

GRANDE AMERICA

IMO No: 9130937 CONTAINER RORO 1997 / 56642 GT

COMPANY:

Grimaldi Group SpA,
Italy

YARD INFORMATION:

Fincantieri-Cantieri Nav. Italiani SpA
(Italy) 5984

DEMOLITION:

Sank about 140 nautical miles south
west from Brest (France) 13/03/2019



Hamburg 25/03/2002 © S. Wiedner

10/03/2019: Suffered severe fire off the western coast of France (Brest) when sailing from Hamburg to Casablanca.

13/03/2019: Vessel sank about 140 nautical miles south west from Brest.

BASIC DATA:

GT: 56642
DWT: 27965
TEU: 1321
Reefer: 40
Cars: 3515
Lane-length: 3505
Loa: 213.88
Bmd: 32.25
Draft: 9.70
Engine: 1x oil Sulzer 7RTA62U
Power: 15447 kW
Speed: 16.2 kn
Cranes: 2x40t
Decks: 11 incl. 2 hoistable decks
Quarter stern door/ramp (s.a.)

OWNER & FLAG HISTORY:

GRANDE AMERICA during 1997
Flag Date of record Source
Italy since 01/11/1999
Registered owner Date of record Source
GRIMALDI DEEP SEA SPA during 01/2012
GRINAVI 01-10-1999 LRF
Ship manager Date of record Source
GRIMALDI DEEP SEA SPA since 06/09/2001
GRIMALDI GROUP SPA during 1997

NAME HISTORY:

GRANDE AMERICA	1997-12	Grimaldi Compagnia di Navigazione SpA, Italy
GRANDE AMERICA	2012-19	Grimaldi Deep Sea SpA, Italy

GENERAL VESSEL INFORMATION:

1997:

Built as the first of three ships in a \$US 400 mio order.
(World Maritime News - 5 December 1997)

2019:



Fire hits Grimaldi conro off France

MARCH 12TH, 2019

NICOLA CAPUZZO

EUROPE, OPERATIONS



Grimaldi Group-controlled conro ship [Grande America](#) caught fire off the western coast of France while sailing from Hamburg to Casablanca in Morocco late on March 10.

A frigate from the British Royal Navy and a French rescue ship came to the Italian ship's rescue soon after it caught fire and all the 27 people onboard were taken to the French port of Brest.

"The crew of *HMS Argyll* spent eight hours saving every soul aboard the Grande America in the Bay of Biscay after the ship's cargo of containers and cars caught fire. The frigate responded to a mayday during the night from the 28,000-tonne merchant ship about 150 miles southwest of Brest: the crew were fighting a losing battle against the flames and were abandoning ship," the Royal Navy said. "The conditions were horrendous, the vessels were rolling at 30 degrees which made it extremely hairy getting the sailors safely on board."

A statement from the Naples-based Grimaldi Group reported that its 1997-built vessel "experienced a fire in one of the containers loaded on the weather deck during the night of March 10th and 11th, which spread to other containers positioned close by. The vessel was en route from Hamburg to Casablanca, when the incident occurred about 150 nautical miles off Brest. After an attempt from the crew to extinguish the fire, at around 02:30 a.m., the Master decided that the crew should leave the vessel by life boat, as it was considered that the winds may well spread the fire further."

French authorities also dispatched a Falcon 50 maritime surveillance plane and, together with Grimaldi, the fire fighting tug vessel *Abeille Bourbon* which is presently trying to extinguish the fire onboard. It is expected that once the fire is extinguished, the *Grande America* will be towed to a suitable port.

(<https://splash247.com> - March 12th, 2019)

Burning Grimaldi conro Grande America sinks off France

MARCH 13TH, 2019

NICOLA CAPUZZO

EUROPE, OPERATIONS



A day after it [caught fire off France](#), the Grimaldi Group-controlled conro vessel [Grande America](#) has sunk in the Bay of Biscay.

The Naples-based company specified in a statement that the fire was “caused by some cargo loaded onboard the vessel and the firefighting operation by the crew had to be discontinued when the ship had to be abandoned in order to avoid any risk for the crew’s safety”.

There was no loss of life or injury among the 26 crew and one passenger who had left the vessel in the early hours of March 11, picked up by the Royal Navy’s *HMS Argyll* and taken to Brest.

The P&I Club of the ship is the North of England while the hull & machinery is insured by Norwegian Hull Club (as arranger) and other insurers, among them Siat and Generali.

The fire extinguishing operations, coordinated by the French authorities, started yesterday morning with the tug *Abeille Bourbon*. Grimaldi had also engaged savour Ardent.

“Despite the best efforts, last night the French authorities decided to suspend the fire fighting operations, as the vessel had begun to sustain quite a considerable list,” Grimaldi said. “Unfortunately with the weather worsening and the vessel’s list getting more considerable, the *Grande America* sank today (March 12th) at 15:26 hours local time, at about 140 nautical miles south west from Brest and a depth of 4,600 metres” .

(<https://splash247.com> - March 13th, 2019)

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.

(Source: Alphaliner Weekly Newsletter 17/2023)

Last update: 29/4/2023