

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



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Editors' Announcement

The editors of containership-info would like to wish all readers of the newsletter a happy and successful new year. Sadly, we have to inform you that some unavoidable changes to our regular coverage of the container shipping world are imminent: One of your editors has committed to a new employment relationship that will require a very high time input, relocation and regular travel. In order to still maintain the containership-info website to a high standard, the time consuming newsletter will have to be cropped to a shortened vessel order and vessel delivery list in tabular form, with occasional articles. These changes have become imperative, since your editors consider it important to maintain the website's vessel data base and the photo collection to a high standard and to expand and improve it even further. Since our very limited spare time would make it almost impossible to maintain both the data base and the newsletter to the present standard, it has become necessary to

prioritise both tasks. We hope that you will remain loyal visitors of our site, even if new vessel information will only be available in short spreadsheet-like bulletins. The upcoming changes will be permanent, at least until the team of containership-info disposes of additional resources. Thank you for your understanding.

Ever Salute Delivered

With Ever Salute, the Taiwanese Evergreen Marine has finally taken delivery of the last unit in a series of ten 7,024 TEU ships from Mitsubishi Heavy. Referred to as 'green ships', the type features a series of environmentally friendly innovations, like the ability to connect to land-based electricity supply while in port. With the delivery of Ever Salute, the carrier's post-panamax order book comes down to zero, unless Evergreen's manages to secure some charter deals. The Ever Salute will initially perform one round trip in the Transpacific HTW, before being shifted to the Far East to Northern Europe CES. European calls are scheduled for March, when the new ship is bound to call at Rotterdam, Hamburg, Thamesport and Zeebrügge.

UASC Receives First Post-Panamax Boxship

The United Arab Shipping Company, Arabia's Largest container shipping line, has finally begun to upgrade its fleet with post panamax ships. The company has now taken delivery of its first 6,919 TEU vessel, the Al Safat. The ship was designed and built at Hyundai Heavy Industries. It will be the largest-capacity vessel in UASC's fleet by far. Originally destined to replace one of UASC's 3,800 TEU vessels on her owner's stand-alone Asia to Europe sling, the ship will instead join Hanjin's and USAC's new joint CNX China to Northern Europe service, which presently runs with a mixed fleet of vessels between 2,800 and 6,900 TEU. Al Safat and her future sisters will be about 305 meters long and 40 meters wide. Their maximum draught is 14.50 metres. Altogether, USAC will receive eight such vessels until October this year. The CNX's Northern European calls are limited to Hamburg, Antwerp and Le Havre, where Al Safat can be expected in mid-February. According to UASC, the CNX joint

service will remain in effect for approximately 12 months, where after each carrier will operate their separate services. Following delivery of all eight new buildings to UASC, the Hanjin vessels will continue on the CNX's schedule, whereas the new 6,920 TEU units are to be deployed on a slightly different schedule, which UASC claims has not yet been finalised yet.

NYK to Invest in Additional Terminals

Japan's NYK group recently made it into the news when the company announced plans for a new terminal on the US east coast. This will however not remain the group's only infrastructure investment: Like many shipping lines these days, NYK actively seeks additional terminal slots and cargo handling capacity. Early this year, NYK announced plans to acquire a share in the third construction phase of Shanghai's Yangshan deep water terminal. Furthermore, the company plans to invest into a new construction phase of Dalian's large-scale Da Yao Wan port project. Two large container terminals at Da Yao Wan are already operational and offer a total of ten container ship berths. As a first foreign investor, the Dutch-registered APMT, a sister company of Maersk Line, is involved in one of the facilities. Da Yao Wan is located north eastern part of the port of Dalian. The present port development scheme foresees the construction of no less than 15 kilometres of new quay wall. Thereof, some 6.5 kilometres will be dedicated container ship berths. After initial engagements in Japan, Taiwan, North America and Europe, the two new investments will be NYK's first projects in China.

Maersk Line Sells Ships to Costamare

The baby blue shipping giant Maersk Line has sold three Odense-built 7,908 TEU vessels to Costamare of Greece. The deal represents the first-ever sale of Danish-built post-panamax container ships. With their distinctive fully-enclosed bridge and their large round funnels, these vessels used to have trademark-character for Maersk. The ships that have been sold are Regina Maersk (now Maersk Kure), Katrine Maersk (soon to be named Maersk Kukura) and Kirsten Maersk (now Maersk Kawasaki). The Danes will charter the ships back for a

period of 12 years. At its arrival in 1995, one of the vessels, namely Regina Maersk, claimed the distinction of being the largest container carrier afloat. Despite only having an official capacity of 6,000 TEU, your editor's estimate for the vessel is 7,908 TEU. More than a decade ago, this would have resulted in a figure at least 30 percent larger than any competing design. Maersk announced plans to invest the recent sales' yields into new tonnage. Your editors believe that it is quite likely that maersk Line's remaining three K-class units – referring to the Odense-built ships only – will also be disposed of and chartered back.

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Hanjin Delivers Maersk Denpasar

With the delivery of the 5,085-TEU Miami, the non-operating ship owner NSC Schiffahrt recently received a new container vessel. The new ship is the first unit of a considerable pipeline of container carriers, NSC had ordered over the past years. So far, NSC mainly operated sub-panamax ships, but the Hamburg-based owner's ships are constantly growing both in number and size. Miami was built at Hanjin Heavy Industries of Busan, South Korea. Like many earlier NSC units, Miami has been long term chartered to Maersk Line. The Danes named the vessel Maersk Denpasar. The panamax carrier is the first unit in of a quartet if similar ships ordered by NSC. Maersk deployed the new ship to the AC1 service. linking ports in Northern China, South Korea and Japan with the central American ports of Balboa and Lazaro Carderas. NSC only entered the container business a few years ago, but already managed to build a fleet of 19 ships with capacities between 1,112 and 5,085 TEU. An additional 24 container vessels are on order, including eight

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12,825 TEU jumbos from Hanjin Heavy's new yard in the Philippines: The same shipyard will also deliver a series of 4,300 TEU ships to NSC.

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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