

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

The
Containershipping -Newsletter



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Containership Involved in Mississippi Collision

Two ships collided in the Mississippi River on Sunday. It was the second collision on the river in just little over one week. According to Norway's Tradewinds newspaper, the ships involved were Hapag-Lloyd's 2,803 TEU Heidelberg Express and Tsakos Shipping's dwt 69,220 bulk carrier Yerotsakos. The US Coast Guard reported that the containership was heading seaward when it suffered a total loss of power near river mile marker 57. The crew of Heidelberg Express dropped both anchors, but attempts to stop the ship were unsuccessful. There are no reports of injuries or pollution and traffic on the

Mississippi was able to circumnavigate the accident's site. The Liberian-registered Yerotsakos was carrying a cargo of iron ore.

MSC Olga's European Premiere

One of the Mediterranean Shipping Company's latest newbuilds premiered at Hamburg last week: The panamax-sized 5,089 TEU MSC Olga had been handed over by Hanjin HI earlier this year. MSC deployed the new ship to their weekly Northern Europe - South Africa sling which employs a mixed fleet of vessels of some 4,000 to 5,000 TEU. Recent shifts of tonnage indicate that MSC plan to upgrade the loop to a weekly capacity in the region of 4,800 TEU per direction. A contingent of 300 TEU is slot chartered by Hapag-Loyd. The new MSC Olga is 294.10m long and 32.20m wide. She has a deadweight of some 67,470 tons and is powered by a 41MW nine-cylinder diesel engine, designed by MAN B&W.



MSC Olga departs Hamburg on her first commercial voyage to South Africa.

Photo: Jan Tiedemann

Buss Group buys 600,000 Containers

Hamburg-based terminal operators Buss have invested massively into the container business: In a recent move, the company spent USD 860 million to buy some 600,000 containers from Florens, a Hong-Kong-based firm. Florens is a subsidiary of the state-owned Chinese shipping company Cosco and is specialised in leasing containers to a wide range of costumers in the transport industry. In last week's move, the boxes were bought jointly with Frankfurt's DVB bank, a company specialised in ship financing. Only last year, Buss had

bought a great number of the containers of Gateway, a US-American container leasing firm. Buss now own roughly the equivalent of one million TEU of containers.

More New Orders by OOCL

OOCL, a member of the Grand Alliance, has recently been very busy replacing some of their older ships. In the past few months, the company has placed numerous orders for new mid-size vessels. Nevertheless, the company has recently signed even more ships – this time large units for mainline services. The Hong Kong based venture turned to Samsung HI for four 8,063 TEU ships of the yard's proven design. Presently, OOCL already operates ten of this ships and the order book still accounted for two more units for delivery in 2007. The new order will bring the total of ships of this type to 16. Compared to the earlier deals, the shipping company had to dig rather deep in their pockets: OOCL will have to pay USD 477 million for the quartet. This means the company pays nearly USD 120 million per ship – some 40 percent more compared to the last order in December 2004. The high price is partially due to the ships comparatively early delivery. Originally, the newbuilds were scheduled to be hand over in the forth quarter of 2009 (two ships) and in march 2010. Industry rumours suggest, that OOCL negotiated a significantly earlier delivery date. Samsung HI might have been able to re-schedule their production plan and deliver all four units until late 2008.

Bremerhaven Opens First CT4 Berth

The first of four new berths was inaugurated last week at Bremerhaven's new container terminal. Until 2008, the EUR 500 million CT4 project will add a total of 1,600m of quay to the German port's container handling facilities. The construction of the quay wall and the reclamation of land along the river flats has so far taken almost exactly two years – the first foundations were rammed into the ground on November 12th 2004. Unlike many public building projects the development of CT4 has so far maintained both budgets and schedules. The first vessel to call at the new berth was the 1,683 TEU Maersk Vancouver. So far, the new berth is only equipped with two newly delivered ship-to-shore gantries. However, since CT4 is

an extension of the existing terminals, cranes can be moved to the berth if necessary.

Containership on Fire

Last week a containership burned out in the Mediterranean Sea. A German navy ship patrolling Lebanese waters under the United Nations maritime mandate rescued twelve crew members from the St Vincent and Grenadines-flagged cargo vessel after it caught fire. Two members of the Syrian and Egyptian crew of the 1978-built Silina were flown to a hospital in Limassol, Cyprus by a German navy helicopter, since they suffered severe burns. The remaining crew were evacuated from the blazing container ship and eventually ferried to Limassol aboard the naval supply vessel Frankfurt am Main. The small 108-metre Silina had sent out a distress call at 05:30 local time on Monday, after fire broke out in the engine room. At the time of the accident, the ship was underway in ballast from the Syrian port of Tartous to Limassol. A Greek tug has been deployed to secure the ship.

Maersk Bentonville

In a few days from now Danish Maersk Line will take delivery of the third 4,300 TEU B-class container ship. The so-called container frigates are all built at Møller-Maersk's own Volkswerft shipyard at Stralsund, Germany. The panamax-sized ships are unique in design: They feature a bridge that is placed amidships and they are capable of a very high service speed of almost 30 knots. As we rightly predicted, Maersk has chosen another North American city to lend its name to the ship: After Boston and Baltimore, the third ship's name is Maersk Bentonville. Interestingly, there are two more or less well-known 'Bentonvilles' in the United States. There is Bentonville, North Carolina – a city famously known as the site of the American Civil War's last major battle, which took place in March 1865. The confederate's defeat at Bentonville paved the way for the South's final surrender barely a month later. On the other hand, there is Bentonville, Arkansas: The small town of 25,000 inhabitants is well-known for being birthplace and headquarters of the world's largest retailer: Wal-Mart, a

company that will surely be on Maersk Line's list of key customers. So we cannot tell if the naming of the ship was driven by history or commerce. So far, the Danes have not yet integrated the new ship into their publicised sailing schedules, but she will probably join her earlier sisters in Maersk Line's Asia – American East Coast service via the Panama Canal. Despite the fact that the Maersk Bentonville is not featured in our 'ships of interest' list, she will certainly show up in a Northern European Port at short notice and pick up cargo for her positioning voyage.

Beyond Containers: Cruisers, Bulkers, Reefers and Tankers at Hamburg



please note: this banner is not a commercial advertisement

Rokia Delmas Grounding

Last Tuesday the combined ro-ro-container vessel Rokia Delmas grounded off the coast of France. The incident happened when the ship was approaching the port of La Rochelle. Shortly before passing the pilot pickup point, the 1985-built ship lost its propulsion power. Following the main engine blackout, the 2,578-lane metre Rokia Delmas drifted from the fairway in heavy winds and subsequently grounded in the port's approaches. The ship carried a crew of 28. Twenty crew members were airlifted from the stricken vessel by helicopters, the remaining eight – including the captain – decided to stay on board and assist salvage operations. Following the loss of power, the captain had ordered the ship's anchor to be dropped given the shallow draft in the area. However, the ship dragged anchors and drifted closer to the shore. Rokia Delmas soon developed a list of some 20 degrees. Meanwhile, weather conditions have improved and a diving team was ordered to inspect the vessel. The divers have found breaches to the hull of the ship and an ingress of water into the engine room and

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the lower cargo decks. No pollution has been reported so far and the ships managers, CMA CGM, decided to have 500 tons of bunker removed from the vessel as soon as possible. Rokia Delmas was employed in Delmas' Atlantic West Africa service. The ship was built at the Japanese Nippon Kohan yard. Rokia Delmas is 185m long and 32.30m wide. In addition to wheeled cargo, she can carry 1,446 TEU of deck containers.

Another 168-Type Feeder: Sietas Delivers Annaland

Hamburg-based J.J. Sietas shipyard recently delivered yet another type 168 feeder vessel. The ship, named Annaland, will link the German ports of Hamburg and Bremerhaven with St. Petersburg in Russia. Annaland trades for Teamlines, a company that had only recently been acquired by Delphis of Belgium.



The new feeder vessel Annaland arrives at Hamburg on her first commercial voyage.

Photo: Jan Tiedemann

E-Class Teething Troubles

It seems that Maersk Line and Odense Steel Shipyard are experiencing unexpected teething troubles with their new e-class of container vessels. Earlier this year a fire had destroyed

Emma Maersk's superstructure and the ship's delivery was delayed by several weeks. Now, the delivery of newbuild number two, Estelle Maersk, will be delayed, too. Maersk Line has recently taken Estelle out of their online timetables and booking system. The ship will not enter service this week as originally planned. While neither the shipping company nor the yard would comment the delay, rumours suggest that one of Estelle's propeller shaft bearings is the cause of the problem. Lloyd's List reports that the shaft is said to have been torqued by about 30 degrees and that Estelle's delivery will be delayed by at least two weeks. (Shaft! Ya damn right...) Presently it is uncertain whether the new ship will have to return to the shipyard or if repairs can be carried out at the outfitting berth at Aarhus, where Estelle is stationed for her sea trials.

HWWI Study Forecasts Port Growth

The port of Rotterdam will maintain its position as Europe's leading port until at least 2030. This is one of the findings of a recent joint study by Hamburg's Berenberg Bank the economic research institute HWWI. Hamburg might well take over the number two position from Antwerp: Among the three competitors, the city on the banks of the river Elbe presently enjoys the highest growth rate in both total cargo handling and container turnover. Container handling capabilities and traditional ties with fast-growing regions in Asia will be key success factors over the next decades. The study predicts an annual average growth rate in container trades for Hamburg of 8.3%. Antwerp will grow at 7.9% - the industry's average, whereas Rotterdam will account for 8.1%. The study predicts Hamburg's total turnover by 2030 to be near 528 million tons, compared to 126 million tons last Year. Huge leaps are also predicted for Gioia Tauro, Felixstowe and Valencia. Algeciras will develop into Europe's number four port. Bremen and Bremerhaven (counted as one port) will be number five. The top ten list will eventually be completed by the French ports of Le Havre and Marseille. According to the study, outlooks are bleak for the UK ports of Tees & Hartlepool, Grimsby and Immingham. Altogether, the volume of container handling in Europe by 2030 will multiply by more than six, according to Berenberg Bank and HWWI. At the same time, dry bulk cargo

will grow by 85%, liquid bulk by 10.5%. The complete study is available free of charge as a pdf-file at: www.hwwi.de.

Corrected

Two weeks ago, in newsletter 43/2006, we announced that the first of Maersk Line's new Hanjin HI-build 6,500 TEU ships would be called Margrethe Maersk. However, we understood that the vessel's name will actually be Marchen Maersk.

Ships of Interest in North European Ports

The following list contains a number of ships of interest and the dates of their first scheduled calls in Northern Europe's ports. The list comprises of both newbuilds and older vessels that visit the north range for the first time. Please note that these are estimated times of arrival. Actual dates may vary, so please check your local port's online schedules for confirmation.

November 1 st to January 1 st			
ships at Hamburg			
vessel name	TEU	date	status
CMA CGM Rigoletto	9,415	November 1 st	new ship
Hanjin Port Kelang	6,655	November 3 rd	new ship
Xin Shanghai	9,580	November 8 th	new ship
MSC Heidi	8,400	November 14 th	new ship
YM Utmost	8,204	November 16 th	new ship
Kota Lagu	4,250	November 18 th	new ship
MSC Vittoria	8,089	November 21 st	new ship
Wan Hai 503	4,250	November 25 th	first call
Hyundai Singapore	6,800	November 27 th	new ship
MSC Bengal	8,200	November 28 th	new ship
Humber Bridge	9,040	November 30 th	new ship
Puelo	6,539	December 5 th	new ship
Wan Hai 506	4,250	December 9 th	first call
Pengal	6,539	December 12 th	new ship
CSCL Le Havre	9,580	December 22 th	new ship
Wan Hai 501	4,250	December 23 rd	first call
Petrohue	6,539	December 26 th	new ship
Hanover Bridge	9,040	December 28 th	new ship
Kota Lahir	4,250	November 30 th	new ship

ships at Bremerhaven			
Estelle Maersk	13,500	November 13 th	new ship*
MSC Heidi	8,400	November 16 th	new ship
MSC Vittoria	8,089	November 24 st	new ship
MSC Bengal	8,200	December 1 st	new ship
Maersk Surabaya	8,400	January 1 st	new ship

ships at Rotterdam			
Hanjin Port Kelang	6,655	November 1 st	new ship
Xin Shanghai	9,580	November 6 th	new ship
YM Utmost	8,204	November 13 th	new ship
Estelle Maersk	13,500	November 15 th	new ship*
Kota Lagu	4,250	November 16 th	new ship
Wan Hai 503	4,250	November 23 rd	first call
MSC Joanna	9,178	November 24 th	new ship
Hyundai Singapore	6,800	November 25 th	new ship
Humber Bridge	9,040	November 27 th	new ship
Puelo	6,539	December 7 th	new ship
Wan Hai 506	4,250	December 7 th	first call
Pengal	6,539	December 14 th	new ship
CSCL Le Havre	9,580	December 20 th	new ship
Wan Hai 501	4,250	December 21 st	first call
Hanover Bridge	9,040	December 25 th	new ship
Kota Lahir	4,250	November 28 th	new ship
Petrohue	6,539	December 28 th	new ship
Maersk Surabaya	8,400	December 28 th	new ship

ships at Antwerp			
MSC Heidi	8,400	November 11 th	new ship
YM Utmost	8,204	November 17 th	new ship
MSC Vittoria	8,089	November 19 th	new ship
Kota Lagu	4,250	November 21 st	new ship
MSC Joanna	9,178	November 25 th	new ship
MSC Bengal	8,200	November 26 th	new ship
Wan Hai 503	4,250	November 28 th	first call
Humber Bridge	9,040	December 2 nd	new ship
Puelo	6,539	December 9 th	new ship
Wan Hai 506	4,250	December 12 th	first call
Pengal	6,539	December 16 th	new ship
Wan Hai 501	4,250	December 26 st	first call
Petrohue	6,539	December 30 th	new ship
Hanover Bridge	9,040	December 31 st	new ship

* Estelle Maersk's calls are very likely to be delayed by some two weeks or more.

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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Apologies for the rather lame 'Shaft' pun.