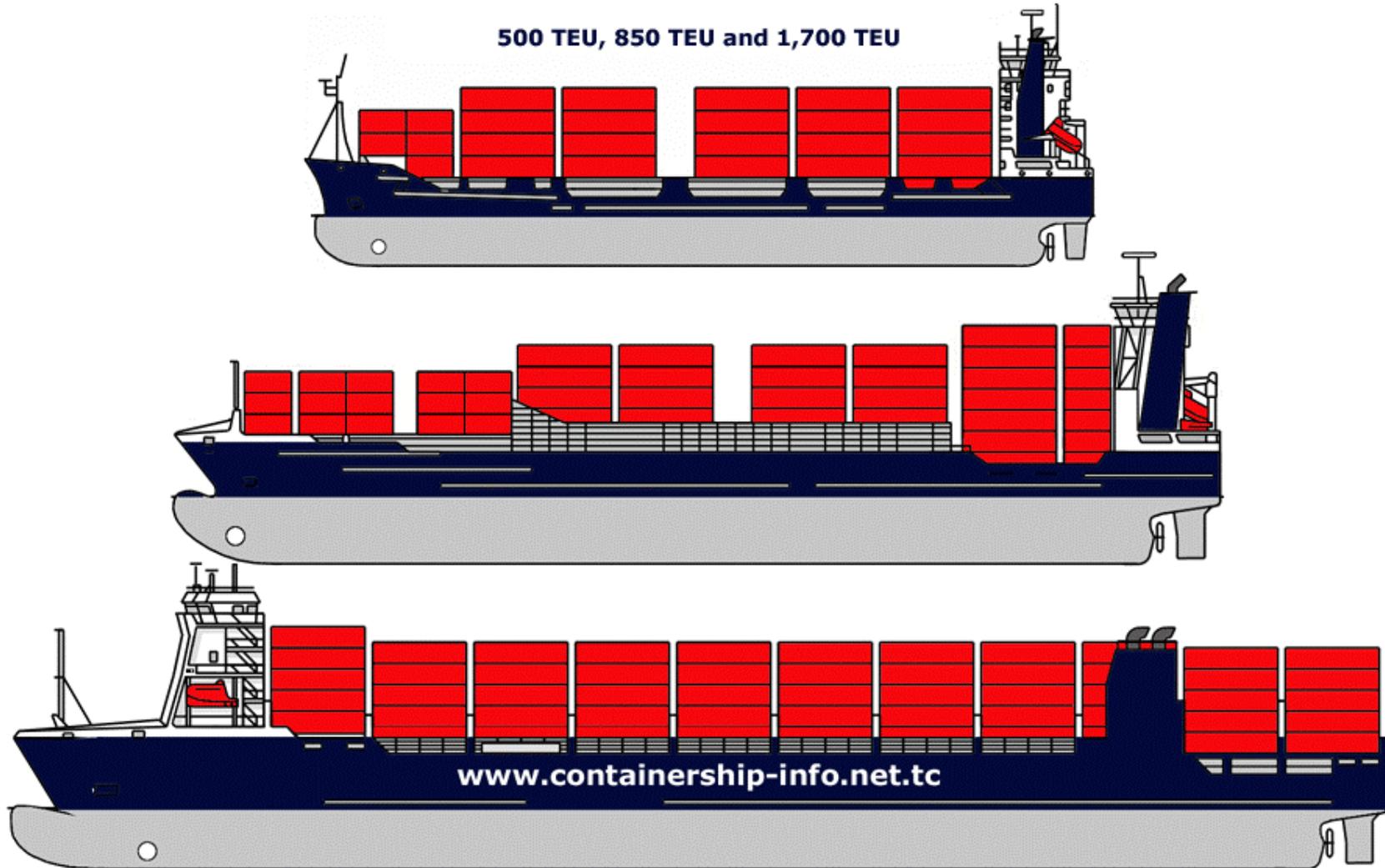


feeder vessel data sheet: size comparison



lateral plan illustration by Jan Tiedemann

Containership-Info



In recent years, container feeder vessels employed in services to the Baltic Sea have seen a considerable growth. In the late nineteen-nineties, ships of only 500 TEU were very commonly used on services between Hamburg, Bremerhaven, Rotterdam and the northern ports. A few years later, the first purpose-built 800 TEU units were launched. This capacity has since become something like a standard for Baltic feeders. Only very few ships actually went beyond this size. Most of these larger units were actually not designed for service in the Baltic: Since they lacked a sufficient ice-class, many of them were only employed during the summer months. The year 2007 will eventually bring a new generation of feeder vessels to the Baltic. Ships of up to 1,700 TEU will serve the Baltic's main ports on a regular basis. These ships are specifically designed for their trade: In order to sail year-round without problems, they are built to very high ice class standards. Their maximum draught does not exceed nine metres, the Kiel Canal's navigational limit. Hydraulically operated hatch covers (as opposed to pontoon-types) or open-top hold designs insure swift and smooth loading operations. This comparison of three feeder ships illustrates the recent growth of vessels and the general characteristics of contemporary feeder vessel designs.

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	500 TEU vessel	850 TEU vessel	1,700 TEU vessel
example	Sietas Shipyard type 151 (Maris, et ali)	Sietas Shipyard type 168 (Berit, et ali)	IHC's hull no. CO1242 (Katharina)
dimensions	100.60m x 18.20m x 6.65m	134.60m x 21.30m x 9.00m	176.00m x 23.70m x 7.70m
engine	MWM TBD645L9 6-cylinder (4,825 KW)	MAK 9M 43 9-cylinder (8,400 KW)	2 x Wärtsilä 6L46F (2 x 7,500 KW)
capacity	508 TEU max. – 372 TEU at 14 tonnes	836 TEU max. – 526 TEU at 14 tonnes	1,700 TEU max. – 1,050 TEU at 14 tonnes
deadweight	5,210 tdw	8,900 tdw	16,250 tdw
tonnage	GT 3,999	GT 7,600	GT 11,165
speed	15.5 knots	19.0 knots	21.0 knots
holds	covered holds	open top (centre) and covered (front)	open top holds
description	Compact gearless feeder vessel. All holds are covered by hydraulically operated hatch covers. Type 151 ships provide electricity for 52 reefer containers. Comparatively slow vessels at only 15.5 knots. Large number of ships built.	Gearless feeder with two large open-top holds amidships. Forward holds covered by hydraulically operated hatch covers. Aft bays equipped with cellguides above deck. Type 168 ships provide electricity for 204 reefer containers. Moderate speed at 19 knots. Large number of ships built.	Large feeder with twin-engine propulsion and unusual forward deckhouse. All holds follow an open-top design. Provides electricity for 220 reefer containers. Low draught and high service speed. Only one ship built so far.



The 508-TEU type 151-feeder Maris inbound at Hamburg



Marja is one of the popular type-151 feeders too.



The 508-TEU type 151-feeder Comet, river Elbe at Hamburg



Baumwall trades for the feeder operator Teamlines



The 868-TEU type 168-feeder Birkaland at Hamburg



The brand-new Henneke Rambow seen from above



Stern view of Henneke Rambow



Margaretha departs Hamburg for a trip to the Baltic



The 1,700 TEU Katharina at Hamburg's Athabaskakai



Katharina sailing in ballast (*JG)



Katharina passes Cuxhaven on her delivery voyage. (*JG)



Katharina shifting berths at Hamburg