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March 2007, 11th week

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Roro-Container Vessel Capsized in the Port of Antwerp

The 216-metre conro vessel Repubblica di Genova has capsized while preparing to sail from Antwerp on last week's Thursday. While still being berthed at Verrebroekdok, the ship started listing to starboard and finally toppled. The initial heel developed rather slowly, so that all crew members and harbour workers could be evacuated and no-one was injured. The exact reason for the capsizing is still unknown. The 1988-built Repubblica di Genova is a combined roro and container vessel. She can carry 1,116 TEU and 2,389 lane metres of freight. Grimaldi employed the ship in their Northern Europe – West

Africa service. Repubblica di Genova was bound to leave Antwerp for Angola on Friday. At the day of the accident, the ship began to list in the early hours of the morning. Some media reports said the incident most likely occurred as a result of loading too heavy containers with weights not equating to the given weights in the ship's cargo manifest. A faulty automatic stability system might be a possible cause too. Both Grimaldi and Repubblica die Genova's insurers are currently negotiating with an undisclosed salvage company to raise the ship. Operations to recover containers which went overboard have already begun. The amount of damage caused to the vessel itself has yet to be assessed.

New Ship: Xin Hong Kong

CSCL's upgrade of their Asia - Europe mainline services quickly continues with the delivery of Xin Hong Kong. The 9,600 TEU giant visited Hamburg on Saturday. The ship's first four sisters trade in China Shipping's and CMA CGM's joint AEX7 / FAL-2 service. After CSCL Pusan, Xin Hong Kong is the second 9,600 TEU ship to trade in CSCL's standalone Asia - Europe service, the AEX1. Two more sister vessels will follow into this trade. Xin Hong Kong's particulars can be found in our online data base.



Xin Hong Kong at Hamburg's Eurogate
photo: Jan Svendsen

HLCL's New Osaka Express

Blue skies and sunshine greeted Hapag-Lloyd's latest addition to the company's container fleet upon its maiden arrival at Hamburg. Early on Monday morning, the new Osaka Express arrived at her home port on the river Elbe. Employed in the Grand Alliance's EU-3 liner service, the new ship will be a regular caller at Hapag-Lloyd's home base. Osaka Express was built at Hyundai Heavy's Ulsan shipyard. The vessel has a length of 335 metres and a beam of 42.80 metres. It can carry up to 8,750 TEU. A 68.6MW MAN B&W engine drives the ship at 25 knots.



**Osaka Express' maiden arrival at Hamburg on Monday
photo: Jan Tiedemann**

GL's Future Panamax Proposal

Hamburg's Germanischer Lloyd has come up with a proposal for a container vessel to exactly fit the enlarged Panama Canal's maximum dimensions. The ship would be about 365.80 metres long and 48.0 metres wide, with a maximum draft of 15 metres. The planned expansion of the canal and the construction of a third set of locks will eventually allow container ships of up to 12,000 TEU to transit the waterway.

This is more than twice the size of today's maximum: The canal authority's reference ship for determining the new locks' size was a box carrier measuring 366 metres in length and 49 metres in width. The ship's draught was set at 15 metres. The German classification society's design incorporates a deckhouse in a more forward position, partially to comply with the 350-sightline rules of the Panama Canal. The ship could either be twin powered or equipped with a single engine. It carries a maximum load of 12,500 TEU. According to Germanischer Lloyd, a slightly enlarged version of the proposed ship could even carry 14,000 TEU.

Two More Giants for ZIM

The Israeli Shipping company Zim is continuously expanding its container ship pipeline. The carrier's renewal scheme will lead to a massive TEU-capacity upgrade of about on third. Last week, Zim's management board announced it had ordered two more 10,000 TEU ships. The carriers were signed with the Hyundai Shipbuilding group whose pipeline already included four ships of this size. While these four vessels are to be build at Hyundai Samho's yard, it has not yet been publicised which of the group's shipyards will construct the fifth and sixth ship. According to market sources, Zim will pay some USD 133.2 million for each of the vessels. The carrier's order book now includes six 10,000 TEU ships and four 8,200 TEU vessels. With so many large ships on order, Zim might eventually launch their own Asia-Northern Europe sling. So far, the line only slotcharters capacity in this trade.

Hanjin Xiamen Delivered

Hanjin Shipping's fleet upgrade continues with the introduction of the new Hanjin Xiamen, another unit of Hyundai Heavy's rather fast 6,655 TEU vessels. The 26.5-knot carrier was introduced to the Korean Line's FEX service loop which will soon employ a homogenous fleet of sisters of Hanjin Xiamen. The new vessel was introduced to its service at Quindao. Presently, the ship is performing calls at South Korean and Chinese ports. Hanin Xiamen will then sail to Northern Europe via Singapore. The vessel is scheduled to reach the north range ports early in April.

Hyundai Heavy Hands Over NYK Vesta

Some months after the lead ship, South Korean Hyundai Heavy delivered the second vessel of NKY's series of 9,200 TEU ships. Judging by hull numbers, It actually looks like the third unit of the series overtook the second ship in the building dock. Thus, NYK Vesta will be delivered some weeks ahead of NYK Venus, the ship that was originally scheduled to follow the leader of the pack. Vesta is presently underway in Far Eastern waters, heading for Northern Europe. She has joined her earlier sister in the Grand Alliance's AE4 loop. The new carrier is scheduled to perform calls at Hamburg and Rotterdam early in April.

CSCL Launches Container Trains

China Shipping Container Lines has formed an alliance with a state-owned rail freight company named China Railways Container Transportation in order to launch a network of train services. CSCL and CRCT recently signed a framework agreement in Beijing. The companies plan to haul containers from seaports to destinations as far inland as Mongolia. The shipping company believes that using trains instead of road transport will reduce the cost of transporting a container more than 300 km inland by about one third. In 2006, CSCL trucked some 60,000 TEU to Chinese inland destinations.

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Strike Action Delays Ships at Rotterdam

The strike of the employees of Smit Harbour Towage has caused substantial trouble at Rotterdam. In the past week,

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more than 70 vessels have been delayed. Some believe it will only be a matter of time before customers of the port – and customers of Smit in particular – bring their claims for vessels' idle time. A spokesperson of ECT, Rotterdam's largest container terminal operator, warned that the situation could become worse for container vessels if strike action lasted for 72 hours or more.

Tanker Collides with SA Helderberg

Recently, your editors received some details concerning a container ship involved in an accident that happened in Malaysian waters on February 17th. The Danaos-owned 3,101 TEU SA Helderberg collided with a Singapore-flagged tanker named Ocean Sapphire. The impact of the 77,000 tonne tanker caused a hole in the starboard side of SA Helderberg and a minor oil spill occurred. Pollution control vessels were dispatched to the accident site from Malaysia and most of the oil could be taken up. The damaged vessel was stabilized by means of pumps. Helderberg's auxiliaries remained operational so that a sufficient amount of electricity could be provided to meet the energy demand of reefer containers. No injuries were reported during the accident and the ensuing salvage operations. Temporary repairs were carried out before SA Helderberg was allowed to continue her voyage. At the time of the accident, the container carrier was employed in Safmarine's Safari-I service, a loop that connects South Africa and the Far East. The ship was bound for Singapore. After the accident, SA Helderberg was diverted to Tanjung Pelepas where all cargo was discharged. The 1977-built ship meanwhile left the port to be drydocked and repaired at a yet unnamed shipyard.

Ham'Süd Update Trident Service

The recent launch of the French Line CMA CGM's new Nemo loop has sparked industry speculations concerning a potential oversupply on services between Europe and Australasia. Despite this threat, Hamburg Süd announced to upgrade their so-called Trident sling which partially covers similar destinations, compared to the Nemo. Ham'Süd will introduce an additional six vessels of about 2,500 to 2,800 TEU. Each ship

will provide at least 400 reefer slots. The loop's port rotation remains unchanged and reads: Tilbury, Bremerhaven, Antwerp, Philadelphia, Savannah, Cartagena, Auckland, Sydney, Melbourne, Timaru, Napier, Tauranga, Cartagena, Savannah, Philadelphia and back to Tilbury. The entire fleet line-up has not yet been published, but one might expect Cap Beatrice, Cap Sunion, Cap Van Diemen, Cap Valiante, Cap Saray, Cap Melville, Cap Flinders, Cape (sic) Martin and Cap Bizerta to join the fleet. Maersk Line who closed their Europe to Australia service in 2006 reportedly consider covering this trade again.

Cape Fulmar Delivered

This week-end, German Peenewerft at Wolgast on the Baltic Sea handed over Cape Fulmar. The new 1,440 TEU ship is operated by Columbia Ship Management and will be employed in Baltic feeder services for CMA CGM. It continues the recent trend towards larger capacity ships in this trade and replaces the 868 TEU Aurora – a typical type-168 feeder of Sietas design. Cape Fulmar is 170.20 metres long and 25.10 metres wide. Powered by an MAN B&W 7-cylinder engine that develops 11MW, the ship has a top speed of 20 knots.



**Cape Fulmar arrives at Hamburg for the first time.
photo: Jan Svendsen**

Ships of Interest in Northern Europe

The following list contains a number of ships of interest and the dates of their first scheduled calls in Northern Europe's ports. The list comprises of both newbuilds and older vessels that visit the north range for the first time. Please note that these are estimated times of arrival. Actual dates may vary, so please check your local port's online schedules for confirmation.

March 14 th to May 28 th			
ships at Hamburg			
vessel name	TEU	date	status
Harbour Bridge	9,040	March 14 th	new ship
Hanjin Tianjin	6,620	March 16 th	new ship
Hanjn Xiamen	6,620	April 4 th	new ship
NYK Vesta	9,200	April 9 th	new ship
CSCL Zeebrügge	9,600	April 14 th	new ship
Maersk Kauntan	6,500	April 23 rd	new ship
NYK Venus	9,200	April 23 rd	new ship
Xin Hamburg	9,600	May 24 th	new ship
Humen Bridge	9,040	May 24 th	new ship
ships at Bremerhaven			
Maersk Kwangyang	6,500	March 6 th	new ship
Maersk Brooklyn	4,300	March 30 th	new ship
Evelyn Maersk	13,500	April 11 th	new ship
ships at Rotterdam			
Harbour Bridge	9,040	delayed	new ship
Osaka Express	8,700	March 14 th	new ship
Hanjin Tianjin	6,620	March 17 th	new ship
Maersk Brooklyn	4,300	March 27 th	new ship
NYK Vesta	4,300	April 6 th	new ship
Hanjin Xiamen	6,620	April 7 th	new ship
Evelyn Maersk	13,500	April 9 th	new ship
NYK Venus	9,200	April 20 th	new ship
Humen Bridge	9,040	May 21 st	new ship
ships at Antwerp			
Harbour Bridge	9,040	March 12 th	new ship
CSCL Zeebrügge	9,600	April 16 th	new ship
Humen Bridge	9,040	May 26 th	new ship
Xin Hamburg	9,600	May 26 th	new ship

Please also note that we cannot guarantee for the completeness of this list. There are more new vessel scheduled delivery in the relevant period of time, but accurate information on the ship's first employment and ports of call is not always available.

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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