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**December 2007, 51<sup>st</sup> week**

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### **HHI Delivers Hanjin Mumbai and Hanjin Shenzhen**

After a somewhat prolonged break, South Korean Hanjin Shipping now received the first two ships of the line's second batch of fast 6,622 TEU container carriers. The vessels follow the design of the lead vessel Hanjin Bremerhaven, which had been delivered in June 2006. From today's point of view one might question whether Hanjin is still happy with the strategic choice to opt for a very high service speed of 26.5 knots, since the vessel's powerful and thus thirsty engines will certainly cause some hefty bunker bills. The now-delivered two vessels were more or less built in parallel at Hyundai Heavy's Ulsan yard. Hanjin Mumbai and Hanjin Shenzhen are to join their five earlier sisters in the line's FEX service where they will replace

smaller ships of 5,600 TEU. The Bremerhaven-type series' last vessel is slated for delivery in February. After the completion of the final vessel, the Korean carrier will dispose of eight fast ships – enough to equip a complete express loop. Quite likely however, the vessels will trade at normal speed in order to save fuel.

### **Hanjin HI Hands Over CMA CGM Chateau d'If**

The China Ocean Shipping Company has very recently taken delivery of another of their 5,000 TEU panamax ships built at Busan's Hanjin Heavy: Like its earlier sister – the new vessel will not trade for its owners: Coscon instead chartered both vessels to CMA CGM. The ship will thus not come on stream as Cosco Charleston, but instead carries the name CMA CGM Chateau d'If. It will be employed in the French Line's very successful BEX, the Bosphorus Express. This service trades between Far Eastern ports and the Black Sea region. With the introduction of this third panamax unit, CMA CGM has increased the BEX's capacity by almost 25 percent in the last few months. Presently it looks like the French are planning to add more capacity to this loop, which might soon entirely rely on vessels of about 5,000 TEU.

### **TNWA: Bigger Ships for The South China Express**

In the past months, the New World Alliance was frequently quoted with alleged plans to upgrade their main Asia to Europe services. Nevertheless, no major changes actually materialised so far. This is about to change soon: The TNWA recently published schedules that actually suggest some major modifications to its service pattern: The Alliance's South China Express, the SCX, will operate with an entirely new fleet of vessels in 2008: The present 5,300 TEU ships will be replaced by units of 8,100 to 8,600 TEU. At the same time, the sling's port rotation will be extended to include Ningbo and Yangshan. The loop now calls at Zeebrügge, Thamesport, Hamburg, Rotterdam, Singapore, Chiwan, Ningbo, Yangshan, Hong Kong, Chiwan and Singapore. The first new vessel to be deployed to the SCX will be the 8,600 TEU Hyundai Brave – a newly built ship from Hyundai Samho and the first unit in a series of eight

sisters. The new vessel will be followed by APL France, Hyundai Courage, Hyundai Faith and Hyundai Force. After that, further units of MOL's Nagasaki-built 8100 TEU ships are bound to follow. This move comes as a bit of a surprise since most analysts believed that Hyundai Merchant Marine would use these ships to upgrade their AE-1, which presently employs ships of about 6,800 TEU.

### **Samsung Finishes Work on Maersk Antares**

Koje Island's Samsung Heavy has now finished the second unit of a quartet of 9,600 TEU ships for Maersk Line. The new vessel was named Maersk Antares. The remaining two sisters are slated for delivery in the first quarter of 2008. Maersk Antares' maiden voyage will be on her owners' Line's Northern China to Europe loop AE-2, where the ship will trade alongside the first unit of the stellar quartet, namely Maersk Altair. On the AE-2, the new ship will replace a slightly smaller Odense-built A-class. On her maiden voyage, Maersk Antares will perform calls at Bremerhaven and Rotterdam. These visits are scheduled for the end of January 2008.

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### **New Panamax: NYK Delphinus**

Japan's leading shipping line, Nippon Yusen Kaisha, recently received yet another standard panamax container vessel from South Korea. The new ship was delivered by Hyundai Heavy's Ulsan shipyard. Named NYK Delphinus, it is the sixth unit of a nine-ship-series which NYK had ordered in the year 2005. The 4,900 TEU vessel will be employed in the Grand Alliance's NCE service which links Northern China and the US east coast via

the Panama Canal. NYK Delphinus' final sisters are to be handed over before the end of January. Quite likely, the series' final vessel might turn out to be NYK's last-ever 'classic' panamax container ship: With more recent orders, the Japanese company either opted for larger-capacity post-panamax ships or signed mid-sized vessels with a beam that will only fit through the Panama Canal after the waterway's capacity upgrade programme has been completed.

## **Zim Finally Launches Asia to Northern Europe Service**

Israel's Zim will finally launch its long expected standalone loop between Asia and Northern Europe early next year. Contrary to some recent speculation, the carrier has not chosen a partner in order to operate the service with a joint fleet. Zim's new service will call at Shanghai, Xiamen, Shekou, Port Kelang, Bremerhaven, Antwerpen, Tilbury and Le Havre. The short-term chartered APL Iris will inaugurate the service with a sailing from Shanghai in mid-January. The second vessel will be the 4,650 TEU Hyundai Baron. Both carriers have reportedly been chartered for only two or three round trips. The two charter vessels are followed by a fleet of six 4,250 TEU Zim ships. Four of these will be brought in from the Pacific trade, where Zim closed a service jointly operated with Evergreen Marine. In the second quarter of 2008, APL Iris and Hyundai Baron might be replaced by 6,350 TEU units, which Zim is scheduled to receive from Japan's Koyo Dockyard next year. The Israeli carrier announced that it planned to very quickly upgrade its new loop as soon as bigger tonnage becomes available: Zim's pipeline included both ships of 10,000 TEU as well as 12,500 TEU ULCS from South Korean shipyards.

## **New Ships Under the Christmas Tree**

Since the editors of containership-info will now take their – hopefully well-deserved – Christmas and New Year holiday, we would like to just rattle through a number of vessel deliveries very quickly. Quite a number of ships will be handed over in the last weeks of this year and early 2008. For a start, there is **MSC Asya**: The final 9,600 TEU ship from Samsung Heavy's present series of vessels for MSC. After a break of almost one

year Samsung will then deliver the first of several new mega containerships to the Swiss line. MSC has not yet published any details about MSC Asya deployment but the ship is expected to join one of MSC's Asia to Northern Europe services +++ With **MSC Cordoba**, the German ship management firm Conti has taken delivery of another 4,884 TEU ship from Daewoo's Romanian yard at Mangalia. Like her earlier sisters, the ship has been chartered by MSC on a long-term contract. +++ **Maersk Beaumont**: A few days before Christmas, Maersk Line will take delivery of the final unit of seven very fast 4,300 TEU panamaxs from German Volkswerft of Stralsund. Your editors expect the ship to join its sisters in Maersk Line's Transpacific TP-8, a trade loop that links northern China, Korea and ports in California. +++ **Maersk Kensington**: Busan-based Hanjin Heavy Industries will deliver one more 6,500 TEU containership to Maersk before the end of the year. The vessel will be managed by Maersk Line's British subsidiary Maersk UK. It will carry the name Maersk Kensington and it will trade in her owners' AE-11 loop between China and the western Med. +++ **NYK Deneb**: As already mentioned earlier in this newsletter, Nippon Yusen Kaisha is presently taking delivery of a nine-ship-series of 4,900 TEU panamaxs from Hyundai. The next ship of this family is slated to come on stream in early January. It will be named NYK Deneb. Your editors expect the vessel to join one of the Grand Alliance's Asia to North America slings – most likely the SCX. +++ **NYK Olympus**: The Japanese IHI Group's Kure shipyard will soon deliver the second unit of an order of four 9,120 TEU ships for NYK. The 336-metre vessel is expected to be handed over in late December or early January. The new vessel will be identical to the earlier NYK Oceanus, itself a near-sister of K-Line H-class series. Nippon Yxusen Kaisha has not published any sailing schedule for the new ship, but it will most likely join the Grand Alliance's EU-3 service where it would trade alongside its earlier sister vessel. +++ **Cosco Europe**: Just before New Year, Shanghai's Coscon will receive their second Hyundai-built 10,046 TEU ship. The 350-metre carrier will be named Cosco Europe. It will be employed in Coscon's AEN service. The new jumbo ship is expected to perform its first northern European calls at Felixstowe, Hamburg and Rotterdam late in January.

## Containership-Info Takes a Holiday Break

Please be advised that since your editors will take a break from working on this website, there will be no newsletters for a few weeks. Our usual coverage will resume in January. We would like to thank all our readers and contributors for their interest in our website, our photographs and our weekly container newsletter. Now that the year comes to a close we would like to acknowledge the contribution of those individuals who helped us to make this site a success:

**Helge Barth** from Bremerhaven, who regularly supplies us with shipping news, especially local news from the ports of Bremen and Bremerhaven.

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**Klaus Masuch** from Bremen, who regularly contributes liner shipping information and supplies us with general maritime news.

**Bent Mikkelsen** from Ringkøbing who regularly contributes valuable shipping information from Scandinavia.

**Boris Paulien** from Hamburg, who contributes lots of high quality of photographs from Northern Germany and Rotterdam or gives your editors a lift to Stadersand and Lühe.

**Yuxin 'David' Wang** from Shanghai who provides us with insight into the Chinese shipbuilding and shipping industry.

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We wish our readers all over the world a happy holiday: Merry Christmas, happy Hanukkah, joyful Dong Zhi celebrations, a nice Eid al-Adha and a happy new year.

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