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

The
Containershipping -Newsletter
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Maersk Denton Grounds off Le Havre

A German-flagged containership has run aground upon it sdeparture from Le Havre, France, early last week. The ship named Maersk Denton is operated by Hamburg's Claus Peter Offen and trades for Maersk Line. After being stuck for two hours, the ship could be refloated with the assistance of three tugs. The 281 metre vessel was on its way to New York when the accident occurred. An investigation of the accident site revealed that there was no pollution of the environment and the ship returned to Le Havre for inspection.

MSC Napoli Update

More than a week after MSC Napoli was beached on the shores of Devon, reports indicate a rather lengthy schedule for removing the ship – or rather the wreck. Experts stated that

MSC Napoli's hull might remain in its current position for up to a year. Presently, work is underway to pump oil off the wreck to minimise any potential pollution of the marine environment. The removal of the containers can only start after all bunker and lub-oil tanks have been emptied. The process of removing the containers is scheduled to take at least five months. Last week, MSC Napoli's managers Zodiac Maritime announced a timely start of the salvage operation. Priority has been given to the removal of boxes that contain hazardous cargo. Furthermore, salvors will try to quickly lighten the vessel in order to reduce stresses on the hull and prevent further deterioration of the wreck's structural integrity. Presently, it is still uncertain whether the will be refloated, or whether it will have to be broken up where it lies. A part of Branscombe beach has already been fenced up and contractors brought in diggers and dumper trucks, as well as steel cutting equipment.

The wrecked MSC Napoli off Devon
photo: Kelvin Davies

Daewoo Mangalia Wins Hamburg Süd Order

At the end of last week, the world's second largest shipbuilder, Daewoo Shipbuilding and Marine Engineering, announced that it signed a USD 426 million order for five containerships from the German shipping company Hamburg Süd. The 6,000 TEU

vessels are to be built at DSME's Romanian yard in at Mangalia on the Black Sea. All five units are scheduled for delivery in the first half of 2010. According to Lloyd's List, the vessels are priced at USD 71 million per ship. They will have a very high capacity for reefer containers and a top speed of 22.7 knots. The order comes as no surprise since Ham'Süd's management recently announced the company was very close to signing a quintet (plus one option for a sixth ship) of vessels from DSME. With a length of 309 metres, your editors believe these ships will eventually turn out as a slightly lengthened version of Daewoo's proven Monte Cervantes design. Apart from the abovementioned order(s), Hamburg Süd's pipeline with Daewoo also includes a quartet of 3,200 TEU ships and six 5,568 TEU vessels. The six post panamax ships will be very similar to the company's Monte class vessels delivered in 2004 and 2005. Opposed to the first six ships that were built at Deawoo's South Korean yard, the new container carriers will also be constructed in Romania.

CMA CGM Dolphin Delivered

The French CMA CGM has recently taken delivery of a new panamax ship. Just like its earlier sister, this new vessel will upgrade the line's comparatively young PEX3 service – a loop that links Asia and the US-east coast via the panama canal. Over the next few months, CMA CGM plan to phase a whole number of 5,000 TEU ships into the PEX3. CMA CGM Dolphin was built at Hyundai Samho in South Korea to a standard design. Her top speed is 25 knots and she accommodates up to 5,040 TEU.

MISC takes Delivery of Bunga Seroja Dua

A while ago, the Malaysian International Shipping Company (MISC) lived through a period of uncertainty: The company's management actually considered a sale of the entire liner shipping branch in a move to focus more on crude and bulk transport. Despite the fact that these plans were eventually shelved, they seriously delayed timely orders for large container tonnage. Not loosing track of its partners in the Grand Alliance, will now be a very difficult job for the

Malaysians: Charter tonnage suited to sustain the growth of the company's liner division will hardly be available. Luckily, the company ordered at least a few new containerships before yard slots were literally booked to eternity. The last of these has now been delivered as Bunga Seroja Dua. The 7,900 TEU vessel is one of two sisters built at Deawoo Heavy Industries' Okpo yard. At 318 metres, the ship is slightly smaller than most contemporary +8,000 TEU carriers. The new ship was first deployed to the Grand Alliance's Asia – Europe loop number three. For the time being, the ship will however, only perform one voyage in this service. During her call at Rotterdam, Bunga Seroja Dua will switch to the AE4. She will than continue her maiden voyage to Hamburg.

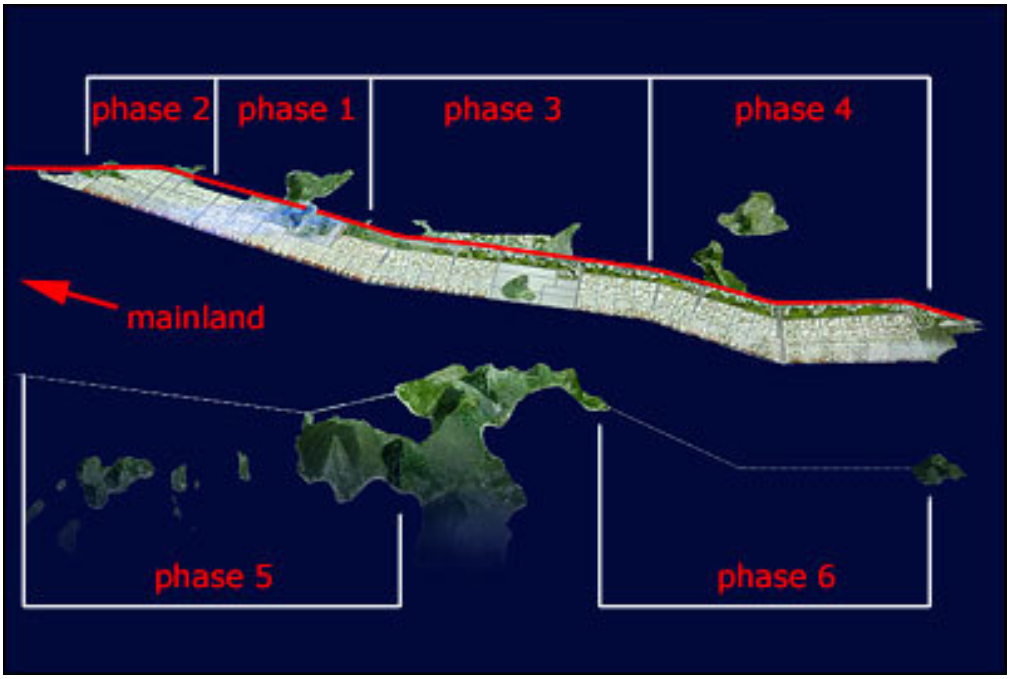
New Ship: Hyundai Bangkok

Just a week after the delivery of Hyundai Colombo, Hyundai Heavy Industries finished work on another sister of the 6,800 TEU type vessel: Hyundai Bangkok is the penultimate vessel of a series of eight identical ships ordered by Hyundai Merchant Marine. All eight vessels will be employed in the same Asia – Europe service where they replace a fleet of more or less identical 5,600 TEU ships. The vessel's time on this loop will be limited to little more than a year since HMM already announced the next upgrade to 8,600 TEU ships. The first of these units will be phased into the 6,800 TEU vessels' rotation at the end of 2007. Until then, Hyundai Bangkok will perform scheduled calls both at Hamburg and Rotterdam.

Yang Shan: Phase Three Operators Selected?

Barely two months after the second phase of Shanghai's Yang Shan deep water port was inaugurated, rumours suggest that an operating license has been granted for phase three. Allegedly, the successful bid was launched by a consortium of five terminal operators and shipping lines. The joint venture comprises of PSA International and the China Shipping Group which would each have a 30% stake, port owner Shanghai International Port Group with 20% and the China Ocean Shipping Group and CMA CGM with 10% each. However, this information is still largely unconfirmed. A local Shanghai

newspaper reported the consortium had been given rights to operate the first four berths of phase three, called phase 3a. The second stage which is often referred to as phase 3b, will later add three more berths, so that the entire phase three terminal will be operational by 2010. Last year, Shanghai retained its third position among the world's busiest container ports after Singapore and Hong Kong. The port handled 21.71 million TEU, a rise of 20.1% year on year.



Yang Shan's phase three is divided into four western berths and three eastern berths.
map: Jan Tiedemann

Ship Type Portrait: Koyo's Post Panamax Carriers

Koyo Dockyard is one of Japan's most famous ship builders. Located in Noji, a small place outside of Mihara City in the Hiroshima province, Koyo has more or less specialised in building containerships. The yard also offers other ship types, but the boxcarriers have become Koyo's bread and butter vessels for several years. Originally an independent yard, Koyo is a member of the Imabari shipbuilding group since 1986. The facility is the Imabari group's biggest and most modern yard. Koyo's first container vessel was built in 1988. The yard's first customers for box ships mainly originated from Japan. Both NYK and Mitsui OL ordered container ships at Mihara in the late

eighties and early nineties. The first foreign company to order container carriers at Koyo was Singapore's Neptun Orient Line, whose container activities today are branded as APL. During the nineties, Koyo exclusively built containerships with a panamax beam. However, it was soon decided that a larger vessel type was needed in the yard's portfolio. Thus, Koyo's first post panamax carrier was launched in the year 2000. These vessels have since become enormously successful. The first of these 40 metre wide ships was delivered to Shoei Kisen. Like Koyo dockyard, this ship financing company is a member of the abovementioned Imabari group and its fleet mainly consists of ship that originate from Imabari yards. Shoei Kisen chartered Koyo's first post panamax to Mitsui OL, who named the ship MOL Advantage. The 278.90 meter ship has a summer draft of 14.0 meters and a capacity of 5,220 TEU. It was soon followed by a sister vessel named MOL Integrity. Five months later, the trio was completed with the launch of MOL Solution. Originally earmarked for Shoei, the third ship was sold to another Japanese ship finance and management firm: Tokai Kaiun.

MOL Advantage was Koyo's first post panamax ship. Only the original trio featured the distinctive knuckle line. photo: Boris Paulien.

Koyo's original post-panamaxes have a deadweight of 66,000 tonnes. They are powered by a Japanese-build MAN-B&W 12-

cylinder diesel. The 12K90MC main engine is rated at 54 MW and drives the ships at a service speed of 25 knots. The next batch of vessels after the initial trio was again ordered by Shoei Kisen who had signed a long term charter contract for post panamax carriers with Kawasaki Kisen Kaisha, better known by their acronym K-Line. The company wanted to replace its fleet of panamax ships in the mainline Asia – Europe trade. These new vessels represented a modified version of the design developed for the MOL carriers. Koyo Dockyard's engineers managed to squeeze an additional 350 TEU into the ships, but retained the overall length and width of the design. The total TEU capacity was now at 5,570. The ships also lost the distinctive knuckle line that characterised the first three units. K-Line preferred a Sulzer-designed main Engine over the MAN-B&W model. The first new ship, Bremen Bridge, was thus delivered with a 10-cylinder RTA96C that developed 57.2 MW. She would remain on of only two ships with such a configuration, since K-Line soon decided to up the ships' power output and install a bigger engine. The next four of the remaining ships of the otherwise identical sextet were fitted with an 11-cylinder RTA96C that developed 60.4 MW. For some reason, the last ship was again fitted with a 10-cylinder engine. K-Line deployed all the new ships delivered between September 2001 and July 2002 to their Far East – Europe service. After K-Line it was again MOL's turn. Obviously satisfied with the performance of their first Koyo's, MOL turned to the Noji-based shipbuilders again and ordered another two ships. Since cargo volumes were growing quickly, Mitsui opted for ships that basically represented an enlarged version of the K-Line vessels: An additional forty foot bay was inserted amidships. Originally, MOL wanted Koyo to build five ships of this type. Since an average weekly Asia-Europe loop employs eight ships, MOL needed five units to compliment the first three ships in the European trade. Being booked to capacity, Koyo would not have been able to deliver the ships as soon as MOL needed them. K-Line therefore ordered three similarly-sized ships at IHI, one of Koyo's fiercest competitors. The first unit of Koyo Dockyard's lengthened design was delivered in February 2002 as MOL Precision. Measuring 293 metres in length, the ship can carry 6,350 TEU – 780 more than its K-Line predecessors. Again, more power was installed and the ship was fitted with a 62.9

MW Sulzer engine. Koyo Dockyard's next customer was APL. Like Mitsui, the Singapore-based carrier is a member of the New World Alliance and needed bigger vessels for its liner services. APL teamed up with Shoei Kisen and signed a quartet of ships at Koyo. One of the ships would be owned by APL, whereas the remaining three would be owned by Shoei Kisen who charter them to APL. The first of these four ships was launched as APL Ireland, late in 2002. The remaining ships entered service during 2003. APL deployed them to services between Asia and Europe. Compared to the earlier ships, Koyo's engineers managed to slightly increase the vessels' container intake: Carrying a maximum of 5,888 TEU, these ships basically followed the K-Line sisters' design, albeit with an MAN B&W designed 10-cylinder engine that develops 57.2 MW.

APL Spain in Hong Kong's Lamma Channel
photo: Jan Svendsen

Another new customer that eventually opted in favour of Koyo Dockyard was the Taiwanese Yang Ming Line. The carrier ordered two ships that basically follow the layout of Bremen Bridge with her 10-cylinder engine. These vessels were delivered in spring of 2004 as YM March and YM Great, respectively. The duo was originally placed on a transpacific service, but later also appeared in European ports. At first, Yang Ming also chartered both their Koyo ships from Shoei Kisen. YM March was later sold to Eurasia International and leased back forthwith. At the time of the delivery of the Yang Ming ships, Koyo had already attracted a new customer for their successful ship design. After K-Line and Yang Ming, the Chinese shipping giant Coscon choose the Noji shipbuilders for their new vessels. Thus, Koyo managed to sell their standard

ship type to three out of four members of the CHKY alliance. The Chinese bought three ships. The trio was intended to support a quintet of older vessels that was to be redeployed from the Pacific to a weekly Asia-Europe service. All three ships were eventually delivered in the first half of 2005. The lead ship was Cosco Xiamen. It was followed by sister vessels Cosco Dalian and Cosco Tianjin. These vessels are very similar to the APL ships in terms of capacity, tonnage and machinery.

Cosco Xiamen was the lead ship of the Coscon trio, photo: Jan Svendsen

The next four vessel orders were again placed by Shoei Kisen and Mitsui. Shoei had secured a long term charter agreement with Mitsui for three of the ships, while the fourth unit would be owned and managed by MOL. The Japanese carrier did not only want to add TEU capacity, but also wished to employ a more homogenous fleet of vessels on its European loop: Thus, MOL dispatched three of the four new ships – namely MOL Pace, MOL Paramount and MOL Paradise – to Northern Europe, where they replaced the very first Koyo panamaxes of the MOL Advantage type. The fourth vessel – MOL Partner – was deployed to a Transpacific service. With a length of 293 metres and an intake of 6,350 TEU, the ships very much resembled their earlier sisters of the MOL Precision class. They were however, fitted with MAN B&W engines instead of the Sulzer diesels employed a few years ago. The series of Koyo's post panamaxes now continued with a large-scale order by Hong Kong's famous Orient Overseas Container Line. The company already employed four Koyo-built 2,800 TEU ships, chartered from Shoei Kisen. Satisfied with these vessels, OOCL opted for eight 5,888 TEU ships. Koyo would deliver the container

carriers in two batches: The first four ships were handed over in the first half of 2006. The second batch is due to be delivered until this summer. The lead ship of the first quartet was OOCL Vancouver. OOCL Seattle will be the first of the remaining four. The vessel is due for delivery in February. The second batch of ships will be followed by four more MOL ships of 6,350 TEU. Two of these will be chartered from Shoei Kisen. The Delivery of these ships will stretch until 2008. Since APL, Mitsui's partner in the New World Alliance, desperately needs additional tonnage, MOL agreed to charter (respectively, to sublet in case of the Shoei-owned units) the new ships to the Singapore-based carrier. The first two of these ships are now destined to enter service as APL Norway and APL Austria. They will be delivered in the second half of this year. MOL was able to abstain from using the ships for themselves, since the company will soon receive the first of several +9,000 TEU units from IHI's Nagasaki shipyard. Koyo's pipeline also includes a series of eight 6,350 TEU post panamaxes jointly ordered by Israel's Zim and London-based Zodiac Marine – both members of the Ofer shipping group. Soon after placing these orders, Zim decided to opt for even larger tonnage and signed a series of +10,000 TEU ships in South Korea. This move made the first four Koyo-built ships available for a charter. Again, this opportunity was taken by APL – presumably at considerable expense since the market was very tight at the time of the deal. APL will thus receive eight more or less identical Koyo ships until mid-2008. This number is sufficient to provide ships for a standalone Asia-Europe loop.

Four typical Koyo post panamax ships
photos: Jan Tiedemann

The far end of Koyo Dockyard's pipeline is presently occupied by a quintet of 6,350 TEU units for Kawasaki Kisen Kaisha. Late last year, the company ordered ships for delivery in 2010. So far, Koyo built 31 post panamax ships. Thereof 22 'short' units of up to 5,888 TEU and nine of the longer 6,350 TEU ships. The company's order book presently includes twenty six vessels. Eight of these are 5,888 TEU types, the remaining ships will be able to accommodate 6,350 standard boxes.

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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" 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.

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