



## MARKET REPORT – WEEKS 1+2

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED THURSDAY 8<sup>TH</sup> JANUARY 2020.

### Happy New Year!

The year is starting with the same two major stories dominating the newsfeeds, both of which have their own effects on shipping. First is the current unedifying transition from President Trump to President Biden in the US and we wait with interest to see how the latter shapes his foreign policy especially towards the likes of China, Venezuela and the Middle East countries. The second is of course Covid-19 and the havoc it continues to reign on people's health and country's economies around the world. Although vaccines are now starting to be rolled out it is likely to take six months to a year (some say even longer) before enough people are vaccinated to have an effect and right now the virus is as 'out of control' in many countries as it ever has been in the past year.

Pleasingly the BDI has started the year on a positive note via a 17% w-o-w improvement (since 4th January). All 3 contributing indexes made gains during last week: BCI +27%, BPI +14.3% and BSI +0.10%. The BHSI has somewhat surprisingly reversed its previous 6 weeks of gains up until week 51 of 2020 and last week lost a further small -2%.

The wet markets on the other hand remain directionless with only small up or down movements each week on very low bases for both clean and dirty cargoes. The crude market continues to be hampered by cheap crude in storage being released onto the market so we now wait to see what effect the Saudi's decision to reduce output will have.

A combination of a cold winter in Asia causing South Korea, China and Japan to require large amounts of fuel for heating, and China's ban on the importation of Australian coking coal has caused a large upswing in LNG demand with round voyage spot rates for 160,000cbm liftings PG/Japan reaching \$200,000 daily and more impressively USG/Europe at \$350,000 daily!

Bulkcarrier S+P volumes have remained strong over the holiday period with values being maintained or increased. Tanker S+P volume on the other hand remains poor with values under pressure.

The sub-continent recycling markets appear to have gone into overdrive with Bangladesh buyers currently paying the highest. Whereas Bangladesh buyers were paying rates region \$405-435 in mid December, they are now offering at levels ranging \$460-480. Pakistan buyers are currently the next highest bidders at region \$440-460 with India a further \$10 less across the same range. A major reason for this sudden increase in rates offered for ships is that China has banned also the importation of iron ore from Australia, so as an alternative China has started to import scrap steel from international markets. The upshot is a financial bonus for owners who decide to scrap rather than pass special surveys and install BWT systems etc.

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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](mailto:snp@nilimar.com)

Website: [www.nilimar.com](http://www.nilimar.com)



# NILIMAR Ships Sale & Purchase

## SECOND-HAND SALES TANKERS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	COATED	PRICE USD \$	BUYERS	COMMENTS
PANTARISTE	309,287	2002	SAMSUNG, S. KOREA	N/A	23.30M	GREEK (COSMOSHIP)	PPT DELY
ANTONIS I. ANGELICOUSSIS	306,286	2000	DAEWOO, S. KOREA	N/A	19.50M	GREEK	SS DUE 01/21 OLD SALE
TSURUMI	300,610	2003	IHI MARINE, JAPAN	N/A	24.60M	CHINESE	
LAVAILS	299,325	2000	DAEWOO, S. KOREA	N/A	21.75M	CHINESE	SS PASSED
NAVE CELESTE	298,717	2003	DAEWOO, S. KOREA	N/A	25.00M	UNDISCLOSED	PPT DELY
CRIMSON	146,645	1998	SAMSUNG, S. KOREA	N/A	11.50M	CHINESE	SS DUE 08/21
FSL HONG KONG	115,940	2007	SAMSUNG, S. KOREA	N/A	18.00M	UNDISCLOSED	
AMALFI	105,483	2003	SUMITOMO, JAPAN	EPOXY	11.50M	UNDISCLOSED	
<b>STAVANGER FALCON</b>	<b>105,419</b>	<b>2009</b>	<b>SUMITOMO, JAPAN</b>	<b>EPOXY</b>	<b>18.00M</b>	<b>GREEK (CORAL SHIPPING)</b>	<b>ENBLOC</b>
<b>STAVANGER EAGLE</b>	<b>105,355</b>	<b>2009</b>	<b>SUMITOMO, JAPAN</b>		<b>18.50M</b>		
NORDIC HANNE	38,396	2007	GUANGZHOU, CHINA	EPOXY	7.80M	UNDISCLOSED	

## 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	MERLION M	308,571	1999	43,308	427	ASIS MALAYSIA	FSO
TANK	EURODESTINY	299,798	2003	39,803	400	PAKISTAN	
TANK	ATAULFO ALVES	153,071	2000	22,870	430	ASIS INDONESIA	VIA AUCTION
TANK	KNIGHT	19,950	1987	6,070	395	BANGLADESH	ASIS SINGAPORE
TANK	COUNT	11,042	1997	3,307	395	BANGLADESH	ASIS SINGAPORE
GAS	GAS STELLAR	3,866	1991	2,229	450	BANGLADESH	

## NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD \$	BUYERS	UNITS	OPT.
LNG	174,000CBM	APR 2023	SAMSUNG HEAVY	183.00M	PAN OCEAN	1	

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDTI	520	466	1517	403	1589	752
BCTI	447	385	888	309	2170	601

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## SECOND-HAND BULKERS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	PRICE USD \$	BUYERS	COMMENTS
UNIQUE CARRIER	177,876	2007	SHANGHAI WAIGAOQIAO, CHINA	-	11.70M	SINGAPOREAN (BERGE BULK)	
KING ORE	176,944	2010	NAMURA, JAPAN	-	20.00M	GREEK	BWTS & SCRUBBER FITTED
CAPE ISTANBUL	175,607	2011	HHIC-PHIL, PHILIPPINES	-	19.10M	GREEK	SS PASSED BWTS & SCRUBBER FITTED
YM EFFORT	81,702	2008	MITSUI TAMANO, JAPAN	-	11.50M	GREEK	
CYL	81,600	2016	JIANGSU JINLING, CHINA		20.60M	MONACO BASED (TRANSOCEAN)	BWTS FITTED
<b>TR PRINCE</b>	<b>63,671</b>	<b>2015</b>	<b>JIANGSU HANTONG, CHINA</b>	<b>CR 4X30T</b>	<b>54.00M</b>	<b>USA BASED (GENCO)</b>	<b>ENBLOC</b>
<b>TR PRINCESS</b>	<b>63,497</b>	<b>2015</b>	<b>JIANGSU HANTONG, CHINA</b>	<b>CR 4X30T</b>			<b>SWAP DEAL</b>
<b>TR NIKLAS</b>	<b>63,446</b>	<b>2014</b>	<b>JIANGSU HANTONG, CHINA</b>	<b>CR 4X30T</b>			
SAGE SYMPHONY	57,949	2012	TSUNEISHI HEAVY, PHILIPPINES	CR 4X30T	12.65M	GREEK	
PORT CANTON	56,745	2012	COSCO ZHOUSHAN, CHINA	CR 4X30T	9.70M	CHINESE	TIER II
GLOVIS MADONNA	56,708	2013	TIANJIN XINGANG, CHINA	CR 4X30T	9.00M	CHINESE	DD DUE 02/21 BWTS FITTED TIER II
GLOBAL LEGEND	52,223	2006	OSHIMA, JAPAN	CR 4X30T	7.20M	UNDISCLOSED	
BELFORT	50,292	2008	PAL, INDONESIA	CR 4X35T	6.20M	UNDISCLOSED	
LA LOIRAIS	39,300	2018	JIANGMEN NANYANG, CHINA	CR 4X30T	16.20M	UNDISCLOSED	
SAKURA OCEAN	38,239	2011	IMABARI, JAPAN	CR 4X30T	10.90M	UNDISCLOSED	BWTS FITTED
<b>GENCO MARE</b>	<b>34,428</b>	<b>2011</b>	<b>SPP, S. KOREA</b>	<b>CR 4X35T</b>	<b>54.00M</b>	<b>UK BASED (TUFTON OCEANIC)</b>	<b>ENBLOC</b>
<b>BALTIC COVE</b>	<b>34,403</b>	<b>2010</b>	<b>SPP, S. KOREA</b>	<b>CR 4X35T</b>			<b>SWAP DEAL</b>
<b>GENCO OCEAN</b>	<b>34,402</b>	<b>2010</b>	<b>SPP, S. KOREA</b>	<b>CR 4X35T</b>			
<b>GENCO SPIRIT</b>	<b>34,393</b>	<b>2011</b>	<b>SPP, S. KOREA</b>	<b>CR 4X35T</b>			
<b>GENCO AVRA</b>	<b>34,391</b>	<b>2011</b>	<b>SPP, S. KOREA</b>	<b>CR 4X35T</b>			
<b>BALTIC FOX</b>	<b>31,883</b>	<b>2010</b>	<b>HAKODATE, JAPAN</b>	<b>CR 4X30T</b>			
ALERCE N	29,756	2001	SHIKOKU, JAPAN	CR 4X30T	3.80M	LEBANESE	BWTS FITTED

## 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	SINOTRADER	267,906	1993	38,705	440	BANGLADESH	
BULK	AN LI	170,387	2000	24,604	415	ASIS SINGAPORE	
BULK	CAROL HK	77,549	1991	13,401	478	BANGLADESH	SELF-UNLOADER
BULK	BERNI HK	77,548	1991	13,450	478	BANGLADESH	SELF-UNLOADER
BULK	WUYI HK	75,460	1995	11,114	478	BANGLADESH	
BULK	JIAN HUI	42,717	1997	7,586	470	BANGLADESH	EXTRA ROB INCL
TWEEN	DALIAN	29,827	2004	12,291	480	BANGLADESH	HEAVY LIFT

## NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD \$	BUYERS	UNITS	OPT.
BULK	85,000DWT	2021-2022	HUANGPU WENCHONG	32.00M	SEACON SHIPS MNGMT	2	
BULK	64,000DWT	2023	OSHIMA SHIPBUILDING	-	KUMIAI NAVIGATION	1	
MPP	690FEU	2022	YANGZIJIAN SHIPBUILDING	-	TIGER CLEAN ENERGY	2	

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDI	1606	1366	907	407	2020	1061
BCI	2458	2006	1507	-328	4440	1450
BPI	1559	1325	949	541	1824	1098
BSI	1029	1039	662	388	1057	738
BHSI	656	677	452	228	678	441

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## SECOND-HAND CONTAINER

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	TEU	PRICE USD \$	BUYERS	COMMENTS
SELENITE	37,933	2006	AKER MTW WERFT, GERMANY	GLESS	2,742	11.20M	UNDISCLOSED	

## DEMOLITION

TYPE	VESSEL'S NAME	DWT	YEAR BUILT	LDT	PRICE USD/LT	DESTINATION	COMMENTS
CONT	LIHUE	38,656	1971	15,585	221	ASIS SEATTLE	

## NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD \$	BUYERS	UNITS	OPT.
CONT	15,000TEU	H1 2023	HYUNDAI HEAVY	138.00M	EASTERN PACIFIC	4	
CONT	15,000TEU	H1 2023	HYUNDAI SAMHO	138.00M	EASTERN PACIFIC	2	

## 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.
FERRY	380PAX	2022	JIANGLONG SHIPBUILDING	-	ZHOUSHAN PUTUO HUANDAO	1	

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