

Largest Container Ship: OOCL Germany

This video shows the OOCL Germany being worked at the Port of Rotterdam's Euromax Terminal in the Netherlands.

The OOCL Germany is one of six sister ships known as OOCL's G-Class which entered service in 2017 on the Europe to Far East trade route. Ordered in April 2015, from Samsung Heavy Industries, the ships were built in Geoje, South Korea costing US\$158m each.

The ship has an overall length of 399.87m, a beam overall of 58.8m, a keel-to-mast height of 73.5m and can sail with a maximum draft of 16m. The design is based on a split bridge and engine layout with 8 bays forward of the bridge, 11 bays midships and 5 bays aft of the engine, giving a total of 24 forty foot bays which are maximum of 23 containers wide.

With a deadweight of 197,317 tonnes and an overall container capacity of 20,413 TEUs, this class of ship was the largest ultra large container vessel (ULCV) of the time when it was launched.

OOCL deployed this ship on its LL1 service operating on the Far East – Europe trade calling at Shanghai, Ningbo, Xiamen, Yantian, Singapore, Felixstowe, Rotterdam, Gdansk, and Wilhelmshaven. The sailing time from Singapore to Rotterdam is 26.5 days at an operating speed of 14.6 knots or as little as 18.5 days at its maximum speed of 21 knots.



Key Terms

- Amidships (midships)
- Bay
- Beam overall (BOA)
- Deadweight tonnage (DWT)
- Forward
- Keel-to-mast height
- Knots (Kn)
- Length overall (LOA)
- Maximum draft (draught)
- Row
- Split bridge & engine layout
- Twenty foot equivalent unit (TEU)
- Ultra large container vessel (ULCV) / ship (ULCS)

Glossary

Amidships (midships)

The area towards the centre of a ship (halfway between the fore and aft)

Bay

Cross-sectional area of a ship or yard block used for stowing containers – part of the slot location referencing system

Beam overall (BOA)

The width of a ship at its widest point

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Deadweight tonnage (DWT)

Maximum weight a ship can carry – including cargo (containers), fuel, fresh water, other provisions and people

DWT (deadweight tonnage)

Maximum weight a ship can carry – including cargo (containers), fuel, fresh water, other provisions and people

Forward

At or towards the fore (front) of a ship

Keel-to-mast height

Vertical distance between the lowest point of a ship's keel and its highest point (mast / radio transmitter)

Kn (Knots)

Unit of measure for ship speed, one knot is equivalent to one nautical mile (1.852 kilometre or 1.151 miles) per hour

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Length overall (LOA)

The length of a ship when measured parallel to the waterline

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Maximum draft (draught)

The vertical distance between the international load line (Plimsol Line) and the lowest point on the ship's hull (keel)

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The vertical distance between the international load line (Plimsol Line) and the lowest point on the ship's hull (keel)

Midships (amidships)

The area towards the centre of a ship (halfway between the fore and aft)

Row

Vertical stack of slots along the length of block or in a bay - part of the slot location referencing system

Split bridge & engine layout

Where a ship's superstructure is separated into two sections – the bridge and accommodation towards the fore and the engine towards the aft

TEU (twenty foot equivalent unit)

Measurement unit for containers based on a standard 20ft nominal length known as a TEU e.g. a 20ft container = 1 TEU and a 40ft container = 2 TEU

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ULCS (ultra large container ship) / vessel (ULCV)

A fully cellular container ship with a capacity of 12,000 TEU or more

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