

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



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Colombo Southport Project

Located near the shipping corridors between the Far East, the middle East and Europe, the Sri Lanka port of Colombo enjoys a strategically favourable location. With the insular nation itself generating little container volume, it is mostly known as a transshipment port. China's economic boom and the resulting traffic have bestowed Colombo a rapid growth of turnover. Today, Colombo's box terminals are running at near capacity level. Thus, the local port authority has now decided upon a large-scale expansion scheme: It envisages the construction of new terminals, built out into the ocean on land claimed from the sea. In its final stage, the new port would provide room for three terminals with a quay length of 1,200 meters and a

clearance of 18 metres each. The westernmost terminal could at a later stage be extended by another 1,200 metres. The U-shaped port would be accessed through a new 570-metre-wide approach channel. Once completed, the terminals would provide an annual TEU handling capacity of 9.6 million. The Asian development bank recently agreed to provide loans to finance the construction of the port's first phase. Thus, work on the new facility might start as soon as at the end of this year.



**The Proposed Southport Extension
map: Jan Tiedemann**

Fighting Nemo

Hamburg's Hapag-Lloyd recently announced a restructuring of its service from Northern Europe to Australia and New Zealand. The move is aimed at an improvement of transit times via Suez to destinations in the southern hemisphere. Starting late this month, Hapag-Lloyd will operate an independent service. Therefore, the company will introduce two additional 2,500 TEU vessels to its present fleet in this trade. The revised service's transit time from Rotterdam to Melbourne will be four weeks. According to a forecast by Global Insight, volume in the trade is expected to rise from a present 3.9 million TEU to 4.9 million TEU by 2012. Hapag-Lloyd's loop will call at Tilbury, Hamburg, Rotterdam, La Spezia, Damietta, Fremantle, Melbourne,

Sydney, Brisbane, Auckland, Napier, Port Chalmers, Melbourne, Adelaide, Singapore, Colombo, Damietta, La Spezia and Tilbury.

Small Cause – Big Effect

A river-going cargo ship lost 32 containers while attempting to turn on the river Rhine near Cologne last week. For some reason the ship began to take on water during the manoeuvre and developed a list. Some rather heavy containers sank on the river's bottom, while lighter ones drifted downstream for several miles. Some of these are reported to contain hazardous cargoes. Traffic on the Rhine had to be halted. Since it took five days to locate, secure and clear all the lost boxes, some 400 river barges queued along the Rhine's shores. Container traffic to and from the industrial areas of central and southwest Germany, Switzerland and to parts of eastern Europe, was seriously affected. On an average day, some 200 river ships would have passed the closed passage near Cologne. The closure of the river fairway led to a barge congestion at Rotterdam, the Rhine's principal estuary port. This adds to Rotterdam's long list of recent negative headlines of strike action, vessel delays and congested container terminals. The Problem's at Rotterdam recently prompted some shipping lines to divert a number of calls to Antwerp or skip Rotterdam and sail straight to Hamburg.

Beyond Containers: Cruisers, Bulkers, Reefers and Tankers at Hamburg



please note: this banner is not a commercial advertisement

Safmarine Mafadi Delivered

The South African Safmarine continue its fleet upgrade with the delivery of the third unit in a quartet of 4,800 TEU vessels. The four panamax-sized container carriers were ordered from

Hyundai Heavy at Ulsan. The new ship sports Safmarine's distinctive white paint scheme and the sweeping company logo. Named Safmarine Mafadi, it carries the name of a mountain peak in the Drakensberg range. At 3,430 meters, Mafadi is South Africa's highest elevation. Following its two earlier sisters, Safmarine Mafadi has entered her owners' recently revised 'Safari One' loop that connects the Far East with ports in Southern Africa.

Capacity Expansion at Hamburg Well Underway

The present capacity expansion of Hamburg's Burchardkai (CTB) and Eurogate terminals is well underway, with deliveries of new container handling equipment aplenty. Late last week, the crane barge Uglen was dispatched to Hamburg to complete the erection of two new ship-to-shore cranes for CTB.



Crane barge Uglen erects two new gantries at CTB, while more and more Kalmar-built constackers arrive by barge. Photos: Willy Thiel (1), Jan Tiedemann (2)

The gantries were delivered in parts and assembled en lieu with the help of a truck-mounted crane. Uglen finally lifted the cantilever arms into position, a job that would have overstrained the capabilities of the truck-mounted device. At the same time, further constackers arrived by barge. A total of

90 such stacking yard gantries will be installed on Burchardkai's reshaped boxyard. Furthermore, the conversion of CTB's berth number two has commenced: Rebuilt to the standards of berth one, it will be able to accommodate ships of well over 10,000 TEU. Over the next few years, further berths will be redesigned. Altogether, the modifications will double CTB's capacity from 2.6 million TEU per year to 5.2 million. Burchardkai's next door neighbour, Eurogate, is also bringing forward its capacity expansion. About one year ago, Eurogate inaugurated the reshaped berth one with its five ultra-large 23-row gantries. As soon as next month, another five such cranes will arrive from China to be installed on berth number two, which is scheduled to be operational in July. A third large berth will follow in (late) 2008. During a symposium held last week in Hamburg, your editor learned from Mr Thomas Eckelmann, Eurogate's management board's joint chairman, that the planning of the Hamburg terminal's large-scale westward expansion is also making progress. Presently it is scheduled for completion in 2013. The expansion will add two more large berths and a dedicated feeder quay to Eurogate's Hamburg facility. At the same time, the Parkhafen turning basin used by ships both bound for Eurogate and Burchardkai will be enlarged from around 400 metres to nearly 600 metres in diameter.

New Ship: MSC Carouge

The Mediterranean Shipping Company swiftly continues to expand its fleet with the introduction of both new-built tonnage and second-hand ships. The company has now taken delivery of yet another unit of Daewoo's 4,900 TEU ships panamax ships. Ten of these have been ordered for service with MSC. The new ship, named MSC Carouge, has been chartered in on a long-time contract with the German Conti Group. It will be managed by NSB Niederelbe. The vessel was built at Daewoo's Mangalia shipyard in Romania. It will trade in MSC's service between northern Europe and the south American east coast.

Evergreen Adds Strength with Ever Strong

The Taiwanese Evergreen Group has taken delivery of another unit of their 7,024 TEU S-class vessels. Named Ever Strong, it

is the seventh ship in a series of ten vessels ordered from Mitsubishi Heavy Industries at Kobe, Japan. The ship was already officially named at the occasion of the hull's launch. Ever Strong is another example of Mitsubishi's and Evergreen's jointly developed 'green ship' design: It complies to the most stringent environmental standards and has the ability to cold iron – its main engine and auxiliaries can be switched off during a stay in port when the ship is supplied by a land-based energy source. Ever Strong will be employed in Evergreen's Transpacific services.

Introducing OOCL Kuala Lumpur and OOCL Seattle

The Japanese shipbuilder Koyo Dockyard finished another unit of the yard's popular 5,900 TEU design last week. The new vessel was handed over to the ship finance and management company Shoei Kisen.



OOCL Seattle passes Terneuzen, bound for Antwerp
Photo: Dirk de Smedt

Shoei immediately delivered the ship to the Orient Overseas Container Line who named it OOCL Kuala Lumpur. The name actually fits the ship, since it will be employed in the Grand Alliance's EUM service – a loop that connects China and the Mediterranean. Thus, the new ship will regularly call at Port

Kelang, some 40 kilometres from the Malaysian capitol. OOCL Kuala Lumpur is the sixth ship of this type in the OOCL fleet. The vessel will be followed by two more sisters which are slated for delivery within the next three months. Kuala Lumpur's earlier sister, OOCL Seattle, made it northern European debut during the past week and performed calls at Antwerp, Hamburg and Rotterdam.

TNSW Hand Over Europa Bridge

Emden's Thyssen Nordseewerke has recently handed over another of their 2.700 TEU ships to Reederei Maritime. The 215.50-metre-vessel has been chartered to K-Line for whom it will trade between Northern Europe and the South American East coast. Europa Bridge will be followed by a sister vessel named Americas Bridge. Please turn to our online ship list for vessel details and additional photos.



**The new Europa Bridge at Hamburg
photo: Boris Paulien**

Fifth Leviathan to be Named Ebba

The Danish shipping giant Maersk Line has now taken delivery of the fourth 13,500 TEU container giant from the Møller-Maersk Group's Odense shipyard. As we already reported in our

last newsletter, the ship, named Evelyn Maersk, was again plagued by teething troubles during its sea trials. As opposed to the first ships of the series that were dispatched to the AE1 Asia-Europe loop, Evelyn was integrated into the fleet of the recently-revised AE7 service forthwith. This loop focuses on Southern China and the northern European main ports and omits the Scandinavian calls which the E-classes hitherto performed in the AE1. Now that Evelyn is underway, the fifth new E-class vessel is taking shape at Lindøværft, where it was already floated out of the building dock. According to your Editors' research, the ship will be named Ebba Maersk. Her owner's thus did not entirely follow our expectations and revive all the names carried by their former conro ships. Instead, they have opted for a 16,900-tonne tanker, built at Odense Steelship back in 1952. This vessel had a rather peculiar curriculum vitae: After just ten years of service as a tanker, the first Ebba Maersk was converted into a bulk carrier. She was later sold on to a Hong Kong-based shipping firm. In August 1971, she ran aground during a Typhoon and was damaged so badly that it was decided not to repair her. Instead the ship was scrapped at Hong Kong later that year.

The Newsletter's Easter Holiday

Please note that your editors will not publish a newsletter for the 15th week. We will instead take a holiday break and resume our news coverage in the 16th week on April 17th.

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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