



## **MARKET REPORT – WEEK 23**

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED FRIDAY 11<sup>TH</sup> JUNE 2021.

After 4 weeks of posting losses the BDI made a complete turn around last week with a w-o-w gain of +17.2%. Every Baltic dry cargo index was back into positive territory, led by the BCI at +32.6%, the BPI +12.6% and then the smaller sizes of BSI by +5.8% and the BHSI by 1.8%. Kamsarmaxes are still averaging the highest bulker freights at just under \$29,700 per day but now the Capes are back up to \$27,700, the Supras are at \$28,500 and 38k Handysizes are now even fixing at about \$24,500 daily.

+P wise the above freight earnings can have a significant effect on not only direct values, which have increased fairly dramatically in recent weeks causing some recent buyers to resell for quick profits, but now the delivery laycans are also very much 'in play' too, since a seller of a handysize earning \$24,000 daily will gross an additional \$730,000 for every month before physical delivery takes place or vice versa a buyer will benefit by the same amounts if he can negotiate a prompt delivery.

The tanker markets remain the polar opposite to that of the dry sectors with demand for oil and its products around the world yet to pick up post Covid-19, which is hardly surprising while the virus is still rampaging in many poorer parts of the world whereby local industry, domestic and international travel etc remain at minimum levels. There is of course an underlying belief / knowledge that the wet markets time will come again but the problem remains that no one knows when especially all the time that even more virulent strains of the Covid-19 virus keep coming to the fore and lockdowns.

There have been some developments in the subcontinent recycling scene in the past week whereby Bangladesh's government announced its annual budget and though it was favourable to the recycling industry (small tax reduction) the domestic price of steel there fell meaning the breakers actually lowered their offered rates by about \$10 per LDT across all ship types. Pakistan's budget will be announced this week with nothing untoward expected and their yards have recently increased their rates on offer by about \$10 per ldt making Pakistan, on average, now the highest payer in the region. It appears that India has now more than halved their daily Covid-19 infection and death rates (from about 400,000 and 4,000 to about 70,000 and 1,800 respectively) thereby enabling some oxygen supplies to now revert to the ship recycling yards in order that industry can slowly restart.

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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                    |
|--------------------|--------|------------|------------------------|--------|--------------|-------------|-----------------------------|
| VALLE DI ANDALUSIA | 40,218 | 2001       | HYUNDAI MIPO, S. KOREA | EPOXY  | 6.50M        | UNDISCLOSED | CLEAN DEEPWELL SS DUE 12/21 |
| DH FEALTY          | 13,200 | 2018       | NINGBO XINLE, CHINA    | SSTEEL | 17.00M       | EUROPEAN    | BWTS FITTED                 |

## 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 | HUA 1         | 95,666 | 1997       | 16,062 | 555          | BANGLADESH  |                    |
| TANK | ORIENT WELL   | 16,839 | 1998       | 5,218  | 540          | BANGLADESH  |                    |
| TANK | DAWN 1        | 11,668 | 1995       | 3,197  | 820          | INDIA       | INCL ABT 750T STST |
| TANK | AMUR          | 8,091  | 1991       | 2,849  | 875          | INDIA       | INCL ABT 666T STST |
| TANK | SUNWARD       | 6,174  | 1990       | 2,328  | 540          | BANGLADESH  |                    |
| TANK | LUCK GROW 899 | 4,999  | 1987       | 2,102  | 520          | BANGLADESH  |                    |
| TANK | LEE FONT      | 3,674  | 1984       | 2,539  | 565          | BANGLADESH  |                    |

## NEWBUILDINGS

| TYPE | SIZE      | DELY              | YARD            | PRICE USD \$ | BUYERS             | UNITS | OPT. |
|------|-----------|-------------------|-----------------|--------------|--------------------|-------|------|
| TANK | 50,000DWT | Q4 2022 - H2 2023 | HYUNDAI VIETNAM | 36.00M       | CAPITAL MARITIME   | 4     | 2    |
| TANK | 50,000DWT | Q4 2022 - Q1 2023 | STX OFFSHORE    | 36.00M       | DONG-A TANKERS     | 2     | 2+2  |
| TANK | 26,300DWT | 2023              | FUKUOKA         | -            | FAIRFIELD CHEMICAL | 2     | 4    |
| VLGC | 93,000CBM | Q4 2023-H1 2024   | JIANGNAN        | 78.90M       | JOVO GROUP         | 1     |      |
| VLGC | 86,000CBM | Q3 2023           | HYUNDAI SAMHO   | 81.00M       | BGN INTERNATIONAL  | 2     |      |
| LNG  | 79,800CBM | Q4 2023-H1 2024   | JIANGNAN        | 120.00M      | JOVO GROUP         | 1     |      |
| LPG  | 40,000CBM | 2023              | HYUNDAI MIPO    | 47.00M       | PASCO GAS          | 1     |      |
| LNG  | 12,500CBM | JUN 2023          | HYUNDAI MIPO    | -            | PENINSULA SHIPPING | 1     |      |

| INDEX | THIS WEEK | LAST WEEK | LAST YEAR | YEARLY LOW | YEARLY HIGH | YEARLY AVERAGE |
|-------|-----------|-----------|-----------|------------|-------------|----------------|
| BDTI  | 581       | 585       | 592       | 403        | 1589        | 552            |
| BCTI  | 455       | 484       | 475       | 309        | 926         | 453            |

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# NILIMAR Ships Sale & Purchase

## SECOND-HAND BULKERS

| VESSEL'S NAME       | DWT           | YEAR BUILT  | YARD                       | GEAR     | PRICE USD \$  | BUYERS                     | COMMENTS                 |
|---------------------|---------------|-------------|----------------------------|----------|---------------|----------------------------|--------------------------|
| KUMANO MARU         | 106,507       | 2008        | OSHIMA, JAPAN              | -        | 18.50M        | UNDISCLOSED                | DD PASSED<br>BWTS FITTED |
| <b>PEAK PEGASUS</b> | <b>82,026</b> | <b>2013</b> | <b>TSUNEISHI, JAPAN</b>    | <b>-</b> | <b>23.00M</b> | <b>UNDISCLOSED</b>         | <b>ENBLOC</b>            |
| <b>PEAK LIBERTY</b> | <b>81,837</b> | <b>2015</b> | <b>TSUNEISHI, JAPAN</b>    | <b>-</b> | <b>25.00M</b> |                            | <b>BWTS FITTED</b>       |
| OCEAN SAGA          | 81,499        | 2015        | GUANGZHOU LONGXUE, CHINA   | -        | 22.00M        | TAIWANESE                  | TC ATTACHED              |
| XIN FENG            | 79,700        | 2010        | NEW CENTURY, CHINA         | GLESS    | 16.50M        | GREEK (COSTAMARE)          | BWTS FITTED              |
| ATHINA              | 76,635        | 2007        | SASEBO, JAPAN              | GLESS    | 15.80M        | UNDISCLOSED                |                          |
| LEMESSOS QUEEN      | 76,565        | 2008        | IMABARI, JAPAN             | GLESS    | 17.85M        | UNDISCLOSED                | BWTS FITTED              |
| CANBERRA            | 75,413        | 2001        | HITACHI ZOSEN, JAPAN       | GLESS    | 9.60M         | UNDISCLOSED                | BWTS FITTED              |
| KMARIN BUSAN        | 63,155        | 2014        | JIANGSU NEW HANTONG, CHINA | CR 4X30T | 21.00M        | UNDISCLOSED                | BWTS FITTED              |
| DONAU K             | 58,682        | 2012        | KAWASAKI, JAPAN            | CR 4X30T | 19.70M        | CHINESE                    | BWTS FITTED              |
| YOU & ISLAND        | 38,309        | 2011        | SHIMANAMI, JAPAN           | CR 4X30T | 15.30M        | HK BASED (TAYLOR MARITIME) | SS DUE 11/21             |
| BRIGHT OCEAN        | 37,207        | 2012        | SAIKI HEAVY, JAPAN         | CR 4X30T | 15.00M        | HK BASED (TAYLOR MARITIME) | BWTS FITTED              |
| RAEDA               | 23,544        | 1997        | SAIKI HEAVY, JAPAN         | CR 4X30T | 5.20M         | UNDISCLOSED                |                          |
| MAXIMUS I           | 18,200        | 2002        | SHIKOKU, JAPAN             | CR 3X30T | 4.50M         | UNDISCLOSED                |                          |

## SECOND-HAND TWEEN / MPP / GENERAL CARGO

| VESSEL'S NAME   | DWT    | YEAR BUILT | YARD             | GEAR     | PRICE USD \$ | BUYERS  | COMMENTS |
|-----------------|--------|------------|------------------|----------|--------------|---------|----------|
| EL MAR VICTORIA | 12,165 | 2008       | KANASASHI, JAPAN | CR 2X30T | 6.70M        | CHINESE | TWEEN    |

## DEMOLITION

| TYPE  | VESSEL'S NAME    | DWT     | YEAR BUILT | LDT    | PRICE USD/LT | DESTINATION | COMMENTS |
|-------|------------------|---------|------------|--------|--------------|-------------|----------|
| BULK  | WIN WIN          | 170,085 | 2001       | 20,989 | 580          | BANGLADESH  |          |
| TWEEN | LI FUNG          | 8,629   | 1994       | 2,633  | 548          | BANGLADESH  |          |
| BULK  | ANDREY ARTEMENKO | 1,841   | 1987       | 1,016  | 550          | BANGLADESH  |          |

## NEWBUILDINGS

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

| INDEX | THIS WEEK | LAST WEEK | LAST YEAR | YEARLY LOW | YEARLY HIGH | YEARLY AVERAGE |
|-------|-----------|-----------|-----------|------------|-------------|----------------|
| BDI   | 2857      | 2438      | 679       | 679        | 3183        | 1737           |
| BCI   | 3346      | 2524      | 736       | 736        | 5006        | 2537           |
| BPI   | 3302      | 2933      | 814       | 814        | 2975        | 1780           |
| BSI   | 2592      | 2449      | 507       | 507        | 2504        | 1293           |
| BHSI  | 1361      | 1337      | 294       | 294        | 1360        | 755            |

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# NILIMAR Ships Sale & Purchase

## SECOND-HAND CONTAINER

| VESSEL'S NAME           | DWT           | YEAR BUILT  | YARD                          | GEAR         | TEU          | PRICE USD \$  | BUYERS             | COMMENTS             |
|-------------------------|---------------|-------------|-------------------------------|--------------|--------------|---------------|--------------------|----------------------|
| KOWLOON BAY             | 66,597        | 2004        | HYUNDAI HEAVY, S. KOREA       | GLESS        | 5,018        | 44.00M        | SWISS (MSC)        |                      |
| HAWK HUNTER             | 51,744        | 2009        | HYUNDAI HEAVY, S. KOREA       | GLESS        | 4,255        | 46.00M        | UNDISCLOSED        |                      |
| <b>FRISIA GOTEBORG</b>  | <b>39,345</b> | <b>2006</b> | <b>HYUNDAI MIPO, S. KOREA</b> | <b>GLESS</b> | <b>2,824</b> | <b>21.60M</b> | <b>UNDISCLOSED</b> | <b>ENBLOC SS DUE</b> |
| <b>FRISIA AMSTERDAM</b> | <b>39,332</b> | <b>2007</b> | <b>HYUNDAI MIPO, S. KOREA</b> | <b>GLESS</b> | <b>2,824</b> | <b>22.20M</b> |                    |                      |
| <b>FRISIA OSLO</b>      | <b>39,269</b> | <b>2007</b> | <b>HYUNDAI MIPO, S. KOREA</b> | <b>GLESS</b> | <b>2,824</b> | <b>23.10M</b> |                    |                      |
| PICTOR                  | 12,640        | 2009        | GIJON NAVAL, SPAIN            | GLESS        | 925          | 8.50M         | CANADIAN           |                      |

## DEMOLITION

| TYPE | VESSEL'S NAME   | DWT    | YEAR BUILT | LDT   | PRICE USD/LT | DESTINATION | COMMENTS                        |
|------|-----------------|--------|------------|-------|--------------|-------------|---------------------------------|
| CONT | DOLE COSTA RICA | 11,800 | 1991       | 8,308 | 593          | INDIA       | HKC REQUIRED INCL 28T PROPELLER |

## NEWBUILDINGS

| TYPE | SIZE     | DELY | YARD                | PRICE USD \$ | BUYERS  | UNITS | OPT. |
|------|----------|------|---------------------|--------------|---------|-------|------|
| CONT | 7,000TEU | 2023 | SHANGHAI WAIGAOQIAO | -            | SEASPAN | 7     |      |
| CONT | 7,000TEU | 2023 | DALIAN SHIPBUILDING | -            | SEASPAN | 7     |      |
| CONT | 7,000TEU | 2023 | HUANGPU WENCHONG    | -            | SEASPAN | 6     |      |

## 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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