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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 – Seasonal Slowdown

The summer or seasonal slow down has hit the earnings of the larger crude tankers, although these, as ever, are anticipated to jump back after the next 2-3 months have passed. Pressure will be put on prices in the short term, but Owners will not be in any rush and just sit back and relax and wait for the markets to improve before they consider to sell. Asset prices have jumped by over 100pct in the last 2 years, and this week we hear the Japanese controlled **"PUSAKA JAVA"** (108,524 dwt / built 2018 Tsuneishi, Japan) has been picked up by Singaporean buyers for US\$ 67.75 m which when compared to 5 year old bench marks of US\$ 72.5 m, looks well priced for the Buyer.

In the product sector tonnage is eagerly sought and transactions are rapidly concluded. Modern tonnage is seriously hard to come by, but we hear this week that 2 resales MR2s (49,600 dwt / delivery 2026 GSI, China) have been sold for US\$ 52.75 m each.

Dry Cargo – Summer Sizzler

With average global temperatures climbing above historical averages. Asset values continue to 'push the mercury' driven by competition for quality tonnage remaining hot. Thenamaris reportedly purchased the **"COURAGEOUS"** (181,008 dwt / built 2016 SWS, S. Korea) for a sizzling US\$ 50.30 m. Oldendorff are taking advantage of heated pricing by selling their Newcastlemax **"HERMANN OLDENDORFF"** (209,243 dwt / built 2016 Taizhou Catic, China) to South Korean Buyers HMM for US\$ 55 m and their **"KAMILLA OLDENDORFF"** and **"KLARISSA OLDENDORFF"** (82,245 dwt / built 2023 Jiangsu New Hanton, China) for US\$ 40 m each enbloc to undisclosed buyers. Believe 5-6 Buyers participated in the on-line auction of **"BBG QINZHOU"** (81, 608 dwt / built 2019 Tianjin Xingang, China) which attained a cooling US\$ 30.06 m. By comparison Tsuneishi Group commanded US\$ 35.6 m for their **"LIVIA ROSE"** (81, 828 dwt / built 2018 Tsuneishi Zhoushan, China).



For the smaller sizes. Asian Buyers continue to gobble up supramaxes like hot dinners having reportedly taken **"MAINE DREAM"** (57,982 dwt / built 2012 Tsuneishi Cebu, Philippines) for US\$ 19.3 m, **"AULAC VANGUARD"** (55,848 dwt / built 2012 IHI, Japan) for US\$ 18.8 m, **"GENCO WARRIOR"** (55,435 dwt / built 2005 NACKS, China) for US\$ 12 m and **"TAI HUNTER"** (55,418 dwt / built 2007 Oshima, Japan) attained US\$14.80 m.

Recycling – A Handful of Nothing

As we head into Q3 and the summer period, not forgetting monsoon season, looking back at the first half of 2024 it has probably played out as we had expected, i.e. precious few vessels available for recycling, secondhand asset values high, freight rates firm, and not forgetting increased geo political activity . Overall it has resulted in very little scrapping activity taking place and whilst there is an underlying demand and ship scrap price levels still remain relatively firm despite, such scarce activity (rates have been and remain in the low to mid US\$ 500's throughout the Sub-Cont) there is the real chance of this scenario continuing into Q3 and possibly beyond. Presently activity is quiet and in recent weeks it seems to be just a handful of tonnage is being reported sold for scrap, mainly smaller sizes of vintage Bulkers and Gen Cargo units, although we have seen MSC dispose of a few more of their Containers for strict HKC Green Ship Recycling which is encouraging.

Newbuilding – Fleet Renewal Insistence

Owners continue to grapple with historically high modern 2nd hand and newbuilding pricing and how to best reinvest strong market earnings into fleet renewal and expansion. As a result we see interest continuing to test modern 2nd hand opportunities as well as dialogue with yards leading to further confirmed deals in both areas. Modern 2nd hand pricing has always been a major determinant for newbuilding demand. With the ongoing bullishness of owners, tight supply of tonnage for sale and ageing fleets we still do not see a window of buying bargains coming and that will likely push owners further to the yards despite current price levels.

Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
HERMANN OLDENDORFF	209,243	2016	Taizhou Catic (China)	HMM	55.00	SS psd 4/24. BWTS. Scrubber.
COURAGEOUS	180,008	2016	SWS (China)	Thenamaris	50.50	SS due 11/26. BWTS. Tier III.
UNTA	106,563	2009	Oshima Zosen (Japan)	Chinese buyer	18.50	SS due 8/24. BWTS.
BBG QINZHOU	81,608	2019	Tianjin Xingang (China)	Undisclosed	30.06 (A)	Auction sale. SS due 11/24. BWTS.
SEA OPAL	79,342	2010	Jiangsu Eastern (China)	Undisclosed	high 14	SS due 8/25. BWTS.
CORAL JASPER	78,087	2012	Shin Kurushima (Japan)	Greek buyer	22.80	DD due 9/25.



MAINE DREAM	57,982	2012	Tsuneishi Cebu (Philippines)	Undisclosed	19.30	SS due 2/25. BWTS.
GENCO WARRIOR	55,435	2005	NACKS (China)	Chinese buyer	12.00	SS due 1/25. BWTS.
HILMA BULKER	34,502	2017	Hakodate (Japan)	Undisclosed	23.50	DD due 6/25. BWTS. Logs.
CHARANA NAREE	33,720	2005	Shin Kochi (Japan)	Undisclosed	10.75	SS due 9/25. BWTS.
WUJIANG	30,345	2003	Dalian (China)	Undisclosed	7.5 (A)	Auction sale. 1,842 TEU. Cr 2 x 100t. DD due 12/26.
GOLD DUST	28,420	2012	Imabari (Japan)	Vietnamese buyer	12.00	SS due 5/25.
TANKERS						
PUSAKA JAVA	108,524	2018	Tsuneishi (Japan)	Eastern Pacific Shipping	67.50	DD due 3/26. BWTS. Scrubber.
GUANGZHOU 23110025 + '26	49,600	both 2026	GSI (China)	Chinese buyer	52.75 each	IMO II/III. BWTS.
GAS						
SEASUCCESS	28,482	2018	Hyundai Mipo (Korea)	Aygaz	reg 58/59	37,390 cbm. DD due 11/25. BWTS.
WARINSART	28,521	2014	Hyundai Mipo (Korea)	Schulte	50.00	37,353 cbm. SS psd 6/24. BWTS. Basis TC back.
VERRAZANE + SURVILLE	26,200	2013+2014	Hyundai Mipo (Korea)	Seahawk	100 en bloc	34,500 cbm. DD due 9/26 + 1/27. BWTS. TC back.
PERTUSOLA	17,750	1999	Sestri (Italy)	Turkish buyer	14.00	17,395 cbm. Semi-ref. DD due 3/25. BWTS. FS Ice II.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
BULKERS						
China Merchants Energy	Newcastlemax	210,000 dwt x 8	New Times (China)	2028	76.00	Scrubber.
China Merchants Energy	Newcastlemax	210,000 dwt x 6	Beihai (China)	2028	78.00	Shaft generators.
GAS						
Kumiai Navigation	VLGC	86,700 cbm x 1	Kawasaki (Japan)	2026	120.00	Against 7 yrs TC to AltaGas.
CONTAINERS / RO-RO / REEFER / PCC						
Eastern Pacific Shipping	PCC	5,500 CEU x 4+4	Fujian Mawei (China)	2026-2027	-	LNG dual-fuel
Eastern Pacific Shipping	PCC	5,500 CEU x 2+2	CMHI Jinling (China)	2027	-	LNG dual-fuel

Recycling Prices (US\$/LWT)

	Bangladesh	Pakistan	India	Turkey
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Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG	545 - 565	540 - 560	530 - 540	370 - 380
Bulkers / Tween / General Cargo	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	115	85	52	64%
Suezmax	90	83	68	38	81%
Aframax	75	73	60	30	101%
MR	52	47	39	21	86%
Bulkers					
Capesize	76^	64	45	25	81%
Kamsarmax	37.5^	39	30	17	71%
Ultramax / Supramax	34^	37	29	15	95%
Handysize	30.5^	29	21	12	75%

~ = Basis standard contemporaneous DWT/spec for each type.

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

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CJC Market News



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Houthis Claim Hypersonic Missile Strike In Arabian Sea



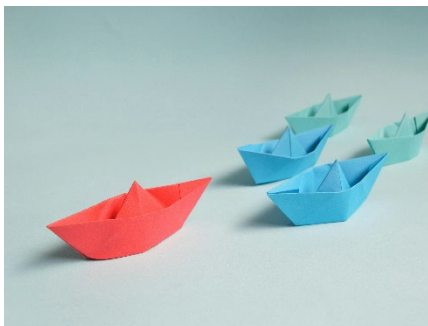
On Wednesday, Houthi rebels in Yemen claimed to have launched their first hypersonic missile attack against a vessel – the container ship *MSC Sarah V* – as it was in the Arabian Sea approximately 280 miles southeast of the Yemeni coast.

A hypersonic missile is any missile that travels at speeds of between Mach 5 (3,400mph or just under one mile per second) and Mach 25 (approximately 17,500mph or just under five miles per second), per the Atlantic Council. This significant increase in speed compared to conventional ballistic missiles makes evasive action or interception significantly more difficult.

While the Houthi military has been claiming to possess hypersonic missile technology since March, the deployment of such a weapon marks a significant step up in the Red Sea Crisis – notably, last week the Houthis also announced used a new generation of autonomous boat drones against *Transworld Navigator*, which resulted in some damage to the ship and one injured member of the crew. The use of hypersonic weaponry also further strengthens suspicions that Iran – which unveiled its first hypersonic missile in June 2023 – is the main sponsor of Houthi attacks in the Red Sea.

Though the UKMTO did confirm an attack against the *Sarah V*, no direct hit or ensuing damage was reported.

Rising Tensions in the South China Sea



Amidst escalating tensions over the control of the Philippine exclusive economic zone, China's navy is conducting amphibious drills in the South China Sea, over five hundred nautical miles from its mainland. The drills included search and rescue operations, live fire exercises, damage control, ship-to-ship mooring, smokescreen deployment, and anti-drone air defence manoeuvres. They involved the landing ships Danxiashan, Laotieshan, and Lushan.

These drills have resulted in tensions rising as just last week, a confrontation occurred between Chinese Coast Guard personnel and Philippine soldiers during a resupply mission at Second Thomas Shoal by the latter. The altercation resulted in injuries to eight Philippine soldiers and damage to several military RHIBs.

On Sunday, during a visit to the Armed Forces of the Philippines' Western Command headquarters, Philippine President Ferdinand Marcos Jr. praised the troops at Second Thomas Shoal for their restraint in the face of what he termed, China's "intense provocation." Marcos stated that while his administration seeks peaceful resolutions and does not desire conflict with China, it will steadfastly defend the nation's internationally-recognised maritime boundaries.

"We stay true to our Filipino nature that we would like to settle all these issues peacefully... We will not resort to the use of force or intimidation," he said. "But at the same time, we stand firm. Our calm and peaceful disposition should not be mistaken for acquiescence. We will never be subjugated and oppressed by anyone."

Despite accusing China of violating international law at Second Thomas Shoal, Marcos' administration has taken steps to de-escalate the situation. National Security Adviser Secretary Eduardo Año emphasised that the incident does not qualify as an armed attack under international definitions, as it did not involve excessive use of military force that could trigger collective self-defence. "By international



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definition of an armed attack, it is the use of military force, an excessive use of force that could trigger collective self-defence," Añó stated on Monday.

The recent events underscore the rising tensions in the South China Sea and the delicate balance of power and diplomacy in the region.

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