

Basic Detail Report

00055692

Title

Miniature diecast model of Hamburg Sud vessel

Date

late 1940s - 2010

Medium

Composite Metal

Dimensions

Overall: 32 × 24 × 161 mm, 357 g

Name

Model

History

Hamburg Sud was established in 1871 as a public shipping company to operate a regular cargo, and passenger line, service between Europe and South America. Throughout the late 19th and early 20th centuries, Hamburg Sud employed steamships, such as the Cap Frio, for heightened emigrant traffic to South America, whilst also becoming intrinsically important to the Brazilian economy via the exportation of coffee. Following WWI, in accordance with the Treaty of Versailles, Hamburg Sud lost all of its ships. During the interwar years Hamburg Sud received considerable support from the German Government to rebuild its fleet, taking a particular focus on its passenger line of vessel - such as the opulent Cap Arcona (1929). At the outbreak of WWII Hamburg Sud had its largest fleet to date, with 52 ocean going ships and 114 auxiliary vessels, most of these vessels requisitioned in 1940 by the German government. The 1950s saw the development of the influential Cap Class, purpose built to transport refrigerated goods and vehicles to South American ports. This period further saw the establishment of Hamburg Sud's global tanker branch, Rudolf A. Oetker (RAO) and the end of Hamburg Sud's exclusively passenger vessels with the Santa Teresa and Santa Ines (1953). In 1959 Hamburg Sud launched its Columbus Line servicing the west coast of North America and Australia/New Zealand. The Cap San Class of 1961 and 1962 saw the end of conventional cargo construction for Hamburg Sud - the Columbus New Zealand (1971) marking the beginning of a new era of containership vessel. Columbus Line ships had bright red hulls, white superstructures, and white containers, renowned traits of the modern day Hamburg Sud vessel. During the 1980s Hamburg Sud continued to make technological changes to its vessels, the Columbus Class converting from turbine to motor propulsion in 1986 in order to save fuel. Hamburg Sud's container giants flourished during the 1990s. By the end of 1992, Hamburg Sud's fleet encompassed 71 units, including 46 chartered ships. The container fleet had a collective size of 50,000 boxes, including 13,000 refrigerated containers. In 1996

Hamburg Sud took over the Cap Roca (35, 303 gross tonnes) their largest containership to date. At the turn of the decade Hamburg Sud increased its partnership with international shipbuilders such as Daewoo (2002), and expanded its services into new areas in Asia.