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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 – Old vs New

A seemingly quieter week of sales, but nonetheless following form with a predominance of teenage/vintage tonnage and opportunistic ultra-modern purchases, with a void of modern units being sold or coming to the market. For the former, the Ice 1A "**BLUESEA**" + "**PAROSEA**" (113,553 dwt/blt 2006 Samsung) are freshly reported sold to undisclosed interest for US\$31.25m apiece, perhaps a little low of where firm pricing sentiments might expect given that the Ice 1A "**BEKS ATLANTICA**" (114,895 dwt/blt 2006 Samsung) secured US\$32.5-33m a month ago. Nonetheless, the pair have proved lucrative for sellers, as they present a margin over 50% on their purchase price of around US\$19-20m apiece back in July when acquired from Bull. Conversely, some view recent LR2 sales of the LR2 pair "**ALBURAQ**" + "**SEA LEGEND**" (112,520 dwt/blt 2008 Hyundai Ulsan) sold to Middle Eastern charterers at US\$35m, along with the like the dirty trading LR2 "**KEROS VOYAGER**" (105,585 dwt/blt 2008 Hundai Ulsan) sold at the end of September for a similar price of US\$35m, as low of current sentiment, given that similar sales candidates are courting offers in the high 30s mill range against even higher aspirations.

While LNG newbuilding orders have gone into overdrive this week, there's been no recorded fresh newbuilding activity in the Tanker sector, but calm waters belie a strengthening undercurrent of interest. With resales offering a quicker alternative, the **AQUAVIRTUE** (156,800 dwt/blt 2022 Samsung) is understood to have gone to Greek interests for US\$75m with December delivery and there are further murmurings of a pair of Chinese built scrubber fitted LR2s being sold for 1H2023 delivery being concluded close to US\$71m each.

Dry Cargo – Dry Dynamics

This week is showing an encouraging amount of transactions on the second-hand dry market, with interest being driven by the continued pressure on values. Although Ultras and Supras seem to have

found some support, while the Capes seem to decrease each week, which is illustrated by the reported sale of the "**AGIA TRIAS**" (185,820 dwt/blt 2002 Kawasaki (JPN) at US\$15.5m to the Turkish buyer Beks, being their second straight purchase of this type in the last two weeks.

The mid sizes seem to be more active, the "**FIGORELA**" (81,501 dwt/blt 2011 Hyundai Samho) is reportedly sold at a very respectable mid/high US\$21m. Whereas the "**BELLATRIX**" (77,063 dwt/blt 2006 Oshima Zosen is reported being committed to Veritas for low/mid US\$14m and the "**NAVIOS SYMMETRY**" (74,381 dwt/blt 2006 Hudong Zhonghua) sold at region US\$12m, both are showing a further erosion of prices. It will be interesting to see if the Japanese controlled "**NAVIOS ALDEBARAN**" (76,529 dwt/blt 2008 Imabari), which is inviting offers next week will follow in the same vein. Modern bulkers also continue to attract interest with Norden continuing its flurry of asset disposals via purchase options or straight sale with the sale of the "**NORD BISCAY**" (62,625 dwt/blt 2019 Oshima Zosen) achieving US\$32.50m. Handies continue to draw interest with the reported sales of five Eco vessels with Greeks being the main direction for these units.

Newbuilding – Second-Hand Tanker Activity - Food for Newbuilding Thought...

Strong and confirmed activity continues in the second-hand market, notably in the modern end, which is relevant to newbuilding pricing. An end 2022 delivery resale suezmax built Korea with scrubber has been sold at US\$75m. With a good spot/ T/C market then this would clearly suggest there would need to be a discount for a more forward delivery/ newbuilding slot. Yard pricing in Korea is currently mid to high US\$70s mill currently so some food for thought for the yards.

However, it remains to be seen how many further sales candidates at similar levels are available. Conversely, 2 x LR2 resales ex Chinese yard Q1-2/2023 have been sold at region US\$71m, which would put Chinese LR2s newbuilding slots, currently at region US\$60m, more logically priced. The global economic outlook remains turbulent which may be partly causing owners to hold back on placing orders. Tough economic times may come but it's worth noting that we are facing negative fleet growth (record low orderbooks/ scrapping drivers), which would support the tanker market and also the tanker market has typically been resilient in times of global recession, historically speaking.

Bulker newbuilding activity remains flat apart from some Chinese leasing houses placing ultramax orders.

Recycling – Static Steel

Recycling markets remain extremely inactive as has been the case for pretty much the entirety of this year. Second-hand values remain strong, and trading interest firm, thus keeping candidates out of reach of the scrappers hands. Despite the lack of many realistic sales candidates, demolition price levels stay strong with Bangladesh still bidding the highest rates, but with L/C restrictions still in place they can only really purchase small LWT units, but those Vessels they are bidding on the rates could well go into the US\$630/650 per LWT levels, but it is important to note that such numbers cannot not be achieved for the bigger units (not that there are many available) and therefore they are unlikely be able to acquire big tonnage until such L/C restrictions are lifted. Price levels across the Indian Sub-Cont for all types of vessels is in the mid/high US\$500's, upto region/excess US\$ 600. Meanwhile on a positive note it is pleasing to report next week brings the entire ship recycling fraternity together in Dubai for the annual Ship Recycling Conference to discuss and debate the industry. It will be the first time breakers, owners, brokers, bankers, insurers etc have had the opportunity to meet since Covid.

Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
AGIA TRIAS	185,820	2002	Kawasaki (JPN)	Beks	15.5	SS due 1/23.
IORELA	81,501	2011	Hyundai Samho (KRS)	Undisclosed buyer	21.75	SS psd 1/22. BWTS fitted.
BELLATRIX	77,063	2006	Oshima Zosen (JPN)	Veritas	low-mid 14	SS psd 8/21. BWTS fitted.
NAVIOS SYMMETRY	74,381	2006	Hudong Zhonghua (CHN)	Undisclosed buyer	reg 12	DD due 3/24. BWTS fitted.
NORD BISCAY	62,625	2019	Oshima Zosen (JPN)	Undisclosed buyer	32.5	SS due 3/24. BWTS+Scrubber fitted.
BERGE TRONADOR	61,087	2020	DACKS (CHN)	Greek buyer	32.8	DD due 4/23. BWTS fitted.
PACIFIC HERO	58,912	2012	Kawasaki (JPN)	Undisclosed buyer	21.5	DD due 1/23. BWTS fitted.
SEÑORITA	58,300	2008	Tsuneishi Cebu (PHI)	Greek buyer	16	SS due 3/23. BWTS fitted.
TERESA OETKER	58,018	2010	Yangzhou Dayang (CHN)	Greek buyer	16.1	DD due 10/23. BWTS fitted.
OCEAN ADVENTURE	57,814	2015	Tsuneishi (JPN)	Japanese buyer	23.75	DD due 1/24. BWTS fitted.
CORINTHIAN EMERALD	57,592	2012	STX Jinhae (KRS)	Undisclosed buyer	20.5	SS psd 5/22. BWTS fitted. Tier II.
JIN YAO	52,050	2004	I H I (JPN)	Turkish or Far Eastern buyer	reg 13	DD psd 6/22. BWTS fitted.
HIMAWARI K	37,786	2015	Imabari (JPN)	Greek buyer	21-21.5	DD due 3/23. Logs+BWTS fitted.
SUNRISE BRIGHT	36,371	2014	Shikoku (JPN)	Chinese buyer	xs 22	SS due 8/24. BWTS fitted. Old sale.
ES VENUS	34,358	2014	Namura (JPN)	Greek buyer	19	Semi-box. SS due 4/24. Logs+BWTS fitted. Tier II.
LODESTAR PACIFIC	33,393	2015	Shin Kochi (JPN)	Evalend Shipping	xs 19.5	Open hatch. DD due 6/23. BWTS+Logs fitted.
ANSAC CHRISTINE NANCY	32,836	2013	Kanda (JPN)	Undisclosed buyer	17.1	Open hatch. DD due 8/23. BWTS fitted.
TANKERS						
DA MING HU	159,149	2003	Bohai (CHN)	Chinese buyer	21-22	SS due 11/23. BWTS fitted. Cap 1.
AQUAVIRTUE	156,800	2022	Samsung (KRS)	Greek buyer	75	BWTS fitted. Tier III.
BLUESEA + PAROSEA	113,553	both 2006	Samsung (KRS)	Undisclosed buyer	31.25 each	Ice 1A. DD psd 12/21+4/22. BWTS fitted. Dely 4Q'22.
ALBURAQ + SEA LEGEND	112,520	both 2008	Hyundai Ulsan (KRS)	Middle Eastern charterer	35 each	Coated. SS due 10+12/23. BWTS fitted.
KARADENIZ POWERSHIP ANATOLIA	75,515	2004	Samsung (KRS)	Turkish buyer	13	Coated. Pump-room. DD due 12/22.

ARIEL	71,498	2004	STX Jinhae (KRS)	Undisclosed buyer	19	Ice 1C. Pump-room. BWTS+Scrubber. DD psd 6/22.
STARMAN	45,997	2008	Shin Kurushima (JPN)	Undisclosed buyer	21.5	Pumproom. DD due 12/23.
AURORA EXPRESS	45,770	2002	Minami Nippon (JPN)	Seven Islands Shipping	10	Pumproom. SS due 11/22. Already renamed.
CONTAINERS / RO-RO / REEFER / PCC						
NORTHERN JASPER	108,804	2009	Daewoo (KRS)	MSC	reg 85	8411 TEU. Gearless. SS due 8/24. BWTS fitted. 3853 TEU.
GENOVA	50,532	2007	Dalian No. 2 (CHN)	MSC	45	Gearless. BWTS+Scrubber fitted.
X-PRESS MAKALU	38,616	2008	Gdynia (POL)	MSC	25	2732 TEU. Geared.
JSP TITAN	14,587	1996	Stralsund (GER)	Undisclosed buyer	5.8	1122 TEU. Geared. DD due 6/24. Inc TC @ \$12k pd to 6/23.
SUNNY LOTUS	12,750	2013	Dae Sun (KRS)	Korean buyer	15.5	1048 TEU. Gearless. BWTS fitted.
AS LAETITIA	11,850	2007	Zhejiang Yangfan (CHN)	US buyer	16	970 TEU. Geared.
GAS (LNG/LPG/LAG/CO2)						
HELLAS GLORY	54,985	2008	Hyundai Ulsan (KRS)	Middle Eastern buyer	49	80,738 cbm. Fully ref. SS+BWTS due 5/23.
GAS TIGERS	54,458	2016	Hyundai Ulsan (KRS)	SwissChemGas	63	84,144 cbm. Fully ref. DD due 6/24. BWTS fitted. Dely 4/23.
NAVIGATOR MAGELLAN	23,293	1998	Mitsui (JPN)	Turkish buyer	14.5	20,510 cbm. Semi-ref. DD due 6/23.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
BULKERS						
Nisshen Kaiun	Ultramax	62,500 dwt	Nantong Xiangyu (CHN)	2024		
GAS (LNG / LPG / LAG / CO2)						
Celsius Tankers	LNG	180,000 cbm x 4+8	CMHI-Jiangsu (CHN)	2025-2027	231	ME-GI M/E. Air lubrication.
MISC	LNG	174,000 cbm x 2	Daewoo (KRS)	2026	214.5	Against TC to Qatar Gas.
TMS Cardiff Gas	LNG	174,000 cbm x 1	Hyundai Samho (KRS)	2026	243-247	
Knutsen OAS	LNG	170,000 cbm x 9	Hyundai Samho (KRS)	2025-2026	224.5	
Excelerate Energy	FSRU	170,000 cbm x 1	Samsung (KRS)	2026	337	LOI. Regasification unit. Dual fuel.
Eastern Pacific Shipping	LPG	88,000 cbm x 2	Samsung (KRS)	2025	92-93	LPG dual fuel. Shaft gens. Pmax beam.

Recycling Activity

Vessel Name	BUILT	DWT	LWT	Delivery	Price (\$/lwt)	Notes
TANKER						
THEODOROS I V	1999 / Ukraine	45,438	12,700	as-is Fujairah	605	

Recycling Prices (US\$/LWT)

	Pakistan	Banladesh	India	Turkey
Tank/Cont/Ro-Ro/Capes/LPG/PCC Dry	590/620	590/620	585/600	250/260
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
Tankers					
VLCC	120	88.5	65	45.4	43.2%
SUEZMAX	80	62.5	45	32.4	39.1%
AFRAMAX	65	57.5	42.5	24.1	76.1%
MR	44	40	29	17.7	63.8%
Bulkers					
CAPE SIZE	64^	47 eco	30	23.5	27.4%
KAMSARMAX	36.5^	31.5	22.5	16.1	39.7%
ULTRAMAX / SUPRAMAX	33.5^	29.5	21	14.0	50.5%
HANDY SIZE	30^	26.5	17.5	11.3	54.9%
^ = 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.

European Demand for Gas Sees LNG Rates Hit Record High



As Europe dashes to lock-in winter energy supplies, liquified natural gas (LNG) vessel rates have hit a record high. The cost to charter an LNG ship in the Atlantic have reached US\$397,5000 per day, in contrast to only US\$14,000 in February. This is according to the latest data from Spark Commodities.

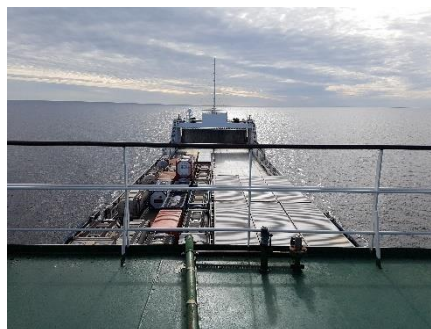
There exist multiple reasons for the sky-high rates, with one being a shortage of vessels with energy majors, who typically lease their vessels, refusing to do so in fear they could be left without a vessel as winter approaches.

Coupled with European sanctions on Russian fuel, there has been a scramble to secure supplies in preparation for winter. Vessels are even being used to store LNG as inventories near their capacity, again adding to the shortage of vessels that currently exists.

U.S. oil major Chevron expects high European prices for LNG to attract a majority of U.S. LNG exports in the short term, one top executive told Reuters. European determination to cease reliance on Russian gas has opened the door to U.S. suppliers with Colin Parfitt, who oversees the Chevron's shipping, pipeline, supply and trading operations, stating "we have seen a big uptick in demand from European customers so we are adjusting to that." Europe will not "go back to the same flows from Russia as it did before" he said.

European LNG imports have risen almost 65% for the year through August, with most of these supplies coming from the U.S. However, Europe's demand for LNG has had knock-on effects elsewhere, with countries such as Bangladesh suffering blackouts due to a shortage of gas.

Sails and Fuel Cells on the Road to Net-Zero



American Bureau of Shipping (ABS) have provided an Approval in Principle for a design of a container vessel combining sails and fuel cells for propulsion to start-up Veer Corporation (Veer). Veer proposes to bring a concept and technology, which has until now only been utilised in smaller vessels and yachts, to a wider market.

The design incorporates a modern, streamlined hull along with three large sails. The vessel would have a capacity of up to 160 TEUs and its propulsion through a hybrid system using sails along with green hydrogen-powered fuel cells. According to Veer, the vessel will be able to maintain speeds of 18 knots with a range of approximately 1,200 nautical miles.

Veer initially plans for the building of two of the sailing cargo ships which it expects to put in service by the end of 2024, with a total of six to be in service by 2026. Construction is expected to take 18 months per ship.

At the same time, another project is being launched by Hyundai Heavy Industries Group/KSOE (HHI) to promote the use of fuel cells for large, ocean-going ships. The project involves a year-long demonstration of an LNG carrier to be operated by Shell. The project, due to launch in 2025, is designed to support the decarbonization of ocean-going shipping. HHI will utilise a 600KW high-efficiency Solid Oxide Fuel Cell (SOFC) as an auxiliary power unit (APU) for power generation and perform the demonstration for one year on an actual trade route.

The project is expected to generate valuable data on how to further integrate SOFC technology into current vessels and help deliver less carbon-intensive operations in the near term while unlocking a pathway to net-zero through the blending of conventional and alternative fuels.

Angelicooussis Group Digital Health Care Onboard

As reported, Digital Health Care Onboard is being implemented by Angelicooussis Group with Oriani Hellas and MedAssist.online Solutions.

One of the leading shipping Greek companies, Angelicooussis Group, moves into a 3-month pilot program of onboard crew medical care solutions offered by MedAssist.Online.



This is a step that the Maria Angelicooussis-led group of shipping companies decided to implement towards digitalisation combined with ingraining corporate social responsibility (CSR) within the company's culture. Crew healthcare is an inseparable part of the group's CSR with proper health care for vessel crew members being a key area.

MedAssist.Online, represented in Greece by Oriani Hellas, provides approved medical solutions through "bringing the doctor to the vessel" when needed the most.

MedicalAssist.Online offers medical care solutions that are affordable, reliable, and capable of operating at sea with low to zero bandwidth, increasing a company's compliance with international standards. The program consists of three user-friendly medical care solutions, through digital applications, that can assist crew members when emergencies arise.

The MedAssist Live App is an application through which medical help can be provided when there are no expertise on site. A distant professional can assist those on board virtually, as if they were simply standing next to the professional. The crew can obtain real-time visual instruction and guidance, using augmented reality by using the App, anywhere and at any given time. This is in addition to instructions for performing basic medical procedures. Another solution is the Heart App, that includes a Bluetooth sensor hardware and generates a 12-lead hospital-quality ECG, which with a single click, results (the ECG) can be sent electronically to medical professionals. The only needed tool is a tablet, which is provided by MedAssist.Online.

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