcoming work in Trinidad and Tobago and the Caribbean.

[hmt-news.com](#)

Samos Energy Signs Four-Year West Desaru MOPU Charter with Medco

Samos Energy has signed a four-year firm charter with Medco for the West Desaru MOPU offshore Malaysia, with five one-year options offering a potential nine-year term.

5, October 2026

Samos Energy has signed a new bareboat charter agreement with Medco Asia Pacific Limited for the West Desaru MOPU, securing a four-year firm term with options that could extend the unit's deployment offshore Peninsular Malaysia to nine years.

The agreement was signed through Samos Energy subsidiary PPF005 Limited and became effective on 23 September 2026. It includes five additional one-year extension options after the initial four-year period. The West Desaru

MOPU will remain deployed at the West Desaru field under the Cendramas Production Sharing Contract.

The new contract follows Heads of Terms agreed between the parties in May. Samos Energy's earlier announcement outlined the same four-year firm period and five one-year options, with the new charter scheduled to begin in September 2026.

The charter became effective on the same date that Medco Energi began operating the new Cendramas PSC. Medco Asia Pacific Limited signed the 20-year production

sharing contract with PETRONAS on 31 March 2026, with the PSC taking effect on 23 September.

Medco holds a 50% participating interest and serves as operator. DIALOG Resources and EnQuest Petroleum Production Malaysia each hold 25%.

The Cendramas area is located about 140 km offshore Peninsular Malaysia and covers approximately 680 sq km in water depths of around 70 m. It includes four producing oil fields: Cendor, East Cendor, West Desaru and Irama. Medco's FY2025 materials reported production of around 7,000



Photo: Samos Energy

barrels per day from the area.

The matching effective dates place the West Desaru MOPU charter in effect from the first day of Medco's operatorship under the new Cendramas PSC. The unit therefore remains under charter at West Desaru as the new 20-year PSC begins.

For Samos Energy, the agreement secures four years of firm employment for the West Desaru MOPU. If all five extension options are exercised, the total charter period could reach nine years.

[hmt-news.com](#)

KOTUG Acquires Majority Stake in Vortex Offshore, Expanding Middle East Fleet

KOTUG International has acquired a majority stake in Dubai-based Vortex Offshore, expanding its Middle East maritime operations with 11 operational vessels and four newbuildings.

4, October 2026

KOTUG International has acquired a majority stake in Vortex Offshore, a Dubai-based maritime services company operating 11 vessels in the Middle East, with another four vessels under construction.

The transaction expands KOTUG's offshore support, towage and marine transportation capabilities in the region. The exact ownership percentage and financial terms of the acquisition have not been disclosed.

Vortex Offshore operates a fleet comprising anchor-handling tug supply (AHTS) vessels, terminal and support tugs, heavy-lift vessels and crew boats. These vessels support offshore energy developments, marine transpor-

tation and associated maritime operations across the Middle East.

The acquisition extends KOTUG's existing regional activities, which include subsea services, vessel management and marine operations conducted through its Dubai office.

Under the acquisition agreement, Vortex Offshore will retain its established brand and management team. Its local customer relationships and operational experience will complement KOTUG's international maritime network.

Ard-Jan Kooren, President and CEO of KOTUG International, said the acquisition forms part of the company's long-term growth strategy and will expand its regional fleet and service capabilities.

Edwin Westerhof, Man-



Image Credit: KOTUG International

aging Director of Vortex Offshore, said the partnership would provide access to KOTUG's international resources while preserving the local expertise and business relationships developed by the Dubai-based company.

The transaction also re-

flects ongoing offshore support vessel consolidation, as operators seek to increase their operational scale and broaden their service offerings.

With the addition of Vortex Offshore, KOTUG plans to strengthen its support for

offshore energy and marine transportation customers in the Middle East and Africa, while retaining opportunities for wider international deployment.

[hmt-news.com](#)

Megah-2 Drilling Set to Proceed Offshore Sabah



Illustration only (Source: Hanwha Ocean)

7, October 2026

Drilling activity is set to proceed at Megah-2 offshore Sabah, Malaysia, following the 2025 Megah-1 oil discovery in Deepwater Block 3K.

Malaysia's Marine Department issued Notice to Mariners NTM 53(T)/2026 on 29 September 2026 for the towing of a drilling vessel and well drilling works at Megah-2 in Sabah waters. The government notice follows earlier

marine survey activity associated with the Megah and Limbayong projects.

PETRONAS confirmed Megah-1 as one of two exploration discoveries made in Malaysia during the first half of 2025. The well is located in

Drilling work is set to proceed at Megah-2 offshore Sabah as seismic reprocessing and offshore survey activity continues around the 2025 Megah discovery.

Deepwater Block 3K. The other discovery reported during the period was Lebah Emas-1ST1 in Block PM6/12.

Further subsurface work is under way over the Megah area. TGS said on 1 October 2026 that it is reprocessing 3D seismic data covering approximately 514 sq km in Block SB-3K. Processing started in July 2026, with delivery of the final dataset scheduled for April 2027. The resulting data is intended to improve understanding of the subsurface and assist future exploration and appraisal decisions, including well planning.

Separate offshore survey work has also been completed at Megah and Lim-

bayong. Fugro carried out an ultra-deepwater geohazard site survey for PETRONAS Carigali offshore Sabah. The work collected information on seabed and near-surface conditions for use in hazard assessment and engineering studies supporting development activities.

Malaysia's Marine Department had previously issued NTM 18(T)/2026 on 4 June for the Megah and Limbayong project site survey, followed by an amendment on 24 June. The latest Megah-2 drilling notice was issued on 29 September.

[hmt-news.com](#)

Petrobras Finds More Oil at Morpho Well off Brazil

Petrobras has found another oil-bearing interval at the Morpho well offshore Brazil. New samples are under analysis, while further drilling will help assess the area's commercial potential.



Foresea's ODN II drillship at Morpho. (Photo: Petrobras)

5, October 2026

Petrobras has identified an additional oil-bearing interval at the Morpho well

offshore Brazil, extending the exploration findings beyond the hydrocarbons first reported there in August 2026.

In its 2 October announce-

ment, the company said deeper drilling had encountered the new interval. Electrical logging, indications in rock and fluid samples supported

the discovery.

Morpho, designated 1-BR-SA-1405-APS, is located in block FZA-M-59 off Amapá, in the Foz do Amazonas Basin.

The site has a water depth of 2,886 m. Petrobras operates the block with a 100% interest.

The drilling campaign is being carried out by Foresea's drillship ODN II (NS-42). Work at the well had previously faced a drilling suspension in January following a loss of drilling fluid.

Samples from the newly identified interval are undergoing laboratory analysis, with the results to be combined with data collected during drilling. Separately, testing of the August discovery has confirmed good oil quality.

Chief executive Magda Chambriard told reporters that drilling was expected to conclude by the end of October. Petrobras also plans three additional wells in the area to assess the viability of commercial production.

The latest result adds a second discovery within the same exploration well, but resource size and commercial viability remain to be established. The company's announcement did not provide a recoverable resource estimate. Evaluation of the identified formations will follow completion of drilling.

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GasEntec
Secures
Lloyd's
Register AiP
for 1 Bcf/d
FSRU Design

6, October 2026

GasEntec has received Approval in Principle (AiP) from Lloyd's Register for a floating storage and regasification unit (FSRU) concept with a gas send-out capacity of up to 1 billion cubic feet per day.

The AiP followed a concept-stage review covering the technical and safety fundamentals of the design. The approval was formally presented during Gastech 2026 in Bangkok.

The FSRU concept features a multi-mode regasification system capable of operating in open-loop, closed-loop and combined-loop configurations. This allows the system to be configured for different environmental conditions and project requirements.

GasEntec has developed the concept around a modular architecture that can accommodate different send-out capacities, pressures and operating requirements. Lloyd's Register described the design as one of the industry's highest-capacity FSRU concepts.

The approval marks GasEntec's first AiP from Lloyd's Register. The company said the design will be developed further toward project execution for future FSRU projects involving vessel owners and project developers.

hmt-news.com

Solstad Offshore Exercises \$125M
Option for Normand Maximus

Solstad Offshore has exercised a \$125 million purchase option for the 178 m construction support vessel Normand Maximus, with the acquisition scheduled for October 2027.



Photo source: shipspotting.com

7, October 2026

Solstad Offshore ASA has exercised a \$125 million purchase option for the construction support vessel Normand Maximus, with the acquisition scheduled for October 2027.

The option was declared on 6 October 2026 by Normand Maximus AS, a wholly owned subsidiary of Solstad Offshore ASA.

The transaction is based on a bareboat charterparty signed on 7 October 2022 between Normand Maximus AS, as charterer, and Maximus Shipping AS, as owner.

Under the agreement, Normand Maximus AS was granted an option to acquire Normand Maximus after five years for \$125 million, subject to 12 months' advance notice.

Following the exercise of the option, Maximus Shipping

AS is scheduled to deliver the vessel to Normand Maximus AS in October 2027. The existing bareboat charter will terminate upon delivery.

Maximus Shipping AS is wholly owned by Solstad Maritime ASA, which separately confirmed that the purchase option had been exercised.

Solstad Offshore ASA said it plans to finance the \$125 million acquisition through external debt financing.

The 178 m Normand Maximus is the largest vessel in Solstad's fleet. The construction support vessel is equipped with a 900 t active heave-compensated crane and a 550 t vertical lay system and can accommodate up to 180 people.

hmt-news.com

TechnipFMC Wins Petrobras Flexible Pipe
Contract for Brazil Pre-Salt Fields



Image source: TechnipFMC

7, October 2026

TechnipFMC has secured a subsea contract from Petrobras to supply flexible pipe systems for offshore developments in Brazil.

Awarded through a competitive bidding process, the contract covers the design, engineering and manufacture of flexible flowlines for multiple pre-salt fields.

TechnipFMC classifies the award as "significant." Under

the company's contract classification, this category covers awards valued between \$75 million and \$250 million.

The contract was included in TechnipFMC's inbound orders for the third quarter of 2026. Execution will use engineering, manufacturing and supply chain capabilities in Brazil.

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VALARIS DS-18 (Photo: Valaris)

Valaris Adds \$220 Million in
Offshore Drilling Contracts

Valaris has added approximately \$220 million in offshore drilling contract backlog, including a PETRONAS exploration program in Suriname and new jack-up contracts and extensions in Australia and the North Sea.

8, October 2026

Valaris has secured approximately \$220 million in additional contract backlog from new offshore drilling awards and extensions covering operations in Suriname, Australia and the North Sea, along with changes to existing rig assignments.

The contracts were announced on 7 October 2026 and represent new commitments secured since the company's previous fleet status report on 5 August 2026.

In Suriname, Valaris has finalized a two-well exploration contract with PETRONAS Suriname Exploration & Production B.V. for drillship VALARIS DS-18.

The agreement follows a

previously announced letter of award, with drilling expected to begin in the fourth quarter of 2026. The program could run for up to seven months, while additional services and mobilization and demobilization payments are excluded from the reported backlog.

In Australia, jack-up rig VALARIS 107 has been awarded a contract worth approximately \$50 million for an estimated 300 days of offshore operations. Work is expected to begin after the rig completes its current commitments.

The agreement includes priced options, with mobilization and demobilization payments excluded from the contract backlog.

Valaris has also secured a

multi-well plug and abandonment (P&A) contract in the Southern North Sea, which can be performed by any suitable and available rig within its regional fleet.

The contract represents approximately \$41.5 million in backlog for an estimated 341 days of operations. Work may begin within a commencement window extending to December 2030, while the contract value is subject to an annual cost escalation mechanism effective from the execution date. An option for one additional well, estimated at 19 days, is also included.

In the Danish North Sea, VALARIS 122 has received a 126-day contract extension from INEOS, scheduled to be-

gin in February 2027 immediately after its current program.

The extension carries an operating day rate of \$115,000 and includes additional options totaling an estimated 699 days of potential work in the UK and Danish North Sea.

Meanwhile, Valaris has amended an existing contract with Eni in the East Irish Sea, transferring approximately eight and a half months of work originally assigned to VALARIS 72 to VALARIS 121.

The latter rig is expected to begin the reassigned program in November 2026 following its existing commitment to another operator.

As a result, VALARIS 72 is now expected to complete its program in March 2027 instead of September 2027. The contract amendment adds approximately \$17 million to the company's backlog.

Elsewhere in the UK North Sea, VALARIS 248 has started a 31-day extension with Seatrium to continue providing accommodation support services for an offshore wind project.

The extension began in October 2026 immediately after the previous program and added approximately \$2.5 million in contracted revenue backlog.

In a separate fleet update, Valaris reported that semisubmersible drilling rig VALARIS MS-1 and jack-up rig VALARIS 111 were sold for recycling in September 2026.

According to the company's official contract announcement, the approximately \$220 million in additional backlog excludes lump-sum payments such as mobilization fees and capital reimbursements.

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POSH Saudi acquires Argus XL65 WROV for
Persian Gulf operations

7, October 2026

POSH Saudi has acquired an Argus XL65 electric work-class ROV for deployment in the Persian Gulf, adding new equipment to support its diving and SURF activities in the region.

The electric WROV is equipped with twin Schilling manipulators and a Top Hat tether management system. POSH Saudi said the unit will soon be mobilised to the Persian Gulf for its ongoing subsea operations.

Argus Remote Systems, based in Norway, develops electric ROV systems for offshore energy operations. Its equipment is designed for applications including inspection, maintenance, repair and intervention work on offshore and subsea infrastructure.

The acquisition adds another work-class system to

the subsea equipment being deployed in offshore operations. A recent HMT News report also covered the delivery of a new work-class ROV system for offshore mobilisation, reflecting continued use of this class of equipment across subsea projects.

The XL65 acquisition follows other subsea activity by POSH in the Gulf region. POSH Saudi previously announced a long-term diving

services contract in the Arabian Gulf, with diving support vessel POSH Mallard assigned to provide saturation and air diving services with support from a work-class ROV.

Separately, POSH secured a subsea diving and installation contract from Subsea7 in the Arabian Gulf. Offshore execution was scheduled for the third quarter of 2026 using DP3 multi-purpose offshore

construction vessel POSH Deep C, which is equipped with an integrated saturation and air diving system.

Alongside the new ROV acquisition, POSH Saudi is seeking supervisors and technicians with experience operating Argus systems. The company said previous Middle East experience is preferred for the roles.

hmt-news.com

Equinor Raises Snøhvit Future Cost Estimate to \$2.8 Billion

8, October 2026

Equinor has increased the estimated cost of its Snøhvit Future project in northern Norway to NOK 26.5 billion (\$2.8 billion) in 2026 value, while maintaining the planned commissioning dates for onshore compression and electrification at Hammerfest LNG.

The revised investment estimate was submitted to Norway's Ministry of Energy in connection with the government's proposed national budget for 2027. According to Equinor's official announcement, onshore compression remains scheduled for 2029, followed by electrification in 2030.

The project is approximately 60% complete. A major compressor module was put in place at Melkøya in August 2026, while a steam boiler module is expected to arrive in spring 2027.

Construction activities also include a new substation at Melkøya, a subsea power cable and a 3.2 km power cable tunnel linking Meland and Hyggevatn.

Snøhvit Future comprises two developments at the existing Hammerfest LNG facility on Melkøya. Onshore compression is designed to help maintain gas production as reservoir pressure declines, while electrification is expected to reduce annual carbon dioxide emissions by approximately 850,000 tonnes.



Arrival of the compressor module at Melkøya in August 2026 Photo: Jonny Engelsvoll/©Equinor

Equinor has raised the Snøhvit Future project cost estimate to NOK 26.5 billion (\$2.8 billion) in 2026 value. The project is 60% complete, with compression and electrification schedules unchanged.

The latest cost revision follows an earlier increase announced in December 2025, when the investment estimate exceeded NOK 20 billion in 2025 value. The project was originally estimated at NOK 13.2 billion when its plan for development and operation was submitted in 2022. That original estimate is equivalent to NOK 15.2 billion in current

value.

Equinor identified several factors behind the additional costs, including operational challenges at Hammerfest LNG, adverse weather conditions and difficult rock conditions encountered during construction of the power cable tunnel.

The company also acknowledged that carrying out major construction and

equipment integration work at an operating LNG facility has proved more complex than originally anticipated.

Equinor said it is working with suppliers on targeted measures, risk management and coordination with existing plant operations as construction continues.

The Snøhvit partnership consists of Equinor Energy AS, holding 36.79%, Petoro

AS with 30%, TotalEnergies EP Norge AS with 18.4%, Vår Energi ASA with 12%, and Harbour Energy Norge AS with 2.81%.

Despite the higher investment estimate and ongoing construction challenges, the project's current commissioning schedule remains unchanged.

hmt-news.com

Constellation secures ABS AiP for Laguna Star fuel processor

7, October 2026

Constellation Oil Services has secured Approval in Principle from the American Bureau of Shipping (ABS) for its Fuel Processor project, which is being implemented and tested aboard the drillship Laguna Star.

The technology is designed to improve energy efficiency and reduce emissions from diesel engines used on offshore units. Constellation announced the ABS AiP during ROG.e 2026.

Industry reports said the pilot project was contracted at the end of 2025 and is expected to continue through 2028.

It is being developed with Petrobras using funding linked to Brazil's National Agency of Petroleum, Natural Gas and Biofuels research, development and innovation clause.

Clean Energy Power Systems is also involved in the project, while PUC-Rio is serving as an independent third party responsible for validating the results, according to the same reports.

Alongside the AiP, Constellation and ABS signed a memorandum of understanding to cooperate on technologies aimed at improving operational efficiency and reducing emissions in offshore operations.

Constellation's official announcement did not detail the individual technologies covered by the MoU. Drilling Contractor reported that the framework includes technical discussions on hybridisation using battery energy storage systems and closed-bus operations, as well as guidance and potential future certification work.

The Fuel Processor remains in the pilot phase aboard Laguna Star, with implementation and testing continuing following the ABS Approval in Principle.

hmt-news.com



Drillship Laguna Star (Photo source: Vessel Finder)

Zamil Offshore taps Conoship for 2.5 m-draft Gulf DSV design

Zamil Offshore commissions 76.2 m ultra-shallow-draft DSV featuring 2.5 m maximum draft, DP2 capability and 20 t offshore crane for Gulf subsea operations.

7, October 2026

Zamil Offshore has selected Conoship International to develop the Concept and Basic Design for an ultra-shallow-draft Dive Support Vessel intended for subsea work in the Gulf region.

The design is based on a maximum draft of 2.5 m to enable access to restricted field depths while incorporating equipment for diving, subsea maintenance and offshore lifting operations.

Principal dimensions specified for the vessel are 76.2 m in length and 17 m in beam, with approximately 950 t deadweight and accommodation for 76 people.

The proposed layout includes a 360 m² reinforced working deck and a knuckle-boom crane with 22 m outreach and 20 t lifting capacity.

For diving and subsea operations, the design includes a dedicated diving deck and control room with LARS, ROV and dive-support systems.

Station keeping is specified through a DP2 system, with twin spud poles included for operations in shallow-water conditions. The design also incorporates five dry-bulk tanks.

Propulsion is based on two azimuth thrusters and a diesel-electric arrangement. Conoship International used CFD analysis and tank testing to refine the hull lines and water flow to the propulsion system.

The vessel design is specified to comply with ABS class requirements and the Special Purpose Ships Code.

The concept has been developed for Zamil Offshore's subsea infrastructure activities, including maintenance work associated with regional oil and gas installations.

Conoship International's confirmed scope covers the Concept and Basic Design phases. No shipyard selection, construction contract or delivery schedule has been announced in the sources reviewed.

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Image source: Conoship

Chevron, EGAS sign at least \$88 million Lotus offshore deal



Photo credit: Egypt's Ministry of Petroleum and Mineral Resources

7, October 2026

Chevron and the Egyptian Natural Gas Holding Company (EGAS) have signed an agreement covering minimum investment of \$88 million for natural gas and crude oil exploration in the offshore Lotus area in Egypt's

Mediterranean Sea.

The programme includes two exploration wells and the reprocessing of 3D seismic data. Lotus lies about 200 km off Egypt's Mediterranean coast in water depths of between 2,000 and 2,800 m, according to Egyptian industry reports. Deep exploration

wells have not previously been drilled in the area.

The agreement was signed by EGAS Executive Managing Director Sayed Selim and Chevron Exploration Manager for the Middle East, North Africa and the Mediterranean Andrew Deegan in the presence of Egyptian Petroleum and

Chevron and EGAS have signed an agreement covering at least \$88 million of investment for two exploration wells and 3D seismic reprocessing in Egypt's offshore Lotus area.

Mineral Resources Minister Karim Badawi.

The ministry said the agreement forms part of its efforts to expand exploration activities and open new areas to petroleum investment. Egypt has continued to offer acreage to investors as part of that wider exploration programme.

Chevron is already active across several offshore exploration areas in Egypt's Mediterranean waters. Its portfolio includes Nargis, North El Dabaa, Lotus, North West Atoll, North Simian and North Cleopatra.

At Nargis, Chevron operates a gas discovery announced by EGAS in January 2023. Drilling of a further well

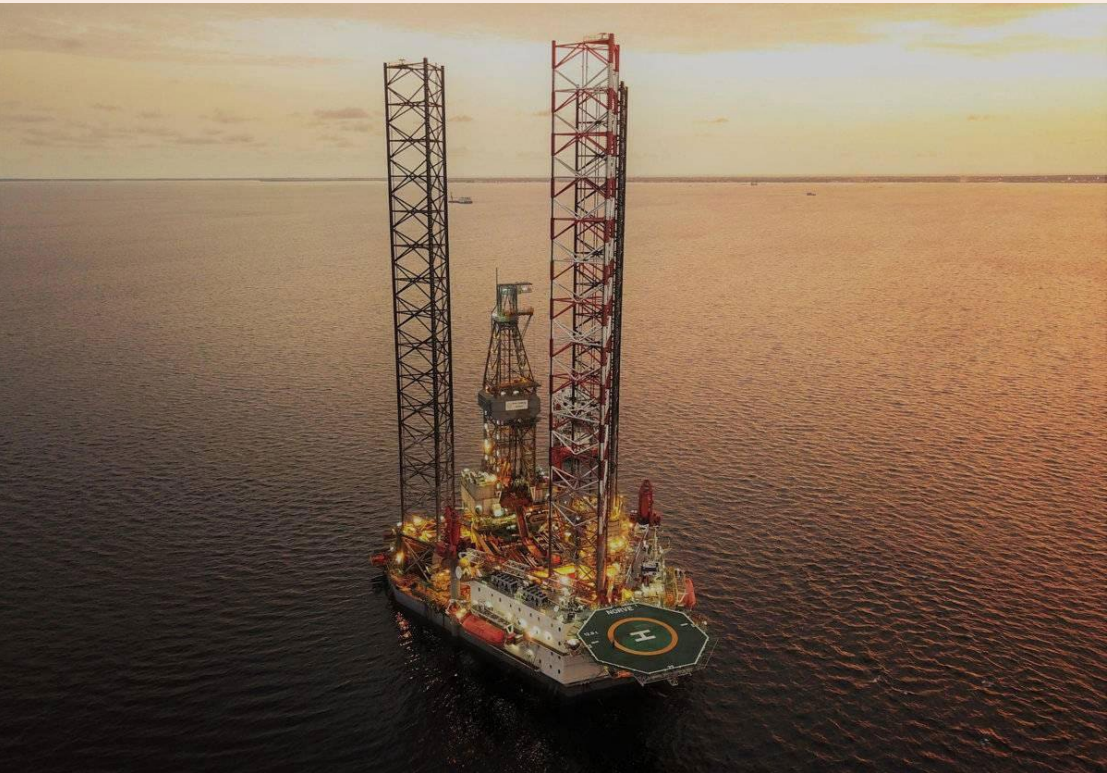
at the field started in May 2026 as work continued to advance the discovery.

The company is also a partner in North Cleopatra, where Shell drilled the Vellox-1X exploration well in 2026. Egypt's petroleum ministry later reported positive crude oil indications from the well, providing evidence of an active petroleum system in the western Mediterranean area.

The Lotus agreement adds another deepwater exploration programme to Chevron's activities in Egypt, with the two planned wells set to test an area that has not previously undergone deep exploration drilling.

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Vaalco Completes Gabon Phase 3 Drilling as Baobab Phase 5 Begins



Norve jack-up rig. © Borr Drilling

Vaalco Energy has completed Phase 3 drilling offshore Gabon, bringing ETSEM-3H onstream at 2,000 bpd gross. Borr Drilling's Norve has left the field as Baobab Phase 5 drilling begins offshore Côte d'Ivoire.

8, October 2026

3 drilling campaign offshore Gabon, with the final development well, ETSEM-3H, starting production at approximately 2,000 barrels of oil per day (bpd). Meanwhile, the company has begun a separate drilling program at the Baobab field offshore Côte d'Ivoire.

Aker BP project costs rise at Yggdrasil and Valhall-Fenris

Aker BP project costs have risen to NOK 195.0 billion for Yggdrasil and NOK 93.4 billion for Valhall-Fenris, while both developments remain targeted for first production in 2027.

7, October 2026

Aker BP project costs for Yggdrasil and Valhall-Fenris have increased to NOK 195.0 billion and NOK 93.4 billion, respectively, according to Norway's proposed 2027 national budget.

On a constant 2026-kroner basis, the latest estimates put Yggdrasil 47% above its investment estimate at government approval and Valhall-Fenris 60% higher. Both developments were approved in 2023 and remain scheduled to start production in 2027.

Yggdrasil's latest estimate is NOK 11.5 billion above the comparable figure reported a year earlier. The Norwegian Ministry of Energy attributed the increase to factors including project changes, more parallel work, measures to protect the schedule, currency effects and higher working-hour requirements.

The project scope has also expanded following the addition of East Frigg. The discovery is being incorporated into Yggdrasil as a subsea tie-back to Hugin A, increasing both investment requirements and the project's resource base.

Valhall-Fenris has increased by NOK 14.9 billion from the comparable estimate a year earlier on the same

constant-price basis. Its scope now includes four additional wells at Valhall and one at Fenris, which the government said have raised investment requirements while adding resources.

Aker BP had already raised its project investment estimates in July. In its second-quarter update, the company increased Yggdrasil's estimate from about \$12.1 billion to \$12.5-13.0 billion before tax and Valhall PWP-Fenris from about \$7.0 billion to \$7.3-7.6 billion.

The company linked the Yggdrasil revision mainly to updated estimates for offshore installation construction and commissioning. At Valhall PWP-Fenris, additional resources were being used to reduce execution risk during offshore installation and hook-up work while protecting the 2027 start-up schedule.

A separate comparison using nominal estimates reported a year ago shows Yggdrasil rising from NOK 177.6 billion to NOK 195.0 billion, an increase of 9.8%, while Valhall-Fenris increased from NOK 75.9 billion to NOK 93.4 billion, or 23%.

Those percentages use a different basis from the government's 47% and 60% figures, which compare the latest estimates with the project's original approval values after adjusting them to 2026 kroner.

When the developments were approved in 2023, the government recorded investment estimates of NOK 120.8 billion for Yggdrasil and NOK 52.9 billion for Valhall-Fenris in 2023 kroner.

Despite the higher investment requirements, both the Norwegian government and Aker BP continue to target first production from Yggdrasil and Valhall-Fenris in 2027.

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Yinson Production Prices Record \$1.458 Billion Bond for Agogo FPSO

Yinson Production has priced \$1.458 billion in senior secured notes to refinance the Agogo FPSO offshore Angola, marking what the company describes as the largest FPSO project bond to date.



Agogo FPSO (Source: Yinson)

8, October 2026

Yinson Production has priced \$1.458 billion in senior secured notes to refinance existing debt associated with the Agogo FPSO offshore Angola, in a transaction the company described as the largest FPSO project bond to date.

The notes were issued by Yinson Azalea Production Pte. Ltd., which owns the Agogo FPSO. The vessel operates in Block 15/06 offshore Angola under a 15-year firm bareboat charter with Azule Energy Angola S.p.A., with extension options of up to five years.

The fully amortizing notes have a scheduled maturity of

13.3 years and were priced at 98.164% of their principal amount. They carry a fixed annual coupon of 6.517%, with interest payable semi-annually. Settlement is expected on 21 October 2026.

Proceeds from the offering will primarily be used to refinance outstanding debt related to the FPSO. The funds will also cover required reserve accounts, transaction expenses and equity distributions from excess proceeds.

According to Yinson Production's official announcement, the transaction marks the company's third FPSO project bond in three years.

The company also identified the offering as the first

FPSO project bond issued outside Brazil.

Markus Wenker, Chief Financial Officer of Yinson Production, said the offering received strong support from institutional investors. He highlighted the transaction's record size and its role in expanding FPSO project bond financing beyond Brazil.

The Agogo FPSO entered production in 2025 and has a crude oil production capacity of 120,000 barrels per day.

The vessel incorporates several technologies designed to reduce emissions from offshore production operations, including a closed flare system, hydrocarbon blanketing, combined-cycle technology, automated process controls and all-electric drives.

It also features what Yinson Production describes as the industry's first pilot post-combustion carbon capture system installed on an FPSO.

According to the company, the combined technologies are expected to reduce carbon emissions from the Agogo FPSO by up to 27%.

hmt-news.com

Equinor Finds Up to 10.3 Million Boe of Gas at Gullfaks South

Equinor and partners have discovered up to 10.3 million boe of recoverable gas resources at Gullfaks South in the Norwegian North Sea, using the Askeladden rig to drill an exploration sidetrack



The Gullfaks A platform in the North Sea (Photo: Torstein Lund Eik / ©Equinor)

8, October 2026

Equinor and its partners have made a gas discovery at Gullfaks South in the Norwegian North Sea, with recoverable resources estimated at 3.3 million to 10.3 million barrels of oil equivalent (boe).

The discovery was made through well 34/10-D-4 BH, an exploration sidetrack drilled during work on a production well using the Askeladden drilling rig.

Located approximately 190 km northwest of Bergen,

the discovery is estimated to contain between 0.5 million and 1.6 million standard cubic metres of recoverable oil equivalent, corresponding to the reported 3.3 million to 10.3 million boe.

Gunnar Egge, Equinor's vice president for the Gullfaks field, said the discovery shows how relatively small, cost-effective exploration wells can add recoverable resources. He said the additional volumes could help sustain activity and production at Gullfaks.

According to Equinor's official announcement on 8

October 2026, the gas was found within the existing Gullfaks production licence, which is held by Equinor, Petoro and OMV.

hmt-news.com

Shell's Crux Gas Project Moves Toward Commissioning Ahead of 2027 Start-up

Shell's Crux offshore gas project in Australia is moving toward commissioning after platform installation, with first gas targeted for the second half of 2027 to supply the Prelude FLNG facility.

9, October 2026

Shell is preparing its Crux offshore gas project in Australia's Browse Basin for commissioning following the installation of the production platform, with first gas targeted for the second half of 2027.

The platform is now in position offshore Western Australia, according to Shell's latest project update on 5

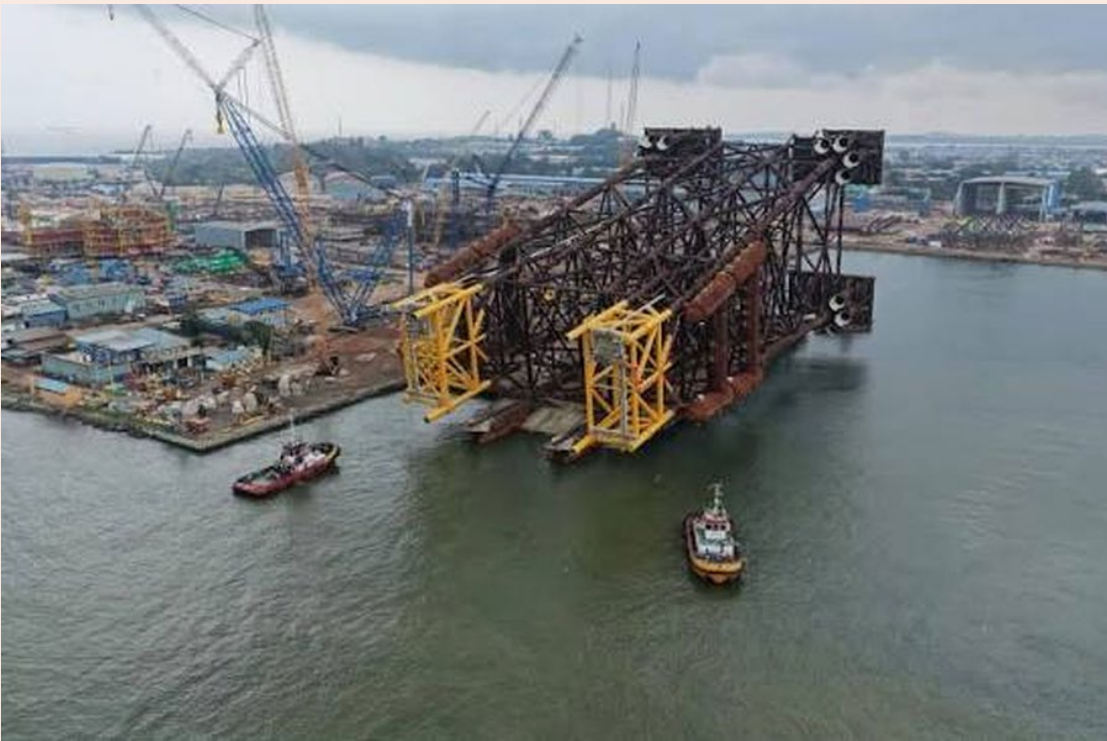


Photo source: Tik Tok

floating liquefied natural gas (FLNG) facility. Once production begins, gas will travel through an approximately 160 km pipeline connecting the offshore platform to Prelude.

The development is designed to deliver up to 550 million standard cubic feet of gas per day. The additional supply is expected to support LNG production at Prelude into the 2030s, with processed LNG exported to customers in Asia.

The Crux platform is designed for normally unmanned operations, with remote management carried out from Prelude. Personnel will visit the installation when necessary, while onboard gas turbines

will generate electricity for the production facilities.

The offshore development has involved major fabrication and marine installation work, including the Crux jacket load-out at McDermott's fabrication yard in Batam, Indonesia. Sarens carried out the weighing and load-out of the 24,495-tonne structure before its offshore installation.

According to SGH's August 2026 investor presentation, Crux contains approximately 1.6 trillion cubic feet of gross gas-equivalent resources. The company estimates a production life of around 12 years, including a two-year ramp-up period followed by an expected production plateau lasting

hmt-news.com

Golar LNG Selects Grace Dahlia for Fourth FLNG Conversion at CIMC Raffles

Golar LNG has agreed to acquire Grace Dahlia from NYK Line for conversion into its fourth FLNG at CIMC Raffles in China. The \$2.45 billion project targets 3.5 MTPA capacity and delivery in 2029.

8, October 2026

Golar LNG has agreed to acquire the 2013-built LNG carrier Grace Dahlia from NYK Line for conversion into its fourth floating liquefied natural gas production unit (FLNG), with delivery scheduled for 2029.

The vessel will be converted at CIMC Raffles' Yantai shipyard in China, where Golar LNG's 3.5 MTPA FLNG Esperanza is also under construction.

Grace Dahlia has an LNG storage capacity of 177,427 m³, approximately 20% larger than that of FLNG Esperanza. According to Golar LNG, the increased capacity is expect-

ed to provide prospective customers with greater flexibility in LNG offloading operations.

The vessel acquisition follows an engineering, procurement and construction (EPC) agreement signed with CIMC Raffles for Golar LNG's fourth FLNG unit, announced on 13 August 2026.

The project carries a total budget of approximately \$2.45 billion, including delivery to its prospective operating site. This figure represents the overall FLNG project budget, not the purchase price of Grace Dahlia, which has not been disclosed.

The new facility will be Golar LNG's second MKII-design FLNG, with an annual lique-



Image source: NYK

faction capacity of 3.5 million tonnes. It will follow the same design concept as FLNG Esperanza, allowing construction of the two units to overlap at the Yantai yard.

Under the EPC agreement, Black & Veatch will provide its PRICO LNG liquefaction technology, detailed engineering and process design, topside equipment procurement and commissioning support.

Golar LNG is targeting a long-term charter agreement for the fourth FLNG and has reported advanced commercial discussions with prospective customers.

The company previously announced that a conversion vessel had been secured

hmt-news.com

Stena DrillMAX Heads to Namibia for Shell's PEL 39 Drilling Campaign

Stena DrillMAX has reportedly departed Las Palmas for Namibia to support Shell's PEL 39 drilling programme, following the Merlin-1X exploration results in the Orange Basin.



Photo: Stena Drilling

9, October 2026

Stena Drilling's ultra-deepwater drillship Stena DrillMAX is heading to Namibia for an offshore drilling campaign associated with Shell's PEL 39 exploration

programme in the Orange Basin.

According to Namibia Oil and Gas, the drillship departed Las Palmas in the Canary Islands on 6 October 2026, bound for Namibia. The specific well to be drilled and the

The reported mobilisation follows Shell's latest exploration results from the licence, where the Merlin-1X well was drilled earlier this year. The company announced on 9 June 2026 that the well, spudded on 8 April, had encountered light oil and limited associated gas in a reservoir with favourable geological characteristics.

Merlin-1X was the tenth well drilled in PEL 39. In its official exploration update, Shell reported that the well had delivered its strongest subsurface results to date within the licence.

The company also indicated that further exploration and appraisal drilling could take place later in 2026 as it continued to assess the area's commercial potential. However, Shell has not publicly identified the well planned for Stena DrillMAX or confirmed whether the drillship's assignment will directly follow up the Merlin-1X results.

PEL 39 covers approximately 12,000 km² offshore

hmt-news.com

EnerMech Wins Subsea7 Contract for BP's Ginger Gas Project

8, October 2026

EnerMech has secured a subsea pre-commissioning contract from Subsea7 for bp's Ginger gas development offshore Trinidad and Tobago, covering pipeline testing and preparation of subsea production infrastructure.

The EnerMech Subsea7 Ginger contract includes flushing, hydrotesting, water filling, leak testing and other subsea testing activities. The company will also provide commissioning support for the subsea production system (SPS) during the project's installation and commissioning stages.

EnerMech plans to carry out the work using specialist equipment and personnel already based in the Caribbean, supported by its wider pipeline and subsea services teams.

In comments reported



Source: EnerMech

by Offshore Energy, Darrel Sookdeo, EnerMech's Vice President for the Caribbean, highlighted the company's established presence in Trinidad and Tobago and its ability to deploy locally available resources alongside international technical expertise.

The Ginger development is located off Trinidad's southeast coast in water depths of up to 90 m. The project comprises four subsea wells connected to the existing Mahogany B platform through new subsea production infrastructure, with first gas targeted for 2027.

Subsea7 and SLB OneSubsea, operating through their Subsea Integration Alliance, were awarded the engineering, procurement, construction and installation (EPCI) contract for Ginger by bp in April 2025.

Under the original EPCI contract announced by Subsea7, Subsea7 is responsible

for supplying a diver-installed tie-in system, a flexible production flowline and associated infrastructure.

SLB OneSubsea's scope includes four subsea trees, tubing hangers and a high-integrity pressure protection system (HIPPS) manifold.

Subsea7 scheduled offshore operations for 2026 when the EPCI award was announced, while EnerMech's latest contract covers

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Ocean Breeze Energy Plans Longer Operation of Alpha Ventus

Ocean Breeze Energy plans to acquire Germany’s 60 MW Alpha Ventus offshore wind farm and extend operation beyond its original 20-year lifespan, following earlier preparations to dismantle the project.

2, October 2026

Ocean Breeze Energy plans to keep Germany’s Alpha Ventus offshore wind farm operating beyond its originally planned 20-year life after agreeing to acquire the project from EWE, RWE and Vattenfall.

The companies announced the sale on 1 October 2026. Completion is expected in the fourth quarter of 2026, with financial terms undisclosed.

The buyer’s plans follow earlier preparations for decommissioning. In May 2025, the existing operator said it was preparing a dismantling plan covering the turbines and offshore substation, working with Germany’s Federal Maritime and Hydrographic Agency.

The operator had considered repowering but concluded that modern turbines would also require new foundations. It said the relatively small site was unsuitable for such a redevelopment.

Ocean Breeze Energy



Photo: Jan Oelker / EWE AG

intends to use experience gained at BARD Offshore 1 to support its plans for Alpha Ventus. It owns and operates the 400 MW BARD project, comprising 80 turbines. Funds managed by Macquarie Asset

Management hold the company’s entire share capital.

Alpha Ventus began operating in 2010 as Germany’s first offshore wind farm. Its 12 turbines provide 60 MW of capacity at a site roughly 45

kilometres north of Borkum. The project was developed to test offshore wind technologies and operating and maintenance methods.

[hmt-news.com](#)

Acta Hercules Christening Held in IJmuiden

2, October 2026

Acta Marine held the Acta Hercules christening in IJmuiden, the Netherlands, on 30 September 2026. The CSOV is already working for Vestas under a five-year charter agreement.

Tersan Shipyard in Turkey delivered Acta Hercules in March as the second vessel in Acta Marine’s four-ship CSOV programme. The five-year charter covers offshore wind construction in Northwest Europe. The delivery announcement identified Hollandse Kust West in the Netherlands as the vessel’s first assignment.

With accommodation for 135 people, the vessel carries equipment for transferring technicians to offshore installations. Methanol dual-fuel engines and battery energy storage form its power system.

Marina van Oord, the vessel’s godmother, performed the naming ceremony.

Three vessels in the series—Acta Pegasus, Acta Hercules and Acta Gemini—have now been delivered. The remaining vessel, Acta Aquarius, is expected to follow later in 2026. Its delivery will increase Acta Marine’s dedicated Walk-to-Work and CSOV fleet to seven vessels.

[hmt-news.com](#)

Ørsted, Siemens Gamesa Probe Blade Damage at Greater Changhua 4

Ørsted and Siemens Gamesa are investigating blade damage at a Greater Changhua 4 turbine in Taiwan following a separate turbine incident at the project in August.

5, October 2026

Ørsted and Siemens Gamesa are investigating damage to a turbine blade at the Greater Changhua 4 offshore wind farm in Taiwan, following a separate turbine incident at the same project in August.

The blade damage occurred at around noon on 2 October 2026. According to Ørsted’s official incident statement, no personnel were working on the turbine and no vessels were within the affected area at the time. No injuries were reported.

A safety exclusion zone has been established around the affected turbine, while safety controls have also been introduced in the surrounding waters. Ørsted notified the relevant central and local authorities and is monitoring the turbine remotely using cameras. Work vessels are being kept available for emergency response if required.

The turbine remains under warranty with Siemens Gamesa, which is responsible for maintenance and is leading the investigation into the incident. Ørsted said it is supporting the investigation while prioritising personnel safety and protection of the marine environment.

Greater Changhua 4 forms part of Ørsted’s 920 MW Greater Changhua 2b and 4 development, located around 35–60 km off Changhua County. The combined project is equipped with 66 Siemens Gamesa SG 14-236 turbines rated at 14 MW.

The scale of the turbine provides additional technical context to the incident. According to Siemens Gamesa’s SG 14-236 specifications, the turbine has a 236 m rotor and 115 m-long blades.

Ørsted has previously described Greater Changhua 2b and 4 as the first offshore wind farms globally to deploy 14 MW turbines with 115 m blades. All 66 turbines were installed earlier in 2026.

The latest incident follows another event at Greater Changhua 4 on 8 August 2026. In that case, a turbine



Illustration only. Greater Changhua 2b and 4 offshore wind farm in Taiwan. (Photo: Ørsted)

automatically stopped after detecting an abnormal condition before signs of fire were observed. The turbine was subsequently isolated from the transmission system while the remaining turbines continued operating.

Ørsted said in its August incident statement that the cause was under investigation.

The August and October events occurred within about

eight weeks of each other. However, no official information currently establishes a connection between the two incidents or identifies a common technical cause.

The October blade damage also occurred shortly after Ørsted completed major construction works at Greater Changhua 2b and 4 in September, with the project moving through its remaining commissioning activities.

HMT News previously reported that Ørsted was targeting 2026 commissioning for Greater Changhua 2b and 4 as development work progressed.

Ørsted has not disclosed the extent of the blade damage or a repair schedule. The cause of the incident remains under investigation.

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Entr Wins First Canadian Offshore Wind Contract from Net Zero Atlantic

Entr has secured its first Canadian offshore wind contract to assess transmission routing and technology options for Net Zero Atlantic’s offshore wind programme.

5, October 2026

Entr, the consultancy arm of Aker Solutions, has secured its first offshore wind contract in Canada, winning an assignment from Net Zero Atlantic to study transmission routing and technology options for future offshore wind development.

The contract forms part of the Atlantic Canada Offshore

Wind Readiness Program, or ACORP. Working with Canadian marine engineering and advisory company C-CORE, Entr will assess planning-level offshore transmission routing options and technology configurations.

The work is intended to support offshore wind development in Nova Scotia and help assess potential electricity export opportunities to

other Canadian markets and the United States.

The study will be led from Aker Solutions’ St. John’s office in Canada, with support from teams in Oslo, Norway. Completion is expected in January 2027, with the findings planned for public release.

The assignment focuses on an early stage of offshore wind infrastructure develop-

ment: identifying possible transmission routes and technology configurations before future generation projects are connected to the power system.

The work also follows broader transmission and grid-integration research being carried out by Net Zero Atlantic. Its Atlantic Canada Offshore Wind Grid Integration and Transmission Study has

examined potential domestic and international markets for offshore wind and is progressing toward further work on offshore wind resources and grid integration.

According to Aker Solutions’ official announcement, the award marks Entr’s entry into the Canadian offshore wind market.

[hmt-news.com](#)

HD Hyundai Heavy Industries Signs Taeon Offshore Substation Contract



Photo: HD Hyundai Heavy Industries

6, October 2026

HD Hyundai Heavy Industries has signed a contract with Taeon Wind

Power covering the engineering, procurement, fabrication, installation and commissioning of the Taeon offshore substation.

HD Hyundai Heavy Industries has signed a contract covering engineering through commissioning of the Taeon offshore substation for a planned 500 MW offshore wind farm in South Korea.

The offshore substation will support a planned 500 MW offshore wind farm in waters near Gaudio-ri, Taeon County, South Chungcheong Province. It will raise the voltage of electricity generated by the wind turbines before the power is transmitted to shore.

Taeon Wind Power is a joint venture established by Korea Western Power, Singapore-based renewable energy company Vena Energy and Danish investment and development firm Copenhagen

Infrastructure Partners (CIP).

The latest contract follows earlier agreements related to the project. HD Hyundai Heavy Industries signed a preliminary design contract in March and a preferred-supplier contract in July.

The company had previously received basic design verification from DNV for its self-developed 500 MW offshore substation model. It completed detailed design verification in August, becoming the first domestic offshore

substation project to have its design compliance and safety recognized under international regulations and standards.

HD Hyundai Heavy Industries said it plans to carry out the Taeon offshore substation project using its accumulated offshore plant capabilities while pursuing further opportunities in the renewable energy sector.

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Baltic Power completes installation of all 76 turbines in Poland



Photo source: ORLEN

ORLEN and Northland Power have completed installation of all 76 Vestas turbines at the 1,140 MW Baltic Power project as Poland’s first offshore wind farm moves through commissioning.

7, October 2026

ORLEN and Northland Power have completed installation of all 76 wind turbines at the 1,140 MW Baltic Power project, completing the turbine installation campaign at Poland’s first offshore wind farm.

The project is now in commissioning. Northland Power said more than one-third of the turbines are already generating electricity, with commercial operations still targeted for 2026.

Baltic Power uses 76 V236-15.0 MW turbines supplied by Vestas. The manufacturer’s firm order covers 1,140 MW and includes turbine supply, installation and commissioning.

Electricity from Baltic Power had already reached Poland’s national grid in July 2026, when 54 turbines had been installed. That milestone marked the country’s first electricity generated from offshore wind and supplied to the national grid.

Installation of the final turbine brought the largest offshore campaign carried out in Polish Baltic waters to a close.

[hmt-news.com](#)

Buchan Offshore Wind Secures DNV Certification for BW Ideol Floating Foundation

8, October 2026

Buchan Offshore Wind has received Basic Design Certification from DNV for a concrete floating foundation developed by BW Ideol, marking a new engineering milestone for the nearly 1 GW offshore wind project in Scotland.

The certification covers the Buchan-specific version of BW Ideol’s Damping Pool® floating foundation, designed for conditions at the project’s North Sea site, approximately 75 km north-east of Fraserburgh.

The certificate was presented to Buchan Offshore Wind Project Director Clare Lavelle by Silje Grjotheim, Director for Floating Offshore Wind at DNV, during the Floating Offshore Wind Conference in Aberdeen on 7 October 2026.

The latest approval relates specifically to the foundation design developed for Buchan, rather than the standard Damping Pool® platform. BW Ideol’s standardised floating foundation for wind turbines rated at 15 MW and above previously received DNV Basic Design Certification in May 2025.

The Damping Pool® technology has already been deployed in floating offshore wind projects internationally. The Buchan design builds on this existing technology while incorporating requirements specific to the project’s offshore location.

Following the certification, Buchan Offshore Wind Project Director Clare Lavelle identified the development of large-scale manufacturing capabilities, supply chains and supporting infrastructure as key priorities for delivering commercial-scale floating offshore wind.

The developer is targeting the start of construction by the end of the 2020s, with project delivery planned for the middle of the following decade.

Buchan Offshore Wind estimates that the construction phase could support approximately 2,900 jobs in Scotland.

Meanwhile, BW Ideol is pursuing plans to establish serial production of concrete floating foundations in Scotland.

The company has an exclusivity agreement with the Ardersier Energy Transition Facility on the Moray Firth, where it plans to establish a manufacturing operation at a former oil and gas fabrication yard.

The proposed facility forms part of BW Ideol’s efforts to develop manufacturing capacity for commercial-scale floating offshore wind projects.

Buchan Offshore Wind is being developed by BayWa r.e., BW Ideol and Elicio, with a planned generating capacity of approximately 960 MW.

The DNV certification follows earlier progress in the project’s engineering programme. In July 2026, Kent was appointed Owner’s Engineer to support the Front-End Engineering Design (FEED) phase, as previously reported by HMT News.

Once operational, Buchan Offshore Wind is expected to generate electricity equivalent to the annual demand of more than one million homes.

Further details of the foundation technology and the planned Scottish manufacturing operation are available through the developer’s official technical documentation.

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Blue Gem Wind starts Erebus supply chain engagement in Celtic Sea

7, October 2026

Blue Gem Wind has begun supply chain engagement for its 100 MW Erebus floating offshore wind project in the Celtic Sea as it develops its procurement plans.

The developer is using Floating Offshore Wind 2026 in Aberdeen to meet companies interested in supporting the project. The event programme includes a dedicated Erebus supply chain session covering future requirements, procurement opportunities and the capabilities expected from prospective suppliers.

Erebus secured a Contract for Difference under the UK government’s Allocation Round 7 in January 2026. Blue Gem Wind is developing the project as a 100 MW floating offshore wind development in the Celtic Sea.

The latest engagement is intended to give the project team a clearer view of available industrial capacity while allowing businesses to better understand areas where contracts may emerge.

Potential work could involve vessel services, port and logistics support, fabrication and manufacturing, electrical systems, engineering and construction, technology services, and operations and maintenance.

As part of the process, Blue Gem Wind plans to work with companies, ports and industry bodies to assess existing supply chain capabilities and identify areas where additional capacity or investment may be required.

Procurement Director David Groves said early engagement would help the developer understand the market and shape its approach to sourcing goods and services for the project.

Companies interested in participating can also register through Blue Gem Wind’s Supply Chain Opportunities platform, which is being used to build a database of businesses and their capabilities.

The developer says its supply chain activity involves cooperation with the Welsh Government, Marine Energy Wales, Cornwall Development Company, Offshore Renewable Energy Catapult and the Celtic Sea Cluster.

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Jan De Nul's Voltaire at Able Seaton Port, UK. Photo: Courtesy of Able UK.

Dogger Bank B Passes Halfway Mark as Seaway Ventus Prepares to Join Voltaire

Dogger Bank B has passed the halfway point in turbine installation, with 49 of 95 turbines installed. Seaway7's Seaway Ventus is preparing to join Jan De Nul's Voltaire at the UK offshore wind project.

8, October 2026

The Dogger Bank B offshore wind project in the UK has passed the halfway point in turbine installation, with 49 of its planned 95 GE Vernova Haliade-X 13 MW turbines now installed.

The milestone was reported in the latest maritime operations notice issued by the Dogger Bank Wind Farm project team, covering construction activities in early October 2026.

Jan De Nul’s wind turbine installation vessel (WTIV) Voltaire has been working at Dogger Bank B since installing the phase’s first turbine in March 2026. The vessel previously completed turbine installation at Dogger Bank A, the first phase of the development, in February.

The installation campaign is preparing to expand with the addition of Seaway7’s jack-up installation vessel Seaway Ventus. The vessel was scheduled to arrive at Dogger Bank B on 9 October, according to the project’s latest maritime notice as reported on 8 October.

Seaway7 secured the work under a vessel reservation agreement announced by SSE Renewables in December 2024. The agreement covers additional turbine transport and installation capacity for the Dogger Bank development.

The latest milestone follows an earlier project update in June, when Dogger Bank B reached 20 installed turbines.

Turbine component logistics for Dogger Bank B and C are being supported through Maraen Port of Nigg in Scotland. GE Vernova selected the facility as a marshalling port after previously using Able Seaton Port in Hartlepool for Dogger Bank A and the initial installation activities at Dogger Bank B.

The 1.2 GW Dogger Bank B development forms the second phase of the 3.6 GW Dogger Bank Wind Farm, jointly owned by SSE Renewables, Equinor and Vårgrønn.

The overall project comprises three phases with 277 planned turbines. Dogger Bank A and B will each have 95 Haliade-X 13 MW turbines, while Dogger Bank C will feature 87 Haliade-X 14 MW units.

Turbine installation at Dogger Bank B is expected to continue until approximately the second quarter of 2027, with installation work at Dogger Bank C scheduled to begin in 2027.

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Mitsubishi Plans ¥100 Billion Shimonoseki Shipyard Expansion

Mitsubishi plans a ¥100 billion expansion in Shimonoseki, with a new hull-block plant targeted for operation in 2030 and government subsidies expected to cover up to ¥40 billion.



Choshu Dejima (Source: Shimonoseki City, Yamaguchi Prefecture)

5, October 2026

Mitsubishi Heavy Industries (MHI) plans to invest approximately ¥100 billion in a Shimonoseki shipyard expansion centred on a new hull-block plant on Choshu Dejima. Government subsidies are expected to cover up to ¥40 billion of the investment. Under a land acquisition agreement signed on 2 October 2026, the company secured industrial land from Shimonoseki City on the artificial island in Yamaguchi Prefecture. Mitsubishi Shipbuilding

hmt-news.com

Namura Approves Imari Steel Center Merger for April 2027

Namura Shipbuilding plans to absorb Imari Steel Center on 1 April 2027, combining steel handling, processing and quality assurance to support further growth in its newbuilding business.

5, October 2026

Namura Shipbuilding has approved the Imari Steel Center merger to integrate steel handling and processing into the parent company ahead of further growth in its newbuilding business. The planned effective date is 1 April 2027. The 30 September merger disclosure sets out an absorption merger in which Namura Shipbuilding would remain in existence and its wholly owned subsidiary Imari Steel Center would be dissolved. The subsidiary operates next to the Imari shipyard in Saga Prefecture. It supplies shipbuilding steel to the yard, handling unloading, sorting, storage and processing. Namura Shipbuilding intends to bring these functions and quality assurance under unified management. The company expects the integration to improve manufacturing efficiency, accelerate decisions and make better use of personnel and other resources. Recruitment and training are also priorities as it prepares for expansion of its newbuilding operations. The board adopted the merger resolution on 30 September 2026. The announcement listed 1 October as the agreement signing date. No shares or other assets would be allocated because the subsidiary is wholly owned. The company expects only a minor impact on consolidated results.

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Photo credit: Namura Shipbuilding

turing efficiency, accelerate decisions and make better use of personnel and other resources. Recruitment and training are also priorities as it prepares for expansion of its newbuilding operations. The board adopted the merger resolution on 30 September 2026. The announcement listed 1 October as the agreement signing date. No shares or other assets would be allocated because the subsidiary is wholly owned. The company expects only a minor impact on consolidated results.

Jianglong Shipbuilding Wins \$40 Million Offshore Vessel Order

Jianglong Shipbuilding has secured an approximately \$40 million order for two 78 m offshore supply vessels, with deliveries due in June and August 2028. The customer's identity has not been disclosed.



Rendering of Jianglong's 78 m support vessel. (Rendering of Jianglong's 78 m support vessel)

3, October 2026

Jianglong Shipbuilding will build two 78 m multipurpose offshore supply vessels under contracts worth approximately \$40 million. Delivery is scheduled for June and August 2028. The Chinese shipbuilder announced the order on 29 September 2026. Its contract announcement specifies that the first ship must be delivered by 19 June 2028 and the second by 18 August 2028. Equipment provided by the owner is excluded from the price. Payment will be made in instalments as the contract progresses. Jianglong did not name the customer, citing commercial confidentiality, but confirmed that it is not a related party. Propulsion details, deadweight and the vessels' intended deployment were not disclosed. The latest order follows two offshore vessel deals announced in May. THONG YONG OFFSHORE ordered a pair for \$18.4 million, with deliveries planned for September and December 2027. In a separate transaction, Jianglong Shipbuilding International contracted two anchor-handling tug supply vessels for PHOENIX ONE and PHOENIX TWO. That order was valued at approximately \$27.1 million, with delivery deadlines at the end of September and November 2027, respectively. The three disclosed orders comprise six offshore vessels worth approximately \$85.5 million. They cover different designs and separate commercial arrangements. Jianglong said the latest contract signing would have no material impact on its financial performance for 2026.

hmt-news.com

VARD Expands Vietnam Engineering Base with Ho Chi Minh City Centre



Photo source: VARD via LinkedIn

5, October 2026

VARD has opened a new office for its Vard Design and Engineering Vietnam (VDV) Centre in Ho Chi Minh City, with plans to expand the team to more than 40 engineers in the coming years. The new centre brings together engineers working across several ship-design disciplines, including structure, piping and machinery, HVAC, naval architecture, hydrostatics, stability and marine electrical engineering. VARD said the expansion will support cooperation across its international design network by allowing engineering teams to share knowledge, experience, standards and working practices. The range of disciplines located at the Ho Chi Minh City centre gives the operation a multidisciplinary structure. Naval architecture and stability work will be carried out alongside structural, machinery, HVAC and electrical engineering functions within the same engineering organisation. The company also expects the centre to create additional opportunities for engineers in Vietnam to work on advanced vessel design. VARD plans to increase the VDV Centre workforce to more than 40 engineers as the new Ho Chi Minh City operation develops.

hmt-news.com

Seatrium Wins Ninth Karpowership FSRU Conversion for LNGT Akdeniz



Arctic Voyager (Photo credit: Ian Thomas)

Seatrium has secured its ninth FSRU conversion for Karpowership, with Arctic Voyager set to become LNGT Akdeniz for Kinetics and delivery targeted for Q3 2028.

5, October 2026

Seatrium has secured its ninth floating storage and regasification unit conversion project from Karpow-

ership, with LNG carrier Arctic Voyager set to be converted into LNGT Akdeniz for Karpowership-backed Kinetics. The project is scheduled to begin in the first quarter of

2027. Seatrium's scope covers engineering, conversion, integration, installation and commissioning of the vessel's regasification equipment and associated systems, according to the Seatrium and Karpowership announcement. Kinetics announced the acquisition of Arctic Voyager on 30 September, confirming that the LNG carrier would be converted and renamed LNGT Akdeniz. The converted vessel will have approximately 143,000 cbm of LNG storage

capacity. Moss-type cargo tanks and an expected economic life of 20 years. Delivery is scheduled for the third quarter of 2028, according to Kinetics' official announcement. The contract extends the FSRU conversion programme between Seatrium and Karpowership, which began in 2018. Seven units have already been delivered, most recently LNGT Türkiye, while LNGT Karadeniz is currently undergoing conversion as the

eighth project. HMT News previously reported that Seatrium delivered LNGT Türkiye as the seventh FSRU in the programme. The Singapore group is also working on LNGT Karadeniz, the eighth conversion project for Kinetics.

LNGT Akdeniz is the second FSRU conversion to proceed as a firm project under the Letter of Intent signed by Seatrium and Karpowership in 2025. The agreement covers three LNG carrier-to-FSRU conversions as well as the potential integration of up to six new-generation Powerships.

The companies' current FSRU conversion sequence now comprises seven delivered units, LNGT Karadeniz as the eighth project under conversion, and LNGT Akdeniz as the ninth project.

The new vessel will join the LNG fleet operated under the Kinetics initiative. Karpowership said the addition of LNGT Akdeniz will increase the Kinetics LNG fleet to 12 vessels, including units currently in the pipeline.

For Seatrium, LNGT Akdeniz follows the completion of seven FSRU conversions for Karpowership and the ongoing conversion of LNGT Karadeniz as the eighth project.

[hmt-news.com](#)

Worker Killed in Fire at Fincantieri Ancona Shipyard

6, October 2026

A subcontracted worker has died and another was seriously injured following a fire during welding work at Fincantieri's Ancona shipyard in Italy. The accident occurred on the evening of 29 September while the two men were working on a vessel at the yard. Both suffered serious injuries after a fire broke out during the welding operation. The worker who died was a 54-year-old Tunisian national who suffered severe burns. A 29-year-old Bangladeshi worker was also seriously injured and was being transferred from a hospital in Ancona to a specialist burns centre. Both workers were employed by an outside contrac-

tor. Police opened an investigation into the circumstances and cause of the accident. The incident led to an eight-hour strike at the Ancona yard. Fim, Fiom and Uilm later called for a two-hour strike across Fincantieri shipyards. The unions called for greater attention to workplace safety, including worker training and protective equipment, and raised concerns over contracting and subcontracting arrangements following the fatal accident. The accident occurred at one of Fincantieri's main Italian production facilities. According to the company's official information on the Ancona shipyard, the site covers about 360,000 m², has a production capacity of 60,000

GT, lifting systems capable of handling up to 500 t and hull

production capacity of about 1,200 t per month.

[hmt-news.com](#)



Fincantieri Ancona Yard (Photo credit: Culita Ciocoiu)

HD Hyundai Heavy and 11 Partners Form Marine SMR Demonstration Center

HD Hyundai Heavy Industries and 11 South Korean partners have agreed to establish a marine SMR demonstration center focused on nuclear technology development, testing, verification and research collaboration.

8, October 2026

HD Hyundai Heavy Industries and 11 South Korean organizations have agreed to establish a Marine Small Modular Reactor (SMR) Technology Demonstration Center, bringing together shipbuilding, nuclear engineering and academic expertise to develop and verify technologies for maritime nuclear applications.

The 12 participants signed a memorandum of understanding at Ulsan National Institute of Science and Technology (UNIST) on 6 October 2026, according to an official announcement by HD Hyundai Heavy Industries on 7 October.

The agreement establishes a framework for joint technology development, testing and demonstration. The center will coordinate participating

organizations' technical expertise, research personnel and facilities to support the development of marine SMR technologies.

The seven industry participants are HD Hyundai Heavy Industries, HD Korea Shipbuilding & Offshore Engineering, KEPCO Engineering & Construction, Hyundai Engineering & Construction, Korean Register, Hyundai Heavy Industries Turbomachinery and Clad Korea.

Five additional organizations are involved: Ulsan Technopark, UNIST, Seoul National University, Korea Advanced Institute of Science and Technology (KAIST) and Hanyang University.

Under the agreement, the partners plan to share existing testing equipment and research infrastructure to reduce duplicate investment and improve the efficiency of



Photo: HD Hyundai Heavy Industries

technology verification.

They will also combine industrial engineering requirements with academic research capabilities to jointly develop core technologies needed for marine SMR applications.

Another part of the cooperation involves identifying and planning major national projects and government-funded research and development programs.

The initiative is intended to connect South Korea's ship design and construction capabilities with nuclear engineering expertise and univer-

sity research resources. The participants aim to establish a coordinated approach covering technology development, demonstration and potential future commercialization.

Representatives of participating organizations, including Hyundai Engineering & Construction and KEPCO Engineering & Construction, said the cooperation would strengthen links between industry, universities and research institutions and support efforts toward the commercialization of marine SMR technology.

Won Kwang-sik, Executive

Vice President and Head of the Offshore and Energy Business Division at HD Hyundai Heavy Industries, said the center would bring together expertise and research infrastructure from the country's shipbuilding and nuclear sectors.

He added that the participating organizations would work to establish the foundations for marine nuclear technology demonstration and industrialization in stages.

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McCormick Visits Hanwha Ocean Geoje Shipyard for Cooperation Talks



Photo: Hanwha Ocean

8, October 2026

U.S. Senator Dave McCormick visited the

Hanwha Ocean Geoje shipyard to discuss closer cooperation between the Korean and U.S. shipbuilding industries.

Discussions included opportunities involving Hanwha Philly Shipyard in Pennsylvania, the state McCormick represents.

The company outlined its bilateral shipbuilding activities and potential collaboration with the Philadelphia yard. McCormick toured the smart shipyard, viewed its automated systems and inspected naval vessel construction facilities. He also went aboard a Future Frigate eXperimental (FFX) Batch-III vessel being built at Geoje.

According to Hanwha Ocean, McCormick praised the company's technical capabilities, productivity, quality

and safety. He said he expected the company to contribute to Philadelphia's shipbuilding industry through Hanwha Philly Shipyard.

The company's existing U.S. partnerships span vessel design, workforce development and supply chains. Hanwha Ocean and Leidos Gibbs & Cox are jointly designing a Global Fast Sealift (GFS), while cooperation with Hanwha Philly Shipyard and Delaware County Community College focuses on developing skilled shipbuilding workers.

The Greater Philadelphia Chamber of Commerce and other regional organizations are also working with Hanwha

Ocean on shipbuilding supply chain development.

These activities follow a cooperation framework established with U.S. partners in July at the opening of the Korea-U.S. Shipbuilding Partnership Center. It covers ship design and development, workforce training and supply chains.

Hanwha Ocean presented these partnerships as part of its activities under MASGA, or Make America Shipbuilding Great Again. The company said it planned to broaden cooperation with U.S. stakeholders.

[hmt-news.com](#)

MISC Names Th'ailib for 15-Year QatarEnergy LNG Charter

MISC has named the 174,000-cubic-metre LNG carrier Th'ailib, the first of three vessels secured under firm 15-year time charters with QatarEnergy from 2026.



Photo courtesy of MISC Group

6, October 2026

MISC Group has named Th'ailib, a 174,000 cubic metre LNG carrier, at Samsung Heavy Industries in South Korea. The vessel is the first of three newbuild LNG carriers secured under long-term time charter agreements with QatarEnergy and will be chartered for a firm 15-year period from 2026.

The three vessels are part of MISC Group's participation in QatarEnergy's LNG fleet expansion programme. The company previously participated in Phase One through a consortium arrangement involving 12 LNG carriers before securing three vessels under Phase Two, bringing the total across the two phases to 15 vessels.

Th'ailib is equipped with dual-fuel engines, a reliquefaction system, an anti-fouling hull coating and an air lubrication system. The equipment is designed to improve fuel efficiency, optimise energy use and support lower emissions

intensity.

The vessel also features navigation, safety and monitoring systems for operations at sea. MISC Group said Th'ailib was designed and constructed in accordance with applicable International Maritime Organization requirements and international maritime standards.

The name Th'ailib is derived from Jabal Thuaileb in Qatar's Fox Hills district. Representatives from QatarEnergy, MISC Group, Samsung Heavy Industries and DNV attended the naming ceremony on 6 October 2026, together with Lady Sponsor Puan Zakiah Zainab Zakaria.

Th'ailib is now entering service, while the two other vessels secured by MISC Group under the Phase Two arrangement are scheduled for delivery.

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Korean shipbuilders face labor, FX and MASGA pressure despite strong profits



Photo credit: HD Hyundai Heavy Industries

7, October 2026

Korean shipbuilders are carrying large order backlogs and reporting sharply higher profits in 2026, but labor disputes, currency movements and limited progress in Korea-U.S. shipbuilding cooperation are adding pressure across the sector.

The three major shipbuilders held a combined order backlog of about \$145.1 billion as of late August, equivalent to roughly three to four years of work.

Hanwha Ocean reported

Korean shipbuilders are reporting strong profits and large order backlogs but face labor disputes, currency pressure and limited progress in Korea-U.S. shipbuilding cooperation.

visible progress this year.

Labor negotiations are also unresolved at two of the three major shipbuilders. At Hanwha Ocean's Geoje shipyard, wage and collective bargaining talks have continued since June without a tentative agreement. A strike in September halted all four Goliath cranes, while six subcontracted workers have been staging a high-altitude protest since 30 September over demands for performance-based bonuses.

A separate dispute involves workers employed by Welliv, which provides cafeteria, laundry and shuttle bus services at the Geoje yard. Hanwha Ocean is due to hold talks with the workers on 8 October after the National Labor Relations Commission ruled that the shipbuilder has

an obligation to negotiate with them as the prime contractor.

At HD Hyundai Heavy Industries, wage and collective bargaining talks also remain unresolved. The union staged seven strikes totaling 37 hours in September. Its demands have included a KRW 149,600 increase in monthly base pay and a performance-sharing system funded by at least 30% of operating profit.

A tentative agreement reached after about 120 days of negotiations was rejected by union members on 2 October. Samsung Heavy Industries is the only one of the three major shipbuilders to have completed its wage negotiations.

Currency movements present another challenge. Korean shipbuilders receive

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HD Hyundai Delivers Lashing-Free Container Ship to CMA CGM



Photo source: HD Hyundai

HD Hyundai has delivered a 13,000-TEU Lashing-Free container ship to CMA CGM, using a hybrid system that raises on-deck cargo weight capacity by more than 10% and reduces conventional lashing work.

6, October 2026

HD Hyundai has delivered the world's first Lashing-Free container ship, applying a hybrid version of its new container securing technology to a 13,000-TEU vessel delivered to CMA CGM.

The Lashing-Free system was partially applied to the

Hyundai Heavy Industries also developed a standardized portable bench to address structural limitations associated with conventional large hatch covers.

The portable bench has the same dimensions as a 40-foot container, allowing it to be handled by terminal cranes used for normal container operations. The company also developed a Twistlock Rooting System that secures containers positioned outside the cell guide area directly to the vessel structure.

According to HD Hyundai, the arrangement increases the weight of cargo that can be carried on deck by more than 10% compared with

conventional vessels of the same type. The system is also designed to improve contain-

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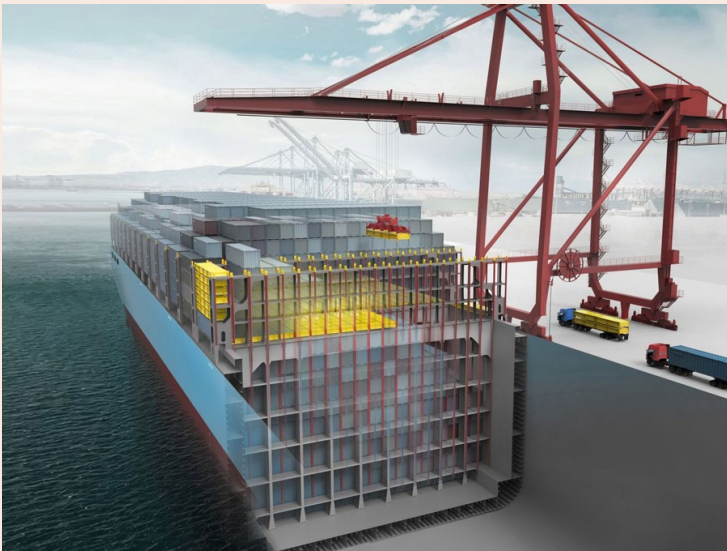


Photo source: HD Hyundai

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Photo credit: HD Hyundai

South Korea and Japan Accelerate Shipyard Robotics as China Competition Grows

South Korean and Japanese shipbuilders are expanding robotics and smart-yard systems as labour shortages and competition from Chinese yards increase pressure on production.

7, October 2026

South Korean and Japanese shipbuilders are expanding robotics and automated production as labour shortages and competition from Chinese yards increase pressure on the two countries' shipbuilding industries. Data from Clarksons showed that Chinese shipbuilders secured 63% of ship orders last year. South Korea and Japan together accounted for about 40% of global vessel production over the same period and retain significant capabilities in LNG carriers, submarines and marine engines. Shipbuilding remains difficult to automate because vessels vary in design and

structure. Production also takes place across large yards and inside narrow or irregular spaces, leaving many processes dependent on skilled workers. At HD Hyundai's yards in Ulsan, robots use design data to identify welding locations, move between ship blocks and carry out simple welding tasks while workers supervise operations through computer systems. Separately, HD Hyundai Samho estimates that an employee can complete as many as 30 welding cells a day, while robots can increase output to as many as 50. The company sees robotics as a way to address labour shortages while maintaining consistent production quality.

HD Hyundai plans to expand automated production by 2030 using artificial intelligence, big data and digital twins. HD Hyundai smart shipyard plan The group aims to fully automate selected production lines and establish a small-scale facility designed to operate with very limited human intervention. Hanwha Ocean has invested KRW 160 billion (\$120 million) in smart-yard development over the past two years and is targeting automation of 70% of its production by 2030. For standardised welding work, the company said a single operator can supervise as many as 10 robots. Hanwha Ocean also plans to introduce automation at its US operations as South Korea and the United States expand shipbuilding cooperation. Japan is also increasing the use of robotics in shipbuilding, HMT News: Japan-U. S. AI shipbuilding robotics Fanuc has produced its first two welding and painting machines developed specifically

for shipbuilders. The robotics manufacturer ultimately wants the number of robots deployed in Japan's shipbuilding industry to match its workforce of about 75,000 people, including the use of automated systems for night-time production. The extent to which China is ahead of South Korea and Japan in shipyard automation remains disputed. Seoul National University professor Woo Jong-hun said Chinese yards were adopting robots more aggressively, while Hong Kong Polytechnic University professor George Q Huang estimated that South Korean and Japanese shipyards could be around five years ahead in robot adoption. Labour availability is also influencing automation in China. Shipyards there face difficulties attracting younger workers to physically demanding jobs as the country's population declines. Despite the expansion of robotics, major technical limitations remain. HD Hyundai Samho said robots can per-

form more than 90% of simple welding tasks, but more complex work including curved-block welding, painting and plumbing remains difficult to automate. Samsung Heavy Industries also considers automation necessary but has acknowledged that the technology remains technically difficult and expensive to introduce. In Japan, Imabari Shipbuilding has highlighted uncertainty over the timing and effectiveness of automation investment as yards assess the cost of adopting new production technologies. South Korean and Japanese shipbuilders also face a different investment environment from their Chinese rivals. Export-Import Bank of Korea researcher Yang Jong-seo said extensive government support allows China's shipbuilding industry to absorb more of the risks associated with testing and introducing automation technology.

Alfa Watan Sinks, Able Damaged in Drone Attacks off Bulgaria



Photo ABC

Alfa Watan sank and Able caught fire after aerial and sea drone attacks in Bulgaria's Black Sea EEZ, a day after the fatal sinking of Royad Mammadov off Romania.

7, October 2026

Two merchant ships were attacked by aerial and sea drones in Bulgaria's exclusive economic zone in the Black Sea on 6 October 2026, leaving Alfa Watan sunk

and Able damaged by fire. The Bulgarian government said the attack occurred during the night about 70 nautical miles east of Byala. Prime Minister Rumen Radev said one vessel sank while the other caught fire and described

the attack on commercial shipping as a violation of international and maritime law. The Bulgarian News Agency identified the vessels as the Togo-flagged general cargo ship Alfa Watan and the Palau-flagged general cargo ship Able. Alfa Watan sank east of the Bulgarian coast and its crew remained unaccounted for. All 18 crew members aboard Able were rescued after the vessel was struck and caught fire. Bulgaria has not identified

the origin of the drones. Defence Minister Dimitar Stoyanov said wreckage or other evidence would be needed to establish who operated them, adding that authorities could not confirm whether they were Russian or Ukrainian. The Bulgarian incident came a day after a fatal maritime accident involving Royad Mammadov in the Black Sea outside Romania's territorial waters. The Romanian Naval Authority said its Maritime Rescue Coordination Centre in Constanța was alerted at around 11:00 am on 5 October 2026 after a fire broke out aboard the vessel. Rescue vessels including SAR Apollo, SAR Artemis and SAR Ares were mobilised. Romania's Interior Ministry later said 11 crew members were rescued after the vessel sank, while two people died. Romanian authorities did not confirm the cause of the fire. Reuters reported that Royad Mammadov was sailing under the flag of St Kitts and Nevis and had last called at the Ukrainian port of Izmail before heading toward Ravenna, Italy. Ukrainian President Volodymyr Zelenskyy said the vessel was carrying corn and had been struck by two Russian drones. Russia had not immediately commented on the incident, while Romania had not attributed the fire to a drone attack. Zelenskyy also blamed Russia for the attacks on the two ships off Bulgaria and said Ukrainian forces had not been operating in the area. The Associated Press reported that Bulgarian authorities were continuing to investigate the origin of the drones. Bulgarian National Television reported that Able's 18 crew members were initially taken aboard the Bulgarian-flagged ro-ro/passenger ferry Dioscuria. One seafarer suffered serious burns and another sustained a head injury before the injured crew members were transported toward Varna for medical treatment. Maritime.bg identified Alfa Watan as IMO 7510884 and Able as IMO 9001136. The maritime publication also reported that both were general cargo vessels and that the search for Alfa Watan's crew was continuing following the sinking.

Nautilus Stabilized After Water Ingress at Eemshaven

Offshore vessel Nautilus was stabilized at Eemshaven after engine-room water ingress triggered an emergency response, diving inspection and pumping operation.

6, October 2026

Offshore vessel Nautilus was stabilized at Eemshaven in the Netherlands after taking on water in its engine room on 5 October, prompting an emergency response to prevent the vessel from sinking. The incident occurred near the entrance to Julianahaven. Groningen Seaports said firefighters brought the situation under control before the vessel was brought alongside

and water was pumped out. Divers were deployed to inspect the source of the water ingress and sealed the leak. The vessel subsequently stopped taking on water. Emergency services raised the response to GRIP 1 while crews worked to stabilize Nautilus. The crew left the vessel, while tugboats assisted during the pumping operation. Rijkswaterstaat placed containment booms around the vessel as a precaution



Photo: ACSM Ships

against possible pollution of the harbour water. Two people were examined by ambulance personnel but were not taken to hospital, according to Groningen Seaports harbour master Jan Hein Meissner. Meissner said preliminary indications pointed to a leak near a valve connected to the vessel's piping system. After the leak was sealed and the water ingress stopped, the immediate risk of sinking was brought under control. Responsibility for further handling of the incident was then transferred to Groningen Seaports.

Tanker Gindara Fire in Batangas Injures Two Crew



Firefighting operations aboard tanker Gindara in Batangas. (Credit: Coast Guard District Southern Tagalog)

Two crew were injured in a fire aboard tanker Gindara in Batangas. The blaze was declared extinguished on 2 October 2026, followed by dewatering and vessel stability operations.

5, October 2026

Two crew members were injured after a fire broke out aboard motor tanker Gindara at Balayan Distillery Inc. Port in Calaca City, Batangas, the Philippines. The fire occurred on 30 September 2026 while the tanker was carrying molasses with 22 crew members on board. According to the Philippine Coast Guard (PCG), the blaze originated in the vessel's engine room. Twenty crew members were reported safe, while two required medical treatment. One was admitted to Metro Lemery Medical Center for further treatment and monitoring. The other was treated at Metro Calaca Hospital for an inhalation injury before being discharged against medical advice. Coast Guard Sub-Station Lemery responded to the incident together with the Bureau of Fire Protection in Calaca City and local tugboats. Personnel from Coast Guard District Southern Tagalog, Coast Guard units in Balayan and Batangas City, medical teams and the Maritime Safety Investigation Unit were also deployed. The Philippine Coast

Guard sent the 44 m multi-role response vessel BRP Malapascua (MRRV-4403) to support the emergency response. Initial updates indicated that visible flames around the bridge and superstructure had been extinguished, although smoke continued to emerge from the vessel. Coast Guard District Southern Tagalog later reported that the fire was officially declared extinguished at around 14:45 on 2 October 2026. The operation subsequently moved into the recovery stage, with dewatering carried out to remove accumulated water from the engine room and maintain the vessel's stability. The sequence of updates shows how the response progressed from active fire-fighting to vessel recovery operations over the following two days. The incident also follows other shipboard fires, including an engine-room fire aboard a dry cargo vessel during maintenance at a Turkish shipyard in June 2026. Authorities have not yet determined the cause of the Gindara fire, and the incident remains under investigation.

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UKMTO Reports Hormuz Tanker Attack and Onboard Fire

2, October 2026

UK Maritime Trade Operations (UKMTO) has reported a Hormuz tanker attack in which an unidentified projectile reportedly hit a vessel and started a fire. UKMTO relayed that the crew was safe, while the damage and possible environmental consequences remained unknown. The agency issued Warning 147-26 on 1 October 2026 after receiving information from a third party. The notice recorded 17:50 UTC as the report time and stated that the tanker had been passing through the Strait of Hormuz. Neither the vessel's name nor

hmt-news.com



Image: UKMTO

Japan Sanctions 35 Russia-Linked Shadow Fleet Vessels

Japan has imposed sanctions on 35 Russia-linked shadow fleet vessels, extending restrictions to maritime services and vessel-related transactions.

5, October 2026

Japan has imposed restrictions on 35 vessels linked to Russia's shadow fleet, marking the first time Tokyo has directly targeted individual ships under its sanctions measures against Russia. The measures took effect on 2 October 2026 under Japan's Foreign Exchange and Foreign Trade Act. According to the Japan Ministry of Foreign Affairs, specified services involving the 35 vessels now require government permission.

Approval is also required for loans and debt guarantees related to the sale, purchase, lease or charter of the designated ships. A transition period applies to contracts concluded before 2 October, provided the relevant obligations or services are completed before 1 November 2026. The vessel restrictions are part of a wider package that also targets 33 Russian organisations and nine individuals, while introducing export restrictions against four entities outside Russia and Belarus. The measures come as more sanctioned vessels move into the Russian registry. Research by the Centre for Research on Energy and Clean Air (CREA) found that 107 vessels joined the Russian registry between January 2025 and June 2026, with 87% already under sanctions when they changed flag. Of those vessels, 72 transported an estimated €7.5 billion worth of Russian fossil fuels. CREA said the Russian registry grew from 280 vessels to 382 over the same period, an increase of 36%.

Japan's action adds to the growing use of vessel-specific sanctions aimed at ships and maritime services supporting Russian energy exports.

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LNG-powered container ship CMA CGM Jacques Saadé. © Port of Hamburg

DNV: Alternative-Fuel Ship Orders Hit 69 in September

2, October 2026

DNV reported that alternative-fuel ship orders reached 69 in September 2026, the highest monthly figure since October 2024, as newbuilding activity increased during the third quarter. The September figure exceeded the 52 vessels recorded in August and brought total orders for the third quarter to 168 vessels. This marked the highest quarterly total since the third quarter of 2024, according to DNV's Alternative Fuels Insight (AFI) platform. LNG-fuelled vessels accounted for 48 of September's orders. Container ships represented the largest segment with 26 vessels, followed by 18 car carriers. The remaining LNG orders included bulk carriers and ro-ro cargo vessels. Other alternative fuels also contributed to September's orderbook. A total of 12 ethanol-fuelled bulk carriers were ordered during the month, together with nine LPG-fuelled vessels. Across the first nine months of 2026, DNV recorded 311 orders for alternative-fuelled vessels, an increase of 53% compared with the corresponding period of 2025. LNG remained the most frequently selected alternative fuel, with 200 vessel orders registered between January and September, up 52% year on year. Container ships accounted for 55% of these LNG orders, while car carriers represented 32%. Jason Stefanatos, Global Decarbonization Director at DNV Maritime, said the increase in third-quarter ordering followed a relatively slow start to 2026. He noted that fuel choices continued to vary between vessel segments, reflecting differences in operational requirements and commercial conditions. Stefanatos also highlighted the need for fuel supply and bunkering infrastructure to develop alongside the expanding alternative-fuelled fleet. The September figures show that LNG continued to account for the majority of new alternative-fuel vessel orders, while ethanol and LPG were also represented in the latest contracting activity.

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UKMTO Reports Hormuz Tanker Attack and Onboard Fire

2, October 2026

UK Maritime Trade Operations (UKMTO) has reported a Hormuz tanker attack in which an unidentified projectile reportedly hit a vessel and started a fire. UKMTO relayed that the crew was safe, while the damage and possible environmental consequences remained unknown. The agency issued Warning 147-26 on 1 October 2026 after receiving information from a third party. The notice recorded 17:50 UTC as the report time and stated that the tanker had been passing through the Strait of Hormuz. Neither the vessel's name nor the party responsible was identified in the warning. With an investigation underway, UKMTO called for caution among ships navigating the area and asked them to report suspicious activity. The incident follows earlier tanker attacks in the Strait of Hormuz. UKMTO issued three other warnings on 30

September concerning reported projectile strikes on 29 September. Those notices covered separate incidents from the tanker fire described in Warning 147-26.

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LAW & REGULATIONS

General Average Explained: Why Undamaged Cargo Can Still Face a Bill

General average allows certain emergency losses and expenses to be shared between ship and cargo interests. For cargo owners, it can mean providing security before receiving their goods—even when those goods are undamaged.

5, October 2026

When a ship encounters a serious emergency, the financial consequences can extend beyond property that suffers physical damage. Cargo may arrive intact, yet its owner can still be required to contribute towards the cost of saving the vessel and other cargo.

This is the principle of general average, commonly known as GA. It provides a framework for sharing qualifying sacrifices and expenses incurred to protect property facing a common danger during a maritime voyage.

What is general average?

General average arises when an extraordinary sacrifice or expenditure is deliberately and reasonably made to preserve property involved in a common maritime adventure from danger.

A familiar example is cargo deliberately thrown overboard to save a vessel and its remaining cargo. Rather than leaving the owner of the sacrificed goods to bear the entire qualifying loss, the general average mechanism distributes it among the contributing interests.

The same principle can apply to certain emergency expenses. The central question is whether a sacrifice or expenditure qualifies under the applicable rules, rather than simply whether a ship has experienced an accident.

Many bills of lading and charterparties incorporate the **York-Antwerp Rules**, which govern the adjustment of general average. The edition specified in the contract matters. The 2016 Rules, incorporating a technical amendment adopted in 2022, do not automatically replace earlier editions used in existing contracts.

Which losses and expenses can qualify?

Potential examples include cargo jettisoned for the common safety, damage caused by water used to extinguish a fire aboard a ship, and certain costs associated with entering



AI generated image.

a port of refuge. The circumstances and applicable rules determine what is allowed.

The original casualty and the response to it must be distinguished. Damage caused directly by a fire does not automatically receive the same treatment as damage caused by deliberately flooding an area to extinguish that fire.

Likewise, declaring general average does not make every repair bill or operational expense recoverable. Salvage requires particular attention: its treatment depends on the applicable rules and arrangements, and salvors may request security separately from general average security.

How are contributions calculated?

How the contribution is shared

Hypothetical example - All amounts in US dollars

TOTAL CONTRIBUTORY VALUE		TOTAL GENERAL AVERAGE CONTRIBUTION	
\$100 million		\$4 million	
60%	25%	15%	
Vessel	Cargo owner A	Cargo owner B	
Assumed contributory value \$60 million	Assumed contributory value \$25 million	Assumed contributory value \$15 million	
Share: 60%	Share: 25%	Share: 15%	
CONTRIBUTION \$2.4 million	CONTRIBUTION \$1 million	CONTRIBUTION \$600,000	

Contribution = individual contributory value ÷ \$100 million × \$4 million

An average adjuster examines the allowable losses and expenses, establishes the relevant contributory values and allocates the total among the contributing interests. These can include the vessel, cargo and other property at risk.

Contributions are based on value, rather than cargo weight, the number of con-

tainers or the freight charged. Consequently, an owner whose goods remain undamaged can still face a contribution.

Consider a simplified hypothetical example in which allowable GA expenses total \$4 million. Cargo owner B would contribute \$600,000 even if its goods suffered no damage.

The figures illustrate the calculation only. They are not a typical GA rate or an estimate for a particular casualty. Actual adjustments involve detailed valuation rules and may include deductions and allowances; a cargo's contributory value should not automatically be equated with its insured value.

Why can cargo be held pending security?

The final contribution is rarely known immediately after an emergency. To protect the right to recover the amount eventually due, shipowners may withhold delivery until satisfactory security is provided.

The **CMI guidance for**

cargo owners and receivers describes the usual arrangements: a general average bond signed by the cargo owner or receiver, supported by an acceptable insurer's guarantee or a cash deposit.

A general average bond is an undertaking to pay the contribution legally and properly due. An insurer's guarantee provides security for that obligation. Where suitable insurance security is unavailable, a cash deposit may be required.

Once the required security is accepted, the cargo can normally be released for GA purposes without waiting for the final adjustment. Other delivery requirements may still apply.

Security is therefore not the same as a final settlement. Completing the adjustment can take a considerable time, sometimes years.

Does cargo insurance cover general average?

Cargo insurance can cover GA contributions and allow an insurer to provide the required guarantee, subject to the policy's terms. Underinsurance can leave the cargo owner responsible for part of the exposure.

Having no cargo insurance does not remove a cargo owner's potential obligation to contribute. It can instead mean arranging cash security and meeting the eventual liability directly.

What if the shipowner was at fault?

General average does not, by itself, determine responsibility for the incident.

Under Rule D of the York-Antwerp Rules, the adjustment can proceed while remedies and defences concerning fault remain available. Whether a shipowner can ultimately recover a contribution may depend on the cause of the casualty, the carriage contract and the governing law. A declaration is not a final ruling that cargo interests must pay every amount claimed.

Does it cover delays and lost business?

General average does not provide comprehensive compensation for the commercial consequences of a maritime emergency. Rule C excludes losses caused by delay and indirect losses, including loss of market. Certain qualifying expenses at a port of refuge may nevertheless be allowed under the specific rules.

A cargo owner can therefore face a GA contribution while separately suffering delivery delays or lost sales that are not shared through the adjustment.

What should cargo owners do after receiving a notice?

Cargo owners should promptly forward the notice to their insurer or broker, follow the appointed adjuster's instructions and provide the requested cargo and valuation documents. Any cargo loss or damage should also be reported, as it may affect the adjustment.

The notice should be checked for the precise security requirements, including whether separate salvage security is needed. comitemaritime.org

The practical significance of general average is that physical damage and financial exposure are different questions. Goods can survive a casualty intact while their owners still have obligations arising from the measures taken to save the maritime venture.