

**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 – Ticking Along

S&P activity continues to maintain a steady simmer through the proverbial dog days of summer, with a number of fixtures reported across segments from chemicals up through VLCCs. The common factor continues to be age, with all ships reported this week being over 10 years old, with a notable lack of younger vessels available for sale.

Of particular note is the reported sale of Oman Shipping's three VLCCs to Sinokor-related interests, with the **"SIFA"** + **"FIDA"** (316,373 dwt / built 2011 Hyundai, S.Korea) and **"SAHAM"** (299,971 dwt / built 2010 / Universal, Japan) changing hands for an average price of around US\$64m each. This evidences continued support for VLCC values in this mid-age bracket on the back of resilient spot rates.

## Dry Cargo – Cape Crusader

It appears that dry cargo freight rates have turned a corner with capesize bulkers leading the charge. After the body blows of recently deteriorating rates, like Batman the majority of sizes have got up and dusted themselves down and back in the game. Whether this spike is maintained remains to be seen but certainly there is plenty of optimism going into the autumn with many protagonists waiting for the Chinese dragon to set the market on fire.

Sales continue across the board with evidence of softening of values, for instance the Japanese owners of the capesize bulker **"SHISAI"** (176,827 dwt / built 2009 Namura, Japan) invited offers this week and it seems the cape surge has not been reflected in the sale price of region US\$21m, which is down in comparison to recent sales of similar types. Elsewhere it is clear that values for 10/15 year old Chinese supramax bulkers have declined as illustrated in this week's report.

## Recycling – Demo Dip

A pronounced and unwavering downward trend in recycling prices has become evident, fuelled by a confluence of factors, including a decline in activity caused by the monsoon season and a broader reduction in steel prices. Just a fortnight ago, **"SHUN FENG 9"** (73,350 dwt / built 1994 Oshima, Japan) was sold for US\$ 510 p/ldt basis as-is China delivery. This week, a transaction involving two Chinese-controlled bulk carriers, **"ZHENG JIE"** + **"ZHENG HAO"** (both 73,409 dwt / built 1997 Samsung, S.Korea), captured the attention of industry aficionados selling for region US\$ 495 p/ldt basis as-is China delivery. The juxtaposition of these sales illustrates the prevailing trajectory of decline in prices. Significantly, reports indicate that these vessels are bound for Bangladesh, indicating the resurgence of its recycling industry.

Delving further into economic undercurrents, steel rebar prices in India have largely been on a secular downward trend for the past few weeks, weakening the prospects for an increase in recycling prices there. In neighbouring Pakistan, despite having availed itself of the financial succour afforded by an IMF bailout, the nation confronts vexing economic tribulations. In a bid to remedy the situation, Pakistan is earnestly seeking collaborations with its more affluent counterparts in the Middle East, seeking projects that may breathe new life into its beleaguered economy. It's fervently hoped that this financial support, akin to India's transformation in 1991, shall be a watershed moment, engendering a future of robust and sustained economic growth. While Bangladesh's recycling industry has faced challenges with opening Letters of Credit (LCs), recent weeks have shown a resurgence in activity, with a considerable amount of tonnage heading towards Bangladesh. In stark contrast, Turkey finds itself ensnared in a relentless quagmire of economic problems, wherein the beleaguered lira remains in a persistent state of decline, even in the face of earnest interest rate hikes. This scenario bodes ill for the recycling industry there.

In sum, the decline in recycling prices for ship steel appears poised to persist until the end of monsoon season, along with an improvement in the global economic outlook. The situation in individual countries, such as Bangladesh, Pakistan, and Turkey, will also play a crucial role in shaping the future of the recycling industry.

## Gibson Sale & Purchase Market Report

### S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
<b>BULKERS</b>						
HENRIETTE OLDENDORFF	209,067	2016	Jiangsu Newyangzi (CHN)	Korean buyer	reg xs 46	SS/DD due 6/24. BWTS+Scrubber.
HL PASSION	179,655	2015	Dalian No. 2 (CHN)	Greek buyer	36.5	DD due 12/23. BWTS.
SHIOSAI	176,827	2009	Namura (JPN)	Chinese buyer	reg 21	DD due 7/25. BWTS.
AQUAKATIE	174,142	2007	SWS (CHN)	Greek buyer	15.9	DD psd 6/23. BWTS.
SHENG WU	76,286	2005	Tsuneishi (JPN)	Undisclosed	reg 14.5	SS/DD due 1/25. BWTS.
RHINE CONFIDANTE	57,015	2010	Ningbo Beilun Lantian (CHN)	Undisclosed	10.9	DD due 8/23. BWTS.
JENNY M	56,058	2007	Mitsui (JPN)	Undisclosed	xs 12	DD due 11/23. BWTS.
RHL MARTA	53,808	2007	Chengxi (CHN)	Undisclosed	10	DD due 1/26. BWTS.
GISCOURS	53,208	2009	Zhejiang (CHN)	Undisclosed	10	SS due 1/24.



PAN DAISY + PAN EDELWEISS	32,950	both 2009	Taizhou Maple Leaf (CHN)	Undisclosed	high 9s each	SS/DD due 3+10/24. BWTS.
SHENG LE A.	28,399	1997	Hakodate (JPN)	Chinese buyer	4.3	DD due 9/25. BWTS.
<b>TANKERS</b>						
C CHAMPION	317,614	2003	Samsung (KRS)	Undisclosed	40	SS due 11/23. Scrubber.
SIFA + FIDA SAHAM	316,373 299,991	both 2011 2010	Hyundai Ulsan (KRS) Universal (JPN)	Sinokor	reg/ave 64 each	DD due 2+5/24. BWTS+Scrubber. DD due 12/23. Scrubber.
WELLINGTON	108,940	2009	SWS (CHN)	Far Eastern buyer	39.5	Coted. Trading dirty. SS/DD due 5/24. BWTS. Ice 1B.
PRESIDENT I	64,999	2007	Split (CRT)	Italian buyer	28.6	Deepwell. Trading dirty. DD due 12/25.
CELSIUS MONACO	19,999	2005	Shin Kurushima (JPN)	Undisclosed	high 13	DD due 10/23. BWTS.
IPARI M	3,434	2002	Morini (ITL)	Dutch buyer	5	Stainless steel. SS psd 8/22. BWTS.
<b>CONTAINERS / RO-RO / REEFER / PCC</b>						
JOLLY TITANIO + JOLLY COBALTO JOLLY PALLADIO + JOLLY VANADIO	46,705	2014+2015 both 2015	STX Jinhae (KRS)	Abu Dhabi Ports	400 en bloc	6,350 lm. Ice 1B. Scrubber.

**NEWBUILDING ORDERS**

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
<b>BULKERS</b>						
TMS Dry	Kamsarmax	82,600 dwt x 2	Chengxi (CHN)	2026	35-36	
Agricore Shipping	Kamsarmax	82,000 dwt x 2	Chengxi (CHN)	2026	35	
Byzantine Maritime	Handy	41,000 dwt + 1	New Dayang (CHN)	2024		Declared option.
<b>TANKERS</b>						
Magni Partners	VLCC	320,000 dwt x 2+2+2	New Times SB (CHN)	2026-2027	138	LNG duel fuel.
Kurow Shipping	Aframax	115,000 dwt x 4+4	Zhoushan Changhong (CHN)	2025-2026	61	
JP Morgan	MR	50,000 dwt x 2	GSI (CHN)	2026	50	Methanol carrier. Dual fuel.
Zodiac Maritime	Chemical	19,900 dwt x 4	Fukuoka (JPN)	2024	high 30s	Energy-saving devices.
RFOcean	Chemical	6,600 dwt x 4	Wuhu (CHN)	2025-2026	20	Stainless steel. Methanol fuel.
<b>GAS (LNG / LPG / LAG / CO2)</b>						
Capital Maritime	LCO2	22,000 cbm x 2	Hyundai Mipo (KRS)	2025	70.75	Ammonia ready. Can carry LCO2/LPG/LAG.
<b>CONTAINERS / RO-RO / REEFER / PCC</b>						

Hoegh Autoliners	Container	9,100 CEU x 4	CMHI Jiangsu (CHN)	2026		Declared options. Dual fuel. Ammonia ready.
Ningbo Ocean Shipping	Container	1,050 TEU x 4+4	Taizhou Jianxing (CHN)	2025	24	Domestic Vessels
<b>GENERAL CARGO / TWEEN / MULTI-PURPOSE</b>						
Briese	MPP	12,500 dwt x 2	Huanghai (CHN)	2025-2026	29.5	Heavy-lift. Tier III.
Nordic	MPP	12,500 dwt x 4	Huanghai (CHN)	2025-2026	28.5	Heavy-lift. Tier II.

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

	Bangladesh	Pakistan	India	Turkey
Tankers / Cont / Ro- Ro / Capes / PCC / LPG / LNG	580/610	550/560	530/545	330/340
Bulkers / Tween / General Cargo	550/570	530/550	510/525	310/320

#### 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	126	99	74	47.8	54.8%
Suezmax	85	72	58	34.0	70.6%
Aframax	69	63.5	51.5	26.3	95.8%
MR	46.5	40.5	32	19.0	68.4%
<b>Bulkers</b>					
Capesize	63.5^	47.5 (eco)	29.5	24.3	21.4%
Kamsarmax	35^	31	21	16.4	28.0%
Ultramax / Supramax	33^	29.5	19	14.4	31.9%
Handysize	30^	24.5	17	11.8	44.1%
^ = Chinese price (otherwise based upon Japanese / Korean country of build)				~ = Basis standard contemporaneous DWT/spec for each type.	

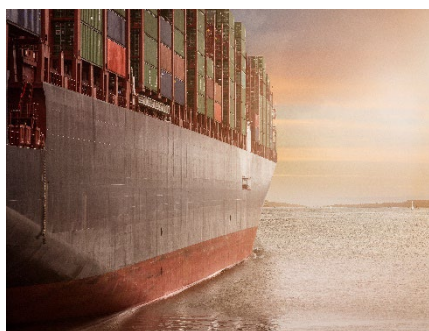
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## CJC Market News



*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.*

### Container Ship Sinks off Taiwan's Coast, 600 Shipping Containers Lost at Sea



The Palau-registered container ship "Angel" sank near Taiwan's port of Kaohsiung, resulting in the loss of around 600 shipping containers. The vessel, carrying 1,262 TEU, experienced a serious list due to water ingress, leading to its tragic demise. Authorities, including Taiwan International Ports, the Coast Guard Administration, Kaohsiung Harbor Bureau, and Fisheries Agency, are diligently working to recover the lost containers, a process expected to take several days.

The incident poses imminent hazards to the local fishing industry as the drifting containers disrupt fishing activities and pose risks of damaging fishing gear. Moreover, concerns over potential pollution have arisen due to the ship carrying approximately 393.4 metric tonnes of low-sulphur fuel oil and 91 tonnes of diesel. Salvage teams are carefully evaluating options to retrieve the containers safely and address environmental risks. The Angel's track record had raised concerns, with class certification withdrawn in May and a lack of inspection since 2018. The vessel was listed as high-risk under the Tokyo MOU on port state control and lacked protection and indemnity club membership, complicating potential liability and compensation claims.

This incident could hinder progress in reducing lost containers at sea, which decreased from 1,566 in 2021 to 661 in 2022 according to the World Shipping Council. Addressing vessel safety and implementing stricter measures is essential to prevent future disasters.

As investigations continue, the maritime industry must prioritize safety protocols to safeguard lives, cargo, and the environment from such tragic events. The aftermath of this incident serves as a stark reminder of the crucial need for vigilance and adherence to safety regulations in the shipping sector.

### UK Announces Seafarers' Charter



The UK governments has introduced the Seafarers' Charter on 24 July 2023, aimed at improving the rights and welfare of seafarers. The charter guarantees fair wages, proper rest periods, and comprehensive training for maritime workers.

Part of the UK's Nine-point plan, the charter focuses on protecting seafarers' rights and employment conditions, irrespective of the flag or nationality of the vessel they work on. It is a response to the concerning events in 2022 when P&O terminated nearly 800 staff without notice or consultation.

The Seafarers' Charter mandates employers to pay seafarers overtime at least 1.25 times their basic hourly rate, offer indefinite contracts for job security, and provide adequate training and development opportunities. Additionally, the charter ensures seafarers receive essential social security benefits, including sickness, family, and medical care. Employers are also required to consider factors like fatigue, mental health, and safety when designing roster patterns and allow sufficient rest periods between shifts.

This development is the result of the UK and French Government working together to protect the rights of seafarers from both sides of the channel. Moreover, leading maritime companies like DFDS Ferries, Condor Ferries, Brittany Ferries, and Stena have pledged their support to protect seafarers' rights. The Seafarers' Charter marks a significant step towards securing a better future for seafarers, ensuring fair treatment and safety, and fostering a sustainable maritime industry.

ICTSI is the world's largest independent terminal operator, with ventures in 20 countries across 6 continents. ICTSI is headquartered in Manila, Philippines, and has 11,000 employees.

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