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Maersk Dubrovnik Delivered

Last week, the German shipping company Patjens Reederei has taken delivery of the last unit of a quartet of panamax-sized containerships. The four vessels were all built at Hyundai Heavy's Ulsan yard. Along with its three sisters, the ship that carries the project name Alice P, is Patjens' largest vessel by far. The ship is one of Hyundai's very common 5,000 TEU standard-panamaxes. Just like her earlier sisters, Alice P has entered a long-term charter with Copenhagen-based Maersk Line. Trading for the Danes, the ship will carry the charter name Maersk Dubrovnik. For the time being, the container carrier will hardly ever come near its German homeport: Maersk Line plans to deploy the vessel to the AC1 loop that links Asia and the Caribbean via the Panama Canal. The service's turning ports are Shanghai and Kingston.

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Kaohsiung Terminal Project Launched

With an annual throughput of 9.8 million TEU, the Taiwanese port of Kaohsiung presently ranks sixth amongst the world's container ports. Kaohsiung handles both cargos originating from and destined for Taiwan as well as serving as a hub for transshipment. In recent years however, Taiwan's manufacturing industry has come under heavy pressure from its giant neighbour China. The Chinese economy is booming and the mere scale and speed of China's port development plans forced Taiwan to act in order to avoid loosing business to cheaper and more modern port facilities in China: The rapidly growing port of Xiamen for example, only lies about seven hours of steaming from Kaohsiung. The lack of space poses another challenge for Taiwan's main port. Over the past years, Kaohsiung's port authority tried to boost capacity by promoting a restructuring of the existing port area. The port's state-of-the-art equipment is capable of handling up to 48 moves per hour and gantry crane. Presently, the port's terminals provide an annual capacity of about 11.85 million TEU. With year on year growth rates of 3.2 percent, the capacity limit will be reached in just five or six years. A large-scale port development project will thus be necessary to guarantee a sustainable capacity pipeline for years to come. Such a project has been launched last week: Kaohsiung's existing container berths will be rebuilt to accommodate larger vessels. A clearance of 14 metres will be guaranteed at all times. An new box terminal with a capacity of 1.5 million TEU will be constructed in place of an old oil pier. In addition to this, a giant new port will be created right in front of the present harbour entrance. Built totally on land claimed from the sea, the new port measures 6,5 kilometres in length and extends 2,5 kilometres into the sea. A total of 465 hectares of land will accommodate new bulk, gas and liquid handling terminals. A new 322 hectare container terminal shall provide 7,500 meters of quay with a clearance of at least 16 metres. The terminal – though it will actually be divided into a number of individually-operated facilities – is designed to double Kaohsiung's container handling capacity. The Kaohsiung port authority is presently looking out for potential investors for the project. Since infrastructure assets have generally attracted

lots of demand worldwide, the Taiwanese are optimistic about finding solvent investors amongst shipping lines, cargo handling companies and investment firms.



**Kaohsiung's proposed new port area will cover an area of 6.5 x 2 kilometres – built on land claimed from the sea.
map: Jan Tiedemann**

DP World to Build Terminal at Qingdao

Dubai Port World will become the first foreign investor to independently build a USD 450 million container terminal in China. The port operator from the United Arab Emirates recently gained the go-ahead from Chinese authorities. The National Development and Reform Commission allowed DP World to develop a 2.2 million TEU terminal at Qingdao. It will have a quay length of 1,350 metres. The total investment is USD 448 million. The terminal's first berths will be operational in 2008. The entire facility will be completed in 2009. The port project was originally initiated by CSX World Terminals, a company that was taken over by DP World two years ago. Presently, DP World's Chinese portfolio consists of stakes in terminals at Shanghai and Tianjin. The company's minority stake in the Pearl River Delta's Shekou terminal was recently sold to China Merchants for USD 229 million.

Emma, Estelle, Eleonora, Evelyn

Despite the fact that the third of Maersk Line's giant E-class container vessels, Eleonora Maersk, has only just left Europe on her maiden voyage to Asia, the fourth ship of the series is rapidly taking shape at Odense shipyard. Your editors again did all they could to be the first to bring you the ship's name. According to our sources, yard number L-206 will be delivered as Evelyn Maersk. The Danish shipping line already used this name on several earlier vessels. Like today's Evelyn, the first ship to carry the name was quite big for its time: built in 1967, Evelyn was a 100,700-tonne crude oil tanker. She was one of the largest vessels built at Odense shipyard so far and traded for Maersk until 1979 when she was sold. Her name lived on in a 30,000-tonne combined roro-container ship of 830 TEU. Odense steelship yard built five of these ships, but they vessels were no real success. Four of them, including Evelyn Maersk, soon left the fleet to trade for the US-American Sealift Command. The Americans rebuilt the ships into troop carriers and transporters for military equipment. After the ship's sale, the name Evelyn Maersk was idle until 1995 when it was given to one of Odense's innovative 300,000-tonne twin hull tankers. The tanker sailed under the Dannebrog until 1999 when it was sold to Maersk Singapore. It kept on trading for Maersk until 2003 when the ship was sold again. This time it left the Maersk fleet to trade for Greek operator Tsakos under the name La Paz. Returning to the aforementioned quintet of roro-container vessels, one cannot fail to notice a similarity between their names and today's super container carriers. These ships were named Emma Maersk, Estelle Maersk, Eleo Maersk (Eleo is short for Eleonora), Evelyn Maersk and Emilie Maersk. Since we all know that history tends to repeat itself, there is a certain likeliness that the 14,500 TEU L-207 will eventually turn out as Emilie, too.

A New Dimension of Baltic Feeders

Recent figures show that the container trade in the Baltic Sea Region is growing at a considerable rate. Especially the Russian port of St. Petersburg enjoyed a steep rise of cargo throughput over the last few years. Volumes are expected to grow further,

since the greater St. Petersburg area rapidly develops its economic strength. Several European and Asian automotive suppliers and car manufacturers announced plans to open production lines in northwest Russia. These businesses will no doubt bring along an increased demand for the maritime transport of manufactures and semi-manufactured goods. Since the vast majority of intercontinental container services does not extend into the Baltic Sea, most of the area's ports are served by feeder routes that set out from Antwerp, Rotterdam, Bremerhaven and – first of all – from Hamburg. Along with the growing transport volumes, feeder vessel sizes have constantly increased over the past decade. Eventually, a capacity of 750 to 850 TEU had developed into something like a standard size for a mainline feeder loop. Ships' capacities hardly ever exceeded the 1,000 TEU barrier. Very recently however, a whole number of significantly bigger vessels was introduced to Baltic Sea container services. The largest of them carry as much as 1,700 standard boxes.

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The vast majority of Baltic feeders has been purpose-built for the trade and is peculiarities: A Baltic feeder vessel needs a high ice class in order to safely navigate northern waters and a low draught in order to pass through the Kiel Canal. Some shipping lines temporarily employed small and outdated deep sea tonnage, but these ships eventually did not perform well in the Baltic. Among the new big feeders are Briese's Hooge and Süderoog of 1,406 TEU. The twins trade for CMA CGM. Early this year, the 1,700 TEU Katharina entered the Baltic trade for Maersk. This spring, Delphis will introduce the 1,660 TEU quadruplet of Reinbeck, Flottbek, Eilbek and Barmbek to feeder services to the Baltic. These ships will not be the end of the line

in terms of size. A few months ago, a Maersk Line spokesperson revealed that the company could imagine deploying 2,800 TEU ships to the Baltic. Some of Maersk's Mipo-built 2,824 TEU J-class-vessels, presently sailing between Europe and South America, undertook roundtrips through Baltic ports before entering the Transatlantic trade. Some sources suggest that Maersk was testing the ports' ability to handle such ships on a regular basis. Industry rumours also suggest that MSC might soon introduce bigger ships to their Baltic loops. Unless purpose-built for the trade, these ships will have to sail around the Skaw and by-pass the Kiel Canal. A number of Baltic ports have already started to prepare for the big ships: Gdansk's new container terminal has been designed with panamax-sized ships in mind. Helsinki's new terminal will be able to accommodate similarly-sized ships, too.



Baltic Feeders finally reached sizes of up to 1,700 TEU
photos: Jan Tiedemann

Asia-Med Services Boosted

The ever-changing pattern of alliances and cooperation in the liner shipping industry can sometimes be hard to comprehend. Some shipping lines fiercely compete with each other in one area of trade and cooperate in another. Two new scheduled liner services between the Far East and the Med are in the

process of being launched. They are exemplary for the abovementioned type of joint venture. Rather unexpectedly, CHKY-member Coscon and the French Line CMA CGM announced the start of a joint service between Asia and the western part of the Mediterranean. This comes as some surprise since CMA CGM already cooperates with the China Shipping Container Line on several services, including two mainline Asia – Europe slings. The new French-Chinese service will employ a fleet of seven vessels of 3,500 to 4,000 TEU. Two of these will be brought in by the French, the remaining five by Coscon. The new service's name is MEX-11 and its port rotation will be Qingdao, Shanghai, Hong Kong, Shekou, Singapore, Port Kelang, Naples, Genoa, Barcelona, Valencia, Port Kelang, Singapore, Hong Kong and back to Qingdao. As the mane suggests, the MEX-11 is laid out as an express loop with transit times of about three weeks between Shanghai and the ports of Barcelona and Valencia. Coscon will also be involved in another Asia – Med sling. Operated jointly with Yang Ming and K-Line, it will serve the eastern part of the Mediterranean Sea, mainly Israel and Greece. The loop's average vessel size will be around 3,000 TEU. Coscon will provide four vessels, Yang Ming two and K-Line one. Furthermore, the CHKY alliance will also upgrade its Aegean Sea Direct Express from the current 1,400 TEU ships to units of 2,000 TEU vessels.

CMA CGM Announce Vasco Express

The heavily expanding French Line CMA CGM announced the launch of a new service between South America, the Arab Gulf, the Red Sea, India and South Africa. The weekly service commence sailings later this month. It will be marketed as the Vasco Express. The port rotation is as follows: Rio de Janeiro - Santos - Paranagua - Itajai - Rio-Grande - Salalah - Khor-Fakkan - Nhava-Sheva - Port-Louis - Durban - Rio de Janeiro. Ports in the Red Sea will be fed via the local hub of Salalah. The service will employ ships with capacities of 1,700 to 1,850 TEU. The fleet's reefer capacity will be 300 to 350 boxes. Four of the ships will be 1,850 TEU Jiangsu Yangzijiang types. CMA CGM already charters two such vessels from German Rickmers & Cie. Another two Rickmers ships will follow. The vessels hitherto

traded as APL Kobe and APL Mumbai. The will be renamed into CMA CGM Rio Grande and CMA CGM Oman.



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

Ofer Sells off Hanjin Shares

Israeli shipping magnate coon Sammy Ofer has withdrawn from his involvement in Hanjin Shipping. According to a news agency report he disposed of 3.94 million Hanjin shares, each worth 27,550 won. The entire stock package is thus worth USD 115 million. It has been sold to an unnamed investor. Presumably the buyer is not from South Korea. Ofer's company Fleet Maritime owned an estimated 7.26 percent of Hanjin Shipping's stock.

Recent Deliveries: Small and Mid-Sized Ships

With so many large new ships being delivered these days, again we were not able to account for every small or mid-sized unit that is launched with an extra news item. Nevertheless, these ships shall not be forgotten: The table below provides an overview of smaller container vessels delivered in the months of December and January this year.

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by Jan Svendsen and Jan Tiedemann

Name	Manager	Charterer	Shipyard	TEU
ALEXANDER SIBUM	Sibum Bernd	White Line	Zhejiang Yangfan	CHI 957
ALMATHEA	NSC Schiffahrtsges.	unknown	Stocznia Szczecinska	POL 3.104
ANNABELLA	Döhle Peter	Unifeeder	J.J. Sietas	GER 868
APL BRISBANE	NSC Schiffahrtsges.	APL	Hanjin Heavy Industries	SKO 3.398
APL SOKHNA	Norddeutsche Reederei	APL	Shanghai Chengxi	CHI 3.554
CALA PANTERA	Shoei Kisen	Costa CL	Imabari Shipbuilding	JPN 1.577
CALA PINGUINO	Shoei Kisen	Costa CL	Imabari Shipbuilding	JPN 1.577
CAP BEATRICE	Schulte Thomas	Hamburg Süd	Hyundai Mipo Dockyards	SKO 2.824
CMA CGM ANEMONE	E R Schiffahrt	CMA-CGM	Hyundai Mipo Dockyards	SKO 2.824
CMA CGM LAVENDER	E R Schiffahrt	CMA-CGM	Hyundai Mipo Dockyards	SKO 2.824
CMA CGM MIMOSA	E R Schiffahrt	CMA-CGM	Hyundai Mipo Dockyards	SKO 2.824
CMA CGM SAIGON	Fesco	CMA-CGM	Jinling Shipyard	CHI 1.118
EL GORDO	Marlow Navigation	Delphis	Jinling Shipyard	CHI 1.118
ESTELLA	JR Ship Mgmt	unknown	Bodewes Volharding	NLD 917
EUCON LEADER	Becker Bernd	Eucon	Damen Hoogezand	NLD 812
FEN MEI SHAN	unknown	unknown	Jing Jiang Shipyard	CHI 1.118
FRITZ REUTER	Schlüte	CLAN	Guangzhou Wenchong	CHI 1.740
HELENE S	Schepers	ISIRL	Naikai Zosen	JPN 2.529
HENNEKE RAMBOW	Rambow	Unifeeder	J.J. Sietas	GER 822
IRENES REMEDY	Tsakos Shipping	Evergreen	Hyundai Mipo Dockyards	SKO 2.824
ITAL FIDUCIA	Rickmers & Cie	Evergreen	Hyundai Mipo Dockyards	SKO 3.450
JOHANNA RUSS	Russ	CMA-CGM	Jiang Dong Shipyard	CHI 1.118
JOHANNES WULFF	Wulff Hermann	unknown	Stocznia Gdansk	POL 2.732
JPO SAGITTARIUS	Oltmann Verwaltung	NYK	STX Shipbuilding	SKO 2.602
JPO SCORPIUS	Oltmann Verwaltung	NYK	STX Shipbuilding	SKO 2.602
KATHARINA	Wargenborg	Delphis	IHC Holland Dredgers	NLD 1.712
KOTA LAHIR	Pacific International	PIL	Dalian New Shipyard	CHI 4.253
LLOYD MALMOE	NSC Schiffahrtsges.	unknown	Jing Jiang Shipyard	CHI 1.118
LUCY BORCHARD	Jüngerhans & Co	Borchard	Rolandwerft	GER 974
MANILA EXPRESS	Seaspan Container	Hapag-Lloyd	Samsung Shipbuilding	SKO 4.250
MARCARRIER	MC Schiffahrt	unknown	Jiangsu Eastern Shipyard	CHI 1.118
NAJADE	Maritime Gesellschaft	CSAV	Thyssen Nordseewerke	GER 2.702
NORMED AMSTERDAM	Normed International	Normed Line	Daehan Shipbuilding	SKO 687
ORANGE RIVER	Vermuelen C.	unknown	Qingshan Shipyard	CHI 1.118
PACIFIC OCEAN	Buss Hermann	unknown	Zhejiang Ouhua	CHI 1.284
RIO D. J. EXPRESS	Seaspan Container	Hapag-Lloyd	Samsung Shipbuilding	SKO 4.250
SANTOS EXPRESS	Seaspan Container	Hapag-Lloyd	Samsung Shipbuilding	SKO 4.250
SLIDUR	Kahrs Jörg	BG FREIGHT	Damen Hoogezand	NLD 812
STADT WEIMAR	Thien & Heyenga	Hapag-Lloyd	Aker Ostsee	GER 2.742
STAR APEX	Namsung Shipping	unknown	Daesun S & E	SKO 1.043
TAMPA BAY	NSC Schiffahrtsges.	SYMS	Jing Jiang Shipyard	CHI 1.118
TS HONGKONG	Döhle Peter	TS Line	Jiangsu Yangzijiang	CHI 1.579
VALDIVIA	Döhle Peter	MSC	J.J. Sietas	GER 1.875
VEGA STOCKHOLM	Vega Reederei	SYMS	Mawei Shipyard	CHI 698
VIKING MERLIN	Norse Management	Wan Hai	Guangzhou Wenchong	CHI 1.740
VIKING OSPREY	Norse Management	ZIM / GSL	Guangzhou Wenchong	CHI 1.740
WA MEI SHAN	unknown	unknown	Jing Jiang Shipyard	CHI 1.118
WAN HAI 509	Wan Hai Steamship	Wan Hai	China Shipbuilding Corp	TWN 4.252
WESTWOOD FRASER	Westwood Shipping	Westwood	Stocznia Gdansk	POL 2048
WMS HARLINGEN	WHS Shipping	SYMS	Mawei Shipyard	CHI 698
ZIM GENOVA	ZIM	ZIM	Dalian New Shipyard	CHI 4.253

Please be advised that – despite all efforts made by your editors – we cannot take any responsibility for the completeness and the correctness of the above list.

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