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The
Containershipping -Newsletter



July 2007, 31st week

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Samsung Orders World's Largest Floating Dock

According to Far Eastern sources, South Korean Samsung Heavy Industries has now ordered the world's largest floating dock from a Chinese shipyard. The new dock has been ordered to increase Samsung's shipbuilding capacity: The Korean yard will use the USD 100 million device to build an additional six to eight ULCS annually. Some brokers claim to know that Samsung ordered the 500-metre by 89-metre dock from the Cosco Shipyard Group. It is slated for delivery in August of 2008. The floating dock is to be constructed at Cosco's north Chinese Dalian yard. The construction of vessel in floating docks rather than graving docks is a departure from most shipyards' common methods. Samsung however, has some experience with building ships 'on the water', since the yard already uses two floating docks for the construction of ships up to the size of Aframax tankers. Compared to a new graving dock that would take several years to build, a floating dock can be provided in just about a year's time. Apart from ordering an

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additional dock in China, Samsung recently announced further steps to increase the company's output: The South Korean shipbuilder said it looked to double the production capacity at its block factory in Ningbo to 200,000 tonnes. This increase will help Samsung to keep up with the recent surge of orders. Furthermore, Samsung will invest no less than USD 400m into a second block factory at Rong Cheng. This factory, located in the Chinese province of Shandong, is scheduled to start production in September. It will be capable of feeding some 300,000 tonnes of blocks annually to Samsung's South Korean yard. Similar capacity expansion schemes are taking shape at Daewoo and STX too. Daewoo for instance is aiming at an increase in the number of ships to 75 units by 2011. The yard's current capacity is 55 vessels.

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Wan Hai 307 in Tokyo Bay Collision

A container ship and a bulk carrier collided in the Tokyo Bay on Friday: The nightly accident involved the 150,000 dwt caper Alpha Action which crashed into the rear bays of the 197-metre Wan Hai 307. The Greek bulk carrier was travelling towards the open sea, on a ballast voyage from Nagoya to Chile. Wan Hai 307 had departed Yokohama and was heading for Hong Kong. The accident happened at 02:00 hrs in the night, some eight nautical miles southwest of Oshima. The cause of the accident is not yet clear. No casualties have been reported, but bunker oil has leaked into the Sea from the damaged tanks of the container vessel. The bow of the Bulk ship got stuck in Wan Hai 307's stern and the two vessels started to drift from the

accident site at a speed of about two knots. Meanwhile, the two stricken ships could be towed to safety.



**This photo shows the container ship Wan Hai 307 in Hong Kong's busy Lamma Channel.
Photo: Boris Paulien**

Eight Jumbos for Hamburg's E.R. Schiffahrt

At the end of last week, Hamburg's Nordcapital Group has revealed itself as the owner behind an order for eight very large container vessels at Hyundai Heavy Industries. The order itself became publicised late last week, but it was not revealed who was behind it: Most sources claimed that a European owner had signed eight ships of about 10,000 TEU each. Nordcapital finally set the record straight and announced that the ships it had signed would actually be 13,100 TEU units. The contract is worth almost USD 1.4 billion and the ships are slated for delivery between mid-2010 and March 2011. Although no charter has been confirmed so far, most analysts believe the ships will end up with Coscon, who could easily fill such vessels on their mainline services. The carriers will be the largest units ever built at HHI. The ships will be 366 metres long and 48.20 meters wide. Their split design features a deckhouse that is located in a forward position, eight bays from the bow and an engine room located aft. On a design draught of 14.50 metres,

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the vessels will displace some 125,000 tonnes. The maximum deadweight is 140,570 tonnes at a scantling draught of 15.50 metres. Propelled by an MAN B&W 12-cylinder diesel which is rated at 72 MW, the ships' service speed (at design draught) is 24.7 knots. Four generator sets provide 13 MW of electricity, enough to supply up to 800 reefer containers.



This is how the eight 13,100 TEU ships will look like. The forward position of the Deckhouse might become a common feature among the new +12,000 TEU ships.
lateral drawing: Jan Tiedemann

APMT Opens Tangier Terminal

APM Terminals, the world's third largest container terminal operator, has now inaugurated the first construction stage of a new facility on the western Mediterranean. The new port development is located in Morocco, some 30 kilometres east of Tangiers. It will become fully operational early in 2008. Strategically located opposite of Maersk Line's existing Mediterranean hub at Algeciras, Tangier will certainly play an important role in Maersk Line's future service network. The new terminal is jointly owned by AMPT and the Moroccan AKWA group, one of the country's largest transport companies and an established port operator and stevedore. Presently, the Tangier terminal has two berths with a combined length of 800 metres. Clearance at the quayside is 16 metres and the berth are served by eight super post panamax gantries. Since these cranes can straddle up to 23 rows of containers, the port could even accommodate Maersk Line's giant E-class vessels. A total of 29 rubber-tired stacking yard gantries has been installed to serve the 40-hectare container yard. The entire cargo handling equipment was supplied by Shanghai's ZPMC. The terminal has an annual capacity of 1.3 million TEU and is mainly focused at transshipment cargo. Maersk Line will thus be able to avoid

capacity bottlenecks at Algeciras, where any further extension of the container terminal would be rather costly, if at all possible. APMT's new Moroccan facility is only one part of a large-scale port development project at Tangier. The entire project will consist of two large container ports and a new port of roro-freight and roro-passenger vessels. While APMT leads the development at Tangier Med One, the German Eurogate group will be the operator of a terminal in the adjacent Tangier Med Two port. The Eurogate project will bring another 3.5 million TEU of annual container handling capacity to the area. It can be expected that, in a few years' time, a number of Asia-Europe services will have their western Med calls switched from Spain to Morocco.

Hegemann Takes Over Volkswerft

The Danish A.P. Møller-Maersk Group recently confirmed the sale of its German shipbuilding subsidiary, the Volkswerft shipyard. The Stralsund-based company will be taken over by the German Hegemann Group. Hegemann will take control of the yard at the end of July. The Bremen-based group of companies already owns two shipyards: The Rolandwerft in the west German town of Berne, located on the banks of the River Weser. Hegemann's second shipyard, the Peenewerft is located in eastern Germany: Wolgast lies at the river Peene's estuary near the Polish border. Both yards are specialized in the construction of mid-sized ships, mainly container feeder vessels. Through the acquisition of Volkswerft, the Hegemann group will be able to round up its portfolio and build ships of up to 300 metres in length. A spokesperson for the group claimed that Volkswerft and the nearby Peenewerft will continue to trade as independent companies under the roof of a common group branding. Contrary to some media reports, Hegemann did not receive any financial government aids for the acquisition. The German state of Mecklenburg-Vorpommern only helped by signing financial assurances that cover the advance payments the shipyard received for vessels in its order book. The takeover of Volkswerft includes the yard's pipeline of vessels, which accounts for 1.14 billion Euros worth of ships to be delivered until 2010.

Samsung Delivers MSC Pina

The Swiss shipping giant MSC continues its fleet expansion at a fast pace: The company has now received another unit of its series of 9,580 TEU container ships. The vessel was delivered by MSC's biggest supplier of large ships: Koje Island's Samsung shipyard. The new ship has been named MSC Pina. It is the second unit of a batch of four vessel MSC ordered in 2005. Earlier this year, MSC tried to have ships of this series upgraded to a size more than 10,000 TEU slots. Pina however, was among the ships that were already under construction, so that Samsung was not able to alter the design. The new carrier has been deployed to MSC's Dragon Service, a loop that links the Far East and the Mediterranean. MSC Pina has already left Singapore and is presently underway to Europe. Her first ever European call will be at Gioia Tauro, MSC's newly established hub in the central Med.

Cosco Asia Christened

Late last week, China's Coscon christened their latest fleet addition and thus joined the higher echelons of 10,000 TEU ship operators – second only to Maersk Line whose G-class and E-class vessels can carry a five-digit-number of boxes. The child to be baptized was the first unit of a four ship series of 10,046 TEU ships that Hyundai Heavy will deliver to the Chinese. The new vessel was named Cosco Asia. The 349.20 metre long and 45.60 metre wide ship will be handed over in a couple of weeks' time. Rather surprisingly, the ship will then be deployed to Coscon's AE4 service – presently only the second largest loop in the Chinese carrier's route portfolio. Cosco Asia will trade without a sister vessel for quite some time: The 120.000 dwt ship's first sister will not be delivered before January 2008. Quite likely, the quartet of ships will sooner or later end up on Cosco's largest-capacity loop, with the replaced ships cascading into the next smaller services. Coscon will continue to upgrade their fleet at a very quick pace over the next years. Apart from the Hyundai-built jumbo quartet, Coscon will also receive five similarly-sized vessels from Nantong Ocean Shipyard in 2008 and 2009. The Shanghai-based carrier will also take delivery of no less than eight 8,200 TEU ships and 13 vessels in the size

range between 5,100 and 5,700 TEU. Furthermore, Coscon is among the hottest candidates for the charter of a set of eight 13,100 TEU ships from Hamburg's Erck Rickmers, as we reported earlier in this edition of the newsletter.

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.