## CAESAREA on Jersey 1978 13p sg 201.

Auke Palmhof

She was built as a ferry under yard no 2008 by J.Samuel White & Co., Cowes, England for British Railways launched 29th Jan. 1960 as CAESAREA. She was christened by Lady Coutanche. Nov. 1960, delivered to owners.

4174 gross, 2271 net, 640 dwt., dim. 321.9 x 53.8 x 16.6ft, draught 13.6ft. Powered by two double reduction geared Pametrada steam turbines, manufactured by Whites, 8.500 shp., speed 19½ knots; one bow thruster, and Denny Brown stabilisers.

Accommodation for 1400 day passengers in one class and 78 crew. 25 double bed cabins and 12 single berth cabins.

There was a limited space for cargo and cars fore and aft, but the vessel did not have her own loading or discharging facilities.

She was designed for the day and night service between Weymouth and the Channel Islands; she and her sister the SARNIA were the last conventional ferries built for the Channel Island ferry service,

16th Nov. 1960, maiden voyage with invited guests and directors to the Channel Islands.

2nd Dec. 1960 was her first commercial voyage.

August 1968, she was holed approaching Weymouth, and was repaired in Southampton.

1973. Taken out for service temporarily after grounding at Jersey.

8th Oct. 1973, she carried the last mail to the Channel Islands; most leetters were already carried by air, and packets by ro-ro vessel.

Her last voyage was on 6th Oct. 1975 to the Channel Islands; altogether she made 2042 roundtrips, with a total of steamed miles of 396,148, and carried 3.267.200 passengers.

1975. Transferred to the Dover to Calais or Folkestone and Boulogne ferry service.

20th Dec. 1980 Sold to Superluck Enterprises Inc.. Panama for further trading in the Pacific. renamed AESAREA.

10th Feb. 1981, arrived at Hong Kong and laid up, moored on a buoy in

the Shamshupo Anchorage, near the Stonecutters Island.

Oth Sant 1983, during a typhoon she broke loss of her mooring lin

9th Sept. 1983, during a typhoon she broke loss of her mooring lines and grounded in shallow water.

10 Sept. 1983, refloated by tugs, and did not have any damage.

In the summer of 1987 Superluck Enterprises Inc. were in dire financial problems. The ship had been used on the Hajj ferrying pilgrims to Saudia Arabia ports. However the Hajj was now based on aircraft and large ferries, and the CAESAREA was too small and old to be economic. By the end of the year the vessel was laid up in Hong Kong harbour. Attempts by receivers, appointed to administer Superluck's affairs, failed to find a purchaser for the ship of the company. In March 1988 the CAESAREA was towed to the shipbreakers yard. The official record states that she was scrapped in Kashsiung, but a photo published in August 1988 indicates a Pakistani location.

Sources: Sea Breezes Vol 70 page 813, and May 1997 page 402

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