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## Gibson Sale & Purchase Market Report



*With over 125 years of expertise Gibson Shipbrokers is a leading provider of Sale & Purchase, Newbuildings, Recycling and Ship Valuation services.*  
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### Tankers – Product Peak?

Euronav has announced this week the sale of a trio of its older VLCCs. The Chinese built units **"NEWTON"**, **"NECTAR"** & **"NOBLE"** (299,999 dwt, blt 2009/2008/2008 Dalian, China) have been sold on undisclosed terms, but the price will be eagerly anticipated as a number of similar aged ships are looking for suitors.

Scorpio has also announced the sale of 2 x MR2s the **"STI LE ROCHER"** & **"STI LARVOTTO"** (49,990 dwt, built 2013/2013 Hyundai Mipo, S.Korea) for US\$ 36.2 m each, perhaps indicating prices are peaking for this vintage of MR2 as only a slight increase in value from the sale of the **"KING GREGORY"** (51,441 dwt / built 2012 Hyundai Mipo, S.Korea), which sold for US\$ 34 m in the middle of January.

### Dry Cargo – Bumper Bulkers

The slightly lower weekly BDI hasn't cooled bulker buying sentiment this week. Multiple dry bulk sales across all sectors reflect the positive forward outlook, combined with three possible US interest rate reductions in 2024 are keeping potential buyers keen to stay ahead of the curve. Buyers remain interested in quality tonnage and time will tell if values continue their upward trend.

Korean buyer, Pan Ocean, has reportedly picked up three Sinokor owned Newcastlemax sisters **"ATLANTIC DRAGON"**, **"ATLANTIC TIGER"** & **"ATLANTIC LION"** (209,200 dwt / built 2020 SWS, China) for region US\$71 m each. Greek owner, Gleamray, has sold their non-scrubber fitted post-panamax **"MARIA G.O."** (87,378 dwt / built 2011 Hudong, China) for a firm US\$17 m. The last similar sale was the year older scrubber fitted **"CHRISTINE OLDENDORFF"** (93,077 dwt / built 2010 Taizhou Kouan, China) back in February for US\$ 15.45 m. European buyers have been active in the supramax space with Brave Maritime reportedly picking up the **"AULAC VANGUARD"** (55,848 dwt / built 2012 Kawasaki, Japan) for US\$ 18.8 m and Turkish buyer, HGF Denizcilik, is rumoured to have bought the



Ice 1A "ARKADIA" & "KUMPULA" (56,348 dwt / built 2012 Hyundai-Vinashin, Vietnam) en bloc at US\$ 37.1 m. In the handysize sector the OHBC "ASIAN BULKER" (36,228 dwt / built 2017 Shikoku) has been reported sold to Turkish buyers for a respectable US\$ 24 m.

### Recycling – Starvation

This week has been another uneventful period where very little action has been seen and unfortunately there is little chance of things changing any time soon. In addition to the lack of candidates, because of firm freight rates on offer and asset values remaining so high, Ramadan is still in full swing and we are about to enter the Easter period, which will inevitably compound this reduction of activity. In terms of sales there is a mere trickle of tonnage being reported sold. India is unable to compete and is bottom of the Sub-Cont pack and elsewhere there are reports of cheap steel imports undercutting the market. All in all there seems little to cheer about for now.

### Newbuilding – The Dragon Awakens

We are witnessing notable increases in Chinese tanker newbuilding pricing this week with Dalian (DSIC) now asking US\$ 128 m for VLCC basis 1st half 2027 delivery. This is only around US\$ 2 m cheaper than Korea. New Times has also opened a new dry dock offering early 2027 delivery for Suezmax asking US\$ 82 m, only US\$ 3 m less than Korea. We believe there is some bravado in Chinese pricing now although the marine equipment supply chain remains very hot and expensive, and labour cost issues persist. Sentiment in the tanker market remains buoyant and with no relief in the modern second-hand market (pricing/ availability of candidates) we may well see some owners take these new prices.

### Gibson Sale & Purchase Market Report

#### S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
<b>BULKERS</b>						
<b>ATLANTIC DRAGON + A' TIGER + A' LION</b>	209,200	all 2020	SWS (China)	Panocean	71 each	SS due 3+4+8/25. BWTS. Scrubber. Tier III.
<b>ORANGE TIARA</b>	181,396	2012	Koyo (Japan)	Undisclosed	35.00	SS due 7/25.
<b>MARIA G.O.</b>	87,378	2011	Hudong Zhonghua (China)	Undisclosed	17.00	DD due 9/24. BWTS.
<b>STERLING TORA</b>	79,474	2010	Jinhai (China)	Undisclosed	14.25	SS due 4/25.
<b>XI LONG 18</b>	79,235	2013	Jiangsu Eastern (China)	Chinese buyer	17.50	SS psd 11/23. Ice 1C.
<b>THETIS</b>	57,981	2013	Zhejiang (China)	Undisclosed	17.50	SS due 9/25. BWTS.
<b>CHANG SHAN HAI</b>	56,838	2010	COSCO Dalian (China)	Undisclosed	xs 13	SS due 6/25. BWTS.
<b>HONY WORLD</b>	56,716	2012	Xiamen (China)	Undisclosed	14.80	DD due 7/25. BWTS.
<b>ARKADIA + KUMPULA</b>	56,348	both 2012	Hyundai-Vinashin (Vietnam)	HGF Denizcilik	37.1 en bloc	DD due 1+8/25. BWTS. Ice 1A.



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## CJC EXCHANGE

<b>AULAC VANGUARD</b>	55,848	2012	IHI (Japan)	Brave Maritime	18.80	SS due 6/25. BWTS.
<b>STRAITS BAY</b>	55,840	2007	Kawasaki (Japan)	Undisclosed	14.00	SS due 9/25.
<b>QUEEN BUSAN</b>	55,474	2010	Kawasaki (Japan)	Undisclosed	17.15	SS due 1/25. BWTS.
<b>APJ JAD</b>	52,461	2002	Tsuneishi Cebu (Philippines)	Chinese buyer	7.30	DD due 8/25.
<b>BBC PLUTO</b>	37,695	2010	Tianjin Xingang (China)	Turkish buyer	11.70	SS due 10/25. BWTS. Ice 1C.
<b>OMNIA</b>	36,787	2011	Hyundai Mipo (Korea)	Greek buyer	low 15	DD due 10/24. BWTS.
<b>ASIAN BULKER</b>	36,228	2017	Shikoku (Japan)	Turkish buyer	24.00	OHBC. DD due 5/25. BWTS. Scrubber. Logs.
<b>CONDOR HAMBURG</b>	31,796	2012	Mawei (China)	Undisclosed	mid-high 11	DD due 4/25. BWTS. Logs. FS Ice II.
<b>TANKERS</b>						
<b>NEWTON</b>	307,284	2009	Dalian No.2 (China)	Undisclosed	-	SS due 5/24.
<b>NECTAR + NOBLE</b>	299,999	both 2008	Dalian No.2 (China)	Undisclosed	-	SS due 7/25 + passed 1/24. BWTS.
<b>STI LE ROCHER + STI LARVOTTO</b>	49,990	2013	Hyundai Mipo (Korea)	Undisclosed	36.2 each	Deepwell. SS psd 10+11/23. BWTS.
<b>HIGH PROSPERITY</b>	48,711	2006	Iwagi (Japan)	Singaporean buyer	19.25	Pump-room. SS due 1/26. BWTS.
<b>CONTAINERS / RO-RO / REEFER / PCC</b>						
<b>ATHOS + ATHENIAN + ARISTOMENIS</b>	118,850	all 2011	Samsung (Korea)	Peter Dohle	51 each	9,954 TEU. Gearless. Scrubber. Inc. 2-3 yrs TC to Hapad Lloyd. 6447 TEU.
<b>LYON II + PARIS II</b>	77,945	both 2001	Hanjin HI (Korea)	MSC	20 each	Gearless. DD due 5/24.
<b>GAS (LNG / LPG / LAG / CO2)</b>						
<b>NAVIGATOR GEMINI</b>	23,317	2009	Hyundai Mipo (Korea)	Undisclosed	low 30	20,750 cbm. Semi-ref. Passing SS 3/24. BWTS.
<b>FORMOSAGAS DIAMOND</b>	17,659	2006	Jiangnan (China)	Undisclosed	xs 18 (on subs)	16,250 cbm. Semi-ref/Ethylene. DD due 6/24.

### NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
<b>TANKERS</b>						
<b>Euronav</b>	VLCC	319,000 dwt x 1	Qingdao Beihai (China)	2027	-	Ammonia ready. Scrubber.
<b>Cape Shipping</b>	Suezmax	158,000 dwt x 2	SWS(China)	2026-2027	est. 84	Conventional fuel. Scrubber. Ordered 2/24.





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<b>Cape Shipping</b>	LR2	115,000 dwt x 2	SWS-Hantong Wing (China)	2025-2026	est. 66	Conventional fuel. Scrubber. Ordered end '23.
<b>Union Maritime</b>	LR2	114,000 dwt x 1	Dalian (China)	2027	reg 68.5	
<b>Cape Shipping</b>	LR1	74,000 dwt x 2	Yangzijiang (China)	2027	est. 54	LOI.
<b>Union Maritime</b>	MR	49,000 dwt x 2	Wuhu (China)	2026-2027	est. 43	
<b>Union Maritime</b>	MR (Chemicals)	49,000 dwt x 4	Wuhu (China)	2026-2027	est. 45	IMO II.
<b>Hartree Partners</b>	MR (Chemicals)	49,600 dwt x 6	Penglai Zhongbai Jinglu (China)	2025-2026	xs 40	IMO II.
<b>Seacon Shipping</b>	Chemicals	18,500 dwt x 1	Wuhu (China)	2025	30.10	
<b>Patria Nusa Segara</b>	Chemicals	9,000 dwt x 2	Fukuoka (Japan)	2026	-	Stainless steel.
<b>Huizhou Rongsheng</b>	Chemicals	3,500 dwt x 6	Hubei Hechuang (China)	2025-2026	-	

### GAS (LNG / LPG / LAG / CO2)

<b>JV: Wah Kwong / China Gas Holdings / CSSC Shipping</b>	LNG	175,000 cbm x 2	Dalian (China)	2028	-	Against 20 yrs TC to Gas Hongda Energy Trading.
<b>Atlas Maritime</b>	VLAC	91,000 cbm x 3	HD Hyundai (Korea)	2027	124.00	

### BULKERS

<b>Euronav</b>	Newcastlemax	210,000 dwt x 2	Qingdao Beihai (China)	2027	-	Ammonia ready.
<b>Newport SA</b>	Kamsarmax	82,000 dwt x 3	Oshima (Japan)	2025-2026	-	Ordered in 2023.
<b>Xiamen Leasing</b>	Ultramax	64,000 dwt x 8	Nantong Xiangyu (China)	2026-2028	34.00	Methanol ready.
<b>CCB Financial Leasing</b>	Ultramax	64,000 dwt x 2+2	New Dayang (China)	2026-2027	sub 34	Conventional fuel. Against TC to Bohai Shipping Hebei.

### CONTAINERS / RO-RO / REEFER / PCC

<b>Seaspan</b>	PCTC	10,800 CEU + 2	SWS (China)	2027	est. 120	LNG dual-fuel. Against long TC.
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### Recycling Prices (US\$/LWT)

	Bangladesh	Pakistan	India	Turkey
<b>Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG</b>	540 - 560	530 - 550	510 - 530	350 - 360
<b>Bulkers / Tween / General Cargo</b>	520 - 530	510 - 520	495 - 505	330 - 340

**Newbuild and Second Hand Benchmark Values**  
(\$ million)

**Historical Average Values**  
(\$ million)



Vessel Type	New Building	5 Year Old Vessel (Built 2017)	10 Year Old Vessel (Built 2012)	10 Year Old Vessel~ (10 Years Average)	% Difference Present Vs Historical
<b>Tankers</b>					
VLCC	129	112	84	51	64.90%
Suezmax	86.5	84	70	36.6	91.00%
Aframax	72	72.5	58	28.9	100.70%
MR	49	46	38	20.2	88.10%
<b>Bulkers</b>					
Capesize	68^	62	43	24.8	73.50%
Kamsarmax	36.5^	37	28.5	17.1	66.70%
Ultramax / Supramax	34^	34	27	14.5	85.80%
Handysize	30^	27.5	19	11.9	59.10%
^ = Chinese price (otherwise based upon Japanese / Korean country of build)				~ = Basis standard contemporaneous DWT/spec for each type.	

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## CJC Market News



*Campbell Johnston Clark (CJC) is a medium-sized international law firm advising on all aspects of the shipping sector, from ship finance to dry shipping and comprehensive casualty handling, and all that happens in between. Today, we have offices in London, Newcastle, Singapore and Miami.*

### China's Strategic Move in Redefining Borders in the Gulf of Tonkin



Earlier this month, China unilaterally extended its internal waters in the Gulf of Tonkin by declaring a new baseline, pushing it up to 50 nautical miles from its coast. This move, according to the United Nations Convention on the Law of the Sea (UNCLOS), allows nations to use straight baselines to simplify demarcation for complex coastlines. However, UNCLOS mandates that such baselines must follow the





general direction of the coast and that areas landward of the baseline must be closely linked to the nation's jurisdiction.

China's new baseline in the Gulf of Tonkin diverges significantly from the coast's direction, prompting concerns about its compliance with UNCLOS. While it doesn't directly intersect with Vietnam's maritime demarcation line, analysts fear it could serve as a basis for future claims over Vietnamese waters and grant China administrative control over navigation in the area.

Vietnam has voiced concerns about China's adherence to UNCLOS and its impact on freedom of navigation and passage through international straits. Despite warming relations between Vietnam and China, including recent joint maritime agreements, Vietnam's response to the new baseline has been cautious.

China's foreign ministry asserts its right to determine territorial sea baselines, highlighting a potential challenge to the agreement reached between China and Vietnam in 2000. This move could signal China's broader ambitions in the South China Sea, where it has disputed territorial claims with multiple countries, including the Philippines and Malaysia.

In 2022, China announced plans to encircle four island groups in the South China Sea with straight baselines, further expanding its internal waters. The United States disputes this claim and has conducted freedom of navigation operations to challenge it. China's construction of military bases on low-tide elevations in the Spratly and Paracel archipelagos, under the pretext of building lighthouses, raises concerns about its compliance with UNCLOS.

### Indian Navy recaptures hijacked bulker



Navibulgar's Malta-flagged bulker, the Ruen, was initially hijacked by Somali pirates on the 14<sup>th</sup> of December last year, around 430 nautical miles east of Yemen's Socotra Island. The capture of the Ruen marked the first successful act of Somali piracy since 2017. After being commandeered, the ship travelled to a Somali port where negotiations began to secure the release of the vessel and captured crewmembers. The progress of these negotiations is unknown, however some time around the week beginning 11<sup>th</sup> of March, reports began to surface that the Ruen had

been seen off the coast of Somalia. This is a common practice for pirates – captured vessels (typically fishing dhows), are repurposed as motherships to launch attacks from. These former-merchant vessels do not arouse suspicion and therefore serve as effective bases of operations for the pirates to launch smaller skiffs from, which then go on to attempt further hijackings.

However, on the 16<sup>th</sup> of March, the Indian Navy announced that it had successfully concluded an operation to recapture the Ruen, coercing all 35 pirates on board to surrender and rescuing 17 crewmembers after more than three months in captivity. The Indian Navy said that the operation took 40 hours to conclude, during which the cornered pirates eventually surrendered without any casualties onboard.

The Bangladeshi-flagged bulker Abdullah remains under pirate control, however – some experts suspect that the Ruen was instrumental in launching this second hijacking. The exact impact of the Indian Navy's operation on negotiations for the release of the Abdullah is currently unclear.

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