



▶ PLACES TO VISIT...2

▶ THE RUNNING MAN...2

▶ GLYNIS' HEALTH CORNER...2



DIRECT & BEYOND INC
DIRECT SHIPPING BEYOND LIMITATION

888.876.1188 * www.shipdbi.com

DB Insider

Super Vessels Among Us

focus

Photo Above: The Maersk Triple E Class—The Largest Container Ship in the World.
By The DBI Staff Writer

You would think that with the up and down fluctuations of the global economy these past few years, that we wouldn't need to increase the size of our commercial cargo ships that roam the open seas. This however, would be a wrong assumption. You see, cargo ships are getting bigger each year. In fact they are getting VERY big. Are you wondering how big these mammoths of the seas are? Great. Then I have your attention. However, before we answer that question, let's talk about a little bit about the history of the modern day cargo ship industry as well as explain some basic terms. That way, the increases will make sense and if you're not in the know about some terms, then you'll get educated in the process. It's always nice to learn something new, right?

Let's start with some basic terms. **Bulk Cargo** and **Break Bulk Cargo**. If you've dealt with shipping anything over the ocean or if you do in the future, you'll hear these terms within the first 2 minutes of your conversation. These are the two types of cargo that ocean going vessels carry around the globe every day.

Bulk Cargo, such as grains or coal are transported unpackaged in the hull (body) of the ship, generally in large volumes. **Break Bulk Cargo** is transported in packages and are generally placed inside of ocean containers that are then placed onboard ship. Prior to the use of containers in the 1950's, break bulk items were loaded, lashed (secured), unlashd and unloaded from the vessel one piece at a time. When the industry began grouping cargo into containers, 1,000 to 3,000 cubic feet of cargo or up to approximately 64,000 lbs was moved at once and each container was secured to the ship in a standardized method. In fact containerization has increased the efficiency of moving traditional break-bulk cargo significantly, reducing shipping time by 84% and costs by 35%. As of 2001, more than 90% of world trade in non-bulk goods is transported in containers. In 2009, almost one quarter of the world's dry cargo was shipping by container; an estimated 125 million TEU; (1 TEU = 1—20' Container); or 1.19 billion metric tons worth of cargo.

Now lets talk about the need for size. BIG size! The increasing volume of goods produced in Asia and consumed here in the US and all across Europe is the primary driving force behind the burgeoning size of these ocean giants. For a long time the standard in ship size was determined by the size of the Panama Canal. The industry gave birth to the term, "Panamax" to describe the type of ship that could be built to maximum size and yet still be able to fit inside of the Panama Canal. Its been 25 years since the largest ship became too wide for the Panama Canal. The first of the "Post-Panamax" ships were carrying just 4,300 TEU. Today, ships are carrying anywhere from 16,020 TEU to now being able to carry 18,000 TEU; as in the case of the newest breed of super-ship, The Triple E from Maersk. Launching on her maiden voyage just this past month, The *Maersk Mc-Kinney Moller*, the first of 20 Triple E Ships; is a quarter of a mile long, taller than London's Olympic Stadium, and contains as much steel as eight Eiffel Towers. If you placed all 18,000—20' containers on double-stacked trains, it would require 30 trains, all 1 mile long each; or to put it another way, a 30 mile long train, double stacked. Although the Triple E Class of Ship is not the largest ever built; that title still belongs to Ultra-Large Crude Carrier (ULCC) built in the 1970's and then scrapped less than a decade later; the Triple E Class is still the largest *Container* Vessel ever built. Unfortunately, those of us in North America won't get to see the Triple E anytime soon. Our ports and harbors aren't deep enough yet to handle these giants. The sole purpose of the Triple E's is to service what is called the "Pendulum Service" for Maersk between Asia and Europe.

One of the concerns that many folks have is that these super vessels won't be environmentally friendly. Actually, they're quite the opposite. These newest breed of ships boast re-designed engines, an improved waste-heat recovery system, and a speed capped at 23 knots (down from 25). This will produce 50% less carbon dioxide per container shipped than average on the Asia-Europe route. This is accomplished all the while increasing container loads by 16% over the next largest vessel type. And this is just the beginning. There is already talk of a class of ship that would run aground in the Suez Canal but would just pass through another bottleneck of global trade-The Strait of Malacca, between Malaysia and Indonesia. The "Malaccamax" would carry 30,000 TEU. Can anyone say, "Oy, Vey!"?



This illustration shows the mix of vessels that will be used in the Port of the Americas and the enormous size of post-Panamax vessels. From left, a feeder vessel, a Panamax vessel, a post-Panamax vessel that is currently in use, and at the far right, the latest and largest post-Panamax vessel that will be in use in 2010.

Exercise

The best way to maintain youth and optimal health is a well-balanced combination of exercise and proper nutrition. One can benefit both physically and psychologically from this combination. Regular exercise improves digestion and elimination, increases endurance and energy levels, promotes lean body mass while burning fat, and lowers overall blood cholesterol while increasing the proportion of “good” cholesterol (HDL) to “bad” cholesterol (LDL). Exercise also reduces stress and anxiety, which are contributing factors to many illnesses and conditions. Studies have shown that regular exercise elevates mood, increases feelings of well-being and reduces depression.



Glynis Jorritsma



Durk Competing in the San Francisco Rock & Roll Full Marathon



Places to Visit in California: San Diego

(This is the 3rd installment in a series, “Place to Visit in California”) By The DBI Staff Writer

What comes to your mind when I mention the name, “San Diego”? Is it Sea World or The San Diego Zoo and Wild Animal Park? Perhaps the Gaslamp District or Little Italy? Perhaps the Padres or the Chargers? Maybe Coronado Island or the US Navy and Marine Corps presence? Or perhaps its just the tranquil beauty and peace that is San Diego. San Diego is all of those things I just mentioned and more.

Having family that lives in San Diego, I often find myself down there enjoying the sights, sounds and the community of San Diego. Even though San Diego is the 2nd largest city in the State of California, San Diego still retains that small town and community feel to it. This is especially true as you venture out into the surrounding suburbs of the city.

San Diego is actually the birth place of the State of California. The first European explorer to visit the west coast was Juan Cabrillo in the year 1542. He immediately claimed the entire area for Spain, forming the basis for the settlement of Alta California 200 years later.

Today, the city is the eighth largest city in the US and is one of the fastest growing cities in the nation. San Diego is known for its mild year-round climate, natural deep-water harbor, extensive beaches, a long association with the US Navy and a recent emergence as a healthcare and biotechnology development center. As of 2012 the population was estimated to be 1,322,553.

As far as things to do and see in San Diego, the list is endless. You can visit the heart of San Diego right in Balboa Park, home of the renowned San Diego Zoo. It is a 1,200 acre park and is the city’s cultural hub. It’s a great place for a stroll, a bike ride or a picnic. Also in the park is The Air & Space Museum, a theater and three separate art museums at the Casa de Balboa. Other sites to visit are Mission Beach, The Gaslamp Quarter, The Cabrillo National Monument, The Museum of Contemporary Art-La Jolla, Torrey Pines State Reserve, The Maritime Museum of San Diego and The New Children’s Museum. San Diego is truly one-of-a-kind and you won’t regret taking many trips there. For more info, visit www.sandiego.org.

For the 2nd time in a two month period, Durk Jorritsma, President & CEO of Direct & Beyond, Inc. competed in a full marathon, (26.2 miles). This time, Durk was up in San Francisco competing in the San Francisco Rock & Roll Full Marathon. If you recall, DBInsider began writing about Durk’s adventure into marathon completion back in January of 2012. Now, more than 1.5 years into the process, Durk continues to challenge himself both physically and mentally, taking himself to the edge each time. For the San Francisco Marathon, Durk’s time was just over 5 hours and finished right in the middle of the pack. We’re proud of Durk and his accomplishments. Durk says that this most recent marathon won’t be his last. You can be sure we’ll keep you up to date here at DBInsider. In the mean time, “Go Durk!”

US on Highway Diesel Fuel Prices for California:

- 7/15/13: \$4.065 per gallon
- 7/22/13: \$4.113 per gallon
- 7/29/13: \$4.122 per gallon



Change From:

- 1 Week ago: 0.009 ↑
- 1 Year ago: 0.155 ↑
- Data as of 7/31/2013



DIRECT & BEYOND, INC.
DIRECT SHIPPING BEYOND LIMITATION

P.O. Box 90448
Los Angeles, CA. 90009

Your Transportation Company for Life.

