

CAP SAN AUGUSTIN

IMO No: 9215696 CONTAINER 2001 / 40085 GT

COMPANY:

Columbus Shipmanagement GmbH,
Germany

YARD INFORMATION:

Samsung Heavy Industries Co Ltd,
(South Korea) 1332
Design: Samsung 3700

DEMOLITION:



Delaware River 13/10/2002 © J. Curdy (S. Wiedner collection)

2011: Sold to Seachange Maritime LLC, USA. Renamed **CAP SPENCER** (2012).

2016: Sold to US Military Sealift Command (US MSC). Renamed **SSG EDWARD A. CARTER JR.**

2025: Sold to MSC. To be renamed **MSC LANA IV.**

BASIC DATA:

GT: 40085
DWT: 51087
TEU: 3739
Reefer: 800
Loa: 257.37
Bmd: 32.20
Draft: 12.50
Engine: 1x oil Sulzer 7RTA84
Power: 29275 kW
Speed: 22.5 kn
Cranes: 2x45t

OWNER & FLAG HISTORY:

SSG EDWARD A. CARTER JR since 01/04/2016
CAP SPENCER since 01/09/2012
CAP SAN AUGUSTIN during 2001
SAMSUNG 1332 12-05-2000 LRF
Flag Date of record Source
United States of America since 01/04/2016
Liberia since 01/08/2001
Registered owner Date of record Source
FORTUNE MARITIME LLC 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

NAME HISTORY:

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 LLC, USA

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)

2011:

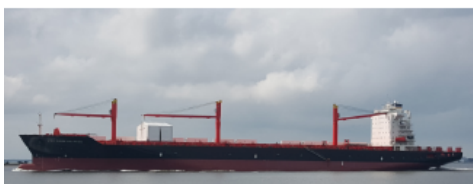


Hamburg Sud has hived off a six-pack of panamax containerships in what is being described as a book-keeping exercise to facilitate a newbuilding programme for larger vessels. The German liner operator has raised \$200m by selling the 3,739-teu CAP SAN NICOLAS, CAP SAN MARCO, CAP SAN LORENZO, CAP SAN 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 SSG EDWARD A. CARTER JR will join in the U.S. MSC fleet a sistership, the LTC JOHN U.D. PAGE (picture above). Sealift purchased her from Tsakos Shipping & Trading in April 2015 as the CAP TRAFALGAR. She is also on a long-term charter to the U.S. MSC, where she replaced a vessel of the same name, which was also a former 'Econship', the ex AMERICAN UTAH that was sold for demolition in 2015.

New SSG EDWARD A. CARTER JR to replace McLean's namesake 'Econship'

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.

The SSG EDWARD A. CARTER JR will join a sistership, the LTC JOHN U.D. PAGE, former CAP TRAFALGAR in the U.S. MSC fleet. The CAP SPENCER and CAP TRAFALGAR are part of an original series of six identical ships built by Samsung Heavy Industries in 2001 for Hamburg Süd. All six units were sold in 2011, with two ships going to Seachange, two ships to Tsakos Shipping & Trading and two ships acquired by Diana Containerships.

(Source: Alphaliner Weekly Newsletter 17/2016)

2025:



MSC buys the SSG EDWARD A. CARTER JR (3,739 teu)

MSC continues its second-hand shopping and has bought two further container vessels, the 3,739 teu SSG EDWARD A. CARTER JR ('Samsung 3700') and the 2,207 teu KETA ('CSBC 2200').

The SSG EDWARD A. CARTER JR belongs to New York-based Sealift Inc. No price has been disclosed for this transaction. The ship is expected to join MSC in the next few days with initial plans to rename her to MSC LA-NA IV.

The SSG EDWARD A. CARTER JR was built in 2001 in Korea by Samsung H.I, originally as the CAP SAN AUGUSTIN, for Hamburg Sud. She was sold to Sealift in 2016.

The ship has a deadweight of 51,000 tons, a length of 257.30 m and a beam of 32.20 m. She has three 45 ton cranes and 800 reefer plugs.

(Source: Alphaliner Weekly Newsletter 11/2025)

Last update: 23/3/2025