

# MSC NEW ZEALAND

IMO No: 7628318 CONTAINER 1977 / 5660 GT

## COMPANY:

Portman Ltd.  
Vanuatu

## YARD INFORMATION:

Setouchi Zosen K.K.  
Kinoe (Japan) 462  
Design: STRIDER class

## DEMOLITION:

Kolkata, 05/12/2009



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

**2009: Demolition as TMS EXPRESS (Indonesia) 05/12/2009.**

## BASIC DATA:

Container ship  
(origin design fully cellular with Ro-Ro facility)  
GT: 5660  
DWT: 6583  
TEU: 328  
Reefer: 258 (~ 80% reefer capacity)  
Loa: 119.00  
Bmd: 18.90  
Draft: 7.65  
Engine: 1x oil MAN 16V40/54A  
Power: 6546 kW  
Speed: 16.0 kn  
Gantry crane: 1x30 (removed)  
Stern ramp: 1x angled (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

## NAME HISTORY:

STRIDER EXETER	1977-77	name when ordered
OPAL BOUNTY	1977-79	name when launched to Strider 4 Ltd, Bermuda
OPAL BOUNTY	1979-82	Strider 4 Ltd, Liberia
CCNI ANTARTICO	1982-83	Strider 4 Ltd, Liberia
STRIDER EXETER	1983-84	Strider 4 Ltd, Liberia
CCNI AUSTRAL	1984-85	Strider 4 Ltd, Liberia
STRIDER EXETER	1985-85	Strider 4 Ltd, Liberia
AES CHALLENGE	1985-86	Strider 4 Ltd, Liberia

KLANG REEFER	1986-88	Strider 4 Ltd, Hong Kong
KLANG REEFER	1988-99	SC Reefer Shipping Pte Ltd, Singapore
MSC NEW ZEALAND	1999-01	Portman Ltd., Vanuatu
FEEDER 6	2001-06	Portman Ltd., Vanuatu
TMS EXPRESS	2006-09	PT Tresnamuda Sejati, Indonesia

**GENERAL VESSEL INFORMATION:**

The World Ship Society Ltd.



# Marine News

## 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 an article by John White published @ MARINE NEWS 12/2015)

## MSC New Zealand

▼ Von Alan Calvert 



Good evening  
from a very cold Lyttelton Harbour.  
Photo opportunities have been few in recent weeks so I have delved into some recent scans of my prints.

MSC New Zealand was the first ship ( I'm happy to know if that's not right) MSC put into service in NZ.  
The ship was used to feeder to and from Australian ports to link up with their European services.She was under charter to MSC from 1999 to 2001.  
MSC New Zealand was getting old when she called here. Having entered service during 1977 her gantry crane and ro/ro ramp were long gone. According to Miramar & Equasis she lasted until 2009 when she was reported broken up at Kolkata 5.12.09

IMO 7628318  
Flag VUT  
Completed 1977 as Opal Bounty by Setouchi Zosen,Kinoe yard Japan.  
Strider class design



# Strider-Klasse

Die **Strider-Klasse** (englisch: Strider class) war eine Baureihe von **ConRo-Schiffen** des Containerleasingunternehmens *Sea Containers Group*. Der **Schiffstyp** wurde in den Jahren 1976 bis 1979 von mehreren japanischen Werften gebaut.

## Inhaltsverzeichnis [Verbergen]

- 1 Geschichte
- 2 Technik
- 3 Die Schiffe (Auswahl)
- 4 Einzelnachweise

## Geschichte [ Bearbeiten | Quelltext bearbeiten ]

Sea Containers zielierte ab Ende der 1960er Jahre mehrere innovative Schiffsentwürfe, um sie als universell einsetzbare Chartertonnage anzubieten. Eine dieser Baureihen, die *Strider-Klasse*, bestand aus neun Einheiten. Ihr Haupteinsatzgebiet waren zunächst die Fahrtgebiete Mittelmeer und mittlerer Osten mit ihren seinerzeit noch weitestgehend ohne Containerinfrastruktur arbeitenden Häfen. Später fanden sich die Schiffe auf zahlreichen Feederdiensten oder in der herkömmlichen Trockenfahrt.

## Technik [ Bearbeiten | Quelltext bearbeiten ]

Die Schiffe sind als Mehrzweck-Trockenfrachtschiffe mit weit achterem Deckshaus ausgelegt. In der Hauptsache werden sie im Containertransport eingesetzt. Die Containerkapazität beträgt 328 TEU. Die Laderäume der Schiffe sind mit herausnehmbaren **Cellguides** versehen und werden mit längsschiff geteilten Pontonlukendeckeln verschlossen. Die Schiffe wurden zum Einsatz in einem Fahrtgebiet mit seinerzeit schlecht ausgebaute Hafeninfrasturktur entwickelt und sind daher mit einer nach Steuerbord öffnenden RoRo-Heckrampe und einem an Deck verfahrbaren **Portalkran** von 35 Tonnen Kapazität ausgerüstet. Die Container konnten auf diese Weise über die Heckrampe durch die große Durchfahrt im unteren Bereich der Aufbauten auf das Hauptdeck gefahren werden, wo sie von der Gantry aufgenommen und verteilt wurden.

Der Antrieb der Schiffe besteht aus einem Viertakt-Dieselmotor mit einer Leistungen von rund 6700 kW. Die Motoren wurden als Lizenzmaschinen von MAN gebaut. Der Motor wirkt direkt auf den Festpropeller und ermöglicht eine Geschwindigkeit von etwa 17 Knoten. Weiterhin stehen mehrere Hilfsdiesel und ein Notdiesel-Generator zur Verfügung. Die An- und Ablegemanöver werden durch ein Bugstrahlruder unterstützt.

Strider-Klasse	
Schiffsdaten	
Schiffsart	RoRo-Containerschiff
Bauwerft	Setouchi Zosen, Kinoo Shinhama Dockyard, Anan Kagoshima Dockyard, Kagoshima (alle Japan)
Schiffsmaße und Besatzung	
Länge	119,00 m (Lüa)
Breite	18,98 m
Tiefgang (max.)	7,45 m
Vermessung	5886 BRT
Maschinenanlage	
Maschine	1 × MAN Dieselmotor
Maschinenleistung	6.546 kW (8.900 PS)
Höchstgeschwindigkeit	17,0 kn (31 km/h)
Propeller	1
Transportkapazitäten	
Tragfähigkeit	6423 t <sub>dw</sub>
Container	328 TEU
Anmerkungen	
Daten	Cartagena

Strider-Klasse					
Schiffsname	Bauwerft/Nummer	IMO-Nummer	Ablieferung	Auftraggeber	Umbenennungen und Verbleib
<i>Strider Australia</i>	Shinhama Dockyard/702	7376082	Dezember 1975	Sea Containers Strider, Liberia	Vom Stapel als <i>Maersk Tempo</i> , 1976 <i>Merzario Ionia</i> , 1978 <i>Strider Australia</i> , 1985 <i>A E S Express</i> , 1986 <i>Strider Australia</i> , 1986 <i>K. H. Enterprise</i> , am 11. März 1987 auf einer Reise von Keelung nach Hong Kong mit der <i>Oriental Faith</i> kollidiert und auf Position 22,22°N, 117,30°E gesunken.
<i>Strider Broadsword</i>	Shinhama Dockyard/703	7376094	1976	Sea Containers	1976 <i>Jeddah Crown</i> , 1979 <i>Strider Broadsword</i> , 1984 <i>Emma</i> , 1986 <i>Sea Dragon</i> , 1997 <i>Yu Nu Feng</i> , 1997 <i>Langford</i> , 1998 <i>Fu Fung</i> , Abbruch ab 6. Januar 2000 in Xinhui.
<i>Saudi Crown</i>	Shinhama Dockyard/?	7512985	1977	Sea Containers	1980 <i>Strider Diamond</i> , 1989 <i>Eagle Sky</i> , 1990 <i>Indian Courier</i> , 1993 <i>Orient Courier</i> , 1996 <i>Indian Courier</i> , am 11. Juni 1998 auf 20,59°N, 71,34°E in Seenot geraten und aufgegeben.
<i>Opal Bounty</i> <sup>[1]</sup>	Setouchi Zosen/?	7628318	1977	Strider 4 Ltd./Sea Containers	1982 <i>CCNI Atlantico</i> , 1982 <i>Strider Exeter</i> , 1984 <i>CCNI Austral</i> , 1984 <i>Strider Exeter</i> , 1985 <i>AES Challenge</i> , 1986 <i>Klang Reefer</i> , 1999 <i>MSC New Zealand</i> , 2001 <i>Feeder 6</i> , 2002 <i>TMS Express</i> , 2009 verschrottet.
<i>Turquoise Bounty</i> <sup>[2]</sup>	Setouchi Zosen/463	7628320	1977	Sea Containers	1982 <i>Coni Andino</i> , 1983 <i>Strider Fearless</i> , 1986 <i>Swan Reefer</i> , <i>Lilium</i> , Abbruch Ende 2007 in Indien.
<i>Strider Gallant</i> <sup>[3][4]</sup>	Setouchi Zosen/465	?	Dezember 1977	Sea Containers	1978 <i>Jade Bounty</i> , 1984 <i>Freemantle Express</i> , 1985 <i>Jade Bounty</i> , 1986 <i>Scandutch Provence</i> , 1987 <i>Cartagena</i> , 2002 verschrottet.
<i>Strider Hero</i> <sup>[5]</sup>	Setouchi Zosen/466	?	Februar 1978	Sea Containers	1978 <i>Sapphire Bounty</i> , 1980 <i>Nedlloyd Bounty</i> , 1981 <i>Sapphire Bounty</i> , 1984 <i>Adelaide Express</i> , 1985 <i>Sapphire Bounty</i> , 1985 <i>Santa Marta</i> , Abbruch 2002 in Alang.
<i>Strider Isis</i>	Kagoshima Dockyard/122	7725283	1978	Sea Containers	1980 <i>Forum New Zealand</i> , 1987 <i>Strider Isis</i> , 1996 <i>Pelranger</i> , 2002 <i>Ranger</i> , Abbruch ab 25. Mai 2002 in Alang
<i>Strider Juno</i>	Kagoshima Dockyard/?	7725295	1979	Sea Containers	1995 <i>Pelstrider</i> , April 2004 <i>Trader</i> , Abbruch ab Mai 2004 in Alang.

(<https://de.wikipedia.org/wiki/Strider-Klasse>)

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