

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



**May 2007, 22<sup>nd</sup> week**

**Maersk Seletar Delivered +++ Some Mixed Shipyard News +++ CKYH Skips UK Call +++ Humen Bridge Premieres +++ Asia-Europe Trade Grows Beyond Expectations +++ NSC Mega Order Confirmed**

### **Maersk Seletar Delivered**

With the delivery of the new Maersk Seletar, the Danish Shipping giant Maersk Line has brought into service the first unit of a new class of vessels. Maersk Seletar was built at Hyundai Heavy Industries' Ulsan works where it was handed over last Friday. The ship will be followed by six identical sister vessels, all of which are bound to trade for Maersk Line. The Danish shipping line claims that the ships can carry a maximum load of 6,500 TEU. Nevertheless, Maersk Line could once again be underselling their vessel's true capacities. The series' lead vessel's recently published measurement of about 79,000 gross tonnes would point towards a slightly higher container intake of around 7,200 TEU. Despite the fact that your editors have not been able to put together a set of confirmed vessel particulars yet, we believe that Maersk Seletar and her sisters will indeed be the smallest Maersk-S-class vessels. The series is built to a rather unusual design, accommodating 19 bays of at least 40' each in length and featuring a stowage of 16 rows across the ships' beam. The vessels will thus be about 315 metres long and 40 metres wide. Within the Danish carrier's fleet, S-names

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have lately been reserved for ships of 8,000 to 9,000 TEU. Maersk Line will deploy the entire series of ships to the AC1 Transpacific loop with calls in both Mexico and Panama.



**The brand new Maersk Seletar seen travelling outward bound in Hong Kong's Lamma Channel  
photo: Jan Svendsen**

### **Some Mixed Shipyard News**

Over the past few years, an enormous number of merchant ships has been ordered from the yards. This is not only true for container vessels, but also for almost every other type of ship. At the moment, it looks like there will be no end to the order boom: Upcoming IMO requirements will lead to the phasing out of single-hulled tonnage and replacement vessels are needed. The recent container boom also delayed timely orders for new ships of other types and a considerable share of the world bulk fleet is clearly beyond its sell-by date. Thus, it is no wonder that most major shipyards seek to create additional shipbuilding capacity – Either by means of optimising their efficiency or by building additional newbuilding docks and block factories or even new yards altogether. Only last week, the Japanese Ishikawajima-Harima group announced a massive investment in new shipbuilding equipment for their Yokohama and Kure yards. This will also include the construction of a large-scale newbuilding-dock. Only recently, several vessel contracts for new bulk carriers, container vessels and tankers had gone to China and South Korea, since Japanese yards lacked the capacity to built the ships that the owners asked for. Another yard that seems poised to create a huge amount of extra shipbuilding capacity is STX of South Korea. Originally,

STX had intended to set up a block factory in China that should feed readily equipped building blocks to STX's South Korean facility. However, the plan was changed and the company now invests in a complete shipyard in China. STX already managed to win orders for more than 20 mid-sized tankers to be constructed at this new facility. Another south Korean yard group that made it to the headlines recently was the Hanjin Heavy Industries Group. The company announced plans to reorganise its structure into a so-called Hanjin Heavy Industries Holdings and the new Hanjin Heavy Industries Co. The company claims that it needed a more advanced holding structure to ensure continuous development and cope with future challenges of the market. The group's shareholders still have to approve of the plan, but it is widely expected that it will receive a nod. Rather awkward news for some ship owners came from China, where the newly set-up Nantong Rongsheng shipyard filed for bankruptcy, without having delivered a single ship. The yard's order book accounted for more than 30 large vessels and it seems more than unlikely that any of these ships will ever be completed.

## **CKYH Skips UK Call**

As soon as next month, the CKYH alliance's Far East – Europe loop number one will drop its call in the United Kingdom. The Cosco vessels that are presently employed in the service will no longer call at Felixstowe. The service's European port rotation will hence be limited to Rotterdam-Hamburg-Antwerp. This move foreshadows the planned tonnage upgrades that will add an extra weekly TEU capacity of about 700 to loop one and almost 2,300 to loop two, within the course of the next 365 days. Loop two will continue to call at Felixstowe and it is expected that at least some of the UK-bound cargo of loop one will be transferred to this service as soon as the additional slots become available. As a first step, Coscon will transfer five of their 7,455 TEU ships from the Pacific to the CKYH loop number two, the AE4 in Coscon's nomenclature. Starting this autumn, Coscon will furthermore replace the loop one's three 8,204 TEU vessels with new-built 10,046 TEU ships. The replaced container ships will then cascade into the AE4, where they will take the place of the remaining three 5,440 TEU ships. Skipping

Felixstowe is not only a cost-saving step for Coscon: The move also helps to increase punctuality and gives the carrier some additional breathing space, since the ships frequently used to berth in Felixstowe for more than 48 hours. Capacity freed on the loop one will be used to accommodate the TEU volume growth in the trade to Hamburg, Rotterdam and Antwerp.

## **Humen Bridge Premieres**

The last unit of K-Line's first batch of four 9,100 TEU vessels from Ishijakawaharima HI premiered in northern European waters during the last week.



**Humen Bridge upon her maiden arrival at Hamburg**  
**photo: Jan Tiedemann**

The 9,100 TEU Humen Bridge arrived at Hamburg's Eurogate Terminal early on Thursday. With the introduction of the new ship, the CKYH-Alliance's AES-Service has now been fully upgraded to a fleet of four 8,500 TEU and four 9,100 TEU ships, brought in by K-Line and Yang Ming. Humen Bridge is 336 metres long and 45.80 metres wide. The ship's 12-cylinder MAN B&W engine is rated at 68MW. It drives the vessel at a top speed of 24.5 knots. More pictures of Humen Bridge's maiden arrival at Hamburg, as well as photographs of the vessel at IHI's outfitting pier can be found in our online vessel gallery.

## Asia-Europe Trade Grows Beyond Expectations

All growth expectations were surpassed by the surging container volumes on the Asia – Europe trade. Compared to 2006, the TEU count was up by 20 percent in the first four months of this year. Most analysts 'only' predicted an annual growth rate of 15 percent on the trade. With the higher than expected growth, most ships employed in the trade are presently carrying capacity loads on almost every sailing. Almost every major liner operator is bound to introduce new vessels to the Asia-Europe trade before the end of the year. Form today's point of view, this year's capacity increase lies at an estimated 16 percent – four percent less than the equivalent growth on the demand side. Furthermore, one must not forget that these rates were achieved long before the start of the trade's traditional peak season which runs from July until mid-October.

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

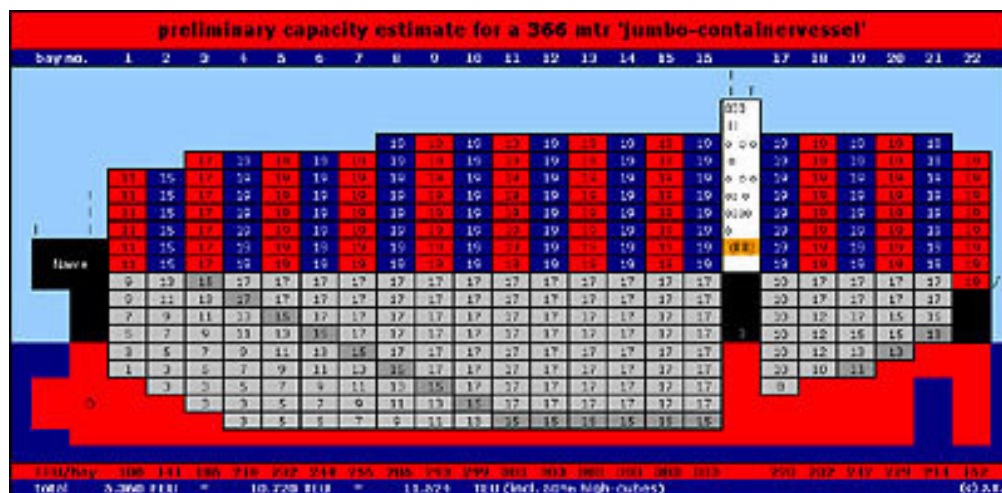


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## NSC Mega Order Confirmed

Regular readers of our newsletter will know that Hamburg-based NSC Schiffahrtsgesellschaft has recently been linked to a series of containership newbuildings of +12,000 TEU. In our newsletter for the 17<sup>th</sup> week of this year, we reported that the company might be close to signing several units of these ultra large container carriers from Hanjin Heavy Industries' new yard in the Philippines. The shipbuilders at Hanjin claimed that the vessels' design had already been developed to the point that the yard was ready to accept orders. Last week, it was confirmed that German financier Lloyd Fonds and NSC had

jointly placed firm orders at Subic Bay. The contract comprises of four vessels of 12,825 TEU plus options for an additional quartet of similar size. The first four vessels will cost a total of USD 650 million. This translates to USD 162.5 million per ship and USD 12,671 per TEU slot. The ships will be delivered from 2010. They will be 365.60 metres long and 48.40 metres wide. Your editors carried out a rough analysis of the ship type's potential TEU intake and found that the reported total of 12,825 TEU seems a bit unlikely, given the vessel's compact dimensions. Using a conventional layout with the deckhouse in a three-thirds-aft position, your editors were able to generate an intake of 10,720 boxes. Based on the idea that 50% of the containers carried are high-cube boxes, this translates to a TEU count of 11,524. One explanation of the high container intake might be that Hanjin HI actually designed the ships with a bridge and deckhouse located in a forward position – a layout that was favoured by ULCS proposals of Germanischer Lloyd who will act as the new ships' classification society. Admittedly however, this is mere speculation.



**Your editors carried out a rough analysis of the Hanjin Subic Bay's Jumbo ships' potential capacities and layout. calculation sheet: Jan Tiedemann**

NSC's and Lloyd Fonds' new jumbos will be powered by an 68.5 MW engine. Your editors thus believe they will be fitted with a compact 12-cylinder diesel with a 98-centimetre bore, possibly using the proven MAN B&W 12K98MCC. Each vessel will have reefer plugs for 1,000 FEU. Hanjin's new yard at Subic Bay has only just begun construction of its first ships. NSC already

ordered six 4,300 TEU at Hanjin Subic Bay. As for the ULCS's: Allegedly, the new jumbo vessels are still charter free.

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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.

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