



**CJC Exchange** is a weekly newsletter from **Campbell Johnston Clark**, incorporating with kind permission from **Gibson Shipbrokers** the most recent issue of the Gibson Sale & Purchase Market Report. A blend of market intelligence and relevant industry news, CJC Exchange is distributed free of charge to parties on the CJC mailing list who have given permissions to receive S&P updates from CJC. CJC Exchange is available to new subscribers [here](#).

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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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### Dry Cargo – TRUMPidation

All eyes are focused on the USA with the election of Donald Trump as President, with buyers and sellers evaluating with trepidation the consequences of his forthcoming economic policy. Certainly this has had a detrimental effect on the volume of sales being reported, with many protagonists keeping their powder dry until they can see the wood for the trees. Furthermore, as we have alluded to over the last few weeks, values continue to come under pressure and this is illustrated by the reported sale of the post-panamax "**POTINA**" (93,271 dwt / built 2011 Jiangsu Newyangzi, China) for region US\$ 14 m, which would reflect a dramatic drop from starry heights of early summer. As with every rule there are exceptions and this evident with the sale of capesize bulker "**CAPE LAUREL**" (180,197 dwt / built 2010 Imabari, Japan) at region US\$ 28 m and although it may not have reached the prices obtained for similar vessels earlier in the year, it still reflects a reasonable level and this may have been due to the competition generated between Chinese buyers.

### Tankers – Top Trumps

Dubai beckons the disheartened owners, charterers and brokers next week, who are wondering if the desert sunshine, and possibly Trump, will instil a much needed change of heart or confidence in the market. Rates are slipping sideways whilst values are under serious pressure of collapsing.

No notable sales to report this week, but it transpires that Premuda have sold another shallow drafted MR1, the "**ALLEGRA**" (40,408 dwt / built 2009 Constantza, Romania) to compatriots, Novella, for US\$ 24 m, although we understand the deal was agreed roughly two months ago. The same owners were reported to have tied up the "**PS AUGUSTA**" (49,999 dwt / built 2011 STX Jinhae, S.Korea) in October this year for US\$ 31 m, but this failed and we understand owners are now looking for region US\$ 28 m

### Newbuilding – China in His Hand?



Like the majority of industry sectors this week, inside and outside of shipping, most have been focused on the US election result that can now become clear. Trump won't get into office until January so there's some time yet to see how the US/China dynamic may adjust, which is of relevance to Chinese economy and crucially shipbuilders. Meanwhile, there continues to be activity with LR2s signed this week in Dalian Shipyard and also further suezmax negotiations ongoing on Korea. The level of enquiry is clearly down but major shipyards are hardly under pressure to reduce pricing. In our view, a lot will depend on what happens to modern second-hand pricing. If this falls then yards will need to tangibly respond. However, modern tonnage remains in high demand from fleet renewal requirements and still earns well today from a historical point of view. For that reason we expect some newbuilding enquiry to continue for the time being. It will be Bahri week next week so we will look forward to gaining further insight into key players' thinking.

### Recycling – Diwali Downtime

Recycling markets across the sub-continent are under pressure as prices are slowly slipping towards region US\$450/LT. Indian recyclers, in particular, were fairly quiet this week with Diwali holidays stretching until mid-week, coinciding with the US election, with its implications still being considered and yet to impact. However, pessimism seems to persist for the time being, especially with Pakistan and Bangladesh continuing to face combined economic and political uncertainties leaving buyers cautious to re-enter actively.

### Gibson Sale & Purchase Market Report

#### S&P SALES

Vessel	Dwt	Built	Yard	Buyers	Price	Notes
<b>Bulkers</b>						
CRASSIER	206,254	2007	Imabari (Japan)	China land	28.8	DD due 4/25. BWTS.
CAPE LAUREL	180,197	2010	Imabari (Japan)	Undisclosed	reg 28	SS due 3/25. BWTS.
POTINA	93,271	2011	Jiangsu Newyangzi (China)	Chinese buyer	reg 14	SS due 7/26. BWTS.
NAVIOS SAGITTARIUS	75,756	2006	Sanoyas (Japan)	Indonesian buyer	high 10	DD due 3/25.
GOLDEN DIAMOND	74,138	2013	Pipavav (India)	Turkish buyer	17.5	DD due 7/26. BWTS. Ice 1C. Already renamed.
ASIA GRAECA	73,902	2004	Namura (Japan)	Vietnamese buyer	11.1	SS psd 9/24. BWTS.
<b>Tankers</b>						
ALLEGRA	40,408	2009	Constantza (Romania)	Novella	24.0	Deepwell. SS psd 8/24. BWTS. Sold in 9/24.
GOLDEN OAK	13,168	2008	Jinse (Korea)	Undisclosed	10.5	Epoxy. 14 grades. DD due 7/26.
<b>Gas (LNG / LPG / LEG / LAG)</b>						
BW BOSTON	77,410	2003	Daewoo (Korea)	Kratos Gas Transport	-	135,298 cbm. Steam turbine. Membrane. DD due 6/25.
BW CEDAR	58,063	2007	Hyundai Ulsan (Korea)	Undisclosed	-	80,614 cbm. DD due 3/25. BWTS.
<b>Containers / Ro-Ro / Reefer / PCC/PCTC</b>						



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## CJC EXCHANGE

<b>BREMERHAVEN EXPRESS + CZECH + ISTANBUL EXPRESS + SYDNEY EXPRESS</b>	111,650	2015-2016	Hanjin (Philippines)	Global Ship Leasing	-	9,040 TEU. Gearless. BWTS. Inc. TC.
<b>CELSIUS LONDON</b>	44,023	2007	Hanjin (Korea)	Undisclosed	10.0	3,398 TEU. Gearless. DD due 2/25.

### Newbuilding Orders

Client	Type	Size	Shipyard	Delivery	Price (US\$ mill)	Notes
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#### MPP / General Cargo

<b>Chipolbrok</b>	MPP	62,000 dwt x 2	Chengxi (China)	2025-2026	-	Heavy-lift.
<b>Jiada New Energy Ship Technology</b>	General Cargo	9,050 dwt x 10	Huanghai (China)	Undisclosed	-	Battery-diesel gen hybrid. 109.8 LOA.

#### Containers / Ro-Ro / Reefer / PCC/PCTC

<b>Wallenius Wilhelmsen</b>	PCTC	11,700 CEU + 2	CMHI Jinling (China)	2028	-	Declared options. Methanol DF. Ammonia ready.
<b>Navios</b>	Containers	7,900 TEU + 2	HJ Shipbuolding (Korea)	2027	106.0	Declared options.
<b>MPC</b>	Containers	4350 TEU x 2+2	Hengli HI (China)	2026	60.0	-

#### Gas (LNG / LPG / LEG / LAG)

<b>Shandong Shipping</b>	LNG	271,000 cbm x 2	Hudong-Zhonghua (China)	2028	-	-
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### Recycling Activity

Vessel Name	Built (Country)	DWT	Lightweight (LWT)	Delivery	Price (US\$ per LWT)	Notes
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#### Bulkers / General Cargo

<b>VENIA</b>	2001 / Korea	171,448	23,118	Pakistan	-	-
<b>MUSA OBA</b>	2002 / Turkey	18,891	6,769	Turkey	-	-

#### Containers / Ro-Ro / Reefer / PCC/PCTC

<b>HORIZON ENTERPRISE</b>	1980 / USA	28,150	13,667	as-is USA	315.0	-
<b>ARMADA SEJATI</b>	1990 / Japan	8,528	3,322	Bangladesh	-	-

### Recycling Prices (\$/Ldt)

	Bangladesh	Pakistan	India	Turkey
<b>Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG</b>	475 - 500	480 - 490	475 - 485	340 - 350
<b>Bulkers / Tween / General Cargo</b>	465 - 480	460 - 470	455 - 465	330 - 340

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

### Historical Average Values (\$ million)

Vessel Type	NB	5yo	10yo	10yo ave~	10yo ave % diff
<b>Tankers</b>					
<b>VLCC</b>	129.0	115.0	85.0	53.3	59.5%
<b>Suezmax</b>	90.0	80.0	64.0	38.8	64.9%



Aframax	75.0	70.0	58.0	31.2	85.9%
MR	52.0	47.0	37.0	21.6	71.3%
<b>Bulkers</b>					
Capesize	76.0^	63.00	43.50	25.3	71.9%
Kamsarmax	37.0^	35.00	25.25	17.6	43.5%
Ultramax / Supramax	34.5^	34.50	24.75	14.8	67.2%
Handysize	30.0^	26.50	19.50	12.2	59.8%

^ = Chinese price (otherwise based upon Japanese / Korean country of build)

~ = 10 year old vessel over 10 years (basis standard contemporaneous Dwt/spec for each type).

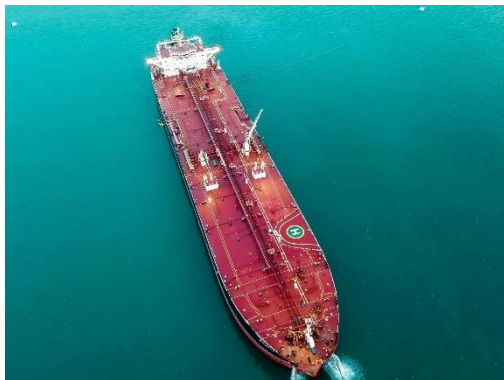
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## CJC Market News



*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.*

### Operation to Remove Oil from Houthi-Damaged Tanker *Sounion* Commences in Egypt



Efforts to transfer oil from the tanker *Sounion* began today in Egypt, more than two months after the Houthis severely damaged the vessel, sparking concerns about a potential oil spill disaster. According to sources from Egypt's Shipping Ministry, the salvage operation is expected to take three to four weeks.

The tanker was moved to the Suez anchorage south of the Suez Canal a week ago, after fires that had been burning on the deck for about 20 days were finally extinguished. The EU Naval Force (EUNAVFOR) ship *Aspides* provided security during the towing operation, which began on

September 14, bringing the vessel to a more secure location closer to Eritrea and away from Yemen. Salvage crews worked for about six weeks to put out fires, which were mostly concentrated in the tank hatches.

However, Egyptian officials have expressed concern that the *Sounion's* structural integrity may have been compromised due to the initial attack on August 21, followed by explosions caused by the Houthis. The rebels also destroyed the tanker's bridge, and the vessel was left without power, further complicating efforts to maintain stability. Egyptian authorities worry that the lack of power could hinder the vessel's ability to maintain balance and pose additional risks during the transfer.



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Delta Tankers, the Greek company that manages the *Sounion*, sent another of its crude oil tankers, the *Delta Blue* (158,322 dwt), from Greece to Egypt to assist with the operation. The vessel arrived early last week in preparation for the transfer.

Reports indicate that salvage crews boarded the *Sounion* with portable pumps and rigged the ships for the transfer. The *Sounion* was carrying more than 150,000 tons of crude oil (roughly 1 million barrels) from Iraq and was believed to be en route to Rotterdam when it was attacked. The crew had been evacuated by French naval forces the day after the attack.

Meanwhile, the Houthis have reiterated their intention to continue attacking merchant vessels, although the frequency of their strikes has decreased over the past couple of months. On Monday, Houthi leader Abdul Malik al-Houthi stated that the election of Donald Trump in the U.S. would not affect their resolve to target Israel and merchant shipping. The Houthis also declared they would maintain a naval blockade on Israel, targeting any ships connected to or bound for the country, and warned shipping companies not to acquire vessels associated with Israel as they would remain a target until hostilities cease and the blockade of Gaza is lifted.

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