

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



**February 2007, 7<sup>th</sup> week**

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### **Hyundai Confidence's Mishap**

Late in January, the 5,680 TEU Hyundai Confidence lost her engine power while underway in the Pacific. The vessel sent out a distress call and two coast guard aircraft were deployed to assist the ship as were the coast guard cutters Acushnet and Mellon. The container ship Suez Canal Bridge also responded to the distress call. At the time of the accident, Hyundai Confidence was about 1,900 nautical miles west of Seattle, working her way through heavy seas. The ship was bound for Los Angeles when it suffered a loss of lubricating oil supply to the main engine. The crew later managed to manually supply lubrication to the main engine so that the ship was able to proceed at slow speed. The problem could eventually be

straightened out and Hyundai Confidence resumed her voyage. Two of the 23-man crew of Hyundai Confidence were injured during the repair work.

## **Osaka Express Delivered**

After a break of several months, Hapag-Lloyd of Hamburg has now received another large post panamax container ship. Last year, the company's growth was mainly sustained by the integration of CP ships, a shipping line Hapag-Lloyd had bought early in 2006. The new ship was built at Hyundai Heavy's Ulsan shipyard in South Korea. It is a 8,750 TEU vessel, similar to the units Hapag already operates. Named Osaka Express, the ship carries the name of one of Japan's largest port cities. Osaka Express will trade in the Grand Alliance's EU-3 service, a loop that links southern China and northern Europe. Thus, she will not visit her namesake port for the time being. The ship's European premiere will be in the beginning of March. Osaka Express will perform calls at Hamburg and Rotterdam.

## **A Look at the Boxship Order Book**

Now that the first statistical figures for the month of January have become available, your editors would like to use the occasion to have a quick look at the world container ship order book. The world boxship fleet presently comprises of 3,982 units with an aggregate capacity of about 9.5 million TEU. Opposed to our online database and vessel gallery, this includes 445 feeder vessels with a capacity of less than 500 TEU. Not surprisingly, figures show that over the next few years, the world container fleet will see a tremendous growth. Judging by the shipyards' order books, the total number of ships will increase by approximately 30 percent. The overall fleet capacity will even rise by almost 48 percent. Due to the scrapping of ships, actual growth rates will be somewhat lower than this. Presently however, it is almost impossible to predict the actual number of vessels that will cease trading and their aggregate capacity. Suffice to say that quite a lot of ships in today's market are well past their sell-by-date and any significant overcapacity situation will surely spell the end of this zombie fleet. The year 2004 saw an all-time high in the number of

containership orders. Two years later, the first ships signed during the order frenzy entered the market and vessel deliveries jumped to almost 1.4 million TEU in 2006.

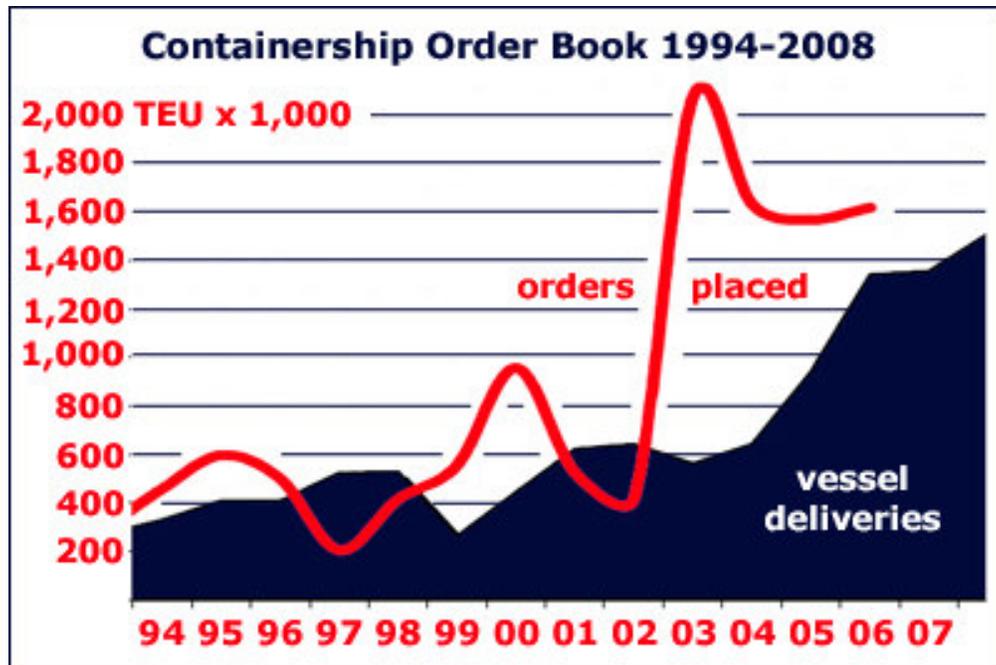


diagram: Jan Tiedemann

Vessel delivery will reach its peak in 2008, when some 1.5 million TEU of new capacity will be introduced. Since the shipyard pipeline includes quite a number of very large ships, the average vessel size has gone up. At 7.904 TEU, the order book's average post-panamax carrier is some 1,400 TEU larger than its equivalent in the present word fleet.

world container fleet growth								
type	present fleet			shipyard pipeline			% of fleet	
	ships	TEU	aver.	ships	TEU	aver.	sh.	TEU
feeder	445	137.613	309	15	3.454	230	3,4	2,5
feedermax	728	529.389	727	163	133.132	817	22,4	25,1
handysize	1.050	1.480.718	1.410	308	435.356	1.413	29,3	29,4
sub-panamax	629	1.582.158	2.515	102	369.943	3.627	16,2	23,4
panamax	642	2.539.416	3.955	318	1.327.724	4.175	49,5	52,3
post-panamax	488	3.173.630	6.503	283	2.236.804	7.904	58,0	70,5
total fleet	3.982	9.442.924	2.371	1.189	4.506.413	3.790	29,9	47,7

table: Jan Tiedemann

Considering the fact that virtually no post panamax vessels will quit active service within the next few years, the aggregate TEU capacity of the world post panamax container fleet is set to rise by more than 70 percent until 2010. Growing feeder sizes have led to a very slow pipeline for container vessels of 500 TEU or less. The order book for larger feeder units on the other hand, feedermaxes or even handysized container vessels, will add about one quarter of additional capacity to this segment.

### **Impressive Pipeline for Hamburg Süd**

After January's announcement of the company's biggest-ever en bloc containership order, it is time to take a closer look at Hamburg Süd's vessel pipeline. The Hamburg-based shipping company has recently built up an impressive order book that includes box carriers of various sizes and designs. On the small ship end, the carrier's pipeline includes a sextet of geared 1,819 TEU ships from South Korean Hyundai Mipo. To be chartered from C.P. Offen, the ships are scheduled for delivery between July of this year and January 2008. So far, Hamburg Süd has not yet announced any plans as to where the ships will trade. Another type of vessels earmarked for Ham'Süd is also being build at Hyundai Mipo: A trio of 2,824 TEU ships managed by Hamburg's Thomas Schulte has been bagged up by the red fleet too. The first vessel, named Annina Schulte, has just been completed. The vessel, one of the ubiquitous Mipo standard types, will trade as Cap Beatrice. Schulte's remaining two sisters of this design are scheduled for delivery in August. Cap Beatrice will perform a few sailings in Australasian waters, but it is still unclear where she will eventually trade. The first units of a series of even larger ships for Hamburg Süd are presently nearing completion at Daewoo Heavy Industries' Okpo shipyard: Bahia and Bahia Blanca will be handed over these days. The twins herald a six-ship family of 3,752 TEU vessels. The entire series of ships was ordered by German Columbia Shipmanagement. According to our sources, all these ships are destined for a new service between the Far East, South Africa and South America's east coast. This new loop will be operated jointly by Maersk Line, NYK and Ham'Süd. The last of the six ships is scheduled for delivery in September.

In about a year's time, Hamburg Süd will take delivery of a total of ten 5,568 TEU vessels of the Monte Cervantes class. Four of the ships will be build at Daewoo's South Korean yard. The remaining six units will originate from Daewoo Mangalia in Romania. Your editors do not yet know where these ships are to be employed, but they will add capacity to services between South America and northern Europe. Hamburg Süd's most recent order comprises of five (plus one option) 6,000 TEU ships from Daewoo Mangalia. The first of these vessels will be delivered in the second half of 2009. The last unit is due in mid-2010. In a recent interview, Hamburg Süd's chairman Klaus Meves revealed that the ships will sail between Northern Europe and South America, the line's traditional stronghold. They will be the biggest ships in this trade. Altogether, Hamburg Süd will receive at least 30 new ships until 2010. Ceteris paribus, this will increase the line's TEU capacity by almost 75 percent. However, we expect Ham'Süd not to renew some of its present charter contracts.

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please note: this banner is not a commercial advertisement

## **A Stellar Vessel Class for Maersk Line**

Maersk Line has now released the designated names for their new 9,600 TEU container ships from Samsung Heavy Industries. The vessels scheduled for delivery between August 2007 and March 2008 will turn out as Maersk Altair, Maersk Antares, Maersk Alfirk and Maersk Algol. Thus, Maersk has chosen to reach for the stars to find names for the new quartet: Altair is a star in the constellation of Aquila. It is one of the brightest stars in the sky. About the size of our sun, Altair is not particularly large. However, at 'only' 17 light years it is comparatively close to our earth. Antares on the other hand is

one of the largest stars we know today. It can be found in the constellation of scorpius. At a distance of 600 light years, Antares is about 50,000 times the size of our sun. The third star, Alfirk is also known as Beta Cephei, the second brightest star in the Cepheus constellation. Finally, Algol (or Beta Persei) lies in the constellation of Perseus. Algol has about the size of the sun, but more than three times its mass. Interestingly, Algol is a pulsating star with a luminosity that greatly varies. Compared to our sun, it is 100 or even 180 times brighter – depending of its current state of activity. The ships will closely resemble those of a series of similarly-sized vessels Samsung is currently building for China Shipping Line. They will be about 337 metres long and 45.60 metres wide. A Sulzer-designed 12-cylinder diesel will drive the ships at a speed of up to 25 knots.



**This is how the new ships might look like.  
digital rendering: Jan Tiedemann**

### **Puelche Christened at Hamburg**

The last ship of CSAV's 6,539 TEU series of vessels, Puelche, has been christened at Hamburg last week. Owned and managed by Peter Döhle, the ship was signed at Hyundai Heavy Industries under the project name Anita. Like her sisters, Puelche trades in the ANE service (formerly known as the AME).



**Puelche on her christening day**  
**photo: Jan Tiedemann**

## **Samsung Hands Over Xin Hong Kong**

The Shanghai-based container carrier China Shipping Line has recently taken delivery of the fifth 9,600 TEU ship in a series of eight. The vessels had been ordered from South Korean Samsung Heavy. Half of the ships are owned by companies within the China Shipping group, while the remaining carriers will be long-term chartered from Seaspac. Xin Hong Kong has been deployed to the AEX-1 Far East-Europe loop. After the FAL-2 (or AEX-2 in China Shipping nomenclature), which CSCL jointly operates with the French Line, this is the second loop that will be upgraded to ultra large vessels. The AEX-1's fleet will eventually consist of four 2007-built 9,600 TEU carriers and an additional four 8,500 TEU ships. The latter quartet of CSCL's continent class ships will be redeployed from the Pacific.

## **New Vessel: Hanjin Tianjin**

Hanjin presently receives a series of eight very fast 6,500 TEU carriers from shipyards of the Hyundai group. The first unit of this ship type had been delivered in 2006 as Hanjin Bremerhaven. It was launched at Hyundai's Ulsan yard. The next two ships of the series originated from Hyundai Samho, a

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shipyard on the western shores of South Korea. Back at Ulsan, another ship of the 6,500 TEU type has been handed over last week: Hanjin Tianjin. It is named after a port in northern China. Tianjin mainly serves as a gateway to the populous greater Beijing region. The ship will be introduced to the FEX service at Kaohsiung. It will then visit the Xingang terminal in its namesake port. Hanjin Tianjin's European premiere is scheduled for the 14<sup>th</sup> of March, when the ship is to arrive at Hamburg. She will also visit Rotterdam a few days later.

### **New Europe – Australia – New Zealand Loop by CMA CGM**

Rather surprisingly, the French Line CMA CGM announced the launch of an all-new liner service between Northern Europe, East Africa, Australia and New Zealand. The service will start in just a week's time. The new sling will be called Nemo, short for New Europe Mascarene Oceania loop. The French carrier already operates the rather similar weekly Suez Service and is involved in the fortnightly Panama Pendulum, jointly operated with Hapag-Lloyd and Marfret. The Nemo will employ a fleet of thirteen 2,800 TEU vessels. Eleven of these will be brought in by CMA CGM. Two will be supplied by a yet unnamed partner. The first southbound sailings will be performed by CMA CGM Copernic, (recently launched as Pona) departing Tilbury on February 23<sup>rd</sup>. Sailings will then follow fortnightly until May, when a weekly schedule is to be introduced. The new service's port rotation will be as follows: Tilbury, Hamburg, Rotterdam, Le Havre, Fos, La Spezia, Damietta, Djibouti, Pointe des Galets, Port Louis, Melbourne, Sydney, Brisbane, Auckland and Lyttelton. The ships will then return to Northern Europe via Melbourne, Adelaide, Tanjung Priok, Port Klang, Chennai, Colombo, Djibouti, Jeddah, Damietta, Malta and La Spezia.

### **MSC Xian's Maiden Voyage**

Last week, the 8,200 TEU vessel MSC Xian made its first appearance in northern Europe. The ship finally completed the upgrade of MSC's Lion Service to units of at least 8,000 TEU. The ship is owned and managed by Hamburg's E.R. Schiffahrt and chartered to CMA CGM on a long term contract. The French Line sublets the ship to the Mediterranean shipping company.

Check out our online data base for vessel particulars as well as some additional photographs of MSC Xian's maiden voyage.



**MSC Xian approaches Berendrecht lock**  
**Photo: Dirk de Smedt**

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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.