

**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 – Pocketing Profits

Markets are still strong, although we have seen some falls in some sectors of the spot market, both clean and dirty. Prices have been spiralling out of control, so this may give some stability going forward.

There were some rumours earlier in the week that a 2005 Korean built VLCC had seen US\$52.5m and we understand negotiations are still ongoing. This level is a far cry from the sale of the **“MARIDAKI”** (299,990 dwt/blt 2005 IHI) that sold this June for US\$36.5m. Appetite for vintage VLCCs remains strong, as we hear some units that were bought for recycling have now been sold on for further trading.

Whilst the scramble for older tonnage may have pushed prices beyond reach for some, the modern tonnage attracts, perhaps, a more discerning buyer as per the sale of the **“VINGA”** (158,982 dwt/blt 2012 Samsung), which is reported to have sold for US\$42m and looks attractive for the buyer. On the other hand, the aframax **“KEROS VOYAGER”** (105,585 dwt/blt 2008 Hyundai Ulsan) is reported to have gone for as much as US\$36m; the fact she is in the Baltic may have helped.

## Dry Cargo – Autumnal Aspirations

Recent commentary suggests that we may have reached the bottom of the dry freight market. Optimism is growing around dry bulk trade especially for coal and South American grain. China is reported to be resuming new construction projects and with worldwide energy scarcity due to sanctions this will boost demand for coal, especially given the potential of longer haul trades. Similarly, with Brazil's grain harvest up by over a third this will spur exports with China's long haul voyages being a main beneficiary.

Dry bulk values do seem to have stabilised with reported sales in line with last done, as opposed to declining further. For instance, the sale of the kamsarmax **“PEDHOULAS TRADER”** (82,214 dwt/blt 2006 Tsuneishi, Japan) at US\$15.84m is in line with recent sales of similar types and there also are

reports of a similar vessel being sold at excess US\$16m, but this may be due the fact that the former vessel will only deliver in December.

## Newbuilding – Tanker Resurgence...

More tanker opportunities, particularly for aframax size, are coming to the market with the bigger yards looking at filling their remaining 2025 slots. Price remains firm and also R/G issuance in Korea is under the microscope from banks taking 1-3 months to issue from contract signing. The main newbuilding drivers remain in play with robust current earnings/ outlook, high modern second-hand pricing (and lack of candidates), low orderbooks and ageing fleets. Those flush with cash from vintage vessel sales also may well consider newbuildings to reinvest partly for the above reasons.

Bulker enquiry remains flat and we will likely need to see improvement in yards' pricing reflecting the new benchmarks done in the second-hand market.

## Recycling – Ferrous Flatline

Weeks are passing by as the lack of tonnage continues to remain a problem for recyclers. With inflation rising across the globe, the US\$-INR has now reached its all-time high at 1 US\$ to 81,50 INR raising concerns among ship-breakers as their repayment of letter of credits are closing in.

The situation in Bangladesh remains unchanged as the central government has banned payments using LC's, thereby virtually keeping Chittagong out of the demolition scene for the time being. There has also been little activity in Pakistan as ship prices are better in Alang and hence whatever little tonnage there is being sold is heading to India.

With container freight markets crashing there is an optimism that a bunch of older container ships may likely come for recycling in Q4 2022. This seems to be supported with a sale reported this week.

## Gibson Sale & Purchase Market Report

### S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
<b>BULKERS</b>						
FRONTIER TRIUMPH	181,429	2012	Imabari Saijo (JPN)	Winning Shipping	29.7	DD due 6/23. BWTS fitted.
GREAT WENCHENG	91,439	2005	Oshima Zosen (JPN)	Undisclosed buyer	16.9	SS psd 8/21.
OCEAN THYME	82,306	2014	Dalian No. 2 (CHN)	Undisclosed buyer	21	DD psd 5/22. BWTS fitted.
PEDHOULAS TRADER	82,214	2006	Tsuneishi (JPN)	Greek buyer	15.84	DD due 9/23. BWTS fitted. Dely 12/22.
NORD CORONA	81,600	2019	Jiangsu Hantong (CHN)	Undisclosed buyer	xs 29	DD due 9/22. BWTS fitted.
NORD BARENTS	62,625	2019	Oshima Zosen (JPN)	Undisclosed buyer	33.3	SS due 2/24. Scrubber+BWTS fitted.
TAURUS HONOR	56,758	2009	Jiangsu Hantong (CHN)	Undisclosed buyer	14.8	DD psd 9/22. BWTS fitted.
NAVIOS ULYSSES	55,728	2007	Oshima Zosen (JPN)	Undisclosed buyer	14.5	SS psd 4/22.
KAPETAN NONDAS	34,827	2012	Nanjing Dongzhe (CHN)	Greek buyer	12	SS due 9/22. Old sale.
DREAM OCEAN	33,383	2013	Shin Kurushima (JPN)	Undisclosed buyer	17.65	Box holds. DD due 6/23. BWTS fitted.



TANKERS						
VIKI	310,106	2000	Samsung (KRS)	Chinese buyer	29.5	Out of class.
PRIDE	300,149	1998	Hitachi (JPN)	Undisclosed buyer	24.5	SS due 4/23.
ROWAN	299,998	2001	Kawasaki (JPN)	Chinese buyer	31	DD due 11/23.
VINGA	158,982	2012	Samsung (KRS)	Greek buyer	42	SS+BWTS due 9/22.
CONCORD EXPRESS	111,920	2003	Hyundai Ulsan (KRS)	Chinese buyer	23	SS+BWTS due 5/23. Trading clean.
KEROS VOYAGER	105,585	2008	Hyundai Ulsan (KRS)	Undisclosed buyer	36	SS+BWTS due 9/23.
AMBER + AZURITE	73,950	both 2008	New Century (CHN)	Undisclosed buyer	18.4 each	Pump-room. SS+BWTS due 9/23.
RIDGEBURY BIRCH + RIDGEBURY ACACIA	53,700	both 2006	Shin Kurushima (JPN)	Undisclosed buyer	17.5 each	Pump-room. SS due 2+3/24. BWTS fitted.
NORTHERN OCEAN	50,946	2005	STX Jinhae (KRS)	Undisclosed buyer	high 19	Ice 1A. Deepwell. DD due 9/23. BWTS fitted. Cap1.
LAPEROUSE	50,420	2011	Guangzhou (CHN)	Undisclosed buyer	xs 26	Deepwell. DD due 10/23. BWTS fitted.
ENDO BREEZE	46,764	2003	Trogir (CRT)	Undisclosed buyer	reg 14	Twin M/E. Deepwell. SS due 10/23. BWTS fitted.
SURFER ROSA	46,718	2004	Hyundai Mipo (KRS)	Greek buyer	16	Ice 1C. Deepwell. Trading dirty. DD psd 6/22.
BLACK SWAN	44,998	2007	Iwagi (JPN)	Undisclosed buyer	xs 19	Pump-room. SS psd 12/21.
NORD GARDENIA	39,988	2014	Guangzhou (CHN)	Niovis	xs 26	SS+DD due 8/24.No BWTS.
LOCH LOMOND	19,098	2010	Zhejiang Taitong (CHN)	Chinese buyer	11.3*	*Auction. Marineline. SS overdue 7/22.
SOL	11,479	2007	Nantong Tongshun (CHN)	Indian buyer	5.1*	*Auction sale. Products. SS overdue 6/22.
RUBINO	11,161	2008	Admarin (TRK)	Alba	8.5	Ice 1A. Marineline. SS due 11/23.
UNITED TRADER	6,841	2012	Shantou Shipping (CHN)	Nigerian buyer	3.4 en bloc	Laid-up since 2017.
UNITED VENTURE	6,365	2012	Zhenjiang Sopo (CHN)			
CONTAINERS / RO-RO / REEFER / PCC						
VALENTINE	9,729	1999	Kawasaki (JPN)	KiwiRail Iterislander	5.27*	*Purchase option. RoRo. Twin M/E. Ice 1C.

**NEWBUILDING ORDERS**

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
BULKERS						
Jaldhi Overseas	Ultramax	66,000 dwt x 4	YAMIC (CHN)	2024		EEDI 3.
TANKERS						
Mitsui & Co	MR	50,000 dwt x 4	Hyundai Vietnam (VIET)	2025	42.7	
CONTAINERS / RO-RO / REEFER / PCC						
Hainan Yangpu Zhuomei Shipping	Containers hip	1,500 TEU x 1	Fujian Baima (CHN)	2025		
GAS (LNG / LPG / LAG / CO2)						
China Merchants	LNG	175,000 cbm +2	Dalian (CHN)	2026	200	Declared options. LNG dual fuel.



Energy Shipping						
China Merchants Energy Shipping	LNG	175,000 cbm x 2+2	Dalian (CHN)	2026-2027		LOI. LNG dual fuel.

### Recycling Activity

Vessel Name	BUILT	DWT	LWT	Delivery	Price (\$/lwt)	Notes
<b>SUEZMAX</b>						
MATHU BHUM	1990 / Japan		5,103	Singapore	601	Sold as is less 3%

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

	Pakistan	Banladesh	India	Turkey
Tank/Cont/Ro-Ro/Capes/LPG/PCC	590/620	590/620	585/600	250/260
Dry Cargo/Bulk/Tween/Gen Cargo	580/590	580/590	570/585	240/250

### 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
<b>Tankers</b>					
VLCC	120	88.5	64.5	45.4	42.1%
SUEZMAX	80	62.5	45	32.4	39.1%
AFRAMAX	65	57	42.5	24.1	76.1%
MR	44	40.5	29.5	17.7	66.7%
<b>Bulkers</b>					
CAPE SIZE	64^	47 eco	30	23.5	27.4%
KAMSARMAX	36.5^	31	22.5	16.1	39.7%
ULTRAMAX / SUPRAMAX	33.5^	29	20.5	14.0	47.0%
HANDYSIZE	30^	26.5	18	11.3	59.3%
^ = Chinese price (otherwise based upon Japanese / Korean country of build)				~ = Basis standard contemporaneous DWT/spec for each type.	
				~ = Basis standard contemporaneous DWT/spec for each type.	

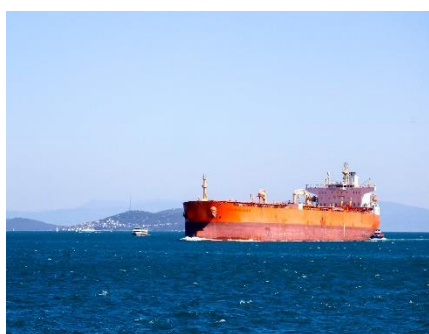
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## CJC Market News



*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.*

### Questions Raised After Collision of Tankers



An Aframax tanker and a containership collided early on 28 September 2022 whilst navigating the Strait of Malacca. Currently, there are no reports of injuries or oil leaks, although questions have been raised about the identity of the tanker and its current operations.

The vessels, the GLS Grania and the Zephyr I, collided approximately 12 nautical miles southwest of Tanjung Laboh near Singapore. Both vessels were ordered to anchor by the Malaysian Maritime Enforcement Agency (MMEA). The Panamanian-flagged tanker, the Zephyr I, was reported to be

sailing to Yantai, China and was loaded with a cargo of mixed bitumen.

In a statement, the MMEA said: "The Batu Pahat maritime zone operations centre dispatched the Benteng 05 boat to the location to carry out a monitoring and assistance mission. Preliminary accident information received from the captain of MV GSL Grania stated that this violation was caused by MV Zephyr I losing control and crashing into the right side of the vessel causing damage."

Earlier this year, authorities in the U.S. cited the Zephyr I for deceptive actions, while Lloyd's List reports that the vessel was believed to be avoiding sanction, believing that it had loaded its cargo in Russia. According to reports, the vessel has twice changed its name in 2022 alone, whilst its AIS signal is bereft of detail on the vessels next destinations or its voyage, and the vessel's ownership is unclear.

The MMEA has issued a warning to all vessels transiting the area and has requested for caution.

### Royal Navy provides aid to Turks and Caicos in wake of hurricane



Earlier last week, the Turks and Caicos islands were struck by Hurricane Fiona, leaving thousands of residents without power or clean drinking water. The Royal Navy has sent two vessels to help with the recovery effort, loaded with supplies and specialist crew to offer assistance in the repair operation.

Patrol ship HMS Medway and oiler RFA Tideforce arrived in the islands last week and have been delivering potable water and supplies to remote parts of the country. Crew of the vessels are also working with locals to repair key infrastructure which was damaged by the storm. Crews have helped rebuild the airport's

perimeter fence to enable flights to resume, and have restored power to the local prison.

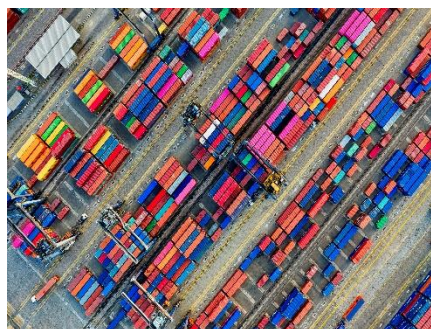


HMS Medway also called at one of the country's most remote islands, Salt Cay, which had suffered damage to its water plant. Salt Cay has less than 100 residents and is located at the southernmost tip of the archipelago. HMS Medway and her crew delivered over 150 gallons of fresh water and emergency supplies which will enable the population to remain on the island while repairs are carried out.

HMS Medway has since sailed for the Cayman Islands, where it is expected similar relief efforts will be needed after the island was struck by Hurricane Ian. RFA Tideforce remains in the Turks and Caicos, where her helicopter continues to deliver drinking water across the islands. A technical crew from the vessel is also working to resolve electrical power issues and her flight crew is helping transport equipment to isolated areas where they are needed.

The two vessels are part of a forward deployment offering support to overseas territories in the Caribbean during the hurricane season. Commander Chris Hollingworth, Medway's Commanding Officer, said "we're fully committed to our role providing critical aid and supporting Overseas Territories in their recovery throughout the hurricane season... It's been humbling to see up-close the damage caused by Hurricane Fiona, and we're proud to have been able to help those affected".

### **"New Technologies for Greener Shipping"**



As the Industry marks World Maritime Day on 29 September 2022, the Secretary-General of the International Maritime Organization (IMO), Mr. Kitack Lim has taken the opportunity to highlight the World Maritime Theme for 2022.

"Among the world's most pressing ocean and environmental challenges are climate change, marine litter and preserving biodiversity and this year's World Maritime Theme has been chosen to highlight initiatives intended to address them."

The initiative aims to provide an opportunity to promote inclusive innovation, research and development (R&D), and technology cooperation across industries for the benefit of everyone. It marks a pathway to help implement the United Nations 2030 Agenda for Sustainable Development, which sets out 17 Sustainable Development Goals including climate action, sustainable use of the oceans, seas and marine resources and those involving industry, innovation and infrastructure.

To this end IMO will, throughout the year, provide updates on initiatives being trialled and piloted by the IMO established Maritime Technology Cooperation Centres – and the Green Voyage 2050 decarbonisation project.

The Secretary-General stated that he was excited about the possibilities that this year's theme brought. He urge all to continue to enhance conversations for a greener, more equitable and more sustainable maritime future.

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