

FRISIA ROSTOCK

IMO No: 9311842 CONTAINER 2004 / 25406 GT

COMPANY:

Hartmann Schiffahrts GmbH & Co.
KG, Germany

YARD INFORMATION:

Aft section: Aker MTW Werft GmbH,
Wismar (Germany) 105
Fwd section: Aker Warnemunde
Operations GmbH, Rostock
(Germany)
Design: CV 2500

DEMOLITION:



Rotterdam 27/5/2011 © S. Wiedner

2017: Sold to Tufton Oceanic Ltd, UK (fund management) - enbloc sale of seven 2,478 teu sister vessels (CV 2500 design).

Renamed BSL PIRAEUS.

BASIC DATA:

GT: 25406
DWT: 33757
TEU: 2478
Reefer: 400
Loa: 207.40
Bmd: 29.80
Draught: 11.40
Engine: 1x oil B&W 7L70MC-C
Power: 21770 kW
Speed: 22.2 kn
Cranes: 3x45t

OWNER & FLAG HISTORY:

BSL PIRAEUS since 01/10/2017
FRISIA ROSTOCK since 01/10/2009
CSAV SANTOS since 01/12/2004
FRISIA ROSTOCK during 2004
Flag Date of record Source
Liberia since 01/12/2004
Registered owner Date of record Source
BSL PIRAEUS SHIPPING LTD since 11/10/2017
FRISIA ROSTOCK KG since 20/12/2004
Ship manager Date of record Source
HARTMANN DRY CARGO GERMANY since 04/09/2015
HARTMANN SCHIFFAHRTS GMBH & CO since 20/12/2004

EX-NAMES:

FRISIA ROSTOCK	2004-04	name when completed
CSAV SANTOS	2004-09	Container-Schiffahrt GmbH & Co. MS "FRISIA ROSTOCK" KG, Liberia
FRISIA ROSTOCK	2009-17	Container-Schiffahrt GmbH & Co. MS "FRISIA ROSTOCK" KG, Liberia
BSL PIRAEUS	2017-	Bsl Piraeus Shipping Ltd, 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)

2005:

[JS-Containerships.de](http://www.js-containerships.de)

FRISIA ROSTOCK / CSAV SANTOS: IMO NR. 9311842

The fast growing Hartmann Schiffahrtsgesellschaft GmbH also took delivery of a second ship in the last week of 2004, which is a little smaller ship, this time it was from the Aker Ostsee Yard in Wismar, Germany. The ship with the yard Nr. 105 was originally planned as FRISIA ROSTOCK, and got the name CSAV SANTOS as it will be chartered by the Chilean CSAV Group, where it together with many of her sisters vessels will be used in their UCC services linking Europe with South America. CSAV SANTOS is the seventh ship that Hartmann Schiffahrtsgesellschaft GmbH has got delivered from Aker Ostsee in 2004, and it is a ship of the Aker Ostsees standard CV2500 type. This type of ship are 207,4 meters long, 29,9 meters wide and has a draught of 11,1 meters, and a tonnage 33900 Ton. The ship type can carry 2478 TEU (1916 TEU by 14,0 Ton), and have 400 places for refrigerated containers, and the ships are equipped with three 45 Ton cranes. The ship will in the next years be followed by 6 similar ships, and 14 ships of a slightly bigger type, with an container intake of 2742 TEU.

(www.js-containerships.de - Week 1, 2005)

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)