

# HANJIN CHONGQING

IMO No: 9347449 CONTAINER 2008 / 74962 GT

**COMPANY:**

Hanjin Shipping Co. Ltd.,  
South Korea

**YARD INFORMATION:**

Hyundai Heavy Industries Co Ltd  
Ulsan (South Korea) 1809

**DEMOLITION:**



Suez Canal 7/6/2011 © S. Wiedner

**BASIC DATA:**

GT: 74962  
DWT: 80855  
TEU: 6655  
Reefer: 600  
LOA: 304.07  
Bmd: 40.00  
Draught: 14.22  
Engine: 1 x oil Wartsila 12RT-flex96C  
Power: 68640 kW  
Speed: 26.5 kn

**OWNER & FLAG HISTORY:**

MSC PORTUGAL since 01/04/2017  
SM SEATTLE since 01/04/2017  
HANJIN CHONGQING since 01/02/2008  
Flag Date of record Source  
Liberia since 01/04/2017  
Panama since 01/02/2008  
Registered owner Date of record Source  
KOREA TONNAGE NO 23 SHIPPING during 07/2017  
KSC 3 MARITIME SA during 04/2017  
JOH SHIPPING SA since 29/02/2008  
Ship manager Date of record Source  
KOREA LINE CORP during 04/2017  
KLC SM CO LTD since 16/04/2017  
HANJIN SHIPPING CO LTD-KRS since 18/01/2015  
EUSU SHIPMANAGEMENT CO LTD since 14/07/2008  
HANJIN SHIPPING CO LTD-KRS since 29/02/2008

**EX-NAMES:**

HANJIN CHONGQING	2008-17	JOH Shipping SA, Panama
SM SEATTLE	2017-17	KSC 3 Maritime SA, Liberia
MSC PORTUGAL	2017-17	KSC 3 Maritime SA, Liberia
MSC PORTUGAL	2017-	Korea Tonnage No.23 Shipping, Liberia

**GENERAL VESSEL INFORMATION:****2008:**

South Korean Hanjin Shipping received the first to ships of the line's second batch of fast 6,622 TEU container carriers. The vessels follow the design of the lead vessel HANJIN BREMERHAVEN, which had been delivered in June 2006. 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](http://containerinfo.co.ohost.de/newsletter_2007_51.pdf)- December 2007)

Hanjin Shipping has received the HANJIN CHONGQING, last of eight 6,655 teu units ordered with Hyundai H.I. in two steps (Dec 2003-Feb 2005), and capable of a service speed of 27 knots thanks to a 12 cylinder Wärtsilä-Sulzer engine (12 RTflex 96 C-b) developing 68,640 kW (around 93,000 hp).

(Source: Alphaliner Weekly Newsletter 08/2008)

**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](http://www.tradewindsnews.com) - March 9th, 2017)

([www.tradewindsnews.com](http://www.tradewindsnews.com) - March 23rd, 2017)

Type	Name	TEU	YoB	Yard	SS	M/E	Gear	Price	Buyer
Post Panamax	Hanjin Chongqing	6,655	2008	Hyundai Heavy, Korea	02/2018	Wartsila	-	\$12.0	Indian (Sm Line)
Post Panamax	Hanjin Shenzhen	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: 5/8/2017