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| **Sale & Purchase Market Report** |
| **For the week of September 04, 2020** |

August was a quite month in the S&P market due to the summer vacations though a few sales were reported.

In addition, the pandemic along with the slump in freight market, the ship owners are not too keen to venture into S&P deals at present.

New buildings are increasing but still to be seen as to how many are genuine buyers. Yards in Korea are holding on to prices until they see a genuine buyer and are there to offer discounts.

There has been a downward trend in the crude tanker market as compared to the coated tanker market which has been steadier.

The secondhand containership sale and purchase market has seen a pickup in activities this week as freight rates continue to remain very firm.

On the dry bulk side, a considerable boost was noted during the past few days, with a firm volume of transactions coming to light, especially for the bigger size segment.

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| **NEW BUILDING** |

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| **Bulkers** | Type | Units | DWT | Dely | Yard | Price | Buyers |
| Kamsarmax | 2 | 82,000 | 6+8/2021  | YAMIC, China | 27.0 each | Mitsui Trading Company  |
| Ultramax | 2 | 64,000 | 2022 | Tsuneishi Cebu, Philippines  | Undisclosed | Noma Kaiun, Japan |
| Ultramax | 2 + 1 | 63,500 | 2011 & 2022 | Jinling, China  | Undisclosed | Densay Shipping, Turkey |

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| **SECOND HAND SALES** |

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| **Bulkers** | **Type** | **Vessel** | **DWT** | **Built** | **Yard** | **Price** | **Buyer** |
| Capesize | Tete Oldendorff  | 180,585 | 2011 | STX, Korea | 19.5 | Primebulk, Greece |
| Kamsarmax | Lowlands Kamsar  | 82,206 | 2010 | Tsuneishi, Japan | 15.0 | Chinese |
| Kamsarmax | Andante | 81,615 | 2012 | SPP, Korea | 15.8 | Brazil |
| Ultramax | Adventure III  | 62,534 | 2019 | Oshima, Japan | 25.25 | Bangladesh |
| Supramax | Skua  | 53,350 | 2003 | Toyohashi, Japan | 5.4 | Chinese |
| Supramax | Global Garnet  | 52,223 | 2005 | Oshima, Japan | 6.5 | Chinese  |
| Handymax | Explorer | 47,639 | 1996 | Oshima, Japan | 2.8 | Chinese  |
| Handysize | Transcenden Time  (Log) | 32,688 | 2010 | Jiangmen Nanyang, China | 6.1 | Middle East |
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| **Tankers** | **Type** | **Vessel** | **DWT** | **Built** | **Yard** | **Price** | **Buyer** |
| Suezmax | Zeynep  | 158,000 | 2020 | Hyundai, Korea | 63.5 | CSSC Shipping |
| Suezmax | Ayse C  | 158,000 | 2020 | Hyundai, Korea | 63.5 |
| Aframax | EBN Batuta  | 112,660 | 2002 | Samho Heavy, Korea | 10.5 | UAE |
| Aframax | Intisar | 112,660 | 2002 | 10.5 | UAE |
| LR 1 | Hafnia America  | 74,996 | 2006 | Onomichi, Japan | 11.6 | Greek |
| IMO 2 | Sea Longitude  | 16,526 | 2003 | Watanabe, Japan | 7.3 | Chinese |
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| **Containers** | **Type** | **Vessel** | **TEU** | **Built** | **Yard** | **Price** | **Buyer** |
| Panamax | Chicago | 5,085 | 2008 | Hanjin, Korea | 10.0 | Greek |
| Panamax | Las Vegas | 5,085 | 2008 | Hanjin, Korea | 10.0 | Greek |
| Panamax | Memphis | 5,085 | 2008 | Hanjin, Korea | 10.0 | Greek |
| Panamax | Ital Massima  | 4,363 | 2007 | Hyundai Mipo | 17.2 ennloc | German |
| Panamax | Ital Melodia | 4,363 | 2007 | Hyundai Mipo, Korea | German |
| Gearless | Moen Island  | 2,824 | 2005 | Hyundai Mipo, Korea | 6.5 | Chinese |

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| **DEMOLITION** |

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| **Bulkers** | **Type** | **Vessel** | **DWT** | **Built** | **Yard** | **LDT** | **$/ldt** | **Buyer** |
| Handymax | Khan S  | 47,574 | 1996 | Oshima, Japan | 7,585 | 377.5 | Pakistan |
|  | Bashundhara-6  | 45,232 | 1994 | Oshima, Japan | 7,125 |  | Pakistan |
| Open-Hatch | Wei Kang  | 42,529 | 1995 | Namura, Japan | 9,016 |  | Pakistan |
| Logger | Sea Hero | 22,256 | 1990 | Saiki, Japan | 5,017 | 350 | Undisclosed |
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| **Tankers** | **Type** | **Vessel** | **DWT** | **Built** | **Yard** | **LDT** | **$/ldt** | **Buyer** |
| FSO | Sriracha Eagle  | 96,168 |  | Samsung, Korea | 14,461 | 310 | Singapore |
|  | GT Liberty | 17,845 | 1990 | Shin Kurushima, Japan | 5,151 | 415 | Vietnam |
|  | Maisa  | 17,674 | 1980 | IHI, Brazil | 6,073 | 200 | Brazil |
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| **GC** | **Type** | **Vessel** | **TEU** | **Built** | **Yard** | **LDT** | **$/ldt** | **Buyer** |
|  | Nitaj-A  | 11,274 | 1982 | K.K. Taihei, Japan | 2,865 | 320 -330 | India or Pakistan |

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