# MARKET REPORT – WEEK 41

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED FRIDAY 11TH OCTOBER 2019.

As suggested might happen in our Week 40 commentary the Chinese did indeed return from their Golden Week holidays 'with fresh vigour and orders' which assisted to reverse the past 4 weeks of BDI decline and move it upwards again by +9% w-o-w. The contributing indexes saw the BDI up by +9% also, the BPI up by +10.7% and the BSI up by +1.6%. The BHSI was down by -1.8%.

So, although the dry indexes last week resumed their overall positive trend for the year, it was really the wet markets that everyone was watching and talking about because due to an almost perfect storm of circumstances the rates for VLCC's surged to region $300,000 per day, with one fixture earning its owner $327,000 daily for a China to Singapore trip. With the winter months soon upon us the main contributing factor is the sudden approximate 9% reduction of available VLCC's for spot trading due to President Trump's pressure upon Iran which has caused their NITC owned 38 VLCC fleet to return to storage, plus Trumps causing of charterers to boycott another 36 Cosco owned VLCCs. Should that same ban be extended to another Chinese owner of 52 VLCCs then goodness knows what levels rates may rise too as charterers compete for the reduced number of available spot ships. These fantastic dirty rate levels have also percolated down to Suezmax at circa $160,000 daily and Aframaxes at circa $105,000 daily.

In the S+P sectors a small volume of Bulkers continue to change hands even though the freight rates continue to seemingly take 3 steps forward and then 2 steps back, while on the tanker side due to the recent huge uplift in potential and actual earnings it is currently extremely difficult for either buyers or sellers to know what the true values of tankers are today, therefore most continue to watch and wait.

During the past couple of weeks it had appeared that sub-continent recyclers had started to emerge from their monsoon induced slumbers ready to bid (up) for tonnage but alas that no longer appears to be the case. India and Pakistan are still unable to bid worthwhile levels and while Bangladesh is now starting to dismantle the ships already on its beaches, they have in the past week eased back again on levels they are now prepared to offer to region $360-380 per LDT which is not going to attract many owners to scrap their vessels especially when both wet and dry freight rates are going in the opposite direction.



6 A.PAPANDREOU STR., GLYFADA, ATHENS – GREECE
TEL : +30 – 210 - 89 85 813, FAX: +30 – 210 – 89 85 138 e-mail : snp@nilimar.com
Website: www.nilimar.com

# NILIMAR Ships Sale & Purchase

## SECOND-HAND SALES TANKERS

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | COATED | PRICE USD $ | BUYERS | COMMENTS |
|---|---|---|---|---|---|---|---|
| BRIGHTOIL GALAXY | 318,030 | 2012 | HYUNDAI HEAVY, S. KOREA | N/A | 61.50M | UK BASED (ZODIAC MARITIME) | VIA AUCTION |
| N. TOPAZ | 306,324 | 2000 | HYUNDAI HEAVY, S. KOREA | N/A | 25.00M | CHINESE | |
| DS COMMODORE | 298,620 | 2000 | HITACHI ZOSEN, JAPAN | N/A | 22.00M | GREEK (NGM ENERGY) | |
| FPMC 18 | 46,829 | 2009 | JINLING, CHINA | EPOXY_ PHEN | 11.00M | SINGAPOREAN | CLEAN DEEPWELL BWTS FITTED |
| ***ENERGY PROGRESS*** | ***46,606*** | ***2008*** | ***SUNGDONG, S. KOREA*** | ***EPOXY_ PHEN*** | ***17.00M*** | ***CHINESE*** | ***ENBLOC DEEPWELL*** |
| ***ENERGY PUMA*** | ***46,549*** | ***2008*** | ***SUNGDONG, S. KOREA*** | ***EPOXY_ PHEN*** | ***17.00M*** | | ***DEEPWELL*** |
| ASTON I | 36,032 | 2001 | DAEDONG, S. KOREA | EPOXY_ PHEN | 7.55M | MIDDLE EASTERN | CLEAN DEEPWELL |
| AMAK SWAN | 6,744 | 2001 | DESAN, TURKEY | MARINELINE | 5.30M | TURKISH | |
| BITTEN THERESA | 5,529 | 1998 | TUZLA GEMI, TURKEY | EPOXY | 3.26M | CENTRAL AMERICANS | IMO II |
| VEMAOIL XXV | 5,196 | 1993 | KURINOURA, JAPAN | EPOXY | 1.90M | UNDISCLOSED | |
| BRIGHTOIL 319 | 4,235 | 2014 | RIZHAO KINGDA, CHINA | N/A | 4.45M | SINGAPOREAN (EQUATORIAL MARINE) | VIA AUCTION |
| BRIGHTOIL 326 | 4,231 | 2015 | RIZHAO KINGDA, CHINA | N/A | 4.30M | SINGAPOREAN (EQUATORIAL MARINE) | VIA AUCTION |
| BRIGHTOIL 329 | 4,100 | 2016 | RIZHAO KINGDA, CHINA | N/A | 4.50M | SINGAPOREAN (GLOBAL ENERGY) | VIA AUCTION |

## SECOND-HAND GAS

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | CBM | PRICE USD $ | BUYERS | COMMENTS |
|---|---|---|---|---|---|---|---|
| NAVIGATOR AURORA | 27,906 | 2016 | JIANGNAN SHIPYARD, CHINA | 34,373 | 69.75M | NORWEGIAN | SALE & LEASEBACK |
| NORDIC GAS | 23,276 | 1994 | HYUNDAI HEAVY, S. KOREA | 20,283 | 9.50M | CUBAN (CAROIL TRANSPORT MARINE) | |

## 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. |
|---|---|---|---|---|---|---|---|
| TANK | 310,000DWT | H2 2021 | NAMURA SHIPYARD | 95.00M | KYOEI TANKER | 1 | |
| TANK | 300,000DWT | MAR 2021 | HYUNDAI SAMHO | 94.00M | EUROPEAN | 1 | |
| TANK | 50,000DWT | 2021 | HYUNDAI VINASHIN | 36.00M | BLUE WAKE SHIPPING | 1 | |
| TANK | 25,700DWT | 2020 | ASAKAWA SHIPBUILDING | - | SANSHO KAIUN | 1 | |
| LNG | 174,000CBM | MAR 2023 | SAMSUNG HEAVY | 202.50M | MISC | 2 | |
| LNG | 174,000CBM | SEP 2022 | DAEWOO SHIPBUILDING | 188.00M | BW GAS | 2 | |
| LPG | 38,000CBM | AUG 2021 | HYUNDAI MIPO | 53.80M | THENAMARIS | 1 | |

| INDEX | THIS WEEK | LAST WEEK | LAST YEAR | YEARLY LOW | YEARLY HIGH | YEARLY AVERAGE |
|---|---|---|---|---|---|---|
| BDTI | 1355 | 1191 | 921 | 618 | 1256 | 810 |
| BCTI | 604 | 544 | 598 | 450 | 917 | 584 |

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

6 A.PAPANDREOU STR., GLYFADA, ATHENS – GREECE
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## SECOND-HAND BULKERS

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | GEAR | PRICE USD $ | BUYERS | COMMENTS |
|---|---|---|---|---|---|---|---|
| MANGARELLA | 82,654 | 2009 | TSUNEISHI, JAPAN | - | 15.50M | GREEK | BWTS FITTED |
| MILD SEA | 81,684 | 2013 | QINGDAO BEIHAI, CHINA | - | 16.70M | UNDISCLOSED | NO BWTS |
| BW HAZEL | 81,510 | 2013 | SPP SHIPBUILDING, S. KOREA | - | 21.75M | UNDISCLOSED | |
| DARYA MAHESH | 56,056 | 2008 | MITSUI TAMANO, JAPAN | CR 4X30T | 12.50M | CHINESE | |
| GRASSHOPPER | 53,146 | 2002 | IMABARI, JAPAN | CR 4X30T | 6.40M | CHINESE | |
| TAI HEALTH | 51,008 | 2001 | OSHIMA, JAPAN | CR 4X30T | 6.50M | UNDISCLOSED | |
| KS FLORA | 35,678 | 2015 | TSUNEISHI HEAVY, PHILIPPINES | CR 4X30T | 15.50M | EUROPEAN | BWTS FITTED BOX HOLD |
| FORZA | 28,564 | 1997 | KANDA KAWAJIRI, JAPAN | CR 4X30T | 3.20M | CHINESE | |
| GENCO CHAMPION | 28,445 | 2006 | SHIMANAMI, JAPAN | CR 4X30T | 6.60M | GREEK | |
| DANSHIP BULKER | 28,291 | 2009 | I-S SHIPYARD, JAPAN | CR 4X30T | 7.80M | VIETNAMESE | |
| KING SUGAR | 28,196 | 2010 | I-S SHIPYARD, JAPAN | CR 4X30T | 7.20M | UNDISCLOSED | |

## 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 | ADVENTURER K | 28,024 | 1989 | 5,861 | 370 | BANGLADESH | |
| BULK | SAI SUNRISE | 14,101 | 1989 | 6,635 | 373 | ASIS SHARJAH | EXTRA PAYMENT FOR BUNKERS |

## 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 | 1801 | 1767 | 1579 | 601 | 2462 | 1308 |
| BCI | 3031 | 3021 | 2169 | 92 | 4949 | 2066 |
| BPI | 1804 | 1731 | 1775 | 560 | 2260 | 1412 |
| BSI | 1199 | 1199 | 1204 | 415 | 1338 | 901 |
| BHSI | 664 | 670 | 657 | 290 | 692 | 508 |



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## SECOND-HAND CONTAINER

| VESSEL'S NAME | DWT | YEAR BUILT | YARD | GEAR | TEU | PRICE USD $ | BUYERS | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| JORK VALIANT | 18,425 | 2000 | GDANSKA GDYNIA, POLAND | CR 2X45T | 1,129 | 1.75M | EGYPTIAN (MAHONEY) | |

## DEMOLITION

| TYPE | VESSEL'S NAME | DWT | YEAR BUILT | LDT | PRICE USD/LT | DESTINATION | COMMENTS |
|---|---|---|---|---|---|---|---|
| CONT | MSC SIERRA II | 31,829 | 1991 | 8,309 | 415 | INDIA | INCL ABT 600T ROB |

## NEWBUILDINGS

| TYPE | SIZE | DELY | YARD | PRICE USD $ | BUYERS | UNITS | OPT. |
|---|---|---|---|---|---|---|---|
| CONT | 15,128TEU | 2021-2022 | HYUNDAI HEAVY | 136.50M | EASTERN PACIFIC | 11 | |

## 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 | BUYERS | UNITS | OPT. |
|---|---|---|---|---|---|---|---|
| FERRY | 140PAX | Q4 2020 | HOLLAND SHIPYARDS | € 3.90M | SCHLEPP UND FAHSCHIFFFAHRT KIEL | 1 | |



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