



MARKET REPORT – WEEK 23

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

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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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 BWTS FITTED
PEAK PEGASUS	82,026	2013	TSUNEISHI, JAPAN	-	23.00M	UNDISCLOSED	ENBLOC
PEAK LIBERTY	81,837	2015	TSUNEISHI, JAPAN	-	25.00M		BWTS FITTED
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	
LEMESOS 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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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	
FRISIA GOTEBORG	39,345	2006	HYUNDAI MIPO, S. KOREA	GLESS	2,824	21.60M	UNDISCLOSED	ENBLOC SS DUE
FRISIA AMSTERDAM	39,332	2007	HYUNDAI MIPO, S. KOREA	GLESS	2,824	22.20M		
FRISIA OSLO	39,269	2007	HYUNDAI MIPO, S. KOREA	GLESS	2,824	23.10M		
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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