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İlgi: Uluslararası Deniz Ticaret Odası'ndan (ICS) alınan 9 Ocak 2015 tarih ve SPC(15)03 sayılı yazı.

İlgi yazıda, kısa zaman önce ICS'e bildirilen, büyük konteyner gemileri hakkındaki BBC Raporu ve Video filmine değinilerek, duyurusunun yapılabileceği ve bu belgelere aşağıdaki adresten ulaşılabileceği belirtilmektedir:

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9 January 2015

SPC(15)03

TO: SHIPPING POLICY COMMITTEE
Copy: Marine Committee
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'GOOD NEWS' AND VIDEO ON LARGE CONTAINERSHIPS

Action required: *To consider distribution of a 'good news' BBC report and video.*

Shipping has received a great deal of 'high-level' mainstream news coverage during the holiday period, sadly not always for the best of reasons. However (and with thanks to the Hong Kong Shipowners' Association) members may wish to see this very positive BBC article and video link concerning large containerships, and consider distributing it amongst your national contacts, for example via twitter or by linking it to websites.

The BBC article and film can be seen at <http://www.bbc.co.uk/news/magazine-30696685>

Members may also be interested in a considered recent article about shipping and seafarers by The Economist magazine – see <http://www.economist.com/news/christmas-specials/21636687-romance-high-seas-age-quantification-ancient-and-modern-mariners?frsc=dg%7Ca>

Simon Bennett
Director Policy & External Relations

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BBC NEWS

MAGAZINE

8 January 2015 Last updated at 00:56 GMT

The world's biggest ship - for 53 days

By Justin Parkinson
BBC News Magazine

The world's largest container ship, the **Globe**, is docking in Britain for the first time as it continues its maiden voyage. But how vast and powerful is it and how long until it's superseded?

Size

The **Globe** is more than 400m (1,312ft) long, the equivalent of eight Olympic-size swimming pools. It is 56.8m (186ft) wide and 73m (240ft) high, its gross tonnage is 186,000 - the equivalent of 14,500 London buses, according to the Port of Felixstowe, where it **arrived on Wednesday**.

But the record-breaking aspect of the **Globe**, owned by Shanghai-based **China Shipping Container Lines** and built in South Korea, is its capacity. It can carry 19,100 **standard 20ft containers**. That's estimated to be enough space for 156 million pairs of shoes, 300 million tablet computers or 900 million standard tins of baked beans.

Laid end-to-end, the maximum number of containers on board would stretch for 72 miles, the distance between Felixstowe and London, or Birmingham and Manchester.

"You would feel dwarfed by the **Globe**," says Damian Brett, container expert at **Lloyd's List** shipping publication. "It's like an office block lying on its side. It's a huge beast."

The **Globe's maiden voyage** began in the Chinese city of Qingdao on 3 December and is due to end in Ningbo, China, on 25 February. Felixstowe is its first European stop. It will also call at Rotterdam, Hamburg and Zeebrugge.

The **Globe** is the first of a series of five such ships of the same size to be built by South Korea's Hyundai Heavy Industries. All are expected to be delivered by the end of the year.

Its capacity means it takes over from the **Triple-E, which can take 18,270 standard containers**, as the world's most capacious cargo ship. The first Triple-E, operated by Danish company Maersk, was delivered in June 2013.

A short reign

The **Globe's** period as the world's biggest cargo ship is due to end later this month. The **Oscar, owned by the Mediterranean Shipping Company** and built by Daewoo in South Korea, is scheduled for its official launch on Thursday. Named after company president Diego Aponte's son Oscar, it will be able to carry 19,224 20ft containers.

Its first full voyage, from Asia to Europe, starts on 25 January - 53 days after the **Globe's** commercial debut.

MSC Oscar - bigger than the **Globe**

Owned by Mediterranean Shipping Company, built by Daewoo in South Korea

395.4m long, 30.3m deep and 59m in breadth; gross tonnage 193,000 tons

The **Oscar** will fly under a Panamanian flag and service trade routes between Asia and Europe

It was only in 1996 that the world's first 6,000-container capacity ship, **the Regina Maersk**, first set sail. The **Globe**, Triple-E and **Oscar** are more than three times as big. So, does this rapid development mean ships will continue to get bigger?

"There's talk of ships which can take more than 20,000 standard 20ft containers being ordered soon," says Brett, "but a lot of people think they won't be able to go very much further without access to ports becoming a problem."

"The 18,000 to 20,000-capacity ships can really only sail on the Asia to Europe lanes. Ports in other lanes, including those in the US, couldn't handle them. About 22,500 seems to be the size that people believe is the ultimate. Lack of port access becomes a problem after that stage."

But the main problem facing world shipping at the moment is that there's too much of it for the amount of cargo in circulation. This has increased competition between firms.

"The industry will continue to face overcapacity in the coming years," says **Chee Chen Tung**, chairman of Hong Kong-based Orient Overseas Container Line. "Despite the gradual recoveries of the developed economies, demand growth is not expected to return to the pre-global financial crisis level over the short to medium term."

Engine

The Globe, taking up **berths 8 and 9 at Felixstowe**, has seemingly set a second world record. Its engine is the **biggest, in terms of sheer physical size, rather than power, ever made**, according to its German design firm **Man Diesel**. It is 17.2m (56.5ft) high, 5.2m (17ft) wide and 22.5m (74ft) long.

The two-stroke engine, built in South Korea, operates at 56.8 megawatts. That's the equivalent of almost 38,000 **1,500-watt vacuum cleaners**.

Crew

For such a huge ship, the Globe's crew is surprisingly small. Only 23 people work on board during voyages. They spend most of their time in the bridge area, where there is a sauna and gymnasium.

"The technical team would spend some time maintaining the engine," says Brett, "and there might be occasions where some of the crew would have to go to some of the crates to make sure everything's OK."

It usually takes about 24 hours for a port to deal with loading and unloading the largest vessels. The crew takes little part in this, as the port itself does most of the work.

Cost

The price of fuel has slumped in recent months with **oil prices falling below \$50 (£33)** a barrel, but the main reason China Shipping Container Lines and its competitors are investing in larger ships is to save money over the longer term, when costs are expected to rise again.

The economies of scale **allow freight to be transported more cheaply**. It's estimated that the Globe's engine, which automatically adjusts fuel consumption based on the ship's speed and sea conditions, uses around **a fifth less fuel** per container than a vessel carrying 10,000 containers. Maersk describes the Triple-E as the "most efficient ship in the world".

China Shipping Container Lines has invested \$700m (£463m) in building the five Globes.

How much bigger can container ships get?

The world's cargo ships are getting big, really big. No surprise, perhaps, given the volume of goods produced in Asia and consumed in Europe and the US. But are these giant symbols of the world's trade imbalance growing beyond all reason? (**The Magazine, February 2013**)

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The romance of the high seas in an age of quantification

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IMAGINE the beginning of a sea voyage, and you probably picture something like the frenetic preparations that Herman Melville describes in "Moby Dick": "There was great activity aboard the Pequod. Not only were the old sails being mended, but new sails were coming aboard, and bolts of canvas, and coils of rigging...the men...were working till long after nightfall." Boarding a ship in that state was a perilous obstacle course.

Boarding a modern container ship, by contrast, is a simple and subdued process. You walk up a steep, narrow ladder, hand your passport to the officer on duty and follow him to the ship's office—which, on Maersk's giant, Danish-flagged vessels, is as clean and screen-stuffed as any on land. At most you pass one or two crewmen: modern ships are huge but their crews small. A short walk down a broad, fluorescent-lit hall and a brief ride in a lift—festooned, as on shore, with safety regulations—brings you to the bridge, a long, glassed-in eyrie ten storeys above the deck.

The bridge could easily accommodate 50 people, but at its busiest rarely holds more than ten. The high, surrounding windows and purposeful hush instil a vaguely ecclesiastical feel. At its centre is a large, sleek, wood-veneered steering wheel, used mainly when arriving and departing from ports. Otherwise the steering is automatic: if a human needs to intervene, he does so using a joystick the size of a child's finger. Like the rest of the ship, the bridge smells of new-laid rubber and disinfectant—not an unpleasant smell, but a sterile one, with none of the undertones (tobacco, salt spray, fish, sweat) associated with sea journeys. Even in the ship's bowels, the strongest odour is not the fuel oil used to power the engine but the coffee used to power the engineers.

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Which artefact is the best emblem of modern life? The personal computer, perhaps, or the mobile phone, or the car. Or maybe, instead, the container ship, which transports all of those things and much besides: "90 Percent of Everything", as the title of Rose George's first-rate book on the shipping industry puts it. These ships are the workhorses of globalisation; they are also exemplars of another contemporary megatrend, automation. Their sterility would make them almost unrecognisable to Melville, the novelist-whaler, or to Joseph Conrad (who spent nearly two decades as a merchant marine).

Yet, as a crossing of the South China Sea on the *Marie Maersk* shows, not everything has changed. A voyage on these gigantic craft is a dizzying, paradoxical jumble of modernity and timelessness, gizmos and primitive wonderment.

Floating bazaars

Like the other giants in its class, the *Marie Maersk* was built for the profitable Asia-Europe route: from Busan and Kwangyang in South Korea, then along the eastern and southern Chinese coasts, down to Malaysia, across the Indian Ocean, through the Suez Canal to Tangier and southern Spain, then up to Scandinavia by way of the Netherlands and Germany. Then back again; the round trip takes around six months. The kaleidoscopic cargo might include iPads, smartphones, cars, bulldozers, baseball caps and T-shirts from Chinese factories; then, on the return journey, fruits, chocolates, wine, watches and whisky.

The longest leg is from Malaysia to Port Said in Egypt. That takes ten increasingly stifling days—by the end, say the sailors, the containers that are refrigerated sweat almost as much as the crew. A power failure on this particular run would affect diners at sushi restaurants across Europe: among many other things, the containers hold 33,350 kilograms of frozen fish roe, loaded in Ningbo, China, plus roughly the same amount of *surimi* (the traffic-cone-orange fake crab that turns up in California rolls) and blast-frozen yellowfin tuna, both loaded in Kwangyang, South Korea, all bound for Gdansk or Algeciras. The scariest container is unrefrigerated. It contains 50 tonnes of fireworks, destined for Europe's new year's celebrations. The officers joke, mordantly and often, about what would happen if it caught fire.

The officers' life has changed utterly. Legal documents from the 19th century refer to merchant-marine captains as "Masters under God" for the absolute authority they wielded. These days captains on European-flagged ships are bound by labour and safety regulations just like any other manager. That, in fact, is what they have become: neither snarling tyrants keelhauling miscreants, nor heroic helmsmen, but managers. Globalisation has made container ships the indispensable conveyances of the modern world. Automation has turned the men who sail them into administrators, overseers and technicians.

On this voyage, the *Marie Maersk's* captain is John Moeller Jensen, a slight, shaggy Dane who wears his uniform in port but at sea prefers T-shirts and daringly short shorts. He has a wry, watchful manner and is a practised storyteller, given to punctuating his yarns with cartoon gestures, such as a ruffling of hands to mime a corrupt port official pocketing money. "I'm not God sitting in an office," Mr Jensen says of his daily rounds. "But you also have to keep a distance. You can't play cards and go ashore with people and then fire them the next day." It is easy to imagine him sacking someone: like many successful managers he can quickly turn serious, even lightly menacing. Recalling a confrontation with a phalanx of Chinese port inspectors, something behind his light-blue eyes switches off, his jaw clenches and he seems to grow taller.

When Mr Jensen started sailing in the mid-1970s, more than 30 people were needed to operate a container ship. The *Marie Maersk* crossed the South China Sea with 22, and can manage with 13. Jakob Skau, the chief officer, says that modern container ships mostly sail themselves. People are there mainly to react to the (often irrational) behaviour of other people. Ship engines, like car engines, now self-diagnose: when something goes wrong they display the equivalent of a car's "check engine" light. That means fewer

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From the print edition Dec 20th 2014

engineers. Paint has become more weather-resistant, which means ABs (Able Bodied Seamen, the ship's dogsbodies) spend less time painting—which means fewer ABs. E-mail has done away with radio officers. At night the only light on the bridge comes from the glow of screens showing the ship's pre-plotted course, engine performance, ballast-tank levels and speed, while radar displays depict nearby vessels and their courses as blobs and contrails of lurid green.

Port calls that used to take a week now last eight hours. Cargo used to come in barrels, boxes, cartons, bundles and drums, all of which had to be loaded and unloaded by hand. Now cranes stack containers in an order predetermined thousands of miles away. At Tanjung Pelepas some containers await lorries to carry them up the Malay Peninsula, others the ships that will convey them to smaller ports: Sihanoukville, Brisbane, Auckland, Tanjung Priok. This efficiency has put paid to extended shore leave. "Sail around the world and see nothing," jokes David Staven, the ship's bearish third officer.

And if automation has made ships easier to sail, it has also made sailors easier to watch. Maersk's are constantly monitored from a control centre in Mumbai, where a giant screen displays the position and course of every Maersk Line vessel in the world. The captain of a ship that deviates from its planned course or travels too quickly (thus using more fuel) can expect a prompt query. On this leg, for instance, Mr Jensen decides to sail east rather than west of the Paracel Islands, lengthening the journey but taking advantage of the current, which in October runs southward along the Vietnamese coast. "I send [the control centre] a long e-mail explaining our decision," says Aditya Mohan, the ship's swaggering, Marlboro-smoking second officer, "and when I don't hear anything back, it's because they know I'm right."

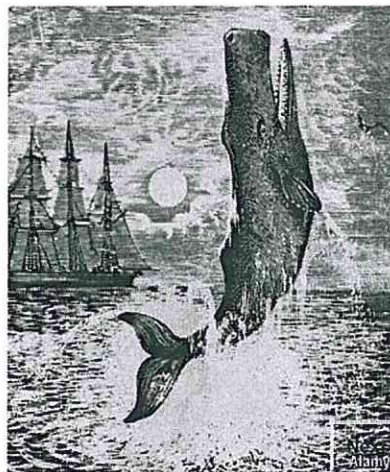
Storms and silence

Still, sailing has always been tribal, and bean-counters on shore forever regarded as alien. The crew resembles those of Melville's day in other ways, too. Then the American whaling industry was centred in Massachusetts, and many ships were owned by Quakers from Nantucket, but crews were wildly cosmopolitan. The *Marie Maersk's* crew are Filipino, Danish, Ukrainian and Indian. Their meals reflect this diversity: Filipino greens, cooked in sweetened soy sauce, incomprehensible Danish cold cuts.

A mid-19th-century crewman described his quarters thus: "Black, and slimy with filth, very small and hot as an oven. It was filled with a compound of foul air, smoke, sea-chests, soap kegs, greasy pans, tainted meat." Except for a couple of ABs, the crewmen on the *Marie Maersk* have their own rooms, which would pass muster at an American motel. The biggest complaint is the unreliable internet connection. "People come down," says Mr Jensen, "have dinner for five or ten minutes, then go back to their laptops." Mostly the sailors are motivated not by adventure or escape but by the salaries. Ronald Rivera, the engineer, says his is double what he could make in the Philippines.

Yet along with the mass-produced goods, container ships provide commodities that have grown increasingly rare. One is elemental awe: to board a ship is still to step into an in-between world, perhaps the only one this side of the grave defined equally by boredom and sublimity. Even when the ship pitches and rolls in a thunderstorm, the computers do the steering. But the crew watch. Eventually, as they come through, panels of white afternoon light slice through the grey on the horizon. Old hands stand transfixed, for a few moments, staring out through the bridge's high windows.

Then there is the scale. Ishmael, who narrates "Moby Dick", asks, "Why is almost every robust healthy boy with a robust healthy soul in him, at some time or other crazy to go to sea? Why upon your first voyage...did you yourself feel such a mystical vibration, when first told that you



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and your ship were now out of sight of land?" That sense of smallness and transience remains thrilling. In port the *Marie Maersk* seems huge, and on a map the distance between southern China and Malaysia looks tiny. At sea, those proportions are reversed. Even one of the world's biggest ships is a speck in a vast, peaceful emptiness. Beneath the sky is just sea, and above the sea just sky.

Finally, the silence. Conrad wrote that "the true peace of God begins at any spot a thousand miles from the nearest land." The *Marie Maersk* never gets that far on the South China Sea. But late one evening, after the captain has lingered at dinner telling old stories (sharkfishing off Mauritius; minatory pods of killer whales at Vancouver Island), natural-gas rigs belch commas of fire into the cloudless night. The ship sails forward, through a silent crescent of Vietnamese and Cambodian fishing boats, beneath an impossibly broad and luminous canopy of stars.

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