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HMT weekly

Heavy Marine Transport & Offshore — Weekly Briefing

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COSCO names a 70,000-tonne-class semi-submersible vessel

COSCO Shipping Specialized Carriers has named Xiangqingkou, its first 70,000-tonne-class semi-submersible vessel. It has a DP2 system, a 9,850-square-metre cargo deck and a maximum submergence depth of 27.5 metres. Page6



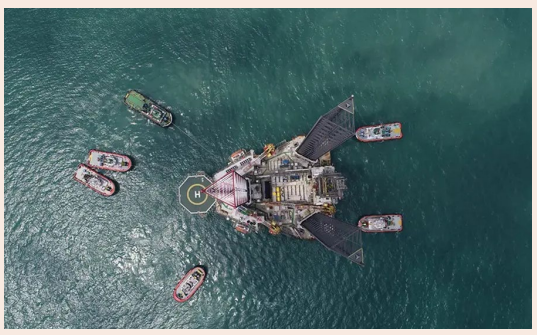

Photo: Muller Dordrecht

Borr Drilling Secures Nine Jack-Up Rig Commitments Worth $269m

Borr Drilling secured nine jack-up rig commitments, adding more than 1,950 days and about $269 million in Dayrate Equivalent Backlog. Total backlog reached $1.13 billion. Page 14

Aker Solutions Receives LOI for 50,000-Tonne Statfjord A Topside Recycling

Aker Solutions has received an LOI from Allseas to dismantle and recycle Equinor's 50,000-tonne Statfjord A topside after offshore removal by Pioneering Spirit.

Page 5

Subsea7 Wins $50m–$150m Tiberius Tieback Contract in US Gulf

Subsea7 will fabricate and install a 14-km riser and wet-insulated flowline connecting Kosmos Energy's Tiberius development to the Lucius spar, with offshore installation scheduled to begin in 2028.

Page 17

EU approves €9.456bn for IJmuiden Ver Gamma tender

The European Commission has approved Dutch aid for the 2 GW IJmuiden Ver Gamma tender. Applications for Gamma-A and Gamma-B open on 26 November and close on 10 December 2026.

Page 19

BOKA Vanguard heavy transport vessel: design and service history

From offshore platforms and floating dry docks to the Transocean Endurance, the vessel has carried some of the industry's largest floating cargoes.

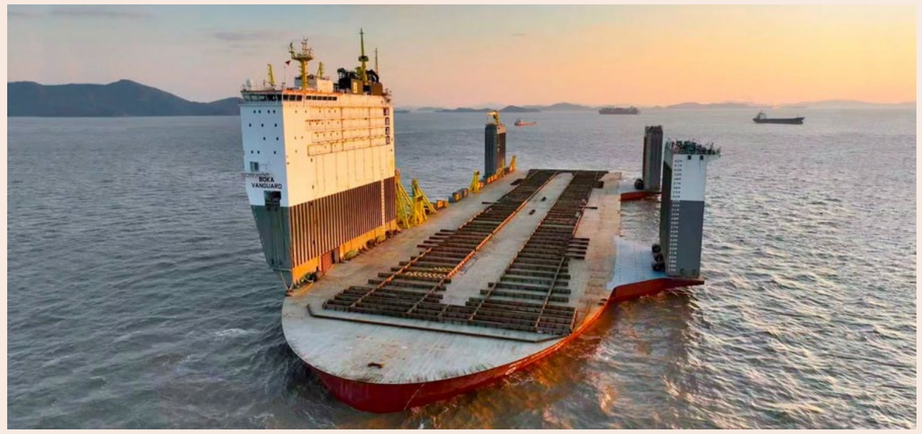

Photo: © Boskalis

19, November 2026

The BOKA VANGUARD heavy transport vessel was designed to move large offshore facilities, ships and other oversized cargo. Built by Hyundai Heavy Industries in 2012, it was developed by Dockwise with Finland-based Deltamarin and first entered service as Dockwise Vanguard. Boskalis acquired Dockwise in 2013 and renamed the vessel BOKA VANGUARD on 30 April 2018.

Dockwise saw a need for a vessel capable of carrying increasingly large floating oil and gas facilities from construction yards to their destinations. The company's concept was intended to reduce transport time and cost while allowing offshore units to be built economically at shipyards. The resulting vessel has a flat, open deck without a conventional bow, with the bridge and accommodation block positioned on the far starboard side. Four movable buoyancy casings can be repositioned, and the watertight deck is designed to allow water to pass over it.

The original cargo deck measured 275 by 70 metres. In 2024, the vessel was widened by 10.3 metres, taking the deck width to more than 80 metres. The port-side outriggers were relocated and enlarged, increasing the separation between the casings to 80 metres. The modification made room for wider cargoes, including floating dry docks.

The vessel loads floating cargo by submerging its deck. The supplied specifications state that its 93 ballast tanks can lower the deck to about 16 metres below the water's surface. Cargo is positioned over the submerged deck before the tanks are emptied and the vessel rises. It can also load from a quay or by skidding cargo along tracks. Its stated cargo capacity is up to 110,000 tonnes, and it can accommodate 40 crew.

The first cargo was the 53,000-ton Jack/St. Malo oil platform, loaded in February 2013 at Samsung Heavy Industries in South Korea for transport to the Gulf of Mexico. Other planned assignments at the time included the Goliat FPSO and Aasta Hansteen spar platform, both under construction at Hyundai Heavy Industries. The 193-metre Aasta Hansteen was expected to be the largest floating spar platform built at the time.

The vessel has also been used as a floating dry dock. In 2013, it supported work on the semi-submersible drilling platform Noble Paul Romano in Malta, where local docks could not accommodate the unit. In 2019, it carried Carnival Vista to Grand Bahama for Azipod repairs after a crane collapse put one of the shipyard's dry docks out of service.

A proposed assignment to transport the Costa Concordia wreck to an Italian scrapping yard did not proceed. The vessel was instead refloated and towed to Genoa in July 2014. After BOKA VANGUARD was widened, it transported a 360-metre floating dry dock to Yalova, Türkiye, in May 2025 and the East End floating dry dock to Grand Bahama in October 2025. The supplied material also lists the 385-metre-long, 60-metre-wide, 36,000-ton fish farm Havfarm 1, also known as Jostein Albert, among its notable cargoes.

The supplied account describes BOKA VANGUARD as currently carrying the semi-submersible drilling rig TRANSOCEAN ENDURANCE to Olen, Norway. HMT News has covered the current transport of the rig.

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Photo: © Boskalis



COSCO SHIPPING Heavy Transport Expands Commercial Team in Rotterdam

Recruitment Drive Targets Experienced Commercial Professionals in Heavy Transport



Image courtesy of Cosco Shipping Heavy Transport.

17, November 2026

COSCO SHIPPING Heavy Transport (COSCOHT) is seeking additional commercial staff for its Rotterdam office in the Netherlands, with applications open to both early-career professionals and candidates with experience in heavy marine transport, shipping or project logistics.

The company is recruiting for positions covering several commercial functions.

Depending on individual experience, responsibilities may include business development, managing client relationships, preparing tenders, providing commercial support and coordinating projects.

Candidates are expected to have strong English communication skills, a willingness to work with international colleagues and an interest in the heavy marine transport industry.

COSCOHT is also looking for applicants who demonstrate initiative and can work effectively within a team.

The Rotterdam office works closely with colleagues and partners in Houston and Guangzhou on international transport projects.

COSCO SHIPPING Heavy Transport specializes in the transportation of ultra-heavy cargo for offshore wind, offshore oil and gas, and port infrastructure projects.

The company operates a fleet of semi-submersible heavy transport vessels serving projects worldwide.

With more than 35 years of experience in commercial, technical and project management, COSCOHT offers an opportunity to work in an established heavy marine transport business.

The available positions are based within a small international team in Rotterdam.

According to the company, employees will work in an informal, collaborative environment with opportunities for professional development.

Applicants can submit their CV and a brief introduction to **info@coscoht.com.**

Further information is available at **here**.

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FROM THE EDITOR'S DESK

When Things Don't Go According to Plan

In shipping, experience matters most when the unexpected happens.

One story that caught my attention this week was the successful refloating of the bulk carrier Sigma Pearl off the coast of India.

The vessel had run aground during severe weather, and a salvage team from SMIT Salvage managed to free her on their first attempt, using a combination of deballasting and pulling.

What struck me wasn't simply the successful outcome, but the nature of the work itself.

In our industry, we spend a great deal of time planning. We calculate, assess risks, prepare procedures, and try to anticipate what might go wrong. Yet the sea has a way of reminding us that not everything can be predicted.

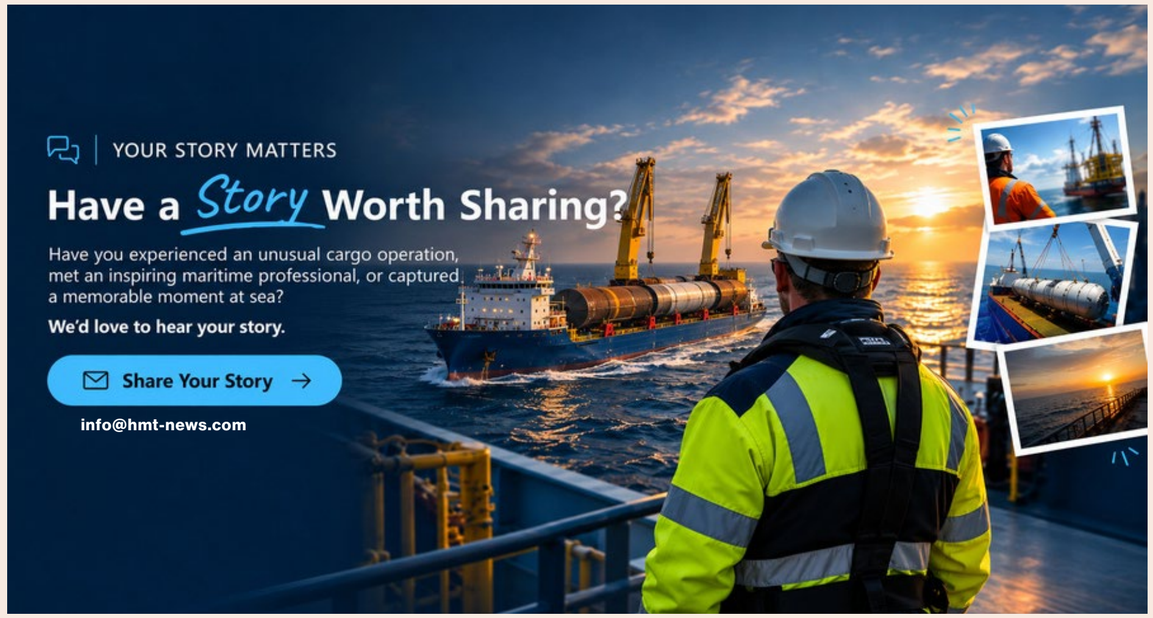
Salvage operations are perhaps one of the clearest examples of this reality. Unlike a planned cargo movement, a salvage team often arrives after something has already gone wrong. Their job is to understand the situation, develop a workable solution, and carry it out safely.

Having worked in heavy transport, I find this aspect of maritime operations particularly interesting. The ability to respond to changing circumstances is just as important as the ability to prepare for them.

The Sigma Pearl operation is a reminder that success in shipping isn't always about following a plan perfectly. Sometimes, it's about knowing how to respond when the original plan is no longer an option.

And that's a skill worth recognising.

Mike Lee
Editor | HMT NEWS



SAL MV Pia Launched in China with 700-Tonne Lift Capacity

Built for Auerbach Schifffahrt, the 14K-700 vessel will join the operator's fleet under long-term charter.

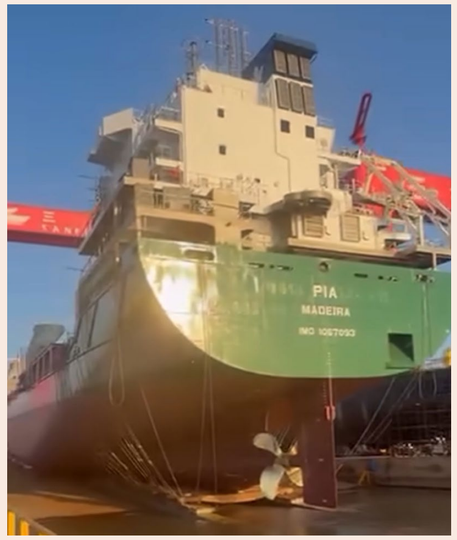


Image source: SAL

18, November 2026

SAL has announced the launch of the multipurpose heavy lift vessel Pia at Taizhou Sanfu Ship Engineering in China. Built for Auerbach Schifffahrt, the vessel is scheduled to join SAL's fleet under a long-term charter arrangement following delivery.

The SAL MV Pia launch marks another construction milestone for the 14K-700 series, a new generation of multipurpose heavy lift vessels designed for the transportation of project cargo and oversized industrial equipment.

Pia has a deadweight capacity of approximately 14,300 tonnes and is equipped with two portside cranes rated at 350 tonnes each, providing a combined lifting capacity of 700 tonnes.

According to SAL's official vessel specifications, the 14K-700 design measures 159.95 metres in overall length and 22.80 metres in beam. The vessel features two cargo holds and two hatches, with approximately 4,763 square metres of combined cargo floor space.

The cargo arrangement and onboard lifting equipment are intended to accommodate a range of heavy and oversized shipments. The vessel is also designed to transport conventional multipurpose cargo alongside heavy lift and project cargoes.

Following delivery, Pia will operate as part of the SAL fleet and contribute to the heavy lift and project cargo capacity available through the JSI Alliance.

SAL did not provide a specific delivery date in its latest announcement.

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Zhen Hua 15 arrives at Portonave with two STS cranes



Photo source: Portonave

18, November 2026

The heavy-lift vessel Zhen Hua 15 arrived in Navegantes, Brazil, on 14 November 2026 with two electric ship-to-shore (STS) cranes for Portonave.

Built by ZPMC, the 55-metre-tall cranes were welded to the vessel for the voyage from Shanghai, where the ship departed on 21 September.

In its arrival announcement, the terminal operator said unloading was expected to take about five days.

The plan calls for partially submerging the vessel to lower it for the transfer.

Each crane is to be released from its sea fastenings before being moved ashore.

The operation will use beams set over the quay rails and temporary anchoring systems.

The two cranes represent an investment of R$229 million and are designed to serve vessels up to 400 metres long.

Portonave expects them to be ready for service by 31 December 2026, following equipment familiarisation tests and automation training.

The cranes are part of a programme worth more than R$500 million to purchase fully electric cargo-handling equipment.

Total investment in quay infrastructure and equipment exceeds R$2 billion.

Portonave expects the programme to raise annual handling capacity from 1.5 million to 2 million TEU.

Once the work is complete, the terminal will have eight STS cranes at the quay and 32 rubber-tyred gantry cranes in the yard.

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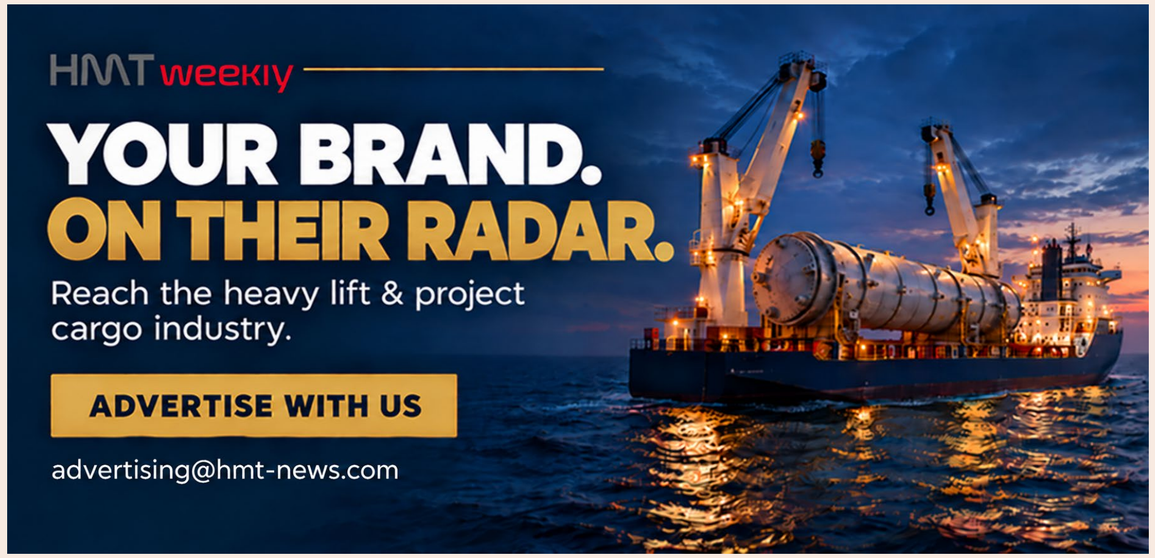

Heerema H-731 Float-Over Barge Reaches Keel-Laying Stage

40,000-Tonne Capacity Vessel Set for North Sea Offshore Converter Installations from 2028



Image credit: Heerema

16, November 2026

Heerema Marine Contractors has reached the keel-laying stage of its H-731 float-over barge at CIMC Sinopacific Offshore & Engineering (CIMC SOE) in Daishan, China, advancing construction of a vessel designed to install offshore converter station topsides weighing more than 30,000 tonnes.

The construction milestone was marked on 12 November 2026, approximately 11 months after the first steel was cut on 11 December 2025.

The purpose-built barge will support offshore installation work under TenneT's 2 GW offshore grid programme in the North Sea.

Delivery is scheduled for the second quarter of 2027, with the vessel expected to begin installation operations in 2028.

According to Heerema's published specifications, H-731 will measure 222.5 metres in length, with a width of 46.0 to 70.1 metres and a moulded depth of 15.0 metres.

The barge is designed to accommodate topsides weighing up to 40,000 tonnes during float-over installation, allowing large integrated offshore converter structures to be positioned onto their supporting foundations.

The float-over method involves transporting a topside on a barge, positioning it above the offshore support structure and transferring its weight onto the foundations through a controlled installation operation.

The project follows a framework agreement secured by Heerema in May 2023 for transportation and installation work under TenneT's offshore grid programme.

TenneT awarded framework agreements to Heerema and Allseas covering at least 28 transportation and installation packages involving offshore jackets and topsides.

Heerema was allocated approximately 60% of the available packages, without those awards being assigned to specific 2 GW projects at the time.

In January 2025, Heerema announced a separate contract with TenneT for the new float-over barge, specifically intended to handle converter station topsides exceeding 30,000 tonnes.

TenneT's wider programme involves multiple high-voltage direct current (HVDC) offshore grid connections in German and Dutch North Sea waters, each designed to transmit 2 GW of offshore wind-generated electricity to onshore networks.

The offshore installation preparations will also involve Mammoet, which has secured a contract from Heerema covering two large topsides.

Under the Mammoet agreement, hydraulic skid shoes will transfer the topsides from a heavy transport vessel (HTV) onto H-731.

Mammoet will then use its Mega Jack System to raise each topside to the required float-over height.

A deck support frame will be positioned beneath the structure before its subsequent offshore installation onto the jacket foundations.

The skidding, jacking and support-frame operations form part of the preparation work for the two topsides covered by Mammoet's contract.

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Aker Solutions Receives LOI for 50,000-Tonne Statfjord A Topside Recycling

Terminal upgrades target a 33% increase in annual handling capacity



Photo source: Aker Solutions

17, November 2026

Aker Solutions has received a letter of intent (LOI) from Allseas for the dismantling and recycling of the approximately 50,000-tonne topside from Equinor's Statfjord A platform in the North Sea.

The proposed scope covers disposal preparation, reception, dismantling and material recycling at Aker Solutions' Stord facility in Norway.

Allseas will remove the topside offshore using its heavy-lift vessel Pioneering Spirit before transporting it to the yard.

The structure is expected to arrive at Stord between 2029 and 2031.

Dismantling and recycling activities are anticipated to take approximately two years after arrival, with around 100 personnel involved during peak operations.

The project will return the Statfjord A topside to the yard where it was originally constructed in 1975.

The structure was prepared for installation on the platform's concrete gravity base in 1976 before entering service as part of the Statfjord field development.

As the original builder, Aker Solutions has extensive knowledge of the platform and experience in maintenance, modifications and life-extension activities carried out over several decades.

Guro Rausand, Executive Vice President for New Build at Aker Solutions, said the company's decommissioning experience and dedicated Stord facility would support the dismantling and recycling work, with particular attention to safe execution and material recovery.

The LOI, announced by Aker Solutions on 17 November 2026, remains subject to a final contract award.

If the contract is finalised, Aker Solutions expects to recognise the sizeable order in the fourth quarter of 2026 under its Renewables and Field Development segment.

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COSCO names Xiangqingkou, a 70,000-tonne-class semi-submersible vessel

The 243-metre newbuild combines submerging and roll-on loading with DP2 positioning for buoyant and non-buoyant cargoes.



xiang qing kou (Source: CCS)

20, November 2026

COSCO Shipping Specialized Carriers has named XIANGQINGKOU, a 70,000-tonne-class semi-submersible vessel built by Guangzhou Shipyard International. The ceremony took place at the shipyard in Guangzhou on 12 November. The Paper reported that the naming was almost 200 days ahead of the contractual schedule. This is the first vessel of this tonnage class for COSCO Shipping Specialized Carriers.

The ship measures 243.1 metres in length and 49 metres in beam. Its cargo deck covers 9,850 square metres, and its maximum submergence depth is 27.5 metres. It has a DP2 dynamic positioning system and can load and discharge cargo by submerging and refloating or by roll-on operations at a quay. The vessel is designed to transport both buoyant and non-buoyant cargo.

The China Classification Society (CCS), which carried out the vessel's construction survey, said XIANGQINGKOU is the first semi-submersible vessel in South China to receive both E26 and E27 cybersecurity certificates. CCS said its Nansha survey office joined the project during the design stage, reviewed 3D models and conducted inspections at key construction milestones.

CCS also said its inspections addressed cybersecurity and operational safety, which required additional verification because of the vessel's complex systems. The classification society said the work helped support the vessel's on-time, high-quality completion.

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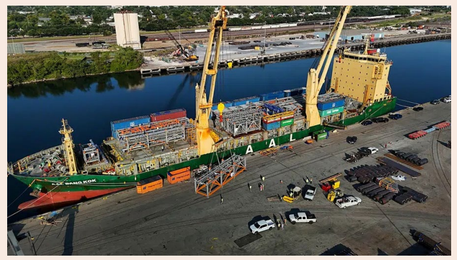
AAL Bangkok makes Mangalore tramp call for Houston cargo

AAL Bangkok loaded 21 oversized units and eight containers at Mangalore for Houston. Their combined volume exceeded 7,000 cubic metres, and the largest unit measured 25 metres.



Mangalore project cargo loaded aboard AAL Bangkok

20, November 2026

AAL Shipping made an additional tramp call at Mangalore, India, on its scheduled Asia–Americas route to load energy project cargo for Houston, Texas. AAL Bangkok, a 19,000-dwt S-Class multipurpose vessel, carried the shipment.

The Mangalore tramp call added 21 oversized units and eight 40-foot containers, with a combined volume of more than 7,000 cubic metres. The largest unit measured 25 metres. Before arriving in India, AAL Bangkok had loaded power-generation equipment in Asia for a regular AAL customer.

Most of the cargo was stowed on deck with minimal clearance between units. AAL said a full week was needed for deck preparation, loading and sea fastening. The vessel has three holds, flexible tween decks, a weather deck and combined lifting capacity of 700 tonnes.

AAL's Asia–Americas trade lane offers monthly sailings to the US East Coast and Gulf. The company said its S-Class, Super B-Class and wider multipurpose fleet can also take additional port calls and tramp cargo outside the regular rotation.

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Zhongyuan Shipping completes six-ship programme with CL FRIENDSHIP delivery



Photo source: Chinaland Shipping

20, November 2026

Zhongyuan Shipping has taken delivery of the CL FRIENDSHIP heavy-lift vessel, a 62,000-dwt multipurpose ship and the sixth vessel in its first newbuilding plan. The ship was named and delivered at Shandong Huanghai Shipyard on 17 November.

A sister ship to CL INTEGRITY, CL FRIENDSHIP is the final vessel in the current cooperation between Zhongyuan Shipping and Huanghai Shipyard, completing the shipbuilding project between them.

Zhongyuan Shipping said the vessel's cargo hold arrangement and spacious deck can accommodate oversized cargo, including extra-long wind turbine blades and engineering equipment. The company plans to use the six vessels' capacity to expand its heavy-cargo logistics and transport business.

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ExxonMobil Starts Uaru Oil Production with Errea Wittu FPSO

Fifth Stabroek Development Lifts Guyana's Production Capacity to 1.1 Million Barrels per Day



The Errea Wittu FPSO in Guyana's waters (Source: Guyana Times)

17, November 2026

ExxonMobil has started oil production at its Uaru development offshore Guyana, bringing the Errea Wittu FPSO into operation and increasing the country's installed oil production capacity to 1.1 million barrels per day.

The company announced first oil on 16 November 2026, marking the start of production from its fifth development in the Stabroek block.

The Errea Wittu FPSO, supplied by MODEC, is designed to produce approximately 250,000 barrels of oil per day.

According to ExxonMobil's official announcement, the unit is expected to reach its initial production capacity in the first quarter of 2027.

The FPSO has a crude oil storage capacity of two million barrels and is deployed approximately 200 kilometres offshore Guyana in water around 1,690 metres deep.

With Uaru entering production, ExxonMobil now operates five FPSOs in the Stabroek block.

Errea Wittu joins Liza Destiny, Liza Unity, Prosperity and ONE GUYANA, bringing their combined installed production capacity to approximately 1.1 million barrels per day.

The project marks MODEC's first FPSO development in Guyana.

The Japanese company was responsible for engineering, procurement, construction and installation of Errea Wittu, with operations and maintenance services also included in its contract.

ExxonMobil Upstream Company President Dan Ammann welcomed the start-up, highlighting Guyana's expanding offshore production capacity and cooperation with the government and project partners.

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Fugro completes Greater PAJ survey offshore Angola

Survey data will guide subsea design and route selection for Azule Energy's deepwater development.

18, November 2026

Fugro has finished fieldwork for the Greater PAJ survey off Angola. The geophysical data will inform subsea infrastructure design and route selection for Azule Energy's ultra-deepwater oil development.

The site lies about 200 km off the coast, in water depths of 1,500 to 2,000 m. Fugro deployed its Echo Surveyor VI autonomous underwater vehicle from Fugro Venturer to collect high-resolution data close to the seabed. The programme also included high-resolution 2D seismic work to assess buried salt layers and subsurface conditions across the development area.

Specialists from Fugro and Azule Energy reviewed data quality during the survey and adjusted data acquisition parameters and survey settings as needed. In its 17 November 2026 announcement, Fugro said preliminary checks indicated that the data met the expected performance standards.

Greater PAJ combines five fields across Blocks 31 and 31/21: Palas, Astraea, Juno, Dione and Urano. Azule Energy, a joint venture equally owned by Eni and bp, operates the project. Eni announced the final investment decision on 22 June 2026.

hmt-news.com

Seatrium Wins Hammerhead FPSO Integration Contract from MODEC

Work Covers Topside Modules, Flare Tower and Crane Pedestal for Guyana Development



Essequibo (Image source: MODEC)

17, November 2026

Seatrium has secured a Hammerhead FPSO integration contract from MODEC, covering topside integration and fabrication work on Essequibo 1899, which will be deployed at ExxonMobil's Hammerhead development offshore Guyana.

Announced on 16 November 2026, the contract includes topside module integration, fabrication of the flare tower and crane pedestal, and support for pre-commissioning and commissioning activities.

Seatrium did not disclose the contract value.

The Essequibo 1899 FPSO is designed to produce approximately 150,000 barrels of oil per day, with associated gas and water handling capabilities.

The converted vessel will have a crude oil storage capacity of 1.6 million barrels and will be moored in water approximately 1,025 metres deep.

Hammerhead is ExxonMobil's seventh development in Guyana's Stabroek block.

The company approved the USD 6.8 billion project in September 2025, with first oil targeted for 2029.

According to MODEC's official project information, the Japanese company is responsible for engineering, procurement, construction and installation (EPCI) of the FPSO.

Its contract also includes operations and maintenance services for 10 years.

The development is also the subject of a separate Hammerhead FPSO mooring pre-lay contract awarded to DOF.

The latest award is Seatrium's second FPSO integration project for MODEC in Guyana, following its completed topside installation and integration work on Errea Wittu for the Uaru development.

hmt-news.com

SBM Offshore wins Longtail FPSO contracts off Guyana

The 1.2-billion-cubic-foot-per-day FPSO will support ExxonMobil's eighth Stabroek Block development.

17, November 2026

ExxonMobil Guyana has awarded SBM Offshore contracts to build and install a floating production, storage and offloading (FPSO) vessel for its Longtail development in the Stabroek Block. In a separate announcement on 17 November 2026, Saipem said it had clearance to carry out the remaining work under its Longtail subsea contract. The estimated value of the full subsea contract is up to $1.5 billion.

The Longtail FPSO contract award follows the completion of front-end engineering and design. ExxonMobil announced its final investment decision on 12 November 2026 after securing the required government and regulatory approvals. The development represents a planned additional investment of $12.5 billion, with production expected to start in 2030.

The vessel will use the tenth newbuild multipurpose hull in SBM Offshore's Fast4Ward programme and will be spread-moored in about 1,750 metres of water. It is designed to process 1.2 billion standard cubic feet of gas and produce up to 250,000 barrels of condensate per day. It will have about 2 million barrels of condensate storage capacity. SBM Offshore expects to operate the vessel for an initial 10 years. Longtail is the company's sixth FPSO award from ExxonMobil Guyana.

Saipem's contract covers engineering, procurement, construction and installation of subsea structures, umbilicals, risers and flowlines. A limited notice to proceed on 21 April 2026 cleared preliminary detailed engineering and procurement. The remaining work is expected to take about four years. Saipem plans to deploy FDS2, Castorone and Constellation offshore, carry out fabrication at its Arbatax yard in Sardinia and manage logistics through Vreed-en-Hoop Shorebase in Guyana.

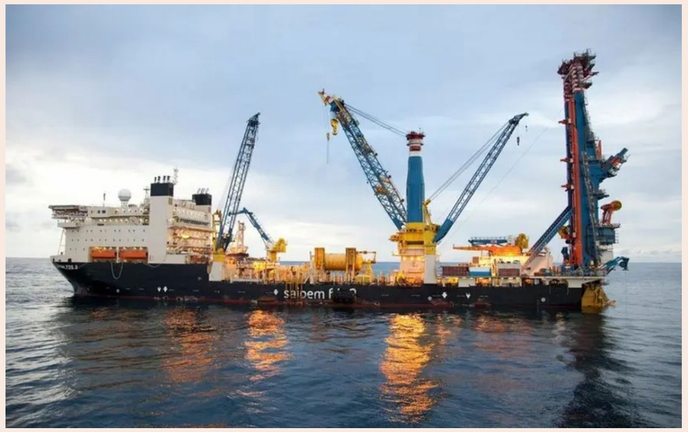

Image source: Saipem

Longtail, the eighth Stabroek development, lies about 200 kilometres off Guyana. It targets non-associated gas and condensate-rich reservoirs in the southeast of the block. Plans call for about 45 subsea production and injection wells. Gas could be piped ashore, subject to market demand, future investment decisions and the development of the required infrastructure.

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Saipem secures $181m in Scarabeo 9 drilling work

Three wells are planned in Egypt, followed by a five-well Suriname campaign with an option for five more.



Scarabeo 9 (Image source: Saipem)

18, November 2026

Saipem has won two offshore drilling contracts worth approximately USD 181 million for the semi-submersible Scarabeo 9. The Scarabeo 9 drilling work covers three wells in Egypt and a five-well campaign in Suriname, with an option for five more, according to Saipem's official announcement.

Burullus Gas Company awarded the Egypt contract. The joint venture between Shell, Petronas and state-owned Egyptian General Petroleum Corporation (EGPC) will use the rig to drill three offshore wells, with operations scheduled to begin in the first quarter of 2027.

TotalEnergies EP Suriname B.V. awarded the second contract. Its campaign will start after the Egypt operations and cover five wells, with an option to drill five additional wells. Saipem said the awards provide greater visibility for Scarabeo 9 utilisation across 2027 and 2028.

hmt-news.com

Equinor Cyberattack: IT Issues, Production Unaffected



Photo source: Equinor

19, November 2026

The Equinor cyberattack was publicly disclosed at 18:55 CET on 17 November 2026, when Equinor said it had detected an ongoing attack against certain IT systems. The company mobilised response resources and informed relevant authorities. It reported no indication of data theft and said its oil and gas operations and production were unaffected.

Reports on 17 November described disruption to internal IT access. Norwegian news agency NTB, citing Equinor, reported that employees could have difficulty accessing corporate applications and IT services. Reuters separately cited an unnamed Equinor employee who said the company's internal email system was down. Those reports concerned corporate IT access; Equinor said production had not been affected.

At 09:47 CET on 18 November, Equinor updated its notice, saying it had gained a clearer understanding of how the attack was carried out and which systems were affected. The company said the incident was not a virus attack and could not spread like one. It also reported no indication of consequences for employees, partners or suppliers.

Work to neutralise the attack and restore the affected systems' integrity continued, with Equinor working in dialogue with national security authorities. The company said it was too early to estimate how long recovery would take. As of the update, the attacker, specific access route and affected systems had not been publicly identified or detailed.

hmt-news.com

Rosetti Marino Wins €400m-Plus Sabratha Platform EPCI Contract

Upgrade will enable gas intake from Libya's new WHP-A platform



Sabratha Platform (Image Courtesy Of Mellitah Oil and Gas)

16, November 2026

Rosetti Marino has secured a Sabratha platform EPCI contract worth more than €400 million from Mellitah Oil & Gas to upgrade the existing offshore gas production facility in Libya for the Structure A development.

The contract, announced on 12 November 2026, was awarded by Mellitah Oil & Gas BV – Libyan Branch, a joint venture between Libya's National Oil Corporation (NOC) and Eni North Africa.

The engineering, procurement, construction and installation (EPCI) package will prepare Sabratha to receive gas from the new WHP-A wellhead platform, which is under construction through a separate contract.

Once the Structure A development is completed, WHP-A will also be remotely controlled from Sabratha.

According to Rosetti Marino's official announcement, the scope includes new modules and extensions to existing facilities, incorporating a slug catcher, chemical injection units and pig traps.

The contractor will also deliver a riser bundle approximately 200 metres long, together with the prefabrication and installation of piping, electrical connections and instrumentation required to integrate the new equipment with Sabratha's existing systems.

Rosetti Marino previously secured a separate contract in June 2024, working alongside Kerry Project Logistics and Gruppo Antonini, for the engineering, procurement, construction and load-out of the approximately 6,000-tonne WHP-A topside.

The latest award covers modifications to the receiving Sabratha platform rather than construction of the WHP-A topside itself.

Engineering and prefabrication for the new contract will be carried out in Italy.

Offshore construction and installation will involve an approximately 18-month campaign, with Rosetti Marino responsible for coordinating the marine logistics and vessels required for offshore execution.

Work is scheduled to begin immediately, with completion expected in March 2029.

Sabratha serves the Bahr Essalam gas field offshore Libya, where Eni and NOC have separately completed an upgrade to the platform's gas compression facilities.

In June 2026, the partners announced the start-up of the Sabratha Compression Project, which involved installing a 1,600-tonne compression module with a total capacity of approximately 440 million standard cubic feet per day.

Eni said the compression project was designed to maintain gas recovery as reservoir pressure declines, enabling approximately 800 million cubic metres of additional annual gas production and associated condensate.

The new Structure A connection works are separate from the completed compression project and will allow gas from WHP-A to enter the existing Sabratha production infrastructure.

hmt-news.com

DOF wins Skandi Africa contract and Skandi Seven deal

The three-year award is valued by DOF at $100 million–$200 million.



Image source: DOF

18, November 2026

DOF Group has secured a contract from TechnipFMC for Skandi Africa, as well as a separate African field support vessel (FSV) award for Skandi Seven. The company announced the awards on 17 and 16 November, respectively.

The contract for Skandi Africa will begin immediately after the vessel's current contract. Built in 2015, the vessel is designed for subsea construction and flexlay operations in harsh environments and deep water. DOF Group classifies the award as "Very Large," a value range of USD 100 million to USD 200 million. Details are in DOF's announcement.

Under a separate three-year Skandi Seven award, the vessel will serve an international oil company in Africa. The contract period is firm for three years. DOF Group will provide project management, engineering, procurement and logistics for deep-water construction and maintenance of existing subsea assets. The scope also includes transporting and installing flexible products and subsea equipment. DOF classifies this contract in the same USD 100 million to USD 200 million range.

hmt-news.com



COSL orders 59 offshore support vessels

LNG-powered PSVs account for 46 of the newbuilds

17, November 2026

China Oilfield Services Limited (COSL) has signed contracts for 59 offshore support vessels with a consortium of three Chinese shipyards.

The agreements were signed on 14 November 2026 and carry a fixed total price of RMB10.928 billion, including tax, according to the company's Hong Kong exchange filing.

Deliveries are scheduled in batches from 2028 to 2030.

The programme spans six vessel types and includes 46 LNG-powered platform supply vessels (PSVs) and 13 high-horsepower anchor handling tug supply (AHTS) vessels with conventional propulsion.



Source: CSSC

The newbuilds will mainly work in Chinese coastal waters, supporting offshore oil and gas exploration and development as well as operations involving mobile offshore facilities and marine engineering structures.

Fujian Southeast Shipbuilding leads the consortium, which also includes Fujian Mawei Shipbuilding and Fujian Funing Shipbuilding Heavy Industry.

The three yards are subsidiaries of Fujian Shipbuilding Heavy Industry Group.

Four COSL branches and Hainan Technical Services, an indirectly wholly owned subsidiary, signed the agreements.

Separate contracts for each vessel will identify the designated yard and specify how the work will be divided.

The agreements take effect once the parties have signed and completed their respective approval and confirmation procedures.

Construction had yet to begin when COSL disclosed the contracts on 16 November.

The payment schedule for each vessel includes an advance and instalments due at the start of construction, keel laying, launch and delivery.

COSL said the programme would expand its fleet and increase the share of equipment it owns.

hmt-news.com

Borr Drilling Prospector 5 Declared a Total Loss



Image source: X / AI-enhanced for clarity

Borr Drilling declared Prospector 5 a total loss after it sank off Gabon on 24 October 2026. The rig has a $200 million insured value, with payment due on 24 November 2026. Borr is still assessing the incident's financial impact.

20, November 2026

Borr Drilling has classified Prospector 5 as a total loss after the jack-up sank off Gabon on 24 October 2026 while preparing for a drilling campaign with BW Energy. Borr's third-quarter results release gives 24 November 2026 as the scheduled payment date for the rig's $200 million insured value. In its interim report, Borr said the lead insurer on the hull-and-machinery claim recommended a payout equal to the insured value, subject to the applicable policy conditions. The company also has third-party liability cover for wreck removal and pollution. Borr is evaluating the incident's financial consequences and cautioned that the final insurance proceeds and their timing are uncertain.

In its filing dated 18 November 2026, Borr said 115 people were aboard when the rig sank. The company reported 110 people safe, four confirmed dead and one person still missing. The cause had not been determined, and an investigation into the Prospector 5 incident was continuing.

Third-quarter operating revenue rose 13% from the previous quarter to $263.1 million, while adjusted EBITDA increased 80% to $78.9 million. Borr reported a net loss of $38.7 million, compared with $241.4 million in Q2. The company said the quarter-on-quarter reduction in its net loss was mainly due to a $176.3 million debt-extinguishment charge recognized in the previous quarter. Borr averaged 22.9 operating rigs and recorded 98.0% technical utilization. It expects fourth-quarter adjusted EBITDA to stay near the third-quarter level despite the rig loss.

After its previous quarterly report, Borr added nine rig commitments in markets outside the Middle East. The commitments add about $269 million in dayrate-equivalent backlog and comprise over 1,950 days under firm commitments. They include a binding letter of award for the previously idle Hild to work offshore Nigeria. Borr put contract coverage at 79% for 2026 and 52% for 2027. Across 2026 to date, it has recorded 30 commitments, equivalent to about 6,300 days and $810 million in dayrate-equivalent backlog.

hmt-news.com

Shell Starts Rosmari-Marjoram Gas Production Offshore Malaysia

Rosmari-Marjoram gas will flow to Bintulu through a 207-kilometre pipeline.



Image source: businesstoday.com.my

17, November 2026

Rosmari-Marjoram gas production has begun offshore Malaysia, with Shell bringing two deepwater sour gas fields into operation approximately 220 kilometres off the coast of Sarawak.

The development is operated by Sarawak Shell, a subsidiary of Shell. Discovered in 2014, the Rosmari and Marjoram fields have entered production four years after the company made its final investment decision in 2022.

Gas from the development will be transported through a 207-kilometre pipeline to a new onshore processing plant in Bintulu, Sarawak. Following processing, the gas will be supplied to the Petronas LNG Complex.

The project comprises a subsea tie-back, an unmanned wellhead platform, the pipeline connecting the offshore facilities to shore, and the Bintulu gas processing plant.

The offshore platform is designed to operate on solar power when unmanned, supported by batteries capable of storing electricity for up to three days. Diesel generators provide backup power and additional electricity during maintenance visits, when personnel require more energy for auxiliary services.

The onshore processing plant receives electricity from Sarawak's predominantly hydropower-based grid. Renewable energy certificates are used alongside grid electricity to account for the equivalent of 100% renewable power.

Sarawak Shell holds a 71% operating interest in Rosmari-Marjoram. Its partners are Petronas Carigali, Inpex Malaysia E&P and Searah.

Peter Costello, President of Upstream at Shell, said the start-up would contribute to the company's production growth into the 2030s.

According to Shell, Rosmari-Marjoram is among its upstream and integrated gas projects scheduled to enter production between 2025 and 2030, with a combined peak production target exceeding 1.4 million barrels of oil equivalent per day.

hmt-news.com

Chevron Nears $5 Billion Shenandoah Oilfield Deal

Chevron reportedly moves ahead of rival bidders for a stake in the Gulf of Mexico field.



Source: Beacon Offshore Energy

17, November 2026

Chevron is reportedly nearing a $5 billion Shenandoah oilfield deal involving Blackstone-backed Beacon Offshore Energy and its deepwater assets in the Gulf of Mexico.

According to Reuters, Chevron is close to acquiring a majority stake in Beacon Offshore Energy. However, the Financial Times reported that the proposed transaction primarily concerns the Shenandoah oilfield rather than Beacon's entire offshore portfolio.

Beacon Offshore Energy and HEQ Deepwater launched a sale process earlier this year for their combined 51% interest in Shenandoah. Israel's Navitas Petroleum holds the remaining 49%.

Several international oil companies were linked to the bidding process, including Shell, TotalEnergies, BP and Repsol. Chevron has reportedly moved ahead of competing bidders, although no completed transaction has been announced in the provided reports.

Shenandoah began oil production in July 2025 and reached its initial target of 100,000 barrels per day in October of that year.

The ultra-deepwater development uses a floating production system operating in approximately 5,800 feet of water. It incorporates high-pressure technology designed for reservoirs located at depths of around 9,000 metres.

Chevron is targeting net production of approximately 300,000 barrels of oil equivalent per day from its Gulf of Mexico operations this year.

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Weatherford wins Brazil MPD contract for Amaralina Star



Amaralina Star drillship (Photo credit: Constellation)

18, November 2026

Weatherford International has secured a Brazil MPD contract from Constellation Oil Services. The managed pressure drilling (MPD) equipment and support will be used in an offshore exploration campaign involving the ultra-deepwater drillship Amaralina Star.

The agreement includes three elements. Weatherford will rent out its deepwater MPD equipment and technology for 12 months, sell an MPD system due for delivery within 12 months and provide two years of aftermarket support.

Weatherford will draw on its capabilities in Brazil and the technical expertise of its Managed Pressure Wells Center of Excellence in Houston, Texas, to support the campaign. The company disclosed neither the contract value nor the specific exploration location in its 16 November 2026 announcement.

The award follows a separate MPD contract that Constellation awarded to Weatherford in Brazil in May 2026.

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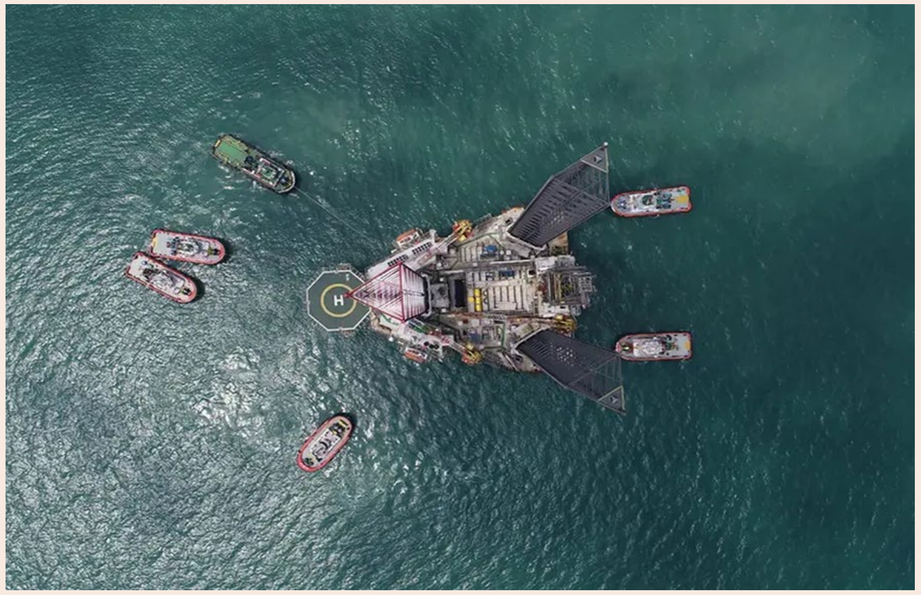
Borr Drilling Secures Nine Jack-Up Rig Commitments Worth $269m

Extensions and new awards across Mexico, Africa, Europe and Asia lift Borr's contract coverage to 79% for 2026 and 52% for 2027.

19, November 2026



Source: Borr Drilling

Borr Drilling has secured nine jack-up rig commitments since its second-quarter update, adding more than 1,950 days of work and approximately $269 million in Dayrate Equivalent Backlog. The company's total backlog stood at $1.13 billion on 18 November, compared with $1.11 billion at the end of September, according to its 18 November fleet status report.

The commitments cover the Ran, Hild, Vali, Skald, Norve, Joro, Natt, Idun and Bestla. Eni extended the Ran's work offshore Mexico by 15 months, through December 2027. The first six months are for drilling; the remaining period may involve drilling or accommodation work, depending on the customer's requirements. In Nigeria, the Hild received a binding letter of award from an undisclosed operator for a 365-day campaign expected to start in the second half of the first quarter of 2027. The award includes an unpriced option for a further 12 months.

Mellitah Oil and Gas extended the Vali's contract offshore Libya through September 2027, with two unpriced one-well options estimated at about 45 days each. Vestigo Petroleum exercised a one-well option for the Skald in Malaysia, keeping the rig contracted into January 2027. The Norve is due to begin work for Eni offshore Congo in December, with the firm term running to August 2027 and an option extending into January 2028.

The Joro has accommodation work for an undisclosed UK operator through January 2027, while SNEPCO exercised an option for the Natt offshore Nigeria through August 2027. In Vietnam, the Idun is contracted to PVEP-HCM through March 2027. Eni's extension keeps the Bestla committed in the Netherlands through September 2027.

The nine commitments bring Borr Drilling's contract coverage to 79% for 2026 and 52% for 2027. For 2026 to date, the company has secured 30 commitments representing approximately 6,300 days and $810 million in Dayrate Equivalent Backlog.

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Smulders Wins LanWin Beta Jacket Fabrication Contract

The jacket will support a 2GW grid link carrying North Sea wind power to Germany.

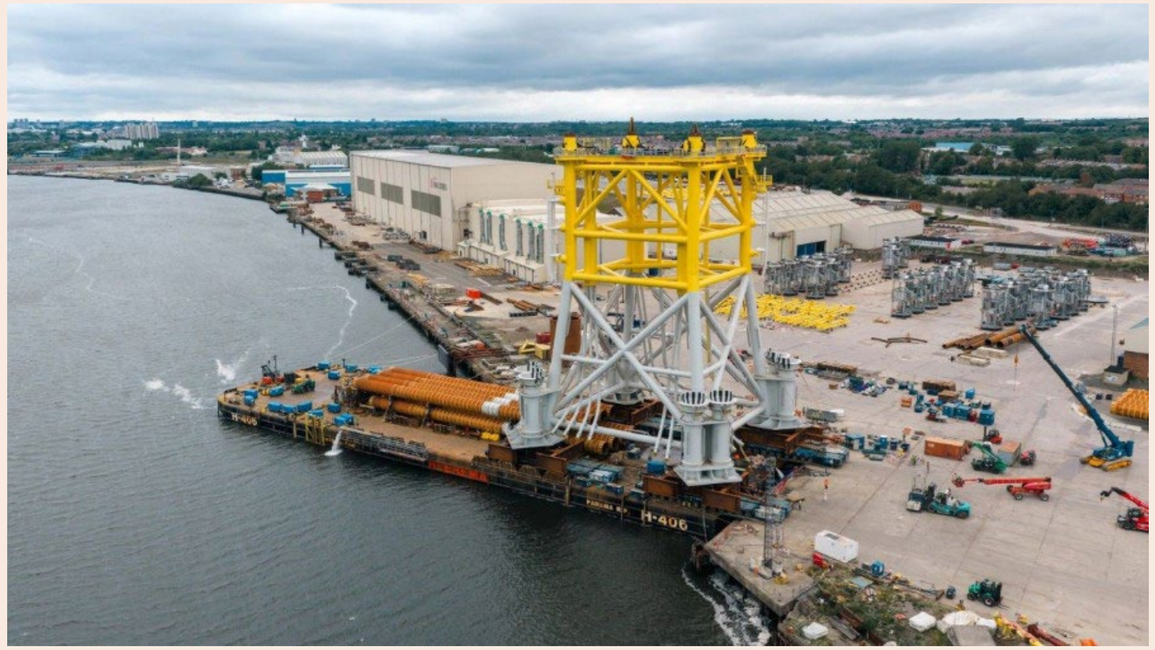

Image source: Smulders

17, November 2026

Smulders, a subsidiary of Eiffage, has secured a subcontract from Dragados Offshore to fabricate the jacket foundation for the LanWin beta offshore converter platform in the German North Sea.

The foundation will support the converter platform for LanWin2, a high-voltage direct current (HVDC) grid connection project that will transmit 2GW of offshore wind power to the German mainland.

According to Eiffage, Smulders will carry out fabrication work across several European facilities. Production activities will take place in Belgium and Poland, followed by final assembly and load-out in the Netherlands.

Construction activities are scheduled to begin in early 2027, with load-out of the jacket foundation planned for 2030.

LanWin beta forms part of TenneT's offshore grid infrastructure expansion, which connects North Sea wind farms to electricity networks in Germany and the Netherlands. The project has a transmission capacity of 2GW, more than double the 900MW capacity of previous offshore grid connection projects.

The offshore converter platform will collect electricity generated by offshore wind farms and transmit it to the German mainland.

The award adds to Smulders' portfolio of offshore transmission infrastructure projects. The company is also involved in other North Sea grid connection developments, including the separate LanWin3 converter platform project.

Wim Vaes, business unit director for offshore platforms at Smulders, said the company looked forward to working with Dragados Offshore on the LanWin2 project for TenneT Germany.

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PTSC M&C Consortium Signs EPC Contract for Fengmiao II Substation

The EPC scope covers the offshore substation for Taiwan's 600 MW wind farm.

17, November 2026

A consortium including PTSC M&C has signed an engineering, procurement and construction (EPC) contract for the offshore substation of the 600 MW Fengmiao II Offshore Wind Farm.

The project is being developed by Copenhagen Infrastructure Partners (CIP) in cooperation with Copenhagen Offshore Partners (COP).

Under the agreement, the consortium will be responsible for engineering, procurement, fabrication, load-out, offshore hook-up, testing and commissioning of the offshore substation.

The contract covers the substation's topside, jacket and suction bucket foundations, with the consortium undertaking both fabrication and offshore work as specified in the agreement.

The award follows the consortium partners' previous collaboration on the Fengmiao I offshore wind project. The new contract extends their working relationship to the second Fengmiao development.

The contracting consortium said it looked forward to continuing its cooperation with PTSC M&C, CIP and COP on the Fengmiao II project.

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NKT Isabella Nearshore Cable Barge Widened by 8 Metres

The conversion is designed for shallow-water and shore-approach routes that larger cable-laying vessels may not be able to reach.

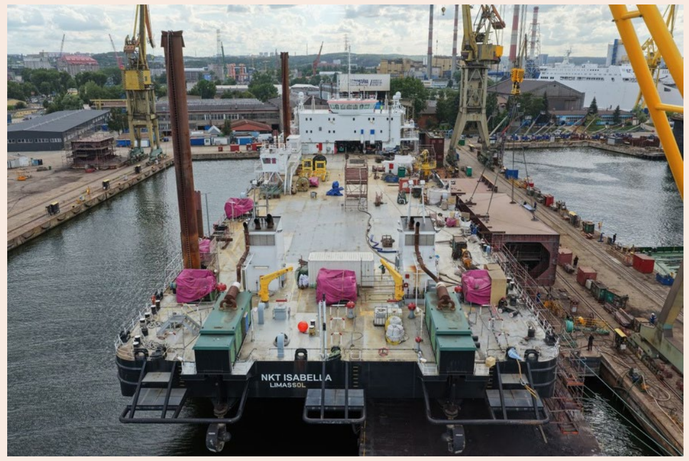

Photo source: KNT

19, November 2026

NKT has widened its NKT Isabella nearshore cable barge by eight metres, increasing its beam from 32 to 40 metres. The work creates space for cable-handling equipment while helping keep the barge's draft low for very shallow-water operations, according to NKT's latest update.

The barge was acquired by NKT from Boskalis' entity Offshore Equipment BV in 2025, when it was named Boka Constructor. Built in 2016, the cable-lay pontoon is approximately 126 metres long. Its original accommodation capacity was 50 people; the conversion has increased that figure to 73 specialists.

NKT is equipping the barge for nearshore sections where shallow water, shore approaches or local route conditions call for a dedicated marine solution. The company says these stretches may not be accessible to larger offshore installation vessels.

Once outfitted, NKT Isabella is planned to carry three cable turntables with a combined capacity of 6,000 tonnes. Further modifications and mobilisation are underway. NKT's 2026 interim report says the barge is expected to become operational in 2027 following conversion work.

hmt-news.com

Muir Mhòr Offshore Wind Farm Wins Scottish Consent

20, November 2026

The Scottish Government has granted offshore consent to Muir Mhòr Offshore Wind Farm, a floating project planned about 63 km off Peterhead, Aberdeenshire. Announced on 19 November 2026, the decision covers a project with capacity of up to 1 GW and as many as 67 turbines. Fred. Olsen Seawind describes Muir Mhòr as one of the world's first commercial-scale floating offshore wind projects.

The approval also covers the wind farm's offshore power facilities and its transmission link to the Aberdeenshire coast. Consent conditions require Fred. Olsen Seawind to arrange mitigation for potential effects on commercial fisheries and environmental compensation for possible seabird impacts.

Aberdeenshire Council approved the project's onshore transmission works in June 2025. With onshore and offshore consent now secured, Fred. Olsen Seawind continues to target the early 2030s for the start of power generation.

hmt-news.com



Subsea7 Renewables Revenue Rises 11% in Q3 2026

Installation vessels continued work on major wind projects in the UK and Poland as East Anglia THREE neared completion.

19, November 2026

Subsea7 reported renewables revenue of $336 million for the third quarter of 2026, up $34 million, or 11%, from a year earlier. Net operating income rose to $23 million from $21 million in Q3 2025.

The unit generated adjusted EBITDA of $55.2 million, compared with $51.8 million a year earlier. Its adjusted EBITDA margin was 16.4%, down from 17.1%. Offshore vessel utilisation in Renewables reached 92% during the quarter.

Seaway Ventus continued installing monopiles at East Anglia THREE in the UK before entering planned maintenance. Seaway Aimery installed cables at East Anglia THREE and then moved to the Baltyk II and III cable work in Poland. Seaway Alfa Lift installed transition pieces and pin piles at Inch Cape in the UK. In its project review, Subsea7 said East Anglia THREE was nearing completion and reported progress on Dogger Bank C WTG and East Anglia 2 in the UK, as well as the Baltyk II and III cables in Poland.



Photo source: Subsea7

Across the group, revenue increased 13% to $2.07 billion and adjusted EBITDA rose 35% to $549 million. Subsea7 raised its 2026 revenue guidance to approximately $8 billion, from a previous range of $7.4 billion to $7.8 billion. It maintained its full-year adjusted EBITDA margin guidance at approximately 24%.

hmt-news.com

RWE Assesses Greenpeace Boulder Impact on Norfolk Vanguard East

RWE is checking seabed and cable impacts ahead of 2027 construction; no delay has been confirmed.



Image source: Greenpeace

17, November 2026

RWE is assessing the potential impact of boulders placed by Greenpeace within the Norfolk Vanguard East offshore wind farm area in the North Sea, where offshore construction is scheduled to begin in 2027.

The environmental group placed nine large boulders on the seabed off England's Norfolk coast in early November to deter bottom trawling in the Southern North Sea Marine Protected Area. The campaign was intended to protect harbour porpoises and their marine habitat.

Greenpeace subsequently deployed a 1.5-tonne limestone sculpture resembling British broadcaster and environmentalist Sir David Attenborough on 12 November 2026. Named Attenboulder, the sculpture was lowered from the group's vessel Arctic Sunrise to complete its seabed barrier.

Other boulders carried the names of campaign supporters, including actors Benedict Cumberbatch and Simon Pegg.

According to Maritime Journal, RWE confirmed that the boulder placements overlap the turbine array boundary of Norfolk Vanguard East. The developer said it had maintained constructive communication with Greenpeace and was continuing to investigate the implications for the project.

The Guardian reported that RWE was working with Greenpeace to verify the precise locations of the boulders and update seabed surveys. The company was also examining possible effects on offshore construction activities and subsea cables.

No construction delay has been confirmed.

Norfolk Vanguard East is one of two offshore wind farms being developed by RWE and investment partner KKR off the Norfolk coast. The companion project, Norfolk Vanguard West, will also have an installed capacity of 1.4 GW, bringing their combined capacity to 2.8 GW.

According to RWE's official project announcement, the two projects represent an investment of approximately £12 billion, including associated transmission infrastructure.

Offshore construction is scheduled to begin in early 2027. Foundation installation at Vanguard West is planned for the first half of the year, followed by Vanguard East. Both projects are expected to be fully commissioned in 2030.

The developers recently completed their 50:50 joint venture and project financing arrangements.

Greenpeace has disputed suggestions that the boulders could significantly obstruct offshore wind construction. The organisation argued that wind farm developers routinely relocate naturally occurring seabed rocks, some considerably heavier than those deployed during its campaign.

The UK's Marine Management Organisation had warned Greenpeace against further boulder placements before the Attenboulder deployment. Greenpeace proceeded with the operation on 12 November despite the warning.

hmt-news.com



Subsea7 Wins $50m–$150m Tiberius Tieback Contract in US Gulf

The subsea system will link Tiberius to the existing Lucius production facility.

16, November 2026

Subsea7 has secured a Tiberius tieback contract valued between $50 million and $150 million from Kosmos Energy for the fabrication and offshore installation of subsea infrastructure connecting the deepwater oil development to the existing Lucius spar in the US Gulf of Mexico.

Announced on 13 November 2026, the contract covers the fabrication, transportation and installation of a 14-kilometre steel catenary riser and wet-insulated flowline. Subsea7 will also install an umbilical and subsea control systems.

The Tiberius development is located in Keathley Canyon Block 964, in approximately 2,200 metres of water. The subsea infrastructure will connect the field to the Lucius production facility, operated by Occidental Petroleum.

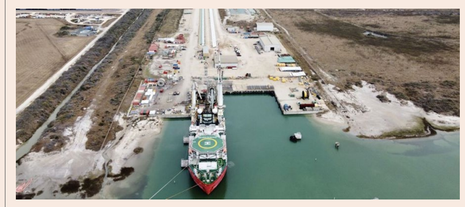

Photo source: Seaway7

In its official contract announcement, Subsea7 classified the award as "sizeable," its designation for contracts worth between $50 million and $150 million. The precise contract value was not disclosed.

Engineering and project management activities are expected to begin in the coming months at Subsea7's Houston office in Texas. Offshore installation work is scheduled to start in 2028.

The award follows the project's final investment decision in March 2026. Tiberius was discovered in 2023, and the initial development phase involves completing an existing well and tying production back to the Lucius facility.

According to Kosmos Energy's project disclosures, the partners have secured long-lead equipment, with first oil targeted for the second half of 2028.

The initial phase will focus on bringing the existing discovery well into production. Subsequent development could involve additional wells, although the timing and scope of those phases have not been confirmed.

Existing production-handling arrangements provide capacity for up to 30,000 barrels of oil and 9 million cubic feet of natural gas per day. These figures represent available processing capacity rather than confirmed production targets.

Kosmos Energy operates Tiberius with a 33.34% working interest, while Occidental Petroleum and Navitas Petroleum each hold 33.33%.

The ownership structure follows a farm-down completed in July 2026, when Navitas acquired interests from Kosmos and Occidental.

According to Navitas Petroleum's financial disclosures, the company agreed to cover the sellers' share of future Tiberius development expenditure up to $68 million, reflecting reimbursement of historical development costs. The transaction also includes other payments and contingent obligations linked to future production milestones.

hmt-news.com

First Monopiles and Turbine Towers Arrive for Japan's 315 MW Akita Wind Farm

The project's first domestically manufactured foundations are ready for offshore installation in 2027.

17, November 2026



Image source: Jera Nex BP via LinkedIn

The first monopiles and wind turbine towers have arrived at Akita Port for Japan's 315 MW Akita wind farm, officially known as the Oga–Katagami–Akita offshore wind project, ahead of offshore construction scheduled to begin in spring 2027.

The initial monopiles were delivered in September 2026, followed by the first turbine towers on 29 October. Project developer Oga Katagami Akita Offshore Green Energy confirmed the deliveries in its construction updates.

The monopiles are being manufactured by JFE Engineering at its Kasaoka Monopile Factory in Okayama Prefecture. According to the company, the project is Japan's first offshore wind development to adopt domestically manufactured monopiles, based on its research as of December 2025.

JFE Engineering secured a contract from Kajima Corporation in December 2025 to manufacture and transport 21 monopiles and associated transition pieces. Kajima had previously been awarded the broader foundation contract, covering manufacturing, procurement, transportation and installation.

The monopiles have a maximum weight of approximately 2,000 tonnes, a diameter of 10.5 metres and a length of around 80 metres. The transition pieces weigh up to approximately 500 tonnes and measure about 26 metres long.

According to JFE Engineering's official announcement, the manufacturing and transportation programme runs from January 2026 to March 2027.

The delivered components are being stored at Akita Port ahead of offshore installation, while the turbine towers are being prepared for assembly at the port.

Separately, a joint venture between JFE Engineering and Akita Maritime Service has secured a five-year contract for inspection and maintenance of the project's balance of plant infrastructure, excluding the wind turbines.

The offshore wind farm is being developed by a consortium comprising JERA Nex bp, J-POWER, Tohoku Electric Power and ITOCHU Corporation.

The project will feature 21 Vestas V236-15 MW turbines, which have completed a conformity assessment for the Akita project.

Turbine installation will be undertaken by Japan Offshore Marine, a joint venture between DEME Offshore and Penta-Ocean Construction, using the jack-up vessel Sea Challenger, which has a lifting capacity of 1,600 tonnes.

Offshore turbine installation is scheduled for the second half of 2027, with commercial operation targeted for June 2028.

hmt-news.com

Acta Marine Takes Delivery of Final Methanol Dual-Fuel CSOV

The 89.6-metre DP2 vessel can run on methanol or marine gas oil.

16, November 2026



Acta Aquarius

Acta Marine has taken delivery of Acta Aquarius, the fourth and final methanol dual-fuel construction service operation vessel (CSOV) built by Tersan Shipyard in Türkiye, completing its four-vessel newbuilding programme.

The DP2 walk-to-work vessel, constructed as NB1123 at Tersan's Yalova shipyard, was delivered in November 2026 following the earlier handovers of Acta Pegasus, Acta Hercules and Acta Gemini.

According to Tersan Shipyard's official announcement, Acta Aquarius successfully completed sea trials using methanol fuel and met the applicable classification requirements, allowing it to operate on methanol from delivery.

The vessel combines battery energy storage with dual-fuel engines capable of operating on marine gas oil (MGO) or a combination of MGO and methanol.

Designed by Ulstein Ship Design, Acta Aquarius measures 89.6 metres in overall length and 19.2 metres in moulded beam, according to Acta Marine's vessel specifications.

The CSOV is equipped with a motion-compensated walk-to-work gangway for transferring technicians to offshore installations and a 3D motion-compensated knuckle-boom crane for cargo handling.

The vessel is accompanied by the 12-metre daughter craft Acta Situla, which was delivered to Acta Marine in June 2026.

Tersan said the vessel was expected to depart the shipyard approximately one week after its 14 November announcement to begin operations. The handover itself has been completed, but the announcement did not confirm that operational deployment had started.

The delivery concludes a programme that began with Acta Pegasus in January 2026, followed by Acta Hercules in March and Acta Gemini in June.

Acta Hercules is operating under a five-year charter with Vestas, supporting offshore wind projects in Northwest Europe.

Meanwhile, Acta Gemini began its long-term charter with RWE at the Sofia offshore wind farm in August 2026. The vessel provides accommodation and walk-to-work services for personnel involved in commissioning and future maintenance activities at the 1.4 GW UK project.

With all four vessels delivered, Acta Marine has completed its newbuilding programme at Tersan, adding methanol-capable offshore support vessels designed for personnel transfers, construction support and maintenance operations in the offshore energy sector.

hmt-news.com

HJSC and partners plan offshore wind cluster at Gunsan Shipyard

The proposed 33-hectare cluster would support turbine tower and offshore substation manufacturing.



Photo courtesy of HJ Shipbuilding & Construction

18, November 2026

HJ Shipbuilding & Construction and three South Korean companies have signed a memorandum of understanding to develop an offshore wind cluster on idle land at Gunsan Shipyard. The companies signed the agreement at HJSC's headquarters in Seoul on 27 October 2026.

J-Ocean Heavy Industries plans to use 100,000 pyeong (about 33 hectares) of the shipyard's 540,000-pyeong site (about 179 hectares) for the cluster. The proposed site excludes land needed for shipbuilding.

J-Ocean Heavy Industries will make the shipyard's production infrastructure available for offshore wind manufacturing. HJSC will draw on its shipbuilding and offshore manufacturing experience to help set up facilities for turbine towers and offshore substations.

Renewable energy developer Myungwoon Industrial Development and wind power specialist Unison will contribute expertise in project development, technology and manufacturing. They will work with the two shipbuilders to build a supply chain for offshore wind equipment.

In its 28 October announcement, HJSC said the proposed cluster could give local suppliers more opportunities to participate in the offshore wind supply chain and create jobs in Gunsan.

hmt-news.com

PTSC M&C Consortium Signs EPC Contract for Fengmiao II Substation

The contract covers the offshore substation for Taiwan's 600 MW wind farm.



Image source: Semco Maritime

17, November 2026

A consortium including PTSC M&C has signed an engineering, procurement and construction (EPC) contract for the offshore substation of the 600 MW Fengmiao II Offshore Wind Farm.

The project is being developed by Copenhagen Infrastructure Partners (CIP) in cooperation with Copenhagen Offshore Partners (COP).

Under the agreement, the consortium will be responsible for engineering, procurement, fabrication, load-out, offshore hook-up, testing and commissioning of the offshore substation.

The contract covers the substation's topside, jacket and suction bucket foundations, with the consortium undertaking both fabrication and offshore work as specified in the agreement.

The award follows the consortium partners' previous collaboration on the Fengmiao I offshore wind project. The new contract extends their working relationship to the second Fengmiao development.

The contracting consortium said it looked forward to continuing its cooperation with PTSC M&C, CIP and COP on the Fengmiao II project.

hmt-news.com

EU approves €9.456bn for IJmuiden Ver Gamma tender

Developers can bid without subsidies or seek variable-premium support, with permits expected in early 2027.



Image: Shutterstock (ID: 2556203167 / fokke baarssen)

18, November 2026

The European Commission has approved a Dutch state aid scheme for the IJmuiden Ver Gamma tender, covering two planned 1 GW offshore wind farms in the North Sea. The Commission announced the decision on 17 November and described the scheme as worth €9.5 billion. The Netherlands Enterprise Agency (RVO) lists the combined subsidy budget as €9.456 billion. The Commission approval applies to sites Gamma-A and Gamma-B.

Developers can submit subsidy-free auction bids or apply for support. RVO says it will assess the subsidy-free bids first: the highest concession payment ranks first. If subsidy applications are considered, the lowest subsidy request ranks first, as set out in the Gamma-A and Gamma-B application guidance. Any support will take the form of a variable premium on market revenue when electricity prices are too low to cover production costs. Safeguards include a maximum tender amount and a claw-back provision requiring repayment of some aid if market prices rise above the agreed strike price.

The maximum tender amounts are €117/MWh for Gamma-A and €116/MWh for Gamma-B. Applications open on 26 November and close at 17:00 on 10 December 2026. The Dutch government expects to award the permits in the first quarter of 2027.

Both wind farms are expected to begin supplying electricity in 2032. Each has a planned capacity of 1 GW, and the sites are designed to connect to one offshore energy platform. HMT News has covered the construction milestone for the IJmuiden Ver Gamma grid platform.

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SeaTwirl Completes VERTI-GO Basic Design for 2 MW Turbine

Detailed design is next, but an investment decision still depends on a grid-connected test site and remaining funding.



Image source: SeaTwirl

19, November 2026

The VERTI-GO basic design is complete for SeaTwirl's 2 MW floating vertical-axis offshore wind turbine, and work is moving into detailed design. The next phase is intended to establish the technical basis for a final investment decision (FID). That decision will also depend on a grid-connected test site and the remaining funding, according to SeaTwirl. The company's announcement says the turbine is intended to be fabricated, installed and operated at sea.

The design sets out the turbine's major components, dimensions and interfaces. Engineers also considered how to use existing infrastructure and equipment for manufacturing and installation. Björn Fagerström, who leads engineering for VERTI-GO, said the design limits the number of systems to reduce complexity and maintenance, while keeping installation flexible and avoiding dependence on expensive crane vessels.

SeaTwirl gave the documentation to project coordinator University College Cork, which submitted it to the European Climate, Infrastructure and Environment Executive Agency (CINEA) on 29 September 2026. CINEA does not formally approve the basic design. At the time of the company's announcement, it had not requested changes or additional information.

The planned turbine's 2 MW capacity is almost 70 times the rated capacity of SeaTwirl's 30 kW S1 prototype. S1 was deployed off Lysekil in 2015 and decommissioned in November 2025. VERTI-GO brings together 11 partners from nine countries and has received approximately EUR 15 million from Horizon Europe, about half allocated to SeaTwirl. The Swedish Energy Agency has also approved transferring just over SEK 38 million in remaining S2x grant funding to the project.

VERTI-GO's construction and operations phase is planned to run until the end of 2029.

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Hyundai E&C plans December EPC proposal for Anma offshore wind project

A completion guarantee may help unlock financing for the 532MW project, which needs to begin construction by May 2027.



Photo: ChosunBiz

19, November 2026

Hyundai Engineering & Construction (Hyundai E&C) plans to submit a priced engineering, procurement and construction (EPC) proposal in December 2026 for the 532-megawatt Anma offshore wind project off Yeonggwang, South Jeolla Province, ChosunBiz reported on 18 November 2026, citing energy and construction industry sources. The proposal would make Hyundai E&C responsible for EPC delivery under a completion guarantee. The report describes a planned proposal; it does not say that an EPC contract has been awarded.

The project is planned about 40 kilometres off Yeonggwang. Its project overview gives its capacity as 532 MW, while a Korea Power Exchange listing specifies 38 turbines rated at 14 MW each. The developer says Anma was selected in the government's 2024 fixed-price contract auction.

ChosunBiz reported that permitting and commercial challenges have held up the project for years. The proposed site overlaps a military operations zone, requiring coordination with the Ministry of National Defense; the report said that coordination was reportedly resolved through measures including additional radar installations. Higher interest rates and exchange rates also increased costs, making the project's contracted power sales price harder to sustain.

Financing and supplier issues added to the delays. Equis, the project's largest shareholder, pledged its 78% stake as collateral for overseas loans and decided to sell part of its holding. Copenhagen Infrastructure Partners (CIP), which had carried out due diligence for seven to eight months to acquire the stake, abandoned the acquisition in late April 2026.

Meanwhile, turbine supplier Siemens Gamesa withdrew after its contract expired. LS Cable & System and LS Marine Solution terminated a subsea cable contract worth KRW 271.1 billion, while SK oceanplant paused substructure deliveries pending project normalization, according to the report.

The developer and Equis asked Hyundai E&C to participate, ChosunBiz reported. A contractor willing to accept completion responsibility is needed to attract new investors and lenders. The report said construction would need to start by May 2027 to meet the project's commercial-operation deadline. It also reported that Korea East-West Power was considering participating, although the utility was not expected to acquire all of Equis's stake.

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HD Hyundai and Anduril Launch ASV Alpha After One-Year Development

The 600-tonne vessel will undergo sea trials in Korea before U.S. testing in 2027.



Image courtesy of HD Hyundai

16, November 2026

HD Hyundai and U.S. defence technology company Anduril Industries have launched ASV Alpha, a 600-ton-class unmanned surface vessel developed in approximately one year, as the partners prepare for further testing aimed at the U.S. Navy's autonomous vessel market.

The launch ceremony took place at HD Hyundai Heavy Industries' shipyard in Ulsan, South Korea, on 12 November 2026, following a joint development agreement signed in November 2025.

The vessel, described as having a lightweight of approximately 600 tonnes, was developed through joint investment by the two companies rather than under an existing naval construction contract. It is designed to operate for extended periods without an onboard crew, performing reconnaissance, surveillance and maritime intelligence-gathering missions.

The project combines HD Hyundai's shipbuilding and vessel automation capabilities with Anduril's autonomous mission technology. According to the companies' announcements, the development programme reached the launch stage within approximately 12 months.

The vessel is equipped with VAone, an integrated ship autonomy solution developed by HD Korea Shipbuilding & Offshore Engineering (HD KSOE), and Anduril's Lattice mission autonomy platform.

VAone provides autonomous navigation and vessel management functions, supporting the operation of the unmanned platform without an onboard crew. Lattice integrates mission planning and information from multiple sensors to support surveillance and other maritime operations.

The combination is intended to enable unmanned navigation, vessel systems management and mission execution. However, the extent of these capabilities will be assessed during subsequent operational testing.

ASV Alpha is scheduled to undergo sea trials and final preparations off Ulsan before further testing in the United States in early 2027. The testing programme is intended to collect operational data and evaluate the vessel's performance.

The launch comes as the U.S. Navy develops its medium unmanned surface vessel procurement programme. In a 29 September announcement, the Navy confirmed production agreements covering 30 vessels, with 10 each assigned to Galliano Marine Services, HII and Saronic Technologies.

The agreements specify an average procurement cost of approximately $40 million per vessel, with initial deliveries scheduled before the end of fiscal year 2027.

Separately, U.S. Navy and Marine Corps officials visited HD Hyundai's Ulsan shipyard on 4 November to review shipbuilding facilities and maritime support capabilities. No procurement agreement was announced following that visit.

HD Hyundai and Anduril have not announced a U.S. Navy production contract for ASV Alpha. The planned trials will provide further performance data as the companies pursue opportunities in the U.S. unmanned naval vessel market.

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Hanwha Philly Shipyard cuts steel for Jones Act MR tanker

18, November 2026

Hanwha Philly Shipyard cut steel in Philadelphia on 17 November 2026 for a Jones Act MR tanker, the first of four vessels ordered by affiliate Hanwha Shipping. Deliveries for the four medium-range tankers are slated for 2029 and 2030.

Each tanker will have a deadweight of about 49,500 tonnes. All four are to be built at the U.S. yard and designed for Jones Act compliance. They are designed to carry crude oil, refined petroleum products and chemical cargoes.

In its steel-cutting announcement, the yard said the design would prioritize energy efficiency and meet the International Maritime Organization's Type 2 and Type 3 standards for chemical carriage. The shipbuilder is also offering a Type 2 option with 18 segregations so different cargoes can be carried separately.

Hanwha Shipping CEO James Sagar said the lead vessel will be the first MR tanker built in the United States in nearly a decade. The Philadelphia yard has previously built 24 tankers in the 46,000-to-50,000-dwt range for Overseas Shipping Group and American Petroleum Tankers, according to The Maritime Executive.

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Photo source: Hanwha Philly Shipyard

HD Hyundai, Hanwha Ocean to Compete for Jang Bogo N Submarine Contract

DAPA aims to select a shipbuilder in 2027, with deployment planned for the late 2030s.

16, November 2026

HD Hyundai Heavy Industries and Hanwha Ocean are expected to compete for South Korea's Jang Bogo N submarine contract, a nuclear-powered submarine programme planned for domestic development. Yonhap reported that the Defense Acquisition Program Administration (DAPA) aims to complete the tender process and sign a contract in 2027.

DAPA approved the basic strategy for the Jang Bogo N project, also designated KSS-III Batch-III, at the 179th Defense Acquisition Program Promotion Committee meeting on 6 November. The programme is scheduled to begin in 2027, with operational deployment planned for the late 2030s or later, according to DAPA's official committee announcement.

The shipbuilder will be chosen through company-led competitive bidding for hull development, construction and systems integration. The government will separately develop or procure the submarine's small modular reactor (SMR) and selected major weapons, then provide them to the system integrator as government-furnished equipment, Yonhap reported. Korea JoongAng Daily identified HD Hyundai Heavy Industries and Hanwha Ocean as expected competitors.

DAPA has not disclosed the total programme cost and said cost analysis is under way. Yonhap reported that Planning and Budget Minister Park Hong-keun had previously estimated the cost at about KRW28.9 trillion. The final amount has not been set.

DAPA's public announcement gives the broad programme schedule but does not specify a half-year for contractor selection. Yonhap reported that the tender, contractor selection and contract signing are planned for 2027.



Image source: Hanwha Ocean

The government has not announced the bidders or detailed submarine specifications.

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India Signs $5.7 Billion Contracts for Eight Next Generation Corvettes

GRSE will build five corvettes, with Goa Shipyard constructing the other three.

16, November 2026

India's Ministry of Defence has signed contracts worth ₹53,866.50 crore (approximately $5.7 billion) with Garden Reach Shipbuilders & Engineers (GRSE) and Goa Shipyard Limited (GSL) for the construction of eight Next Generation Corvettes for the Indian Navy.

The agreements were signed in New Delhi on 2 November 2026, assigning five vessels to GRSE and three to GSL. The programme will use designs developed by the Indian Navy, with construction awarded to state-owned defence shipyards through competitive bidding.

According to the Ministry of Defence, this is the first Indian naval shipbuilding project to combine an indigenous Navy design with the competitive selection of Defence Public Sector Undertakings.

GRSE's five-vessel contract is valued at ₹32,000 crore, according to its stock exchange disclosure. The company is required to complete the project within nine years and four months of receiving the first-stage payment.

The new corvettes will measure 127 metres in length and 17.6 metres in beam. They are designed for a maximum speed of 26 knots and an endurance of 14 days at sea without replenishment. Each vessel will accommodate 150 personnel, comprising 11 officers and 139 sailors.

The ships will feature a Combined Diesel and Gas Turbine–Cross-Connect (CODAG-CC) propulsion system driving two controllable-pitch propellers.

Their proposed combat systems include medium-range anti-ship and surface-to-air missiles, 324 mm torpedo tubes, a 76 mm naval gun and close-in weapon systems. The vessels will also carry electro-optical surveillance equipment, multifunction radar and facilities for helicopter operations.

The Indian Navy intends to use the corvettes for anti-surface and anti-submarine warfare, maritime interdiction, escort missions, coastal defence and surveillance operations.

GRSE said it was already constructing nine warships, comprising a Project 17A frigate, four anti-submarine warfare shallow water craft and four Next Generation Offshore Patrol Vessels. It also reported orders for 36 other platforms, including 13 vessels for export.

The three-corvette contract represents the largest order secured by GSL in its history, according to a separate statement released through India's Press Information Bureau.



Photo: Indian Navy

Both shipyards are also involved in the Indian Navy's Next Generation Offshore Patrol Vessel programme, under which GSL is building seven vessels and GRSE four.

The latest contracts add eight naval construction projects to the two shipyards' existing workloads, with GRSE's contractual completion period extending more than nine years from its initial payment milestone.

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Samsung Heavy Secures KRW 342.4 Billion LNG Carrier Order

The order lifts Samsung Heavy's 2026 intake to $12.7 billion, 91% of its annual target.



Image source: Samsung Heavy Industries

16, November 2026

Samsung Heavy Industries has secured a KRW 342.4 billion LNG carrier order from an undisclosed shipowner in Oceania, bringing its total order intake for 2026 to $12.7 billion, equivalent to 91% of its annual target.

The South Korean shipbuilder disclosed the contract on 16 November 2026, following its signing on 13 November. The vessel is scheduled for delivery by 15 July 2029.

According to the company's regulatory filing, the contract value represents approximately 3.2% of Samsung Heavy Industries' consolidated revenue in 2025. Payment arrangements include advance payments and collections linked to construction progress.

The latest agreement brings the shipbuilder's commercial vessel orders for 2026 to 47 units worth $8.3 billion. This represents 146% of its annual commercial shipbuilding target of $5.7 billion.

Samsung Heavy Industries' reported commercial order tally comprises 21 LNG carrier-related units, including one floating storage and regasification unit (FSRU), alongside two ethane carriers, six other gas carriers, four container ships and 14 crude oil tankers.

The company has also secured contracts for two floating liquefied natural gas (FLNG) production facilities worth a combined $4.4 billion in its offshore business.

Including these offshore facilities, Samsung Heavy Industries has recorded 49 vessel and offshore facility orders valued at $12.7 billion this year, against an overall annual target of $13.9 billion.

The latest contract follows stronger third-quarter financial results. Samsung Heavy Industries reported revenue of KRW 3.1504 trillion and operating profit of KRW 338.4 billion, increases of 19.6% and 42.1% year on year, respectively.

The shipbuilder attributed its improved profitability to higher revenue contributions from high-value vessels, including LNG carriers.

Looking ahead, Samsung Heavy Industries expects LNG carrier demand to remain firm as North American LNG export projects enter operation. The company said it intends to strengthen its competitiveness by offering more energy-efficient LNG carriers.

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Penguin International disputes Libya arms embargo finding

The UN panel did not recommend sanctions, and Penguin says Singapore Customs has not notified it of any breach of local law.

19, November 2026

Penguin International disputes a United Nations Panel of Experts finding that the transfer of two vessels it produced to Benghazi breached the Libya arms embargo. The Panel's 24 March 2026 report named the company and its subsidiary, Penguin Shipyard Asia Pte Ltd, among parties it found in violation of paragraph 9 of Resolution 1970 (2011). The Panel did not recommend sanctions against either company, according to Penguin.

The transaction involved a security vessel and a landing craft sold in December 2024 to a Dubai-based buyer. The vessels were delivered in Singapore and later carried to Benghazi aboard MV St Maria, which arrived on 6 January 2025, according to the Panel's report.

The Panel classified the 40-metre security vessel, TBZ11, as a naval-type fast patrol vessel, citing its ballistic protection, shielded gun mounts and an arms locker. It classified the landing craft, TBZ12, as dual-use. The Panel assessed that the vessels' end user was the Libyan Arab Armed Forces. Penguin International told the Panel that the intended end user was the Libyan Coast Guard and that the sales contracts restricted military use.

The company says the vessels were designed and built for commercial purposes and delivered without arms or ammunition. It told shareholders it cooperated with the Panel from January to May 2025, but only became aware of the report in September 2026.



Photo: Penguin Shipyard

Citing legal advice, Penguin says being named in the report does not itself impose penalties or constitute a sanctions action. It also says the report does not determine whether the UN or member states will impose penalties. The company has corresponded with Singapore Customs about the transaction since November 2025; it says Customs has not notified it of a breach of Singapore law or enforcement action.

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NTSB Reports Atlantic Asphalt Steering Failure Before Collision

Investigators recovered more than nine hours of voyage data, but the cause remains unknown.



Photo credit: Tow Boaters Facebook group

16, November 2026

An Atlantic Asphalt steering failure occurred approximately two minutes before the tanker struck the docked passenger vessel American Heritage in New Orleans on 13 November 2026, according to preliminary findings released by the U.S. National Transportation Safety Board (NTSB).

NTSB senior marine accident investigator Bart Barnum said an initial examination of the tanker's voyage data recorder (VDR) showed that its rudder remained to starboard after a steering malfunction at approximately 12:26 p.m. local time.

The tanker was travelling upriver on the Mississippi River near the Crescent City Connection Bridge when the malfunction occurred. It subsequently veered towards the river's eastern bank and struck American Heritage at approximately 12:28 p.m.

Investigators have not determined what caused the steering problem. The NTSB is continuing to examine the vessel's steering system and other evidence collected following the collision.

The agency recovered the tanker's VDR and downloaded more than nine hours of information, including bridge audio, rudder angle, propulsion performance and vessel speed.

According to Barnum, the recordings contain sounds consistent with the vessel's whistle, radio warnings and requests for assistance, commands to deploy anchors and emergency ship-handling instructions.

Investigators are examining whether the tanker deployed its anchors and, if so, how far they were lowered. Interviews with the crew and further analysis of electronic evidence are continuing. The NTSB expects to publish a preliminary report within approximately 30 days.

American Heritage, operated by American Cruise Lines, was berthed at Thalia Street Wharf when the collision occurred. The passenger vessel began taking on water and capsized approximately 22 minutes after being struck.

The NTSB identified 140 passengers and 50 crew members aboard the vessel, while Atlantic Asphalt carried 19 crew members. According to the City of New Orleans' official response statement, everyone involved was accounted for, with no fatalities. A total of 32 people were transported to hospitals.

In a separate statement, American Cruise Lines credited Captain Leonard Stewart and the crew with organising a rapid evacuation. The company said Stewart remained on the bridge as the vessel capsized, requesting assistance and attempting to keep it alongside the dock.

The Port of New Orleans has filed a federal lawsuit seeking compensation for damage to its terminal facilities, alleging losses of at least $1 million.

Recovery operations have also included preparations to remove fuel from the capsized passenger vessel.

As HMT News previously reported, the U.S. Coast Guard initially indicated that the tanker appeared to have lost steering control. The latest NTSB findings provide a more detailed sequence of events, although the underlying cause remains under investigation.

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American Heritage Captain Last to Leave After Tanker Strike

All passengers and crew survived after about 100 people entered the Mississippi River during the evacuation.

17, November 2026

American Heritage captain Leonard Stewart was the last person to leave the river cruise vessel after it was struck by a tanker and capsized in New Orleans on 13 November 2026, according to Mayor Helena Moreno.

Stewart, who was injured during the incident, initially refused medical treatment until he was satisfied that all passengers and crew had been accounted for, Moreno said.

The vessel, operated by American Cruise Lines, was docked at Thalia Street Wharf on the Mississippi River when it was struck by the asphalt tanker Atlantic Asphalt at approximately 12:30 p.m. local time.

In its official statement, American Cruise Lines credited Stewart and the crew with enabling the rapid evacuation of the vessel.

The operator said Stewart remained on the bridge as American Heritage capsized, calling for assistance and attempting to keep the riverboat alongside the dock for as long as possible.

Moreno subsequently praised the captain's response, confirming that he had remained aboard until the final stages of the evacuation.

Emergency responders, including the US Coast Guard, New Orleans Harbor Police and nearby vessels, assisted in evacuating passengers and crew. Approximately 100 people entered the Mississippi River during the incident.

All passengers and crew survived. A total of 32 people were taken to hospitals, including two police officers involved in the rescue operation.

According to Associated Press reporting on 16 November, four people remained hospitalised, including one in serious condition.

The US National Transportation Safety Board (NTSB) is investigating the collision. Preliminary findings indicate that Atlantic Asphalt experienced a steering malfunction approximately two minutes before striking the docked riverboat.

The cause of the steering malfunction has not been established. HMT News previously covered the NTSB's preliminary findings.

American Cruise Lines said it was continuing to assist affected passengers and crew, including arranging accommodation and transportation following the incident.

hmt-news.com

Armed Guards Repel Pirate Boarding Attempt in Gulf of Aden

A warning shot forced the skiff to abandon its approach, amid renewed reports of suspicious activity near Yemen.



Illustration purpose only (AI generated image)

18, November 2026

Armed security guards aboard an unidentified cargo vessel stopped a suspected pirate boarding attempt in the Gulf of Aden on 17 November 2026, after a skiff carrying armed individuals approached the ship off Yemen.

The incident occurred approximately 50 nautical miles southwest of Al Mukalla, according to a report published by UK Maritime Trade Operations (UKMTO).

The approaching skiff was carrying armed individuals and ladders. As the group attempted to board the cargo vessel, its onboard security team fired a warning shot, causing the smaller craft to abandon the approach and return towards a mothership.

The attempted boarding followed a separate suspicious encounter on 16 November, when an unidentified tanker reported an approaching skiff and a suspected mothership approximately 430 nautical miles east of Socotra, Yemen.

The tanker's master reported seeing four armed individuals and a ladder aboard the skiff. The tanker managed to evade the approaching craft without being boarded.

The incidents occurred amid further reports of suspected pirate activity in the Gulf of Aden and western Indian Ocean.

In late October, the Maritime Security Centre Indian Ocean (MSCIO) received a report of a green-blue small craft carrying nine people, two ladders and a hook while travelling south through the Gulf of Aden.

Another incident involved the reported seizure of the Iranian fishing vessel Azini, which was suspected of being used as a mothership by pirates. The vessel was carrying 20 crew members.

On 2 November, the Indian Navy reported completing a 48-hour operation to recover the fishing vessel. Naval personnel, supported by the Indian Air Force, freed the crew and arrested the suspected pirates.

Earlier piracy incidents in the Gulf of Aden have also involved armed groups approaching merchant vessels in small craft and attempting to board them.

MSCIO continues to warn commercial shipping of piracy risks across the region.

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Midas tanker grounded in Lumut during unauthorised sea trial

The vessel was refloated the next morning, with no injuries or pollution reported as authorities investigate the incident.

18, November 2026

The unladen Midas tanker grounded in Lumut during a reported unauthorised sea trial, striking a seawall beside a pedestrian walkway at the MADANI Esplanade Wing Recreational Park at about 09:50 local time on 16 November. Ten Thai crew members were aboard. Police reported no casualties.

Police said on 16 November that preliminary information from the Marine Department indicated the vessel had left the previous night for a sea trial without approval for a preliminary inspection by the relevant agencies. Police said the cause had not yet been established. Authorities were checking the vessel's registration papers, operating permits and movement records.

Videos shared on social media showed the tanker close to shore and damage to the embankment. AIS data supplied by Pole Star Global showed the vessel travelling at 4.5 knots shortly before grounding, according to Maritime Executive.

By early 17 November, Midas had been refloated and anchored off Tanjung Batu Agas, Lumut. The Malaysia Marine Department said a tug was standing by and that it had appointed a marine accident investigating officer. The investigation will examine contributing factors, navigational safety and compliance with maritime regulations.



MT Midas tanker successfully refloated on Tuesday (Source: Marine Department Malaysia)

A preliminary inspection by the Marine Department and the Malaysian Maritime Enforcement Agency found no oil spill or marine pollution.

hmt-news.com

USCGC Healy Engine Failure Triggered Fire, Repair Records Reveal

The breakdown ended the icebreaker's 2026 Arctic mission, and no return-to-service date has been announced.



Photo source: U.S. Coast Guard

18, November 2026

U.S. Coast Guard procurement records have revealed extensive damage aboard the icebreaker USCGC Healy following a catastrophic overspeed failure of its No. 2 main propulsion diesel generator in July 2026. The incident also caused a fire in the generator room, requiring repairs to electrical and fire detection equipment.

The 420-foot icebreaker was towed back to Seattle on 13 July after suffering an engineering casualty northwest of Port Angeles, Washington. The U.S. Coast Guard subsequently announced that the vessel required major repairs and an investigation. The breakdown prevented Healy from completing its planned 2026 Arctic summer mission.

An October procurement document identified the failure as a catastrophic overspeed event involving generator No. 2. The Coast Guard also sought corrective maintenance on the overspeed protection systems and governors of generators No. 1 and No. 3.

The maintenance solicitation covered mechanical and electro-pneumatic overspeed devices, Woodward governors and associated equipment. Required work included disassembly, inspection, replacement of specified seals and bearings, recalibration and bench testing.

Although the governors and boosters appeared to operate normally, the procurement records indicated that no previous servicing or overhaul records were available. Both engines had accumulated more than 40,000 operating hours.

The scope also included replacing a damaged cylinder head on generator No. 3. The maintenance period was scheduled for 13–31 October in Seattle, with an option for up to $60,000 in additional repairs if further defects were identified.

Separate September procurement documents described fire damage in Generator Room No. 2. High temperatures had affected detection equipment and wiring, causing electrical faults and requiring replacement of components in the upper section of the compartment.

The Coast Guard sought repairs to the Siemens FireFinder XLS fire detection system, including damaged wiring and a malfunctioning operator interface. Another procurement addressed equipment associated with the vessel's CO2 fire suppression system.

Meanwhile, a 13 November market survey outlined a potential five-year technical support arrangement for Healy's integrated propulsion plant, covering July 2028 through July 2033.

The proposed services include routine maintenance, technical troubleshooting, casualty response, equipment upgrades and personnel training. GE Power Conversion, part of GE Vernova, was identified as the original equipment manufacturer and holder of the proprietary technical data required for the work.

The November notice is preliminary market research rather than an awarded contract, and the documents do not establish a connection between the proposed support arrangement and the July failure.

The Coast Guard has not released its investigation findings or confirmed whether the repairs have been completed. No return-to-service date has been announced, leaving Healy's availability for the 2027 Arctic navigation season uncertain.

hmt-news.com

SMIT Salvage completes Sigma Pearl refloating off Kakinada

All 20 crew members were rescued before the carrier was refloated and moved to a safe anchorage.



Photo: SMIT Salvage

19, November 2026

SMIT Salvage has completed the Sigma Pearl refloating operation off Kakinada, India, freeing the bulk carrier on the team's first attempt, Boskalis said. The ship had run aground near Antarvedi during severe weather associated with Cyclone Arnab.

The salvage team used about 2,000 metres of Dyneema towline and a combination of deballasting and pulling to refloat the vessel. Boskalis' ocean-going tug BOKA Centre, with a bollard pull of 300 tonnes, brought salvage equipment to the site and then towed the carrier to an anchorage. India's Directorate General of Maritime Administration said in its October 2026 monthly report that Sigma Pearl ran aground off Antarvedi during the cyclone and that the Indian Coast Guard rescued all 20 crew members.

The Marshall Islands-flagged bulk carrier had departed Visakhapatnam after discharging cargo and was heading for Singapore when it grounded on 28 October 2026, according to Riviera. The Coast Guard had evacuated the crew before salvage operations began.

Riviera reported that the vessel was refloated on 7 November 2026. Boskalis said the tug and salvage team then moved it to a safe anchorage. The operation was carried out by SMIT Salvage with Indian partner Marine Emergency Response Centre (MERC), with support from the BOKA Centre crew and government agencies, according to Boskalis' update.

hmt-news.com

DEME Orders Two Offshore Survey USVs from DEMCON

Designed for multi-day missions, the USVs can deploy from port or an offshore construction vessel and be moved between projects in standard containers.

18, November 2026

DEME has ordered two offshore survey USVs from DEMCON unmanned systems, with delivery scheduled for 2027. The unmanned vessels will be built on DEMCON's DUS OV platform, with construction already underway.

The two vessels are being configured to meet DEME's offshore survey requirements. The order also covers handling equipment, including vessel trolleys and launch and recovery systems, according to a press release issued by DEMCON.

Designed for missions lasting several days, the USVs can operate from ports or be deployed using offshore construction vessels as motherships. Their modular configuration also allows transportation in standard shipping containers for mobilisation between project locations.



Source: Demcon Unmanned Systems

DEMCON will provide the software used for navigation, mission management and remote vessel control. The system will support autonomous survey-track following, collision avoidance, dynamic positioning and real-time monitoring, while allowing operators to intervene remotely when required.

The remote operations centre will combine vessel control and mission information with system alerts and survey equipment data. Its modular architecture will allow DEME's survey equipment, communications infrastructure and operational systems to be integrated into a common operating environment.

The USVs are based on a DNV type-approved design that provides a technical foundation for the planned certification of remote and autonomous operations. DEMCON has not announced that this operational certification has been completed.

Redundant power, propulsion, navigation and communications systems are designed to maintain vessel control in the event of individual equipment failures. The architecture also allows the vessels to initiate an appropriate safe response when necessary.

hmt-news.com

Hong Kong drops pipeline damage charge against NewNew Polar Bear captain

The withdrawn charge leaves the pipeline-damage allegation without a court ruling; the captain was fined for two separate ship-safety offences.



NewNew Polar Bear (Photo: cbnme.com)

19, November 2026

Hong Kong prosecutors have withdrawn the criminal-damage charge against the captain of the container ship NewNew Polar Bear, which was accused of damaging the Balticconnector gas pipeline and submarine cables in 2023. A prosecutor from Hong Kong's Marine Department told Eastern Court on 18 November 2026 that several witnesses from mainland China could not be contacted, the South China Morning Post reported.

Captain Wan Wenguo had pleaded not guilty to the criminal-damage charge. It was discontinued before trial, leaving the allegation without a court ruling. Wan pleaded guilty to two separate ship-safety offences: continuing a voyage from Russia to China without sufficient anchors, and failing to submit daily reports to the shipping company. Hong Kong media reported that he was fined HK$4,000 and referred to the Immigration Department to arrange his return to mainland China.

Wan had been held in Hong Kong custody since December 2024, the South China Morning Post reported. The criminal-damage trial had been due to start in December 2026.

The Balticconnector gas pipeline between Finland and Estonia was damaged on 8 October 2023. Finland's National Bureau of Investigation later concluded that the pipeline damage was caused by the anchor of the NewNew Polar Bear. Estonia's Internal Security Service reported that two submarine communications cables were also damaged in the incident and identified the ship as a possible cause, while cautioning that it was too early to draw conclusions about responsibility or intent.

hmt-news.com