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The
Containershipping -Newsletter



December 2006, 50th week

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Chinese-Built OOCL Australia Delivered

Hong Kong based Orient Overseas Container Line (OOCL) has now taken delivery of the second 4,583 TEU ship from Hudong-Zhonghua Shipbuilding. The new vessel was named OOCL Australia. OOCL's ships are not necessarily named after their areas of trade, but the new ship will do justice to its name and enter the trade between China and Australia. This service

previously employed a mixed fleet of 2,776 TEU ships of the OOCL Sydney class and 4,250 TEU CSCL Hamburg types. The new OOCL Australia will replace one of the smaller vessels and thus adds an additional 1,800 TEU of capacity per sailing. The ship has a panamax beam and a length of 263 metres. Its service speed is 24 knots, some 1.5 knots faster than the vessel it replaces. CSCL Australia will be followed by a sister ship later this year. After the delivery of this unit Hudong's Shanghai yard will deliver a series of 8,500 TEU ships for CSCL and Costamare. These will be the first Chinese-built +8,000 TEU ships.

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



please note: this banner is not a commercial advertisement

Good-Bye Hatsu, Good-Bye Italia Marittima

The Taiwanese Evergreen Group recently announced the merger of its present container shipping subsidiaries Evergreen Marine, Italia Marittima and Hatsu Marine into a single unified brand. As of may next year, all the group's services will be marketed under the colours of Evergreen Line. In its early days Evergreen used to be known for aggressively styling their trademark product and the line's twin funnelled container liners are instantly recognised all over the world. In later years, the carrier seemed to have lost the plot to some degree: As recently as in March, the former Lloyd Triestino (an Evergreen subsidiary) had been renamed into Italia Marittima, a brand that never really became a household name. The present move does not come as a surprise, since Evergreen seemed to have lost interest in building the Italia brand and actually never re-named most of their LT-ships. Probably, most of the group's vessels will retain their `surname' but have their LT, Ital and Hatsu prefix changed into `Ever'.



Green? Blue? Black? Time for a clean-up: Only the Evergreen brand will survive.

Photos: Boris Paulien (1), Jan Tiedemann (3)

New Maersk Ship Plagued by Teething Troubles Again

Maersk Line really suffers from a streak of bad luck with their newbuilds from European shipyards: A fire destroyed Emma's superstructure and her engine needed quite a bit of mending on the ship's first voyage; Estelle's introduction into service was delayed by faulty bearings and Maersk Boston's propeller shaft had to be dismantled, straightened and put back into place. Again now, one of Volkswerft's fast panamaxs causes difficulties. Your editors received information that Maersk Bentonville had to be ballasted down with some 10,000 tonnes of water in the forehip, so that propeller shaft repairs might be carried out while the ship was berthed in Rostock. This ship was given an extreme forward trim in order to lift the vessel's propeller and shaft out of the water. Repair works were then carried out by means of pontoons floated in beneath Bentonville's stern. Maersk Bentonville's entry into service has been re-scheduled: The ship will now pick up its first load of cargo on December 27th at Bremerhaven.



Like Maersk Bentonville, Estelle Maersk suffered from problems with her propeller shaft, too.

Photo: Bent Mikkelsen

Rio Ardeche Launched as CMA CGM Auckland

German HDW shipyard of Kiel has recently completed another mid-sized container vessel for Hamburg's MPC Steamship. The ship, named Rio Ardeche, entered a charter with the French Line CMA CGM who named her CMA CGM Auckland. Early this month, the new ship paid visits to a number of north European loading ports, namely Tilbury, Rotterdam and Hamburg. CMA CGM Auckland then sailed to Australia and New Zealand. The vessel will return to Europe via Singapore and Sri Lanka. A round-trip on this rather lengthy loop takes about three months. Being an identical sister of CMA CGM Iguacu, Auckland is 214m long and 29.80m wide. She has a maximum cargo capacity of 2,492 TEU. Her seven-cylinder diesel develops 21.6MW and drives the ship at 22 knots.

CSAV's Puelho Visits Hamburg

The second 6,539 TEU ship of Chilean CSAV has made its European debut at Hamburg, the first port of call in the line's ANE loop. The ship berthed at HHLA's Burchardkai terminal early on Wednesday. After Pucon, Puelo is the second ship of

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this new class in CSAV-Norasia's ANE service. It is 300.40 metres long and 40 metres wide. Fully laden, Puelo displaces 82,250 tonnes. A 10-cylinder MAN B&W diesel supplies some 57MW – enough to drive the ship at 25.5 knots. Puelo and her yet to be delivered sister vessels will replace CSAV's 5,527 TEU C-class ships in the ANE Far-East-Europe service.



**The newbuild PUELO at Hamburg's Athabaskakai.
Photo: Jan Tiedemann**

K-Line and Hanjin Exchange Stocks

The Japanese Kawasaki Kisen Kaisha and South Korean Hanjin Shipping last week announced an agreement on purchasing each other's company stock. According to a press statement, K-Line will purchase some three percent of Hanjin shipping's stock. Hanjin in turn will purchase a similar amount of K-Line shares. Both carriers claim that such a reciprocal purchase will intensify the companies' partnership. The two shipping lines are both members of the CYKH alliance.

Safmarine Meru Delivered

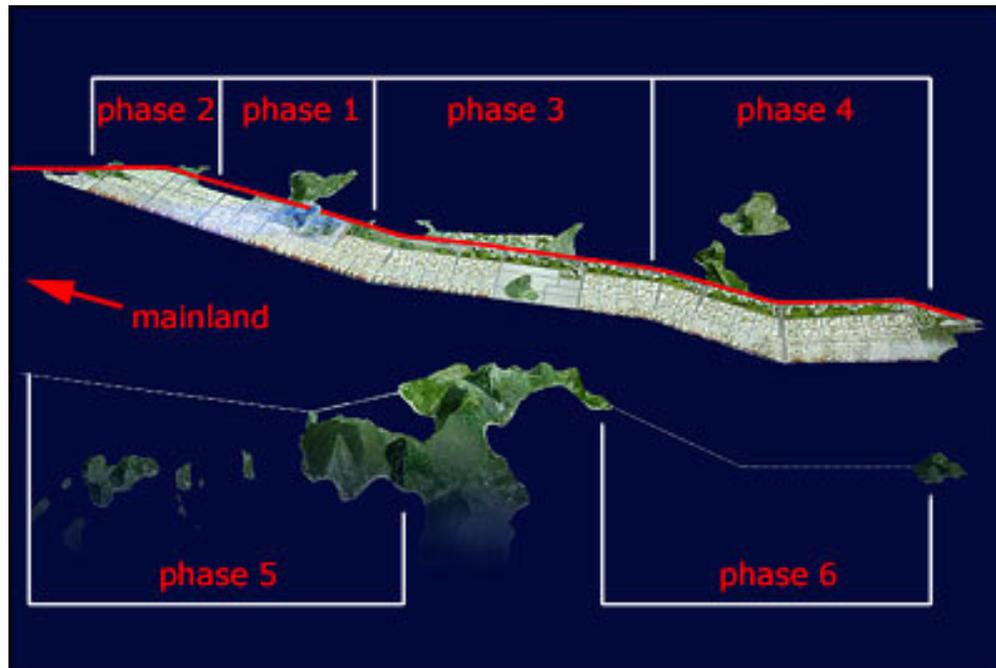
Today the colour white is not commonly used for cargo ships, but rather for cruise liners and ferries. As far as your editors know, on containerships it is now exclusively used by a number

of vessels of APM-subsubsidiary Safmarine. The rare colour has developed into something like a company trademark and the line's white ships with their beautiful script-like label are instantly recognisable. Most by-passers turn their heads whenever they spot one of Safmarine's white ships – the liners simply stick out like Moby Dick would stick out of a pod of grey whales. Safmarine has now taken delivery of another white liner, the Safmarine Meru. It is the first ship in a series of four 4,800 TEU panamax ships. The quartet is being build by Hyundai Heavy Industries and follows the lines of Maersk's well-known G-class design. Meru was christened late in October. Traditionally, the ship carries an African name – in this case that of Mount Meru, a 4,655 metre high mountain in Tanzania. Located some 70 kilometres from the Kilimanjaro, Mount Meru is Africa's second highest point and furthermore a rather active volcano. Meru is also the name of a small town, a local tribe and the local language. After the ships nicknamed the Big White and the Mega White, your editors simply chose to call the new panamaxs the White G's. They will eventually replace Safmarine's seventies-built container liners in the company's Asia – South Africa loop from January 2007.

Second Terminal Opened at Yang Shan Port

Hopefully, the majority of our readers will have taken a look at our Shanghai Autumn Special. Those who did will most likely be aware of the fact that the inauguration of phase two of the city's giant deep water port of Yang Shan was imminent at the time of writing. The terminal has now been opened. It provides four berths with a total quay length of 1,400 metres, ready to accept the largest ships in service today. Yang Shan phase two is operated by the Shanghai International Port Group. Its ownership is shared between APM Terminals, Hutchison Port Holding, Cosco Pacific and CSCL Terminals. Yang Shan's first phase had been opened a year ago, and the facility already handled 2.5 million TEU in its first year. Like terminal two, is has four berths with a annual capacity of three million TEU. Since the Port of Shanghai Authority urges shipping lines to move their transcontinental mainline services to Yang Shan, the new deep water port will most likely come close to the six million TEU mark in 2007. This amount of cargo would make up

about a quarter of all containers expected to be handled at Shanghai next year.



**Yang Shan's terminal two is located directly at the Donghai Bridge's Eastern end.
Map: Jan Tiedemann**

At the same time, news reports indicate that Singapore's state-owned PSA and Danish AP Møller-Maersk presently negotiate investment in the third phase of Yang Shan. According to Lloyd's List, Chen Xuyuan, president of the Shanghai International Port Group, confirmed the two firms were among a great number of international companies that had approached the port developer. Our illustration reveals that Yang Shan's phase three, which is already under construction, will be significantly larger than the first two terminal modules. It will eventually provide seven berths and cover an area of four square kilometers. It is roughly scheduled to be operational in late 2010 or in 2011.

NYK Opens Crew Training Centre

Some time ago, the Tokyo-based shipping giant NYK, had invested in container ships with onboard training facilities for nautical staff. Facing an imminent lack of ship's officers and crew, NYK has now inaugurated a new crew training facility in

Singapore. The new facility is the line's largest training centre for bridge officers and engine room crews. Some 400 trainees will be educated at Singapore each year. NYK's fleet currently comprises of about 700 vessels. Until 2010, the company plans to raise this figure by about a quarter. Thus, well-trained crews will be of prime importance to staff NYK's future ships.

French-German Alliance Launches New India Loop

Still this year, CMA CGM, Hamburg Süd and Hapag-Lloyd will add a second loop to their joint Europe to India service. The new sling's port rotation will very likely be: Felixstowe, Rotterdam, Hamburg, Le Havre, Alexandria, Mundra, Nhava Sheva, Alexandria, Malta and back to Felixstowe. Six vessels of around 2,500 TEU each are to be employed. According to some reports, Mundra might be omitted in favour of Chennai. However, this has not been confirmed so far. This service announcement comes only a week after CSAV-Norasia published their plans to launch the Eurogalex – a loop that caters a similar range of ports in northern Europe, the Med, the Middle East and India. The Chilean company will employ six ships of 2,800 TEU each.

Shipping Lines Reduce Capacity for Slow Season

Many container shipping lines have announced to cut capacity supply on Transpacific services and implement some significant price increases. APL for instance will shut down services that were only intended to operate through the peak season. The Mediterranean Shipping Company on the other hand will add one more ship to their main Transpacific loop in order to expand the range of ports served. The addition of an extra vessel will also allow all ships in the service to travel at a lower speed and reduce MSC's fuel bill. The high cost of inland transport prompted most carriers to announce hefty rate increases for containers to inland destinations. These might be in the region of USD 500 per FEU. Altogether, the modifications of schedules and tonnage employment will amount to a reduction of Transpacific capacity of ten to 15 percent. Transatlantic capacity will decrease by five to seven percent.

Otello Returns From Repairs

After some five months of repairs, the 2005-built post-panamax container carrier CMA CGM Otello has recently returned back into commercial service. Late in November, the ship joined the French Line's NCX Far East – Europe loop at Singapore. The ship had suffered considerable damage to its double bottom tanks when it hit an uncharted reef in the approaches of Xiamen, China. The accident occurred on July 14th, the French national holiday celebrating the storming of the Bastille in 1789. Much to the shipping line's dismay it resulted in the loss of a lot of precious TEU capacity during the peak season. CMA CGM have meanwhile sent a letter of protest to the maritime authorities of China and Taiwan, blaming incorrect nautical charts for the accident of the 8,488 TEU ship. While there were no injuries and no pollution of the environment, the ship was heavily damaged: The double bottom was torn on a length of more than 100 metres. In a bid to secure evidence, the French Line even organised a diving expedition that established the existence of an uncharted rocky outcrop rising to 12m below sea level. CMA CGM Otello was re-floated from the reef and later sailed to Singapore for dry docking.



CMA CGM Otello at Hamburg in 2005

Photo: Boris Paulien

NYK Vega Enters Service

Again, we are tempted to lament most Japanese shipping companies' poor public relations policies. Not until very recently, we were able to report some details of NYK's new V-class vessels. Both the carrier and the shipyard did not publish any information on the ships until they were actually almost delivered. Built at Hyundai Heavy Industries, NYK's first 9,200 TEU ship left South Korea under the name NYK Vega. The vessel represents a new design, since it is Hyundai's first 18-row wide container ship. Vega will be 337 metres long, 45.60 metres wide and have a design draft of 14.0 meters. The ship is equipped with a 69MW engine and reaches a service speed of 25 knots. NYK Vega is actually the second ship that will carry this name, since there used to be a 1995-built 4,743 TEU vessel that presently trades as Sandra Blanca and is owned by Zodiac. The present NYK Vega has now been introduced to the Grand Alliance's AE4 service where she will trade between northern China, South Korea and Northern Europe. She will claim the distinction of being the largest vessel in the Grand Alliance fleet. Early next year, the ship will perform calls at Rotterdam, Hamburg and Southampton.

CMA CGM Criticise Slow Port Development

Nicholas Sartini, head of Asia-Europe services at CMA CGM, recently criticised the slow decision making in Europe and the United States. He blamed intolerably lengthy planning procedures for the ever-worsening congestion in many ports and in hinterland transport. According to Sartini, Europe as a whole has been taken by surprise by the rate of growth of (especially) Chinese exports. He told Lloyd's List that importing countries had realised the need to expand terminal capacity but were not acting rapidly enough start building. Mr Sartini exemplarily compared some recent European developments to China's reactions to the need to expand its maritime cargo handling capacity: While the Port 2000 container extension at Le Havre had taken six years to bring into operation, Shanghai's Yangshan terminal was developed in just little over half that time. While he acknowledged that priorities in China were not the same as in Europe, he underlined that container-

handling capacity in Europe would need to double over the next decade: Based on an average annual growth rate of 7.5 percent, a sufficient TEU handling capacity could not be guaranteed. Mr Sartini voted in favour of a model where responsibility for building port infrastructure lies with the state, while terminal superstructure is provided by private sector companies.

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.

For assistance with the present issue the editors gratefully acknowledge the contribution of Bert Vernimmen, Helge Barth, Bent Mikkelsen and Klaus Masuch.

Special Thanks to Reinier Meuleman from the United Arab Emirates, who joined the circle of our photo contributors and provided some very nice shots from the port of Dubai.

We would also like to thank Roberto Smera from Brazil. Roberto allowed us to use his excellent ship photos from Santos in our vessel galleries.

Furthermore we gratefully acknowledge the contribution of Manuel Hernández from Valencia who allowed us to use his nice images in our galleries.