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The
Containershipping -Newsletter



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CMA CGM Rigoletto's Maiden Voyage

The French Line CMA CGM's latest 9,500 TEU container ship, CMA CGM Rigoletto, debuted at Hamburg last week. The fully-laden ship was delayed by one day, due to a severe storm in the North Sea. Wave heights of up to 17 metres and gale force winds disrupted vessel traffic and forced some container terminals to suspend operations for several hours. Rigoletto

finally rolled into Hamburg on Thursday's morning tide – leading a convoy of ten containerships with an overall capacity of some 40,000 TEU. CMA CGM Rigoletto is employed in CMA CGM's and China Shipping's joint FAL-2 loop. The second biggest Far East – Europe service after Maersk Line's AE1. The new vessel is 350m long and 42.80m wide. She was built at Hyundai HI in Ulsan, South Korea.



CMA CGM Rigoletto arrives at Hamburg. A severe storm delayed the ship's maiden call by one day.

Photo: Jan Tiedemann

Humber Bridge Delivered

Some few weeks ago, Japanese K-Line published the name of their first super post panamax containership. The vessel has now been handed over to the shipping company as Humber Bridge. The new ship has already left Japan and is presently underway to China. After loading containers in several ports along the Chinese coast, Humber Bridge will head for Northern Europe. The 9,040 TEU newbuild carries the name of Great Britain's longest suspension bridge. Opened in 1981, the 2,200metre-fixed link spans the river Humber and connects the counties of Yorkshire and Lincolnshire. The ship is the first unit of a new type developed by Ishikawajimaharima Heavy Industries (IHI). The Japanese yard had already built a series of

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8,500 TEU vessels, originally ordered for employment with P&O Nedlloyd. Today, these ships are trading for Maersk Line. Humber bridge was built at IHI's yard at Kure and will be followed by seven identical sister vessels. All eight ships are to be phased into K-Line's Far East – Europe services. At a length of 336m and a width of 45.80m, the ship has adopted a wider-beam hull design that results in the use of less ballast water during sea voyage compared to most existing vessels. Humber Bridge's fuel oil tanks are located in the bulkheads between the holds in order to avoid bunker leakage in the event of vessel collision and subsequent hull damage. The 98,800 ton ship is powered by an MAN B&W 12K98ME main engine, rated at 68MW. It can drive the ship at a maximum speed in excess of 25 knots. Humber Bridge will make her European debut at the end of this month.

NYK Introduces New V-Class Ships

Japanese Nippon Yusen Kaisha, better known by their acronym NYK, have not been amongst the first shipping lines to order very large container ships. Company officials obviously preferred to wait and see how the market would develop. So NYK was one of the last of the big ones in the container business to sign super post panamax ships. Nevertheless, NYK's order book has grown considerably ever since and presently comprises of eleven orders for 2,700 TEU ships, eight orders for 4,700 TEU ships, four orders for 6,500 ships, eight orders for 9,100 TEU ships and four orders for ships of 9,200 TEU. With exception of the 9,100 TEU units, the entire order book has been signed with South Korean shipyards, mainly with Hyundai HI. The eight 9,100 TEU carriers will be supplied by Japan's IHI shipyard. NYK will soon start phasing these ships into their schedules. The super large carriers will become the line's V-class of ships. The first ship of the series will be delivered in December as NYK Vega. It will be followed by NYK Vesta in March 2007. NYK Vega will be deployed to the Grand Alliance's AE4 service, linking North China and South Korea with Northern European ports. Your editors expect Vega's next three sisters to follow her into this loop. Whilst introducing new ships, NYK have also disposed of some older vessels at the same time: The 4,800 TEU sisters Sanda Azul and Sandra Bianca, both build in

the mid-nineties, have been sold to London-based Zodiac Shipping, who will charter them out to a yet unnamed customer.

Puelo Delivered to CSAV

Chilean CSAV have now received another 6,500 TEU ship from Hyundai HI. The ship will carry the name of a coastal city in central Chile: Puelo lies on the shores of the gulf of Reloncavi. Surrounded by many lakes, rivers and streams, it is known as a popular resort that is especially liked by anglers. The ship will be employed in CSAV-Norasia's AME loop. Unlike most of the chartered P- and C-class ships employed in this service, Puelo is wholly owned by CSAV.

Hanjin Port Kelang Visits Northern Europe

The new 6,500 TEU Hanjin Port Kelang has made her first appearance in Northern Europe's ports earlier this week. The vessel is the third unit of Hanjin's most recent series of ships.



Hanjin Port Kelang left Hamburg on Monday
Photo: Jan Tiedemann

Hanjin Port Kelang was built at Hyundai HI's shipyard at Ulsan, South Korea. The vessel is 304m long and 40m wide. Its

propulsion plant consists of a powerful 68MW 12-cylinder engine that drives the ship at a speed of up to 26.5 knots. Hanjin Port Kelang is employed in a service that connects Northern Europe and the Far East: The fast FEX loop only calls at the European ports of Rotterdam, Hamburg and Felixstowe and features no intermediate ports in the Med or the Middle East. Please check out our data base for more vessel particulars and photographs.

Containerships Sold for Scrap

In the last few years, container transport volumes have grown so rapidly that shipping companies were desperately seeking tonnage to cater for the high demand. Subsequently, a whole lot of older containerships, well past their best-before dates, have presently remained in active service. The only ships scrapped were those that suffered major accidents like Safmarine Agulhas and CP Valour. Finally this has changed and the huge stream of new vessels that is hitting the market's supply side these days has now led to vessels being sold off for scrap again. The first ship to fall victim of the increased availability of contemporary tonnage was the French Line's 1979-build CMA CGM Arno. Renamed Starwave, it has been sold to Chinese breakers. CMA CGM also disposed of the 1980-built sister CMA CGM Hudson. This vessel reportedly sailed for demolition in China under the new name Bergen. Danish shipping giant Maersk Line has also started sending vessels to the torches, especially units inherited from P&O Nedlloyd. Recently, the former Nedlloyd Muscat, a German-built ship delivered in 1977, has been sold. Built as Table Bay, she used to be a well-known ship on the Peninsular and Oriental's South African Services. Another of the cape ships, namely the former Transvaal, has been disposed of, too. Delivered in 1978 by Germany's Kiel-based HDW, she was one of the stalwarts of the run to the cape. Her last name in active service was Nedlloyd Dubai. One ship that escaped the breakers is the 1980-build Nedlloyd Vungtau. The ship was launched as Zeelandia by van der Giessen de Noord and has recently been sold to Costamare, who shortened her name to Vungtau. It was believed that the Greek would sell her for scrap, too - but instead the ship was

chartered to the Mediterranean Shipping Company as MSC Togo.

Scrapped Vessels in the Containership-Info Database

Now that container vessels are sold for scrap again, our readers might wonder what will happen to the corresponding entries in our containership-info data base. The ships' data and picture sheet will remain online. The ships will be tagged with a 'scrapped' remark in the last 'former name' field. The ships will be listed under the last name they carried in regular service, which is not necessarily the ships final name, since quite many ships are being oddly renamed only for the purpose of their last voyage to the breakers. Vessels that were demolished before containership-info went online will not be added to the list for the time being.

Panama Canal Extension Puts Ports on the Spot

Only a few days after Panama's vote in favour of an extension of the Panama Canal, shipping companies, port operators and shipyards are discussing the project's effects on world shipping. The consequences of the canal's modifications will primarily affect the American east coast and gulf ports. Today, many of these container ports are almost exclusively served by panamax ships. In recent years, containerships have contributed the lion's share of the canal's growth: They accounted for a 46.9 percent share of the canal's revenues for the first eleven months of fiscal 2006, followed by bulk carriers (16.9%) and tankers (9.6%). The canal extension project will surely have significant effect on the tonnage employed in Far East – US East Coast trades. Today, such a service would typically employ ships of 3,500 to 4,500 TEU. The canal's new dimensions would allow these services to be maintained by 5,500 TEU standard post panamax ships. In the long run, even 8,000 TEU units might trade on such a loop. With the exception of the large Pacific ports, most North American terminals are not ready to accept ships of this size. Ports like Houston and Miami only guarantee a draught clearance of about 12 meters – at least 14.5 meters are necessary to accommodate fully laden standard post-panamax (by today's standards) ships. Thus, either the ports' approaches have to be dredged, terminals

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have to be re-located or liner services will have to by-pass ports that used to see calls. As of today, only the container terminals in the port of New York and New Jersey can accept ships drawing up to 13.70m of water. APM Terminals are presently building a new deep water container facility at Portsmouth, Virginia. The new terminal will feature a 1,229m container quay, equipped with post-panamax ship-to-shore gantries. Located on the banks of the Elizabeth River, it makes use of a natural deepwater harbour that allows ships with a draught of up to 15m to call. The terminal will open next year.



**The Virginia deepwater container port at Portsmouth is presently under construction (foreground).
Image by Google Earth/Digital Globe/Terrametrics.**

It's Sweeps Month at Maersk Line

Not only has Denmark's Maersk Line sold off vessels for scrap (as mentioned earlier in this newsletter) – the line also disposed of a number of older vessels that were sold for further trading with other companies. Last week Maersk Line announced the en bloc sale of five former P&O Nedlloyd ships to Hong Kong interests, namely Centrans Ocean Shipping. The five ships sold are Nedlloyd Adelaide (originally Nedlloyd Houtman), Nedlloyd Clarence, Nedlloyd Clement, Nedlloyd Colombo (built from 1982- to 1983) and Maersk Nara. The latter ship was

launched as C.P. Paris in 1985. Thus, Maersk disposed of most of their older ships in the size range of 2,500 to 2,800 TEU. The only exceptions from this are a number of US-flagged ships that are used on domestic trades within the United States of America under Jones Act regulations or are reserve ships of the military sealift command. These ships had originally been built for Sealand, a company that was later taken over by Maersk. The same applies for a number of Maersk's 1984- and 1985-build US-flagged +4,000 TEU ships, originally commissioned by the US Line. These ships are nicknamed 'container bulkers' because of their low speed. These vessels, as well as further M-class ships, might be next on Maersk's sales list.

MSC Heidi's Maiden Voyage

About one month ago, the Mediterranean Shipping Company received another 8,400 TEU container ship from South Korean builders Daewoo Heavy Industries.



**MSC Heidi at Hamburg on Monday.
Photo: Jan Tiedemann**

The new vessel is named MSC Heidi and the Mediterranean Shipping Company deployed the ship to their Lion Express Far East – Europe service, a loop that was recently altered to include a Japanese call at Hakata. MSC Heidi is 332.40m long

and 42.80m wide. She has a deadweight of 107,500 tonnes. Please turn to our vessel data base for more ship particulars.

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MSC Negotiate Supercarrier Order

With Maersk Line introducing their first super jumbos and the French Line CMA CGM placing orders for a series of 11,400 TEU ships, the container shipping industry's number three, the Mediterranean Shipping company, has been put on the spot to follow suit. The top end of MSC's shipyard order book presently includes a total of 18 super post panamax carriers with a capacity of over 9,500 TEU. The orders are split between Daewoo HI (four ships) Hyundai Samho HI (two ships) and Hyundai HI (twelve ships). Even though this is an impressive pipeline, MSC will not be able to add sufficient TEU capacity to their main loop(s) compared to Maersk Line and CMA CGM. Recent industry rumours suggest that MSC has entered negotiations with the abovementioned shipyard in order to modify their pipeline of vessels. According to your editors' sources, the Swiss carrier would like to up the size of at least a number of vessels in MSC's order book by 35 percent or more. This would eventually result in the delivery of 12,000 to 13,000 TEU ships. The next four +9,000 ships in MSC's pipeline will be handed over as early as in the first half of 2007. Thus, potential changes to the design would rather not affect these ships. Vessels scheduled for delivery in late 2008 will probably be much more in focus of today's negotiations. Since MSC's European hub is Antwerp, the company would not be able to operate vessels like Maersk Line's E-class without difficulties: Any ultra large MSC-ship would have to fit into Antwerp, a river port that limits the ship's maximum loaded draught and length.

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While the ship-to-shore gantries at the MSC home terminal can handle rather large vessels, they are not able to straddle ships of the size of Emma Maersk, for instance. Furthermore, the shipyards will surely have already ordered main engines for +9,000 TEU vessels – It is uncertain, whether these orders can still be upgraded or if an ultra large vessel could be built using a standard 12-cylinder diesel plant.

Hanjin Return Senator Ships to Owners

As reported in our newsletter a few weeks ago, Hanjin Shipping and their subsidiary Senator Line will cut their Europe – Asia – US-West Coast pendulum down to a mere transpacific loop. Overcapacity, low rates and excessive bunker costs have been blamed for the decision. Accordingly, Hanjin decided not to renew the charter of eight of Senator's ten 4,554 TEU P-class of panamax vessels. With the exception of Norddeutsche Reederei's Yokohama Senator, these vessels are owned and managed by the German company F. Laeisz of Hamburg. This series of ships has traded for Senator since its launch in the second half of the nineties. Only three vessels served with no longer existent Cho Yang Line before taken over by Senator. The fate of Hanjin's remaining two Senator ships is still unclear. For the time being, they will be employed on the aforementioned loop's remaining transpacific leg. Laeisz will charter two of the ships to CMA CGM. One of these two is designated for service with CMA CGM's subsidiary ANL. Not surprisingly, the Mediterranean Shipping Company will charter the other four units. So far, no information is available as to where MSC will employ the ships and what their names will be.

Thyssen-Krupp Yards Bag Six Ship Order

The German Thyssen-Krupp owned shipyards at Kiel and Emden have secured orders for a total of six 3,470 TEU container vessels for yet unknown recipients. According to reports in several North German newspapers, four units will be build at Kiel's HDW yard and the other two at Emden's Nordseewerke. Orders for the new vessel type had already been placed by Gebab (2 ships ordered in October 2005) and Hartmann Schiffahrtsgesellschaft (2 ships ordered this year in

June). These ships will be build at Nordseewerke. However, it is not sure whether any of the two companies can be linked to the present order. Shipping Analysts estimate the price for the ships to be in the region of EUR 50 million per unit. Various German owners had recently secured slots for similarly-sized containerships at Shanghai-Chengxi Shipyard. These ships were signed for prices ranging from USD 50.5 million to USD 52.5 million.

Malaysia's Kelang Grows at Record Speed

Today, Singapore is Southeast Asia's number one port by quite some length. It is one of the largest ports in the world and the city presently ranks first in the world when it comes to TEU throughput. Only a few miles from Singapore, the relatively young Malaysian port of Tanjung Pelepas has enjoyed tremendous success and healthy growth rates. It has developed into Maersk Line's and Evergreen Marine's hub for the area. Like Singapore, Tanjung Pelepas is an expanding port, with new terminals under construction. However, Pelepas is not Singapore's only rival in Malaysia – the more northerly Port Kelang has a much longer history. Kelang has two large container terminals: The younger Westport terminal was established in the late nineteen eighties, after it became obvious that traffic volumes had outgrown the older terminal in the northern port. Interestingly, it is Port Kelang that presently enjoys the biggest growth rates in the entire region. Port Kelang's Westport is located on an alluvial island in the river estuaries west of Kelang. It is sheltered by a number of mangrove islands further seaward and it is connected to the mainland by a bridge. The Westport project was originally developed by the Malaysian government. The container terminal was later transferred into an individual entity and privatised. Today, Westport comprises of four terminals with a total of nine container berths and 2,600m of container quay. It has an annual capacity of six million TEU. The terminals are equipped with 24 super post panamax ship-to-shore gantries. Four of these can move two containers at a time. Westport crossed the one million TEU border in year 2000, only to achieve its second million TEU as soon as 2002. The following years performed rather poorly, since Maersk Line, the

terminal's prime customer, moved most of their activities to Tanjung Pelepas. Meanwhile, the port of Kelang managed to attract new customers like OOCL and Hapag-Lloyd and it serves as the Southeast Asian hub of China Shipping and CMA CGM. Mainline services from Asia to Europe that call at Port Kelang are now exclusively served at Westport and the facility will reach an estimated throughput of 3.7 million TEU by the end of the year. In the first three quarters of this year, container volumes have grown by 26 percent, compared to the corresponding period in 2005. Despite the fact that Westport's latest expansion has only just been completed, the construction of another two berths will start very soon.

Rokia Delmas Update

The Panamanian-flagged conro carrier Rokia Delmas, aground for almost two weeks now off the Ile de Ré on the French Atlantic Coast after a power blackout, is likely to remain aground for weeks if not months. Last week, local authorities decided to cancel the first planned refloating attempt after divers discovered a crack in the vessel's hull. Reportedly, the crack is some 20 metres long. Salvage experts fear any attempt to tow the ship at this stage could cause extensive damage to Rokia's hull. Instead of refloating the ship, priority was given to the removal of 560 tons of bunker fuel. A floating anti-pollution barrier has been laid around the ship. The stranded vessel did not carry any hazardous cargo at the time of the accident. Rokia Delmas was inbound from West Africa and its load mainly included empty containers, timber, cocoa, rubber and steel coils.

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

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