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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.  
+44(0) 20 7667 1000 - [sap@eagibson.co.uk](mailto:sap@eagibson.co.uk) - [www.gibsons.co.uk](http://www.gibsons.co.uk)*

### Tankers – Summer on the Med

While aframax and MRs have been the primary beneficiaries of recent shifts in trade patterns, suezmaxes seem to be set to enjoy their own moment in the sun on the back of freshly flourishing freight rates. We are seeing renewed interest in the segment and fully expect that this week's reported sale of the **"STORVIKEN"** (157,000 dwt/blt 2006 Samsung) at US\$23.5m will be but the first of more to come in the near future. Charter rates have not yet spiked to the extent that we would expect asset values to jump massively, partially also because prices were starting from an arguably high floor due to high underlying steel scrap prices and a low interest rate framework.

VLCC's continue to be the laggards of the tanker markets, with net spot freight earnings for non-scrubbed tonnage still far into the negative territory. Having said that, Chinese buyers are said to have just bought the **"MARIDAKI"** (299,990 dwt/blt 2005 IHI) for US\$36.5m this week, a healthy premium over scrap, reflecting continued optimism in the prospects for this segment (and vintage).

With all that said, one would be remiss not to mention that the majority of second hand activity continues to be centred on promptly available older handy and MR tankers that can deliver in Europe/Med, no fewer than 8 such vessels being reported sold this week. Given the rates currently on offer for such tonnage, it's reasonable to expect that this segment is likely to remain the darling of buyers looking to add units to their fleet.

### Newbuilding – Tanker newbuildings on the way?

Second hand tanker prices continue to rise and we are now seeing, in the case of aframax/LR2, 5 year old values in line with the newbuilding price. It is easy to calculate the current value (over a newbuilding) of a modern second hand acquisition against available strong charter rates. However, as we have seen many times before when the market is hot then prices continue to move, and vessels get withdrawn for sale. Some owners then prefer the relative certainty and less crowded commercial situation that a newbuilding instead offers. There is also the question of long term investment value

versus what could be a relatively short term premium. There has been an encouraging endorsement of tanker (afamax/LR2) newbuildings from major names recently but there may be a short period of reflection now as owners digest the high values in the 2nd hand market and if charter rates continue to support here. If charter rates remain buoyant then we expect further newbuilding orders to be made, partly for the above mentioned reasons.

On bulkers there remains strong interest in medium sized opportunities. There is substantial interest also from Chinese leasing companies to hoover up the remaining 2024 slots in particular.

## Dry Cargo – Handy Comparisons

As we enter the first week of summer, dry values may not be seeing such rapid gains as made in the spring but nonetheless remain robust with the handysize sector proving an ever dynamic segment. The open hatch **"SUPER VALENTINA"** (33,382 dwt/blt 2013 Shin Kurushima) made reports back in January as being sold for US\$18m, whereas the sale seemingly did not transpire, but half a year on is now understood to have gone for some 22% more at US\$22m.

In an interesting comparison we also see the same aged open hatch **"HUANGHAI DEVEOPER"** (28,309 dwt/blt 2013 Shandong Huanghai) achieving a whopping US\$26m, showing what a huge price advantage a 1,735 TEU container capacity can add, despite being smaller and Chinese built. Another striking contrast can be seen with this week's reported sale of **"TEAM HOPE"** (37,197 dwt/blt 2012 Hyundai Mipo) at US\$19.5m, against last week's **"ANNE METTE BULKER"** (38,118 dwt/blt Naikai Innoshima) at close to US\$23m highlighting just how much buyers value Japanese handies over Korean build in the lower deadweight dry sectors, despite normally showing parity at capesize level and/or the tanker sector.

## Gibson Sale & Purchase Market Report

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
<b>BULKERS</b>						
BALTIMORE	177,243	2005	Namura (JPN)	OceanPal	22*	*Internal deal. DD due 1/23.
CLEMENS OLDENDORFF + CONSTANTIN OLDENDORFF	92,760	both 2012	COSCO Zhoushan (CHN)	UAE buyer	21.65 each	SS psd 5/22. BWTS fitted.
MAJESTIC SKY	81,556	2014	Tadotsu (JPN)	TMS	32.5	SS+BWTS due 7/22.
DARYA JYOTI + DARYA MOTI	80,545	both 2010	STX Jinhae (KRS)	Undisclose d buyer	24 each	DD due 8+11/23. BWTS fitted.
LOWLANDS MAINE	76,784	2005	Sasebo (JPN)	Undisclose d buyer	low 16	DD due 1/23. BWTS fitted.
JAL SHAKTI	69,925	1995	Sanoyas (JPN)	Chinese buyer	7.5	Geared. SS due 11/23. Out of class.
SAGARJEET	58,079	2009	Tsuneishi Zhoushan (CHN)	Chinese buyer	18.4	DD psd 4/22.
SUNNY HORIZON	56,686	2012	Xiamen (CHN)	Undisclose d buyer	17.42*	*Online auction. SS due 6/22.
BAO WEALTH	53,591	2005	Yangzhou Dayang (CHN)	Undisclose d buyer	14.8	Novate BWTS due 8/22. DD due 5/23.
EMILIA	53,098	2002	Oshima Zosen (JPN)	Chinese buyer / Indonesia n buyer	reg 14	DD due 7/23. BWTS ordered.
SEVEN LADY	51,241	2009	Imabari (JPN)	Far Eastern buyer	22.5	Open hatch. DD due 2/23. BWTS fitted.



VICJOUR ACE	50,209	2001	Mitsui (JPN)	Undisclosed buyer	13.3	SS psd 3/21. BWTS fitted.
TEAM HOPE	37,197	2012	Hyundai Mipo (KRS)	Turkish buyer	19.5	SS psd 4/22.
CL ANTWERP	33,687	2010	Samjin (CHN)	Undisclosed buyer	16.5	DD due 3/23. BWTS+logs fitted.
SUPER VALENTINA	33,382	2013	Shin Kurushima (JPN)	Undisclosed buyer	22	Open hatch. SS due 2/23. Eco M/E.
VEGA GRANAT	31,780	2011	Mawei (CHN)	Undisclosed buyer	17.5	DD psd 5/22. BWTS fitted.
HUANGHAI DEVELOPER	28,309	2013	Shandong Huanghai (CHN)	Undisclosed buyer	26	Open hatch. 1735 TEU. Ice 1C. SS due 3/23.

**TANKERS**

MARIDAKI	299,990	2005	I H I (JPN)	Undisclosed buyer	36.5	DD due 10/23. Cap1. BWTS fitted.
NORDIC RIO	152,245	2004	Samsung (KRS)	Undisclosed buyer	16	Shuttle. DD due 7/22. BWTS fitted.
STORVIKEN	152,013	2006	Samsung (KRS)	Greek buyer	23.5	SS psd 8/21.
CARLTON	115,630	2004	Samsung (KRS)	Chinese buyer	22	DD due 4/23. BWTS + Scrubber fitted.
ANGELICA SCHULTE	106,433	2005	JMU Ariake (JPN)	Greek buyer	19.5	DD due 5/23. BWTS fitted. Prompt dely West.
MARAN SAGITTA	105,071	2009	Hyundai Ulsan (KRS)	Performance Shipping	27.6	DD due 10/22. BWTS fitted.
CELSIUS RICHMOND	50,083	2010	Onomichi (JPN)	Densay	reg 19	Pump-room. DD due 9/23.
HY GINGKGO + HY SPRUCE + HY CEDAR + HY OAK	49,700	2022-2023	Guangzhou (CHN)	JP Morgan	152 en bloc	Tier III. IMO II/III. BWTS fitted.
SEACROWN I	40,039	2003	Hyundai Mipo (KRS)	Transgas	8.5	Trading dirty. SS due 1/23.
HAFNIA RAINIER + HAFNIA GREEN + HAFNIA VICTORIA	39,820	2004+2007+2007	Saiki (JPN)	Undisclosed buyer	10 + 11.9 + 12.5	Deepwell.
FRESIA	37,320	2003	STX Jinhae (KRS)	Undisclosed buyer	xs 8	SS due 10/23. Trading dirty.
AZAHAR	35,648	2003	STX Jinhae (KRS)	Undisclosed buyer	7.6	SS due 6/23.
TIGER SPRING + T' SUMMER + T' WINTER	9,200	2009+2009+2011	Dongfang (CHN)	Turkish buyer	12.5 en bloc	Epoxy. IMO II. CPP.

**CONTAINERS / RO-RO / REEFER / PCC**

ZIM CONSTANTZA + ZIM TARRAGONA	50,100	both 2010	Jiangsu Newyangzi (CHN)	CMA CGM	75 each	4250 TEU. Gearless.
IRENES RAINBOW	39,382	2006	Hyundai Mipo (KRS)	CMA CGM	45	2824 TEU. Gearless. SS psd 6/21. Dely 8/22.
MOUNT KELLETT	23,367	2017	Zhejiang Ouhua (CHN)	CMA CGM	low 40	1700 TEU. Geared. SS due 7/ BWTS fitted.
GUANGZHOU HUANGPU H2415 + H2416	22,900	2022+2023	Guangzhou Huangpu (CHN)	Asian buyer	31.5 each	1500 TEU. Gearless.

**NEWBUILDING ORDERS**

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
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BULKERS						
Zhejiang Xinyihai Shipping	Ultramax	63,600 dwt x 3	Cosco Zhoushan (CHN)	2024	33.5	
Avic International Leasing	Ultramax	63,000 dwt x 2	New Dayang (CHN)	2024	32.5	Tier III.
TANKERS						
Knutsen OAS	Suezmax	154,000 dwt x 1	Cosco Zhoushan (CHN)	2024		Shuttle tanker.
CM Lemos	LR2	115,000 dwt x 2	Hyundai Vietnam (VIET)	2025	62.5	Conventional fuel.
China Merchants Energy Shipping (CMES)	Aframax	115,000 dwt +2	DSIC Shanhaiguan (CHN)	2025		Already 1 on order.
CONTAINERS / RO-RO / REEFER / PLC						
BAL Container Line	Containership	14,000 TEU x 2+2	Jiangnan (CHN)	2024	reg 150	Scrubber fitted.
Navios	Containership	7,700 TEU x 4+2	HJ Shipbuilding (KRS)	2024-2025	121	LOI. LNG dual fuel. 2 units against 12 yrs TC.
GAS (LNG / LPG / LAG / CO2)						
Kumiai Navigation	LPG	86,700 cbm x 1+1	Kawasaki (JPN)	2025		LPG fueled. EEDI 3. 230m LOA.
Nanjing Shenghang Shipping	LPG	5,500 cbm x 1	CMJL Yangzhou (CHN)	2024		

**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	118	77	52	45.0	15.5%
SUEZMAX	80	54	38	32.1	18.4%
AFRAMAX	62	50	35	23.7	47.5%
MR	42.5	34	25	17.4	43.3%
<b>Bulkers</b>					
CAPE SIZE	63.5^	53 eco	37	23.2	59.3%
KAMSARMAX	37^	38	29	15.8	83.7%
ULTRAMAX / SUPRAMAX	34^	34.5	23.5	14.3	63.9%
HANDYSIZE	31^	28.75	22	11.0	99.6%
^ = 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.	

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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.*

### ABS and SpaceX Sign Joint Development Contract



ABS and SpaceX have embarked upon a joint development project concerning unmanned vessels in SpaceX's fleet. The project will evaluate one of SpaceX's three rocket recovery droneships for compliance with the ABS Guide for Autonomous and Remote Control Functions.

The droneships play a role in retrieval of SpaceX rockets returning to the earth's surface, essentially acting as a mobile landing platform. The droneships have four thruster engines for propulsion and station holding, along with blast shielding to protect equipment from the rocket exhaust. Once a rocket has landed on the platform, a robot secures the spacecraft for transport, ensuring the vessels are completely unmanned during the operation.

Due to the unique subject matter of the project, ABS will require a different approach to its review of the vessel. Much of the project involves uncharted waters for an organisation like ABS, however, a risk-based approach will be adopted to evaluate autonomous operations.

Despite breaking new ground, ABS is confident and excited for the new venture. Patrick Ryan, ABS Senior Vice President, Global Engineering and Technology, said *"through our work on autonomous and remote-control technologies in projects with leading partners all over the world, ABS has been leading the way in supporting its practical application at sea. This makes us ideally placed to work with SpaceX on its unique and exciting project"*.

### Debut of First Cyprus-Greece Ferry Service



The Motor Ferry, Daleela, which is operated by Scandro Holding, had her first voyage on Sunday, 19 June 2022. She departed from the port of Limassol, Cyprus, and arrived at the port of Piraeus, Greece, on Monday, 20 June 2022 after a voyage which lasted 30 hours.

The ferry connection between Greece and Cyprus was halted 22 years ago when, the use of airplanes made the line obsolete.

Scandro Holding reintroduced the line in an attempt to deepen the cordial relations between the two countries.

Scadro Holding fully renovated Daleela with the ultimate purpose to connect the two countries by sea. The Daleela has a capacity of 400 passengers and will sail from Limassol to Piraeus every Wednesday and Sunday while services from Piraeus to Limassol depart every Tuesday and Friday.

Deputy Shipping Minister of Cyprus Vassilios Demetriades said that *"reviving the ferry connection will help us to continue building our relationship with the rest of the Mediterranean and we welcome the opportunity to expand the ferry link to a third neighboring country beyond Greece too."*

Discussions already took place in a meeting which was held in December 2021 between Cyprus Deputy Minister of Shipping, Vassilis Demetriades, and Israeli Minister of Transport Merav Michaeli to discuss the extension of the line. The Israeli Authorities express their interest to join the new Greece-Cyprus ferry route, saying that they *"would like a port in Israel to be added to the itinerary"*.

## First Methanol-Powered Tanker Delivered to Joint Venture



A joint venture between Stena Bulk and Proman Shipping this week had the first of six new mid-range methanol-fueled tankers delivered, in a key step forward in the development of methanol fuelled-vessels.

The companies believe that a new benchmark will be set for MR tanker sustainability and will hopefully encourage more companies to follow suit.

The *Stena Pro Patria* was built at Guangzhou Shipyard in China and departed for Ulsan, South Korea via Hong Kong on Monday to load methanol fuel. David Cassidy, Chief Executive of Proman, said that *"the vessel's state-of-the-art fuel consumption and engine technology are important steps towards more sustainable shipping. We hope today's news and our continued investment and commitment will encourage others to accelerate their transition to cleaner fuels like methanol, benefitting from immediate emissions savings while also sending out strong demand signals to the market."*

By consuming an expected 12,500 tons of methanol marine fuel annually, it is projected that the vessel will reduce nitrogen oxide emissions by around 60%, as well as reducing CO2 emissions and eliminating pollutants.

The vessel is the first of six on order, with a further two due for delivery later this year. Other major shipping companies, such as Maersk and CMA CGM, have also ordered methanol-fuelled containerships. The question that still remains, however, is whether there will be adequate availability and supply of methanol to meet the needs of the shipping industry. Stena Proman are confident that there will and that methanol will become a key part of the industry's environmental transition.

For more information, please contact:

James Clayton  
Tel: +44 (0) 207 855 9669  
Email: [jamesc@CJCLaw.com](mailto:jamesc@CJCLaw.com)  
[www.cjclaw.com](http://www.cjclaw.com)



**Campbell Johnston Clark**



Campbell Johnston Clark  
**CJC EXCHANGE**

Gibson Shipbrokers  
Tel: +44(0) 20 7667 1000  
Email: [sap@eagibson.co.uk](mailto:sap@eagibson.co.uk)  
[www.gibsons.co.uk](http://www.gibsons.co.uk)

