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**August 2007, 35<sup>th</sup> week**

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### **Hamburg's Döhle Signs More Jumbos at Samsung**

Last Friday, South Korean Samsung Heavy Industries has bagged another large-scale order for jumbo boxships. The South Korean yard received an order worth USD 1.35 billion for eight units from the German shipping Company Peter Döhle. The Hamburg-based shipping company reportedly fixed four 366-metre leviathans and signed options for four more ships. Since Döhle already ordered an octet of 13,000 TEU ships from Samsung, the latest order might bring the company's pipeline to 15 such vessels. Allegedly however, Döhle already sold four units of the first batch of ULCS on to CSAV. According to various sources, the Chilean shipping line furthermore ordered four similar-sized vessels at the Taiwanese yard of China Shipbuilding. An industry rumour suggested that the Taiwanese shipbuilder had licensed Samsung's ULCS's design, so that CSAV would eventually end up with eight identical vessels –

enough to provide ships for a weekly standalone service between Northern Europe and the Far East. There is however more than a slight trace of doubt about CSAV's alleged order at Kaohsiung: Since CSAV already signed a charter contract for the four sister ships of the units the company bought from Döhle, the Chileans would hardly need a third quartet of ULCS. It thus remains to be seen whether the this order will ever materialise or not. As for the vessels ordered now, the Döhle ships are slated to come on stream in the second half of 2011. The new carriers will be 366 metres long and 48.20 metres wide. On a maximum draught of 15.50 metres, the ships will displace 142,500 tonnes.

### **Ishikawajima Harima Delivers Maersk Singapore**

Last week, Maersk Line has finally taken delivery of the last unit of its eight-ship series of 8,452 TEU container ships from Ishikawajima-Harima HI. The entire family of vessels was originally ordered by P&O Nedlloyd's German ship finance and management subsidiary Blue Star Ship Management. The first four ships of the series had been delivered to the Anglo-Dutch shipping line, whereas the second quartet directly went to Maersk after the Danes bought P&O Nedlloyd in 2005. The new 335-metre vessel that was originally projected as P&O Nedlloyd Moretti, has now been handed over as Maersk Singapore. It has been deployed to Maersk Line's AE-10 sling. This service connects central and southern China with the European north range, where calls are scheduled at Felixstowe, Zeebrügge and Dunkirk. The Asian ports of call include Kaohsiung, Shanghai, Ningbo, Xiamen, Yantian and Hongkong.

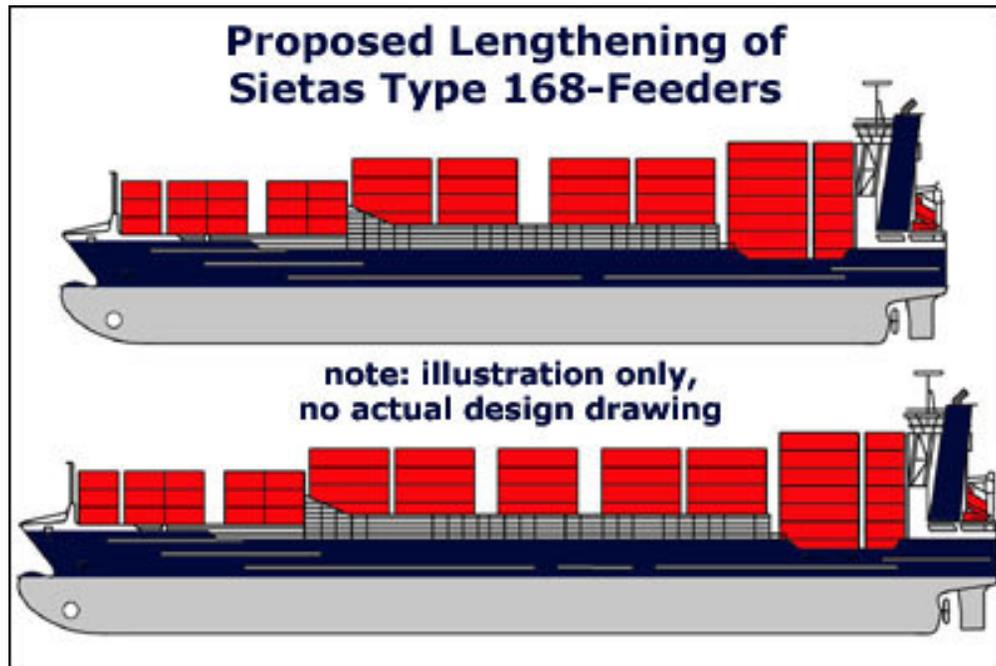
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## Norderwerft Lengthens First Type-168 Ship

Hamburg's Norderwerft, a subsidiary of the well-known containership builder Sietas, has now docked the first type-168 feeder in order to insert a 14.70 metre mid-section into the ship's hull.



**lateral drawing: Jan Tiedemann**

Interestingly, the first ship to undergo the procedure is actually a brand new vessel: Ida Rambow only just floated out of Sietas' building dock. After performing sea trials on the river Elbe and in the German Bight, the new ship immediately docked at Norderwerft for lengthening. As reported earlier, Sietas idea of offering owners of type 168 container feeders the option of having their ships jumboised was very successful. Reportedly, about a dozen of ships are already queuing to be stretched. The semi-hatchcoverless feeders of type 168 have a capacity of 868 TEU and a length of 134 metres. Since surging cargo volumes between the European north range ports and the Baltic Sea have now created high demand for feeders of 1,000 TEU or larger, a stretched vessel with a high ice class would ideally suit the needs of Baltic Sea feeder container services. According to your editors' rough calculation, the lengthened ships will have a capacity of 994 TEU.



**Ida Rambow returns from Sea Trials**  
**photo: Jan Tiedemann**

## **River Elbe Dredging Takes First Hurdle**

One of northern Germany's most important infrastructure projects is the dredging of the lower river Elbe. This waterway links the port of Hamburg, Europe's second largest, to the North Sea. It is one of the busiest waterways in the world and Hamburg's artery for seaborne commerce. Hamburg plans to deepen the river to allow even the largest container vessels of future generations to enter the city port with a full displacement load. Today, fully laden ships with a draught exceeding 13 metres have to negotiate the 100-kilometre-passage to Hamburg during one of the two daily tidal windows. Much to Hamburg's detriment however, the lower river Elbe stretches across the territory of the city's neighbouring states Niedersachsen and Schleswig-Holstein. Especially the state of Niedersachsen only reluctantly approved of Hamburg's plans on a number of conditions. Many suggested that the state was deliberately trying to delay Hamburg's plans in order to promote its own container port project at Wilhelmshaven. This new terminal development has recently made headlines, since some analysts feared that the so-called Jade-Weser port will neither be build on time or on budget. According to many sources the project is already far behind schedule. After lengthy

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negotiations, it now looks like Hamburg and Niedersachsen finally settled on a solution: Hamburg will try and convince the Federal authorities to supply extra funds for the renewal of the embankments at Alternbruch near the river's estuary. The city of Hamburg itself will cover the expenses for a modernisation of the levees in the Harburg constituency.

## **We Want Hamburg Names**

As regular readers of the containership-info newsletter will know, 50 percent of this publication's two-men editing team reside at Hamburg, Europe's second largest port and one of the most important container hubs in the world. In recent years the greater Hamburg region has furthermore developed into the world centre of ship financing and ship management. Nevertheless, your editors really have to complain about most major shipping companies missing out on Hamburg when it comes to vessel names. This is especially surprising, since most lines' naming policies make frequent use of cities – especially ports. So please shipping companies, hear our call: Make the world a better place and give us some more vessels that proudly carry our city's name on the fo'c'sle: Hanjin's fleet would surely be graced by a new Hanjin Hamburg. A 1990-built 2,700 TEU vessel already carried that name but this ship now trades as CMA CGM Seine. Your editors would also very much appreciate to see a box carrier named MSC Hamburg. Dear MSC, since your chartered vessels carry city names anyway, please do us a favour. Sadly, even China Shipping failed us and changed the name of their 9,600 TEU Xin Hamburg to Xin Beijing at the last minute – shortly before the ship's delivery. Since Maersk Line will receive a whole number of 13,000 TEU newbuilds from Hyundai Heavy in a couple of years, we dare suggest an 'H-class' of vessels to distinguish the new liners from their smaller counterparts. Next to what could be Maersk Houston, Maersk Hong Kong or Maersk Hannover, we believe Maersk Hamburg would be a fitting name, too. So if you happen to be a shipping line executive, please make our day and consider our petition – 1.8 million Hamburgers would greatly appreciate it.

## **Wan Hai Ships Will Trade for MISC**

The Taiwanese Wan Hai Steamship has now confirmed that the company will not deploy its latest 6,039 TEU vessel to the Pacific. The carrier was widely believed to employ the quartet of new ships in a service between China and the American west coast. The loop is jointly operated with Pacific International Lines of Singapore. Instead, Wan Hai decided to charter the new quartet of ships to MISC Berhad. The Malaysian carrier will deploy the ships to its Far East-Europe trade within the route network of the Grand Alliance. Wan Hai 601 has thus joined the GA's Asia-Mediterranean service. The second ship, Wan Hai 602, will trade in the Grand Alliance's EU3 Loop – a service that connects the Far East and Northern Europe. Wan Hai 602 is scheduled for delivery in mid-September. The two remaining vessels of the quartet, Wan Hai 603 and Wan Hai 605, are slated for delivery around New Year.

## **Bigger Vessels For NYK**

Japan's Nippon Yusen Kaisha will reportedly return to Ishikawajima Harima to acquire its largest containerships. According to Japanese press reports, both NYK and IHI are jointly developing a new type of 9,300 TEU box carriers. Presently, it is rather difficult to determine the ships' exact capacities, since NYK traditionally undersells their vessels' dimensions. The line for example claims that its present set of V-type 9,200 TEU ships can only carry 8,600 standard boxes. Thus it is presently hard to judge whether NYK's next generation of ships will make it into the ULCS league of +10,000 TEU vessels or not. A recent industry rumour claimed that the Japanese container line has not opted for ultra large jumbos. Instead, the new ships' exterior dimensions are believed to be virtually identical with those of the NYK Oceanus class. Nevertheless, the vessels might have a raised deckhouse and thus be able to carry an extra tier of containers on deck. Furthermore, they might be propelled by an advanced 11-cylinder diesel, compared to the earlier units' 12-cylinder plant. Some analysts claim that the engine would be rated at 68 MW – just like the larger 12-cylinder unit. The new electronically

controlled diesel plant would gain the ship a ten-percent increase in overall operating efficiency. So far, Nippon Yusen Kaisha ordered three ships of the advanced design. They are to be built at IHI's shipyard at Kure with vessel deliveries slated for 2010 and 2011. All three ships are to be equipped for cold ironing capability. This would allow NYK to deploy the vessels to the transpacific trade if necessary, since the ports of Los Angeles and Long Beach will make cold ironing more or less mandatory by 2011.

### **Super Diesels for APL Jumbos**

The most powerful marine diesels ever to be built have recently been ordered. The new engines will be installed in a series of eight 10,000 TEU containerships for APL. Each unit of the 14-cylinder jumbo engines will weigh in at 2,200 tonnes and will be rated at 85.75 MW. The engines will drive the ships' propellers at 104 revs per minute. The new diesels' output will even surpass that of Maersk Line's 14,500 TEU E-class ships. Maersk's Odense-built box carriers are fitted with a Wärtsilä 14RTFLEX96-C. This engine, the present world record holder, is capable of developing around 81.28 MW. APL's new record diesels will be introduced to the market as MAN B&W's new 14K98ME-C7 model. As the type designation suggests, the engines' bore will be two centimetres larger in diameter, compared to the competing Wärtsilä design. The power plants will be built under licence in South Korea. Allegedly, two separate contracts have been signed by both Hyundai Heavy and Daewoo Shipbuilding. Altogether, APL's latest vessel orders and the choice of such an oversized drive train come as a bit of a surprise: At 'only' 10,000 TEU, the new ships will have a very high per-TEU power-to-payload ratio and it is reported that the newbuilds will be capable of a service speed of at least 26 knots. In a time of ever-rising bunker costs one might wonder if APL should not have opted for a more modest power plant. Even many of the latest ULCS designs with a capacity of 12,500 TEU or more will only use a 12-cylinder diesel engine. Compared to Hanjin Subic Bay's 12,800 TEU ships for example, the APL vessels' per-TEU power installation is some 52 percent higher. Nevertheless, MAN claims to have further inquiries for

marine diesels of 115,000 horse powers. Ship owners' names however, have not been disclosed yet.

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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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