

 **THE PORT OF
LONG BEACH** NEWS RELEASE

COMMUNICATIONS DIVISION * 925 HARBOR PLAZA * P.O. BOX 570 * LONG BEACH CA 90801

**WORLD'S LARGEST CONTAINER SHIP ARRIVES
8,000-TEU *OOCL Long Beach* Makes Maiden Call at LBCT**

July 25, 2003

Escorted by water-spraying fireboats and tugs, Orient Overseas Container Line's *OOCL Long Beach* – one of the world's two largest container ships with a capacity of more than 8,000 twenty-foot containers – arrived before dawn Friday, July 25, on its maiden call at the Port of Long Beach.

The ship docked at Long Beach Container Terminal, a Pier F facility leased by an OOCL subsidiary. The *OOCL Long Beach* is among a new generation of 8,000-twenty-foot-equivalent-unit (TEU) vessels that have leapfrogged a generation of 6,600-TEU ships that made their first calls in Long Beach only four years ago.

The newly built *OOCL Long Beach* is the second of ten 8,063-TEU SX-class vessels that OOCL will take delivery on during the next three years from shipbuilder Samsung Heavy Industries Co. Ltd. of South Korea.

"We celebrate the arrival of the *OOCL Long Beach*," said Long Beach Harbor Commission President John Hancock. "This is a really big ship, a powerful vessel named after a strong city and strong port. Among those we must credit for this ship is the public. Without their demand for the goods that this ship carries, there would have been no chance for this vessel to become the reality we see today."

Commemorating the maiden call, Hancock made a presentation to C.C. Tung, chairman and CEO of OOCL's parent company. Tung's niece, Audrey T. Slighton, acted as "sponsor" of the new vessel at a dockside naming ceremony. "I name you OOCL Long Beach," she declared.

The *OOCL Long Beach*, which is deployed in OOCL's transpacific service, is 1,056 feet or 323 meters long, nearly the length of four football fields. The ship is 140 feet or 42.8 meters wide, wide enough for 17 containers. It's draft is 47.5 feet or 14.5 meters.

The *OOCL Long Beach* is designed with environmentally friendly features including a specially designed hull that allows the vessel to consume less fuel, but maintain a high service speed of 25 knots. The vessel also is designed to burn low-sulfur fuel with much reduced sulfur oxide emissions. Tin-free paint is used to reduce toxicity to marine life.

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