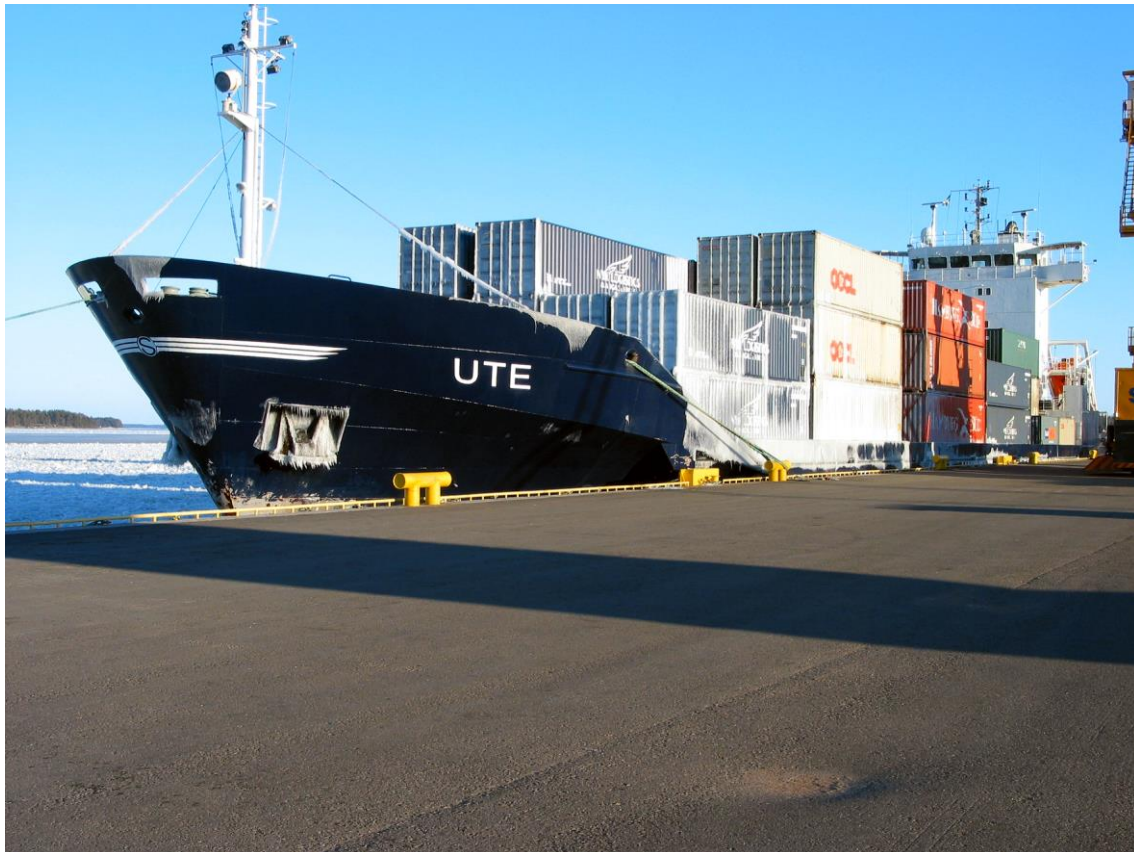


COMPANY:

Reederei K. Schlüter GmbH & Co.
KG, Germany

YARD INFORMATION:

Hull: Societatea Comerciala Navol
S.A., Oltenita (Romania)
Completion: Kroeger Werft GmbH &
Co KG, Schacht-Audorf (Germany)
1545
Type: KWC-360

DEMOLITION:

Hamina (Finland) 1/4/2003 © S. Wiedner

BASIC DATA:

Double hull
GT: 2988
DWT: 4814
TEU: 366
Reefer: 60
LOA: 99.63
Bmd: 16.90
Draft: 5.92
Engine: 1x oil Alpha
Power: 2940 kW
Speed: 15.5 kn

OWNER & FLAG HISTORY:

JUAN DIEGO since 01/11/2014
SVEN-D since 01/07/2013
PRIDE OF SNEEK since 01-09-2009 LRF
UTE S since 01-11-2004 LRF
Flag Date of record Source
Cyprus since 01/11/2014
Netherlands since 01-09-2009 LRF
Germany since 01-11-2004 LRF
United Kingdom since 01-07-2003 LRF
Registered owner Date of record Source
SEANOVEL SHIPPING LTD since 13/11/2014
ORION VOF during 07/2013
PRIDE OF SNEEK BV during 09-2009 LRF
Ship manager Date of record Source
LINEA PENINSULAR INC since 13/11/2014
VISSER SHIPPING BV during 07/2013
SCHLUTER GMBH & CO KG since 28-04-2003 LRF

EX-NAMES:

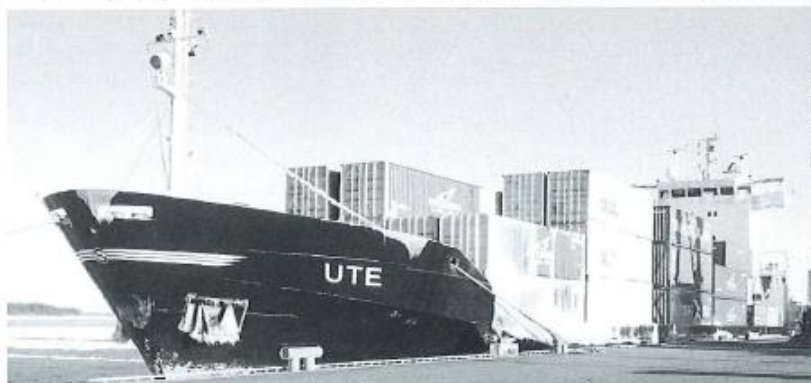
UTE	1999-03	KG ms "UTE" Schiffahrtsges.mbH, Germany
UTE S	2003-04	KG ms "UTE" Schiffahrtsges.mbH, UK
UTE S	2004-09	KG ms "UTE" Schiffahrtsges.mbH, Germany
PRIDE OF SNEEK	2009-13	Pride of Sneek B.V., Netherlands
SVEN-D	2013-14	Orion Vof, Netherlands
JUAN DIEGO	2014-	Seanovel Shipping Ltd, Cyprus

GENERAL VESSEL INFORMATION:**CONTAINERS ON ICE**

Steffen Wiedner

The motorship UTE is a GL E3 ice class container feeder vessel employed on time charter for the Baltic feeder service of the Finnish/German TEAM-LINES joint venture, which is one of the major companies, together with the Danish UNIFEEDER consortium, in the European container feeder business. The UTE was launched at Navol S.A., Oltenia (Romania) and after final completion at the German Kroger-Werft, Schacht Audorf she was delivered to the Reederei K. Schluter at Rendsburg, Germany. Her dimensions are LOA 99.5m, beam 17.1m, and draught 5.9m. The 2940kW diesel engine provides a service speed of 15 knots. The container capacity is 366 TEU. The UTE is currently deployed in the flexible service between Hamburg/Bremerhaven and Baltic/Scandinavian ports like Gdynia, Klaipeda, Riga, St. Petersburg, Helsinki, Hamina, Kotka, Gavle, Rauma and Aarhus. In the summer 2003 the flag was changed from German to U.K. registry with the British homeport of Southampton at her stern.

During a voyage of the UTE from Hamburg to the Finnish ports of Hamina and Kotka in March/April 2003 the vessel has to deal with the dangerous ice situation in the Baltic Sea. After taking heavy seas off Gotland, the forebody of the vessel was completely covered with ice. At Hamina therefore the discharge of

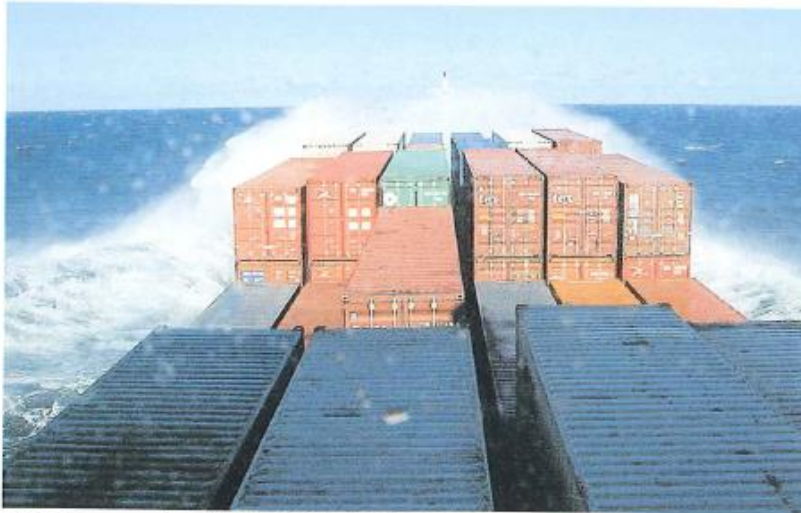


UTE at Hamina 1/4/2003

Steffen Wiedner

containers was really complicated for the crew. During the winter season the shipping traffic off the Finnish coast is guided in narrow lanes, provided by ice breakers, where the vessels are passing very close to each other. Due to this situation special attention by the navigation officer and the pilot onboard is always required. On the way from Helsinki to Hamina and Kotka the pilot has to be changed several times and the vessel has to go very slow ahead in the ice packs for picking up the pilot under difficult conditions. The ports of Hamina and Kotka see mainly calls from small container feeder vessels operated by the charter companies TEAM LINES, UNIFEEDER and some others. Furthermore roro-cargo vessels of FINNLINES (FG-Shipping Oy AB) and TRANSFENNICA are regular visitors at Hamina. These vessels with an average speed of more than 18 knots are well shaped to manage difficult ice conditions without the support of icebreakers. The tank jetties at Hamina and Kotka are frequently served by smaller coastal tankers.

On the voyage back to Hamburg the UTE was trapped several times by strong ice off Helsinki during the night 2/4/2003. The assistance of the powerful Finnish icebreaker VOIMA (4159 gross tons, built in 1954) was necessary to break free the vessel. After that the UTE continued her voyage to Hamburg without any damage. The hard weather conditions of the North/East Baltic Sea during the winter season 2002/2003 were a big challenge for all the seafarers working on the vessels trading to this area.



UTE in heavy weather in the Baltic Sea 31/3/2003

Steffen Wiedner



Finnish icebreaker VOIMA assisting the UTE, trapped in strong ice off Helsinki during the night 2/4/2003

Steffen Wiedner

(Article has been published at World Ship Society Magazine MARINE NEWS January, 2005)

2009: **Laid up since 2/2009 at Emden (Germany). Filed bankruptcy enbloc with BETSY S, HENNY & HEIKE KG Funds (all managed by Reederei K. Schlüter GmbH & Co. on behalf of Kröger Invest). Sold to A. Visser B.V., Netherlands for USD 1,6 Mio. (AK 04/2009) Reederei Karl Schluter of Germany has sold four 1990s-built multipurpose (MPP) boxships.** No prices have been given for the 366-teu HEIKE and BETSY S (both built 1998), HENNY (built 1997) and UTE S (built 1999). Three are said to have gone to Italian buyers and **a fourth (UTE S) to an operation in the Netherlands.**

(www.tradewindsnews.com/weekly/229569/karl-schluter-sells-quartet-to-italy-and-netherlands - August 20th, 2009)

2014: **Linea Peninsular, a US-based niche carrier focusing on the US-Yucatan market,** continues to upgrade its fleet. It **has purchased the 366 teu SVEN D. from Netherland owners.** The ship has been **renamed JUAN DIEGO** at Rotterdam and is to proceed to the US Gulf for inclusion into the Linea Peninsular network.

The JUAN DIEGO is the third 366 teu ship to join the company, after the GUADALUPE, purchased in June 2012 from German owner Meyering Bereederung, and the PROGRESO, purchased in March 2013 from Netherland owners.

The vessels are sister ships **based on the 'KWC-366' design** initially produced in Germany by the Kröger Werft in the late 1990s and later built under licence in China by the Weihai shipyard (in 2005-06).

(Source: Alphaliner weekly newsletter 49/2014)

Last update: 14/7/2015