

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

The
Containershipping -Newsletter



July 2007, 30th week

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MSC Napoli's Final Hours

More than half a year after MSC Napoli was shipwrecked on the Devonshire coast, work is still underway to remove the 275-metre-wreck. After several unsuccessful attempts to pull the stricken container ship to a more sheltered position for dismantling, the vessel has now been broken into two pieces. During an attempt to re-float the container ship, salvors found the wreck to be damaged more severely than it had been thought. Thus, the ship was beached again. Since a diving crew had inspected the hull and found large cracks in the bottom sections, it was decided to deliberately break the ship into two pieces. Salvors planned to use tugs to tear the vessel apart: One tug would hold MSC Napoli's stern in place while another tug was used to pull the ship's bow from side to side

repeatedly. This method however did not work and it was later decided to separate MSC Napoli's bow with the help of explosives. At first, two charges were triggered near the cracks in the ship's hull but the vessel still did not break. Later, MSC Napoli finally separated into two, following a third round of charges. The bow has been towed a short distance away where it was anchored pending a decision where to take it for scrapping. Nevertheless, the aft part of MSC Napoli's hull, including the heavy accommodation block and engine room, will probably have to be broken up where it lies. The contract for wreck removal will now be sent out for tender.

OOCL Southampton's Maiden Voyage

With the new OOCL Southampton, another unit of Samsung's successful 8,063 TEU design premiered in Northern Europe: Earlier this month, the new ship visited Amsterdam, Hamburg and Antwerp as well as its namesake port. OOCL Southampton is presently employed in the Grand Alliance's EU-2 service where it trades between the Far East and Europe. The vessel is the twelfth and last unit of a series of sister ships that was started with OOCL Shenzhen in 2003. More pictures of this new container carrier ship can be found in our illustrated data base.



OOCL Southampton on the river Elbe

Photo: Boris Paulien

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MOL Creation Delivered

With their latest container vessel, the recently delivered MOL Creation, both Japan's Mitsubishi Heavy Industries and Mitsui OSK Line have finally entered the league of +8,000 TEU ship operators and builders. MOL Creation is a rather peculiar ship and differs significantly from most other container carriers in its capacity range: Measuring 316 metres in length and 45.60 metres in width, the vessel is one bay shorter, but also one row of containers wider than most common vessels of about 8,000 TEU. Admittedly, since neither the shipping company nor the classification society have published an official set of vessel parameters yet, your editors had to estimate the ship's dimensions. Mitsui deployed the new vessel to the trade between the Far East and Europe, where extra slot capacity is very much needed at the moment. Since Mitsui recently entered a cooperation agreement with the Marseille-based CMA CGM, the new MOL Creation will start her career in the French Line's well known FAL service. It is worth noting, that MOL Creation will not replace any of the ships employed in the FAL so far, but instead increase the loop's fleet to nine ships. The addition of an extra vessel will add more leeway to the service's schedule and thus help to avoid delays and days of costly steaming at speed.

Selected Vessel Deliveries

With MOL Experience, Tokyo-based Mitsui OSK Line has recently taken delivery of their second 5,078 TEU panamax ship from Hyundai Heavy Industries. The vessel is the second unit of a quartet of similar ships. It will be deployed to MOL's container liner service between South East Asia, and the US east coast. This newly established service is routed via the Suez Canal and features intermediate stops at Colombo and Dubai. Another panamax vessel delivered by Hyundai is CMA CGM Kingfish. The 5,042 TEU ship was handed over to the French Line earlier this month. The vessel will follow its earlier sisters into the PEX-3 loop which connects the US east coast and Asia through the Panama Canal. No less than three new ships were recently introduced to the fleet of Orient Overseas Container Lines: With

OOCL Italy, the Hong Kong based carrier has taken delivery of its last 5,900 TEU ship from the Imabari Group's Koyo dockyard in Japan. The carrier deployed the new ship to the AEX service, a relatively young loop that trades between South West Asia and the US-American east coast. In the US, the service calls at Halifax, New York, Norfolk and Savannah. The Far Eastern port rotation includes Laem Chabang, Singapore and Colombo. Intermediate stops are performed at Jeddah and Gioia Tauro. Apart from the Koyo-built ship, OOCL also received two sister vessels from Samsung Heavy Industries at Geoje Island: The Korean yard completed both OOCL Kobe and OOCL Yokohama. The panamax-sized sisters are the first units of a new series of 16 ships for OOCL. The vessels have an intake of 4,578 TEU each. OOCL Kobe has been deployed to her owner's KTX-1 service, an intra-Asian loop that links Southern China with both Singapore and Japan. OOCL Yokohama will follow her sister into the KTX-1 after performing a single round trip in OOCL's and CSCL's joint AEA-1, sailing between China and Australia. Another company that introduced new tonnage in the last few weeks was Maersk Line: The Danes received another unit of 7,000 TEU 'Baby-S-class', the Maersk Senang. The new vessel was recently handed over by Hyundai Heavy. Maersk deployed the ship to the AC-2 service between China, South Korea and Central America. With the delivery of Maersk Senang, the AC-2 service has now been fully upgraded to ships of 7,000 TEU.

Ever Summit on Her Maiden Voyage

Early on Saturday, Evergreen Marine's new Ever Summit premiered at Hamburg on her maiden voyage. The 7,024 TEU ship is employed in Evergreen's China-Europe Shuttle service, the CES. Since Hamburg was the ship's first European port of call after a non-stop leg from Colombo, the vessel arrived with a near-capacity load of containers. Ever Summit was built at Mitsubishi Heavy Industries' yard at Kobe. The ship is 300 metres long and 42.80 metres wide. It is powered by a Mitsubishi-designed 10-cylinder engine that develops 55MW. After Ever Summit, Evergreen Marine will still receive two more units of the S-class ships later this year.



**Ever Summit arrives at Hamburg for the first time. She carries a near-capacity load of containers.
photo: Jan Tiedemann**

Order Book Update

Since our newsletter now paused for three weeks, your editors would like to catch up with the latest vessel orders. In the following, we will not account for the large number of ultra-large container vessels that were signed lately, since the ULCS order book development has been treated at length in the first part of our summer special. Thus, please refer to the miscellaneous section of this website to download the feature report. Nevertheless, ship owners did not only opt for super jumbos, but also signed a respectable number of smaller vessels. Admittedly it feels rather strange to speak of small(er) ships, when this term actually includes units of 8,000 TEU or more: However, we will have to get used to a shift of scale as readers of our summer special will know. One of the largest orders of ships below the super jumbo size was placed by the Singaporean APL. Some weeks ago, the company announced its intention to buy 'up to ten' ships of about 10,000 TEU. Furthermore, APL wanted to sign a similar number of 8,000 TEU ships. The carrier claimed its was in negotiations with some of the world's leading shipyards. The order was finally bagged both by Hyundai and Daewoo. Until 2011, each of the

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two yards will build four 10,000 TEU carriers for APL. At the present time it is still not clear whether any contract for the 8,000 TEU vessels has been awarded yet. Probably, it is only a matter of weeks, until more information becomes available here. In mid-July, our Japanese sources claimed that the Grand Alliance member NYK contracted at least three ships at Kure's IHI shipyard. According to a statement made by NYK's chairman, the ships will have a capacity of 9,300 TEU. Most analysts however, believe that the carriers will actually be some 15 to 20 percent larger than officially announced. The first two units of this type of vessel will come on stream late in 2010. The third ship is slated for delivery in 2011. Quite likely the order will be extended to include further vessels. In Europe, Hamburg's Hapag-Lloyd seem to actually want to stick to their 'homogenous fleet' approach and signed no less than ten 8,750 TEU vessels at Hyundai. The ships are believed to turn out as sister vessels of HLCL's contemporary 8,750 TEU type. Originally, the order included eight ships, but Hapag later added two more units. The entire series of ships will be delivered during 2010. Another order for large vessels was bagged by HHI's sister company Hyundai Samho: In what pretty much looks like a cloak-and-dagger manoeuvre, an unnamed shipping line has signed a quintet of 8,500 TEU vessels for delivery in 2010. Judging from experience and by an evaluation of the market, your editors would dare guess that the ships might have been ordered by Hanjin. Turning to Taiwan, an existing order seems to have been upgraded at CSBC: Yang Ming Line, who originally ordered six ships of 6,600 at Kaohsiung, re-negotiated the contracts and signed five ships of 8,200 TEU. Including a number of similar ships that originate from earlier contracts, Yang Ming will now receive ten 8,200 TEU ships until 2011. Another company that successfully upgraded its contracts was Danaos. Instead of four 6,800 TEU ships, the Greek will now taken delivery of a quartet of 8,400 TEU ships from Shanghai's Jiangnan Shipyard Group. In case of Danaos, the upgrade did not affect the delivery times. According to some brokers' reports, the vessels will cost in the region of USD 100 million apiece. Jiangnan is thus the third Chinese yard that enters the league of builders of ships of +8,000 TEU. In the size class below 5,000 TEU, OOCL has again converted a number of options into firm orders. The deals

were bagged by Samsung who will now build no less than eleven 4,578 TEU ships for the Hong Kong based shipping line. Furthermore, Samsung took in orders for three ships of 4,300 TEU from the Japanese Itochu corporation. Hamburg's well-known Leonhardt & Blumberg turned to China and ordered four 3,600 TEU ships at Shanghai Chengxi Shipyard. A very interesting vessel order was placed very shortly before this newsletter 'went to press': Japan's K-Line ordered no less than ten ships of 4,500 TEU at Hyundai Heavy Industries. According to our sources, the ships will not be built to a panamax design as one might think. Instead, they will have a beam of 14 rows of containers and a very low draught of only 10.80 meters. This would make the ships ideally suited for services to less developed ports in Africa and South America or estuary terminals in the Far East, particularly China.

L-208 to be Named Elly Maersk

Maersk Line has now revealed the name that the company's next 14,500 TEU jumbo ship will carry: The new container vessel will sail as Elly Maersk. Since the name is rather commonplace in Denmark, your editors expected to find at least a handful of vessels that carried it in the past. Much to our surprise, Odense's yard number L-208 seems to be a true first for Maersk. Elly is scheduled for Delivery in August. The ship will trade in Maersk Line's AE-7 service – a loop that links northern Europe and South China.

Rotterdam Terminal Tender Awarded

In mid-July the Port of Rotterdam Authority announced that a consortium called the Rotterdam World Gateway had won the tender for the operating concession of the first Maasvlakte 2 terminal. The consortium consists of DP World, all members of the New World Alliance and CMA CGM. The new container terminal is scheduled to become operational late in 2013. Another new terminal facility in the giant Maasvlakte 2 development scheme had already been given to APMT. Despite the earlier go-ahead, Maersk Line's terminal will be completed after the Rotterdam World Gateway. The RWG consortium will develop a four-million-TEU-facility that covers an area of 156 hectares. It will provide some 1,900 metres of quay wall with a

clearance of 20 metres alongside. Additionally, a 550 metre barge and feeder berth will be built. The operating concession was granted on the condition that RWG has to make at least 30 percent of the newly created cargo handling capacity available to third party companies. The RWG very closely won its concession over a joint bid by MSC and PSA, who were the sole remaining competitor left on the shortlist. The construction of Maasvlakte 2 is scheduled to commence in the second half of 2008.

Our Summer Special: Jumbo Container Ships

Your editors have not been idle during the newsletter's summer break and put together a special feature: "The Big Boats Are Coming" is the title of our summer special. The report takes a close look at the next generation of +12,000 TEU container vessels.



Our summer feature illustrates the designs of the new generation of ultra-large container vessels. screenshots: Jan Tiedemann

The 27-page feature includes an overview of the present shipyard order book for ultra-large container ships and describes alternative design approaches for the new jumbo vessels. Just visit Containershipping-Info's 'miscellaneous' section in order to download a copy of the report now.

Now Available: Newsletter Contents Register

Another addition to this website that was uploaded during the summer break is the newsletter contents register for the first half of 2007. This new list of newsletter headlines was compiled by our reader Niels Kjaersgaard Johansen from Denmark. The register allows you to scan the contents of past editions of the containership-info newsletter without having to go through every single pdf-file: Just open the contents register document, activate the search function (ctrl+F) and enter a keyword of your choice. Your editors are convinced that the register will come in handy for many of our readers and we would like to thank Niels for his work and the contribution he has made to our website. The contents register will be updated at irregular intervals.

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.