

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

The
Containershipping -Newsletter



May 2007, 18th week

Japan's Box Boat Triangle +++ Sietas Feeders to be Lengthened? +++ CMA CGM White Shark Delivered +++ Samho Hands Over Hyundai Forward +++ Maersk Kuantan at Hamburg +++ Ital Lirica Delivered +++ Box Ship Order Spree Goes On

Japan's Box Boat Triangle

Traditionally, Japan is a great shipbuilding nation. A large number of shipyards design and build vessels of all types and sizes. Unlike in many high wage countries, Japanese shipbuilders even successfully offer rather simple ship types like bulkers and have not specialised in any particular vessel type. Ever since their emergence on the shipping market, container vessels played an important role in Japan's shipbuilding portfolio. If one takes a closer look at Nippon's container ship builders, one will not fail to notice that more than three quarters of all box ships of over 1,000 TEU are built within the same region along the Japanese inland sea. The triangle formed by the cities of Kure, Mihara and Imabari could be described as the heart of Japan's container ship building industry: It is the birthplace of many well-known ships of famous owners, including both domestic companies like K-Line and NYK, as well as foreign shipping companies. The only exceptions from this rule are Evergreen and Mitsui, whose

fleets include numerous vessels either built at Nagasaki in southwest Japan or at Kobe. Containership-Info's regular contributor Y.M. made use of a local holiday and a period of fair weather and visited several yards within the container triangle. Thus, we would like to share some of his photographs with you.



shipyard locations: Koyo, Nakai, IHI and Imabari
map: Jan Tiedemann

First on the list was IHI at Kure. The yard is a well-known manufacturer of container carriers and has just finished a quartet of +9,000 TEU ships for Kawasaki Kisen Kaisha.

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



please note: this banner is not a commercial advertisement

IHI is now working on several 8,500 TEU ships for Maersk and will soon deliver the first unit in a long row of 9,100 TEU

vessels for NYK. At the time of our reporter's visit, Maersk Sofia was berthed at the outfitting pier, nearing completion. A sister vessel's hull was meanwhile taking shape in the smaller of IHI's two building docks. The ships are the last two units of a series of vessels originally ordered for service with P&O Nedlloyd, before that company was taken over by Maersk Line. Maersk Sofia will be delivered in May, the series' last unit, named Maersk Singapore, will follow in July. The container ships' accommodation blocks and bridges are built on one of IHI's smaller yards and then towed to Kure for installation on the hulls. The larger of IHI's building docks is presently occupied by the hull of the first ship of the abovementioned 9,100 TEU carriers for NYK.



**Maersk Sofia at IHI's outfitting pier. The next Maersk vessel's hull is growing in the building dock.
photo: Y.M.**

The ship will turn out as the largest container vessel ever built at a Japanese shipyard, although admittedly, it will only be marginally bigger than the four Humber Bridge-type ships IHI just delivered to K-Line. Unlike most other shipyards, IHI does not use gantries to serve its building docks, but rather relies on large conventional cranes, as can be seen in the pictures. The large fleet of pontoons and barges berthed at the Kure facility, reveals that a substantial number of building blocks comes from

subcontractors and that Kure's main tasks are block assembly and vessel outfitting. The next yard our contributor visited was Imabari Shipbuilding, located in the city of the same name. The yard belongs to the Imabari group where its role is the building of mid-sized vessels, since Koyo Dockyard at Mihara is the group's specialist for large container carriers. Due to its confined location within Imabari city, the shipyard cannot be expanded. It is thus limited to the construction of vessels of about 170 metres in length and 28 metres in width. This year, Imabari plans to deliver nine 1,700 TEU carriers. Three of these ships have already left the yard. The fourth delivery of 2007 will be Hanjin Manila, followed by Hanjin Belawan. Imabari Shipbuilding's vessel deliveries will also include two 1,577 TEU and three 1,030 TEU ships for Costa Container Line and MOL.



**Hanjin Manila is nearing completion at Imabari shipyard.
photo: Y.M.**

Furthermore, an order for seven more 1,700 TEU ships from Japanese interests was recently confirmed. These units are scheduled for delivery until August 2008. Another shipyard that is presently building a series of mid-sized ships for Hanjin is Nakai Shipbuilding at Sedota. Our reporter went there to join the launch of the new Hanjin Ningbo, Nakai's yard number 707. Like Imabari, Nakai mainly builds mid-sized vessels of up to 200 metres in length. Nakai's track record includes ships of

almost every type. Maybe the yard's 2,500 TEU family of Wan Hai vessels of the 300-type is Nakai's best-known ship class so far. These vessels were famous for being the smallest container ships that traded between Europe and the Far East in recent years. Nakai's present series of ships was ordered from a variety of Japanese owners. Nevertheless, the ships will all trade for Hanjin.



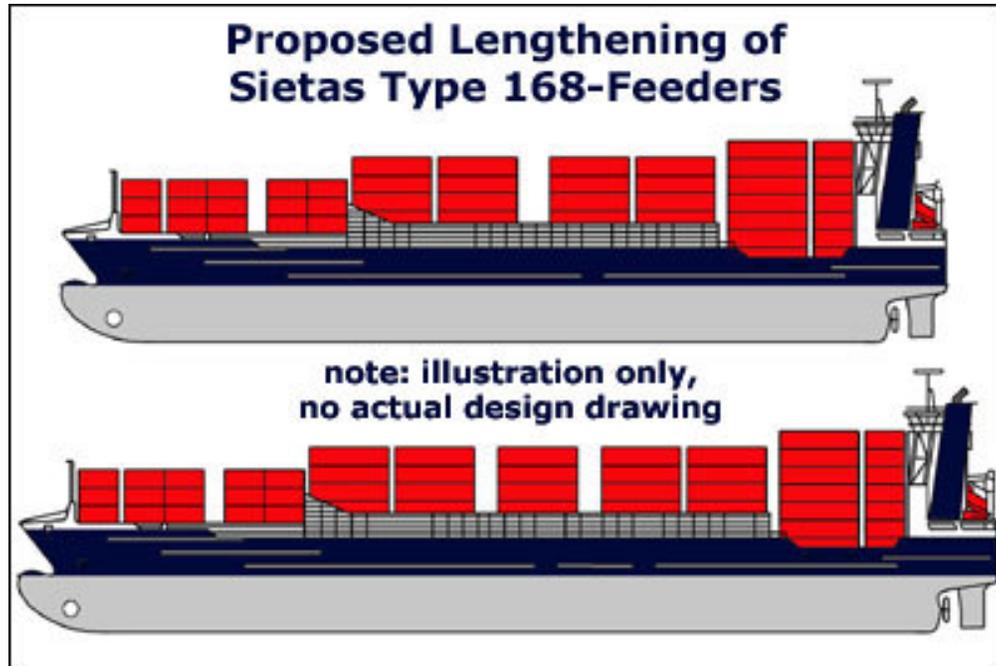
**Hanjin Ningbo (top) and Hanjin Chittagong (bottom)
nearing completion at Nakai Shipyard, Sedota.
Photo: Y.M.**

The late-afternoon launch of Hanjin Ningbo did not permit a visit to Koyo Dockyard, where the Imabari group builds its large container vessels. Nevertheless, we are pretty sure that our Japanese contributor will not have travelled around the country for the last time. Probably we will have a chance to offer our readers some nice impressions from Koyo in the not too distant future. We would like to thank Y.M. for providing us with some insight into Japanese shipbuilding and a lot of nice photographs from his home country's shipyards.

Sietas Feeders to be Lengthened?

According to some recent rumours, the Hamburg-based Sietas shipyard, builder of a vast number of container feeder vessels,

recently approached several ship owners with a conversion proposal for type-168 ships. Dozens of ships of this successful semi-hatchcoverless feeder design have been delivered by Sietas since 2001. The standard type has a capacity of 868 TEU and a length of 134 metres. In less than one year from now, Sietas plan to deliver the first unit of a new semi-hatchcoverless feeder that is supposed to continue the type 168's success story. The new design is called type 178.



**One 45-foot bay will be inserted amidships.
illustration: Jan Tiedemann**

The ships will have a length of 167 metres and an intake of 1,404 TEU. Since surging cargo volumes between the European north range ports and the Baltic Sea have now created high demand for feeders of 1,000 TEU or larger, Sietas is said to have developed a lengthened version of the type 168 to round up its portfolio. Allegedly, the yard not only offered customers to sign lengthened type-168-ships as new orders, but also suggested to stretch existing vessels by inserting a 14.70-metre-midbody section. This would add one additional 45-foot-bay to the ships' open-top hold. According to your editors' rough calculation, stretching the ships would add slots for the equivalent of 126 TEU. The work would be carried out at Hamburg's Norderwerft, a subsidiary of Sietas shipyard that usually takes care of maintenance work on small and mid-sized vessels. Norderwerft

is also responsible for the final outfitting and paintwork of the majority of Sietas newbuilds. Allegedly, Sietas could already bag up a handful of firm orders and many type-168-owners have signalled their interest.

CMA CGM White Shark Delivered

Ever since 1975, when Steven Spielberg's blockbuster 'Jaws' made it to the silver screen, the great white shark has something of an image problem. Meanwhile most of us will know that sharks are by no means mindless killing machines: Naming a ship White Shark will thus no longer lead to raised eyebrows. Having obviously run out of French poets, playwrights, sculptors and painters, CMA CGM now introduced another 'wildlife' themed vessel name: CMA CGM White Shark is the fourth unit in a series of eight 5,040 TEU panamax carriers. The ships are being built both at Hyundai's Ulsan shipyard and at Hyundai Samho. The series is bound to be completed until December, when the eighth ship will be launched at Ulsan. Joining her three earlier sisters, the new vessel will trade in the French Line's PEX3 loop. This service connects China with ports on the US-American southeast coast. With the introduction of the eight new ships (Your editors believe the remaining units of the series will join the PEX3 too.) CMA CGM is boosting this trans-Panama service's capacity by as much as 60 percent. This move is very much owed to the demands of the loop's major customer, Wal-Mart. According to industry sources, the American retail giant presently accounts for about 90 percent of all cargo carried on the PEX3. Most of this is moved via Houston where Wal-Mart is rapidly expanding. CMA CGM White Shark is 294.1 metres long and 32.20 metres wide. The ship has a service speed of 25 knots.

Samho Hands Over Hyundai Forward

Hyundai Merchant Marine recently took delivery of the first ship in a new class of 4,920 TEU panamaxes. The ship was built at HMM's sister company's Samho yard on the South Korean West coast. The new type's design seems to be based on the V-class-ships which the Hyundai group delivered to K-Line in 2004 and 2005. The shipping company does not yet provide any

information as to where the new ship's will trade. Your editors believe the ships will be used to launch a new China – Persian Gulf service as soon as a sufficient number of vessels becomes available. The series' lead ship was named Hyundai Forward. Next month, it will be followed by the second unit: Hyundai Unity. Whilst Hyundai Samho will also deliver the third unit, the remaining four ships are to be handed over at Ulsan.

Maersk Kuantan at Hamburg

A new Maersk Line ship premiered in European waters lately: The 6,500 TEU Maersk Kuantan performed her maiden voyage in the AE10 service and called at Southampton, Le Havre and Hamburg. Built by Hanjin Heavy Industries at Busan, the ship is 299.50 metres long and has a beam of 40.30 metres. A Sulzer-designed 57MW-engine drives Maersk Kuantan at a speed of 24 knots. Please turn to our online data base for more ship particulars.



**Maersk Kuantan upon her arrival at Hamburg
photo: Jan Tiedemann**

Ital Lirica Delivered

Delphic Shipping of Greece have now taken delivery of the third unit of a series of 5,060 TEU panamax ships from Hanjin Heavy

Industries' Busan yard. Just like the first two ships, the new vessel will operate under Evergreen Marine's Italian subsidiary brand Italia Marittima as Ital Lirica. This comes as some surprise, since the Taiwanese carrier lately announced to discontinue all its subsidiaries' individual identities in favour of the well-known Evergreen brand. Ital Lirica was dispatched to the Evergreen group's CPS service for one voyage and then switched to the AUX service which is in the process of being upgraded to panamax ships. Delphic Shipping is to receive a fourth 5,060 TEU ship from Hanjin in June.

Box Ship Order Spree Goes On

With so many orders pouring in over the last few weeks, including contracts for 12,000 TEU vessels, one might have expected the order frenzy to cool down a bit, but nosirebob! Instead we witnessed lots of activity, especially among German ship owners. Hamburg-based C.P. Offen was the most active company and ordered four more 8,400 TEU ships from Daewoo HI. The vessels will probably follow the design of the Maersk Surabaya, with delivery dates between late 2009 and the summer of 2010. Although nothing has been published yet, the ships are most likely to end up with Maersk Line. Offen also continued to quickly grab shipyard slots vacated by several delayed gas tanker projects, and fixed two more 4,300 TEU ships with Hyundai Heavy. More ships of that type might be inked in the very near future. Another company, Dioryx of Greece, also took the opportunity and fixed two such vessels at Hyundai. The abovementioned re-allocation of slots guarantees early deliveries before the end of 2009. Hyundai Heavy's sister yard, Samho, bagged up another 10,000 TEU carrier from Zim – Thus bringing the pipeline up to seven such ships. Zim's order book also includes four 8,200 TEU ships to be built at Ulsan. Japan's Koyo Dockyard also published what first seemed to be a new order and announced that MOL signed three standard post panamaxes. Presently it is still not clear whether these will be 6,300 TEU or even 6,800 TEU vessels. The very early delivery dates between November 2007 and June 2008, indicate that the order must have been placed some years ago, but was not published until now. The last of these vessels will not trade for Mitsui, but has instead been chartered out to APL

who seem desperate to get their hands on any large tonnage. Furthermore, APL will charter five 6,600 TEU ships from the German Schulte Group. These Hyundai-built ships will come on stream in 2009. The Japanese Imabari shipyard also sold several units of their popular 1,700 TEU design to unnamed Japanese interests. Five or even seven further contracts for mid-sized ships are believed to be very close to being signed.

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.

For assistance with the present issue, the editors gratefully acknowledge the contribution of Bert Vernimmen, Helge Barth, Klaus Masuch and of course Y.M. from Japan.