

# FRISIA WISMAR

IMO No: 9311830 CONTAINER 2004 / 25406 GT

## COMPANY:

Hartmann Schiffahrts GmbH & Co.  
KG, Germany

## YARD INFORMATION:

**Aft section:** Aker MTW Werft GmbH,  
Wismar (Germany) 104  
**Fwd section:** Aker Warnemunde  
Operations GmbH, Rostock  
(Germany)  
Design: Aker CS 2500

## DEMOLITION



Felixstowe (U.K.) 1/12/2009 © S. Wiedner collection

## BASIC DATA:

GT: 25406  
DWT: 33794  
TEU: 2478  
Reefer: 400  
LOA: 207.55  
Bmd: 29.80  
Draft: 11.40  
Engine: 1x oil B&W 7L70MC-C  
Power: 21770 kW  
Cranes: 3x45 t

## OWNER & FLAG HISTORY:

FRISIA WISMAR since 01-09-2009  
CSAV RIO LONTUE since 01-10-2004  
FRISIA WISMAR during 2004  
Flag Date of record Source  
Liberia since 01-10-2004  
Registered owner Date of record Source  
FRISIA WISMAR KG since 27-10-2004  
Ship manager Date of record Source  
HARTMANN DRY CARGO GERMANY since 04/09/2015  
HARTMANN SCHIFFAHRTS GMBH & CO since 27-10-2004

## EX-NAMES:

FRISIA WISMAR	2004-04	name when completed
CSAV RIO LONTUE	2004-09	Container-Schiffahrt GmbH & Co. MS "FRISIA WISMAR" KG., Liberia
FRISIA WISMAR	2009-	Container-Schiffahrt GmbH & Co. MS "FRISIA WISMAR" 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 Schifffahrts 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

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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)

Last update: 2/8/2017