



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](#).

In this issue:

Gibson Sale & Purchase Market Report

Tankers – Lucrative LR2s | Dry Cargo – Autumn Fall | Recycling – Challenging Times | Newbuilding – Korean Keeness | Sale & Purchase Market Report

CJC Market News

UK New Sanctions on Russian Shadow Fleet Tankers | Russian LNG Shadow Vessels

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 - www.gibsons.co.uk*

Tankers – Lucrative LR2s

The widely reported sale of the two dirty trading LR2 sister units **"FOS DA VINCI"** and **"FOS PICASSO"** (115,879 dwt / built 2009 Samsung, S. Korea) at around US\$ 84m en bloc has mainly occupied tanker headlines this week, highlighting the profitable asset play for owners, who reportedly acquired the vessels back in 2018 at region US\$ 23.7m a piece, clearly reaping substantial returns on the vessels and reaffirming unwavering solid asset values for comparable LR2 tonnage.

In the vintage MR segment, IMS has offloaded the deepwell type **"BUTTERFLY"** (49,999 dwt / built 2004 STX Jinhae, S. Korea) to Middle Eastern interests at region US\$ 18.4m, seemingly going some way to funding their recent purchase of the **"WHITE PEACH"** (53,187 dwt / built 2007 GSI, China) at US\$ 22m, in turn slightly modernising their fleet profile.

Despite the low volume of transactions this week, the large number of product tanker candidates, especially MRs, continues to give scope for a fluid sales market. Nonetheless, now the U.S. Election on the home straight and increasing discord in the Middle Eastern, a good number of market participants appear to be taking time to see how both key elements pan out.

Dry Cargo – Autumn Fall

With the Baltic Dry Index falling some 12% in the last week this continues to put pressure on dry values with less aggressive offering from most protagonists thereby applying pressure on sellers to conclude at levels below 'last done'. The **"NORD VIRGO"** (81,001 dwt / built 2014 JMU, Japan) has been sold to Kyla Maritime for US\$ 26.5 m (scrubber fitted and SS/DD passed 09/2024). Only two weeks ago the one year younger scrubber fitted **"BELUGA"** (81,841 dwt / built 2015 Oshima, Japan) sold for a reported US\$ 30 m. Meanwhile, the Chinese built **"NOVA OPTIMUS"** (81,805 dwt / built 2012 Jiangsu Eastern, China) has been reported sold to Fujian Haitong for US\$ 16.35 m, which again shows a marked drop in values. Another example of price softening is the sale of the panamax **"HC VICTORY"** (75,804 dwt / built 2005 Sanoyas, Japan) for US\$ 10.5 m.



Although supramax bulkers seem to be bucking the trend, as illustrated by the off market sale of the "YASA AYSEN" (56,042 dwt / built 2007 Mitsui, Japan), which is being reported sold to Indonesians for a firm US\$ 14.5 m, the same applies to the sale of TESS58 "LEON OETKER" (58,790 dwt / built 2008 Tsuneishi Cebu, Philippines) at US\$ 15.35 m to Chinese buyers.

Recycling – Challenging Times

The Ship Recycling markets are indeed in a sorry state of affairs as another week trudges past with precious little to be optimistic about. A few ships here and there are being sold but most are small LWT units that have very little bearing on the market and unable to give clear benchmark price levels. Whilst there has been a little volatility of late with regards to price levels, for an overall picture the rates are bouncing around mid to high US\$ 400's for Dry + Gen Cargo Cargo vessels, and high US\$ 400's / low US\$ 500's for Tankers/Gas/Containers etc., although with piratically no sales at all to back this up, it is mostly hypothetical reasoning. With cheap Chinese steel imports to the Sub-Cont and ongoing and escalating geopolitical unrest affecting the market by way of fluctuating price levels and an ongoing lack of available scrap ship tonnage, we expect volatility in the demo market to continue throughout Q3.

Newbuilding – Korean Keeness

There's been some uptake in Suezmax enquiries and activity, with Sun Enterprises placing further orders at Daehan for Q1/2027 delivery in the region of US\$ 90 mill with scrubber. Sonangol is also probing yards with their tender and we have seen the Korean builders take a serious look at this with many offering first half 2027 deliveries. Chinese yards seem to have prioritised other ship types and tanker sizes so we may see the Korean yards regain some ground here. A substantial proportion of the Suezmax fleet is overaged and notably a number of major owners, some publicly listed, are also running fleets with 12+ yrs average age and for these reasons (and due to very firm modern second-hand values) we expect enquiry to continue.

Gibson Sale & Purchase Market Report

S&P SALES

Vessel	Dwt	Built	Yard	Buyers	Price	Notes
Bulkers						
SG EXPRESS	180,157	2009	Dalian No. 2 (China)	Chinese buyer	26.0	SS due 11/24. BWTS.
NOVA OPTIMUS	81,805	2012	Jiangsu Eastern (China)	Fujian Haitong	16.5	DD due 12/25. BWTS.
NORD VIRGO	81,001	2014	JMU (Japan)	Kyla Maritime	26.1	SS psd 9/24. BWTS. Scrubber.
HC VICTORY	75,804	2005	Sanoyas (Japan)	Chinese buyer	10.5	SS due 6/25. BWTS.
LEON OETKER	58,790	2008	Tsuneishi Cebu (Philippines)	Chinese buyer	15.4	DD due 9/26. BWTS. 31/12 cancelling.
LASCOMBES + GRUAUD LAROSE	56,750	both 2011	Qingshan (China)	Undisclosed	12.8 each	DD due 12/24. BWTS. + SS due 5/25. BWTS.
YASA AYSEN	56,042	2007	Mitsui (Japan)	Indonesia n buyer	13.9	DD due 2/25. BWTS.
DALIAN STAR	55,802	2017	Oshima (Japan)	European buyer	27.0	OHBC. DD due 7/25. BWTS.
PARO	55,691	2009	Mitsui (Japan)	Chinese buyer	14.9	SS due 12/24. BWTS.
SPAR SPICA	53,565	2005	Chengxi (China)	Undisclosed	10.5	SS due 1/25. BWTS.



Campbell Johnston Clark

CJC EXCHANGE

KUJAWY	38,890	2005	Xingang (China)	Undisclosed	reg 8	SS due 1/25. Ice 1C.
KEN RYU	31,949	2002	Saiki (Japan)	Undisclosed	reg 7	OHBC. DD due 1/25. BWTS.
SOPHIA OCEAN	29,952	1999	Oshima (Japan)	Undisclosed	4.9	SS psd 4/24. Logs.
Tankers						
FOS DA VINCI + FOS PICASSO	115,800	both 2009	Samsung (Korea)	Undisclosed	reg 42 each	Coated. Trading dirty. SS psd 3+7/24. BWTS.
PS AUGUSTA	49,999	2011	STX Jinhae (Korea)	Undisclosed	reg 31	Deepwell. SS due 3/26.
BUTTERFLY	46,048	2004	STX Jinhae (Korea)	Middle Eastern buyer	18.4	Deepwell. DD due 10/26.
Containers / Ro-Ro / Reefer / PCC/PCTC						
NEU NEW MOON	30,703	1999	CSBC (Taiwan)	Undisclosed	10.5	2,202 TEU. Geared. DD due 9/26.
LECANGS DOLPHIN	24,286	2023	Huanghai (China)	Minerva Marine	32.1	1,781 TEU. Gearless. BWTS. Shore Power.
CAPE FARO	20,316	2006	Peene-Werft (Germany)	China United Lines	14.0	1,440 TEU. Gearless. Ice 1B. SS due 5/26.
A SUKAI	8,524	2007	Yangfan (China)	Undisclosed	4.8	706 TEU. gearless. DD due 5/25. Ice strengthened.

Newbuilding Orders

Client	Type	Size	Shipyard	Delivery	Price (US\$ mill)	Notes
Bulkers						
Fujian Guohang Group	Post-Panamax	89,000 dwt + 4	Wuhu (China)	2026	36.5	Declared options. Methanol DF.
U-Ming	Ultramax	64,000 dwt x 4	New Dayang (China)	2027-2028	35.0	LNG ready.
MPP / General Cargo						
Bernd Sibum	General cargo	3,850 dwt x 4	Damen Yichang (China)	2026	-	Hybrid battery + shore power ready.
Tankers						
Shell	MR2	50,000 dwt x 10	GSI (China)	2027-2029	48.0	Scrubber.
Taiping & Sinopec Financial Leasing	MR2	50,000 dwt x 2	Dacks (China)	2027	reg 45	Against TC to Shandong Shipping.
Containers / Ro-Ro / Reefer / PCC/PCTC						
Maersk	Containers	16,000 TEU x 6+6	New Times (China)	2028	200.0	LNG DF.
X-Press feeders	Containers	11,000 TEU x 6	SSS (China)	2027-2028	130.0	Methanol. Scrubber.
Gas (LNG / LPG / LEG / LAG)						
Cido Shipping	VLAC	88,000 cbm x 2	HD Hyundai Group (Korea)	2027	125.0	-
Korea Line LNG	LNG BV	12,500 cbm x 1	HD Hyundai Mipo (Korea)	2027	88.0	Against TC to Posco.

Recycling Activity

Vessel Name	Built (Count)	DWT	Lightweight (LWT)	Delivery	Price (US\$ per LWT)	Notes
-------------	---------------	-----	-------------------	----------	----------------------	-------



Campbell Johnston Clark

CJC EXCHANGE

General Cargo						
ATLAS WIND	1997 / China	5,196	2,486	as-is Malaysia	445.0	-
CONTAINERS / RO-RO / REEFER / PCC						
GREEN MALOY (Reefer)	1990 / Norway	6,120	2,975	India	480.0	-

Recycling Prices (\$/Ldt)

	Bangladesh	Pakistan	India	Turkey
Tankers / Cont / Ro-Ro / Capes / PCC / LPG / LNG	500 - 520	500 - 510	490 - 500	340 - 350
Bulkers / Tween / General Cargo	485 - 495	480 - 490	470 - 480	330 - 340

Newbuild and Second Hand Benchmark Values (\$ million)

Vessel Type	Newbuild and Second Hand Benchmark Values (\$ million)			Historical Average Values (\$ million)	
	NB	5yo	10yo	10yo ave~	10yo ave % diff
Tankers					
VLCC	129.00	115.00	85.00	53.10	60.2%
Suezmax	90.00	80.00	65.00	38.60	68.4%
Aframax	75.00	72.00	58.50	30.90	89.3%
MR	52.00	48.00	38.00	21.30	78.4%
Bulkers					
Capesize	76.5^	34.00	45.00	25.30	77.9%
Kamsarmax	37.5^	36.00	25.50	17.50	48.6%
Ultramax / Supramax	35^	35.50	24.75	14.70	70.1%
Handysize	30.5^	27.00	20.00	12.20	63.9%

^ = Chinese price (otherwise based upon Japanese / Korean country of build)

~ = 10 year old vessel over 10 years (basis standard contemporaneous Dwt/spec for each type).

This report has been produced for general information and is not a replacement for specific advice. While the market information is believed to be reasonably accurate, it is by its nature subject to limited audits and validations. No responsibility can be accepted for any errors or any consequences arising therefrom. No part of the report may be reproduced or circulated without our prior written approval. © E.A. Gibson Shipbrokers Ltd 2021.

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.



UK New Sanctions on Russian Shadow Fleet Tankers



The UK government has sanctioned 18 tankers and four LNG carriers linked to Russia's "shadow fleet," which transports about 70% of Russia's seaborne petroleum exports. This action, the largest round of tanker sanctions by the UK to date, reflects opposition to Russia's invasion of Ukraine. Foreign Secretary David Lammy stated it is his "personal mission" to curb Kremlin energy revenues and "combat malign Russian activity." The sanctions target vessels once operated by Russian state tanker company Sovcomflot, which have been reflagged and transferred to UAE-based Stream Ship Management, but still retain Russian names or the "SCF" prefix.

These sanctions cut the vessels off from UK marine insurance and ban them from UK ports. However, foreign entities can still engage with these ships without facing UK penalties, and most shadow fleet vessels no longer use International Group insurance. Prime Minister Keir Starmer's government has expressed concern about the shadow fleet's "flagrant violation of basic safety standards," warning that an accident could result in pollution of UK shores and disrupt commerce in key sea lanes.

Pollution is already an issue, with satellite-detected oil slicks attributed to the shadow fleet's illegal discharges of oily waste. Isaac Levi from the Centre for Research on Energy and Clean Air noted that these spills could cause irreversible environmental damage and significant costs for coastal states. In July, Starmer launched a "call to action" on the risks of the shadow fleet, which has since gained about 48 signatories, including the United States.

Russian LNG Shadow Vessels



Turkey's Three laden Russian shadow LNG carriers have arrived in Asia and speculation grows as to where their cargoes may be discharged

Data from Kpler reveals that the 137,231-cbm Asya Energy (formerly Trader IV, built in 2002) has been stationed in the Sea of Japan since early October, having reportedly picked up a load from the US-sanctioned Arctic LNG 2 plant in mid-September and travelled east via the Northern Sea Route (NSR).

Additionally, the 138,000-cbm Pioneer (formerly Pioneer Spirit, built in 2005) arrived near the Chinese coast this week. Some initially thought its cargo might be destined for Hong Kong, but it later headed further north. Pioneer had reportedly loaded its Arctic LNG 2 cargo on August 1 and made a lengthy journey, lingering in the eastern Mediterranean for a while, where it may have transferred cooldown volumes to the 149,700-cbm Nova Energy (formerly New Energy, built in 2007). Nova Energy is now in the Sea of Japan with a cargo it loaded at the start of the month, traveling through the NSR.

One possible thought for at least two of the vessels is to discharge their cargo into Russia's massive floating storage unit, the 361,600-cbm Koryak FSU (built in 2023), located at the eastern end of the NSR near Kamchatka. However, according to Kjell Eikland, managing director of Eikland Energy, the FSU is already holding around 130,000-cbm of LNG, and two of the vessels have sailed south beyond it. Eikland, after reviewing vessel tracking data, pointed out that plans for the ships seem to change frequently.



Campbell Johnston Clark

CJC EXCHANGE

At present, it remains to be seen where their final destinations for discharge would be with the fact that early ice formation has closed the NSR to all but ice-breaking vessels.

For more information, please contact:

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



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

