

SANTA MAGDALENA

IMO No: GENERAL CARGO 1963 / 11221 GT

OWNER & HOMPEPORT:

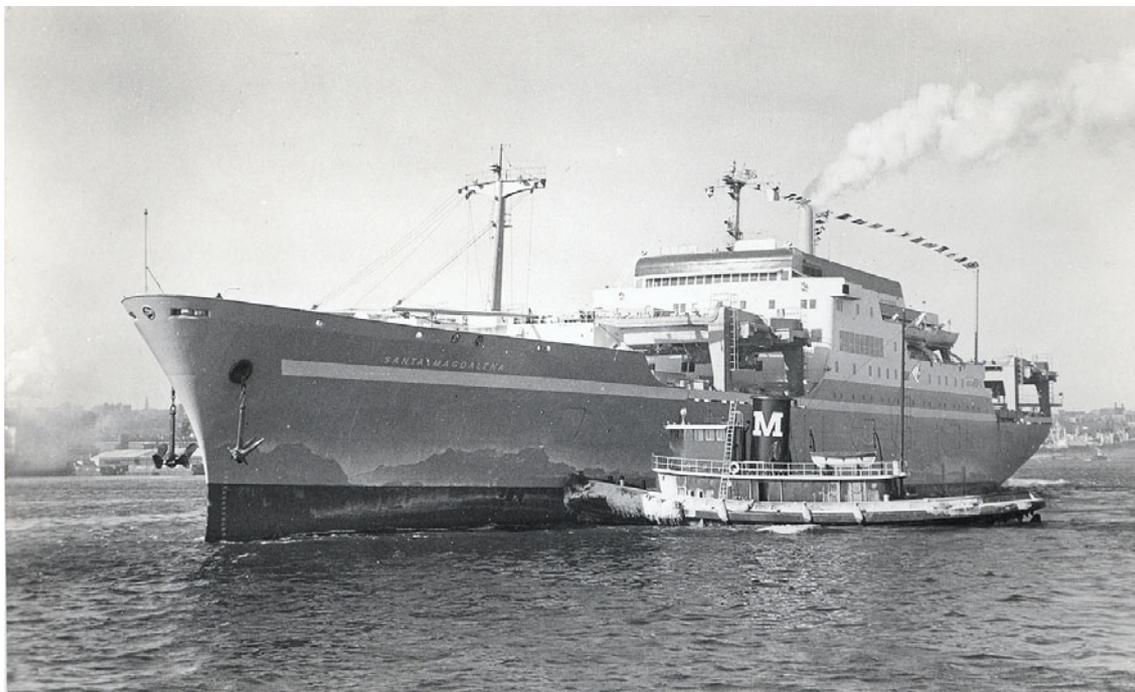
Grace Line (W. R. Grace & Co.),
USA

YARD INFORMATION:

Bethlehem Steel 4585
Sparrows Point (USA)

SCRAPPING INFORMATION:

1988



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GENERAL INFORMATION:

Turbine-driven vessel of 19,800 shp with a speed of 20.5 knots, built by Bethlehem Sparrows Point shipyard. It measured 166 X 24m (545 X 79 ft). has a dw tonnage of around 9,400, a TEU capacity of 175 and excellent accommodation for 120 first class passengers.

OWNER & FLAG HISTORY:

SALES, TRANSFERS & RENAMINGS:

GENERAL VESSEL INFORMATION:

The Santa Magdalena, the first of the class, was delivered to Grace Line on February 4, 1965. She was the first of four cargo-passenger ships of remarkably modern and progressive design. The sister vessels included the Santa Mariana, Santa Maria, Santa Mercedes and were destined to play an important role in promoting closer ties within the Americas, carrying passengers and cargo between Atlantic Coast ports in the United States and the Canal Zone, Columbia, Ecuador, and Peru.

www.globalsecurity.org/military/systems/ship/tap-1000.htm

SANTA MARIA, SANTA MARIANA, SANTA MAGDALENA and SANTA MERCEDES were taken under long term charter in 1978 by Delta Lines, USA. These ships were eventually sold, the SANTA MERCEDES took on a cadet training role while Delta Line itself has disappeared into the framework of the larger United States Lines. The former Grace Line ships SANTA MAGDALENA, SANTA MARIA and SANTA MARIANA (all 1963/11221 grt) were eventually sold en bloc by Prudential Lines, New York to U.S. interests. <http://iancoombe.tripod.com/id39.html>

In 1960 Grace Line decided to replace the aging "Combos" with four new 20 knot passenger vessels to carry approximately 100 passengers. These vessels were to serve the west coast of South America. They were 20,000 displacement tons 546 feet long with a 79 foot beam. The names were chosen to honor the four countries, Panama, Colombia, Ecuador & Peru They were designed with all new advanced cargo carrying devices. Each was fitted out to carry 360,000 cubic feet of bananas (90,000 stems approx. 4000 tons) in three holds, on the southbound voyage these areas were used for carrying autos or palletized cargoes which were loaded by a special pallet handling system. There were 5 cargo elevators in 3 holds. The other two holds were container holds. There were four gantry cranes on deck which when married in pairs could handle 40 foot containers. Container capacity was 175 twenty foot containers. The four "M" ships, as they were called carried 125 first class passengers. Public rooms were spacious and tastefully decorated and there was a large outside tiled swimming pool.

Things were normal until 1969 when the parent company W.R. Grace decided to go out of the steamship business and concentrate on chemical and other company ventures. Grace Line was sold to Prudential Line, a small line owned by Skouras of 20th Century Fox. At first the line was called Prudential Grace Lines and later the Grace was dropped and it became just Prudential Line. The ships were operated as before with most of the same personnel aboard but in 1970 Prudential decided to suspend the Caribbean service and the Santa Rosa and Santa Paula were laid up, never to sail under the American Flag again. The "M" ships were sailed as freighters until 1972 when three were transferred to the west coast. They were once again returned to passenger ship status. They sailed from San Francisco, north to Tacoma and Vancouver thence through the Panama Canal calling at ports on the east coast of South America then through the Strait of Magellan to call at ports on the west coast of South America and thence return to Los Angeles and San Francisco. This was a 59 day voyage. The Santa Magdalena remained on the east coast until 1974 when she too was transferred to the west coast to sail with the other three.

In 1978 the Prudential Line was taken over by Delta Lines, In 1983 there was a sharp drop in cargo bookings to South America and operations began to wind down. The six "L" class freighters were laid up and finally sold. The four "M" ships continued to run until 1984 when all operation of the former Grace Line Santas ceased.

Santa Magdalena (1963) 1970 transferred to Prudential Grace Lines not renamed, 1980 transferred to Delta Line not renamed, 1984 laid up, 1988 scrapped

www.theshipslist.com/ships/lines/grace.htm

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