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Heavy Marine Transport & Offshore — Weekly Briefing SUBSCRIBE

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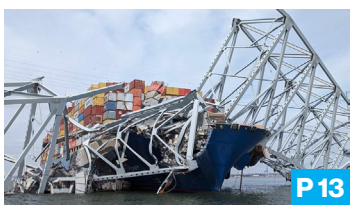
HD Hyundai's Fifty-Year Journey From Mipo Bay to 5,000 Delivered Ships

Over five decades, HD Hyundai expanded from its early Ulsan shipyard to become a globally recognized shipbuilder. The company's production progress, naval and commercial ship programs, and worldwide customer network culminated in its recent 5,000-ship delivery milestone.


P 13

Improper Label-Band Placement Caused Dali Blackout and Key Bridge Collapse

Revised estimates for rebuilding the Francis Scott Key Bridge place total costs between $4.3bn and $5.2bn, with reopening expected in late 2030. The figures reflect higher material costs, federal resilience requirements and expanded pier-protection measures.

Photo source: TLC Transportation & Logistic Consulting

Seaway7's semi-submersible vessel FALCON has completed the float-off of the Stella Energy 1 MOPU in Luba

14, November 2025

The semi-submersible heavy transport vessel FALCON, operated by Seaway7, completed the float-off discharge of the Stella Energy 1 Mobile Offshore Production Unit (MOPU) on 14 November in Luba. The operation concludes a transport sequence that began last month in Dubai, where the MOPU was loaded onto the vessel by the float-on method.

Prior to transport, the unit had undergone a full conversion at Drydocks World for Grander Energy Pte Ltd, transforming an inactive rig into a fully operational offshore production facility. After delivery, the converted MOPU will support the Sèmè Field Development Project offshore Benin, contributing to regional energy infrastructure and production capability.

The FALCON, one of six semi-submersible vessels operated by Seaway7 and originally converted from a tanker, is engineered for transporting very heavy offshore and port-related structures, including jack-up units, dredgers, barges, and harbour equipment. The vessel features a free deck length of 113.7 m and a free deck area of 4,700 m², enabling accommodation of large industrial assets.

Repsol Evaluates Reverse Merger Options for Upstream Division

15, November 2025

Spanish energy company Repsol is reviewing options for its upstream unit, including a possible reverse merger with APA Corporation and other US-listed partners, as it considers ways to list the business in New York. Bloomberg reported that Repsol has held preliminary discussions with APA and approached additional potential partners. Individuals familiar with the talks noted that discussions continue, but no agreement is assured.

Repsol's chief executive Josu Jon Imaz told analysts that the upstream division is being prepared for a liquidity event planned for 2026. Options under review include an initial public offering, a reverse merger, or bringing in a new private investor. The company has not commented publicly on the talks, and APA stated that it does not respond to market speculation.

Repsol previously sold 25% of the upstream business to EIG Global Energy Partners in 2022, in a transaction valuing the division at $19 billion, including debt. The sale was intended to support the unit's expansion in the US and provide capital for low-carbon activities.

During the first nine months of the year, Repsol recorded 549,000 barrels of oil equivalent per day of production, compared to 571,000 boepd in 2024. Its upstream operations span the US, Mexico and Brazil, and current project milestones include start-up at the Leon-Castile (Salamanca) fields, progress on the Pikka oilfield in Alaska where it holds 45%, and the upcoming launch of Lapa South West in Brazil. These developments are expected to add 50,000 boepd net by 2027.

Repsol has also advanced portfolio changes this year, completing a North Sea asset merger with NEO Energy and announcing the planned sale of its last remaining upstream asset in Indonesia, the Sakakemang PSC, alongside MedcoEnergi's separate acquisition of Repsol's 24% interest in the Corridor PSC for $425 million. In September 2025, MedcoEnergi additionally agreed to acquire interests in two production sharing contracts in South Sumatra for up to $90 million.

APA, meanwhile, continues to derive most of its production from the Permian Basin and the Gulf of Mexico, with output comprising 51% oil, roughly one-third natural gas, and the remainder natural gas liquids. The US sector has seen operators reduce spending and staffing as high-quality drilling sites diminish, alongside broader consolidation aimed at improving efficiency.

Shares in APA rose 7.3% following reports of the discussions, and have increased 16% over the past year, valuing the company at approximately $9 billion. Repsol's shares climbed 2.2% after the news.

Source: Bloomberg, Reuters, Upstream

Harbor Bridge Truss Removed in Corpus Christi

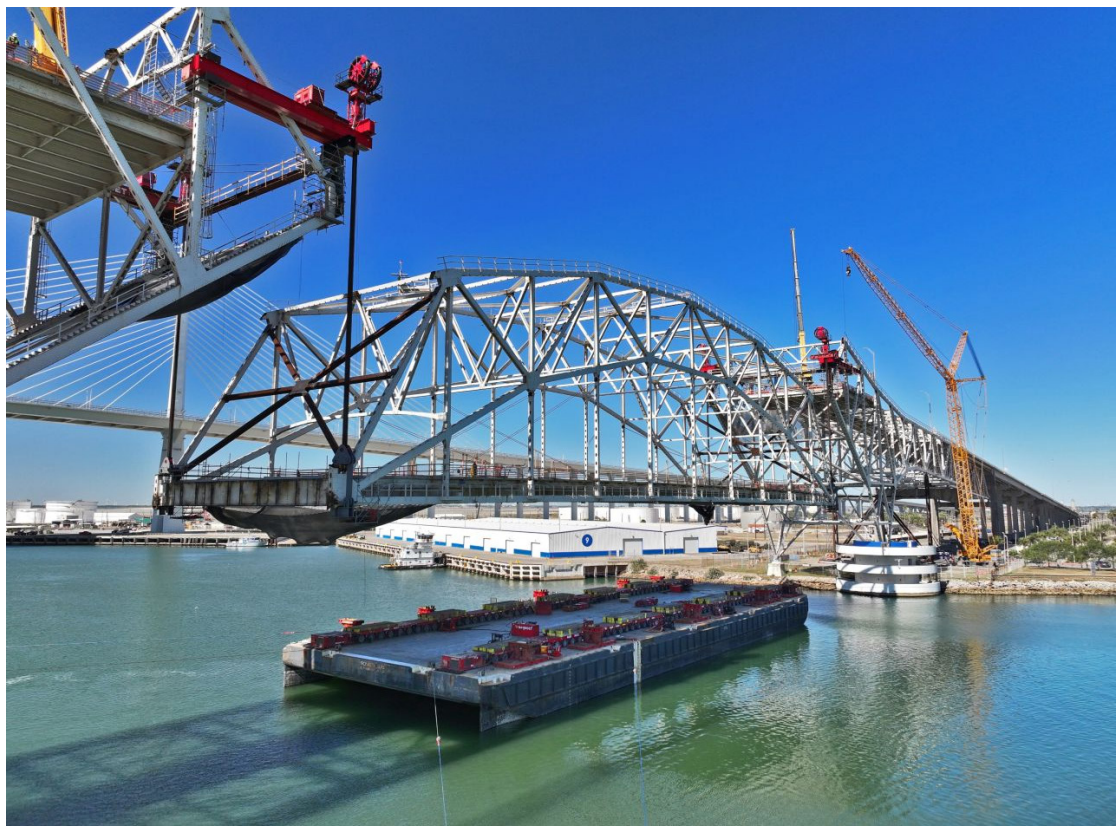


Photo source: Mammoet

18, November 2025

Mammoet completed the removal of the historic US 181 Harbor Bridge in Corpus Christi, Texas, performed as part of the Texas Department of Transportation's Harbor Bridge Replacement Project for FlatironDragados.

The 2,300t truss was lowered 50 meters using strand jacks, placed on a barge, and transported to a nearby facility with 108 axle lines of SPMT.

With more than 60 years of service, the steel truss bridge reached its final stage of decommissioning as TxDOT advances the new cable-stayed Harbor Bridge.

OSS Jasmund Set for Transportation

Photo source: HSM Offshore Energy

18, November 2025

The OSS Jasmund project has reached a key logistical step as its topside and jacket completed load-out operations and moved onto barges for their upcoming transport to the Baltic Sea.

At HSM Offshore Energy's Stormpolder yard, the topside—48m long, 33m wide, 17.5m high, and weighing roughly 4,500 tons—was prepared first. The 72m-high jacket, delivered by Smulders in Vlissingen, followed in a separate operation.

Both structures required tightly managed procedures to ensure safe transfer. A tailor-made grillage developed for the project supported structural integrity and balanced loads during the shift from yard to barge.

The HSI consortium, formed by HSM Offshore Energy, Smulders, and Iv, is delivering the OSS Jasmund for 50Hertz Transmission GmbH under the full EPCIC scope. OSS Jasmund is the first of three offshore substations that the consortium is developing for 50Hertz as part of Europe's expanding offshore wind program.

Zr.Ms. Holland Moves Into Royal IHC Hall for Upgrade Phase

The Zr.Ms. Holland has been moved into the Royal IHC hall in Krimpen aan den IJssel following a multi-step tow, float-on and roll-off sequence using HEBO-SUB1 with final support from Mammoet. The move begins the vessel's midlife upgrade.

Image source: HEBO

19, November 2025

The Zr.Ms. Holland, an OPV from the Ministerie van Defensie, entered the Royal IHC construction hall in Krimpen aan den IJssel last week as part of its midlife upgrade program. The transfer followed a multi-step sequence involving towing, float-on operations and final positioning inside the facility.

The movement began at IHC Kinderdijk, where the vessel was towed to the Waalhaven. At this location, the float-on operation was carried out using the submersible barge HEBO-SUB1. After completion of this phase, the ship was transported from the Waalhaven to IHC Krimpen, where the vessel was brought inside the hall with support from Mammoet.

The process also included a roll-off step during the vessel's positioning inside the facility. According to the project team, planning will now continue for returning the vessel to the water next year, marking the next stage of the upgrade cycle.

Blue Water Appoints Ryan Foley as COO

20, November 2025

Blue Water Shipping announced the appointment of Ryan Foley as COO Energy, Ports & Projects, effective January 2026. He becomes the company's first Board of Management member based outside Denmark.

Foley had previously been presented as incoming Senior Vice President of Projects earlier in 2025. With this updated assignment, he will take on the COO role and join the Board. The change follows the earlier transition in 2025, when former COO Thomas Bek moved into the CEO position.

Bek stated that Foley fits the company's values and culture and brings strong operational expertise from his prior leadership background. Foley most recently served as CEO of Industrial Projects at DHL Global Forwarding, overseeing major turnkey activities and global energy-sector logistics.

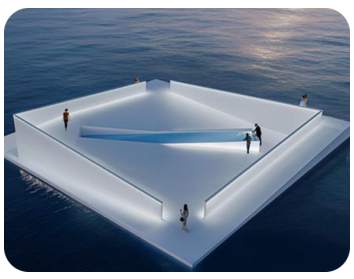
Foley said he looks forward to joining Blue Water during a period of strategic development and noted the company's commitment to tailored, safe and scalable project logistics. He added that he will work with teams worldwide to maintain consistent delivery across capital-intensive developments.

In his new position, Foley will direct the development and execution of logistics activities across energy, infrastructure, mining, renewables and industrial project development, while securing alignment among regional project teams. Bek emphasised that the company intends to reinforce its position in the project logistics market through strong teamwork and long-standing values.

Based in London, Foley will lead regional teams in Europe, Oceania, Asia, the Americas and the Middle East/Africa to support cohesive global capabilities.

SAL Delivers Italian Pavilion to Belém for COP30

Image taken from a video shared by SAL on LinkedIn.



20, November 2025

SAL Intermarine completed the transport of the Italian Pavilion for COP30, moving the floating structure from Marghera, Italy, to Belém, Brazil. The unit, built as a 21 m × 21 m platform with a weight of 210 t, was shipped on deck of the MV Industrial Song and later released into the water on arrival. It was then towed to its designated exhibition site in the city.

The pavilion was first shown at the Venice Architecture Biennale. Its design highlights clean edges, defined geometric forms, and a central pool incorporated into the platform. For the conference in Brazil, it serves as Italy's national pavilion at the United Nations Climate Change Conference.

CWHI Dispatches First Inch Cape TPs on Hua Sheng Long

Photo source: CWHI

20, November 2025

CNOOD-Wenchong Heavy Industries (CWHI) has dispatched the first 15 Transition Pieces (TPs) for the Inch Cape Offshore Wind Farm, marking the opening shipment in its plan to supply 30 TPs and 32 monopiles. The components departed on schedule from the CWHI yard and are now heading to the Forth Ports Limited facility in Edinburgh.

Each TP stands up to 28 m tall, measures 8.3 m in diameter, and weighs 600 t. The cargo is being transported aboard Cosco Shipping's semi-submersible vessel Hua Sheng Long. At the time of reporting, the vessel was positioned in South China.

The Hua Sheng Long (IMO 9808194) is a Heavy Lift Vessel operating under the flag of China. The vessel measures 166.6 m in length with a beam of 40 m.

CWHI noted that the departure followed coordination across its yards. The company stated that the Inch Cape project is designed to provide 1.1 GW of power once completed, supplying more than one million homes across the UK.

JUMBO JUBILEE Seen at Everingen Before Arrival in Valencia

Photo credit: henk reurink / S.T.T. Group of Companies B.V.

21, November 2025

The Jubo Maritime's Heavy Load Carrier JUMBO JUBILEE (IMO 9371581) was captured last week at Everingen anchorage while completing a bunkercall handled by S.T.T. Group of Companies B.V.

AIS data indicates that the vessel's current position is the Port of Valencia, arrived on 19 November at 20:52 UTC. Built in 2009, the 16-year-old carrier sails under the flag of the Netherlands.

Correction Notice:

Outdated Article Published in Last Week's Newsletter

The article titled "**FORTE Delivers Jack-Up Rig NOBLE REGINA ALLEN**", published in last week's newsletter, was found to be based on information from 2017 and was mistakenly presented as a recent development.

We acknowledge this error and apologise for any confusion caused.

We remain committed to providing accurate and up-to-date reporting.

Boskalis Former Semi-sub HLV (Fjell) Begins First European Rock Installation Project

Photo source: Boskalis

18, November 2025

Boskalis reported that its subsea rock installation vessel Seapiper has started its first installation project in Europe, operating in the North Sea. Before commencing work, the vessel loaded more than 13,800 tons of rock in Norway, marking a notable development for a ship that has been primarily active in Taiwan and Australia in recent years.

Although this assignment is Seapiper's first European project in its current configuration, the vessel has been active in the region in a previous role. When operating under its former name, Fjell, it served as a semi-submersible heavy transport vessel, moving multiple heavy cargoes across the world. Since that period, the ship has undergone several modifications to support its subsea rock-installation function. The upgrades include hull adjustments aimed at reducing resistance during sailing and maneuvering, improvements to accommodation spaces, and a full deck reconstruction featuring a moonpool, fallpipe tower, and an inclined fallpipe at the aft.

With these changes in place, Seapiper has now returned to Europe and is carrying out rock installation work through a joint venture with DEME Group, installing many tens of thousands of tons of rock for Equinor.

Subsea 7 Delivers Solid Q3 Results on Higher Margins and Record Backlog

20, November 2025

Subsea 7 delivered adjusted EBITDA of $407 million in the third quarter, marking a 27% increase from the previous year. Quarterly revenue reached $1.8 billion, supported by steady activity across subsea, conventional and renewables operations.

The Luxembourg-listed company reported an EBITDA margin of 22%, up from 18% a year earlier. It maintained its full-year guidance, expecting revenue between $6.9 billion and $7.1 billion and adjusted EBITDA margins of 20–21%. The order backlog rose to a record $13.9 billion, compared with $11.8 billion at the end of June, with $3.8 billion in new awards added during the quarter. Of the total, $6 billion is scheduled for 2026 and $3.8 billion for 2027.

Chief executive John Evans said the stronger results reflected reliable execution in subsea and conventional work, alongside a continued shift toward contracts offering "a more favourable risk-reward balance." He noted that order intake for the period resulted in a book-to-bill ratio above two.

Operational activity spanned multiple regions. In the UK, Seven Navica continued work at the Murlach and Bittern-Belinda fields. In Norway, Seven Vega progressed activity at Yggdrasil, while Seven Oceans, Seven Navica and Seven Arctic operated at Irpa and Øst Frigg. Subsea 7 also deployed Seven Borealis and Seven Pacific offshore Angola, and Seven Waves began its three-year contract with Petrobras in Brazil.

Renewables activity advanced through the quarter. Seaway Strashnov completed installation of 87 monopiles at Dogger Bank C in the UK. Seaway Alfa Lift continued transition-piece installation, and Seaway Ventus resumed operations at East Anglia Three following crane repairs. In the United States, Seaway Aimery began cable-laying activity at the Revolution project after a stop-work order was lifted.

Evans said the company expected momentum to continue, supported by a backlog "approaching $14 billion" and active tendering across upcoming opportunities. Subsea 7 also continued work on its planned €20 billion combination with Saipem, announced earlier this year, intended to broaden the companies' global presence and reinforce their role in long-cycle offshore work.

DeepOcean Wins UK Subsea Tie-Back Contract

20, November 2025

DeepOcean announced on 19 November 2025 that it received a contract to perform subsea construction and tie-in work for a subsea field development on the UK continental shelf. The field is being developed as a subsea tieback to an existing host facility.

The scope includes installing a flexible production riser, flowline, and an umbilical connecting the host facility to the subsea xmas tree. It also covers protection work for the flowline and umbilical, along with commissioning of the newly deployed infrastructure.

Robin Mawhinney, managing director of DeepOcean UK, said the award acknowledges the company's record in subsea construction. He added that, with increased attention on homegrown energy solutions, the company is supporting the client through its engineering expertise, operational excellence, and delivery certainty for a project focused on extending the life of existing infrastructure.

Engineering and project management will be led by DeepOcean's Aberdeen office. Offshore execution will take place in two phases: initial subsea construction and tie-in operations, followed by commissioning by a second offshore construction vessel from DeepOcean's chartered fleet.

LFG and PV Drilling Outline Plans for Malaysia Joint Venture

19, Novemnber 2025

Lianson Fleet Group (LFG) has signed a non-binding term sheet with PV Drilling, a subsidiary of PetroVietnam, to review potential cooperation in the offshore oil and gas services sector, with a focus on the jack-up rig market. The announcement was made in Kuala Lumpur on 18 November.

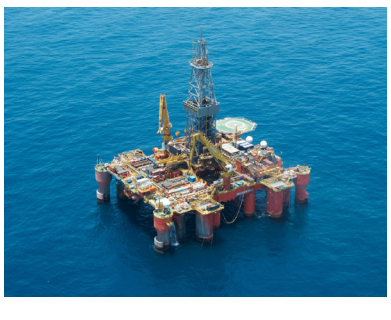
Both companies intend to form a joint venture in Malaysia, with LFG holding 5% and PV Drilling holding 49%. The proposed entity would examine activities that include owning drilling rigs, chartering rigs, providing drilling-related services, and supporting decommissioning operations. The initial plan sets a target of two jack-up rigs for deployment in Malaysia. LFG stated that, subject to customary conditions, a shareholders' agreement is expected to be completed by the first quarter of 2026.

PV Drilling is part of the Vietnam National Industry-Energy Group (PetroVietnam). LFG executive chairman Lim Chern Wooi said the planned collaboration aligns with the group's intention to diversify its service offerings and reinforce its position in Southeast Asia. He noted that combining LFG's offshore support vessel capability with PV Drilling's rig expertise and established market presence would enable both parties to address the growing drilling activity in the ASEAN region.

Nguyen Xuan Cuong, president and CEO of PV Drilling, said that the two companies' operational experience in supplying drilling rigs and related services, along with LFG's resources and infrastructure in Malaysia, would support the creation of an integrated service platform designed to meet market requirements. He added that the cooperation is expected to provide stable and cost-efficient solutions for exploration and production (E&P) projects and deliver additional value for E&P operators in the region.

Blackford Dolphin Contract Extended

20, November 2025



Dolphin Drilling AS announced that Oil India Limited exercised its option to extend the contract for the deep-water semisubmersible Blackford Dolphin. The extension comes in addition to the initial three-well firm campaign, disclosed on 14 March 2024 with an estimated duration of 14 months.

Under the exercised option, the rig will continue operations for an additional 120 days, working through 10 May 2026. The extended scope of work includes drilling, testing, and abandonment activities at locations east of India, and will be performed under the same rate and contractual terms as the existing agreement.

BW Offshore Completes FPSO Purchase, Reviews Redeployment Options

Image source: VERTECH

19. November 2025

Upstream reported that BW Offshore has closed the acquisition of a used floating production, storage and offloading (FPSO) unit as part of its ongoing efforts to build capacity for future offshore developments. The company has renamed the vessel and is now examining up to three candidate projects where the floater may be redeployed.

The FPSO previously operated as Nganhurra, working on the Enfield oilfield offshore Western Australia under Woodside Energy. Upstream noted that the unit's operating record and adaptable design position it as a viable option for operators seeking lower-cost, fast-track development pathways.

According to the report, BW Offshore's move aligns with increased industry interest in redeployed FPSOs, driven by the need to manage costs and execution schedules in a tightening offshore market. With the purchase finalised, the contractor is assessing opportunities that Upstream said could span multiple regions, reflecting near-term demand for proven units.

Upstream also reported that BW Offshore's approach centres on leveraging an existing FPSO asset, enabling clients to accelerate development timetables without the capital requirements associated with newbuilds.

Source: Upstream

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Fulan Offshore Completes First 500kV Cable Circuit for Fanshi-1

16, November 2025

Fulan Offshore Engineering announced that its CLB Ai Lan Yi Hao (AL-1) has completed installation of the first 500kV export cable circuit for the Yangjiang Fanshi-1 Offshore Windfarm Development Project in Guangdong, China. The project consists of two 500kV circuits connecting the offshore substation and the interim compensation station, with each circuit measuring about 80 km, a length that surpasses previous industry records for 500kV AC subsea cables.

The company noted that this installation represents its first completed 500kV HVAC subsea cable operation. The second circuit has been loaded onto a cable-lay vessel equipped with a DP2 system to handle expected winter weather, and the project aims to achieve commissioning before the end of 2025.

According to Fulan Offshore, the continued development and wider use of 500kV subsea cable technology reflects its growing presence in the China domestic offshore wind sector.

ExxonMobil Considers Early Purchase of ONE GUYANA FPSO

ExxonMobil Guyana is exploring the early purchase of the ONE GUYANA FPSO, expanding its fleet in Guyana. SBM Offshore confirms the possibility of exercising its purchase option ahead of lease expiration.

21, November 2025

ExxonMobil Guyana is evaluating the purchase of the ONE GUYANA floating production, storage, and offloading (FPSO) vessel ahead of its maximum lease expiration in August 2027. This update was reported by SBM Offshore in its third-quarter trading report, stating that the company is "contemplating the exercise of its contractual purchase option."

If ExxonMobil proceeds with the purchase, it would increase its ownership of FPSOs in Guyana. The company has previously acquired the Liza Destiny, Liza Unity, and Prosperity FPSOs.

ONE GUYANA is SBM Offshore's largest FPSO operating in the country. It was constructed under the Fast4Ward® program, utilizing a newbuild multi-purpose hull and standardized topsides.

The vessel has a production capacity of 250,000 barrels of oil per day and is capable of processing 450 million cubic feet of gas per day. Additionally, it has 300,000 barrels per day of water-injection capacity and storage for two million barrels of crude oil. The FPSO is spread-moored at a depth of 1,800 meters.

The vessel plays a key role in the Yellowtail development, supporting the fourth project in the Stabroek block, located approximately 200 kilometers offshore. ExxonMobil operates the block with a 45% stake, while Hess and CNOOC hold 30% and 25%, respectively.

SBM Offshore highlighted that the ONE GUYANA FPSO builds upon the "excellent operational performance" of the three other FPSOs already operating in Guyana.

Monopile Operations Completed for Thor and NSC A at Buss Terminal Eemshaven

19, November 2025

Parallel offshore wind assignments for the Thor and Nordsee-cluster A (NSC A) projects have been completed at Buss Terminal Eemshaven, marking the conclusion of extensive handling and

transport activities for both developments. The projects are jointly owned by RWE and Norges Bank Investment Management, with RWE responsible for construction and operational phases across the lifecycle of the wind farms.

The terminal managed two full-scale workstreams at the same time. The NSC A scope included 45 monopiles and associated secondary steel, while the Thor project required handling of 72 monopiles. Each monopile weighed more than 1,500 tonnes and extended up to 96 m in length. In total, 325 monopile transports were completed, amounting to more than 500,000,000 kg moved throughout the project.

Secondary steel operations were executed using Buss-owned equipment, and storage relied on 12 dune sets and concrete monopile storage blocks. Mammoet carried out all load-in and transport activities using SPMTs from Buss Ports and Mammoet, supported by hydraulic saddles engineered for safe monopile handling.

Installation at sea involved three vessels. Les Alizés completed installation for the Thor project, Boreas performed installation for the NSC A project during its first assignment, and Aeolus installed the secondary steel for NSC A.

The work required coordinated efforts from several Buss Ports departments and subcontractors. According to the terminal, the entire operation was executed safely and without incidents. Buss Terminal Eemshaven acknowledged contributions from partners including RWE, Jan De Nul Group, Van Oord, and all subcontractors involved.

Poland Completes Installation of First Locally Produced Offshore Wind Nacelles

The first 15-MW turbine fitted with a nacelle manufactured in Poland is installed at the Baltic Power offshore wind farm. (Photo: Baltic Power)

19, November 2025

The Baltic Power offshore wind project, jointly developed by ORLEN Group and Northland Power, has installed the first three 15 MW turbines, each equipped with a nacelle manufactured at Vestas' Szczecin facility. These units are the first offshore wind nacelles built in Poland to be installed at sea. The wind farm will include 76 turbines, several of which will be supplied from the Western Pomeranian plant.

Baltic Power reported that the nacelles produced in Poland have now been installed offshore and are undergoing commissioning preparations. The operation required extensive coordination across installation activities at sea and on land. Grzegorz Szabliński, President of the Management Board of Baltic Power, stated that teams continue working on the remaining offshore and onshore components.

Each nacelle produced in Poland forms part of a 15 MW turbine, which is considered one of the most advanced on the European market. The structure, similar in scale to a three-story building, contains equipment that converts wind energy into electricity. External components include the hub, along with lightning protection and cooling systems.

Production of the nacelles takes place at Vestas' recently opened plant in Szczecin, where the company employs over 600 people. Baltic Power is the first project to install nacelles from this facility. The installations took place nearly three years after Baltic Power selected Vestas as its turbine supplier and Vestas decided to build the plant for its V236-15 MW units in Poland.

In addition to nacelles produced in Szczecin, the project will incorporate components manufactured at Vestas' Lindo factory in Denmark. Offshore turbine installation began in July 2025, supported by an O-class jack-up vessel from Cadeler and additional CTV and SOV vessels.

When assembled, each turbine and its monopile foundation will reach a height of more than 250 m. The 115.5 m blades create a swept area larger than six football fields. The project also includes the use of recycled steel in the upper sections of certain towers, resulting in an estimated 10% reduction in carbon footprint for those elements.

According to Jens Poulsen, Project Director and Board Member of Baltic Power, the installation of nacelles from Szczecin is an example of cooperation among participating companies and organizations.

The nacelles from Poland are part of a wider group of components produced domestically for the Baltic Power wind farm. Polish companies have supplied offshore substation topsides (Grupa Przemysłowa Baltic, ARP), onshore cables (Tele-Fonika Kable), and transition-piece elements (Smulders Polska). Additional domestic involvement covers environmental studies, logistics, and transportation. Construction of the onshore substation is carried out jointly with Enprom, while the operations and maintenance base in Łeba was delivered by Erbud. The projected local content over the full 30-year lifetime of the wind farm is expected to exceed 21%, in accordance with Sector Deal guidelines for Phase I projects.

Baltic Power is the most advanced offshore wind development currently under construction in Poland and the first to begin offshore installation work. Once completed, the wind farm is expected to produce up to 4 TWh of electricity annually, equal to about 3% of Poland's current electricity demand—enough to supply approximately 1.5 million households. The project site covers 130 km², located 23 km from the coast near Choczewo and Łeba, and is scheduled to become fully operational in 2026.

BOKA Falcon Completes Initial Seabed Clearance for Baltica 2

Photo source: Boskalis

20, November 2025

Boskalis reports that its construction support vessel BOKA Falcon has concluded the opening phase of seabed preparation for the Baltica 2 offshore wind project in Poland. Equipped with the T-rex plough, the vessel cleared significant boulder concentrations from the planned export and inter-array cable routes, establishing the ground conditions required for the next installation steps.

The vessel is scheduled to return with the Megalodon trenching tool mounted on the A-frame. While the T-rex was used to pull obstructions aside, the Megalodon is explicitly designed to cut trenches. Its blade, supported by two iron teeth, can reach depths of around two metres, loosening compacted sand to form the trench in which the cables will later be placed and buried.

The trenching activities planned for next year will coincide with a dredging spread dedicated to shaping the future wind farm area. A trailing suction hopper dredger and a backhoe dredger will be deployed to remove sand dunes within the offshore zone and excavate pits required for cable joint works during the second phase of the Baltica 2 campaign.

Boskalis recognised the work carried out by the BOKA Falcon crew during this first phase and acknowledged Ørsted's cooperation throughout the project.

SPIE Wind Connect Wins Final Dogger Bank Cable Scope

Photo courtesy of SPIE

20, November 2025

On 19 November 2025, SPIE Global Services Energy announced that SPIE Wind Connect received a major DEME contract to execute 66kV inter-array cable termination and testing for the remaining 87 turbines of Dogger Bank C, completing the final stage of the North Sea project.

Located more than 130km off England's north-east coast, Dogger Bank is owned by SSE Renewables and Equinor at 40% each, with Vårgrønn holding 20%. SSE Renewables leads construction of the three 1.2GW phases, while Equinor will operate the site during its 35-year lifetime. More than 400 long-term roles have been created in South Tyneside.

The 3.6GW wind farm will be completed in 2026 and equipped with GE's Haliade-X 13MW and 14MW turbines. Each unit can produce up to 14MW, with one rotation generating power for a UK home for more than two days. When fully operational, the project will supply renewable electricity to six million households.

With prior awards for Dogger Bank A and B, SPIE Wind Connect now covers the full development, reinforcing its capability in high-voltage offshore services. Managing Director Sam Dowey said the selection across all phases reflects the company's strong performance in complex offshore work.

SPIE Global Services Energy operates in about 20 countries with 5,000 employees, while the wider SPIE group employs 55,000 and reported €9.9 billion in revenue and €712 million in EBITA in 2024.

Namibia Moves Petroleum Authority to Presidency

15, November 2025

Bloomberg reported that Namibia is preparing changes to the Petroleum Act that would shift parts of the country's petroleum oversight to the presidency as it moves closer to potential oil production. The proposal was presented late Tuesday in Parliament by Frans Kapofi, who serves as Defense and Veterans Affairs Minister and is also acting as Minister of Industries, Mines and Energy.

According to Bloomberg, the draft amendment would transfer certain responsibilities from the energy minister to the president and to the director-general overseeing the upstream petroleum unit situated in the presidency. Functions currently carried out by the commissioner for petroleum affairs would be reassigned to a newly created deputy director-general post within the same upstream structure.

Bloomberg noted that the initiative comes while TotalEnergies SE is engaged in negotiations with Namibia on developing an offshore discovery. That find, together with a series of discoveries by Shell Plc and Galp Energia SGPS SA, has turned Namibia into an exploration hot spot. President Netumbo Nandi-Ndaitwah began bringing oil and gas matters more directly under her control earlier this year.

Graham Hopwood, special adviser at Horizon Engage, told Bloomberg that the proposal aims to elevate the upstream unit's position and define its legal foundation. "They had to clarify that," he said.

Source: Bloomberg

Ithaca Extends Safe Caledonia Contract to Early 2026

15, November 2025

Prosafe confirmed on 13 November 2025 that Ithaca Energy (UK) Limited has exercised an additional seven-week option for the Safe Caledonia, allowing the vessel to continue delivering accommodation support at the Captain field in the UK North Sea until early February 2026. The latest extension follows a recently utilised two-week option, leaving three weeks still available.

The total value of the extension is about USD 6.4 million.

Prosafe CEO Reese McNeel said the decision underscores the vessel's operational performance during the harsher winter period and highlighted its gangway connectivity capabilities.

Prosafe owns and operates a fleet of semi-submersible accommodation vessels and is listed on the Oslo Stock Exchange under ticker PRS.

Odfjell Drilling Confirms $480m Acquisition of Deepsea Bollsta

Image source: Odfjell Drilling

17, November 2025

Odfjell Drilling Ltd. has entered into an agreement to acquire the Deepsea Bollsta, a harsh-environment semi-submersible unit, from Northern Ocean Ltd. The transaction is valued at $480 million. The 2019-built rig, designed to the Moss Maritime CS60 specification, has been under Odfjell Drilling's management since early 2022. It continues to operate for Equinor under a firm programme that runs to the first quarter of 2028, supported by five additional annual options. The deal is expected to add $355 million to Odfjell Drilling's firm backlog.

The buyer has secured full financing commitments from its relationship banks and will continue to review longer-term credit alternatives. The transaction is subject to standard closing requirements.

In remarks issued separately, Odfjell Drilling's CEO pointed to the rig's operational record in Namibia and Norway, noting predictable and efficient performance. Northern Ocean's CEO stated that the sale contributes to improved financial flexibility and a more efficient capital structure.

In a related update, Odfjell Drilling reported that its owned semi-submersible Deepsea Aberdeen is set for further long-term work under a newly signed letter of intent. The programme is scheduled to begin in late 2026, following completion of the rig's current contract, and would extend its firm commitment to the second quarter of 2029.

Odfjell Drilling Secures LOI Extending Deepsea Aberdeen to 2029

17, November 2027

Odfjell Drilling has moved to secure additional long-term activity for its Deepsea Aberdeen semisubmersible, signing a letter of intent (LOI) with an undisclosed client that would keep the unit employed until the second quarter of 2029. The agreement covers a programme scheduled to begin in late 2026, following directly after the rig's existing contract.

The Oslo-listed contractor said the LOI, which remains subject to customary conditions, would extend the rig's firm backlog well beyond its current end date with Equinor, which runs through the third quarter of 2026. Equinor also holds options that could have kept the 2014-built unit working into 2029.

Chief executive Kjetil Gjersdal noted that maintaining strong and continuous coverage across the fleet remains one of the company's priorities, stating that such visibility reduces cash-flow exposure and supports ongoing investment in rigs, personnel and client relationships.

Odfjell Drilling recently reported active discussions with customers regarding further extensions across its fleet and said it expects to add more backlog. The Deepsea Nordkapp and Deepsea Aberdeen are currently the first two units available, each holding unpriced options with Aker BP and Equinor, respectively. The company's Deepsea Atlantic, delivered in 2009, is fixed with Equinor until at least mid-2027.

FPSO P-79 Departs South Korea for Búzios Field

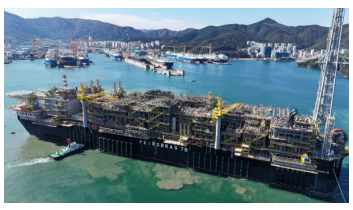


Photo source: Petrobras

16, November 2025

The FPSO P-79 has departed Hanwha Ocean's shipyard in Geoje, South Korea, beginning its tow to the Búzios field in Brazil's Santos Basin, according to Petrobras. The vessel left the yard on 11 November, with its crew on board, a measure the operator said had also been used for FPSO P-78.

Petrobras states that the unit is scheduled to arrive at Búzios in February 2026 and begin production in August 2026. The FPSO is designed to produce 180,000 barrels of oil per day and compress 7.2 million m³ of gas per day. The development plan for P-79 includes 14 wells, consisting of eight producers and six water-alternating-gas (WAG) injectors.

The company explains that P-79 is the eighth of twelve units planned for the field. Petrobras also notes that P-78, the seventh unit, is expected to start operations in December, and that these additions will increase installed capacity at Búzios by about 15.6%, reaching approximately 1.3 million bpd.

Renata Baruzzi, Director of Engineering, Technology and Innovation, said the approach used for P-79 and P-78 has reduced the time required to begin production, and added that detailed planning, supplier negotiations, and internal efforts contributed to the ability to bring first oil forward by about two months relative to the current Strategic Plan.

The Búzios field lies in ultra-deep waters of up to 2,100 m, around 180 km off the coast of Rio de Janeiro. It currently hosts six FPSOs: P-74, P-75, P-76, P-77, Almirante Barroso, and Almirante Tamandaré. The Almirante Tamandaré, operating since February 2025, recorded an instantaneous production flow of 270,000 bpd on 25 October 2025.

The P-78 departed Seatrium's Benoi shipyard in Singapore on 13 July, arriving at Búzios on 30 September. In the following month, the field surpassed 1 million bpd, making it Petrobras' largest producing field.

Westwood Flags Key Offshore Energy Signals in APAC

15, November 2025

According to Westwood's latest APAC offshore energy report (11 November 2025), several indicators across the region's oil, gas, wind, and marine segments are shaping near-term activity levels.

Westwood highlights that global EPCI spending between 2025 and 2029 is projected at $310 billion, with APAC accounting for 27%. In Southeast Asia, approximately $37 billion in offshore contract awards is expected, supported by deepwater gas activity in Indonesia and emerging CCS developments in Malaysia.

In offshore wind, Westwood notes continued progress across key Asian markets. South Korea's 2025 auction allocated 689 MW, while Japan is preparing additional offshore wind zones under a revised auction framework. Selected projects in Taiwan also remain active. Westwood estimates an APAC (ex-China) offshore wind pipeline of up to 43.7 GW by 2034 under current development scenarios.

Rig utilisation remains firm, with jackups and tender-assist rigs recording levels above 85%. From January to October 2025, Westwood tracked 41 rig contract awards, surpassing the full-year total in 2024.

In offshore marine markets, ageing vessel profiles continue to influence fleet planning. Westwood identifies around 84 PSVs and 449 AHTS vessels currently active in APAC. Regional offshore EPC investment is projected to rise from $2.7 billion in 2025 to $7.7 billion in 2026.

Westwood notes that developments across these segments will remain tied to investment decisions, regulatory processes and ongoing project execution across the region.

Source: Westwood

Shell Reopens Path into Indonesia's Upstream Sector with Kufpec Study

Image source: Shutterstock

17, November 2025

Shell plc is moving back into Indonesia's upstream oil and gas sector through a joint study with Kuwait Foreign Petroleum Exploration Company (Kufpec), underscoring renewed interest among major international firms in the country's exploration landscape.

The Head of SKK Migas, Djoko Siswanto, stated that both companies have committed to a 50:50 joint study across multiple working areas (WKs). He explained during a hearing at the House of Representatives (DPR) in Jakarta on 11 November 2025 that a formal proposal has already been delivered to the Directorate General of Oil and Gas.

Djoko added that the initiative covers five WKs—two offshore and three onshore—which are currently under review by the Directorate General.

Shell's move follows earlier divestments, including its exit from the Masela Block, and aligns with Indonesia's broader push to re-engage international oil companies after several years of reduced participation.

The Ministry of Energy and Mineral Resources (ESDM) earlier confirmed that Chevron, Shell, and TotalEnergies have initiated fresh discussions with SKK Migas this year regarding potential upstream opportunities. This trend was outlined by Nanang Abdul Manaf, Expert Staff to the Minister for Exploration and Upstream Production Enhancement.

Nanang, who previously served as Deputy Head of SKK Migas, noted during the IPA Convex 2025 event in Banten on 23 May 2025 that these companies are pursuing prospects with the scale necessary to strengthen their global portfolios and are looking for regions with potential for giant discoveries.

He highlighted that eastern Indonesia is regarded as a frontier region, where limited data availability increases exploration risks but also offers a greater likelihood of sizeable resource finds.

As Shell resumes its engagement and other major operators re-establish contact with the government, the development may mark a turning point for Indonesia's upstream sector as the country seeks to boost exploration and production to meet its long-term energy targets.

Egypt Opens Red Sea Bid Round Under New R-Factor Terms

17, November 2025

Egypt launched an international tender for four Red Sea exploration blocks, applying an R-Factor–based production-sharing model that had not been used previously in the country. The process is managed by South Valley Egyptian Petroleum Holding, with a six-month bidding window ending 3 May. The petroleum and mineral resources ministry stated that the extended schedule was designed to give companies adequate time to review the blocks and prepare technically detailed submissions.

The ministry described the R-Factor mechanism as a structure that links contractor returns to project profitability, ensuring that investment levels and associated risks are reflected in the allocation of production. The announcement forms part of Egypt's broader effort to maximise its hydrocarbon resources, as noted in a report by Zawya.

The tender was issued as Egypt continued to advance its oil and gas exploration activity with international partners. In the previous month, oil and mineral resources minister Karim Badawi presented a five-year plan allocating $5.7 billion for operations, including the drilling of 480 wells.

ConocoPhillips Confirms New Gas Discovery in Otway Basin

Photo credit: 3D Oil

17, November 2025

ConocoPhillips Australia confirms a natural gas discovery in the Otway Basin (VIC/P79) after early assessments from the Essington-1 exploration well identified hydrocarbon intervals in both target reservoirs, Waarre A and Waarre C.

Initial log and wireline analysis indicates a 62.6-m gross hydrocarbon column in the Waarre A reservoir and an additional 33.2-m gross hydrocarbon column in Waarre C. The discovery site lies about 53 km offshore Port Campbell in Victoria and 12 km from existing gas production wells.

According to Jan-Arne Johansen, President of ConocoPhillips Australia, Essington-1 marks the first discovery in the Otway since 2021. Johansen notes that the company plans to continue drilling a second exploration well in December.

Further technical work will be conducted to determine flow rates, potential resource recovery and the commercial feasibility of any future development plans. Once current operations are complete, Essington-1 will be plugged and abandoned in line with the approved Environment Plan.

Johansen stated that natural gas remains important for providing reliable and affordable energy for households, businesses and industry as Australia moves toward net zero.

ConocoPhillips Australia operates the Otway Exploration Drilling Program with a 51% interest, alongside Korea National Oil Corporation (29%) and 3D Energi (20%). Operations at Essington-1 are expected to finish by the end of November 2025, and the Charlemont-1 well in VIC/P79 is planned to begin in December, subject to weather and operational conditions. Additional wells may be considered under the accepted Environmental Plan.

Praxis Automation to Deliver DP3 for Bourbon Evolution

Photo source: Praxis Automation Technology

17, November 2025

Praxis Automation Technology has been selected by Sinoship Maritime Services to supply a set of automation and control systems for two offshore support vessels: Bourbon Evolution 801 and Bourbon Evolution 803. The package consists of Mega-Guard DP3, the Vessel Management System (VMS) and the Thruster Control System (TCS).

The DP3 arrangement offers a triple-redundant control setup intended for accurate position-keeping. It will be linked with the Mega-Guard VMS, which supervises ship functions, and with the TCS, which manages thruster operation during dynamic-positioning tasks.

Project responsibilities will involve Praxis Qingdao Automation Technology, which will handle engineering, system integration and commissioning at the local level.

In a statement, Managing Director Benjamin van Dam referred to the combined DP3, VMS and TCS package and its intended operational characteristics. The two Bourbon Evolution vessels, originally constructed for DP3-class service, will receive updated systems supported by Praxis' service arrangements and the Internet Ship View remote diagnostic platform.

Nexans Electra Hull Launched at Ulstein Verft

Photo source: ULSTEIN

17, November 2025

Nexans has advanced the construction of its cable-laying vessel Nexans Electra with the launch of the hull at Ulstein Verft on 13 November 2025. The launch shifts the project from the dock hall to the outfitting phase, where commissioning and testing will continue ahead of sea trials.

According to the company, the vessel progressed through internal installation work inside the shipyard's controlled hall, where major systems were fitted under conditions intended to secure quality and precision before the next construction steps.

The Nexans Electra is being built with 13,500 tonnes of cable capacity across three turntables, with the capability to lay up to four cables simultaneously. Delivery is planned for 2026, after which the vessel will work on offshore wind, interconnector, and deep-sea electrification projects.

Referring to the programme, Pascal Radue, Executive Vice President of Nexans' Power Transmission Business Group, highlighted the role of the company's fleet in executing complex subsea work and underscored the importance of reaching the hull-launch stage.

HD Hyundai's Fifty-Year Journey From Mipo Bay to 5,000 Delivered Ships

HD Hyundai delivers the Philippine Navy's second offshore patrol vessel, Diego Silang. /Photo source: HD Hyundai

A 1970s aerial view of Ulsan's Dong-gu coastline, where HD Hyundai pursued what was then viewed as a "reckless" attempt to establish a modern shipyard. A 500-won banknote featuring Admiral Yi Sun-sin is shown for reference. / Image source: HD Hyundai

Over five decades, HD Hyundai expanded from its early Ulsan shipyard to become a globally recognized shipbuilder. The company's production progress, naval and commercial ship programs, and worldwide customer network culminated in its recent 5,000-ship delivery milestone.

19, November 2025

HD Hyundai Heavy Industries began its rise in 1972, when construction started on a new shipyard in Ulsan's Mipo Bay at a time when South Korea's shipbuilding capacity stood at roughly 500,000 GT per year—less than one percent of the global market. The country's largest domestically built vessel had been around 17,000 tons, and international skepticism, particularly from Japan, centered on whether Korea possessed the technology to construct large commercial ships. Despite this climate, founder Chung Ju-yung moved ahead with the plan, presenting photographs of the undeveloped shoreline and British shipyard blueprints while securing financing abroad. His reference to the 500-won banknote featuring the historic Turtle Ship later became symbolic of the company's determination.

In 1974, the shipyard and the company's first vessel—the 260,000-ton supertanker Atlantic Baron—were completed. President Park Chung-hee and First Lady Yuk Young-soo attended the naming ceremony at the Ulsan yard. The second vessel, the Atlantic Baroness, followed the same year.

HD Hyundai broadened its capabilities later in the decade with the development of South Korea's first domestically designed frigate. Work on what would become the Ulsan-class began in 1975. The lead ship, Ulsan, was launched on 8 April 1980 and was commissioned into the Republic of Korea Navy on 30 December 1980.

Through the 1990s and 2000s, the company constructed a wide range of technologically advanced vessels, including ultra-large container ships, LNG carriers, offshore units, and other high-value ship types. Over the decades, ships built by the company were delivered to owners in many regions around the world.

On 19 November 2025, HD Hyundai marked a significant milestone with the delivery of its 5,000th vessel. The commemorative ship was the Diego Silang, the second offshore patrol vessel built for the Philippine Navy. The vessel, measuring 118.4 meters in length, had been delivered from Ulsan in October 2025.

According to the company, cumulative deliveries by its three shipbuilding subsidiaries reached:

- 2,631 ships from HD Hyundai Heavy Industries
- 1,570 ships from HD Hyundai Mipo
- 799 ships from HD Hyundai Samho

This brought the combined total to 5,000 ships, making HD Hyundai the first shipbuilding group to reach this figure. The company stated that lining all 5,000 ships bow to stern would cover roughly 1,250 kilometers, exceeding the straight-line distance between Seoul and Tokyo. Since the 1970s, HD Hyundai has delivered ships to more than 700 shipowners in 68 countries.

The 5,000th-ship ceremony was held at the Ulsan yard with attendees including HD Hyundai Chairman Chung Ki-sun, Ministry of Trade, Industry and Energy Director Park Dong-il, and Korea Ocean Business Corporation (KOBC) President Ahn Byung-gil. Chairman Chung described the milestone as the result of decades of continuous effort since the company's first vessel was delivered in 1974.

US and South Korea Outline Shipbuilding and Submarine Agreement

17, November 2025

The United States and South Korea released details of a trade agreement that includes $150 billion in Korean investment in the US shipbuilding sector. The two governments signed a memorandum of understanding on 14 November, implementing commitments first announced on 30 July.

A White House fact sheet issued on Thursday stated that the United States approved South Korea's plan to build nuclear-powered attack submarines under the Korea Strategic Trade and Investment deal. The document said the investment package is referred to as the Approved Investments and includes $150 billion directed to the shipbuilding sector, subject to US approval.

The fact sheet also noted that the United States authorised South Korea to construct nuclear-powered attack submarines and will work with Seoul on requirements for the project, including avenues to secure fuel. It further stated that Washington supports a process leading to the ROK's civil uranium enrichment and spent-fuel reprocessing for peaceful purposes.

The announcement followed a 29 October meeting between South Korean president Lee Jae Myung and US president Donald Trump, where both agreed to modernise and expand the capacity of American shipbuilding industries and to invest in US shipyards and the American workforce. President Trump's visit to South Korea—hosted in Gyeongju and marking his second state visit to the country—was described as opening a new chapter in the bilateral alliance.

Both nations are committed to establishing a shipbuilding working group that will address maintenance, repair, and overhaul activities, workforce development, shipyard modernisation, and supply-chain resilience. According to the statement, these initiatives will increase the number of US commercial ships and combat-ready US military vessels as quickly as possible, including the potential construction of U.S. vessels in South Korea.

South Korea's Ministry of Trade, Industry, and Resources released the signed memorandum, noting that investments in the United States will focus on sectors linked to economic and national security, including shipbuilding, energy, semiconductors, pharmaceuticals, critical minerals, and artificial intelligence/quantum computing. It added that Korea will facilitate the Approved Investments through direct investment and loan guarantees for Korean shipbuilders, as well as other measures to finance US shipbuilding. The agreement also states that if Korea fails to meet facilitation requirements, the United States may impose tariff rates on Korean imports at levels determined by the US president.

HD Korea Shipbuilding Lands KRW741.2B LNG Carrier Deal

18, November

HD Korea Shipbuilding & Offshore Engineering (HD KSOE) reported on the 18th that it has concluded a contract with a North American shipowner for the construction of two liquefied natural gas (LNG) carriers. The agreement is valued at KRW741.2 billion, and the vessels will be built at HD Hyundai Samho, with delivery planned in sequence by the second half of 2028.

Following this order, HD KSOE's cumulative intake has reached 104 vessels, amounting to US $14.24 billion. This corresponds to 78.9 percent of the company's US $18.05 billion annual target. The confirmed orders include seven LNG carriers, six LNG bunkering vessels, nine LPG and ammonia carriers, two ethane carriers, 61 container ships, 16 tankers, and three PC ships.

The company stated that the newly signed LNG carriers have been added to its current order portfolio.

Ammonia Tanker Hull Advances at HD Hyundai Mipo

IPhoto source: Exmar

18, November 2025

EXMAR confirmed that construction of its second dual-fuel ammonia-powered tanker has progressed rapidly, with the hull now standing only a few weeks after the keel was laid. The company stated that this pace again reflects how essential project management is for a vessel of this scale.

EXMAR noted the coordinated work between its on-site personnel and the team at HD Hyundai Mipo, explaining that their combined efforts have supported steady advancement of the build. The company added that the technical team's involvement continues to help maintain consistent standards throughout the construction process.

With the hull now in position, EXMAR said it is looking ahead to the project's upcoming milestone.

U.S. Naval Chief Explores Cooperation at HD Hyundai and Hanwha Shipyards

Photo source: Yonhap News

16, November 2025

Adm. Daryl Caudle, the U.S. chief of naval operations, visited major South Korean shipbuilders HD Hyundai Heavy Industries and Hanwha Ocean over the weekend to review ongoing cooperation efforts between the two countries, the companies said Sunday.

Caudle first arrived at HD Hyundai's Ulsan shipyard, located about 350 km southeast of Seoul, on Saturday. During the visit, Chairman Chung Ki-sun outlined the company's shipbuilding technologies and exchanged views with the admiral on advancing the Make American Shipbuilding Great Again (MASGA) initiative. According to HD Hyundai, the discussions focused on areas where South Korean shipbuilding expertise could contribute to the U.S. program.

The MASGA initiative, led by the South Korean government, is intended to support the revival of the U.S. shipbuilding sector through cooperation with South Korean builders. HD Hyundai cited Chung as saying the company would continue working to bolster U.S. Navy readiness and contribute to the project's progress.

The company added that Caudle's visit would help move forward consultations with U.S. counterparts regarding technological cooperation in naval ship construction and supply-chain coordination.

Later the same day, Caudle travelled to Hanwha Ocean's Geoje shipyard, roughly 390 km south of Seoul, for talks with company officials. Hanwha Ocean briefed him on its plan to broaden its role in maintenance, repair and overhaul (MRO) operations for U.S. Navy assets. The company said it aims to expand from existing work on logistics support vessels to MRO for combatant ships, and eventually to participation in new-build naval programs.

CEO Kim Hee-cheol stated that Hanwha Ocean intends to remain a reliable partner for the U.S. Navy and a consistent contributor to the Korea–U.S. alliance, reiterating its readiness to support the MASGA project.

Source: Yonhap News

Hengli Heavy Industry Wins LR2 Tanker Contract

18, November 2025

Hengli Heavy Industry has secured an international order for six 114,000-DWT LR2 product tankers, marking another milestone in its development within the high-end tanker segment. The agreement with a global shipowner reflects the shipyard's strengthening capabilities in advanced construction and its expanded presence in demanding vessel programs.

The LR2 product tankers, recognised for fuel performance, efficiency, and environmental compliance, continue to draw interest as owners upgrade fleets to meet tightening requirements.

According to the shipyard, the client—an established global operator with strict technical and environmental standards—selected Hengli after a thorough assessment of its engineering, green-construction practices, and reliable production capacity.

Existing LR2 projects are already progressing across Hengli's production lines, reinforcing its role in complex, high-specification vessels. The new contract also broadens the yard's international reach while supporting its long-term aim of advancing its position in premium tanker construction and energy-efficient shipbuilding. Xinde Marine News stated it will continue monitoring this development and the wider premium tanker newbuilding demand in Asia.

China Advances Ammonia-Fuel Fleet with New 41,000m³ Carrier

Image source: Huangpu Wenchong Shipbuilding

20, November 2025

China's Huangpu Wenchong Shipbuilding marked a key step on 18 November 2025 as steel cutting began for the nation's first 41,000m³ ammonia dual-fuel LPG/liquid ammonia carrier. The milestone, completed with Tianjin Southwest Maritime, Lloyd's Register, and industry partners, set the foundation for the vessel's keel-laying and signaled China's growing role in next-generation clean-fuel shipbuilding.

Designed as China's inaugural domestically built ammonia dual-fuel vessel in this class, the ship incorporates advanced ammonia-powered main engines and an ammonia fuel supply system, aligning with emerging green ammonia supply networks. The design adheres to IMO Tier III and EEDI Phase III, meeting applicable environmental standards.

The carrier measures 179.9 m in length, 30 m in beam, and 18.85 m in depth. Its configuration balances stability and port compatibility, supported by three IMO Type A cargo tanks and two deck tanks, delivering a total capacity of 41,000 m³ at a design temperature down to -50°C. The ship is built to transport LPG and liquid ammonia simultaneously. A low-resistance hull, high-efficiency shaft generators, and energy-saving coatings contribute to operational efficiency.

Project initiation strengthened cooperation between Huangpu Wenchong and Southwest Maritime, while reflecting continued progress in China's use of new-energy propulsion. The development supports national "dual-carbon" objectives and aligns with broader efforts toward low-carbon shipping.

Huangpu Wenchong noted it would continue developing technologies for small and medium-sized gas carriers and maintain work on new-energy vessels using ammonia, LNG, and methanol, supported by continued collaboration with its partners.

PAC LIBRA Named as PaxOcean Delivers New 40,000-DWT Vessel

21, November 2025

PaxOcean Zhoushan Shipyard marked a major milestone on 20 November 2025 with the naming of PAC LIBRA, the first 40,000-DWT multi-purpose vessel in the new series developed with Pacific Carriers Limited (PCL). The event at Zhoushan was attended by representatives from PCL, the American Bureau of Shipping (ABS), and other partners. Madam Kay Kuok, Director of Kuok Group Singapore, served as Godmother.

PaxOcean and PCL jointly developed the vessel as a next-generation design focused on efficiency, versatility, and future-readiness in the project-cargo and multi-purpose segments.

PaxOcean Group CEO Tan Thai Yong said the vessel reflects the partnership between the two companies and highlights PaxOcean's emphasis on design and technology.

PCL CEO Hor Weng Yew added that the project represents deliberate planning, sustained effort, and close collaboration.

Hull H1052 is equipped with heavy-lift cranes, energy-saving technologies, and an upgraded hydraulic tween-deck system that reduces manual work and supports flexible cargo arrangements. It also incorporates ESS- and LNG-ready configurations designed for future energy management developments.

As the first in its class, PAC LIBRA strengthens PCL's capability across breakbulk, project cargo, and dry bulk operations. PaxOcean also acknowledged the contribution of PCL, ABS, design and technical partners, and the Zhoushan teams involved in taking the project from concept to naming.

India and Russia Strengthen Dialogue on Shipbuilding Cooperation

20, November 2025

Image source: Shutterstock / ID2088874372

India and Russia held high-level interagency discussions in New Delhi on 17 November, focusing on prospective cooperation in shipbuilding and the broader maritime sector, according to an official statement. Senior officials and technical experts from both countries took part in the assessment of current maritime cooperation.

The meeting included Nikolai Patrushev, Aide to the President of Russia and Chairman of the Maritime Board of Russia, and Sarbananda Sonowal, India's Union Minister of Ports, Shipping and Waterways. The delegations reviewed multiple elements of maritime collaboration.

The statement noted that the talks reaffirmed the Special and Privileged Strategic Partnership between India and Russia, describing it as grounded in mutual trust and respect, along with a shared long-term perspective. It also acknowledged the role of Prime Minister Narendra Modi and President Vladimir Putin in guiding the relationship.

Participants expressed satisfaction with the discussions and reaffirmed plans to advance cooperation in shipbuilding, port development, maritime logistics, Arctic activities, research, and training. The statement added that both sides intend to further strengthen maritime cooperation to support long-term development and connectivity.

Earlier in the week, and ahead of the Russian-Indian summit scheduled in New Delhi in three weeks, Patrushev met with Prime Minister Modi. Their talks covered connectivity, shipbuilding, skills development, and the blue economy. Modi described the meeting as "productive" in a post on X.

ZPMC and Far East Holding Sign EPC Contract for Multi-Purpose Cable-Laying Vessel

21, November 2025

On 18 November, a delegation from Shanghai Zhenhua Port Machinery (ZPMC), led by Zhang Jian, Member of the Standing Committee of the Party Committee and Vice President, visited Far East Holding Group Co., Ltd. to discuss deep-sea engineering and international offshore market strategies. During the visit, both companies signed an agreement for the EPC construction of a large-capacity multi-purpose cable-laying vessel.

This vessel, designed and developed by ZPMC, has unrestricted navigation capabilities. It measures 148 m in length, 38 m in beam, with a 5.6 m design draft and can accommodate 100 crew members. The vessel is capable of operating in water depths of up to 150 m.

Equipped with a concentric dual-discharge cable-laying system, a rotatable cable reel, and DP2 dynamic positioning, the vessel is ideal for offshore wind farm cable laying, subsea cable maintenance, and offshore wind operation and maintenance tasks.

Zhang Jian highlighted that ZPMC has a mature technical system in large vessel manufacturing and deep-sea equipment, noting that this large-capacity cable-handling vessel project is a clear response to market demands. He confirmed that ZPMC would establish a dedicated team to manage design, production, and delivery processes, ensuring strict adherence to contractual obligations and delivery schedules.

Chen Jing commented that this contract not only represents a stronger business relationship between the two companies but also marks a significant milestone for Far East in expanding its presence in the international offshore engineering market and advancing its deep-sea industry capabilities. Looking ahead, Far East will continue strengthening its position across the entire subsea cable value chain. This includes R&D, manufacturing, as well as construction, operation, and maintenance, providing comprehensive "Far East solutions" for global deep-sea resource development.

Reuters Finds China Using Civilian Fleet in Taiwan Landing Drills

Image credit: Reuters

Reuters reports China's use of civilian cargo ships and ferries in military drills for potential amphibious landings on Taiwan. Satellite imagery and vessel-tracking data reveal China's preparations.

21, November 2025

A Reuters investigation has documented how China is using civilian cargo ships and ferries as part of exercises related to potential amphibious operations against Taiwan. Based on the agency's review of vessel-tracking records and satellite imagery from mid-August, the drills showed China testing methods intended to move troops and vehicles onto multiple landing points.

According to Reuters, 12 civilian ships—a mix of six roll-on/roll-off ferries and six deck cargo vessels—sailed to a coastal area near Jiesheng in Guangdong Province during the summer exercise. Images captured on 23 August showed several vessels deploying ramps directly onto the shoreline to unload vehicles. These ships, about 90 m long and widely used in Asian coastal shipping, can reach beaches without port support due to their shallow draft and open deck design.

The investigation also observed the use of a self-propelled floating pier system, last seen in 2023, indicating continued development of temporary infrastructure for rapid unloading if Taiwan's port access were disrupted. Reuters reported that Washington's response would remain central: President Joe Biden has previously stated that U.S. forces would defend Taiwan if an attack occurred, while a White House spokesperson said U.S. policy is to maintain Taiwan's defensive capability and asserted that China would not launch an attack during President Donald Trump's term.

Beijing stated that the Taiwan issue is an internal matter and repeated that peaceful "reunification" is preferred, though it will not allow separation "by any means." China's defense ministry did not comment.

Taiwan pointed Reuters to earlier remarks by Defense Minister Wellington Koo, who said the island maintains continuous oversight of China's use of roll-on/roll-off ships and has established contingency plans.

Reuters cited Admiral Lee Hsi-min, former chief of Taiwan's armed forces, who said the imagery shows China preparing for "multi-point, small amphibious landing operations," using numerous smaller craft rather than concentrating forces at a few entry sites. The report noted that China's military fleet can transport roughly 20,000 troops, far below the 300,000 to 1 million personnel experts estimate would be necessary for an invasion, making civilian vessels a significant expansion of lift capacity.

During the August drill, at least 330 vehicles were observed on or near the beach. Over the past year, Reuters tracked more than 100 civilian vessels associated with drills, working with BlackSky Technology to collect satellite observations.

Experts interviewed by Reuters highlighted China's dominance in shipbuilding—53% of global output compared with 0.1% for the United States—and noted that Chinese law allows the People's Liberation Army to requisition civilian ships, giving Beijing greater transport capability than its military fleet alone provides.

Taiwanese officials offered differing views. Yuster Yu, a retired naval officer, said the findings highlight concrete preparations for an invasion. Another senior defense official, speaking anonymously, questioned the survivability of civilian vessels in combat and suggested the drills may form part of China's cognitive warfare strategy aimed at affecting morale in Taiwan and among allies.

Source: Reuters

Russia Ships Nearly 3 Million Tonnes of LNG to Asia as NSR Season Closes

20, November 2025

Russia is wrapping up this year's operations on the Northern Sea Route (NSR) as winter ice begins to rebuild across the Arctic. The seasonal corridor, usually open from June through November, started its 2025 navigation period with the Georgiy Ushakov on 20 June. The final LNG cargo of the season is now en route aboard the Boris Vilkitsky, after which Novatek will redirect winter exports toward Europe.

Over the summer and autumn, Novatek delivered nearly 3 million tonnes of LNG to Asia from its Yamal LNG and Arctic LNG 2 projects, with China taking the majority of the volumes. Output from Yamal LNG fell 18% year-over-year following maintenance on one production line, resulting in 1.96 million tonnes shipped on 28 cargoes. At least 20 of these deliveries went to China, about 500,000 tonnes below the 35 shipments sent during the previous season.

Arctic LNG 2 contributed 14 shipments totaling 840,000 tonnes. After the U.S. sanctioned the project in September 2023 and Novatek struggled to place its cargoes last year, flows resumed when China designated the Beihai terminal in Guangxi as a ring-fenced facility to shield operations from potential Western actions. Beihai has since taken 14 shipments, including volumes stored for months aboard LNG carriers and two FSUs. The UK has now sanctioned the terminal, while the U.S. and EU have not.

Logistics in the region continue to hinge on vessel availability. Yamal LNG operates a fleet of fourteen Arc7 ice-class carriers, though the Christophe de Margerie shifted to Arctic LNG 2 after sanctions targeted the vessel. Arctic LNG 2, by contrast, relies heavily on a shadow fleet with changing ownership and uncertain insurance. The project employed 10 carriers in 2025 across multiple ice classes. With only one high ice-class ship—the Christophe de Margerie—exports are expected to remain constrained for the next eight months.

Russia's shortage of ice-capable vessels persists. The Zvezda shipyard near Vladivostok has delivered only a single Arctic-ready vessel in recent years: the 69,000 dwt Arc6 shuttle tanker Valentin Pikul. Limited ship availability and challenging ice conditions along the eastern NSR—including the western Laptev Sea and eastern East Siberian Sea—contributed to a 4.2% decline in crude movements this summer, falling to about 1.83 million tonnes, again with China as the primary customer.

Arctic trade patterns are expected to shift from 2026, as the EU's 19th sanctions package phases out Russian gas imports. Short-term contracts will end by mid-2026, with a complete ban taking effect on 1 January 2027. Russia is increasingly turning to ship-to-ship (STS) transfers to maintain export flows. In a recent operation, the Hong Kong-registered CCH Gas participated in the first dark-vessel LNG STS, taking roughly 97,000 tonnes of LNG from Perle near Malaysia. The cargo has not yet been discharged, though industry observers indicate it may ultimately head to Beihai.

Source: gCaptain

NTSB: Improper Label-Band Placement Caused Dali Blackout and Key Bridge Collapse

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

The NTSB found that improper label-band placement on a single signal wire caused the Dali blackout and subsequent Key Bridge collapse, issuing 18 safety recommendations and reaffirming four urgent directives.

19, November 2025

The National Transportation Safety Board (NTSB) has determined that the 26 March 2024 collapse of Baltimore's Francis Scott Key Bridge began with a signal wire that was not fully inserted into its terminal block spring-clamp gate due to improperly installed label banding. The loose connection caused a high-voltage breaker to open, resulting in a blackout aboard the 984-ft containership Dali as it departed Baltimore Harbor.

Power was lost at approximately 0129 local time, disabling steering-gear pumps, the fuel-oil flushing pump and the main-engine cooling-water pumps. With propulsion unavailable, the vessel drifted starboard toward Pier 17, and efforts by the pilots and bridge team to adjust the heading could not alter the ship's movement. The impact with the southern pier supporting the central span led to the collapse of major truss, deck and pier components into the Patapsco River, with debris falling onto the forward areas of the vessel.

Six members of a seven-person road-maintenance crew died, while one worker survived with serious injuries. An inspector on the bridge was uninjured. One of the 23 people aboard the Dali sustained a minor injury.

The NTSB concluded that the blackout, caused by the improperly seated wire, was the probable cause of the accident. Contributing factors included the absence of countermeasures designed to reduce the bridge's susceptibility to collapse from vessel impact and the lack of immediate communication instructing workers to evacuate the span.

The investigation also identified several technical concerns. The ship's main engine was configured to shut down when cooling-water pressure dropped—consistent with standards at the time of construction—yet the arrangement left the vessel without propulsion when the cooling-water pump lost power. The flushing pump being used to supply the diesel generators did not include redundancy, and the NTSB stated that infrared thermal imaging, if used during preventative maintenance, could have detected the loose wire. The Board noted that the Key Bridge, opened in 1977, was exposed to vessels that had become "substantially larger" than those in service when it opened, including the Dali, which was ten times the length of the Blue Nagoya, a ship that made contact with the same bridge in 1980.

During the investigation, the NTSB contacted 30 bridge owners across the United States, urging them to evaluate strike vulnerability using AASHTO criteria, calculate collapse-risk probabilities and consider countermeasures such as fendering, structural upgrades, motorist-warning systems and traffic-control approaches. The Board also credited quick actions by the pilots, dispatchers and the Maryland Transportation Authority for stopping traffic before impact.

Damage to the Dali exceeded $18 million, while replacing the bridge is estimated to cost $4.3–$5.2 billion, with completion expected in late 2030. More than 34,000 vehicles, including all hazardous-materials traffic restricted from Baltimore's tunnels, must now use extended detours.

The vessel's owner, Grace Ocean, and manager, Synergy Marine Group, stated they would examine the Board's findings. Eight crewmembers remained in the United States during the investigation, with four granted permission to visit their families in early December.

The NTSB issued 18 new safety recommendations to a range of organizations, including the U.S. Coast Guard, ClassNK, ANSI, the ANSI A10 Committee, the Harbor Safety Committee National Steering Team, HD Hyundai Heavy Industries, Synergy Marine Group, WAGO Corporation, multiple bridge owners (including Caltrans, MDTA and TxDOT), AASHTO, and the Federal Highway Administration (FHWA). These recommendations address subjects such as redundancy for large ships, improvements to safety-management systems, voyage-data-recorder standards, emergency-communication protocols, electrical-maintenance practices, labeling procedures, terminal-block documentation and bridge-protection requirements.

The NTSB also reaffirmed four urgent recommendations issued in March 2025, which focus on vessel-collision-risk assessments and coordination among federal agencies and bridge owners. A summary of the findings and recommendations is available through the NTSB, with the full report scheduled for release in the coming weeks.

Baltimore Bridge Rebuild Costs Climb, Final Date Moves to 2030

19, November 2025

Maryland officials report that rebuilding the Francis Scott Key Bridge is now projected to cost as much as $5.2 billion, with the reopening moved to late 2030, roughly two years later than earlier plans. The Maryland Transportation Authority (MDTA) presented a revised estimate of $4.3 billion to $5.2 billion, citing higher material prices, updated federal resilience requirements and a large pier-protection system intended to prevent another ship impact. The range more than doubles the $1.7 billion estimate released shortly after the collapse, to $1.9 billion.

Acting transportation secretary and MDTA chair Samantha Biddle stated that the project's importance extends beyond the immediate region. She referenced plans for protective fenders larger than a football field, and noted that the longer main span and increased deck height reflect current ship sizes and engineering standards.

Officials explained that early cost figures were compiled in less than two weeks to secure federal emergency funding. Since that time, inflation and construction-market volatility have intensified, with U.S. highway construction costs rising about 72% over five years, according to federal data.

The bridge fell on 26 March 2024, when the containership Dali experienced two electrical failures, lost propulsion and struck a major support pier, resulting in the deaths of six construction workers. Maryland continues legal action against the vessel's owner and manager, alleging gross negligence, with any recovery intended to offset federal emergency expenditures. Additional cases linked to the incident remain active, and much of the port was closed for many weeks following the collapse.

The National Transportation Safety Board is scheduled to meet today to determine the probable cause of the Dali's loss of power and the subsequent collapse.

Russian Ship Spotted Near Oahu, Coast Guard Responds

15, November 2025

The U.S. Coast Guard detected a Russian military ship about 15 nautical miles south of Oahu on 29 October. A Coast Guard HC-130 Hercules aircraft and the cutter William Hart (WPC 1134) were sent to the area and flew over and sailed near the vessel. The ship was identified as the Russian Navy's Kareliya, a Vishnya-class intelligence-gathering vessel.

Coast Guard crews monitored the ship in line with international law to keep nearby U.S. vessels safe and to support homeland defense. Capt. Matthew Chong of the Coast Guard Oceania District said the service regularly watches ship activity around the Hawaiian Islands and across the Pacific, working with partners and allies when foreign military vessels come close to U.S. territorial waters.

The Oceania District also works with U.S. Indo-Pacific Command and other agencies to track foreign military ships near U.S. territorial seas, including the waters around Guam and American Samoa. Under customary international law, foreign military vessels may pass and operate outside another country's territorial sea, which extends 12 nautical miles from shore.

Suez Canal Sees Early Traffic Uptick as Security Conditions Improve

Suez Canal traffic is beginning to rise as carriers reassess Red Sea route

19, November 2025

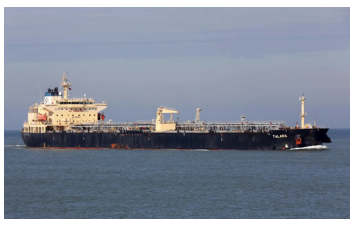
Early signs of a traffic rebound are appearing in the Suez Canal, supported by improved conditions in the Red Sea and cautious reassessment of routing strategies by global carriers. The shift follows the Houthis' suspension of maritime attacks after the ceasefire between Israel and Hamas, coinciding with the two-year mark of the Galaxy Leader hijacking.

Clarksons figures show an uptick in vessel movements: the canal handled an average of 244 ships per week in October and 269 in November, compared with 229 during the first nine months of 2025. Activity remains below the 495–500 weekly crossings recorded before large-scale diversions began in late 2023, but the latest data indicates a measurable improvement.

The Suez Canal Authority (SCA) is actively engaging operators to reinforce the waterway's readiness. Admiral Ossama Rabiee inspected major vessels including the CMA CGM JULES VERNE (396 m, 176,000 t) as it completed a northbound transit after passing Bab El-Mandab, and observed the CMA CGM HELIUM (335 m, 130,000 t) on its first passage. During these visits, Rabiee reiterated that stable navigation conditions should encourage shipping lines to reconsider Suez-based schedules.

Earlier this month, the SCA announced upcoming meetings with major carriers to support trial voyages, partial returns, or phased reinstatement plans. CMA CGM, which continued operations despite security pressures, remains prominent in the latest round of transits. Captain Slavko Malasic of the JULES VERNE noted recent improvements in the canal's southern sector aimed at enhancing navigation safety and reducing waiting times.

Iran Seizes Marshall Islands-Flagged Tanker Talara



15, November 2025

Iranian forces seized the Marshall Islands-flagged tanker Talara on Friday as the vessel traveled from Ajman, United Arab Emirates, toward Singapore, according to U.S. officials and maritime security centers cited across the available sources. The ship was steered into Iranian territorial waters, marking the first reported interdiction of this kind in months.

A U.S. defense official said the interception took place in the Strait of Hormuz, while separate maritime reporting placed the vessel's last known position about 20 nautical miles east of Khawr Fakkan in the Gulf of Oman. A U.S. Navy MQ-4C Triton was observed above the area for several hours, according to flight-tracking data analyzed by the Associated Press. Private security firms reported that three small boats approached the tanker during the incident.

The United Kingdom Maritime Trade Operations (UKMTO) center stated that a possible "state activity" forced the Talara to alter course toward Iranian waters. Columbia Shipmanagement, the Cyprus-based manager of the tanker, said it had lost contact with the vessel, which was carrying high-sulphur gasoil, and confirmed that relevant authorities had been notified. The ship is managed by Columbia and reportedly owned by Pasha Finance.

Iran has not acknowledged the seizure. The incident comes after a period that included a 12-day war in June and prior maritime cases involving Iranian forces, such as the 2019 limpet mine attacks, the 2021 drone strike on an Israeli-linked tanker, and the April 2024 seizure of the MSC Aries. In May 2022, Iran also held two Greek-flagged tankers until November of that year.

Security reporting referenced in the sources noted that the Talara case is the first seizure of a commercial vessel not linked to fuel smuggling since the Aries was taken in April 2024. Investigations continue as the tanker moves toward Iranian waters. The Strait of Hormuz, through which 20% of globally traded oil passes, remains a focal point of maritime monitoring by the U.S. Navy's 5th Fleet.

NYK Aligns 2050 Net-Zero Course Around Ammonia

20, November 2025

NYK Group used the World Maritime Merchants Forum 2025 in Hong Kong to present a fleet transition strategy centred on ammonia. President and CEO Takaya Soga began by underscoring the company's direct operational experience with the fuel. He pointed to the ammonia-powered tug Sakuyake, which completed a three-month trial in March 2025 and achieved up to a 95% cut in GHG emissions. NYK views these results as early confirmation that ammonia can be used without harmful emissions, although the wider sector continues to flag toxicity as a handling concern.

Operational capability was another focus. Soga noted that NYK is steadily expanding its practical know-how, citing a ship-to-ship ammonia transfer conducted in September 2025 between the Berlian Ekuator and Eco Enchanted off Spain. He described the operation as demonstrating the feasibility of moving large quantities of ammonia safely at sea.

With these examples of readiness established, Soga moved on to NYK's longer-term fuel plan. The company expects ammonia-fuelled vessels to enter its fleet from 2025 and to grow gradually toward 2050. LNG and LPG vessels are projected to reach their highest deployment around 2035 before giving way to ammonia-based propulsion. Methanol is scheduled to join the mix from about 2030, though on a smaller scale.

This trajectory differs significantly from current market behaviour. Industry orders this year total 147 LNG-powered and 47 methanol-powered ships, while only five ammonia-fuelled vessels have been placed. Despite this imbalance, Soga said NYK views ammonia as its principal pathway to zero-carbon deep-sea operations.

Cost, however, remains the dominant barrier. Soga noted that although the infrastructure required for ammonia-fuel use is already largely in place, blue and green ammonia remain far more expensive than conventional fuels. He added that extensive grey ammonia production facilities worldwide could support the eventual transition to cleaner variants. Accelerated development and scaled production, he said, are essential to reducing prices.

NYK's position signals confidence in ammonia's long-term potential for maritime decarbonisation, even as the sector continues to debate fuel costs, safety and alternative pathways.

UK Criticises Russian Vessel After Laser Incident Near Scotland

The UK defence minister says the Russian spy ship Yantar used lasers to interfere with RAF pilots. Photo: AP

Yantar aimed lasers at RAF pilots near Scotland

20, November 2025

UK Defence Secretary John Healey said the government is treating as "deeply dangerous" an incident in which the Russian ship Yantar directed lasers at RAF pilots monitoring its activities near UK waters. The vessel approached the area north of Scotland in recent weeks, marking its second entry into UK waters this year.

Healey said the UK is maintaining close surveillance of the ship and has military options in place if its course changes.

"My message to Russia and to Putin is this: we see you. We know what you're doing. And if the Yantar travels south this week, we are ready," he said.

The laser episode is understood to have occurred within the past two weeks while the vessel was being shadowed by a Royal Navy frigate and RAF Poseidon P-8 aircraft. Speaking at Downing Street, Healey said he had adjusted the Royal Navy's rules of engagement so the service can track the vessel more closely whenever it enters wider UK waters.

He said the Yantar, commissioned in 2015, is operated by Russia's Main Directorate for Deep Sea Research (GUGI), an organisation built for surveillance in peacetime and sabotage in conflict.

"We have military options ready should the Yantar change course," he noted, adding that disclosing them "only makes President Putin wiser."

He emphasised that "anything that impedes, disrupts or puts at risk pilots in charge of British military planes is deeply dangerous."

The Russian Embassy rejected the UK's claims, saying Moscow had no interest in British underwater communications and had not acted to undermine UK security. It accused London of following a "Russophobic path" and warned the UK against taking steps that could heighten tensions in Europe.

Labour MP Matt Western, chair of the Joint Committee on the National Security Strategy, said the incident demonstrated that Russia remains a "genuine and immediate threat" to UK security. He welcomed the defence secretary's position but said stronger measures may be required.

Healey had previously issued a warning in January after the Yantar was also observed near UK waters, describing its presence as another sign of growing Russian aggression. According to data from Marine Traffic, the ship has not broadcast its location since 2 November, when it was last recorded in the Baltic Sea north of Latvia. On 6 November, the Dutch Navy escorted the vessel out of the North Sea after it operated near Dutch territorial waters.

The Yantar's current location is not confirmed. FlightRadar24 shows an RAF Poseidon P-8 flying patterns off the Scottish coast, though it is unclear whether the aircraft is tracking the vessel. Russia maintains that the Yantar is an ocean research platform operated by the country's Ministry of Defence, while Western governments have monitored it for years amid concerns over undersea cable mapping.

Security expert Elisabeth Braw of the Atlantic Council said the laser use represented "an escalation," noting that even non-blinding beams can interfere with pilot operations.

Healey broadened his remarks to warn of wider security pressures—from Russian incursions into NATO airspace to rising global instability. Meanwhile, the Ministry of Defence faced criticism from MPs who argued the UK relies too heavily on US defence capabilities. The committee urged the UK and its European partners to strengthen their own capacity in case US support diminishes in the future.

Healey said the government's view of America's NATO commitment differs from the committee's assessment. He agreed that Britain must accelerate its own defence efforts and said the current administration has been doing so since taking office last year.