



# ALPHALINER

## Weekly Newsletter

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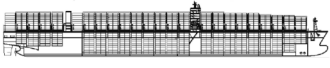



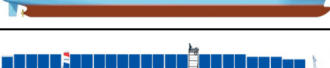


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## Chart of the week

- The first containership of over 10,000 teu was the EMMA MAERSK, delivered in August 2006. Initially declared as an 11,000 teu ship, the nominal capacity of EMMA MAERSK and her seven sister vessels was subsequently revised to 15,550 teu.
- These vessels held the crown as the largest containerships in the world until November 2012, when the CMA CGM MARCO POLO briefly replaced them with a declared capacity of 16,020 teu, even though it has a narrower beam and the same length as the E-class ships.
- The crown was returned to Maersk in June 2013 when the 18,270 teu MAERSK McKINNEY MOLLER was delivered. It was the first of 20 'EEE' vessels, with a 59 m beam carrying 23 rows of containers.
- The CSCL GLOBE is set to wrest the crown from Maersk in November this year, with a declared capacity of 19,000 teu even though it shares the same physical dimensions as the 'EEE' ships.
- MSC, UASC and CMA CGM also have variations of 18k TEU designs in their respective orderbooks, due to be delivered in 2015.

### World's Largest Containerships : 2006-2015

		TEU tdw	LOA m	Breath m	Draft m	Containers Rows across
Jiangnan Changxing Hull H6002		17,859 TEU	399.0	54.0	16.0	21
CMA CGM TBN		~185,000 tdw	As advertised			
Hyundai Samho Hull S746		18,800 TEU	400.0	58.6	16.0	23
UASC TBN		~195,000 tdw	As advertised			
DSME Hull 4277		18,400 TEU	395.4	59.0	16.0	23
MSC TBN		~195,000 tdw	As advertised			
Hyundai H.I. Hull 2696		19,000 TEU	400.0	58.6	16.0	23
CSCL GLOBE		~195,000 tdw	As advertised			
DSME Hull 4250		18,270 TEU	399.0	59.0	16.0	23
MAERSK McKINNEY MOLLER		194,153 tdw				
DSME Hull 4161		16,020 TEU	396.0	53.6	16.0	21
CMA CGM MARCO POLO		187,625 tdw				
Odense Hull 203		15,550 TEU	397.7	56.4	16.0	22
EMMA MAERSK		156,907 tdw				

0 100 200 300 400 500  
Length Overall (LOA) in meters

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## Who will hold the largest containership crown?

When the EMMA MAERSK was delivered in 2006, Maersk went to great lengths to understate the actual capacity of the vessel. Initially declared as an 11,000 teu ship at her launch, the nominal capacities of the EMMA MAERSK and her sister E-class vessels were later revealed to be 15,550 teu or 41% more than what Maersk had originally claimed.

Carriers, including Maersk, have changed tack in the way they declare their vessels' nominal capacities. Instead of under-declaring the container intake for strategic reasons, as some were wont to do in the past, carriers seem now engaged in a race to boast of the highest ship capacity in teu terms.

Hyundai H.I. disclosed in January that CSCL has upgraded its five ULCS new-buildings to 19,000 teu, up from the initial 18,400 teu, without any change in the vessel dimensions. China State Shipbuilding Corp (CSSC) had also disclosed in December that the three 16,000 teu ships to be built for CMA CGM have been upgraded to 17,859 teu, also with their dimensions remaining unchanged.

These inflated capacity assessments appear to be purely notional, based largely on additional deck stowage counts which do not increase the effective intake. The upper deck tiers are mostly limited to stow empty containers for stability reasons. These teu capacity overstatements mean that the effective

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