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The
Containershipping -Newsletter



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Döhle Confirms Supercarrier Order

Two weeks ago (in newsletter 2007-17) we wrote that Hamburg's Peter Döhle Schiffahrt was close to signing several very large container carriers from a South Korean yard. The shipping company now confirmed that it closed a contract for eight new 12,600 TEU vessels TEU to be built at Samsung Heavy. The Koreans will deliver six of the ships in 2010. Two more units will follow in the year 2011. While several newspaper reports claimed that Döhle's new ships would be the world's largest boxboats, your editors believe the vessels' capacity will be significantly smaller than that of Maersk Line's E-class carriers, like for example Emma Maersk. Döhle's new jumbos will have a length of 366 metres and a beam of 48.20 metres. Thus, they will be two 40-foot bays shorter and three rows narrower than the Danish-built ships. The vessels' summer loaded draft will be 15.5 metres, with a corresponding

deadweight of 142,500 tonnes. Altogether, the series of vessels will cost some USD 1.28 billion to build, USD 12,700 per TEU slot. According to Tradewinds, the shipping company's managing partner Christoph Döhle said, the ships are being ordered charter-free. With three years to go before delivery, Döhle seems to be confident that the superjumbos will attract a chartering interest. Drifting into the area of speculation, your editors believe there is a certain likeliness that the ships might eventually be delivered with a black hull and an orange coloured funnel.

MSC Lisbon Premieres

This past weekend, the Mediterranean Shipping Company's latest 9,600 TEU carrier, named MSC Lisbon, completed its first ever westbound voyage in the Silk Express. The Swiss' carriers new vessel was built at Samsung Heavy Industries' Koje Island shipyard in South Korea. The ship is 336.70 metres long and has a width of 45.80 metres. It can thus stow 18 rows of containers across deck. Powered by an MAN B&W 12-cylinder engine, MSC Lisbon has a service speed of 25 knots. Please check out our online data base and vessel gallery for additional pictures of the ship and more vessel particulars.



The new MSC Lisbon on the River Scheldt
Photo: Jan Svendsen

NYK Virgo Completes Quartet

After NYK Vega, Venus and Vesta, Japan's Nippon Yusen Kaisha has now taken delivery of the fourth and last ship of their new 9,200 TEU class of vessels. The new carrier was recently introduced as NYK Virgo. The shipbuilders of Hyundai Heavy in the South Korean city of Ulsan have thus completed all four vessels within less than six months. Together with her three sisters, NYK Virgo now forms the largest class of vessels in the fleet of any Grand Alliance member. The ship will trade between the Far East and Europe, employed in the GA's EUR3 service. The new vessel is presently heading for Shanghai, where she is bound to feed into the loop. NYK Virgo will soon be heading towards Europe where she can be expected early in June.

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



please note: this banner is not a commercial advertisement

Maersk Semarang Delivered

At the end of last year, Hamburg's Claus Peter Offen took delivery of the first unit of a pair of 8,400 TEU container vessels signed from Daewoo Heavy Industries. This week, the Korean shipyard also handed over the second ship. It carries the name Maersk Semarang. Traditionally, Offen has not been among Daewoo's customers. The two container carriers are the first vessels that Offen receives from the eastern shores of Koje island, where Daewoo is located. So far, the shipping company was a very loyal customer of Samsung, which lies just across the hills from Daewoo's yard, on Koje Island's western shores. The new ship's project name was Santa Livia. Like her earlier sister, she will be chartered to Copenhagen-based Maersk Line.

The Danes added the ship to their s-class of vessels, which range from about 8,000 to 9,000 TEU. The new ship carries the name of an Indonesian city of about 1.4 million inhabitants. Semarang is located on the densely populated island of Java. Maersk Semarang is a perfect example of a Deawoo standard type ship: MSC and Hapag-Lloyd already employ a total of 11 identical units. Deawoo's order book still accounts for seven more such ships. The carriers are 334 metres long and 43.20 metres wide. Check out our online data base for more ship particulars.

We've Seen the Writing on the Wall

And frankly, we don't quite get it: We used to think that the corporate-identity-obsessed Danes of Maersk Line would at least be sure how their unified brand should be marketed after the extinction of the P&O Nedlloyd and Maersk Sealand company names. Recently however, we spotted at least two ships that were branded as 'Maersk Lines' (sic) vessels.



**It looks like in case of this ship, something is wrong with Maersk Line's (sic) trademark writing.
photo: Boris Paulien**

Is there a reason behind this or did some shipyard worker simply paint one 's' too many on the vessels' shell plates?

Probably time will tell and your editors would not be surprised if a couple of supernumerary letters soon disappeared under an extra layer of baby blue paint.

Hyundai Jakarta on Her Maiden Trip

With the arrival of Hyundai Jakarta in northern Europe, South Korean Hyundai Merchant Marine finally completed the upgrade of their Far East – Europe service to ships of 6,800 TEU. The fleet upgrade process was launched less than a year ago with the delivery of Hyundai Busan. The eight new ships gradually replaced seven 5,550 TEU ships and one 5,680 TEU vessel.



Hyundai Jakarta at Hamburg
photo: Jan Tiedemann

HMM thus added an extra 1,350 TEU of weekly capacity to their European service. The fleet currently employed is made up of the identical sisters Hyundai Bangkok, Busan, Colombo, Hong Kong, Jakarta, Shanghai, Singapore and Tokyo. The ships were all built at HMM's sister company Hyundai Heavy Industries. They are propelled by a ten-cylinder engine that develops 57MW and drives the ships at speeds of up to 25 knots. The vessels are 300.20 metres long and 40.10 metres wide. They provide slots for the equivalent of 600 TEU of reefer boxes. The design of the present series of ships is based upon an earlier

series of 6,500 TEU carriers of the Hyundai patriot type. The major difference between the two types of vessels is the installation of a less powerful and more economic engine, compared to the earlier ships' 12-cylinder plant. Your editors believe that the HMM's European loop will see yet another fleet upgrade in the near future: The carrier's first +9,000 TEU ship, to be named Hyundai Brave, will be delivered late this year.

HLCL Take Delivery of Tsingtao Express

Hamburg-based Hapag Lloyd continue to upgrade their fleet of large container ships employed in the Grand Alliance's service network. Despite the fact that Hapag Lloyd's fleet capacity does not grow as fast as that of some of its fiercest competitors, the company's order book is still solid. Earlier this week, Hapag Lloyd took delivery of yet another of their successful 8,750 TEU carriers from Ulsan's Hyundai HI yard in South Korea. The vessel carries the name Tsingtao Express. By using the German spelling for the city internationally known as Qingdao, Hapag underlines the traditional links that Germany has with the city. Tsingtao used to be the home of a Prussian naval base that was established in 1899. One of the best known remnants of the city's German Heritage is the Tsingtao Brewery: Founded it 1903 by German settlers. The brewery still produces China's most famous lager beer. As for the ship, Tsingtao Express is the fifth unit of its type, with at least three more ship of the same design to follow her – one still in 2007 and two in 2008. Hapag Lloyd will employ their new ship in the Grand Alliance's EU4 service, which connects northern China, southeast Asia and northern Europe. The vessel already left its namesake port and presently heads towards Europe, where it will perform calls at Hamburg, Rotterdam and Southampton late in May.

Coscon and Evergreen Boost Euroean Loops' Capacities

China's Coscon recently revealed plans to replace their 5,446 TEU container vessels Cosco Hamburg, Felixstowe and Rotterdam, as well as the 5,816 TEU Cosco Tianjin with larger units. The ships are presently employed in the carrier's AE4 Far East – Europe loop, where they trade alongside four of Hanjin's standard 5,500 TEU vessels. Coscon has now decided to

introduce the four 7,455 TEU vessels Cosco Seattle, Yokohama, Vancouver and Long Beach. These ships were hitherto employed on the Pacific. Only Cosco Vancouver once deputised for a smaller ship and performed a single voyage to northern Europe. For the time being, four of Hanjin's ships will remain employed in the AE4, resulting in an inhomogeneous fleet deployment for the time being. Coscon's fifth 7,455 TEU vessel, Cosco Shenzhen, will remain in the Transpacific trade as the sole ship of her class. At the same time, Evergreen Marine of Taiwan announced to react towards rising demand and re-deploy a total of eight 7,000 TEU vessels to their second Asia-Europe service. The ships will be employed in a new sling marketed as China-Europe-Shuttle, or CES. Actually, the CES is not an entirely new service, but rather the new name of the new independently operated Asia-Europe leg of what used to be the WAE pendulum. The CES will use a homogenous fleet of Ever-S-class ships. Evergreen's move will add a weekly 1,700 TEU of capacity between Europe and the Far East. Compared to the WAE, the China-Europe-Shuttle's European port rotation will remain unchanged with calls at Rotterdam, Hamburg, Thamesport and Zeebrügge.

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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