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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 – The Wisdom of Age

Despite last week's sale of the scrubber-fitted LR2 "**STIRLING**" (112,750 dwt / built 2021 COSCO Zhoushan, China) to Greek interests around the US\$ low 70s m mark, modern tonnage sales are generally conspicuous in absence, requiring strong motivation to purchase at what are now historically high prices. A look at our 10-year-old Aframax average shows a near doubling at 98.6% over the span of the decade, similarly doubling in value since the outbreak of the Russian war against Ukraine in early 2022. Unsurprisingly, vintage vessels continue to constitute the mainstay of sale activity across the board offering lower exposure and more plentiful active buyers.

Continuing with LR2/Aframaxes, the clean trading "**SANMAR SANGEET**" (106,516 dwt / built 2004 Tsuneishi, Japan) has been rumoured sold at US\$ 26.8m to undisclosed interests with Special Survey due in September, looking somewhat wanting against the late April sale of a year older dirty trading LR2 "**SONA STAR**" (105,483 dwt / built 2003 Sumitomo, Japan) at US\$ 27.5m, albeit not underestimating the cost impact of a fourth Special Survey, noting the latter was sold with SS freshly passed, and also against the early-mid April sale of uncoated same aged "**MONVOS**" (115,391 dwt / built 2004 Samsung, S.Korea) at US\$ 28.5 m with Special Survey due in April, although duly allowing consideration for the dwt differential. In addition, the 16-year-old Aframax "**NIPPON PRINCESS**" (105,392 dwt / built 2008 Sumitomo, Japan) is also reported sold at US\$ 38m, following in the royal veins of the sister ship "**IZUMO PRINCESS**" (105,374 dwt / built 2007 Sumitomo, Japan) at US\$ 37.2m, albeit the former seemingly not quite capturing fuller value for having passed Special Survey in November 2023 and being a year younger in age.

Dry Cargo – Capesize Captivation

With the BDI retreating from monthly peaks and Posidonia looming large buying interest shows no sign of abating and buyers have been active in most large segments. To this end, Norden has found a new suitor for their scrubber fitted "**NORD FERUM**" (179,678 dwt / built 2011 Hanjin Subic Ba, Philippines)



at US\$ 34m. Hayfin Capital Management is also rumoured to have picked up the “**CORINTHIAN PHOENIX**” (179,223 dwt / built 2009 Hyundai Ulsan, S.Korea) for US\$ 29m with Special Survey due in September. Navios is back in the headlines following the report that they have exercised purchase options on four kamsarmaxes from Nissen Kaiun of Japan, namely “**NAVIOS CORAL**” (84,904 dwt / built 2016 Imabari, Japan), “**NAVIOS CITRINE**” (81,626 dwt / built 2017 Imabari, Japan), “**NAVIOS AMBER**” (80,994 dwt / built 2015 JMU, Japan) and “**NAVIOS DOLPHIN**” (81,630 dwt / built 2017 Imabari, Japan) for US\$ 116m en bloc.

In the supramax segment, Chinese buyers have purchased “**DELTA AVON**” (56,897 dwt / built 2012 Cosco Guangzhou, China) for US\$ 14.3m and Middle Eastern buyers have purchased the smaller Japanese-built “**SIBULK TRADITION**” (53,206 dwt / built 2009 Iwagi) for US\$ 14m.

Recycling – Challengingly Positive

As we fast approach the summer period, and not forgetting the Monsoon season in the Sub-Cont that will cause disruptions, there are still many questions and concerns about where the Recycling market will be headed in the coming months. There is reasonably firm demand amongst breakers and price levels certainly seem to be heading in the right direction, despite occasional volatility locally but this is the norm, although a slowdown of activity is expected and coupled with general uncertainties and geopolitical activity that could take place means that we expect more of the same going forwards.

Currently, Bangladesh breakers are still top payers despite currency wobbles and taking the lion share of what is out there, but with the Indian elections taking place, and with Modi set for another storming victory, this will surely help the economy and sentiments and so we expect the local recycling market to certainly firm up and compete with the other breaking nations significantly. When looking at tonnage that is currently coming into the market we are still seeing a lot of Chinese older Dry Bulk / General Cargo units heading for scrap and small to medium vintage Containerships, along with a sprinkling of other small tonnage of various types, which it seems has been the staple diet for most breakers of late.

Newbuilding – Orders Wave

Hyundai Vietnam has now taken further LR2 and MR2 orders from Korean owners well into 2028 as product demand continues to drive tanker newbuilding inquiry. Earlier deliveries (within 2026) are possible in Korea still for MR and LR1 but pricing remains significantly higher than in China which deters some buyers. Early deliveries at the established Chinese are long gone and whilst we see some 2026 opportunities on offer for MRs from 2nd/3rd tier yards these are subject to securing a main engine (reflecting the heat in the main engine supply chain we touched on last week). Elsewhere, there have been reportedly some high pricing offered on Newcastlemax newbuildings in Chinese yards and these typically take Suezmax slots. It has become a common theme now that activity in other sectors is relevant to tanker suitable slots as yards maintain varied product mixes.

Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
T SINGAPORE + T MELBOURNE	209,301	2021	SWS (China)	Norden	71 each	DD due 9+10/24. BWTS. Scrubber. Tier



NORD FERRUM	179,678	2011	Hanjin Subic Bay (Philippines)	Undisclosed	34.00	III. Already renamed. SS due 9/26. BWTS. Scrubber.
CORINTHIAN PHOENIX	179,223	2009	Hyundai Ulsan (Korea)	Hayfin Capital Management	29.00	SS due 9/24. BWTS.
NAVIOS DOLPHIN + NAVIOS CITRINE*	81,630	both 2017	Imabari (Japan)	Navios Maritime Partners	116.60 en bloc*	Declared purchase options.
NAVIOS CORAL*	84,904	2016	Imabari (Japan)		*	
NAVIOS AMBER*	80,994	2015	JMU (Japan)		*	
PACIFIC HONOR	58,912	2011	Kawasaki (Japan)	Undisclosed	19.45	SS due 9/25.
CHEVAL BLANC	56,732	2009	Jiangsu Hantong (China)	Undisclosed	11.50	SS due 9/24. BWTS.
SUPER BERGKAMP	55,651	2009	Mitsui (Japan)	Greek buyer	15.50	DD due 4/25. BWTS.
SIBULK TRADITION	53,206	2008	Iwagi (Japan)	Middle Eastern buyer	14.00	SS due 7/25. BWTS. Logs.
TANKERS						
MARJAN	302,977	2002	Samsung (Korea)	Middle Eastern buyer	33.50	DD due 1/25. BWTS. Cap 1. DD due 9/24. Already renamed.
DEMETRIOS	149,999	2011	New Times (China)	Grace Energy Shipping	low-mid 50	Already renamed.
SANMAR SANGEET	106,516	2004	Tsuneishi (Japan)	Undisclosed	high 26	Coated. SS due 9/24. BWTS.
NIPPON PRINCESS	105,392	2008	Sumitomo (Japan)	Undisclosed	38.00	SS psd 11/23. BWTS.
PACIFIC DIAMOND	47,917	2010	Iwagi (Japan)	Undisclosed	xs 27	Pump-room. SS due 10/25.
GULF ESPRIT	46,891	2006	Hyundai Mipo (Korea)	Undisclosed	reg 22	Deepwell. Zinc. 7 grades. DD due 10/24. BWTS.
ARS ET LABOR	40,416	2008	Constantza (Romania)	Italian buyer	reg 25	Deepwell. SS psd 10/23. BWTS.
TRF KIRKENES	19,997	2016	Kitanihon (Japan)	Undisclosed	32.50	Stainless Steel. DD due 12/25. BWTS. Scrubber.
CONTAINERS / RO-RO / REEFER / PCC						
NAVIOS LAPIS	50,506	2009	Jiangsu Newyangzi (China)	Chinese buyer	24.00	4,253 TEU. Gearless. SS due 9/24. BWTS.
BAO ZHOU CI TONG	27,161	2024	Fujian Changxing (China)	Malaysian buyer	21.70	1,900 TEU. Gearless. BWTS.
ACACIA LIBRA	13,658	2007	Jiangsu Eastern (China)	Meratus	5.50	1,022 TEU. Geared. DD due 9/25. BWTS.
GAS (LNG / LPG / LAG / CO2)						
TRADER IV	79,885	2002	Hyundai Ulsan (Korea)	UAE buyer	40.00	137,300 cbm. Steam turbine. Moss type. DD due 8/25. BWTS.



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NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
TANKERS						
SC Shipping + JZ Logistics Holding (Junzheng Group)	Chemicals	25,900 dwt x 5+5	Wuchang (China)	2026-2028	reg 44-45	Stainless Steel. 22 tanks.
Xintong Shipping	Chemicals	25,900 dwt x 2	Wuchang (China)	2026	RMB 307.80	Stainless Steel. 22 tanks. Methanol ready.
GAS (LNG / LPG / LAG / CO2)						
AW Shipping	VLAC	93,000 cbm x 2+2	Jiangnan (China)	2026	-	-
Singpu (SP) Chemicals	VLEC	99,000 cbm x 3	Yangzijiang (China)	2027-2028	-	-
MOL	VLGC/VLAC	88,000 cbm x 2	HD Hyundai Samho (Korea)	2026	reg 101	LPG dual-fuel. Against TC to TotalEnergies.
Tianjin Southwest Maritime	LPG/LAG	25,000 cbm x 2	Huangpu Wenchong (China)	2026-2027	-	Ammonia dual-fuel.
BULKERS						
Precious Shipping	Ultramax	63,500 dwt x 2	Taizhou Sanfu (China)	2026	33.60	-
Itochu Corp	Ultramax	63,000 dwt x 2	New Dayang (China)	2027	reg 35	-
CONTAINERS / RO-RO / REEFER / PCC						
TS Lines	Containership	14,000 TEU x 2	SWS (China)	TBA	145.00	-
TS Lines	Containership	8,000 TEU x 2	SWS (China)	TBA	89.00	-

Recycling Prices (US\$/LWT)

	Bangladesh	Pakistan	India	Turkey
Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG	555 - 570	550 - 560	530 - 540	370 - 380
Bulkers / Tween / General Cargo	540 - 550	530 - 540	510 - 520	350 - 360

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	130.50	114.00	85.00	51.60	64.70%
Suezmax	88.00	84.00	70.00	37.20	88.20%
Aframax	73.00	72.50	58.00	29.50	96.60%
MR	50.00	47.00	38.00	20.50	85.40%
Bulkers					
Capesize	71.00^	63.00	43.00	24.90	72.70%



Kamsarmax	37.50^	37.00	29.00	17.20	68.60%
Ultramax / Supramax	34.50^	35.00	27.50	14.60	88.40%
Handysize	30.00^	27.50	19.00	12.00	58.30%
^ = 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.

Barge Hits Bridge Linking Galveston to Texas A&M Maritime Academy



On Wednesday morning, a barge struck the Pelican Island Causeway bridge in Texas, halting traffic to and from the small residential island as officials assess the structure's safety. The incident occurred around 10 am, according to the Galveston County Sheriff's Office. The impact caused a section of a railway line attached to the bridge to fall into the water, but the bridge itself remains intact. Fortunately, no injuries have been reported.

The collision led to a vacuum gas oil spill, the extent of which is still unknown. Emergency responders are currently cleaning up the fluids from the Galveston Channel. Initially, traffic was closed

in both directions but has since reopened for vehicles leaving the island, although vessel traffic remains restricted.

The Texas Department of Transportation is examining the bridge's structural integrity. The Galveston County Office of Emergency Management, along with other agencies such as the US Coast Guard, is involved in the ongoing assessment and response efforts. David Flores, superintendent of the Galveston County Navigation District, explained that a pushboat navigating two barges from Texas International Terminals lost control and struck an electrical line, igniting a fire. He suggested that high tide and strong currents might have contributed to the accident.



Traffic is gradually resuming, but the island's only exit route is limited to one car at a time. Flores emphasised that the partially collapsed railway, which was never operational, does not pose a threat. Part of the railway structure is visible resting on top of one of the barges.

Pelican Island is accessible solely via the Pelican Island Causeway and is home to Texas A&M University at Galveston. During the incident, 180 students, faculty, and staff were on campus. The university experienced a brief power outage, which was quickly resolved. Taylor Bounds, a university spokesperson, confirmed these details.

Australia Initiates Strategic Merchant Fleet with Historic Defense Budget



Australia's extensive US\$506 billion decade-long defense budget for 2024-25 includes the first funds for the Australian Strategic Fleet. Prime Minister Antony Albanese had promised to revitalise the domestic merchant fleet to bolster both commerce and defense.

In October 2022, the newly-elected government formed a taskforce, which presented its final report in June 2023, outlining how to establish the strategic fleet and address maritime industry challenges. The fleet aims to enhance Australia's resilience and maritime capabilities, consisting of up to 12 privately owned,

commercially operated, Australian-flagged and crewed ships that the government can requisition in emergencies.

The 2024-2025 budget increases defense spending over the decade, aiming for a "more capable and self-reliant" Australia. It includes US\$7.35 billion over the decade to expand and enhance the surface combatant fleet and US\$660 million for autonomous systems.

"We're increasing the defense budget by over US\$33 billion over the next decade," notes Assistant Minister for Defence Matt Thistlethwaite, emphasizing record spending to ensure Australia's defensive capabilities.

The budget also allocates US\$14 million over five years for the strategic fleet's establishment. It includes a pilot program to add three new merchant ships to Australia's domestic fleet, with applications expected to open later this year.

The Australian Maritime Union and others have endorsed the program, citing the decline in the domestic fleet. The International Transport Workers' Federation (ITF) reported that, as of December 2022, only 11 Australian-flagged and crewed vessels over 2,000 dwt had licenses for coastal trade, compared to over 2,300 voyages by 504 foreign-flagged vessels in 2021.

The ITF welcomed the government's budget and funding for merchant vessels.

"In many countries, domestically-owned and operated fleets supplement supply chain capacity and move cargoes via national-flag vessels. This strategic capacity allows the industry to use vessels to move cargoes to smaller ports further inland or supplement capacity for moving goods inland by rail and road," said ITF General Secretary Stephen Cotton.

The COVID-19 pandemic highlighted Australia's supply chain vulnerabilities. The ITF stressed the critical role of shipping in Australia's economy, noting that shipping handles 99 percent of Australia's trade by volume and around 79 percent by value.



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