

Table Bay

On her maiden voyage Table Bay commenced loading at Bremerhaven on November 14, thereafter loading at Hamburg, Rotterdam, Zeebrugge and Le Havre departing finally on November 23 for South Africa.

Owned by Overseas Containers Limited, B&C are responsible for managing, manning and maintaining Table Bay on their behalf.

The ship was built by Aktien-Gesellschaft Weser at Bremen. Appraisal of design and supervision of building was carried out by Ocean Fleets Ltd.

Principal particulars are:

Length overall—258.50 m
Breadth moulded—32.26 m
Design draught—12.00 m
Displacement tonnage—71,542.00 tonnes

Design speed in service—23 knots (approx.)

Machinery: Two M.A.N. type K8 SZ 90/160 diesel engines giving a total of 11,360 b.h.p. (metric) at 122 r.p.m.

Container capacity T.E.U. (containers 8' 6" high with 2 layers on deck):
General below deck 894
Refrig. below deck 886
General on deck 601
Refrig. on deck 55

2436

This third generation container ship must be ranked amongst the world's most powerful merchant ships both in regard to its twin-screw diesel engine driven propulsion system and its electric power generating capacity.

The complete machinery plant has been designed to Lloyds U.M.S. requirements and can be operated up to 16 hours per day unmanned.

The propulsion machinery consists of two A. G. Weser built MAN K8SZ90/160A type engines, each have 8 cylinders and a maximum continuous rating of 25,680 hp at 122 rpm, and each directly connected to a fixed pitch propeller designed and manufactured by Stone Manganese Marine Ltd. Attachment of propellers to shafting is by means of the Pilgrim Mark III Keyless bore system.

Each engine has two electrically driven blowers for providing combustion air at low speeds and two BBC type VTR 631 exhaust gas driven turbo chargers which automatically take over the duty of providing combustion air at high speeds.

Equipment enabling the main engines to be controlled either from the bridge, the machinery control room, or locally at the engines is provided.

Table Bay has a raked stem, bulbous bow and a wide transom stern to enable the maximum number of containers to be carried. The ship is driven by twin propellers and steered by a semi-balanced rudder with additional

manoeuvring facilities provided by the fitting of twin bow thrusters forward.

The ship is finished in OCL livery, the hull being mid-Brunswick green with white superstructure. The upper deck and hatches are grey and the green funnel carries the OCL logo in white.

Radio and navigation equipment

Table Bay is fitted with the latest communications equipment and electronic aids to navigation. Her outfit includes Decca Mk 21 Navigator, inter-switched 16 inch True motion radars with anti-collision facilities. Electro-magnetic Log, ITT Automatic Radio Direction Finder, Omega Navigator and Koden Weather Facsimile. Two Anshutz gyro compasses and an ITT main radio station capable of world-wide radio-telephone communications based on their 1500 Watt ST1600A transmitter.

Container arrangements

In seven holds below deck a cell guide structure is built into the ship to the usual fine tolerance. Containers are stowed in these cells, 10 wide, across the ship and 9 high amidships. The tops of the cell guide angles are fitted with fixed castings flared to guide the containers into the cells. Stowage is provided for 20 ft and 40 ft containers. However, the structure of the ship has been arranged so that future conversion of 20 ft cells to 40 ft cells or vice-versa is possible with minimum structural alteration. Holds for the carriage of refrigerated containers are insulated and fitted with cooling units and retractable couplings. Each unit can serve a vertical stack of 9 containers each 8' 6" in height (couplings are adjustable for containers 8' in height) cooled air being supplied to the bottom of each container and exhausted from the top. These insulated containers are built with two holes in one end. Ducts from the coolers are automatically connected to openings in containers by means of the retractable couplings which are controlled pneumatically. The openings in the supply and exhaust trunks can be sealed when general cargo containers are carried in the insulated holds which is possible when a full load of refrigerated containers is not available.

Containers are carried 13 wide on the hatch covers which are designed to carry 20 ft containers with a stack weight of 40 tons and 40 ft containers with a stack weight of 80 tons. The securing of the containers stowed on the hatches is by means of standard twistlocks. In general, for anticipated container stacking and loading, standard twistlocks will be utilised for inter-tier fitting. Provision is also made for the use of a rod lashing system if this is necessary to supplement twistlocks when securing particularly heavy stacks.

Accommodation

The last ten years have seen enormous advances in the interior design of crew accommodation on board ships.

In Table Bay the accommodation is of an unprecedented high standard, both in quality of furniture and fittings and in the amount of space allocated for public rooms and cabins. A sample cabin was built so that every detail could be checked before work on board commenced.

Officers and ratings are accommodated in fully air-conditioned private rooms with their own private bathroom or shower room and wc. The spacious rooms are fitted with a double bed, large built-in wardrobe, ample drawer space, desk, settee and a fully fitted wool carpet. Three pairs of rooms on the Ratings Deck have a communicating door for future use as "family rooms".

A particular feature on board is the siting of all the public rooms for officers and ratings on the Promenade Deck. The galley is centred between the dining rooms which in turn lead into the respective lounges and bars. There is an officer's Quiet Room adjoining the Officer's Bar. Fitted carpet is provided in all public rooms except Ratings Messroom and Recreation Room.

Two communal areas for ratings and officers are provided—the Recreation Room for table tennis, cinema, etc. and the Television Room. The Television Room is provided with a 26" colour television which in addition to receiving "off air" programmes is coupled to a video tape player and the ship will receive 520 hours of video programme per annum. Both officer's and crew's lounges are fitted with 26" monochrome televisions capable of world-wide reception.

Cayzer Irvine Hotel Management Design Section acted as consultants on the accommodation with Ocean Fleets Ltd, and were, in addition, awarded the contract for the interior decoration and design of the ship. Starting with the sample room, much thought and time was given to providing cheerful, colourful and distinctive decorative schemes for all the areas. There is a two tier lighting system in all public rooms enabling overhead fluorescent lights to be switched off and the rooms illuminated by table lamps and downlights only with pleasing effect. A certain rivalry already exists between ratings and officers as to whose public rooms are best. The Crew Lounge/Bar with its very comfortable seating, fitted carpet and simulated brass bar counter and surround appears to be the winner by a very short head.

Bearing in mind the very high standard of accommodation on the earlier "Bay" class container ships the contract for Table Bay interior decoration was approached with a certain trepidation. In the event Table Bay has turned out to be a most luxurious, pleasing vessel to live on and one in which owners and crew will have much pride in showing to their many customers in Europe and South Africa.