MARKET REPORT – WEEK 40

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED FRIDAY 2ND OCTOBER 2020.

While Covid-19 continues to wreak havoc with the world's health and economies we now have the President of the United States also in Covid quarantine at the very time as he should be on the campaign trail fighting to be re-elected in one month's time. The race between Trump and Biden remains too close to call and as far as many are concerned neither is preferred...

The BDI rose by +21.2% last week to close on Friday at 2020. The last time it passed the 2000 level was in 2019 between weeks 33-38. Last week's BDI uplift was entirely due to a +36.8% increase of the BCI which in turn is basically due to China restocking Ore and coal before its mid Autumn festival holidays. In actual terms this means Capesize bulkers were last week fixing at a t/c equivalent of about $33,000 per day. Meanwhile, last week the BPI, BSI and BBHSI were all totally uninspiring and respectively closed down -0.5%, down -0.1% and up by +1.8%.

The S+P market trends remain unaltered with a healthy volume of bulkers still changing hands, and we wait to see if more of the many capes currently for sale manage to find new homes before their freight rates drop back again. On the tanker market, owners wishing to sell tankers still have a difficult task on their hands to find seriously interested buyers, though more modern tonnage stands better chances. With the newbuilding order currently so low, we note that owners are now also being tempted by the low prices quoted from quality shipyards for slots available early 2022.

The sub-continent recycling markets appear to have stabilised somewhat over the past 2 weeks due to a combination of most Pakistan breakers now being fairly well stocked with vessels to be getting on with, while a recently established cartel amongst Bangladesh's larger breakers has temporarily (historically these cartels tend to fail after a few weeks) prevented offer prices for tonnage being bid up beyond the current $340-370 per LDT band. This leaves Indian breakers to pick up most of the tonnage requiring the more expensive HK Convention green recycling for which they usually pat $20-30 per LDT less than their other sub-continent rivals will pay for the more traditional style of ship demolition.

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NILIMAR Ships Sale & Purchase

SECOND-HAND SALES TANKERS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	COATED	PRICE USD $	BUYERS	COMMENTS
SEAWAYS MULAN	***318,518***	***2002***	***HYUNDAI HEAVY, S. KOREA***	***N/A***	***23.50M***	***UNDISCLOSED***	***ENBLOC***
SEAWAYS ROSALYN	***317,972***	***2003***	***HYUNDAI HEAVY, S. KOREA***	***N/A***	***25.00M***		***ON SUBS***
TAKAOKA	311,061	2011	IHI MARINE, JAPAN	N/A	45.00M	UNDISCLOSED	
TOKITSU MARU	305,484	2011	MITSUBISHI, JAPAN	N/A	45.00M	GREEK (DYNACOM)	SS DUE 04/21
CHRYSSI	298,920	2000	KAWASAKI HI, JAPAN	N/A	22.00M	UNDISCLOSED	SS DUE 11/20
OCEAN LADY	***108,942***	***2008***	***SHANGHAI WAIGAOQIAO, CHINA***	***EPOXY***	***20.00M***	***INDONESIAN (BULL)***	***ENBLOC***
OCEAN ODYSSEY	***108,817***	***2008***	***SHANGHAI WAIGAOQIAO, CHINA***	***EPOXY***	***20.00M***		***PART CASH & SHARES***
MINERVA CONCERT	105,845	2003	NAMURA, JAPAN	EPOXY	13.00M	UNDISCLOSED	
NORD SAKURA	45,953	2012	SHIN KURUSHIMA, JAPAN	EPOXY	16.20M	GREEK	SS/DD DUE PUMPROOM
PACIFIC SAPPHIRE	19,814	2008	KITANIHON, JAPAN	SSTEEL	11.80M	DUTCH (ACE)	

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	FSO ANGSI	65,979	1982	14,855	240	ASIS MALAYSIA	FLOATING STORAGE
TANK	SRI TAH THONG	1,868	1992	733	345	BANGLADESH	

NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD $	BUYERS	UNITS	OPT.
TANK	300,000DWT	H1 2022	HYUNDAI HEAVY	89.00M	KYKLADES MARITIME	2	
TANK	300,000DWT	Q1+Q2 2022	HYUNDAI HEAVY	89.00M	CENTRAL SHIPPING	2	
TANK	158,000DWT	H1 2022	SAMSUNG HEAVY	55.00M	PANTHEON TANKERS	2	
TANK	115,000DWT	Q4 2022	COSCO YANGZHOU	41.50M	AEGEAN SHIPPING	2	1
TANK	50,000DWT	Q4 2021	HYUNDAI MIPO	35.00M	ANDROMEDA SHIPPING	1	

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDTI	429	434	1191	434	1589	913
BCTI	372	388	544	329	2170	683

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SECOND-HAND BULKERS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	PRICE USD $	BUYERS	COMMENTS
E. R. AMERICA	179,570	2010	DAEWOO-MANGALIA, ROMANIA	-	20.50M	GREEK	SCRUBBER/BWTS FITTED
PACIFIC QUEEN	175,918	2010	JINHAI HEAVY, CHINA	-	14.00M	SINGAPOREAN (BERGE BULK)	
GIUSEPPE BOTTIGLIERI	175,243	2011	NEW TIMES, CHINA	-	15.70M	UK BASED (ZODIAC)	SS DUE 12/20
SBI ROCK	82,057	2016	JIANGSU NEWYANGZI, CHINA	-	18.10M	GREEK	BWTS FITTED SS DUE 01/21
SUNNY YOUNG	81,967	2011	DAEWOO, S. KOREA	-	13.30M	UNDISCLOSED	SS DUE 12/20
SBI SOUSTA	81,175	2016	HUDONG-ZHONGHUA, CHINA	-	18.50M	UNDISCLOSED	SS DUE 01/21
TRITON HAWK	78,833	2010	SANOYAS, JAPAN	GLESS	13.80M	GREEK (CASTOR MARITIME)	BWTS FITTED
HANTON TRADER I	63,518	2014	JIANGSU HANTONG, CHINA	CR 4X30T	15.90M	CHINESE	BWTS FITTED
ELLIE	***57,045***	***2011***	***JINLING, CHINA***	***CR 4X30T***	***17.80M***	***UNDISCLOSED***	***ENBLOC***
DIMI	***57,034***	***2012***	***JINLING, CHINA***	***CR 4X30T***			***TIER II***
VEGA LIBRA	53,743	2010	CHENGXI, CHINA	CR 4X36T	7.60M	UNDISCLOSED	SS/DD DUE BWTS INCLUDED BUT NOT FITTED
GENCO NORMANDY	53,596	2007	YANGZHOU DAYANG, CHINA	CR 4X35T	5.85M	UNDISCLOSED	
HONG KAI	45,654	1996	HASHIHAMA, JAPAN	CR 4X30T	2.60M	CHINESE	
ROSINA TOPIC	45,251	2000	TSUNEISHI, JAPAN	CR 4X30T	5.10M	UKRAINE	SS PASSED
ALAM SETIA	36,320	2013	SHIKOKU, JAPAN	CR 4X30T	10.50M	UNDISCLOSED	
CAPETAN COSTIS	34,146	2011	DAE SUN, S. KOREA	CR 4X30T	8.25M	GREEK (KOUROS)	TIER II
IVS TRIVIEW	32,282	2009	KANDA KAWAJIRI, JAPAN	CR 4X30T	7.80M	UNDISCLOSED	OHBS
LAGONDA	28,186	2001	MINAMINIPPON, JAPAN	CR 4X30T	3.50M	UNDISCLOSED	SS DUE 04/21

SECOND-HAND TWEEN / MPP / GENERAL CARGO

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	PRICE USD $	BUYERS	COMMENTS
MARMACTAN	11,149	2008	DAMEN YICHAN, CHINA	CR 2X80T	3.80M	UNDISCLOSED	MPP BOX

DEMOLITION

TYPE	VESSEL'S NAME	DWT	YEAR BUILT	LDT	PRICE USD/LT	DESTINATION	COMMENTS
TWEEN	SEVASTOPOL	8,723	2001	3,561	315	BANGLADESH	

NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD $	BUYERS	UNITS	OPT.
BULK	82,000DWT	Q3 2021	YAMIC	27.00M	MITSUI TRADING	2	2
BULK	61,000DWT	Q4 2021 - Q1 2022	COSCO DALIAN	23.00M	SANTOKU SENPAKU	2	2

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDI	2020	1667	1767	407	1894	1104
BCI	3987	2915	3021	-328	4440	1617
BPI	1373	1380	1731	541	1840	1128
BSI	991	992	1199	388	1222	734
BHSI	593	585	670	228	670	428

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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
CONT	PL YUI LAAM	12,576	1994	5,248	368	BANGLADESH	

NEWBUILDINGS

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

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.
ROPAX	3,000LM	2022	GUANGZHOU SHIPYARD	-	COSCO SHIPPING FERRY	2	

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