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In this issue:

Gibson Sale & Purchase Market Report

Tankers – Vintage Re-evaluation? | Dry Cargo – Newbuildings Turn The Eye | Recycling – Scrapping Saga | Newbuilding – Bulking Up | Sale & Purchase Market Report

CJC Market News

ClassNK to Work with PowerX on New Power ARK Project | Cargill and H2 Green Still Ink Deal for Near Zero-Emission Steel Supply

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.
+44(0) 20 7667 1000 - sap@eagibson.co.uk - www.gibsons.co.uk*

Tankers – Vintage Re-evaluation?

It's fair to say that the Suezmax segment is often the quietest size for sale activity, not least with its earnings broadly relatively outperforming VLCCs (albeit VLCCs enjoying a spike last week), but this week we hear the scrubber fitted "**ELANDRA OSPREY**" (157,470 dwt/built 2018 Hyundai, S.Korea) has secured xs US\$75m from Eastern Pacific Shipping. This gives weight to hitherto theoretical benchmark pricing, given that there has been no sales of anything younger than the "**RIDGBURY LESSLEY B**" (158,319 dwt/built 2013 Samsung, S.Korea) sold in April for US\$54.5m. At the older end of the scale the BWTS fitted "**SONANGOL KASSANJE**" (158,076 dwt/built 2005 Daewoo, S.Korea) is rumoured sold to Infinity Shipping for US\$37m, a touch behind the non-BWTS fitted "**EUROVOYAGER**" (159,342 dwt/built 2005 Daewoo, S.Korea) back in mid-March sold at US\$37.5m, albeit the Sonangol sale is facing dry-docking some 5 months sooner.

Meanwhile, it's getting trickier a little harder to dissect aframax values presently, with the "**BERICA**" (115,146 dwt/built 2008 Sasebo, Japan) reported sold for US\$ high 30s m, whereas conversely the year younger, coated and scrubber fitted "**PRO TRIUMPH**" (105,348 dwt/built 2009 Hyundai, S.Korea) is rumoured to have only mustered US\$ mid 30s m. Last week's dirty trading LR2 "**WONDER MUSICA**" (106,290 dwt/built 2004 Hyundai, S.Korea) is loosely understood to have achieved US\$ xs 28m, whereas the dirty trading sister ship "**WONDER AVIOR**" achieved US\$30m at the end of April from Singaporean interests.

Dry Cargo – Newbuildings Turn The Eye

It is hardly surprising given the scarcity of realistically priced modern bulk carrier tonnage available for sale on the open market that some buyers have elected to turn to contracting new tonnage. We have seen a number of substantial owners now ordering vessels from handysize up to capesize and some have elected to go for dual fuel units despite the uncertainty surrounding future fuel.



Contrastingly, given buyers current uncertainty in the strength of the freight market in the short term, we are seeing some reluctance to bid aggressively. The two Japanese bulkers on the block this week were the "**SANTA CRUZ**" (83,456 dwt / built 2011 Sanoyas, Japan), which had some five parties showing interest. She has reportedly achieved something in the US\$ high 18s, which is somewhat disappointing when the last Japanese built kamsarmax we reported sold was the "**THALASSIC**" (81,426 dwt / built 2009 Universal, Japan) back in May that was committed at an impressive US\$21 m, despite being two years older. Also the "**CORAL OPAL**" (78,090 dwt / built 2012 Shin Kurushima, Japan) was inviting bids but at the time of writing there are no reports of the vessel being sold as yet, although there are reports she has seen something in the US\$ low 18s. For ultramax guidance all eyes will be on the "**KK PROGRESSION**" (64,012 dwt / built 2018 Tsuneishi Cebu, Philippines), which is inviting offers today and, as said, it is a rare candidate given its age and is likely to attract plenty of interest.

Recycling – Scrapping Saga

This week, the shipbreaking industry experienced a period of reduced activity in various regions. In Bangladesh, the reduction in scrapping activity has led to ship breakers securing a ship at a princely price of \$610/ltd. Similarly, there has been no notable activity in Turkey, India, or Pakistan. Prices in the subcontinent have remained largely stable, and it is anticipated that they will continue to be so in the foreseeable future due to the significant hindrance caused by the monsoon season on recycling capabilities in the region. This, coupled with the steady supply of dry bulk and containers, may lead to several months of high prices in the future.

On a macro level, news from Pakistan indicates that the economy is currently experiencing a steep decline. We sincerely hope that the sands into which it has run are not those forming the soil around the Gadani recycling industry. With minimal demand for steel, the recycling industry there is eery quiet. Furthermore, issues persist concerning the opening of letters of credit in Bangladesh. In a positive development, the Turkish Central Bank has raised interest rates, signalling an end to years of economic unorthodoxy. Statements by the new finance minister and the central bank supremo have instilled confidence in Turkish fiscal and monetary prudence. This approach is expected to be a gamechanger for the future of its ship recycling industry. Amidst these developments, India remains the only bright spot in the recycling world, demonstrating relatively stable activity and demand.

Overall, although this week was characterised by minimal activity and challenges in various regions, the potential for stability in prices and the promising steps taken by the Turkish government provide hope for a better future in the shipbreaking industry.

Newbuilding – Bulking Up

Multiple dry orders emerging this week, and notably focused on capesize. Whilst there is interest to invest in dry there remains debate about the best timing of when to buy from a second-hand pricing point of view. However, a number of buyers note that shipbuilding costs are unlikely to come down any time soon (labour cost, equipment cost etc) so have moved to take early delivery slots priced as they are rather than wait on see on the modern second-hand pricing/ volume of candidates. The orderbook on capesizes also remains low with an ageing fleet. On tankers, delivery slots for 2026 in China continue to be scarce (especially on larger sizes) and we have had Chinese holidays this week with yards closed. Concerns about a slowdown in demand for oil from recession fears also continue to persist but generally we see tanker markets continuing to perform well and a lack of modern second-hand candidates for sale (typically a major newbuilding driver).

Gibson Sale & Purchase Market Report



S&P SALES

| Vessel Name | DWT | Built | Yard | Buyers | Price (\$/m) | Notes |
|--|---------|-------|-------------------------|--------------------------|--------------|---|
| BULKERS | | | | | | |
| AQUAENNA | 175,975 | 2011 | Jinhai (CHN) | Undisclosed | high 22 | DD due 12/23. BWTS. |
| SANTA CRUZ | 83,456 | 2011 | Sanoyas (JPN) | Undisclosed | mid-high 18 | DD due 3/24. BWTS. |
| JY PACIFIC | 81,139 | 2019 | Chengxi (CHN) | Undisclosed | 28.761* | SS due 6/24. BWTS+Scrubber . Auction sale. |
| HANTON TRADER III | 63,800 | 2014 | Jiangsu Hantong (CHN) | Undisclosed | 23.6 | SS due 11/24. BWTS. |
| RHL JULIA | 55,701 | 2009 | Mitsui (JPN) | Undisclosed | low 15 | SS due 11/24. BWTS. |
| AGIA IRINI | 28,207 | 2013 | Imabari (JPN) | Florence Shipping | 13.8 | DD due 5/24. BWTS. Logs. |
| TANKERS | | | | | | |
| SONANGOL KASSANJE | 158,706 | 2005 | Daewoo (KRS) | Infinity Ships | 37 | DD due 11/23. BWTS. |
| ELANDRA OSPREY | 157,470 | 2018 | Hyundai Samho (KRS) | Eastern Pacific Shipping | xs 75 | SS psd 3/23. BWTS. Scrubber. Tier III. |
| BERICA | 115,146 | 2008 | Sasebo (JPN) | Undisclosed | high 30s | SS due 10/23. BWTS. |
| WONDER MUSICA | 106,290 | 2004 | Hyundai Ulsan (KRS) | Undisclosed | xs 28 | Coated. Trading dirty. SS due 5/24. |
| PRO TRIUMPH | 105,348 | 2009 | Hyundai Ulsan (KRS) | Undisclosed | mid 30 | Coated. SS due 1/24. BWTS+Scrubber . |
| FAROS | 74,999 | 2005 | Hyundai Ulsan (KRS) | Turkish buyer | 18 | Deepwell. Trading dirty. DD due 12/23. |
| ANFA | 47,975 | 2010 | Iwagi (JPN) | Undisclosed | 24.5 | Pump-room. Trading dirty. SS due 2/25. BWTS. |
| RIDGEBURY GALILEO | 47,872 | 2006 | Hyundai Mipo (KRS) | Undisclosed | low 19 | Ice 1A. Deepwell. DD due 10/24. |
| RT STAR | 26,199 | 2011 | Shin Kurushima (JPN) | Undisclosed | 24 | Stainless Steel. DD due 7/24. BWTS. |
| ESHIPS BARRACUDA | 13,130 | 2006 | Hyundai Mipo (KRS) | Undisclosed | 9.3 | Sigma phenguard. DD due 1/25. BWTS. M'East delay. |
| CONTAINERS / RO-RO / REEFER / PCC | | | | | | |
| CMA CGM PELLEAS | 120,854 | 2008 | Hyundai Ulsan (KRS) | CMA CGM | 52.3 | 9661 TEU. Gearless. Declared p/option. |
| AMOLIANI | 80,163 | 2013 | Hyundai Samho (KRS) | CMA CGM | 61 | 6881 TEU. Gearless. SS psd 2/23. |
| POHORJE | 52,683 | 2006 | C S B C Kaohsiung (TWN) | MSC | 21 | 4043 TEU. Gearless. DD due 6/24. BWTS. |
| CO NAGOYA | 50,687 | 2008 | Samsung (KRS) | MSC | 18 | 4253 TEU. Gearless. DD due 5/23. BWTS. |



NEWBUILDING ORDERS

| Ordering Client | Vessel Type | Size / No. of units | Shipyard (Country) | Delivery | Price (\$m) | Notes |
|--|-------------|---------------------|-------------------------|-------------|-------------|--|
| TANKERS | | | | | | |
| Metrostar Management | LR2 | 115,000 dwt x 1+1 | Hyundai Vietnam (VIET) | 2026 | 67.5 | |
| Nissen Kaiun | MR | 50,000 dwt x 4 | Hyundai Mipo (KRS) | 2025 | 46.3 | |
| EGPN | Chemicals | 18,500 dwt x 4+4 | Wuhu (CHN) | 2025-2026 | 30 | |
| SC-Stolt Shipping (SSCSSL) | Chemicals | 9,200 dwt x 2 | Wuchang (CHN) | 2024-2025 | | Stainless steel. |
| Consort Bunkers | Bunkering | 6,500 dwt x 6 | CMJL Nanjing (CHN) | 2025 | | Methanol fueled. |
| GAS (LNG / LPG / LAG / CO2) | | | | | | |
| TPSH Leasing | LNG | 175,000 cbm x 2 | Jiangnan (CHN) | 2027 | 235 | Against long T/C to Shandong Marine Energy. |
| K-Line | LNG | 174,000 cbm x 2 | Samsung (KRS) | 2026 | 258.5 | |
| BULKERS | | | | | | |
| Cosco | Kamsarmax | 85,000 dwt x 10 | Chengxi (CHN) | 2025+ | 50 | Wood-pulp carrier. |
| Cosco | Kamsarmax | 85,000 dwt x 5 | COSCO Dalian (CHN) | 2025+ | 50 | Wood-pulp carrier. |
| Cosco | Kamsarmax | 85,000 dwt x 5 | Shanhaiguan (CHN) | 2025+ | 50 | Wood-pulp carrier. |
| Lauritzen NexGen Shipping | Kamsarmax | 81,200 dwt x 2+2 | Tsuneishi (JPN) | 2026 | | Methanol dual fuel. Against 7+ yr TC to Cargill. |
| Cosco | Kamsarmax | 85,000 dwt x 10 | Chengxi (CHN) | 2025+ | 50 | Wood-pulp carrier. |
| CONTAINERS / RO-RO / REEFER / PCC | | | | | | |
| AS EMMA | 50,353 | 2010 | Jiangsu Newyangzi (CHN) | Undisclosed | 22 | 4256 TEU. Gearless. SS due 1/25. BWTS+Scrubber |
| NORTHERN VIGOUR | 37,901 | 2005 | Aker Mtw (GER) | MSC | 17 | 2478 TEU. Geared. DD due 7/23. |
| ELLA | 33,216 | 2003 | Naikai Setoda (JPN) | MSC | 14 | 2495 TEU. Geared. SS due 10/24. |

Recycling Prices (US\$/LWT)

| | Bangladesh | Pakistan | India | Turkey |
|--|------------|----------|---------|---------|
| Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG | 630/645 | 567/588 | 530/550 | 350/360 |
| Bulkers / Tween / General Cargo | 590/615 | 540/560 | 520/530 | 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 | 76 | 47.3 | 60.7% |
| Suezmax | 85 | 73 | 57 | 33.6 | 69.6% |
| Aframax | 69 | 65 | 52.5 | 25.9 | 102.7% |
| MR | 46.5 | 42 | 34 | 18.8 | 81.0% |
| Bulkers | | | | | |
| Capesize | 63^ | 51 eco | 32 | 24.2 | 32.4% |
| Kamsarmax | 35^ | 32 | 22.5 | 16.6 | 35.5% |
| Ultramax / Supramax | 33^ | 30 | 20 | 14.6 | 37.0% |
| Handysize | 30^ | 25 | 18 | 11.7 | 53.8% |
| ^ = Chinese price (otherwise based upon Japanese / Korean country of build) | | | | ~ = Basis standard contemporaneous DWT/spec for each type. | |

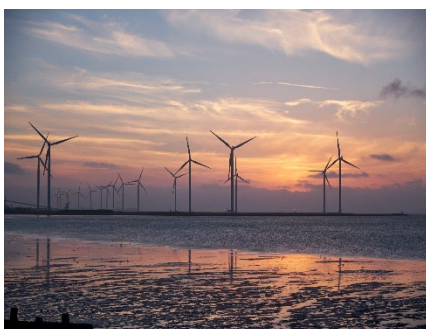
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CJC Market News



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.

ClassNK to Work with PowerX on New Power ARK Project



Japanese classification society ClassNK has announced the signing of a memorandum of understanding between themselves and PowerX, outlining cooperation on the Power ARK Project.

The project will develop the first model of a Power Transfer Vessel, which is designed to transfer renewable energy in Japan's coastal waters. The first operational vessel is due to be in operation by 2025.



Power Transfer Vessels (PTVs) are being developed to mitigate the need for the costly infrastructure currently required to transfer the power harnessed by green energy sources (wind farms for example) to the towns and cities which need it.

ClassNK stated that their input on the project would centre around providing expertise in the design of hull structure, safety managements systems and the development of functional software.

Hayato Suga, ClassNK's Corporate Officer & Director of Plan Approval and Technical Solution Division said, "As a third-party certification society, Class NK has been engaged in the evaluation and verification of the safety of new technologies amid various initiatives for decarbonization. We are honoured to have the opportunity to collaborate with PowerX on their innovative project through our expertise...Class NK will strive to contribute to ensure safe and smooth development and execution of the project".

Cargill and H2 Green Steel Ink Deal for Near Zero-Emission Steel Supply



Cargill has partnered with Swedish startup H2 Green Steel in a multi-year agreement to supply green steel. This collaboration highlights the growing demand for low/near zero-emission steel and reinforces the industries commitment to a responsible and sustainable ferrous supply chain.

Lee Kirk, Managing Director of Cargill Metals, stated that this announcement signifies a significant milestone in their sustainability goals. H2 Green Steel, one of the early pioneers in large-scale green steel production, has garnered considerable interest from customers seeking low CO2 steel.

Cargill Metals plays a vital role in connecting different stages of the ferrous supply chain, from mining iron ore to steel mills worldwide. The company is actively pursuing sustainability through various initiatives, including partnerships that develop cleaner products with reduced carbon footprints. The agreement with H2 Green Steel exemplifies this commitment, as Cargill aims to help customers achieve their sustainability and climate objectives by offering responsible and sustainable products.

H2 Green Steel, established in 2021, is focused on decarbonizing the steel sector. Their upcoming green field steel plant in Boden will operate on renewable electricity and produce green hydrogen through a large-scale electrolyzer. By using this green hydrogen in the direct reduction of iron ore, the plant aims to achieve emission reductions of up to 95% compared to traditional steelmaking methods.

Mark Bula, Commercial Head of Boden Steel at H2 Green Steel, highlighted Cargill's commitment to a responsible and sustainable ferrous metals supply chain. He emphasised the potential for joint efforts to reduce emissions throughout the supply chain, while also highlighting Cargill's global reach in expanding the availability of H2 Green Steel's products to new markets beyond the EU.

For more information, please contact:

James Clayton

Tel: +44 (0) 207 855 9669

Email: jamesc@CJCLaw.com

www.cjclaw.com



Campbell Johnston Clark

Gibson Shipbrokers

Tel: +44(0) 20 7667 1000

Email: sap@eagibson.co.uk





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www.gibsons.co.uk