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Gibson Sale & Purchase Market Report



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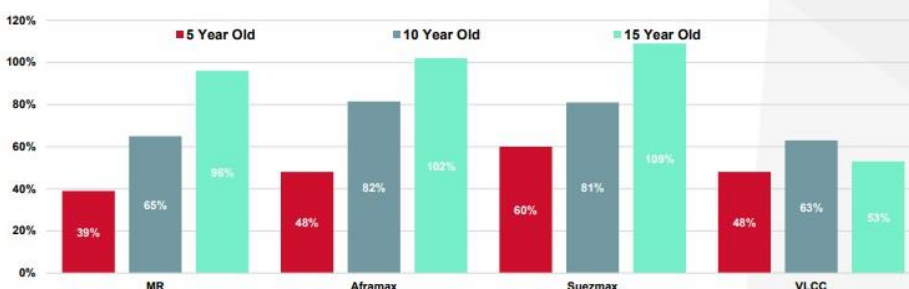
Tankers – Party Time

Tankers owners will be all smiles when it comes to the Posidonia parties next week as amazing earnings continue with ship values near record levels. In fact, probably over record levels if you take inflation into account. It’s interesting to note how values have increased since the last Posidonia, see below:

Appreciation in Tanker Asset Prices

Current Asset Prices (\$ mln)	MR	Aframax	Suezmax	VLCC
5 year old	46	72.5	83	114
10 year old	38	59	68	85
15 year old	27	42.5	49	58

% Increase in Asset Values since Posidonia 2022





Buyers are still scouting for modern tonnage but workable units are hard to find. We see a number of owners renewing their fleets, as demonstrated by the likes of Great Eastern who have picked up two eco MR2s in the last few months whilst selling off their older ladies, such as the "**JAG PRANAM**" (48,694 dwt / built 2004 Iwagi, Japan), which went this week for US\$ 14.5 m. Super Eco Tankers has also sold its oldest unit, "**ALHENA**" (52,240 dwt / built 2012 GSI, China) for an attractive looking US\$ 32.275 m, which is a big jump from the March sale of the three-year older sister "**CELSIUS PORTO**" that was reported sold for US\$ 23 m.

Dry Cargo – Dry Deliberation

With the freight market remaining relatively flat, sales activity appears comparatively light but earnings are still sitting at reasonable levels, which leaves both buyers and sellers in a quandary on which way the dice will fall over the next few months. This typical deliberation relies on whether to buy now or sell now or wait for developments that favour their envisioned trade as a buyer or a seller. The sale of the week is that of the modern Kamsarmax the "**VINCENT TALISMAN**" (81,577 dwt / built 2020 Jiangsu Hantong, China) for region US\$ 33 m, the vessel was withdrawn in April when owners failed to receive offers to attract their attention and this false start has been now been resolved with a sale to Chinese buyers

It is clear some buyers have elected to bite the bullet and proceed aggressively with their purchases as illustrated by the reported sale of grain clean older Panamax "**BRAVERY**" (76,606 dwt / built 2004 Imabari, Japan) at US\$ 12.5 m seems a very strong price considering the last done was back in March at over 11. Similarly, owners of the "**DESERT SYMPHONY**" (54,316 dwt / built 2007 Kouan, China) have pushed the envelope further following their sale of their year older sister in March by achieving US\$ 11.45 m some US\$ 1.5 m more which is far more than the age difference would allow for. It is interesting to note that buyers are prepared to pay up for these older units whose shelf life is going to be limited.

Recycling – Posidonia Pause

Indian breakers are in a positive mood not only with sentiments appearing good on a local level with steel prices and demand relatively healthy, but the soon-to-be-announced elections (with Modi in pole position) gearing up to give the economy a shot in the arm. Bangladeshi breakers have had a little wobble of late, which has seen prices dip but breakers are still just about paying top Dollar for the most tonnage of a decent size. Meanwhile, Pakistani breakers are still treading water with their rates mostly uncompetitive. Regrettably, though the flow of demo tonnage for all markets is still just a trickle.

On a more positive note Posidonia kicks off this weekend, running through to next week, which will see all the movers and shakers get together to celebrate, and whilst the Recycling market may not have much to shout about at present, perhaps this time next Posidonia it may well be a very different story!

Newbuilding – Firm Fundamentals

Further substantial bulker (Newcastlemax) and container orders are emerging from major players with plans for further investment. This will continue to boost yards' confidence and in reality support current newbuilding price levels for tankers also (that can be built in the same slots). There seems no let up in geopolitical events that are combining to boost the tanker market in an unprecedented manner. We also have a significant proportion of the fleet that is overaged, a relatively modest alternative fuel investment programme so far in tankers (compared to other sectors) and a sector with substantial cash reserves. We therefore remain bullish that further ordering will continue in tankers for the foreseeable future despite current historically high price levels.



Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
CAPE KEYSTONE	179,250	2011	Hyundai Mipo (Korea)	Undisclosed	32.50	DD due 1/25.
LILA SINGAPORE	175,980	2003	CSBC (Taiwan)	Chinese buyer	14.10	Non-IACS. Already renamed.
VAN GOGH	95,711	2013	Imabari (Japan)	Greek buyer	25.00	SS due 11/25. BWTS. Tier II.
GIA AMBITION	84,990	2022	Tianjin Xingang (China)	National Navigation Co (NNC)	38.50	36m beam. DD due 11/25. BWTS. Tier III.
VINCENT TALISMAN	81,577	2020	Jiangsu Hantong (China)	Chinese buyer	reg 33	SS due 4/25. BWTS.
GENESIS	81,305	2012	Sungdong (Korea)	Undisclosed	22.50	DD due 7/25. BWTS.
BRAVERY	76,606	2004	Imabari (Japan)	Middle Eastern buyer	12.50	DD due 7/25. BWTS.
SEACON 8	57,000	2012	Ningbo Beilun Lantian (China)	UAE buyer	14.13 (A)	Online auction. DD due 1/25. BWTS.
BAO QUAN	56,947	2011	Liaoning Marine (China)	Undisclosed	14.00	DD due 7/24. BWTS.
PROTECTOR ST. GEORGE	56,632	2011	CIC Jiangsu (China)	Undisclosed	14.00	SS due 6/26. BWTS.
DESERT SYMPHONY	54,316	2007	Kouan (China)	Undisclosed	11.45	DD due 1/25. BWTS.
SANTORINI ISLAND	48,549	2007	Hakodate (Japan)	Undisclosed	12.00	SS due 3/25. BWTS.
YASA VIOLET	40,508	2024	Jiangmen Nanyang (China)	Panocean	34.00	BWTS. Tier III.
DINO	33,371	2009	Shin Kochi (Japan)	Turkish buyer	13.40	OHBS. SS due 10/24. BWTS.
TRAWIND WHALE	31,785	2011	Guangzhou Huangpu (China)	Vietnamese buyer	10.50	OHBC. SS due 1/26. BWTS. Logs. FS Ice II.
AKTEA R	28,372	2010	Imabari (Japan)	Undisclosed	high 10s	SS due 3/25. BWTS. Logs.
TANKERS						
ALHENA	52,420	2012	GSI (China)	IMS	32.75	Deepwell. DD due



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JAG PRANAM	48,694	2004	Iwagi (Japan)	Undisclosed	14.50	8/25. BWTS. Pump-room. DD due 12/25.
PEARL KARUIZAWA	7,998	2022	Penglai Jinglu (China)	VT Tankers	17.10	BWTS. Bunkering. Epoxy. Coiled. 2 x 1,000 cbm pumps. Twin M/E. Renamed.
ZHONG DA YOU 16	6,864	2012	Zhoushan Zhaobao (China)	Undisclosed	xs 4	Epoxy. Chinese M/E. DD due 4/25. FS Ice II.
CONTAINERS / RO-RO / REEFER / PCC						
CAROLINE M' + CARSTEN M' + CORNELIUS MAERSK	110,387	all 2000	Odense (Denmark)	MSC	est. 30 each	9,578 TEU. Gearless. SS due 2+3+3/25.
M WILMINGTON	21,413	2010	Imabari (Japan)	Tanto Intim Line	13.50	1,708 TEU. Geared. SS due 2/25.
GENERAL CARGO / TWEEN / MULTI-PURPOSE						
PERMATA	11,913	2012	Higaki (Japan)	Undisclosed	8.50	Geared. DD due 2/25.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
TANKERS						
Xiamen	LR2	113,600 dwt x 2+2	Fujian Mawei - Xiamen (China)	2027	-	LNG dual- fuel. Options: WindWings, shaft gen + aerobridge.
Eastern Pacific Shipping	LR2	111,000 dwt x 4	GSI (China)	2026	83.00	LNG dual- fuel.
Gulf Energy Maritime	MR2	50,000 dwt x 2	Hyundai Mipo (Korea)	2026	reg/xs 50	-
Medcare Shipping	MR1	41,000 dwt x 3	Penglai Jinglu (China)	2027	-	Convention al M/E. Ice 1B.
GAS (LNG / LPG / LAG / CO2)						
ADNOC L&S	LNG	175,000 cbm x 3+2	Hanwha Ocean(Korea)	TBA	-	LOI.
ADNOC L&S	LNG	175,000 cbm x 3+2	Samsung (Korea)	TBA	-	LOI.
TBA	LPG	40,000 cbm x 2	Nantong CIMC (Chain)	2027-2028	-	-
BULKERS						
Veritas Shipmanagement	Kamsarmax	82,000 dwt x 2	Hengli Heavy (China)	2026	38.00	-
CONTAINERS / RO-RO / REEFER / PCC						
Seaspan Corp	Containership	13,000 TEU x 3	Hudong- Zhonghau (China)	2027-2028	xs 180	LNG dual- fuel. Against TC to ONE.



X-Press Feeders	Containership	10,000 TEU x 4	SWS (China)	2027	115	-
Wallenius Wilhelmsen	PCTC	9,300 CEU + 4	CMHI Jiangsu (China)	2027-2028	-	Declared options. Methanol dual-fuel. Ammonia ready.
Seaspan Corp	Containership	9,000 TEU x 4	Yangzijiang (China)	2027-2028	xs 125	Methanol dual-fuel. Against TC to AP Moller-Maersk.
RCL	Containership	4,382 TEU x 2	Huangpu Wenchong (China)	2027-2028	-	Convention al M/E. Scrubber.

Recycling Prices (US\$/LWT)

	Bangladesh	Pakistan	India	Turkey
Tank/Cont/Ro-Ro/Capes/LPG/PCC Dry Cargo/Bulk/Tween/General Cargo	545- 565	540 - 560	530 - 540	370 - 380
	530 - 540	525 - 535	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	59.00	29.50	100.00%
MR	50.00	47.00	38.00	20.50	85.40%
Bulkers					
Capesize	73^	63.50	44.50	24.90	78.70%
Kamsarmax	37.5^	38.00	29.00	17.20	68.60%
Ultramax / Supramax	34.5^	36.00	27.50	14.60	88.40%
Handysize	30.5^	28.00	20.00	12.00	66.70%
^ = 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.

Bulker Damaged and Taking Water After Houthi Missile Strikes



It has been reported that a Greek-managed bulker incurred significant damage and began taking on water after being struck by missiles off the coast of Yemen. The incident, which occurred on May 28, 2024, has raised concerns about maritime security in the region. The distress call was made earlier in the day, and although no official claim of responsibility has been made by the Houthi rebels, early indications point to them as the perpetrators.

The UK Maritime Trade Organizations (UKMTO) received the initial report of the incident approximately 30 nautical miles south of Hudaydah, Yemen, near the Bab el-Mandeb Strait. The vessel, believed to be the *LAAX*, registered in the Marshall Islands and managed by Greece's Grehel Shipmanagement, sustained damage and began taking on water. It is reported that further missiles targeted the vessel while it was already compromised, leading to additional damage and unconfirmed reports of one crew member being injured. The situation escalated five hours after the first report, with the master of the vessel reporting more attacks while the ship was 33 nautical miles from Mukha, Yemen. Coalition forces are currently investigating the attacks.

The *Laax*, built in 2012, is a 82,265 dwt standard bulker measuring 751 feet or 229 meters in length. According to its Automatic Identification System (AIS), the vessel's voyage originated in Paranagua, Brazil, and was bound for Iran, though some reports suggest it was heading to Fujairah in the UAE. Security consultant Ambrey confirmed the distress call, with the ship reporting damage to one of its holds and listing due to water ingress.

The motivations behind the attack remain unclear. Grehel Shipmanagement, which operates 10 ships, and its sister company Newport, managing 22 vessels, are both controlled by Langlois Enterprises. The previous week, the International Maritime Organization's Maritime Safety Committee recently condemned such attacks, deeming them "illegal and unjustifiable." On May 23, the committee adopted a resolution demanding an immediate cessation of attacks on ships and seafarers in the Red Sea and Gulf of Aden.

This incident underscores the volatile security situation in the region and the ongoing risks faced by commercial shipping.

Pentagon confirms that Houthis have capacity to strike vessels in Mediterranean



A senior Pentagon official has confirmed that the US Department of Defence was aware that the Houthi forces, currently occupying portions of Yemen, were in possession of advanced weaponry that could potentially strike vessels as far away as the Mediterranean, some 2,000KM from Yemen. To date, the longest-range attack that the Houthis have carried out was in the Indian Ocean, several hundred miles from Yemen's shores but still far closer than any location in the Mediterranean.

Since the hijacking of the Galaxy Leader in November, attacks with missiles and drones have been constant in the Red Sea.

Primarily these attacks use anti-ship ballistic missiles (ASBMs) and flying suicide drones, but there are also reports that the Houthis have been given underwater explosive drones by Iran, the regional power known to be providing weapons to the Yemeni rebels.

EU and US naval forces continue to operate in the region, attempting to safeguard trade by escorting merchant vessels and intercepting numerous attacks. Despite this, the attacks continue and traffic through the Red Sea remains at around 50% of what it was at the same time last year.

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