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Volkswerft Delivers Maersk Brownsville

As we all know, A.P.Møller recently disposed of its German shipbuilding subsidiary, the Stralsund-based Volkswerft. The shipyard is now part of the Hegemann Group. Nevertheless, Volkswerft will of course continue to build container ships for A.P.Møller's Maersk Line. With the delivery of Maersk Brownsville, Volkswerft has now handed over another unit of their ultra-fast panamax ships. The new vessel loaded its first containers at Bremerhaven on September 21st. It then embarked on a positioning voyage to the Far East, where it will join its sister ships in Maersk's TP-8 Transpacific sling. The service's port rotation includes calls at Dalian, Xingang,

Qingdao, Busan, Kwangyang, Nagoya, Yokohama, Los Angeles and Oakland.

UASC to Enter 8,500 TEU League?

A recent industry rumour among ship brokers suggests that the multinational carrier United Arab Shipping Company plans to order a set of +8,000 TEU container ships. The Kuwait-based company presently runs a single liner service between the Far East, the Gulf and northern Europe. Early next year, UASC will take delivery of the first of eight 6,500 TEU ships from Hyundai Heavy. The new vessels are to replace the carrier's present fleet of 3,800 TEU ships on this European sling. The smaller vessels will then most likely be used to launch a second intercontinental service. UASC is now believed to be in the market for new container ships with a 2010 delivery. Obviously, it will not be an easy task to find a shipyard able to guarantee such an early delivery date. Every major shipbuilder, experienced in the field of container ship construction is more or less booked out until mid-2011. One interesting footnote about UASC's alleged quest for new vessels is, that the carrier's performance specification is said to call for relatively slow ships with a very economic main engine. UASC thus seems to follow the trend to add a few days of transit time in favour of a lower bunker bill.

CSCL Plans Third Asia to Northern Europe Loop

The fast-growing cargo volumes in the trade between Asia and Europe have prompted many shipping lines to either upgrade their services' tonnage or even launch additional slings. China Shipping Container Line recently solved the problem by bringing in booster ships that run in parallel to their mainline services. Recently, various 5,600 TEU class ships sailed as extra loaders and supported the carrier's fleet of 9,600 TEU and 8,500 TEU vessels. Allegedly, the Shanghai-based carrier now plans to add a third Far East – northern Europe sling as soon as a sufficient number of 5,600 TEU bottoms becomes available. Many of these ships presently trade in the Pacific, where they will be replaced by CSCL's new 8,500 TEU ships of the Xin Ya Zhou type. Several of these vessels will be delivered from

Hudong-Zhonghua in the next few months. Until then, CSCL will have to make do by bringing in as many extra loaders as possible in order to provide capacity in the run-up to Christmas. The company recently ordered an octet of 13,200 TEU ships at Samsung. In a few years' time, these ships will probably form the backbone of China Shipping's Asia-Europe services. Since CSCL and Zim frequently collaborated in the recent past, it is furthermore not unlikely that the Chinese will also slot charter capacity on Zim's Asia to northern Europe loop, as soon as it comes on stream.

TS Singapore Hits Quay in Tokyo Bay Typhoon

Some two weeks ago, Typhoon Fitov hit Japan and caused considerable damage. Some port's maritime infrastructure was severely damaged and several ships ran into difficulties due to the strong winds. One of the ships that got into trouble was the German-owned TS Singapore.



**The damaged feeder ship TS Singapore at Yokohama
photo: Y.M.**

The 1,118 TEU Freese vessel, trading for TS-Line, was at anchor in the Tokyo Bay, when Fitov's gale force gusts hit the Yokohama region. TS Singapore started to drag anchor and the crew's efforts to prevent the ship from drifting remained

fruitless. The container ship was eventually blown against a quay wall in the port of Yokohama. The feeder's port shell plating was heavily damaged. After the storm abated, the vessel was towed to a berth for makeshift repairs to be carried out. TS Singapore was built in 2005 by the Chinese Jinling Shipyard. The ship is 147.80 metres long and 23.50 metres wide. It flies the flag of Antigua and Barbuda.

Hanjin Gothenburg in Bohai Collision

On the evening of September 15th, the German container ship Hanjin Gothenburg collided with the Chinese bulker Chang Tong. The accident occurred north of Yantai in the Bohai Sea. The 5,441 TEU Hanjin Gothenburg was underway from Pusan to Kaohsiung. The container ship pierced the 35,340 tdw bulker's side, causing Chang Tong to take in water. Hanjin Gothenburg's bow got stuck in the bulker's side. Both rescue craft and helicopters rushed to the scene, but luckily neither fatalities nor injuries were reported. Wedged into one another, the two ships were towed to a more sheltered position in the Bohai Bay to be towed apart and examined. Although no details about the extent of the damage caused to both ships are available, it seems obvious that the bulker and the container ship will both need lengthy repairs. The 2002-built Hanjin Gothenburg is managed by German NSB of Buxtehude, who charter the ship to Hanjin. Chang Tong trades for Shun Tong Shipping of Qingdao. Another Hanjin Vessel that got into trouble lately was Hanjin Beijing. The 5,302 TEU ship ran aground in the Columbia River on last week's Monday. According to the US Coast Guard, the container ship was stuck for more than two hours. At the time of the accident, Hanjin Beijing was outbound from Portland. There was no known damage to the ship and there were no injuries. The crew of Hanjin Beijing eventually managed to refloat their ship on the rising tide.

There's Life in the Old Dog Yet

And this old sea dog is the former Hapag-Lloyd-flagship Frankfurt Express. Some weeks ago we claimed to know that this panamax vessel would finally embark on its last voyage to the breakers after 26 years of service: The old ship had been

sold for a scrap metal price of USD 425 per metric tonne. The buyer, allegedly an offshore subsidiary of Hamburg's Eckhardt Marine, renamed the ship Jason and registered it under the Mongolian flag. Very recently, the ship was sold again: This time it was bought by a Panamanian subsidiary of the Mediterranean Shipping Company. The Swiss shipping giant employs the ship under the charter name MSC Athina. Presently, it is still unknown in which of MSC's services the former Frankfurt Express will sail. Built in 1981 at Kiel's Howaldtswerke Deutsche Werft, Frankfurt Express was the world's largest container ship of her time. With a top speed of 24.5 knots, Frankfurt Express was not only a big ship, but also very fast. She was built to a twin-screw design, with each propeller being driven by an MAN-designed 9-cylinder diesel.

Penultimate E-Class to be Named Edith Maersk

Slowly, Maersk's series of super large containerships from Odense Steelship draws to an end. Readers familiar with the E-class vessels will surely know that only two more ships will be built for the time being. The name of the penultimate vessel has now been released: The giant ship will be handed over as Edith Maersk late in December. Just like in case her slightly younger sister Elly, the name Edith Maersk is a first for the Danish shipping line that traditionally chooses members of the Møller family as an inspiration for their flagships' names. Edith Maersk will be deployed to Maersk Line's AE-7 service, a loop that connects Southern China and northern Europe.

Hanjin Heavy Hands Over Maersk Kelso

Maersk Line also continues to build its fleet of vessels in the standard post panamax size range: The Copenhagen-based carrier recently took delivery of the sixth of ten new 6,477 TEU container ships from Hanjin Heavy Industries. The new ship was named Maersk Kelso after a town in Scotland. Kelso is no large city, but one with a history that roots back to the year 1100. Located on the banks of the rivers Tweed and Teviot, Kelso lies very near the English border. It is often described as a 'romantic' and picturesque city. As a tourist destination, Kelso is particularly popular among fishermen and golfers. Fittingly,

Maersk Kelso will fly the red ensign of the United Kingdom. The ship will be deployed to Maerk Line's new AE-11 service, where it connects China with the western Med.

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



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No Newsletter for Week 40

Please be advised that there will be no newsletter for the next week. Regrettably, time constraints do not allow your editors to publish an edition for the 40th week. The newsletter will however return a week later, early in October. We do apologise for the inconvenience.

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.

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