

MSC NEW ZEALAND

IMO No: 7628318 CONTAINER 1977 / 5660 GT

COMPANY:

Portman Ltd.
Vanuatu

YARD INFORMATION:

Setouchi Zosen K.K.
Kinoe (Japan) 462

DEMOLITION:

Kolkata, 05/12/2009



Lyttelton (N.Z.) 14/1/2000 © A. Calvert

BASIC DATA:

Container ship (design fully cellular with Ro-Ro facility)

GT: 5660

DWT: 6583

TEU: 328

Reefer: 258

LOA: 119.00

Bmd: 18.90

Draft: 7.65

Engine: 1x oil MAN

Power: 6546 kW

Speed: 16.0 kn

Cranes: 1x30 gantry (removed)

1x Angled stern ramp (s) (removed)

OWNER & FLAG HISTORY:

TMS EXPRESS 03-04-2006 LRF

FEEDER 6 02-04-2001 LRF

MSC NEW ZEALAND 12-05-2000 LRF

Flag Date of record Source

Indonesia since 01/08/2002

Vanuatu 12-05-2000 LRF

Registered owner Date of record Source

TRESNAMUDA SEJATI 08-05-2006 LRF

PORTMAN 01-11-1999 LRF

Ship manager Date of record Source

TRESNAMUDA SEJATI 08-05-2006 LRF

DORIS MARITIME SERVICES 19-11-2001 LRF

PORTMAN 01-11-1999 LRF

EX-NAMES:

OPAL BOUNTY	1977-82	
CCNI ANTARTICO	1982-83	
STRIDER EXETER	1983-84	
CCNI AUSTRAL	1984-85	
STRIDER EXETER	1985-85	
AES CHALLENGE	1985-86	
KLANG REEFER	1986-99	EAC Lines Western Australia Ltd., Bahamas
MSC NEW ZEALAND	1999-01	Portman Ltd., Vanuatu
FEEDER 6	2001-06	Portman Ltd., Vanuatu
TMS EXPRESS	2006-09	Tresnamuda Sejati, Indonesia

GENERAL VESSEL INFORMATION:

THE REVOLUTION IS UNDER WAY SEA CONTAINERS' STRIDER CLASS

John White

Following the success of the TARROS class of ships, Sea Containers Ltd. saw the opportunity to introduce larger ships with the same design format that could sail greater distances. This created the opportunity for ships to sail from the U. K. to the Middle East and as far as the Arabian Gulf.

Thus the STRIDER class was introduced. I think I should make it clear that Sea Containers Ltd. called the ten vessels a class – I do not; they are three groups of ships ordered in batches from 3 different shipyards. The basic standard of the three batches is the same - Ice strengthened, RoRo cargo/containership with fixed guides. Stern quarter ramp. 38ton gantry crane on deck. Loading/unloading carried out with gantry crane loading/unloading trucks which gained access to main-deck across the stern ramp through a 'tunnel' in the superstructure.

An order was placed with the Shinhama Dock K. K. at Anan in Japan for six vessels but the last two were cancelled. The first vessel was laid down in 1975. These vessels could be described as Batch 1.

Batch 2 was ordered from Setouchi Zosen K. K. at Kinoe, Japan. This order was for five vessels but one was cancelled. Strangely this was the middle one of the five. The first vessel was laid down in 1976.

The two batches were similar in that they had the same length but breadth and depths were different. Thus the Batch 2 vessels had a larger TEU capacity than Batch1 vessels.

The order for two Batch 3 vessels was placed with Kagoshima Dock & Iron Works Ltd., Kagoshima, Japan. These were longer and wider vessels with a similar draft to Batches 1 and 2. Their capacity was, however, almost the same as the Batch 2 vessels. The first vessel was laid down in 1978.

Batches 2 and 3 vessels were also fitted with electrical supply points for refrigerated containers.

Setouchi built vessels. Five ordered but only four constructed.

3.1977: Yard No.464 cancelled.

5,311g. 2,075n. 6,689d. 119.0(BB) x 18.98 x 7.652 meters.

16-cyl. 4 S.C.S.A. (400 x 540mm) MAN 16V40/54 vee type oil engine manufactured by Kawasaki Heavy Industries Ltd., Kobe. 8,900 BHP, 17 kts. Thwartship thrust controllable pitch propeller forward.

Container capacity - inclusive of 264 refrigerated units:-

240 x 20' containers or 40' equivalents in the hold.

112 x 20' containers or 40' equivalents on the deck.

MSC NEW ZEALAND:

- 1976: Laid down as STRIDER EXETER by Setouchi Zosen K. K., Kinoe (Yard No. 462), for Sea Containers (Atlantic) Ltd., Bermuda.
- 20.4.1977: Launched as OPAL BOUNTY.
- 8.1977: Completed for Strider 4 Ltd., (Sea Containers Chartering Ltd., managers), Bermuda.
- 1979: Transferred to Liberian registry.
- 1982: Renamed CCNI ANTARCTICO
- 1982: Renamed STRIDER EXETER.
- 1984: Sea Management Services (S.M.S.), appointed as managers, and renamed CCNI AUSTRAL.
- 1985: Renamed STRIDER EXETER.
- 1985: Renamed AES CHALLENGE.
- 1986: Transferred to Hong Kong registry, and renamed KLANG REEFER.

- 1988: Transferred to S. C. Reefer Shipping (Pte) Ltd., (EAC Ships Management Services Singapore Pte. Ltd., managers), Singapore.
- 1990: Pacifica Ship Management (Singapore) Pte. Ltd., appointed as managers.
- 1992: Sold to E.A.C. Lines Western Australia Ltd., (same managers), Bahamas.
- 1999 Sold to Portman Ltd., Vanuatu and renamed MSC NEW ZEALAND

2000: Vessel is operating a container service between NZ & Australia. She has been detained several times on occasions of safety deficiencies. (Report by A. Calvert)

Vessel arrived in Auckland on 28th June 2000 with one of her holds partly flooded. Following an investigation by the Maritime Safety Authority a detention notice was issued on the same day and was lifted on 11th July after completion of work on 37 deficiencies adequate to make her capable of proceeding to sea. She then sailed for Lyttelton and thence to Australia, but under the necessity of rectifying 22 further deficiencies before returning to New Zealand and an additional 22 items to be attended to within three months. A total of 81 deficiencies were listed. **It is understood that MSC are not totally satisfied with MSC NEW ZEALAND which is reported to have a number of operational shortcomings,** presumably in addition to the state of decrepitude which the foregoing indicates.

(New Zealand Maritime News)

2001: Humble **FEEDER 6** is relic of a revolution. It was **built as the OPAL BOUNTY, which was a "STRIDER 1 REEFER" type**. This was a modification of the original Hart Fenton-designed "Strider" model with a higher reefer box capacity of 258 teu. Fitted with a 30-tonne gantry, fixed cell guides underdeck and an angled stern ramp, OPAL BOUNTY has had a succession of names. One of its roles was running as a feedership for East Asiatic Co in Southeast Asia as the KLANG REEFER

(Newspaper - tradewindsnews.com 21.12.01)

2001	Renamed FEEDER 6
2002	Sold to PT Tresnamuda Sejati, Indonesia and renamed TMS EXPRESS
2009	Sold to Indian breakers and arrived at Kolkata 5/12/2009

(Abstract from article by John White published @ MARINE NEWS 12/2015)

Last update: 12/12/2015