



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](#).

In this issue:

Gibson Sale & Purchase Market Report

Tankers – September Shuffle | Dry Cargo – Sustained Direction? | Recycling – Looking Up
| Newbuilding – Decision Time | Sale & Purchase Market Report

CJC Market News

Scaling Green Methanol Production | US Imposes New Sanctions on Russia to Impact Arctic LNG 2 Project

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.
+44(0) 20 7667 1000 - sap@eagibson.co.uk - www.gibsons.co.uk*

Tankers – September Shuffle

Values are holding up well, even if the crude spot market is at less exciting levels. Patience has paid off for Athenian Tankers who have taken their time selling off their VLCC fleet. We hear their penultimate ship from their 2008 contracted series, **"ATHENIAN FREEDOM"** (299,991 dwt / built 2013 Hyundai Ulsan, S.Korea) has now been committed to a Chinese buyer for US\$78m. In February 2022 they sold a 2010 sister for US\$42.5m, which today would have fetched in the mid-high US\$60m's, as evidenced by this week's sale of the Chinese built **"FRONT SIGNE"** (297,007 dwt, blt 2010 SWS, China) that went to a Chinese buyer for a reported US\$63m, apparently for conversion.

Union Maritime has cashed in on two of their aframaxs this week, selling the sisters **"FULMAR"** and **"ANAVATOS II"** (115,605 dwt / built 2009 Hanjin HI, S. Korea) for around US\$39m each, which when you consider that they were both picked up at auction in HK in October 2019 for US\$21m each it's an incredible asset play with some very good earnings during their intervening ownership, with these profits gained seemingly being promptly reinvested into LR2 newbuilding orders announced this week at SWS.

Dry Cargo – Sustained Direction?

Finally we are now beginning to see some consistent improvements in dry cargo freight rates and naysayers may well have to eat their words. Certainly doubts of the economic situation in China have been kyboshed by the Chinese buyers of the kamsarmax **"GENEVA STAR"** (81,557 dwt / built 2015 Tsuneishi Cebu, Philippines) at a very aggressive US\$27m, this being a big jump up from vessels that are two/three years older being sold in the low 20's. Other dry cargo sales this week appear to be relatively in line with recent transactions, although Golden Ocean's sale of their supramax **"GOLDEN HAWK"** (58,068 dwt / built 2015 Toyohashi, Japan) at low US\$21's m shows some depreciation in comparison to the sale of the similar **"IVS PINEHURST"** (57,811 dwt / built 2015 Tsuneishi Cebu, Philippines), which was sold back in March at US\$23.5 m.



Lastly it is worth noting that we are now seeing price pressure coming to bear on older tonnage at levels not envisaged in previous months and it is evident that owners of twenty-year-old plus tonnage will have to be accommodating in their ideas to get any deal across the line. With the increasing regulatory environment for emissions etc., and with limited time for any new owner to take advantage of any potential upside in freight rates, we cannot see this situation changing going forward.

Recycling – Looking Up

These days there seems to be a few more positive signs that the recycling market is very slowly coming back, at least in some ways. Certainly there is more tonnage being sold than we saw at the start of the year (and indeed prior to that) although it is still Chinese tonnage that appears to be the dominant source with a seemingly never ending supply of bulkers being drip fed into the market; and indeed this is a trend that is only likely to continue. The Dry Bulk is a sector where we expect so see a steady stream of tonnage coming into the market during in the final quarter of 2023 and beyond, and so too will Containers as this week has again evidenced. It's good to see Pakistan breakers back in the game and leading from the top after some issues the local market had to endure in recent months, and also Indian breakers appear to be in aggressive mood for some ship types (and of course Green Recycling tonnage). Meanwhile Bangladesh have slipped down the pecking order of late as they once again struggle with opening L/C's.

Newbuilding – Decision Time

Interest in LR2s continues as an LOI is made at SWS at region US\$65.5m for second-half 2025, we understand with the early delivery somewhat supporting the pricing and facilitated by subcontracting Jiangsu New Hantong's dry-docks to build the pair. Some owners are taking note of the increase in the product tanker orderbooks, especially with orders from newcomers. For this reason more established owners may well choose to sell off some of their orders and take some money off the table although required sellers' levels are unlikely to be cheap. We are also seeing some owners shunning fleet renewal for the time being, instead paying down debt on their existing fleet but fleet renewal will have to come at some point and newbuildings are typically one of the beneficiaries here. Most agree also that modern second-hand pricing is unlikely to fall any time soon, so drivers for further newbuildings remain.

Interest in bulkers continues in sentiment and in actual ordering, which continues to support current price levels notably on the medium sizes.

Gibson Sale & Purchase Market Report

S&P SALES

| Vessel Name | DWT | Built | Yard | Buyers | Price (\$/m) | Notes |
|-----------------------|--------|-------|------------------------------|---------------|--------------|--------------------------|
| BULKERS | | | | | | |
| GENEVA STAR | 81,557 | 2015 | Tsuneishi Cebu (Philippines) | Chinese buyer | 27 | DD due 11/23. BWTS. |
| WESTERN MONACO | 81,112 | 2016 | Jiangsu Hantong (China) | Undisclosed | 26 | DD due 2/24. BWTS. BBHP. |
| DA YING | 75,318 | 2003 | Universal (Japan) | Undisclosed | 7.5 | DD due 11/25. BWTS. |
| AP LIBERTAS | 75,213 | 2008 | Hudong Zhonghua (China) | Chinese buyer | 12.35 | SS psd 4/23. |



Campbell Johnston Clark

CJC EXCHANGE

| | | | | | | |
|--|--------------------|--------------|--|--------------------------------|----------------|--|
| GOLDEN HAWK | 58,068 | 2015 | Toyohashi (Japan) | Bangladeshi buyer | low 21 | SS due 2/25. BWTS. |
| WAVE RUNNER | 56,676 | 2008 | I H I (Japan) | Turkish buyer | 13.2 | SS due 4/25. |
| KOBE STAR | 55,857 | 2016 | Oshima (Japan) | Greek buyer | xs 22 | OHBC. SS due 1/26. BWTS. |
| OCEAN REEF | 52,458 | 2005 | Tsuneishi Cebu (Philippines) | Undisclosed | 8.6 | SS due 3/25. BWTS. |
| GLOBAL EFFORT | 37,072 | 2014 | Onomichi (Japan) | Undisclosed | high 16 | SS due 10/24. BWTS. |
| TANKERS | | | | | | |
| ATHENIAN FREEDOM | 299,991 | 2013 | Hyundai Ulsan (Korea) | Fujian Shipping | 78 | SS psd 6/23. BWTS. Scrubber. |
| FRONT SIGNE | 297,007 | 2010 | SWS (China) | Chinese buyer (for conversion) | 63 | SS due 8/25. BWTS. |
| FULMAR ANAVATOS II | 115,605 115,459 | 2009 2009 | Hanjin HI (Korea) Hanjin HI (Korea) | Middle Eastern buyer | reg 39 each | SS due 3/24. BTWS. SS due 1/24. BWTS. |
| CENTENNIAL SAPPORO | 110,448 | 2008 | Mitsui (Japan) | Beks | 36.5 | SS due 12/23. BWTS. |
| SPOTTAIL | 74,997 | 2008 | Minami Nippon (Japan) | Turkish buyer | 24.6 | Pump-room. SS due 12/23. |
| GRAND ACE 1 | 46,176 | 2006 | STX Jinhae (Korea) | Undisclosed | reg 19 | Deepwell. DD due 4/24. BWTS. |
| MONT BLANC I | 45,945 | 2012 | Shin Kurushima (Japan) | Undisclosed | 33.5 | Pump-room. DD due 5/25. |
| WONDER FORMOSA | 37,562 | 2006 | Hyundai Mipo (Korea) | Turkish buyer | reg 18 | Ice 1A. Deepwell. Trading dirty. SS due 1/26. BWTS. |
| BALTIC FREEDOM | 37,048 | 2006 | Hyundai Mipo (Korea) | Middle Eastern buyer | 18 | Ice 1A. Deepwell. Trading dirty. DD due 10/24. BWTS. |
| ADVANTAGE PARTY | 34,999 | 2006 | Hyundai Mipo (Korea) | Turkish buyer | 17.3 | Ice 1A. Deepwell. Trading dirty. DD due 5/24. |
| STRINDA + MH LANGOEY | 19,960 | both 2006 | Fukuoka (Japan) | Undisclosed | 15.5 each | Stainless Steel. DD due 6+8/24. BWTS. |
| CONTAINERS / RO-RO / REEFER / PCC | | | | | | |
| AS ROMINA | 21,281 | 2009 | Zhejiang Ouhua (China) | MSC | 7 | 1,496 TEU. Gearless. SS due 1/24. |
| GAS (LNG / LPG / LAG / CO2) | | | | | | |
| SALTRAM | 54,627 | 2015 | Hyundai Ulsan (Korea) | Naftomar | reg 73-74 | 84,078 cbm. SS due 7/25. BWTS. Dely 1-4/24. |
| GENERAL CARGO / TWEEN / MULTI-PURPOSE | | | | | | |
| BLUE OCEAN | 7,853 | 2008 | Shandong Huanghai (China) | Phil Span Asia | 7.2 | 618 TEU. Geared. Twin M/E. SS psd 6/23. |



Campbell Johnston Clark

CJC EXCHANGE

NEWBUILDING ORDERS

| Ordering Client | Vessel Type | Size / No. of units | Shipyard (Country) | Delivery | Price (\$m) | Notes |
|--|------------------------|---------------------|-------------------------------|----------|-------------|---|
| TANKERS | | | | | | |
| Union Maritime | LR2 | 115,000 dwt x 2 | Hantong c/o SWS (China) | 2025 | 65.5 | LOI. Scrubber fitted. |
| Tsakos Energy Navigation | MR | 50,000 dwt x 2 | Yangzijiang (China) | 2026 | xs 43 | Scrubber. |
| FureBear (Furetank <JV> Algoma Central Corp) | Chemicals | 18,000 dwt x 2 | China Merchants Jinling (CHN) | 2026 | - | Ice 1A. LNG/LBG dual fuel. Battery+shore power. |
| GAS (LNG / LPG / LAG / CO2) | | | | | | |
| Eastern Pacific Shipping | VLAC | 93,000 cbm x 2 | Jiangnan (China) | 2027 | reg 100 | Ammonia carrier. LPG dual-fuel. Ammonia ready. |
| BULKERS | | | | | | |
| CMB | Newcastlemax | 210,000 dwt + 2 | Qingdao Beihai (CHN) | 2026 | - | Declared options. Dual-fuel ammonia ready. |
| Grieg Maritime Group | Kamsarmax (Open hatch) | 82,300 dwt + 2 | Huangpu Wenchong (China) | 2026 | - | Declared options. Cr 2 x 120t. Shore power + ammonia ready. |
| Meadway Shipping & Trading | Handysize | 42,300 dwt x 1 | Oshima (JPN) | 2026 | - | - |
| CONTAINERS / RO-RO / REEFER / PCC | | | | | | |
| Nissen Kaiun | Containership | 5,900 TEU x 2 | Tsuneishi Zhoushan (China) | 2026 | - | Methanol dual-fuel. |
| Seatrade | Containership | 1,800 TEU + 2 | Huanghai (China) | 2026 | - | Declared options. Geared. 639 reefer. |

Recycling Prices (US\$/LWT)

| | Bangladesh | Pakistan | India | Turkey |
|--|------------|-----------|-----------|-----------|
| Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG | 555 - 570 | 540 - 560 | 505 - 525 | 320 - 330 |
| Bulkers / Tween / General Cargo | 520 - 535 | 520 - 535 | 490 - 500 | 310 - 320 |

Newbuild and Second Hand Benchmark Values (\$ million)

| Vessel Type | New Building | 5 Year Old Vessel (Built 2017) | 10 Year Old Vessel (Built 2012) | Historical Average Values (\$ million) | |
|----------------|--------------|--------------------------------|---------------------------------|--|------------------------------------|
| | | | | 10 Year Old Vessel~ (10 Years Average) | % Difference Present Vs Historical |
| Tankers | | | | | |
| VLCC | 127 | 98.5 | 74 | 49.0 | 51.0% |



| | | | | | |
|---|-------|------------|------|--|-------|
| Suezmax | 85 | 73 | 58 | 34.9 | 66.2% |
| Aframax | 69 | 63.5 | 51 | 27.0 | 88.9% |
| MR | 47 | 40.5 | 32 | 19.4 | 64.9% |
| Bulkers | | | | | |
| Capesize | 63.5^ | 47.5 (eco) | 29.5 | 24.5 | 20.4% |
| Kamsarmax | 35^ | 32 | 23 | 16.8 | 36.9% |
| Ultramax / Supramax | 33^ | 28.5 | 19 | 14.4 | 31.9% |
| Handysize | 30^ | 24.25 | 16.5 | 11.8 | 39.8% |
| | | | | ~ = Basis standard contemporaneous DWT/spec for each type. | |
| ^ = Chinese price (otherwise based upon Japanese / Korean country of build) | | | | | |

This report has been produced for general information and is not a replacement for specific advice. While the market information is believed to be reasonably accurate, it is by its nature subject to limited audits and validations. No responsibility can be accepted for any errors or any consequences arising therefrom. No part of the report may be reproduced or circulated without our prior written approval. © E.A. Gibson Shipbrokers Ltd 2021.

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.

Scaling Green Methanol Production



In a significant move towards sustainable shipping and industrial practices, AP Moller-Maersk, along with AP Moller Holding, have established a joint venture named C2X. The primary mission of this independent company is to produce green methanol at a large scale.

As reported, methanol is a crucial component in the production of numerous chemicals, including plastics, textiles, and glues. However, the traditional production process relies heavily on fossil fuels like natural gas and coal. C2X intends to change this narrative by introducing green methanol, derived either from e-

methanol, powered by renewable energy sources, or bio-methanol, sourced from agricultural and forestry by-products and waste materials.

C2X is majority-owned by AP Moller Holding, with Maersk holding a 20% minority stake. C2X said that it recently had a successful fundraising round and plans to have annual production capacity north of three million tonnes by 2030.



The demand for green methanol is poised for substantial growth, particularly in sectors that are challenging to decarbonise, such as long-distance shipping. C2X aims to address this demand by scaling up green methanol production.

The venture already boasts a team of 60 professionals with diverse backgrounds, including expertise in chemicals, renewables, mega-project construction, shipping, and finance. They are actively exploring opportunities in locations like Egypt and Spain, with the goal of accelerating the availability of green methanol at scale.

Brian Davis has been appointed as the CEO of C2X, while Alastair Maxwell, a former banker at Morgan Stanley and Goldman Sachs, serves as the chief financial officer.

This initiative underscores the pressing environmental need to transition to green methanol production and reduce reliance on fossil fuels in industries like plastics, textiles, and fuels. As reported, C2X is positioned to play a pivotal role in achieving a fossil-free future by facilitating the availability of green methanol on a global scale.

The press release can be read [here](#).

US Imposes New Sanctions on Russia to Impact Arctic LNG 2 Project



The United States announced on Thursday that it was to impose further sanctions on designated entities ranging from those in Russia, to further afield in Turkey and the UAE in a crackdown on Russia's attempts to evade sanctions which allow access to technology and finances.

One of the key aims of the further sanctions is to destabilise Russia's Arctic LNG 2 project, a key facet of Russia's aim to become a bigger player in the energy market. James O'Brien, head of the US' State Department's Office of Sanctions Coordination said "The purpose of the action is to restrict

Russia's defense production capacity and to reduce the liquidity it has to pay for its war."

Among the companies targeted are Turkish ship repair company, an Abu-Dhabi based engineering and technology provider and a Finland-based network sending electronic components into Russia.

Russia's Arctic LNG 2 project is expected to reach full capacity in 2026 and will produce 20 millions tonnes of LNG annually.

The US Embassy in Georgia on Thursday released further information on the new sanctions which can be accessed [here](#).

For more information, please contact:

James Clayton
Tel: +44 (0) 207 855 9669
Email: jamesc@CJCLaw.com
www.cjclaw.com



Gibson Shipbrokers





Campbell Johnston Clark

CJC EXCHANGE

Tel: +44(0) 20 7667 1000
Email: sap@eagibson.co.uk
www.gibsons.co.uk