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**April 2007, 16<sup>th</sup> week**

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After a short Easter break of one week, we resume our coverage of the container shipping industry with the following edition of our newsletter. Your editors were not idle and used the break to do some 'spring cleaning' and work several thousand individual updates into our vessel data base.

**Even More Jumbos for MSC**

According to a number of unconfirmed press reports, the Mediterranean Shipping Company is stepping up its efforts to pursue Maersk Line in the race for ever-bigger container vessels. The Geneva-based carrier now reportedly signed the biggest containerships ever ordered from Far Eastern yards. While details of the vessel deals are not available, it is widely believed that MSC has upgraded the size of 16 ships originally specified as 9,700 TEU to 12,000 or even 13,000 TEU. The company thus followed CMA CGM who also increased the size of

ships on order. Opting for 11,200 TEU ships, the French Line has not gone as far as MSC did, although rumours suggested that CMA CGM tried to go for 13,000 units, but was not able to re-negotiate the contracts accordingly. The width of the shipyard's building docks seemed to be the bottleneck that prevented the construction of bigger - and thus wider - vessels. The recent adjournment of numerous orders for liquid gas carriers might now have freed the necessary building capacity. A first pointer that something might be afoot in the wind was that most of the LNG-vessel slots were only re-allocated to build panamax container carriers, instead of ships of the theoretical maximum size of, say, 9,500 TEU. The carriers MSC now has on order with the yards in South Korea will allegedly have a beam of 51.6 metres or 20 rows, respectively. They would still be able to call at MSC's North European hub of Antwerp and pass the Berendrecht locks that separate the MSC home terminal from the tidal waters of the river Scheldt.

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



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## **Damen Hoogezand Delivers Jork Reliance**

The Dutch Shipbuilders of Damen Hoogezand delivered another 812-TEU feeder vessel to a German owner shortly after the Easter weekend. The new ship carries the name Jork Reliance. Like with many of Damen's container vessels, Jork Reliance's hull was built in Romania and later towed to the Netherlands for completion. The new ship will be managed by Bernd Becker of Jork, a small place outside Hamburg. Jork Reliance is 140.50 metres long and 21.80 metres wide. The ship displaces 9,332 metric tonnes. Powered by an MAK 9M43 engine that is rated at 8.4MW, the vessel reaches a top speed of 19 knots. Please turn to our online ship data base for additional vessel particulars.



**Jork Reliance's first arrival at Hamburg**  
**photo: Jan Tiedemann**

## **New Ships – New Names**

Since our last newsletter two weeks ago, your editors were able to carry out some research and find a couple of names, earmarked for containership newbuildings. We already mentioned that Maersk Line's next 13,500 TEU Jumbo, scheduled for delivery in May, will come on stream as Ebba Maersk. With Maersk Beaumont and Maersk Brownville, the Danes will receive two more panamax-sized ships from Stralsund's Volkswerft in September and December. Beaumont is named after a city in Texas, whereas the name Brownville may refer to a number of smallish towns in the US. Probably the name refers to Brownville, New York, a city of just about 6,000 inhabitants. For some reason, the very next unit of the B-classes, due in Spring, remains nameless for the time being. Turning to South Korea, Hyundai Merchant Marine presented the designated names for three of their 4,700 TEU ships. The vessels will most likely be placed on a service between Far Eastern ports and the Gulf Region. They will be delivered as Hyundai Dynasty, Hyundai Integral and Hyundai Voyager. HMM thus discontinue the 'city' name scheme that was introduced along with their recent series of 6,800 TEU vessels for the

European service. The abovementioned ships will be constructed at Hyundai Heavy at Ulsan. The next three units of the series will be built at Hyundai Samho as Hyundai Forward, Hyundai Grace and Hyundai Unity. All six units will be delivered before the end of this year. You editors also managed to shed some light on HMM's plans for the service between the Far East and northern Europe. A total of eight 8,600 TEU ships will be introduced to this loop until 2009. The first pair of these vessels will be handed over in autumn. Named Hyundai Brave and Hyundai Courage, the ships are slated for delivery in October and December. The next four ships of this series will be chartered from London's Zodiac Maritime. The quartet will trade as Hyundai Global, Hyundai Loyalty, Hyundai Mercury and Hyundai Splendour. Two of the ships will originate from Hyundai Heavy and two from Samho. Two units of the 8,600 TEU type still remain nameless. Another company that recently released the designated names for a series of eight 4,922-TEU ships is Japan's NYK. The new vessels are to be delivered by South Korea's Hyundai Heavy between September 2007 and January 2008. With NYK Constellation, Daedalus, Delphinus, Demeter, Deneb, Diana, Meteor and Nebula, Nippon Yusen Kaisha opted for a Greek mythology scheme with the occasional stellar name in between. Hapag-Lloyd of Hamburg will also introduce a number of new vessels until mid-2008. The carrier's next 8,750 TEU units will be named Hannover Express, Bremen Express and Kuala Lumpur Express. Since all three names are presently carried by Hapag-Lloyd panamax ships, these vessels will soon have to be renamed. Another Hamburg-based shipping company, the Oetker group's Hamburg-Süd has also revealed several designated names for a number of Daewoo-built 3,600 TEU ships. Traditionally, Ham'Süd's ships used to carry Cap, Monte or Santa prefixes. In addition to this, the carrier recently introduced a naming scheme using the Bahia prefix: The present Bahia and Bahia Blanca will be followed by Bahia Castillo, Bahia Grande, Bahia Negra and Bahia Laura. Finally it was Coscon that revealed a couple of new vessel names just before our editorial deadline: The carrier's series of +10,000 TEU vessels from Nantong Ocean Ship Engineering, slated for delivery in late 2008 and early 2009, will carry 'ocean'-themed names. The ships will come on stream as Cosco Atlantic, Cosco Indian Ocean, Cosco Oceania and Cosco Pacific.

## **NYK Vesta's Maiden Voyage**

The second vessel of Nippon Yusen Kaisha's latest series of 9,200 TEU carriers of the V-class has premiered in northern Europe early last week: The new NYK Vesta performed calls at Rotterdam, Hamburg and Southampton. The ship was built at Hyundai Heavy Industries' Ulsan shipyard. It measures 338.20 metres in length and 45.60 metres in width. NYK Vesta is powered by a B&W-designed 12-cylinder main engine that develops 64MW – enough power to drive the ship at a service speed of 24.5 knots. A third vessel of the series, named NYK Venus, will follow in only two weeks' time. Later this year, Hyundai will conclude the series of ships with a fourth unit, NYK Virgo. For NYK however, big boat deliveries will continue, since the carrier is bound to receive four units of a new class of 9,200 TEU vessels from Japan's IHI before the end of the year. Another four Ishikawajimaharima-built ships will follow in 2008.



**NYK Vesta at Hamburg**  
**photo: Jan Tiedemann**

## **Will Herzs Be HLCL's White Knight?**

The wind of change seems to be blowing for Hapag-Lloyd, if there is some truth to the most recent industry rumours concerning the shipping company's future. How that the

container shipping line's owners, Hanover's TUI amalgamated their travel and holiday businesses with the British First Choice, influential shareholders are reportedly pushing towards a quick de-merger of the shipping branch. Analysts believe Hamburg's Herz family might be interested in buying Hapag-Lloyd or at least invest in a controlling stake in the company. Some months ago, Maersk Line was allegedly interested in taking over Hapag-Lloyd too, but such plans never actually materialised. The Herz family is not unknown among Hamburg's shipping industry: Only recently, Günter and Daniela Herz 'rescued' – Hamburg's ship classification society Germanischer Lloyd from a hostile takeover attempt by the French competitor Bureau Veritas and earned much praise from both the city's government and the local shipping scene. Only very recently, Herzs disposed of their 27-percent share in Puma, the well-known makers of shoes and sporting equipment. This sale was worth a reported EUR 1.44 billion. The family quickly announced plans to re-invest this money, but did not name any potential target yet. Some analysts believe that Herzs might be working on a coalition of local investors in order to secure the shipping company's fate as a strong, independent venture based in Hamburg.

### **Danaos Continue Order Spree**

Athenian Danaos Shipping continue the order spree started last month with contracts for Chinese-built 5,700 TEU ships and 6,500 TEU vessels from Hanjin HI. Shortly before the Easter holiday, Hanjin Heavy publicised that Danaos' order also included five units of the builder's well-known 3,400 TEU design. These additional ships are to be delivered in the first half of 2010, when Hanjin will deliver one unit per month. Danaos thus built up a very impressive order book that includes a quintet of 6,600 TEU ships from Sungdong Shipbuilding, five 6,500 TEU ships from Hanjin Heavy, five 5,700 TEU units from Jiangnan Shipyard, ten 4,250 TEU vessels from Samsung, four 4,250 TEU ships from Jiangsu Yangzijiang Shipbuilding finally the abovementioned five 3,400 TEU units. Furthermore an order for two 9,600 TEU carriers from Samsung is still pending. According to industry sources, the latter two ships are earmarked for service with China shipping Container Line.

## **Hyundai Jakarta Delivered**

With the delivery of the eponymous vessel, South Korean Hyundai Merchant Marine eventually finished the capacity upgrade of their Far East - Europe service. The 6,800 TEU Hyundai Jakarta will replace the last remaining 5,500 TEU ship in this loop's fleet line-up. The vessel will not call at its namesake port in Indonesia but instead directly head for northern Europe, where it is expected in May. Presently it looks like the new 6,800 TEU ships will only spend a short period of time on the European loop: As soon as near the end of this year, Hyundai will take delivery of the first unit of a series of 8,600 TEU ships. It's not unlikely that these vessels will take over the northern European service as soon as next year.

## **APMT Considers New US West Coast Terminal**

APMT North America Incorporated, a subsidiary of AP Møller-Maersk's terminal branch, is believed to be looking into the possibility of constructing a USD 250 million box handling facility on the North American west coast. A total of four locations between Mexico are believed to be under investigation. A recent industry rumour suggested that Oregon's Coos Bay, located half way between APM Terminals in the San Francisco area and Tacoma, seems to be the front-runner. A total of USD 60 million of public money is supposed to be spent for the widening and deepening of Coos Bay's seaward access. This work is scheduled to be completed by 2014. APM Terminals and Coos Bay officials are said to be engaged in talks, but neither of the two parties is making comments on the issue yet.

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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

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