

Evolution aspects of ships. (source: redirect notice) 1.

[Business](#), [Industries](#)



Evolution of Container Ships& Other Aspects Since 1950 container ships were become to play a major role of transportation industry. There were main six types of generations of container ships industry. Step by step container ships manufactures have developed capacity and other aspects of ships. (Source: Redirect Notice)1. Early container ships In early stages, tankers and bulk vessels modified and used to transport containers through overseas. The maximum capacity of those ships was about 1000 TEU's.

The first container ship was "Ideal X" and it was the first tanker converted as a container ship in world war 2. Maximum speed of those type of ships were 18 to 20 knots at that time. After that some countries began to build container ships and then second generation of ships started. Those kinds of ships named as "fully cellular ships". 2.

Panamax In 1980s ship builders realized that when ship become bigger they can experience economies of scale. With that concept they could transport containers at lower rate per TEU. The procedure turned into an idealistic circle exacerbating bigger volumes and lower costs, which fundamentally helped the dissemination of the compartment. The size further reaches of the Panama Canal, which came to be known as the Panamax standard, was accomplished in 1985 with a limit of around 4,000 TEUs. 3.

Post Panamax 1 and 2 Going past Panamax was a hazard as far as the arrangement of transportation organizes, extra taking care of framework and additionally draft confinements at ports. The APL C10 container ship class, with a limit of 4,500 TEUs, was presented in 1988 and was the primary container ship class to surpass the 32.2 m width farthest point of the Panama Canal.

4. NewPanamax or Neo PanamaxAlludes to ships intended to fit precisely in the locks of the extended Panama Canal, which opened in June 2016. These boats have a limit of around 12, 500 TEU, however there are a few setups of Neo-Panamaxdispatches as far as length and width. Like its Panamax partners, Neo-Panamaxships are probably going to characterize a particular ship class ready to benefit the Americas and the Caribbean, either from Europe or from Asia.

5. PostPanamax 3 and Triple E Since 2006, a third era of post Panamax containerships came to the industry when Maersk shipping line presented a ship class having a limit in the scope of 11, 000 to 14, 500 TEUs, the Emma Maersk. They were named "Post New Panamax" since they are greater than the of the extended Panama Canal.

Current largest container ship is OOCL HONG KONG which has capacity of 21413 TEUs. (People. hofstra. edu)