



MARKET REPORT – WEEK 42

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED FRIDAY 18TH OCTOBER 2019.

The dry cargo freight rate revival post China's Golden week holidays only lasted a week on the basis that the BDI ended last week down by -3.6%, with only the BSI just keeping its chin up by +0.3% while the BCI, BPI and BHSI all turned negative again by -7%, -4% and -1% respectively.

Although the overall dry market trend for 2019 has been upwards the indicators are not so positive for the last quarter because besides the 15% - 30% trade tariffs the US has put on Chinese goods, the levels of demand from around the world for goods made in China and other Asian centres has also further reduced in recent months. On the plus side though it seems that a combination of continued financial stimulus and supportive fiscal policy across Asia should ensure continued growth (excluding China) up from 4.1% in 2019 to 4.4% in 2020. In China, HSBC's chief China economist expects growth to slow to 5.8% in 2020 from 6.2% this year.

The Baltic clean index last week posted a massive +53% w-o-w uplift, while the dirty index ended the week -1.85% down, this was because although VLCC's were last week still fixing at rates in the region of \$250-300,000 per day, they had been fixing at \$300,000 daily and higher during the week before.

Wet and dry S+P volumes remain fairly low as buyers continue to not only monitor Brexit plus US trade tariffs and sanction around the world but also because with freight levels for all constantly fluctuating so much it is often difficult these days to be able to get a buyer and seller to agree what the value of an individual ships should actually be.

The sub continent recycling sector appears to spark back into life post monsoon season with rates on offer in the region of \$380-400. While Bangladesh and India have enough stock ships to be getting on with plus additional (expensive) units available from cash buyer's stocks, it is probably a bonus that based on current earnings (especially for tankers) very few owners currently want to scrap their old ships at the moment anyway.

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

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
<i>RIDGEBURY UTAH</i>	299,498	2001	DAEWOO, S.KOREA	N/A	32.50M	TURKISH (MEDSHIP)	ENBLOC
<i>RIDGEBURY UTIK</i>	299,450	2001	DAEWOO, S.KOREA	N/A	32.50M		
<i>RIDGEBURY ARTOIS</i>	298,330	2001	HITACHI ZOSEN, JAPAN	N/A	32.50M		
CAPE BONNY	159,152	2005	HYUNDAI HEAVY, S. KOREA	EPOXY	20.00M	UK BASED (TUFTON OCEANIC)	
<i>BRIGHTOIL LEAGUE</i>	115,605	2009	HANJIN HI., S.KOREA	N/A	21.50M	UK BASED (UNION MARITIME)	ENBLOC VIA AUCTION SS DUE
<i>BRIGTOIL LUCKY</i>	115,459	2009	HANJIN HI., S.KOREA	N/A	21.50M		SS DUE
BRIGHTOIL LEGEND	107,518	2009	TSUNEISHI, JAPAN	N/A	21.50M	UNDISCLOSED	VIA AUCTION SS DUE
EVER RICH NO. 18	105,483	2003	SUMITOMO HEAVY, JAPAN	EPOXY	14.30M	GREEK	CLEAN
<i>PORT UNION</i>	46,256	2003	STX SHIPBUILDING, S.KOREA	EPOXY	29.00M	UNDISCLOSED	ENBLOC BANK SALE CLEAN DEEPWELL
<i>PORT SAID</i>	46,211	2003	STX SHIPBUILDING, S.KOREA	EPOXY			CLEAN DEEPWELL
<i>PORT STANLEY</i>	46,157	2003	STX SHIPBUILDING, S.KOREA	EPOXY			DIRTY DEEPWELL
<i>PORT MOODY</i>	46,136	2002	STX SHIPBUILDING, S.KOREA	EPOXY			CLEAN DEEPWELL
NORD GERANIUM	39,826	2014	GUANGZHOU SHIPYARD, CHINA	EPOXY_PHEN	25.00M	SOUTH AMERICAN (VEPAMIL)	INC TC TO FLOPEC DEEPWELL
<i>BALTIC CHIEF I</i>	37,418	2000	HYUNDAI MIPO, S. KOREA	EPOXY_PHEN	5.50M	GREEK	ENBLOC DIRTY DEEPWELL
<i>BALTIC CAPTAIN I</i>	37,339	2000	HYUNDAI MIPO, S. KOREA	EPOXY_PHEN	5.50M		DEEPWELL
MEGACORE HONAMI	36,955	2010	HYUNDAI MIPO, S.KOREA	EPOXY_PHEN	11.00M	GREEK	VIA AUCTION DEEPWELL
<i>KAPPA SEA</i>	6,340	2012	CHONGQING DONGFENG, CHINA	EPOXY	5.20M	CHINESE	ENBLOC
<i>ARMONIA</i>	6,295	2012	CHONGQING DONGFENG, CHINA	EPOXY	5.20M		
<i>AMAZONA</i>	6,284	2012	CHONGQING DONGFENG, CHINA	EPOXY	5.20M		

SECOND-HAND GAS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	CBM	PRICE USD \$	BUYERS	COMMENTS
GAZ CENTURY	5,782	2001	HIGAKI, JAPAN	7,071	6.10M	THAILAND	

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NILIMAR Ships Sale & Purchase

DEMOLITION

TYPE	VESSEL'S NAME	DWT	YEAR BUILT	LDT	PRICE USD/LT	DESTINATION	COMMENTS
TANK	ANKLESHWAR	147,563	1994	22,257	395	BANGLADESH	
TANK	PIRAJUI	66,721	1990	13,779	284	ASIS RIO DE JANEIRO	ENBLOC
TANK	PIRAI	66,672	1990	13,828	284	ASIS RIO DE JANEIRO	
TANK	PEDREIRAS	55,067	1993	14,409	303	ASIS RIO DE JANEIRO	
TANK	AURORA	24,668	2000	10,133	440	ASIS FUJAIRAH	INCL ABT 486T STST
TANK	SEA GRACE	14,910	1990	5,429	370	BANGLADESH	
TANK	SEA ADVENTURER	14,910	1989	5,429	370	BANGLADESH	
TANK	TIGR-1	4,999	1984	3,225	370	BANGLADESH	
TANK	SULPHUR GLORY	2,999	1993	1,592	320	BANGLADESH	

NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD \$	BUYERS	UNITS	OPT.
TANK	300,000 DWT	Q1 2021	HYUNDAI HEAVY	94.20M	EVALEND	1	
TANK	9,000 DWT	DEC 2020	NINGBO ZHENHE	16.28M	EA TECHNIQUE	2	
LPG	50,000 CBM	ELY 2022	CHENGXI SHIPYARD	-	KUMIAI NAVIGATION	1	

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDTI	1432	1355	1024	618	1355	819
BCTI	937	604	587	450	917	584

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SECOND-HAND BULKERS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	PRICE USD \$	BUYERS	COMMENTS
BULK SEOUL	208,000	2019	NEW TIMES, CHINA	-	47.00M	NORWEGIAN (OCEAN YIELD)	ENBLOC
BULK SHANGHAI	208,000	2019	NEW TIMES, CHINA	-	47.00M		INCL USD5M SELLERS CREDIT & 13YRS BBB
OREGON	74,204	2002	OSHIMA SHIPBUILDING, JAPAN	GLESS	7.90M	INDONESIAN	
SHINY HALO	61,496	2011	SHIN KASADO, JAPAN	CT 4X30T	16.50M	GREEK (EMPROS LINES)	BWTS FITTED
ETERNAL TRIUMPH	55,830	2012	IHI MARINE UNITED, JAPAN	CR 4X30T	14.00M	GREEK (AM NOMIKOS)	
SANTA HELENA	58,215	2012	SHIN KURUSHIMA, JAPAN	CT 4X30T	15.20M	UNDISCLOSED	
SUPRASTAR	57,000	2011	QINGSHAN SHIPYARD, CHINA	CR 4X35T	10.40M	CHINESE	
STOVE PHOENIX	55,840	2007	KAWASAKI, JAPAN	CR 4X30T	11.25M	UNDISCLOSED	
CENTENARIO BLU	55,594	2011	MITSUI TAMANO, JAPAN	CR 4X30T	13.80M	UNDISCLOSED	UNDER NEGOS
STAR EPSILON	52,402	2001	TSUNEISHI, JAPAN	CR 4X30T	6.60M	U.A.E. BUYERS	
STAR COSMO	52,246	2005	YANGZHOU DAYANG, CHINA	CR 4X30T	6.80M	UNDISCLOSED	
FORTUNE BAY	28,671	2006	SHIN KOCHI, JAPAN	CR 4X30T	6.60M	UNDISCLOSED	
PANFORCE	28,200	2004	IMABARI, JAPAN	CR 4X30T	5.90M	CHINESE	

SECOND-HAND TWEEN / MPP / GENERAL CARGO

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	PRICE USD \$	BUYERS	COMMENTS
OCEAN FRIEND	13,030	2006	KEGOYA, JAPAN	CR 2X30T, DR 1X30T	4.40M	MALAYSIAN	TWEEN LOG FITTED
SHENG AN DA 12	4,082	2008	JIANGMEN YAMEN, CHINA	GLESS	1.05M	CHINESE	VIA AUCTION

DEMOLITION

TYPE	VESSEL'S NAME	DWT	YEAR BUILT	LDT	PRICE USD/LT	DESTINATION	COMMENTS
BULK	BERGE BUREYA	289,889	1993	36,723	405	ASIS SINGAPORE	
BULK	SOLOMON TRADER	73,592	1994	10,400	373	BANGLADESH	
BULK	HERALD	26,666	1986	5,607	362	BANGLADESH	
BULK	BANGSAPHAN	7,813	1981	2,394	355	BANGLADESH	

NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD \$	BUYERS	UNITS	OPT.
BULK	8,000 DWT	APR 2020	WUHU SHIPYARD	-	JSW GROUP	10	
MPP	12,500 DWT	2021	FUJIAN MAWEI	-	SPLIETHOFF	2	

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDI	1855	1801	1576	601	2462	1312
BCI	3064	3031	2230	92	4949	2084
BPI	1840	1804	1775	560	2260	1412
BSI	1222	1199	1170	415	1338	901
BHSI	651	664	670	290	692	508

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SECOND-HAND CONTAINER

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	TEU	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.
CONT	23,000 TEU	AUG 2021	DAEWOO SHIPBUILDING	152.00M	MSC	5	
CONT	1,100 TEU	END 2021	KYOKUYO	-	TVL GROUP	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	BUYERS	UNITS	OPT.
- NO SALES REPORTED THIS WEEK -							

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