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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 – Pivotal Perseverance

The tanker market looks on somewhat longingly at the Dry market this week, with a more threadbare tally of sales on largely undisclosed terms, laying bare the fulcrum of tanker price levels fostered over the last 18+ months by Russia's illegal war on Ukraine and the greater effort required to maintain equilibrium. That is not to suggest any price collapse around the corner, as most asset classes are providing a stable return on earnings, but with it much more measured purchasing vis-a-vis a dry bulk market invigorated by a hard price correction readily bringing buyers back to the fore with scope (or hope) for asset play.

A direct LR2 value analysis can be drawn with the **"PS VENEZIA"** (108,871 dwt / built 2010 Hudong Zhonghua, China) being sold this week between US\$37.5-38m to undisclosed interests, seen alongside sister ship **"PS PISA"** (108,835 dwt / built 2010 Hudong Zhonghau, China) back in May to Middle Eastern interests for around US\$36.5m, both trading dirty, which is all the more impressive given the latter had passed dry-docking whereas the latest sister has same due in November. With little else to chew on in the sales attention turns to the newbuilding market, which continues to show some 2025/2026 berths being creatively shaken out of the tree and another Chinese builder, Hengli Heavy Ind. (ex-STX Dalian), joining the VLCC building club with a speculative pair under their parent group ownership.

Dry Cargo – All Eyes On The BDI

Last week we posed the question whether Dry was firmly back on the ascendancy and this week delivered a resounding yes, as the BDI nudges close to 1600 points. On the second-hand market, there has been significant activity, including two noteworthy sales of Capesize vessels. The **"GRACIOUS ETERNITY"** (180,199 dwt / built 2009 Imabari, Japan) was sold for US\$21.9m to Chinese buyers, while **"WEST TRADER"** (175,879 dwt / built 2009 Jinhai, China) fetched US\$18.5m from Greek



interests. It's worth noting that the most recent Capesize sale prior to these was "**SANTA LUCIA**" (176,760 dwt / built 2006 Namura, Japan) at US\$16m in early September, which even accounting for age difference demonstrates that asset values are clearly restrengthening.

In the Kamsarmax segment, "**NORD SUN**" (82,146 dwt / built 2013 Tsuneishi Cebu, Philippines) is rumoured to have received four offers, with the highest coming from Greek buyers at US\$22m and consequently last week's sale of "**GENEVA STAR**" (81,557 dwt / built 2015 Tsuneishi Cebu, Philippines) at the firm price of US\$27m might be considered an anomaly, although it must be noted this vessel has an eco-main engine which is becoming more and more relevant in today's market. Next week will signal the start of Q4, which will be eagerly scrutinised as sign-posting sentiments heading into 2024.

Recycling – Steely Determination

Steel markets in India and Pakistan have shown good improvement in the last few weeks and there is generally increasing positive sentiment for Q4 2023 supporting more aggressive prices as ship-breakers seek to fill their yards. Unsurprisingly it's the usual suspect sectors, namely Containerships and Bulkers flooding the yards in steady supply.

Against this backdrop, Pakistani breakers are showing healthy appetite to secure tonnage, giving stiff competition to Indian Recyclers. Meanwhile, the situation in Bangladesh remains stubbornly stuck, as the LC issue persists, leaving breakers continually frustrated after many months of quagmire.

Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
GRACIOUS ETERNITY	180,119	2009	Imabari (Japan)	Chinese buyer	21.9	SS due 1/24.
WEST TRADER	175,879	2009	Jinhai (China)	Greek buyer	reg 18.5	SS due 11/24. BWTS.
NORD SUN	82,146	2013	Tsuneishi Cebu (Philippines)	Undisclosed	22	DD due 9/24. BWTS.
SANKO FORTUNE	75,940	2012	Sasebo (Japan)	Greek buyer	xs 20	DD due 12/24. BWTS. Scrubber.
GLORY HARVEST	63,339	2014	Jiangsu Hantong (China)	Undisclosed	21	SS due 12/24. BWTS. Inc TC @ 14,750 pd for 11-14 months.
HANSEATIC EAGLE	58,018	2010	Yangzhou Dayang (China)	Undisclosed	12.2	SS due 1/25. BWTS.
JIN FENG	52,686	2004	Oshima Zosen (Japan)	ETL Shipping	8.08	SS due 12/24. BWTS fitted.
TAKESHIO	38,494	2012	Naikai Innoshima (Japan)	Greek buyer	14.5	OHBC. DD due 7/24.
UNION GROOVE	35,061	2012	SPP Tongyeong (Korea)	Undisclosed	14.5	DD due 6/25. BWTS.
TANKERS						



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GREAT LADY	308,930	2005	Samsung (Korea) Hudong	Hong Kong buyer	34.75	DD due 11/23. Scrubber. Coated.
PS VENEZIA	108,871	2010	Zhonghua (China)	Undisclosed	37.5-38	Trading dirty. DD due 11/23. Auction sale.
DOMINIA	40,174	2009	SLS (Korea)	Imperial Petroleum	24.5*	Ice 1B. Deepwell. SS due 6/24. Laid-up since 5/23.
PATNOS	16,714	2006	Jiangnan (China)	Undisclosed	10.5	Ice 1A. Epoxy. 9 grades. DD due 9/24. BWTS.
CONTAINERS / RO-RO / REEFER / PCC						
SEASPAN NEW YORK	50,794	2005	Samsung (Korea)	Ocean Network Express	17.25	4,253 TEU. Gearless. SS due 5/25. Already renamed.
GENERAL CARGO / TWEEN / MULTI-PURPOSE						
SAGITTA	13,464	2008	Jiangsu Yangzijiang (China)	Undisclosed	9.5	OHBC. SS psd 2/24. BWTS.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
TANKERS						
Hengli Group	VLCC	306,000 dwt x 2	Hengli HI (China)	2026		
Zodiac Maritime	Suezmax	159,000 dwt x 2	Nihon (Japan)	2025		Conventional fuel.
Zhejiang Fuhua Ship	MR	50,000 dwt x 1	Sainty (China)	2025	ca. 41	
GAS (LNG / LPG / LAG / CO2)						
Lepta Shipping	LPG	40,000 cbm x 4	YAMIC (China)	2026-2027	64.5	LPG dual fuel + shaft gen. Against 7 yrs TC to Exmar.
Erasmus Shipinvest	LPG	7,500 cbm x 2	Kyokuyo (Japan)	2025		
BULKERS						
Kambara Kisen (for TC to MOL Drybulk)	Ultramax	65,700 dwt x 1	Tsuneishi (Japan)	2027		Methanol dual-fuel.
Latsco	Ultramax	64,000 dwt x 3	Oshima (Japan)	2026		
CONTAINERS / RO-RO / REEFER / PCC						
MOL	PCC	7,000 CEU x 2	Nihon (Japan)	2026		

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
Tankers					
VLCC	127.5	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	64.5^	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%
^ = Chinese price (otherwise based upon Japanese / Korean country of build)				~ = Basis standard contemporaneous DWT/spec for each type.	

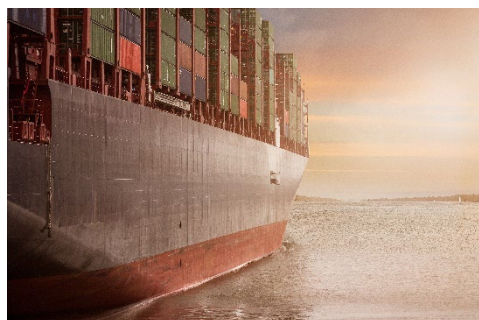
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CJC Market News



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.

Maersk and CMA CGM Join Forces in Decarbonization Bid



A.P. Moller - Maersk A/S and CMA CGM have joined forces on several areas relating to decarbonization, setting ambitious Net Zero targets and will work together to develop the use of alternative green fuels.

Maersk has been ordering vessels that can be operated on bio/e-methanol, whilst CMA CGM has been ordering LNG-propelled vessels, that can also be operated on bio/e-methane, the new green equivalent of current LNG.

Rodolphe Saadé, Chairman and Chief Executive Officer of the CMA CGM Group said "This partnership is a milestone for the decarbonization of our industry. By combining the know-how and the expertise of two shipping leaders, we will accelerate the development of new solutions and technologies, enabling our industry to reach its CO2 reduction targets. We are looking forward to being joined by other companies".

CEO of A.P. Moller – Maersk, Vincent Clerc also reiterated Maersk's intention to accelerate the green transition in shipping.



A.P. Moller – Maersk’s press release can be accessed [here](#). CMA CGM’s can be accessed [here](#).

Ukraine's New Grain Corridor Gains Momentum Despite Challenges



Ukraine's recently established grain corridor is gaining momentum, as defiance against a Russian naval blockade sees more vessels making their way to the war-torn country. On Friday, three bulkers set course for Ukraine shortly after a cargo ship loaded at Chornomorsk and left the port. These vessels, the Eneida, Ying Hao 01, and Azara, are already enroute in the Black Sea with destinations set for Chornomorsk and Pivdennyi.

This marks the second wave of ships attempting to complete a round trip to Ukraine, following the arrival of the Resilient Africa and Aroyat in Chornomorsk on September 17th. The ships are the first to sail to a major Ukrainian port since July when Russia terminated a United Nations-guaranteed grain corridor. Russia had declared all ships in these waters as potential military targets.

The successful round trip of these vessels is a significant boost for Ukraine's efforts to establish its own maritime corridor without relying on Moscow's consent. Under this new route, ships sail close to Romanian and Ukrainian shores, passing Chornomorsk to meet a Ukrainian pilot boat off Odesa.

Kyiv has already used this new corridor since August to release five vessels trapped in Ukraine when the war began, including one container ship and four bulkers.

Notably, the Aroyat and Resilient Africa are believed to have no commercial marine insurance cover, but their success in transporting grain may encourage insurers to arrange coverage and shipowners to utilize the corridor.

The changing military dynamics in the Black Sea, with Ukraine hitting military installations and naval assets in Crimea, and regaining control of abandoned offshore gas and oil rigs, have also contributed to Ukraine's push to expedite grain exports by sea.

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