

# HANJIN SHENZHEN

IMO No: 9347437 CONTAINER 2008 / 74962 GT

## COMPANY:

Hanjin Shipping Co. Ltd.,  
South Korea

## YARD INFORMATION:

Hyundai Heavy Industries Co Ltd  
Ulsan (South Korea) 1808

## DEMOLITION:



Hamburg 19/5/2009 © S. Wiedner

## BASIC DATA:

GT: 74962  
DWT: 80855  
TEU: 6656  
Reefer: 600  
LOA: 304.07  
Bmd: 40.00  
Draft: 14.22  
Engine: 1x oil Wartsila 12RT-flex96C  
Power: 68640 kW  
Speed: 26.5 kn

## OWNER & FLAG HISTORY:

SM HONG KONG since 01/04/2017  
HANJIN SHENZHEN 2007-04-02 LRF  
HYUNDAI 1808 2005-02-28 LRF  
Flag Date of record Source  
Liberia since 01/04/2017  
Panama since 01/01/2008  
Registered owner Date of record Source  
KSC 2 MARITIME SA since 02/04/2017  
JOG SHIPPING SA since 24/01/2008  
Ship manager Date of record Source  
KLC SM CO LTD since 02/04/2017  
SM LINE CORP since 02/04/2017  
HANJIN SHIPPING CO LTD-KRS since 17/01/2015  
EUSU SHIPMANAGEMENT CO LTD since 09/06/2008  
HANJIN SHIPPING CO LTD-KRS since 24/01/2008

**EX-NAMES:**

HANJIN SHENZHEN	2008-17	JOG Shipping SA, Panama
SM HONG KONG	2017-	KSC 2 Maritime SA, Liberia

**GENERAL VESSEL INFORMATION:****2007/2008:**

**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,

The Hanjin Chongqing and Hanjin Shenzhen (both built 2008) are said to have gone for around \$12m each. This compares with the \$10.16m and \$9.91m figures VesselsValue placed on the ships this week.

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

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

Type	Name	TEU	YoB	Yard	SS	M/E	Gear	Price	Buyer
Post Panamax	<b>Hanjin Chongqing</b>	6,655	2008	Hyundai Heavy, Korea	02/2018	Wartsila	-	\$12.0	Indian (Sm Line)
Post Panamax	<b>Hanjin Shenzhen</b>	6,655	2008	Hyundai Heavy, Korea	12/2018	Wartsila		\$ 12.0	

(ADVANCED SHIPPING & TRADING WEEKLY SHIPPING MARKET REPORT - 10th Mar to 17th Mar 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