

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

The
Containershipping -Newsletter



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Two Bitter Pills for Antwerp

The port of Antwerp had to swallow two bitter pills earlier this month: The Belgian port lost the weekly calls of an Asia – Europe mainline service and CSAV-Norasia announced that Antwerp will not be served by the Line's new India sling, the Eurogalex. Especially the withdrawal of K-Line's and Yang Ming Line's jointly operated AE-1 service was a major blow for Antwerp. This loop is presently being upgraded from 5,500 TEU units to ships of an average capacity of 8,600 TEU. The move came as a real surprise since the carriers involved in the AE-1 had only recently committed to a joint-venture with PSA: Together with South Korean shipping line Hanjin, they hold a

stake in a terminal at Antwerp's new Deurganckdock. During the facility's opening ceremony, Hanjin, Yang Ming and K-Line had announced plans to make Antwerp their hub for the Benelux countries. After the AE-1's withdrawal, the berth at Deurganckdock will only see two weekly calls by members of the alliance. Recent industry rumours suggest that some members of the CYKH alliance might soon enter a terminal operating joint venture with Rotterdam's ECT and become stakeholders in the port's new Euromax facility. Earlier this year, soon after the final go-ahead was given for Maasvlakte-2, APMT had decided to withdraw their involvement in Euromax and rather develop an entirely new terminal at Rotterdam. Thus, the shipping lines of CYKH might well use this window of opportunity and join the Euromax project. Another operator announcing bad news for Antwerp lately was CSAV-Norasia. According to the shipping analysts of Dynamar, the port rotation of CSAV-Norasia's (revived) Indian loop, the Eurogalex, has now been determined. It will include Hamburg, Felixstowe, Jeddah, Dubai, Mundra, Nhava Sheva, Port Said and Rotterdam. Six ships with an average capacity of some 4,000 TEU are to be employed.

Maersk Drury

The third ship in a series of four has now been delivered to German Patjens Reederei. The 5,040 TEU panamax Kaethe P was handed over to her owners by Hyundai Heavy Industries at Ulsan. Like her earlier sisters, Kaethe P will join a long-term charter with Maersk Line. The Danes will add the vessel to their expansive fleet of D-class container carriers as Maersk Drury. It will serve on a transpacific loop, linking Far Eastern (mainly Chinese) ports to the southern US East Coast via the Panama Canal. Maersk Drury will commence her maiden voyage on the TP12 on December first at Shanghai and is scheduled to reach Charleston at end of this year.

MSC Vittoria on Her Maiden Voyage

The Mediterranean Shipping Company has added another large container liner to the fleet of their Lion Express loop. The new MSC Vittoria has recently been phased into the line's Far East –

Europe service. The Hanjin-built ship measures 324.80m and has a capacity of 8,089 TEU. With the delivery of MSC Vittoria, the sub-charter of MSC Bengal and the re-deployment of MSC Silvana, the Lion Express now is only one ship short of being fully upgraded to units of super post panamax size. At 6,700 TEU, MSC Stella is presently the smallest ship of the Lion fleet and she is bound to be replaced soon.



**The new MSC Vittoria approaches Antwerp's Berendrecht locks on her maiden voyage.
Photo: Dirk de Smedt**

Samho Heavy Delivers CMA CGM Orca

Earlier this month, we already mentioned that CMA CGM has now started using wildlife names for some of their new vessels. The first of the French sea life ships has now been handed over in form of the 5,078 TEU CMA CGM Orca. The vessel was built at Hyundai Samho, South Korea. CMA CGM Orca is an example of Samho's standard panamax design. Vessels of this type already trade for APL, MSC, ZIM and Maersk Line. The lead ship of this type was MSC Fabienne, built in 2004. The French Line will employ the new ship in the PEX-3 service, a loop that links China with US-ports in the Gulf. The service's American main ports are Houston and Savannah. Your editors expect CMA CGM to deploy Orca's seven sister ships to follow to PEX-3, too, in a move to up the sling's weekly capacity by some 1,000 TEU.

Koyo Dockyard Hands Over YM New Jersey

Over the last few years, Japanese Koyo Dockyard exclusively built a log row of post panamax container ships of rather similar

design. This lengthy series has now been interrupted by the delivery of a 5,000 TEU panamax vessel. The YM New Jersey has been handed over to Taipei-based Yang Ming Line. The ship will be followed by sister vessel YM Los Angeles at the end of this year. Both vessels are earmarked for the Taiwanese's swift SP4 transpacific service. This loop's port rotation only includes Shanghai, Ningbo, Oakland, Los Angeles and Kwangyang. Presently, this service is being downsized from post panamax vessels to 5,000 TEU units. A move that is in line with many shipping companies' recent temporary reduction of capacity in the Pacific trade. After the delivery of YM Los Angeles, things are back to normal at Koyo and the yard will continue its long series of standard vessels with deliveries to OOCL and APL, which will keep the yard busy well into 2008.



**YM New Jersey at Koyo Dockyard's outfitting pier.
Photo: Y. M.**

Döhle Takes Delivery of Petrohue

The ship factories at Ulsan, South Korea, presently seem to spit out newbuilds like a machine gun fires its rounds: Last week, the 6,500 TEU Petrohue was only one of several vessel deliveries at Hyundai Heavy. The ship was handed over to Hamburg-based Peter Döhle Schiffahrt. Petrohue is the fourth of six P-Class ships, destined to trade for Chilean operator

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CSAV-Norasia. The ship will follow its earlier sisters into the AME service, a mainline Asia – Europe loop. Again, the ship has been named after a Chilean town: Petrohue is a small city in central Chile. A river of the same name links the well-known lakes of Todos los Santos and Seno de Reloncavi. They are part of the Vicente Perez Rosales National Park with its stunning Volcano, the famous Osorno, and the picturesque Petrohue falls. Petrohue is 300.40m long and 40m wide. Powered by a 10-cylinder diesel, she reaches a top speed of 25 knots.

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



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Hannover Bridge

The Japanese shipbuilders of Ishikajima-Harima (IHI) are known for building ships in pairs. Since the yard's giant graving dock can accommodate two large ships next to each other, it makes perfect sense to build two ships in parallel: Thus, it is not a surprise that K-Line's second 9,040 TEU carrier, the Hannover Bridge, follows right on the heels of the series' lead ship Harbour Bridge. Admittedly, your editors were a bit confused with the vessel's name, since K-Line's container carriers are traditionally named after actual Bridges. The new vessel's name however spells 'Hannover', the original German name of the city internationally known as 'Hanover'. Strangely enough, an actual bridge named 'Hannover Bridge' does not exist. So what is the vessel named after? Your editors suggest that K-Line was referring to Baltimore's well-known 'Hanover Street Bridge' or possibly to 'Hanover Bridge', a 1885-built Bridge in Minnesota, listed as a historic building. Back to the ship itself: The new vessel is 336m long and has an 18-row beam of 45.80m. It will be employed in K-Line's and Yang Ming's joint EA-1 Far East – Europe loop.

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**Hannover Bridge at IHI's outfitting pier – her earlier sister Harbour Bridge can be spotted in the Background.
Photo: Y. M.**

Panamaxes for the Evergreen Group: Ital Laguna

Like most leading container shipping lines, the Taiwanese Evergreen group has used the past year to upgrade their mainline services and employ a great number of super post panamax vessels. Evergreen introduced their C- and S-class ships to European and Transpacific services. New ships were also introduced in the mid-sized segment, mainly through Evergreen subsidiary Italia Marittima's sub-panamax units of the F- and O-class. Now, after a break of almost nine years, the Evergreen group has again taken delivery of a true panamax ship: The 5,089 TEU Ital Laguna is the first unit of a quartet of vessels built by Hanjin Heavy Industries. Traditionally, Evergreen was a company that used to own most of their ships, but in recent years the Taiwanese operator relied on chartered tonnage to a greater degree than before. Thus, the new panamax ships for Italia Marittima will be managed by Greece's Delphic Shipping. The new vessel will be used in the Evergreen Group's AUX service between Northern China and the U.S. East Coast.

China Shipping Consider PTP Stake

Reportedly, China Shipping is presently engaged in negotiations with the terminal operators of Tanjung Pelepas and Port Kelang's Westport (both in Malaysia) regarding share acquisitions. The talks involve the CSCL's affiliate China Shipping Terminal Development Co. The Shanghai-based carrier currently used Port Kelang's Westport as their local hub, but considers moving services to Tanjung Pelepas, which today is Malaysia's largest transshipment port for containers. Westport, one of Kelang's two operators is controlled by Malaysian interests. A 30-percent-stake is held by Hutchison Port Holdings of Hong Kong. The port of Tanjung Pelepas, located in the Johor province right next to Singapore, is 70-percent-owned by the Malaysia Mining Corporation. APM Terminals owns the remaining 30 percent. Besides Maersk Line, the Evergreen Group is Pelepas' largest customer, today. In order to grow further, the port needs to attract another large client with substantial volumes.

OOIL Sell off US Terminals

Last week, the trade of stocks of OOIL, mother company of the well-known container carrier and logistics provider OOCL, at the Hong Kong stock exchange was temporarily suspended. The suspension was a certain pointer that something big was about to happen. Since, OOCL had earlier on announced their intention to sell off parts of their terminal activities and focus more on liner shipping, it soon became clear that the moment had finally arrived. During the course of the week, a number of Hong-Kong-based newspapers reported that OOIL had disposed of their interest in four north American container handling facilities. The terminal shares were bought by a Canadian investment company named Ontario Teachers Pension Plan Board. The facilities involved in the deal are the Deltaport and Vanterm container terminals at Vancouver, the New York Container Terminal and the Global Terminal in New Jersey. Seemingly, the Long Beach terminal remains with OOIL and has been excluded from the sale. The buyer is said to pay USD 2.4 billion. Amongst the ports that have now been sold, Deltaport is Vancouver's newest and largest. It is located some 40

kilometres south of downtown Vancouver. A current expansion scheme will soon provide a third berth. Delta is mainly used by OOCL, ZIM, CSCL, Evergreen, Maersk Line and CMA CGM. Vanterm terminal lies very near the city of Vancouver and provides two container berths. It has an annual capacity of 600,000 TEU and is used by OOCL and the CYKH alliance. OOCI's terminal at New York has three berths mainly used by the Grand Alliance, Turcon Line and Libra-Montemar. It has an annual capacity of 850,000 TEU. New Jersey's Global Terminal too has two berths. It is used mainly by the Grand Alliance as well as Hamburg Süd.

New Feeders From Spain

The German shipping company Komrowski will soon take delivery of a new feeder vessel built at Naval Gijon in Spain. The ship that carries the name Taipan has recently floated out of the yard's building dock and will be handed over in February of 2007. It will be followed by at least three more identical sisters. Taipan is 139.30m long, 22.80m wide and has a maximum capacity of 925 TEU. A 9.6MW MAN B&W main engine drives the feeder vessel at a speed of up to 19 knots. Komrowski's second ship from Naval Gijon will be named Tongan. It is scheduled for delivery in the summer of next year. The duet will be succeeded by another pair of ships of the same type. These vessels were signed by another German company: Jüngerhans Shipping. The entire series of ships will feature a high ice class – thus, they are most likely to be employed in one of the many Baltic container feeder services.

Plastic Producer Moves Into Container Business

The Taiwanese company Formosa Plastic, one of the world's largest producer of polyvinyl chloride – or PVC resins to speak in household terms – is not a company one would think of when it comes to the transport industry. However, unlike many of its competitors, Formosa Plastic has hot outsourced this sector, but has instead set up a dedicated transportation subsidiary: Formosa Plastic Marine (FMP). For quite some time, FMP operated a mixed fleet of tankers, bulk carriers and LNG carriers of various sizes. The company's fleet even included two

dredgers. The ships primarily carry raw materials to Formosa Plastic's production plants. Last year, FPM decided to venture beyond the mere transport of raw materials for Formosa Plastics and take over the distribution of manufactures, too. Thus, another subsidiary was formed – the rather oddly named Formosa Plastic Marine Container Line (FPMC). The new company made its start with some second-hand container vessels and general cargo ships. It presently employs a fleet of three vessels of about some 1,000 TEU each. In addition to this, a fleet of containers was purchased from Chinese manufacturers. FPMC then started to distribute her parent's plastic products all along the Chinese coast. The company will now extend its fleet and charter two brand new, Chinese-built 1,118 TEU ships from German Hartmann Schiffahrt. These vessels will be used to expand the service network across the Pacific and serve American ports. The first of the new ships will be named Formosa Container 5. Some sources suggest that FPMC ordered two more vessels of similar design at a yet unnamed Chinese shipyard.

MHI Launches Ever Strong

The Evergreen group continues its fleet renewal and expansion scheme. Last week, Kobe's Mitsubishi Heavy Industries launched the hull of Ever Strong - the seventh of ten 7,024 TEU ships the yard is building for Evergreen and its subsidiaries. Ever strong is scheduled for delivery in March 2007. Evergreen's S-class claims the distinction of being the largest type of containership that is still traditionally launched down a slipway, rather than just floating off in a graving dock. Your editors believe, Ever Strong will join her owners' n Evergreens Transpacific Southwest (TPS) service that links Southern China, Hong Kong and Taiwan with the North American Pacific coast. The last three ships in the S-class family are scheduled for delivery until November 2008.

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

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