

CAP SAN MARCO

IMO No: 9215672 CONTAINER 2001 / 40085 GT

COMPANY:

Columbus Shipmanagement GmbH,
Germany

YARD INFORMATION:

Samsung Heavy Industries Co Ltd,
Geoje (South Korea) 1330

DEMOLITION:



Delaware River 5/9/2001 © 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: 27804 kW
Speed: 22.5 kn
Cranes: 2 x 45 t

OWNER & FLAG HISTORY:

CAP DOMINGO since 01/08/2012
CAP SAN MARCO 06-02-2001 LRF
SAMSUNG 1330 12-05-2000 LRF
Flag Date of record Source
Marshall Islands since 01/02/2012
Liberia 01-05-2001 LRF
Registered owner Date of record Source
RONGERIK SHIPPING CO INC since 06/02/2012
SANTA CONTAINERSCHIFFE GMBH since 20/03/2001
Ship manager Date of record Source
UNITIZED OCEAN TRANSPORT LTD since 01/03/2013
DIANA SHIPPING SERVICES SA since 06/02/2012
COLUMBUS SHIPMANAGEMENT GMBH since 20/03/2001

EX-NAMES:

CAP SAN MARCO	2001-12	Reederei Cap San Containerschiff GmbH & Co KG, Liberia
CAP DOMINGO	2012-	Rongerik Shipping Co Inc, Marshall Islands

GENERAL VESSEL INFORMATION:

2001: 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)

On 24 July 2001 in Philadelphia, the CAP SAN MARCO will be worked into the Crowley American Transport (CAT) service between the US Atlantic ports and South America East Coast. **The CAP SAN MARCO is the first of six 3,800 TEU and 50,200 tdw container ships ordered from Samsung Heavy Industries in Korea for the HAMBURG SÜD** shipping group to be deployed on this route.

The maiden voyage of the CAP SAN MARCO will take it from Philadelphia via New York, Norfolk, Charleston, Jacksonville, Miami, Porto Cabello, Suape, Santos and Paranagua to Buenos Aires and back via Rio Grande, Santos, Rio de Janeiro, Porto Cabello to Philadelphia. (Internet 2001-07-23)

2011:

- CAP SAN NICOLAS 51,101 DWT BLT 01 KRS 7 HO 13 HA CR 2 x 45 T 3,739 TEU SULZER 38,545 BHP

- CAP SAN AUGUSTIN 51,087 DWT BLT 01 KRS 7 HO CR 2 x 45 T 3,739 TEU SULZER 39,802 BHP

- **CAP SAN MARCO** 51,087 DWT BLT 01 KRS 7 HO 13 HA CR 2 x 45 T 3,739 TEU SULZER 37,802 BHP

- CAP SAN ANTONIO 51,060 DWT BLT 01 KRS 12 HA CR 2 x 45 T 3,739 TEU SULZER 39,802 BHP

- CAP SAN RAPHAEL 51,059 DWT BLT 02 KRS CR 2 x 45 T 3,739 TEU SULZER 39,802 BHP

- CAP SAN LORENZO 51,046 DWT BLT 01 KRS CR 2 x 45 T 3,739 TEU SULZER 39,102 BHP

SOLD ENBLOC FOR ABT US \$34.00 MIL EACH TO GREEK BUYERS INCL 3 YEARS TC BACK TO SELLERS AT \$ 22,500/D

(Golden Destiny weekly market report - 14th October 2011)

2015: **Diana Containerships has announced having sold its 3,739 teu geared CAP DOMINGO** (built Samsung 2001) **to unnamed buyers** for \$24.25 M, with subjects (on the buyers' side) to be lifted by 4 September latest. The vessel was acquired from Hamburg Süd in February 2012 together with her sister CAP DOUKATO for \$33 M each with the backing of a three-year charter back to the German carrier that ended in 2014. Both vessels were in the meantime extended, and are still on charter to the Hamburg-based carrier. Both ships are high-reefer units fitted with 800 reefer plugs each.

(Source: Alphaliner weekly newsletter 31/2015)

Last update: 10/8/2015