

HMT WEEKLY



SUBSCRIBE »



P 2

Seaway Osprey completes discharge of Rem Pioneer hull at Gurskefjorden

The semi-submersible carrier Seaway Osprey is entering Gurskefjorden on 26 November to deliver the Rem Pioneer hull, following its departure from Haiphong on 5 October for float-



P 5

Allseas to Install 500-km Deepwater Pipeline System for Enbridge

Allseas will install a 500-km deepwater pipeline system for Enbridge in the US Gulf, including 515 km of subsea infrastructure. Installation will be executed by Solitaire, with offshore work planned for 2027-2028.



P 9

TotalEnergies Refutes Claims Linked to 2021 Mozambique Operations

TotalEnergies has rejected new allegations submitted to French prosecutors linking the company to alleged abuses by Mozambican forces in 2021, stressing that staff had evacuated the LNG site months earlier.



Seaway Alfa Lift (Photo courtesy of Seaway 7)

Dogger Bank Completes 277 Foundation Installations

27, November 2025

The Dogger Bank Wind Farm and Seaway7 have now completed installation of all 277 transition pieces, closing out foundation works for the three-phase offshore wind farm in the North Sea, described as the world's largest offshore wind farm.

The heavy-lift vessel Seaway Alfa Lift installed the 87th and final transition piece on its monopile foundation at Dogger Bank C, the third phase of the scheme, in late November. This final lift followed earlier campaigns that placed 95 transition pieces at Dogger Bank A and another 95 at Dogger Bank B.

In total, Seaway7 has now installed 554 foundation assets on Dogger Bank. The latest transition piece campaign builds on the earlier installation of 277 monopiles during the construction programme, executed using the heavy-lift vessel Seaway Strashnov.

According to Alan Evans, Senior Project Manager on Dogger Bank Wind Farm, the project team is celebrating the safe and successful installation of more than 500 foundation assets across the three phases over the last three years. He notes that Dogger Bank and Seaway7, together with their sub-suppliers, have maintained a strong working relationship

while managing a demanding and technically complex scope. Evans adds that the project now has solid foundations in place to support 277 generating assets, which will contribute to a cleaner, more secure, and more affordable renewable-led energy system.

Bruce Willox, Project and Operations Director at Seaway7, states that installing the foundations for the world's largest offshore wind farm is a major achievement for the company. Over the last three years, he explains, hundreds of components and more than a thousand lifts have been completed, reflecting a scale rarely seen in offshore construction. Delivering the full scope

across all three phases enabled Seaway7 to sharpen its approach to safety, performance, and efficiency.

Willox highlights that the Dogger Bank programme demonstrates what can be achieved through strong partnership, shared ambition, and the commitment of skilled personnel working both onshore and offshore. He adds that Seaway7 is proud to have played a central role in progressing Dogger Bank Wind Farm and expresses thanks to the company's client and partners for their trust and collaboration.

Equinor to Drill 250 Exploration Wells in Norway by 2035



26, November 2025

Equinor plans to drill 250 oil and gas exploration wells in Norwegian waters by 2035 as part of its strategy to maintain 2020 production levels. This

initiative comes in response to expectations for continued fossil fuel demand, according to the company's CEO, Anders Opedal, during a recent energy conference.

To sustain production on Norway's aging continental shelf, the company will invest approximately 60 billion Norwegian crowns (\$5.86 billion) annually over the next decade. Opedal emphasized that this ef-

fort represents "one of the largest industrial plans Norway has ever seen," highlighting the challenges of dealing with declining resources on a mature shelf.

Global demand for oil and gas may continue to grow through 2050, according to the International Energy Agency, which revised its prior expectations of a rapid transition to cleaner fuels. The agency now predicts that the world is unlikely to meet its climate targets.

Opedal admitted that the company had previously been overly optimistic about the pace of development of certain

low-carbon technologies, such as CO2 transportation, storage, and floating offshore wind. This reflects a broader industry reassessment, where high costs and political resistance are slowing the shift away from fossil fuels. Earlier this year, Equinor reduced its 2030 renewable energy goals, joining other major European energy companies in scaling back their ambitions. Despite scaling back ambitions, Opedal expressed confidence that these technologies will be essential in the future, although their timeline for success remains uncertain.

Seaway Osprey completes discharge of Rem Pioneer hull at Gurskefjorden



Photo credit: Rune Paulsen via LinkedIn

24, November 2025

The semi-submersible heavy-load carrier Seaway Osprey, operated by Seaway 7, has completed discharging the hull of newbuild 82 – Rem Pioneer at Gurskefjorden, Norway, ahead of towing to Myklebust Verft. The carrier is considered likely the

largest vessel to have visited the fjord.

Seaway Osprey arrived in Gurskefjorden on 26 November, after which preparations for the float-off operation commenced. During the procedure, the vessel was submerged so that the hull could be released from the deck and moved toward the yard for

final positioning.

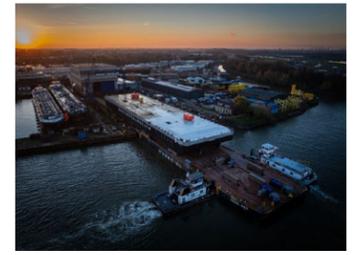
The transport commenced after the hull was loaded in Haiphong, Vietnam, on 5 October.

The Seaway Osprey is a 36-year-old vessel, built in 1989 as a tanker and converted into a semi-submersible heavy transport vessel in 2008. Operating under the Norwegian flag, the ship

features a free deck length of 157 m and a free deck area of 6,900 m².

Engineered for large-scale transport, Seaway Osprey is equipped to handle several loading and discharge methods, including float-on/off, skid-on/off, roll-on/off, and lift-on/off operations.

DDL Marine Performs Load-out of EB102



25, November 2025

The Netherlands-based DDL Marine completed the load-out of the 2,200-tonne newbuild barge EB102 onto the HEBO-P82 barge at Europort Construction B.V. The operation, supported by coordinated engineering and on-site execution, concluded with EB102 safely secured on the transport barge.

After the load-out was completed, the HEBO-P82 proceeded to the Pioneering Spirit, where the vessel carried out a lift-off discharge to remove EB102 from the barge. With the complete sequence finished, the Europe Barge 102 is now available for charter for upcoming marine and offshore projects.

HMT NEWS
HEAVY MARINE TRANSPORT

SUBSCRIBE »



Photo: Grand Bahama Shipyard

BOKA Vanguard Completes Delivery of “East End” Dry Dock to Grand Bahama

25, November 2025

The BOKA Vanguard has delivered the “East End” floating dry dock to Grand Bahama Shipyard, completing a heavy-lift operation that started when Boskalis’ project team loaded the cargo in Qingdao, China. The dry dock, measuring 335 m in length, extended 44 m beyond the stern and 17.5 m

ahead of the bow during loading, illustrating the scale of the transport managed by the world’s largest semi-submersible vessel.

The project demonstrated the impact of the vessel’s 10.3 m widening carried out in 2024. With its casings now set 80 m apart, the ship accommodated the 75 m-wide dry dock securely on deck, reaffirming its capacity

to move oversized offshore and shipyard structures with precision.

Upon arrival, Grand Bahama Shipyard confirmed that the East End dry dock had reached the facility. The shipyard noted that the new asset strengthens its repair and conversion footprint along the US East Coast. A second dry dock remains scheduled for delivery in Q2 2026.

GPO EMERALD Completes Transport of Hydra



Photo source: Nordlaks

24, November 2025

The GPO EMERALD, operated by GPO Heavylift, completed the transport of the Hydra semi-closed fish-pen structure for Nordlaks. The vessel loaded the unit on 22 October 2025 at Gemak Altinova Shipyard in Turkey via the float-on method. The cargo, weighing approximately 6,000 tonnes with an outer diameter of 72 m, was secured through sea-fastening operations before departure.

On the morning of 23 November 2025, the vessel discharged the structure through the float-off method in Sørsvika, Norway, marking another heavy-cargo operation for the fleet. The Hydra is now undergoing ballast and heel tests ahead of towing and final anchoring.

Once installed in 2026, the Hydra will operate as a semi-closed fish-farming system with solid walls extending 20 m below the surface, featuring a roof cover and a controlled water-exchange system.

The semi-submersible heavy-lift vessel GPO EMERALD (IMO 9760457) sails under the Marshall Islands flag. It measures 225 m in length and 48.05 m in beam and is designed for the global transport of offshore modules and floating structures.

Jasmund Substation Topside and Jacket Loaded Out for Windanker Project

26, November 2025

The load-out of the OSS Jasmund for the 300-MW Windanker offshore wind project has been completed by HSM Offshore Energy BV and Mammoet in the German sector of the Baltic Sea, around 100 km off the Lubmin coast.

The 4,500-t topside, built at HSM's Stormpolder yard, measures 48 m x 33 m x 17.5 m. A matching 4,500-t jacket, fabricated by Smulders at its Vlissingen facility, was prepared alongside

it for barge transport to the Windanker site. These structures represent the first of three offshore substations that the HSI consortium is supplying to 50Hertz.

To support both transfer and marine transport, the consortium developed a specialized grillage to protect the structural integrity of substation components and optimize load distribution. In the final load-out stage, Mammoet moved the topside onto Heerema's H-408 barge using 240 axle lines of SPMT, bringing the total weight to 5,100 t with the grillage installed.

Mammoet Handles Overland Barge Move for Singapore Polder Works



Image courtesy of Mammoet

28, November 2025

The Pulau Tekong Polder development, a major addition to Singapore's reclaimed land portfolio, moved forward as twelve heavy barges were extracted from an inland pond and transferred back to open water for continued use. The works form part of the country's first empoldering venture, led by the Housing Development Board (HDB) and delivered by the Boskalis Penta Ocean Joint Venture (BPJV).

Unlike sand-based reclamation, the polder system encloses land with a dike and then lowers the internal water level through controlled drainage. This setup reduces the volume of fill required for construction. Within this new tract, a stormwater pond was built to regulate runoff, and floating equipment was deployed to shape the basin. Once the excavation campaign ended, these units became landlocked and had to be removed for redeployment.

Each barge weighed between 680t and 990t, and relocating them required retrieval from the pond, movement across the newly completed haul route, and re-entry into the sea. Because of this multi-stage scope, the client

appointed Mammoet, drawing on the company's broad experience with airbag and winch solutions for marine handling.

A combined team of specialists was mobilized to plan and execute the sequential operations. For every barge, crews positioned 68 airbags, then connected cables to four winches rated between 60t and 85t. The winches hauled the bow clear of the pond, after which 18 climbing jacks lifted the hull so the airbags could be removed. Once elevated, SPMTs (Self-Propelled Modular Transporters) were placed under the structure and used to transfer the vessel to the designated launch point.

Setting each barge afloat required repeating the initial steps in reverse order. All twelve units were handled using this cycle. Weather presented challenges, but the team maintained the project timeline and enabled a critical stage of the larger polder works, supporting Singapore's land expansion initiative.

"We take immense pride in our role within the Tekong Polder project. By leveraging our global expertise, we helped enhance Singapore's geographical footprint," said Anandan Lokantham.

SUN RISE Carries Final CVOW TPs for CS WIND Offshore



Image captured from a video shared on LinkedIn by CS WIND.

27, November 2025

The semi-submersible heavy lift vessel SUN RISE is transporting the final transition pieces (TPs) manufactured by CS WIND Offshore for Dominion Energy's Coastal Virginia Offshore Wind (CVOW) development in the United States. With this shipment, CS WIND Offshore has completed the final TP delivery for the CVOW project.

The last units departed the company's facility at Port of Aalborg, marking the conclusion of a load-out programme that began in April 2024. The company reported that all phases of the campaign were executed safely and without operational incidents.

The scale of the TP scope was significant, using steel plate volumes that, if laid in a line, would stretch 38 km, and involved the installation of 211 km of cable across the full project. Each transition piece is 26.6 m high; together, the full series reaches 4,681.6 m, equivalent to nearly 13 Eiffel Towers stacked vertically.

This shipment represents CS WIND Offshore's largest TP delivery to date. Reflecting on the project, Søren Uhrenholt Hermansen, VP, Project, Transition Pieces, highlighted the collaboration with Dominion Energy, designer Ramboll, and internal teams, and noted the progress achieved since the contract was signed four years earlier.

CS WIND Offshore stated that the experience gained from the CVOW scope will support upcoming work.

The semi-submersible heavy lift vessel SUN RISE is currently located in the UK Coast & Atlantic region with an ETA to Norfolk on 8 December 2025, according to a ship tracking service. The vessel sails under the Korean flag, has a length overall (LOA) of 168.5 m, and a width of 40 m.

In August 2025, German heavy-lift and engineering specialist SAL announced that it had purchased SUN RISE and another vessel of the same type, SUN SHINE, from Pan Ocean of Korea, with delivery scheduled between October 2025 and April 2026.

United Heavy Lift Delivers New Mobile Harbor Cranes to NorthPort



United Heavy Lift delivers ESP 5 mobile harbor cranes to NorthPort.

25, November 2025

Germany-based United Heavy Lift completed the transport of two Konecranes Gottwald ESP 5 mobile harbor cranes to NorthPort, the Philippines' busiest domestic gateway operated by ICTSI. Their arrival supports NorthPort's response to rising domestic cargo volumes and the need to maintain fast vessel turnaround while ensuring operational

reliability.

Each crane provides a 41-ton lifting capacity with a 46 m outreach across 13 bays and will be deployed at Pier 10 as part of NorthPort's modernization program. The additional equipment increases the port's capacity during peak periods by enabling more simultaneous vessel operations.

The cranes arrived on 19 November and are undergoing

testing and commissioning before entering commercial service in December.

United Heavy Lift is a Germany-based provider of heavy lift, breakbulk, and project cargo ocean transport services. Its activities include chartering, cargo operations, project management, technical supervision, and engineering support for complex marine transport assignments.

Alnokhada Crane Barge Begins Outfitting After Launch



Photo source: Drydocks World

27, November 2025

Drydocks World has placed its new 5,000-tonne floating crane Alnokhada into the water, concluding the primary fabrication phase and moving the project into outfitting. Delivery remains planned for Q2 2026, with commissioning expected in Q1 2026.

The unit was built by Shanghai Zhenhua Heavy Industries (ZPMC) Offshore and is now afloat, advancing to the stage that covers system installation and testing. These activities will prepare the crane for use in complex

offshore, industrial, and energy projects.

Alnokhada is 138.5 m long, spans 52 m in beam and has a 5.8 m draft. Its lifting arrangement pairs a 5,000-tonne main hook with a 600-tonne auxiliary hook capable of reaching 180 m, enabling operations that require both significant capacity and controlled handling.

In July 2025, Drydocks World organised a competition to name the crane, receiving more than 3,000 entries. The selected submission came from Kim Alfonso, a certified lifting equipment engi-

neer from the Philippines and a former yard employee. The name draws from the Gulf Arabic term describing the dhow captain who led high-risk pearl-diving voyages, reflecting Dubai's maritime heritage.

According to Capt. Rado Antolovic, CEO of Drydocks World, Alnokhada, is a key element of the yard's long-term development and supports its strategy to deliver the next generation of offshore vessels and large industrial projects, both offshore and onshore.

UHL Finesse Delivers Four Tugboats in Hamburg

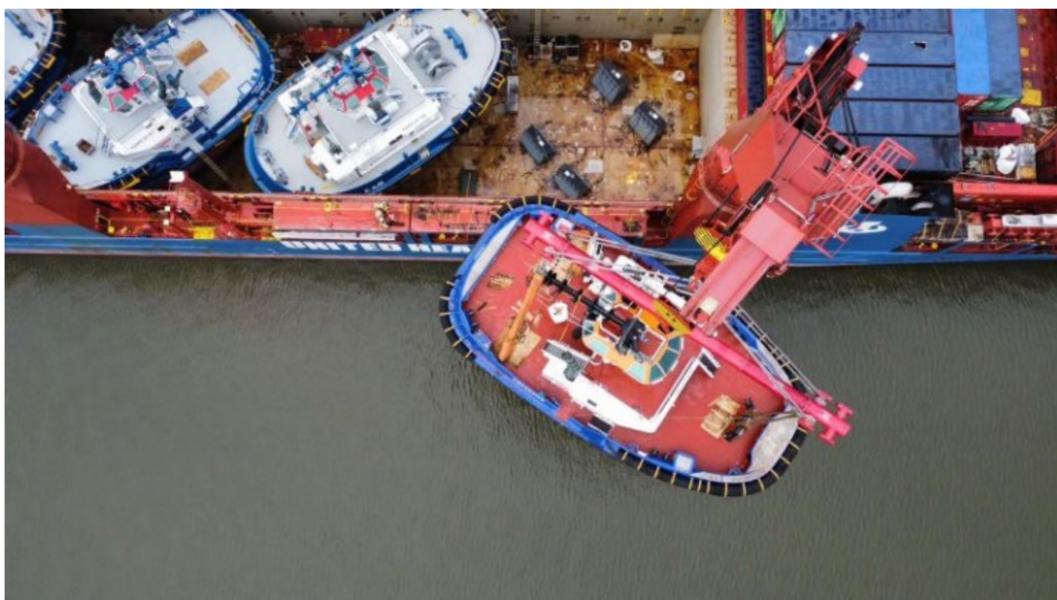


Photo source: United Heavy Lift

27, November 2025

United Heavy Lift reported that the UHL Finesse made a scheduled call in Hamburg last week, transporting four tugboats as part of a coordinated handling operation.

The vessels were discharged

at C. Steinweg (Süd-West Terminal) Hamburg and placed into the water immediately after offloading. According to the company, the sequence was carried out smoothly through close coordination among all parties on site. Images from the operation underline the scale of the transfer and

the accuracy required during the movement of the units.

United Heavy Lift acknowledged the contribution of its customer Damen, along with all personnel involved in the Hamburg operation.

JIS Alliance Delivered 370-Tonne Cryostat Tank to France for ITER



Image source: SAL

27, November 2025

A 370-tonne cryostat tank built for the world's largest fusion experiment has been transported from Zhangjiagang, China, to Fos, France, for DAHER Transport SAS. The move was completed by the JSI Alliance, supporting the ITER Organization Project, a global scientific initiative aimed at enabling sustainable fusion energy.

The shipment travelled on

MV Wiebke and was handled on a last-in/first-out basis. This sequence required careful planning to maintain safe handling and ensure the cargo arrived on schedule.

Along with the main tank, additional accessories were included in the shipment. The alliance stated that the task drew on its combined technical expertise and global reach to execute the requirements.

Baltic Offshore Build Advances as First Transition Pieces Depart



Image source: Equinor via LinkedIn

27, November 2025

The first transition pieces for the Bałtyk 2 & 3 offshore wind farms have begun their journey from the Smulders facility in Hoboken, signaling the start of a delivery sequence that will supply 100 units for one of Poland's largest offshore wind developments.

After months of fabrication, the initial structures were transferred from the yard under strict safety procedures and dispatched toward Vlissingen, where they will remain in storage ahead of installation. These large yellow components, which connect monopiles to turbines, require precisely planned lifting and handling—a process in which timing and weather considerations shape every move.

The project's progress also reflects a coordinated, cross-border

manufacturing effort. Smulders and Sif are jointly producing all 100 transition pieces, supported by secondary steel fabrication from Polish workshops in Żary, Niemodlin, and Łęknica. This geographically distributed supply chain links Belgium, the Netherlands, and Poland as the Bałtyk 2 & 3 developments work toward first power in 2027 and full operation in 2028.

Offshore installation activities are scheduled to begin in spring 2026. Each completed load out confirms that fabrication remains aligned with the delivery plan for the 1.44 GW project, which is being developed by Equinor and Polenergia. With additional transition pieces set to follow, the latest shipment moves the Baltic Sea closer to becoming a major renewable-energy hub.

McDermott completes FaS subsea works offshore Sarawak

26, November 2025

McDermott announces the safe and successful completion of offshore transportation and installation of subsea infrastructure for the FaS pipelay and heavy lift project, which covers the F22, F27 and Selasih fields off the coast of Sarawak in East Malaysia.

Awarded in 2023 by Sarawak Shell Berhad, the project scope includes the transportation and installation of two pipeline segments, one section of flexible pipelay, pre-commissioning services for all infield pipelines, and the structural installation of three jackets and topsides.

"This project demonstrates the strength of our long-standing rela-

tionship with Shell and our ability to deliver complex projects safely and efficiently," said Mahesh Swaminathan, McDermott's Senior Vice President, Subsea and Floating Facilities. "It also highlights the depth of talent in our Kuala Lumpur office, which continues to play a leading role in delivering complex offshore projects for Malaysia and beyond."

For the FaS scope, McDermott deployed its DLV2000 heavy lift and pipelay vessel, underscoring its strategic relevance for offshore work in Asia. The project recorded more than one million safe work hours, a milestone that reflects McDermott's safety-first culture and strong collaboration with Shell and its project partners.

GWS Finalises Turbine Pre-Assembly for Ørsted in Taiwan



Image source: Global Wind Service

27, November 2025

Global Wind Service (GWS) has completed the pre-assembly phase for all 66 wind turbines designated for the Greater Changhua 2b & 4 offshore wind project, which Ørsted is constructing in Taiwan. The company stated that the work was delivered in line with both the original timeline and the revised schedule, supported by coordinated efforts with Siemens Gamesa Renewable Energy (SGRE), Ørsted, and crane supplier BMS.

More than 140 GWS technicians contributed to the operation, which covered the Siemens

Gamesa 14-236 14 MW turbine platform. According to Rasmus Ravn, COO at Global Wind Service, completing the activity on schedule on a new turbine platform reflects the professionalism and commitment of those involved.

Situated 35–60 km off Changhua County, the 924 MW Greater Changhua 2b & 4 development spans two offshore sites that will host 66 SGRE turbines installed on suction bucket jacket (SBJ) foundations. The first turbine was erected in April, following the installation of the initial foundation, and the project began feeding power into the grid in July.

ADES Completes Merger with Shelf Drilling

27, November 2025

ADES International Holding has finalised its acquisition of Shelf Drilling, closing the transaction in November 2025 and forming a combined offshore drilling group operating more than 80 jack-up rigs, including over 45 premium units active in major basins worldwide.

The merger stems from an announcement issued on 5 August 2025, later amended on 16 Sep-

tember with updated terms setting the offer at NOK 18.50 (\$1.89) per share. The revised proposal followed discussions with Shelf Drilling's senior management and reflected market conditions as well as an upward revision of estimated annual cost synergies to \$50–60 million, compared with the earlier \$40–50 million guidance.

As of 30 June 2025, the combined company reported a total backlog of \$9.45 billion.

Allseas to Install 500-km Deepwater Pipeline System for Enbridge



Image source: Allseas

27, November 2025

Allseas is preparing to deliver a 500-km deepwater pipeline system for Enbridge in the US Gulf, a project aimed at reinforcing subsea transport routes for future energy production in the region.

The work covers a series of export lines placed in deep water, each tied back through steel catenary risers, forming part of 515 km of subsea infrastructure planned for crude oil and natural gas. Offshore installation will be carried

out by Solitaire, which will utilise Allseas' double-joint production system to support faster and more precise pipelay operations.

According to Allseas, the new system will extend Enbridge's existing deepwater network and provide additional export capacity as production and transport volumes increase. The company notes that the programme builds on more than 8,000 km of subsea pipelines previously installed by Allseas in the Gulf.

The project involves work in

water depths reaching 2,000 m, identified as among the deepest in the area, and ranks among the longest pipeline installation efforts undertaken in the region. Allseas states that rapid execution is enabled by technology designed to maintain installation accuracy.

Offshore activities are scheduled for 2027–2028, with onshore and offshore teams contributing their expertise throughout the campaign.

Petrobras May Postpone Buzios Drilling Awards to 2026

27, November 2025

Brazil's national oil company Petrobras is expected to push back the award of up to four drillship contracts for the Buzios field, with the timeline extending into 2026, according to individuals familiar with the process. The shift comes as the market tracks Brazil's output amid signs of a growing global crude surplus.

Sources indicated that Petrobras had initially targeted completion of the contracting process this year but is delaying in part to deepen its understanding of the reservoir, which could improve well placement. Another source said the company has allowed contractors to revise their proposals through the end of 2025.

The pace of the drilling campaign will influence how quickly Petroleo Brasileiro SA reaches peak production at Buzios—one of the main contributors to Brazil's output growth in 2025 and a factor in the current oversupply. The field recently exceeded 1 MMbpd and may approach 2 MMbpd toward the end of the decade.

Global demand for deepwater-capable rigs has softened as operators concentrate on



Image source: Petrobras

the most productive acreage, weighed by cost pressures, weakening oil prices and competition from lower-cost onshore developments. Earlier this month, the International Energy Agency reported that global crude supply is set to exceed demand by just over 4 million bpd next year.

Petrobras confirmed that the tendering process for Buzios drilling units remains active but did not indicate when awards will be issued. The company said it regularly reassesses requirements for critical resources, including offshore drilling units, to optimise project planning.

The potential contracts repre-

sent an important revenue stream for drillship operators and suppliers of subsea equipment. Analysts and contractors noted that Petrobras has continued to seek cost reductions from vendors in response to lower oil prices.

Offshore driller Valaris Ltd. recently stated that Brazil could account for nearly one-third of global drillship demand through 2029, citing a temporary downturn in activity and an anticipated market recovery in 2026, which could place upward pressure on future rig rates.

Source: Bloomberg

1997 Built Rig Secures New Work for Karoon



Photo source: Constellation Oil Services

27, November 2025

Constellation Oil Services reported during its third-quarter 2025 earnings call that the semi-submersible Atlantic Star is set for a new assignment following the signing of a letter of intent (LOI) with Karoon Energy.

The Atlantic Star, introduced in 1997 and currently under contract with Petrobras until January 2026, is being lined up for deployment in the Santos Basin. Constellation chief executive Rodrigo Ribeiro explained that Karoon intends to

use the unit for a shallow-water heavy workover on one of its producing wells. Karoon had earlier disclosed in August that it needed a rig to intervene on well SPS-92 after an electrical submersible pump failure.

The planned campaign, located at the Karoon-operated Bauna field, carries an estimated value of \$25 million. Operations are expected to begin in April 2026 and continue for 77 days, corresponding to a dayrate of roughly \$325,000.

Ribeiro noted that the LOI

could represent the Atlantic Star's first job outside Petrobras in many years, linking the development to opportunities emerging from Petrobras' divestment of mature assets to independent companies.

Constellation's quarterly results showed a \$14.3 million net loss, compared with a \$2.5 million profit a year earlier, while net revenues stood at \$135.6 million. By September 2025, the company's backlog reached \$1.9 billion, equivalent to 19 rig years.

Windcat and Damen Launch New Offshore MP-ASV Class



Image source: CMBTECH

27, November 2025

Windcat formalised a contract with Damen Shipyards Group on 25 November 2025 for a new Multi-Purpose Accommodation Support Vessel (MP-ASV), initiating the Innovation Series with options for five additional units. The design merges a large open deck, a 150-ton subsea crane, and long-duration accommodation for offshore personnel.

The MP-ASV builds on experience from the Elevation Series CSOVs, yet introduces a larger 102m x 20m platform with 750m² deck capacity and support for ROV deployment. Efficiency

upgrades include a 3,981kWh battery system on a DC grid, enabling peak-shaving during DP operations. As with Windcat's CSOVs, the vessels integrate low-carbon fuels through a dual-fuel hydrogen engine for the auxiliary genset.

Accommodation is arranged for up to 190 people with an endurance of 28 days. Transfers to offshore assets will use a motion-compensated gangway capable of maintaining a fixed link. Interior planning focuses on explicit routing and material quality to support crew well-being.

A DP2+ configuration combines azimuth units with forward and aft tunnel thrusters, preserv-

ing DP2 capability if a thruster becomes unavailable—an essential safeguard in remote operations.

Damen Sales Manager Joost van der Weiden highlighted the partnership's continued progress following the Elevation Series. Windcat Managing Director Willem van der Wel described the MP-ASV as a new vessel class combining MPSV-scale deck capability with ASV-level accommodation.

Construction will begin in February 2026 at Ha Long Shipyard in Vietnam, with delivery planned for 2028.

Dajin Heavy Industry Secures TP Contract for Gennaker Project

24, November 2025

Skyborn Renewables and Dajin Heavy Industry signed a contract for the supply of transition pieces (TPs) for the Gennaker Offshore Wind Project, marking another confirmed step toward project execution. The agreement follows the companies' continued cooperation on offshore component manufacturing and delivery.

Patrick Lammers, CEO of Skyborn Renewables, said the partnership was entering its execution phase with Dajin, emphasizing the company's proven offshore manufacturing capability and stable delivery performance. He noted that these factors would support the overall progress of the Gennaker development.

Jin Xin, Chairman of Dajin

Heavy Industry, stated that the contract demonstrated the companies' shared focus on quality and their joint contribution to Europe's renewable energy transition. He highlighted that the cooperation reflected a commitment to reliable production and project delivery.

The Gennaker offshore wind farm will have an installed capacity of up to 976.5 MW and will be located in the German Baltic Sea. The project is scheduled for commissioning in 2028, supplying clean electricity equivalent to the consumption of about 1 million households. The TP supply agreement signed by Skyborn and Dajin represents a key step in meeting the project's timeline and component delivery sequence.

Philippines Launches 3.3GW Offshore Wind Auction



25, November 2025

The Philippines has opened its first offshore wind-dedicated auction, offering 3300MW of capacity scheduled for delivery between 2028 and 2030. The tender covers fixed-bottom projects and provides 20-year contracts, with development centered on Pambujan Port in Camarines Norte and Sta. Clara Port in Batangas.

This fifth round of the Green Energy Auction (GEA-5) represents the country's first competitive process focused solely on offshore wind. Energy Secretary Sharon S. Garin said the finalized terms of reference resulted from extensive coordination among agencies and industry groups,

emphasizing that the round moves the sector from early assessments to bankable projects supported by clear rules and defined milestones.

The Department of Energy said GEA-5 uses a coordinated milestone system linking developers and government agencies, tracking progress on grid studies, port readiness, permitting, construction, and delivery schedules. It is also the first round to formally align port and transmission preparation with project milestones.

Developers must submit registration documents, including wind resource assessments, infrastructure plans, and corporate filings. The Department of Energy is expected to announce the pre-bid conference and registration schedule soon.

Secretary Garin said offshore wind can support the Philippines' long-term clean energy transition, noting that GEA-5 shows the country is prepared to attract global investment.

Aker BP Extends Long-Term Access to Floatel Endurance

22, November 2025

Aker BP has extended its use of the Floatel Endurance, securing the semi-submersible accommodation unit for a series of offshore assignments planned across multiple years. The vessel is currently deployed at the White Rose field offshore Canada and will transfer to Aker BP operations in February 2026.

According to the companies, the unit will support the Skarv development first before shifting to the Yggdrasil project. The arrangement includes optional periods that allow the flotel to remain

with Aker BP through the first half of 2028.

Floatel International also confirmed that Aker BP has booked the vessel for 2029, when Floatel Endurance will provide accommodation and construction support for the Alveim FPSO.

Chief executive Peter Jacobsson welcomed the continued partnership, noting the importance of being selected again for a major offshore programme.

Floatel International operates four large semi-submersible flotels, all of which were fully utilised during the third quarter of 2025 in Norway, Australia and Brazil.

Seatools Secures Contract to Supply Dual Fall-Pipe ROVs for Van Oord



Image source: Seatools

26, November 2025

Seatools, a leader in subsea technology, has secured a contract with Van Oord to design and deliver two Fall-Pipe ROVs (FP-ROVs) for use on their next-generation Subsea Rock Installation (SRI) vessels. These vessels, announced by Van Oord in July 2023, are aimed at bolstering the company's position in the sub-sea rock installation market and protecting critical offshore energy infrastructure.

The FP-ROVs will ensure precise horizontal positioning of the fall pipe and will support pre-, intermediate-, and post-lay surveys. This will enable accurate rock placement, essential for safeguarding subsea cables, pipelines,

and other infrastructure.

Seatools and Van Oord have enjoyed a strong and successful collaboration in Subsea Rock Installation for many years. Previously, Seatools provided complete Fall-Pipe ROVs for Bravenes and Stornes, and also carried out a full control-system upgrade for the FP-ROV on the Nordnes vessel.

This latest award further strengthens Seatools' growing portfolio of project wins, including a Fall-Pipe ROV contract with Jan De Nul, as well as innovations in deep-sea exploration equipment and offshore decommissioning systems.

Van Oord's next-generation vessels feature high loading ca-

capacity, advanced automation, and a sustainable multi-fuel power plant with methanol capability. The new vessels underscore Van Oord's commitment to protecting critical subsea infrastructure while meeting the increasing global demand for energy security—goals to which these FP-ROVs will contribute.

Jan Frumau, Managing Director at Seatools, said, "We are proud to continue supporting Van Oord as they expand their SRI fleet with these advanced vessels. Delivering these two Fall-Pipe ROVs strengthens our long-term partnership and reflects the trust placed in our subsea technology. We are excited to play a role in the protection of essential subsea infrastructure worldwide."

Seatrium Secures Second Deepwater FPU Contract with BP



26 November 2025

Seatrium Limited announced that it had been awarded a contract by BP Exploration and Production Inc for the engineering, procurement, construction, and onshore commissioning of the Tiber Floating Production Unit (FPU) project in the Gulf of America. This signifies Seatrium's second consecutive deepwater FPU contract with BP, following the Kaskida FPU awarded in December 2024.

According to Mr. William Gu, Executive Vice President of Seatrium Energy (International), the Tiber FPU contract represents a significant step forward in the company's relationship with BP. He emphasized that the project

underscores Seatrium's expanding role in the FPU sector, highlighting its ability to deliver high-quality solutions with maximum efficiency and safety. He also noted that the project's success will be driven by Seatrium's series-build approach, which enables faster, more efficient execution by leveraging lessons learned from previous projects.

The Tiber FPU is designed to produce 80,000 barrels of crude oil per day and will be located in the Tiber and Guadalupe fields in the Keathley Canyon area, approximately 300 miles southwest of New Orleans. The platform will operate at a depth of around 4,100 feet.

Seatrium will replicate more than 85% of the Kaskida FPU design for the Tiber FPU, helping streamline project execution by leveraging established efficiencies and best practices. The use of a series-build model will enhance supply chain efficiency by standardizing procurement and

coordinating planning across both projects. This strategy also enables Seatrium to rely on trusted suppliers and partners for engineering and commissioning support, ensuring a smooth execution process for the project.

The topside of the Tiber FPU will be integrated onto the hull using Seatrium's single-lift methodology, enabled by its Goliath twin cranes, which have a combined lifting capacity of 30,000 tonnes. This method allows the topside to be fully completed and tested at ground level, guaranteeing the platform's full readiness, optimal safety, and maximum operational efficiency.

The Tiber FPU strengthens Seatrium's expanding portfolio of floating production units for leading energy clients. The company's recent projects include the ongoing Shell Sparta and BP Kaskida FPU newbuilds, as well as the successful completions of Shell's Vito and Whale FPU's in 2021 and 2023, respectively.

Boreas Mobilisation Finalised at Wagenborg Eemshaven



Photo courtesy of Royal Wagenborg

25, November 2025

Van Oord's Boreas, the company's largest offshore wind installation vessel, was demobilised at the Wagenborg terminal in Eemshaven after completing its work at the North Sea Cluster. The vessel then entered preparations for its next project at Hollandse Kust West, where it will install monopiles in the North Sea. Wagenborg is supporting this mobilisation with

dedicated assets and crews.

A key step in the mobilisation is the installation of the CAPE VLT Tool and MENCK hammer, which are essential for the upcoming offshore operations. Wagenborg's tugboat crews recently positioned the equipment with millimetre precision onto a pontoon alongside the Boreas. The scheduled lifting of these tools onto the vessel will mark an important phase as the mobilisation progresses.

Petrofac Cuts 200 jobs in UAE

24, November 2025

UK energy services firm Petrofac laid off nearly 200 employees in the UAE with only one day's notice, as the company's financial restructuring continued to unravel.

Roughly 180 workers connected to an offshore wind grid programme that accounted for most of Petrofac's engineering and construction work in the UAE were let go during the week ending 19 November. Employees said their salaries were paid only up to that date and that no explanation was provided about notice periods or end-of-service gratuity. One worker recalled being informed that around 190–200 staff would be terminated immediately, with the next day set as their final working day.

Those affected included project directors, senior engineers, and support personnel linked to TenneT's 2GW offshore wind transmission programme, which has since been cancelled. Petrofac had been pursuing a restructuring since 2024, but TenneT terminated Petrofac's share of the contract after the required milestones were not met.

Following the termination, Petrofac Limited entered administration, and Larsen & Toubro was appointed to take over the project. A manager cited by local media said the company went bust soon after the contract was withdrawn.

Long-serving staff in the UAE now fear they may lose their legally mandated gratuity, which reports suggest could total more than AED 27m (\$7.35m).

HMT NEW!
HEAVY MARINE TRANSP

Editor & Publisher:

Mike Lee / HMT News
ml@ohtkr.com | info@hmt-news.com
+82 10 5360 8250

Address:

#1012, 393, Seongseo-ro, Dalseo-gu, Daegu, Republic of Korea

To unsubscribe, email info@hmt-news.com

SUBSCRIBE »

Foundation Phase Completed for Nordseecluster A Substations



24., November 2025

The Nordseecluster A offshore wind project completed its foundation phase at the end of last week, finalising the installation of two offshore substation foundations. Each jacket structure consists of four piles and a transition piece, forming the base for the topsides planned for a later stage.

The foundation components were loaded at the Port of Rotterdam and transported on an 18-hour voyage to the installation site in the German North Sea. With individual weights exceeding 2,000 tonnes, the transport and lifting sequence was carried out by the semi-submersible crane vessel Sleipnir, operated by Heerema Marine Contractors.

Sven Utermöhlen, CEO of RWE Offshore Wind, said that nearly 290 personnel supported the campaign, enabling the installation work to progress efficiently. With the foundations now in place, preparations are underway for the two topsides, scheduled for 2026, while ongoing soil investigations support the internal cabling programme. Around 70 km of cable is expected to be laid early next year.



Several suppliers contributed to the first-phase substation package. Atlantique Offshore Energy, the marine energy division of Chantiers de l'Atlantique, was selected to deliver the two substations. The substation foundations were manufactured by Rosetti Marino following a contract awarded in September 2023.

With all foundations for the 660 MW Nordseecluster A now installed, the project is preparing for the turbine phase. The site will host 44 Vestas V236-15.0 MW turbines, with full commissioning targeted for 2027. The second phase, Nordseecluster B, will add 900 MW from 60 turbines.

The entire Nordseecluster development is jointly owned by RWE and Norges Bank Investment Management.

Huisman-Siemens Gamesa Introduce Advanced Blade Stabilising System



Image source:339789564784678.webp

24, November 2025

Huisman and Siemens Gamesa introduced a jointly engineered solution on 20 April 2023, combining their technical and operational expertise to stabilise wind turbine blades, nacelles, and tower segments during installation. The two companies developed the Travelling Load Stabilising System for improved control of lightweight components affected by wind while suspended from a crane.

The system utilises two pairs of tuggers operating together to manage load movement. One pair is mounted on independent trolleys that travel along an in-

tegrated rail on the crane's stiff boom, automatically following the main block to maintain optimal line geometry. The second pair is deployed from the crane tip, providing a perpendicular force. By engaging the load from two directions, the configuration delivers significantly more control than a conventional single-pair tugger setup.

A dedicated control system holds the load's position, offering greater stiffness and accuracy than constant-tension systems. In the event of an unexpected overload, the system yields within limits and returns to its setpoint once forces fall below the defined threshold.

Fully integrated into the crane, the Travelling Load Stabilising System can be operated from the crane cabin or via an optional walk-around box (WAB).

Jesper Moeller, Chief Engineer Execution at Siemens Gamesa, stated that the technology is essential for the technical readiness of next-generation wind turbine installation under challenging wind conditions. He added that increased installation uptime, improved overall operational activities, enhanced safety, and reduced (de-)mobilisation periods provide benefits across the wind industry.

Huisman CEO David Roodenburg highlighted the importance

of industry cooperation in accelerating the energy transition. He noted that combining Siemens Gamesa's operational knowledge with Huisman's equipment expertise has resulted in a solution that reduces weather downtime, a persistent challenge during turbine installation.

Key features include optimal tugger elevation, high-stiffness boom trolleys, position-controlled winches, full integration with crane controls, suitability for lifting and man-riding operations, optional automation for specific tasks, and retrofit provisions in Huisman's latest crane designs.

ADNOC Confirms \$150 Billion Plan to Expand Capacity and Global Reach



26, November 2025

ADNOC has reaffirmed its commitment to a \$150 billion investment plan over the next five years, aimed at boosting its production capacity domestically and expanding its international footprint. The company's board has officially approved this spending, which mirrors the strategy first

unveiled three years ago.

Since that announcement, Abu Dhabi's largest oil producer has established a dedicated international investment arm, XRG, which is actively seeking global opportunities. XRG has significantly increased its enterprise value, growing from \$80 billion to \$151 billion in just a year, according to ADNOC. The unit has

also acquired stakes in ADNOC's publicly traded companies, with these holdings now valued at over \$100 billion. Looking ahead, XRG aims to position itself among the world's top five suppliers of natural gas and petrochemicals, while also meeting the growing demand driven by the AI and tech industries.

XRG has made significant strides in its expansion, securing liquefied natural gas (LNG) contracts in the U.S. and Africa, investing in gas fields around the Mediterranean, and nearing the completion of a \$14 billion acquisition of the German chemical manufacturer Covestro AG.

However, the company's largest acquisition attempt stumbled in September, when it abandoned its \$19 billion takeover bid for Australian natural gas producer

Santos Ltd. Despite this setback, ADNOC remains resilient, having recently announced a new deal to explore an LNG project in Argentina.

The company's board, which is chaired by UAE President Sheikh Mohamed bin Zayed Al Nahyan, also reviewed progress on the Hail and Ghasha offshore natural gas concession. The project's production target has been raised to 1.8 billion cubic feet per day, up from 1.5 billion, with plans to complete it by the end of the decade.

HMT NEWS
HEAVY MARINE TRANSPORT

SUBSCRIBE »

TotalEnergies Refutes Claims Linked to 2021 Mozambique Operations



Image source: Shutterstock / ID: 1942575055

22, November 2025

TotalEnergies issued a detailed statement this month dismissing allegations submitted to France's National Anti-Terrorist Prosecutor's Office (Pnat) that the company or the Mozambique LNG project was involved in alleged war crimes or abuses said to have been committed by Mozambican forces in 2021.

The complaint, filed against persons unknown as well as the company, followed a September 2024 Politico report asserting that Mozambican soldiers carried out alleged abuses near the LNG site between June and September 2021. TotalEnergies said on Wednesday that it had not been

formally notified of the filing and "firmly rejects" the accusations.

The company noted that all Mozambique LNG staff had already left the Afungi site in early April 2021, soon after the Islamic State-affiliated Al-Shabab attack on Palma in March 2021. After the evacuation, Mozambique's military assumed control of the installation, including the port and airport.

TotalEnergies said internal assessments and consultations with relevant stakeholders produced no indication that the company knew the alleged acts at the time. It added that it repeatedly asked Politico to provide material supporting its claims, stating that none had been submitted. All

correspondence between the company and the publication has been posted on a dedicated website.

In November 2024, Mozambique LNG formally requested that Mozambican authorities initiate an official investigation. The Attorney General confirmed in March 2025 that a criminal inquiry was in progress. TotalEnergies also asked the National Human Rights Commission to conduct an independent review and committed to releasing the commission's findings.

The company said the project's security arrangements, as with other LNG developments globally, were handled by national forces under a now-expired Mem-

orandum of Understanding that addressed human rights training, grievance procedures, and provisions for removing personnel in cases of misconduct. It added that grievances recorded through these channels did not substantiate the claims referenced by Politico or the new complaint.

Holding a 26.5% interest in the Mozambique LNG venture, TotalEnergies said the project has been on pause since 2021 due to the regional security situation. The company reiterated its long-term commitment to Cabo Delgado, pointing to earlier humanitarian assessments that informed expanded community-support programs.

Cypre Drilling Programme Completed Safely



24, November 2025

bp Trinidad and Tobago (bpTT) announced on 20 November 2025 the safe completion of the Cypre seven-well drilling programme, following first gas delivered in April 2025.

The Cypre development connects seven subsea wells to the Juniper platform. Four wells were drilled and completed at the end of 2024, supporting the April 2025 first gas milestone. The remaining three wells have now been drilled, completed and commissioned.

At peak, Cypre is expected to produce 45,000 barrels of oil equivalent per day, equal to about 250 million standard cubic feet of gas per day. It is bpTT's third subsea development.

David Campbell, bpTT president, said the safe delivery strengthens bpTT's work in the Columbus Basin. He noted that this achievement comes during a strong year marked by the Frangipani gas discovery and first gas from the Mento project with joint-venture partner EOG.

The Cypre field lies 78 km off Trinidad's southeast coast in the East Mayaro Block, at 80 m water depth. It is 100% owned by bpTT, a venture of bp (70%) and Repsol (30%). bpTT's wider operations include 12 offshore platforms, three subsea installations, and two onshore processing facilities.

Exxon Restarts Momentum for Rovuma LNG

24, November 2025

ExxonMobil has removed the force majeure that halted progress on the Rovuma LNG development in northern Mozambique, allowing project activity to resume after a 2021 militant attack near the site. With the restriction lifted, the company is moving toward a final investment decision expected next year.

A separate \$20 billion LNG

development led by TotalEnergies SE also resumed operations last month after its suspension was lifted. Both large-scale facilities remain scheduled for the early 2030s and are expected to support Mozambique's long-term LNG export capacity and economic growth.

See also: ExxonMobil to Move Ahead With Mozambique LNG After Force Majeure Ends

President Daniel Chapo has

encouraged companies to restart work as Rwandan forces continue stabilisation efforts in Cabo Delgado. He stated in July that the region was "relatively stable," although risks have not fully disappeared.

During the pause, Exxon refined the project's development plan, targeting an annual output of up to 18 million tonnes, above the original 15.2 million tonnes. Project partners include CNPC, ADNOC,

Korea Gas Corp, and Eni SpA.

Chief Executive Darren Woods said the company had optimised the design and could advance quickly now that the force majeure has ended. The project aligns with Exxon's strategy to double its LNG portfolio by 2030 amid expectations of long-term demand growth.

ker development.

Jin Xin, Chairman of Dajin Heavy Industry, stated that the contract demonstrated the companies' shared focus on quality and their joint contribution to Europe's renewable energy transition. He highlighted that the cooperation reflected a commitment to reliable production and project delivery.

The Gennaker offshore wind farm will have an installed capacity of up to 976.5 MW and will be located in the German Baltic Sea. The project is scheduled for commissioning in 2028, supplying clean electricity equivalent to the consumption of about 1 million households. The TP supply agreement signed by Skyborn and Dajin represents a key step in meeting the project's timeline and component delivery sequence.

Dajin Heavy Industry Secures TP Contract for Gennaker Project



24, November 2025

Skyborn Renewables and Dajin Heavy Industry signed a contract for the supply of transition pieces (TPs) for the Gennaker Offshore Wind Project, marking

another confirmed step toward project execution. The agreement follows the companies' continued cooperation on offshore component manufacturing and delivery.

Patrick Lammers, CEO of Skyborn Renewables, said the part-

nership was entering its execution phase with Dajin, emphasizing the company's proven offshore manufacturing capability and stable delivery performance. He noted that these factors would support the overall progress of the Genna-

Hanwha Invests 1 Trillion Won to Expand U.S. Maritime and Defense Operations



Image source: Hanwha Philly Shipyard

26, November 2025

Hanwha Group has raised 1 trillion won to expand its presence in the U.S. maritime and defense industries, with a major focus on shipbuilding and potential acquisitions of local shipyards. This ambitious move involves Hanwha Systems, Hanwha Ocean, and Hanwha Solutions investing heavily in their U.S. subsidiaries. The funds will be pooled together under Hanwha Defense & Energy, a newly established entity, with further investments expected through Hanwha Futureproof, a joint venture created by Hanwha Aerospace and Hanwha Solutions in 2023.

On November 24, the subsidiaries announced the additional equity purchases: Hanwha Systems invested 502 billion won, Hanwha Ocean contributed 516.2 billion won, and Hanwha Solutions allocated 285.3 billion won. These investments will support various ventures, including offshore maritime development and mergers with U.S. shipyards.

Hanwha Futureproof is set to control the funds, estimated at 1 trillion won, and will use them for future overseas mergers and acquisitions (M&A) as well as

new business ventures. This initiative will center on shipbuilding projects, including the MASGA (Make American Shipbuilding Great Again) program, a Korea-U.S. cooperation to revitalize U.S. shipbuilding.

At the core of this investment strategy are Hanwha Systems and Hanwha Ocean, both of which hold equity in Philly Shipyard, a central hub for MASGA. Through this partnership, Hanwha Systems plans to explore the U.S. shipping business and apply its transportation and security technologies to vessels built in the U.S.

A Hanwha Systems official stated, "With the involvement of Hanwha Ocean and Hanwha Systems, the share of investment in shipping is expected to increase. Previously, Hanwha Futureproof focused on areas like battery energy storage systems (BESS), LNG infrastructure, and eco-friendly energy. However, this expanded investment will now also target U.S. maritime projects."

Hanwha Ocean, which specializes in commercial and special-purpose vessels, is closely linked to the Hanwha Futureproof initiative. As a key player, Hanwha Ocean will collaborate with Hanwha Futureproof on projects,

including shipbuilding at Philly Shipyard.

Additionally, Hanwha Aerospace is expected to leverage group capabilities to enter the U.S. defense market, which it has not yet penetrated. The company plans to expand Hanwha Futureproof to include defense sectors, with potential entry into U.S. defense markets for K-9 self-propelled howitzers and the Cheonmu multiple launch rocket system.

The focus on M&A is also expected to grow, with Hanwha Group pursuing acquisitions of additional U.S. shipyards. After acquiring Philly Shipyard for \$100 million (approximately 150 billion won) in December, Hanwha has expressed interest in acquiring more local shipyards. To bolster this effort, Hanwha Futureproof is hiring M&A specialists at its New York headquarters, further signaling the group's intent to expand through acquisitions.

A Hanwha Group official remarked, "Each affiliate will not only enter the U.S. market but also share in the revenue of Hanwha Futureproof, where they hold equity. The group's broader strategy is to pursue investments across all sectors in the U.S."

India Pursues Stronger Shipbuilding Ties with South Korea

25, November 2025

A senior Indian official has indicated that New Delhi plans to deepen cooperation with South Korea in shipbuilding and maritime security, outlining how Seoul's industrial strengths align with India's long-term maritime ambitions. The remarks were delivered in a written interview with Yonhap News Agency on 25 November 2025.

Sarbananda Sonowal, India's minister of ports, shipping and waterways, said that South Korea's record in building reliable, high-quality vessels positions it as a key partner in the country's "Viksit Bharat 2047" strategy. The initiative aims to transform India into a developed nation by the centenary of its independence and includes major maritime-sector goals.

India intends to reach the top ten shipbuilding nations by 2030 and advance into the top five by 2047. To achieve this trajectory, the government plans to invest US\$24 billion and increase its commercial fleet from 1,500 to 2,500 vessels to enhance domestic capability.

The minister noted that South Korea's precision engineering, LNG expertise, and high-efficiency production systems offer the type of support India requires as it scales up its shipbuilding capacity. He also underscored that Korea's economic development model — built on focused industrial policy, technology absorption, and a disciplined workforce — provides practical lessons for India's own transformation plans.

India is already cooperating with major Korean shipbuilders,

including Hanwha Ocean and HD Hyundai. In July, HD Hyundai established a partnership with the state-owned Cochin Shipyard Ltd., marking the first formal collaboration between shipbuilders from the two countries. Sonowal said such partnerships are expected to drive skill transfer, new shipbuilding clusters, and a more comprehensive supply chain ecosystem, adding that joint-venture shipyards could emerge over the next five to ten years to meet domestic and international demand.

According to Sonowal, India offers a large market, skilled manpower, and cost competitiveness that complement South Korea's technological strengths. He added that India's position near Africa, South Asia, West Asia, and the Asia-Europe maritime corridor gives Korean companies logistical advantages for production and sourcing.

Foreign shipbuilders may face initial challenges in India, including long project cycles and early infrastructure adjustments, but Sonowal said New Delhi is working to ease those obstacles. In September, the government approved a package worth 697 billion rupees (US\$8 billion) to reinforce domestic shipbuilding and strengthen the wider maritime sector.

He added that India seeks broader cooperation with South Korea in port digitalization, green shipping, maritime cybersecurity, technology partnerships, and skill development, noting that Korea can play a central role in supporting advanced ship designs, automated production and global-standard technologies.

MV Vertom Quina Launch Concludes Full LABRAX Series



The launch of the MV Vertom Quina in Kampen marked the formal completion of a

24, November 2025

The launch of the MV Vertom Quina in Kampen marked the formal completion of a shipbuilding

effort that has shaped Vertom's short-sea capabilities for nearly a decade. With this vessel, Royal T Shipyards delivered the tenth and final unit of the LABRAX line,

a series developed around diesel-electric propulsion and practical operating efficiency. Although the yard has extensive experience with modular construction, the event was significant for teams that have worked with this method for more than 15 years. Each LABRAX vessel moved through a consistent production rhythm, gradually forming a fleet built through coordinated engineering and a stable working relationship between the shipyard and Vertom.

CEO Thecla Bodewes emphasized that the milestone represented the accumulated effort of welders, designers, suppliers,

and project teams. She noted that the programme advanced through steady cooperation, even as the short-sea sector navigated regulatory and market changes.

Across the yard, the tenth vessel symbolized a continuous production sequence rather than a single project milestone. A traditional element entered the ceremony when Mrs. Juaquina Guerra Martins assumed the role of godmother. Her participation added the customary personal dimension associated with vessel naming, linking long-term technical work with long-standing maritime practice.

For Vertom director Dirk de Jong, the MV Vertom Quina served as the final step in a long-running partnership. He described the vessel as the last component of a collaboration defined by trust and practical aims, closing a structured series before planning transitions to new fleet requirements.

The vessel maintains the established LABRAX specifications:

HMT NEWS
HEAVY MARINE TRANSPORT

SUBSCRIBE »

Japan's Transport Minister Sets Course to Revive Shipbuilding Industry

24, November 2025

Japanese transport minister Yasushi Kaneko on Saturday underscored the urgency of strengthening Japan's shipbuilding industry, stressing that domestic shipyards must be expanded to sustain competitiveness. His comments followed an inspection of Imabari Shipbuilding Co.'s flagship facility in Marugame, Kagawa Prefecture, while the company's headquarters remain in Imabari, Ehime Prefecture.

Kaneko warned that Japan could fall further behind China and South Korea if existing shipyard capacity is not enlarged. He pointed to physical expansion as a key requirement for maintaining a viable position in the regional

shipbuilding market.

On Friday, the government approved a comprehensive economic package that calls for preparing a year-end road map to revive the sector, supported by around ¥1 trillion in combined public- and private-sector investment.

The initiative targets a substantial rise in output, aiming to increase annual ship production from the current 9.1 million gross tonnes to double that level by 2035.

Kaneko said investment needs to span the entire manufacturing process to substantially expand production capacity. He added that applying digital transformation technology will be critical in addressing ongoing labor shortages.

U.S. Yard Freezes OPV Work as Program Pressures Intensify



22, November 2025

Eastern Shipbuilding Group has suspended construction of two U.S. Coast Guard offshore patrol vessels, citing heavy financial pressure linked to the project's contractual structure. CEO Joey D'Isernia said the program placed unmanageable cost burdens on the company, leading to a reduction in workforce and a halt in production to maintain financial stability.

The pause comes after years of changes within the Coast Guard's offshore patrol vessel program. The initial nine-vessel concept awarded in 2016 to Oriental Shipbuilding Group was reconfigured following severe damage caused by Hurricane Michael in 2018 at the company's Panama City facilities. The contract was split into two phases, yet schedule recovery proved challenging: the lead vessel, initially planned for June 2023, was pushed to late 2026, and the second vessel slipped past its April 2024 deadline.

Further adjustments followed these delays. In July 2025, the Department of Homeland Security canceled contracts for two vessels previously assigned to Oriental Shipbuilding, reducing the overall scope. Around the same time, Eastern Shipbuilding notified federal authorities that completing all four vessels under the existing terms would result in severe financial losses, prompting Homeland Security Secretary Kristi Noem to terminate the third and fourth contracts. A senior department official said critical shipbuilding projects could not continue under condi-

tions marked by cost overruns and schedule slippage.

Eastern Shipbuilding stated that, despite the setback, it expects to maintain a steady role in the domestic shipbuilding sector. The company noted its ability to sustain operations through both natural disasters and the pandemic. It also highlighted new commercial activity: in August, Washington State Ferry awarded a \$714.5 million contract for two 160-vehicle hybrid-electric ferries, with an option for a third. The award marked the state's first publicly tendered ferry construction program in 25 years.

Oversight of the Coast Guard's offshore patrol vessel program now rests with Austal USA, which signed a \$3.3 billion agreement in June 2022 for the detailed design and potential construction of up to 11 vessels. In September, the Coast Guard approved a \$314 million option for long-lead procurement for three additional ships. Construction of the USS Pickering (WMSMS 919) is progressing toward a December keel-laying, while work on the USS Icarus (WMSMS 920) began in August.

The vessel class measures 109.7 m, offers a 10,200-nautical-mile range at 14 knots, and supports 60 days of endurance. Designed for deployment beyond 12 nautical miles, the ships provide capability for law enforcement, immigration interdiction, counter-narcotics missions, environmental protection, and search-and-rescue operations—all aligned with U.S. national security requirements.

These developments occur amid the most significant funding commitment in the Coast Guard's history. Under the One Big Beautiful Bill Act, the service received nearly \$25 billion, including \$4.3 billion dedicated to offshore patrol vessel procurement.

HD Hyundai Wins \$1.46 Billion Contract for Eight 13,400-TEU Container Ships



Image source: HD Korea Shipbuilding & Offshore Engineering

24, November 2025

HD Hyundai has finalized a \$1.456 billion contract for eight ultra-large container ships, marking its largest container-ship order since 2007. The deal was announced on 23 November by HD Korea Shipbuilding & Offshore Engineering (HD KSOE), the shipbuilding holding unit of HD Hyundai. The vessels, ordered by HMM, will each have a capacity of 13,400 TEU.

The newbuilds will measure 337 m in length, 51 m in width, and 27.9 m in height, and will be fitted with LNG dual-fuel engines. Their fuel-tank capacity has been increased by about 50% to improve operational efficiency. Construc-

tion will be divided between two HD Hyundai yards: two ships at HD Hyundai Heavy Industries (HHI) and six at HD Hyundai Samho, with deliveries scheduled sequentially through the first half of 2029.

With this order, HD Hyundai has reached its highest container-ship volume since the shipbuilding supercycle of 2007, when global demand rose to 793,473 TEU. HD KSOE has so far secured 69 container ships, totaling 720,000 TEU, the highest tally among South Korean builders this year.

The company said its vessels show competitive operating costs across their entire service life, even when initial prices are higher

than those of competing designs.

Since 2023, HD Hyundai has fitted new vessels with Hi-NAS Control, an autonomous navigation-assistance system developed by Avikus, its autonomous-technology affiliate. Operational data shows the system cuts carbon emissions by 15% and improves fuel efficiency by the same margin.

An HD Hyundai representative said the company continues to strengthen its technical capabilities and maintain customer confidence, adding that it plans to support decarbonization efforts in shipbuilding and shipping through eco-focused, high-efficiency vessels.

UPM Rolls Out Spruce-Based Plywood for LNG Cargo Tank Insulation

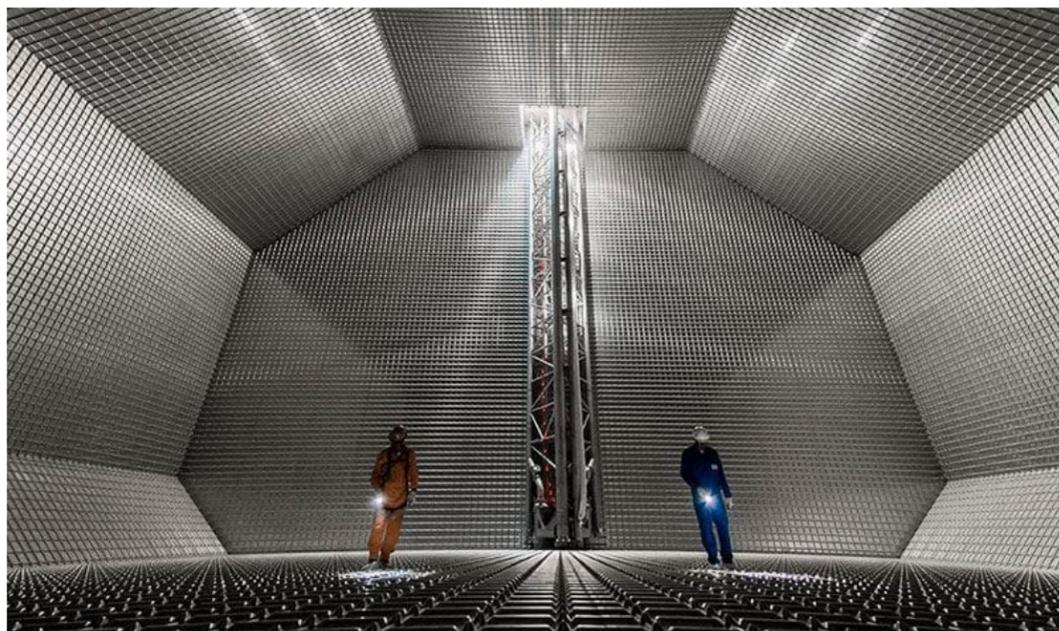


Photo credit: GTT – Roland Mouron.

24, November 2025

UPM has introduced WISA-LNG Spruce, a spruce-based plywood engineered for the insulation elements of Liquefied Natural Gas (LNG) cargo tanks, addressing the sharp rise in global demand for LNG-grade plywood. The new solution extends UPM's existing LNG material portfolio.

Developed jointly with GTT, the company responsible for widely used liquefied-gas containment technologies, the plywood has undergone extensive testing to confirm compliance with the specific requirements of LNG transportation.

Raija Rautiainen, Product

Manager for WISA-LNG, noted that LNG must remain at extremely low temperatures to stay in liquid form. She emphasized that spruce and birch both provide effective insulation, durability, dimensional stability, and a lightweight construction suitable for LNG transport systems.

According to Thierry Valot, Group Innovation Vice President at GTT, material availability is a critical factor for LNG carrier construction. He stated that enabling the use of spruce plywood increases overall supply capacity and offers shipyards greater procurement flexibility.

The first application of WISA-LNG Spruce will be in vessels

built with Mark III membrane technology, where it functions as a complementary option alongside WISA-LNG Birch. The product incorporates WISA BioBond adhesive, which replaces at least 50 percent of fossil-based phenol with lignin, lowering the material's carbon footprint while maintaining required performance characteristics.

UPM has produced plywood for LNG carriers for nearly 60 years. With WISA-LNG Spruce now manufactured at UPM Pellos Plywood Mills in Mikkeli, Finland, LNG plywood production is spread across three UPM sites, expanding overall delivery capacity.

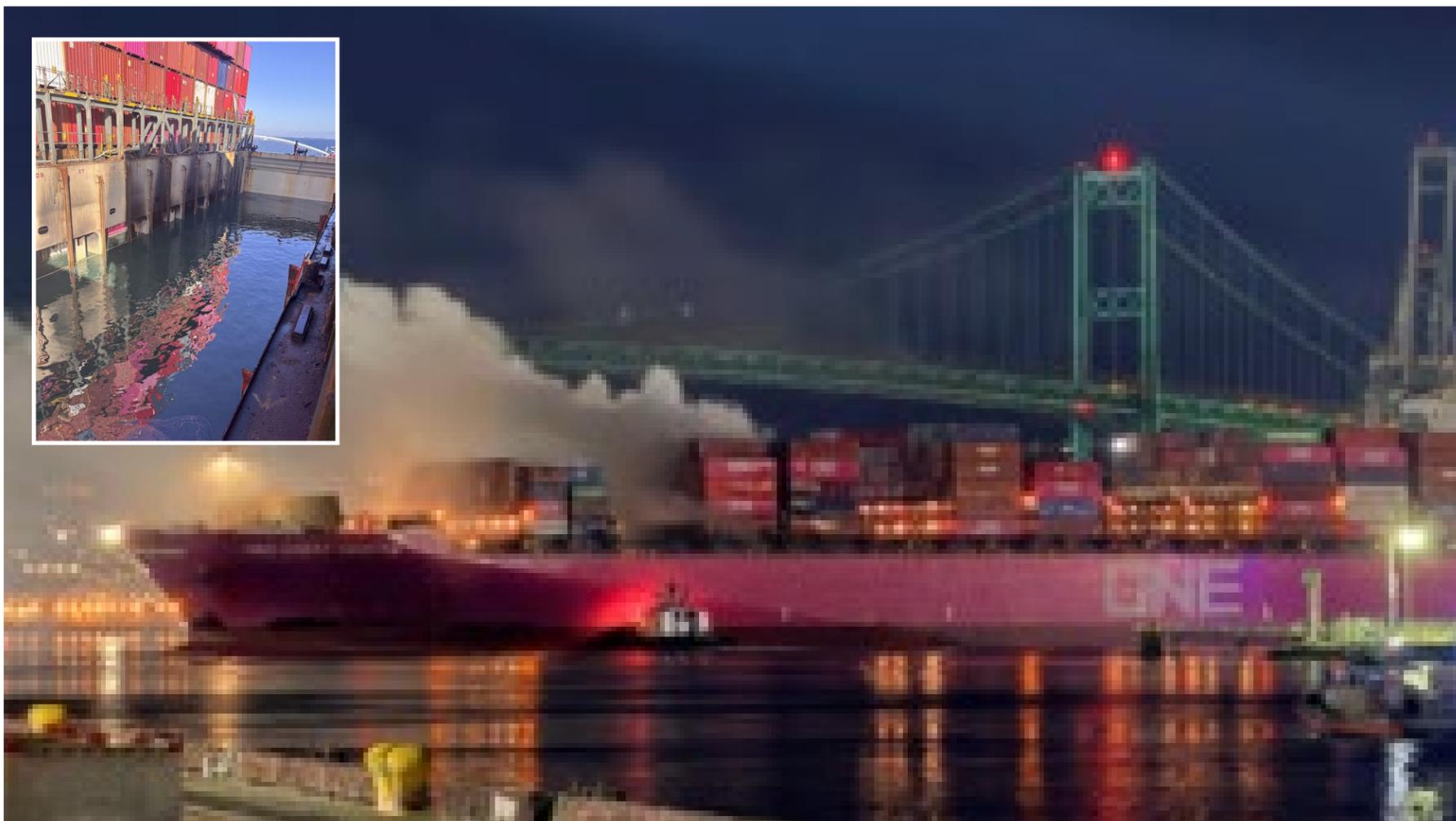


Photo: U.S. Coast Guard

ONE Henry Hudson Returns to Berth After Fire Contained

28, November 2025

After several days of firefighting and vessel stability checks, the ONE Henry Hudson was moved from its anchorage back to the Port of Los Angeles following a cargo-hold fire that began on 21 November. Unified Command authorities — led by the U.S. Coast Guard and the port — authorized

the transfer once the blaze was fully contained. The vessel arrived at the Yusen Terminal late on 26 November.

Firefighting teams escorted the ship during the relocation, and the Vincent Thomas Bridge was briefly closed to secure the transit route. Before the shift, longshore crews resecured all container lashings, and officers reverified

vessel stability because hold No. 3 retained significant firefighting water.

With the ship now alongside, containers affected by the incident, together with units scheduled for original discharge, are set to be offloaded. Salvage personnel and longshore labor have started the next stage of operations. All hazardous materials

remain safely contained on board, as does the accumulated firefighting water, which will be pumped ashore for treatment in the coming steps. Air-quality monitoring continues on the vessel and throughout port areas.

Also see: Crews Continue Fighting Containership Fire Off Los Angeles After Four Days

Nearly 200 firefighters re-

sponded to the initial alarm, which the crew reported as an electrical issue. A formal investigation into the cause is currently in progress. No injuries were reported, a notable outcome considering the scale of the emergency response.

It is expected that General Average will be declared.

Crews Continue Fighting Containership Fire Off Los Angeles After Four Days

26, November 2025

The firefighting response to a blaze aboard the One Henry Hudson entered its fourth day on Tuesday, as the Unified Command continues to battle the fire that erupted on Friday evening. The fire, which began while the ship was docked at Berth 218 in the Port of Los Angeles, has required a coordinated effort from various agencies.

Fortunately, the ship's 23 crew members were safely evacuated without any injuries, following the outbreak of the fire around 6:30 p.m. local time. The fire broke out

in hard-to-reach sub-deck areas, prompting a response from nearly 200 firefighters from the Los Angeles City Fire Department, supported by the Long Beach Fire Department, U.S. Coast Guard, Los Angeles Port Police, and the California Governor's Office of Emergency Services.

The incident escalated Friday night when an explosion in the midship section knocked out the vessel's power supply, including the lights and cranes. Firefighters were forced to withdraw and continue their efforts from a safe distance. Once hazardous materials were identified, the Unified

Command decided to move the vessel offshore for safety.

In a large-scale operation, the One Henry Hudson was escorted from the port past the Vincent Thomas Bridge. By the early hours of Saturday, the vessel was safely anchored about a mile from shore near the Angel's Gate Lighthouse, where it has remained since. Fire suppression and salvage operations continue as the fire is brought under control.

Capt. Stacey Crecy, the Coast Guard incident commander, emphasized that safety remains a top priority: "We are monitoring air quality closely and maintaining

safety zones while coordinating efforts with all involved agencies to protect the public."

According to Los Angeles Port Police Deputy Chief Greg McManus, air quality levels have consistently remained within safe limits. Live monitoring from key locations has provided real-time data, ensuring public safety.

Although the air quality remains stable, a shelter-in-place order was initially issued for residents of San Pedro and Wilmington as a precaution. Still, it was lifted on Saturday once the vessel was safely moved out to open water.

At present, the focus of operations is on cooling and extinguishing hot spots in the containers. A fire lance is being used to douse any affected containers, while contracted tugs are spraying water on the vessel to keep the hull cooled and prevent further damage.

The salvage team is prioritizing efforts in cargo hold number 03, which has been filled with 80% water from earlier firefighting efforts. While the vessel's stability is being carefully monitored, the situation remains under control, and a formal salvage plan is in the works.

One Henry Hudson Moved Offshore After Fire at Port of Los Angeles

24, November 2025

A fire aboard the One Henry Hudson prompted a complete evacuation and a large multi-agency operation at the Port of Los Angeles on 21 November. The Panama-flagged container ship was later taken beyond the breakwater after officials confirmed the fire had been substantially contained.

Crew members notified the Los Angeles Fire Department (LAFD) of an electrical fire below deck while the vessel was

berthed at the Yusen Container Terminal. All 23 crew members were accounted for, and no injuries were reported. After the incident was reported, the port temporarily suspended operations at four of its seven terminals.

Responders from the LAFD, Long Beach Fire Department, Los Angeles Port Police, and the U.S. Coast Guard were deployed. Residents in San Pedro and Wilmington were advised to remain indoors with windows closed due to air-quality concerns, and a shelter-in-place order was issued.

More than 100 firefighters initially worked to contain the fire before staffing increased to nearly 200 personnel. Specialized units—Heavy Rescue, HazMat, USAR, Fire Boats, and Air Operations—were also assigned. Some crew members initially helped responders reach the lower decks, though incident command instructed firefighting personnel not to enter those spaces. The LAFD confirmed an explosion at 7:58 p.m., which disrupted lighting and crane functions onboard.

City and state officials mon-

itored the event, with the office of California Governor Gavin Newsom stating that agencies were coordinating to support first responders and protect surrounding communities.

Unified Command began the undocking operation at 3:00 a.m. on 22 November, maintaining fire suppression and structural and air-monitoring activities throughout the maneuver. By 4:43 a.m., the vessel was anchored at Grid G4, approximately one mile off Angel's Gate Lighthouse.

Authorities reported that port

operations had resumed and that traffic along State Route 47 had returned to normal. With the vessel relocated offshore, the shelter-in-place order for San Pedro and Wilmington was lifted. Unified Command said fire suppression efforts continued, and Capt. Jarrod DeWitz stated that partner agencies worked together to ensure crew safety, move the vessel offshore, and avoid disruption to port activity.

Coast Guard Targets Bridge Failures in Queen Jenuvia II Grounding Probe



Photo source: Mokpo Coast Guard

25, November 2025

South Korea's Coast Guard intensified its inquiry into the Queen Jenuvia II grounding, moving to detain the vessel's master after arresting the first officer and the helmsman on charges of gross negligence that endangered hundreds of passengers.

Investigators from the Mokpo Coast Guard stated they questioned seven additional crew members as witnesses after interrogating the two arrested officers. According to media briefings cited by authorities, the captain repeatedly failed to appear on the bridge during approaches to Mokpo, despite navigating a congested, narrow inbound channel. The captain was reportedly in his cabin and had not supervised more than 1,000 prior port approaches, an omission now viewed as a serious breach of responsibility for the vessel's safe handling.

The 26,000-gross-tonne ferry was running at roughly 20

knots as it completed its four-hour passage from Jeju Island. Initial claims by the first officer pointed to a steering malfunction, but he later acknowledged he had been reading news on his phone when the ferry missed a critical turn and struck an uninhabited island. Updated Coast Guard figures show 78 individuals, including a pregnant passenger, received treatment after the incident.

See also: Korea's Queen Jenuvia 2 Grounds Off the Southwest Coast; 267 Evacuated

Investigators also confirmed the helmsman had been distracted while observing the gyrocompass. Despite operating inside a regulated and busy traffic corridor, the ferry remained on autopilot, even though manual steering was required under those conditions.

The Coast Guard reported it was examining a wide span of operational documents, including inspection checklists, management procedures, the safety

management system, and crew training records. Review of the vessel's safety management officer has been postponed while the individual consults legal counsel.

Scrutiny has also extended to the Mokpo Regional Vessel Traffic Control Center, which oversees navigation around the port. Media reports indicate that investigators are assessing why the controller failed to identify the ferry's deviation from its standard track. At the time, the controller was reportedly focused on another large vessel operating outside the standard lane. The reports further state that VTS alarms had been disabled due to frequent triggers from small fishing boats under 20 m in length, which are not required to follow designated routes.

Operator SeaWorld Express Ferry issued an online apology, suspended services through year-end, and announced an internal safety review.

China Delivers First DP Aquaculture Vessel "Zhanjiang Bay No.1"



Zhanjiang Bay No.1, the world's first DP aquaculture vessel, designed for deep-sea farming

25, November 2025

On 19 November, Jiangsu Dajin Heavy Industry, a wholly-owned subsidiary of Bestway Marine & Energy Technology, delivered "Zhanjiang Bay No.1" to Zhanjiang Bay Laboratory. The unit is the world's first floating dynamically positioned aquaculture vessel, combining a workboat and integrated cage systems into a single platform and introducing five defined technical innovations for intensive, intelligent, and low-impact marine farming.

The vessel measures 154 m in length and 44 m in width, holding 80,000 m³ of aquaculture water. Its configuration supports simultaneous cultivation of multiple species, including high-value fish such as grouper and tuna, with an annual production capacity of 2,000 tonnes.

The platform incorporates several innovations across core areas.

The first expands usable aquaculture areas by removing depth limitations, allowing flexible site selection across wider offshore regions and easing pressure on coastal zones.

A second centers on safety, applying dynamic positioning

and autonomous navigation to form an active avoidance system capable of responding to severe weather, including typhoons.

Another integrates 80,000 m³ of intensive breeding space with 12 independent areas and full-process intelligent management designed to support consistent, efficient production.

A complementary innovation introduces a tiered layout supported by an integrated air-land-sea communication network and a shore-sea IoT platform for coordinated aquaculture operations.

The final innovation focuses on green operation, combining wind-solar hybrid power, photovoltaic panels, vertical-axis wind turbines, and a HDPE transparent mesh system that supports natural water exchange and reduces exposure to nearshore pollution.

"Zhanjiang Bay No.1" is the first deep-water heavy aquaculture platform designed for operation across all sea areas. Its development reflects China's work in marine fishery resource utilization, ecological protection technologies, and high-end offshore equipment manufacturing, integrating intelligent and environmentally oriented engineering concepts.

Boskalis TSHD Arrives to Speed Up Hulhumalé 3 Reclamation



Photo courtesy of Dr. Mohamed Muizzu fb©.

27, November 2025

Maldives President Dr. Mohamed Muizzu confirmed that the Boskalis trailing suction hopper dredger (TSHD) PRINS DER NEDERLANDEN has reached the Maldives to accelerate land reclamation at Hulhumalé 3 and Giraavaru Lagoon. He stated that with the vessel added to the project fleet, work on Hulhumalé 3 is

expected to be completed by the end of next month.

According to the President, the dredger is scheduled to begin operations tomorrow, supporting the final phase of reclamation activities. The vessel's deployment is intended to increase overall production rates and shorten the remaining project timeline.

Reclamation for Hulhumalé 3, which had paused after partial

progress linked to land allocation, resumed on 10 November to recover the remaining 38 hectares. The full programme, awarded to Capital Marine and Civil Construction (CMC), targets a total of 63 hectares.

The PRINS DER NEDERLANDEN departed Singapore on 16 November and reached Malé Anchorage on 25 November, joining ongoing works at the site.

Precious Shipping Expands Fleet with Two Ultramax Resales

26, November 2025

Precious Shipping, based in Bangkok, has continued its fleet-renewal strategy by acquiring two ultramax newbuilding resales, currently under construction at Jiangsu Yangzi-Mitsui Shipbuilding (YAMIC) in China. The vessels, scheduled for delivery in January 2026, will be incorporated into the company's fleet through its wholly owned subsidiaries in Singapore.

The ships are believed to come from Singapore-based Jaldhi Overseas, which placed an order for four ultramax vessels at the yard in 2022. Precious Shipping is paying \$37.25 million per vessel, part of a broader investment initiative that has accelerated since last year.

In 2024, the company returned to Taizhou Sanfu Ship Engineering for an additional set of 63,500 dwt ultramax, which are ex-

pected between 2026 and 2027. Beyond newbuilds, Precious Shipping has also been active in the secondhand market. Earlier this year, the company purchased two 66,000 dwt ultramax from Japan's Don Kisen. These vessels, Jal Kalpavriksh and Jal Kalpataru, built in 2021, are now the youngest ships in the fleet and were also previously managed by Jaldhi.

At the same time, Precious Shipping is reducing its older tonnage. The company recently sold its 2010-built supramax Warisa Naree for \$9.5 million, with delivery expected by December 20. This aligns with the company's ongoing strategy to rejuvenate the fleet by selling older vessels and adding modern ones.

Once the two newbuild resales are delivered, alongside one vessel set for disposal and four newbuildings under construction, Precious Shipping's fleet will consist of 46 vessels.

Swedish Club Sets 5% General Increase for 2026/2027



Thomas Nordberg, Managing Director. (Image courtesy of Swedish Club)

25, November 2025

The Swedish Club announced that its Board had approved a 5% General Increase for P&I and FD&D for the 2026/2027 policy year. The Club explained that the decision reflected its continued focus on financial resilience and premium adequacy. Year-to-date

claims trends were described as encouraging, with lower frequency and benign large-loss experience, while the average cost per claim remained high and the operating environment remained uncertain.

Managing Director Thomas Nordberg said the Club was in a strong position, noting that dis-

ciplined management in recent years had delivered solid underwriting results and strengthened its financial foundation. He added that the solvency ratio stayed well above requirements, providing stability in supporting members.

Nordberg stated that the Club was entering the next stage of its strategy with optimism and purpose. He emphasised that its position was built on strong foundations, combining prudent management, innovation, and service excellence. He also highlighted the Club's efforts to broaden its global reach, enhance digital capabilities, and develop new ways to deliver insight and value to members.

Members were being informed through a circular.

Nordberg concluded that the Club's commitment to its members remained central and said that, with the support of the Board, staff, and membership, the organisation looked forward to continuing its steady and confident growth in the years ahead.

UK P&I Club and TT Club Discuss Potential Merger

26, November 2025

The UK P&I Club and TT Club have entered talks to explore the possibility of merging, as both mutual insurers seek to strengthen their position in the maritime insurance market.

The two clubs have maintained a long-standing relation-

ship through their common manager, Thomas Miller. Following recent meetings in November, the boards of both organizations have agreed to further investigate the benefits of a merger. These discussions remain in the preliminary stages and are expected to continue for several months.

According to Jan Valkier,

chairman of the UK P&I Club, the potential merger is in line with the organization's focus on scaling up, diversifying, and ensuring long-term growth. He added, "This merger could create a dominant force in maritime and transport insurance, offering superior service supported by strengthened financial resources."

Maersk Plans Return to Red Sea Route Pending Improved Conditions

26, November 2025

Maersk is preparing to restart its Red Sea route through the Suez Canal, contingent on improved conditions, said CEO Vincent Clerc.

In a statement from the Suez Canal Authority, it was confirmed that Maersk container ships will partially resume transit through the canal starting in December. However, a spokesperson for Maersk noted that a full return date has not yet been finalized.

The potential resumption of Maersk operations through the Suez Canal could impact global shipping, as disruptions from regional conflicts and attacks on vessels in the Red Sea have supported freight rates.

After a Houthi attack on one of its vessels in January 2024, Maersk diverted ships away from the Gulf of Aden and Red Sea, opting instead for the southern route around Africa. The attack was part of a series of incidents

linked to Yemen's militants who acted in solidarity with Palestinians in Gaza.

Safety of Crew Remains Key, Says CEO

Clerc noted that progress in the peace talks in Gaza had created hope for a safer passage through the Bab al-Mandab Strait, a crucial chokepoint connecting the Gulf of Aden and the Red Sea. At a joint press conference with Suez Canal Authority chair Osama Rabie in Egypt, Clerc remarked:

"With significant progress in both Gaza and the Bab al-Mandab, Maersk will take steps to resume navigation via the Suez Canal and the Red Sea, gradually normalizing operations as conditions allow."

Clerc added that the company is prioritizing crew members' safety and will only proceed with the Red Sea route when deemed safe.

The two organizations also signed a strategic partnership

agreement during the press conference.

In a separate announcement, the Suez Canal Authority reported a 14.2% increase in revenues year-over-year between July and October, attributing it to improved conditions in the Red Sea following the Gaza ceasefire and a surge in traffic through the vital waterway.

Houthi Attacks Disrupt Shipping

In 2023 and 2024, Iran-aligned Houthis launched more than 100 attacks on commercial vessels in the Red Sea, the Gulf of Aden, and the Bab al-Mandab Strait, which they said were in support of Palestinians amid the ongoing conflict with Israel. These attacks prompted many shipping companies, including Maersk, to reroute their vessels.

As a result, the regional unrest cost Egypt an estimated \$7 billion in lost Suez Canal revenue for 2024.

EU Pressures Portugal Over Maritime Security Lapses

25, November 2025

The European Commission has launched formal legal action against Portugal, citing what it describes as a critical failure to meet mandatory EU maritime security obligations. The shortcomings, the Commission warns, could expose the country to significant risks, including unlawful acts such as hijacking.

In a letter of formal notice, Brussels outlined where Portugal is allegedly falling short in performing the administrative and supervisory tasks required under European legislation. The EU framework imposes detailed responsibilities on ship operators and port authorities, including how inspections and security controls must be carried out.

The Commission said these rules are intended to strengthen the protection of EU ports against intentional unlawful acts and to safeguard critical infrastructure. It

added that Portugal is not completing the full set of administrative and control functions needed for effective enforcement of the maritime security regime.

The EU's maritime security structure aims to protect international and domestic shipping from major threats. It is designed to prevent hijacking, the kidnapping of passengers or crew, attacks on port facilities, and the smuggling of weapons into transport chains.

Portugal has two months to respond to the Commission and demonstrate corrective action. Failure to do so would lead the Commission to escalate the case to a reasoned opinion, moving Portugal closer to a binding judgment and potential financial penalties from the European Union Court of Justice.

A comparable procedure is also ongoing against Sweden, which did not address earlier requirements and was referred to the Court in May.

Inchcape Adds Geoje Office to Strengthen Korean Offshore Presence



Photo source: Inchcape

27, November 2025

Inchcape Shipping Services has opened a new office in Geoje, bringing its presence in South Korea to three locations—Seoul, Busan and Geoje—and enabling operations across 23 ports nationwide.

Geoje remains one of Korea's principal centres for shipbuilding and offshore development, supporting LNG carrier, container vessel, naval ship and offshore platform construction. Its position within global shipping and energy activity has made the area a focal point for complex maritime work.

Inchcape's recent activity in Geoje includes FPSO sail-away operations for projects bound for Brazil, coordinated drillship support across major shipyards, and government service assignments within Hanwha Ocean's restricted zone, where the company handled controlled access, 24/7 crew scheduling and on-site support for naval vessels. The company has also facilitated departures of wind jack-up units for offshore wind projects.

Korea Country Manager Si-chang Lee noted that the new location places the team closer to the centre of Korea's shipbuilding industry and supports a wide range of offshore and vessel operators.

The Geoje office will concentrate on Government & Defence and Marine & Offshore segments in the Geoje-Busan region, while Seoul will continue its work with containers, tankers, bulks, liners, cruise activity and crew management.

Services available through the new office include port and protective agency work, crew logistics, offshore project support, bonded warehousing, customs clearance, vessel husbandry, survey and inspection, bunkering, P&I matters, port captaincy, sanitary certifications, immigration support, site-office management and administrative assistance, along with corporate event coordination.

With this addition, Inchcape broadens its operational coverage in South Korea, supporting maritime and offshore projects with a strengthened local presence.

Diana Shipping Advances Cash Offer for Genco



Semiramis Paliou, chief executive of Diana Shipping. Photo: Tolios Photography/Capital Link

25, November 2025

Greece-based Diana Shipping moved forward with a full acquisition bid for Genco Shipping & Trading, presenting a \$20.60-per-share cash proposal that places the New York carrier's equity at \$891m. With 6.4m shares already under its control — equal to 14.8% of Genco — Diana would spend \$759m to secure the remainder.

Chief executive Semiramis Paliou said the transaction would be financed through a new acquisition facility, with selective vessel sales planned afterward to keep the company's capital position balanced. To support the

deal, Diana appointed DNB and Nordea to arrange a \$1.1bn syndicated loan intended to cover the purchase and refinance Genco's outstanding debt.

Diana characterised the bid as offering meaningful upside to Genco's recent trading levels. The price reflects a 15% premium to last Friday's close, 21% above the 17 July valuation when Diana disclosed its initial 7.7% holding, and 23% higher than Genco's 30-day and 90-day averages. Paliou stressed that the offer gives shareholders immediate cash value above the company's historical market range. She added that a merged organisation would

draw from both companies' staff, selecting the strongest talent.

Genco's shares continue to trade below net asset value, consistent with the broader dry bulk market. Analysts view Diana's proposal as aligned with prevailing NAV estimates, sitting about 1% under two independent assessments. Clarkson Securities puts Genco's NAV at \$20.80 per share and notes that Friday's closing price represented 86% of that figure, roughly matching the sector-wide discount. Jefferies places NAV higher, at \$22.90 per share. For comparison, CMB.Tech applied a 14% NAV premium when acquiring Golden Ocean shares from John Fredriksen earlier this year, based on Clarkson calculations.

Diana expanded its position incrementally after entering Genco's registry in early July, reaching 9.9% on 31 July and 14.9% by 30 September. Shortly afterward, Genco adopted a one-year shareholder rights plan on 1 October, triggered if any investor surpassed 15%, slightly above Diana's stake. The company revised that threshold on 10 November, reducing it to 10% for active investors other than Diana after concluding that Diana "could seek to transfer its position in whole or in part."

Royal Navy Tracks Russian Vessels in the Channel



25, November 2025

The Royal Navy has monitored a Russian corvette and tanker moving through the English Channel, an operation the Ministry of Defence (MoD) confirmed as part of a rise in Moscow's naval presence around the United Kingdom.

HMS Severn, assigned to patrol duties, kept close watch on the corvette Stoikiy and the tanker Yelnya as both ships moved west through the Dover Strait and into the Channel over the past two weeks. After initiating the interception, Severn passed the tracking duties to a NATO unit operating off the coast of Brittany in north-west France. The British vessel continued to observe from a distance and remained ready to intervene if required.

The encounter followed a separate episode involving the Russian intelligence-gathering ship Yantar, recently sighted near Scotland. Officials stated that Yantar directed lasers at RAF aircrew monitoring its movement. Defence Secretary John Healey called the action "deeply dangerous" and cautioned Russia and President Vladimir Putin that the

UK was fully aware of regional activity and prepared to respond when necessary.

According to the MoD, Russian operations near UK waters have increased by 30% over the last two years.

Stoikiy has previously passed through the same area. In May, two Royal Navy vessels and the 814 Naval Air Squadron, known as the "flying tigers", followed the corvette as it travelled west to link with the merchant ships Sparta IV and General Skobelev. Those ships were returning from the Mediterranean before heading back toward the Baltic Sea, where HMS Hurworth continued surveillance.

In parallel with its Channel presence, the UK has deployed three Poseidon surveillance aircraft to Iceland as part of a NATO mission to monitor Russian naval activity in the North Atlantic and Arctic.

The Russian Embassy in London rejected the UK's concerns last week, accusing the British government of fuelling "militaristic hysteria" and insisting that Moscow had no intention of challenging UK security.

Healey's comments on rising Russian activity came ahead of the government's forthcoming budget, where he has been advocating for increased defence spending, even as ministers weigh tax measures and broader cuts to address financial pressures.

Chinese Survey Ships Track Expanding U.S. Drills in North Pacific



U.S. Coast Guard photo

22, November 2025

Reuters reported that Chinese research vessels operated across the northwest Pacific last month at the same time the United States intensified military exercises in the region. The findings come from the Pacific Center for Island Security in Guam, which compiled ship-tracking data showing vessels equipped with space and missile monitoring systems and underwater mapping equipment.

The center warned that the pace of militarisation in the northern Pacific receives less attention than it should, arguing that island communities are increasingly exposed as competition between major powers sharpens. Its director, Leland Bettis, said the surge in U.S. multilateral activity highlights a changing security landscape, adding that China's decision to dispatch research ships to survey

undersea areas aligns with broader strategic interests.

According to the center's Micronesia Security Monitor, unveiled on Thursday, three Chinese research ships, including the Yuanwang 7, were positioned near Kiribati during the past month. Kiribati, located near Hawaii and maintaining close ties with Beijing, oversees an exclusive economic zone of 3.6 million sq km. The country previously voiced concern when a Chinese intercontinental missile test fell close to its waters last year.

Two additional Chinese research vessels were detected east of Guam, near the Federated States of Micronesia and the Marshall Islands, both of which maintain long-standing defence arrangements with Washington.

China's foreign ministry told Reuters that its marine scientific research follows international law

and that its ships obtain required approvals before operating in areas under another nation's jurisdiction. A spokesperson said the missions are peaceful and aim to advance scientific understanding, adding that Beijing is not the actor attempting to militarise the North Pacific.

Kiribati did not respond to Reuters' request for comment.

From August to November, the monitor logged nine U.S.-led multinational exercises in waters around Guam. Among them was Exercise Malabar, involving Australia, India, Japan and the United States. Australia's defence force said the training supports efforts to deter coercive behaviour in the Indo-Pacific.

The United States maintains bases in Guam and the Marshall Islands and holds overflight and maritime access rights in Palau, the Federated States of Micronesia and the Marshall Islands. Bettis noted that although U.S. forces once provided clear deterrence, advances in modern weapons now make these territories more vulnerable.

The monitor's imagery also illustrates expanded U.S. infrastructure across Micronesia, including upgraded airfields and wharf facilities. The project receives support from commercial donors, the Carnegie Corporation and the Sasakawa Peace Foundation.

Source: Reuters

Hybrid Propulsion Boosts Aasen Shipping's New Bulk Carrier

22, November 2025

Technology group Wärtsilä will supply an integrated hybrid propulsion system for a new bulk carrier under construction at the Royal Bodewes shipyard in the Netherlands for Norwegian owner Aasen Shipping. This vessel is the sixth in the series to adopt the same Wärtsilä package. The order was recorded in Q3 2025.

Aasen Shipping continues to target lower emissions and reduced fuel costs by applying advanced solutions that support the sector's decarbonisation goals. Paired with the efficient and flexible Wärtsilä 25 engine, the new hybrid system is designed to optimise operations, reduce fuel consumption, and enhance environmental performance across the company's six newbuild bulk carriers.

According to Torbjørn Torkelsen, CEO of Aasen Shipping, earlier vessels equipped with Wärtsilä systems delivered strong operational efficiency. He added that the Wärtsilä 25 engine offers future-proof capability, enabling a switch to sustainable fuels when they become available. This aligns with the company's long-term

sustainability roadmap.

The 9,500 DWT vessel will feature a six-cylinder Wärtsilä 25 main engine with a Wärtsilä NOx Reducer, a Wärtsilä gearbox, a controllable pitch propeller with shaft line, and a Wärtsilä ProTouch remote propulsion control system. The hybrid installation integrates a DC hub, a 620 kWh battery pack, and Wärtsilä's control, power, and energy management systems.

The Wärtsilä 25 is a medium-speed 4-stroke engine engineered for simple upgrades to low- or zero-carbon fuels. Offered in 6L–9L configurations with outputs from 1.7–3.4 MW, it can serve as either a primary or auxiliary engine.

Roger Holm, President of Wärtsilä Marine & Executive Vice President at Wärtsilä Corporation, noted that shipping's decarbonisation path is accelerating demand for flexible, electrified, and hybrid solutions. He highlighted that Wärtsilä's hybrid propulsion allows vessels to adapt to varying operating conditions, improving fuel efficiency and overall performance.

Delivery of the Wärtsilä equipment to the shipyard is scheduled for the first half of 2027.