

GRANDE FRANCIA

IMO No: 9246592 CONTAINER RORO 2002 / 56738 GT

COMPANY:

Grimaldi Compagnia di Navigazione
SpA, Italy
(Grimaldi Group)

YARD INFORMATION:

Fincantieri-Cantieri Navali Italiani
SpA Castellammare di Stabia
(Italy) 6092

DEMOLITION:



Tilbury 21/3/2004 © S. Wiedner

BASIC DATA:

GT: 56738
DWT: 26169
TEU: 1321
Reefer: 40
Cars: 3670
Lane-length: 3505
Loa: 214.00
Bmd: 32.25
Draft: 9.70
Engine: 1x oil Sulzer 8RTA62U
Power: 18280 kW
Speed: 16.2 kn
Cranes: 2x40t
Decks: 11, incl. 2 hoistable decks

OWNER & FLAG HISTORY:

GRANDE FRANCIA since 01/12/2002
FINCANTIERI CASTELLAMMARE DI STABIA 6092 12-02-2001 LRF
Flag Date of record Source
Italy since 01/12/2002
Registered owner Date of record Source
GRIMALDI GROUP SPA during 2003
GRIMALDI EUROMED SPA during 2003
GRIMALDI DEEP SEA SPA during 12/2002
INARME 23-12-2002 LRF
ATLANTICA NAVIGAZIONE 01-07-2002 LRF
GRIMALDI NAVIGAZIONE 12-02-2001 LRF
Ship manager Date of record Source
GRIMALDI GROUP 12-02-2001 LRF

NAME HISTORY:

GRANDE FRANCIA	2003-	Inarme Industria Armamento Meridionale SpA, Italy
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GENERAL VESSEL INFORMATION:

2003:

The vessel is to be delivered October 2003. Specifications are 56,000 gross tons, length 214 metres and a beam of 32 metres. **"GRANDE FRANCIA" is the first of 5 sister ships ordered in December 2000 at Fincantieri.** Two to be built at Castellammare di Stabia, two at Palermo and one at Ancona. The vessel can carry 850, 20 foot containers, more than 2,500 cars and has 2,500 linear metres for trailers, over sized wheeled vehicles and exceptional heavy loads such as locomotives, large tractors etc. Vessel will enter service on the established lines Northern Europe/West Africa and Northern Europe/South America.
(www.transportal.no)

Conro ships become rarities in deep sea liner services

The Italian operator Grimaldi last week took delivery of the 47,528 dwt conro GREAT ANTWERP (see page 2). It was the first delivery of a ship specifically built to carry a combination of containers, vehicles and other rolling cargo on long haul routes in six years, following the delivery of the 55,649 dwt ATLANTIC SUN into the transatlantic service of ACL (part of the Grimaldi Group) in May 2017.

The youngest conros in the liner fleet were actually delivered in 2018-2020 to the US-operators Crowley and Matson but they have been excluded from our count of deep sea conros as these four ships were built for Jones Act trading to/from Hawaii or Puerto Rico. If we exclude all conros and ro-ro ships operated on domestic or shortsea routes, we see that Grimaldi Group, Linea Messina and the National Shipping Company of Saudi Arabia (Bahri) are the only three carriers left operating conro tonnage on long distance routes.

Grimaldi is by far the largest operator, with 35 ships in service connecting Europe and North America with West & Central Africa and the East Coast of South America. The GREAT ANTWERP and her five sisters were ordered as replacements for older Grimaldi ships which have already been in service for 25 years.

Snapshot of five G-class generations												
Class	Name of lead ship	YOB	No of ships	Shipyard	GT	DWT (scantling)	L x B (m)	Teu	Teu on deck	Lane Metres	Ceu	
G1(1)	REPUBBLICA DI AMALFI	1988-1992	3	Fincantieri & Apuania	42,574	25,450	216.0 x 30.4	1,116	n.a.	2,866	3,666	
G2 Mk I	GRANDE AMERICA	1997-2001	5	Fincantieri	56,642	27,965	214.0 x 32.2	1,321	556	3,505	3,515	
G2 Mk II	GRANDE FRANCIA	2002-2004	5	Fincantieri	56,738	27,492	213.2 x 32.5	1,414	668	4,540	3,642	
G3 Mk I	GRANDE ANGOLA	2008-2009	2	Uljanik	47,115	26,427	210.9 x 32.2	1,318	560	3,950	3,037	
G3 Mk II	GRANDE BENIN	2009-2011	5	Uljanik	47,218	24,800	210.9 x 32.2	1,318	560	3,950	3,037	
G3 Mk III	GRANDE MAROCCO	2010-2011	5	Hyundai Mipo	47,635	24,400	211.3 x 32.2	1,276	564	3,839	3,711	
G4	GRANDE LAGOS	2014-2015	6	Hyundai Mipo	71,543	30,801	236.3 x 36.1	1,758	774	5,720	5,209	
G5	GREAT ANTWERP	2023-2024	6	Hyundai Mipo	89,797	47,528	249.0 x 38.7	2,157(2)	983(3)	7,326	5,446	

(1) capacities post 34.8m lengthening (2) whereof 348 teu in container hold (3) whereof 323 teu on hatch covers

Capacities are maximum capacities of the respective commodities – for car equivalent units, this is with the hoistable decks lowered. In reality, the ships carry a mix of ceu, teu and ro-ro.