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HMT weekly

Heavy Marine Transport & Offshore — Weekly Briefing

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Samsung Heavy Industries names COO Lee Wang-geun as next CEO

The South Korean shipbuilder has nominated its COO to succeed Choi Sung-an, who is expected to retire in March 2027, with the company's 2026 order intake reaching $12.7 billion as of 16 November. P24

Breaking into the Semi-submersible Heavy Transport Sector

The 75,000 dwt newbuilding is due for delivery in the first quarter of 2029, with an option for a second vessel that could bring the reported contract value to approximately $380 million. P2



Cadeler targets 12-vessel offshore wind installation fleet by mid-2027

Wind Apex is scheduled to begin work at Dogger Bank C in Q3 2027, while Cadeler has two further T-class installation vessels on order for delivery in 2030 and 2031. P22

Flex Box Shipping orders $190m semi-submersible heavy transport vessel

The 75,000 dwt newbuilding is due for delivery in the first quarter of 2029, with an option for a second vessel that could bring the reported contract value to approximately $380 million.



Illustration purpose only (AI generated image)

24, November 2026

Flex Box Shipping is entering the heavy transport market with an order for a 75,000 dwt semi-submersible heavy transport vessel at Chinese shipbuilder CIMC Raffles.

According to industry reports, the contract covers one firm vessel and an option for an additional unit, with the first vessel due for delivery in the first quarter of 2029. The reported price is approximately $190 million per vessel. Exercising the option would bring the total contract value to around $380 million.

The newbuilding will reportedly feature an electric propulsion system and dynamic positioning capabilities. Its main engines will be capable of running on methanol, heavy fuel oil and diesel.

The vessel is designed for offshore operations, including the transportation of large modules and jacket structures, as well as the transport and installation of offshore platforms and other large marine structures.

Flex Box Shipping plans to operate the newbuilding itself, marking its entry into the semi-submersible heavy transport sector as both a vessel owner and operator.

Established in 2012 and headquartered in Shanghai, the company has traditionally focused on the container shipping and Capesize bulk carrier markets. Its existing fleet comprises more than 20 container ships and two Capesize bulk carriers.

The decision to diversify into specialised heavy transport was reportedly driven by high vessel acquisition costs in its established shipping segments.

Neither Flex Box Shipping nor CIMC Raffles has confirmed the reported order in the publicly available sources reviewed.

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MV Grietje carries three Liebherr cranes to India

SAL's heavy-lift vessel is carrying the three cranes to India.



Photo source: SAL via LinkedIn

24, November 2026

Three Liebherr mobile harbour cranes have been loaded aboard SAL's MV Grietje in Rostock, Germany, for transport to India's east coast, with Kakinada and Visakhapatnam named as the destinations.

The shipment comprises one LHM 550 and two LHM 425 cranes. The project update supplied for this report says the cranes were loaded in Rostock for the voyage to the two Indian ports. It does not specify which units are assigned to each destination.

A vessel movement schedule separately lists MV Grietje at Kakinada on 1 November to discharge crane parts. It includes two "CRANE PARTS" entries, with the figures 550 and 425. The schedule corroborates the vessel's call and crane-related cargo at Kakinada, but does not identify the cargo as the three cranes described in the project update.

The update credits JSI Alliance and Sai Maritime & Management Pvt Ltd with the project, working with Bothra Group and Vipin Sharma, identified in the update as a director at Golden Coast.

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FROM THE EDITOR'S DESK

A New Player in Heavy Transport

Entering the heavy transport market takes more than investing in a specialised vessel.

The company, traditionally involved in container shipping and bulk carriers, has reportedly ordered a 75,000 dwt semi-submersible heavy transport vessel from CIMC Raffles, with an option for a second unit.

It's an interesting development, particularly in a market where relatively few operators have the capability to handle some of the world's largest and most complex cargoes.

Having worked in heavy transport, I know that owning a capable vessel is only part of the equation.

Unlike conventional shipping, heavy transport demands much more than moving cargo between ports. Every project brings different technical requirements, operational challenges, and commercial risks. Experience, engineering capability, and the ability to coordinate complex operations are just as important as the vessel itself.

For an established operator, these capabilities have often been developed over many years. For a newcomer, building that expertise and earning customers' confidence can be a significant challenge.

Still, I welcome the prospect of new players entering the sector. Fresh competition can bring new ideas, investment, and opportunities for the industry.

Whether Flex Box Shipping succeeds remains to be seen. But its reported move raises an interesting question: in a highly specialised market like heavy transport, what matters more — the vessel you own or the expertise behind it?

I believe the answer lies in having both.

Mike Lee
Editor | HMT NEWS



BigLift completes LHM 550 delivery to Port de Sète



Photo: Liebherr en France via LinkedIn

21, November 2026

BigLift completed the delivery of a Liebherr LHM 550 mobile harbour crane from Rostock, Germany, to Port de Sète in southern France. Weighing more than 400 tonnes, the crane has entered service at the port. It replaces a MAGUE crane damaged during Storm Nils.

The crane travelled aboard a BigLift heavy-lift vessel. The source material does not identify the ship by name. The voyage began at the Liebherr factory in Rostock and crossed the Baltic and North seas. The vessel then sailed along the French and Portuguese coasts, passed through the Strait of Gibraltar and continued across the Mediterranean to Sète.

At the port, the crane was discharged using the two shipboard cranes. Each crane has a stated lifting capacity of 400 tonnes, and the operation used an 18-tonne spreader beam. Unloading took three hours and 30 minutes.

The LHM 550 is designed to handle bulk cargo, containers and heavy loads. Its bulk-handling rate is stated at up to 1,500 tonnes per hour. The boom is described as 48 metres long and extendable to 54 metres, while the operator's cab is positioned 24 metres above ground.

The crane's undercarriage has 18 axles, each with four wheels; six wheels are steerable. An electrical cable system supports different lifting arrangements: a rotating hook for heavy loads or a spreader for containers.

The new crane replaces equipment damaged during Storm Nils, which affected the port's previous MAGUE crane. The LHM 550's combination of bulk, container and heavy-cargo handling gives the port a single mobile crane suited to several cargo types.

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First 10 Nordseecluster B monopiles unloaded in Eemshaven

Each monopile averages 81 metres long and weighs around 1,350 tonnes.

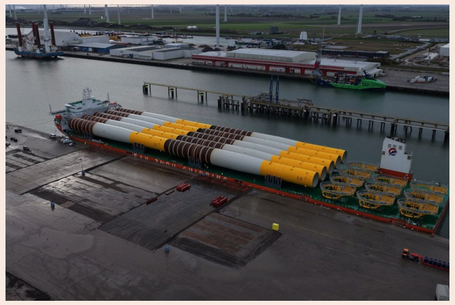


Image source: RWE

24, November 2026

The first 10 Nordseecluster B monopiles have been unloaded in Eemshaven, the Netherlands, ahead of offshore construction at the 900 MW wind farm in German waters.

Project developer RWE confirmed the completion of unloading on 23 November 2026. The foundations, supplied by Chinese manufacturer Dajin Heavy Industry, weigh approximately 1,350 tonnes each and have an average length of 81 metres.

The heavy-lift terminal operated by Buss Ports will handle all 60 monopiles allocated to Nordseecluster B during 2026 and 2027. Eemshaven will provide the storage areas and port infrastructure required for the foundation installation campaign.

Production of the foundations is divided between two of Dajin Heavy Industry's manufacturing bases in China. Tangshan will supply 50 monopiles together with 30 main access platforms, while Penglai will produce the remaining 10 monopiles.

In an earlier announcement on 3 October, Dajin Heavy Industry reported that its first consignment had departed Tangshan the previous day, bound for Eemshaven with 10 monopiles and 10 main access platforms.

The manufacturer subsequently announced on 12 October that its second consignment of 10 monopiles was being transported to Eemshaven aboard the 40,000 DWT deck carrier KING THREE. The vessel's maiden voyage marked the entry into operation of the third and final vessel in the company's KING series.

RWE did not identify the vessel responsible for delivering the foundations covered by its latest unloading announcement.

Installation of the monopiles at Nordseecluster B is due to start in 2027. Offshore turbine installation will follow in 2028, covering 60 units, with commercial operation scheduled to commence in early 2029.

The wind farm is the second phase of the Nordseecluster development, situated around 50 kilometres north of Juist in the German North Sea. The 660 MW Nordseecluster A is scheduled to become fully operational in early 2027.

The two phases will provide approximately 1.6 GW of generating capacity. RWE, which holds a 51% stake in the development, oversees project construction and will manage its subsequent operation. Norges Bank Investment Management holds the other 49%.

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How Modern Semi-Submersible Heavy Transport Vessels Perform Float-on/Float-off Operations

A technical examination of modern semi-submersible heavy transport operations, covering ballast control, submerged stability, cargo positioning, cribbing, load transfer and float-off procedures.

22, November 2026

Semi-submersible heavy transport vessels (SSHTVs) are designed to carry large floating structures by temporarily submerging their cargo decks, allowing the cargo to float into position before being lifted clear of the water.

Known as Float-on/Float-off (FLO/FLO), this method is widely used to transport offshore drilling rigs, floating production units, ships and other large marine structures. Although the basic principle has remained largely unchanged for decades, modern operations involve detailed stability calculations, cargo-specific ballast sequences, structural analysis and precise control of load transfer.

The key engineering challenge is transferring the cargo's weight from buoyancy to the transport vessel's supporting structure, and reversing that process at the discharge location, without exceeding the operational or structural limits of either.

Planning the Loading Operation

Every Float-on operation begins with an engineering assessment tailored to the cargo and transport vessel.

The cargo's displacement, draft, dimensions, centre of gravity and structural support locations must be established. Engineers also assess the transport vessel's stability, ballast capacity, deck strength, longitudinal strength and permitted submerged draft.

Particular attention is given to the cribbing arrangement. Cribbing provides the supporting interface between the cargo and transport deck, distributing the cargo's weight into suitable structural areas of the vessel.

Support locations, anticipated reactions and structural deflections must be considered to avoid excessive local loading during the transfer process.

The American Bureau of Shipping (ABS), in its 2022 Requirements for Building and Classing Semi-submersible Heavy Lift Vessels, specifies that detailed ballast sequence analysis must be undertaken for each Float-on/Float-off operation, considering the cargo's properties and sea conditions.

This means the ballast plan must be developed for the specific loading or discharge operation rather than relying solely on a vessel's general operating procedures.

Controlled Ballasting and Submergence

Once the loading location and operational conditions have been confirmed, the SSHTV begins taking seawater into its ballast tanks.

The additional ballast increases the vessel's displacement and draft, gradually lowering the cargo deck beneath the water surface.

During submergence, the ballast distribution must be controlled to maintain the required trim, heel and stability. Engineers assess changes in waterplane characteristics, the free-surface effect of partially filled tanks and the vessel's longitudinal structural loading.

The vessel must retain adequate stability and reserve buoyancy throughout the operation, including at intermediate submerged conditions.

The planned deck submersion must provide sufficient clearance for the floating cargo and its underwater structures, while maintaining the required under-keel clearance for the transport vessel.

The ballast system of COSCO Heavy Transport's Xiang He Kou illustrates the scale of equipment used on a modern SSHTV.

According to the vessel's published specifications, it has 61 ballast tanks, four air compressors rated at 6,600 m³/hr each, two ballast pumps rated at 1,200 m³/hr each and two additional pumps rated at 160 m³/hr each.

The vessel has a 177.6 m by 43 m cargo deck and a published deck submersion capability of 13 m.

The compressor ratings describe air-system capacity, not a direct ballast-water transfer rate. Actual ballasting and de-ballasting performance depends on the ballast system configuration, operating conditions and approved sequence.

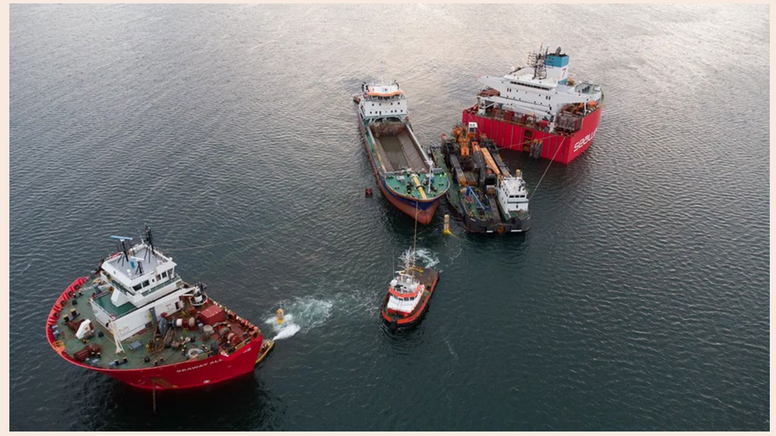


Image source: Blue Water Shipping

Positioning the Floating Cargo

After the transport vessel reaches its planned submerged condition, the floating cargo is moved above the cargo deck.

Positioning may involve harbour tugs, towing lines, tugger winches or guide structures, depending on the cargo and loading location.

The cargo must be aligned with its designated support points while maintaining sufficient clearance from the transport vessel's side structures and cribbing.

Wind, waves, swell and current can affect the relative movement between the cargo and transport vessel. These environmental effects become particularly important when the cargo approaches its final loading position.

The positioning operation must therefore be completed within the approved environmental limits before the transport vessel begins taking the cargo's weight.

Load Transfer: The Critical Stage

The most critical stage begins when the transport vessel starts discharging ballast water.

As the SSHTV rises, the cribbing approaches the cargo's supporting structure. Initial contact marks the beginning of the transfer from buoyant support to structural support.

At first, the cargo remains largely supported by its own buoyancy.

As de-ballasting continues, the cargo's immersed volume decreases, reducing its buoyancy and progressively increasing the load carried by the cribbing and transport vessel.

Under static conditions, the vertical force balance can be expressed as:

Cargo Weight = Remaining Buoyancy + Total Vertical Support Reaction

However, the transfer does not necessarily occur uniformly across all support points.

Individual cribbing reactions may differ because of cargo geometry, support alignment, hull deflection and relative movement between the cargo and transport vessel.

Consequently, the ballast sequence must account for changes in trim, heel, support reactions and structural loading throughout the operation.

Excessive loading at an individual support point could exceed the allowable strength of the cargo structure, cribbing or transport deck, even when the total transferred load remains within the vessel's overall carrying capacity.

The approved loading procedure must therefore consider both global vessel stability and local structural reactions.

Once the planned support condition has been achieved and verified, de-ballasting continues until the vessel reaches its approved transport condition

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Sea-fastening and Transport Preparation

After the cargo has been transferred onto the transport vessel, it must be secured for the intended voyage.

Cribbing provides the designed load-bearing interface, while sea-fastening arrangements restrain cargo movement under the forces expected during transportation.

The sea-fastening design considers static and dynamic loads, including those resulting from vessel motions, heel, trim, gravity and wind.

Engineers also evaluate how these loads are transferred into the cargo structure and the transport vessel's deck.

Before departure, the final transport condition must satisfy the applicable stability, structural strength and cargo-securing requirements.

Float-off: Reversing the Load Transfer

At the discharge location, Float-off reverses the fundamental loading process, but it requires a separately approved operational sequence.

Ballasting and sea-fastening release must be coordinated according to the cargo's stability, the restraint arrangement and the planned separation procedure.

The timing of sea-fastening removal cannot be treated as identical for every operation. The cargo must remain adequately restrained until the approved conditions for safe separation have been established.

As the transport vessel takes in ballast water and submerges, the floating cargo progressively regains buoyancy.

At the same time, the vertical reactions on the cribbing decrease until the cargo becomes fully afloat.

Once sufficient clearance has been established between the cargo and its supports, the cargo can be manoeuvred away from the submerged vessel.

The SSHTV then discharges ballast water to return to its planned floating condition.

As with Float-on, the discharge procedure must account for vessel stability, cargo behaviour, structural loading, environmental limits and positioning arrangements.

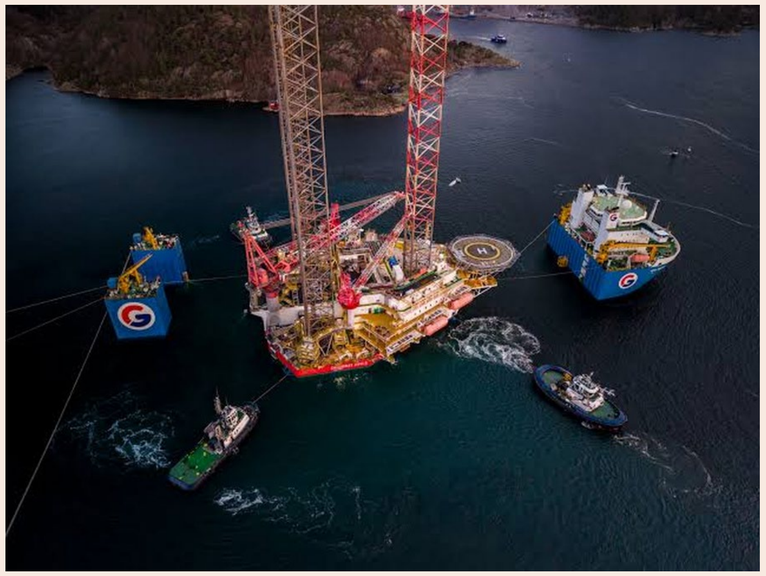


Image source: GPO Heavylift

Modern Heavy Transport Operations

Recent transport projects demonstrate the continued importance of Float-on/Float-off engineering, particularly when multiple floating cargoes are carried on a single voyage.

Boskalis reported a transport operation in which its semi-submersible heavy transport vessel White Marlin carried Micoperi's pipe-laying vessel Seminole and two tugs from Bonny, Nigeria, to Bahía Blanca, Argentina.

The project required three floating cargoes to be positioned above the submerged deck and held in alignment as the transport vessel emerged from the water.

Such operations illustrate the additional positioning and load distribution considerations involved when multiple cargoes share one transport deck.

Modern vessels may also offer enhanced positioning capabilities. COSCO Heavy Transport lists DP2 capability in the specifications of Xiang He Kou, although the DP system is also described as optional.

Dynamic positioning is not a universal requirement for Float-on/Float-off operations. Its availability and use depend on the vessel's configuration and the approved operational plan.

Float-on/Float-off must also be distinguished from float-over installation. In a float-over operation, an offshore topside is transferred onto a fixed supporting structure rather than being lifted from the water onto a transport vessel.

Engineering Standards and Operational Assurance

Modern heavy transport operations are supported by vessel classification requirements and project-specific marine engineering standards.

ABS requirements address submerged stability, ballast systems, structural strength and operational documentation for semi-submersible heavy lift vessels.

Separately, DNV-ST-N001 Marine Operations and Marine Warranty provides a framework for the planning and assessment of marine transportation, loadout and installation operations. DNV announced a substantial revision of the standard in February 2024.

The applicability of individual class rules and marine operation standards depends on the vessel, project and contractual requirements.

Where required, a Marine Warranty Surveyor reviews the relevant engineering documents, risk assessments and operational procedures before the operation proceeds.

The fundamental challenge remains unchanged: throughout Float-on and Float-off, the forces supporting a floating cargo are continuously redistributed between buoyancy and the transport vessel.

Managing that transition through controlled ballasting, stability assessment and structural load transfer is what enables modern semi-submersible heavy transport vessels to carry some of the largest floating structures in the offshore and maritime industries.

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MV Luisa Transport Campaign Set for Bilbao Load-Out

Eight saddles installed ahead of a 50-week monopile campaign.

23, November 2026

The MV Luisa transport campaign is being prepared in Bilbao ahead of a planned 50-week monopile movement programme. According to the campaign update, eight cargo saddles have been installed aboard the semi-submersible heavy transport vessel, while 72 axle lines of SPMTs are standing by. The first load-out is scheduled for Monday.

The Port of Bilbao's vessel bulletin listed MV Luisa as arriving from Rotterdam on 22 November and scheduled to depart for Vlissingen on 24 November.

Norfolk Vanguard West remains a possible project link. Haizea Wind Group has confirmed that it is manufacturing monopiles for the project at its Bilbao facilities.

MV Luisa is a semi-submersible deck carrier built in 2008. SAL Heavy Lift's fleet list gives the vessel an overall length of 174 m, a beam of 48 m and 7,104 m² of free deck space. It lists a uniform deck load of 18 t/m², a maximum submerged draught of 15.29 m and a service speed of 9 knots.

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Photo source: Manora Logistics via LinkedIn

Xiang He Kou completes Seminole float-off in Bonny

Micoperi's derrick lay vessel and two support units arrived in Nigeria after a voyage from Argentina aboard the semi-submersible heavy transport vessel.



Photo courtesy of Cosco Shipping Heavy Transport

20, November 2026

The semi-submersible heavy transport vessel Xiang He Kou completed the float-off in Bonny, Nigeria, of Micoperi's derrick lay vessel Seminole and two offshore support vessels, which it had carried from Bahía Blanca, Argentina.

COSCO lists Xiang He Kou as a 48,480-tonne deadweight semi-submersible heavy-lift vessel. It is 216.7 metres long and has a 177.6-by-43-metre cargo deck with a deck-submersion capability of 13 metres. COSCO also lists float-on/float-off among the vessel's capabilities. During the Bonny operation, the transport vessel was ballasted and submerged to allow the cargo to be manoeuvred off its deck.

Micoperi describes Seminole as a self-propelled derrick lay vessel combining pipe-laying and lifting functions. It measures 135.81 metres long and 30.5 metres wide. Its specifications list a pipe-tensioning capacity of 200 tonnes and a 703-tonne revolving crane. Built in France in 1975, the vessel underwent a major rebuild completed in 2011.

Before the shipment to Nigeria, Seminole and the two support vessels had worked on the submarine pipeline section of Argentina's Vaca Muerta Oil Sur (VMOS) project. ArgenPorts identified the accompanying units as Spring360 and EDT Aeolus, and reported that the three vessels were loaded onto Xiang He Kou at Bahía Blanca for the onward journey to Nigeria.

The shipment brings Seminole back to Nigeria after an earlier Bonny-to-Bahía Blanca voyage. HMT News previously reported that White Marlin carried Seminole and two tugs from Bonny to Argentina.

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NXGEN details Manatee jacket loadout operations in Trinidad and Tobago

SPMTs, weighing, mooring and ballasting systems support the offshore jacket's transfer onto a transport barge.

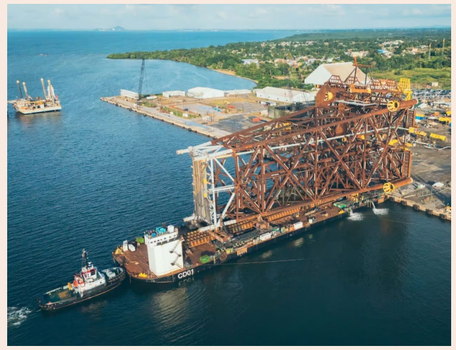


Image credit: NXGEN

25, November 2026

NXGEN has outlined the engineering and operational scope of the Manatee jacket loadout undertaken for Shell in Trinidad and Tobago, covering heavy transport, structural support, weighing, mooring and ballasting operations.

The loadout was carried out on 14 September 2026 at Berth 2 of the Port of Brighton, where the offshore jacket was transferred from the fabrication yard onto a transport barge. The structure was manufactured by Trinidad Offshore Fabricators Company (TOFCO) at the La Brea Industrial Estate and has been described by local project participants as the largest jacket fabricated in the country.

NXGEN provided the self-propelled modular transporters (SPMTs), temporary support steelwork and engineering services required for the operation.

Ahead of the barge transfer, the company used its SPMTs to lower the jacket by 1.5 metres before relocating it within the fabrication yard.

A weighing operation was subsequently performed using 22 load cells, each with a rated capacity of 600 tonnes. The resulting measurements established the load distribution across the jacket's support points, providing engineering data for the subsequent loadout.

The marine scope included the provision and operation of six mooring winches, each rated at 50 tonnes, together with a high-capacity ballasting system.

While the mooring equipment controlled the position of the receiving barge, the ballast system compensated for changes in loading as the jacket progressively moved from the quayside onto the barge deck. The land transport and marine systems were managed within an integrated operational scope.

According to LABIDCO, the transfer was conducted using the dedicated heavy lift pad at Berth 2 following several months of preparation.

The jacket forms part of Shell's Manatee offshore gas development in Trinidad and Tobago.

The published accounts of the operation did not specify the number of SPMT axle lines deployed, the duration of the barge transfer, the contract value or the offshore installation schedule.

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Chipolbrok's Wyspiański begins maiden voyage with LNG tanks and wind cargo

The 38,000-dwt newbuild features a 700-tonne tandem lifting capacity and serves the Far East–Europe trade.



Photo source: ZPMC via LinkedIn

26, November 2026

Chipolbrok's Wyspiański, a newly delivered multipurpose heavy-lift vessel, embarked on its maiden voyage on 16 November 2026 with a cargo of LNG tanks, transformers and wind energy equipment bound for Türkiye and Northern Europe.

Built by Shanghai Zhenhua Heavy Industries (ZPMC) at its Qidong shipyard in China, the 38,000-dwt-class vessel is the second delivery in a series of four newbuilds ordered by the Chinese-Polish carrier.

The vessel has been deployed on the Far East–Europe trade, with previously announced sailing plans including calls in Türkiye, Antwerp and Hamburg.

For heavy-lift operations, Wyspiański is equipped with three 350-tonne deck cranes. According to Chipolbrok's vessel specifications, two cranes can work in tandem to handle individual cargo units weighing up to 700 tonnes.

The vessel features a forward-positioned superstructure and a cargo deck area of 5,066 square metres, approximately equivalent to 12 standard basketball courts.

Measuring 182 metres in overall length, the newbuild has a beam of 30 metres, a depth of 17 metres and a service speed of 14.5 knots. Its design also incorporates provisions for conversion to dual-fuel operation in the future.

The maiden voyage follows the deployment of sister vessel Chełmoński, which previously carried 11 wind turbine sets to South Africa on its inaugural voyage.

The remaining two vessels in the four-ship newbuilding programme are under construction at ZPMC's Qidong shipyard.

hmt-news.com

Swire Projects delivered 30 wind turbine sets in four voyages



Photo source: Swire Shipping

26, November 2026

Swire Projects completed a four-voyage transport campaign carrying 30 wind turbine sets from China to Western Australia for the Warradarge Stage 2 Wind Farm expansion. The shipment programme was reported in February 2026.

Cargo was loaded at Tianjin, Taicang, Nantong and Dongzao, with all four voyages delivering equipment to Henderson in Western Australia.

The use of multiple loading ports required coordination of shipping schedules to maintain consistency throughout the transport campaign.

The shipments supported the installation of 30 additional turbines at the onshore wind farm north of Perth. The turbines have a rotor diameter of 136 metres, a hub height of 84 metres and a maximum blade tip height of 152 metres, consistent with the existing units at the facility.

After discharge at Henderson, major turbine components were transported by road to the wind farm site via the Brand Highway.

The expansion will increase Warradarge's installed generating capacity from 180 MW to 283 MW, with electricity production equivalent to the requirements of approximately 164,000 households.

According to Bright Energy Investments, all 30 additional turbines have been installed and commissioning activities are under way. The expanded wind farm is expected to become operational in early 2027.

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CMHI wins semi-submersible salvage vessel order with 10,000-tonne lifting capacity

The DP3 vessel will feature twin 5,000-tonne cranes for offshore salvage and heavy-lift operations.



Image credit: AI-edited illustration based on an image published by CNSS.

26, November 2026

China Merchants Heavy Industry (Jiangsu) (CMHI) has secured an order from the Shanghai Salvage Bureau of China's Ministry of Transport to build a semi-submersible salvage vessel equipped with two 5,000-tonne revolving cranes.

The construction contract was signed in Shanghai on 4 November 2026, according to Chinese maritime publication CNSS. The vessel has been designed by the 708 Research Institute of China State Shipbuilding Corporation (CSSC) for heavy-lift salvage, emergency response and recovery operations in challenging offshore and deepwater conditions.

The design specifications outline a vessel measuring approximately 175 metres in length, with a moulded breadth of 88 metres and a moulded depth of 45 metres. Its operating draught will range from 24 to 26 metres.

The semi-submersible vessel will be equipped with two fully revolving cranes, each rated at 5,000 tonnes. According to CNSS, the cranes will provide a tandem lifting capacity of 10,000 tonnes, supporting large-scale salvage and vessel recovery operations.

The vessel will feature a diesel-LNG dual-fuel power system, DP3 dynamic positioning and a 12-point mooring arrangement. Designed for unrestricted navigation, it will accommodate 480 personnel, with a minimum design speed of eight knots, a range of 10,000 nautical miles and an endurance of 60 days.

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Petrobras business plan allocates $86bn to upstream projects

Nine new production systems and 30 vessel charters planned through 2031.



Illustration purpose only (Source: Petrobras)

25, November 2026

The Petrobras business plan for 2027–2031 allocates approximately $86 billion to exploration and production (E&P) within a broader $122 billion investment programme. Approved by the board on 23 November 2026, the programme represents a 12% increase from the $109 billion outlined in the previous five-year plan.

The upstream portfolio comprises $83 billion in projects under implementation and approximately $3 billion in projects under evaluation. Pre-salt developments account for 60% of the implementation budget, followed by post-salt developments at 23% and exploration at 12%.

Nine new production systems are expected to enter service between 2027 and 2031. Eight have already been contracted, with procurement underway for the remaining system. The Brazilian state-owned energy company envisages nine further projects beyond 2032.

Petrobras has allocated $14 billion to around 50 complementary development projects at existing fields, primarily across the Campos and Santos basins.

The programme encompasses integrated development plans for Roncador, Barracuda/Caratinga, Marlim Sul and Jubarte, together with additional development work at the Tupi, Itapu and Búzios fields.

Approximately 100 additional development wells are expected to be drilled under the programme. Complementary development activities are forecast to contribute around 10% of the company's average production over the five-year period.

A separate exploration programme carries a budget of $10 billion, covering approximately 50 wells across Brazil's Equatorial Margin, southern and southeastern offshore regions, and other domestic and international acreage.

Petrobras also anticipates spending approximately $11 billion on decommissioning activities through 2031.

The wider investment programme includes $7 billion for logistics and marketing projects. Fleet-related plans comprise the construction of 21 coastal shipping vessels, completion of deliveries of 18 barges and the chartering of 30 new vessels to support E&P operations.

Commercial oil and gas production is forecast to reach 3.1 million barrels of oil equivalent per day (boepd) in 2027. Output is expected to increase to 3.2 million boepd in 2028 and remain at that level through 2031.

hmt-news.com

Hunter Group secures over 91% acceptances for Jacktel takeover

The NOK 1.63 billion deal gives Hunter control of the 444-person Haven rig.



Photo source: Jacktel

23, November 2026

Hunter Group has secured shareholder commitments covering more than 91% of Jacktel in a NOK 1.63 billion cash takeover, meeting the conditions for its acquisition of the Norwegian offshore accommodation rig owner.

In a stock exchange announcement on 23 November, Hunter Group confirmed that all conditions attached to the NOK 6.30-per-share offer had been satisfied. Settlement of the transaction is scheduled for 25 November 2026.

The acquisition is being carried out through HG Projectco 1, a wholly owned subsidiary of Hunter Group. The offer values Jacktel's issued share capital at approximately NOK 1.627 billion, based on 258.3 million outstanding shares.

The transaction was announced on 19 November, when six major shareholders representing approximately 73% of Jacktel's share capital had already committed to selling their shares. The acceptance deadline was subsequently extended to 23 November, allowing Hunter Group to exceed the required 90% threshold.

Following settlement, Hunter Group plans to compulsorily acquire the remaining shares at the same NOK 6.30-per-share price. The company will then seek to delist Jacktel from Euronext Growth Oslo.

The acquisition will give Hunter Group control of Haven, a four-legged, self-elevating offshore accommodation rig designed for harsh North Sea conditions. The unit can accommodate up to 444 offshore personnel.

Haven is currently working for Aker BP at the Valhall field in the North Sea. Under the extended accommodation contract, the firm employment period runs until 29 February 2028, with four additional one-month options potentially extending operations until 30 June 2028.

The rig's contracted employment provides an existing revenue base for Jacktel. According to preliminary, unaudited figures released with the takeover announcement, the company generated USD 19.0 million in third-quarter 2026 revenue and USD 10.3 million in EBITDA, with operational and financial utilisation both reaching 100%.

As of 30 September 2026, Jacktel reported net interest-bearing debt of USD 54 million and a firm EBITDA backlog of USD 56 million, increasing to USD 75 million including contract options.

For Hunter Group, the acquisition comes as its existing very large crude carrier (VLCC) charter contracts approach completion. The company has identified the transaction as part of its plan to establish longer-term business activities beyond its current tanker chartering operations.

Hunter Group reported a net time-charter result of USD 114.2 million for the third quarter of 2026, with cash and working capital of USD 137.1 million. The company has said the acquisition will be funded from available cash.

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Arabian Drilling signs $400m KJO offshore service contract

Two offshore units secured 10- and 15-year operating contracts.

23, November 2026

Arabian Drilling has signed a SAR 1.5 billion ($400 million) KJO offshore service contract to provide and operate two self-propelled offshore service units under separate 10-year and 15-year commitments.

The agreement with Khafji Joint Operations (KJO) was signed on 19 November 2026 and disclosed to the Saudi Exchange on 22 November. It replaces existing contracts covering two offshore service units already operating for KJO.

The first unit has secured a 10-year contract, with operations expected to commence in the fourth quarter of 2026. The second will operate under a 15-year agreement, with its contract commencement scheduled for the fourth quarter of 2028.



Image source: Arabian Drilling

Arabian Drilling expects the agreements to contribute to its financial results from the respective operational commencement dates.

The two commitments represent the longest offshore service unit contract durations secured by Arabian Drilling to date. The company also said the agreements would maintain its 100% share of KJO's offshore service unit segment.

The award increases Arabian Drilling's cumulative contracted backlog to approximately SAR 18.5 billion ($4.9 billion), which the company described as a record.

The company has not disclosed the names of the two units, their individual contract values or detailed technical specifications.

KJO is jointly operated by Aramco Gulf Operations of Saudi Arabia and Kuwait Gulf Oil Company. It manages oil and gas exploration, drilling and production activities in the Saudi–Kuwaiti Divided Zone.

The agreement follows a separate SAR 2 billion contract signed with KJO in September 2026 for four high-specification offshore jack-up drilling rigs under four-year commitments.

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Dolphin Drilling completes Blackford Dolphin sale and signs India JV deal



Blackford Dolphin rig (Photo source: Dolphin Drilling)

Dolphin received $10 million upfront, with $15 million tied to future drilling work.

23, November 2026

Dolphin Drilling has completed the Blackford Dolphin sale for up to USD 25 million and signed a joint venture agreement with SPM Energy Shipping to pursue offshore drilling contracts in India.

The Norwegian drilling contractor confirmed on 20 November 2026 that ownership of the semi-submersible drilling rig had been transferred to Voyage Shipping Inc., a nominee guaranteed by SPM Energy Shipping FZCO.

Dolphin Drilling received an initial USD 10 million in cash at closing. The remaining USD 15 million is payable when SPM receives its first payment under a potential future drilling contract, bringing the maximum sale consideration to USD 25 million.

The transaction completes the sale agreement signed on 26 October 2026. According to Dolphin Drilling, the disposal reduces its operating costs and eliminates capital expenditure associated with the rig's class renewal survey.

Alongside the sale completion, Dolphin Drilling and SPM have entered into a joint venture agreement covering potential drilling assignments in India.

The arrangement includes Blackford Dolphin, another semi-submersible drilling rig owned by SPM, and additional rigs or units that the partners may agree to include.

The companies are establishing a joint venture entity in India to participate in tenders and enter into drilling contracts. The entity is intended to operate the rigs and manage their drilling assignments in the country.

Any jointly submitted tender will require prior approval from both partners, as well as a separate management agreement under which Dolphin Drilling would provide rig reactivation and operational services.

SPM will be responsible for capital costs, operating expenses and guarantees associated with future drilling contracts. Dolphin Drilling will provide its technical and operational capabilities under the management arrangements.

The sale also changes Dolphin Drilling's capital commitments while providing a basis for pursuing rig management contracts without retaining ownership of Blackford Dolphin.

The company has appointed Ronny Bjørnådal as Executive Chairman, effective 20 November 2026. He will oversee strategic initiatives and partnership development, while CEO Michael Boyd and COO Johan Finnestad will continue to manage day-to-day operations.

Built in 1974, Blackford Dolphin previously operated offshore India under a drilling contract with Oil India Limited.

Although the joint venture agreement has been signed, the Indian entity remains in the process of incorporation. No new drilling contract for Blackford Dolphin was announced as part of the transaction.

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Azule Energy Completes Sale of Angola Block 14 and 14K Stakes

Chariot gains economic exposure equivalent to about 4,000 barrels per day.

21, November 2026

Azule Energy has completed the sale of its interests in Angola's offshore Blocks 14 and 14K to Etu Energias, transferring a 20% participating interest in Block 14 and a 10% interest in Block 14K in the Lower Congo Basin.

The transaction was confirmed on 20 November 2026 following the satisfaction of closing conditions and receipt of the necessary regulatory approvals. The seller is a joint venture between bp and Eni, while the buyer completed the acquisition through its affiliate, Etu Energias Block 14 B.V.

Etu Energias received financial support for the transaction from Chariot Limited and Shell Western Supply and Trading.

According to Chariot's regulatory announcement, the company contributed US$12.4 million toward the acquisition, covering a deposit and additional financing-related transaction costs. In return, Chariot secured economic exposure to future cash flows equivalent to approximately 4,000 barrels of oil per day (bopd).

A total of US$75 million was drawn under debt facilities provided by Shell Trading to complete the acquisition and cover related financial requirements. This includes a US$25.7 million completion payment, working capital, future cash calls, contingent payments and agreed transaction expenses.

The financing arrangement also provides Shell Trading with future oil offtake volumes.

Chariot will receive US$5.8 million in cash for agreed acquisition and administrative costs. Separately, it expects to recover its US$12.4 million contribution, together with interest, from future asset cash flows after the Shell facilities have been serviced.

Block 14 is an established producing offshore asset in Angola's Cabinda province. The adjoining Block 14K is a unitised development area crossing the maritime boundary between Angola and the Republic of Congo and is connected to Block 14.

Oil production from Block 14 began in 1999, and its fields have since produced more than 900 million barrels of crude. Current production is approximately 40,000 bopd, while gross producing reserves across the assets were estimated at 93 million barrels as of 1 January 2026.

Further development possibilities identified by Chariot include the PKBB discovery and additional nearby discoveries that could use existing production and processing infrastructure.

Chariot also said a second transaction involving the same assets is planned. Completion of that separate acquisition would double the company's economic exposure to production in Angola, according to its announcement.

For Azule Energy, the sale forms part of its portfolio restructuring and allows the company to direct investment and resources toward other priorities. The company said it would continue investing in Angola's energy sector.

Rand Merchant Bank, a division of FirstRand Bank, acted as the sole financial adviser to Azule Energy on the completed transaction.

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BOKA Sub C completes Errea Wittu FPSO hook-up offshore Guyana

The 250,000-bpd FPSO achieved first oil on 16 November.



Image source:261120_M0MB1.jpg

20, November 2026

Boskalis reported that its construction support vessel BOKA Sub C completed the Errea Wittu FPSO hook-up in the Stabroek Block, off Guyana's coast. The hook-up linked the FPSO to subsea systems laid before its arrival. Boskalis said crews completed the work safely, with no delays, at a water depth close to 1,700 metres.

Four oceangoing tugs — BOKA Defender, BOKA Keeper, BOKA Sweeper and BOKA Forward — kept the FPSO on location during the operation. Boskalis said BOKA Defender, BOKA Keeper and BOKA Sweeper had earlier towed Errea Wittu on its delivery voyage from Singapore to Guyana. An August notice from Guyana's Maritime Administration scheduled installation activity in the Stabroek Block through 31 December and listed BOKA Forward for the campaign.

BOKA Sub C entered the assignment with Boskalis branding. The company's equipment sheet describes the vessel as a multipurpose DP3 offshore construction vessel. It lists a 400-tonne active-heave-compensated main crane and anchor-handling and towing equipment specified for working depths of up to 3,000 metres.

Mooring infrastructure was in place before the FPSO arrived. Jumbo Offshore installed suction anchors and pre-laid mooring lines for the project. MODEC lists the FPSO's deployment depth at 1,690 metres and its location about 200 kilometres offshore Guyana.

The FPSO serves the Uaru development, which combines the Snoek, Mako and Uaru resources in the Stabroek Block. MODEC lists its designed oil production capacity at approximately 250,000 barrels per day and storage capacity at 2 million barrels. The company announced that Errea Wittu achieved first oil on 16 November 2026.

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Boskalis Wins Forties and Beryl Subsea Decommissioning Contract

ROV-led work will cover wells, seabed structures and pipelines across both fields.

20, November 2026

Boskalis Subsea Services has secured a long-term subsea decommissioning contract from Apache North Sea for the operator's Forties and Beryl fields in the UK North Sea. The Forties and Beryl subsea decommissioning scope covers wells, seabed structures, pipelines and associated infrastructure. Work will include flushing and disconnecting the assets, followed by recovery and disposal.

Most offshore work is expected to use remotely operated vehicles (ROVs). Boskalis Subsea Services plans to station a project team at Apache's Aberdeen base to work with the operator on preparation, technical design and execution.

Donald Martin, Apache's vice president for decommissioning, described the award as a milestone in a programme he said is among the UK's most extensive offshore decommissioning efforts. APA Corporation's public North Sea plan anticipates production ending by the close of 2029 and the retirement of 260 wells and seven platforms across Forties and Beryl, according to its published field plan.

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Image source: Boskalis



Vår Energi signs $4.4bn deal for ConocoPhillips' Norway business



Image source: Vår Energi

The acquired portfolio produced about 120,000 boe/d in 2025.

23, November 2026

Vår Energi has signed a USD 4.425 billion agreement to acquire ConocoPhillips' Norwegian oil and gas business and related infrastructure interests in Norway and the United Kingdom, including operatorship of the Greater Ekofisk Area in the North Sea.

The agreement, announced on 23 November 2026, covers interests in 13 producing fields on the Norwegian Continental Shelf, together with oil transportation and export infrastructure. Completion is expected around the end of the first quarter of 2027, subject to regulatory and governmental approvals.

The acquisition will transfer operatorship of the Greater Ekofisk Area to Vår Energi, covering Ekofisk, Eldfisk, Embla, Tor and the Tommeliten Alfa and Gamma fields. The transaction also includes interests in other producing fields, including Troll, Heidrun, Alvheim and Oseberg.

Vår Energi will also acquire operatorship of the Norpipe oil pipeline and associated receiving facilities at Teesside in the United Kingdom. The UK assets include ConocoPhillips' 40.25% interest in and operatorship of the Teesside oil terminal.

According to the seller's official announcement, the transaction involves the entire issued share capital of ConocoPhillips Skandinavia AS and ConocoPhillips (U.K.) Teesside Operator Limited. The associated decommissioning liabilities are also included in the transaction.

The acquired Norwegian business produced approximately 120,000 barrels of oil equivalent per day (boe/d) in 2025. Vår Energi reported that the portfolio held 414 million boe in net proved and probable (2P) reserves and 101 million boe in contingent (2C) resources at the end of 2025.

The USD 4.425 billion enterprise value is based on an economic effective date of 1 January 2026. ConocoPhillips expects total consideration of approximately USD 3.9 billion after agreed adjustments of around USD 500 million, comprising approximately USD 2.5 billion in net cash proceeds and USD 1.4 billion in remaining 2026 tax liabilities payable in the first half of 2027.

Vår Energi expects the acquisition to generate between USD 700 million and USD 1 billion in operational, commercial and financial synergies, measured on a post-tax net present value basis.

Including its pending combination with BlueNord, which remains subject to customary approvals, Vår Energi estimates pro forma 2026 production of approximately 550,000 boe/d and combined reserves and contingent resources of around 2.9 billion boe. The company has raised its long-term production target to more than 500,000 boe/d into the mid-2030s.

Vår Energi said the acquisition can be funded through existing liquidity and cash available in the acquired business at completion. It reported USD 7.5 billion in available liquidity at 30 September 2026.

The company is also considering a potential equity raise, subject to market conditions, under an existing board authorisation to increase share capital by up to 10%.

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ExxonMobil and partners greenlight $4bn investment in Angola's Block 15

Investment targets Kizomba A and B redevelopment and Likembe field development, alongside a separate hydrocarbon discovery.



Valaris DS-9 drillship (Photo source: Valaris)

25, November 2026

ExxonMobil and its partners have approved a $4bn investment in Angola's Block 15 to extend the productive life of existing offshore fields and develop additional hydrocarbon resources. A separate exploration campaign has also delivered a new discovery within the concession.

The final investment decision (FID), formalised on 19 November 2026, includes the redevelopment of Kizomba A and Kizomba B and the development of the Likembe field. Existing offshore facilities will be utilised to access further resources across the Kizomba Hub.

Angola's National Agency of Petroleum, Gas and Biofuels (ANPG) confirmed that the latest approval concludes the FID process for the Block 15 Life Extension Project, following the sanctioning of Kizomba C redevelopment in 2025.

The planned expenditure forms part of continued development activities under the block's production sharing agreement, which has been extended until 2037.

Meanwhile, exploration drilling at Tchihumba West-01ST1 has resulted in the second hydrocarbon discovery within Block 15 this year, bringing the concession's cumulative discovery count to 21.

The drillship Valaris DS-9 carried out the exploration work in approximately 1,400 metres of water, some 350 km northwest of Luanda.

ANPG reported that drilling encountered hydrocarbons within a sandstone reservoir measuring 65.4 metres in thickness, with favourable petrophysical characteristics. No estimate of recoverable resources or development timetable was announced.

According to Oil & Gas Journal, ExxonMobil holds a 36% operating interest in Block 15. Its partners comprise Azule Energy Exploration (ANG) Ltd. (24%), Azule Energy ANG BV (18%), Equinor Angola (12%) and Sonangol E&P (10%).

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Boskalis subsea awards recognise innovation and sustainable investment

Two industry awards highlight Boskalis' commitment to supply chain innovation and remote operations.

24, November 2026

The latest Boskalis subsea awards have recognised two areas of the company's business: investment in shore-based subsea operations and supply chain collaboration in offshore decommissioning. Both awards were received in the same week.

The British Department for Business and Trade recognised Boskalis in the sustainable investment category at its annual Investment Awards ceremony, hosted by the British Embassy in The Hague, according to the company.

The award acknowledged investment in the company's Aberdeen Remote Operations Center (ROC), where shore-based personnel can support and remotely control critical subsea tasks.



Photo source: Boskalis

According to Boskalis, the facility has created employment opportunities and reduced the need for personnel to travel offshore, lowering associated carbon emissions.

The company also identified potential improvements in vessel operating efficiency through the wider use of remote operations.

Separately, Boskalis Subsea Services received the Innovative Supply Chain Company of the Year award in the large enterprise category at the Offshore Energies UK (OEUK) Awards in Aberdeen on 19 November 2026.

The OEUK award recognised the company's Decommissioning Collective, an initiative that brings offshore operators and supply chain partners together through longer-term working arrangements.

OEUK said the initiative was backed by more than £400 million in committed and planned investment. According to the trade association, this collaborative approach gives operators greater certainty when planning expenditure and resources, while supporting investment decisions among suppliers.

OEUK also reported a 58% reduction in travel-related emissions associated with the decommissioning initiative.

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Jadestone Energy board dispute escalates over Prima control allegations

Prima Energy's push for board representation intensifies tensions over corporate control.

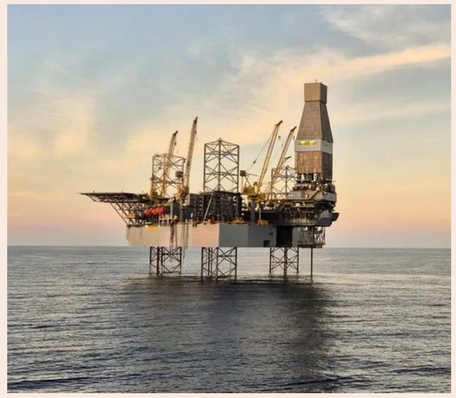


Image source: Jadestone Energy

24, November 2026

The Jadestone Energy board dispute has escalated after the Asia-Pacific oil and gas producer accused Indonesian shareholder Prima Energy of seeking to gain corporate control without offering a takeover premium to other shareholders. Prima has rejected the allegations, maintaining that it is seeking fair representation on the board.

In an announcement on 23 November 2026, Jadestone Energy confirmed that Prima, which it says holds approximately 28.2% of its shares, had requested a general meeting to appoint two non-executive directors.

The nominees are Prima chief executive Pieters Utomo and Paul Blakeley, the former chief executive of Jadestone who now serves as an adviser to the Indonesian company.

The dispute follows Prima's purchase of a substantial stake from Tyrus Capital in September. Jadestone believes the shares were acquired at a significant premium and said the Indonesian investor had declined to disclose the purchase price.

More than ten weeks of negotiations over board representation have failed to produce an agreement. Jadestone considers Prima a direct competitor in its core markets and has sought safeguards covering board independence, confidential information and commercial dealings between the companies.

Jadestone also alleged that Prima had proposed replacing its chairman during discussions on 8 September 2026. The company said institutional shareholders it had consulted opposed granting the investor two board seats and supported the introduction of governance safeguards.

Prima, however, said its proposal was proportionate to its investment. The Indonesian company put its shareholding at approximately 28.3%, compared with the 22.2% representation that two seats on the nine-member board would provide.

It also argued that the commercial, financial and voting restrictions proposed by Jadestone went beyond customary UK market practice.

Prima maintained that the board needed stronger Southeast Asian representation and said it had no intention of removing the current chairman or other directors. Shareholders would be able to vote separately on each nominee.

Headquartered in Singapore, Jadestone has oil and gas production and development interests in Australia, Indonesia, Malaysia and Vietnam.

Jadestone is taking legal advice to establish whether the meeting request complies with Section 303 of the UK Companies Act 2006. Subject to meeting the statutory requirements, the company will convene a general meeting under Section 304.

No formal takeover offer has been announced, and the proposed board appointments remain subject to shareholder approval.

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Saipem wins $650m in offshore EPCI contracts from Aramco

Two contracts cover offshore infrastructure, pipelines and power cable installation.



Image: Saipem

25, November 2026

Saipem has secured two offshore EPCI contracts from Aramco with a combined value of approximately $650 million. Announced on 25 November 2026, the awards cover the installation of production infrastructure, pipelines and power cables at offshore fields in Saudi Arabia.

The contracts, designated CRPO 168 and CRPO 170, were awarded under the existing Long-Term Agreement (LTA) between the two companies. Both packages involve engineering, procurement, construction and installation (EPCI) activities.

For the offshore work, Saipem will use construction vessels already deployed in the region. Fabrication will be carried out at its Saudi Fabrication Yard by Saipem Taqa Al-Rushaid Fabricators Co. Ltd.

At the Marjan field, the CRPO 170 package covers three production deck manifolds (PDMs), approximately 25 kilometres of pipelines with diameters ranging from 12 to 16 inches, and around 17 kilometres of 15 kV power cables. Related subsea facilities are also included in the contract.

The CRPO 168 package encompasses infrastructure development at the Abu Safah, Safaniyah, Manifa and Berri fields. Its scope includes four PDMs, approximately 14 kilometres of pipelines measuring 12 to 16 inches in diameter, and around 24 kilometres of 15 kV power cables, together with associated subsea facilities.

The CRPO 168 contract additionally includes onshore tie-in activities at the Manifa field drilling site.

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Petrobras business plan allocates $86bn to upstream projects

Nine new production systems and 30 vessel charters planned through 2031.

25, November 2026

The Petrobras business plan for 2027–2031 allocates approximately $86 billion to exploration and production (E&P) within a broader $122 billion investment programme. Approved by the board on 23 November 2026, the programme represents a 12% increase from the $109 billion outlined in the previous five-year plan.

The upstream portfolio comprises $83 billion in projects under implementation and approximately $3 billion in projects under evaluation. Pre-salt developments account for 60% of the implementation budget, followed by post-salt developments at 23% and exploration at 12%.

Nine new production systems are expected to enter service between 2027 and 2031. Eight have already been contracted, with procurement underway for the remaining system. The Brazilian state-owned energy company envisages nine further projects beyond 2032.

Petrobras has allocated $14 billion to around 50 complementary development projects at existing fields, primarily across the Campos and Santos basins.

The programme encompasses integrated development plans for Roncador, Barracuda/Caratinga, Marlim Sul and Jubarte, together with additional development work at the Tupi, Itapu and Búzios fields.

Approximately 100 additional development wells are expected to be drilled under the programme. Complementary development activities are forecast to contribute around 10% of the company's average production over the five-year period.

A separate exploration programme carries a budget of $10 billion, covering approximately 50 wells across Brazil's Equatorial Margin, southern and southeastern offshore regions, and other domestic and international acreage.

Petrobras also anticipates spending approximately $11 billion on decommissioning activities through 2031.

The wider investment programme includes $7 billion for logistics and marketing projects. Fleet-related plans comprise the construction of 21 coastal shipping vessels, completion of deliveries of 18 barges and the chartering of 30 new vessels to support E&P operations.

Commercial oil and gas production is forecast to reach 3.1 million barrels of oil equivalent per day (boepd) in 2027. Output is expected to increase to 3.2 million boepd in 2028 and remain at that level through 2031.

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Petronas names third FLNG unit PFLNG TIGA at Samsung Heavy Industries

2 MTPA nearshore FLNG facility targets commercial operations in Sabah in Q3 2027.



Floating FLNG TIGA (Source: Petronas)

26, November 2026

Malaysian energy group Petronas held a naming ceremony for its third floating liquefied natural gas (FLNG) facility, PFLNG TIGA, on 24 November 2026 at the Geoje shipyard of Samsung Heavy Industries (SHI) in South Korea.

With construction still underway, the facility is designed to produce 2 million tonnes of LNG annually. It measures 281 metres in length, 64 metres in breadth and 32 metres in depth. Petronas describes the unit as the world's first nearshore FLNG facility.

The engineering, procurement, construction and commissioning (EPCC) project is being undertaken by a consortium led by Japan's JGC Corporation, with SHI among its members.

JGC Corporation is responsible for topsides engineering, equipment procurement and commissioning, the full EPCC scope for associated onshore facilities, and overall project management. SHI handles the hull EPC scope and topsides module fabrication.

The facility features 11 major modules housing approximately 40,000 tonnes of topsides equipment.

According to JGC Corporation, the project is progressing as planned, with sail-away from Geoje scheduled for February 2027. Petronas indicated that departure would depend on the completion of systems integration, testing and preparations for the voyage.

The nearshore FLNG facility will be deployed to the Sipitang Oil and Gas Industrial Park in Sabah, Malaysia. Upon arrival, the unit will be moored alongside a jetty and connected to the onshore electricity supply and an approximately 12-kilometre feed gas pipeline.

Following hook-up and system commissioning, feed gas will be introduced to initiate liquefaction and gradually increase LNG production. Petronas is targeting commercial operations in the third quarter of 2027 and plans to sell its initial LNG cargoes on the spot market.

JGC Corporation previously worked on Petronas' second FLNG facility, PFLNG DUA, which was completed in 2021.

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Vantris Energy wins Petronas Carigali T&I orders worth up to RM475m

26, November 2026



Photo: Vantris Energy

Malaysian offshore contractor Vantris Energy has secured two additional Petronas Carigali T&I orders for offshore transportation and installation work in Malaysia, with a combined potential value of approximately RM475 million ($115 million).

The awards, announced on 25 November 2026, were secured through VTEB Offshore, an indirectly wholly owned subsidiary of Vantris Energy formerly known as Sapura Offshore.

VTEB Offshore accepted the two work orders on 5 August and 6 October 2026 under an existing contract with Petronas Carigali covering the transportation and installation of offshore facilities in Malaysian waters.

The RM475 million valuation includes an optional scope under one of the work orders. Petronas Carigali retains discretion over whether to exercise the option, meaning the full announced amount is not guaranteed.

According to Vantris Energy, operations began in the third quarter of 2026 and are scheduled to conclude in the fourth quarter of 2027.

The company's stock exchange filing identifies the FDP SK BDO MIRI ORF FAC project but does not detail the respective scope of each work order. Individual contract values and the vessels designated for the installation work have not been disclosed.

The latest awards follow approximately RM1.8 billion ($440 million) in Malaysian offshore T&I contracts announced in September 2026, involving Petronas Carigali and two subsidiaries of Thailand's PTTEP, with work extending into late 2027.

Previously operating as Sapura Energy, Vantris Energy completed a major financial restructuring in 2025 and exited Bursa Malaysia's Practice Note 17 (PN17) classification in June 2026 after more than four years under the financial distress designation.

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DEME wins €300m-plus Allseas subcontract for PRGT marine works

Seabed preparation and landfall construction to support Canada's 50-kilometre offshore pipeline section.



Photo: DEME

26, November 2026

Belgian marine contractor DEME has secured a subcontract from Allseas for PRGT marine works on the Prince Rupert Gas Transmission pipeline in British Columbia, Canada.

Announced on 23 November 2026, the award falls within DEME's large contract category, which covers agreements valued at more than €300 million. The precise contract amount has not been disclosed.

The company's Offshore Energy division will perform seabed preparation and marine construction along the approximately 50-kilometre offshore section of the natural gas pipeline.

The contract scope includes pre-trenching, pipeline stabilisation, span rectification before and after pipelaying, and stabilisation of curved pipeline sections. Further activities comprise engineered and natural backfilling, side-casting backfill with locally available seabed material, and the construction of crab bridges.

DEME will also undertake landfall construction at four locations: Nass Bay, Iceberg Bay, Nasoga Gulf and Wil Milit.

The contractor will mobilise specialised dredging and offshore construction equipment, supported by crew transfer, survey and accommodation vessels. Preparatory activities are scheduled to commence in 2027, followed by two offshore construction campaigns.

In July 2026, Allseas announced that it had secured the main offshore installation contract from Western LNG. The work covers approximately 50 kilometres of concrete-weight-coated pipelines with diameters of 36 and 48 inches.

Allseas plans to deploy its pipelay vessels Solitaire and Sandpiper for installation in 2029, with operations extending into water depths of up to 450 metres.

The PRGT pipeline is being developed by NW Infrastructure Limited Partnership, a joint venture between Western LNG and the Nisga'a Nation. It will supply natural gas from northeastern British Columbia to the proposed Ksi Lisims LNG export facility on Pearse Island.

The floating LNG development, a joint initiative involving the Nisga'a Nation, Rockies LNG and Western LNG, is designed to produce 12 million tonnes of LNG annually, targeting export markets primarily in Asia.

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MODEC completes FPSO Gato do Mato hull mating ahead of schedule

The construction milestone advances the FPSO's delivery for Shell's deepwater development offshore Brazil.



Image source: MODEC

26, November 2026

MODEC has completed hull mating for FPSO Gato do Mato nearly a month ahead of schedule, marking a construction milestone for its first floating production unit to adopt a multi-yard modular hull construction model.

The construction method allows separate hull sections to be fabricated concurrently at different shipyards before being brought together for integration.

Floating-stage joining and welding operations commenced in October 2026. The above-water portion of the hull mating was finished seven days earlier than planned, with dimensional-control inspections recording a 99% acceptance rate.

The vessel subsequently entered dry dock in late October for underwater welding, riser support structure installation, dimensional verification, riser drift testing and cover-removal tests.

MODEC adopted the modular construction model to utilise available shipyard capacity more effectively and increase flexibility in project execution. The approach is intended to take hull fabrication off the critical path of deepwater developments.

The construction model is being used in conjunction with MODEC's next-generation hull (NGH) design. The company intends to incorporate experience gained from this project into future developments.

FPSO Gato do Mato will serve the Shell-operated Orca development, previously known as Gato do Mato, in Brazil's Santos Basin. The project received its final investment decision in March 2025.

Designed to produce approximately 120,000 barrels of oil per day, the FPSO will operate in a water depth of around 2,000 metres, approximately 200 kilometres south of Rio de Janeiro. A spread mooring system supplied by SOFEC will hold the vessel on station.

The vessel represents MODEC's 19th FPSO or FSO development for Brazil and its second unit contracted directly by Shell as operator.

Subject to completion of a previously agreed stake sale, ownership of the Orca development will comprise Shell with 50%, Ecopetrol with 30% and KUFPEC with 20%. Shell will remain the operator, with PPSA participating as the production sharing contract manager.

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Equinor secures North Sea wildcat drilling permit for 2027

Semi-submersible rig COSL Innovator will drill exploration well 31/4-13 S in January 2027.



26, November 2026

Equinor has secured a North Sea wildcat drilling permit for exploration well 31/4-13 S, with the semi-submersible drilling rig COSL Innovator scheduled to undertake the operation in January 2027.

The Norwegian Offshore Directorate granted the permit on 24 November 2026 and announced its decision the following day. The exploration well is located within production licence 1102 C on the Norwegian continental shelf.

Equinor operates the licence with an 80% participating interest, while Aker BP holds the remaining 20%.

The selected drilling rig, COSL Innovator, was built in 2012 and is designed to operate in water depths of up to 750 metres.

In August 2023, Equinor awarded drilling contracts to COSL Offshore Management covering two semi-submersible rigs, COSL Innovator and COSL Promoter. The agreement for COSL Innovator included a firm two-year period scheduled to commence in the second quarter of 2025, with extension options covering a further three years.

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Kansai Electric Power signs deal for 40% stake in BC-Wind

The deal marks Kansai Electric Power's entry into Poland's energy market.



Photo source: Ocean Winds

24, November 2026

Japan's Kansai Electric Power has signed an agreement to acquire a 40% stake in BC-Wind, a 390 MW offshore wind farm under construction in the Polish Baltic Sea. The investment will mark the Japanese utility's entry into Poland's energy market.

Under the agreement signed on 19 November 2026, the acquisition will be made through KPIC Netherlands B.V., a wholly owned subsidiary of the Japanese utility. Ocean Winds, which currently holds the entire share capital of project company C-Wind Polska, will retain a 60% interest after the transaction closes.

The investment is expected to bring Kansai Electric Power's overseas power generation portfolio to approximately 2,654 MW on an equity ownership basis. The company plans to use its participation in BC-Wind to develop expertise applicable to renewable energy projects in Japan and other international markets.

BC-Wind reached a final investment decision in December 2025, with approximately €2 billion in project financing secured. The development also holds a contract for difference awarded during the initial phase of Poland's offshore wind programme.

Construction preparations are progressing across several major work packages. Dajin Heavy Industry is responsible for manufacturing 26 turbine monopiles and an additional monopile for the offshore substation. The initial shipment of monopiles arrived at Świnoujście Offshore Terminal on 28 October 2026.

Offshore foundation installation is planned for the first half of 2027. DEME will carry out foundation installation and the laying of inter-array and export cables, with Cadeler contracted to install the wind turbines in 2028.

Situated within Poland's exclusive economic zone, approximately 23 kilometres off the Pomeranian coast, BC-Wind will use 26 turbines from Siemens Gamesa. Each unit has a nominal capacity of 14 MW, which can be increased to 15 MW using Power Boost technology.

Ocean Winds, an equally owned joint venture between EDP Renewables and ENGIE, expects BC-Wind to begin generating electricity in 2028.

hmt-news.com

SSE proposes €3m Arklow Bank 2 community fund

Some payments could begin during construction after a final investment decision.



Illustration only (AI generated image)

21, November 2026

SSE has proposed a community fund of €3 million a year for south Wicklow and north Wexford as part of its 800 MW Arklow Bank Wind Park 2 development. The proposal depends on the project securing its remaining approvals and proceeding.

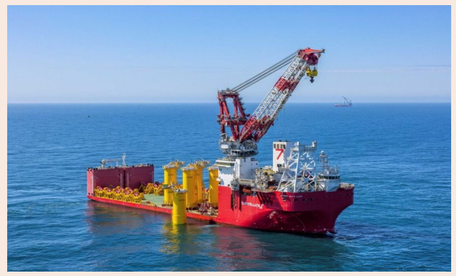
The offshore infrastructure application is under consideration by An Coimisiún Pleanála. Planning approval is already in place for the onshore grid connection and an operations and maintenance base at Arklow Harbour's South Dock. The project also needs a commercial route to market for its electricity and a positive final investment decision. If these conditions are met, construction could start towards the end of the decade, with electricity exports expected in the early 2030s.

The fund would be open to nonprofit organisations and locally selected initiatives. Potential uses include community and sports facilities, education and youth programmes, biodiversity, climate action and renewable energy projects. Under the proposal, the annual community fund would begin paying out when the wind farm is operational. Some payments could be made during construction after a positive final investment decision.

hmt-news.com

Seaway7 plans Berwick Bank B vessel fleet for 2029-30

Seaway7's EPCI scope covers about 90 foundations and inter-array cables.



Seaway Alfa Lift (Photo: Seaway7)

21, November 2026

The Berwick Bank B vessel fleet planned by Seaway7 comprises Seaway Alfa Lift, Seaway Strashnov and Seaway Phoenix. Subsea7's third-quarter presentation lists 2029 and 2030 as the expected offshore work years for SSE Renewables' planned 1.4 GW project.

In October, SSE selected Seaway7 as preferred supplier for the project's engineering, procurement, construction and installation (EPCI) package. The proposed scope includes design, supply and offshore installation of about 90 fixed-bottom turbine foundations, alongside inter-array cables.

Berwick Bank B is part of the wider 4.1 GW Berwick Bank development. The site is in the outer Firth of Forth, about 38 km off the Scottish Borders, at an average water depth of around 52 m. SSE expects the completed project to be the world's deepest fixed-bottom offshore wind farm.

SSE says preparatory offshore work could start in 2028. Foundation and cable installation is expected to begin in 2029 and continue into 2031. The company expects a final investment decision in late 2027.

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South Korea's offshore wind farm begins full commercial operation

The 364.8 MW project comprises 64 turbines rated at 5.7 MW each.

23, November 2026

South Korea's 364.8 MW Yeonggwang Nakwol offshore wind farm has entered full commercial operation, with electricity sales now covering its entire installed capacity following the completion of final electrical safety testing.

According to a regulatory announcement issued by B.Grimm Power on 18 November 2026, the project passed its continuous energisation test on 17 November and received certification from the Korea Electrical Safety Corporation (KESCO) on the same day. Electricity sales covering the full 364.8 MW installed capacity commenced on 18 November.

Located off Yeonggwang County in South Jeolla Province, the wind farm comprises 64 turbines rated at 5.7 MW each. It is operated by Nakwol Blueheart, in which B.Grimm Power Korea holds a 49% equity interest.

According to B.Grimm Power, Yeonggwang Nakwol is now South Korea's largest single offshore wind farm to have reached full commercial operation. Its installed capacity exceeds the approximately 352 MW combined capacity of the country's other offshore wind farms that had previously entered commercial operation.

The development reached this stage following the completion of its offshore construction and installation programme. Turbine installation began in 2025, and the project generated its first electricity in December that year.

All 64 monopile foundations were installed by June 2026. GS Entec and Sif supplied the foundations, while Samhae ENC carried out the installation works. The final Vensys 5.7 MW wind turbine was installed on 17 October 2026.

The project has a 20-year renewable energy certificate (REC) sale and purchase agreement with Korea Southern Power (KOSPO), covering generation from the wind farm's entire installed capacity.

The agreement sets a fixed combined settlement price of KRW 307.144 per kWh, incorporating the electricity system marginal price (SMP) and the REC component calculated using the applicable weighting factor.

Although electricity sales have started across the project's installed capacity, the 20-year REC contract period will begin only after the Korea Power Exchange (KPX) completes its final system inspection, scheduled for December 2026.

Until then, the project can recognise revenue from electricity and REC sales at the agreed combined rate without reducing the subsequent 20-year contract period.

B.Grimm Power said the project was developed with Korean partner Myungwoon Industrial Development, with participation from more than 100 South Korean companies.

hmt-news.com

KEPCO WTIV project stalls as private vessel acquisition plans advance

Suspension of the KRW700 billion vessel project's feasibility study casts doubt on its planned 2029 deployment.

24, November 2026

The KEPCO WTIV project faces growing uncertainty after Korea Electric Power Corporation (KEPCO) reportedly suspended its feasibility study contract, while private companies pursue the acquisition of large wind turbine installation vessels for South Korea's offshore wind market.

According to a 23 November 2026 report by South Korean newspaper Asia Today, the utility suspended the study contract on 29 October. An application for a preliminary feasibility study has yet to be submitted, leaving the original target of deploying the vessel in 2029 uncertain.

Meanwhile, South Korean private-sector companies are pursuing the introduction of around four vessels capable of installing offshore wind turbines rated at 15MW or above.

The prospective additions include a WTIV planned for domestic offshore wind developments by Hanwha Ocean, two newbuilds under construction at Chinese shipyards and a vessel previously exported to Denmark.

Domestic shipping companies are also examining opportunities to acquire second-hand installation vessels overseas. The deployment of Chinese-built vessels in domestic projects would require compliance with South Korean vessel registration and applicable regulatory requirements.

However, the proposed acquisitions could be delayed or abandoned depending on the progress of domestic offshore wind developments.

The public-sector WTIV proposed by KEPCO was designed to accommodate 15–20MW turbines, with an estimated construction cost of KRW700 billion and a shipbuilding period of 36–42 months.

The investment was intended to support an increase in South Korea's annual offshore wind installation capacity from 1.75GW in 2028 to 2.5GW in 2029.

KEPCO initiated its feasibility assessment in June 2025, targeting an investment decision by the end of 2026. Since August 2026, the utility has been reviewing project construction schedules, turbine installation requirements and private-sector vessel acquisition plans to assess whether sufficient work would be available.

The Korea Ocean Business Corporation (KOBC) has reportedly not entered detailed financing discussions, maintaining that an investment decision by KEPCO must precede any assessment of funding arrangements.

Industry representatives have raised concerns that the absence of a publicly owned WTIV could leave offshore wind developers more dependent on private vessel availability and charter terms, particularly when installation schedules overlap.

Conversely, a South Korean government official reportedly raised concerns about potential excess installation vessel capacity if both public and private acquisition programmes proceed.

Industry sources also identified vessel operating experience and the recovery of investment costs as considerations for the utility.

KEPCO has not established a timetable for its final investment decision, and no formal cancellation of the vessel project has been confirmed.

hmt-news.com

Cadeler targets 12-vessel offshore wind installation fleet by mid-2027

Wind Apex delivery to support Dogger Bank C turbine installation.



Cadeler's WTIV Wind Osprey Source: Cadeler

25, November 2026

Cadeler expects its offshore wind installation fleet to expand to 12 vessels by mid-2027, following the scheduled delivery of its third A-class newbuild, Wind Apex, in the second quarter of 2027. The company outlined the expansion plans in its third-quarter earnings release on 23 November 2026.

Wind Apex is scheduled to undertake its first assignment at the UK's 1.2 GW Dogger Bank C offshore wind farm in the third quarter of 2027. The vessel will supplement the existing installation capacity allocated to the project's 87-turbine transport and installation campaign.

The company currently operates a fleet of 11 vessels following the delivery of Wind Ace in July 2026. Designed to undertake both foundation and turbine installation, the A-class vessel is scheduled to make its operational debut at the East Anglia TWO offshore wind farm in 2027.

Beyond the current expansion programme, Cadeler has two T-class offshore wind installation vessels on order from COSCO Shipping Offshore. Ordered in August 2026, the vessels are scheduled for delivery in 2030 and 2031 and are intended to handle large offshore wind foundations and turbines.

The company's reported contract backlog reached approximately €2.4 billion on 23 November 2026, including contractual options. The figure incorporates new contracts secured since the end of September but excludes deductions for work performed during that period.

Projects that have received a positive final investment decision (FID) account for 76% of the reported backlog. Vessel reservation agreements and preferred supplier agreements are excluded from the backlog calculation.

hmt-news.com

Entrion Wind secures FRP monopile demonstration at French offshore site

Technology targets fixed-bottom offshore wind development in water depths of up to 100 metres.

26, November 2026

Entrion Wind has secured an FRP monopile demonstration project at France's SEM-REV offshore test facility, where the company will assess the technology as part of its development programme for deeper-water fixed-bottom wind foundations.

Fondation OPEN-C awarded the project through its OPEN SEA Demo programme after receiving a joint application from Entrion Wind and French underwater noise mitigation specialist SEALENCE.

The patented Fully Restrained Platform (FRP) uses pretensioned mooring lines to stabilise a monopile through a proprietary Top Mooring Assembly (TMA). The developer says the arrangement provides greater lateral stiffness and lower structural loads, addressing the technical and economic limitations of conventional monopiles in deeper waters.

Under the demonstration programme, Entrion Wind aims to reach Technology Readiness Level 8 (TRL 8) and progress towards deployment at water depths of up to 100 metres. Testing will cover manufacturing, installation, maintenance and operating procedures, as well as the verification of design methods and numerical models.

SEALENCE will use the offshore trials to evaluate its SubSea Quieter (SSQ) system, adapted to the FRP configuration. The system is intended to limit underwater noise emissions associated with offshore piling.

Located off Le Croisic in the Pays de la Loire region, SEM-REV has an existing grid connection and offshore testing infrastructure. Fondation OPEN-C took over operation of the facility in 2023, following its development by Centrale Nantes.

With the site reservation agreement in place, technical preparations, regulatory requirements and operational arrangements are being addressed.

The planned supply chain includes Empire Engineering France, ArcelorMittal and EEW. Further regional suppliers are being assessed. Entrion Wind also plans to establish a Nantes subsidiary and expects the project to create five to ten direct jobs.

In September 2025, Entrion Wind entered into a memorandum of understanding with Global Maritime for a separate proposed demonstration of the FRP foundation in UK waters.

hmt-news.com

Hanwha Ocean withdraws from 800 MW offshore wind project

The decision marks a setback for South Korea's offshore wind development plans.

26, November 2026

Hanwha Ocean has decided not to participate in an 800 MW offshore wind project planned in waters off Buan County in South Korea's Jeonbuk Province.

According to a regulatory filing dated 25 November 2026, cited by South Korean media, the shipbuilder reached its final decision following a comprehensive review of the development conditions. No specific reason for its withdrawal was disclosed.

The decision concludes a period of uncertainty over Hanwha Ocean's participation, following several regulatory disclosures issued since July indicating that its involvement had yet to be finalised.

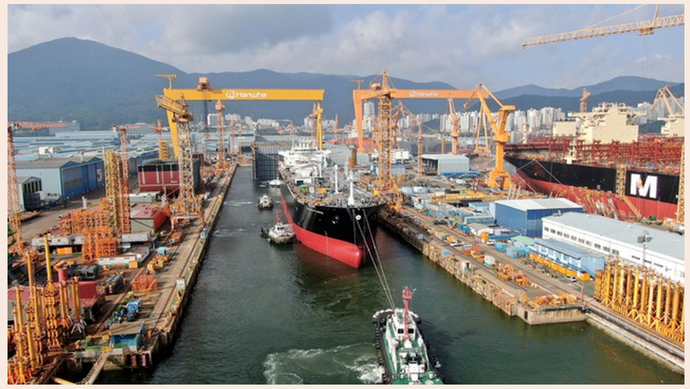


Photo source: Hanwha Ocean

The proposed wind farm, known as Jeonbuk Southwest Offshore Wind Expansion Complex 1, represents the initial phase of a broader 2.4 GW offshore wind development programme.

A consortium led by Korea Hydro & Nuclear Power (KHNP) was selected as the preferred bidder on 25 June 2026. Other participants include Korea East-West Power, KEPCO Engineering & Construction, KEPCO KPS, Doosan Enerbility and Samil C&S.

According to Seoul Economic Daily, the estimated investment required for the 800 MW development has increased from KRW 4.8 trillion to around KRW 6 trillion, reflecting rising equipment and construction costs.

The reported increase in project costs was not identified in the regulatory disclosure as the reason for Hanwha Ocean's decision.

Construction of the wind farm is scheduled to begin in the second half of 2028, with completion targeted for 2030.

hmt-news.com

Netherlands opens 2 GW IJmuiden Ver Gamma offshore wind tenders



Illustration only (AI generated image)

Subsidy-free bids take priority, with €9.46 billion in government support available if needed.

26, November 2026

The Netherlands launched the IJmuiden Ver Gamma offshore wind tenders on 26 November 2026, opening competition for the development of two 1 GW wind farms in the North Sea.

The application window runs until 10 December, with developers able to pursue permits either through a subsidy-free auction or under a government financial support scheme.

Both procedures will run in parallel, but the Netherlands Enterprise Agency (RVO) will give priority to subsidy-free applications. Among eligible bids submitted without a request for financial support, the highest monetary offer will receive the top ranking.

If no qualifying subsidy-free application is received, RVO will assess bids seeking government support, ranking applicants according to the lowest subsidy requested.

The Netherlands Enterprise Agency has set the maximum subsidy budget for Gamma-A at €4.758 billion, with a maximum tender amount of €117/MWh. For Gamma-B, the corresponding limits are €4.698 billion and €116/MWh.

Financial support will be available through the Temporary Support Mechanism for Offshore Wind Energy (TOWOZ), following European Commission approval of the Dutch state aid scheme.

TOWOZ serves as an interim arrangement ahead of the Dutch government's planned introduction of a contract for difference (CfD) model for offshore wind from mid-2027.

Gamma-A and Gamma-B will share an offshore energy platform for their grid connections.

RVO expects to issue the permits in the first quarter of 2027. Both wind farms are expected to become operational in 2032.

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Samsung Heavy Industries names COO Lee Wang-geun as next CEO

The South Korean shipbuilder has nominated its COO to succeed Choi Sung-an, who is expected to retire in March 2027, with the company's 2026 order intake reaching $12.7 billion as of 16 November.



Lee Wang-keun, incoming president and CEO of Samsung Heavy Industries. (Photo: Samsung Heavy Industries)

24, November 2026

Samsung Heavy Industries has named chief operating officer Lee Wang-geun as its next president and CEO, marking a leadership transition at the South Korean shipbuilder as it approaches its 2026 annual order target.

The appointment was announced on 23 November, according to South Korean media reports. Lee, 56, will succeed vice chairman and incumbent CEO Choi Sung-an, who is expected to retire after chairing the company's annual general meeting in March 2027.

As of 16 November, Samsung Heavy Industries had secured $12.7 billion in orders for 2026, reaching 91% of its annual target of $13.9 billion.

Its commercial shipbuilding division had secured contracts for 47 vessels worth $8.3 billion, achieving 146% of its annual target of $5.7 billion. Orders for two floating liquefied natural gas (FLNG) production facilities accounted for a further $4.4 billion.

Recent commercial contracts include a KRW342.4 billion LNG carrier order announced on 16 November, with delivery scheduled by July 2029.

Lee joined Samsung Heavy Industries in 1996 and has held management positions covering offshore engineering, project management, production and shipyard operations.

He has overseen the company's shipbuilding and offshore division since late 2025, alongside his responsibilities as COO. He holds bachelor's and master's degrees in naval architecture and ocean engineering from Seoul National University.

Choi will conclude a 37-year career with the Samsung group upon his expected retirement. Having joined Samsung Engineering in 1989, he became its CEO in 2018 before moving to Samsung Heavy Industries in 2023.

The shipbuilder is expected to announce its remaining executive appointments for 2027 separately.

hmt-news.com

Seatrium job cuts affect around 220 staff amid Singapore yard restructuring

Global yard network shrinks from 15 to 11 facilities as the group streamlines operations.

24, November 2026

The latest Seatrium job cuts will affect approximately 220 employees in Singapore as the offshore and marine engineering group reorganises its local shipyard operations and consolidates its international production network.

Announcing the workforce restructuring programme on 24 November 2026, the company said around 2% of its Singapore workforce would be affected. It separately confirmed the number of employees involved to Channel NewsAsia.

Seatrium has reduced its global shipyard network from 15 facilities in 2023 to 11. Its One Seatrium Global Delivery Model distributes project work among these facilities according to production capacity and available resources.

In Singapore, Tuas Boulevard Yard will remain the group's flagship facility, while Admiralty Yard is being progressively scaled down ahead of its return to the Singapore government in 2028.

The operations of Benoi Yard, Pioneer Yard and Tuas Yard will be reorganised to meet the group's production requirements, with Tuas Yard focusing on higher-value repair and upgrade work.



Image source: Seatrium

The redundancies represent the group's first formal workforce restructuring since the 2023 merger of Sembcorp Marine and Keppel Offshore & Marine, distinct from routine staffing adjustments associated with individual projects.

Chief executive Chris Ong said the reorganisation was intended to prepare the group for future growth rather than simply lower operating costs. The company does not expect the changes to disrupt ongoing operations or project delivery.

In its business update issued on 19 November, Seatrium reported a net order book of S$12.2 billion (US$9.45 billion) as at 30 September 2026, covering 35 projects with deliveries extending into 2033.

The group had secured S$1.7 billion (US$1.32 billion) in new orders during 2026 as of the update. It expects full-year underlying net profit to be materially higher than in 2025, citing improved margins and project execution.

Before proceeding with the redundancies, the company considered alternative positions and retraining opportunities for affected staff.

The Seatrium Employees Union was involved in discussions on compensation arrangements. Employees affected by the restructuring will receive retrenchment packages and assistance in finding new employment, including job matching and career guidance through Singapore's labour movement and NTUC's Employment and Employability Institute (e2i).

hmt-news.com

Hanwha Ocean launches ROKS Pyeongtaek frigate

The 3,600-tonne frigate strengthens South Korea's next-generation naval fleet.



Photo credit: ROK Navy

20, November 2026

The ROKS Pyeongtaek frigate (FFG-833) entered the water at Hanwha Ocean's Geoje yard on 18 November, becoming the fifth ship in the Republic of Korea Navy's 3,600-tonne Ulsan-class Batch-III programme. The Navy and the Defense Acquisition Program Administration held the ceremony, which drew about 150 guests. National Defense Minister Kang Shin-chul attended as guest of honour.

The Navy named the ship after Pyeongtaek, home to its Second Fleet Command. The Batch-III frigates are intended to replace older FF frigates and PCC patrol corvettes.

The vessel measures 129 metres long, 14.8 metres across and 38.9 metres high. Its listed armament includes a 5-inch naval gun, the Korean Vertical Launching System (KVLS), anti-ship missile interceptors, ship-to-ship missiles, tactical ship-to-land missiles and long-range anti-submarine torpedoes.

An integrated sensor mast houses a four-face fixed multifunction phased-array radar and an infrared search-and-track system. The radar can track air and surface contacts in all directions and respond to multiple aerial threats simultaneously, according to the official release. Hybrid propulsion reduces underwater radiated noise, while domestically developed hull-mounted and towed-array sonar systems support anti-submarine operations.

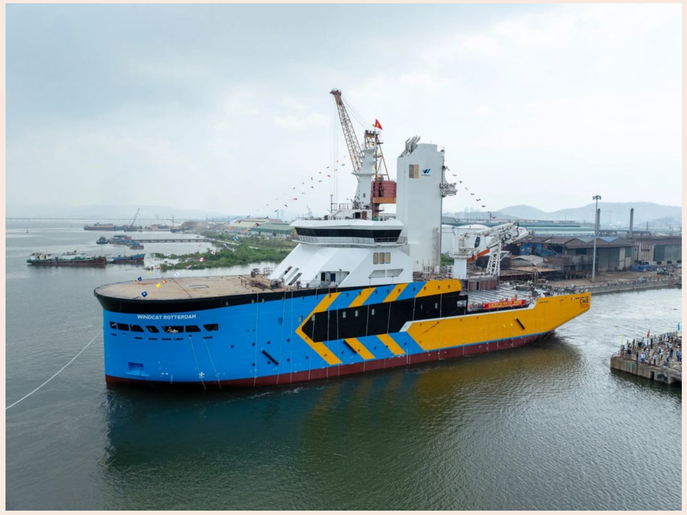
Naval News reported two additions compared with the programme's lead ship: upgraded electronic warfare equipment and an onboard cybersecurity monitoring system. It also reported that the sixth and final Batch-III frigate was under construction at Okpo and Hanwha Ocean had secured a contract for the first two Batch-IV ships.

After sea trials, ROKS Pyeongtaek is scheduled for delivery to the Navy in December 2027.

hmt-news.com

Windcat orders second Innovation Series MP-ASV from Damen

New vessel to feature a 150-tonne subsea crane and 190-person accommodation capacity.



Source: Damen Shipyards

25, November 2026

Windcat, part of CMB.TECH, has expanded its Innovation Series MP-ASV programme by exercising an option for a second vessel from Dutch shipbuilder Damen. The contract was signed on 24 November 2026 at the Offshore Energy Exhibition & Conference (OEEC).

The original agreement, concluded in November 2025, covered one firm vessel and five options. The first vessel is scheduled for delivery in 2028, while the second is due in the first quarter of 2029. Construction of the series is planned at Damen's Ha Long Shipyard in Vietnam.

The Multi-Purpose Accommodation Support Vessel (MP-ASV) is intended to operate across several offshore energy sectors, combining accommodation services and personnel transfers with subsea cable repair and remotely operated vehicle (ROV) support. Its operational scope covers both offshore wind and oil and gas activities.

Measuring 102 metres in length and 20 metres in breadth, the vessel will provide 750 square metres of working deck space and 111 cabins for up to 190 persons on board. Additional fuel storage will support offshore deployment for periods of up to 150 days.

A battery energy storage system will enable peak shaving, spinning reserve and battery-powered sailing. The power plant will also feature a hydrogen dual-fuel auxiliary generator and three ABC Evolve main generator sets.

The main engines will support biodiesel and hydrotreated vegetable oil (HVO), dual-fuel operation using liquid pilot fuel and fully gaseous fuel operation through spark ignition.

The vessel's DP2+ configuration will incorporate DNV CBS and CBT class notations for closed bus-tie operation, supporting power system redundancy and fault tolerance. Additional bow and stern tunnel thrusters will enhance station-keeping redundancy.

Offshore lifting equipment will include a crane capable of handling 150 tonnes in subsea operations or 15 tonnes in motion-compensated mode. A 3D motion-compensated gangway with interchangeable tips will accommodate short-duration personnel transfers and extended connections to offshore structures.

The Innovation Series builds on the design of Windcat's six-vessel Elevation Series commissioning service operation vessel (CSOV) programme, developed in cooperation with Damen.

hmt-news.com

Freire Shipyard launches Greenpeace wind-powered flagship in Vigo

The 75-metre vessel features 1,746 square metres of sail, hydrogen fuel cells and methanol-fuelled generators, with delivery scheduled for late 2027.

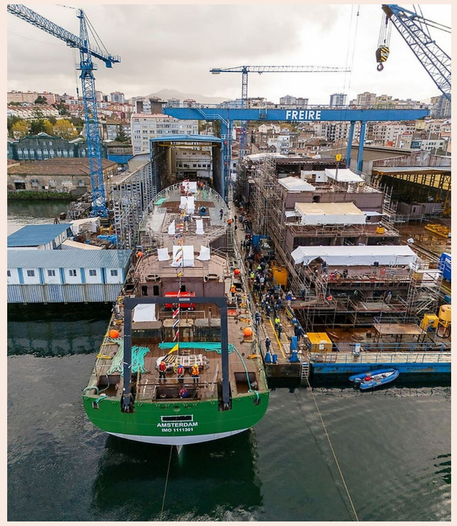


Photo source: Greenpeace

27, November 2026

Freire Shipyard launched the new Greenpeace wind-powered flagship in Vigo, Spain, on 25 November 2026. Commissioned by Greenpeace International, the 75-metre vessel carries hull number NB 737 and is scheduled for delivery by the end of 2027.

Designed by Dykstra Naval Architects, the newbuild will support environmental campaigns and scientific expeditions across the world's oceans, including polar regions.

The vessel will be equipped with laboratories and systems for deploying remotely operated vehicles (ROVs) and autonomous underwater vehicles (AUVs). Its operational equipment will also include a helideck and four auxiliary boats designed to operate in challenging sea conditions.

Wind will serve as the vessel's principal source of propulsion. An automated DynaRig system will feature two rotating masts with a total sail area of 1,746 square metres. According to the shipyard, favourable weather conditions could allow the vessel to complete a circumnavigation entirely under sail.

The propulsion arrangement will also enable electricity generation through the propellers during sailing. This energy recovery capability will form part of an integrated onboard power system incorporating solar panels, batteries and hydrogen fuel cells.

Additional power will be supplied by four dual-fuel generator sets configured to use green methanol as their main fuel. Small quantities of marine gas oil will be required for ignition.

Greenpeace International aims to eliminate fossil fuel consumption once the necessary fuel supply chains and infrastructure are established. The combination of wind propulsion, energy recovery and alternative fuel technologies forms the basis of the vessel's approach to reducing dependence on conventional marine fuels.

Following delivery, the new flagship will join the organisation's existing fleet, which comprises Rainbow Warrior III, Arctic Sunrise and Witness.

hmt-news.com

SGM acquires Miss Nora for semi-submersible dry dock conversion

Converted dock expected to offer up to 17,000 tonnes of lifting capacity in Taranto.



Miss Nora (Photo source: ShipSpotting.com)

26, November 2026

Italian shipbuilder SGM has acquired the barge Miss Nora for a semi-submersible dry dock conversion at the former Cantieri Tosi shipyard in Taranto, southern Italy.

Measuring 130 metres in length and 40 metres in breadth, the barge will undergo conversion in-house at the company's Mar Piccolo facility.

SGM estimates that the converted dock will provide a lifting capacity of 15,000 to 17,000 tonnes once engineering and outfitting work is completed. The company also cited a cargo-carrying capacity of approximately 22,000 tonnes for the barge.

Access to the shipyard requires Miss Nora to transit the channel between Mar Grande and Mar Piccolo through the Ponte Girevole swing bridge. The channel has a minimum width of 58 metres, with a water depth of 12 metres along its centreline.

The new facility is intended to accommodate merchant and industrial vessels, large yachts, and vessels serving the tourism and cruise sectors. SGM is also targeting government-operated fleets, including those of the Italian Navy, Coast Guard, Guardia di Finanza and Fire Service.

While dry-docking facilities already exist at Taranto's naval arsenal, SGM expects its investment to reduce repositioning costs for vessel operators currently using facilities in other cities.

SGM acquired the former Cantieri Tosi yard in 2021 and has since undertaken steelwork, piping fabrication, ship assembly and yacht maintenance and refit activities, including work on yacht hulls with Benetti. The facility features two berthing quays and a basin measuring over 100 metres in length.

The acquisition price and conversion completion date have not been disclosed in the available reports.

hmt-news.com

CRIST and PGZ team up to develop dual-use offshore jack-up vessel

The zero-emission vessel concept combines offshore wind installation with critical subsea infrastructure protection.



Photo source: CRIST S.A.

26, November 2026

Polish shipbuilder CRIST and three domestic partners have signed a letter of intent (LOI) to develop a dual-use offshore jack-up vessel for wind farm construction, maintenance and subsea infrastructure protection.

The other participants are Polska Grupa Zbrojeniowa (PGZ), PGZ Stocznia Wojenna and the Maritime Technology Centre (OBR CTM). The agreement was signed on 24 November 2026 during the keel-laying ceremony for ORP Huragan, Poland's third Miecznik-class frigate, at PGZ Stocznia Wojenna in Gdynia.

Alongside its commercial offshore wind duties, the proposed vessel would support the protection of critical subsea transmission infrastructure. Its operational scope would cover incident detection, prevention and response.

The initial concept incorporates provisions for deploying and accommodating autonomous underwater vehicles (AUVs), autonomous surface vehicles (ASVs) and special-purpose craft, including dedicated transport and docking facilities.

The partnership aims to develop a zero-emission vessel concept. The proposed technical solutions include a propulsion system fuelled by green methanol.

The four partners intend to proceed with the preparation of technical documentation before moving towards the construction of a fully equipped vessel. Details of the construction schedule, estimated project cost and further technical specifications have not been released.

CRIST has an established track record in offshore wind vessel construction, having delivered the jack-up installation vessels Thor, Innovation and Vidar in 2010, 2012 and 2013, respectively. The shipbuilder has also constructed hulls for offshore wind service vessels, including commissioning service operation vessels (CSOVs) for Ulstein.

hmt-news.com

MIRO G Grounds on France's Landes Coast; 19 Crew Evacuated

France activates emergency response plans after the bulker drags anchor in severe weather.

23, November 2026



Photo source: @premar_ceclant / X

The Maltese-flagged bulk carrier MIRO G grounded near Lit-et-Mixe on France's Landes coast early on 20 November after strong winds and heavy seas pushed it toward shore.

The vessel alerted the CROSS-A Étel rescue coordination centre on Thursday evening, 19 November, reporting difficulty manoeuvring in the weather. It attempted an emergency anchorage, but wind gusts of up to 48 knots caused it to drag anchor and run aground, according to the Atlantic Maritime Prefecture.

A helicopter evacuated 19 of the ship's 22 crew members on Friday, gCaptain reported. The captain and two other crew members remained aboard to assist authorities. On Saturday, with worse weather forecast, authorities ordered all 11 people then aboard to evacuate. The prefecture's update said they included the three remaining crew members, four members of a French Navy evaluation and intervention team, three representatives of Les Abeilles International and one representative of the shipowner's insurer.

France activated Level 3 of its ORSEC maritime response system and the Franco-Spanish Biscaye Plan, which led to the mobilisation of the Spanish emergency towing vessel Sar Gavia. A French Navy team was deployed by helicopter to assess the vessel and possible refloating options. The emergency tug Abeille Bretagne departed Brest in preparation for a potential operation. A French Navy Falcon 50 surveillance flight detected no pollution around the vessel at that stage.

In a 21 November update, the maritime prefecture said the ship had been ballasted to improve stability while teams worked to meet the technical requirements for refloating. In a separate statement, the authority said the operation depended on technical, maritime and weather conditions and that success could not be guaranteed.

hmt-news.com

MIRO G salvage teams prepare 1,900-metre towing system

Salvage crews race against challenging weather to refloat the stranded bulk carrier.

24, November 2026

Salvage teams are preparing to recover the grounded bulk carrier MIRO G from the Atlantic coast of southwestern France, with ballast water removal and the deployment of a 1,900-metre towing system forming key elements of the operation.

According to the French Atlantic Maritime Prefecture's update on 23 November 2026, as reported by maritime media, technical preparations are progressing, although a date for the first refloating attempt has yet to be determined.

The shipowner has engaged SMIT Salvage to undertake the recovery operation, supported by personnel from Les Abeilles International and the French Navy.

Ballast water was added after the grounding to stabilise the vessel. Salvors must now remove this additional weight to facilitate refloating and limit the loads imposed on the hull during recovery.

Restoring electrical power for ballast pumping remains a technical priority. Although temporary repairs have been made to the ship's generators, their operation requires a reliable cooling water supply. Sand entering the cooling system presents a potential obstacle. Portable generators are also expected to be flown aboard by helicopter to provide additional power.

The emergency towing vessel Abeille Bretagne is being equipped with a high-strength synthetic rope system measuring 1,900 metres in total. Individual 250-metre lengths can be joined together to establish the required towing connection.

The extended arrangement is intended to accommodate the shallow water around the stranded bulk carrier, where access by the towing vessel is restricted. A rescue boat from France's national sea rescue organisation, SNSM, is expected to assist in establishing the connection.

Tidal conditions are expected to improve through 26 November, with predicted high-water levels exceeding those recorded on 19 November by more than one metre. However, renewed adverse weather could cause the hull to settle further into the sand. A potential sandbank seaward of the vessel presents another obstacle to its recovery.

The Maltese-flagged MIRO G has remained stranded near Lit-et-Mixe since its grounding on the Landes coast on 20 November. The vessel was sailing without cargo, and all personnel were subsequently evacuated.

French authorities instructed the shipowner on 20 November to organise the vessel's recovery while protecting the marine environment. Pollution-response resources are being prepared as a precaution.

Should refloating prove unfeasible, dismantling the vessel at the grounding site remains a possible alternative. Preparations are currently focused on recovering the ship through a controlled towing operation.

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Salvors refloat grounded bulker Miro G off France's Atlantic coast

Complex salvage operation concludes with no apparent environmental damage.



The grounded bulk carrier MIRO G off France's Atlantic coast. Image credit: @premar_ceclant via X (video still, enhanced using AI).

25, November 2026

Salvage teams have successfully refloated the 28,200-dwt bulk carrier Miro G off France's Atlantic coast, using a combination of deballasting, a long-distance towing system and favourable tidal conditions to recover the stranded vessel.

The operation was completed on 24 November 2026 at Cap de l'Homy near Lit-et-Mixe in the Landes department, four days after the vessel ran aground during a storm in the Bay of Biscay.

The refloating operation was coordinated by the French Atlantic Maritime Prefecture in cooperation with local authorities. The shipowner appointed SMIT Salvage to carry out the recovery, supported by Les Abeilles International and French Navy specialists.

As part of the salvage preparations, the recovery team removed ballast water that had previously been taken aboard to stabilise the vessel against wave action. A helicopter delivered an auxiliary generator to the ship to power the pumps required for deballasting.

A 1,900-metre high-strength synthetic towing system was established between the bulk carrier and the emergency response tug Abeille Bretagne. Personal watercraft and a rescue boat assisted with the connection in the shallow waters around the stranded vessel.

Taking advantage of improved weather and the afternoon high tide, the tug pulled Miro G free from the beach, allowing the vessel to be moved into deeper water.

Fishing vessels carrying pollution response equipment were positioned nearby as a precaution. A subsequent aerial survey by a French Navy Falcon 50 aircraft found no visible signs of marine pollution around the grounding site or along the vessel's transit route.

Tugs and pusher vessels mobilised by the Port of Bordeaux were assigned to assist the bulk carrier's onward passage to Le Verdon, where an underwater hull inspection by divers was planned.

The Malta-flagged bulk carrier, built in 2011 and measuring 169 metres in length, was sailing in ballast towards Rouen when it encountered manoeuvring difficulties on 19 November. All crew members were subsequently evacuated.

Before the recovery, dismantling the vessel at the grounding site had been considered as an alternative should attempts to refloat it prove unsuccessful.

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Former Costa Concordia captain leaves prison after nine years

Court grants probation under strict conditions following the 2012 cruise ship disaster.

24, November 2026

Former Costa Concordia captain Francesco Schettino left Rome's Rebibbia prison on 20 November 2026 after serving more than nine years of a 16-year and one-month sentence for his role in the 2012 cruise ship disaster off the Italian island of Giglio, which claimed 32 lives.

The Rome Supervisory Court authorised the 66-year-old to complete his remaining sentence under the supervision of social services, taking into account his conduct during imprisonment and involvement in rehabilitation programmes. The decision changes the manner in which he serves his sentence without overturning his conviction.

Schettino will reside in Campania, where his rehabilitation programme includes paid administrative work and voluntary activities. He is subject to an overnight curfew between 22:00 and 06:00 and, according to his lawyer Francesca Carnicelli, is prohibited from travelling outside his province of residence.

Any breach of these conditions could lead to the revocation of the arrangement and his return to prison. Italian newspaper Quotidiano Nazionale reported that sentence reductions for good behaviour had advanced his expected release from judicial supervision to July 2030.

Georgia Ananias, a survivor of the disaster, expressed dissatisfaction with the decision in an interview with Fox News, saying that victims had not been informed of Schettino's release in advance.

A court in Grosseto found Schettino guilty on 11 February 2015 of offences including negligent shipwreck, multiple counts of manslaughter and abandoning the vessel and people in danger. Italy's Court of Cassation confirmed his prison sentence on 12 May 2017.

The accident occurred on 13 January 2012 as Costa Concordia was sailing from Civitavecchia to Savona with 4,229 people aboard. During a close passage of Giglio, the cruise ship struck the Scole Rocks while travelling at 14.2 knots.



Photo source: Crowley

The collision damaged approximately 53 metres of the hull, including a principal breach measuring around 36 metres. Five neighbouring watertight compartments became flooded, and the vessel suffered a blackout before coming to rest on its starboard side near Giglio Porto.

The subsequent salvage operation involved parbuckling the wreck in September 2013. In July 2014, the vessel was towed to Genoa for dismantling.

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Nine face intentional homicide charges over Filo Jet sinking

Prosecutors upgrade charges from manslaughter following the fatal ferry disaster off Northern Cyprus.



Image source: QTV Gambia

24, November 2026

Nine people prosecuted in connection with the Filo Jet sinking are facing intentional homicide charges, replacing earlier allegations of causing death through negligence, according to Turkish media reports on court proceedings in Northern Cyprus.

The case returned to Kyrenia District Court on 23 November 2026, where police presented further evidence concerning alleged deficiencies in the ferry's structural repairs, maintenance and emergency response.

Police told the court that damage to the vessel's hull had allegedly been repaired on 13 June using unsuitable waterproof adhesive purchased for TRY 400. The ferry resumed passenger operations the following day and completed 79 crossings before the casualty. Investigators alleged that the repairs had been carried out to avoid disruption to scheduled services.

The high-speed catamaran capsized on 30 August while operating between Kyrenia in Northern Cyprus and Taşucu in southern Türkiye. According to police findings, a fracture in the vessel's port-side hull allowed water to enter shortly after departure in rough sea conditions.

Survivor accounts indicated that passengers were initially instructed to remain seated as the ferry developed a list. The vessel subsequently capsized, trapping passengers inside.

Investigators are also examining allegations that the captain delayed issuing a distress call and left the vessel before the evacuation of all passengers had been completed.

Although the voyage data recorder (VDR) was recovered, investigators found that it had been switched off before the day of the casualty. Without recorded voyage data covering the accident, the investigation has drawn on passenger videos, eyewitness testimony, maintenance records and technical evidence.

The nine defendants include a company director, the captain, chief officer, chief engineer, second engineer and four other crew members.

During the 23 November remand hearing, police requested that the defendants remain in custody for another three months, while defence lawyers sought their release. The proceedings were adjourned until 24 November to allow further defence submissions.

The allegations concerning the hull repairs and the crew's conduct remain subject to judicial determination. Neither criminal responsibility nor the definitive cause of the casualty has been established by a final court ruling.

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New York port upgrades secure $228 million in state funding

Coeymans and Albany lead infrastructure investments with new heavy-lift wharves and expanded cargo handling capabilities.



Image source: Port of Coeymans

24, November 2026

New York port upgrades and maritime industrial developments have been awarded $228 million in state funding, with new heavy-lift wharves at the Port of Coeymans and Port of Albany accounting for the largest individual allocations.

Governor Kathy Hochul announced the five successful projects on 20 November 2026, following the first round of the Port Infrastructure Request for Proposals (RFP 6041).

The Port of Coeymans was awarded $100 million for the construction of a new heavy-lift wharf, improvements to existing facilities and the development of an additional industrial fabrication site. The expansion is designed to accommodate larger vessels, enable concurrent operations and increase cargo throughput.

At the Port of Albany, $94.8 million has been allocated to develop the 85-acre Beacon Island site in Glenmont into Empire Terminal. The multi-purpose facility will feature a high-load-bearing wharf for heavy cargo handling and staging. Development will proceed in partnership with Waterson Terminal Services and Haugland Group.

The awards draw on funding originally designated for offshore wind manufacturing and logistics, which has since been redirected towards infrastructure serving a wider range of maritime industries.

Shipbuilding and repair capabilities will also be expanded through a $16.7 million award to Derecktor Shipyards in Mamaroneck. The planned modernisation will support the construction and servicing of offshore wind support vessels, hybrid-electric ferries, short-sea shipping vessels and US Coast Guard vessels.

In Brooklyn, Kalypso was awarded $11.8 million to establish a subsea cable service centre described by the state as the first of its kind on the US East Coast. The facility is intended to reduce repair times for subsea cables serving renewable energy, power transmission, oil and gas, and telecommunications markets.

A separate $5 million award will enable Ionic Order to expand its waterfront facilities for precast concrete production and staging, supplying offshore wind developments, coastal resilience projects, marine civil engineering works and utility infrastructure restoration.

New York State expects the five investments to generate more than 1,000 jobs, with some projects scheduled to begin immediately.

The funding comes from the state's capital projects budget. Under the port infrastructure funding programme, second-round proposals must be submitted to the New York State Energy Research and Development Authority (NYSERDA) by 3 p.m. Eastern Time on 7 January 2027. Further awards will be announced after the relevant contracts have been executed.

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Marles Rejects CBO Warning on AUKUS Virginia-Class Submarines

Australia presses ahead with submarine infrastructure despite US shipbuilding capacity concerns.



Photo: U.S. Navy

23, November 2026

Australian Defence Minister Richard Marles has rejected a U.S. Congressional Budget Office warning that AUKUS submarine sales could reduce the number of attack submarines available to the U.S. Navy for years.

In a 22 November interview, Marles said the report did not concern him because "AUKUS is very much happening." He also said U.S. submarine production was increasing. The Australian Defence Department's transcript of the interview records his response after the interviewer asked whether the CBO was wrong.

The CBO's November analysis says the U.S. submarine industrial base is struggling to meet Navy demand and that replacing submarines sold to Australia would add to challenges facing the Navy and shipyards. It says sales would reduce the number of attack submarines available to the Navy for many years. The CBO report examines three illustrative AUKUS scenarios through 2060; the Navy's 2027 shipbuilding plan does not account for the agreement's effects on submarine numbers or replacement purchases.

The report says the U.S. Navy has indicated that three Virginia-class submarines would be sold to Australia in 2032, 2035 and 2038, and that the three are to be used vessels. It also notes that the agreement could involve five submarines, although the status of two additional boats remains unclear.

Marles said Australia was building the infrastructure needed to receive a U.S. submarine in the early 2030s. He also argued that maintenance work in Australia could increase the time U.S. submarines spend at sea.

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One seafarer dies as chemical tanker Med Emre capsizes off Ibiza

The tanker carrying 7,000 tonnes of diesel sank, triggering an emergency pollution response.



Med Emre (Photo source: Ereğli Shipyard)

26, November 2026

One seafarer has died after the Malta-flagged chemical tanker Med Emre capsized off Ibiza, prompting Spanish authorities to mobilise pollution-response resources over the vessel's cargo of approximately 7,000 tonnes of diesel.

The tanker reported water ingress on the evening of 25 November 2026 while en route from Algeciras to Barcelona. The casualty occurred approximately 25 to 30 nautical miles off Ibiza.

Initially reported as sunk, Med Emre was located by a Spanish maritime rescue aircraft on the morning of 26 November. The vessel was found completely overturned and partially afloat around 19 nautical miles northwest of the island.

According to the Balearic Islands government, all 17 seafarers were rescued, although one later died at Can Misses Hospital in Ibiza.

Initial emergency reports indicated that six other crew members received medical attention in Ibiza for minor injuries and hypothermia. The remaining survivors were transferred to Valencia or temporarily accommodated aboard a vessel involved in the rescue.

Spain's maritime rescue service mobilised helicopters from Palma, Valencia and Tarragona, with support from rescue vessels and merchant ships.

The Directorate General of Merchant Marine activated level two of Spain's national maritime pollution contingency plan, while regional authorities implemented level zero of their civil protection plan.

An initial survey by the rescue vessel Guardamar Talía identified no visible indications of marine pollution or floating debris. The specialist pollution-response vessel Clara Campoamor was mobilised to support the operation, alongside aerial surveillance of the casualty area.

Built in 2019, the 120-metre-long chemical and oil products tanker was carrying diesel as commercial cargo at the time of the accident.

Spanish authorities continue to assess the condition of Med Emre and the potential environmental risks associated with its cargo. The cause of the water ingress has yet to be established.

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