

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



**August 2007, 32<sup>nd</sup> week**

**CSAV Might Opt for Jumbo Quartet +++  
Maersk Kendal Delivered +++ Cosco  
Panamaxes to Trade for French Line? +++  
Grand Alliance Signs for Ten More Years  
+++ Will Seaspan Order ULCS for Coscon?  
+++ Sofia Snaps +++ APMT's African  
Ventures +++ CSCL Long Beach Premieres  
+++ Zodiac Inks Large Boxship Quintet**

### **CSAV Might Opt for Jumbo Quartet**

The Chilean CSAV finally turned out to be the next shipping line to succumb to market pressure and consider the introduction of ultra large container vessels. According to several maritime newspapers, the Compania Sudamericana de Vapores now looks set to sign up for a quartet of jumbos. The liner company from Valparaiso has now got approval from its management board to go ahead and order four units in the size range of up to 12,500 TEU. Based on today's market prices, such a deal would cost the Chileans about USD 640 million. Some industry sources suggested that CSAV might buy four of the 12,500 TEU vessels which Hamburg's Peter Döhle ordered at Samsung Heavy and charter the four remaining Döhle units. Another industry rumour suggests that CSAV will directly turn to a Far Eastern Shipyard and order a quartet of jumbo vessels: Allegedly, the CSAV quartet would then be used as the South

American company's fleet contribution to a new Asia-Europe service jointly run by CSAV and Zim. The Israeli carrier is said to have ordered twelve 12,500 TEU bottoms at Hyundai, enough to fill up one stand alone Asia – Europe sling and still provide four ships for a joint loop. Zim's order has however, not yet been confirmed. As for CSAV: The company recently successfully tried to get their hands on a number of mid-sized vessel charters in order to boost its fleet capacity. This included two Shanghai Chengxi-built 3,554 TEU sisters from Norddeutsche Reederei: Northern Defender and Northern Debonair were originally believed to go to MSC. Furthermore CSAV will charter a 3,100 TEU newbuilding from NSC upon its delivery in 2008. Further fixtures include five year charters of Laeisz's Pugwash Senator, Portugal Senator and Pohang Senator, as well as 4,300-TEU bottoms from MPC Steamship. The latter two ships are to be launched in 2008.

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



**please note: this banner is not a commercial advertisement**

## **Maersk Kendal Delivered**

Copenhagen-based Maersk Line has now taken delivery of yet another unit of their 6,500 TEU K-class ships. Just like its earlier sisters, the vessel was constructed at Hanjin Heavy Industries' Busan shipyard. Named Maersk Kendal, it is the fifth unit in a series of ten. The Danes named their newest container carrier after a city in the Northwest of England: Located on the southern border of the picturesque Lake District, Kendal is something like an entrance gate to this popular holiday region. The all-knowing Wikipedia tells us that Kendal is famous for its Mint Cake, a speciality sweet that even accompanied Ernest Shackleton's crew on their (in-)famous 1914 Trans-Antarctic Expedition – at least to the point when the diet changed to

Penguins. Returning to the new vessel, Maersk Kendal's maiden voyage will take place in the AE-8 service. This Far East – Europe loop presently employs a mix of both K- and S-class vessels. Presumably, Maersk Kendal will only perform one or two round trips in this service, since the loop is presently being upgraded to ships of 8,000 TEU or larger. The European ports of call on Maersk Kendal's maiden voyage are Le Havre, Hamburg and Rotterdam, where the ship is scheduled to arrive in mid-September.

### **Cosco Panamaxes to Trade for French Line?**

China's largest Shipping Group, Cosco from Shanghai, has now taken delivery of the first unit of a quartet of panamax-sized container carriers from Hanjin Heavy Industries. The four ships were ordered in 2005 when the shipbuilding market was much less tense than today. However, it presently looks like Coscon does not urgently need vessels in the panamax size range or at least not as many as the company ordered. Thus, two modern panamaxes originally ordered by the Chinese will now be chartered out to the French Line CMA CGM. The ships were slated to come on stream as Cosco Boston and Cosco New York. Furthermore, the French will not only charter two of the ships – reportedly, they even bought the two last vessels of the series. Cosco Boston has now come on stream as CMA CGM Scala. The vessel will be employed in the Bosphorus Express Service between the Far East and ports in the Black Sea region. The remaining ships' designated names and their areas of trade have not been published yet, but the ships will probably either follow CMA CGM Scala into the BEX or end up in CMA CGM's booming trade between the Far East and the North American east coast via the Panama Canal.

### **Grand Alliance Signs for Ten More Years**

The member lines of the Grand Alliance have now decided to continue their cooperation for at least ten more years. The Grand Alliance, founded in 1998, is the world's largest integrated consortium in container liner shipping. Its members are Hapag-Lloyd, the Malaysian International Shipping Cooperation, Nippon Yusen Kaisha and Orient Overseas

Container Line. The original line up consisted of five members, but P&O Nedlloyd withdrew from the alliance after being taken over by Maersk. One of the key aspects for a future cooperation is to offer a higher frequency of sailings in a growing market environment. Depending on customer demands, the Grand Alliance members will consider expanding the scope of their partnership. Today, the Grand Alliance employs a total of about 140 vessels in its 20 joint services.

## **Will Seaspan Order ULCS for Coscon?**

When it became known that Hamburg's Erck Rickmers had ordered a set of 13,100 TEU container vessels, most analysts believed that the ships would eventually end up with Coscon. The company urgently needs a set of ultra large vessels for its main Asia-Europe loop. Furthermore, the Shanghai-based shipping line already charters a trio of 8,200 TEU ships from E.R. Schiffahrt. A connection between the two companies has thus already been established. Nevertheless, your editors have meanwhile gathered evidence that Coscon will actually charter a series of ULCS from the Canadian Seaspan Container Line. The Vancouver-based non-operating shipping company was hitherto considered a hot option for CSCL, but now Coscon seems to have reached an agreement with Seaspan. Allegedly, the Canadians are very close to fixing eight 12,500 TEU bottoms from Hyundai Heavy or Samsung. So far, your editors believe that only a single IMO number has been drawn for the first of these units, seven more are still pending. However, neither the charter nor the orders have been confirmed yet. Judging by the recent market development, both Coscon and Seaspan will very likely enter the jumbo market – a collaboration between the two companies would thus make perfect sense. Although the alleged orders should have foreseen ships with an official capacity of 12,500 TEU, the vessels will very likely be identical to the 13,100 TEU units for E.R. ordered by Nordcapital. Vessel deliveries would stretch over the second half of 2011. If Coscon actually chartered the Seaspan ships, the fate of the Erck Rickmers' units would become even more interesting. Some recent suggestions pointed towards Maersk. The Danes had already been linked to

an order be Erck Rickmer's Brother Bertram – now Maersk is considered a potential candidate for both series of ships.

## **Sofia Snaps**

With Maersk Sofia, another IHI-built 8,500 TEU ship has made its first appearance in European Waters. The 335-metre carrier was recently handed over to Maersk Line, who literally inherited the vessel order with the takeover of the Anglo-Dutch shipping line P&O Nedlloyd. The ship was originally projected as P&O Nedlloyd Montevideo. It is operated by Hamburg's Blue Star Management. Employed in Maersk's AE-8 service the ship connects the Far East and Northern Europe, with calls at Southampton, Le Havre, Hamburg and Rotterdam.



**Bound for Hamburg's Eurogate terminal: Maersk Sofia passes Cuxhaven on her maiden voyage.  
photo: Jens Grabbe**

## **APMT's African Ventures**

Apart from APMT's new terminal at Tangier (see last week's newsletter) and the facility at Port Said, the company has recently ventured further down the African continent and got involved in a number of port development schemes. Both APM Terminals and Maersk Line for example join a local partner in a

new terminal development project at Luanda, Angola. This central African country's natural wealth of resources will surely promote the growth of Angola's economy and – thus- the nation's im- and exports. The new Luanda terminal will be one of five central African ports in which APMT recently entered the market: The dutch-registered terminal operator already owns facilities at Apapa and Onne in Nigeria. The terminal at Onne especially serves the drilling industry, which exploits the local Nigerian oilfields. The Onne terminal has a stacking yard for up to 9,000 TEU, but entirely relies on geared vessels that operate self-sustained. APMT's second Nigerian terminal is at Apapa, close to the capital of Lagos. The port of Apapa offers a 1,050-metre quay and a stacking yard for some 14,500 TEU. It is by far the largest container port in the area. Like at Onne, ships mainly have to rely on their own cargo gear. A number of mid-sized gantries has however, recently been erected at the pier. Presently the port has a water depth of only 10.50 metres. The size of ships able to call at Apapa is thus rather limited unless the vessels are specifically designed for low-clearance ports. APMT has not only become active in Nigeria, but also engaged in a joint-venture in Nigeria's neighbouring country Ghana: In collaboration with the French Bollore Group, APMT is presently developing a container terminal at Tema. The A.P. Moller subsidiary owns a 35-percent share in the new facility while the remaining 65 percent are held by Bollore. The Tema terminal will eventually provide some 1,200 metres of quay with a clearance of 12.50 metres – considerably more than most west African ports can offer. About half the quay length can be served by three new gantry cranes, the remaining docks are laid out for self-sufficient ships. The terminal's stacking yard has a capacity of about 10,000 TEU. Another joint venture between Bollore and APMT is located in the port of Abidjan, the commercial and financial capital of the Ivory Coast. Today, Abidjan is one of the most modern ports in West Africa and the jointly-owned Vridi Terminal is the most modern container facility in the region. It is equipped with three rail-mounted gantry cranes with a lifting capacity of 40 tonnes each. The terminal has a quay length of 660 meters with a water depth of 12.50 meters. Abidjan's hinterland does not only cover the Ivory Coast but also parts of Burkina Faso, Mali and Liberia which are linked to the port by a well developed system of

railway lines. In Cameroon, APMT is the main shareholder in the Douala International Container Terminal, a port facility in the country's largest city. Again, the port is jointly operated with Bollore. Douala's DIC Terminal is equipped with two gantry cranes, erected on a 660 metre quay and serving a 10,400 TEU stacking yard. Finally, a new port project is underway in the Angolan capital Luanda. Located halfway between the Cape and West Africa, the new Luanda Terminal will cover an area of 20 hectares. The terminal's overall quay length will be 740 metres. According to APMT, the company will invest USD 53 Million in the improvement of port infra- and superstructure, as well as employee training and the implementation of contemporary IT systems.

### **CSCL Long Beach Premieres**

Early on Monday, the new CSCL Long Beach made its debut in a continental European port and arrived at Hamburg's Eurogate Terminal. The 9,500 TEU vessel finally completed China Shipping Line's and Danaos' series of eight large container carriers ordered from Samsung Heavy Industries Koje Island yard in South Korea.



**CSCL Long Beach enters the port of Hamburg**  
**Photo: Jan Tiedemann**

CSCL Long Beach is one of four ships in the series that are managed by Danaos of Greece. The remaining four units (easily recognisable by the 'Xin' prefixes) are owned and managed by China Shipping. The new CSCL Long Beach is 336.70 metres long and 45.60 metres wide. Powered by an MAN B&W 12-cylinder rated at 68MW, the ship is capable of a service speed of 24.5 knots. After its delivery in July, the vessel had been deployed to the AEX1 Asia – Europe loop, where it now trades alongside three of its sisters and four slightly smaller ships, also of Samsung design. The AEX-1 presently enjoys a very health cargo with many ships sailing to capacity. With calls at Ningbo, Shanghai, Chinwan and Yantian, the loop focuses on central and southern China. The European ports of call are Felixstowe, Hamburg and Antwerp. Intermediate transshipment calls are scheduled at Port Kelang and Suez.

### **Zodiac Inks Large Boxship Quintet**

About two weeks ago, a rather mysterious order for five new vessels to be delivered by Hyundai Samho suddenly appeared in the ship registers. However, it was not known whether these ships were box carriers, bulkers or tankers. Your editors now managed to find out that the ships will actually turn out as container carriers. The five vessels were ordered by London-based Zodiac Maritime. Hyundai Samho plans to deliver the 10,070 TEU ships between December 2010 and August 2011. So far, the shipbuilders of the Hyundai Group have bagged no less than 17 orders for vessel in the size class of about 10,000 TEU – not counting in a baffling number of even larger behemoths. The Samho yard will build 13 of these ships. Ulsan will build four. No information about a potential charter for the ships has leaked so far, but Hyundai Merchant Marine would be worth a guess.

\*\*\*

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.

For assistance with the present issue, the editors gratefully acknowledge the contribution of Bert Vernimmen, Helge Barth and Klaus Masuch.