

HANJIN MUMBAI

IMO No: 9347425 CONTAINER 2007 / 74962 GT

COMPANY:

Hanjin Shipping Co. Ltd.,
South Korea

YARD INFORMATION:

Hyundai Heavy Industries Co Ltd
Ulsan (South Korea) 1807

DEMOLITION:



Felixstowe (U.K.) 26/1/2008 © S. Wiedner collection

BASIC DATA:

GT: 74962
DWT: 80855
TEU: 6655
Reefer: 600
LOA: 304.00
Bmd: 40.00
Draft: 14.22
Engine: 1x oil Wartsila 12RT-flex96C
Power: 68520 kW
Speed: 26.5 kn

OWNER & FLAG HISTORY:

SM KWANGYANG since 01/04/2017
HANJIN MUMBAI since 01/12/2007
HYUNDAI 1807 2005-02-28 LRF
Flag Date of record Source
Liberia since 01/04/2017
Panama since 01/12/2007
Registered owner Date of record Source
KSC 1 MARITIME SA during 04/2017
JOF SHIPPING SA since 18/12/2007
Ship manager Date of record Source
SM LINE CORP during 04/2017
HANJIN SHIPPING CO LTD-KRS since 06/02/2015
EUSU SHIPMANAGEMENT CO LTD since 29/04/2008
HANJIN SHIPPING CO LTD-KRS since 18/12/2007

EX-NAMES:

HANJIN MUMBAI	2007-17	JOF Shipping SA, Panama
SM KWANGYANG	2017-	KSC 1 Maritime SA, Liberia

GENERAL VESSEL INFORMATION:

2007:

Hanjin Shipping held a christening ceremony for its 6,500TEU vessels, HANJIN MUMBAI and HANJIN SHENZHEN, at Hyundai Heavy Industries in Ulsan City on December 6th, 2007

HANJIN MUMBAI and HANJIN SHENZHEN, which are the 6th and 7th in a series of the latest eight 6,500TEU vessels, are equipped with the state-of-the art engines which can save cost by consuming same amount of fuel despite of speed change. They are also air pollution-free as they burn the fuel completely. Hanjin Shipping reveals that these two 6,500 TEU vessels will replace the existing 5,500 TEU ships that are currently deployed in FEX (Far East Europe Express) service.

(www.hjszine.com/eng - 2007.12.27)

From today's point of view one might question whether Hanjin is still happy with the strategic choice to opt for a very high service speed of 26.5 knots, since the vessel's powerful and thus thirsty engines will certainly cause some hefty bunker bills. The now-delivered two vessels were more or less built in parallel at Hyundai Heavy's Ulsan yard.

The Bremerhaven-type series' last vessel is slated for delivery in February. After the completion of the final vessel, the Korean carrier will dispose of eight fast ships enough to equip a complete express loop. Quite likely however, the vessels will trade at normal speed in order to save fuel.

(http://containerinfo.co.ohost.de/newsletter_2007_51.pdf- December 2007)

2017:

SM Line has already acquired eight larger containerships of 6,655 teu that were formerly part of the fleet of bankrupt Korean operator Hanjin Shipping.

Five 6,655-teu vessels were acquired for about \$12m each in a series stretching from the Hanjin Bremerhaven (built 2006) and ending with the Hanjin Chongqing (built 2008).

SM Line is in the process of acquiring the last three in the series,

(www.tradewindsnews.com - March 9th, 2017)

MSC has fixed for period charter employment three 6,655 teu container vessels that the South Korean SM Line purchased earlier this year from the creditors of defunct Hanjin Shipping. The 6,655 teu sister vessels SM KWANGYANG (ex-HANJIN MUMBAI), SM SEATTLE (ex-HANJIN CHONGQING) and SM HONG KONG (ex-HANJIN SHENZHEN) have been fixed for periods of 10-12 months at undisclosed charter rates.

The three ships are part of a series of eight identical ships built in 2006-2008 by Hyundai Heavy Industries (HHI) for Hanjin Shipping. All eight units were taken over by SM Line early this year. The vessels feature a deadweight of 80,800 tons, a Loa of 304 m and a beam of 40 m. They are fitted with 600 reefer plugs.

(Source: Alphaliner Weekly Newsletter 17/2017)

Last update: 30/4/2017