



## MARKET REPORT – WEEK 47

BASED ON SALES AND PURCHASES OF VESSELS WEEK ENDED FRIDAY 26<sup>TH</sup> NOVEMBER 2021.

While, but not because, the US was on holiday for some of last week for Thanksgiving, the BDI turned positive again due to gains by all the dry indexes except the BHSI which was down by just - 1.4%. The actual gains were BCI + 8.2%, BPI +14.5%, BSI +3.5% which all equated to a w-o-w BDI improvement of +8.4%.

Because the BDI has almost exactly halved from its high of 5526 at the end of week 40 to where it is now at 2767 points, bulkcarrier buyers are naturally now looking to pay a little less than they would have done 7 weeks ago however handys through to capesizes are still earning very good freight which is naturally keeping buyers interested and should the BDI revert to its previous steady upward trajectory for the rest of the quarter we can probably expect resurgent buying interest.

The tanker freight markets remain difficult especially for the larger crude carriers although some modern and newbuild VLCCs have recently changed hands. MRs however are where most of the tanker S+P activity is currently centered.

Subcontinent recycling activity is not easy for its participants at this time because even though domestic steel prices have fallen considerably (by about \$60 per LDT) in recent weeks, the breakers find themselves having to still offer levels in the \$600's in order to secure any of the dwindling supply of vessels being offered for demolition. So far this year the vast majority of vessels being recycled have come from the tanker and offshore industries but should the tanker sector in general starts to improve this winter the recyclers could find their buying options reduced even further.

As a footnote to our comments above we must add that Covid-19 is still far from eradicated around the world despite the incredible efforts being made by world leaders, scientists and governments to provide vaccines for all, and due to more variants and possibly more lockdowns in the near future, it remains extremely difficult to predict or expect steady trends forming in any shipping related sectors at this time.

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# NILIMAR Ships Sale & Purchase

## SECOND-HAND SALES TANKERS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	COATED	PRICE USD \$	BUYERS	COMMENTS
<i>HULL 5496</i>	<i>300,000</i>	<i>2022</i>	<i>DAEWOO, S. KOREA</i>	<i>N/A</i>	<i>245.00M</i>	<i>CHINESE (BOCOMM)</i>	<i>ENBLOC</i>
<i>HULL 5497</i>	<i>300,000</i>	<i>2023</i>	<i>DAEWOO, S. KOREA</i>	<i>N/A</i>			<i>BSS 7YRS BBB</i>
<i>HULL 5498</i>	<i>300,000</i>	<i>2023</i>	<i>DAEWOO, S. KOREA</i>	<i>N/A</i>			
NORDMERKUR	74,999	2004	HYUNDAI HEAVY, S. KOREA	EPOXY	10.00M	INDIAN	DD DUE 06/22
STAR KESTREL	51,228	2008	STX JINHAЕ, S. KOREA	EPOXY	12.00M	UNDISCLOSED	IMO II DEEPWELL
PS HOUSTON	50,922	2008	STX JINHAЕ, S. KOREA	EPOXY_PHEN	12.00M	GREEK	CLEAN ICE 1A DEEPWELL
ARCTIC BAY	47,999	2006	STX JINHAЕ, S. KOREA	EPOXY_PHEN	11.50M	UNDISCLOSED	IMO III ICE 1A BWTS FITTED DEEPWELL
MARIA THERESA	4,473	2002	RMK MARINE, TURKEY	MARINELINE	2.00M	UAE BASED	

## 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	BLUE SHIP	164,859	2001	24,370	610	ASIS SINGAPORE	INCL BUNKERS ROB
TANK	JACOB	157,449	2000	22,572	600	ASIS BATAM	INCL ABT 100 MT FO & ABT 200 MT DO
TANK	QUEEN EMATHA	13,937	1989	4,163	615	PAKISTAN	

## NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD \$	BUYERS	UNITS	OPT.
TANK	3,360DWT	2023	HAIDONG	-	ZHEJIANG HUAHONG	1	
LNG	174,000CBM	2025	DAEWOO	207.00M	BW LNG	2	2

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDTI	738	780	438	431	1589	639
BCTI	632	596	368	354	926	511

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# NILIMAR Ships Sale & Purchase

## SECOND-HAND BULKERS

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	PRICE USD \$	BUYERS	COMMENTS
CHINA STEEL REALIST	203,512	2007	CSBC KAOHSIUNG, TAIWAN	-	21.50M	CHINESE	SS DUE 04/22 BWTS FITTED
AQUAPRINCESS	182,060	2009	ODENSE LINDO, DENMARK	-	24.00M	UNDISCLOSED	BWTS FITTED
NAMURA 503	181,500	2022	NAMURA, JAPAN	-	59.00M	HKG BASED (OCEAN LONGEVITY)	DELY 03/22 TIER III, EEDI II BWTS FITTED
MAYFAIR SPIRIT	93,257	2011	JIANGSU NEWYANGZI, CHINA	-	19.00M	UNDISCLOSED	POST PMX BWTS FITTED
HAMDA	91,438	2003	IMABARI, JAPAN	-	15.30M	INDONESIAN	POST PMX
<b>HULL CX0831</b>	<b>85,000</b>	<b>2021</b>	<b>CHENGXI, CHINA</b>	-	<b>140.80M</b>	<b>SPORE BASED (PACIFIC RIM)</b>	<b>ENBLOC</b>
<b>HULL CX0832</b>	<b>85,000</b>	<b>2022</b>	<b>CHENGXI, CHINA</b>	-			<b>BWTS FITTED</b>
<b>HULL CX0833</b>	<b>85,000</b>	<b>2022</b>	<b>CHENGXI, CHINA</b>	-			<b>ELECTRONIC M/E</b>
<b>HULL CX0834</b>	<b>85,000</b>	<b>2022</b>	<b>CHENGXI, CHINA</b>	-			<b>DELY 09/22</b>
SITC HUASHAN	76,249	2012	YANGFAN, CHINA	GLESS	22.00M	UNDISCLOSED	BWTS FITTED TIER II
DROGBA	63,488	2015	CHENGXI, CHINA	CR 4X30T	25.00M	UNDISCLOSED	BWTS FITTED
<b>STAR ARTEMIS</b>	<b>63,205</b>	<b>2015</b>	<b>DAYANG, CHINA</b>	<b>CR 4X35T</b>	<b>53.00M</b>	<b>UNDISCLOSED</b>	<b>ENBLOC</b>
<b>STAR EOS</b>	<b>63,132</b>	<b>2015</b>	<b>DAYANG, CHINA</b>	<b>CR 4X35T</b>			
NONI	61,631	2015	NANTONG COSCO, CHINA	CR 4X30T	27.50M	SPORE BASED (PACIFIC RIM)	BWTS FITTED CO2 FITTED
BULK ORION	56,155	2011	MITSUI CHIBA, JAPAN	CR 4X30T	19.00M	UNDISCLOSED	BWTS FITTED
FAREAST HOPE	55,628	2004	OSHIMA, JAPAN	CR 4X30T	14.70M	CHINESE	
SUPER LYDIA	37,406	2007	SAIKI, JAPAN	CR 4X36T	13.50M	TURKISH	
CHARMEY	35,697	2011	SHINAN, S. KOREA	CR 4X30T	15.80M	MIDDLE EASTERN	BWTS FITTED TIER II
TAI HE ZI JIN	27,394	2011	YANGZHOU RYUWA, CHINA	CR 4X25T	9.40M	CHINESE	

## 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
- NO SALES REPORTED THIS WEEK -							

## NEWBUILDINGS

TYPE	SIZE	DELY	YARD	PRICE USD \$	BUYERS	UNITS	OPT.
BULK	82,300DWT	Q4 2022- Q1 2023	YAMIC	36.00M	YANGZIJIANG SHIPPING	4	
BULK	47,000DWT	2023	HAIKONG	-	ZHEJIANG DACHEN	2	
BULK	15,500DWT	2023	YANGZHOU RYUWA	-	HAINAN CHUANGYUAN	6	
MPP	5,200DWT	MID 2024	JIANGSU DAJIN	8.90M	JEBSEN SHIPPING	2	

INDEX	THIS WEEK	LAST WEEK	LAST YEAR	YEARLY LOW	YEARLY HIGH	YEARLY AVERAGE
BDI	2767	2552	1148	1148	5526	2817
BCI	3906	3610	1435	1242	10112	3823
BPI	2621	2282	1353	1331	4327	2888
BSI	2316	2237	930	930	3584	2335
BHSI	1539	1561	602	602	2057	1361

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## SECOND-HAND CONTAINER

VESSEL'S NAME	DWT	YEAR BUILT	YARD	GEAR	TEU	PRICE USD \$	BUYERS	COMMENTS
LOS ANGELES TRADER	67,797	2007	CSBC KAOHSIUNG, TAIWAN	GLESS	5,527	68.00M	SWISS (MSC)	ENBLOC
LONG BEACH TRADER	67,797	2007	CSBC KAOHSIUNG, TAIWAN	GLESS	5,527	68.00M		
X-PRESS JERSEY	60,550	2014	ZHEJIANG OUHUA, CHINA	GLESS	4,896	105.00M	SWISS (MSC)	ENBLOC
X-PRESS GUERNSEY	60,149	2015	SAMJIN, CHINA	GLESS	5,001	105.00M		

## 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	1,900TEU	2023	YANGFAN	-	SHANGHAI JINJIANG SHIPPING	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.
- NO SALES REPORTED THIS WEEK -							

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