

Container Handler

Used Container Handler San Francisco - Also known as container ships or cargo ships, container handlers use large intermodal containers to transport their goods. This shipping method is known as containerization. They are commonly utilized as a means of commercial freight transport often used to transport non-bulk forms of seagoing cargo. Container ship capacity is measured in units that are equal to 20' equivalent loads. Most loads are a mix of 20' and 40' containers. Approximately ninety percent of non-bulk cargo across the globe is transported by container ships. These ships are one of the main oil tanker rivals due to their size as one of the biggest sea-worthy ships. Dry cargo falls into two main categories: bulk cargo and break-bulk cargo. Grain and coal are bulk cargo, typically transported in their raw format inside the ships hull, free from packages. Break-bulk cargo typically is made up of manufactured items that are shipped in packaging. Prior to containerization being invented in the 1950s, break-bulk materials were loaded, secured, unlashed and unloaded one piece at a time from the ship. Once cargo began being grouped into containers, between 1000 to 3000 cubic feet of cargo can be moved simultaneously after each container has been secured with standardization. Overall efficiency has largely increased with break-bulk cargo shipping. It is estimated that shipping time has been reduced by eighty-four percent and costs have been reduced by approximately thirty-five percent. In 2001, over ninety percent of non-bulk materials were recorded as being transported in containers. The initial container ships in the 1940s were designed from tankers that were converted post-WWII. Container ships eliminate the individual holds, hatches and dividers normal within traditional cargo vessels. The typical container ship's hull is a basically a large warehouse that is divided by vertical guide rails into cells. These cells have been engineered to hold the cargo in containers. Most cargo ships are designed from steel but additional materials such as plywood, fiberglass and wood are used. As containers have been designed to completely transferred to and from coastal carriers, semi-trailers, trucks, trains and more, these containers are categorized due to their function and size. Even though the shipping industry has been transformed by containerization, it took some time to streamline the process. Railway companies, ports and shippers were initially concerned about the extensive costs associated with building the railway infrastructure and ports required to accommodate container ships, along with moving the containers via road and rail. Various trade unions were skeptical about huge job loss with dock and port workers based on the assumption that containers would eliminate numerous cargo handling manual jobs among ports. After roughly 10 years of legal battles, container ships initiated international service. In 1966, a container liner service from Rotterdam to the US began and this transformed global shipping. Loading and unloading of cargo ships has been reduced to a few hours instead of the days it used to take traditional cargo vessels. Along with cutting labor finances, it has shortened shipping times between ports to a large extent. Nowadays, it takes only weeks as opposed to months for items to be delivered from Europe to India and vice versa. There is generally less damage to goods due to less handling. Less cargo shifting during a voyage is also beneficial. Before shipping, containers are closed and only opened after they arrive at their new location to prevent theft and damage. There has been greater international trade growth due to the reduced shipping expenses and travel time delivered by container ships. Cargo that used to arrive in bales, crates, bags, cartons or barrels now arrives in containers sealed from the factory. A product code on the contents is traced with the help of computers and scanning equipment. Technological advancements have enabled this accurate tracking system to be precise within fifteen minutes on arrival of a two-week voyage. Manufacturing times and delivery have been greatly enhanced with these advancements. Sealed containers of raw materials arrive in under an hour to be used in manufacturing facilities, resulting in less inventory costs and higher accuracy. Boxes are provided by shipping companies to the exporters to facilitate loading merchandise. Materials are delivered by rail or docks or a combination of both and then loaded into container handlers. It used to take huge groups of men and numerous hours to fit cargo into different holds prior to containerization. The

shipping industry today relies on cranes either installed on the ship or on the pier to situate containers on board. Once the hull has been completely loaded, more containers can be secured onto the deck. Efficiency has been one of the main design elements for cargo ships. Containers may be carried on break-bulk ships. Designated cargo hold on container ships have been built to increase efficiency during loading and unloading to ensure safe travel. A specially designed hatch creates openings to access the main cargo holds from the deck. These openings are situated along the entire cargo hold breadth, surrounded by a raised steel structure called the hatch coaming. There are hatch covers located on top of the hatch coamings. Wooden boards and tarps initially covered the hatches and held the battens secure until the 50s. Nowadays, solid metal plates comprise the hatch covers and cranes lift them onboard and off of the ship. Additional hatch models use hydraulic rams and articulated mechanisms for closing and opening. Cell guides are another main component within container ship design. These vertical structures are made of strong metal that is attached to the cargo hold on the ship. These guide containers into specific rows during the loading process and offer support during sea travel. Since the design of the container ship utilizes cell guides in such abundance, the UN Conference on Trade and Development relies on them to separate traditional break-bulk cargo ships and container ships. To showcase a container's position on the ship, there is a cargo plan system that use three dimensions. The initial coordinate starts at the beginning of the ship and increases aft. The tier is the second coordinate, with the initial tier starting at the bottom of the cargo holds with the second, tier situated on top of the first and continuing on. Next, the third row forms the third coordinate. Rows are situated on the ship's port side have even numbers while those found starboard have odd numbers. Rows found along the centerline are given lower numbers and these numbers increase for slots situated further from the center. Container handlers carry 20, 40 and 45 foot containers. The big containers will only travel and fit above deck. The forty-foot sized containers makes up ninety-percent of the shipping containers. Approximately 90% of the freight moves across the globe with container shipping. It is estimated that 80% of global freight travels with 40-foot containers.