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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 – The Rorschach Test

Looking at the VLCC sales market this week is a picture of ambiguity. On the one hand DHT has paid a seemingly low price for a scrubber fitted 5-year-old VLCC and on the other, a 2005 built VLCC without BWTS is pushing new boundaries.

The **"MARIA P LEMOS"** (318,198 dwt/built 2018 Hyundai, Korea) is understood to be the unnamed VLCC acquired by DHT for US\$ 94.5 m, a price well below the US\$ 100 m benchmark most brokers view a non-scrubber fitted VLCC to be worth. Even with a forward delivery of 3Q/2023 and special survey due, the deal presents a bit of a market conundrum. Conversely, the sale of the eighteen-year-old **"YIO"** (302,481 dwt/built 2005 Mitsubishi, Japan) at a reported US\$ 54 m, with dry-docking and BWTS due in November, is a clear uptick on recent sales of the scrubber fitted **"BALTIC SUNRISE"** (309,373 dwt/built 2005 Hyundai, Korea) earlier in May at US\$ 51.5 mill with dry-docking due in December, or indeed the BWTS fitted **"YUFUSAN"** (311,389 dwt/built 2005 Mitsui) sold in March for US\$ 52 m with dry-docking also due in December.

In the context of this seemingly firmer pricing at the teenage end of the market we note that the **"GOOD NEWS"** (319,430 dwt/built 2002 Samho, Korea), widely reported sold at US\$ 43 m, has been remarketed for sale this week. Accordingly, it will be interesting to see if a higher price may subsequently be achieved, although with VLCC earnings at a fraction of Suezmax and Aframax equivalents it is hard to see a clear underlying logic and interpretation is in the eye of the beholder.

Dry Cargo – Freight Frustration

As we have alluded to in recent reports the continuing fall in the freight market has in some respects stymied the volume of sales over the last few weeks. The challenge faced by buyers, given this rate depreciation has had very little or no affect on prices, is when to move. There seems little incentive to buy now with the potential of taking delivery in a soft freight environment, so many may feel it would



be better to wait and see if values do react this dismal atmosphere. Contrastingly, we hear **the "NORD TREASURE"** (55,888 dwt/built 2014 Mitsui, Japan) is negotiating in the US\$ high 22s, which is impressive given the year younger and superior spec **"IVS PINEHURST"** (57,811 dwt/built 2015 Tsuneishi Cebu, Philippines) was sold in March for US\$ 23.25 m. One explanation for this firming in values is there is very little tonnage of this vintage available in the open market and owners who have reaped the rewards of selling off their old tonnage at good prices are struggling to find suitable aged vessels as replacements.

Recycling – Fair Weather Sailing (for now)

Prices for ship recycling currently remain stable despite monsoon dark clouds gathering on the horizon, given that markets historically show weakening during the monsoon months.

A stronger-than-expected fourth quarter lifted India's growth to 7.2% in FY23, exceeding the 7% cited in the second advance estimates released in February, underscoring the country's economic resilience in the face of multiple challenges. With infrastructure development on the rise in India there is a confidence that steel demand shall remain very healthy, with breakers in Alang still preferring Green Recycling tonnage over regular ships.

The Bangladesh economy is not in the best shape as the foreign currency reserves continue to drop. There has been a slight drop in local steel demand but the appetite amongst ship breakers remains high as they continue to pay top dollar. Meanwhile in Pakistan, with the country in ongoing turmoil for several months now, the ship recycling market in Gadani remains closed.

Gibson Sale & Purchase Market Report

S&P SALES

| Vessel Name | DWT | Built | Yard | Buyers | Price (\$/m) | Notes |
|------------------------------|---------|-----------|---------------------------|---------------|--------------|---|
| BULKERS | | | | | | |
| GREAT VENTURE | 61,056 | 2019 | DACKS (CHN) | Undisclosed | 30.03* | *Auction sale. SS due 9/24. BWTS. |
| 2 X JIANGMEN NANYANG RESALES | 40,500 | both 2023 | Jiangmen Nanyang (CHN) | Undisclosed | 32 each | Tier III. BWTS. Dely 3+4Q. |
| SUPER EMMA | 37,277 | 2008 | Saiki (JPN) | Undisclosed | xs 14 | Open hatch. SS due 9/23. Already renamed. |
| CIELO DI PALERMO | 37,059 | 2013 | Saiki (JPN) | Undisclosed | 18.5 | Open hatch. DD due 8/25. BWTS. |
| SEASTAR ENDURANCE | 34,290 | 2011 | Zhejiang Jingang (CHN) | Undisclosed | 11.75 | DD due 10/24. BWTS. |
| STRAITS BREEZE | 31,612 | 2009 | Saiki (JPN) | Turkish buyer | 13 | Open hatch. DD due 5/25. BWTS. |
| TANKERS | | | | | | |
| MARIA P. LEMOS | 318,918 | 2018 | Hyundai Ulsan (KRS) | DHT | 94.5 | SS due 10/23. BWTS. Scrubber. Dely 3q23. |
| YIO | 302,481 | 2005 | Mitsubishi Nagasaki (JPN) | Undisclosed | 54.5 | DD+BWTS due 11/23. |



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|-----------------|---------|------|-----------------------|----------------------|---------|--|
| FRONT NJORD | 156,760 | 2010 | Rongsheng H. I. (CHN) | Undisclosed | 44.5 | DD due 11/23. |
| DAKOTA STRENGTH | 115,838 | 2007 | Samsung (KRS) | Indian buyer | 39.8 | DD due 3/26. BWTS. |
| STAR PROSPERITY | 115,098 | 2009 | Sasebo (JPN) | Middle Eastern buyer | 43 | Coated. Non-coiled. DD due 12/24. BWTS. |
| EVERGLADES | 112,969 | 2008 | New Times (CHN) | Middle Eastern buyer | high 39 | SS due 10/23. |
| PETROATLANTIC | 92,968 | 2003 | Samsung (KRS) | Storage buyer | 19 | Shuttle. SS due 6/23. Already renamed. |
| GOLDEN SHINER | 74,999 | 2007 | Onomichi (JPN) | Undisclosed | mid 20s | Pump-room. DD due 1/24. BWTS+Scrubber . Cap 1. |
| BOWFIN | 74,994 | 2008 | Minami Nippon (JPN) | Undisclosed | 25 | Pump-room. SS due 10/23. |
| AMAZON BEAUTY | 72,910 | 2004 | Hyundai Ulsan (KRS) | Undisclosed | 19.5 | Deepwell. SS due 1/24. |
| HIGH LOYALTY | 49,990 | 2015 | Hyundai Vietnam (VNM) | D'Amico | 21.4* | *Purchase option. Deepwell. SS due 2/25. |
| FAIRCHEM KISO | 21,167 | 2011 | Usuki (JPN) | Chinese buyer | 22 | St.Steel. DD due 5/24. |

CONTAINERS / RO-RO / REEFER / PCC

| | | | | | | |
|------------------|--------|------|-------------------------|---------------|------|--|
| SPIRIT OF MUMBAI | 30,703 | 1999 | C S B C Kaohsiung (TWN) | Chinese buyer | 11 | 2202 TEU. Geared. SS due 9/23. |
| OCEAN PROBE | 18,585 | 1995 | C S B C Kaohsiung (TWN) | Turkish buyer | 4 | 1439 TEU. Gearless. |
| BALTIC FULMAR | 15,952 | 2005 | Meyer Werft (GER) | Chinese buyer | 9 | Super Ice 1A. 1638 TEU. Gearless. SS due 3/25. |
| TAN CANG PIONEER | 6,850 | 1996 | Hegemann (GER) | Undisclosed | 2.85 | 601 TEU. Gearless. |
| SPIRIT OF MUMBAI | 30,703 | 1999 | C S B C Kaohsiung (TWN) | Chinese buyer | 11 | 2202 TEU. Geared. SS due 9/23. |

NEWBUILDING ORDERS

| Ordering Client | Vessel Type | Size / No. of units | Shipyard (Country) | Delivery | Price (\$m) | Notes |
|------------------------------------|-------------|---------------------|---------------------|-----------|-------------|---------------------------------|
| TANKERS | | | | | | |
| China Merchants Energy Shipping | Aframax | 115,000 dwt x 2 | Dalian (CHN) | 2026 | 59.2 | - |
| Simatech Shipping | MR | 50,000 dwt + 2 | Hyundai Mipo (KRS) | 2025 | 46.6* | *Declared options. |
| Tune Shipping | Chemicals | 16,000 dwt x 2+2 | Tersan (TRK) | 2025-2026 | - | Stainless steel. Methanol fuel. |
| GAS (LNG / LPG / LAG / CO2) | | | | | | |
| Tianjin SW Maritime | LNG | 174,000 cbm x 3 | Hudong (CHN) | 2028 | - | Against long TC. |
| Kawasaki Kisen | LNG | 174,000 cbm x 1 | Samsung (KRS) | 2026 | - | Against long TC. |
| H-Line Shipping | LNG | 174,000 cbm x 1 | Hyundai Samho (KRS) | 2025 | - | - |



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| BULKERS | | | | | | |
|-----------------------------------|-----------------|-------------------|--------------------------|-----------|---------|---|
| CMB | Newcastlemax | 210,000 dwt x 2+2 | Qingdao Beihai (CHN) | 2026 | - | Dual-fuel ammonia ready. |
| Alpha Bulkers | Ultramax | 63,500 dwt x 2 | Cosco Zhoushan (CHN) | 2026 | 32-32.5 | - |
| CONTAINERS / RO-RO / REEFER / PCC | | | | | | |
| Grieg Maritime Group | Kamsarmax (MPP) | 82,000 dwt x 2+2 | Guangzhou Wenchong (CHN) | 2025-2026 | xs 50 | Open hatch, boxed. Dual-fuel ammonia ready. |
| Seacon Shipping | General Cargo | 13,500 dwt x 1 | Murakami Hide (JPN) | 2026 | - | - |

Recycling Prices (US\$/LWT)

| | Bangladesh | Pakistan | India | Turkey |
|--|------------|----------|---------|---------|
| Tank/Cont/Ro-Ro/Capes/LPG/PCC Dry Cargo/Bulk/Tween/General Cargo | 605/640 | 545/570 | 520/540 | 350/360 |
| | 590/605 | 530/545 | 500/520 | 330/340 |

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 | 126 | 100 | 77 | 47.3 | 62.8% |
| Suezmax | 85 | 74 | 57 | 33.6 | 69.6% |
| Aframax | 68 | 65 | 53.5 | 25.9 | 106.6% |
| MR | 46.5 | 42 | 34 | 18.8 | 81.0% |
| Bulkers | | | | | |
| Capesize | 62.5^ | 53 eco | 32 | 24.2 | 32.4% |
| Kamsarmax | 34^ | 33 | 24 | 16.6 | 44.6% |
| Ultramax / Supramax | 32.5^ | 31 | 20 | 14.6 | 37.0% |
| Handysize | 30^ | 26 | 18.5 | 11.7 | 58.1% |
| ^ = Chinese price (otherwise based upon Japanese / Korean country of build) | | | | ~ = 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.

Allianz Releases Safety and Shipping Review for 2023



Allianz Global Corporate & Specialty SE (AGCS) has released its yearly report into reported shipping losses and casualties involving ships over 100 gross tons.

During 2022, 38 total losses of vessels were reported globally, compared with 59 a year earlier. AGCS states that this represented a 65% decline in annual losses over 10 years.

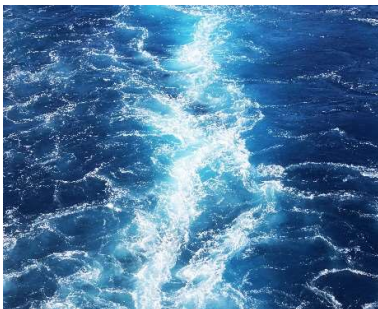
Regarding the risk of fires at sea, several factors, including decarbonisation leading to new types of cargo being transported on vessels such as electric vehicles and battery-powered goods. In particular, highly flammable lithium-ion batteries pose a growing risk.

"Most ships lack the suitable protection, detection and firefighting capabilities to tackle such fires at sea," says Captain Rahul Khanna, Global Head of Marine Risk Consulting at AGCS.. "Attention must focus both on pre-emptive measures and emergency plans to help mitigate this peril such as adequate crew training and access to appropriate firefighting equipment or improving early detection systems. Purpose-built vessels for transporting EVs would be advantageous."

Elsewhere, the report stated that decarbonisation is the industry's biggest challenge.

The report can be read [here](#).

MSC Latest Dual-Fuel Cruise Vessel



MSC Cruises' latest dual-fuelled cruise ship, the MSC Euribia, is poised to embark on its net zero maiden voyage, marking a significant milestone for the industry. MSC Cruises has said that this journey will be the industry's first net zero greenhouse gas emissions voyage, showcasing the cruise line's commitment to sustainable practices.

The MSC Euribia, capable of accommodating 6,335 passengers, is currently being constructed at the shipyard in Saint-Nazaire, France. Once completed, it will embark on a four-day voyage to its grand naming ceremony in Copenhagen, Denmark. This exceptional cruise ship will be the 22nd addition to MSC Cruises' ever-growing fleet.



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What sets this maiden voyage apart is the innovative use of bio-Liquefied Natural Gas (LNG), a renewable fuel that significantly reduces greenhouse gas emissions. MSC Cruises has demonstrated its dedication to sustainable energy solutions by purchasing 400 tonnes of bio-LNG. MSC Cruises' newbuilds are also designed to accommodate a range of renewable fuels, both those currently available and those anticipated in the future.

The MSC Euribia's net zero voyage is an exciting leap forward in sustainable cruising. It demonstrates that it is indeed possible to operate large-scale cruise ships while minimizing environmental impact. By embracing bio-LNG and other renewable fuels, MSC Cruises is paving the way for a more sustainable future for the entire cruise industry.

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