

COMPANY:

Southern Shipmanagement (Chile)
Ltda., Chile
Compañía Sudamericana de
Vapores (CSAV)

YARD INFORMATION:

Samsung Heavy Industries Co. Ltd.
(South Korea) 1794

DEMOLITION:



Freshly delivered at Korea Strait 28/7/2011 © S. Wiedner

2014: Merger CSAV + Hapag-Lloyd.

2023: Mid-life upgrade of Hapag-Lloyd's "T-class ships" at Fayard Shipyard (Denmark)

BASIC DATA:

GT: 88586
DWT: 94526
TEU: 8004
Reefer: 1500
Loa: 299.96
Bmd: 45.60
Draught: 13.50
Engine: 1x oil MAN-B&W 7K98ME7
Power: 43610 kW
Speed: 23.0 kn

OWNER & FLAG HISTORY:

TENO since 01/08/2011
Flag Date of record Source
Liberia since 01/08/2011
Registered owner Date of record Source
HULL 1794 CO LTD since 01/08/2017
XIANG L16 IRELAND INTL SHIP since 29/06/2017
HULL 1794 CO LTD since 31/08/2011
Ship manager Date of record Source
HAPAG-LLOYD AG since 24/04/2017
SOUTHERN SHIPMANAGEMENT CO SA since 31-08-2011

NAME HISTORY:

TENO	2011-17	Hull 1794 Co. Ltd., Liberia
TENO	2017-17	Xiang L16 Ireland International Ship Lease Co., Ltd, Liberia
TENO	2017-	Hull 1794 Co. Ltd., Liberia

GENERAL VESSEL INFORMATION:

2011:



The TENO (8,000 teu) is delivered

CSAV has received the TENO, first of seven 8,000 teu ships ordered at Samsung. The construction of five of these seven ships was agreed upon in August 2009 to replace an order for four units of 12,600 teu, contracted in May 2007 at a price of \$161 M each, for delivery in 2010 and 2011.

An order for two additional units was placed in December 2010 at a price of \$90M each for delivery in June and July 2012, with options for four more units which have not been exercised.

The TENO is currently without assignment.

(Source: Alphaliner Weekly Newsletter 36/2011)

Maersk takes CSAV 8,000 teu newbuildings

APM-Maersk has chartered seven CSAV newbuildings of 8,004 teu. These ships are designed with the South America trades in mind, with a wide beam (Lbp to B ratio of only 6.2) and a high reefer intake of 1,500 reefer plugs. The construction of five of these seven ships was agreed upon in August 2009 to replace an order for four units of 12,600 teu, contracted in May 2007 at a price of \$161M each. Deliveries were originally scheduled for 2010 and 2011.

An order for two additional units was placed in December 2010 at a price of \$90M each for delivery in June and July 2012. Options for four more units were not exercised.

The first unit taken in charge by Maersk Line, the recently delivered TENO, will start her Maersk employment next week on the Asia-Europe AE-7 loop, replacing the 8,200 teu SOFIE MAERSK, which is to proceed to the Beihai Shipyard in order to upgrade her capacity to around 9,600 teu as part of the 'S'-Class capacity upgrade program.

(Source: Alphaliner Weekly Newsletter 37/2011)

2014:



December 02, 2014

Hapag-Lloyd and CSAV complete merger

DECEMBER 2, 2014 — Hamburg, Germany, headquartered Hapag-Lloyd and Valparaiso, Chile, headquartered Chilean Compañía Sud Americana de Vapores (CSAV) have completed a merger that will create the fourth largest container liner shipping company in the world

Under the arrangement, CSAV is merging its container shipping business into Hapag-Lloyd in exchange for a shareholding stake that will see it become a core shareholder, with an initial 30% of the company. That will make CSAV Hapag-Lloyd's largest shareholder, ahead of the City of Hamburg with a 25.81% stake, Kühne Maritime GmbH with 19.72% and one-time parent TUI AG with 15.43%.

2023:

right: This is how the converted TUCAPEL and her T-class sisters could look like once back in service for Hapag-Lloyd.

Alphaliner estimates that the upgrade will increase the ships' nominal intake from 8,004 teu to around 9,100 teu.

illustration: Alphaliner
based upon a photo by P. Jessen

Hapag-Lloyd's T-class ships get major mid-life upgrade

The German ocean carrier Hapag-Lloyd has embarked on a vessel enhancement program that will give a series of seven Samsung-built 8,004 teu sister ships a major mid-life upgrade.

Apart from a general overhaul, the shipping line's seven T-class sisters will be converted to increase their nominal container intake by around 1,000 teu.



This will be achieved by cutting the ships' superstructures in half and adding a prefabricated section that will raise the wheelhouse by two decks. In combination with raised lashing bridges and enhanced lashing gear, this will allow the vessels to carry an additional two layers of deck containers.

Hapag-Lloyd's upgrade project has started with the 2012-built TUCAPEL, which entered drydock at Denmark's Fayard Shipyard on 14 September. After six weeks at the Danish yard, the enhanced TUCAPEL is scheduled to re-join revenue service on 28 October at Southampton with a deployment on the transatlantic service 'AL2' of THE Alliance.

Next to the capacity enhancement, the upgrade will also see the ships fitted with new propellers from MMG. These will come equipped with the German manufacturer's 'energy saving cap' which incorporates a set of fins that untwist the hub vortex and thus significantly reducing torque loss.

MMG claims that the cap alone can lead to fuel savings of 3% and, combined with a new propeller, the upgrade could reduce bunker

consumption by 5% or more. On a nominal per-teu basis, the upgrade could reduce fuel consumption by 15% or more, assuming the ships are filled to capacity.

right: The deckhouse of Hapag-Lloyd's container vessel TUCAPEL has been cut in half and it is being lifted off by Fayard's goliath crane.

Once a prefabricated deck house mid-section has been installed, the wheelhouse will be put back onto the superstructure of the ship.

The entire upgrade project is expected to take about six weeks per ship and the seven sisters will be converted over 14 months at a rate of one ship every two months.

photo: Fayard



Hapag-Lloyd's seven T-class sisters will be upgraded consecutively over a period of 14 months until late 2024.



photo: MMG

Originally ordered by CSAV in 2007 and 2009, the series was delivered from 2011 to 2012. It comprises of the sisters TENO, TUBUL, TEMPANOS, TORRENTE, TUCAPEL, TOLTEN and TIRUA.

In a depressed market, CSAV did not need the seven ships at the time of delivery and it chartered the entire series out to Maersk.

Later, the sisters eventually became part of the Hapag-Lloyd fleet after 2014, when the CSAV and Hapag-Lloyd completed their merger.

The T-class ships are 299.90 m long and 45.60 m (18 rows) wide. They are powered by MAN-B&W 7K98ME-7 type main engines that deliver 43,610 kW for a top speed of 23 knots. Almost 20,000 kW of auxiliary power can supply electricity for up to 1,500 reefers.

Hapag-Lloyd is not the first carrier to convert ships to increase their intake. Similar 'jumboization' projects were already carried out by Maersk, Evergreen and CMA CGM. Other shipping lines also implemented vessel improvements on a smaller scale.

Further to the capacity upgrade, Hapag-Lloyd's T-class ships will be equipped with new propellers and energy saving propeller caps from MMG.

In recent years, vessel upgrades with new propellers and with modified bulbous bow sections have become very common to better adapt ships to a slow-steaming environment and save fuel.

More major upgrades such as lengthening ships and raising deck houses have also been carried out on a number of vessels. So far, however, these have not yet been very common.

(Source: Alphaliner Weekly Newsletter 39/2023)

Last update: 8/10/2023