



Sale and Purchase



Hellas S&P Weekly Bulletin

06 March 2020

BULK CARRIERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
MEDI HONG KONG	82,790	2006 TSUNEISHI ZOSEN	MAN-B&W 6S60MC6.1	SS 07/20 DD 07/20	LOW USD 9 M	U/D
EVERLUCKY	70,296	1996 SUMITOMO	SULZER 7RTA52	SS 06/21 DD 06/21	USD 7.4 M (EN BLOC)	CHINA
EVERMERIT	70,153	1995 SUMITOMO	SULZER 6RTA62	SS 04/20 DD 04/20		
LUZERN	50,363	2002 KAWASAKI	MAN-B&W 6S50MC-C 4 x 30 T	SS 01/22 DD 05/20	USD 5.6 M	M. EAST

TANKERS – CHEMICALS – LPG/LNGs

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
DEWI MAESWARA	300,058	1998 HITACHI	MAN-B&W 7S80MC MK4	SS 04/23 DD 04/21	RGN USD 19 M	M. EAST
OCEAN SCHOONER	73,083	2000 SAMSUNG	MAN-B&W 6S60MC Epoxy, 4 Pumps	SS 02/2020 DD 02/2020	USD 7.1 M	EUROPE



NEW BUILDING

Samsung announced orders for three circa 150,000dwt shuttle tankers from AET (for Petrobras) with delivery of the series due by mid-2022. In China, SWS announced contracts from Eastern Pacific Shipping (EPS) for two 158,000dwt Suezmax with delivery from the end of 2021. Fukuoka are understood to have taken orders from SC Shipping (Shanghai Junzheng) for two 19k chemical tankers with delivery in the later part of 2021.

In containers, Yangzijiang are understood to have signed contracts with Greathorse (Tiger Group) for two firm plus upto six option LNG fuelled 14,000 TEU container vessels with delivery of the firm units in mid-2022.

RECYCLING

Problematic virus!

With the Coronavirus being closely monitored worldwide by Governments and now stretching to almost a pandemic level affecting global travel, Indian authorities this week held a 'level A' meeting internally with various Government departments and shipping agents to discuss the outbreak and the effect on crew arrivals at Alang anchorage. It was agreed that vessels arriving for recycling with crew nationalities from South Korea, Japan, Italy, Iran and China will not be allowed to enter India with immediate effect. All ship recyclers have been requested to inform their cash buyers, agents and others within the ship recycling industry of this procedure. All other nationalities will be checked out with the health department at Alang anchorage, thereafter once cleared, the usual custom formalities for inward clearance can take place. This is an ever-changing situation and something that threatens shipping globally and is likely to have a negative effect on sentiment in the market as Buyers try to manoeuvre themselves through any new legislations imposed.

This week, and despite the threat of cancellation due to the virus affecting attendees travel plans, the industry's major players descended upon London for the annual Tradewinds Ship Recycling Forum. The week can only be seen as a success considering the amount of personnel that did travel and provided a good opportunity for strong discussions in relation to the EU Commission and the recently passed Ship Recycling 2019 Bill in India. These discussions are important in providing the industry with self-evaluation and ensuring that the continued developments and improvements at the recycling yards are highlighted to the rest of the shipping community. The brief conclusions, a reminder to ship owners globally, were that all EU flagged vessels have to be recycled at an EU approved yard, even if a vessel is sold to cash buyers away from European ports, and all vessels sold for recycling that have a final discharge port in EU waters should proceed directly to EU approved yards only. In relation to the European List, the attendees were informed that there are several pending applications from yards located outside of the EU (5 from Turkey, 20 from India, 4 from China and 1 from USA). The Assessment process are at different phases, but many of the facilities have already been inspected. However, until beaching can be considered, then unfortunately the Indian yards may still have some time to wait.

Since the adoption of the Hong Kong Convention in 2009, some key Convention 'Statement of Compliance' milestones were mentioned, being 2012 (world's first SoC in China), 2015 (South Asia's first SoC in India, 2017 (added SoC in Turkey) and 2020 (Bangladesh added to the list). Whilst it will take some time still, the Government of Pakistan is also seriously now considering aligning its yards with HKC and the time frame they are aiming for is about 2 years.

The conclusion left on everyone's minds who attended, was that the recycling facilities have improved significantly over the last decade from both the environmental and labourer's point of view. Indian yards are expected to be 100 pct HKC compliant by the end of this year and more yards in Bangladesh are upgrading their facilities in line with the new regulations. Certainly, the future is greener on all fronts, especially with Pakistan now also having their own internal discussions, although this destination is probably 2-3 years away from this breakthrough.

DEMOLITION

BULK CARRIERS – GCs - MPPs

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
NEW JOY	149,297	1998 S. KOREA	18,163 LDT	USD 372 / LDT (NET)	BANGALDESH
USOLIE	68,788	1990 S. KOREA	10,244 LDT	USD 379 / LDT	PAKISTAN

TANKERS – CHEMICALS – LPGs

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
DIVA	17,718	1980 BRAZIL	5,933 LDT	USD 215.75	"As-Is" RIO



BALTIC INDEX			EXCHANGE RATE		BUNKER PRICES			
BDI	617	+ 18	EURO/USD	1.11738	BUNKERS	ROTTERDAM	SPORE	FUJAIRAH
BCI	- 312	- 5	YEN/USD	0.00936	VLSFO	399.50	444.50	435.50
BPI	1068	+ 42	BRENT		IFO 380	282.00	299.50	301.00
BSI	688	+ 17	47.79		IFO 180	320.00	345.00	350.00
					MGO	450.50	457.50	596.00

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