

# HEAVY MARINE TRANSPORT



MV Minervagracht (Image credit: Spliethoff)

## Houthi Missile Strike Kills Crew Member

*Yemen's Houthi rebels attacked the Dutch cargo ship Minervagracht in the Gulf of Aden, killing one crew member and leaving the vessel adrift. The Netherlands is now calling for EU sanctions amid rising regional risks.*

**A missile** attack by Yemen's Houthi rebels on the Dutch-flagged cargo ship MV Minervagracht in the Gulf of Aden on September 29, 2025, has claimed the life of a crew member and left the vessel severely damaged and adrift. The incident has reignited global concerns about maritime security in the Red Sea and the Gulf of Aden.

According to the vessel's operator Spliethoff, the Minervagracht was struck by an explosive projectile while transiting international waters. The impact caused a major onboard fire and disabled key systems. Two crew members were injured, prompting an emergency evacuation of all 19 personnel by helicopter under the coordination of the EU naval mission Aspides.

One of the injured seafarers, a Filipino national, later succumbed to his wounds, marking the first confirmed fatality from this attack. The other injured crew member remains in stable condition after being treated in Djibouti. The vessel is still adrift, with fire-damage visible, while

European naval forces monitor the area and prepare recovery operations.

On October 1, Yemen's Houthi rebels claimed responsibility for the missile strike. The group alleged that the vessel had violated a self-declared ban on entering Israeli ports, although maritime data indicates that the Minervagracht had no direct link to Israel. The Houthis also issued warnings to U.S. oil majors, signaling their intent to widen the scope of their maritime campaign.

In response, the Netherlands has urged the European Union to designate the Houthis as a terrorist organization, a move that could trigger sanctions and funding restrictions. Dutch Foreign Minister David van Weel stated that the Houthis represent a "direct threat to freedom of navigation and regional stability," emphasizing the need for coordinated European action.

This latest attack underscores a significant escalation in Houthi operations, expanding their range from the Red

Sea into the Gulf of Aden. Since late 2023, the Iran-backed militia has launched dozens of missile, drone, and unmanned surface vessel attacks against commercial shipping, often citing the Israel-Gaza conflict as justification.

Earlier in 2025, the bulk carrier Eternity C was sunk by a Houthi missile, killing four seafarers. In 2024, another merchant ship, the MV Tutor, was also attacked, resulting in a fatality. Analysts warn that such incidents threaten one of the world's most vital maritime corridors, through which a substantial share of global energy and cargo trade flows. Rising insurance costs, rerouting, and intensified naval patrols are expected as immediate consequences.

The Minervagracht incident is a stark reminder of the vulnerability of merchant vessels navigating strategic chokepoints in times of regional tension. As Western and regional forces reassess their maritime defense posture, the Gulf of Aden once again stands at the center of geopolitical volatility. -[Read online](#) -

# Boskalis' BOKA Vanguard Pushes Limits Again

*Boskalis' record-breaking heavy transport vessel BOKA Vanguard has carried a 335-meter floating dry dock from Qingdao to the Bahamas, once again redefining the limits of marine heavy-lift logistics.*



Boka Vanguard (Image source: Boskalis)

**Qingdao, China** – October 2025 — Dutch heavy marine transport specialist Boskalis has once again demonstrated the capabilities of its record-setting semi-submersible vessel, BOKA Vanguard, by loading a massive floating dry dock for Grand Bahama Shipyard onto its deck.

The operation took place in Qingdao, China, where Boskalis' project team successfully loaded the 335-meter-long floating dock, named "East End," onto the world's largest heavy transport vessel. The cargo extends 44 meters beyond the stern and 17.5 meters beyond the bow, underscoring the extraordinary scale of the mission.

The BOKA Vanguard, already renowned for its groundbreaking design, underwent a 10.3-meter widening in 2024 to accommodate even larger and heavier transports. With a current beam of 80 meters, the vessel can now handle some of the world's most challenging offshore and shipyard cargoes. The "East End" floating dock, measuring 75 meters wide, fits seamlessly between the widened casings of the vessel — a testament to Boskalis' precision engineering and operational planning.

Upon completion of loading, the BOKA Vanguard departed for the Bahamas, marking another milestone in heavy marine logistics. Boskalis expressed gratitude to Grand Bahama Shipyard and Seabridge Marine for their partnership and trust, wishing the crew a safe and successful voyage.

This latest project reinforces Boskalis' reputation for redefining the boundaries of marine heavy transport, leveraging engineering excellence and innovation to serve shipyards and offshore industries worldwide. [-Read online-](#)

## Mammoet completes jacket foundation marshalling for Ørsted



Image source: Mammoet

**Mammoet** has successfully completed the marshalling and loadout operations of 66 jacket foundations for the Greater Changhua 2b and 4a offshore wind farms in Taiwan. The project supports Ørsted's 920 MW wind development, one of the most significant renewable energy undertakings in the Asia-Pacific region.

The entire campaign was executed at Taichung Port, a key logistics hub for Taiwan's offshore wind sector. The project required precise coordination to manage complex lifting, transport, and storage of large-scale suction bucket jacket (SBJ) structures—each weighing approximately 2,400 tonnes and reaching up to 80 meters in height.

Instead of relying on traditional Roll-on/Roll-off methods, Mammoet-Giant implemented a customized lifting-based marshalling solution using the SK350 ring crane, one of the world's largest land cranes with a lifting capacity of up to 5,000 tonnes. This approach allowed each jacket to be lifted directly from deck carriers onto the quay, minimizing dependence on tidal conditions that can fluctuate by as much as six meters in the region.



Image source: Mammoet

Following offloading, the jackets were transported by self-propelled modular transporters (SPMTs) equipped with 96 axle lines to a temporary storage area supported by steel and bamboo structures. When ready for loadout, the same SPMT units returned the jackets to the quayside, where the SK350 lifted them onto deck carriers in batches for offshore installation.

This innovative workflow enabled greater schedule predictability, reduced vessel waiting times, and optimized overall project efficiency. By minimizing reliance on tidal and weather windows, Mammoet-Giant's solution significantly lowered project risk while improving safety and environmental control across the port operation.

The Greater Changhua 2b and 4a project marks a key milestone in Taiwan's ambition to expand its offshore wind capacity and demonstrates the critical role of advanced heavy-lift logistics in enabling large-scale renewable infrastructure. [-Read online-](#)

# 40,000-Ton Deck Transport Vessel “KING ONE” Enters Service

*The 40,000-ton deck transport vessel “KING ONE,” built by Dajin Heavy Industry, entered service on October 10, 2025.*



MV King One (Image source: Dajin Heavy Industry)

**Dajin** Heavy Industry has achieved a significant milestone with the successful launch of its first self-built heavy deck carrier, the KING ONE, on October 10, 2025. The event marks a strategic step in the company’s evolution, showcasing its expanding in-house shipbuilding capabilities and strengthening its position in integrated offshore solutions.

The KING ONE, a 40,000 DWT-class heavy deck carrier, was developed to transport oversized and ultra-heavy cargo for offshore wind, oil, and gas projects. The vessel measures 240 meters in length, 51 meters in breadth, and 13 meters in depth, featuring a deck area of 12,000 square meters and a deadweight of approximately 40,000 tons. Powered by dual engines and dual propellers, it delivers a service speed of 13 knots and a range of 16,000 nautical miles, providing efficiency and endurance for long-distance transport operations.

A Dajin spokesperson stated, “This vessel was purpose-built to meet the demanding transport requirements of major offshore projects, combining large cargo capacity, energy efficiency, and advanced loading systems.”

Established in 2022, the Dajin Shipbuilding Facility is one of the company’s three major offshore manufacturing bases. It focuses on producing high-value vessels including large deck carriers, semi-submersible ships, and heavy-lift vessels for global offshore

industries. The company reported that its shipbuilding order book is currently secured through 2029.

The launch of KING ONE underscores Dajin’s ongoing strategic transformation. “This milestone demonstrates our growing shipbuilding capability and marks our expansion from a wind power equipment manufacturer toward a comprehensive provider of integrated offshore and marine solutions,” the company said.

The KING ONE will now proceed with sea trials and certification, with its maiden voyage scheduled for early 2026. [-Read online-](#)

## SAL Heavy Lift’s Anna Transports Two Liebherr Cranes from Rostock to Gibraltar



Image source: SAL Heavy Lift

**The** German heavy-lift carrier SAL Heavy Lift has deployed its vessel Anna to transport two Liebherr cranes from Rostock, Germany, to Gibraltar.

The Anna is a multi-purpose heavy-lift vessel classed by DNV GL and equipped with two 450-ton cranes, combinable up to 900 tons lifting capacity. This configuration enables the ship to handle major industrial cargo such as cranes, turbines, or offshore modules independently of port infrastructure.

According to tracking data, Anna departed Rostock on October 6 and is scheduled to arrive in Gibraltar by October 12, 2025. The cargo, two Liebherr-manufactured cranes, was loaded at Liebherr's Rostock facility, one of Europe's main heavy-equipment hubs. [-Read online-](#)

## Spliethoff's Heemskerkgracht Transports Yachts from Genoa to Palm Beach



Image source: Spliethof / Max Stepanov

**The** Dutch heavy-lift vessel Heemskerkgracht, part of Spliethoff's H-Type fleet, is currently en route from Genoa, Italy, to Palm Beach, Florida, carrying a full deck of newly built luxury yachts.

According to AIS tracking data, the Heemskerkgracht departed Genoa Port on October 2 and is scheduled to arrive at Palm Beach Port on October 17. The vessel was last reported sailing along the UK Coast and Atlantic route, approximately 16 hours ago.

The shipment is part of Spliethoff's regular project cargo and yacht transport service, operated in cooperation with Sevenstar Yacht Transport, a global leader in specialized yacht logistics.

A photo shared by Chief Officer Vladimir Kurasov shows the vessel's deck fully loaded with premium yachts under favorable sea conditions.

This voyage once again highlights Spliethoff's capability in

precision heavy-lift and luxury cargo logistics, combining heavy-lift expertise with high-value cargo handling. [-Read online-](#)

## Spliethoff's Snoekgracht carrying six RTG cranes



Image source: Maritime Optima

**The** Dutch-flagged general cargo vessel Snoekgracht (IMO: 9202546), operated by Spliethoff, is currently sailing from Baltimore, USA, to Jacksonville, Florida, carrying six Rubber-Tired Gantry Cranes (RTGCs) on deck.

According to vessel tracking data, the Snoekgracht departed Baltimore on October 7, 2025, and is scheduled to arrive at Jacksonville Port (JAXPORT) on October 11.

Built as part of Spliethoff's S-class, the Snoekgracht measures 168.2 meters in length, 25.2 meters in beam, and has a summer draft of 10.74 meters. With a gross tonnage of 16,641 GT and deadweight around 21,400 tons, it provides over 5,600 m<sup>2</sup> of cargo deck area across three levels.

Equipped with three deck cranes rated up to 120 tons, positioned portside aft, midship, and starboard forward, the vessel can handle heavy and oversized cargo independently—making it well-suited for transporting cranes, offshore modules, and other industrial equipment.

The six RTGCs are believed to be part of JAXPORT's ongoing terminal modernization and capacity expansion program aimed at enhancing its container-handling efficiency. The port has been investing heavily in automation and infrastructure to meet growing cargo volumes across the U.S. Southeast. [-Read online-](#)

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# HS Schiffahrts Group and Mare Trust Launch \$300 Million Multi-Purpose Vessel Newbuilding Program in China

*Germany's HS Schiffahrts Group and Mare Trust have confirmed firm orders for four 12,500 DWT multi-purpose vessels in China, with options for six more, marking a \$300 million investment in next-generation heavy-lift tonnage.*



Image source: HS Schiffahrts Group

**Oldenburg**, Germany – October 2025 — German shipowner HS Schiffahrts Group and ship financier Mare Trust have jointly unveiled an ambitious fleet expansion program, signing firm contracts for four 12,500 DWT multi-purpose heavy-lift vessels at Jiangsu Soho Chuangke Shipbuilding in China, with delivery dates set between August 2027 and February 2029.

In addition to the firm orders, the partners have secured six optional newbuildings structured under a “2 + 2 + 2” arrangement, which could bring the total to ten vessels if fully exercised. The series represents one of the most significant recent German investments in the multi-purpose (MPP) shipping sector.

Each of the 12,500 DWT units carries an estimated price of \$30 million, placing the total potential value of the fleet close to \$300 million. Mare Trust, based in Oldenburg, has announced plans to invest up to €100 million (≈ \$117 million) directly into the program. The investment firm currently holds stakes in around 65 vessels, including feeder containerships, bulk carriers, and existing MPP tonnage.

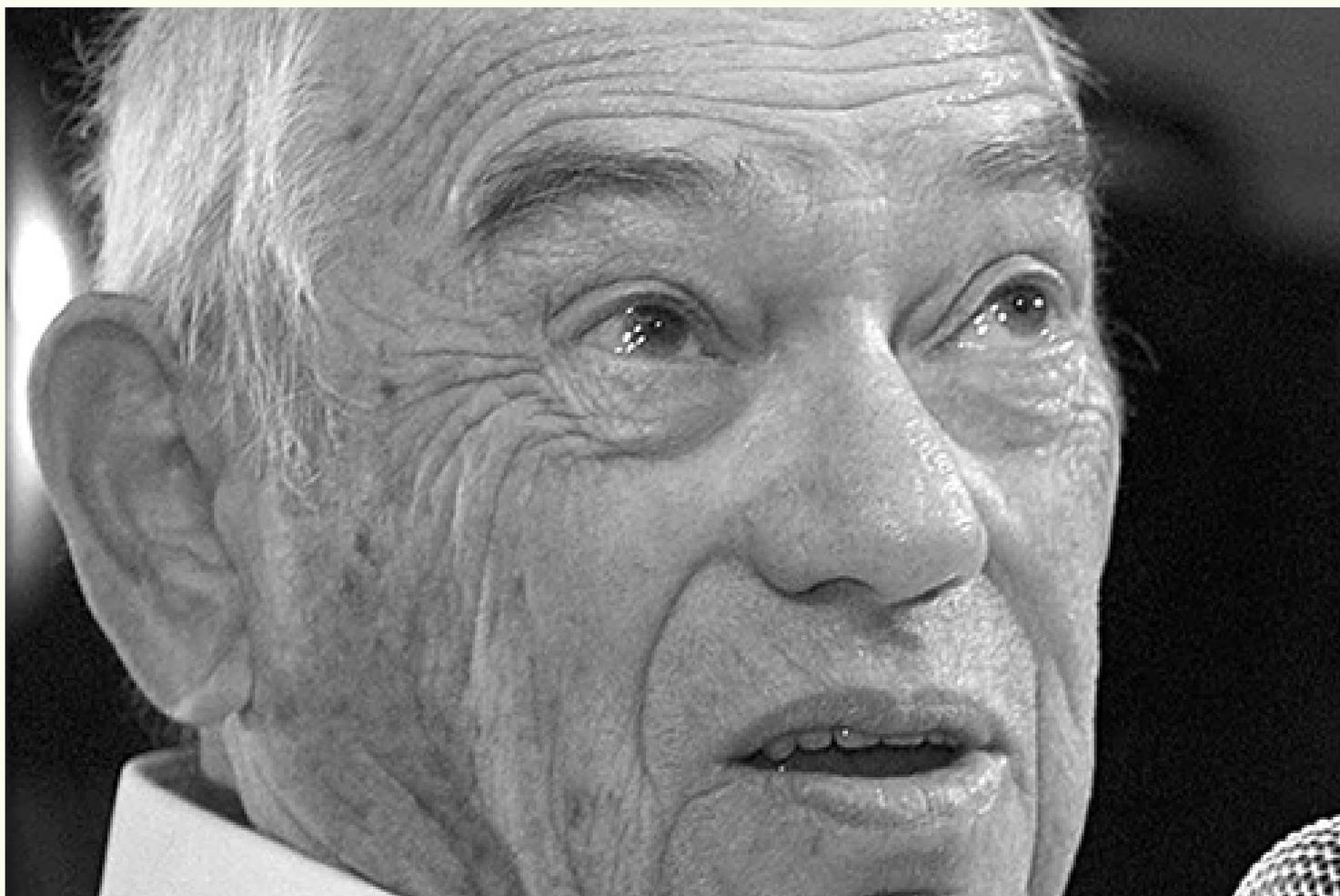
For HS Schiffahrts Group, headquartered in Haren, the contract

marks a major expansion of its heavy-lift and general cargo fleet. The company presently operates five MPP vessels ranging from 8,200 to 13,500 DWT, while also managing around 36 ships across the feeder and dry bulk markets.

The newbuildings are expected to feature upgraded cargo handling systems and energy-efficient propulsion configurations to meet forthcoming environmental standards.

Industry analysts note that this project comes amid renewed optimism in the multi-purpose segment, driven by rising demand for project and breakbulk cargo transportation. Other European owners have recently followed similar paths — Carsten Rehder has ordered four 7,500 DWT MPPs from Garden Reach Shipyard in India with two additional options, while a UK-based investor has contracted up to four 12,600 DWT vessels from Shandong Luhai Equipment Group, scheduled for 2027 delivery.

The HS Schiffahrts–Mare Trust partnership reinforces the ongoing revival of European investment in the heavy-lift and project cargo fleet segment, signaling a strategic shift toward modern, eco-efficient MPP tonnage. [-Read online-](#)



the late Hans Kahn, founder of Jumbo Maritime (1922–2018)

## Darren Shelton Revives the Legacy of Hans Kahn — Why the Heavy Lift Vision Still Matters

***Maritime writer Darren Shelton's viral LinkedIn post revisits the legacy of Hans Kahn, founder of Jumbo Maritime, whose vision for purpose-built heavy-lift vessels continues to shape today's energy logistics.***

**Maritime** expert Darren Shelton recently drew wide attention on LinkedIn with his post titled “The Man Who Escaped Hitler and Invented Heavy Lift Shipping.”

The story quickly spread through the shipping community, prompting many to revisit the legacy of Hans Kahn, the man widely credited with pioneering the heavy-lift shipping sector through the founding of Jumbo Maritime in 1968.

According to historical records, Kahn was born in Berlin in 1922 and left Germany during World War II before settling in the Netherlands. After the war, he founded Kahn Scheepvaart B.V. in Rotterdam in 1948 and began small-scale charter operations, including livestock shipments for Borchard Lines.

During the 1960s, when global shipowners were fixated on containerization, Kahn took a different view. He focused on the growing need to move cargo that could not fit into containers — turbines, cranes, locomotives, and prefabricated industrial modules — and envisioned ships designed specifically for those tasks.

That vision became reality with the creation of Jumbo Maritime, which introduced purpose-built heavy-lift vessels equipped with large cranes, open holds, and movable decks. These ships allowed entire pieces of equipment to be transported intact, reducing time, cost, and risk for complex industrial projects.

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Under Kahn's leadership, Jumbo's lifting capacity expanded steadily — from early derrick systems of around 12 tons in the 1950s to more than 3,000 tons by the early 2000s — reflecting the evolution of heavy industry itself. Kahn was known for his pragmatic philosophy, often summarized by colleagues as: "Always worry about performance — profits will follow."

By the time of his passing in 2018, Jumbo Maritime had become one of the world's best-known names in project-cargo and heavy-lift logistics, setting the foundation for a global network that continues today.

Shelton's decision to spotlight Kahn's story comes at a time when heavy-lift shipping is again central to industrial transformation — not because of containerization, but because of decarbonization.

As offshore wind farms, hydrogen plants, and floating LNG facilities multiply, logistics providers face the same fundamental question Kahn asked more than half a century ago: How do you move the cargo that doesn't fit the mold?

Modern operators such as Jumbo Maritime and SAL Heavy Lift are developing new-generation vessels with hybrid propulsion, optimized hulls, and wind-assist systems — direct descendants of Kahn's "design for purpose" philosophy.

Kahn's legacy lies not only in the ships he built but in the way he reframed a problem: performance first, purpose before profit. And as Shelton's viral post reminds the maritime world, some questions never lose relevance — especially the one Hans Kahn asked in 1968. [-Read online-](#)

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## ForestWave Strengthens Its Maritime Operations with Noordriver Acquisition

**ForestWave has acquired Noordriver Shipping to expand its capabilities in project cargo, dry bulk, and port agency operations across Europe.**



Image source: ForestWave

**Rotterdam**, the Netherlands — October 2025 — Dutch shipping company ForestWave Group has announced the acquisition of Noordriver Shipping, including all its business activities and staff, as part of a strategic expansion in the European project cargo and port agency market.

The integration, effective immediately, marks the consolidation of two long-time partners in the maritime transport sector. Noordriver Shipping, based in Rotterdam, has built a strong reputation in dry bulk chartering, project and heavy-lift cargo logistics, and port agency services.

ForestWave confirmed that Noordriver's existing operations will continue under the new structure, supported by ForestWave's broader logistics network and commercial reach. "Our goal is to build on a relationship founded on trust and shared values, while ensuring continuity for customers and employees," the company said in a statement.

The move comes amid growing demand for flexible, multi-sector shipping solutions across Europe's offshore energy, construction, and industrial supply chains. By integrating Noordriver's brokerage and agency expertise, ForestWave aims to strengthen its service portfolio across chartering, vessel management, and end-to-end logistics.

This acquisition is expected to improve operational efficiency and provide ForestWave with greater access to project cargo and specialized transport markets. Both teams will continue working under the ForestWave name, with all previous Noordriver contact points remaining active. [-Read more-](#)

**Have a story or photo to share with the heavy transport community? We'd love to hear from you. Please send your submissions to [info@hmt-news.com](mailto:info@hmt-news.com)**



## Boskalis Launches Next-Generation Hopper Dredger Seaway at Royal IHC Yard

Boskalis celebrates the christening and launch of the new TSHD Seaway at the Royal IHC yard in the Netherlands. (Image Credit: © Boskalis / Royal IHC)

**Boskalis has launched Seaway, a state-of-the-art trailing suction hopper dredger, at Royal IHC's Krimpen yard. Designed for methanol fuel, the vessel will set new standards in sustainable dredging when it enters service in mid-2026.**

Boskalis has marked a major milestone with the christening and launch of its new trailing suction hopper dredger (TSHD), Seaway, at the Royal IHC yard in Krimpen aan den IJssel, the Netherlands. The ceremony drew an audience of around 2,000 Boskalis employees and hundreds of Royal IHC staff, highlighting the scale and importance of the event.

The vessel was officially christened by Mrs. Ande Berdowski, spouse of the chairman of Boskalis' supervisory board, before being launched from the slipway.

Designed for future dredging operations, Seaway features a hopper capacity of 31,000 cubic meters and is prepared to operate on (green) methanol as an alternative fuel. The vessel is equipped with a full diesel-electric installation, Azipods™ propulsion, an optimized hull design, and advanced automation technologies.

Once in service, expected by mid-2026, Seaway is set to establish new benchmarks for efficiency and sustainability in the dredging sector, aligning with Boskalis' strategy to modernize its fleet and reduce emissions. [-Read online-](#)



Image Credit: © Boskalis / Royal IHC

## Sarens Executes Masterful Load-Out of 11,500-Tonne Valhall PWP Jacket in Norway



Image Source: Sarens

**Global** heavy-lift and engineered transport leader Sarens has successfully executed the load-out of the 11,500-tonne Production and Wellhead Platform (PWP) jacket for the Valhall field development project at the Aker Solutions yard in Verdal, Norway.

The massive jacket structure, measuring 118.3 meters in length, 78.3 meters in width, and 51.9 meters in height, was transported using 354 axle lines of Self-Propelled Modular Transporters (SPMTs) in combination with an advanced ballasting system.

To enable the operation, Sarens mobilized approximately 55 truckloads of specialized equipment and deployed a skilled eight-person on-site team, which notably included a female SPMT operator — highlighting the company’s growing commitment to diversity within its technical workforce.

The load-out was performed under stringent safety and engineering control, reflecting Sarens’ extensive experience in heavy-lift operations for offshore energy projects. The company credited the successful execution to close collaboration with Aker Solutions, precise engineering planning, and its track record of delivering cost-efficient, high-precision logistics solutions.

This project marks the first major load-out in the Valhall PWP (Production and Wellhead Platform) development. Sarens will continue supporting Aker Solutions with the transportation of utility modules, wellhead sections, and the 18,800-tonne PWP topside later in the campaign.

The Valhall PWP project forms a central part of Aker BP’s ongoing modernization and field extension strategy in the Norwegian Continental Shelf. Sarens’ execution demonstrates its capability to deliver safe, technically demanding, and environmentally responsible heavy-lift operations in challenging offshore environments. [-Read online-](#)

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## Harren Group’s KestrelMare Undergoes Leadership Change, Names Guglielmo Viola as CEO



Image source: SAL Heavy Lift

**SAL** Heavy Lift has confirmed a leadership transition at KestrelMare, its subsidiary dedicated to project and heavy-lift logistics in the Italian and Mediterranean markets. Guglielmo Viola has been appointed as CEO, joining the senior management team of Stefania Morasso, Marco Campodonico, and Alberto Marchese.

According to the company, the new leadership aims to reinforce KestrelMare’s capabilities in project cargo, breakbulk and oversized transport, and port agency services, while deepening operational ties within the broader Harren Group and JSI Alliance networks.

KestrelMare has long been a central partner within Harren Group’s logistics ecosystem, providing local expertise for complex cargo handling and maritime coordination across Southern Europe. With this transition, the company is expected to focus on expanding digital solutions and sustainable logistics practices in line with the group’s modernization strategy.

SAL Heavy Lift expressed confidence in the new leadership, emphasizing continuity and regional commitment: “KestrelMare remains a trusted partner and a center of excellence for the Mediterranean market.”

KestrelMare operates as part of the Harren Group, the German maritime and logistics conglomerate that also owns SAL Heavy Lift and several other specialized shipping and engineering brands. The group’s portfolio integration allows each company to maintain operational independence while sharing global resources, technical expertise, and project cargo networks. [-Read online-](#)

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