



MARKET REPORT – WEEK 44

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED FRIDAY 30TH OCTOBER 2020.

While most governments around the world find themselves in the invidious position of having to further risk their economies by increasing the severity of Covid-19 related lockdowns in order to preserve lives, we should at least get a resolution to the world's other major matter of concern this week, which is who will be the President of the United States of America for the next 4 years. Both issues (Covid and the US election) have their own serious effect on the world's economies and shipping so we will continue to monitor them both with interest.

The BDI continued to fall last week, this time by -9.3% w-o-w, meaning that from a high of 1894 points back in week 27 the BDI is now back down to 1283 (at COB on Friday). The Capes (BCI) were again the largest mover, down by -17%. The BPI actually gained +1.2% during last week, but the BSI and BHSI both drifted down a little more by -2.4% and -1% respectively. Nevertheless the list of bulker sales for last week was fairly extensive, probably because the values of handy through supramax size vessels appear to be holding fairly steady on the back of daily average t/c rates that remain above \$10,000 daily for these size vessels. Capesize bulkers on the other hand are now only averaging about \$15,500 daily, which is being used as a bargaining chip by Capesize buyers thereby causing such vessel's values to slip a little and a few more to change hands.

Due to a mainly Covid induced lack of demand for oil (for transport and manufacturing) the Baltic wet indexes have continued their slow declines last week with the Dirty and Clean rates off by about -1.5% and -6.3% respectively as oil prices return to where they were about 5 months ago. This in turn is causing increased S+P interest in older VLCCs, Suezmaxes and Aframaxs as speculators again consider the likely upside of buying crude at today's low prices and storing it afloat until post Covid or winter heating demand etc cause the oil prices to spike again.

There is nothing new to report on the sub-continent recycling sector except maybe the possibility of a small increase in rates on offer from the Indian market due to a slight lack of candidate vessels at this time, however cash buyers and breakers alike are likely to wait to see the outcome of the US Presidential election this week before planning their further strategies.

THE ABOVE INFORMATION IS GIVEN IN GOOD FAITH BUT WITHOUT GUARANTEE AS TO ACCURACY OF SAYING.

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NILIMAR Ships Sale & Purchase

SECOND-HAND SALES TANKERS

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | COATED | PRICE USD \$ | BUYERS | COMMENTS |
|-----------------------------|---------------|-------------|-----------------------------------|--------------|----------------|------------------------------------|----------------------------------|
| SKOPELOS | 319,360 | 2002 | SAMHO HEAVY, S. KOREA | N/A | 25.50M | MALAYSIAN | BWTS FITTED |
| OLYMPIC LOYALTY II | 306,999 | 2005 | SAMSUNG HEAVY, S. KOREA | N/A | 32.00M | UNDISCLOSED | SS PASSED & BWTS FITTED |
| OCEAN TRADER | 108,770 | 2008 | SHANGHAI WAIGAOQIAO, CHINA | EPOXY | 16.50M | UNDISCLOSED | LR2, DPP TRADING |
| ATLANTIC MIRAGE | 51,476 | 2009 | STX OFFSHORE, S. KOREA | EPOXY | 16.35M | SPANISH (MARFLET) | IMO 3 |
| GLAFKOS | 50,800 | 2013 | STX OFFSHORE, S. KOREA | EPOXY | 23.00M | SPANISH (MARFLET) | DEEPWELL |
| ECO CALIFORNIA | 50,290 | 2019 | HYUNDAI MIPO, S. KOREA | EPOXY | 110.00M | USA BASED (GLOBAL MARITIME) | ENBLOC |
| STENAWECO IMPULSE | 50,000 | 2016 | GUANGZHOU, CHINA | EPOXY | | | ECO VSLS |
| STENAWECO EXCELLENCE | 49,973 | 2016 | HYUNDAI-VINASHIN, VIETNAM | EPOXY | | | FIXED ON LONG TC |
| STENAWECO EVOLUTION | 49,973 | 2015 | HYUNDAI-VINASHIN, VIETNAM | EPOXY | | | |
| STENAWECO ENERGY | 49,973 | 2014 | HYUNDAI-VINASHIN, VIETNAM | EPOXY | | | |
| ZHU JIANG | 50,192 | 2009 | SLS SHIPBUILDING, S. KOREA | EPOXY | 12.80M | GREEK (CORAL SHIPPING) | ENBLOC PUMPROOM |
| BEI JIANG | 50,120 | 2009 | SLS SHIPBUILDING, S. KOREA | EPOXY | 13.20M | | BWTS FITTED PUMPROOM |
| YAYOI EXPRESS | 47,999 | 2006 | IWAGI, JAPAN | EPOXY | 12.00M | UNDISCLOSED | PUMPROOM SS/BWTS DUE |
| CARINA | 47,962 | 2010 | IWAGI, JAPAN | EPOXY | 14.40M | GREEK (SPRING MARINE) | CLEAN PUMPROOM SS/BWTS DUE 02/21 |
| VALLE DI SIVIGLIA | 42,721 | 2001 | HYUNDAI MIPO, S. KOREA | EPOXY | 21.00M | INDONESIAN | ENBLOC |
| VALLE DI ANDALUSIA | 40,218 | 2001 | HYUNDAI MIPO, S. KOREA | EPOXY | | | CLEAN DEEPWELL |
| VALLE DI ARAGONA | 40,218 | 2001 | HYUNDAI MIPO, S. KOREA | EPOXY | | | |
| MARINE LION | 6,941 | 2012 | GUANGXIN, CHINA | EPOXY | 5.60M | SINGAPOREAN (KENOIL) | SINGAPORE "SB" BUNKER TANKER |
| OCEAN SOLAR | 6,500 | 2011 | ZHEJIANG XIFENG, CHINA | - | 6.00M | UK BASED (VITOL) | BUNKER TANKER |

SECOND-HAND GAS

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | CBM | PRICE USD \$ | BUYERS | COMMENTS |
|---------------|--------|------------|-------------------------|--------|--------------|------------|----------|
| GAS BEAUTY I | 55,361 | 1982 | WARTSILA TURKU, FINLAND | 74,169 | 12.00M | VIETNAMESE | |

DEMOLITION

| TYPE | VESSEL'S NAME | DWT | YEAR BUILT | LDT | PRICE USD/LT | DESTINATION | COMMENTS |
|------|------------------|---------|------------|--------|--------------|-------------|----------|
| TANK | DYNAMIC PRODUCER | 111,567 | 1987 | 33,032 | 283 | ASIS BRAZIL | FPSO |

NEWBUILDINGS

| TYPE | SIZE | DELY | YARD | PRICE USD \$ | BUYERS | UNITS | OPT. |
|------|------------|------|---------------|--------------|----------------|-------|------|
| TANK | 300,000DWT | 2022 | HYUNDAI HEAVY | 88.50M | CIDO SHIPPING | 2 | |
| TANK | 110,000DWT | 2023 | GSI | 58.50M | VIKEN SHIPPING | 2 | |

| INDEX | THIS WEEK | LAST WEEK | LAST YEAR | YEARLY LOW | YEARLY HIGH | YEARLY AVERAGE |
|-------|-----------|-----------|-----------|------------|-------------|----------------|
| BDTI | 411 | 417 | 1029 | 412 | 1589 | 844 |
| BCTI | 312 | 333 | 687 | 329 | 2170 | 654 |

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SECOND-HAND BULKERS

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | GEAR | PRICE USD \$ | BUYERS | COMMENTS |
|------------------------|----------------|-------------|------------------------------|----------|---------------|---------------------------|---|
| TRUE DREAM | 180,694 | 2014 | TSUNEISHI HEAVY, PHILIPPINES | - | 23.00M | UNDISCLOSED | |
| TIGER GUANGDONG | 180,099 | 2011 | QINGDAO BEIHAI, CHINA | - | 64.00M | GREEK (THENAMARIS) | ENBLOC |
| TIGER JIANGSU | 180,096 | 2010 | QINGDAO BEIHAI, CHINA | - | | | |
| TIGER SHANDONG | 180,091 | 2011 | QINGDAO BEIHAI, CHINA | - | | | |
| TIGER LIAONING | 180,082 | 2011 | QINGDAO BEIHAI, CHINA | - | | | |
| CSSC WAN MEI | 176,460 | 2012 | SHANGHAI WAIGAOQIAO, CHINA | - | 17.80M | UNDISCLOSED | |
| GEMINI OCEAN | 82,000 | 2017 | JAPAN MARINE UTD, JAPAN | - | 26.00M | UNDISCLOSED | |
| DEWI PARWATI | 75,700 | 2011 | GUANGZHOU HUANGPU, CHINA | GLESS | 9.40M | CHINESE | |
| BRIGHT PHOENIX | 55,636 | 2011 | mitsui TAMANO, JAPAN | CR 4X30T | 11.50M | GREEK | SS DUE 03/21 BWTS FITTED |
| NERAIDA | 55,567 | 2005 | OSHIMA, JAPAN | CR 4X30T | 7.80M | TURKISH | SS PASSED GRABS FITTED |
| V ARCTIC TERN | 51,536 | 2002 | STX SHIPBUILDING, S.KOREA | CR 4X30T | 5.30M | UNDISCLOSED | BWTS FITTED |
| INDIGO IMABARI | 38,271 | 2010 | IMABARI, JAPAN | CR 4X30T | 10.60M | EUROPEAN | SS PASSED, BWTS FITTED, BBHP DEAL |
| AEC ABILITY II | 37,504 | 2006 | SAIKI HEAVY, JAPAN | CR 4X36T | 6.50M | FAR EASTERN | SS DUE 03/21 |
| NEW EVEREST | 35,065 | 2009 | SHIKOKU, JAPAN | CR 4X30T | 8.90M | GREEK | BWTS FITTED |
| RAINBOW QUEST | 34,627 | 2011 | SHANHAIGUAN, CHINA | CR 4X30T | 7.00M | UNDISCLOSED | |
| K&A SP | 33,170 | 2011 | KANDA KAWAJIRI, JAPAN | CR 4X30T | 8.00M | GREEK | |
| MS CHARM | 32,449 | 2010 | ZHEJIANG HONGXIN, CHINA | CR 4X30T | 6.50M | TURKISH | SS PASSED BWTS FITTED |
| FAIR WINDS | 28,434 | 2009 | SHIMANAMI, JAPAN | CR 4X35T | 6.50M | UNDISCLOSED | |
| STAR AQUA | 28,225 | 2011 | IMABARI SHBLDG, JAPAN | CR 4X30T | 6.40M | UNDISCLOSED | SS DUE 02/21 LOG FITTED |
| GLORIOUS SUNLIGHT | 28,202 | 2013 | IMABARI SHBLDG, JAPAN | CR 4X30T | 7.20M | GREEK | |

SECOND-HAND TWEEN / MPP / GENERAL CARGO

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | GEAR | PRICE USD \$ | BUYERS | COMMENTS |
|---------------------------------|-----|------------|------|------|--------------|--------|----------|
| - NO SALES REPORTED THIS WEEK - | | | | | | | |

DEMOLITION

| TYPE | VESSEL'S NAME | DWT | YEAR BUILT | LDT | PRICE USD/LT | DESTINATION | COMMENTS |
|------|-----------------|---------|------------|--------|--------------|----------------------------|----------|
| BULK | STELLAR OCEAN | 305,668 | 1994 | 38,687 | 393 | BANGLADESH-PAKISTAN OPTION | |
| BULK | STELLAR LIBERTY | 291,435 | 1993 | 39,941 | 393 | BANGLADESH-PAKISTAN OPTION | |

NEWBUILDINGS

| TYPE | SIZE | DELY | YARD | PRICE USD \$ | BUYERS | UNITS | OPT. |
|------|-----------|--------------|--------------|--------------|-----------------|-------|------|
| BULK | 61,000DWT | JAN-MAR 2022 | COSCO DALIAN | - | VALHAL SHIPPING | 2 | |

| INDEX | THIS WEEK | LAST WEEK | LAST YEAR | YEARLY LOW | YEARLY HIGH | YEARLY AVERAGE |
|-------|-----------|-----------|-----------|------------|-------------|----------------|
| BDI | 1283 | 1415 | 1697 | 407 | 2020 | 1096 |
| BCI | 1875 | 2261 | 2950 | -328 | 4440 | 1619 |
| BPI | 1289 | 1274 | 1513 | 541 | 1824 | 1094 |
| BSI | 949 | 972 | 1045 | 388 | 1045 | 716 |
| BHSI | 591 | 597 | 580 | 228 | 599 | 423 |

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SECOND-HAND CONTAINER

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | GEAR | TEU | PRICE USD \$ | BUYERS | COMMENTS |
|------------------------|---------|------------|--------------------------------|--------------|-------|--------------|--------------------------|------------------|
| <i>CPO HAMBURG</i> | 103,845 | 2009 | <i>HYUNDAI HEAVY, S. KOREA</i> | <i>GLESS</i> | 8,580 | 62.00M | <i>GREEK</i> | <i>ENBLOC</i> |
| <i>CPO BREMEN</i> | 103,773 | 2009 | <i>HYUNDAI HEAV, S. KOREA</i> | <i>GLESS</i> | 8,580 | | | |
| <i>E. R. TIANSHAN</i> | 101,532 | 2006 | <i>HYUNDAI SAMHO, S. KOREA</i> | <i>GLESS</i> | 8,204 | 28.60M | <i>SWISS (MSC)</i> | <i>ENBLOC</i> |
| <i>E. R. TIANPING</i> | 101,491 | 2006 | <i>HYUNDAI SAMHO, S. KOREA</i> | <i>GLESS</i> | 8,204 | 28.60M | | |
| <i>E. R. TOKYO</i> | 100,680 | 2006 | <i>HYUNDAI SAMHO, S. KOREA</i> | <i>GLESS</i> | 8,204 | 28.60M | | |
| <i>E. R. TEXAS</i> | 100,680 | 2006 | <i>HYUNDAI SAMHO, S. KOREA</i> | <i>GLESS</i> | 8,204 | 28.60M | | |
| <i>E. R. YOKOHAMA</i> | 93,659 | 2004 | <i>HYUNDAI HEAVY, S. KOREA</i> | <i>GLESS</i> | 7,849 | 22.00M | | |
| <i>E. R. VANCOUVER</i> | 93,638 | 2004 | <i>HYUNDAI HEAVY, S. KOREA</i> | <i>GLESS</i> | 7,849 | 22.00M | | |
| MAULLIN | 81,002 | 2010 | CSBC CORP, TAIWAN | GLESS | 6,589 | 26.00M | GERMAN (DAL) | |
| OOCL KAOHSIUNG | 66,940 | 2006 | KOYO DOCKYARD, JAPAN | GLESS | 5,888 | 15.00M | MIDDLE EASTERN | SS DUE 03/21 |
| BALTIC EAST | 64,989 | 2005 | HYUNDAI HEAVY, S. KOREA | GLESS | 4,738 | 10.00M | SWISS (MSC) | SS OVERDUE 05/20 |
| GERHARD SCHULTE | 42,082 | 2006 | SHANGHAI, CHINA | GLESS | 3,534 | 7.50M | GREEK | |
| KARIN RAMBOW | 13,807 | 2005 | JINLING, CHINA | CR 2X45T | 1,118 | 2.20M | SE ASIAN | SS DUE 01/21 |
| CAP PAPATELE | 13,777 | 2008 | JIANGSU EASTERN, CHINA | CR 2X45T | 1,022 | 3.00M | HK-BASED (GOTO SHIPPING) | SS DUE 12/20 |
| SONDERBORG | 13,710 | 2006 | JIANGSU EASTERN HEAVY, CHINA | CR 2X45T | 1,118 | 2.65M | GREEK (CONTSHIPS) | |

DEMOLITION

| TYPE | VESSEL'S NAME | DWT | YEAR BUILT | LDT | PRICE USD/LT | DESTINATION | COMMENTS |
|------|---------------|--------|------------|-------|--------------|-----------------|----------|
| CONT | KUO TAI | 18,595 | 1995 | 5,955 | 368 | INDIAN SUB-CONT | |

NEWBUILDINGS

| TYPE | SIZE | DELY | YARD | PRICE USD \$ | BUYERS | UNITS | OPT. |
|---------------------------------|------|------|------|--------------|--------|-------|------|
| - NO SALES REPORTED THIS WEEK - | | | | | | | |

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SECOND-HAND REEF

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | REEF. CAP/TY | GEAR | PRICE USD \$ | BUYERS | COMMENTS |
|---------------------------------|-----|------------|------|--------------|------|--------------|--------|----------|
| - NO SALES REPORTED THIS WEEK - | | | | | | | | |

SECOND-HAND PCC/ RORO / PASS

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | CARS/ LM | PAX | PRICE | BUYERS | COMMENTS |
|---------------|-------|------------|-------------------------------|----------|-------|--------|-----------------------------|-------------|
| VASCO DA GAMA | 7,637 | 1993 | FINCANTIERI MONFALCONE, ITALY | 0 | 1,613 | 10.90M | PORTUGUESE (MYSTIC CRUISES) | VIA AUCTION |
| COLUMBUS | 7,505 | 1989 | ATLANTIQUE CHS, FRANCE | 0 | 1,856 | 5.32M | GREEK (SEAJET) | VIA AUCTION |

DEMOLITION

| TYPE | VESSEL'S NAME | DWT | YEAR BUILT | LDT | PRICE USD/LT | DESTINATION | COMMENTS |
|------|---------------|-------|------------|--------|--------------|-------------|-------------|
| PASS | KARNIKA | 6,261 | 1990 | 29,773 | 380 | ASIS MUMBAI | VIA AUCTION |
| PASS | ASTOR | 3,498 | 1987 | 11,115 | 180 | UNDISCLOSED | |

NEWBUILDINGS

| TYPE | SIZE | DELY | YARD | PRICE USD \$ | BUYERS | UNITS | OPT. |
|-------|--------|----------|--------------|--------------|------------|-------|------|
| ROPAX | 655PAX | DEC 2021 | NAIKAI ZOSEN | - | MARIX LINE | 1 | |
| ROPAX | 97PAX | JUN 2022 | WESTCON | - | NORLED | 1 | |

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