

CAP SAN AUGUSTIN

IMO No: 9215696 CONTAINER 2001 / 40085 GT

COMPANY:

Columbus Shipmanagement GmbH,
Germany

YARD INFORMATION:

Samsung Heavy Industries Co Ltd,
Geoje (South Korea) 1332

DEMOLITION:



Delaware River 13/10/2002 © J. Curdy

BASIC DATA:

GT: 40085
DWT: 51087
TEU: 3739
Reefer: 800
LOA: 257.24
Bmd: 32.20
Draft: 12.50
Engine: 1 x oil Sulzer
Power: 29275 kW
Speed: 22.5 kn
Cranes: 2 x 45 t

OWNER & FLAG HISTORY:

SSG EDWARD A. CARTER JR since 01/04/2016
CAP SPENCER since 01/09/2012
CAP SAN AUGUSTIN 01-05-2001 LRF
SAMSUNG 1332 12-05-2000 LRF
Flag Date of record Source
United States of America since 01/04/2016
Liberia 28-08-2001 LRF
Registered owner Date of record Source
FORTUNE MARITIME during 04/2016
SUGARLOAF KEY LTD since 05/12/2011
SANTA CONTAINERSCHIFFE GMBH since 14/08/2001
Ship manager Date of record Source
SEALIFT INC during 04/2016
BERNHARD SCHULTE-HKG since 16/02/2015
SEACHANGE MARITIME PTE LTD since 05/12/2011
COLUMBUS SHIPMANAGEMENT GMBH since 14/08/2001

EX-NAMES:

CAP SAN AUGUSTIN	2001-12	Reederei Cap San Containerschiff GmbH & Co KG, Liberia
CAP SPENCER	2012-16	Sugarloaf Key Ltd, Liberia
SSG EDWARD A. CARTER JR	2016-	Fortune Maritime, USA

GENERAL VESSEL INFORMATION:

In July 1999 Hamburg Süd commissioned the South Korean Shipyard Samsung H.I. to build a series of six 3800 teu containerships.

These vessels were the first containerships ordered by Hamburg Süd from a foreign yard. In terms of size the vessels represent a new class for Hamburg Süd. (**type vessel CAP SAN NICOLAS**, construction time 8 months) These vessels are repeat ships enlarged from 3400 teu to 3800 teu capacity of a series of four built for another German owner.

(Schiff & Hafen 11/2001)

2011: **Hamburg Sud has hived off a six-pack of panamax containerships** in what is being described as a book-keeping exercise to facilitate a newbuilding programme for larger vessels. The German liner operator has raised \$200m **by selling the 3,739-teu CAP SAN NICOLAS, CAP SAN MARCO, CAP SAN LORENZO, CAP SAN AUGUSTIN, CAP SAN ANTONIO (all built 2001) and CAP SAN RAPHAEL (built 2002).** US-listed players Euroseas and Seachange Maritime plus Greece's Tsakos Group have seized the chance to buy a pair each for \$33m apiece. The operator has agreed to charter back the six panamaxs for three years at around \$22,500 per day. All of them are Samsung-built geared vessels designed to trade from the US East Coast to East Coast South America. They operate on a service run by Hamburg Sud with Brazilian subsidiary Alianca, with slots sold to Chilean operator CCNI. (www.tradewindsnews.com/weekly/204318/german-line-sells-sextet-to-raise-cash - October 13th, 2011)

M/V "CAP SAN NICOLAS" - LIB FLAG, 51,101 DWT, BLT 2001 SAMSUNG/S.KOREA, GL,
1 DKS - 3739 TEU'S - 7 HO/13 HA, M/E: SULZER 7RTA84C, C 2X45T

+

M/V "CAP SAN MARCO" - LIB FLAG, 51,087 DWT, BLT 2001 SAMSUNG/S.KOREA, GL,
1 DKS - 3739 TEU'S - 7 HO/13 HA, M/E: SULZER 7RTA84, C 2X45T

+

M/V "CAP SAN LORENZO" - LIB FLAG, 51,046 DWT, BLT 2001 SAMSUNG/S.KOREA, GL,
1 DKS - 3739 TEU'S - M/E: SULZER 7RTA84, C 2X45T

+

M/V "CAP SAN AUGUSTIN" - LIB FLAG, 51,087 DWT, BLT 2001 SAMSUNG/S.KOREA, GL,
1 DKS - 3739 TEU'S - 7 HO, M/E: SULZER 7RTA84, C 2X45T

+

M/V "CAP SAN ANTONIO" - LIB FLAG, 51,060 DWT, BLT 2001 SAMSUNG/S.KOREA, GL,
1 DKS - 3739 TEU'S - /12 HA, M/E: SULZER 7RTA84C, C 2X45T

+

M/V "CAP SAN RAPHAEL" - LIB FLAG, 51,059 DWT, BLT 2002 SAMSUNG/S.KOREA, GL,
1 DKS - 3739 TEU'S - M/E: SULZER 7RTA84C, 39802 AT 102 RPM, C 2X45T

SOLD EN BLOC BY HAMBURG SUD TO GREEK BUYERS FOR USD 33.5 MILL EACH ATTACHED
WITH 3 YRS T/C BACK AT US 22,500 P/D

(www.nivashipping.com - 14/10/2011)

2016: **The United States Military Sealift Command (U.S. MSC) has retaken the name SSG EDWARD A. CARTER JR** borne by MacLean's former 'Econship' **for a more recent vessel it has chartered from New-York based Sealift Inc. as a replacement. This ship is the former CAP SPENCER, a 3,739 teu containership that Sealift purchased in January from Seachange Maritime**, on the back of a long term charter to the U.S. MSC. The 'new' SSG EDWARD A. CARTER JR presents a deadweight of 51,000 tons, a Loa of 257.24 m and a beam of 32.20 m. **The ship is fitted with three cranes of 45 tons, one of which installed during the past few weeks while in refurbishment at the Charleston repair yard.**

(Source: Alphaliner Weekly Newsletter 17/2016)

Last update: 29/4/2016