

APL BRAZIL

IMO No: 9280809 CONTAINER 2004 / 40952 GT

COMPANY:

D Oltmann GmbH & Co,
Germany

YARD INFORMATION:

Hyundai Heavy Industries Co Ltd,
(South Korea) 1523

DEMOLITION:



Felixstowe (UK) © S. Wiedner collection

2011: Renamed CSAV LIRQUEN (APL charter expired).

2014: Renamed RDO HARMONY (CSAV charter expired).



Named RDO HARMONY Singapore 5/12/2014 © H. Rosenkranz www.rosenkranz-shipphotos.de (S. Wiedner collection)

Sold to Compagnie Maritime Belgie (CMB).

2015: Renamed DUCK HUNTER.

2017: Sold to Hainan Ansheng Co, China. Renamed REN JIAN 19.

BASIC DATA:

GT: 40952
DWT: 55495
TEU: 4132
Reefer: 500
Loa: 260.88
Bmd: 32.25
Draft: 13.00
Engine: 1x oil Sulzer 9RTA84C
Power: 36445 kW
Speed: 24.0 kn

OWNER & FLAG HISTORY:

REN JIAN 19 since 01/10/2017
DUCK HUNTER since 01/03/2015
RDO HARMONY since 01/03/2014
CSAV LIRQUEN since 01/02/2011
APL BRAZIL since 01/03/2004
HYUNDAI 1523 2002-10-14 LRF
Flag Date of record Source
China Peoples's Republic since 01/10/2017
Liberia since 01/12/2015
Hong Kong, China since 01/03/2015
Malta since 01/03/2014
Bahamas since 01/03/2004
Registered owner Date of record Source

CINDA FINANCIAL LEASING CO LTD during 02/2019
HAINAN ANSHENG SHIPPING CO since 31/10/2017
DUCK HUNTER LTD during 05/2015
CORAL DOLPHIN SHIPPING LTD since 03/03/2015
DEOMAR SCHIFFAHRTS GMBH since 05/03/2004
Ship manager Date of record Source
HAINAN ANSHENG SHIPPING CO since 31/10/2017
ANGLO-EASTERN SHIP MANAGEMENT since 20/10/2015
DELPHIS NV during 05/2015
BOCIMAR INTERNATIONAL NV since 03/03/2015
ANGLO-EASTERN GERMANY GMBH since 29/06/2008
HANSEATIC SHIPPING-DEUTSCHLAND 2007-04-30 LRF
OLTMANN D GMBH & CO since 01/10/2005

NAME HISTORY:

APL BRAZIL	2004-11	Deomar Schiffahrts GmbH & Co KG, Bahamas
CSAV LIRQUEN	2011-14	Deomar Schiffahrts GmbH & Co KG, Bahamas
RDO HARMONY	2014-15	Deomar Schiffahrts GmbH & Co KG, Malta
DUCK HUNTER	2015-15	Coral Dolphin Shipping Ltd, Hong Kong
DUCK HUNTER	2015-15	Duck Hunter Ltd, Hong Kong
DUCK HUNTER	2015-17	Duck Hunter Ltd, Liberia
REN JIAN 19	2017-19	Hainan Ansheng Co, China
REN JIAN 19	2019-	Cinda Financial Leasing Co Ltd, China

GENERAL VESSEL INFORMATION:

2014-12:



Compagnie Maritime Belge (CMB) has emerged victorious in the race to break into the containership market.

16 December 2014 20:03 GMT UPDATED 16 December 2014 20:06 GMT

By **Aaron Kelley**

In a statement the diversified Belgian operator said it recently acquired a pair of panamaxs, a move that marked its debut in the segment.

“Taking advantage of extremely low second-hand prices the group acquired two panamax containerships at the beginning of December,” it told investors Tuesday.

While the names of the vessels weren’t mentioned a spokesman identified the duo as the 4,130-teu **RDO Harmony** (ex: CSAV Lirquen, built 2004) and **RDO Honour** (ex: NYK Cosmos, built 2006) when contacted by TradeWinds this afternoon.

2017:



16 November 2017:

It is not the first time this year that purchases by Quanzhou Ansheng, a subsidiary of Antong Holdings, have led to a spike in the panamax boxship market.

Quanzhou Ansheng, whose phone rang unanswered when TradeWinds tried to reach it, is becoming a serial buyer and has built up a fleet of 11 classic panamax boxships.

It has also paid a strong price for older vessels, picking up the 4,132-teu *Ren Jian 19* (ex-*Duck Hunter*, built 2004) in September for around \$11m.

2022:



above: the REN JIAN 19 is one of the Antong panamax vessels that China United Lines used to charter for its Far East - Europe service.

The ship is now about to be returned to its owner prematurely.

China United Lines will have to pay a hefty USD 67 M penalty for its failure to maintain the originally agreed charter commitments.

photo: C. Mercier

Downturn sees carriers redeliver costly charters early

The collapse in freight rates is making the running of vessels chartered at historically high rates at the peak of the market increasingly unsustainable for carriers, especially for the smaller ones or for those who entered the East - West trades opportunistically in 2021.

As a result, the number of cases seeing charterers redelivering pricey tonnage early is on the rise.

Illustrating this, Oslo-listed Non-operating owner MPC Container Ships has agreed on the early re-delivery of two of its ships, the 2,824 teu CARPATHIA and the 2,741 teu AS CARLOTTA against a financial compensation.

Both vessels had been fixed by US shipping company Pasha Hawaii at a hefty USD 42,000 per day for periods of 36 months until 2025.

Pasha had chartered the ships on behalf of US wholesaler Costco who decided, like several other big shippers, to take control of their shipments at the peak of the container capacity crunch.

The market has meanwhile collapsed with freight rates falling to levels that make the operation of expensively chartered ships unsustainable.

Costco has thus announced that it was taking a USD 93 M charge for downsizing its ship charter activities, which according to Alphaliner consists of seven vessels.

Meanwhile fast-expanding Chinese liner shipping operator China United Lines (CULines) has also been forced to massively downsize its East - West ambitions by terminating its long-term co-operation with compatriot Shanghai-listed Antong Holdings.

CULines will have to pay USD 67 M to end the agreement and compensate for the early termination of charters on twelve 'classic panamax' vessels of 4,300-4,700 teu (REN JIAN 9, REN JIAN 19, REN JIAN 25 etc.) that Antong was chartering to CULines at a reported rate of USD 52,000 per day.

The ships were deployed by CULines between Asia and Europe and between Asia and the US.

Earlier, UK-based Allseas Shipping which was running a China - Europe service opportunistically launched in 2021 at the peak of the Covid-related cargo bonanza, was also forced to drop its entire fleet of five expensively chartered vessels.

The company was simply unable to perform existing and new charter commitments at the originally agreed terms.

Contrary to the other carriers though, Allseas did not have sufficient financial resources to find a way out of this difficulty, and ended up in administration.

Early redelivery of vessels is a very rare occurrence in container shipping.

The few occasions when it happened in the past were usually related to a carrier's major financial restructuring, or after a bankruptcy.

However, with the astronomical charter rates that owners were able to lock in for their tonnage for long periods during the Covid cargo boom, and a subsequent collapse in freight rates, there could be more early vessel redeliveries by carriers going forward.