

STUTTGART EXPRESS

IMO No: 9038907 CONTAINER 1993 / 53815 GT

COMPANY:

HAPAG-Lloyd AG,
Germany

YARD INFORMATION:

Samsung Heavy Industries Co Ltd
Geoje (South Korea) 1096

DEMOLITION:



Hamburg 4/9/1997 © S. Wiedner

BASIC DATA:

GT: 53815
DWT: 67680
TEU: 4639
Reefer: 452
LOA: 294.00
Bmd: 32.25
Draft: 13.50
Engine: 1 x oil B&W
Power: 36510 kW
Speed: 23.8 kn

OWNER & FLAG HISTORY:

MSC ROBERTA since 01/05/2015
STUTTGART EXPRESS during 1993
Flag Date of record Source
Liberia since 01/05/2015
Germany during 1993
Registered owner Date of record Source
ARMADA SHIPPING CORP since 17/05/2015
HAPAG-LLOYD AG 2006-08-07 LRF
HAPAG-LLOYD CONTAINER LINIE 1998-01-01 LRF
Ship manager Date of record Source
CHARTWORLD SHIPPING CORP since 17/05/2015
HAPAG-LLOYD AG 2006-08-07 LRF
HAPAG-LLOYD CONTAINER LINIE 1996-01-01 LRF

EX-NAMES:

STUTTGART EXPRESS	1993-08	HAPAG-Lloyd Container Linie, Germany
STUTTGART EXPRESS	2008-15	HAPAG-Lloyd AG, Germany
MSC ROBERTA	2015-	Armada Shipping Corp., Liberia

GENERAL VESSEL INFORMATION:

2015: **Hapag-Lloyd is expected to dispose** of 16 of its oldest ships with a combined capacity of 58,182 teu, incl.

STUTTGART EXPRESS currently deployed on Med/US Gulf / Mexico service.

(Alphaliner weekly newsletter 12/2015)

STUTTGART EXPRESS 67,640 DWT BLT 93 KRS 7 HO 18 HA 4,639 TEU B&W 49,639 BHP

SOLD FOR AN UNDISCLOSED PRICE TO UNDISCLOSED BUYERS

(Golden Destiny weekly market report - May 8, 2015)

The Samsung 4600 type M/V STUTTGART EXPRESS, 4,639 teu, gearless, built 1993 in South Korea, has been sold at scrap related levels to undisclosed buyers.

(MAS weekly - Week 18 2015)

MSC in second-hand purchases

MSC has backed the purchase of 11 vessels during the past three months. Most of these ships are vintage tonnage built in the 1990s, as follows:

- ▶ **STUTTGART EXPRESS** | 4,639 teu -
Built 1993 - renamed MSC ROBERTA

(Alphaliner weekly newsletter 25/2015)

Of the 16 Hapag-Lloyd containerships (dubbed 'Old Ladies') that the company announced it was planning to dispose earlier this year (2015), only five were actually sold for scrap. The remaining 11 vessels were acquired for further trading. This included nine units aged 20 years or more, reflecting the continued market demand for older tonnage.

(Alphaliner weekly newsletter 36/2015)

Last update: 15/9/2015