

FRISIA LISSABON

IMO No: 9299020 CONTAINER 2004 / 25406 GT

COMPANY:

Hartmann Schifffahrts GmbH & Co.
KG, Germany

YARD INFORMATION:

Aft section: Aker MTW Werft GmbH,
Wismar (Germany) 101
Fwd section: Aker Warnemunde
Operations GmbH, Rostock
(Germany)
Design: Aker CS 2500

DEMOLITION:



Hamburg 19/5/2009 © S. Wiedner

BASIC DATA:

GT: 25406
DWT: 33828
TEU: 2478
Reefer: 400
LOA: 207.54
Bmd: 29.80
Draft: 11.40
Engine: 1x oil B&W 7L70MC-C
Power: 21770 kW
Speed: 21.9 kn
Cranes: 3x45 t

OWNER & FLAG HISTORY:

FRISIA LISSABON since 01/09/2011
CSAV SANTOS since 01/10/2009
FRISIA LISSABON since 01/04/2008
CAP FLINDERS since 01/03/2006
CABO PRIOR since 01/09/2004
FRISIA LISSABON since 01/09/2004
AKER MTW 101 2003-11-10 LRF
Flag Date of record Source
Liberia 2003-08-18 LRF
Registered owner Date of record Source
FRISIA LISSABON KG since 30/09/2004
Ship manager Date of record Source
HARTMANN DRY CARGO GERMANY since 04/09/2015
HARTMANN SCHIFFFAHRTS GMBH & CO since 30/09/2004

EX-NAMES:

CABO PRIOR	2004-06	Container-Schiffahrt GmbH & Co. MS "FRISIA LISSABON" KG, Liberia
CAP FLINDERS	2006-08	Container-Schiffahrt GmbH & Co. MS "FRISIA LISSABON" KG, Liberia
FRISIA LISSABON	2008-09	Container-Schiffahrt GmbH & Co. MS "FRISIA LISSABON" KG, Liberia
CSAV SANTOS	2009-11	Container-Schiffahrt GmbH & Co. MS "FRISIA LISSABON" KG, Liberia
FRISIA LISSABON	2011-	Container-Schiffahrt GmbH & Co. MS "FRISIA LISSABON" KG, Liberia

GENERAL VESSEL INFORMATION:

United Container Carrier (UCC) has been established in 2004 in Leer, Germany. Acting as the commercial manager for the container- and parts of the multipurpose fleet for the Hartmann Group / Atlas Reederei AG, UCC is responsible for all chartering related matters, focusing on European and North- / South American charterers. (www.hartmann-shipping.com)

2017:

Tufton Oceanic linked to Hartmann's 2,500 teu septet

London-based fund management firm Tufton Oceanic Ltd is reported to have bought seven 2,500 teu container vessels from Hartmann Shipping of Germany. The 2,478 teu sisters FRISIA HELSINKI, FRISIA KIEL, FRISIA LISSABON, FRISIA LUBECK, FRISIA ROSTOCK, FRISIA ROTTERDAM and FRISIA WISMAR are said to have been purchased for an en-bloc price of \$50M, an attractively-priced acquisition, which places Tufton in a favourable position to enjoy any future recovery in the charter market.

All seven vessels, except the FRISIA LISSABON are currently on short to medium term charters to Maersk Line ending in 2017. Hartmann Shipping is understood to retain the management of the ships.

These vessels were built by Germany's Aker Ostsee Yard in Wismar in 2004-2005, as part of a nine-vessel building program for Hartmann. The two other ships in the series, the FRISIA LOGA and FRISIA HANNOVER are not believed to be part of the deal with Tufton.

The FRISIA HELSINKI and her sisters spent all their career on the charter market. The vessels initially enjoyed healthy charter rates over \$20,000 per day, before having to face a decade-long of rock bottom rates, further to the collapse of the charter market, in the aftermath of the 2008 financial crisis. The ships feature a deadweight of 33,700 tons, an Loa of 207.50 m and a beam of 29.80 m. They are equipped with three cranes of 45 tons and are fitted with 400 reefer plugs.

(Source: Alphaliner Weekly Newsletter 31/2017)

Tufton Oceanic is set for a hefty return on seven boxships purchased from Hartmann Schiffahrts this week should the market recover as projected. The London-based fund manager swooped on the 2,478-teu *Frisia Wismar*, *Frisia Kiel*, *Frisia Rostock*, *Frisia Rotterdam*, *Frisia Lissabon* and *Frisia Lubeck* (all built 2004), and the *Frisia Helsinki* (built 2005).



Tufton Oceanic buys boxship septet [Read more](#)

Brokers pegged the deal at \$50m in what marked Tufton's second move in the boxship market in as many months, following the capture of a pair of 9,200-teu vessels from Claus-Peter Offen in June.

The Hartmann vessels are currently on charter to Maersk Line at \$5,500 per day but will roll off contract later this year.

Affinity analyst Fotios Katsoulas says that one-year charter rates for such ships are currently closer to \$8,500 per day, having peaked at \$10,000 per day in May. With no major improvements expected any time soon, he adds that there is an incentive for financial owners to sell.

Data from VesselsValue suggests the ships will peak in value in 2020 and 2021. Its Future Market Value tool launched this summer suggests the steel that was sold for \$50m this week could be worth more than \$125m in three years' time.

(www.tradewindsnews.com - July 26th, 2017)