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In this issue:

Gibson Sale & Purchase Market Report

Tankers – Tankers Fetch a Queen's Ransom | Dry Cargo – Reality Bites? | Newbuilding – Changing Gear | Recycling – Tide Turning? | Sale & Purchase Market Report

CJC Market News

Super Typhoon Hinnamnor Leaves Trail of Destruction | Russia Attacks Implementation of Grain Export Deal | The First Fully-Electric Ro-Pax Ferry in Greece

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 – Tankers Fetch a Queen's Ransom

Another week goes by with scrubber fitted and ice class tonnage commanding big prices. Notably the Ice 1A class and scrubber fitted "**ARISTODIMOS**" (113,553 dwt/blt 2006 Samsung), having also passed her dry-docking in March, has secured US\$32m from UAE interests. Strengthening asset values (and firm earnings potential) have also spurred Scorpio Tankers to timely declare sub-market priced purchase options on a number of leased product tankers, taking back ownership of two 2015 and 2017 built LR2s, four MR2s and a pair of MR1 handy tankers, with the owner reportedly fixing out a separate LR2 for a three-year TC (with options) at close to US\$33+35+37k pd.

In the MR segment, the IMO II/III deepwell pump type "**HYDE**" (46,858 dwt/blt 2007 Hyundai Mipo) has reportedly been sold to Nigerian buyers for a regal price of US\$22.7m, benefiting from a BWTS and scrubber, and Special Survey passed delivery, contrasting with last month's sale of the "**RIDGEBURY SATURN**" (47,128 dwt/blt 2007 Hyundai Mipo) sold basis SS and BWTS due at US\$18m.

Dry Cargo – Reality Bites?

With little clarity being provided by the BDI it is not surprising that pricing remains uncertain in the dry cargo sector, as the indices for the various different sizes are not showing any clear direction. The reported sale of the "**NAVIOS ALEGRIA**" (76,466 dwt/blt 2004 Tsuneishi, Japan) at US\$13m basis dry-docking due 12/22 appears to be a marked fall from previous sales, even accounting for DD position and would suggest a price decline of some 18 pct against sales of similar vessels done at the peak of the freight market this year.

Furthermore, it will be fascinating to see what happens with the kamsarmax bulker "**HAMPTON BAY**" (81,508 dwt/blt 2009 Universal, Japan) which is inviting offers today. One might expect it to be sold in line with last week's sale of the "**FORTUNA**" (83,353 dwt/blt 2010 Sanoyas, Japan) at a

reported price of US\$23.5m, which although down against last done, still looks to some protagonists as an anomaly in the current market. Also, the two Chinese controlled panamax bulkers namely the **"AGRI QUEEN"** and **"AGRI KINSALE"** (77,171 dwt/blt 2009 Oshima Zosen, Japan) will be auctioned in China next week and given the reserve price of around US\$17.5 m they could provide appealing opportunities and it will be interesting to see what they ultimately achieve.

Newbuilding – Changing Gear

Further welcome activity for tanker newbuildings with additional suezmaxes under discussion at Daehan and also aframax and LR2. It remains very challenging to find value in the modern second-hand market with few, if any, candidates for sale and prices packed full of bullish sentiment. Prices at the yards are not where many would like to see them, but it is worth noting they remain around 30% lower than all-time highs. Some reductions in steel plate price and currency situations in the main building countries have provided some marginal relief to pricing already. However, there is little scope for significant reduction and once the current activity is "signed" this will logically amend benchmark pricing. Many owners are returning from holiday this week, so we await to see if the market moves en masse here for newbuildings given the barren modern second-hand situation and of course proceeds for record vintage second-hand sales.

Bulker activity remains muted with the falls in the indices. However, the majority remain historically high so we may soon see ordering resume.

Recycling – Tide Turning?

With the summer holiday season now all but over and Q4 fast approaching on the horizon, some focus may now hopefully be on the recycling markets, especially as there are some corrections taking place in the Dry Cargo freight markets, which has resulted in a few more demo sales taking place, particularly in the Capesize sector where a number of units have now been sold. Some Panamax and Handymax units are also being reported. Time will tell whether this trend will continue, but we do expect a little more activity to be taking place from now on. Rates too have firmed and are generally about the US\$ 600 per Long Ton level, which is still considered to be historically firm levels.

Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
STELLA ISABEL + STELLA DAPHNE	250,380	2015 + 2017	Qingdao Beihai (CHN)	Berge Bulk	reg 98 en bloc	DD due 10/23 + dely SS psd 7/22. Both BWTS fitted.
XYG FORTUNE	176,955	2006	Namura (JPN)	Franbo Lines	20.8	SS psd 7/21. BWTS fitted. Inc bal TC to Bunge to 12/22-3/23.
NAVIOS ALEGRIA	76,466	2004	Tsuneishi (JPN)	Undisclosed buyer	13	DD due 12/22. BWTS fitted.
ZHONG LIAN SI FANG	73,747	2000	Sumitomo (JPN)	Undisclosed buyer	10.6*	*Online auction. SS psd 3/22. Chinese flag.
HANTON TRADER I + WESTERN SANTOS	63,518	2014	Jiangsu Hantong (CHN)	Undisclosed buyer	24.5 each	DD psd 3+7/22. BWTS fitted.



ULTRA TRUST	61,225	2015	Tadotsu (JPN)	Eagle Bulk Shipping	sub 28	BWTS+Scrubber fitted.
MEDI BANGKOK	53,466	2006	Imabari (JPN)	Undisclosed buyer	17	DD due 11/23. BWTS fitted. SS due 1/23.
BLUEWAYS	46,658	1998	Mitsui (JPN)	Chinese buyer	6	BWTS fitted. Prompt delivery.
ECO DESTINY	35,287	2005	Shikoku (JPN)	Middle Eastern buyer	12.7	DD due 4/23. BWTS fitted.
MALTO HOPE	28,050	2013	I-S Shipyard (JPN)	Middle Eastern buyer	13.7	SS due 7/23. Logs fitted.
VTC PLANET	22,173	1993	Saiki (JPN)	Middle Eastern buyer	5.1	SS psd 4/22. Logs fitted.
TANKERS						
ARISTODIMOS	113,553	2006	Samsung (KRS)	UAE buyer	32	Ice 1A. BWTS+Scrubber fitted. DD psd 3/22.
HYDE	46,858	2007	Hyundai Mipo (KRS)	Nigerian buyer	22.7	BWTS+Scrubber fitted. SS psd 9-10/22.
SELINA II	37,418	2000	Hyundai Mipo (KRS)	Turkish buyer	5.8	Ice 1B. DD due 7/23.
TIGER JOY + TIGER GLORY TIGER TENACITY + TIGER INTEGRITY	25,300 25,100	2017 + 2017 2017 + 2018	Shitanoe + Fukuoka (JPN) Kitanihon (JPN)	Undisclosed buyer	180 en bloc	Stainless Steel. SS due 9+12/2. Stainless Steel. SS due 10/22 + 1/23.
CELSIUS MEXICO	20,866	2008	Shin Kurushima (JPN)	Chinese buyer	15.5	Stainless Steel. SS due 9/22. BWTS on order (can novate).
AEON	18,041	2012	Linhai Hangchang (CHN)	Undisclosed buyer	13*	*Auction sale. Marineline SS passed 7/23
VALOUR ONE	6,603	2010	Geo Marine (KRS)	Middle Eastern buyer	7.5	Bitumen.
CONTAINERS / RO-R40 / REEFER / PCC						
BURGUNDY	42,567	2008	Nordseewerke (GER)	RifLine	24.1	3426 TEU. Gearless. Inc. TC.
GAS (LNG / LPG / LAG / CO2)						
CLEAN DESTINY + C' RESOLUTION + C' RESOLUTION	105,602	2023 + 2023 + 2024	Hyundai Ulsan (KRS)	China Development Bank FL	596.52 en bloc	LNG (200k cbm). Basis 10 yrs lease-back deal.
TRADER	75,109	2002	Samsung (KRS)	Undisclosed buyer	33	LNG (136,135 cbm). ST. Membrane. SS due 11/22.
CLIPPER SIRIUS	50,048	2008	Hyundai Ulsan (KRS)	Undisclosed buyer	reg 50	LPG (73,513 cbm). SS due 6/23.
SCALI REALI + SCALI SANLORENZO SCALI DEL PONTINO + SCALI DEL TEATRO	3,805	both 2010 2011 + 2014	Besiktas Tersanesi (TRK)	Chemgas	39 en bloc	LPG (3,338 cbm). Semi-ref.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
BULKERS						
CITIC Financial Leasing	Ultramax	65,000 dwt x 5	Dalian (CHN)	2025	31.5	Declared options. 209.95

Polish Steamship	Handysize	37,000 dwt x 4	Shanhaiguan (CHN)	2025	34	m LOA. Domestic trade. Lakes fitted. EEDI 3.
TANKERS						
Euronav	Suezmax	157,000 dwt x 1	Daehan (KRS)	2024	74	
CONTAINERS / RO-RO / REEFER / PCC						
MSC	Containership	16,000 TEU x 12	Yangzijiang (CHN)	2024-2026	low 180	LNG dual fuel. Mark III flex.
PIL	Containership	8,000 TEU x 4	Yangzijiang (CHN)	2025		LNG dual fuel. (Ammonia ready). Mark III flex.
Langh Ship	Containership	1,200 TEU x 3	PaxOcean Eng. Zhoushan (CHN)	2024		Ice 1A. Bio-fule capable. Hybrid Scrubber. Shore power/battery.
Cosmoship	Containership	1,180 TEU x 2+2	Wuchang (CHN)	2024-2025	23.8	
GAS (LNG / LPG / LAG / CO2)						
Evalend Shipping	LPG	88,000 cbm x 3+2	Hyundai HI (KRS)	2024-2025	95.3	LPG dual fuel. Ammonia capable. 32.23m beam.
Exmar LPG	LPG	46,000 cbm x 2+2	Hyundai Mipo (KRS)	2024-2025	69	LPG dual fuel. Ammonia dual fuel options.

Recycling Activity

Vessel Name	BUILT	DWT	LWT	Delivery	Price (\$/lwt)	Notes
CAPE SIZE						
STAR TIANJIN	2004 / China	174,096	23,683	as-is India	600	incl 500 tons of Bunkers ROB
WINNING INTEGRITY	2000 / Japan	172,571	21,216	as-is Singapore	602.5	incl 200 tons of Bunkers ROB
PANAMAX BULK						
CHANG SHENG	1998 / Japan	75,752	9,847	as-is Singapore	608	
BULK CARRIER						
BEI LUN 6	1989 / Japan	43,665	8,015	Banladesh	611	
CHEMICAL TANKER						
STOLT GROENLAND	2009 / Norway	43,478	12,154	as-is Korea		damaged condition / will be recycled in India

Recycling Prices (US\$/LWT)

	Bangladesh	India	Pakistan	Turkey
Tank/Cont/Ro-Ro/Capes/LPG/PCC	590/610	580/590	570/580	260/270
Dry Cargo/Bulk/Tween/Gen Cargo	580/590	570/580	560/570	250/260

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	85	59	45.4	30.0%
SUEZMAX	80	59	43	32.4	32.9%
AFRAMAX	65	54	39	24.1	61.6%
MR	43.5	40	29	17.7	63.8%
Bulkers					
CAPE SIZE	64.5^	49 eco	31.5	23.5	33.8%
KAMSARMAX	37.5^	32.5	24	16.1	49.0%
ULTRAMAX / SUPRAMAX	34.5^	31	21.5	14.0	54.1%
HANDY SIZE	30.5^	27	19	11.3	68.1%
^ = 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.	

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.

Super Typhoon Hinnamnor Leaves Trail of Destruction



Typhoon Hinnamnor left the Korean peninsula around 7:10 a.m. local time on Tuesday, after landing on the coastal city of Geoje, according to the Korea Meteorological Administration. At least ten people are confirmed to have died as a result of the storm, with others still missing.

In addition to cancellation of air travel, school closures and widespread damage, the typhoon forced closure of shipyards across the Korean peninsula, dealing a blow to Korean supply chains and shipping around Asia.

In preparation for the direct hit to South Korea's south-eastern seaboard, the ports of Busan and Ulsan were temporarily closed, halting ship refuelling operations and pausing spot premiums for low-sulphur bunker fuel offered at these ports (this week at about \$60 per tonne over Singapore fuel oil quotes). The ports have gradually been opening back up, with a return to full service expected by next week.

South Korea's three major shipbuilding companies, Samsung Heavy Industries, Daewoo Shipbuilding & Marine Engineering and Korea Shipbuilding & Offshore Engineering, reportedly implemented emergency plans to deal with the storm, which included a halt of all shipyard operations. Korean media reports that Korea Shipbuilding & Offshore Engineering moved nine ships to the Yellow Sea while Daewoo Shipbuilding & Marine Engineering and Samsung Heavy Industries also reportedly moved ships out to sea in an effort to avoid the storm.

The Hinnamnor weather system is no longer deemed a threat by meteorological agencies and has diminished to an extratropical low as it continues northward toward Russia.

Russia Attacks Implementation of Grain Export Deal



A month after exports of grain resumed from Ukraine, Russia has criticised the UN-brokered deal and will call for changes to the Agreement citing a lack of reciprocity for Russian exports.

Russia has spoken out against the implementation of the Agreement despite the UN and Turkey stating the contrary.

According to reports, Russian President Vladimir Putin stated "*What we see is a brazen deception ... a deception by the international community of our partners in Africa, and other countries that are in dire need of food. It is just a scam*".

Pointing to the fact that the Agreement was for grain to be sent to developing nations, Putin has stated that most of the grain is going to the developed world, specifically EU countries. Russian Foreign Minister Sergei Lavrov further stated that the deal was not honouring provisions to reduce sanctions on Russian food and fertilizer exports. According to a Reuters report, Lavrov said he was to contact the UN, calling for a relaxation of Western sanctions on Russian exports.

At this point, there is no suggestion that the deal will cease to continue, however Putin said he will contact the Turkish President and call for restrictions on which countries can receive shipments from Ukraine.

It may be that in the future the deal may be subject to changes following these Russian allegations. As of now, no changes have been discussed but Russia are expected to call for them.

The First Fully-Electric Ro-Pax Ferry in Greece



Saronic Ferries, the largest ferry operator of the Saronic islands of Greece, announced that they have partnered with C-Job Naval Architects, an international independent ship design company, for the design of the first fully-electric Ro-Pax ferry. The vessel is expected to join the fleet of Saronic ferries in 2026 and will sail between Piraeus and the islands of Aegina and Agistri. The zero-emission passenger Ro-Ro ferry will have a capacity of 800 passengers and will feature a variety of sustainable aspects, including fully electric propulsion. The ferry will recharge in the port of Piraeus and will have zero harmful emissions.

George Papaioannides, Partner of Saronic Ferries, said: "We are taking a step towards a cleaner world and we envision our operation in the Saronic Islands to be the inspiration for others to initiate more green fleet renewal projects in Greece". Joseph Lefakis, Partner of Saronic Ferries said: "We lead the way encouraging potential stakeholders to embrace change and move things forward, both on the vessel design front and on the land-based infrastructure and supply. One can't come without the other".

Nikos Papapanagiotou, Director of C-Job Athens, said: "We're proud to have been chosen as partner to Saronic Ferries to develop their zero-emission ferry and support their sustainable ambitions. We've been researching alternative fuels and energy sources for nearly a decade and have applied this knowledge and other innovations to our designs. Thanks to our experience and R&D team, we're able to show how design choices will affect operations and create the optimal design for each situation."

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