

HMT WEEKLY



Heavy Marine Transport & Offshore — Weekly Briefing

[SUBSCRIBE »](#)

Vol. 09 | 49th week of 2025 | 5 December 2025



Seaway Hawk Loads Valaris 247 in Singapore

SEAWAY HAWK, a semi-submersible heavy-lift vessel, loaded the VALARIS 247 in Singapore. The vessel is en route to Port Rashid, with an ETA of December 14, 2025. The rig was sold to BW Energy in May 2025.



Japan resets offshore wind auctions to favour viable projects

Japan is revising its offshore wind auctions by reducing the weight of speed, tightening price rules and opening capacity-style support so that awarded projects stand a better chance of reaching completion.



Bovine Vessels Turned Drug Routes: Cartels' "Cocaine Cows" Exposed

Drug cartels are exploiting live-stock ships loaded with sick or dead cattle to hide tons of cocaine, using grain silos and hidden compartments. The vessels head from South America to Europe via routes through the Middle East, leveraging the filthy, dangerous conditions to deter inspection. Only one such ship has been seized over 18 years — underscoring the challenge for law enforcement.

Ukrainian Naval Drones Hit Sanctioned Russian Tankers off Turkey

Two sanctioned Russian tankers were struck by Ukrainian naval drones off Turkey, forcing major rescue operations as both vessels caught fire. The incidents underscore rising risks around Russia's shadow fleet.



Photo: Turkish Directorate General for Maritime Affairs

30, November 2025

Two Russian shadow-fleet tankers placed under international sanctions were damaged by suspected Ukrainian naval drone attacks in the Black Sea on Friday, triggering large-scale rescue and firefighting operations led by Turkish authorities.

Ukraine's Security Service said it carried out the strikes with the Ukrainian Navy, deploying Sea Baby uncrewed surface vessels.

The 274-m tanker Kairos, sailing from Egypt toward Novorossiysk, was the first ship affected. An explosion ignited a fire about 28 nautical miles off the Turkish coast, prompting immediate evacuation. Turkey's Ministry of Transport and Infrastructure confirmed that 25 crew were transferred to safety by the General Directorate of Coastal Safety.

The tug KURTARMA-12 and the emergency response vessel NENE HATUN fought the blaze overnight, extinguishing flames on the open deck while cooling operations continued inside the vessel.

A second tanker, the Virat, was struck roughly 35 nautical miles offshore later the same day. Smoke filled the engine room, but all 20 personnel remained unharmed as Turkish teams and a nearby commercial ship supported the response.

The situation intensified on Saturday when uncrewed vessels hit the Virat again, causing minor starboard-side damage above the waterline. The ministry said the tanker stayed stable and the crew's condition was good.

Both vessels belong to Russia's shadow fleet carrying Russian oil in violation of international restrictions. The Kairos is

sanctioned by the UK and EU, while the Virat is targeted by the U.S. and EU. Ukrainian officials told Reuters that the drones disabled the ships as they moved toward a Russian port to load oil for export, saying video evidence showed severe structural impact.

Attention again turned to the opaque network of tankers operating outside regulatory controls. Analyst Michelle Wiese Bockmann of Windward AI noted that the Kairos had recently been removed from the Gambian ship registry due to fraudulent certification, leaving the tanker flagless, without valid insurance or class status.

The attacks signal a shift in Ukraine's campaign against Russian energy infrastructure. After months of long-range strikes on refinery sites, Ukrainian forces are now intensifying the use of naval

drones in the Black Sea, a tool that has already pushed back Russian warships.

In a separate incident, the Caspian Pipeline Consortium suspended operations on Saturday after a mooring system at Russia's Black Sea terminal was damaged in what was reported as a Ukrainian naval drone strike. The line, which moves more than 1% of global oil supply and exports crude from Kazakhstan via Russia, was halted as Kazakhstan criticized the attack.

Turkish environmental teams and divers remain ready for further assessment while firefighting and inspection efforts continue. Ship movements through the Bosphorus Strait were not disrupted.

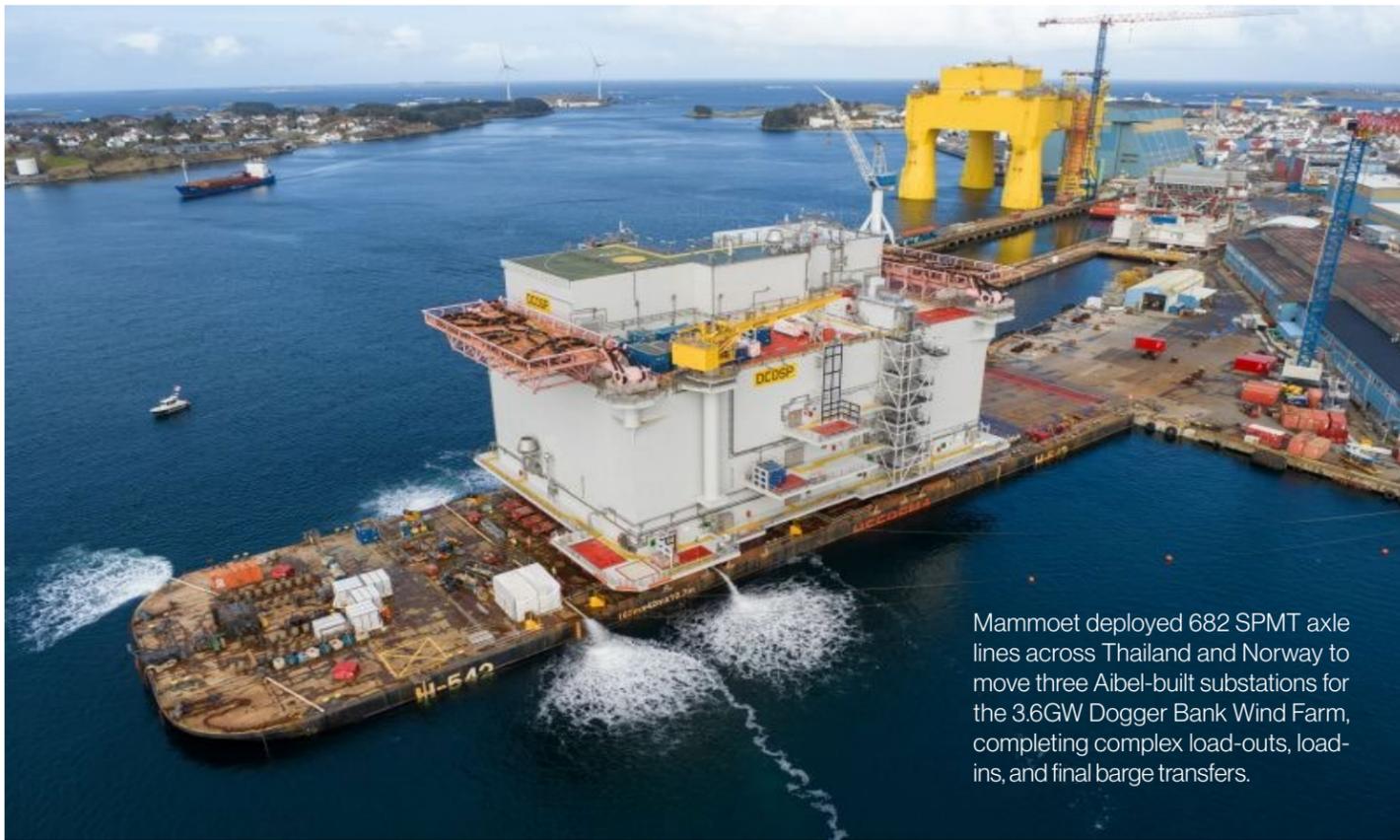
hmt-news.com



PLACE YOUR AD HERE

[Click here to contact us](#)

Mammoet completes global substation moves for Dogger Bank



Mammoet deployed 682 SPMT axle lines across Thailand and Norway to move three Aibel-built substations for the 3.6GW Dogger Bank Wind Farm, completing complex load-outs, load-ins, and final barge transfers.

Photo courtesy of Mammoet

4, December 2025

Mammoet has completed a series of heavy transports and vessel transfers for the three offshore substations serving the Dogger Bank Wind Farm in the North Sea. This involved supporting Aibel across its yards in Thailand and Norway.

Once fully operational, the Dogger Bank A, B, and C phases, led by SSE Renewables, Equinor, and Vårgrønn, will together form the world's largest offshore wind farm, with an installed capacity of 3.6GW, supplying electricity to around six million homes annually in the UK. The substations, fabricated by Aibel, are essential for transmitting power, collecting energy from hundreds of turbines, converting it, and sending it ashore.

The fabrication of the top-

To support the three substations, Mammoet drew on one of its largest recent deployments of SPMTs, mobilizing 682 axle lines from its global fleet. In Laem Chabang, Thailand, 338 axle lines were used to perform the initial load-outs, moving the topsides when they weighed about 7,500t. After a 45–50 day sea passage, 344 axle lines were mobilized in Norway: 264 for the load-in operation, and 80 for the final weighing and load-outs once the additional transformers and equipment increased each unit's mass to approximately 9,350t. These axle lines were shipped and trucked in from various locations and configured on-site for each phase.

In Thailand, each topside was transported roughly 1,000m over public roads from Aibel's fabrication yard to the port. Fences were removed, and a temporary gravel

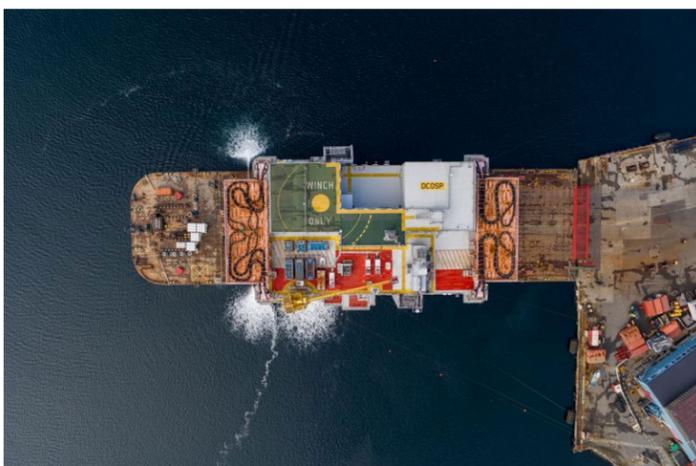


Photo courtesy of Mammoet

sides was split between Aibel's yard in Thailand and its facility in Haugesund, Norway. This division required meticulous coordination of engineering teams, transport equipment, and a dedicated heavy-lift vessel to ensure that each phase — load-out, sea transport, and final dispatch to the North Sea — was completed on schedule.

ramp was constructed so that the SPMT convoys could bypass the main entrance. Inside the terminal, the substations were rolled onto heavy-load carriers using RoRo ramps. After being lifted with their hydraulic stroke, the SPMTs positioned the structures on the vessel grillage, then rolled off with the interface beams and a dedicated load-out frame.



Photo courtesy of Mammoet

Upon arriving in Haugesund, the substations were driven off the vessel using 264 axle lines, taking advantage of the higher allowable ground-bearing pressure at the Norwegian quay. The units were transferred onto temporary supports near the waterside for completion of steelwork, installation of transformers, and integration of other complex systems. Aibel fabricated two custom load-out frames that securely held the substations on the trailers; one of these frames traveled with the Dogger Bank A substation from Thailand and remained in service for all three units' load-ins and load-outs.

Before the final dispatch to the offshore site, each completed substation underwent a detailed weighing procedure. Using 36 jacks and load cells per topside, Mammoet repeated the weighing process three times to ensure the accuracy of the final weight and center of gravity, which were essential for marine transport and installation. Engineers from Aibel and Mammoet designed custom grillage beams to channel the loads through the strongest structural points of the topsides during lifting and jacking.

For the final load-out from Norway to the North Sea, 344 axle

lines of SPMTs were mobilized to accommodate the increased weight of the substations after the installation of electrical equipment. Mammoet managed barge ballasting with 16 submersible pumps, each rated at 1,000m³ per hour, to maintain the vessel's stability during the load transfer from the quayside to the barge.

Since the same logistical sequence was repeated for Dogger Bank A, B, and C over a span of approximately three years, the project teams refined their methods between each phase. By the time the Dogger Bank C substation was ready to depart from Thailand, the load-out process was reduced by a full day compared with earlier operations. According to Mammoet, the ability to quickly adapt to any changes in the project plan — through close collaboration between engineering, project management, and planning teams — was key to the project's success.

With these heavy-lift transports and vessel transfers now complete, the substation scope for Mammoet and Aibel marks a major milestone in the journey toward the full 3.6GW operation of the Dogger Bank Wind Farm and its contribution to the UK's renewable energy supply.

Forte Delivers Dual Floating Jetties to Alaska

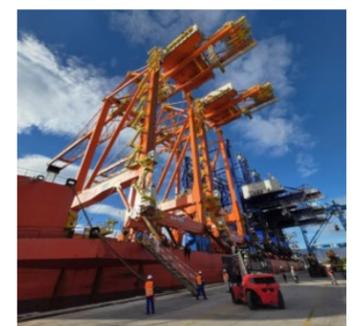


28, November 2025

Boskalis' semi-submersible Forte arrived in the icy waters of Alaska after completing a trans-Pacific voyage carrying two floating jetties. The heavy transport vessel had departed China roughly two weeks earlier with the paired structures secured on deck.

Upon reaching the North American state, the vessel off-loaded both components, which will be joined locally to form a floating jetty for cruise operations. Although the company's fleet is active worldwide, Alaska remains a less common destination, making this call a notable addition to its global heavy marine transport track record.

Two STS Cranes Delivered to AGCT Rijeka



29, November 2025

Two fully assembled ship-to-shore (STS) cranes, each weighing 1,560 tonnes, were successfully delivered to AGCT Rijeka following long-distance transport.

The delivery followed a 40-day voyage covering 11,000 nautical miles from Shanghai. The cranes arrived on board the Zhen Hua 25, and the shipment was completed without incident.

The Zhen Hua 25, a 1988-built heavy load carrier operated by ZPMC, is 37 years old and sails under the Hong Kong flag. The vessel transported the units to Croatia fully assembled for direct discharge at the terminal.

Bravewind Delivers Wind Turbine Components at Eemshaven



Photo by Mariska Burema.

3, December 2025

The Bravewind, a specially designed cargo vessel for Vestas, has docked at the Dutch port of Eemshaven to unload a new batch of wind turbine components. Known for its unique bow design, the vessel is built to transport oversized and heavy cargo for the wind turbine manufacturer.

Measuring 148.5 meters in length and 28 meters in width, the Bravewind features a 128-by-28-meter open deck that can accommodate large and heavy

loads. The ship has a draft of 5.10 meters, allowing it to carry large-scale components.

Currently moored at the Beatrixhaven heavy-lift quay, the Bravewind is being unloaded using two large harbour cranes. Earlier in the week, several tower sections were brought ashore, and on Saturday afternoon, the ship was rotated to discharge the remaining sections.

Once unloaded, the components will be transported to the Buss Terminal for further handling.

UHL delivers two IHC B65 dredgers to Balikpapan



Photo source: United Heavy Lift

2, December 2025

United Heavy Lift GmbH & Co. KG (UHL) has completed the transport of two IHC B65 dredgers between Rotterdam and Balikpapan, working together with Multi Marine Chartering & Agencies and Royal IHC. Each dredger weighs about 378 t and was carried on the heavy-lift vessel UHL Fighter.

According to United Heavy Lift, careful preparation by all companies involved underpinned the project. At the start of the operation, Royal IHC held a pre-loadout meeting and yard inspections, during which technical documentation and safety procedures were aligned before loading began.

The 36-day voyage between Rotterdam and Balikpapan was completed without incident, with

the crew of UHL Fighter managing both loading and discharge of the dredgers. The company stated that the crew's professionalism and precise execution were central to the safe completion of the transport.

United Heavy Lift also acknowledged Multi Marine Chartering B.V. for its coordination during the pre-planning phase and the engineering team at United Engineering Solutions GmbH for their transport engineering work and technical documentation. In addition, IHC Beavers B.V. was thanked for its continued confidence in UHL to handle its dredgers. The company noted that the project highlights how structured planning and close cooperation enable incident-free, on-schedule handling of demanding heavy-lift cargo.

SEAWAY HAWK Loads VALARIS 247 in Singapore



Photo credit: Piet Sinke

4, December 2025

On November 30th, SEAWAY HAWK, the semi-submersible heavy-lift vessel operated by Seaway 7, successfully loaded the VALARIS 247 at Changi Anchorage in Singapore.

The vessel is currently navigating the Malacca Strait and is expected to reach Port Rashid on December 14, 2025, according to the vessel tracking service.

VALARIS 247, a LeTourneau

Super Gorilla Class jackup drilling rig, was sold by Valaris Limited to BW Energy for approximately \$108 million in May 2025. The rig, which was built in 1998, was operating offshore Australia at the time of the sale. The rig has moved from Australia to Singapore, ahead of its planned conversion into an integrated drilling and wellhead platform for use at the Maromba development offshore Brazil.

Built in 1989 and sailing under

the Norwegian flag, the SEAWAY HAWK is a large semi-submersible designed to transport massive offshore and onshore structures. Its versatility allows it to use a variety of loading and unloading methods, including float-on/float-off, roll-on/roll-off, and skid-on/skid-off operations. The vessel's expansive deck and ballast system enable it to handle extremely heavy and large equipment, such as drilling rigs and wind turbine components.

NORDEN buys Taylor Maritime cargo business in Southern Africa



Image source: Norden

2, December 2025

On 1 December 2025, NORDEN announced that it has acquired the Southern African cargo activities of Taylor Maritime, previously operated under the IVS brand. The deal includes the specialist parcelling team based in Durban, South Africa, headed by Brandon Paul, who together with his team will continue to serve customers on parcel trades from South Africa.

"We are delighted that Brandon and his team join NORDEN as we are committed to further grow our activity and customer offering in Southern Africa as a global provider of ocean-based freight services for bulk and project cargo of all sizes," said NORDEN CEO Jan Rindbo. "With

a fleet of over 400 vessels, we are looking to further expand our business in the region and offer our customers fully flexible solutions."

The Durban office becomes NORDEN's third location on the African continent, alongside existing offices in Ivory Coast and Gabon. According to NORDEN, the region offers strong potential due to a growing mining sector and the presence of some of the fastest growing economies in the world. To unlock this potential, the company believes that a local presence is required to build close partnerships with customers and other key stakeholders.

The move is NORDEN's third acquisition in as many years, following the 2023 acquisition of the activities of Thorco Projects and the 2024 acquisition of Nordic

parcelling firm Norlat Shipping, both of which are now fully integrated into the Freight Services & Trading (FST) business unit.

"Today's acquisition is thereby another strengthening of our parcelling strategy, creating a more customer-centric company," added Jan Rindbo. "The project cargo business is more specialised and niche than our traditional shipping activities, calling for specialist knowledge, customisation and differentiation. We look forward to bringing these services to even more customers across the world."

The acquisition sum is undisclosed and NORDEN said the transaction will not affect its guidance for full-year 2025. The deal has received the necessary merger clearance.

DE QIANG 66 Delivers Container Cranes to HHIT Terminal in Haiphong



Photo source: TIEN Nguyen Van, CEO at HHIT / LindedIn

3, December 2025

Hateco Haiphong International Container Terminal (HHIT) received two additional Super Post-Panamax STS cranes and six electric rubber-tyred gantry (e-RTG) cranes, marking a key milestone in the terminal's expansion. The equipment was delivered aboard the DE QIANG 66, a Heavy Load Carrier that played a central role in transporting these essential assets to the terminal.

The DE QIANG 66, a state-of-the-art vessel built in October 2024, is currently sailing under the flag of China. With a length of 166.8 meters and a beam of 42 meters, it is classified by the China

Classification Society. This Heavy Load Carrier, with a draught of 6.5 meters and a dead weight of 22,926 tons, is specifically designed to transport large, heavy equipment such as cranes, ensuring safe and efficient delivery of critical terminal infrastructure.

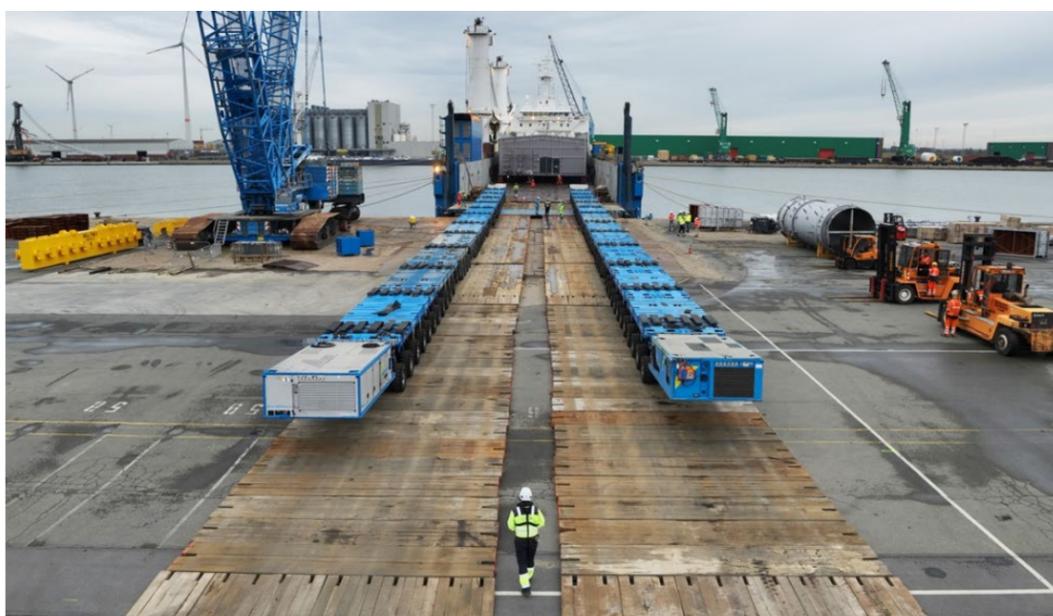
The two newly arrived STS cranes, with a 24-row outreach, will allow HHIT to handle larger vessels more efficiently, further expanding the terminal's capacity to service Ultra-Large Container Vessels. In addition, the six e-RTGs will significantly enhance productivity by reducing turnaround times and improving yard utilization, aligning with the terminal's commitment to environmen-

tally sustainable operations.

This delivery brings HHIT's total to seven STS cranes and 20 e-RTGs commissioned in 2025, as per the terminal's development plan. The expansion is designed to support its growing role as a major gateway for northern Vietnam, with the capacity to accommodate ships up to 18,000 TEU.

HHIT, with its 73-hectare area and 900-meter quay, is a modern, deep-water terminal that can simultaneously handle two large vessels of up to 200,000 DWT. The terminal is an integral part of the Gemini Cooperation network, which connects it to leading global shipping lines such as Maersk and Hapag-Lloyd.

deugro delivers heavy-lift cargo for INEOS Project One



ImagDischarge preparations for the 1040 mt substation at Antwerp port Belgium (Photo courtesy of deugro)

2, December 2025

London, UK, 2 December 2025 – deugro completed the final delivery of critical components for INEOS Project One, moving a total of 85,500 cubic meters of cargo to the Port of Antwerp for

the construction of Europe's most sustainable ethane cracker. The first 52,600 cubic meters were shipped from China, including ten oversized storage bullets weighing up to 738 t and almost 50 m long. A further 33,000 cubic meters followed from the UAE and

Oman on three chartered vessels, carrying oversized and heavy lift units such as marine control and local equipment room buildings, substation units up to 438 t and 35.9 × 12.6 × 7.2 m, and a 1,040 t, over 67 × 16 × 7 m substation on the final vessel Rolldock Storm.

AAL HAMBURG moves 16 barges from Brazil to Uruguay



Photo source: AAL

3, December 2025

The 32,000 dwt heavy-lift vessel AAL HAMBURG has completed what AAL describes as one of its most complex engineering tasks so far, transporting 16 bulk-commodity transport barges on a single voyage from Brazil to Uruguay. The consignment totalled 80,000 freight tons and made full use of the capabilities of AAL's 32,000 dwt Super B-Class together with its in-house engineering and operations teams, marking the first stage in establishing a regular presence in the South American market.

The barges delivered by AAL are destined for regional mining logistics, where they will be used to move iron ore and manganese ore from Brazil to Uruguay for export. Their introduction is expected to raise capacity for waterborne bulk movements using inland waterways and to support Brazil's role in international commodity flows. The ores will travel more than 2,500 km along the Paraguay-Paraná Waterway, a key inland corridor linking Brazil, Bolivia, Paraguay, Argentina, and Uruguay with the Atlantic Ocean.

Each barge measures 61 m in length and 15 m in beam, with an individual weight between 380 t and 400 t. Loading and stowage took place over several days, during which the barges were arranged in a transverse four-tier stack with a 15 m overhang on both the port and starboard sides of AAL HAMBURG – a configuration that is rarely used in the multipurpose and project cargo sector. This set-up, supported by AAL's ECO-DECK retractable deck-ex-

tension system, enabled the vessel to carry all 16 units in one sailing, with 14 barges on deck and two in the hold, a volume previously not achievable with other vessel types or conventional multipurpose cargo arrangements.

The substantial overhang on each side of the ship created significant stability challenges on the 3,400 km ocean passage from northern Brazil to Uruguay. According to AAL, its engineering team spent several weeks developing a safe and efficient transport solution that met the client's requirements, based on detailed planning and cooperation with partners across the supply chain. Throughout the operation, AAL HAMBURG worked as a self-sustaining vessel, using her own 700 t maximum-lift cranes instead of relying on floating cranes that are costly and difficult to source, and in this way supporting operational efficiency and safety during loading and discharge.

Eugene Nutovych, Senior Chartering Manager, AAL Americas, said the project has extended the company's experience with large-scale barge shipments and generated useful operational insights for AAL and other stakeholders involved, which will be relevant for future project demands. He added that production of high-grade iron and manganese ore is commercially important for the region, contributing to the local economy and employment, and that the new barges will both increase transport capacity and promote a shift from road movements to a cleaner and more efficient waterway-based transport solution.

To meet strict project milestones and tight shipping schedules, deugro UK acted as project control tower, coordinating a cross-disciplinary team from the UK, the Netherlands, Belgium, Germany, China, the UAE and Oman. The cargo moved on deck carriers, heavy lift vessels and semi-submersible vessels. For maximum safety, most units were loaded RO/RO using SPMTs and specially engineered ramp systems. The 67 m substation alone required two 50-axle-line SPMT trains and about 75 m of quay

packing at Hamriyah Port. Operations faced congested berths, adverse weather and mandatory rerouting of all vessels via the Cape of Good Hope due to the Red Sea crisis, while the final voyage also included short-notice loading of a 66.04 × 19.1 × 4.25 m barge used as self-loading equipment. Detailed engineering for stowage, securing and dual ballasting ensured safe transport of the large substation modules and other sensitive cargo in line with schedule, budget and safety requirements.

Japan resets offshore wind auctions to favour viable projects



Japan's Prime Minister Sanae Takaichi

Japan is revising its offshore wind auctions by reducing the weight of speed, tightening price rules and opening capacity-style support so that awarded projects stand a better chance of reaching completion.

3, December 2025

Japan is preparing to overhaul its offshore wind tender system, with a government policy committee outlining proposals that shift scoring away from speed and toward projects judged more likely to reach completion. The same package would also widen access to long-term revenue support for some already-awarded schemes.

The reform follows the withdrawal of three Round 1 projects — two sites off Akita and one off Choshi — led by Mitsubishi Corporation, after costs and market conditions undermined the business case for schemes awarded in 2021. Higher equipment and construction prices, weak domestic supply chains and difficulties securing long-term power sales contracts were all highlighted in government analysis of the cancellations. In response, METI and MLIT have put forward two linked policy packages covering both future auctions and support measures for existing projects.

Under the proposed "new offshore wind auction system",

Japan's 240-point evaluation framework would be retained but rebalanced. Bid price would still account for up to 120 points, while the feasibility block would be adjusted so that construction schedule carries fewer points and detailed implementation and supply-chain plans are given more weight. According to the November 2025 policy document, points for construction schedule would fall from 20 to 10, while project execution capability and domestic supply-chain arrangements would each rise to 25 points.

The committee also proposes replacing the previous relative "top-runner" style grading with a checklist-based evaluation. Each part of a bid — engineering, risk management, financing and local engagement — would be scored against defined minimum and higher-level criteria, with the government stating that this is intended to improve transparency and predictability of assessments. On timing, developers would be allowed up to two extra years on construction schedules, and the scoring would focus on whether the proposed timetable is realistic

rather than simply the earliest among competing bids.

Price evaluation would be tightened through the introduction of a bid floor and ceiling. Offers below the minimum or above the maximum would be disqualified; bids at the floor would receive full price points, and offers at the ceiling would still obtain most of the available score. The new framework is described as a way to curb extremely low bids that risk project viability. At the same time, the government plans to reintroduce a 1GW cap per bidder and to strengthen withdrawal rules so that a developer, and related companies, that pull out after winning an auction are barred from the next tender and must provide site survey data free of charge to support re-auctioning.

A separate set of measures targets revenue stability for projects already awarded in Rounds 2 and 3. Offshore wind schemes that accepted a zero-premium feed-in premium (FIP) in those rounds would, on an exceptional basis, be allowed to participate in Japan's Long-Term Decarbonization Power Source Auction (LTDA). This would give them access to a 20-year capacity-style payment on top of market power revenues, which the government positions as transitional support for projects awarded under earlier, more competitive conditions.

Developers had asked to

adjust their original tender prices retroactively to reflect inflation and other cost increases since bidding, but this request was rejected. The policy package instead confirms that only forward-looking price indexation will be available, with the government citing fairness and the difficulty of designing a neutral formula for past periods. At the same time, more flexibility would be allowed to change key components such as turbines and blades, within defined conditions, when market or supplier changes make the original specifications difficult to implement.

The proposals also cover port usage and project lifetimes. Japan's designated base ports for offshore wind could be used more flexibly, including multi-port strategies, and the authorities are considering adjustments to port fee structures. Occupancy permits in promotion zones would, in principle, be renewable in 10-year blocks once initial terms expire, allowing projects to operate beyond the 30-year period often assumed in early policy designs. The government further plans to refine its non-fossil certificate framework and clarify how environmental value is treated under FIT and FIP schemes, with the intention of making it easier for corporate buyers to procure certified renewable power.

The timing of the reforms coincides with the start of Sanae

Takaichi's term as Japan's first female prime minister, after she took office in October 2025. In early policy statements, her administration has underlined energy security and industrial competitiveness as core priorities. Industry organisations, including the Global Wind Energy Council (GWEC), have recently called for Japan to adjust its auction framework and offtake arrangements to restore investor confidence after the Round 1 withdrawals and the financial pressure facing Rounds 2 and 3.

See also: GWEC Calls for Offshore Wind Auction Reform to Revive Japan's Clean Energy Momentum

According to the government documents, the revised rules are intended to be applied first to the re-auction of the three cancelled Round 1 sites and then to later rounds now being prepared. In effect, Japan is moving from a system that strongly rewarded the fastest schedules and lowest nominal prices toward one that gives more weight to credible delivery plans and stable revenues, with the stated objective of ensuring that awarded offshore wind projects are built and kept in operation over the long term.

Windfall Tax Retention Puts UK's Offshore Investment at Risk

28, November 2025

The UK government's decision to keep the energy profits levy (EPL) in place has drawn strong criticism from Offshore Energies UK (OEUK), which warns the policy is accelerating the decline of the country's offshore sector. The levy, introduced in May 2022 during the global price surge, lifts the total tax burden on North Sea producers to 78%, a level OEUK says is suppressing essential investment.

Despite Office of National Statistics data showing profits in the UK upstream sector have slipped into negative territory, the Autumn Budget maintained the EPL beyond 2026, rejecting calls from industry to adopt a more competitive long-term mechanism. OEUK argues this decision jeopardises about £50 billion (roughly \$66 billion) in potential investments,

as companies redirect capital to more profitable regions.

Chief Executive David Whitehouse emphasised that the UK is now losing around 1,000 jobs each month, with greater reliance on imported energy and widening strain across domestic supply chains. OEUK plans to convene its 450 member firms—spanning oil and gas, wind, hydrogen, and carbon capture—for urgent talks and is pressing for an immediate meeting with the Chancellor.

The organisation notes the government still expects 75% of national energy demand to be met by oil and gas for decades, requiring 10–15 billion barrels by 2050. OEUK believes half of this could be produced domestically with tax reform and pragmatic licensing; without such changes, it warns that imports, job losses, and project cancellations will intensify.

Sector concerns are reinforced by the absence of new exploration wells in 2025 and a 40% drop in domestic output over the past five years, with production expected to halve again by 2030. Global Underwater Hub echoed the frustration but welcomed plans for new subsea tiebacks, which it sees as a boost to the UK subsea supply chain.

OEUK maintains that the current downturn stems from policy choices rather than geology. Its proposed pathway highlights £200 billion in potential investment across offshore wind, CCS, hydrogen, and hydrocarbons, and £150 billion in added value tied to the responsible production of an additional 3 billion barrels of domestic resources. Some operators, including Serica, are reassessing future spending priorities based on the clarified fiscal regime.

Nadara Takes Full Control of UK-Italy Floating Wind Portfolio

1, December 2025

Nadara will become the sole owner of a portfolio of floating offshore wind projects in the UK and Italy after agreeing to acquire BlueFloat Energy's 50% stake in their joint venture assets. The joint venture between Nadara and BlueFloat Energy confirmed that the deal covers all of their floating wind projects in the two countries.

According to Nadara, the projects involved will now move forward under the company's leadership, while existing commitments to suppliers, stakeholders, and local communities are to be maintained. The company also

said it will continue to develop commercial-scale floating offshore wind projects in its core markets.

In total, Nadara will assume full ownership of ten projects. The portfolio comprises ten projects: four are in the UK, while six are in Italy. One additional floating wind project, the 1.5 GW Stromar Wind development, sits outside this transaction. Stromar Wind will remain under its current ownership structure, with Ørsted, BlueFloat Energy, and Nadara each holding a one-third share.

In the UK, Nadara will take over four Scottish floating offshore wind sites: Broadshore, Bellrock,

Sinclair, and Scaraben. Two sites, Broadshore (900 MW) and Bellrock (1.8 GW), were awarded to the developer through the Scot-Wind leasing round held in 2022.

At that time, development was led by a joint venture linking BlueFloat Energy with Renantis. Renantis later established Nadara together with Ventient Energy in July 2024.

The partners also obtained rights to two adjacent 100 MW floating wind sites, Sinclair and Scaraben, located next to Broadshore, via Crown Estate Scotland's INTOG innovation auction.

hmt-news.com

ExxonMobil Pushes Uaru Work Forward as Yellowtail Reaches Peak Output

1, December 2025

ExxonMobil Guyana Limited advanced its programme at the Uaru development while the Yellowtail field moved into full operation. Work at the Uaru development moved into a new phase on 17 November 2025, when the company initiated drilling at the

UA_3i02 Drill Center within the Stabroek Block of Guyana's Exclusive Economic Zone.

Data from the Maritime Administration Department confirms that the MODU Noble Bob Douglas is overseeing the drilling campaign, which is scheduled to continue until 31 December 2025. The UA_3i02 site lies nearly 105.1

nautical miles (194.6 km) offshore, covering an area close to one square kilometre.

See also: Saipem Secures ExxonMobil Authorization for Hammerhead Offshore Project in Guyana

The \$12.7 billion Uaru development is engineered to deliver up to 250,000 barrels per day once production begins in 2026. Current plans outline as many as 10 drill centers and 44 wells, targeting more than 800 million barrels of recoverable resources.

Supporting infrastructure is progressing in parallel. Japan's MODEC is building the Errea Wittu FPSO, the unit designated to process and store production from Uaru. Completion of the vessel is essential as operations transition beyond Yellowtail and move into the next scheduled stage of offshore output.



ADES Wins Shell Contract for Brunei P&A Campaign



Compact Driller jack-up rig (Image source: Shelf Drilling)

28, November 2025

ADES International Holding, part of the Saudi Arabia-based ADES Group, has confirmed a new offshore assignment in Southeast Asia after Brunei Shell Petroleum (BSP) selected one of its jack-up rigs for upcoming work offshore Brunei.

The contract was awarded through Shelf Drilling, the rig owner acquired by ADES earlier this year. The agreement covers a two-year deployment of the Compact Driller jack-up, which will be used for plug and abandonment (P&A) activities. The estimated contract value is SAR 236 million (\$63 million).

ADES highlighted that this award is its first since completing

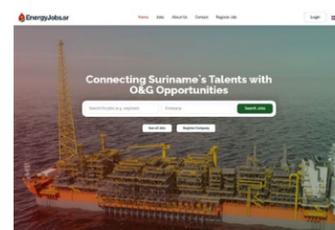
the Shelf Drilling transaction. Dr. Mohamed Farouk, CEO of ADES Holding, noted that the combined organisation's experience in regional P&A programmes and established safety record contributed to the award.

Ahead of mobilisation, the unit will undergo preparation work in Singapore. The rig remains active in India under its current contract until May 2026, with operations for BSP scheduled to begin in the fourth quarter of 2026.

Dr. Farouk added that ADES looks forward to working with BSP, emphasising that the teams formed through the recent integration will support safe and efficient execution throughout the Brunei campaign.

hmt-news.com

TotalEnergies Rolls Out EnergyJobs.sr to Support Suriname's Energy Workforce



29, November 2025

TotalEnergies Suriname unveiled EnergyJobs.sr on 25th November at the Assuria Event Center in Paramaribo, presenting the platform as a unified channel for Surinamese workers seeking opportunities in the country's expanding oil and gas market.

The launch brought together senior officials and industry representatives, including Oil, Gas & Environment Minister Patrick Brunings, Education, Science & Culture Minister Dirk Currie, and leadership from Staatsolie and private-sector partners. A panel addressing future talent requirements followed the announcement.

According to Artur Nunes da Silva, General Manager of TotalEnergies EP Suriname, the platform is intended to improve

access to job information for both employers and applicants. At launch, 437 roles were listed, comprising 244 onshore positions and the remainder offshore. Of these, 142 vacancies were open for immediate applications.

The portal is closely linked to the company's planned Gran-Morgu development in Block 58, and openings tied to the project and contractor hiring will be added as recruitment moves forward.

During a demonstration of the system, Hercules Medeiros, Field Operations Manager at TEEPSR, noted that EnergyJobs.sr does not store personal CVs. Instead, users review job requirements and then move directly to each company's application site. Short tutorials are included to help both candidates and companies navigate the process.

Medeiros highlighted that the interface was built to keep job searches and applications straightforward for those exploring roles in the energy sector.

The launch represents an early coordinated step to bring together workforce information as Suriname prepares for major offshore activity.

Cadeler Adds 10th WTIV Wind Mover



Photo courtesy of Cadeler

1, December 2025

Copenhagen, 28 November 2025 – Cadeler has taken delivery of Wind Mover, expanding its fleet of wind turbine installation vessels (WTIVs) on the water to ten. After mobilisation, the vessel will proceed directly to offshore wind work in Europe.

Wind Mover is the second M-class WTIV in the fleet, joining her sister vessel Wind Maker, which was delivered earlier this year. The two M-class units have been developed for future offshore wind projects, combining operational efficiency, flexibility, and high lifting capacity to support large-scale developments.

The new vessel was built at the Hanwha Ocean Shipyard in Korea. Cadeler reports that construction finished earlier than planned, stayed within budget, and maintained a strong safety re-

cord throughout the build phase. The design reflects cooperation between Cadeler and key partners, including Hanwha Ocean, ABB, Kongsberg, GustoMSC and Huisman.

As announced previously, Wind Mover already has a contract in Europe and will move into that project immediately following delivery and mobilisation.

From a technical standpoint, Wind Mover is equipped with a 2,600-tonne main crane, a DP2 dynamic positioning system, and is designed to operate in water depths of up to 65 m. The vessel is configured to install and maintain next-generation offshore wind turbines and foundations, with a layout intended to keep operations efficient in demanding offshore conditions and to match the growing scale of projects.

Commenting on the delivery, Mikkel Gleerup, CEO of Cadeler,

said that receiving Wind Mover ahead of schedule marks another step in the company's long-term plan to operate a modern, adaptable WTIV fleet for the offshore wind sector. With both Wind Mover and Wind Maker now in service, he noted that Cadeler is positioned to support offshore wind projects that are increasing in size and complexity, with Wind Mover heading straight into turbine installation and maintenance work.

Over the past twelve months, Cadeler has taken delivery of five newbuild vessels, increasing its operating WTIV fleet from five to ten units. By mid-2027, the company plans to run a 12-vessel fleet, which Cadeler describes as the "largest and most versatile" installation fleet serving the global offshore wind market.

hmt-news.com

Petrobras Cuts Dividends and Investment Forecasts in New Plan



1, December 2025

Brazil's state-run oil company Petrobras has revised its five-year business strategy, lowering both its dividend projections and investment plans as it faces the impact of declining oil prices.

For the period from 2026 to 2030, Petrobras expects to distribute \$45 billion to \$50 billion in regular dividends. This is a reduction from the earlier estimate in its 2022-2026 plan, which had forecast up to \$55 billion for shareholder payouts.

The revised plan does not include any mention of extraordinary dividends, which had been expected to reach up to \$10 billion during the 2025-2029 period in the previous forecast.

Investment plans were also scaled back, with the total expected spending now reduced to \$109 billion, representing a near 2% cut. The adjustment comes in response to falling Brent oil prices, which Petrobras now predicts will average \$63 per barrel in 2026, down from the previously expected \$77 per barrel.

This marks the first reduction in investments since President Luiz Inacio Lula da Silva assumed office, signaling a change from the investment cuts seen under the administration of former President Jair Bolsonaro, during which Petrobras was undertaking significant asset divestitures.

Despite the overall reduction, investments in exploration and production were raised by \$1 billion, totaling \$78 billion for the period. The company has maintained its commitment to refining, transportation, and marketing investments at around \$20 billion.

Petrobras also forecasted a peak in oil production, which it expects to reach 2.7 million barrels per day (bpd) by 2028. Total oil and gas equivalent production is expected to hit 3.4 million boed per day in both 2028 and 2029, with a margin of variation of plus or minus 4%.

New Offshore Wind Terminal Planned at Port of Rotterdam

1, December 2025

The Port of Rotterdam Authority is planning the development of a 45-hectare site in the north-western part of Maasvlakte to support offshore wind activities.

This new terminal will serve various needs, including storage, transport, pre-assembly, and delivery of wind turbine and foundation components. Featuring direct maritime access and high-quality logistics facilities, the terminal will be equipped to handle demanding operations.

The terminal is expected to start operations by mid-2029 and will include a 835-metre quay that will accommodate the latest offshore wind installation vessels. This quay will be ideal for jack-up

vessels and pre-assembly work. A roll-on/roll-off facility will also be installed to handle multiple transport modes.

In addition to supporting the construction of offshore wind farms, the terminal will also be capable of assisting with the decommissioning of offshore wind farms.

Through this initiative, the Port Authority aims to provide the offshore wind industry with essential infrastructure while helping to promote growth in the sector. As more offshore wind farms are developed in the North Sea, there is a growing need for specialized port capacity. The new terminal will help meet this demand and provide the necessary infrastructure for future projects.

COOEC Delivers Hybrid-Powered Jacket for Shell Nigeria HI Project

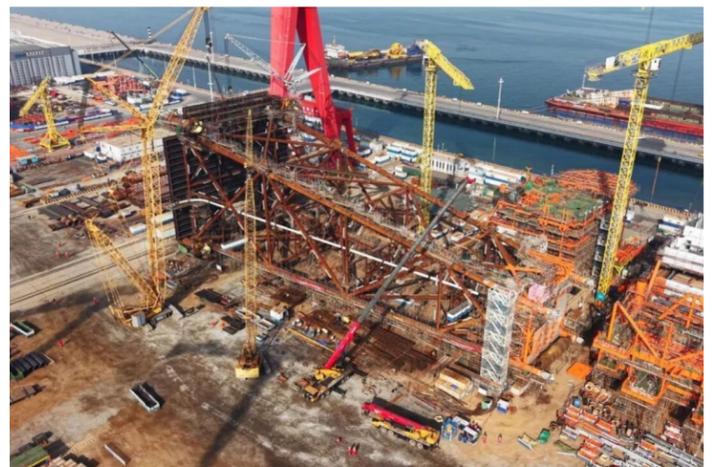


Photo source: Dr. Ju Xuanze(Xavier) via LinkedIn

1, December 2025

Construction of the jacket component for Shell Nigeria's HI Project has been finalized. COOEC, acting as the EPC contractor, marked the milestone at the Tianjin Intelligent Manufacturing Base on 24 November 2025.

The infrastructure is designed for installation at the OML 144 block, located offshore the Niger Delta. The field lies 50 km from the shoreline in a water depth of 100 m. The project's technical specifications include a four-legged

jacket supporting a four-deck topside. Notably, the platform utilizes a unique hybrid "wind + solar" energy system to power its offshore operations.

Future operations are focused on supplying feedstock to the Nigeria LNG Train 7 expansion. Once operational, the facility is set to deliver 350 million cubic feet of natural gas per day. This additional input is projected to increase Nigeria's LNG production capacity by 35%, effectively maintaining the nation's status as Africa's leading natural gas producer.

HMTNEWS
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 

Massy Wood wins bpTT Juniper topsides EPC contract

2, December 2025

Wood's joint venture company Massy Wood has been awarded the engineering, procurement, construction (EPC) and commissioning contract for the topsides brownfield development of bp Trinidad and Tobago (bpTT)'s Juniper platform, as part of the Ginger development located off the coast of Trinidad.

Under the contract, Massy Wood will deliver detailed brownfield engineering and execute critical topside upgrades on the Juniper platform. The scope includes enhancements to subsea pipeline corrosion protection and the integration of methanol injection systems, which are key enablers for safe well startup and flexible operations.

This execution phase follows Massy Wood's completion of the pre-front end engineering design (pre-FEED) and FEED phases in March 2025.

Massy Wood's CEO, Mala Baliraj, said: "bpTT is one of Trinidad & Tobago's leading energy producers and we're proud to have supported their operations for nearly two decades. This latest contract award is testament to the strength of our long-standing partnership and our proven ability to safely and reliably deliver critical EPC projects. We're honored to play a role in advancing the country's energy resilience and contributing to its economic growth."

The contract is being delivered by a team of experts in-country.

UK clears 480 MW Morecambe offshore wind project

2, December 2025

The UK government has granted planning consent for the 480 MW Morecambe Offshore Wind Farm, a project being developed in the Irish Sea by Danish renewables investor Copenhagen Infrastructure Partners (CIP). Once in operation, the wind farm is expected to supply power to around half a million homes in the UK.

Located about 30 km off the Lancashire coast in the eastern Irish Sea, Morecambe is planned as a fixed-bottom offshore wind project with up to 35 turbines. The consent is issued as a Development Consent Order (DCO) covering the project's generation assets, including turbines and associated offshore infrastructure.

CIP, which took full ownership of the project earlier this year, is leading development through its offshore wind platform Copenhagen Offshore Partners (COP).

Subsea7 Secures Ithaca Decommissioning Work off UK



Image courtesy of Subsea 7

1, December 2025

On 1 December 2025, Subsea7 announced it had won a sizeable decommissioning contract from Ithaca Energy for off-station services on the Alba floating storage unit (FSU) and the FPF-1 production facility at the Greater Stella field, around 230

km east of Aberdeen.

The decommissioning scope covers flushing of subsea pipelines, the provision of diver support vessel services, and seabed clearance operations.

Project management and engineering will start immediately from Subsea7's Aberdeen office, while offshore activities are

scheduled to commence in Q2 2026.

Hani El Kurd, Senior Vice President UK and Global Inspection, Repair and Maintenance at Subsea7, said the award allows the company to draw on its three decades of decommissioning expertise, with a focus on delivering safe and effective work.

He also noted the longstanding relationship between Subsea7 and Ithaca Energy, which began in 2008, and said the parties plan to work closely together throughout the project.

Subsea7 defines a "sizeable" contract as one with a value between \$50 million and \$150 million.

CNOOC deepwater veteran under graft watchdog probe

3, December 2025

A senior offshore engineer long associated with China's deepwater push in the South China Sea is under investigation by the country's top anti-corruption authorities.

According to an announcement dated 27 November 2025, Li Zhong, deputy general manager and chief engineer (drilling and completion) at CNOOC Research Institute Co., Ltd., is suspected of "serious violations of discipline and law". He is now subject to a disciplinary review by the Central Commission for Discipline Inspection and the National Supervisory Commission team stationed at China National Offshore Oil Corporation (CNOOC), and a parallel supervisory investigation by the Dezhou Municipal Supervisory

Commission in Shandong province.

The brief notice did not provide details of the suspected offences and did not indicate whether the case is linked to any particular project or transaction. It confirmed only Li's current corporate role and the involvement of both the central inspection team and the local supervisory body.

Li has been widely portrayed in Chinese state and industry media as one of the key technical figures behind the country's offshore drilling advances. Profiles published this year highlighted his responsibilities at the Beijing-based CNOOC Research Institute, where he has overseen drilling and completion technology development for complex offshore wells.

In February, he was quoted

discussing record offshore drilling activity after China's offshore well count exceeded 1,000 in 2024. He pointed to improvements in drilling efficiency, higher operating uptime and reduced downtime, supported by wider deployment of advanced drilling and completion technologies across domestic projects.

Li has also been closely associated with Deep Sea No. 1, China's first independently developed ultra-deepwater gas field in the South China Sea. Reports stated that his team at CNOOC developed a dedicated drilling and completion design system for 1,500-m-class deepwater fields, addressing high-temperature, high-pressure conditions as well as sand-control and wellbore integrity challenges at the project.

Deep Sea No. 1 has now de-

livered more than 10 billion cubic metres of cumulative gas output and has maintained annual production above 3.0 billion cubic metres for three consecutive years. The same coverage credited Li and his colleagues with providing the technical foundation for its development.

International trade press have described Li as a veteran offshore engineer who played a central role in China's major deepwater exploration breakthroughs in the South China Sea.

As of publication, neither CNOOC nor the authorities had released further information on the investigation, any disciplinary measures, or potential implications for ongoing offshore projects involving the research institute.

hmt-news.com

Vestas lands 660 MW offshore wind deal in EMEA



2, December 2025

Danish turbine manufacturer Vestas has

announced a new 660 MW offshore wind turbine order for a project in Europe, located in the EMEA region. The order was reported on 1 December 2025 and will be booked in the company's fourth-quarter intake.

In its short statement, Vestas did not disclose the client, project name, country, contract value or any related

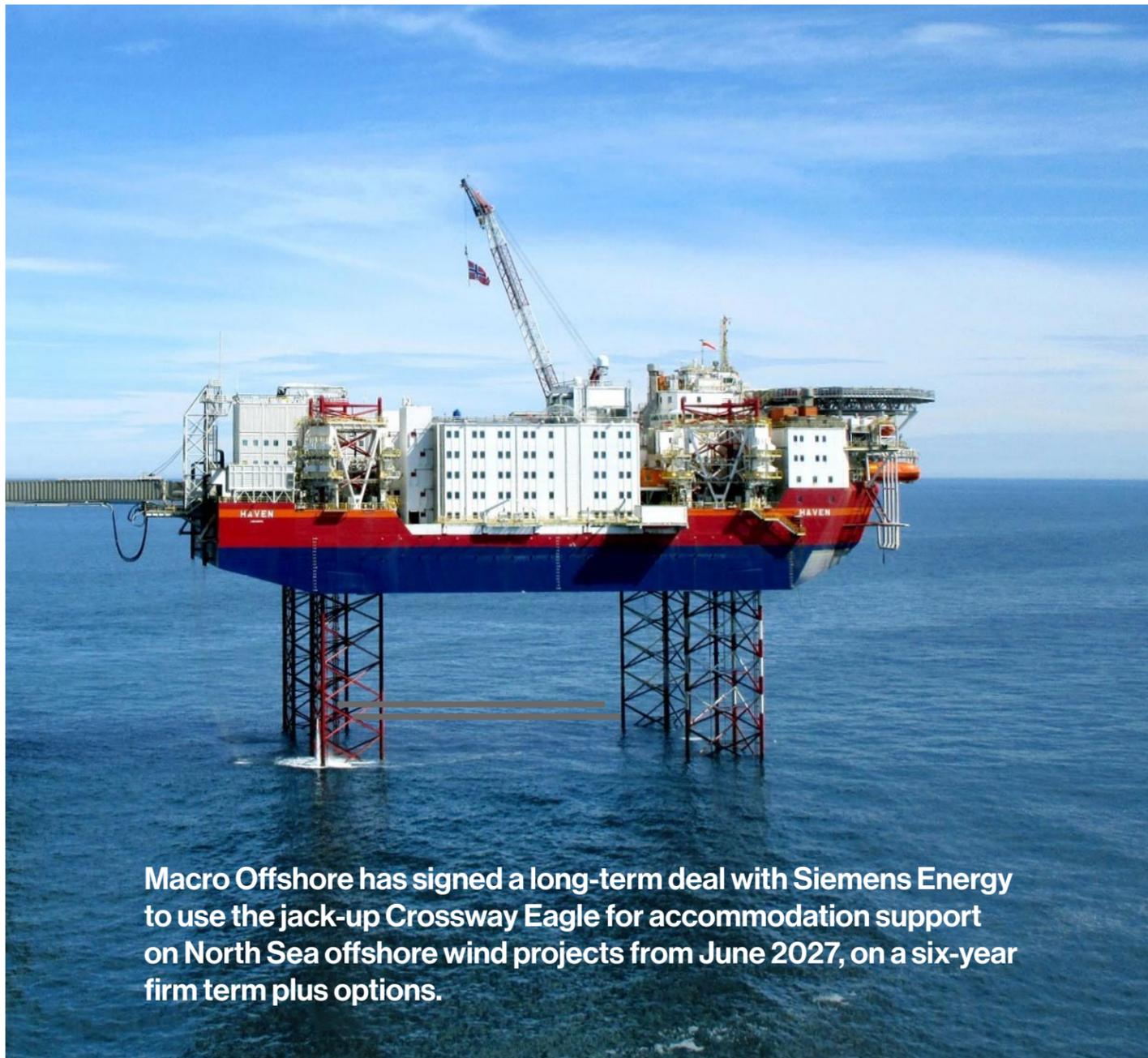
service arrangements, saying only that both the customer and project remain undisclosed.

In the third quarter of 2025, Vestas record-

ed firm and unconditional orders for wind turbines totalling 4,606 MW, a 4% increase compared with the third quarter of 2024.

As of 30 September 2025, the value of Vestas' wind turbine order backlog stood at about \$36.8 billion (€31.6 billion). At the same date, the company's service agreements carried expected future revenue of approximately \$42.6 billion (€36.6 billion). Combined, the backlog of turbine orders and service contracts amounted to around \$79.4 billion (€68.2 billion), up by \$5.6 billion (€4.8 billion) from a year earlier.

Macro Offshore Clinches Siemens Energy North Sea Deal



Macro Offshore has signed a long-term deal with Siemens Energy to use the jack-up Crossway Eagle for accommodation support on North Sea offshore wind projects from June 2027, on a six-year firm term plus options.

Photo source: Marco Offshore

1, December 2025

Macro Offshore has signed a long-term agreement with Siemens Energy to provide accommodation support for a series of offshore wind campaigns in the North Sea. The contract is scheduled to begin in June 2027 and includes a firm term of six years, with Siemens Energy holding options to extend the arrangement by up to an additional four years.

To execute the work, Macro

Offshore will deploy its accommodation jack-up Crossway Eagle. The company describes the unit as an environmentally focused rig in the North Sea fleet. The vessel is fitted with a 200 t crane on a cantilever, enabling it to assist with lighter construction tasks alongside its accommodation role.

Crossway Eagle is currently being readied for mobilisation to Equinor's Empire Wind project offshore New York. The new contract with Siemens Energy is

the second award that Macro Offshore has secured in the offshore wind market.

Following a strategic review, Macro Offshore decided to place greater emphasis on offshore wind, viewing the sector as a sustainable market that is likely to require high-quality assets as projects move further from shore and into deeper waters.

The company said the agreement will support Siemens Energy in its work on sustainable energy

solutions.

Macro Offshore owns and operates accommodation vessels through an integrated structure. The company owns and operates Crossway Eagle and also operates Haven, which is presently supporting the Draupner platform on the Norwegian Continental Shelf. Macro Offshore is headquartered in Sandnes, Norway.

hmt-news.com

Oil India starts 6000 m offshore well in Kerala-Konkan



Union Minister of Petroleum and Natural Gas Hardeep Singh Puri (Photo source: HardeepSPuri / X)

2, December 2025

State-controlled Oil India Limited (OIL) has begun an offshore exploration campaign in the Kerala-Konkan Basin, spudding a deep exploration well about 20 nautical miles off the Indian coast. The well is designed to reach around 6000 m below the seabed. At roughly that depth, the well ranks among the deepest drilled offshore in India. India's petroleum ministry announced the start of drilling on 27 November 2025.

India's petroleum minister Hardeep Singh Puri said the campaign targets Cretaceous plays in a basin that regulators classify as Category III. More than 1,028 sq km of 3D seismic data has already been acquired across the area, and this is the first offshore well in the Kerala-Konkan basin under the current drilling programme.

Puri has described the project as part of India's drive to expand domestic oil and gas supplies and open up under-explored offshore acreage. India currently imports about 80% of its crude oil and roughly half of its natural gas, which highlights the strategic value of new offshore finds in basins such as Kerala-Konkan.

Noble Resolute Heads to Dutch North Sea for Eni Contract

3, December 2025

The 350-ft jackup Noble Resolute has departed Esbjerg, Denmark, and is en route to the Netherlands to begin a new contract with Eni. The rig had been stationed in Denmark since July 2025, following the completion of its previous contract with TotalEnergies in the Netherlands. During its stay, the rig underwent essential maintenance, which included the installation and commissioning of a new top drive.

In October 2025, Noble secured a one-year contract with Eni for the Noble Resolute to work in the Dutch North Sea. The rig will operate at a dayrate of \$125,000, with Eni holding options to extend the contract by up to 18 months.

The rig set sail for the Dutch North Sea on December 2, 2025, and is expected to reach its destination at Eni's L10 location by December 4.

hmt-news.com

Aker Solutions Secures Eldfisk–Ekofisk M&M Frame Deal

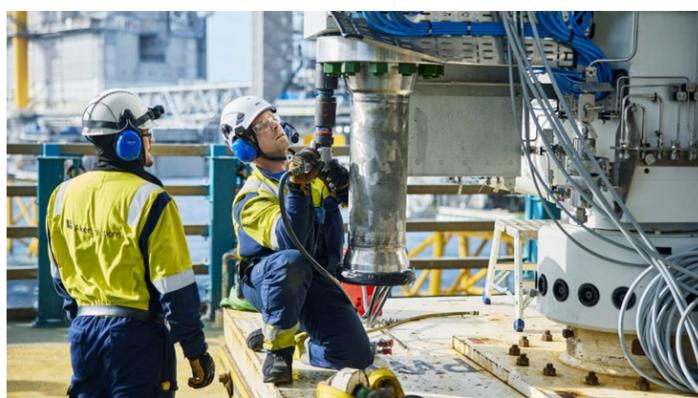


Photo courtesy of Aker Solutions

Aker Solutions has entered into a new six-year frame agreement with ConocoPhillips Skandinavia AS (ConocoPhillips) for work on the Eldfisk and Ekofisk fields offshore Norway. The agreement includes options for

up to two additional three-year extension periods.

The new frame agreement continues brownfield maintenance and modification (M&M) services on Eldfisk and Ekofisk, with the fresh contract period

starting in January 2027. Together, the two installations form one of Aker Solutions' most important M&M portfolios offshore Norway.

"The global offshore industry needs standardized and efficient solutions, executed with speed and precision. Our aim is to reduce costs without compromising safety," said Paal Eikeseth, Executive Vice President and head of Aker Solutions' Life Cycle Business.

The work will be managed from Aker Solutions' office in Stavanger, while fabrication will take place at the company's yard in Egersund. The agreement will also provide work for offshore employees supporting the Eldfisk and Ekofisk facilities.

Eikeseth said the contract underpins the long-term relation-

ship between Aker Solutions and ConocoPhillips, and reflects the performance delivered by their teams over many years. He added that the companies intend to secure continuity in maintenance and modification activities on Eldfisk and Ekofisk under the new frame agreement.

The total value of the contract will depend on the volume of M&M work ordered over the six-year firm term. Aker Solutions categorises the award as "substantial", a classification it uses for contracts in the range of NOK 2.5 billion to NOK 4 billion. The agreement will be booked as order intake in the fourth quarter of 2025 in the company's Life Cycle segment.

hmt-news.com

Newfoundland Seeks Bay du Nord FPSO Topsides Work



Prime Minister Carney and Premier Wakeham meet in Ottawa to discuss growth opportunities. (Photo: Prime Minister of Canada / Facebook)

2, December 2025

Equinor is in discussions with the new Government of Newfoundland & Labrador on whether major topsides modules for the Bay du Nord floating production, storage and offloading (FPSO) unit can be built in the province. Premier Tony Wakeham is pushing for local fabrication, while some industry voices question whether costs and the available skills base will be competitive.

The Bay du Nord field lies about 500 kilometres east of St. John's in the Flemish Pass Basin. The project is operated by Equinor with partner bp, using a subsea production system tied back to an FPSO. Total investment for the initial development phase is estimated at about CAD 14 billion, with more than 400 million barrels of recoverable oil identified. Equinor is targeting a final investment decision in 2027 and first oil in 2031.

In September 2025, BW Offshore signed a Head of Agreement with Equinor Canada, confirming its status as preferred bidder for the Bay du Nord FPSO. The unit is being designed for harsh sub-Arctic conditions, with a processing capacity of up to 160,000 barrels per day, a disconnectable turret and extensive

winterisation. Planned topsides systems include high-efficiency power generation with heat recovery, variable speed drives and a closed flare to reduce emissions.

Within Newfoundland & Labrador, the new Progressive Conservative administration faces strong expectations that the project will deliver significant fabrication work in the province. Progressive Conservative Party MHA Lloyd Parrott has warned that if Equinor proceeds with an FPSO lease rather than a newbuild, much of the required construction or refit work could be carried out overseas, limiting opportunities for local trades. He has called for any necessary FPSO construction or modification to be completed in the province as far as possible.

Premier Wakeham has indicated that Equinor plans to issue expressions of interest to test market capacity for building Bay du Nord topsides and major modules in Newfoundland & Labrador. For local yards and contractors, the EOI process is being framed as a key opportunity to demonstrate capability and pricing.

Construction unions and con-

tractor groups are also pressing for full modules to be assembled in the province. Pipefitters union UA Local 740 has raised concerns that a large share of the FPSO scope — including hull work, topsides fabrication, mating and commissioning — could be performed abroad, leaving Newfoundland & Labrador with a more limited subsea workload.

Equinor is weighing whether Bay du Nord FPSO topsides modules can be fabricated in Newfoundland & Labrador, as Premier Tony Wakeham, unions and contractors seek local work while cost and skills concerns remain.

The union argues that this would reduce the employment potential of a multi-billion-dollar FPSO project.

Industry association Trades NL has pointed to the province's track record on previous offshore developments, including Hibernia, Terra Nova, White Rose, Hebron and West White Rose, where topsides modular construction, integration and tow-out were executed in Newfoundland & Labrador. Through its "Build Right Here" campaign, Trades NL is calling for Bay du Nord work in the province to cover process and utilities modules, module mating,

commissioning, start-up and the final tow-out of the FPSO.

According to UA Local 740, Bay du Nord would represent the sixth major offshore oil installation linked to Newfoundland & Labrador. The union cites earlier projects as evidence that the local workforce can deliver complex topsides packages and stresses the wider economic impact of direct offshore jobs on supporting industries.

For its part, Equinor states that, in line with the Atlantic Accord Acts, suppliers based in Newfoundland & Labrador will receive first consideration for Bay du Nord contracts when they are competitive on competence, cost, quality and delivery. The company has set up a contracts and procurement office in St. John's to manage tenders and maintain dialogue with local industry organisations.

At the same time, Equinor and BW Offshore are working through pre-FEED activities and a planned bridging phase before full front-end engineering and design (FEED), which is expected to start in early 2026 subject to partner approvals. BW Offshore has committed to opening a local office in Newfoundland during FEED,

meaning that part of the FPSO engineering and project management work will be handled from the province.

The amount of topsides work that will ultimately be carried out in Newfoundland & Labrador has not yet been determined. Equinor, its partners and the provincial government are continuing negotiations on industrial benefits and local content commitments ahead of the final investment decision, including how much of the FPSO module fabrication will be awarded to Canadian yards versus overseas facilities.

hmt-news.com

HMTNEWS
HEAVY MARINE TRANSPORT

hmt-news.com

SUBSCRIBE »

Ocean Winds Closes €2 Billion Financing for BC-Wind

1, December 2025

Warsaw, 1 December 2025 – Ocean Winds has reached Financial Close for its BC-Wind project in Poland, securing around €2 billion in project finance to build a 390 MW fixed-bottom offshore wind farm in the Baltic Sea. The project is now ready to shift from development into the construction phase.

Ocean Winds is an international offshore wind company created as a 50–50 joint venture between EDP Renewables and ENGIE. BC-Wind is the company's first offshore wind farm in the Baltic Sea and is located within the Polish Exclusive Economic Zone.

The project finance package for BC-Wind is supported by the European Investment Bank (EIB), which is providing close to one third of the total project finance, together with ICO (Instituto de Crédito Oficial Español) and 13 commercial banks. This lender group underlines the long-term profile of the project finance struc-

ture.

The wind farm is expected to deliver its first power in 2028 and, once fully operational, will supply clean, zero-emission electricity to nearly 500,000 Polish households.

According to Bautista Rodriguez, Chief Operating Officer at Ocean Winds, offshore wind is central to Poland's energy transition and also offers an opportunity to develop a more competitive industrial base. He said the BC-Wind project, backed by financial partners such as the EIB, is Ocean Winds' contribution to increasing the share of renewables in Poland's energy mix.

Kacper Kostrzewa, Managing Director for Poland at Ocean Winds, said that achieving financial close for BC-Wind marks an important step for both the project and the wider Polish offshore wind industry. He noted that the transaction shows Poland is ready to deliver large-scale offshore wind projects using local expertise, technology and suppliers, and

that cooperation with Polish companies will help build local content and integrate domestic firms into the offshore wind supply chain.

From the financing side, Teresa Czerwińska, Vice-President of the EIB, stated that the bank's long-term loan for the construction and operation of BC-Wind fits its role as the European Union's climate bank. She highlighted that BC-Wind is expected to contribute to lower carbon emissions in Poland and support energy security for households and businesses.

National participation is a core feature of BC-Wind, with many Polish companies involved in the project's supply chain. Onshore construction is scheduled to begin in 2026. Polish company P&Q will design and build the onshore substation and the export cable route. Power will reach the onshore substation via cables designed and installed by Tele-Fonika Kable, based in Bydgoszcz.

In parallel, Ocean Winds will establish a service base in Władysławowo. The project will

be the first offshore wind farm in Poland to be fully delivered via Polish ports, with Świnoujście used as the marshalling harbour for foundations and Gdańsk serving as the port for wind turbine operations.

Over recent years, Ocean Winds has secured all necessary environmental and regulatory approvals for BC-Wind, including environmental decisions for offshore and onshore components, permits for onshore infrastructure, and authorisation for connection to the National Power System.

BC-Wind is located about 23 km north of the Polish coastline, near the municipalities of Krokowa and Choczewo in the Pomeranian Voivodeship. The wind farm will comprise 26 turbines, each with a 14 MW nominal capacity and equipped with a Power Boost function that can increase output to 15 MW, for a total planned capacity of up to 390 MW.

hmt-news.com

Dajin and Briese Schiffahrts Collaborate for Offshore Wind Services in Cuxhaven



4, December 2025

Dajin Heavy Industry Co., Ltd, a China-based global leader in offshore wind foundation manufacturing, has entered into a strategic partnership with Briese Schiffahrts GmbH & Co. Kg, a Germany-based leader in heavy lift and multipurpose vessels. The two companies signed a Memorandum of Understanding (MOU) on November 26, 2025, to deliver offshore wind marshalling services at the newly constructed terminal in the Port of Cuxhaven.

The agreement highlights a joint effort to create an international offshore wind industry hub in the region, leveraging Dajin's fleet of deck carrier vessels and Briese's global shipping network. This collaboration is poised to support the fast-growing offshore wind sector, particularly in Germany, where Cuxhaven is set to play a pivotal role in the energy transition.

During the MOU signing ceremony, a representative from Cuxhaven City Hall emphasized the city's commitment to supporting its growing role in Germany's energy transition. With its unique position on Germany's North Sea coast, Cuxhaven offers ample space for the rapidly expanding offshore wind industry, making it an ideal location for this new partnership.

Dong Fang Offshore Expands Fleet with Major CLV Contract

3, December 2025

Dong Fang Offshore (DFO), a leading offshore wind service provider in Asia, has signed a major Subsea and Cable Lay Vessel (CLV) shipbuilding contract with Norwegian shipyard Westcon. This agreement marks a new milestone in DFO's fleet expansion, further strengthening its position in the Asia-Pacific subsea cable market.

The new vessel, expected to be delivered in the first quarter of 2027, is currently under construction at Westcon Yard. It will replace the Orient Adventurer, which DFO has contracted for subsea cable

projects in the Asia-Pacific region through 2028.

The contract extension of the Orient Adventurer in Europe with DeepOcean allowed DFO to plan for the new vessel to support its business growth. The new CLV will meet the increasing demand for subsea cable installation services, ensuring capacity for projects DFO has already secured in the region.

DFO's CEO explained that the decision to order the new CLV was driven by the need to meet growing subsea cable installation demands. "With this vessel addition, we will be able to support our customers' offshore energy proj-



Photo source: Dong Fang Offshore

ects and secure DFO's long-term role as a leading contractor in the Asia-Pacific region," the CEO said.

The addition of the new vessel will increase DFO's operational capability, raising the number of large construction vessels over 100 meters from two to seven by

2027. This will position Dong Fang Offshore as an internationally recognized marine contractor. The company's expanded fleet will include two large, specialized CLVs, two construction support vessels, several service vessels, and a newly acquired DP2 Multicat.

Hugin A Living Quarters Arrives at Stord — Major Step in Yggdrasil Project



Screenshot from Aker Solutions LinkedIn video

5, December 2025

Aker Solutions has confirmed the arrival of the Hugin A living quarters module at its Stord yard in Norway, following a safe journey from Leirvik AS. With this module now in place, all major components for the Hugin A platform have arrived, marking a significant milestone in the overall construction process. According to Aker Solutions, the delivery of the living quarters means "Hugin A is grow-

ing by the day."

Hugin A will serve as the central hub for the Yggdrasil field, operated by Aker BP ASA. The 6-deck living quarters is a critical part of the platform, designed to support crew operations. The topside modules for Hugin A are being assembled at Stord, with deliveries coming from multiple yards in Norway and internationally. Now that the living quarters have been delivered, all major structural modules are in place, setting the

stage for the final assembly.

Earlier reports described Hugin A as the largest topside ever to be built at Stord. Construction began after Aker Solutions and its partners secured a NOK 50 billion contract with Aker BP in December 2022. The first steel was cut for the project in September 2023. The recent handover of the living quarters marks another step forward in one of Norway's most ambitious offshore projects.

Van Oord Marks Milestone with First Monopile Installation at Ecowende Wind Farm



Van Oord's Boreas installs the first monopile at the Ecowende wind farm. (Photo credits Herman IJsseling, Flying Focus)

4, December 2025

Van Oord has successfully installed the first monopile at the Ecowende offshore wind farm, a significant achievement for both the company and the project. According to Tjalling de Bruin, CEO of Ecowende, this step brings the wind farm closer to its completion while providing an opportunity to test new installation techniques that minimize underwater noise, an important consideration for marine life.

The installation was carried out by Boreas, Van Oord's ad-

vanced offshore wind installation vessel. Boreas features a powerful 3,310-tonne crane and cutting-edge technology that reduces emissions, including the use of methanol to lower the vessel's environmental impact. In addition to its emissions-reducing technologies, Boreas is equipped with low-noise positioning and installation systems that help reduce disturbance to the surrounding marine environment, aligning with the ecological goals of projects like Ecowende.

The Ecowende wind farm will include monopiles in two

different diameters (8.8m and 9.3m), both supplied by Sif Group. These monopiles are designed to accommodate different turbine heights, enabling better adaptability for varying wind conditions. Research has shown that taller turbines are safer for birds, reducing the risk of collisions by helping them fly above the structures. Monitoring bird behavior and collision rates will be an ongoing process throughout the construction and operational phases to gain valuable insights into nature-inclusive offshore wind development.

Acteon wins three-year mooring-integrity deal with Petrobras

3, December 2025

Offshore services firm Acteon, through its Moorings and Anchors division InterMoor, has secured a three-year contract with Brazil's Petrobras to manage the integrity and traceability of mooring assets. The agreement, signed a few months after a memorandum of understanding at the 2025 Offshore Technology Conference, will begin in December 2025.

Under the contract, InterMoor will provide full quality assurance and digital traceability for Petrobras's critical mooring equipment — including anchors, chains, wire, and related accessories — used

in its offshore operations across Brazil.

The scope of work includes installation of RFID tags, visual and dimensional inspections, triage of returned components, and the deployment of advanced techniques such as 3D scanning and photogrammetry to support lifecycle tracking, equipment history, and faster decision-making. Services will be carried out at Petrobras facilities in Rio de Janeiro and Macaé, with potential to expand to additional sites.

Through this contract, Acteon further strengthens its long-standing presence in Brazil, where it has operated for over twenty

years and maintains five offices, providing engineering, survey, and mooring support — including quayside capacity at Porto do Açu.

"Winning this award reflects the depth of our collaboration with Petrobras," said David McGuire, Executive Vice President at InterMoor. He highlighted that combining long-proven mooring capabilities with advanced digital inspection and monitoring tools will help Petrobras achieve more efficient asset management and informed decision-making throughout the equipment lifecycle.

[hmt-news.com](https://www.hmt-news.com)

Trump Targets Iberdrola Offshore Wind Project in the US

3, December 2025

The US government has moved to challenge a major offshore wind project owned by Iberdrola's US arm, Avangrid, signaling a reversal of permits granted under the previous administration.

The U.S. Department of Justice (DOJ) has requested that a federal court remand the permit for review. The approval, granted initially in July 2024 by the Bureau of Ocean Energy Management (BOEM), is now under scrutiny. The DOJ argues that the original environmental and operational assessments may have overlooked key impacts and seeks a complete reevaluation of the project.

As part of the new legal filing, the DOJ has requested that on-

going litigation be paused while the review is conducted — a strategy also applied to other offshore wind projects this year.

This project is among the most significant planned offshore wind developments in the New England region, representing a substantial commitment to renewable energy. However, this new regulatory challenge has cast uncertainty over its future.

This legal push is part of a broader trend under the current US administration, which has stepped up scrutiny and regulatory interventions against offshore wind projects. The challenge to Avangrid's project raises important questions about the stability of the US offshore wind sector.

[hmt-news](https://www.hmt-news.com)

Nigeria Unveils 2025 Bid Round for 50 Oil & Gas Blocks



Image for illustrative purposes only

3, December 2025

Nigeria has officially initiated its 2025 upstream licensing round, offering 50 oil and gas blocks to investors under the aegis of the Nigerian Upstream Petroleum Regulatory Commission (NUPRC).

The block package comprises a diverse mix of terrains: 15 onshore sites, 19 shallow-water blocks, 15 frontier-area acreages, and one deep-water block.

At a press briefing in Abuja, NUPRC Chief Executive Gbenga Komolafe stated that the 2025 round aims to draw approximately \$10 billion in fresh upstream investment. He added that, over the next decade, the awarded blocks have the potential to add around 2 billion barrels to Nigeria's oil reserves, with full-scale devel-

opment yielding up to 400,000 barrels per day.

In accordance with the framework set by the Petroleum Industry Act, 2021 (PIA), the licensing process will be fully digital and competitive, incorporating a two-stage mechanism: an initial qualification round, followed by technical and commercial bidding. NUPRC also made public a dedicated portal (br2025.nuprc.gov.ng) hosting all relevant guidelines, block data, and procedural documents.

The regulator emphasised that the 2025 round is central to Nigeria's broader upstream revitalisation strategy: restoring investor confidence, energising exploration, expanding reserves, boosting production capacity, and generating employment across host regions.

Reach our readers – advertise here

[Click here to contact us](#)

Korean shipyards face labour squeeze and local backlash

2, December 2025

A fresh wave of contracts for South Korea's leading shipyards has deepened a long-running labour crunch, forcing the industry and government to lean more heavily on migrant workers even as resistance grows in key shipbuilding regions.

Local communities and unions in shipyard hubs argue that major builders should first improve pay to attract Korean workers. They also complain that many foreign workers spend only a small share of their income in the local economy, limiting the wider benefits of the current order boom.

Geoje City in South Gyeongsang Province – home to the yards of Hanwha Ocean and Samsung Heavy Industries – has become a focal point of these tensions. On 24 November, Mayor Byun Kwang-yong (transliterated) submitted a formal request to South Korea's Ministry of Employment and Labor, asking the central government to scale back visa quotas for foreign workers. City data show that as of October, the number of foreign permanent residents in Geoje City exceeded 15,000, more than three times the level recorded five years earlier.

Mayor Byun said visa policy now has to be recalibrated if the shipbuilding sector and the regional economy are to grow together. He stressed that the sharp rise in foreign labour has neither helped workers settle into local society nor generated strong local consumption. By gradually reducing visa allocations, he argued, Geoje City should move toward a more stable workforce built around Korean skilled workers.

A similar debate is unfolding in

Ulsan City, which hosts the Ulsan yard of HD Hyundai Heavy Industries. On 24 November, Ulsan residents and Korean shipyard workers held a press conference opposing Mayor Kim Du-cheon's (transliterated) plan to expand a special visa quota for foreign workers.

The mayor's plan is designed to secure manpower for Ulsan's shipyards, with 440 migrant workers from Uzbekistan, Thailand, Vietnam and Indonesia expected to be deployed to local yards by the end of next year. Ulsan City's government says the programme is intended to stabilise the labour supply and strengthen industrial competitiveness in the region.

Residents and local workers counter that excessive dependence on overseas labour will, over time, erode the technological base and competitiveness of South Korea's shipbuilding industry. They also claim that the influx of short-term foreign workers has contributed to higher housing vacancy rates and is putting additional strain on the local economy.

As the main production bases for South Korea's three large builders, Geoje City and Ulsan City are facing acute labour shortages that industry figures warn could seriously disrupt ship construction schedules, particularly while global demand for new ships remains strong.

So far this year, Hanwha Ocean has booked orders for 41 new vessels worth about \$7.7 billion. Samsung Heavy Industries has secured contracts for 39 new merchant ships valued at roughly \$6.1 billion, already surpassing its annual target. HD Hyundai Heavy Industries has also obtained multiple new orders this year.

Authorities Raid Hanwha Ocean After Fatal Shipyard Collapse



Hanwha Ocean Geoje Shipyard (Photo source: Hanwha Ocean)

29, November 2025

Police and the Ministry of Employment and Labor conducted a raid on Hanwha Ocean following the death of a subcontractor at the company's Geoje shipyard.

The Gyeongnam Provincial Police Agency said that more than 40 personnel from the Criminal Investigation Unit's Major Disaster Investigation Team and the labor ministry's Changwon regional office entered Hanwha Ocean's Geoje headquarters and a subcontractor facility on the 27th. Officials secured materials related to the case as part of the joint investigation.

The search stems from a fatal

incident on the morning of 17 last month, when a ship work platform collapsed at the LNG carrier system assembly area. A steel structure crushed a subcontracted worker in his 60s, resulting in his death.

Police are reviewing potential occupational negligence resulting in death, while the labor ministry is examining whether the accident involved breaches of the Occupational Safety and Health Act or the Serious Accidents Punishment Act. As part of the investigation, the ministry has placed Hanwha Ocean's CEO under inquiry on charges tied to violations of the Serious Accidents Punishment Act.

NASSCO, Samsung and DSEC Seal Three-Way U.S. Shipbuilding Deal



USNS Lucy Stone (T-AO 209) at her christening and launch ceremony. Image courtesy of NASSCO.

3, December 2025

On 3 December, General Dynamics NASSCO announced that it had entered into a three-way cooperation arrangement with South Korea's Samsung Heavy Industries and long-time collaborator DSEC Co., Ltd. to advance ship design and manufacturing automation for vessels built in the United States.

Under the new understanding, the three companies intend to work together on commercial, naval and other government shipbuilding projects in the U.S. market. This includes cooperation on the U.S. Navy's Next Generation Logistics Ship program. The arrangement builds on many years of shipbuilding collaboration between the United States and South Korea and combines more than 160 years of collective design and construction experience.

Since the 1950s, General Dynamics NASSCO has been a major U.S. designer and builder of large naval auxiliary and commercial ships, with more than 150 vessels delivered. The San Diego shipyard is currently building the Navy's 20-ship John Lewis Fleet Tender class.

Dave Carver, president of Gen-

eral Dynamics NASSCO, said the cooperation brings together three companies with a record of success in shipbuilding and over 160 years of combined experience. Drawing on nearly two decades of work with DSEC and now adding Samsung Heavy Industries, he noted that the parties see an opportunity to apply their shared expertise and lessons learned to upcoming shipbuilding programs.

DSEC, which has provided shipbuilding and marine engineering services for more than 30 years, has significant experience with ship designs built in U.S. yards and has supported a wide range of commercial, naval and government projects across the country. President Seogyong Youn said the new memorandum strengthens the company's long-standing cooperation with General Dynamics NASSCO by adding the capabilities of Samsung Heavy Industries, and stated that DSEC aims to contribute additional value to the U.S. shipbuilding and wider maritime industry.

Samsung Heavy Industries, known worldwide for its advanced commercial vessel construction, focuses on liquefied natural gas carriers, containerships, drill ships, and floating production units. The company currently holds a top global market share in drill

ships, LNG carriers and floating LNG production units, and has 120 commercial ships and three FLNG units under construction. Director Joonyun Kang said Samsung Heavy Industries plans to use its technological expertise, skilled workforce and production infrastructure in this three-way framework to help enhance the capabilities of U.S. shipbuilding industries.

The agreement comes as South Korean shipbuilders expand their presence in the U.S. maritime sector. In October, HD Hyundai Heavy Industries and Huntington Ingalls Industries signed a memorandum to cooperate on the construction of Navy auxiliary vessels and to examine possible acquisitions of U.S. shipyards. In December 2024, Hanwha bought Philadelphia's Philly Shipyard for \$100 million and later committed roughly \$5 billion to upgrade and enlarge the facility.

In November, the United States and South Korea issued a joint agreement that includes approximately \$150 billion of planned Korean investment in the American shipbuilding sector as part of a broader bilateral deal.

Reference: gCaptain

hmt-news.com

HD Hyundai secures LNG carrier order from Asian shipowners

2, December 2025

HD Hyundai Group has confirmed it has won a new order for one liquefied natural gas (LNG) carrier, adding to its order backlog. The group said the latest deal

means it has now fulfilled 91.5% of its \$18.05 billion annual order goal.

On Tuesday, HD Korea Shipbuilding & Offshore Engineering (HD KSOE) disclosed in a regulatory filing that it had signed an LNG carrier newbuilding contract

with "Asian shipowners". The company did not release any further information about the buyer.

No additional details on the vessel's specifications or the construction yard were provided in the filing.

Seatrium–Maersk WTIV Dispute Moves into London Arbitration



Photo source: Maersk Offshore Wind

1, December 2025

On 29 November, Seatrium reported on its website that its subsidiary Seatrium Energy International (SEI) had, on 28 November, begun arbitration against PHOENIX II A/S (the “Buyer”) under the rules currently applied by the London Arbitration Association. The move follows the Buyer’s Notice of Termination issued under the WTIV construction contract (the “Contract”) placed on behalf of Maersk Offshore Wind.

SEI responded to the Buyer’s termination notice on 12 October 2025, rejecting the termination and expressly reserving all rights and remedies. In that reply, SEI stated that the Buyer was in repudiatory breach of the Contract and that SEI regarded the termination as wrongful. On 20 October 2025, SEI then notified the Buyer, in ac-

cordance with the Contract, that the Vessel would be delivered by 30 January 2026, while in parallel continuing to examine alternative solutions, including potential direct delivery discussions with end customer Empire Offshore Wind LLC.

On 21 October 2025, one day after SEI’s delivery notice, the Buyer sent SEI its own Notice of Arbitration. In that notice, the Buyer stated that disputes had arisen under the Contract and that these should be referred to arbitration in London in line with the current London Maritime Arbitrators Association (LMAA) terms. SEI noted that the Buyer’s notice did not set out any details of the alleged disputes, nor did it identify specific claims or the relief (monetary or otherwise) being sought.

In response, SEI has now issued its own Notice of Arbitration, setting out the relief it is seeking.

Among other points, SEI is asking the tribunal to:

- declare that the Buyer wrongfully terminated the Contract on 9 October 2025;
- confirm that the Contract is still valid and in effect;
- order specific performance of the Buyer’s obligations, including taking delivery of the WTIV on 30 January 2026 and paying the delivery instalment due on that date; and
- in addition or in the alternative, award damages, to be assessed.

As noted in an earlier announcement dated 22 October 2025 on the receipt of the Buyer’s Notice of Arbitration, SEI said it is taking legal advice and intends to pursue its case and defend any

claims the Buyer may advance in the London proceedings. SEI considers that, through its conduct, the Buyer has clearly indicated an intention to step away from the Contract and not perform its contractual obligations.

A central contractual term is that the Buyer is due to pay 80% of the Contract Price when the Vessel is delivered. Seatrium described the WTIV Contract as a legacy agreement signed before the merger of entities that created Seatrium, and noted that it is the only remaining order in the Group’s backlog where payment is still concentrated at delivery rather than spread across milestone stages. The company said that the financial impact of SEI’s arbitration move will depend heavily on the eventual outcome and that it is not yet in a position to quantify the effect. It will provide

further updates to shareholders in line with applicable listing rules once there is greater visibility.

The WTIV at the heart of the dispute stems from a contract signed on 23 March 2022 between Sembcorp Marine Rigs & Floaters — SEI’s predecessor — and the Buyer. The Vessel was priced at about \$475 million and was intended for deployment on US offshore wind projects on completion.

According to Seatrium, construction of the WTIV began in the fourth quarter of 2022 and the Vessel was launched in the second quarter of 2025. The original Contract schedule envisaged delivery in early 2025, but based on the disclosure so far, it remains unclear whether this high-value WTIV will in fact be delivered.

hmt-news.com



Photo source: Cemre Shipyards

Cemre Delivers First SOV Powered by E-Methanol

28, November 2025

Cemre Shipyards has completed and handed over the NB1094 Esvagt, the world’s first Service Operation Vessel (SOV) equipped with an e-methanol propulsion system. The vessel has departed the Turkish yard and is now en route to its home port.

The 93-m vessel was developed through a series of technical and engineering solutions that enabled the integration of low-emission technology into a complex

offshore support platform. Featuring Esvagt’s red hull and built to DNV rules, the ship is flagged in Denmark and arranged to accommodate 124 personnel. It will support operations at Hornsea 2, located 55 miles off England’s east coast in the North Sea.

Designed by Hav Design, NB1094 combines e-methanol with battery systems as its primary propulsion arrangement. This configuration is expected to avoid approximately 45,000 tonnes of CO₂ emissions. It incorporates

systems intended to enhance on-board safety, crew conditions, and the logistical efficiency required for offshore wind turbine service work.

Once operational, the vessel will form part of Ørsted’s UK East Coast Hub, contributing to ongoing offshore wind support activities. Cemre Shipyards notes that the delivery reflects the shipyard’s continued involvement in projects that integrate alternative-fuel technologies into established offshore service roles.



Twin Tanker Blasts Disrupt Black Sea Traffic

Image source: SBU

Two Russian-linked sanctioned tankers were hit by blasts in the Black Sea, prompting a major emergency response from Turkish authorities. Fires broke out on both ships, but all crew were safely evacuated as officials investigated the cause.

29, November 2025

Two tankers linked to Russia's sanctioned fleet were hit by blasts in the Black Sea on Friday, igniting fires and triggering an extensive response from Turkish authorities. All crewmembers from both vessels were confirmed safe.

The first alarm came from the 150,000 dwt Kairos, a 2002-built suezmax, which reported an "external impact" while sailing in ballast from Egypt toward Nov-

rossiysk. The vessel was about 28 nautical miles off Kocaeli when the incident occurred. Following the alert, Turkish teams deployed fast rescue craft, a tug and an emergency response vessel, evacuating all 25 crew as flames developed on board.

Less than an hour later, the 115,600 dwt Virat — a 2018-built aframax — reported being "struck" roughly 35 nautical miles east of the first site. Heavy smoke filled its engine room, but its 20-person

crew was also accounted for without injury.

Transport Minister Abdulkadir Uraloglu said early findings pointed to potential external interference, noting that possibilities examined by authorities included drifting mines or a missile or drone hit. He stressed that investigators had not reached a conclusion and continued to analyse the circumstances.

Both tankers are listed under Western sanctions as part of Rus-

sia's shadow fleet. The region has faced intermittent mine activity since the outbreak of the Russia-Ukraine conflict, with drifting devices periodically detected by nearby states. Turkish officials said firefighting and safety operations remained underway Friday evening while teams worked to determine what caused the damage.

hmt-news.com

Vessel Attacked in Black Sea Reaches Sinop

3, December 2025

The MIDVOLGA-2, a tanker carrying sunflower oil from Russia to Georgia, was attacked in the Black Sea on Tuesday. The vessel, about 80 nautical miles from Sinop, Türkiye, reported the assault and then proceeded toward Turkish waters.

Upon entering Turkish territorial waters, the tanker was escorted by teams from the Turkish Coast Guard Black Sea Regional Command. Türkiye's Directorate General for Maritime Affairs confirmed that all 13 crew members on board the MIDVOLGA-2 were unharmed and in good condition following the incident.

The tanker was en route from Russia to Georgia when the attack occurred.

Source: Anadolu Agency (AA)

LPG Tanker Attacked Off Equatorial Guinea, Nine Crew Members Kidnapped

3, December 2025

A Portugal-flagged LPG tanker was attacked by pirates off the coast of Equatorial Guinea, resulting in the kidnapping of at least nine crew members. This incident underscores the continuing piracy threat in the Gulf of Guinea.

The vessel, CGas Saturn, a 2003-built LPG carrier owned by Denmark's Christiania Gas, was attacked approximately 50 nautical miles west of Mbini (near Bata) while en route to Malabo. After the assault, four crew members were left aboard the ship, and one was reportedly injured, possibly by a stray bullet.

With a freeboard of only 2.3 meters, CGas Saturn was vulnerable to a well-organized pirate attack in the region, which continues to plague vessels operating there.

Despite ongoing international naval patrols and regional cooperation, piracy remains persistent in the Gulf of Guinea. Between January and September 2025, 15 maritime security incidents were recorded, up from 12 in the same period in 2024. Of these, five were categorized as piracy, and 14 crew members were kidnapped.

This latest attack highlights the persistent dangers of piracy in the Gulf of Guinea, despite efforts to secure the region. It is a stark reminder of the risks faced by shipping companies and crews operating in these waters.

Norsepower partners with Idemitsu Tankers for first VLCC rotor sails



Photo courtesy of Norsepower

4, December 2025

Norsepower, a leader in wind propulsion technology, has reached a historic agreement with Idemitsu Tanker Co., Ltd., the shipping arm of Idemitsu Kosan, to equip two Very Large Crude Carriers (VLCCs) with the innovative Norsepower Rotor Sail™. This marks the first-ever installation of rotor sails on VLCCs. The vessels, to be constructed by Japan Marine United Corporation (JMU) and Nihon Shipyard Co., Ltd. (NSY), will each be fitted with two 35x5 meter, explosion-proof Norsepower Rotor Sails™. The

first of these groundbreaking ships is expected to be delivered by the end of 2028.

This partnership reflects Idemitsu Tanker's commitment to advancing sustainable energy transport and reducing emissions. Designed with the latest energy-saving technologies, these VLCCs are also prepared to use low-carbon fuels such as methanol in the future. The integration of Norsepower's Rotor Sails is expected to significantly reduce fuel consumption and greenhouse gas emissions. This will directly contribute to the decarbonisation of the global shipping industry.

In a statement, Idemitsu Tanker highlighted their dedication to reducing environmental impact. "By equipping our VLCCs with the Norsepower Rotor Sail™, we will not only improve fuel efficiency and cut emissions but also take a crucial step toward the decarbonization of long-haul shipping," they said. "This project reflects our philosophy of combining reliable energy transport with cutting-edge technologies to responsibly meet global energy needs."

This landmark agreement underscores the increasing role of wind propulsion in the tanker industry and strengthens Norsepower's leadership in this area. The company has already installed Rotor Sails on a variety of tanker types, including chemical tankers, LCO₂ carriers, and smaller tankers, and now, for the first time, it will add them to VLCCs.

Heikki Pöntynen, CEO of Norsepower, emphasized the significance of this development: "This is a defining moment for Norsepower and for wind propul-

sion in global shipping. Partnering with Idemitsu Tanker and JMU on the first VLCCs with Rotor Sails, especially as our first new-build project in Japan, is a major step forward. Japan has already become our largest market for Norsepower projects, and this collaboration reflects the confidence in our technology across all tanker segments."

The Norsepower Rotor Sail™ is a modernized version of the Flettner rotor, a spinning cylinder that uses the Magnus Effect to capture wind power and provide clean propulsion. Each system is equipped with advanced digital control technology that optimizes performance in real time, ensuring maximum efficiency under varying operational conditions. By reducing the reliance on engine power, the Rotor Sail™ lowers both fuel consumption and emissions. Depending on wind conditions, vessel operations, and routing, Rotor Sails can reduce fuel usage by 5% to 25%, with even higher savings when conditions are favorable.

Turkey Warns Over Black Sea Tanker Strikes

4, December 2025

ANKARA, 3 December – Foreign Minister Hakan Fidan of Turkey said on Wednesday that a series of recent drone attacks on tankers linked to Russia in the Black Sea was “very scary”, warning they threatened everyone in the region and showed the war in Ukraine was spreading at sea.

He said the strikes occurred within the exclusive economic zone under Turkish jurisdiction, undermining navigational safety and hurting commercial activity. He added that the three Black Sea neighbours – Turkey, Roma-

nia and Bulgaria – were examining additional steps to reinforce security.

A Turkish Foreign Ministry source said Fidan raised the incidents – including some attacks claimed by Ukraine – during talks in Brussels with NATO Secretary General Mark Rutte, as well as in separate conversations with his counterparts from Bulgaria and Romania.

According to the source, Fidan and Rutte discussed security in the Black Sea and negotiations aimed at ending a war that has lasted nearly four years in Ukraine, without providing further detail.

The same person said the foreign ministers from Turkey, Bulgaria and Romania underlined the need to keep trade moving freely through the Black Sea, protect key infrastructure and maintain safe shipping lanes, while calling on all sides to comply with international law.

The recent incidents have driven up insurance costs for voyages in the Black Sea and prompted Turkish company Besiktas Shipping to halt services involving Russia because of security concerns.

Outside the Black Sea, a Besiktas Shipping tanker that also

traded with Russia was damaged by external impacts near Senegal, and no one claimed responsibility for the damage.

Ukraine, which is seeking to hit Russia’s oil exports while Moscow strikes its power grid, took responsibility for a seaborne drone attack on two empty tankers that were heading to a Russian port last week.

Kyiv, however, denied any involvement in a separate incident on Tuesday, when a Russian-flagged tanker carrying sunflower oil said it had come under a drone attack off the Turkish coast.

Turkey has condemned the

strikes on commercial vessels as unacceptable and cautioned “all parties” to end them, a Turkish official said, adding that this position specifically applies to the Ukrainian authorities.

Russian President Vladimir Putin has responded by threatening to cut off Ukraine’s access to the sea, saying Moscow will step up strikes on Ukrainian facilities and vessels and may act against tankers belonging to countries that support Ukraine.

hmt-news.com



UK backs 43 m MROS uncrewed offshore support vessel

Image source: ACUA Ocean

3, December 2025

A UK consortium led by ACUA Ocean is developing a new 145 ft (43 m) medium-sized uncrewed offshore support vessel after securing funding from the Department for Transport’s CMDC programme. Project MROS brings together Houlder, Ad Hoc Marine Designs, Trident Marine Electrical and the University of Southampton to deliver the design and validation of the vessel.

The consortium received CMDC funding in May 2025. Since then, the partners have advanced the design of the MROS vessel and moved into hydrodynamic testing. Resistance and seakeeping trials are being carried out at the Southampton Marine & Maritime Institute and the Wolfson Unit to verify performance in a range of sea conditions.

The 43 m platform uses a hybrid electric power arrangement and is intended to operate in uncrewed autonomous or remote modes, as well as with a small embarked crew when required.

Current prototype work is focused on methanol as a fuel option and compares this with hydrogen, ammonia and diesel variants on efficiency, performance, maintainability and emissions.

The new vessel builds on experience from the 46 ft (14 m) USV Pioneer. That design uses a SWATH (small-waterplane twin-hull) configuration to reduce motions and improve stability in higher sea states, and the same general approach is being scaled for MROS. The project follows around four months after USV Pioneer became the first uncrewed surface vessel to obtain UK Maritime and Coastguard Agency Workboat Code 3 approval, giving the team a certified reference platform.

Operationally, the MROS vessel is planned for autonomous or remote control, with the option to embark a small team in a modular accommodation unit. It is being specified for operation in Sea State 6 and above, with DP1-class station-keeping, a range of about 2,500 nm, endurance of more than 20 days and a sprint speed

above 20 knots.

The uncrewed support vessel is intended for tasks that require long-duration and robust offshore presence, including offshore logistics, maritime surveillance, subsea inspection and intervention, and support to commissioning and decommissioning of offshore infrastructure. The design provides for an 80 tonnes payload so that cargo, containerised equipment or specialist sensor packages can be embarked.

A central moonpool is incorporated to support underwater operations. Space is reserved for twin launch-and-recovery systems able to deploy and recover different types of subsea vehicles, including tethered and untethered ROVs and extra-large uncrewed underwater vehicles (XUUVs).

As with USV Pioneer, the cargo and payload spaces on MROS are arranged to accept ISO-standard container footprints in both TEU and FEU sizes. This approach is intended to simplify mechanical installation and removal of mission equipment, support interchangeability of

payloads and ease logistics and maintenance planning.

ACUA Ocean plans to add further technology partners as the project progresses, with the aim of establishing a set of integrated mission payloads that can be used on both USV Pioneer and MROS. These payloads are being developed to reflect current operational requirements from end users while enabling common equipment across the two platforms.

Neil Tinmouth, CEO of ACUA Ocean, said the MROS project extends the company’s work in delivering certified uncrewed vessels and that the design is being developed to provide significant capability and cost benefits compared with other uncrewed systems under development.

John Kecsmar, Director at Ad Hoc Marine Designs, noted that his firm designed USV Pioneer and that the larger MROS platform is expected to apply the same design principles at a greater scale to improve offshore operability.

Rupert Hare, CEO of Houlder,

said the company is continuing its cooperation with ACUA Ocean on Project MROS after contributing to USV Pioneer. Houlder is leading the concept design for launch-and-recovery systems for subsea payloads such as ROVs and XUUVs, and is also working on hull optimisation and integration of alternative fuel arrangements.

Lee Sidaway, Director of Trident Marine Electrical, said the company is responsible for the electrical design of the 43 m partially crewed vessel, continuing its collaboration with ACUA Ocean from USV Pioneer and focusing on reliable integration of autonomous and hybrid marine systems.

Professor Stephen Turnock of the University of Southampton said future maritime operations at this scale will require minimally crewed ships using cleaner fuels, and that the university is contributing its expertise in fuels, autonomous systems and naval architecture to the MROS project.

hmt-news.com

General Average Declared After Fire on ONE Henry Hudson

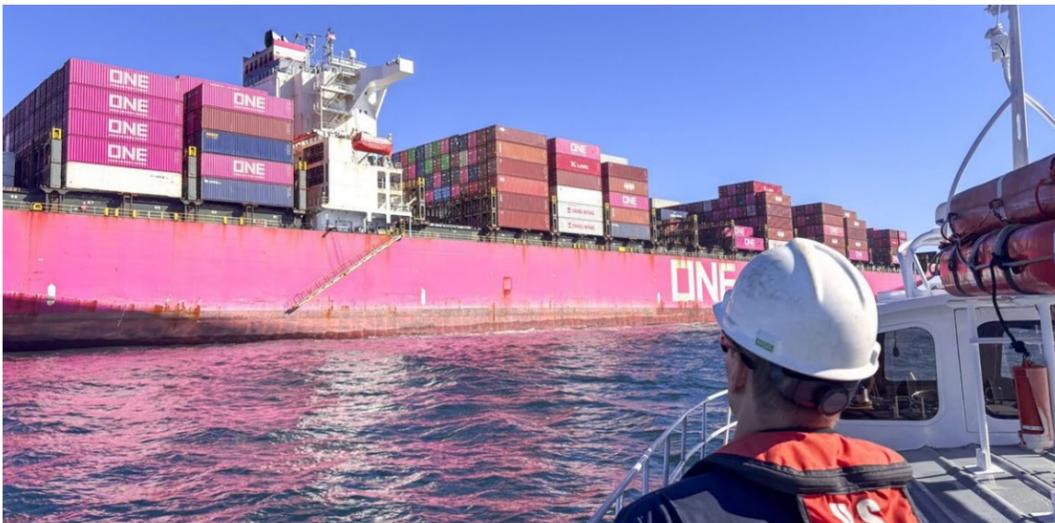


Photo source: US Coast Guard

1, December 2025

The owners of the ONE Henry Hudson have declared General Average following a multi-day fire at the Port of Los Angeles, marking a complex and technically demanding salvage operation. The vessel, owned by Fukujin Kisen and chartered to Ocean Network Express (ONE), returned to its berth at Yusen Terminal late Wednesday after firefighting efforts transitioned to removing damaged cargo and contaminated water.

Richards Hogg Lindley has been appointed as the Average Adjusters to coordinate the collection of securities and necessary documentation from cargo owners.

Under the General Average declaration, cargo will not be released until the necessary arrangements are made with the Average Adjusters, who will work directly with cargo interests and their insurers.

The fire broke out last Friday evening in the lower-deck compartments while the vessel was moored. All 23 crew members

were safely evacuated, and nearly 200 Los Angeles City firefighters responded. A mid-ship explosion that evening knocked out the vessel's power, forcing the firefighting teams to retreat and fight the blaze from the pier.

Capt. Stacey Crecy of the U.S. Coast Guard, the Incident Commander, said, "The initial firefighting efforts, the relocation of the vessel to an offshore anchorage, and the movement back to the pier were all critical operations that needed precise coordination. Now, we begin the next phase, which involves the careful removal and disposal of damaged cargo and firefighting water."

After hazmat concerns arose, the vessel was moved offshore and anchored about one mile from Angel's Gate Lighthouse for continued firefighting. Los Angeles Port Police, fire boats, the U.S. Coast Guard, and tug operators escorted the vessel back.

The salvage operation involves complex logistics. Containers must be sorted into fire-damaged, water-damaged, and undamaged categories. DON-JON-SMIT, the salvage team,

has deployed global experts to support the operation. Cargo hold O3 is approximately 80% flooded due to initial firefighting efforts, though vessel stability remains within safe limits.

All waste, including firefighting water, will be properly disposed of under an approved waste management plan, with contaminated water transported to designated treatment facilities.

The Port of Los Angeles expressed its gratitude for the efforts that contained and extinguished the fire. "With community safety as our priority, the combined efforts allowed for the safe transport of the vessel," the port stated.

Air quality monitoring continues, with all readings staying below action thresholds. The incident temporarily halted operations at four out of seven container terminals and led to closures on State Route 47 due to smoke, but port activities have since resumed.

The U.S. Coast Guard and the National Transportation Safety Board have launched a joint investigation to determine the cause of the fire.

Shipping bodies update MISTO security guidance

A coalition of shipping associations including BIMCO, ICS, INTERCARGO and INTERTANKO has released an updated MISTO, reflecting current security risks in the Red Sea, Gulf of Aden and Northwest Indian Ocean.

2, December 2025

A group of leading shipping associations has published a new edition of the Maritime Industry Security Threat Overview (MISTO), reflecting recent security developments in the Red Sea, the Gulf of Aden and the Northwest Indian Ocean. The updated overview, dated 26 November 2025, is intended to give ship operators an up-to-date picture of regional threats affecting commercial shipping.

The revised document has been issued jointly by organisations including BIMCO, the International Chamber of Shipping (ICS), INTERCARGO, InterManager, the International Group of P&I Clubs, INTERTANKO, the Oil Companies International Marine Forum (OCIMF), CLIA and IMCA. The associations said the latest version focuses in particular on changes to the risk environment in waters off Yemen and Somalia

and along key trade routes in the Northwest Indian Ocean.

MISTO summarises current physical security threats facing merchant shipping in several high-risk areas, including the Gulf of Guinea; the Red Sea and neighbouring waters; the wider Northwest Indian Ocean; the Malacca and Singapore Straits; and the Black Sea–Sea of Azov region. The document is presented as a high-level threat overview and does not replace company-specific risk assessments.

The industry bodies stressed that MISTO should be used alongside Best Management Practices for Maritime Security (BMP MS) and other recognised guidance available through the joint industry website Maritime Global Security. Shipowners and operators are encouraged to consult the latest version when planning or reviewing transits through the affected regions.

hmt-news.com

Twelve fishers abandoned unpaid on Novo Ruivo



2, December 2025

Twelve fishers serving on the Portuguese-flagged fishing vessel Novo Ruivo (IMO 8734671) have spent the last eight months without wages while the vessel remains in Mindelo, Cape Verde. The crew – six from Indonesia and six from Angola – are still on board with no confirmed date for either payment or repatriation. Wage arrears currently stand at USD 68,420.

According to the International Transport Workers' Federation (ITF), the workers have been left without any means to provide for themselves or their families after months without income. ITF inspector Gonzalo Galan, from the federation's Fishers' Support Coordination unit, said the crew are demanding two basic outcomes: that all outstanding wages are settled and that they are returned home safely as soon as possible.

The vessel is owned by Somar – Produtos do Mar Lda, a Portuguese company backed by Spanish capital. The shipowner

has cited financial difficulty and has repeatedly assured the fishers that their wages would be paid, but these commitments have not been fulfilled.

The ITF has reported the situation to the joint IMO/ILO database that records cases of seafarer abandonment. The federation says the case represents a serious violation of the ILO Work in Fishing Convention (C188). Portugal ratified the convention in 2019, which means its provisions apply in full to Portuguese-flagged fishing vessels. Under C188, fishing vessel owners must pay wages regularly, provide acceptable living and working conditions on board and ensure that fishers can be repatriated safely.

Galan noted that it is alarming to see such cases continuing on vessels controlled from Europe. Despite national and international rules, he said, European-owned ships are still repeatedly linked to cases involving abuse of fishers from outside Europe, often from Global South countries, who are effectively left without meaningful protection of their rights.

The ITF is calling on employers in the European fishing industry to enter collective bargaining and agree a sector-wide agreement that would give foreign crews stronger contractual protection when working on vessels financed by European interests.

Japan's Major Carriers to Invest in MILES for LCO2 Ship Standardization

1, December 2025

Japan's three largest shipping companies—NYK Line, Mitsui O.S.K. Lines (MOL), and "K" Line—are moving to acquire stakes in MILES, a joint venture established initially by Mitsubishi Heavy Industries and Imabari Shipbuilding. This strategic investment focuses on the collaborative design of liquefied CO₂ (LCO₂) carriers and advanced vessel models.

Currently, Mitsubishi Heavy Industries owns 51% of MILES, with Imabari Shipbuilding holding the remaining 49%. While the exact investment ratios for the shipping lines have not been finalized, the parties are expected to hold equal stakes. This initiative represents a historic milestone, marking the first time Japan's leading carriers and shipyards have jointly funded the development and design of a new ship classification to enhance

the nation's industrial competitiveness.

The groundwork for this partnership began last year with a joint study involving the three carriers and four major shipbuilders: Mitsubishi Heavy Industries, Imabari, JAPAN MARINE UNITED CORPORATION (JMU), and Nihon Shipyard (NSY). The consortium aims to create standard specifications and hull forms for LCO₂ carriers to meet surging demand driven by global decarbonization. MILES, formerly known as "MI LNG" since its launch in 2013 for LNG carrier design, was renamed in December 2024 to reflect its expanded mandate.

Under the new structure, the organization will accelerate the development of LCO₂ transport vessels and expand into new fuel technologies, including ammonia-fueled vessels. The objective is to share standardized designs

across domestic shipyards, thereby addressing labor shortages and improving productivity through mass production.

Industry leaders view this consolidation as essential for survival. Takaya Soga, President of NYK, emphasized that securing engineering talent is urgent and described the joint standardization effort as a practical measure to address shipyard capacity limitations. Hitoshi Nagasawa, chairman of the Japanese Shipowners' Association, highlighted that while Japanese shipbuilding excels in custom designs, closing the price and resource gap with China and South Korea is critical. He suggested that Japan might require a dedicated design organization comparable to CSSC-SDARI in China to reinforce its maritime industrial base.

hmt-news.com

Seaspan Weighs SMR Propulsion for Future Container Fleet



Image source: Lloyd's Register

28, November 2025

Seaspan Corp, operator of the world's largest chartered container ship fleet, has taken a closer look at small modular reactors (SMRs) as a potential power source for major oceangoing vessels. The company recently commissioned a detailed economic and technical review from LucidCatalyst and Lloyd's Register, focusing on how nuclear propulsion could reshape operations for a 15,000-TEU ship.

The study argues that shifting to nuclear-based propulsion could reduce annual operating costs by roughly \$68M through the removal of fuel purchases and related carbon obligations. Under the model presented, the vessel would sustain about 25 knots, a speed roughly 40% higher than conventional container tonnage. At this pace, the ship is projected to complete a little over six round-trip voyages each year, exceeding

the five journeys achieved by the reference fuel-based design.

Because of the increased operating tempo, the report calculates an additional 1.3 voyages annually. It also notes that eliminating fuel tanks and associated systems would release around 5% more deck and internal volume for containers. When combined, the greater speed and added stowage could translate into a 38% rise in yearly cargo throughput.

The analysis outlines a path in which factory-built propulsion units could reach market availability in approximately four years if supported by an intensive development programme. Target metrics include total system costs under \$4,000/kW and fuel expenditure below \$50/MWh. To accomplish this, the study recommends a requirements-driven supply chain coordinated by a broad industry consortium.

Further sections highlight procurement practices, cost-man-

agement tools, and financing structures such as reactor and fuel leasing, intended to moderate upfront investment while meeting regulatory and safety standards. If the maritime sector were to order more than 1,000 units across a 10–15-year window, the report predicts that manufacturing scale could move unit pricing toward \$750–1,000/kW, well under the \$3,000–4,000/kW range associated with traditional nuclear systems.

The preferred reactor configuration is designed for operation spans of about five years before refuelling, allowing servicing to align with standard drydock intervals and reducing reliance on global bunkering networks. With the proposed framework in place, modelling suggests total market adoption of 40–90 GW by 2050, subject to regulatory progress and industry commitment.

hmt-news.com

Russia Fails to Secure IMO Council Seat with 47 Votes



28, November 2025

Russia has missed out on returning to the International Maritime Organization (IMO) Council after receiving 47 votes during the 132nd IMO Assembly, held in London on 27–28 November 2025. The total fell short of the 113 votes required for the election.

The result placed Russia 22nd in the Category (c) contest, below Ghana, Kenya, and Oman, and outside the 20 available seats. Its vote count also declined from

51 in 2024, signalling reduced support from IMO member states.

Ahead of the assembly, several delegations — including Ukraine, the United Kingdom, and Norway — had raised concerns about Russia's continued use of "shadow fleet" tankers to bypass the G7 oil price cap and the country's repeated interruptions of Black Sea grain corridor operations. These issues framed much of the discussion around Russia's candidacy.

Although Russia will continue to join technical work as an observer, the absence of a Council seat means it will not participate in voting on upcoming measures. These include regulations linked to the revised 2025 IMO GHG Strategy, which aims for net-zero

emissions "by or around 2050," as well as updates to SOLAS and MARPOL covering cyber-risk management and autonomous vessel operations.

Industry groups responded to the stability of the newly elected Council. BIMCO stated that a dependable regulatory body supports progress on decarbonisation and safety. Reporting from Lloyd's List and Reuters Maritime noted that Russia's lower vote share reflects continued pressure over its maritime practices.

Looking ahead, Russia may seek engagement through regional or bilateral channels, but its prospects for regaining a Council seat will likely depend on measurable changes in its commercial and naval behaviour, particularly in relation to sanctions compliance and the safe operation of vessels in conflict-affected waters.

Cemre Delivers First SOV Powered by E-Methanol



Photo source: Cemre Shipyard

28, November 2025

Cemre Shipyard has completed and handed over the NB1094 Esvagt, the world's first Service Operation Vessel (SOV) equipped with an e-methanol propulsion system. The vessel has departed the Turkish yard and is now en route to its home port.

The 93-m vessel was developed through a series of technical and engineering solutions that enabled the integration of low-emission technology into a complex offshore support platform. Featuring Esvagt's red hull and built to DNV rules, the ship is flagged in Denmark and arranged to accommodate 124 personnel. It will support operations at Hornsea 2, located 55 miles off England's east coast in the North Sea.

Designed by Hav Design, NB1094 combines e-methanol with battery systems as its primary propulsion arrangement. This configuration is expected to avoid approximately 45,000 tonnes of CO₂ emissions. It incorporates systems intended to enhance on-board safety, crew conditions, and the logistical efficiency required for offshore wind turbine service work.

Once operational, the vessel will form part of Ørsted's UK East Coast Hub, contributing to ongoing offshore wind support activities. Cemre Shipyard notes that the delivery reflects the shipyard's continued involvement in projects that integrate alternative-fuel technologies into established offshore service roles.

hmt-news.com

Korea Secures IMO Category A Seat for 13th Straight Term



Photo courtesy of Ministry of Oceans and Fisheries

29, November

2025 Korea has again been elected as a Category A member of the International Maritime Organization (IMO) Council, marking its 13th consecutive term, government officials said Friday.

The decision was made during the IMO's 34th general meeting in London, where member states selected the 10 countries that hold the greatest interest in global shipping services. Korea has remained in this group since 2001, maintaining its position through biennial voting.

According to the oceans and foreign ministries, the renewed

term reaffirms Korea's standing within the international maritime community and reflects the country's long-running role in shipping policy discussions.

Oceans Minister Chun Jaesoo, who visited Britain during the election week, said the outcome underscores Korea's strength in both shipping and shipbuilding. He noted that Korea intends to play an active role in IMO rulemaking, emphasizing that aligning international standards with national priorities will help reinforce competitiveness across the marine industries.

hmt-news.com

Greek Maritime and Oil Elite Pay Tribute to Vardis Vardinogiannis

Vardis I. Vardinogiannis

1933-2024

Greece held a memorial at the Athens Megaron Concert Hall to mark one year since the passing of oil and shipping businessman Vardis I. Vardinogiannis, with state, church, military and business leaders honouring his legacy.



Photo credit: Elina Giounanli

1, December 2025

The Athens Megaron Concert Hall hosted a memorial on Tuesday, 25 November, marking one year since the death of Vardis I. Vardinogiannis, the Greek oil and shipping businessman whose activities shaped much of the country's economic and social life. His family used the event to pay tribute to his life, work and broad contribution to Greece.

The Greek shipowner passed away on 12 November 2024. Together with his relatives, Vardinogiannis built and controlled a network of successful companies with a presence around the world. Their business interests cover petroleum, shipping, banking, media and other sectors.

Under his guidance, the family developed a diversified portfolio

while keeping Motor Oil in Corinth as its flagship asset. Motor Oil is a Greek multinational energy group with more than 100 companies, founded in 1972. Over time, the family expanded further into shipping, banking and media, strengthening its role in the Greek and international business community. Vardis I. Vardinogiannis was included in Lloyd's List's ranking of the Most Influential People in Shipping and also appeared on the Forbes List.

The memorial drew a broad cross-section of Greece's political, religious, military and business leadership. Attendees included President of the Hellenic Republic Konstantinos Tasoulas, Prime Minister Kyriakos Mitsotakis, His Beatitude Ieronymos, Archbishop of Athens and All Greece, former prime ministers Kostas Karaman-

lis, Panagiotis Pikrammenos, and Alexis Tsipras, Leader of the Official Opposition Nikos Androulakis, Speaker of the Hellenic Parliament Nikitas Kaklamanis, former presidents Katerina Sakellariopoulou and Prokopis Pavlopoulos, representatives of the political opposition, the full leadership of the Armed Forces, ministers, MPs, leading businesspeople, public figures, as well as executives and employees of the Motor Oil Group.

The event opened with remarks from Yiannis V. Vardinogiannis, President of Motor Oil Group, who spoke about his father's legacy and lasting impact on Greek society and industry. He described Vardis I. Vardinogiannis as a Cretan who loved his homeland, a patriotic Greek who served in the Hellenic Navy, and a man

whose discipline, perseverance, and sense of duty guided both his service and his later business career.

He noted that Vardinogiannis did not seek publicity and viewed entrepreneurship as a form of responsibility. Support for people in need, he said, was offered quietly and without display, with help to fellow citizens and to the country seen as a moral obligation. As a son, he expressed gratitude and pride, calling his father a personal role model.

In a greeting address, President Konstantinos Tasoulas underlined that the measure of a powerful person is the way they reach out to those who are weaker. He said that Vardis I. Vardinogiannis believed that giving should not be ostentatious, but carried out with simplicity, humility, and

seriousness, and that concern for the homeland was inseparable from care for one's neighbour.

The programme presented his life through different roles: the Cretan, the Naval Officer, the Businessman, the Benefactor, the Father, and the Human Being. The Hellenic Navy band honoured him in his capacity as Honorary Rear Admiral, while Cretan tradition was represented by performances from Vasilis Skoulas, Nektarios Bouhliis and the Cretan Traditional Costume Association.

Testimonies from people linked to his life and work — from the Church, the arts, the sciences, the Navy, the business community, from Crete, and from the international arena — highlighted the many aspects of Vardis I. Vardinogiannis and the long path he followed.

Strategic Marine Delivers 42 m Crew Boats to NMDC LTS



Photo: Primo Marine

1, December 2025

Strategic Marine, a builder of high-performance aluminium

vessels, has, together with Prima Marine, delivered two 42 m, fourth-generation (Gen 4) Fast Crew Boats (FCBs) to NMDC

LTS, a provider of marine and offshore services in the Middle East.

This delivery is Strategic Marine's first project for NMDC LTS and adds a new operator from the region to its customer base. The vessels were developed for offshore operations in Middle Eastern waters, with specifications aligned to client and regional operating requirements.

Working in close cooperation with Southerly Designs, Strategic Marine applied its established hull form with the aim of reducing fuel consumption, limiting carbon emissions, and improving sea-keeping behaviour. Each FCB is fitted with a Gyro Stabilizer system to cut roll motion and increase stability, supporting safer and more comfortable crew transfers

in rough or demanding sea states.

The 42 m FCBs provide ergonomic seating for up to 80 people and are equipped with reinforced cargo decks to handle a range of offshore duties. Their layout and systems have been prepared for potential hybrid propulsion upgrades and for the future integration of walk-to-work systems and motion-compensated gangways, allowing the vessels to adapt to changing offshore project requirements.

Chan Eng Yew, Chief Executive Officer of Strategic Marine, noted that the two Gen 4 FCBs for NMDC LTS extend the company's presence in the Middle East and reflect its focus on supplying efficient and reliable vessels for an offshore sector whose needs

continue to evolve.

According to Strategic Marine, this initial project for NMDC LTS forms part of its broader support for offshore energy operations in the Middle East, providing crew boats designed to meet prevailing safety, efficiency and environmental requirements.

HMT NEWS
HEAVY MARINE TRANSPORT

SUBSCRIBE »

Bovine Vessels Turned Drug Routes: Cartels' "Cocaine Cows" Exposed



Drug traffickers use cattle ships to transport narcotics into Europe. Image: Policia Nacional.

4, December 2025

An investigative report released in early December 2025 reveals how drug cartels have adopted a shocking method to smuggle cocaine into Europe — by hiding narcotics aboard livestock ships carrying thousands of disease-ridden cows.

Cattle Carriers as Smuggling Havens

Criminal syndicates load up to 10,000 cows onto aging 200-meter livestock vessels departing from cartel-controlled ports such as Santos and Belém in Brazil, and Cartagena in Colombia.

Once at sea, these ships serve as floating hubs for cocaine hidden inside massive grain silos or other concealed compartments. With the cows often sick, dying, or already dead, the resulting stench and decomposing waste make boarding or inspecting the ships nearly impossible for authorities.

Smuggling Route and Concealment Method

Although the vessels officially list destinations such as Beirut (Lebanon) or Damietta (Egypt) — where livestock import rules are more lenient — the real goal is smuggling cocaine into key European ports like Antwerp or Rotterdam.

At some point during the Atlantic crossing, crews attach cocaine packages to inflatable devices equipped with GPS trackers and jettison them into the sea. Fast "go-fast" boats then retrieve the floats and transport the drugs ashore stealthily.



Police say the drugs were thrown overboard from a livestock carrier. Credit: Western Australia Police.



Drugs seized on sheep ship. Credit: WA Police.

Enforcement Challenges and Rare Busts

Authorities describe boarding these vessels as a "logistical nightmare": the smell, presence of thousands of distressed animals, and the effort required to unload livestock before

inspection all act as strong deterrents.

Over the past 18 years, only a single livestock ship has been intercepted carrying cocaine. That was on January 24, 2023, when Spanish forces seized the 100-meter vessel Orion V, 62 nautical miles southwest of the Canary Islands. On board were 1,750 cows and 4,500 kg of cocaine — estimated to be worth around £82 million — hidden in feed silos. Officers had to wade through piles of dung and urine to reach the contraband.

Growing Alarm Among Maritime and Law Enforcement Agencies

According to the EU-based Maritime Analysis and Operations Centre – Narcotics (MAOC-N), such livestock-ship smuggling is becoming more frequent. Many vessels are flagged under countries with lax maritime regulations (e.g. Panama or Tanzania), giving traffickers a legal shield.

Authorities point out that without precise intelligence about the drugs' location on board, executing a seizure operation would require considerable resources. As one MAOC-N analyst remarked: "You can only imagine the smell... the countries don't want to do inspections on board these vessels."

Implications for Maritime Security and Drug Enforcement

The emergence of "cocaine cows" as a smuggling tactic marks a troubling shift in maritime drug trafficking — exploiting humanitarian regulations and the difficulty of inspecting livestock carriers. Traditional detection tools (e.g. sniffer dogs) are rendered ineffective by the stench and chaos on board.

For Europe's port authorities and international agencies such as MAOC-N, this tactic presents a multidimensional challenge: balancing animal-welfare protocols, biosecurity laws, and the imperative to enforce drug control. Unless new inspection strategies are developed — perhaps combining targeted intelligence, remote sensing, or enhanced cooperation between port states — many such shipments may continue to slip through.

Romania Destroys Adrift Sea Baby Drone In Black Sea



SeaBaby drone – photo: Security Service of Ukraine

5, December 2025

Romania's armed forces have blown up a Sea Baby-type unmanned surface drone that was found adrift in the Black Sea, after defence authorities judged it a risk to commercial traffic.

In a statement on 3 December, Romania's Ministry of National Defence said the craft was detected roughly 66 km (about 36 nautical miles) off the coast of Constanța. An explosive ordnance disposal team from the Romanian Naval Forces was dispatched to the area to examine the object, which the ministry described as a danger to vessels using the busy

route.

After inspection, the unit determined that the device was a Sea Baby multi-purpose unmanned surface craft developed in Ukraine. The ministry confirmed the model but did not indicate which party might have operated or launched it. The drone was destroyed at around 1 p.m. local time in a controlled blast carried out in accordance with standard procedures, the ministry reported.

Officials emphasised that the unmanned craft was drifting in one of the Black Sea's main lanes for grain, crude, and oil products. Since Russia began its large-scale attack on Ukraine in 2022,

about 150 floating mines have been located and rendered safe in the Black Sea, seven of them by the Romanian Naval Forces. The ministry added that more than 12,000 merchant ships have passed along the corridor under reinforced security measures, while Romania, Bulgaria, and Turkey maintain a joint mine-countermeasures task group to deal with loose explosives in the area.

The Security Service of Ukraine (SBU) later underlined that none of its Sea Baby drones had entered Romanian waters. In comments carried by Ukrainian media, the agency said all Sea Baby units involved in Black Sea

operations were fully accounted for and that its unmanned surface systems are used only against Russian targets within defined maritime zones. The SBU also stated that Ukraine acts in accordance with international law and respects the borders of partner countries.

The neutralisation of the adrift drone comes amid broader concerns about safety for ships operating in the region. A series of recent attacks on tankers linked to Russia, some claimed by Ukraine, has contributed to higher war-risk insurance costs for voyages through the Black Sea, which remains a crucial outlet for global

grain and energy exports.

On the same day, Turkish Foreign Minister Hakan Fidan and NATO Secretary General Mark Rutte discussed Black Sea security, according to Turkey's Ministry of Foreign Affairs. The three NATO members on the Black Sea – Romania, Bulgaria and Turkey – continue to coordinate mine-countermeasure missions as they respond to drifting mines, debris and unmanned systems that have complicated navigation since the start of the conflict in Ukraine.

hmt-news.com

Hapag-Lloyd Submits Bid for ZIM



Image source: Hapag Lloyd

5, December 2025

Hapag-Lloyd has made a formal offer to acquire Israeli shipping company ZIM Integrated Shipping Services, as reported by the Israeli newspaper Globes.

The bid follows a series of previous takeover attempts for ZIM, including one led by ZIM's CEO Eli Glickman and shipping entrepreneur Rami Ungar, which was rejected by ZIM's board. This prompted the company to begin a strategic review of its future options.

As news of Hapag-Lloyd's interest spread, ZIM's shares saw a 4-5 percent rise, reflecting optimism in the market regarding potential consolidation in the container shipping industry.

ZIM remains one of the largest global container carriers, ranking ninth by market share, but it has faced challenges in recent years. The company's board has stated that while it has received several offers, there is no certainty that a deal will be reached, and it will provide updates only when necessary.

The move by Hapag-Lloyd is seen as part of a broader industry trend toward consolidation, with other major players such as MSC and Maersk also reported to be eyeing potential acquisitions in the sector.