



Sale and Purchase



Hellas S&P Weekly Bulletin

12 March 2019

BULK CARRIERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
SBI ELECTRA	82.052	2015 JIANGSU NEW YANGZIJANG	MAN-B&W 6S60ME-C8.2	SS 09/20 DD 09/20	USD 48 M (En bloc)	CANADA (Clients of CSL Group) (For Conversion)
SBI FLAMENCO	81.800			SS 10/20 DD 10/20		
PRIMROSE	74.716	2001 HUDONG	MAN-B&W 5S60MC-C7.1	N/A	USD 5,3 M	CHINA (At Auction)
OCEAN NEERAJ	64.000	2019 COSCO ZHOUSHAN	MAN-B&W 5S60ME-C8.5 C 4 X 30 T	N/A	RGN USD 22 M	CHINA (Clients of Minsheng Leasing)
ADVENTURE I	62.472	2017 OSHIMA	MAN-B&W 6S50ME-B9.5 C 4 X 30 T	SS 11/22 DD 11/20	RGN USD 25 M	GREECE
MELBOURNE	61.414	2011 OSHIMA	MAN-B&W 6S50MC-C8.2 C 4 X 30 T	SS 02/21 DD 02/21	RGN USD HIGH 16 M	HONG KONG (Clients of Pacific Basin Shipping)
MALMO		2010 OSHIMA		SS 12/20 DD 12/20	RGN USD 16 M	
GHENT	58.110	2011 TESS (ZHOUSHAN)	MAN-B&W 6S50MC-C8.2 C 4 X 30 T	SS 10/20 DD 10/20	XS USD 15 M	U/D
KOREAN LILY	58.713	2010 KAWASAKI	MAN-B&W 6S50MC-C8.2 C 4 X 30 T	SS 09/20 DD 09/20	RGN LOW USD 14 M	U/D
OXYGEN	55.525	2009 MITSUI	MAN-B&W 6S50MC-C8.2 C 4 X 30 T	SS 07/23 DD 07/20	USD 13,5 M	GREECE

TANKERS – CHEMICALS – LPG/LNGs

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
EUROSPIRIT	149.990	2000 DAEWOO	MAN-B&W 6S70MC6	SS 06/20 DD 04/20	USD 13,9 M	QATAR
FPMC P EAGLE	74.863	2009 STX	MAN-B&W 6S50ME-B9 Epoxy, 3 pumps	SS 08/19 DD 08/19	RGN LOW USD 16 M	SINGAPORE (Clients of Eastern Pacific)
FPMC P FORTUNE				SS 09/19 DD 09/19	RGN LOW USD 16 M	GREECE (Clients of Centrofin)
OMAIR	13,034	2004 HIGAKI	MAN-B&W 6S35MC6.1 Stainless steel, 16 pumps, IMO II/III	SS 12/19 DD 12/19	USD 5,5 M	GREECE

NEW BUILDING

A number of orders to report this week - starting in Dry, NYK have announced they have contracted one firm 59,900dwt Woodchip carriers at Oshima for delivery in 2021 against employment with Mitsubishi Paper Mills. COSCO Shipping meanwhile have extended their series of pulp carriers at COSCO Dalian adding a further 4 x 62,000dwt carriers also due to deliver in 2021.

In Tankers, YZJ have contracted 4 x MR tankers with their sister shipping company Yangzijiang Shipping, these are 50,000dwt IMO III product tankers and the vessels will begin to deliver in 1H 2021. In containers meanwhile, Chinese domestic owner Hunan Ocean Container Lines have ordered a pair of LNGs fueled 653 TEU Container ships at Hunan Jinhang Shipbuilding again scheduled for delivery in 2021.



Finally, in the specialist sectors – Fincantieri have announced they have signed a pair of 980 passenger Cruise vessels with Viking Ocean lines set to deliver in 2024 and 2025 respectively. COSCO Shipping Ferry group meanwhile have contracted 2 x 1,370 pax / 2,800 lane metre Passenger/Car Ferry s at GSI Nansha with deliveries in 1H and 2H 2021.

RECYCLING

Pass the Parcel!

The focus this year switched towards the E.U. approvals and with whom does the responsibility lie when selling a vessel for recycling.

More emphasis this year seemed to be placed on the actual ship owner which tied in with more percentage of sales being concluded on an 'as is' basis and passing all responsibility to the cash buyer in relation to ballasting the vessel and gas freeing to a standard that would allow a tanker to receive permission for import to the final recycling destination. In reference to tanker sales, many cash buyers had the same opinion and qualm during the discussions that the quantity of slops and sludges at the time of delivery were mainly incorrect against those agreed in a contract. Thus, on delivery, and prior to moving the vessel to the recycling yard, the cash buyers had to spend time and money gas freeing to a satisfactory and safe standard prior to arrival at the destination anchorage. In addition, questions were raised that ship owners should be supplying IHM's (Inventory of Hazard Materials) for all vessels prior to delivery of a vessel instead of just those for green recycling.

During the presentation from the representative from the E.U., it was stressed that contrary to reports in the media, they have not rejected the Indian yards that had been inspected but have given further ideas and recommendations in an effort to gain their approval. Included in these recommendations was to build a new larger hospital near the recycling yards which, optimistically, received acceptance form the recyclers but obviously this takes time. There are more inspections of recycling yards arranged by the E.U. at Alang in the forthcoming weeks and it is felt that it will be a matter of time before any approval is given, however the timing is very much in the air considering the task being asked of the recyclers.

Encouragingly, the Bangladesh recyclers informed stated that several more recyclers are preparing their yards for H.K. convention certification, aided by the guidance of the NK classification society, but again, it takes time and money for these developments to come to fruition, but a big step is evident in improvements in Bangladesh both for the welfare of the laborer's and the environment.

DEMOLITION

BULK CARRIERS – GCs - MPPs

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
BERGE DENALI	289.470	1992	37.781/LDT	USD 465/LDT	BANGLADESH (Incl 600T ROB)
GOONZARAN	148.863	1994	17.462/LDT	USD 421/LDT	AS IS KOREA

TANKERS – CHEMICALS – LPGs

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
MODEC VENTURE 11	150.000	1992	29.157/LDT	USD 427/LDT	AS IS LABUAN

CONTAINERS – REEFERS- PCCs

VESSEL	DWT/TEU	BLT	DETAILS	PRICE	BUYER
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BALTIC INDEX			EXCHANGE RATE		BUNKER PRICES			
BDI	647	+ 2	EURO/USD	1.12401	BUNKERS	ROTTERDAM	SPORE	FUJAIRAH
BCI	278	+ 28	YEN/USD	0.00800	IFO 380	411.5	435.5	431.5
BPI	839	- 27	BRENT		IFO 180	449.5	465.5	479.5
BSI	789	- 1	67.17		MGO	585	620	736.5



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