

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

The  
**Containershipping -Newsletter**



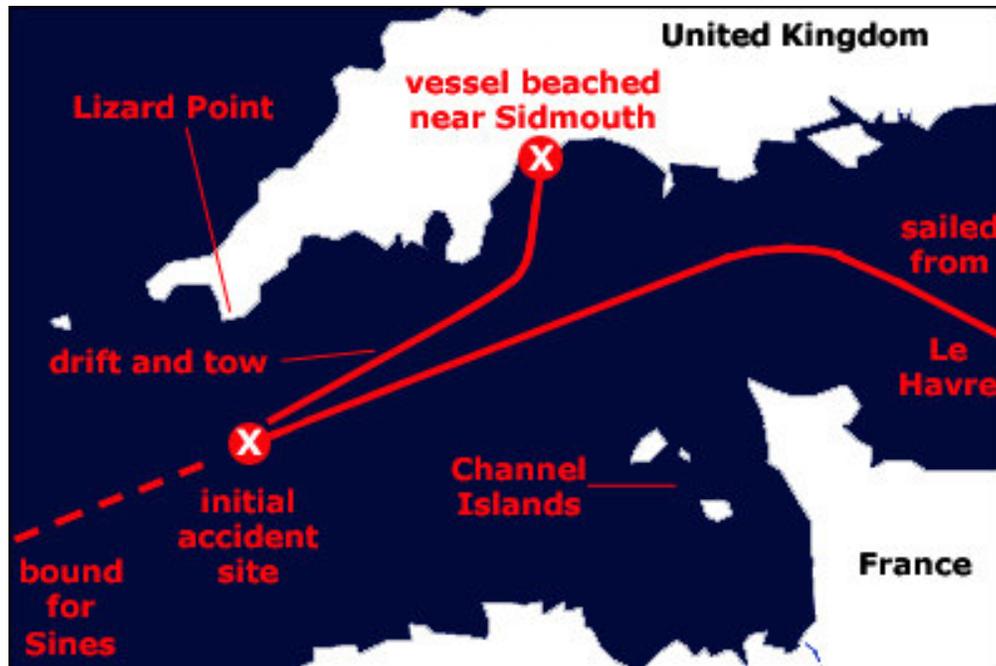
**January 2007, 4<sup>th</sup> week**

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**MSC Napoli Almost Sinks in English Channel Storm**

Last Thursday's accident of the 4,700 TEU MSC Napoli marked the first ever total loss of a post panamax container vessel. The 275-metre ship was in serious trouble in a storm in the English Channel's Western approaches. All of the ship's 26 crew members abandoned the vessel that seemed to be sinking after taking in water. They were later airlifted to safety by helicopters. The Zodiac-managed MSC Napoli was built at Samsung Heavy Industries in 1991 as CGM Normandie. It later

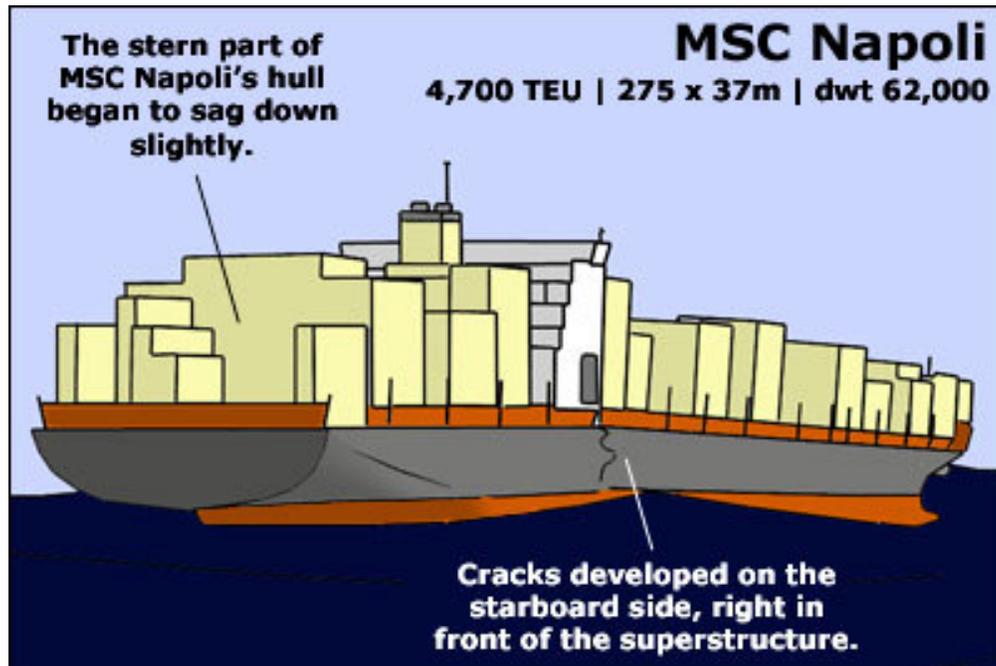
sailed as Nedlloyd Normandie and CMA CGM Normandie. The ship had been trading for MSC since 2004. It was employed on a service between northern Europe and South Africa with intermediate ports in Portugal and the Canary Islands. On the day of the accident, MSC Napoli was underway from Le Havre to Sines, a small port in the Province of Setubal, Portugal. The ship proceeded through gale force winds and a nine metre swell induced by the powerful low-pressure system Kyrill.



**The crew abandoned MSC Napoli in the Channel, some fifty miles from Lizard Point, Cornwall. \*(see annex) map: Jan Tiedemann**

While underway on a westerly course, the container ship suddenly developed a strong list. Apparently, the vessel's hull structure had begun to collapse right in front of MSC Napoli's bridge. The ship thus began to take water through a vertical crack in the starboard side of its hull. Presently it is still unclear whether the leak was a consequence of the ship's initial structural weakness or if the vessel was holed and finally collapsed as a result of the weight of water that flooded the aft compartments. According to a statement by crew members, an initial leak occurred when a seawater valve fractured, letting water into the engine room and the adjacent cargo hold. MSC Napoli eventually sent out a distress call on Thursday morning. At around 10:00 hrs, a Seaking helicopter from Culdrose,

United Kingdom, was on the scene. The helicopter was later supported by another British unit and two French helicopters. Attempts to winch MSC Napoli's crew to safety failed and the complement eventually decided to abandon the ship in a fully enclosed lifeboat. All 26 crew members could later be lifted from the lifeboat and flown to Britain.



**MSC Napoli in trouble**  
**illustration: Jan Tiedemann**

A professional salvage team was later lowered to the decks of the container ship. The men managed to establish a tow line to the French emergency support tug Abeille Bourbon. After discussions between the French and British authorities, it was decided to tow the vessel to a more sheltered position off the Devonshire coastline. Thus, MSC Napoli was towed towards Lyme Bay where the salvage operation should be carried out by Smit International. Weather conditions however, did not stabilise and salvors feared the container ship might break in two. The vessel was therefore deliberately beached near Branscombe. A 1,000 metre oilboom was laid out around the ship to protect the sea from pollution, since MSC Napoli's hull had started to leak bunker. Despite these efforts, a small amount of oil has overcome these barriers and caused pollution of the coastline. Smit will now attempt to remove the containers from the site a few miles east of Sidmouth. The

company already moved maritime salvage equipment from Holland to Britain. At least 150 of MSC Napoli's deck containers have already been washed overboard. About one third of them stranded on the nearby beach. A quick investigation into the container vessel's history revealed that MSC Napoli's hull was already severely damaged in an accident in 2001, when the ship still traded as CMA CGM Normandie: The vessel was travelling from Malaysia to Indonesia at 22 knots, with a cargo of 3,312 containers onboard, when she hit a coral reef off Singapore in the Malacca Strait. CMA CGM Normandie's double bottom was torn and two holds were completely flooded. The vessel's stern, particularly the engine room, also took in water that leaked through cable channels. The ship was stuck on the reef for about one month. It was later refloated and sent to Singapore's Sembawang shipyard for drydocking and repairs.



**MSC Napoli passing Waalsorden bound for Antwerp  
photo: Jan Svendsen**

Unusually for a container ship, MSC Napoli is of a unique design and has no sisters vessels. When built as CGM Normandie in 1991, she was Samsung Heavy Industries' first-ever post-panamax container ship. Considering her age, her previous damage and her present condition, MSC Napoli will certainly have to be considered a total loss. Please turn to our vessel gallery for ship particulars more photos of MSC Napoli.

## **Kyrill Causes Delays and Damages**

The abovementioned low pressure system Kyrill was not only responsible for MSC Napoli's accident, but also caused vessel delays and damages all over northern Europe. At Rotterdam, gale force winds caused a spill of crude oil and disrupted shipping at the port. An estimated 1,600 tonnes of oil leaked into the water when the container vessel CMA CGM Claudel swayed off course and bumped into an oil jetty at the MOT terminal. Powerful gusts prevented authorities from trying to clean the spill immediately. All Inbound and outbound vessels were temporarily stopped from leaving or entering the port. Due to the severe weather conditions tug boats were employed to hold some ships at their berths. Virtually every port in Kyrill's way suspended operations for at least half a day. The Kiel Canal's locks at Brunsbüttel had to be closed for hours, delaying many Baltic feeder services.

## **Four Dead in Ferry – Feeder Crash**

Late on last week's Monday evening, a feeder container ship and a fast commuter ferry collided near the entrance to the Sicilian port of Messina. Regretfully, four people – all members of the ferry's crew – died in the accident. Several of the ferry's passengers were injured. The merchant vessel involved in the crash is the 672 TEU Susan Borchard. The passenger ship is the Segesta Jet, operated by the state-owned Italian railway offshoot Bluvia. Opposed to most press reports, the Segesta Jet is not a hydrofoil, but a Rodriques-built passenger-only monohull ferry. On the night of the accident, the ferry had left Reggio Calabria at 17:40 hrs with 151 passengers onboard and was bound for Messina. The feeder was traversing the strait of Messina. The two ships collided at 18:15, shortly before the ferry would have reached the Sicilian port. Susan Burchard's bow centrally hit Segesta Jet's starboard side, penetrating into both the main deck and lower deck passenger cabin and virtually tearing off the fast ferry's wheelhouse. The accident's four victims include her captain and chief engineer. The accident's cause has yet to be determined.

## The French Line Linked to Cheng Lie Takeover

Speculation has recently been growing over a possible takeover of Taiwanese shipping company Cheng Lie Navigation by the French Line CMA CGM. Late in 2006, rumours already suggested that the Marseille-based carrier was preparing a possible purchase of Wan Hai Lines, but both companies stated that this was not the case. As far as Cheng Lie is concerned, market sources say the Taiwanese operator has been targeted by CMA CGM for quite some time. Allegedly, an announcement on the takeover could be made very soon. A purchase of Cheng Lie would boost the French's presence on intra-Asia routes. Cheng Lie operates services linking Southeast Asia to Hong Kong and China, Japan to Taiwan and Thailand, Japan to Korea and Taiwan and China to Taiwan. The company operates a fleet of ten. Vessel size ranges from 740 TEU to 1,740 TEU. Most of the ships are chartered and Cheng Lie only owns the 1,470 TEU Kuo Fu and the 1,169 TEU Kuo Yu.

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## Maersk Kwangyang Delivered

Hanjin Heavy Industries of Pusan has recently finished the second 6,500 TEU carrier for Copenhagen-based Maersk Line. The Danish carrier will receive ten such vessels from Hanjin Heavy. Though similar in size to a series of ships Hanjin built for CMA CGM some years ago, the Maersk ships represent a news vessel type. The new ship was named after the South Korean port city of Kwangyang. Maersk Line will employ her in their AE6 service, a loop that connects China, Taiwan and Malaysia with the western Mediterranean. The third unit of the series will be delivered in April. According to your editors'

research it will come on stream as Maersk Kuantan. Maersk Line recently renamed their former P&O Nedlloyd's 6,800 TEU Maersk Kingston. The vessels now trades as Maersk Klaipeda. Thus, it is very likely that one of the next Hanjin-built ships will be named after the Jamaican city.

## **Safmarine Mulanje**

Many South Korean yards are known for using their giant graving docks to build two ships next to each other. Thus, it is no big surprise that ships are often delivered in pairs. Hyundai HI has now delivered a second G-class panamax to Safmarine – only a few weeks after the first unit. The white vessels are sisters of Maersk Line's G-classes built at HHI. Traditionally, the Safmarine vessel carries an African-themed name, in this case the name of a mountain massif in Malawi, central Africa. At 3,002 metres, Mulanje's highest point is called Saptiwa Peak. The Mulanje massif has a vital function for the local environment: Its peaks cause rain clouds to form, making it a very important source for water in Malawi. Safmarine will employ the new vessel in a trade between Asia and South Africa where it will replace a smaller-capacity ship.

## **Hamburg: Shortlist for HHLA Privatisation**

Six companies have been short-listed by the administration of the Free and Hanseatic city of Hamburg, following the city state's announcement that it will sell a 49.9 percent stake of its terminal operator HHLA. The six companies selected are Deutsche Bahn in association with Morgan Stanley, Dubai Port World, Hochtief, Macquarie, Allianz Insurance and 3i. According to local media reports, Hochtief and Deutsche Bahn are among the front runners. However, this information is very much based on speculation. Many Hamburg-based stevedores and logistics providers actually rather dislike the idea of a sale of HHLA to Deutsche Bahn, the state-owned German railway. Hamburg's Senate announced to crop the shortlist to one preferred candidate with whom negotiations should be concluded in spring. Parliamentary approval of the deal is scheduled for July.

## Hyundai Colombo Delivered Ahead of Schedule

The Shipbuilders at the South Korean yards of Hyundai Heavy again proved their ability to deliver ships well ahead of schedule. Last weekend, they finished work on the 6,800 TEU TEU Hyundai Colombo. This vessel's delivery was originally scheduled for April. Hyundai Colombo is the seventh ship in a family of eight. Together, this series of container carriers will upgrade Hyundai Merchant Marine's weekly capacity of their Far East – Europe loop by well over 1,000 TEU.



**Pictured above, Hyundai Busan is a sister vessel of the newly delivered Hyundai Colombo.  
photo: Jan Svendsen**

## Removal of Rokia Delmas Delayed

France's the Atlantic Maritime Prefecture recently announced that the wreck of the ConRo vessel Rokia Delmas, which grounded off the French Ile de Ré late in October last year, is not expected to be cleared before this summer. A tender for salvage proposals has been put out and two scenarios are in the process of being evaluated: Dismantling the wreck on the accident site or refloating and towing it away. The Prefecture stated that there are still 85 containers and some 3,000 tonnes of timber on the ship. These remains of Rokia Delmas' cargo

will have to be taken off by means of floating cranes and barges. Much to everyone's surprise, the wrecked vessel is rather solid and has resisted the recent series of storms. The 1,446 TEU Rokia Delmas, was owned by CMA CGM and operated by the French Line's affiliate Delmas. She was employed in a service between North Europe and West Africa. The ship had run aground on October 24<sup>th</sup> after losing power while approaching La Pallice in strong winds. It was carrying 10,000 tons of non-hazardous cargoes, including a large amount of timber and cocoa.

### **Ham'Süd, Maersk Line and NYK Enter Cooperation**

German Hamburg Süd, Danish Maersk Line, and Japan's NYK have announced an agreement to operate jointly in the trade between Asia, South Africa and South America. From April onwards, the carriers will replace the three present strings – one by Maersk Line and two joint services by Hamburg Süd and NYK – with two new integrated loops. The new services will employ faster and more modern tonnage. The trade's capacity will roughly remain the same. String One will be operated with ten 3,500 TEU ships. It will call at Shanghai, Hong Kong, Singapore, Tanjung Pelepas, Sepetiba, Santos, Buenos Aires, Rio Grande, Paranagua, Santos, Port Elizabeth, Durban, Singapore, Hong Kong and back to Shanghai. String two will employ ten 2,500 TEU vessels and will call at Nagoya, Yokohama, Pusan, Hong Kong, Laem Chabang, Singapore, Tanjung Pelepas, Durban, Santos, Itajai, Santos, Sepetiba, Singapore, Hong Kong and back to Nagoya.

### **Giants Clash in the Race for Maasvlakte 2**

The shortlist for the container terminal concession at Maasvlakte 2 has been narrowed down to two bidders. Two consortia are still in the race: DP World and The New World Alliance are competing against a joint bid by MSC and PSA. The 3.5 million TEU facility will be the first in the new part of the port. It will later be followed by an APMT-owned terminal. Both DP World and PSA (a subsidiary of Singapore's Temasek) are backed by government money. The two companies' race for container handling capacity has partially been responsible for

the flipping amounts of money that was lately paid for infrastructure assets. The new container facility will have a size of almost 150 hectares and a quay length of 2,400m. It is scheduled to be operational by 2013. The Rotterdam port authority has confirmed that it selected the two candidates for the second concession (That is the second concession after APMT, despite the fact that the APMT facility will come on stream one year later) and expects a final contract to be signed in summer. When it comes to a favoured bidder, opinion is divided. Some sources suggest that the MSC - PSA joint venture would be the best choice. Rotterdam might be tempted to grant the facility to MSC and PSA in an attempt to lure liner services away from Antwerp. Granting the license to MSC might also thwart the development of a new box terminal at Flushing, a terminal mainly aimed at competing with Antwerp.

### **New Rambow Ship Upgrades Unifeeder Loop**

This month Unifeeder will introduce three 850 TEU ships on their Antwerp - Rotterdam - Helsinki - Kotka route, reports Dynaliners.



**Hennike Rambow leaving Hamburg for Rotterdam.  
Photo: Boris Paulien**

The Sietas-built Henneke Rambow will be the first ship to enter the abovementioned trade. The new vessel was delivered to her owners early this year. The ships will replace the present 450 TEU units, boosting the route's annual capacity by some 20,000 TEU. Furthermore, Unifeeder also upgrade their service between Felixstowe, Rotterdam and ports in Denmark and southern Sweden to 700 TEU units. This move adds an annual 13,000 TEU slots.

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This Newsletter is edited and compiled by Jan Svendsen and Jan Tiedemann. This pdf-file is available for download at "[www.jantiedemann.de](http://www.jantiedemann.de)" and "[www.containership-info.net.tc](http://www.containership-info.net.tc)". Feel free to contact the editors by e-mail at [jantiedemann@hotmail.com](mailto:jantiedemann@hotmail.com) and [jan.svendsen@gmx.net](mailto: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 and Klaus Masuch.

\*Map of MSC Napoli in the English Channel: Please note that this map is purely illustrational. All positions and courses are only estimated in order to give our readers a better understanding of the situation. They do not necessarily represent the actual positions, sailing courses, vessel drifts and tow paths.