



## Sale and Purchase



Hellas S&P Weekly Bulletin

8 May 2020

### BULK CARRIERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
ROYAL EPIC	56,026	2008 MITSUI	MAN-B&W 6S50MC-C 4 x 30 T	SS 04/21 DD 04/21	RGN USD 7.8 M	GREECE
ASIA PEARL III	35,217	2010 NANTONG CHANGQINGSHA	MITSUBISHI 6UEC52LA 4 x 30 T Logger	SS 07/20 DD 07/20	RGN LOW USD 10 M EN BLOC (BWTS included)	U/D
ASIA PEARL IV	35,220			SS 07/20 DD 07/20		
LOVELY KLARA	28,186	2002 MINAMINIPON	MITSUBISHI 6UEC52LA 4 x 30 T Logger, 2 Gens	SS 04/22 DD 07/20	LOW USD 4 M	U/D

### TANKERS – CHEMICALS – LPG/LNGs

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
RHINO	39,718	2010 SLS	MAN-B&W 6S50MC Phenolic Epoxy, 2 Pumps, IMO II/III	SS 08/20 DD 08/20	USD 15.25 M	GREECE



### Sale and Purchase

Hellas S&P Weekly Bulletin

8 May 2020

### NEW BUILDING

In tankers, clients of Dynacom are understood to have added a fifth 158,000dwt Suezmax to their orderbook at New Times, with delivery due in 2022. Hyundai Heavy Industries announced an order for two firm Suezmaxes from an unknown owner, with delivery similarly within 2022. In Japan, Onomichi have taken an order for two firm 50,000dwt MRs, their first Tier III contracts, from Asahi Tanker, again with delivery expected in 2022. I

n the dry market, CDB Leasing have finalised contracts for eight 210,000dwt Newcastlemax (for RWE) at three Chinese shipyards; two at Beihai and three at both SWS and COSCO Yangzhou. Delivery is from the end of 2021 and into 2022.

### RECYCLING

#### Flicker of Hope!

Despite the lockdown being extended this week in India and Bangladesh (17th and 15th May respectively), there was finally some positive news to cling on to that the Governments in both countries wish to re-start the ship recycling industry again. As previously reported, India had allowed cutting to resume at yards who adhered to strict social distancing and precautions amongst its workers. This is because the country is now divided in Red, Orange and Green zones, with Alang being a Green zone and being declared safe by the Government for workers to return to work, but with a limited workforce and strict distancing procedures in place. Furthermore, it has now been announced that vessels with Indian crew only can proceed into the inner anchorage at Alang and start Custom formalities followed by finally beaching the vessel, with one vessel having already beached this week. However, there are still no plans in place for vessels arriving with foreign crew.

In Bangladesh, there has been staggered rumours that the ship recycling business is fully functional at the yard level again and that beaching permission has been granted by the local authorities, who will now start to release an NOC to beach the vessels that have been held in quarantine at the anchorage since the lockdown began. The problem is that, those units all seem to be undergoing new negotiations from what reports suggest having missed previously agreed cancelling dates. It remains to be seen however if this process can return as there are still logistical issues to overcome on how foreign Crew will be repatriated post beaching with restrictions still in place on International flights. There are also further obstacles surrounding the issuing of Letters of Credit (L/C) by banks for the recycling of ships. Many yards pre Covid-19 were already struggling financially due to a lack of local currency and now with the economy experiencing a negative downturn due to the Pandemic, there seems to be little optimism that this destination will return with any real force for some time, unless the Government steps in and assists the industry further.

Some interesting reports emanating from Pakistan today is that the Government are ready to end the country's lockdown this coming weekend. Despite a daily increase in recorded cases, it would be a surprise for this phase out to begin but whether any easing of restrictions in the ship recycling industry will be determined once any official announcement is made.

### DEMOLITION

#### BULK CARRIERS – GCs - MPPs

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
SHAGANG GIANT	306,902	1993 JAPAN	39,606 LDT	USD 280 / LDT	INDIA (Green Recycling)

#### TANKERS – CHEMICALS – LPGs

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
-	-	-	-	-	-

BALTIC INDEX		EXCHANGE RATE		BUNKER PRICES			
BDI	-	EURO/USD	1.08043	BUNKERS	ROTTERDAM	SPORE	FUJAIRAH
BCI	-	YEN/USD	0.00940	VLSFO	188.50	249.00	233.50
BPI	-	BRENT		IFO 380	152.50	169.50	155.00
BSI	-	29.74		IFO 180	320.00	345.00	350.00
				MGO	221.50	261.50	352.50



## Contacts

**Clarksons Platou (Hellas) Ltd.**  
**62 Kifissias Avenue**  
**Marousi**  
**151 25**  
**Greece**

Direct +(30) 210 458 6700  
Fax +(30) 210 458 6799  
snp@clarksons.gr  
[www.clarksons.com](http://www.clarksons.com)

The material and the information (including, without limitation, any future rates) contained herein (together, the "Information") are provided by H. Clarkson & Co. Ltd

("Clarksons Platou") for general information purposes. The Information is drawn from Clarkson's Platou's database and other sources. Clarkson's Platou advises that: (i) any Information extracted from Clarkson's Platou's database is derived from estimates or subjective judgments; (ii) any Information extracted from the databases of other maritime data collection agencies may differ from the Information extracted from Clarkson's Platou's database; (iii) whilst Clarkson's Platou has taken reasonable care in the compilation of the Information and believes it to be accurate and correct, data compilation is subject to limited audit and validation procedures and may accordingly contain errors; (iv) the provision of the Information does not obviate any need to make appropriate further enquiries; (v) the provision of the Information is not an endorsement of any commercial policies and/or any conclusions by Clarkson's Platou and its 'connected persons', and is not intended to recommend any decision by the recipient; (vi) shipping is a variable and cyclical business and any forecasting concerning it may not be accurate. The Information is provided on "as is" and "as available" basis. Clarkson's Platou and its 'connected persons' make no representations or warranties of any kind, express or implied about the completeness, accuracy, reliability, suitability or availability with respect to the Information. Any reliance placed on such Information is therefore strictly at the recipient's own risk.

This Information is confidential and is solely for the internal use of the recipient. Neither the whole nor any part of the Information may be disclosed to, or used or relied upon by, any other person or used for any other purpose without the prior written consent of Clarkson's Platou. Especially, the information is not to be used in any document for the purposes of raising finance whether by way of debt or equity. All intellectual property rights are fully reserved by Clarkson's Platou, its 'connected persons' and/or its licensors.

To the extent permitted by law, Clarkson's Platou and its 'connected persons' shall not be liable to the recipient or any third party for any loss, liability or damage, cost or expense including without limitation, direct, indirect, consequential loss or damage, any loss of profit, loss of use, loss of or interruption in business, loss of goodwill, loss of data arising out of, or in connection with, the use of and the reliance on the Information whether in contract, tort, negligence, bailment, breach of statutory duty or otherwise, even if foreseeable.

These exclusions do not apply to (i) death or personal injury caused by the negligence of Clarkson's Platou and its 'connected persons' or (ii) the liability of Clarkson's Platou and its 'connected persons' for fraud or fraudulent misrepresentation. In this disclaimer 'connected persons' means, in relation to Clarkson's Platou, its ultimate holding company, subsidiaries and subsidiary undertakings of its ultimate holding company and the respective shareholders, directors, officers, employees and agents of each of them. This disclaimer shall be governed by and construed in accordance with English law.