

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

The
Containershipping -Newsletter



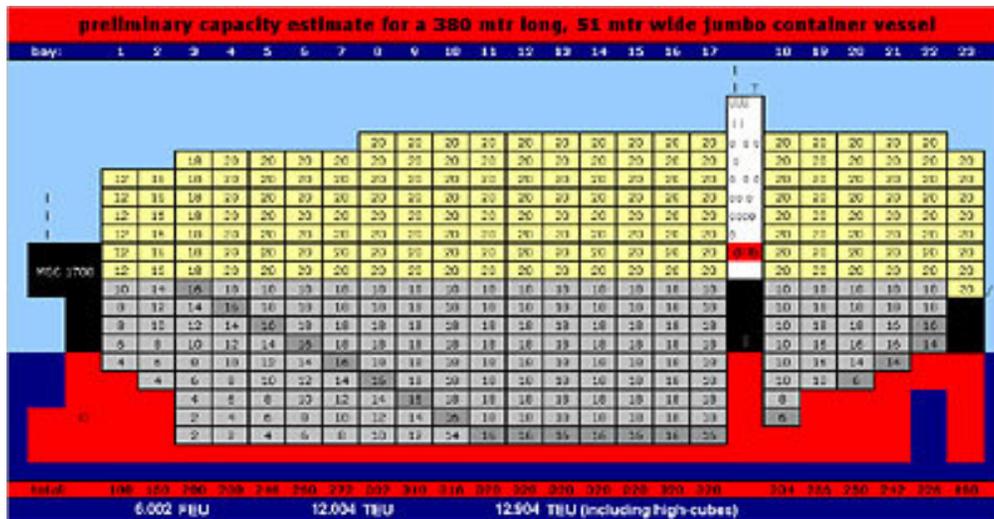
June 2007, 23rd week

Will Samsung-1708 be MSC's First Super Jumbo? +++ Tsingtao Express' First Visit to Her Homeport +++ Maersk Sentosa and Maersk Serangoon Delivered +++ Hanjin Secures More Orders for Subic Bay +++ OOCL Oakland and OOCL Southampton Delivered +++ Five More Supergantries for Eurogate Hamburg +++ Daewoo Keeps Mum About Record Order

Will Samsung-1708 be MSC's First Super Jumbo?

Over the last few weeks, your editors were able to gather together some basic outline data of MSC's planned new container super jumbos. We dubbed the first of these vessels 'hull 1708', referring to it by its yard number. The ship was originally ordered as a smaller unit. It was part of a series of 9,600 TEU ships, slated for delivery by Samsung Heavy in 2007 and 2008. While the first of these ships will turn out as planned, the series' later vessels were completely redesigned in order to increase their capacity. According to Samsung's original design, all vessels would have been built with a length of 336 metres and a beam of 45.60 metres. Rather late, while the first vessels were already being built, MSC approached Samsung and asked for larger-capacity ships. The Koreans

could only offer to stretch the ships' hulls to 366 metres. Despite the fact that MSC wanted even bigger ships, the Swiss company accepted: Samsung was unable to deliver even larger vessels within the given building slots, since the yard had been booked out for years. Only recently, the delay of several large-scale liquid gas carrier projects freed some ship building and dock capacity. Numerous LNG ship building slots were reallocated to container vessels and Samsung was able to offer MSC a complete redesign of some of the carriers in the Swiss company's pipeline. According to our information, the new container carriers will now be about 380 metres long and just over 50 metres wide.



**A rough calculation of hull-1708's capacity resulted in a maximum intake of 12,904 TEU
calculation sheet: Jan Tiedemann**

Your editors carried out a rough analysis of the ships' potential TEU intake. Sticking to a conventional design, the new super vessels should be able to carry almost 13,000 TEU. Since no detailed design parameters have been confirmed so far, this figure is only a rough estimate. In the last few months MSC heavily upgraded several of their South Korean container ship projects. However, hardly any of these projects' details, such as vessel particulars, have been published. At the moment, the Swiss Line's true TEU capacity pipeline is thus difficult to predict. Judging from experience, MSC will go out of their way to build their fleet's capacity as fast as possible.

Tsingtao Express' First Visit to Her Homeport

Hapag-Lloyd's latest 8,750 TEU container carrier arrived at its homeport of Hamburg on Wednesday. The 335-metre Tsingtao Express had been christened in the Port of Qingdao in April and has since been employed in the Grand Alliance's Europe-Asia liner service. On its regular round trip, the vessel performs calls at Singapore, Kaohsiung, Pusan, Dalian, Xingang, Qingdao, Shanghai, Ningbo, Port Kelang and Jeddah, as well as Rotterdam, Hamburg and Southampton.



**Hapag-Lloyd's new 8,750 TEU vessel Tsingtao Express upon her maiden arrival at Hamburg
photo: Jan Tiedemann**

One complete loop takes 63 days. At its home port, the new ship docked at the Altenwerder container terminal, the Grand Alliance's German hub facility in which Hapag-Lloyd holds a share of about one quarter. Until recently, Hapag's pipeline contained five more sister ships of Tsingtao Express, but another eight units of comparable size have been added last month. Hyundai's next delivery to Hapag-Lloyd will most likely come on stream as Hannover Express, a name that was recently freed, when the 1991-built panmax ship that carried it was renamed Kiel Express.

Maersk Sentosa and Maersk Serangoon Delivered

Hyundai Heavy Industries is presently delivering container vessels almost at machine gun speed. Only two weeks ago, the yard handed over Maersk Seletar, the first ship of a new series of 7,200 TEU vessels for the Danish shipping line. Meanwhile, another pair of sister ships has been delivered: The vessels are called Maersk Sentosa and Maersk Serangoon. The entire series of ships will carry Singapore-themed names and all vessels will be deployed to Maersk's recently-revamped AC1 Transpacific service.



**Last week, the new Maersk Sentosa could be seen outward bound in Hong Kong's Lamma Channel
photo: Jan Svendsen**

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



please note: this banner is not a commercial advertisement

Hanjin Secures More Orders for Subic Bay

New orders just keep coming in for Hanjin Heavy's new shipyard at Subic Bay in the Philippines. Last week, the Busan-based shipbuilders announced new boxboat orders from CMA CGM. The French Line signed eight 3,600 TEU container vessels for a

reported price of USD 69m apiece. Furthermore, the carrier holds an option for a further two units. All ships are scheduled for delivery in 2010. The order price does not seem particularly cheap at first glance, but your editors have reason to believe the ships will feature a very high reefer capacity. According to our sources, they will be built to a low-draft post-panamax design with a width of 37 metres and a length of only 217 metres. This would make the vessels ideally suited to trade on any north-south relation rather than on an east-west mainline service. It's not unlikely that the ships will eventually end up with the French Line's subsidiary Delmas, specialists for in the trade to Africa.

OOCL Oakland and OOCL Southampton Delivered

Last week, Hong Kong's OOCL was able to take delivery of two new container vessels. One from Japan and one from South Korea. The company received OOCL Oakland from Koyo dockyard at Mihara, Japan. This 281-metre ship can carry 5,888 TEU and it is bound to trade in OOCL's Pacific North West Express, the so-called PNX service. This loop connects Far Eastern ports with the American west coast. Its ports of call include Pusan, Kaoshiung, Hong Kong, Shekou, Singapore and Laem Chabang in Asia, as well as Vancouver and Seattle on the American continent. As for the second ship, OOCL finally received the last unit of their 8,063 TEU ships from Koje Island's Samsung Heavy Industries. After a short interval of continent suffixes, the line's vessel naming scheme returned to cities. The new ship has been christened OOCL Southampton, after the British port which is regularly served by the Grand Alliance's container ships. OOCL now employ twelve ships of this successful design. The first unit had been delivered in April 2003 as OOCL Shenzhen. At this time it claimed the distinction of being the world's largest container ship. (Not counting in Maersk vessels, since the Danes used to make their ships' capacities a well-kept secret.) OOCL's order book officially includes for more units of the Shenzhen-type, but your editors have reason to believe, these ships will not turn out a sister vessels, but rather as an enlarged version of at least 9,000 TEU. Returning to the new OOCL Southampton, the ship was deployed to the Grand Alliance's EU2 service. This loop focuses

on ports on southern China and northern Europe. The vessel is scheduled make her European debut near the end of this month, with calls at Le Havre, Amsterdam, Hamburg, Antwerp and Southampton.

Five More Supergantries for Eurogate Hamburg

Last Wednesday, Hamburg's Eurogate terminal received an impressive shipment of cargo handling equipment: Five super-postpanamax gantry cranes arrived at the port onboard the heavy lift transport vessel Zhen Hua 20. They will be placed on Eurogate's second modernized berth in the Waltershofer Hafen. The gantries have an outreach of 59.50 metres and a lift height of 43 metres. They are capable of lifting loads of up to 65 tonnes. Berth number two is scheduled to be operational later this summer.



Zhen Hua 20 carries five large gantries for Eurogate and one smaller crane for the Port of Gdansk.

Photo: Jan Tiedemann

Eurogate's Hamburg Terminal will then dispose of two berths which are equipped to handle the largest vessels afloat. Another five berths can handle standard postpanamax ships of up to 17 rows in width. One of these berths will be rebuilt to accommodate larger vessels later this year, with completion

scheduled for late 2008. Furthermore, Eurogate's plans at Hamburg include a large-scale westward expansion which will add more than one kilometre of quay length. Until 2013, a total of 13 more large gantries is scheduled to be installed on both additional and rebuilt quays.

Daewoo Keeps Mum About Record Order

Daewoo Shipbuilding and Marine Engineering announced to have won a USD 1.31 billion container ship order from a European owner, but remains tight-lipped on details. The South Korean shipyard only revealed that the order was for 9,200 TEU vessels, but neither commented on the identity of the owner or the number of vessels ordered. The order's total value might be a clue as to the number of ships signed: Most analysts thus believe, Daewoo will build ten ships, costing about USD 131 million per unit. A look at Daewoo's order book and building schedule reveals that the entire series of ships might be delivered in 2010. Only late in May, German Norrdeutsche Vermögen had ordered several 8,400 TEU and 4,300 TEU ships from Daewoo. This order is said to be worth USD 782 million. Altogether, this year's May marks a statistical record: Never before has such an amount of container capacity been ordered within a single month.

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 and Klaus Masuch.