SAN ANDRES

IMO No: 9347255 CONTAINER 2008 / 22914 GT

COMPANY:
Reederei Claus-Peter Offen
(GmbH & Co.) KG, Germany

YARD INFORMATION:
Hyundai Mipo Dockyard Co. Ltd.
(South Korea) 4008
Design: Hyundai 1800

DEMOLITION:

Gulf of Mexico 27/8/2011 © S. Wiedner

2014: Sold as part of a bank-driven sale enbloc with eight containerships to Embarcadero Maritime (JV Borealis Maritime & KKR).
2021: Sold to Conbulk Shipping SA, Greece. **Renamed GARWOOD**.
2025: Sold to MSC.

BASIC DATA:
GT: 22914
DWT: 28156
TEU: 1819
Reefer: 462
Loa: 186.34 (BB)
Bmd: 27.60
Draft: 11.30
Engine: 1x oil MAN-B&W 6L70MC-C
Power: 19620 kW
Speed: 21.0 kn
Cranes: 3x45t

OWNER & FLAG HISTORY:
GARWOOD since 01/07/2021
SAN ANDRES since 01/01/2008
Flag Date of record Source
Liberia since 01/01/2008
Registered owner Date of record Source
GW GARWOOD HOLDINGS LLC since 23/07/2021
BOMAR EIGHT LLC since 15/10/2014
SAN ANDRES OFFEN since 07/01/2008
Ship manager Date of record Source
CONBULK SHIPMANAGEMENT CORP since 23/07/2021
NSB NIEDERELBE SCHIFFAHRTSGES since 01/11/2019
HANSEATIC UNITY CHARTERING HU before 05/2016
CPO CONTAINERSCHIFFREEDEREI since 20/05/2015
BOREALIS MARITIME LTD since 15/10/2014
CLAUS-PETER OFFEN REEDEREI since 07/01/2008

NAME HISTORY:

SAN ANDRES	2008-14	KG MS "SAN ANDRES" Offen Reederei GmbH & Co., Liberia
SAN ANDRES	2014-21	Bomar Eight LLC, Liberia
GARWOOD	2021-25	GW Garwood Holdings LLC, Liberia
MSC …	2025-	

GENERAL VESSEL INFORMATION:

2014:

ALPHALINER Weekly Newsletter

Commerzbank seals sale of nine container vessels

Germany's Commerzbank has concluded an agreement with the owners of nine container vessels of 1,100 to 2,500 teu, all co-financed by the bank, to sell the ships to Embarcadero Maritime, a joint venture founded in 2013 by Borealis Maritime (UK) and KKR Special Situations Group of Kohlberg Kravis Roberts & Co (USA). All of the ships are charter market units, initially financed through KGs. The proceeds from the sale will be utilised by Commerzbank for the redemption of loans with a total volume of approximately €160 M ($ 216 M).

The sale is aimed at reducing the banks' non-performing shipping loans. Commerzbank had sold in December 2013 a credit portfolio comprising 14 chemical tankers.

Borealis and KKR set up in 2013 Embarcadero Maritime to invest in distressed shipping assets.

The nine containerships involved in the deal with Commerzbank are :

- **ANNABELLE SCHULTE - 2,566 teu (2002)**
  Managed by Thomas Schulte
- **SAN ANTONIO - 1,841 teu (2008)**
  Managed by Claus-Peter Offen
- **SAN ADRIANO - 1,841 teu (2008)**
  Managed by Claus-Peter Offen
- **SAN ANDRES - 1,841 teu (2008)**
  Managed by Claus-Peter Offen
- **SAN AMERIGO - 1,841 teu (2008)**
  Managed by Claus-Peter Offen
- **SAN AURELIO - 1,841 teu (2008)**
  Managed by Claus-Peter Offen
- **SAN ALESSIO - 1,841 teu (2008)**
  Managed by Claus-Peter Offen
- **TAGA BAY - 1,118 teu (2007)**
  Managed by NSC Schiffahrt
- **TABAGO BAY - 1,118 teu (2007)**
  Managed by NSC Schiffahrt

(Source: Alphaliner Weekly Newsletter 35/2014)

2021:

ALPHALINER
Weekly Newsletter

The 1,841 teu pair SAN ANDRES and SAN PALLISER (Hyundai 1800) controlled by UK-based Borealis Maritime have reportedly been sold to Greek owner Conbulk Shipping S.A. at an undisclosed price.

The SAN ANDRES is currently performing a charter for the Great White Fleet (GWF – shipping arm of the Chiquita Group) while the SAN PALLISER is operated by fruit exporter Agriex. Borth are deployed between Central America and the US.

The SAN ANDRES and SAN PALLISER were built in 2007-2008 by the Hyundai Mipo dockyard in South Korea originally for Hamburg-based CP Offen. They feature a deadweight of 28,300 tons, a Loa of 186 metres and a beam of 27.60 metres. They are equipped with three cranes of 45 tons and are fitted with 450 reefer plugs.

(Source: Alphaliner Weekly Newsletter 20/2021)

2025:

ALPHALINER 2025-23
the weekly container shipping newsletter
04 Jun - 10 Jun

MSC continues to actively tap into the second-hand container vessel market and is believed to have added four more vessels to its stables: the 6,350 teu MARCOS V (Imabari 6300), the 1,841 teu sisters GALEN and GARWOOD (Hyundai 1800) and the 1,022 teu CONTSHIP KEY (CV 1100).

The GALEN and GARWOOD were meanwhile purchased from Greek owner Conbulk at prices in the region of USD 18.5 M. The ships were built in 2007 and 2008 in South Korea by the Hyundai Mipo yard. They were originally the SAN ALFREDO and SAN ANDRES for German owner CP Offen. The ships have a deadweight of 28, 219 tons, a length of 186.40 m and beam of 27.60 m. They are equipped with three cranes of 45 tons and are fitted with 462 reefer plugs.

The GALEN is currently on charter to the Great White Fleet (GWF), the shipping division of the fruit group Chiquita and deployed between Central America and the US Gulf ports. The GARWOOD is meanwhile on charter to Maersk and operated in West Africa. Both vessels are expected to finish their current contracts in q4 2025.

(Source: Alphaliner Weekly Newsletter 23/2025)

Last update: 9/9/2025