

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

The  
**Containershipping -Newsletter**



**September 2007, 37<sup>th</sup> week**

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### **Mystery Owner Bags Five at HHI**

A stock exchange announcement issued on Monday, revealed that Hyundai Heavy Industries obviously bagged yet another order for five large container vessels. The South Korean shipbuilder did not reveal the identity of the buyer. The brittle statement only revealed that a company registered in the Marshall Islands had ordered the quintet for a total of USD 825.08 million. The price tag indicates that the ships' intake should be at least 12,600 TEU per unit, possibly even 13,200 TEU. This rough calculation is based on a common slot price of USD 13,000. According to Hyundai, the delivery of the first ship is slated for October 2011. The German Conti/NSB, Canadian

Seaspan Container Line and Hong Kong's OOCL were linked to the order, but none of these rumours has been confirmed so far.

## **New Black Sea Service to be Launched**

In about a month's time China Shipping, K Line, Yang Ming and Zim will launch a new service between the Far East and the Black Sea region. The new service has been dubbed the Asia-Black Sea Express. According to our information, CSCL will employ four vessels of 4,250 TEU each. The other carriers will each contribute one similarly-sized ship to the loop's fleet line-up. For Zim and China Shipping, the new service will be the second sling to serve the area after their Asia-Med-Pacific Pendulum. For K-Line and Yang Ming, a direct loop to the Black Sea area will be a premiere: So far the lines serve the region by transshipment via Port Said, Egypt. The Asia-Black Sea Express' port rotation will be Shanghai – Ningbo – Shekou – Nansha – Port Kelang – Istanbul – Constanza – Ilyichevsk and back to Shanghai.

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



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## **Panama Canal: Work Begins on Mega Project**

Starting last week, Panama has embarked on its ambitious canal expansion project: At an estimated cost of well over USD five billion, the Panama Canal will be widened and deepened to accommodate all but the very largest cargo ships. The plan includes the construction of a new set of locks both at the waterway's Atlantic and Pacific entrance. A public referendum had paved the way for the project about one year ago, since action had become imperative: Over the past twelve years the

volume of container shipping has tripled over the past twelve years and it has become common to see queues of up to 100 vessels on either side of the canal. The construction of the third set of locks and the modifications to the canal are slated to take between seven to eight years. The new locks could begin operations in 2014 or 2015.

### **Mitsubishi Hands Over Ever Safety**

The Taipei-based Evergreen group recently took delivery of another unit of their proven 7,024 TEU vessels. The ship was delivered by the line's main supplier of container tonnage: Mitsubishi Heavy Industries' Kobe yard.



**The new Ever Safety at the outfitting pier  
photo: Y.M.**

The new container vessel carries the name Ever Safety and comes on stream as the seventh unit of an octet. The last remaining vessel, to be named Ever Salute, is scheduled to follow in November. All eight ships are built to Mitsubishi's and Evergreen's high environmental standards. They comply with the very stringent safety and anti-pollution requirements that Californian ports are gradually introducing. Ever Safety will start her active life in her owners' TW service between southern China and the US west coast. The delivery of Ever Safety

coincided with her predecessor's maiden arrival in Europe. Ever Strong had been delivered by Mitsubishi a few weeks ago. Unlike the seventh S-class ship, Ever strong is employed in the Evergreen Group's China-Europe Shuttle. On her maiden voyage the ship already visited Rotterdam and Hamburg. More European calls will follow on the eastbound voyage, when the ship visits Thamesport, Zeebrügge and Taranto.



**Bound for Hamburg, Ever Strong passes Cuxhaven**  
**photo: Jan Tiedemann**

### **Zim Confirms Jumbo Order at Samsung**

In the recent past, your editors could announce new orders for ultra large container tonnage almost on a weekly basis. Now it has been Zim's turn: Reportedly, Israel Corporation, the parent company of Zim Integrated Shipping Services, signed eight large container carriers at Samsung Shipbuilding. This deal comes as a bit of a surprise, since many – including us – believed that Zim and Hyundai Heavy had already concluded negotiations for a set of 12,500 TEU ships. Now it looks as if Hyundai will not build any 'real' ULCS for Zim, except for a series of 10,000 TEU ships. Neither Zim nor Samsung commented on the size of the new ships, but according to media reports, the Israel Corporation will pay USD 1.36 billion for the eight vessels. This is slightly more than what Peter

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Döhle had to put down for his octet of ULCS, so one might deduct the ships will be of roughly similar size: About 12,600 TEU. According to Samsung's shipbuilding schedule, all eight Zim ships will be delivered during 2012. The contract between the shipbuilder and the shipping line allegedly includes options for four additional sister ships. With the Samsung-deal, Zim will take a big leap forward in terms of fleet capacity: The carrier's order book now stands at over 40 vessels with an aggregate TEU capacity of 313,818. This means that Zim will – ceteris paribus – double the capacity of its fleet. Allegedly the Israel Corporation very closely beat OOCL, who were also bidding to the eight building slots for 2012. Tradewinds reported that Hong Kong's OOCL was ready to put pen to paper on the eight-ship contract, but the Israeli's eventually snatched up the deal.

### **MSC Plans Terminal at St. Petersburg**

The world's second-largest container line, the Mediterranean Shipping Company, allegedly wants to add a Baltic container terminal to its portfolio. MSC plans to have a terminal built on the Gulf of Finland's coast, near St Petersburg. The Russian daily newspaper Vedomosti reported that the Geneva-based company had filed a request with the local administration to obtain the status of a 'strategic investor'. Until the year 2010, MSC plans to invest EUR 310 million into the new facility. The terminal will have an annual capacity of about a quarter of a million TEU. Forecasts predict that container volumes at the port of St. Petersburg will continue to soar in the coming years. Cargo volumes to and from Hamburg, the most important main port for feeder services to the Baltic, for instance, are expected to more than triple to roughly two million TEU until 2010.

### **Maersk Altair Delivered**

Copenhagen-based Maersk Line has again taken delivery of large container vessel: The new ship now came on stream as Maersk Altair. The carrier thus follows the tradition to add ships of the 9,500 TEU size range to its A-class. Built by Samsung Heavy, Maersk Altair marks a of premiere: It is the first large container ship the Danes receive from the Koje-Island-based shipbuilder. The new vessel is the first unit of a quartet.

Samsung will deliver the remaining three vessels within the next six months. Maersk Altair's design basically follows the lines of earlier ships Samsung built for both MSC and China Shipping. The new carriers are 336 meters long and 45.60 meters wide. Fully laden, they draw 14.50 metres. All four units will be powered by a Sulzer-designed 12-cylinder engine rated at 65.9 MW. Maersk Line plans to deploy Maersk Altair to their AE-2 service, where she will trade alongside six Odense-build G-class vessels of roughly similar capacity. The AE-2 links northern Europe with northern China. The sling's European ports of call include Bremerhaven and Rotterdam, where Maersk Altair is expected early in October.

### **Two New Ships for NYK**

Nippon Yusen Kaisha has now taken delivery of one of its largest container ships ever, the NYK Oceanus. The vessel was built at Ishikawajima-Harima Heavy Industries' Kure yard. It has an intake of 9,120 TEU – roughly the same size as NYK's Hyundai-build V-class ships. NYK's new super post panamax carriers are very similar to K-Line's H-class ships which were built at IHI Kure, too. NYK Oceanus is 336 metres long and 18 rows of containers wide. As reported earlier, the ship was introduced to NYK's and the Grand Alliance's AE-3 service, where it will complement the abovementioned V-class ships. Apart from NYK Oceanus, a second new vessel was delivered to Nippon Yusen Kaisha last week: NYK Daedalus is the first unit of a series of eight 4,922 TEU panamaxes. This new series of container ships features an oversized accommodation block with facilities dedicated to the training of nautical staff. NYK Daedalus has been deployed to the Grand Alliance's CCX sling, a triangular express loop that connects the ports of Shanghai and Ningbo with Los Angeles.

### **Maersk Diadema Aground**

It looks as if Copenhagen's Maersk Line goes through a streak of bad luck with some of its charter tonnage. After the grounding of the German-registered Maersk Neuchatel a few weeks ago, another Maersk Charter vessel was involved in an accident. Last Sunday, the 4,546-TEU Maersk Diadema

reportedly grounded in the approaches of Lazaro Cardenas, Mexico. The vessel was inbound from Balboa, Panama on a voyage set to continue to Yokohama. The Maersk Diadema is a panamax-sized ship and was built in Poland in 2006. It is managed by the German shipping company Wulff. The grounded ship blocked the port entrance of Lazaro Cardenas for several hours before it could be towed free. The operation could successfully be carried out by the local tug fleet. Apparently, Maersk Diadema suffered only minor damage. Neither injuries nor a pollution of the environment have been reported. The cause of the accident has yet to be determined.

### **APMT Inaugurates Two New Terminals**

The Dutch-registered APM Terminals, A.P.Møller's terminal operation subsidiary, and their local partner, the Xiamen Port Group, officially inaugurated a new container port in China. The facility is located in the Fujian province's city of Xiamen named Xiamen Songyu Phase I, the container terminal located in the Xiamen Bay, on an islet named Songyu. Connected to the mainland by means of a new bridge, the small island has been entirely redeveloped into a port area. The Songyu terminal has three berths with an added length of 1,246 meters and a clearance of 17 meters. Only a few days after the opening ceremony at Xiamen, APMT inaugurated another new terminal – this time at Portsmouth, Virginia. The three-berth-facility is the company's second terminal in the area. It provides a 1,150-meter-quay, equipped with six state-of-the art super post panamax gantry cranes. The new facility is laid out for an annual capacity of about one million TEU.

### **Containership-Info Hits 100,000**

It is with great pleasure that your editors look back on a very successful year: This week, our website's visitor count has reached 100,000! We would like to thank all our visitors for their interest in our website and we invite you to 'stay tuned' and keep visiting our site. We are sure that we will continue to provide you with our newsletter, our data base and many new pictures. We would like to use this occasion and thank all our helpers and contributors all over the world.

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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.

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