

OPDR CASABLANCA

IMO No: 9155420 GEN.CARGO 1998 / 4115 GT

COMPANY:

Oldenburg-Portugiesische
Dampfschiffs-Rhederei (OPDR)
GmbH, Germany

YARD INFORMATION:

Yangzhijiang Shipyard A448
Jiangyin (China)

SCRAPPING INFORMATION:



Baltic Sea 30/3/2003 © S. Wiedner

GENERAL INFORMATION:

OPDR CASABLANCA
IMO-No. 9155420
Call Sign MPKB2
Owner Oldenburg-Portugiesische Dampfschiffs-Rhederei
GmbH & Co. KG
Length overall 100.62 m
Registered Length 95.31 m
Registered Breadth 16.20 m
Moulded Depth 8.20 m
Draught 6.390 m
Gross Tonnage 4115
Deadweight 5199
TEU 374
Ship's Speed 14.00 kn
Shipbuilder Yangzhijiang Shipyard / Jiangyin
Yard Number A448
Completion 1998-04

OWNER & FLAG HISTORY:

JANSUM 2008-02-18 LRF
OPDR CASABLANCA 12-05-2000 LRF
Flag Date of record Source
Antigua and Barbuda 2008-02-18 LRF
Isle of Man 2006-11-13 LRF
Spain 01-11-2000 LRF
Cyprus 12-05-2000 LRF
Registered owner Date of record Source
BLERSUM 2008-02-18 LRF
OLDENBURG-PORTUGIESISCHE 01-11-2000 LRF
ST. ALOYSIUS SHIPPING 01-01-1998 LRF
Ship manager Date of record Source
BRIESE SCHIFFFAHRTS GMBH & CO 2008-02-11 LRF
OLDENBURG-PORTUGIESISCHE 01-01-1998 LRF

SALES, TRANSFERS & RENAMINGS:

OPDR CASABLANCA	1998-08	St. Aloysius Shg., Cyprus
JANSUM	2008-	Briese Schifffahrts GmbH & Co. KG ms "BLERSUM", Antigua

GENERAL VESSEL INFORMATION:

NYK will collaborate with Sea Consortium's Continent Iberia X-Press Service on routes from northern Europe to the Iberian Peninsula. The Japanese shipping company has ended its collaboration with Portlink, Holland Maas Shipping (HMS) and OPDR. While the three partners plan to use fewer ships in future, they will replace a number of smaller ships with three larger units. The use of larger units enables us to create a better organized sailing schedule, while the total capacity remains virtually the same. Portlink brought the 'Merino' (a leased vessel of 523 teu) into service. Its sister ship, 'Uwe Kahrs', leaves Rotterdam tomorrow, sailing for HMS under the name of 'HMS Goodwill'. It will be followed one week later by the 'Katharina B', under the new name of 'HMS Portugal'.

The three ships will connect Rotterdam with Lisbon and Leixoes. Every other rotation, there will also be a direct service to Vigo or Felixstowe. With regard to the smaller ships, the 'OPDR Sevilla' and the 'Portlink Sprinter' (each 370 teu) have already been returned to their owner. The leased vessel 'HMS Portugal' (390 teu) and its sister ship 'Portlink Runner' will be leaving the fleet later this month.

In addition to the three 523-teu vessels, the 'Portlink Caravel' (390 teu) and the sister ships 'OPDR PORTO' and '**OPDR CASABLANCA**' (each 369 teu) will still be used for the run between Antwerp, Leixoes, Lisbon, Le Havre and Rotterdam. Every other trip, vessels will also call in at Vigo. HMS is retaining the old 'HMS Goodwill' (356 teu) which it will continue to use (under the name of 'HMS Navigator') in a separate service of its own on the route, together with the slightly smaller 'Ketty Brövig'. Portlink and OPDR will be granted slots on these ships. NYK will join up with Sea Consortium, which only commenced operations on the sailing route in May of last year, after OOCL pulled out. The Japanese shipping company is maintaining a presence with a ship of its own, and has leased the 'Ijsseldijk' for this purpose.

(c) Nieuwsblad Transport - 19-3-2004

London, Jul 18 A press report, dated yesterday, states: General cargo **OPDR CASABLANCA** (4115 gt, built 1998) suspected of causing pollution was allowed today to leave a French port after it had put down a deposit of tens of thousands of euros against a possible fine, port authorities said. The vessel, sailing under a Canary Islands flag, is suspected of flushing its tanks off the coast of Brittany. A French surveillance aircraft detected a slick six and a half kilometres long and 40 metres wide in the wake of the vessel. The Spanish captain was given a summons to appear in court in the western French port city of Brest in January of next year to face charges of illegally dumping fuel at sea. He was allowed to sail from the Normandy port of Le Havre after paying a deposit of 300,000 euros. The captain told police the pollution had not been intended but was the result of a technical problem. But experts who boarded the vessel contradicted the story, police said, and found the pollution was deliberate. The vessel was on its way from Vigo in northwest Spain and after the pollution was detected was ordered into Le Havre, the nearer port of Brest being too busy. After four days at the quay it left Le Havre on Saturday night for Hamburg.

http://www.lib.unipi.gr/files/Lloyds_Casualty_Week/2004/Casualty_Week_Jul_30.pdf

Cargo M/V **OPDR CASABLANCA** suffered a machine blackout on the Scheldt after departing from Antwerp toward the North Sea on Aug. 5. The vessel's anchor failed to hold, and assistance was needed from the tugs Bravo, Multratug 10, and Hemiksem.

Aug. 9 2007

www.cargolaw.com/presentations_casualties.html

2008: Sold by OPDR (B. Schulte Group) enbloc with OPDR CARTAGENA to Briese Schiffahrts GmbH & Co., both Germany. Vessel will not be employed as container carrier anymore but for general & bulk cargo transport. Container cellular grids were removed on both vessels.

AK 1/08

Last update: 2/5/2008