



Sale and Purchase



Hellas S&P Weekly Bulletin

16 October 2020

BULK CARRIERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
HUGE HAKATA	180,643	2012 TSUNEISHI CEBU	MAN-B&W 7S65ME-C	SS 09/21 DD 05/21	RGN USD 23 M	U/D
TILDA OLDENDORFF	180,556	2011 STX	MAN-B&W 6S70MC-C	SS 06/21 DD 06/21	USD 18.4 M	GREEKS
CHINA STEEL INTEGRITY	175,775	2002 CSBC	MAN-B&W 6S70MC-C7.1	SS 10/22 DD 10/22	USD 9.2 M	TAIWANESE (c/o Eddie Steamship)
CHINA STEEL RESPONSIBILITY		2003 CSBC		SS 01/23 DD 11/20	USD 9.3 M	
BTG EIGER	81,031	2016 JMU	B&W 6S60ME-C8.2 BWTS fitted	SS 01/21 DD 01/21	RGN USD 45 M En bloc	GREEKS
BTG EVEREST	81,014	2015 JMU		SS 01/25 DD 01/23		
CERBA	80,370	2010 STX	MAN-B&W 7S50MC-C	SS 12/20 DD 12/20	RGN USD 13 M BBHP	U/D
SBI SAMSON	63,310	2017 CHENGXI	MAN-B&W 5G60ME-C9.2 4 x 30 T BWTS fitted	SS 01/22 DD 01/22	USD 17 M each	DANISH (c/o Navigare)
SBI PHOENIX	63,371					
WEST TREASURE	61,292	2014 IWAGI	MAN-B&W 6S50ME-C8.2 4 x 30 T BWTS fitted	SS 06/24 DD 06/22	HIGH USD 15 M	U/D
SBI HERA	60,425	2016 MITSUI	MAN-B&W 6S50ME-B9.3 4 x 30 T BWTS fitted	SS 05/21 DD 05/21	USD 18.5 M	U/D
YUTAI BREEZE	55,088	2010 NACKS	MAN-B&W 6S60MC6.2 4 x 30 T	SS 01/25 DD 01/23	RGN HIGH USD 9 M	INDONESIANS
IMKER SELMER	32,648	2010 JIANGSU ZHENJIANG	MAN-B&W 5S50MC 4 x 30 T	SS 11/20 DD 11/20	MID/HIGH USD 5 M	U/D

TANKERS – CHEMICALS – LPG/LNGs

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
ADS SERENADE	299,152	2002 HITACHI	MAN-B&W 7S80MC	SS 03/22 DD 03/22	USD 25.5 M	UAE (c/o Marshal Shipping)
VOYAGER I	309,233	2003 SAMSUNG	MAN-B&W 7S80MC	SS 01/23 DD 01/21	RGN USD 26 M	UAE (c/o Eminence Shipping)

NEW BUILDING

In the Dry market, NACKs and DACKs make the news this week. SDBP leasing are reported to have booked a series of 4 x 61k Ultramax Bulkers in the NACKs facility for charter to BG Shipping, the shipping arm of Beibu Gulf Port. Whilst only being reported now, we understand these vessels were contracted last month and will deliver from late 2021 onwards. At DACKs meanwhile, Turkish owner Akmar Shipping are understood to have placed an order for 1 x 61K Ultramax – due to deliver in 1H 2022 .

In Tankers, HMD have announced they have signed contracts for a pair of 50K MR tankers with an unknown owner. These two vessels are set to deliver from March 2022 onwards.

In the gas market, DSME have announced the signing of 6 x Arc7 LNG Carriers, split equally between two owners. Although they have declined to name the owners, these are believed to have been signed with Sovcomflot and MOL and will all deliver between July and December of 2023. On the smaller end of the market, Hyundai have announced the signing of a single 40K cbm LPG carrier, due to deliver in 2022. This again to an unnamed owner.

RECYCLING
Slow, but steady!

A new week but unfortunately this did not relate to a fresh deluge of tonnage for Buyers to ingrain themselves into and instead has meant that those vessels that have been circulated, have received positive competition resulting in each sale raising eyebrows to the benefit of Owners as price levels continue to remain firm and bubble just below the USD 400/per ldt mark in India and Pakistan. This is another situation to watch closely as the respective recycling destinations tussle for the market tonnage and increase their prices accordingly, often if Indian Buyers like a specific type of vessel they will pay whatever is needed to obtain it, but certainly indications from the Indian recyclers have narrowed towards the rates from Pakistan.

Interestingly, the Bangladesh Cartel has lasted yet another week as it tries to control the sharp price increases in the market and create a level playing field. Although with India and Pakistan being more attractive at present, they will soon need to increase their threshold to remain competitive and refrain from losing too much tonnage to its neighbouring counterparts.

In Turkey, prices continue to maintain some common ground as they too are starting to see the number of available units for them diminish in the market, creating an ultra-competitive market place for any Owner with tonnage in the Mediterranean or North Continent. However those yards that have obtained EU approval are continuously bogged down with approaches and are now finding themselves fully booked for even Q1 of 2021, unless yards are given approval by the end of the year to ease capacity in the region.

DEMOLITION
BULK CARRIERS – GCs - MPPs

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
LUCKY SEAMAN	26,455	1991 JAPAN	5,652 LDT	USD 348 / LDT NET	BANGLADESH

TANKERS – CHEMICALS – LPGs

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

BALTIC INDEX			EXCHANGE RATE		BUNKER PRICES			
BDI	1477	- 84	EURO/USD	1.17187	BUNKERS	ROTTERDAM	SPORE	FUJAIRAH
BCI	2406	- 215	YEN/USD	0.00949	VLSFO	315.50	349.00	344.00
BPI	1323	- 42	BRENT		MGO	351.50	359.50	454.50
BSI	976	- 1	42.65		IFO 380	255.50	291.00	270.50



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

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 Clarksons Platou's database and other sources. Clarksons Platou advises that: (i) any Information extracted from Clarksons 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 Clarksons Platou's database; (iii) whilst Clarksons 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 Clarksons 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. Clarksons 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 Clarksons 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 Clarksons Platou, its 'connected persons' and/or its licensors.

To the extent permitted by law, Clarksons 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 Clarksons Platou and its 'connected persons' or (ii) the liability of Clarksons Platou and its 'connected persons' for fraud or fraudulent misrepresentation. In this disclaimer 'connected persons' means, in relation to Clarksons 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.