

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](#).

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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 – Forced Flurry

Just as 2021 was marked by the huge, albeit managed drip-feed, fleet sell-off of some 82 tankers (20 of which yet to be sold), 2022 is seeing Sovcomflot's forced divestment of assets taking place at lightning pace. While largely well respected, the Russian flagship carrier has fallen foul of Russia's military misadventure, as international sanctions and port bans have bitten into their ability to repay loans and hence banks have taken swift decisions to force the sale of a some 22 of the company's 133 fleet already with deliveries already concluded to a Middle Eastern newcomer in both the LPG and crude sectors, and Capital Maritime & Trading seizing a attractive quartet of modern dual fuel aframax. However, despite what could ultimately amount to a glut of tonnage, asset values may not necessarily be impacted given current robust buying interest in second-hand vessels and ever-rising newbuilding pricing keeps ordering the premise of project and fuel-efficiency based investment.

Pricing on the sale of the "SVET" + "SCF SHANGHAI" (321,000 dwt/blt 2013+2014 Bohai) may take time to surface, but this week saw a solid US\$95m per vessel paid out for the scrubber fitted "HUNTER DISEN" + "FREYA" + "FRIGG" + "IDUN" (299,995 dwt/blt all 2020 Daewoo) by an as-yet unnamed buyer. Meanwhile, China VLCC has divested a pair of teenage sisters, namely the Japanese built "NEW SPIRIT" (298,972 dwt/blt 2005 Universal) at US\$33.85m and Chinese built "NEW TALISMAN" (296,481 dwt/blt 2009 Bohai, China) for US\$38.2m, the latter contrasting with same aged Korean built "LEONIDAS" (318,325 dwt/blt 2009 Hyundai) at US\$42m, with UAE interests broadly suspected behind purchasing.

Newbuilding – 2025 Year of the Tanker?

Delivery positions at the yards are now 2025 onwards for aframax and upwards. As container enquiry continues even New Times has sold out all 2025 capacity now. Such delivery positions are past the two-year psychological mark but we are fast approaching the summer and the traditional dealing window in September/ October. By then deliveries of Jan/ Feb 2025 will be digestible in principal. Pricing

remains the main barrier for owners, however, as we have highlighted before the coming favourable fleet supply situation (low orderbooks and high scrapping potential) and already firm second-hand values may make pricing levels more acceptable in due course. We shall see also how Posidonia impacts owners' ideas, many of whom also have exposure in LNG/LPG/Bulk and the stimulus for newbuildings may well come from earnings from outside of tankers.

We understand a number of negotiations for ultramax - post panamax bulk carriers are underway in Chinese yards and we expect to see concluded deals to emerge soon. The continued confidence in the bulker markets and the perceived high price of second-hand are contributing heavily to driving newbuilding enquiry there.

Dry Cargo – Notable Gains

With the BDI continuing its relentless appreciation sellers continue to try to push the envelope through higher prices. For instance, this week we are reporting the sale of the **"AQUADIVA"** (182,600 dwt/blt 2010 Odense, Denmark) at US\$32.6m, which shows a substantial improvement over the sale of its year older sister in March 2022. Similarly, we hear the kamsarmax **"COVENTRY"** (82,464 dwt/blt 2011 Oshima Zosen) is working with a number of buyers at excess US\$26m and will ultimately beat the price achieved by the **"ROSCO PALM"** (82,087 dwt/blt 2011 Tsuneishi Zhoushan, China) in April. Nevertheless, this enthusiasm should be tempered by the fact there does appear to be drop off in the volume of sales in recent weeks.

Recycling – Dark Clouds around Demo

It seems the rot really is setting in with another week of rather depressing news for the recycling markets. Sentiments really are quite bad with much negativity surrounding all manner of things ranging from the precarious situation the global financial markets are currently facing, interest rates going up, currency fluctuations, etc. There isn't much of a positive spin this week and trying to find answers to what the future holds for the market (short to medium term) is not very easy as frankly no one really knows. There is a definite nervousness about where this is heading.

With regards to sales, they are pretty thin on the ground and breakers just not willing or able to offer on tonnage in cash buyers' hands. Generally low US\$600's appear to be the numbers that would be paid by cash buyers for most types of tonnage. If there are committed Sellers there may be some speculative Buyers willing to take a gamble, but it could come at a heavy cost if things deteriorate further. The dreaded renegotiations are already rife taking place on certain deliveries. Whilst this current period is bad and no one knows for sure how long it will last, with so few sales candidates being circulated but an underlying demand still existing, it may well gradually improve if, and when, some stability returns, but sentiments and some very important external factors need to improve drastically for that to happen.

Gibson Sale & Purchase Market Report

CJC Market News

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
AQUADIVA	182,060	2010	Odense (DEN)	Undisclosed buyer	32.6	DD due 7/23. BWTS fitted. Dely 8/22.

MINERAL YARDEN	181,218	2016	Imabari Hiroshima (JPN)	Valhal Shipping	50.75	SS psd 5/21. BWTS fitted. Fixed to Bunge for 5 yrs.
PALAIS	75,434	2014	Rongsheng H. I. (CHN)	Chinese buyer	22	BWTS fitted.
ROSCO OLIVE	74,951	2010	Sasebo (JPN)	Unknown	ex 24	DD due 8/23. BWTS fitted.
ATLANTIC MANZANILLO	63,590	2016	Shin Kasado (JPN)	Undisclosed buyer	xs 33	SS psd 4/21. BWTS fitted.
PAN CROCUS	57,269	2009	STX Dalian (CHN)	Seaenergy	18	DD psd 9/21. BTWS fitted.
JIN DA	35,196	2011	Nanjing Dongzhe (CHN)	Chinese	low 17	SS psd 9/21. BWTS fitted. Semi-boxed.
TAN BINH 239	32,911	2010	Zhejiang Zhenxing (CHN)	Undisclosed buyer	xs 13	DD due 6/23. BWTS fitted.
ZEUS IV	32,165	2009	Hakodate (JPN)	Brave Maritime	16*	*Auction sale. Logger. SS due 5/22. Already renamed.
TEAM CHALLENGE	28,710	2004	Shin Kochi (JPN)	Chinese buyer	9.9	SS due 6/22. Novate BWTS at cost.
TANKERS						
SVET + SCF SHANGHAI	321,000	2013+2014	Bohai (CHN)	Al Seer Marine Supplies & Equipment	P&C	SS due 3+2/24. Renamed. Distressed sale.
LEONIDAS	318,325	2009	Hyundai Ulsan (KRS)	UAE buyer	reg 42	DD due 8/22.
HUNTER DISEN + 'FREYA + 'FRIGG + 'IDUN	299,995	all 2020	DSME (KRS)	UAE buyer	95 each	Scrubber fitted.
NEW SPIRIT	298,972	2005	Universal Ariake (JPN)	UAE buyer	33.85	DD due 10/23. BWTS fitted.
NEW TALISMAN	296,481	2009	Bohai (CHN)	UAE buyer	38.2	DD due 9/22.
ALMI STAR	114,880	2005	Daewoo (KRS)	Beks Shipmanagement	18.25	Coated. Trading dirty. DD due 10/23. BWTS fitted.
ADAM + ALEXANDER + ALFRED ALBERT	113,150 113,150	all 2018 2019	Hyundai Samho (KRS) Hyundai Samho (KRS)	Capital Maritime & Trading	P&C	LNG dual fuel. Ice 1A. Distressed sale.
TORM GUDRUN	101,155	2000	Hyundai Ulsan (KRS)	Undisclosed buyer	10	Coated. Trading dirty. DD due 5/23.
FALCON NOSTOS	51,371	2006	Shina (KRS)	Undisclosed buyer	13.3	Deepwell. Ice 1B. SS psd 1/22.
GWN 2 + GWN 3	50,192	2020+2021	Samsung (KRS)	Union Maritime	78.5 en bloc	Tier III. Deepwell. BWTS+Scrubber fitted.
ST PAULI	49,999	2017	Hyundai Mipo (KRS)	Undisclosed buyer	33.3	Deepwell. SS was due 4/22. BWTS fitted.
TUCHKOV BRIDGE	47,199	2004	Admiralteiskiy (RUS)	VR Marine	P&C	Deepwell. Dirty trading DD due 6/22. Renamed. Distressed sale.
ELBRUS + PAMIR	46,655	both 2004	Hyundai Mipo (KRS)	Middle Eastern buyer	6.95 each	Deepwell. Dirty trading DD due 5/22. Distressed sale.
VALLE DI NAVARRA	40,218	2002	Hyundai Mipo (KRS)	Middle Eastern buyer	6.1	Deepwell. SS due 7/22.
GOLD OCEAN	37,320	2007	STX Jinhae (KRS)	European buyer	10	Deepwell. SS psd 1/22. BWTS fitted.
CLAXTON BAY	36,677	2010	Hyundai Mipo (KRS)	Greek buyer	15.6	Deepwell. DD due 3/23. BWTS fitted.

MEHMET A	20,529	2011	Turker Gemi Yapim (TRK)	Undisclosed buyer	reg 10	Marineline. Ice 1A. SS psd 10/21. BWTS fitted. Dely 8/22.
ORIENTAL ROSE	14,351	2006	Asakawa (JPN)	Korean buyer	10.8	Stainless steel. SS psd 7/21.
ORKIM AMBITION	6,921	2009	Ningbo Dongfang (CHN)	Undisclosed buyer	3.25	DD due 7/22.
LS EVA	4,726	2007	Tersan (TRK)	Kaptanoglu	2.85	Marineline. SS due 1/22. Already renamed.
GENERAL CARGO / MULTI-PURPOSE						
SYMPHONY	23,483	1995	Mitsubishi Shimonoseki (JPN)	Golden ID Maritime.	6.62	720 TEU. DD psd 4/22. BWTS fitted. Already renamed.
CONTAINERS / RO-RO / REEFER / PCC						
MSC PARIS	102,762	2006	Hyundai Ulsan (KRS)	Undisclosed buyer	31	8204 TEU. Gearless. DD due 5/23. BWTS+Scrubber fitted.
SMILEY LADY	23,075	1999	Szczecinska (POL)	Mount Street	20	1730 TEU. Geared. DD due 5/22.
STELLAR WINDSOR	21,419	2009	Imabari (JPN)	CMA CGM	40	1577 TEU. Geared. DD due 3/23.
EASLINE QINGDAO	20,631	2001	Guangzhou Wenchong (CHN)	MSC	19	1520 TEU. Gear removed. SS psd 5/21. BWTS fitted.
GAS (LNG / LPG / LAG / CO2)						
COUGAR	54,494	2015	Hyundai Samho (KRS)	Undisclosed buyer	70	82,320 cbm. 10 yrs sale & lease back (p/opt from 5/25).
POINTIS	53,931	2016	Hyundai Samho (KRS)	Undisclosed buyer	xs 70	82,320 cbm. Basis TC back.
SIBUR VORONEZH + SIBUR TOPOL	22,800	both 2013	Hyundai Mipo (KRS)	Al Seer Marine Supplies & Equipment	P&C	20,310 cbm. Semi-ref. SS due 7+9/23.
CLIPPER HARALD	13,712	1999	Meyer Werft (GER)	Sanmar Group	xs 9	12,423 cbm. Semi-ref. SS due 8/22. BWTS+Scrubber fitted.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
BULKERS						
Globus Maritime	Ultramax	64,000 dwt x 2	Cosco KHI (CHN)	2024	35.15	EEDI 3. Tier 3.
MOL (for Enviva)	Ultramax	62,900 dwt x 1	Oshima Zosen (JPN)	2024		Wind Challenger + rotor sails.
Meadway Shipping & Trading	Handysize	40,000 dwt x 2	Namura (JPN)	2024	32	Logger. EEDI 3. Tier 3.
GENERAL CARO / MULTI-PURPOSE						
Forest Wave	MPP	12,500 dwt x 2	Ferus Smit (NETHS)	2024-2025		1 box hold (112m). 18m beam. Cr 2 x 85t. Canoe bow. CPP.
CONTAINERS / RO-RO / REEFER / PLC						
CMA CGM	Containership	8,000 TEU x 6	Hyundai HI (KRS)		120	LOI.
Euroseas	Containership	2,800 TEU + 2	Hyundai Mipo (KRS)		43	Declared options. Tier 3. LNG ready.
CONTAINERS / RO-RO / REEFER / PLC						

TMS Cardiff Gas	LNG	174,000 cbm x 2	Samsung HI (KRS)	2026	230.7	
SK Shipping	LNG	174,000 cbm x 4	Hyundai HI (KRS)	2025	227.5	Against long TC to Petronas.
H-Line Shipping	LNG	174,000 cbm x 3	Samsung HI (KRS)	2026	224	Against long TC to Petronas.
K-Line	LNG	174,000 cbm x 4	Hudong Zhonghua (CHN)	2025-2026		Against long TC to Petronas.

Recycling Activity

Vessel Name	BUILT	DWT	LWT	Delivery	Price (\$/lwt)	Notes
AFRAMAX						
ION	1998 / Korea	105,212	16,649	Bangladesh	640/650	Renegotiated down from US\$ 707
CAPE SIZE						
HL RICHARDS BAY	1997 / Korea	149,322	18,109	as-is Singapore		

Recycling Prices (US\$/LWT)

	Pakistan	Bangladesh	India	Turkey
Tank/Cont/Ro- Ro/Capes/LPG/PCC Dry	630/640	630/640	630/640	310/320
Cargo/Bulk/Tween/Gen Cargo	620/630	620/630	620/630	300/310

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	117	77	52	44.9	15.9%
SUEZMAX	79	52	37.5	32.0	17.2%
AFRAMAX	62	49	32.5	23.6	37.6%
MR	42	33	22.5	17.4	29.5%
Bulkers					
CAPE SIZE	63^	52 eco	37	23.1	60.0%
KAMSARMAX	37^	38.5	29	14.3	103.4%
ULTRAMAX / SUPRAMAX	34.5^	35	23.5	13.7	71.5%
HANDYSIZE	30.5^	29	20	11.0	82.6%
				~ = Basis standard contemporaneous DWT/spec for each type.	
^ = Chinese price (otherwise based upon Japanese / Korean country of build) ~ = Basis standard contemporaneous DWT/spec for each type.					



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.

Canada to Aid Export of Ukrainian Wheat



Foreign minister Melanie Joly announced on Monday that Canada will dispatch cargo ships to help get Ukrainian wheat out of Ukraine and to countries where it is needed. The Russian war in Ukraine has prevented the export of millions of tonnes of grain, with an estimated 20 million tonnes of Ukrainian grain are said be stranded, leading to a potential food crisis in nations around the globe where it was expected.

Operations to export grain are currently limited with the Sea of Azov under Russian control. One solution is currently the Romanian port of Constanta however with access here being via land transport and inland barge, bottlenecks in the region may place restrictions on the volume of grain able to be transported.

David Beasley, director of the World Food Program, warns of an impending humanitarian disaster if Ukrainian wheat remains trapped in the country.

"Right now, Ukraine's grain silos are full," he said. "At the same time, 44 million people around the world are marching towards starvation. We have to open up these ports so that food can move in and out of Ukraine. The world demands it because hundreds of millions of people globally depend on these supplies. We're running out of time and the cost of inaction will be higher than anyone can imagine. I urge all parties involved to allow this food to get out of Ukraine to where it's desperately needed so we can avert the looming threat of famine."

Canada's effort joins an EU program known as "Solidarity Lanes" which aims to speed up cross border transport of grain cargoes by road and rail. The Canadian cargo vessels will pick up Ukrainian wheat in Black Sea States, such as Romania, and deliver it to various countries. This includes Egypt and Lebanon, which relied on imported Ukrainian food stuffs to feed a significant portion of the population before the outbreak of the war.

Ongoing Unrest in Colombo Drives Ships to Alternative Ports



The Ceylon Association of Shipping Agents (CASA) has warned that the ongoing crisis in Sri Lanka could lead to loss of confidence as a transshipment hub and cause businesses to shift their operations to competitor ports. There are fears that shipping lines are already starting to avoid the port of Colombo, choosing instead to dock in India, Singapore, and Malaysia.

In the past few months, Sri Lanka has experienced severe economic downturn and political unrest, and recently declared a state of emergency which gave security forces sweeping powers and ordered them to shoot lawbreakers on sight.

On 10th May, trade unions and labourers went on strike at the port of Colombo following the resignation of prime-minister, Mahinda Rajapaksa. During the almost 20-hour strike, no vessels could berth or depart and the loading and unloading of boxes was also suspended.

The strike created concerns amongst the six feeder vessel operators currently operating around 22 ships on the Chattogram-Colombo route. For example, the Mediterranean Shipping Company (MSC) was forced to dock five of its mother vessels at Ennore Port in India instead of Colombo during the strike.

HR Lines - which operates eight voyages with four feeder vessels on the Chattogram-Colombo route and transports around 9,000 containers per month - recently reduced transporting goods on this route by almost half.

At present, 40% of Bangladesh's exports are transported from Chattogram using the port of Colombo as a transshipment hub. These Bangladeshi exports are mainly apparel, which are destined for Europe and the USA. The remaining 60% of products being shipped from Bangladesh pass through the Port of Singapore, and the ports of Tanjung Pelepas and Kelang in Malaysia.

M/T Swarna Godavari Sets Sail with an all-Women Crew



On the occasion of the inaugural IMO International Day for Women in Maritime, the Navratna National Shipping Company and the Shipping Corporation of India Ltd. (SCI) organised together a Flag Off ceremony on 14th May 2022 with only women Merchant Officers on board the M/T Swarna Godavari from Jawahar Dweep oil terminal, Mumbai.

This is the second exemplary voyage that SCI has organised with the view to promoting diversity and inclusivity in the shipping industry, raising the profile of

women and supporting work to address the current gender imbalance in the maritime industry. The ceremony was attended by the Honourable Union Minister of State, Ministry of External Affairs, Union Minister of State, Ministry of Culture, Director General, Directorate General of Shipping, and other honoured guests from the Consulate of Japan and media fraternity.

In an attempt to promote the recruitment, retention and sustained employment of women in the maritime sector, the International Maritime Organisation (IMO) has declared the 18th of May as the IMO International Day for Women in Maritime. In the message of the IMO Secretary-General Kitack Lim for the inaugural IMO International Day for Women in Maritime, he highlighted the relevance of gender equality stating "At IMO through training, visibility, recognition we aim to support a barrier-free working environment for Women in Maritime. Let's work to break down barriers and ensure that we create a work environment that is enabling, supportive and inclusive of diverse participation by all, without hindrance in the maritime community".

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