



Sale and Purchase



Hellas S&P Weekly Bulletin

26 February 2021

BULK CARRIERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
PURE VISION	57,000	2011 QINGSHAN	MAN-B&W 6S50MC-C 4 x 30 T	SS 07/21 DD 07/21	USD 8.85 M	CHINESE
KURE HARBOUR	55,832	2011 IHI	WARTSILA 6RT-FLEX50 4 x 30 T BWTS fitted	SS 07/22 DD 07/22	RGN USD 12 M	ASIANS
AQUA ATLANTIC	55,499	2010 MITSUI	MAN-B&W 6S50MC-C 4 x 30 T	SS 06/25 DD 05/23	USD 11.2 M	U/D
CIELO DI SAN FRANCISCO	37,056	2011 HYUNDAI MIPO	MAN-B&W 6S46MC-C 4 x 35 T BWTS fitted, OHBH	SS 11/24 DD 11/22	RGN USD 13 M	ASIANS

TANKERS – CHEMICALS – LPG/LNGs

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
BUNGA KASTURI EMPAT	300,325	2007 UNIVERSAL	MAN-B&W 7S80MC	SS 04/22 DD 04/22	RGN USD 34 M	U/D
NELL JACOB	159,999	2003 SAMSUNG	MAN-B&W 6S70MC	SS 06/22 DD 06/21	USD 15.7 M	U/D
SKS SEGURA	158,784	2007 HYUNDAI SAMHO	MAN-B&W 6S70MC-C7.1 Epoxy coated	SS 09/22 DD 09/22	USD 23.9 M	VIETNAMESE
AEGEAN FREEDOM	106,074	2003 HHI	MAN-B&W 6S60MC-C	SS 01/23 DD 01/23	HIGH USD 10 M	GREEKS (c/o Spring Marine)
CASTOR VOYAGER	104,866	2006 SAMSUNG	MAN-B&W 6S60MC-C	SS 07/21 DD 07/21	USD 12.4 M	U/D



NEW BUILDING

HHI have announced an order from a yet to be disclosed buyer for three firm VLCCs for delivery within the end of 2022. HMD also announced an order at Hyundai Vinashin for two firm MRs from clients of Thenamaris for delivery by mid 2022. GSI have secured orders from CMG Nanjing Tanker for four MRs, with the order split between product and product/chemical vessels – delivery is due in 2023.

One order in dry with clients of Thenamaris contracting two firm 82,000dwt Kamsarmax at NACKS with delivery in 1H 2023.

In containers, Zhonggu Logistics contracted six firm plus two option gearless coastal trading 4,600 TEU vessels at CMJL Nanjing for delivery from 2023. Grimaldi announced orders for six firm 4,700lm / 2,500 CEU / 2,000 TEU ConRos at HMD for delivery from 1H 2023 into 2024.

RECYCLING

Shortage!

With Owners still enjoying the fruits of the continued firm freight markets, particularly in the dry sector, the alarming lack of tonnage in the market gives a barren feel to discussions. There seems to be no stimulus at present, with the industry crying out for a spark which could ignite a flurry of transactions. The only glimmer of hope is that tanker rates continue in the doldrums and are the lowest seen for over twenty years, which is why many are surprised we have yet to see a large uptake in candidates flooding the recycling shores. It is therefore hoped that the tide could turn quickly in the coming months ahead when finally, these vintage wet units are disposed of.

Fortunately, we are also starting to see some recovery from the Covid pandemic crisis as economies around the world start to rebuild. This in turn should aid infrastructure and building, which will ramp up steel demand globally and increase prices. We could therefore start to see steel mills locally in the various recycling locations to inflate their prices as they start to seek more scrap steel to meet demand and in turn, we should naturally see a rise in ship plate prices going forward. As the lack of tonnage supply takes hold, certainly indications for recycling will pick up.

DEMOLITION

BULK CARRIERS – GCs - MPPs

VESSEL	DWT	BLT	DETAILS	PRICE	DELIVERY
POWER LOONG	69,618	1992 JAPAN	9,702 LDT	USD 441 / LDT	PAKISTAN
VICTORIYA	41,260	1995 BULGARIA	9,590 LDT	USD 460 / LDT	PAKISTAN

TANKERS – CHEMICALS – LPGs

VESSEL	DWT	BLT	DETAILS	PRICE	DELIVERY
-	-	-	-	-	-

BALTIC INDEX			EXCHANGE RATE		BUNKER PRICES			
BDI	1675	- 25	EURO/USD	1.21932	BUNKERS	ROTTERDAM	SPORE	FUJAIRAH
BCI	1439	- 32	YEN/USD	0.00942	VLSFO	498.50	528.50	520.00
BPI	2140	- 68	BRENT		MGO	552.00	555.50	627.50
BSI	1878	+ 12	65.97		IFO 380	386.00	404.00	382.00



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