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The  
**Containershipping -Newsletter**



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### **Soocho Cho's Death Sparks Speculation**

It is on a rather sad note that we have to start off the present issue of our newsletter: Last week, the South Korean container carrier Hanjin issued a press statement that its chairman and CEO Sooho Cho had died of a chronic disease in Seoul on Sunday, November 26th. Sooho Cho, a son of the founder of the Hanjin Group, held a 6.87-percent-stake in the shipping line. His brother Yang-Ho Cho, chairman of Hanjin Group's Korean Air, together with other relatives, holds another 28.9 percent of Hanjin Shipping. Thus, rumours of Hanjin becoming a take-over target for family members (or foreign investors) soon emerged after the death of Cho. Ironically – and this

really is a bitter tasting footnote – the death of its chairman indirectly boosted the carrier's share price. It went up by some eight percent as speculation over other family members and foreign investors seeking to increase their stake in the carrier surfaced. Your editors for one, do not believe that Hanjin will soon become a target for a merger or acquisition: A great number of shares is held by investors who are friendly to Hanjin's management. Most of these are located in Korea. Earlier this year, Sami Ofer had increased his shareholding in Hanjin to twelve percent through (indirectly) acquiring an 8.7-percent-stake from John Frederiksen. Thus, non-Korean investors now hold roughly one third of Hanjin Shipping.

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## Humber Bridge Premiers in Northern Europe

K-Line's new 9,040 TEU Humber Bridge has made its European debut some days ago. The ship first visited Rotterdam and Hamburg. Then it sailed to Antwerp, a port that will soon be dropped from the rotation of Humber Bridge's loop. After loading and unloading at Felixstowe, the new ship will return to the Far East. Humber Bridge is the lead ship in a series of newbuilds that Japanese IHI will deliver to K-Line. The ships are constructed at IHI's Kure shipyard. They are 336m long and 45.80m wide. The vessels displace 99,500 tonnes. Their MAN B&W Diesel is rated at 68MW, sufficient for a service speed of 24.5 knots. K-Line will deploy the first four ships of the series into the AES-1 loop. Their running mates in this service will be four of Yang Ming Line's Korean-built 8,189 TEU U-class ships. Before the end of the year, IHI will still deliver Humber Bridge's sisters Hannover Bridge and Harbour Bridge.



**Humber Bridge at Rotterdam's ECT terminal.  
Photo: Boris Paulien**

### **Viktoria Wulff Launched as Hijaz**

Hermann Wulff Shipping has now taken delivery of a new 4,542 TEU container vessel from Poland. The company that is based at Glückstadt, a small town on the lower river Elbe in Germany, had to be rather patient with the Polish yard: Viktoria Wulff's delivery was considerably behind schedule. Wulff charters the ship out to Mearsk Line for a period of eight years. The Danes decided to sublet the ship to United Arab Shipping. After loading containers at Rotterdam, the new vessel sailed to Hamburg where it was christened on Sunday. The ship will for trade UASC as Hijaz. It will be employed in the carrier's Far East – Gulf – Northern Europe service where it replaces the slightly smaller Al Abdali. The latter ship has already been switched to the new INX North America – India loop operated by Hanjin Shipping, K-Line, Yang Ming and UASC. (Also see newsletter 2006-47.)

### **Maersk Line's Crocodile-Shark**

Maersk Line continue to upgrade their services and will (as already mentioned some weeks ago) introduce 8,500 TEU vessels to the AE7 service. This link connects China with ports

in the Med and in northern Europe. The next new ship to enter the loop will be the first of six 8,400 TEU vessels ordered by Hamburg-based Offen. The ships project name is Santa Laura. Built at Daewoo Heavy Industries, the ship will be named Maersk Surabaya, named after the capital of East Java. The city (and thus the ship) derives its name from the words sura (meaning shark) and buaya (meaning crocodile). Offen will also own the second vessel of the series and charter it to Maersk. The remaining four ships were at first ordered by Offen too, but were later sold to the Danish carrier. Maersk Surabaya is a sister ship of Maersk Stralsund, originally destined for service with P&O Nedlloyd. The type is also employed by Hapag-Lloyd and the Mediterranean Shipping Company. The new ship will replace a 6,250 TEU Sealand-New-York-type vessel, which will be moved to Maersk's Asia – Med service. Maersk Surabaya will arrive in North Europe soon after Christmas. She will pay visits to Rotterdam, Felixstowe and Dunkirk. Bremerhaven too, is included in the AE7's port rotation but the port seems to have been dropped for the ship's maiden voyage.

## **Vega Launches New V-Class for NYK**

Most Japanese shipping lines traditionally like to withhold any information about new ships as long as possible. It is not until shortly before the ships' delivery that one can finally obtain some basic vessel particulars. Thus, it does not come as a surprise that we are able to announce the delivery of NYK's first 9,200 TEU V-class ship only a few weeks after we introduced the new vessel type in this newsletter. The lead vessel of NYK's new series of flagships will be named NYK Vega. It has recently been handed over by Korean builders Hyundai heavy Industries. According to our present knowledge, Vega will be the first 18-row-wide container ship build by Hyundai Heavy. The ship is 337 meters long and has a deadweight of 110,000 tonnes. The service speed will be 25 knots. Within the next five months, Hyundai will build three more ships of the NYK Vega type. The second vessel is scheduled for delivery in February 2007. The V-classes will be the largest ships in the Grand Alliance's fleet. The first units of this series are however, not being phased into the GA's highest capacity loop, but are instead deployed to the EU4 service – a link that connects

northern China and South Korea with northern Europe. This service currently employs Hapag-Lloyd and OOCL tonnage with a capacity between 7,500 and 8,079 TEU. NYK Vega commenced her maiden voyage at Qingdao. She will arrive in North Europe early next year. Calls are scheduled for Rotterdam, Hamburg and Southampton.

### **Maersk Seoul Delivered**

Less than a week after Daewoo Heavy Industries handed over C. P. Offen's new Maersk Surabaya, the yard also finished Maersk Seoul – an identical 8,400 TEU sister vessel. Maersk Seoul is one of the ships that originate from a P&O Nedlloyd order that was taken over by the Danish company. The ship was originally planned to emerge as P&O Nedlloyd Marlene, owned by Hamburg's ship finance and management firm Blue Star. Maersk Seoul is a Daewoo standard type: It is 332m long and 42.80m wide. It has a deadweight of 107,500 tonnes and is powered by a 68MW engine. Its service speed is 25 knots. Maersk Seoul is destined to replace one of her owner's 6,250 TEU ships in the AE7 service which presently employs a mixed fleet of 6,250 TEU and +8,000 TEU ships. However, it looks like Maersk Seoul will quit the AE7 after a short spell. You editors believe she will soon be re-deployed to another Asia - Europe sling. Maersk Seoul has only just left the outfitting piers at Koje Island. She will arrive in northern Europe early in 2007. Calls are scheduled for Rotterdam, Bremerhaven, Felixstowe and Dunkirk.

### **Panamax MSC Leigh Delivered**

The Mediterranean Shipping Company continues to upgrade its fleet of container vessels. The carrier has now taken delivery of the second 4,860 TEU ship built at Daewoo-Mangalia, Romania. The ship type was designed in South Korea. The first two units of the type were built at Daewoo's Korean yard, before production shifted to Mangalia. The ship is a near-panamax design and has a length of 275 meters. Its service speed is 24 knots. The new vessel was named MSC Leigh. It is earmarked for the Swiss carrier's Med - US Gulf service, where it will join its earlier sister MSC Geneva. Leigh has already set off on her

maiden voyage that commenced with calls at Barcelona, Naples, La Spezia and Valencia. The ship will then embark upon its maiden trip across the Atlantic. The MSC Leigh will be followed by six sister vessels. The entire series will be delivered until the first quarter of 2008. Deawoo Mangalia will then build a series of 5,500 TEU post panamax ships. After that, another seven sisters of MSC Leigh will follow.



**MSC Leigh's earlier sister MSC Lausanne**  
**photo: Jan Svendsen**

### **Maersk Container Factory Opened**

Today, most companies in the container shipping business dispose of a mixed fleet of both owned and leased containers. Some years ago, the Danish shipping giant Maersk Line decided to not only own a great part of their steel boxes, but to build them as well. The construction of containers is carried out by Maersk Line's subsidiary Maersk Container Industry, headquartered in Tinglev, Denmark, where there is also a production line. Additionally, a large container factory has been set up in Qingdao, China. Lately, another container factory was purchased by Maersk: The facility at Dongguan in southern China, was extensively renovated and will soon re-open. It will concentrate on the production of dry cargo containers of all types and sizes. The factory's first annual output has already entirely been sold to Maersk Line before its delivery.

### **CSAV-Norasia Launches Imex-Loop**

CSAV-Norasia has announced that it will be launching a new service between India, the Middle East and Europe. The so-

called Imex loop will offer some of the fastest transit times between these regions. The new service will employ six vessels of 2,800 TEU. All ships will be provided by CSAV Norasia and have a service speed of 21 knots. The loop will call at Port Said on the westbound voyage in order to connect to eastern Mediterranean and Black Sea feeder services. On the eastbound leg, a call in Jeddah will be included. Transit from Nhava Sheva to North Europe will take 17 days. The port rotation is: Jebel Ali, Mundra, Nhava Sheva, Port Said, Rotterdam, Hamburg, Felixstowe, Jeddah, Jebel Ali. The Imex will be inaugurated with a westbound departure from Jebel Ali late in December. CSAV-Norasia also announced changes to their AME loop. This mainline service will be renamed ANE, in order to reflect the loop's focus on northern European ports. At the same time, Felixstowe will be dropped from the sling's port rotation. The carrier claims that this will ensure a more reliable service with improved schedule integrity.

## **Oman International Container Terminal**

With the launch of Oman International Container Terminal (OICT), the nation at the entrance of the Persian Gulf has now opened its second container port. Opposed to Salalah which lies near the Border to Yemen, OICT is located on Oman's northern coast. The terminal is part of a new port development project in the city of Sohar. The Arabian boomtown of Dubai is some 250 kilometres of driving from the new facility. The development of OICT was mainly driven by a joint venture of the port of Sohar, Hutchison Port Holding (HPH) and C. Steinweg, a Dutch general cargo terminal operator. Hutchison has provided the training for terminal workers and also purchased the cargo handling equipment on behalf of the partners. The new facility's first berth had been opened earlier this year, while large parts of the terminal were still under construction. Now, the full 520 metres of container quay have been completed. It has a clearance of 16 metres. Four super post panamax gantries have been installed, so that the terminal can handle every existing container ship, regardless of its size. OICT's annual capacity is 800,000 TEU. The port of Sohar aims both at transshipment containers and at local cargo. Oman's government presently invests in developing various industries in the Sohar region.

## Recent Deliveries: Small and Mid-Sized Ships

The constant stream of large container ships that are delivered from the yards just does not want to end. Again, we have not been able to account for every small or mid-sized unit that was launched with an extra news item. Nevertheless, these ships are not forgotten: The table below provides an overview of smaller container vessels delivered in the months of October and November this year.

Name	Flag	Owner / Manager	Charterer	Shipyard	TEU
ALKIN KALKAVAN	TUR	Kalkavan K	Turkon	Sedef Shipbuilding, TUR	1.155
ANDROMEDA J	ANT	Jüngerhans & Co	Arcon Shipping	Rolandwerft, GER	974
APL BANGKOK	KKG	Schulte T. Reederei	APL	Shanghai Chengxi, CHI	3.554
APL SHENZHEN	CYP	Schulte Bernhard	APL	Shanghai Chengxi, CHI	3.554
APL SYDNEY	HKG	Schulte T. Reederei	APL	Shanghai Chengxi, CHI	3.554
BBC ELBE	ANT	Briese Schifffahrt	unknown	Xingang Shipyard, CHI	1.080
CAP BIZERTE	LIB	Schulte Group	Hamburg Süd	STX Shipbuilding, SKO	2.602
CAP PASADO	CYP	FESCO	Hamburg Süd	Aker Ostsee, GER	2.742
CAPTAIN KATTELMANN	SNG	Simatech Shipping	Simatec	Peene-Werft, GER	1.440
CMA CGM AUCKLAND	LIB	MPC Steamship	CMA-CGM	HDW, GER	2.492
CMA CGM JAMAICA	LIB	E. R. Schifffahrt	CMA-CGM	Hyundai HI, SKO	4.334
EMIRATES WASL	ANT	Schepers R & Co	CMA-CGM	Hanjin HI, SKO	3.398
GRACECHURCH SUN	ANT	Elbdeich Reederei	Borchard	Cassens Schiffswerft GER	712
HAMMONIA PALATIUM	LIB	Döhle Peter	unknown	Jiangsu Yangzijiang, CHI	2.546
ITAL OCEANO	LIB	Hansa Shipping	Evergreen	STX Shipbuilding, SKO	2.602
ITAL ORDINE	LIB	Hartmann Schifffahrt	Evergreen	Hyundai Mipo SKO	2.824
MAERSK JAMESTOWN	LIB	Offen Claus-Peter	Maersk	Hyundai Mipo SKO	2.824
MED BALTIC	CYP	Buss Hermann	unknown	Zhejiang Yangfan, CHI	957
MED BAY	CYP	Buss Hermann	unknown	Zhejiang Yangfan, CHI	957
PASSAT SPRING	GER	Passat Schifffahrt	Hapag-Lloyd	Stocznia Gdansk, POL	2.732
RIO GRANDE EXPRESS	HKG	Seaspan Container Line	Hapag-Lloyd	Samsung HI, SKO	4.250
SCI JYOTI	CYP	Thien & Heyenga	SCI	Aker Ostsee, GER	2.742
SCI KIRAN	CYP	Thien & Heyenga	SCI	Aker Ostsee, GER	2.742
ST. CERGUE	LIB	Suisse Atlantic	Maersk	Hyundai Mipo SKO	2.824
STADT WEIMAR	CYP	Thien & Heyenga	unknown	Aker Ostsee, GER	2.742
TS TAIPEI	LIB	TS Line	TS Line	Jiangsu Yangzijiang, CHI	1.579
TURTLE BAY	LIB	NSC Schifffahrtsges.	SYMS	Jing Jiang, CHI	1.118
WAAL RIVER	NLD	Vermuelen C.	unknown	Qingshan Shipyard, CHI	1.118
WESTERMARSCH	GER	Schiffahrtsk. Rendsburg	unknown	Stocznia Gdansk, POL	2.732
WMS GRONINGEN	CYP	Navigia Shipmgt.	unknown	Mawei Shipyard, CHI	698
YM IMAGE	LIB	Yang Ming Line	Yang Ming	China Shipbuilding, TWN	1.799
YM INCEPTION	LIB	Yang Ming Line	Yang Ming	China Shipbuilding, TWN	1.805
ZIM LIVORNO	LIB	ZIM Isreal Shipping	ZIM	Dalian New Shipyard, CHI	4.250

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