

**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

Dry Cargo – Jumping on the Band Wagon | Tankers – Midsummer Night's Dreaming | Newbuilding – Bulker Bravado | Recycling – Steel in Lockdown? | Sale & Purchase Market Report |

#### CJC Market News

Helsinki Automated Mooring System Reduces Omissions | Singapore Strait Faces a Rise in Sea Robberies | OMSA Launches Vessel to Document and Publicise Jones Act violations in US Waters

## 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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### DRY CARGO – Jumping on the Band Wagon

Diana Shipping, who have been relatively quiet in comparison to their other dry listed compatriots, have finally decided to join the party with the purchase of the kamsarmax "**MAGNOLIA**" (82,165 dwt/blt 2011 Tsuneishi, Japan) at US\$22m. This sale shows a continuing firming in price in this size/type and is reaffirmed by the sale of the "**NAVIOS MARCO POLO**" (80,647 dwt/blt 2011 Universal, Japan) at US\$22.5m, albeit this vessel benefits from an installed BWTS. It is interesting to note how values for post panamax bulkers have improved, in the past they were heavily discounted against their panamax beam cousins, but as we now see with the sale of "**LOWLANDS GREEN**" (95,695 dwt/blt Imabari, Japan) at US\$21m the reduction is not so prevalent. Last year the same buyers purchased the similar aged sister at US\$16.2m and given the vessel is now a year older this shows close to a 30 percent increase in price over the period.

For capes we are seeing another quick-fire sale from Japan with the sale of the "**BULK DENMARK**" (181,458 dwt/blt 2011 Imabari, Japan) at US\$30.5m basis BWTS and scrubber fitted. This vessel was not long on the market having been officially marketed for sale on 23rd July 2021, clearly showing that aggressive buyers are willing to move quickly for quality Japanese built vessels. Supramaxes and handies continue to be snapped up with prices still with an upward trajectory with little sign of slackening in demand for units.

### TANKERS – Midsummer Night's Dreaming

Sunday's OPEC meeting has finally given way to an oil production increase of 400k pd, which has thrown a small life-ring in the way of reduced bunkering prices rebalancing earnings a little, but the spot market remains stubbornly parched during these summer months. However, belief in a real oasis on the horizon being within tangible reach is still prompting selective second-hand buying interest,

particularly given the challenging backdrop of stratospheric newbuilding prices following the likes of Branson and Besos to the edge of space!

Following a handful of vintage VLCC sales in recent weeks, the "**TAKAHASHI**" (314,020 dwt/blt 2007 Nacks) has sold for around US\$34.45m for prompt delivery, having passed Special Survey in March 2020, but some reporting BWTS still to be fitted in 2022. Suezmax negotiations remain ongoing but yet to crystallise, whereas the vintage end of the aframax market has seen unreported sales surfacing. A Ukrainian buyer is understood to have taken the "**STENA NATALITA**" (108,073 dwt/blt 2002 Tsuneishi) last month on undisclosed terms, Taiwanese buyers also taking the coated but uncoiled "**AQUAMARINE**" (99,990 dwt/blt 2002 Onomichi) in June, and the "**ASTRO SATURN**" (105,109 dwt/blt 2003 Daewoo) to undisclosed buyer for US\$12.5m in more recent days.

Finally, benefiting from the rocketing container market bumping traditional IMO II cargoes out of boxes and back to their rightful tanker markets, this week has seen a noteworthy resurgent interest in J19 stainless steel ships with trio of teenage year units swapping hands, namely "**BEECH GALAXY**" + "**LIME GALAXY**" (19,998 dwt/blt 2007+2008 Usuki) to Womar at US\$11m+12m respectively and Taihua Ship Management picking up "**CELSIUS MANHATTAN**" (19,807 dwt/blt 2006 Kitanihon) for a firmer US\$11.5m, with the expectation of more sales to follow in the weeks ahead.

## **NEWBUBUILDING – Bulker Bravado**

Further dry orders continue to emerge at the yards, but the focus is on early deliveries within the two year ordering window. A number of berths have come back into yards' hands from failed projects or undeclared options, so easy for the yards to move quickly to resell. We shall see if bulker enquiry continues to build for deliveries second half 2023 onwards, but also now annual yard summer holidays are approaching as well as holidays in general.

Tanker newbuilding enquiry remains flat, partly for the above reasons, but with OPEC impasse broken hopefully we should see some momentum return to the tanker market shortly and subsequently newbuilding enquiry. It is worth noting that, with a strong market, bulker owners have taken the pricing at the yards today (that has mainly been increased for steel price reasons rather than increased newbuilding demand) and we believe it may well be the case that, as the tanker market returns, increased newbuilding enquiry will limit the scope for price reductions from any steel plate price relief that may or may not come.

## **RECYCLING – Steel in Lockdown?**

With Eid taking place this week, and couple that with summer vacations in full swing, it has been a slow week with very little activity taking place. Prices not surprisingly remain firm across the board. Sinokor has however been taking full advantage of this firming demo market by placing their third LNG in the market in as many months; this time it's the turn of their 27k lightweight "**BALTIC ENERGY**" being put on the chopping block with breakers in Bangladesh already submitting some eye watering numbers. However, there have been fresh reports of a potential Lockdown being imposed in Bangladesh, and if that happens and proves correct it would thwart any attempts for the local recyclers to buy/beach any tonnage in the short term whilst this lasts. That said, if this current short supply continues and prices gradually firm as the weeks go by, and when things are eventually lifted in Bangladesh, we can only guess what kind of improved numbers the local breakers might be throwing around as they desperately try to secure some much needed tonnage.

## Gibson Sale & Purchase Market Report

### S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
<b>BULKERS</b>						
PATRIOTSHIP + HELASSHIP	181,500	2010+2012	Imabari Saijo (JPN)	Undisclosed buyer	reg 62 en bloc	BBHP deal.
BULK DENMARK	181,458	2010	Imabari Saijo (JPN)	Thenamaris	30.5	SS psd 11/20. BWTS+Scrubber fitted.
LOWLANDS GREEN	95,695	2011	Imabari (JPN)	Polembros	21	SS psd 12/20. Dely 1/22. BWTS fitted.
MAGNOLIA	82,165	2011	Tsuneishi (JPN)	Diana Shipping	22	SS psd 11/20. Dely 3/22.
NAVIOS MARCO POLO	80,647	2011	Universal Maizuru (JPN)	Chailease International Leasing	22.5	SS psd 2/22. BWTS fitted. Dely 10/21 S'pore-Japan.
XING BAO	72,080	1997	Hitachi (JPN)	Chinese buyer	8.3	SS due 12/22.
NORD TRUST	55,693	2009	Mitsui (JPN)	Undisclosed buyer	16	
KEN SEA	53,491	2009	Iwagi (JPN)	Undisclosed buyer	15.5	DD due 10/21.
PUNTA + VALOVINE	52,000	2014 + 2016	Uljanik (CRT)	Croatia buyer	14.5 + 16	Tier II. BWTS fitted + SS+BWTS due 9/21.
SIDER FAIOCH	38,800	2015	Jiangsu Hantong (CHN)	European buyer	21.2	SS psd 10/20. BWTS fitted. Boxed. Dely Met/Atlantic 9/21.
MS CHARM	32,449	2010	Zhejiang Hongxin (CHN)	Undisclosed buyer	12.5	SS+DD psd 10/20. BWTS fitted.
KIRA OCEAN	30,835	1997	Minami Nippon (JPN)	Undisclosed buyer	low 5	SS due 3/22.
GLORIOUS SAWARA	28,339	2009	I-S Shipyard (JPN)	Undisclosed buyer	11	Logs fitted. SS due 7/22.
KING RICE	28,050	2012	I-S Shipyard (JPN)	Taylor Maritime	12.8	SS due 10/22. Logs.
<b>TANKERS</b>						
TAKAHASHI	314,020	2007	NACKS (CHN)	NGM Energy	34.45	SS psd 3/20. BWTS to be fitted 2022. Prompt delivery.
PINK STARS	115,592	2010	Samsung (KRS)	Greek buyer	25.3	Coated. SS psd 1/21. BWTS fitted. BB back @ \$10k pd to 2023.
STENA NATALITA	108,073	2001	Tsuneishi (JPN)	Vigor Shiptrade	n/a	Sold in June.
ASTRO SATURN	105,109	2003	Daewoo (KRS)	Undisclosed buyer	12.5	DD due 8/21.
AQUAMARINE	99,990	2002	Onomichi (JPN)	Taiwanese buyer	9.7	SS due 12/22. Coated. Uncoiled. Sold in June.
BEECH GALAXY + LIME GALAXY	19,998	2007+2008	Usuki (JPN)	Womar	11 + 12	Stainless Steel.
CELSIUS MANHATTAN	19,807	2006	Kitanihon (JPN)	Taihua Ship Management	11.5	Stainless Steel. SS due 10/21.
<b>CONTAINERS / RO-RO / REEFER / PCC</b>						
NORTHERN JADE + NORTHERN JULIE	108,106	both 2005	Daewoo (KRS)	MSC	85 each	8411 TEU. Gearless. SS psd 2020. Inc. TC to 2022.



MAERSK EUPHRATES + MAERSK INDUS + WIDE BRAVO WIDE HOTEL + WIDE INDIA + WIDE JULIET	65,500 65,500	all 2014 all 2015	Hanjin HI, Philpns (PHI) Hanjin HI, Philpns (PHI)	Greek buyer	260 en bloc	5400 TEU. Gearless. Inc. TC attached.
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### NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
<b>BULKERS</b>						
MOL	Newcastlemax	210,000 dwt x 1	Nihon Shipyard (JPN)	2025		LNG fuel. Against long TC to JFE Steel.
NYK	Newcastlemax	210,000 dwt x 1	Nihon Shipyard (JPN)	2024		LNG fuel. Against long TC to JFE Steel.
K-Line	Newcastlemax	210,000 dwt x 1	Nihon Shipyard (JPN)	2024		LNG fuel. Against long TC to JFE Steel. Seawing installation.
Mitsui & Co	Kamsarmax	82,000 dwt x 2	YAMIC (CHN)	2023	32	
Orix Coproration	Ultramax	66,000 dwt x 2	Tsuneishi Zhoushan (CHN)	2023		EEDI Phase 3.
<b>TANKERS</b>						
Shanghai North Sea Shipping (SNS)	Shuttle	155,000 dwt +1	Dalian (CHN)	2023		Declared option. Conventional fuel.
<b>CONTAINERS / RO-RO / REEFER / PCC</b>						
Sea Consortium	Containership	7,000 TEU + 4	SWS (CHN)	2023-2024	73*	*Declared options. Conventional fuel.
Seasplan Corp	Containership	7,000 TEU x 10	Yangzijiang (CHN)	2023-2024	105	LOI. LNG fueled. Against 12 yrs TC to Zim.
Wallenius Lines AB	PCC	6,500 CEU x 2+2+2	Yantai CIMC Raffles (CHN)	2023-2025		LNG dual fuel.
Stena RoRo	RoPax	2,571 LM x 3	Jinling Weihai (CHN)	2024		1,100 Pax. Ice class. LNG fuel. Against TCs.
TS Lines	Containership	1,900 TEU +1	Huangpu Wenchong (CHN)	2023	est 22.8*	*Declared option.
<b>GAS</b>						
Panocean	LNG	174,000 cbm x 2	Hyundai HI (KRS)	2024	199.6	Against TC to Shell.
JP Morgan (Global Meridian Holdings)	LNG	174,000 cbm x 2	Hyundai HI (KRS)	2023	197.69	Against TC to Shell.
Knutsen	LNG	174,000 cbm x 2	Hyundai HI (KRS)	2025		Against TC to Shell.
Nissen Kaiun	VLGC	86,000 cbm x 2	Hyundai Samho (KRS)	2023	82.5	Dual fuelled. Against 10 yrs T/C.

### Recycling Prices (US\$/LWT)

	Bangladesh	Pakistan	India	Turkey
Tank/Cont/Ro-Ro/Capes/LPG/PCC	585/595	580/590	550/560	290/300
Dry Cargo/Bulk/Tween/Gen Cargo	575/585	570/580	540/550	280/290

### Newbuild and Second Hand Values (\$ million)

	Newbuild	5 Year Old	10 Year Old

### Indices

C.O.B Friday

Tankers			
VLCC	101	71	50
SUEZMAX	70	49	33.5
AFRAMAX	58	41	26.5
MR	37.5	28	19
Bulkers			
CAPE SIZE	59^	37.5	31
KAMSARMAX / PANAMAX	34.5^	30k	22k / 20p
ULTRAMAX / SUPRAMAX	33^	26u	19s
HANDYSIZE	27.5^	21.5	15

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

<b>BDI</b>	3199
<b>\$/Yen</b>	110.57
<b>VLCC</b>	
AG/East	31.5
TD3 (WS)	

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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.*

### Helsinki Automated Mooring System Reduces Omissions



DNV GL Maritime Advisory has estimated that the automated system for mooring ships, currently used by the Port of Helsinki, is significantly reducing both carbon dioxide and NOx emissions.

The MoorMaster mooring technology, initially installed in 2016, has vacuum arms that automatically receive ships using AIS. Once aligned, the ship's master can engage the mooring process, which is complete in 30 seconds. While moored, the vacuum arms have automated stepping technology, to allow for a vessel to sit higher or lower in

the water while unloading/loading. The master can then release the arms remotely, which are disengaged within 15 seconds.

It is estimated that using this technology has reduced vessel fuel consumption by up to 2,800 tons every year. This equates to a yearly reduction of around 8,000 tons of carbon dioxide. NOx emissions have also been reduced by around 70 tons per year, which is equivalent to the emissions from 5,000 diesel cars. This is particularly important as over 20% of this reduction has taken place at the port berth in the city centre, very close to residential areas.

Given the successes in reducing emissions and increasing the safety and efficiency of the dock and wharf area, the Port of Helsinki is set to install another system during this year.

## Singapore Strait Faces a Rise in Sea Robberies



The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre reported that there has been an increase of armed robbery incidents in the Singapore Strait. As stated in its half yearly report, a total of 20 incidents were reported during the period of January to June 2021, compared to 16 incidents reported during the same period a year ago.

Nonetheless, ReCAAP reports that there was a 35 per cent decrease in the total number of incidents reported in Asia during January to June 2021 as compared to a year ago. In total, 37 incidents of armed robbery against ships were reported in Asia. This drop is attributed to a decrease of incidents in multiple locations such as India, Bangladesh, Indonesia, the Philippines, Vietnam and in the South China Sea.

Executive Director of ReCAAP Information Sharing Centre, Mr. Masafumi Kuroki notes that the *"continued occurrence of incidents on board ships underway in the Singapore Strait remains a concern."* He further added that such incidents will likely continue if the assailants are not apprehended.

ReCAAP's half yearly report states that 19 out of the 20 incidents recorded in Singapore occurred in the eastbound lane of the Traffic Separation Scheme (TSS) in the Singapore Strait. The other occurred in the westbound lane. Of the 20 incidents, the majority took place on bulk carriers, with the rest on tankers and tug boats and only one occurring on a general cargo vessel. 16 of these occurred during hours of darkness. ReCAAP also states that the majority of the incidents involved a team of three or four men. Rather concerning, however, is that during some of these incidents, the assailants were armed with weapons such as knives. Fortunately, it is reported that the assailants did not harm the crew in majority of the incidents. Out of the incidents, it is reported that there were two instances where the crew were assaulted.

ReCAAP urges and recommends that the coastal states around the Singapore Strait continue to, amongst other things, increase enforcement and patrols in their respective waters and respond promptly to incidents. The organisation also advises vessels to be proactive and increase vigilance whilst in the area.

Two more incidents were reported on 17 July 2021 in the eastbound lane of the TSS. These additional incidents takes the tally to 22 incidents occurring in the Singapore Strait between January 2021 to 19 July 2021.

ReCAAP's half yearly report can be read [here](#).

## OMSA Launches Vessel to Document and Publicise Jones Act violations in US Waters



The Offshore Marine Service Association (OMSA) is a US offshore trade group that has been established to document and publicise alleged violations of the Jones Act. There are over 140 members of OMSA, including approximately 60 firms that own and operate marine service vessels.

The Jones Act is a century-old cabotage law which requires cargo shipped between two points in the US to be carried by US built, US crewed, and US owned vessels. Therefore, if a foreign vessel picks up cargo at one point in the US and takes it to another point in the US, it has broken the law. Supporters of the act believe it is essential to create jobs for US citizens and to protect the country's national security interests.

To bring violators of the Jones Act to account, OMSA is launching the 315-dwt Jones Act Enforcer. Built in 2007, the Jones Act Enforcer is a converted passenger ship that OMSA intends to use to patrol US shores. The ship will gather photographic and video evidence of Jones Act violations by both sea and sky, and will also share the recorded content with authorities, the media, and the public.

OMSA claims that US Customs and Border Protection (CBP) officials are failing to properly enforce the Jones Act. The organisation primarily plans to target what it calls loopholes in the law created by "unelected bureaucrats" in CBP stretching back to the 1970s. These alleged loopholes are said to involve CBP interpreting the Jones Act to allow foreign-flagged ships to transport items to offshore energy projects on the outer continental shelf or too narrowly defining the term "merchandise" in the text of the act.

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