

REPUBBLICA DI AMALFI

IMO No: 8521218 CONTAINER RORO 1989 / 42574 GT

COMPANY:

Grimaldi Compagnia di Navigazione
SpA, Italy

YARD INFORMATION:

Fincantieri-Cantieri Navali Italiani
S.p.A. Castellammare di Stabia
(Italy) 5838

1990: Lengthened

DEMOLITION:

Alang 7/11/2012



Hamburg 2/5/1997 © S. Wiedner

2012: Sold to cash buyers for demolition and renamed JAI BHOLE. Demolition at Alang 7/11/2012.

BASIC DATA:

GT: 42574
DWT: 25450
TEU: 1116
Reefer: 50
Cars: 3666
Loa: 216.06
Bmd: 30.40
Draft: 9.39
Engine: 1x oil Sulzer 8RTA58
Power: 12710 kW
Speed: 18.0 kn
1x Side door/ramp
1x Quarter stern door/ramp
Decks: 4

OWNER & FLAG HISTORY:

JAI BHOLE since 01/10/2012
REPUBBLICA DI AMALFI 12-05-2000 LRF
Flag Date of record Source
St.Kitts and Nevis since 01/10/2012
Italy 12-05-2000 LRF
Registered owner Date of record Source
RPTD SOLD UNDISCLOSED INTEREST since 19/10/2012
GRINAVI 01-01-1999 LRF
Ship manager Date of record Source
RPTD SOLD UNDISCLOSED INTEREST since 19/10/2012
INARME since 26-08-2001
GRIMALDI GROUP 01-01-1999 LRF

NAME HISTORY:

REPUBBLICA DI AMALFI	1989-12	Grimaldi Compagnia di Navigazione SpA, Italy
JAI BHOLE	2012-12	undisclosed St.Kitts & Nevis flag interests

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.

The yellow-hulled conros sailing under the Grimaldi Lines banner are different, being purpose-built for the trade to West Africa and South America. The ro-ro/lolo cargo mix is quite unique and has been a constant since the introduction of the first-generation REPUBBLICA DI AMALFI in 1988.

(Source: Alphaliner Weekly Newsletter 17/2023)

2012:

JAI BHOLE (8521218) (Repubblica Di Amalfi -12), 42,754/89 – passenger/ro-ro. By undisclosed St.Kitts & Nevis flag interests, to Apollo Vikas Steels Ltd., India, and arrived Alang 7/11/2012. Beached 15/11/2012.