

HANJIN CHINA

IMO No: 9408865 CONTAINER 2011 / 113412 GT

COMPANY:

Hanjin Shipping Co. Ltd.,
South Korea

YARD INFORMATION:

Samsung Heavy Industries Co. Ltd.
Geoje (South Korea) 1733

DEMOLITION:



North Sea 26/5/2011 © S. Wiedner

BASIC DATA:

GT: 113412
DWT: 118835
TEU: 9954
Reefer: 800
LOA: 349.65
Bmd: 45.60
Draft: 15.02
Engine: 1x oil Wartsila 12RT-flex96C
Power: 68640 kW
Speed: 25.1 kn

OWNER & FLAG HISTORY:

HANJIN CHINA since 01/04/2011
Flag Date of record Source
Panama since 01/04/2011
Registered owner Date of record Source
JOR SHIPPING SA since 14/04/2011
Ship manager Date of record Source
JOR SHIPPING SA during 12/2016
HANJIN SHIPPING CO LTD-KRS since 22/01/2015
HANJIN SHIP MANAGEMENT CO LTD since 28/09/2011
HANJIN SHIPPING CO LTD since 14/04/2011
EUSU SHIPMANAGEMENT CO LTD since 14/04/2011

EX-NAMES:

HANJIN CHINA	2011-	JOR Shipping S.A., Panama

GENERAL VESSEL INFORMATION:

2011:

Hanjin Shipping is to receive the HANJIN CHINA, third of five ships of 9,954 teu ordered by this owner in August 2006 at the Samsung shipyard. The ship is to join the CKYH Asia-Europe loop 1 (NE 1). She follows the HANJIN NETHERLANDS, delivered in March.

(Source: Alphaliner Weekly Newsletter 16/2011)

2016:

Meanwhile, the Hanjin-owned 9,950-teu Hanjin China (built 2011) was arrested in Shanghai Thursday over a terminal fee of CNY 1bn (\$875,000), according to South Korean newswire Yonhap.

(www.tradewindsnews.com - November 4th, 2016)

2017:

Capital buys former Hanjin 10,000 teu quintet

Evangelos Marinakis' Capital Ship Management Corp has purchased five 9,954 teu container vessels formerly owned by defunct Hanjin Shipping. The HANJIN UNITED KINGDOM, HANJIN SPAIN, HANJIN NETHERLANDS, HANJIN CHINA and HANJIN KOREA -built 2010-2011- have been bought for a reported price of about \$30 M per ship. Two of these vessels, the HANJIN KOREA and HANJIN SPAIN are lying in the Med, whilst the other three ships are currently located in Asia. They are all five believed to be charter free

This purchase is well timed by Capital as it coincides with a strong recovery of the VLCS charter market. Being at the moment the only five ships of this size available in the market, the vessels should be able to get fixed at premium charter rates.

(Source: Alphaliner Weekly Newsletter 13/2017)

Evangelos Marinakis is in line to secure a series of five modern neo-panamax boxships from the Hanjin Shipping stable in a deal that sets a new price benchmark for such vessels.

Marinakis' Capital Ship Management is understood to have been confirmed as the highest bidder for the 10,000-teu series, tabling an offer of more than \$150m en bloc. Some sources put it as high as \$160m.

Market sources suggest the Greek owner comfortably outbid rivals for the Hanjin United Kingdom, Hanjin Spain, Hanjin Netherlands, Hanjin China (all built 2011) and Hanjin Korea (built 2010).

Some suggest the deal for the Samsung-built vessels indicates Marinakis is adopting a more positive stance on a recovery in the container market than some of his shipowning peers.

Others counter that there are very few similar South Korean-built containerships available for sale today and, given the depths of the market depression, a willingness to pay a little bit more for steel could pay off in the long term.

VesselsValue places a combined figure of around \$152m on the Samsung-built quintet.

(www.tradewindsnews.com - March 23rd, 2017)

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers
POST PMAX	HANJIN NETHERLANDS	9,954	2011	SAMSUNG HEAVY INDUSTRI, S. Korea	Wartsila				
POST PMAX	HANJIN UNITED KINGDOM	9,954	2011	SAMSUNG HEAVY INDUSTRI, S. Korea	Wartsila				
POST PMAX	HANJIN CHINA	9,954	2011	SAMSUNG HEAVY INDUSTRI, S. Korea	Wartsila			\$ 165.0m	Greek (Capital Ship Management)
POST PMAX	HANJIN SPAIN	9,954	2011	SAMSUNG HEAVY INDUSTRI, S. Korea	Wartsila				
POST PMAX	HANJIN KOREA	9,954	2010	SAMSUNG HEAVY INDUSTRI, S. Korea	Wartsila				

(Source: Intermodal-Report-Week-12-2017 - 28th March 2017)