

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



December 2007, 49th week

**Evergreen to Charter Niki's Latest ULCS?
+++ Accident With Wan Hai 501 +++ Cosco
Norfolk Handed Over as CMA CGM Alcazar
+++ Monte Tamaro: Ham'Süd's New Crew
Training Ship +++ CMA CGM Buys Into New
Terminal +++ Taiwanese Shipyard Delivers
Wan Hai 603 +++ PIL Sells Off Ships to
Lease Them Back +++ MSC Korea Grounded**

Evergreen to Charter Niki's Latest ULCS?

A recent article in Tradewinds maritime newspaper recently suggested that the Taiwanese container line Evergreen Marine might finally change its fleet concept of deploying standard post-panamax ships on their main services and opt for ULCS like many of its competitors. The company is rumoured to have signed a deal for up to eleven jumbo bottoms with the Niki Group of Greece. Niki has allegedly ordered the vessels at STX shipyard of South Korea, where the company already signed a set of ULCS for the Mediterranean Shipping Company. The newly ordered ships are widely believed to be similar to the 12,600 TEU ships for MSC. STX's second batch of jumbos would be slated for delivery in 2011. The overall picture of this vessel order however, still remains blurry: Some sources suggest that Niki's Evergreen ships might be slightly smaller than the MSC ones and 'only' weigh in at 11,000 TEU. Again

other sources claim than the order actually only comprises of an octet of vessels and might be split up between STX and Hyundai Heavy. Since crewing and operation are not Niki's specialist area, Evergreen would very likely bareboat charter the vessels. A short time before rumours of Evergreen's Niki deal emerged, your editors suggested that another potential collaboration might make sense for Evergreen: Israeli Zim and Evergreen will now actually launch a joint Far East to Europe sling in early 2008. Zim had for a long time been expected to initiate such a service to round up its portfolio – which mostly relies on slot charters when it comes to the Asia to Europe trade. The new sling will initially use panamax tonnage which is to be withdrawn from the Pacific. At a later stage the sling is to be upgraded to 10,000 TEU units and finally to ULCS of 12,600 TEU. Since Zim disposes of a healthy vessel pipeline, it is entirely possible that the Israelis will charter about half of their ULCS to Evergreen Marine. These ships would then become the Taiwanese contribution to the new sling's fleet.

Do you like this newsletter? Don't forget to check out our website!



please note: this banner is not a commercial advertisement

Accident With Wan Hai 501

Oops! Our photo contributor Peter Bade has spotted a badly dented Wan Hai 501 coming into Hamburg the other day. Obviously the ship was involved in a collision on its westbound voyage. Several containers have been destroyed and considerable damage has been caused to the ship's forecastle, bosun stores, spray shield and lashing bridges. Despite all our efforts, your editors have not been able to find out what exactly happened and where. Wan Hai 501 has been permitted to continue her voyage despite the damages. The ship will most likely be repaired somewhere in the Med.



Last week, Wan Hai 501 arrived at Hamburg, showing substantial damage to her bow and several containers. photo: Peter Bade

Cosco Norfolk Handed Over as CMA CGM Alcazar

The shipbuilders of Busan's Hanjin Heavy recently delivered yet another example of their very popular 5,060 TEU panamax-type containerships – the 26th unit built since 2003. The ship was originally ordered by Coscon. It was slated to come on stream as Cosco Norfolk, but the Chinese decided to charter the ships to CMA CGM. The French Line named the new vessel CGM Alcazar and deployed it to the BEX Far East – Black Sea service, where it will trade alongside two of its earlier sisters. The BEX performed very well and it will surely attract more panamax-sized tonnage soon. CMA CGM Chateau d'If – the next Hanjin-built panamax might be a hot candidate, here.

Monte Tamaro: Ham'Süd's New Crew Training Ship

Hamburg Süd, specialist liner company for container trades along the meridians, has now received the first ship of a new series of ten 5,558 TEU units from the Daewoo Group: Monte Tamaro. The new vessel was built at Daewoo's Koje Island yard in South Korea. Three mores sisters form Koje island will follow,

before Deawoo shifts the 5,558-TEU-type's production to its Romanian facility at Mangalia. Monte Tamaro follows the design of five earlier vessels which Hamburg Süd presently employs in its main Northern Europe to South America service. The ships are 272 meters long, 40 meter wide and have a low draught of 12.50 meters. Their service speed is 23.3 knots. Monte Tamaro carries the name of a mountain in Switzerland's southern canton of Ticino. Hamburg Süd will use the ship as their new training vessel for nautical staff. The company invested some USD 500,000 into dedicated training equipment and additional student accommodation. Initially Monte Tamaro will not trade for her owners – instead, she will be chartered out to CMA CGM for several months. Later, the ship is expected to be phased into Hamburg Süd's, Maersk Line's and NYK's joint service Asia, South Africa and the South America, east coast. Hamburg Süd presently supplies five ships in this trade. Until May, Monte Tamaro will trade in the French Line's FAL-3 Asia to Europe service. She will be introduced as the sling's ninth ship – allowing all vessels to sail at slower speeds to maintain a weekly frequency.

CMA CGM Buys Into New Terminal

The French Line CMA CGM has not been among the first liner shipping companies that ventured into the terminal business, but lately substantially increased its port activities. Today, CMA CGM holds stakes in no less than 16 terminals or terminal development projects: Among those are facilities at Antwerp, Le Havre, Fos sur Mer, Malta and Rotterdam. Last year, the company also got involved in its first-ever American port project and bought a minority stake in a terminal that is presently under construction at Mobile, Alabama. This US-gulf coast facility is slated to become operational in 2008. It will be operated by the Dutch Maersk-sister APMT. In the past week, CMA CGM entered another new market and signed an agreement to invest USD 309 million into a new container terminal at Xiamen, China. The so-called Haicang port will enter service in 2009. Again, the French will not wholly own the facility, but instead join forces with The Xiamen Municipality Port Group and Hong Kong's New World Services Holding. As a deep water facility, the new container terminal will be able to

handle the largest mainline ships. CMA CGM is already one of Xiamen's most important customers, with all the line's main loops in the area calling at the port. Xiamen's existing terminals frequently performed record TEU movements on CMA CGM vessels. Located in a sheltered bay with deep water, the port of Xiamen offers ideal conditions for fully laden vessels. Several liner shipping companies already use Xiamen as a regional hub. According to your editors' sources, CMA CGM plans to invest in further Chinese ports, with Xiamen, Shanghai and a terminal in the Tianjin area to serve as the line's Chinese main ports.

Taiwanese Shipyard Delivers Wan Hai 603

The Taiwanese China State Shipbuilding Corporation, experienced builders of container vessels, presently deliver ships at very short intervals: With no less than 44 units in the pipeline, the company now ranks among the top ten of boxboat builders. Last week, CSSB's Kaohsiung yard handed over Wan Hai Steamship's third 6,039-TEU-freighter of the '600' series. Rather unsurprisingly, the ship was named Wan Hai 603.



**The new series' first unit: Wan Hai 601 at Barcelona
photo: Wil Weijsters**

It is supposed to follow its two earlier sisters into a charter with Misc Berhad. The Malaysian carrier needs the vessels to

contribute to the growing fleet of the GA of which Misc Berhad is a member. For the time being, Wan Hai will not use the new post-panamax ships to boost capacity on the lines own services, but instead wait until partner line PIL will be able to contribute similarly-sized ships to the two carriers' joint services' fleets. While under charter to Misc, Wan Hai 603 will be employed in one of the GA's Asia – Med loops, the EUM-M, with European calls at Genoa, Barcelona and Fos-sur-Mer.

PIL Sells Off Ships to Lease Them Back

Singapore's Pacific international Line was one of the first Far Eastern shipping companies that decided to sell a part of its vessel fleet to an stocklisted maritime investment company and then lease the ships back. PIL introduced this practise about two years ago. Obviously, the move was considered successful: This week the company announced the pre-delivery sale of an entire family of six ships of 4,250 TEU. The vessels will be built at the Chinese Dalian No. 2 yard. Your editors believe that another set of 6,500 TEU ships as well as a family of 1,800 TEU units in PIL's shipyard pipeline might be disposed of and chartered back too.

MSC Korea Grounded

Late last month, the 1996-built container vessel MSC Korea lost all power while departing the port of Savannah, Georgia. The Panamanian flagged ship subsequently grounded on the Savannah River's southern shore near Elba island, where it entirely blocked the fairway. Four local tugs managed to pull MSC Korea free. Since the container vessel's crew did not succeed in re-starting the main engine, the tugs held the ship in place, before it was finally towed to a berth for examination of the hull. The vessel did not suffer any major damages but lost one of its anchors and most of its anchor chain in an attempt to stop the powerless ship. The US coast guard and the US army corps of engineers had to recover the lost anchor, before the river fairway could be opened for traffic again. The 3,424 TEU MSC Korea was built by Samsung HI in South Korea. Her original name was Sinalola. Today, the ship is managed by Ciel Shipmanagement of Greece.

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 Peter Bade, Wil Weijsters, Helge Barth and Klaus Masuch.