

CONTAINER-TRANSPORT NEWS

ORIENT OVERSEAS CONTAINER LINES. Bangkok Container Industries is refurbishing a number of Type 2210 (20-foot, vented) closed van containers for OOCL (e.g. DATU 200323, built 7-82, refurb. 3-89 and OOLU 228507 built 5-82, refurb. 3-89). [J.L.Becker]

OVERSEAS CONTAINER LTD. has received a number of Type 4310's from Jindo (e.g. OCLU 117122 built 12-88). These are painted a bright blue with a large "P&O" across the side.

TRITON CONTAINER INTERNATIONAL. Hyundai recently delivered the last of the 440000-449999 series Type 4310 (40-foot, vented) closed van containers. The 10,000 container series began deliveries in 1983.

1988 CONTAINER SHIP DELIVERIES

<i>Flag</i>	<i>Company</i>	<i>Name</i>	<i>Launch</i>	<i>Gross</i>	<i>Builder</i>	<i>Notes</i>
DE	A.P. Moller	Marchen Maersk	Jan 88	43000	Odense	
US	Amer.Pres.Lines	President Adams	Jun 88	61800	Bremer	
US	Amer. Pres. Lines	President Jackson	Jun 88	61800	Howald	
US	Amer. Pres. Lines	President Kennedy	Jan 88	62000	Howald	
US	Amer. Pres. Lines	President Polk	Mar 88	62000	Bremer	
US	Amer. Pres. Lines	President Truman	Jan 88	62000	Howald	
PA	Ching & Son's Mar.	Kuo Cheng	Jan 88	10000	ShinKur	
KO	Cho Yang Shipping		Dec 88	35600	Daewoo	
KO	Cho Yang Shipping	Choyang Success	Sep 88	35600	Daewoo	
TA	CNC Line Ltd.	Kuo Chia	Feb 88	10000	Hurush	
DE	DMK Leasing A/S		Jun 88	43000	Odense	
AR	Martimas Argentinas	Isla Soleded	Aug 88	24000	A&F	
PA	Euro-Orient Shipping	La Seine	Jan 88	51000	I.H.I.	
PA	Evergarland Line Ltd.	Ever Garland	Jan 88	40300	Onomchi	
TA	Evergreen Marine	Ever Gallant	May 88	40300	C.S.B.	
TA	Evergreen Marine	Ever Glowing	Jul 88	46500	C.S.B.	
TA	Evergreen Marine	Ever Gleeful	Jun 88	40300	C.S.B.	
SG	Garland Shipping Co.		Jul 88	48000	Imabari	
GE	H. Schuldt and Others	Ville De Venus	Aug 88	18000	Bremer	
SG	Hai Sun Hup Pte. Ltd		Jul 88	24000	Howald	
KO	Hanjin Container Line	Hanjin Oakland	Dec 88	35600	Daewoo	
KO	Hanjin Container Line	Hanjin Seattle	Sep 88	35600	Daewoo	
JA	Heian Kaiun K.K.	Heian Maru No 2	Sep 88	700	Miura	
KO	Heung-A Shipping Co.		Sep 88	2600	DaeDong	
IT	Italia Di Nav. S.p.A.		Dec 88	28000	Fincant	1.
NE	Joon Shipping B.V.	Watergeus	Jul 88	12000	Mathias	
JA	Kawasaki Kisen K.K.	Humber Bridge	Sep 88	48300	Kwski	
KO	Korea Shipping Co.		Sep 88	36500	Samsung	
GE	Leonhardt & Blumberg	Hansa Carrier	Dec 88	18000	Bremer	
IT	Lloyd Triestino	Nuovo Lloydiana	Oct 88	33000	Fincant	
PA	Mitsui - OSK Lines		Feb 88	42800	Imabari	
JA	Nippon Yusen Kaisha	Kaga	Jan 88	51000	Koyo	
PA	Palace Container	Yamaaki Maru	Mar 88	41900	Hitachi	
PA	Sirius Shipholding	Kamakura	Mar 88	51500	I.H.I.	
IT	Trop. Ship. Italiana		Mar 88	16600	Fincant	

BR	United Baltic Corp.	Sep 88	4000	DaeDong	
EG	Deufracht Seereederei	Walter Ulbricht	Dec 88	18400	Warn
EG	Deufracht Seereederei	Otto Grotewohl	Jan 88	18400	Warn
LI	Wan Hai Lines S.A.	Hon Chun	Oct 88	10000	Naikai
TA	Yang Ming Marine	Ming Princess	Feb 88	40400	C.S.B.

Notes:

1. Refrigerated Container Carrier.

Builder:

A&F	A&F del Estado, Rio Santiago
Bremer	Bremer Vulkan, Vesesack
C.S.B.	China S.B., Kaohsiung
DaeDong	Dae Dong S.B. Co., Busan
Daewoo	Daewoo, Okpo
Fincant	Fincantieri
Hitachi	Hitachi Zosen, Ariane
Howald	Howaldtswerke D.W.
Hurush	Hurushima D.Y. Onishi
I.H.I.	I.H.I. Kure
Imabari	Imabari Zosen, Marugame
Koyo	Koyo D.Y. Mihara
Kwski	Kawasaki H.I., Kobe
Mathias	Mathias Tesen, Wismar
Miura	Miura Zosensho, Saiki
Naikai	Naikai S.B., Setoda
Odense	Odense S.S.V.
Onomchi	Onomichi, Zosen
Samsung	Samsung S.B. & H.I., Koje
ShinKur	Shin Kurushima, Onishi
Warn	Warnowwerft, Warnemunde

SEA CONTAINERS "SEAVENTS"

by John L. Becker

Sea Containers, Ltd. operates some 2,000 plus 20-foot containers called "Sea Vents." These are ventilated (versus "vented") containers that are primarily used for long distance transport of goods needing continuous ventilation such as coffee, cocoa beans, tobacco, citrus fruits etc. The ventilation is done without the use of moving parts by a series of ventilator boxes located on the top and bottom side rails of the container. The example shown in these photographs is SCXU 898175 that was built in December 1985 by Hung Myung. The Sea Vents are classed as ISO Type 2213. This example has sixteen ventilators on the top side rail and twelve along the bottom side rail on each side. Note there are no ventilators in front or rear.- J.L.Becker



Fig. 1. Rear door of SCXU 898175-1. Note reverse corrugations on door.



Fig. 2. Curb-side of SCXU 898175-1.



Fig. 3. Driver's side of SCXU 898175-1. Note ventilators along top and bottom side rails.

STUDIES ON CONTAINER BUILDER PLATES: HYUNDAI I.D. NUMBERS

by David G. Casdorff

Builders' plates on containers usually have either a builder's serial number or an identification number. The Korean builder HYUNDAI uses the latter, identification numbers. This article discusses the parts of the Hyundai identification numbers.

A typical Hyundai I.D. number example is HDU78-400255. If we break this down into its component parts we have the following:

<i>HD</i>	<i>U</i>	<i>78</i>	<i>400255</i>
<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>

Part 1 (HD) is a Hyundai identifier code that prefixes all Hyundai built containers.

Part 2 (U) is a one or two letter code that identifies the customer (See Table 1. for examples). In many cases this will not be the original operator. For example, NEPU 244989 has a Neptune Lines reporting mark. But, the I.D. number is HDTR88-204989. The "TR" following the "HD" signifies Triton Container International. The actual customer was Triton which in turn leased it to Neptune as operator.

Part 3 is the last two digits of the year the container was built. In this case 1978.

Part 4 is the identifier number. The methods for obtaining these numbers vary from customer to customer. In most cases, the first number indicates whether it's a 20-foot frame or 40-foot frame (e.g. 2 = 20-foot and 4 = 40-foot). The last five numbers in some cases may indicate the sequential number of container built for that customer.

Some numbers are the same as the stencilled container number (e.g. HDKM84-401876 is on KMTU 401876).

Still other numbers fit neither category entirely. For example Triton's TRIU 440000-449999 series have I.D. numbers from 100000-109999. In any case, the number patterns seem to vary according to customer.

TABLE 1. Examples of Hyundai Customer Codes

<i>C</i>	<i>C.T.I. (Container Transport International)</i>
<i>E</i>	<i>Intermodal Equipment Associates</i>
<i>GM</i>	<i>Global Equipment Management, Ltd.</i>
<i>HD</i>	<i>Hyundai Merchant Marine</i>
<i>HJ</i>	<i>Hanjin Container Lines</i>
<i>HS</i>	<i>Columbus Line (Hamburg Sud)</i>
<i>I</i>	<i>ICS Transamerica</i>
<i>K</i>	<i>ICCU Containers A.G. (reporting marks:IKKU)</i>
<i>KL</i>	<i>K-Line</i>
<i>KM</i>	<i>Korea Marine Transport</i>
<i>OL</i>	<i>Orient Overseas Container Lines</i>
<i>P</i>	<i>Interpool</i>
<i>S</i>	<i>SSI/Itel</i>
<i>TP</i>	<i>Tiphook Container Rental</i>
<i>TR</i>	<i>Triton Container International</i>
<i>U</i>	<i>Flexi-Van Leasing, Inc. (reporting marks:UFCU)</i>
<i>X</i>	<i>XTRA Corporation</i>
<i>Z</i>	<i>Genstar Container Corp</i>

MITSUI-O.S.K. CONTAINER LIVERIES: 20-FOOT CLOSED-VAN SERVICE

by David G. Casdorff

This brief article reviews the major liveries on Mitsui O.S.K. Lines 20-foot closed vans. The earliest of these date back to the early Seventies. In this review I describe six owner and three lessor liveries. Others are possible. These seem to be the most common however.

1.0.0. OWNER LIVERIES

1.1.0. Aluminum or Platinum Gray Bodies

1.1.1. "MITSUI O.S.K. LINES 1." This scheme has a red horizontal bar in red on the side with "Mitsui O.S.K. Lines" in white. The MOL "gator" logo is off center to the left and cuts into the red bar. See Plate IA MOLU 255208.

1.1.2. "MITSUI O.S.K. LINES 2." Essentially the same as "Mitsui O.S.K. Lines 1" except the MOL "gator" logo is smaller and appears on the upper left corner of the bar. See Plate IB MOLU 250588.

1.1.3. "MITSUI O.S.K. LINES 2. RORO." Same as 1.1.2. except this scheme has a red "RORO" stencil on the lower left side of the container. These are used for RORO (Roll On Roll Off) service. See Plate IC MOLU 285085.

1.1.4. "GATOR & MOL ON BLUE." These have the vertical light blue stripe on the left side with the "Gator" logo near the top and the initials "MOL" in red vertically on the lower part of the stripe. See Plate IIA MOLU 236563.

1.1.5. "GATOR ON BLUE." The "Gator" logo appears as above on a light blue stripe. This scheme lacks the red MOL initials. See Plate IIB MOLU 245497.

1.2.0. Maroon-Red Bodies

1.2.1. "GATOR ON BLUE." Exactly as 1.1.5. except the body is in a maroon-red color.

2.0 LESSOR LIVERIES

2.1. "ITEL." ITEL's colors are orange with a vertical black "ITEL" on the left side. Containers leased from ITEL had a MOL "Gator logo applied above the "ITEL." See Plate IIC ITLU 644816.

2.2 "INTERPOOL." Interpool's livery is usually blue body with a rectangular Interpool logo on the left side. Containers leased from Interpool have a white circle on the middle of the side with the MOL "Gator" logo inside. See Plate IIIA INBU 264243.

2.3 "FLEXIVAN." Flexi-van uses dark brown containers with a vertical black and red "Flexi-Van" on white rectangle on left side. Containers leased from Flexi-Van have a small MOL "Gator" logo centered on the sides. See Plate IIIB FLXU 200353.

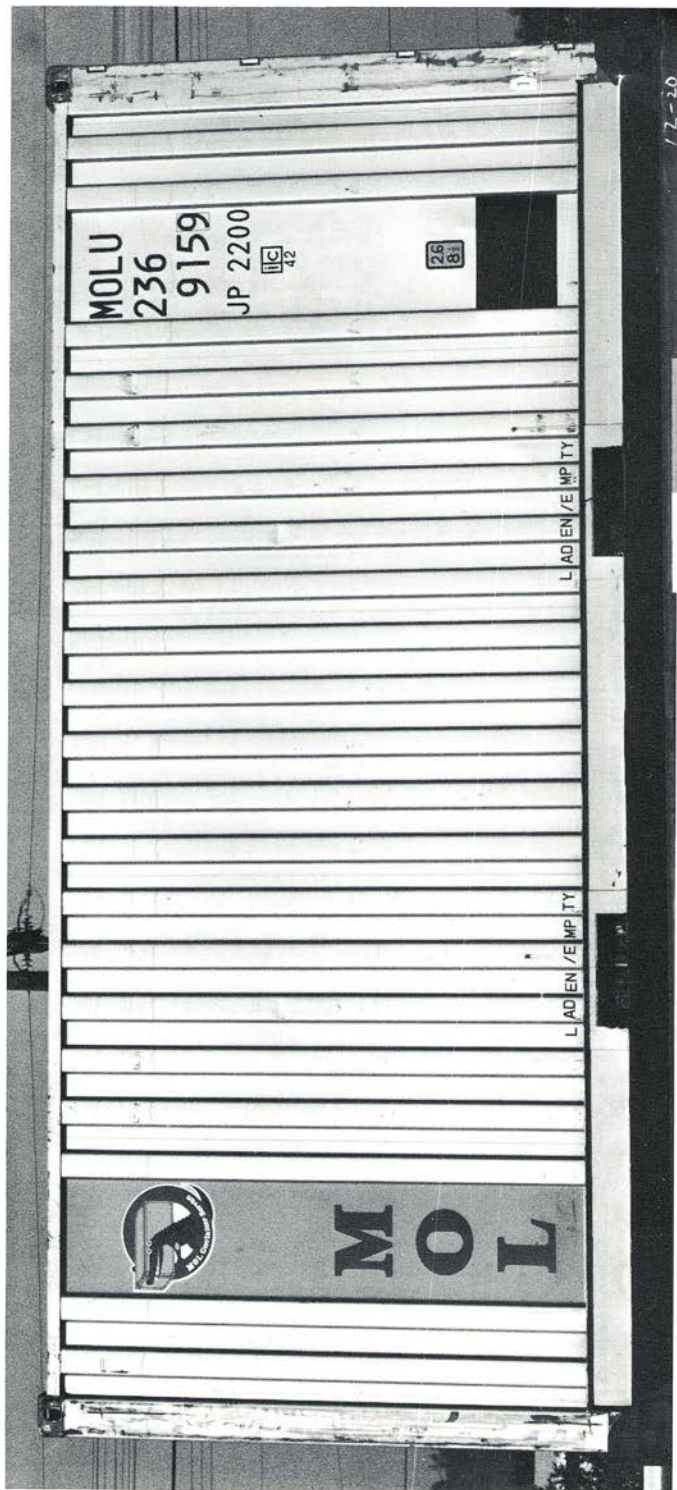


Fig. 1. MOLU 236915-9. ISO Type 2200. "Gator & MOL on Blue."

A PICTORIAL REVIEW OF SEA-LAND SERVICE 1.

by D.G. Casdorph

Sea-Land Service was one of the first major shipping lines to take advantage of the new containerization movement. Their early containers were very sparsely marked. They had no ISO required stenciling showing capacities etc. and in many cases did not even have the container numbers marked on the sides.

Until recently most of Sea-Land's containers were aluminum. This type of container is more expensive, but service life is much greater than the more common steel containers. See also Plate IV A & B for color views of Sea-Land containers.



Fig.1. SEAU 50220. This entire series (SEAU 50000-series) of 35-foot dry van containers are off roster now. This container was built by Fruehauf. Note the number on the back (and front) only.



Fig. 2. SEAU 413331. In 1984, Sea-Land Service acquired a number of former XTRA containers like the one shown here. These are 40-foot, non-vented, aluminum containers built by Fruehauf.



Fig. 3. SEAU 109608. Another Fruehauf built container. This one has ISO posts at the 35- and 40-foot intervals, a common feature on early Sea-Land 40-foot containers. Again this is aluminum.

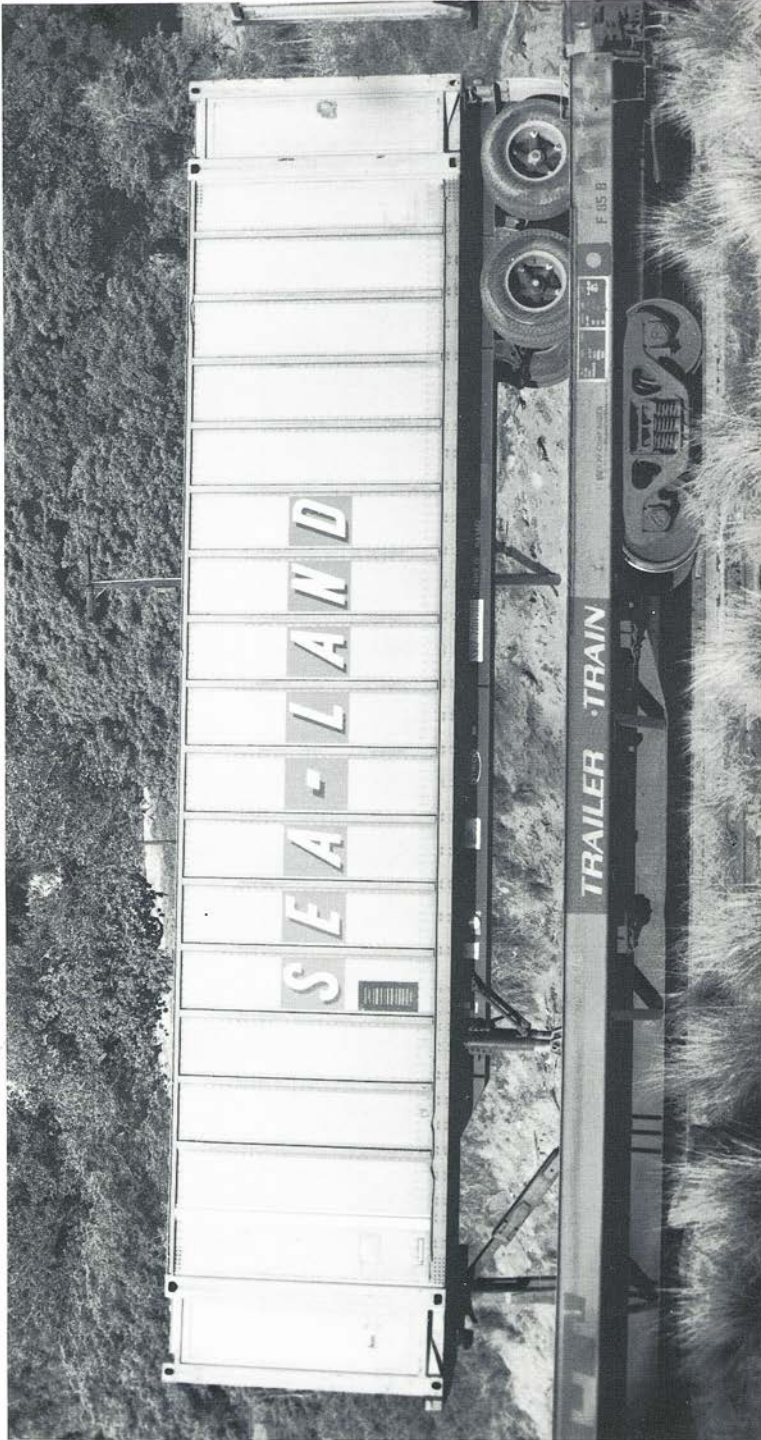


Fig. 4. Direct side view showing another Fruehauf 40-foot aluminum container. Note the 16-post arrangement.



Fig. 5. SEAU 106013. Fruehauf built 16-post, 40-foot aluminum container. Note replacement posts and patch work in the "E."



Fig.6. SEAU 412119. As the 35-foot requirement lessened, newer 40-foot containers were being delivered without the 35-foot ISO post interval. This is an aluminum, non-vented 19-post container.



Fig. 7. SEAU 609359. This is an aluminum 40-foot, vented container. The vents are obvious on this container. They appear under the top rail between (from left to right) the 3rd and 4th ribs and the 16th and 17th ribs.



Fig. 8. SEAU 301614. Built in 1971 by Fruehauf. It has a 16-post configuration and is 40-foot long. October 11, 1985.



Fig.9. SEAU 301614. The rear door area. Note the interesting warning note on the lower right door.



Fig. 10. SEAU 100101. Gindy built this container for Sea-Land. Note the 1-16-1 post arrangement. This is a 40-foot, aluminum non-vented, dry van container.



Fig. 11. SEAUI 150711. Another 16-post, Fruehauf built, non-vented dry van container. This one was built in 1973. Barely noticeable just to the left of the container number on the door is a box saying "Warning High Trailer." There's a good reason for that. Because this container is 9'7" high. Where all the others without the warning in this review are either 8'6" or 8'7".



Fig.12. SEAU 151521. End view of one of these "high trailers" showing decal arrangement.



Fig.13. Number unknown. This is a rather rare 17-post container. January 1985, Los Angeles, CA.



Fig.14. A-Line's new Sea-Land decal sheet for HO Scale. The sheet includes decals for the old and new style logos plus container chassis.

PLATE I



A. MQLU 255208-8.

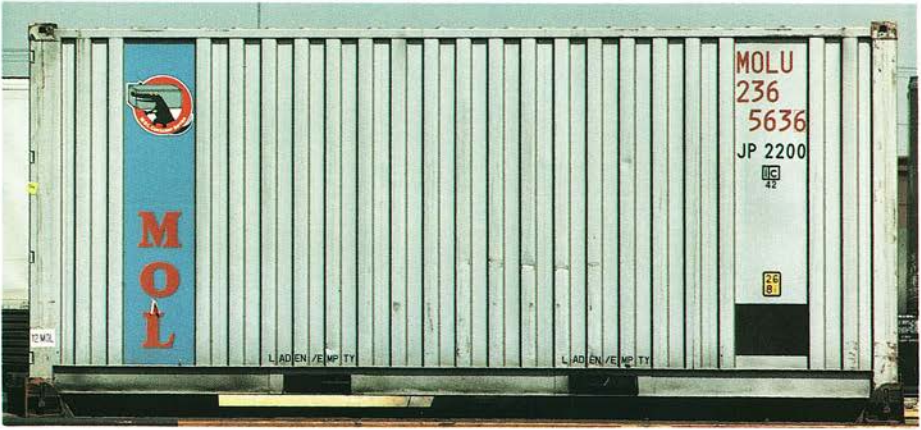


B. MQLU 250588-8.



C. MQLU 285085-8.

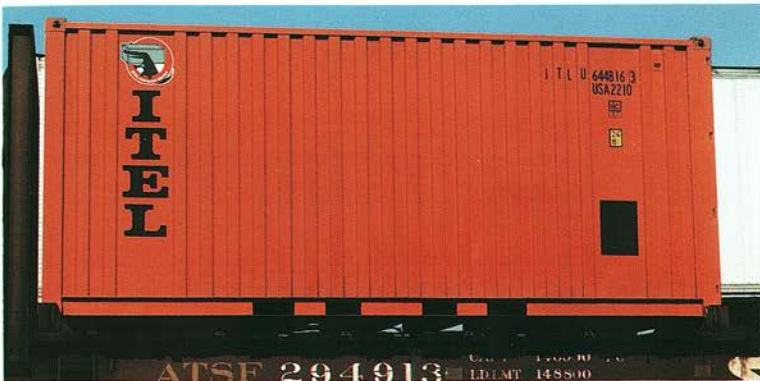
PLATE II



A. MOLU 236563-6.



B. MOLU 245497-0



C. ITLU 644816-3

PLATE III



A. INBU 264243-6.



B. FLXU 200353-9.



C. Mitsui-O.S.K. Logo.

PLATE IV



A. SEAU 54899. Sixteen-post, aluminum, non-vented, 35-foot, Fruehauf built container. Note the new logo applied to the end.

B. SEAU 151521. This is a "high-cube," 9'7", 40-foot, 16-post, aluminum, non-vented, Fruehauf built container. Note the 4-post end and newer Sea-Land logos (including the small one on the left). ISO posts are set at 35- and 40-foot intervals.

