

HANJIN BALTIMORE

IMO No: 9290488 CONTAINER 2005 / 82794 GT

COMPANY:

NSB Niederelbe
Schiffahrtsgesellschaft mbH & Co.
KG, Germany

YARD INFORMATION:

Hyundai Heavy Industries Co Ltd
Ulsan (South Korea) 1582

DEMOLITION:



Korea Strait 28/7/2011 © S. Wiedner

BASIC DATA:

GT: 82794
DWT: 93570
TEU: 7471
Reefer: 500
LOA: 300.07
Bmd: 42.80
Draught: 14.50
Engine: 1 x oil MAN-B&W 12K98MC-C
Power: 68490 kW
Speed: 24.0 kn

OWNER & FLAG HISTORY:

CONTI SAVANNAH since 01/01/2017
HANJIN BALTIMORE since 01/09/2005
Flag Date of record Source
Portugal (MAR) since 01/08/2016
Germany since 01/03/2007
Marshall Islands since 01/09/2005
Registered owner Date of record Source
CONTI 33 CONTI BALTIMORE since 05/09/2005
Ship manager Date of record Source
NSB NIEDERELBE SCHIFFAHRITSGES since 05/09/2005

EX-NAMES:

HANJIN BALTIMORE	2005-07	Conti 33 Container Schiffahrts GmbH & Co. KG MS "CONTI BALTIMORE", Marshall Islands
HANJIN BALTIMORE	2007-16	Conti 33 Container Schiffahrts GmbH & Co. KG MS "CONTI BALTIMORE", Germany
HANJIN BALTIMORE	2016-17	Conti 33 Container Schiffahrts GmbH & Co. KG MS "CONTI BALTIMORE", Portugal (MAR)
CONTI SAVANNAH	2017-	Conti 33 Container Schiffahrts GmbH & Co. KG MS "CONTI BALTIMORE", Portugal (MAR)

GENERAL VESSEL INFORMATION:

2016:

World Fuel Services turned to the Panama Maritime Court to seize the 7,500-teu Hanjin Baltimore (built 2005) over a claim of more than \$1m.

The ship remains at anchor off the Pacific entrance to the Panama Canal.

(www.tradewindsnews.com - September 15th, 2016)

The 7,500-teu Hanjin Baltimore (built 2005) was sailing towards New York after being stuck in Panamanian waters for more than a month, according to satellite tracking data from VesselsValue.

As TradeWinds reported last month, World Fuel Services (WFS) arrested the ship in the Panama Maritime Court for \$1m in the wake of Hanjin's filing for court-supervised restructuring in South Korea, where the liner operator is based.

After that, cargo interests piled additional arrests onto the vessel.

Lawyer Francisco Linares, whose Morgan & Morgan law firm lodged the first lawsuit against the Hanjin Baltimore, tells TradeWinds that all arrests now have been lifted.

Hanjin has the ship on charter from German shipowner Conti.

(www.tradewindsnews.com - October 20th, 2016)

Ex Hanjin ships reposition to Far East with empties

Over the past few weeks, seven VLCS freed up by Hanjin have been fixed for trips from the Atlantic to China with empties. Four of them are already proceeding to Asia, while the three more units are to sail soon. The split by charterer is as follows :

Maersk Line

- ▶ SEASPAN GANGES -10,010 teu
- ▶ SEASPAN ELBE - 10, 010 teu
- ▶ SWITZERLAND - 9,030 teu
- ▶ HANJIN BALTIMORE - 7,471 teu

(Source: Alphaliner Weekly Newsletter 45/2016)

2017:

CONTI SAVANNAH, 7,471 teu, becomes Sinokor's biggest containership

Korea-based owner Sinokor Merchant Marine is reported to have purchased the 7,471 teu, 2005-built CONTI SAVANNAH (Hyundai 7500) from Germany's Conti Reederei for a price tag of \$14 M. The CONTI SAVANNAH is becoming, by far, Sinokor' largest container vessel, the Korean carrier's flagship being currently the 5,043 teu TIANJIN BRIDGE (Hyundai 5000 - ex E.R. DENVER). It is likely that Sinokor will trade the ship on the charter market, since the company currently has no service able to accommodate such a large vessel.

This purchase is seen as an asset play, as Sinokor is seeking to take advantage of the current attractive prices in the second-hand containership market.

(Source: Alphaliner Weekly Newsletter 13/2017)

Three neo-panamax containerships belonging to Conti Reederei have been sold in deals worth more than \$40m.

The 7,471-teu Conti Le Havre and Conti Venice (both built 2005) have gone to French liner operator CMA CGM for around \$14m each, while sistership Conti Savannah (built 2005) obtained a similar price from South Korea's Sinokor, according to informed sources.

The large containerships have been sold a few weeks after the Hamburg operation led by Claus-Peter Offen confirmed plans to acquire Munich-based Conti.

The three large boxships belong to a series of five that Conti ordered at the height of the KG (limited partnership) boom in April 2003.

It placed the order at Hyundai Heavy Industries (HHI) with the backing of a long-term charter to now-defunct Hanjin Shipping.

(www.tradewindsnews.com - March 30th, 2017)

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	TEU	PRICE USD \$	BUYERS
CONTI SAVANNAH	93,570	09/2005	HYUNDAI HEAVY, KOREA	GLESS	7,471	14.00M	S. KOREAN (SINOKOR)

(NILIMAR Ships Sale & Purchase MARKET REPORT - 24TH MARCH 2017)

Last update: 31/3/2017