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December 2006, 51th week

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Hanjin Heavy Delivers Maersk Kowloon

Today, the South Korean shipyard of Hanjin Heavy Industries at Pusan is Maersk Line's most important supplier when it comes to panamax-sized containerships. A few years ago, Hanjin HI received orders to build a larger 6,500 TEU type of ship for the Danes. The first unit of this class has now been delivered. Originally, the ship was widely believed to turn out as Marchen Maersk. Instead it was delivered at Maersk Kowloon - A name that suits her much better, since Maersk Line's K-class is made

up of ships of 6,200 TEU to 7,000 TEU. The new type fills a gap in Hanjin HI's portfolio and fits right between the 5,000 TEU and 8,000 TEU ships the yard has delivered. So far, the only ships comparable to Maersk Kowloon are a trio of 6,700 TEU units of the CMA CGM Berlioz class. These vessel were delivered some five years ago. Maersk Kowloon is 300 meters long and 40 meters wide. She has a summer draft of 14 meters. Her maximum TEU intake is 6,477 TEU. The ship will soon be followed by a sister vessel: Maersk Kwangyang. This second unit is scheduled for delivery in January. Presently, Maersk Line's order book includes another eight sisters from Hanjin HI as well as seven similarly-sized units to be delivered by Hyundai Heavy. Thus, our readers may start looking up cities that might be suited to lend their names to the baby blue container liners.

Don Giovanni's Fender Bender

Vessels of two German shipping companies were involved in a collision at Hamburg on last week's Tuesday. E.R. Schiffahrt's post panamax container carrier CMA CGM Don Giovanni hit the berthed 1,260 TEU ship Amalthea while manoeuvring in the turning basin of Parkhafen.



**Amalthea's port side superstructure damage.
Photo: Jan Tiedemann**

Don Giovanni had just arrived at Hamburg, bound for HHLA's Burchardkai container terminal. Amalthea, a vessel operated by Peter Döhle and trading for Maersk Line, was loading cargo at Eurogate's berth number seven. CMA CGM Don Giovanni was in the process of being turned around in order to reverse to her berth at the eastward end of the Waltershofer Hafen with assistance of local tugs. For reasons yet unknown, the 8,200 TEU vessel swerved off its course and hit the superstructure of Amalthea with its bow. Don Giovanni sustained only minor bruises and was later allowed to continue her voyage after an inspection by the relevant authorities. Amalthea's exterior decks and stairways on the other hand were damaged heavily. The vessel discharged all its containers and sailed for Bremerhaven's Bredo shipyard for immediate repairs.



**A close-up view of Hamburg's Parkhafen.
Illustration: Jan Tiedemann, Image by Google Earth**

Koyo Dockyard Hands Over YM Los Angeles

Miahara-based Koyo dockyard has now delivered the second of two panamax container ships to the Taiwanese Yang Ming Line. The new ship carries the name YM Los Angeles and follows right on the heels of her earlier sister YM New Jersey. Both vessels are earmarked for Yang Ming Line's Transpacific trade between

South Korea, the greater Shanghai region and the north American west coast. The loop is known as the SPW-4 sling. The new ship sailed for Shanghai where it was introduced to the service. YM Los Angeles is owned by the maritime investment firm Shoei Kisen. The ship has a length of 294m and a capacity of roughly 5,000 TEU.



**YM Los Angeles at Koyo's Miahara shipyard.
Photo: Y.M.**

DP World Sell Their Terminals in the United States

Dubai-based DP World have sold their container terminals in the USA to AIG Global Investment Group. The buyer is the asset manager with AIG, the world's largest insurance company. The sale price was not disclosed, but it is believed to be in line with some recent high-level sales of infrastructure assets. The deal includes the marine terminal concessions in the ports of New York and New Jersey, Philadelphia, Baltimore, Miami, Tampa and New Orleans. It also includes stevedoring operations in more than a dozen locations along the east coast and the Gulf coast, as well as a passenger terminal in New York City. The Dubai Port World voluntarily sold the terminals they acquired when the company bought the British P&O because of protests in Washington over Arab ownership.

Ship Type Portrait: Hanjin Heavy's Panamax Vessels

In recent years, Hanjin Heavy Industries delivered a very large flotilla of 5,000 TEU panamax vessels to various owners. Simultaneously, the yard developed a new 8,000 TEU ship type as well as a contemporary 6,500 TEU standard post panamax ship. However, it is fair to say that the panamaxes have developed into Hanjin Heavy's bread and butter ships. Located on a rather confined site close to the city centre of Busan, space has always been crucial for the shipyard. HHI's building docks are only about 300 metres long – limiting the permissible size of newbuilds to about 325 metres. Interestingly, even Hanjin Heavy's +8,000 TEU ships are about ten metres shorter than most common designs of other shipyards – a result of the yard's very limited dock space. Not surprisingly thus, panamax designs have turned into HHI's favourite ships.



**Hanjin Heavy Industries' ship yard at Busan.
Image by Google Earth**

The yard gained first experience with this kind of vessel, when it built a series of 13 near-panamaxes of 4,024 TEU in the period between 1992 and 1998. These vessels were delivered to the yard's sister company Hanjin Shipping. In 2001 and 2002, the series was followed by eleven units of a slightly modified type with identical hull dimensions but an increased

box intake of 4,367 TEU. These ships were delivered both to Hanjin Shipping and Hanseatic Lloyd of Hamburg, Germany. An all-new panamax design was launched in the year 2002. This ship type proved to be very popular and it was ordered in large numbers. The new ship type's launching customer was the Mediterranean Shipping Company. The Swiss carrier signed eight of the 294-metre long units. The lead ship turned out as MSC Linzie and was handed over in September 2003. Linzie and her sisters have a capacity of 5,048 TEU and provide electricity for up to 400 reefers. The type's nine-cylinder 9K90MCC main engine has been designed by MAN B&W and is rated at 41MW. It drives the ships at a service speed of 23 to 24 knots. After MSC, orders by Hamburg-based ventures followed: Hansa Shipping (two units) and Rickmers (six units) both placed orders at Hanjin Heavy. The first vessel of the new series was HS Livingston, delivered in August 2004 and chartered to Maersk Line as Maersk Darmstadt. Although virtually identical to MSC's earlier ships, the later vessels' intake is believed to be slightly smaller at 4,994 TEU.



**MSC Debra in Hong Kong's Lamma Channel.
Photo: Jan Svendsen**

Rickmers's first HHI-panamax, Jennifer Rickmers, was delivered in August 2004. Like the Hanseatic Lloyd ship, Jennifer went straight into a long-term charter with Maersk Line and left the

yard as Maersk Durban. Rickmers' sextet of ships represented a slightly modified version of HHI's standard type and was able to carry 5,060 TEU, including 456 reefer boxes. More German orders followed when both Karl Schlüter (two ships) and Oskar Wehr (two ships) signed at HHI. The Schlüter twins, delivered in autumn 2005, both weigh in at 4,900 TEU and provide 400 reefer slots. Both units trade for Maersk as part of the Dane's D-Class. They are named Maersk Danbury and Maersk Davenport. Wehr's ships were handed over early this year. Their particulars are the same as those of the Rickmers ships. Originally, these ships were intended to trade for P&O Nedlloyd. They ended up with Maersk however, when P&O was taken over. They were classed as D-ships and named Maersk Derince and Maersk Dellys. Then again, it was MSC's turn and another quartet of standard panamax was delivered to the Swiss in spring 2006. The first unit went on sea trials as MSC Deborah, but curiously later turned out as MSC Debra. The quartet very much followed the design of Jennifer Rickmers, with space for 5,060 TEU. Four vessels ordered by Delphic Shipping of Greece followed next. The first has recently been delivered as Ital Laguna – possibly the last Ital ship to be launched ever, now that parent company Evergreen decided to drop the Italia Marittima brand name for its Italian activities. The next three units of this type will probably come on stream as Evergreen vessels. In 2007, a quartet of ships will be delivered to Coscon.

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The Chinese carrier will employ the ships in an Asia-US-East Coast loop via the panama canal. The latest orders for HHI's panamax again originate from Hamburg: NSC Schiffahrtsgesellschaft signed four 5,060 TEU types for delivery in 2008. Like so many of the earlier vessels, these units will

enter a long-term charter with Maersk. Until today, HHI delivered 25 units of their panamax design. Another eleven ships are on order and more contracts are likely to follow. The HHI-5,000-TEU genealogy and order book include:

MSC Linzie, MSC Emma, MSC Nerissa, MSC Eleni, MSC Ornella, MSC Lisa, MSC Ela, MSC Ans, Maersk Darmstadt, Maersk Dortmund, Maersk Durban, Maersk Douala, Maersk Djibouti, Maersk Dhaka, Maersk Davao, Maersk Daesan, Maersk Danbury, Maersk Davenport, Maersk Derince, Maersk Dellys, MSC Debra, MSC Benedetta, MSC Mara, MSC Olga, Ital Laguna, Ital Libera*, Ital Lirica*, Ital Lunare*, Cosco Boston, Cosco New York, Cosco Charlston, Cosco Norfolk, Cosco Miami, Cosco Memphis, Cosco Chicago and Cosco Las Vegas. (*probably to be delivered as Evergreen ships)

It's not a Déjà-Vue – It's Pangal

Just one week after the 6,500 TEU Puelo, another of CSAV's P-class ships made its European debut: The Hyundai-built Pangal visited Hamburg as her first European port. The new ship will support CSAV-Norasia's fast-growing ANE loop and replace one of the smaller C-class ships. Please turn to our ship data base for vessel particulars.



Pangal at Hamburg - Photo: Jan Tiedemann

Ships of Interest in Northern Europe

December 19 th to February 28 th			
ships at Hamburg			
vessel name	TEU	date	status
YM Unison	8,200	December 21 st	new ship
CSCL Le Havre	9,580	December 22 nd	new ship
Wan Hai 501	4,250	December 23 rd	maiden call
Petrohue	6,500	December 26 th	new ship
Hannover Bridge	9,100	December 28 th	new ship
Kota Lahir	4,250	December 30 th	new ship
NYK Vega	9,200	January 8 th	new ship
OOCL Tokyo	8,079	February 12 th	new ship
Hyundai Colombo	6,800	February 18 th	new ship
Hyundai Bangkok	6,800	February 25 th	new ship
ships at Bremerhaven			
Maersk Surabaya	8,400	January 1 st	new ship
Maersk Seoul	8,400	January 8 th	new ship
Maersk Kowloon	6,500	January 15 th	new ship
Eleonora Maersk	13,500	January 21 st	new ship
ships at Rotterdam			
YM Unison	8,200	December 19 th	new ship
CSCL Le Havre	9,580	December 20 th	new ship
Wan Hai 501	4,250	December 21 st	maiden call
Hannover Bridge	9,100	December 25 th	new ship
Kota Lahir	4,250	December 28 th	new ship
Petrohue	6,500	December 28 th	new ship
Maersk Surabaya	8,400	December 28 th	new ship
Maersk Seoul	8,400	January 4 th	new ship
NYK Vega	9,200	January 6 th	new ship
Maersk Kowloon	6,500	January 11 th	new ship
Eleonora Maersk	13,500	January 21 st	new ship
OOCL Tokyo	8,079	February 9 th	new ship
Hyundai Colombo	6,800	February 15 th	new ship
Hyundai Bangkok	6,800	February 22 nd	new ship
ships at Antwerp			
Wan Hai 501	4,250	December 26 th	maiden call
Petrohue	6,500	December 30 th	new ship
Hannover Bridge	9,100	December 31 st	new ship

The above 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.

German Ship Owner Cancels Feeder Orders

According to some recent press reports, the German ship owner Roberto Echevarria and his company, Hamburg-based NSC Schiffahrtsgesellschaft, have cancelled a total of ten orders for 1,100 TEU container feeder ships. The vessels had been contracted from Jiangsu Eastern shipbuilders in China. The first two units of the type, named Lloyd Helsinki and Lloyd Stockholm are already about 18 months behind schedule. Furthermore, they were rejected for being unseaworthy. Reportedly, a bank that was involved in the deal eventually pulled the plug since the contracts ran so far over deadline. Allegedly, both of the first two ships suffered an engine-room flooding during the launch. A fire is said to have occurred during the first ship's sea trials. The series of feeders was designed in China. The vessels are 147.80 metres long and 23.20 metres wide. Powered by an MAN B&W-designed six-cylinder, they reach a speed of 19.5 knots.

French Line Interested in Taiwanese Carrier?

The past year was a time of takeovers in the container business: Maersk Line bought P&O Nedlloyd, Hapag-Lloyd swallowed CP Ships and the French Line took over Delmas. Lately however, the mergers and acquisitions activity had slowed down while operations were integrated. Despite soaring cargo volumes, the container industry is still facing a hard time: High bunker costs and low freight rates have put many carriers' yields under immense pressure. Some under-performing shipping companies might again become targets of a takeover attempt and rumours are plentiful. The Chinese carrier SYMS has lately been reported to be in difficulties. SYMS is seen by some as a candidate to be taken over by a competitor. Lately, even the Taiwanese carriers Wan Hai Shipping and Yang Ming Line have been linked to such proposals. Wan Hai disposes of a healthy order book for the company's size: Over the next few years, Wan Hai will receive additional 4,000 TEU ships as well as a quartet of 5,500 TEU carriers. Some analysts doubt that

Wan Hai will be able to fill all these ships and sail them into the break-even zone. Some recent sources claim that the French CMA CGM is interested in acquiring Wan Hai Lines. The Taiwanese carrier's Asian route network would compliment CMA CGM's services rather well. Furthermore, these rumours are fuelled by the fact that a delegation of managers of CMA CGM has travelled to Taiwan lately. Nevertheless, Wan Hai stated that the company has not engaged in any sort of discussion with CMA CGM relevant to takeover or merger and acquisition issues. Your editors believe that CMA CGM might in fact negotiate the pre-delivery sale of the four 5,500 TEU ships in Wan Hai's order book. The ships, presently under construction at China Shipbuilding, would fit neatly into the French Line's fleet. Your editors believe that Wan Hai might be able to sell these ships each for about USD 20 million above their original contract price. This estimate is based on the recent sale of CSAV' share of similarly-sized vessels to Peter Döhle. These ships also originated from China Shipbuilding and sailed as CSAV-Norasia's C-class.

Looking Back at 2006: A Few Figures

Now that Containership-Info has been online for about half a year, it's time to take a look at a number of figures. First of all we would like to thank our users for some 30,000 Page visits – On average, well over a thousand guests browse through our site every single week. Since starting out in June, we published a total of 26 weekly newsletters as well as a number of special reports and various downloads. Altogether our newsletters add up to a length of 279 pages. Until mid-December, we uploaded more than 4,500 ship photos to our vessel galleries.

Containership-Info Takes a Holiday Break

Please be advised that since your editors will take a holiday break from working on this website, there will be no newsletters for weeks 52/2006 and 1/2007. Our usual coverage will resume in the second week of the new year, presumably on Tuesday, the 9th of January. We would like to thank all our readers and contributors for their interest in our website, our photographs and our weekly container newsletter. Now that the

year comes to a close we would like to acknowledge the contribution of those individuals who helped us to make this site a success:

Helge Barth from Bremerhaven, who regularly supplies us with shipping news, especially local news from the ports of Bremen and Bremerhaven.

Klaus Masuch from Bremen, who regularly contributes liner shipping information and supplies us with general maritime news.

Bent Mikkelsen from Ringkøbing who regularly contributes valuable shipping information from Scandinavia.

Boris Paulien from Hamburg, who contributes lots of high quality of photographs from Northern Germany and Rotterdam or gives your editors a lift to Stadersand and Lühe.

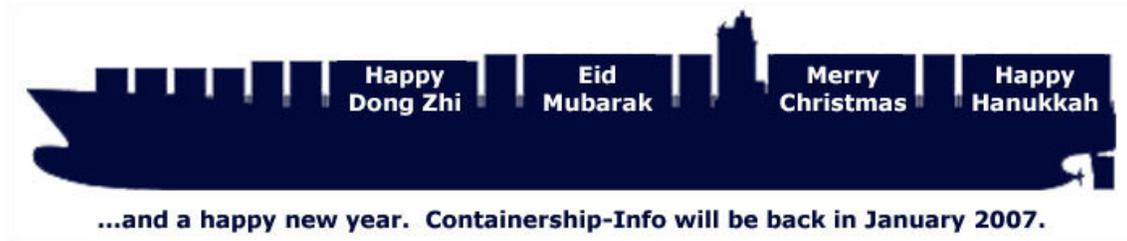
Bert Vernimmen from Antwerp, who supplies us with up-to-date container shipping information and is a helpful peering partner in discussing and researching liner shipping and port development topics.

Furthermore we would also like to thank those who have chosen to remain nameless: Our valued helpers and container business insiders who kindly provide us with some industry insight – provided we treat their contributions anonymously.

We would also like to thank all the photographers who provided their images free of charge for our site visitors to enjoy – especially, Dirk de Smedt (Belgium), Y.M. (Japan), Vyacheslav Melnikov (Ukraine), Michael Witt (Germany), Christian Costa (Germany), Manuel Hernández (Spain), Roberto Smera (Brazil), Reinier Meuleman (United Arab Emirates) and Willy Thiel (Germany).

We wish our readers all over the world a happy holiday: Merry Christmas, happy Hanukkah, joyful Dong Zhi celebrations, a nice Eid al-Adha and a happy new year.

The Weekly Containershipping-Newsletter
by Jan Svendsen and Jan Tiedemann



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