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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 – Over the Barrel?

MOL have managed to offload their VLCC, **"DUQM"** (299,987 dwt/blt 2009 Imabari), for a price of US\$39m which appears in line with recent sales. For example the one year younger Korean built **"LEONIDAS"** (318,325 dwt/blt 2009 Hy Ulsan) sold for US\$42m last month, so prices are static on the VLCCs and everyone watching and waiting for the spot market to improve.

There appears to have been a fair amount of competition at the auction in South Africa of the suezmax, **"MARVIN STAR"** (157,895 dwt/blt 2009 Hy Samho), as she has sold at good price of US\$26.4m and has DD due in October this year. Older suezmaxes have been more difficult to find buyers for, however this week two 20-year-old units have gone maintaining a benchmark or recent deals. The **"NORDIC MOON"** (160,299 dwt/blt 2002 Samsung) has sold at US\$16m and the **"RIDGEBURY ASTARI"** (149,991 dwt/blt 2002 NKK) at US\$15.5m; both vessels are up against their surveys and the difference in price probably attributed to the 1,000 ton lightweight difference of the vessels.

Newbuilding – Shifting Gears

Posidonia events uncovered further product carrier orders with focus again being at Hyundai Vietnam for LR2 and late 2025 delivery. Other owners are reportedly under discussion and also for aframax as the strong markets/ sentiment continues and modern second-hand price remains very firm.

Notable increase also in bulker newbuilding demand as further orders emerge across ultras, kamsar and handysize sectors.

Dry Cargo – Posidonia Push

Despite the BDI dropping by some 30 percent in the last few weeks, talk in Posidonia was very upbeat for the dry cargo market going forward and certainly there is no let-up in the sales of all types. The stand-out sales are Norden's divestment of two Kamsarmax bulkers namely the **"NORD LUNA & LYRA"** (82,308 dwt/blt 2020 Yamic, China) for region US\$37/38m with forward deliveries. This looks like an astute piece of asset play having purchased them in March last year for some 10m less each albeit with deliveries towards the end of the year. Certainly, there does appear to be more tonnage entering the market with some owners feeling now is the type cash in on the firm asset prices.

Recycling– Scraps out for Summer

With Posidonia taking over the limelight on all things shipping this week, the Recycling market was put even further in the shade with extremely little activity taking place. Price levels are still yet to properly stabilise and sales are few and far between, and so it remains quite challenging to gauge exactly where true price levels are. Cash buyers have varying opinions on where rates are currently at, but without benchmark sales it is proving difficult to guide Owners on where market prices are. With the summer vacation period now here, and Monsoon season almost upon us, this time of year is of course usually a very quiet period with less activity, but with the demo market crashing, prices falling, so few candidates available and asset values on the second-hand market rising, we may be entering an extra quiet period...

Gibson Sale & Purchase Market Report

S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
BULKERS						
ROSEBANK	177,029	2010	New Times (CHN)	Undisclosed buyer	29	DD due 9/23.
MOUNT NEVIS	177,005	2005	Namura (JPN)	Greek buyer	20.5	DD due 8/23. Scrubber fitted.
NORD LUNA	82,308	2020	Yamic (CHN)	Greek buyer	high 37	DD due 12/23. Dely 8/22.
NORD LYRA	81,800	2020	Yamic (CHN)	NCC	high 37	DD due 12/23. Dely 12/22.
ELIM JOYCE	77,834	2004	C S B C Kaohsiung (TWN)	Undisclosed buyer	15	DD psd 2/21. BWTS fitted.
ES SAKURA	76,596	2007	Imabari (JPN)	Undisclosed buyer	low 18	SS+BWTS due 8/22.
ORIENT PRIMA	76,596	2005	Imabari (JPN)	Undisclosed buyer	reg 17	DD due 9/23. BWTS fitted.
ZHONG LIANG HUA NAN	74,786	2001	Hudong Zhinghua (CHN)	Chinese buyer	13.25*	*Auction sale. SS due 9/22.
GLORY ONE	73,810	2002	Namura (JPN)	Chinese buyer	11.5*	*Bank sale. SS due 6/22.
AGIA SKEPTI	73,018	1999	Daedong (KRS)	Undisclosed buyer	11	DD psd 1/21.
FORTUNE BELL	61,397	2020	Shin Kurushima (JPN)	Undisclosed buyer	39	DD due 5/23. BWTS fitted.
PAVO BRIGHT	61,281	2017	Toyohashi (JPN)	Greek buyer	33.75 / 33.5	SS psd 11/21. BWTS fitted.

VAN FORTUNE	56,847	2009	Taizhou Sanfu (CHN)	HNA Technology	16.5	DD due 7/22. BWTS fitted.
BAO CHUAN	56,039	2007	Mitsui (JPN)	Chinese buyer	17.8	SS psd 1/22. BWTS fitted.
EVNIA	53,806	2003	New Century (CHN)	Undisclosed buyer	14	SS due 8/23.
HAYAMA STAR	52,900	2006	Oshima Zosen (JPN)	Chinese buyer	17.2	SS due 7/21. BWTS fitted.
PRABHU LAL	52,491	2004	Tsuneishi (JPN)	Undisclosed buyer	16	DD psd 3/22. BWTS fitted.
ZHONG LIANG HUA DONG	46,513	2001	Oshima Zosen (JPN)	Undisclosed buyer	11.9*	*Auction sale. SS psd 1/21.
INTERLINK ACTIVITY + INTERLINK SAGACITY	38,740	both 2015	Taizhou Kouan (CHN)	Undisclosed buyer	26 each	Ice 1C. DD due 7+8/23. BWTS fitted.
INTERLINK DIGNITY	38,671	2015	Huatai Heavy (CHN)	Tufton Oceanic	26.3	Open hatch. Ice 1C. DD due 6/23.
AFRICAN ROOK	37,687	2015	Naikai Setoda (JPN)	Undisclosed buyer	27	Open hatch. Logs fitted. DD due 4/23.
ADRIATIC PEARL	37,294	2012	Zhejiang Ouhua (CHN)	European buyer	high 19	Basis SS psd 6/22 + BWTS fitted.
NORDIC SEOUL + NORDIC BUSAN	35,880	2017+2018	DSME Shandong (CHN)	Precious Shipping	24.5 + 25.5	SS due 8/22 + 4/23.
GOLDEN MAPLE	32,527	2010	Zhejiang Hongxin (CHN)	Undisclosed buyer	14	DD due 11/22.
CONCEPTION LIGHT	32,256	2007	Kanda (JPN)	Undisclosed buyer	15.9	SS due 12/22. BWTS fitted. Open hatch.
SUPER KATE	32,162	2008	Hakodate (JPN)	Turkish buyer	16.9	DD due 11/23. Logs fitted.
ASOMATOS	28,498	2003	Imabari (JPN)	Undisclosed buyer	11.5	SS+BWTS due 4/23.
TANKERS						
DUQM	299,987	2008	Imabari (JPN)	Chinese buyer	39	SS due 11/23.
MARVIN STAR	157,985	2009	Hyundai Samho (KRS)	Transmed Shipping	26.4*	*Judicial auction. Laid-up. DD due 10/22.
NORDIC MOON	160,200	2002	Samsung (KRS)	Wirana	16	SS due 8/22. Prompt dely.
RIDGEBURY ASTARI	149,991	2002	N K K (JPN)	Undisclosed buyer	15.5	SS due 7/22. BWTS fitted.
GODAM	113,553	2006	Samsung (KRS)	Undisclosed buyer	22	Ice 1A. SS psd 5/21.
BARONESS	105,335	2011	Sumitomo (JPN)	Undisclosed buyer	33	DD due 10/23. BWTS fitted.
SABREWING	49,323	2004	Naikai Setoda (JPN)	Chinese buyer	9.5	Zinc coated. DD psd 1/22. BWTS fitted.
CHALLENGE PASSAGE	48,658	2005	Iwagi (JPN)	Undisclosed buyer	12.8	Pump-room. DD due 7/23. BWTS fitted.
ANGEL NO. 6	45,663	2005	Shin Kurushima (JPN)	Undisclosed buyer	9.4	Deepwell. Methanol suitable. DD

MAERSK CAELUM + M' NAVIGATOR + M' SEAFARER MAERSK ALTUS + M' CIRRUS + STATUS MAERSK CUMULUS + M' NIMBUS	45,999 39,999 39,999	all 2016 all 2017 both 2016	Hyundai Mipo (KRS)	Kmarin	230 en bloc (on subs)	due 10/23. BWTS fitted. Deepwell. BWTS fitted. Deepwell. Ice 1B. BWTS fitted. Deepwell. Ice 1B. BWTS fitted. DD due 7/22. BWTS novated. Epoxy. IMO II. SS due 7/23.
HANS SCHOLL	40,250	2004	ShinA (KRS)	Undisclosed buyer	8.1	DD due 7/22. BWTS novated.
CHEM EAGLE	25,421	2008	Dae Sun (KRS)	Undisclosed buyer	9	Epoxy. IMO II. SS due 7/23.
PANGNIU	24,202	2017	COSCO Dalian (CHN)	Greek buyer	20.6	SS psd 4/22. Shallow draft.
CHEM VENUS	19,888	2004	Usuki (JPN)	Undisclosed buyer	9.9	Stainless Steel. DD due 12/22.
CONTAINERS / RO-RO / REEFER / PCC						
ARCHIMIDIS +	103,000	2006+200 7	Daewoo (KRS)	Undisclosed buyer	130 en bloc	7943 TEU. Gearless. Dely 3q22.
OEL KEDARNATH	41,850	2003	Szczecinsk a (POL)	MSC	45	3091 TEU. Geared. SS psd 10/21. BWTS fitted.
SUDEROOG	16,939	2005	Shandong Weihai (CHN)	MSC	22	1306 TEU. Geared. Ice 1A. SS psd 4/21.
A MIZUHO	13,950	2008	Jiangsu Eastern (CHN)	MSC	21	1022 TEU. Geared. DD due 12/23.

NEWBUILDING ORDERS

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
BULKERS						
Safe Bulkers	Kamsarmax	82,500 dwt x 2	Cosco Yangzhou (CHN)	2024-2025		EEDI 3. Tier 3.
China Merchants Bank	Kamsarmax	82,000 dwt x 4	Cosco Dalian (CHN)	2024	reg 40	Tier 3.
China Merchants Bank	Ultramax	63,000 dwt x 4	New Dayang (CHN)	2024	reg 33.5	Tier 3.
Nisshin Kaiun	Hanysize	39,000 dwt x 6	Jiangmen Nanyang (CHN)	2024		
TANKERS						
EuroGreen Maritime	MR	50,000 dwt x 8	New Times (CHN)	2025	58	LOI. Methanol fueled. Extras: Battery, Sail, High grade Coating.
SC Shipping	Chemicals	7,200 dwt x 2	Wuchang (CHN)	2024		Stainless Steel.
CONTAINERS / RO-RO / REEFER / PLC						
Ocean Network Express (ONE)	Containershi p	13,700 TEU x 5	Hyundai HI (KRS)	2025	est. 160	Ammonia + Methanol ready. CO2 capture/storage

Ocean Network Express (ONE)	Containership	13,700 TEU x 5	Nihon Shipyard (JPN)	2025	est. 160	Ammonia + Methanol ready. CO2 capture/storage
SAIC Anji Logistics	PCTC	7,800 CEU x 3	Jiangnan (CHN)	2024-2025	est. 85	LNG dual fuel.
Atlas Maritime	PCTC	7,000 CEU x 1+opts	CIMC Raffles (CHN)	2024	est. 85	LNG dual fuel.
Tsakos Group	Containership	2,800 TEU x 4	Hyundai HI (KRS)	2023-2024	47	
Pan Ocean	Containership	1,800 TEU x 4	Hyundai Mipo (KRS)	2024	32.2	
SIPPL	Containership	120 TEU x 2	WUT Guangda (CHN)	2024		
GAS (LNG / LPG / LAG / CO2)						
Capital Maritime & Trading	LNG	174,000 cbm +1	Hyundai HI (KRS)	2023		Declared option. X-DF. Against 5 yrs TC +opts to 2031 toHartree.

Recycling Prices (US\$/LWT)

	Bangladesh	Pakistan	India	Turkey
Tank/Cont/Ro-Ro/Capes/LPG/PCC Dry	625/635	620/630	620/630	310/320
Cargo/Bulk/Tween/Gen Cargo	600/620	600/620	600/620	300/310

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	117	77	52	44.9	15.9%
SUEZMAX	79	52	37.5	32.0	17.2%
AFRAMAX	62	49	32.5	23.6	37.6%
MR	42	33	22.5	17.4	29.5%
Bulkers					
CAPE SIZE	63^	52 eco	36	23.1	55.7%
KAMSARMAX	37^	38	28.5	14.3	99.9%
ULTRAMAX / SUPRAMAX	35^	34.5	23	13.7	67.9%
HANDYSIZE	30.5^	28.5	20	11.0	82.6%
^ = 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.

BIMCO Release Time Charter Clause for Emissions Trading Schemes



On 31 May 2022, BIMCO released the “*Emissions Trading System Allowances (ETSA) Clause 2022 for Time Charter Parties*” (the “**Clause**”).

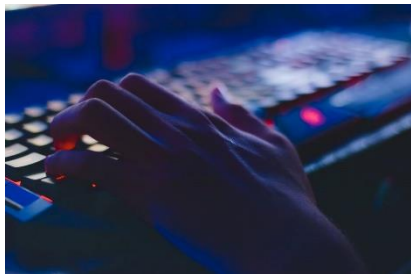
The Clause applies to any greenhouse emissions trading scheme which may include “*the European Union Emissions Trading System and any other similar systems imposed by applicable lawful authorities that regulate the issuance, allocation, trading or surrendering of Emission Allowances*”.

An emission trading scheme is a tool that governments use to reduce pollution. Emission trading schemes permit the emission of greenhouse gases in exchange of allowances. Based on the principle the “polluter-pays”, the allowances essentially “represent” the payments by the “polluters” for the environmental, social and clean-up costs as well as research into technology to combat pollution.

In time charters, charterers are responsible for providing and paying for the fuel consumed by the ships. Under the Clause, therefore, charterers are responsible for the emissions trading allowances, which charterers transfer to the owners for settlement. Under Subclause (d), if charterers fail to transfer any of the Emission Allowance, the owners have the right to suspend the performance of any or all of their obligations under the time charter until such time the Emission Allowances are received in full by the owners, whilst the vessel remains on hire.

Whilst the application of the EU Emission Trading Scheme or other similar schemes in the shipping industry is still under discussion and, therefore, not yet clear as to how exactly these schemes will operate, owners and charterers need to negotiate their future charters and make sure that the necessary clauses are inserted into their contracts to envisage how their obligations will be met and arrangements will be in place in order to comply with the applicable emission trading schemes.

LNG Carrier Completes World’s First Transoceanic Voyage Using Autonomous Navigation



The *Prism Courage*, a 180,000 cbm LNG carrier, sailed into the Boryeong LNG Terminal in South Korea on 2 June, after completing 5,400 nautical miles under the control of autonomous navigation technology. The vessel left Freeport, Texas on 2 May and navigated through the Panama Canal and across the Pacific Ocean on a trip lasting 33 days.

The vessel was controlled by the level 2 autonomous navigation system for nearly half of the total sea miles covered on the voyage.

Developed by Avikus, a subsidiary of HD Hyundai, the HiNAS 2.0 navigation system uses a variety of software and cameras to recognize the surrounding environment and set the most efficient and safe course for the vessel as possible. This takes into account weather conditions, wave height and recognition of other hazards (such as vessels operating nearby) to steer the ship safely in real time.

Throughout the voyage the HiNAS system successfully identified about 100 other ships in proximity to the *Prism Courage* and altered course accordingly to navigate safely to the destination. Captain Young-hoon Koh said the technology was “*greatly helpful in this ocean-crossing test especially for maintaining navigating routes, autonomously changing directions, and avoiding nearby ships, which were all increasing ship crews’ work conveniences*”. Hyundai also report a seven percent increase in fuel efficiency over the voyage, which reduced greenhouse gas emissions by five percent.

The test voyage was monitored by the American Bureau of Shipping (ABS) and the Korea Register of Shipping (KR), both of which look to certify the navigation system for commercial use following the success of the ocean crossing. According to Avikus, the product should be available on the commercial market before the end of 2022.

Port Houston Begins \$1bn Expansion Project



Known as Project 11, a US\$1bn project to expand the Houston Ship Channel began last week with the aim of greater safety, efficiency and economic growth in one of the United States’ busiest waterways.

In partnership with the US Army Corps on Engineers, the expansion will widen the channel by 170ft along the Galveston Bay reach, reaching 700ft upon completion. Some upstream segments will also be deepened to 46.5ft. It is estimated that the project will allow the channel to accommodate an additional 1,400 vessels per year.

Currently, Port Houston is a complex of nearly 200 private and public industrial terminals along the 52-mile-long manmade Houston Ship Channel, which connects the port to the Gulf of Mexico.

Port Houston executive Director, Roger Guenther, said: “*This project will enable Port Houston to continue to grow and respond effectively to whatever the future demand in the supply chain has to*

offer. A safe and efficient channel is the best way we can position Houston to provide a prosperous opportunity for the next generation."

According to the port authority, the challenges faced in the global supply chain over the past two years have highlighted the critical importance of ports and the maritime industry. The project is forecast to deliver an increase in economic impact of US\$134m annually and is scheduled for completion in 2025.

Posidonia Returns After Four Years



The 2022 edition of Posidonia kicked off this week, beginning on 6th June and ending today. The event welcomed the global shipping community to the Athens Metropolitan Exhibition Centre for the first time in four years, after the 2020 event was cancelled due to the covid-19 pandemic.

Back in full force, the 2022 exhibition has been the largest in the event's 54-year-long history, with 1,948 companies from 88 countries exhibiting their products and services. The event

was set to be attended by more than 18,000 international and Greek visitors, including 10 Ministers of maritime nations and the European Commissioner for Transport.

Theodore Vokos, Managing Director, Posidonia Exhibitions S.A., said during the opening ceremony, *"Posidonia is back, stronger and bigger than ever before, as the industry's renewed momentum refuels our commitment in making this a memorable biennial gathering for the global maritime community to network, learn and interact, today and tomorrow."*

Posidonia contributes more than 60 million euros to the Greek economy. It is also the first exhibition held in Greece to receive an ISO certification as a sustainable event thanks to a series of initiatives and improvements that were introduced this year, designed to reduce its environmental footprint.

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