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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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### Dry Cargo –Taking a Breather

With the BDI continuing to edge down slowly but consistently, a large share buyers and sellers seem to be succumbing to the sweet lull of Summer, happy to turn their attentions elsewhere and see where the market lies in September. With that said, the sales being reported seem to be in line with last done and values are stabilising rather than falling off a proverbial cliff. The **"BONZANZA YR"** (76,465 dwt/blt 2006 Tsuneishi Japan), for one, has been committed at US\$16.5m, well in line (if slightly lower when accounting for age) with the sale of the **"LOWLANDS MAINE"** (76,342 dwt/blt 2005 Tsuneishi Japan) last month, also for US\$16.5m.

One interesting development this week was the sale of a number of '90s-built handy bulkers to Middle Eastern and Turkish buyers. This may well be a coincidence, but it wouldn't be surprising if at least some of these vessels will be dedicated to trading some of the riskier black sea grain cargoes which may soon be coming on stream.

### Tankers – Tanker Torrent

Rather than slow down for summer the tanker sale market is sailing full steam ahead with steadily appreciating asset prices. There's been VLCC sale action at both ends of the age scale, with high 20s mill paid by an unknown buyer for the **"TINAT"** (316,502 dwt/blt 2002 Hyundai) and there are fresh rumours of an unnamed 2021 built VLCC achieving a heady price of US\$108m, bearing in mind that at the start of the month the scrubber fitted **"ELANDRA EVEREST"** (299,999 dwt/blt 2020 Hyundai Ulsan) fetched US\$95m from Tsakos.

Against this price environment it's perhaps no surprise to see a flurry of newbuilding orders now emerging with buyers Metrostar, CM Lemos and Nissen Kaiun flocking to Hyundai Vietnam in particular to capitalize on 2024 deliveries with MRs and LR2s of strong ordering preference.

## Recycling – Scraps out for Summer

There is the definite feeling of a summer lull in the air, and this is most likely set to continue for at least another month as vacation season kicks in. Activity is expected to be virtually non-existent in the coming weeks as Owners take some time out and instead will focus on 'non shipping' matters as they enjoy the healthy returns that their vintage ships are still able to provide. Meanwhile, there are still precious few available candidates in the market and even fewer sales being reported.

Many potential scrap candidates continue to attract trading buyers who are able to outbid any interest seen from the recycling buyers. The Indian Sub-Continent markets are however experiencing a certain amount of volatility with rates sometimes hard to judge, especially with so few sales being concluded. Price levels seem to be a bit of a moving target with steel plate price fluctuations affecting what end users and cash buyers are able to offer. Price levels across the board appear to be in the range of US\$ 570/615 per LWT for all types of tonnage.

## Gibson Sale & Purchase Market Report

### S&P SALES

Vessel Name	DWT	Built	Yard	Buyers	Price (\$/m)	Notes
<b>BULKERS</b>						
BONANZA YR	76,465	2006	Tsuneishi (JPN)	Undisclosed buyer	16.5	SS psd 9/21. BWTS fitted.
FORTUNE UNION	73,729	1998	Sumitomo (JPN)	Undisclosed buyer	8.5	SS due 11/23. BWTS fitted.
JIA HUI SHAN	57,000	2011	CIC Jiangsu (CHN)	Undisclosed buyer	high 17	DD due 1/24. BWTS fitted.
ANASTASIA S	52,808	2004	Onomichi (JPN)	Paras Shipping	16.3	DD due 8/22. Already renamed.
MARIA L	28,412	1998	Hakodate (JPN)	Syrian buyer	low 7	Semi-box. SS+BWTS due 10/22. Logs fitted.
GLOBAL AQUARIUS	28,328	2010	Imabari (JPN)	Undisclosed buyer	high 14	DD due 2/23. BWTS fitted.
A RACER	26,467	1996	Guangzhou (CHN)	Middle Eastern buyer	high 6	SS psd 11/21. Logs+BWTS fitted.
ALTHEA	24,999	1999	Imabari (JPN)	Turkish buyer	8.1	Box hold. DD due 7/22. BWTS included in sale.
QUANTRA	18,367	2000	INP (KRS)	Turkish buyer	6.25	SS psd 9/21. BWTS due 9/22.
<b>TANKERS</b>						
TINAT	316,502	2002	Hyundai Ulsan (KRS)	Undisclosed buyer	high 20s	SS due 9/22.
KIONI	310,389	2004	Imabari Saijo (JPN)	Undisclosed buyer	29.5	DD due 8/22. Delay WAF.
ECO LEADER	299,996	2016	Daewoo (KRS)	UAE buyer	81.5	SS psd 7/21. BWTS+Scrubber fitted.

ORACLE	105,380	2008	Sumitomo (JPN)	Undisclosed buyer	28.75	SS due 7/23.
PATAGONIAN MYSTIC	49,414	2005	Naikai Setoda (JPN)	Far Eastn buyer	13.8	Zinc coated. DD due 10/23. BWTS fitted.
HAFNIA ADAMELLO + HAFNIA ROBSON	40,014	both 2004	Saiki (JPN)	Beks Shipping	reg 12 each	Clean + Dirty trading. BWTS fitted.
SEAEXPLORER	39,975	2003	Hyundai Mipo (KRS)	Beks Shipping	9.1	Trading dirty. SS due 12/22.
BALTIC FAVOUR	37,105	2006	Hyundai Mipo (KRS)	Undisclosed buyer	14.25	Dirty trading. Deepwell. SS psd 7/21. BWTS fitted. Ice 1A.
ATLANTIC CANYON + 'JUPITER + 'SYMPHONY + 'SIRIUS	36,000	2009/'09/'09/'10	Hyundai Mipo (KRS)	Womar Tanker Pools	68 en bloc	18 grades. BWTS fitted.
LILA FRONTIER	19,805	2004	Kitanihon (JPN)	Undisclosed buyer	11.2	Stainless Steel. DD due 8/22. No BWTS.
CALLIOPE	5,999	2012	Rongchen g Shenfei (CHN)	Indonesian buyer	3.3	Epoxy. SS due 7/22. As-is, where is.
LEFTERIS	4,972	1997	Qiuxin (CHN)	Undisclosed buyer	xs 3	Epoxy. Bunkering.

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

JOHANNA SCHULTE + JUDITH SCHULTE	111,850	both 2013	Jiangnan Changxing (CHN)	European buyer		9403 TEU. Gearless.
CAP CAPRICORN	51,599	2013	Zhejiang Fenghua (CHN)	European buyer	70	3884 TEU. Gearless. SS due 10/23.
A ROKU	21,840	2008	Imabari (JPN)	Hai An Transport & Stevedoring	30	1700 TEU. Geared. Ice 1A. SS psd 6/22.
HARBOUR EXPRESS	8,888	1998	Watanabe (JPN)	Undisclosed buyer	10	560 TEU. Geared. SS due 3/23.

**NEWBUILDING ORDERS**

Ordering Client	Vessel Type	Size / No. of units	Shipyard (Country)	Delivery	Price (\$m)	Notes
<b>BULKERS</b>						
Foremost Group	Capesize	185,000 dwt x 2	Namura (JPN)	2024		Bio-fuel ready. Against 7 yrs TC to NYK.
U-Ming Marine Transport	Ultramax	64,000 dwt x 2	New Dayang (CHN)	2024	34	EEDI 3.
<b>TANKERS</b>						
Neda Maritime	LR2	115,000 dwt x 1	Daehan (KRS)	2024	65	Scrubber fitted.
Metrostar Management	Aframax	115,000 dwt x 1	Hyundai Vietnam (VIET)	2024	63	
CM Lemos	LR2	115,000 dwt x 3	Hyundai Vietnam (VIET)	2024-2025	65	
Nissen Kaiun	MR2	50,000 dwt x 4	Hyundai Vietnam (VIET)	2024	42.5	





CPC Corp	MR2	50,000 dwt x 1	CSBC (TWN)	2024	reg 50	EEDI 3. Inc. 5% VAT.
Navig8 Chemicals	MR2	49,200 dwt x 4	New Dayang (CHN)	2024		
Xingtong Shipping	MR2	12,000 dwt x 1	Taizhou Wuzhou (CHN)	2023		
<b>CONTAINERS / RO-RO / REEFER / PLC</b>						
Africa Express Line (AEL)	Reefer	630,000 cbft x 4	Kitanihon (JPN)	2024-2025		16,000 dwt, 100 TEU on deck.
HMM	Containership	1800 TEU x 3	Hyundai Mipo (KRS)	2024	35.5	Bangkokmax
Suzhou Xincheng Log	Containership	120 TEU x 1	Jiangsu Hongfu (CHN)	2024	RMB 27.60	2,000 dwt
<b>GAS (LNG / LPG / LAG / CO2)</b>						
ADS Maritime Holding	LNG	174,000 cbm x 2	DSME (KRS)	2026	248	Against Mexican Pacific (Avaio Capital) project.

### Recycling Activity

Vessel Name	BUILT	DWT	LWT	Delivery	Price (\$/lwt)	Notes
<b>CAPE SIZE</b>						
OKRA	1999 / Japan	171,199	21,018	as-is Korea	525	HKC Green Recycling (last weeks sale)
<b>FSO</b>						
BONGKOT STAR	1997 / Korea	299,930	41,835	as-is Thailand		

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

	Bangladesh	India	Pakistan	Turkey
Tank/Cont/Ro-Ro/Capes/LPG/PCC Dry	595/615	585/600	580/590	270/280
Cargo/Bulk/Tween/Gen Cargo	580/595	575/585	570/580	260/270

### 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	119	82	57	45.0	26.6%
SUEZMAX	80	56	42	32.1	30.9%
AFRAMAX	65	51	37.5	23.7	58.0%
MR	43.5	34	25.5	17.4	46.2%
<b>Bulkers</b>					
CAPE SIZE	64.5^	52.5 eco	35	23.2	50.7%

KAMSARMAX	37.5 <sup>^</sup>	36	26.5	15.8	67.8%
ULTRAMAX / SUPRAMAX	35 <sup>^</sup>	33	23.5	14.3	63.9%
HANDYSIZE	31 <sup>^</sup>	28.5	22	11.0	99.6%
<sup>^</sup> = Chinese price (otherwise based upon Japanese / Korean country of build) <sup>~</sup> = Basis standard contemporaneous DWT/spec for each type.				<sup>~</sup> = 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.*

### Grain Agreement Could See Ukraine’s Seaborne Capacity Rise by 65%



In light of the agreement between Russia and Ukraine with Turkey and the United Nations to allow grain exports from three western Ukrainian ports, Ukraine’s seaborne capacity could increase by 65%. The Ukrainian ports of Yuzhne, Chornomorsk and Odessa previously accounted for 65% of Ukraine’s total grain exports over the preceding five years.

The agreement to export grain from Ukraine is valid for 120 days, and is extendable, allowing bulkers to be escorted through a safe corridor in order to facilitate safe sea passage for vessels.

Niels Rasmussen, Chief Shipping Analyst at BIMCO, said: *“With this deal, the UN hopes to increase monthly grain exports from Ukraine by five million tonnes. However, since over the past five years, these three ports have not ever handled such a high amount of grain, meeting this target could prove to be a challenge. Even if port logistics accelerate to expedite exports, the need to escort ships in and out of the ports is likely to cause some congestion.”*

With over 20million tonnes of Ukrainian grain ready to be exported, exports need to begin soonest in order to facilitate silos space, with a further 25million tonnes expected to come from the 2022 harvest. With this in mind, the Danube ports and land routes will continue to play a factor in the immediate term.

Given the obstacles which still remain in place for the export of grain from Ukraine, such as voyage risks and corresponding insurance premiums, high rates will likely be necessary to mitigate such risks.



On a positive note, the resumption of Ukrainian exports will aid in combatting inflation and instability, especially in developing economies and help stabilise the global economy.

## The End of UKHO Paper Charts



The UK Hydrographic Office (UKHO) announced on Tuesday it has begun phasing out production of paper charts. By 2026, the UKHO will have ceased its production of paper charts entirely.

A mainstay of the industry which mariners have grown to know and trust, the UKHO's admiralty charts are the most widely used physical charts throughout the world. The decision to abandon the venture comes amidst the rapid growth and reliance on technology and the increased use of automatically updating electronic charts. With the 2011

SOLAS mandate requiring vessels to be fitted with ECDIS (Electronic Chart Display and Information Systems), the move away from paper charts is something many would say was inevitable.

The UKHO is already a producer of electronic charts and aims to remain on the forefront of the growing industry. Ceasing production of paper charts will allow the office to focus on its 18,000 plus electronic charts and other digital products.

*"We understand the significance of this announcement, given the distinguished history of the UKHO's paper chart production and the trust that mariners have placed in Admiralty charts over the generations," said Peter Sparkes, UKHO's chief executive. "The decision to commence the process of withdrawing from paper chart production will allow us to increase our focus on advanced digital services that meet the needs of today's seafarers. Shipping is moving quickly towards a future underpinned by digital innovations, enhanced satellite connectivity at sea and optimized data solutions, supporting the next generation of navigation. The UKHO aims to be at the vanguard of this digital transition."*

The UKHO is not alone in its move away from tradition means of navigation. The NOAA (National Oceanic and Atmospheric Administration), the American counterpart of the Hydrographic Office, announced in 2019 its plans to phase out the paper chart, with a complete halt to paper chart production by 2025.

## The Swedish Club's Marine Insurance Course 2022



The Swedish Club welcomed to its online 2022 Marine Insurance Course (2022 MIC) 90 delegates from 14 countries around the world who are involved in a broad section of the shipping industry representing 55 companies.

The 2022 MIC covered all aspects of marine insurance, ranging from terms and conditions through to the practical handling of claims, and focused on the

three major types of marine insurance: P&I, H&M and FD&D. The 2022 MIC covered a series of interactive workshop sessions, where delegates could choose from a diverse range of topics including collision, General Average & salvage, personal injury, pollution, cargo liability, FD&D, and other liabilities. The Swedish Club decided to donate to charity all fees received from non-members in recognition of the challenges faced by seafarers.

Lars Malm, Director Strategic Business Development & Client Relations of The Swedish Club stated:  
"The MIC aims to give participants a basic understanding of all aspects of marine insurance. It has been designed to give somebody new to the sector a good grounding in the important aspects of marine insurance, whilst at the same time providing an excellent refresher to those returning to the sector, or who have come into the business at a senior level. We are delighted to say that we had positive feedback from the course and the participants appreciated its flexibility, which still allowed for interaction with other delegates during the workshop sessions."

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