

new ships' deliveries +++ terminal news +++ service updates +++ casualties

The
Containershipping -Newsletter



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Portrait: STX Shipbuilding

South Korea's well-established shipbuilding giants are presently facing growing competition from within their own country: Some weeks ago, we stated the case of the Sungdong Shipyard, a block factory that ventured into shipbuilding. However, Sungdong is not the only yard worth mentioning: STX Shipbuilding is a lesser-known Korean yard, but it has a shipbuilding history of more than 40 years. Actually it was STX who delivered the first South Korean-build containership back in 1973. After several re-brandings, the yard's shipbuilding activities are presently labelled under the banner of the STX Group of companies. Apart from a shipping company that

manages some 250 vessels the STX group also includes an engine plant for large diesel motors. STX shipbuilding originates from Pusan, but was re-located to a new facility at Jinhae in 1994. The yard has one large graving dock, covered by a 700-ton gantry crane. STX's annual capacity stands at 22 ships of up to 80,000 tdw. While the yard's focus lies on tankers (the order book includes 94 units), a container ship design has been offered since 2001. Four of the 2,520 TEU ships were ordered by German interests. A modified version of the vessel carries 2,602 TEU. So far, seven of these ships have been delivered and another 13 are still in the pipeline. Only recently, STX developed a bigger vessel type and took in eight orders for the new 3,500 TEU ships. Again, it was German shipping companies that signed the vessels. Furthermore, three 2,850 TEU ships were contracted by Japanese NYK. After successfully securing orders for suezmax tankers, STX is now seeking buyers for a new 5,000 TEU panamax design. The scheduled annual output of ships has recently been raised from 54 to 73. Early this month, STX announced the construction of a block factory at Liaoning, China. This supplier plant shall be up and running by 2008. It will help boost the yard's annual capacity from 450,000 tdw to 700,000 tdw. The company presently considers setting up an all new shipyard in the Chinese Dalian region. The plan is to relocate the construction of medium sized tankers to China in order to free space and create capacity at Jinhae.

MOL Prosperity Delivered

Imabari's Koyo Dockyard recently handed over the 6,350 TEU MOL Prosperity to the Tokyo-based Mitsui group. The vessel is the eighth ship of this class build by the yard, mainly for Shoei Kisen, a ship finance and management company that - like Koyo - belongs to the Imabari Group. Mitsui OL's order book still accounts for a number of identical sisters of the successful type to be delivered in 2007. Furthermore, Koyo will deliver five such vessels to K-line and another five to Israel's Zim. Opposed to most of the earlier P-class sisters, MOL Prosperity will not be employed in a European service, but will instead join MOL's PSX transpacific loop. This sling is presently being upgraded from panamax vessels to ships of 6,350 TEU.

Pari Siamo: Another 9,415 TEU Ship for The French Line

Pari Siamo: We are alike! This is what the now finished quartet of CMA-CGM's 9,415 TEU vessels might cry out now that CMA CGM Rigoletto has been delivered. Rigoletto, named after Verdi's opera from 1851, follows Fidelio, Medea and Norma and completes the French input to the line-up of the FAL-II super sling. CMA CGM Rigoletto was built by South Korean Hyundai HI and could be handed over well ahead of schedule. The new vessel will first sail from Pusan and Kwangyang (South Korea) and then finally join the FAL-II's regular port rotation at Ningbo. The ship's North European debut be at Le Havre. The vessel will then perform calls at Rotterdam, Hamburg and Zeebrügge, before returning to the Far East. In the FAL-II loop, the four French vessels will operate alongside four of CSCL's 9,600 TEU units of the Xin Los Angeles type.

Hanjin Port Kelang

After a slow period in terms of fleet capacity growth, Hanjin Shipping presently receives a constant stream of new vessels. The latest addition to the fleet being Hanjin Port Kelang, a 6,655 TEU unit of the very fast Hanjin Bremerhaven type. The ship was handed over by Hyundai's Samho yard barely a month after delivery of the earlier sister Hanjin Budapest. For the time being, the new ship will hardly ever visit its namesake port, since Hanjin Port Kelang will be employed in the FEX express service. The loop that offers a transit time of only 21 days from Hong Kong to Rotterdam, does only call at a single Southwest Asian intermediate port: Singapore. Hanjin Port Kelang's most striking feature is her high service speed of 26.5 knots that required the installation of a powerful 68MW 12-cylinder engine. However, since Hanjin presently only has three of these vessels, they cannot make full potential of the ships' speed until the entire FEX line-up will consist of fast vessels. Since the new carrier is not only faster, but also considerably bigger than the vessel it replaces, it came right in time to alleviate some of the capacity pressure caused by the annual peak season in the run-up to Christmas. Hanjin Port Kelang will perform her European maiden calls at Rotterdam, Hamburg and Felixstowe in mid-October.

Hamburg: CTB Rail Terminal Opened

Hamburg's state-owned terminal operator HHLA presently totally rebuilds the city's largest container terminal, the Burchardkai (CTB). The large-scale conversion project aims at doubling the facility's capacity from 2.6 million TEU annually to 5.2 million standardized units. HHLA's goals are very ambitious, since the terminal forms a peninsula between the river Elbe and the Waltershofer Hafen and its area can hardly be expanded. Therefore, handling efficiency will have to be increased by installing new gantries and a semi-automated crane-operated container stack yard. Last week, a first milestone of the project has been accomplished, when CTB's new rail terminal was completed. This cargo terminal provides eight tracks with a length of 700m each. Four so-called transtainer gantries straddle the tracks and load containers onto specially designed flat rack rail carriages. Until the end of the Burchardkai conversion project, another three tracks will be added to the rail cargo facility. This will result in an annual capacity of one million TEU. The port of Hamburg traditionally is a very strong railway port: several daily block trains shuttle containers between Hamburg and numerous east- and central European destinations like Poland or the Czech Republic.



**HHLA's peninsular Bu'kai terminal (foreground).
Image by Google Earth**

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Cosco Wants to Expand Into Greece

Cosco's Hong Kong-listed subsidiary Cosco Pacific will reportedly buy into the Greek ports of Piraeus, Thessaloniki and Heraklion. The Chinese seem poised to expand their terminal activities into the Mediterranean. Cosco Pacific hopes to obtain between 10 and 20 percent of the shares of each port, according to China Stock Exchange news. Hutchison, APMT, MSC, DP World and Hanjin are Cosco Pacific's competitors in the bids. Presently, Cosco also negotiates the construction of an all-new port facility in Southern Greece. This new terminal is intended to serve as Coscon's feeder hub for the eastern Med. Coscon's transport volumes in this part of the world has risen to almost 900,000 TEU annually. Apart from Cosco, Hanjin would like to build a new box terminal in Greece, too. As for the partial sale of the ports, the Greek government already announced to reduce its stake in state-owned companies several years ago. However, so far nothing much has happened.

Re-Floated CP Valour Sinks Under Tow

Specialist salvage company Svitzer Wijsmuller managed to re-float the TEU container ship CP Valour, which grounded in the Azores last December, only to see the ship sink under tow. The salvage team succeeded in towing the vessel from the site of the grounding, but a sudden storm overwhelmed the ship – or rather the floating wreck – which subsequently sank in deep waters approximately 20 nautical miles northwest of Faial. There were no casualties and the wreck had been stripped and cleaned pollutants. It will therefore be no environmental hazard. The ship had been declared a total loss soon after grounding, since it had suffered severe damage and all its double bottom tanks were breached. In order to re-float the ship containers, the main engine, the accommodation block and several other heavy items had been removed before towing the ship free.

Recent Deliveries: Small and Mid-Sized Ships

The table below provides an overview of smaller container vessels delivered in August and September this year.

Vessel Name	Ship Manager	Charterer	Shipyard	TEU
ALDEBARAN J	Jüngerhans & Co	unknown	Hegemann Rolandwerf	GER 974
AMAZON RIVER	Vermuelen C.	unknown	Qingshan Shipyard	CHI 1,118
BELUGA FOUNDATION	Beluga Shipping	Beluga	unknown	? 657
BERNHARD SIBUM	Bernd Sibum Reederei	unknown	Zhejiang Yangfan Ship.	CHI 957
CAP PASADO	Far-Eastern Shipping	Hamburg Süd	Aker Ostsee	GER 2,742
CAPE FORBY	Columbia Shipman.	unknown	Peene-Werft	GER 1,440
CMA CGM AMERICA	NSB Niederelbe	CMA CGM	China Shipbuilding Co.	TWN 4,043
CMA CGM ORCHID	Ahrenkiel CF KG	CMA CGM	Hyundai Mipo	SKO 2,824
CONRAD S	Schepers R & Co	unknown	Jinling Shipyard	CHI 1,118
DELMAS FILAO	Far-Eastern Shipping	Delmas	Jinling Shipyard	CHI 1,118
EAGLE 2	Vermuelen C.	unknown	Qingshan Shipyard	CHI 1,118
EURO SOLID	Global Hanseatic	unknown	Peters Schiffbau	GER 801
HANNAH SCHULTE	Schulte Group	Maersk Line	STX Shipbuilding	SKO 2,602
HEINRICH HEINE	Schlüter K & Co	CSCL	Guangzhou Wenchong	CHI 1,740
HERA	Peter Döhle	Emirates Shipping	Stocznia Szczecinska	POL 3,104
HERMANN WULFF	Wulff Hermann	Hapag-Lloyd	Stocznia Gdynia	POL 2,702
IRAN SHAHR-E-KORD	ISIRL	ISIRL	Persian Gulf Shipbuilding	IRN 2,500
IRENES RESPECT	Tsakos Shipping	unknown	Hyundai Mipo	SKO 2,824
LINGE TRADER	Buss Hermann	unknown	Zhejiang Yangfan Ship.	CHI 957
MAERSK JACKSON	CP Offen	Maersk Line	Hyundai Mipo	SKO 2,824
MAERSK JAKARTA	Ahrenkiel CF KG	Maersk Line	Hyundai Mipo	SKO 2,824
MAERSK JEDDAH	Ahrenkiel CF KG	Maersk Line	Hyundai Mipo	SKO 2,824
MAERSK JENAZ	Ahrenkiel CF KG	Maersk Line	Hyundai Mipo	SKO 2,824
MAERSK NORWICH	Schulte Group	Maersk Line	STX Shipbuilding	SKO 2,602
MAERSK REGENSBURG	NSC Schiffahrt	Maersk Line	Jinling Shipyard	CHI 1,118
MARCO POLO	Peter Döhle	unknown	Stocznia Gdynia	POL 2,732
MARNEDIJK	S&D Shipman.	unknown	Mawei Shipyard	CHI 698
MARTHA RUSS	E. Russ & Co	unknown	Jiang Dong Shipyard	CHI 1,118
MARUBA PAMPERO	Projex Schiffahrt	Maruba	SSW Schichau Seebeck	GER 2,496
MAUNALEI	Matson	Matson	Kvaerner Philadelphia	USA 2,890
MOL WILL	NSC Schiffahrt	MOL	Hanjin Heavy Industries	SKO 3,398
NONA	Maritime Gesellschaft	ZIM	Thyssen Nordseewerke	GER 2,702
PASSAT SPRING	Passat Schiffahrt	CSAV	Stocznia Gdansk	POL 2,702
PHILIPPA SCHULTE	Reederei T. Schulte	APL	Shanghai Chengxi Ship.	CHI 3,554
PONTRESINA	Laeisz F	Evergreen	Jurong Shipyard	CHI 2,642
RBD ALEXA	Navigia Shipm.	unknown	Mawei Shipyard	CHI 698
RUTH BORCHARD	Peter Döhle	Borchard Line	Sietas	GER 868
SAMSKIP EXPLORER	Becker Bernd	Samskib	Damen Hoogezand	NLD 812
SAMSKIP EXPRESS	Jan Kahrs	Samskib	Damen Hoogezand	NLD 812
SITC HONG KONG	SITC Shipm.	SITC	Kyokuyo Shipyard Corp	JPN 907
STADT ROSTOCK	Thien & Heyenga	SCI	Aker Ostsee	GER 2,742
VIKING EAGLE	Norse Management	unknown	Guangzhou Wenchong	CHI 1,740
WAN HAI 315	Wan Hai Steamship	Wan Hai	Jurong Shipyard	SIN 2,646
ZIM LIVORNO	ZIM Isreal Shipping	ZIM	Dalian New Shipbuilding	CHI 4,250

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The Going Gets Tough

Jørgen Engell, executive vice president of A.P. Møller-Maersk's liner shipping group, used the occasion of last week's Hamburg Ship Finance Conference to warn of a tougher-than-expected trading environment in the near future. Engell said Maersk was expecting demand growth to slow from the current annual 10% to 8% in 2007 and 2008. This would considerably widen the gap between the growth in global container transport capacity, (16% this year, an estimated 15% in 2007 and 13% in 2008) and the transport volumes needed to fill this capacity: Demand will surely lag behind supply, Mr Engell pointed out. Accordingly, the industry will have to prepare for a further decline in freight rates, especially in the highly competitive Asia-Europe trade.

Maersk Service Upgrades

Responding to customer requirements and a changing market environment, Maersk Line is rumoured to implement quite a handful of changes to their present container liner services. These modifications will mainly affect the routes from western and central Asia to Europe. While no official information is available from Maersk Line, your editors believe the following modifications will be implemented in the last quarter of 2006: The focus of the service revisions seems to be on the improvement of transit times between ports in the Middle East, southeast Asia and northern Europe. Containership-info has reason to believe that ports in the present ME2 loop's rotation will soon be served by the ME1 and ME3. Both of these loops might well be altered and significantly upgraded. In the fast AE9 sling, a call at Colombo might soon provide a very competitive link between Sri Lanka and northern Europe. The present fleet of 4,000 TEU to 5,000 TEU vessels in the ME1 might soon be replaced by a more homogenous fleet of 6,250 TEU ships of the Maersk Kolkata type. This would not only add capacity, but also speed, since these ships are more than one knot faster than the ships employed today. It seems that Maersk Line also plans to save some time by switching the ME1's Belgian call from Antwerp to Zeebrügge – thus eliminating some eight of hours of steaming time. Furthermore,

the addition of Jeddah as a second Middle East intermediate port on the ME1 will improve coverage of the Arabian Peninsula. Your editors think that, in another move, the ME2's (mainly) D-class ships will be shifted to the ME3 service where they would replace the 3,600 TEU Nedlloyd Europe class of vessels. The AE3 would benefit from the new ships' added speed and an extra capacity of roughly 1,000 TEU per sailing. There are also pointers towards the addition of Salalah and Colombo the port rotation of the AE8. At the same time, the loop's upgrade from 6,800 TEU K-class vessels to 8,500 TEU A-classes will continue. The AE8's fleet upgrade will both be fed by shifting vessels from the AE2 and by introducing newbuilds from Asian shipyards. The next new ship on the AE8 will be Maersk Surabaya, a charter vessel to be delivered in December to Hamburg's Claus-Peter Offen. This ship is build at Deawoo HI and follows the design of the present Maersk Stralsund. Five more such ships will be delivered to Maersk and C.P. Offen. Another service allegedly to be restructured is the Itajai Express. It links Italy and Spain to Brazil. While the port rotation will remain unchanged, the loop's fleet will receive a major upgrade from the present 1,800 TEU ships to units of 2,824 TEU. At 24 knots, the new ships will also be almost three knots faster. The new vessels for this loop will be delivered from Hyundai Mipo as the new J-class and taken in charter from various German ship management and finance companies. Their names will be Maersk Jakarta, Jeddah, Jackson, Jenaz and Jamestown. Before being phased into the Itajai Express, Maersk Jakarta will visit Bremerhaven and Rotterdam on her delivery voyage. Maersk Jenaz will appear in northern Europe too and perform calls at Rotterdam and Hamburg as does Maersk Jackson.

A New Northern Alliance

Icelandic shipping company and logistics provider Eimskip, Lithuania's Kursiu Linija and Finnish shipping company Container Finance have joined to become one of Europe's largest logistics providers. The new joint-venture called Containerships Group will be based in Helsinki, Finland. It will operate a fleet of container vessels on services between eastern and western Europe, the Baltic States and Russia. Eimskip, which earlier this year purchase Kursiu Linija, has now taken

over 65% of the Containerships Group, so far a wholly-owned subsidiary of Finland's Container Finance Ltd. Subsequently, Eimskib will turn Kursiu Linija into a subsidiary of the Containerships Group. The operations of these two companies will be integrated, though both will retain their trading identities.

Elbdeich Delivered to Elbdeich

Last weekend, Elbdeich Reederei has taken delivery of a 724 TEU feeder vessel built by Cassens Werft of Emden, Germany.



Just christened an our ago, feeder vessel Elbdeich leaves Hamburg for the obligatory shareholders' party cruise.

Photo: Jan Tiedemann

The new vessel, aptly named Elbdeich, is 127.00m long, 20.40m wide and draws 7.70m. It is powered by a 7MW Caterpillar MAK Diesel. The ship's service speed is 18.5 knots. Elbdeich was christened on Saturday at Hamburg's famous Überseebrücke and left the city in the early afternoon to perform the obligatory owner's cruise on the river Elbe. The new vessel has been chartered out to London's Borchard Line for four years. Its charter name is Gracechurch Sun and it will be employed in the Mediterranean Sea. Early next year, Cassens Werft will deliver a sister vessel: Elbinsel. This ship is

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bound to join its earlier sister in Borchard's Mediterranean trade. Until 2008, Elbdeich Reederei will receive two more vessels of the new type to be named Elbmarsch and Elbstrand. Altogether, Cassens shipyard already secured orders for ten ships of the gearless 724 TEU type.

This Newsletter is edited and compiled by Jan Svendsen and Jan Tiedemann. This pdf-file is available for download at "www.jantiedemann.de" and "www.containership-info.net.tc". Feel free to contact the editors by e-mail at jantiedemann@hotmail.com and jan.svendsen@gmx.net. We greatly appreciate your feedback and your input. More contact details can be obtained from the above websites. Please note the disclaimers displayed on the download pages. All information given in this newsletter is believed correct, but not guaranteed.

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