



## **MARKET REPORT – WEEK 21**

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED FRIDAY 28<sup>TH</sup> MAY 2021.

The dry cargo freight market 'correction' continues with a further -9.5% BDI loss posted wow. Having been at nearly 3200 points in week 18 the BDI has now fallen back to 2596 at the end of last week. The 'correction' is actually only happening in the capes and panamax / Kamsarmax sizes which respectively declined by -21.4% and -3.3% last week while the supras and handys continue to flourish, by +4% and +2% respectively last week. Much of the attrition in the larger sizes is as usual due to the whims of China which says it is currently making efforts to deter commodity price speculation on items like ore, copper, lumber, corn and soya beans, though in effect they are actually doing all they can to stem the rapidly rising cost of the commodities themselves. China is also aiming to cut its own steel production output during the second half of this year and that will also have a direct effect on Capesize bulker's utilisation / freight rates.

The bulker S+P volume was noticeably down last week for the first time in a long while which is likely the effect of buyers monitoring the drop off in the BDI and questioning whether they should continue to pay more than last done or maybe wait a little to see what happens as the summer months start to hone into view. There is also a strong element of owners currently preferring to enjoy the current freight rates on offer rather than selling their older vessels.

The tanker freight rates are still yet to show any improvements and so tanker S+P volumes remain low with values still soft, however, there is some optimism of improved rates later this year as more countries hopefully emerge from Covid lockdowns.

The rates theoretically on offer from subcontinent breakers remain firm at the same circa \$500-560 per LDT levels they have been for the past 3 weeks but there is a definite drop off in the number of vessels currently being purchased and a sense that these high rates will soon reduce a little as we approach the summer monsoon period. The physical recycling of vessels also remains difficult in all 3 breaking areas due to the severe effects of Covid-19 especially in India where there is little or no work taking place at the yards because all oxygen supplies are diverted to medical facilities.

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# NILIMAR Ships Sale & Purchase

## SECOND-HAND SALES TANKERS

| VESSEL'S NAME   | DWT            | YEAR BUILT  | YARD                    | COATED     | PRICE USD \$  | BUYERS                  | COMMENTS       |
|-----------------|----------------|-------------|-------------------------|------------|---------------|-------------------------|----------------|
| MOGRA           | 150,709        | 2000        | NKK CORP, JAPAN         | EPOXY      | 16.00M        | CHINESE                 |                |
| <b>ASTRA</b>    | <b>149,995</b> | <b>2002</b> | <b>SASEBO, JAPAN</b>    | <b>N/A</b> | <b>32.00M</b> | <b>UNDISCLOSED</b>      | <b>ENBLOC</b>  |
| <b>VOYAGER</b>  | <b>149,991</b> | <b>2002</b> | <b>SASEBO, JAPAN</b>    | <b>N/A</b> |               |                         |                |
| ORO SINGA       | 113,333        | 1999        | SAMSUNG HEAVY, S. KOREA | N/A        | 9.90M         | CHINESE                 |                |
| NORD LAVENDER   | 74,500         | 2017        | SUNG Dong, S. KOREA     | EPOXY      | 31.20M        | SINGAPOREAN (TRAFIGURA) |                |
| SALAMINIA       | 47,407         | 2007        | ONOMICHI, JAPAN         | EPOXY      | 9.60M         | UNDISCLOSED             | DIRTY PUMPROOM |
| ATLANTIC PISCES | 47,128         | 2009        | HYUNDAI MIPO, S. KOREA  | EPOXY      | 15.00M        | NORWEGIAN               | DEEPWELL       |

## SECOND-HAND GAS

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

## DEMOLITION

| TYPE | VESSEL'S NAME | DWT     | YEAR BUILT | LDT    | PRICE USD/LT | DESTINATION                | COMMENTS   |
|------|---------------|---------|------------|--------|--------------|----------------------------|--|
| TANK | ENERGY STAR   | 309,966 | 1997       | 42,686 | 527          | ASIS MALAYSIA OR SINGAPORE | FSO<br>INCL ABT IFO 450T,<br>MDO 290T & SLUDGES 500T |
| TANK | LOUISA        | 35,033  | 1995       | 7,798  | 252          | ASIS SHARJAH               | DAMAGED - UNDER TOW                                  |

## NEWBUILDINGS

| TYPE | SIZE      | DELY    | YARD         | PRICE USD \$ | BUYERS      | UNITS | OPT. |
|------|-----------|---------|--------------|--------------|-------------|-------|------|
| TANK | 50,000DWT | H2 2022 | HYUNDAI MIPO | 36.40M       | UNDISCLOSED | 2     |      |

| INDEX | THIS WEEK | LAST WEEK | LAST YEAR | YEARLY LOW | YEARLY HIGH | YEARLY AVERAGE |
|-------|-----------|-----------|-----------|------------|-------------|----------------|
| BDTI  | 604       | 615       | 735       | 403        | 1589        | 557            |
| BCTI  | 509       | 538       | 579       | 309        | 926         | 457            |

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# NILIMAR Ships Sale & Purchase

## SECOND-HAND BULKERS

| VESSEL'S NAME            | DWT           | YEAR BUILT  | YARD                          | GEAR            | PRICE USD \$  | BUYERS                        | COMMENTS   |
|--------------------------|---------------|-------------|-------------------------------|-----------------|---------------|-------------------------------|--|
| BOTTIGLIERI SOPHIE GREEN | 93,283        | 2011        | JIANGSU NEWYANGZI, CHINA      | -               | 16.50M        | GREEK                         | BWTS FITTED  |
| MARLENE D'AMATO          | 93,207        | 2012        | JIANGSU NEWYANGZI, CHINA      | -               | 15.80M        | UNDISCLOSED                   |  |
| RICH FUTURE              | 82,197        | 2013        | TSUNEISHI ZHOUSHAN, CHINA     | -               | 22.50M        | UNDISCLOSED                   | BWTS FITTED  |
| ECLIPSE                  | 79,474        | 2010        | JINHAI HEAVY, CHINA           | GLESS           | 16.70M        | UNDISCLOSED                   |  |
| SOROCO                   | 78,888        | 2008        | SANOYAS, JAPAN                | GLESS           | 15.50M        | UNDISCLOSED                   |  |
| MARIA                    | 76,015        | 2003        | TSUNEISHI, JAPAN              | GLESS           | 12.30M        | UNDISCLOSED                   |  |
| ASL VENUS                | 75,928        | 2001        | KANASASHI HI, JAPAN           | GLESS           | 8.80M         | CHINESE                       | DELY 01/22   |
| GLOBAL BONANZA           | 74,916        | 2011        | SASEBO, JAPAN                 | GLESS           | 23.00M        | UNDISCLOSED                   | VIA BBHP   |
| <b>NAUTICAL LOREDANA</b> | <b>63,556</b> | <b>2015</b> | <b>JIANGSU HANTONG, CHINA</b> | <b>CR 4X30T</b> | <b>22.00M</b> | <b>USA BASED (EAGLE BULK)</b> | <b>ENBLOC</b>  |
| <b>NAUTICAL HILARY</b>   | <b>63,531</b> | <b>2015</b> | <b>JIANGSU HANTONG, CHINA</b> | <b>CR 4X30T</b> | <b>22.00M</b> |                               | <b>SCRUBBER FITTED</b>                                   |
| <b>HULL KHI DE107</b>    | <b>61,000</b> | <b>2022</b> | <b>DALIAN COSCO, CHINA</b>    | <b>CR 4X30T</b> | <b>29.20M</b> | <b>USA BASED (GENCO)</b>      | <b>ENBLOC</b>  |
| <b>HULL KHI DE108</b>    | <b>61,000</b> | <b>2022</b> | <b>DALIAN COSCO, CHINA</b>    | <b>CR 4X30T</b> | <b>29.20M</b> |                               |  |
| AMS PEGASUS III          | 56,521        | 2012        | JIANGSU HANTONG, CHINA        | CR 4X35T        | 14.10M        | UNDISCLOSED                   | BWTS FITTED  |
| ARCHAGELOS MICHAEL       | 53,460        | 2007        | HA LONG, VIETNAM              | CR 4X36T        | 8.20M         | UNDISCLOSED                   |  |
| ORANGE ISLAND            | 50,806        | 2010        | OSHIMA, JAPAN                 | CR 4X30T        | 13.40M        | UNDISCLOSED                   | BOX-SHAPED<br>BWTS FITTED<br>DELY OCT-NOV                |
| TERN                     | 50,209        | 2003        | MITSUI TAMANO, JAPAN          | CR 4X30T        | 9.60M         | CHINESE                       | DD DUE 08/21   |
| DRY BEAM NEO             | 37,900        | 2019        | SHIN KOCHI, JAPAN             | CR 4X30T        | 24.00M        | UNDISCLOSED                   | BWTS & LOGS<br>FITTED                                    |
| SIDER SYROS              | 37,000        | 2016        | MINAMINIPPON, JAPAN           | CR 4X30T        | 20.70M        | DUTCH<br>(ORIENT SHPG)        | OHBS, TIER II,<br>BWTS & LOGS<br>FITTED,<br>DELY JUL-AUG |
| <b>ASIA PEARL I</b>      | <b>35,283</b> | <b>2010</b> | <b>NANTONG, CHINA</b>         | <b>CR 4X30T</b> | <b>40.00M</b> | <b>TURKISH</b>                | <b>ENBLOC</b>  |
| <b>ASIA PEARL VII</b>    | <b>35,283</b> | <b>2009</b> | <b>NANTONG, CHINA</b>         | <b>CR 4X30T</b> |               |                               | <b>BWTS FITTED</b>                                       |
| <b>ASIA PEARL VIII</b>   | <b>35,283</b> | <b>2009</b> | <b>NANTONG, CHINA</b>         | <b>CR 4X30T</b> |               |                               |  |
| <b>ASIA PEARL II</b>     | <b>35,239</b> | <b>2009</b> | <b>NANTONG, CHINA</b>         | <b>CR 4X30T</b> |               |                               |  |
| NEW GENERAL              | 35,009        | 2011        | SHIKOKU, JAPAN                | CR 4X30T        | 13.80M        | UNDISCLOSED                   | SS DUE 08/21   |
| MANZANILLO               | 34,426        | 2010        | SPP SHIPBUILDING, S.KOREA     | CR 4X35T        | 11.50M        | GREEK                         | INCL TC<br>BWTS FITTED                                   |
| MAGNATE                  | 18,828        | 2004        | YAMANISHI, JAPAN              | CR 3X30T        | 4.60M         | CHINESE                       | DD DUE 10/21   |

## 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 |
|---------------------------------|---------------|-----|------------|-----|--------------|-------------|----------|
| - NO SALES REPORTED THIS WEEK - |               |     |            |     |              |             |          |

## NEWBUILDINGS

| TYPE | SIZE       | DELY       | YARD                   | PRICE USD \$ | BUYERS                     | UNITS | OPT. |
|------|------------|------------|------------------------|--------------|----------------------------|-------|------|
| BULK | 210,000DWT | Q3 2023    | QINGDAO BEIHAI         | 58.50M       | CHINESE MARITIME TRANSPORT | 2     |      |
| BULK | 210,000DWT | 2023 -2024 | NEW TIMES SHIPBUILDING | -            | MAGNI PARTNERS             | 4     |      |
| BULK | 187,000DWT | 2023       | SHANGHAI WAIGAOQIAO    | 60.00M       | ANGLO AMERICAN             | 2     |      |
| BULK | 100,000DWT | 2023       | OSHIMA                 | 37.00M       | U-MING                     | 2     |      |

| INDEX | THIS WEEK | LAST WEEK | LAST YEAR | YEARLY LOW | YEARLY HIGH | YEARLY AVERAGE |
|-------|-----------|-----------|-----------|------------|-------------|----------------|
| BDI   | 2596      | 2869      | 498       | 498        | 3183        | 1657           |
| BCI   | 3089      | 3930      | 162       | 46         | 5006        | 2429           |
| BPI   | 2760      | 2855      | 635       | 635        | 2975        | 1694           |
| BSI   | 2504      | 2408      | 486       | 486        | 2408        | 1214           |
| BHSI  | 1343      | 1317      | 249       | 249        | 1360        | 712            |

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# NILIMAR Ships Sale & Purchase

## SECOND-HAND CONTAINER

| VESSEL'S NAME           | DWT           | YEAR BUILT  | YARD                     | GEAR            | TEU          | PRICE USD \$  | BUYERS             | COMMENTS      |
|-------------------------|---------------|-------------|--------------------------|-----------------|--------------|---------------|--------------------|---------------|
| BLANDINE                | 65,700        | 2009        | ZHEJIANG OUHUA, CHINA    | GLESS           | 5,301        | 38.00M        | DANISH (MAERSK)    |               |
| <b>SONGA HAYDN</b>      | <b>41,989</b> | <b>2010</b> | <b>SHANGHAI, CHINA</b>   | <b>GLESS</b>    | <b>3,534</b> | <b>58.00M</b> | <b>UNDISCLOSED</b> | <b>ENBLOC</b> |
| <b>CITY OF HONGKONG</b> | <b>34,295</b> | <b>2009</b> | <b>XIAMEN, CHINA</b>     | <b>CR 3X45T</b> | <b>2,578</b> |               |                    |               |
| SCIO SKY                | 39,307        | 2002        | GDANSKA STOCZNIA, POLAND | CR 3X45T        | 2,732        | 16.50M        | SWISS (MSC)        |               |
| NORDMAPLE               | 35,000        | 2018        | AVIC WEIHAI, CHINA       | CR 3X45T        | 2,500        | 32.50M        | SPANISH (MARFRET)  | DD PASSED     |

## DEMOLITION

| TYPE                            | VESSEL'S NAME | DWT | YEAR BUILT | LDT | PRICE USD/LT | DESTINATION | COMMENTS |
|---------------------------------|---------------|-----|------------|-----|--------------|-------------|----------|
| - NO SALES REPORTED THIS WEEK - |               |     |            |     |              |             |          |

## NEWBUILDINGS

| TYPE | SIZE     | DELY     | YARD                | PRICE USD \$ | BUYERS           | UNITS | OPT. |
|------|----------|----------|---------------------|--------------|------------------|-------|------|
| CONT | 7,000TEU | 2024     | SHANGHAI WAIGAOQIAO | 73.00M       | TS LINES         | 4     |      |
| CONT | 2,800TEU | APR 2023 | HYUNDAI MIPO        | -            | TSAKOS SHIPPING  | 2     |      |
| CONT | 1,800TEU | 2022     | HYUNDAI HEAVY       | 26.50M       | NAMSUNG SHIPPING | 2     |      |
| CONT | 1,800TEU | 2022     | HYUNDAI HEAVY       | 26.50M       | DONGJIN SHIPPING | 1     |      |

## 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 |
|---------------------------------|-----|------------|------|---------|-----|-------|--------|----------|
| - NO SALES REPORTED THIS WEEK - |     |            |      |         |     |       |        |          |

## DEMOLITION

| TYPE                            | VESSEL'S NAME | DWT | YEAR BUILT | LDT | PRICE USD/LT | DESTINATION | COMMENTS |
|---------------------------------|---------------|-----|------------|-----|--------------|-------------|----------|
| - NO SALES REPORTED THIS WEEK - |               |     |            |     |              |             |          |

## NEWBUILDINGS

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

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