

CAP STEPHENS

IMO No: 9290426 CONTAINER 2005 / 54809 GT

COMPANY:

Reederei C.P. Offen GmbH & Co.
KG, Germany

YARD INFORMATION:

Hyundai Heavy Industries Co. Ltd.
(South Korea) 1568
Design: Hyundai 5000

DEMOLITION:



North Sea 4/10/2011 © S. Wiedner

2012: Renamed SANTA PHILIPPA (Santa-P Fund / Offen Reederei).

2014: Sold to Cleaves Marine Finance / Maritime Opportunities (MO) Fund, Norway.

2015: Renamed NANSEN STRAIT.

2017: Sold to Cyprus Maritime Co Ltd, Greece. Renamed CSL SANTA MARIA.

2021: Sold to MSC. Renamed MSC SANTA MARIA. (2022)

BASIC DATA:

GT: 54809
DWT: 67273
TEU: 5042
Reefer: 550
Loa: 294.10
Bmd: 32.20
Draft: 13.65
Engine: 1x oil Sulzer 8RTA96C
Power: 45778 kW
Speed: 25.5 kn

OWNER & FLAG HISTORY:

MSC SANTA MARIA since 01/01/2022
CSL SANTA MARIA since 01/06/2017
NANSEN STRAIT since 01/07/2015
SANTA PHILIPPA since 01/03/2012
CAP STEPHENS since 01/06/2010
MAERSK DURHAM since 01/12/2005
P&O NEDLLOYD DOVER since 01/07/2005
Flag Date of record Source
Panama since 01/01/2022
Cyprus since 01/06/2017
Liberia since 01/08/2014
Germany since 01/07/2005
Registered owner Date of record Source
SAINTE MARIE SHIPPING LTD since 31/01/2022
SANTA MARIA INVESTMENTS SA since 01/06/2017
MO CONTAINERSHIP AS since 07/08/2014
SANTA PHILIPPA OFFEN REEDEREI since 27/07/2005
Ship manager Date of record Source
MSC SHIPMANAGEMENT LTD since 31/01/2022
SANTA MARIA INVESTMENTS SA during 04/2019
CYPRUS SEA LINES CO LTD-LIB since 01/06/2017
CARSTEN REHDER SCHIFFSMAKLER since 07/08/2014
CLAUS-PETER OFFEN REEDEREI since 27/07/2005

NAME HISTORY:

P&O NEDLLOYD DOVER	2005-05	Kommanditgesellschaft MS SANTA PHILIPPA Offen Reederei GmbH & Co., Germany
MAERSK DURHAM	2005-10	Kommanditgesellschaft MS SANTA PHILIPPA Offen Reederei GmbH & Co., Germany
CAP STEPHENS	2010-12	Kommanditgesellschaft MS SANTA PHILIPPA Offen Reederei GmbH & Co., Germany
SANTA PHILIPPA	2012-14	Kommanditgesellschaft MS SANTA PHILIPPA Offen Reederei GmbH & Co., Germany
SANTA PHILIPPA	2014-15	Mo Containership AS, Liberia
NANSEN STRAIT	2015-17	Mo Containership AS, Liberia
CSL SANTA MARIA	2017-22	Santa Maria Investments SA, Cyprus
MSC SANTA MARIA	2022-	Sainte Marie Shipping Ltd, Panama

GENERAL VESSEL INFORMATION:

2013:

TradeWinds

Six Offen ships face sale as fund stalls

E-PAPER

, **Santa Philippa**, **Santa Priscillain**, in addition to the 4,922-teu **Santa Regina** and **Santa Regula** (all built 2005). They will have benefitted from three years...agreement to inject EUR 2.6m (\$3.4m) into the **Santa P** Fund. Offen had together with investors been ready to top that up to EUR 7.4m (\$9.68m), but the move

WEEKLY

19 Jul 2013 by Ian Lewis London ian.lewis@tradewindsnews.com

2014:

TradeWinds

Norwegian fund expands to cover secondhand arena

E-PAPER

,042-teu **Santa Philippa** (built 2005), possibly worth \$18m, and the smaller, 1,812-teu Melbourne Strait (built 2008), which is likely worth \$13m. Karlsen also...distressed panamax containerhips from the German market. TradeWinds reported in January that the acquisition of the 5,000-teu **Santa Patricia** and **Santa**

WEEKLY

04 Apr 2014 by Trond Lillestolen Oslo

Maritime Opportunities expands fleet with supramax duo but drops Samjin newbuilds

E-PAPER

would take delivery of any of the remaining eight sisterships on order there. MO has also bought two containerhips — the 5,042-teu **Santa Philippa** (built 2005) and 1,812-teu Melbourne Strait (built 2008). The company was set up in 2012 by Norwegian financial advisors Optimum and Cleaves Marine Finance

WEEKLY

19 Sep 2014 by Trond Lillestolen Oslo

2017:

ALPHALINER
Weekly Newsletter

Cyprus Maritime continues to grow fleet of classic 'maxi-panamaxes'

Athens-based owner Cyprus Maritime continues to grow its fleet of classic 'maxi-panamaxes' with the recent acquisition of the 5,042 the NANSEN STRAIT (Hyundai 5000) from Cleaves Marine Finance of Norway, for a reported \$7.5M. The NANSEN STRAIT has been renamed CSL SANTA MARIA and will be traded on the charter market. The vessel, currently in China, is believed to be charter free.

(Source: Alphaliner Weekly Newsletter 23/2017)

2021:



Stratospheric rates concluded on short classic panamax fixtures

Evidencing this, a 5,042 teu 'Hyundai 5000' unit was fixed for a period of 3 months, Asia-Europe trade, at a phenomenal USD 160,000 per day, the highest charter rate ever agreed on a container vessel fixture. The previous benchmark for such a short duration was USD 135,000 per day.

Vessel	Teu	Reefer	Gear	Design	Year	Duration	Rate
CSL SANTA MARIA	5,042	550	N	Hyundai 5000	2005	3 mths	USD 160,000
SYDNEY TRADER	5,042	550	N	Hyundai 5000	2005	36 mths	USD 52,000

(Source: Alphaliner Weekly Newsletter 28/2021)

2021:



MSC swoops on Cyprus Maritime classic panamax pair

MSC continues its never-ending vessel purchase spree having now added two further ships to its portfolio, the 5,039 teu 'maxi classic panamax' sisters CSL MANHATTAN and CSL SANTA MARIA that it has acquired from interests linked to Athens-based Cyprus Maritime.

Although no purchase prices have been disclosed, the owner is in for a massive profit on both ships, which were bought in 2014 and 2017 for respectively USD 14.5 M and USD 7.5 M only. The value of such tonnage is currently in the region of USD 60 M, Alphaliner estimates.

The CSL MANHATTAN was originally built as the MANHATTAN for Hamburg-based NSC Schiffahrt while the CSL SANTA MARIA was originally CP Offen's SANTA PHILIPPA. Both were built in 2005 by South Korea's Hyundai Heavy Industries. They feature a deadweight of 67,000 tons, a Loa of 294 metres and a beam of 32.20 metres. They are fitted with 450 and 550 reefer plugs respectively.

The CSL MANHATTAN is currently on charter to Hapag-Lloyd and deployed in the Atlantic. The CSL SANTA MARIA is meanwhile performing a short-term charter in the Pacific for BAL Container Line at a juicy USD 160,000 per day. The purchase of CSL MANHATTAN and CSL SANTA MARIA brings to 116 the number of ships bought by MSC since August 2020.

(Source: Alphaliner Weekly Newsletter 42/2021)

Last update: 29/7/2023