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| **Sale & Purchase Market Report** |
| **For the week of April 02, 2021** |

Despite the Coronavirus crisis and the toll, it has taken on lives around the world, shipping has not stopped and business is taking place. Ships are getting chartered and bought/sold. There have been purchase enquiries on an increasing basis for all types of ships as buyers look for opportunities created by the virus and the financial crisis.

Dry bulk S&P continues at full speed. Plenty of deals in the making, with a few resales reported sold or under negotiations.

Secondhand tonnage began to appreciate in price from October last year, but over the past month prices have leapt, triggering pre-global financial crisis memories where five-year-old tonnage regularly traded hands for prices in excess of new-build orders.

It has been reported that this is a possibility for this spread between new-builds and secondhand ships to continue to narrow, with the secondhand index even potentially surpassing the new-build index.

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| **NEW BUILDING** |

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| **MISC** | **Type** | **Units** | **DWT** | **Yard** | **Price** | **Delivery** | **Buyers** |
| Neo-Panamax | 3 + 3 | 15,500 teu | Hudong-Zhonghua, CH | - | 2023 to 2024 | Seaspan Corp |
| Neo-Panamax | 3 +3 | 15,500 teu | Jiangnan yard, China | 1.38 | 2023 to 2024 | Seaspan Corp |
| Neo-Panamax | 4 + 4 | 15,500 teu | Yangzijiang, China | - | 2023 | Undisclosed |
| Ice Class | 4 | 6,000 teu | Qingdao Yangfan, China | - | 2023/2024 | Compagnie Maritime Belge |
|  | 3+2 | 3,100 teu | Zhoushan Changhong, CH | - | 2023/2024 | Seacon |
| Gearless | 6 | 2,500 teu | Zhoushan Changhong,CH | 31.0 | 2022/2024 | Ruiyang Shipping, CH |
| Capesize | 8 | 180,000 | Namura, Japan | - | 2022/2023 | Ocean Longevity, HK |
| Kamsarmax | 2 | 85,000 | Guangzhou Huangpu, CH | - | 2023 | Seacon  Shipping, CH |
| VLGC | 2 | 91,000 cbm | Hyundai Heavy, Korea | 80.0 | 2023 | Cido Shipping |
| LPG | 1 | 40,000 cbm | Hyundai Mipo, Korea | 45.0 | 2023 | PascoGas,  Turkey |
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| **SECOND HAND SALES** |

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| **Bulkers** | | **Type** | | **Vessel** | | **DWT** | | **Built** | | **Yard** | | **Price** | | **Buyer** |
| Newcastlemax | | MP The Harrison | | 209,199 | | 2021 | | Yangzijiang, China | | 218.0 | | Citic |
| Newcastlemax | | MP The Vinatieri | | 209,199 | | 2021 | | 218.0 | | Citic |
| Newcastlemax | | MP The Kraft | | 209,199 | | 2020 | | 218.0 | | Citic |
| Newcastlemax | | MP The Bruschi | | 209,199 | | 2020 | | 218.0 | | Citic |
| Newcastlemax | | Shin Nichiho | | 203,180 | | 2005 | | Universal, Japan | | 16.5 | | Chinese |
| Capesize | | Cape Providence | | 179,643 | | 2009 | | Daewoo, Korea | | 20.0 | | Minerva Marine |
| Post-Panamax | | GH Harmony | | 93,315 | | 2010 | | Yangfan Group, China | | 13.0 | | Undisclosed |
| Post-Panamax | | Bottiglieri Giorgio Avino | | 93,269 | | 2011 | | Yangzijiang, China | | 14.0 | | Argentinian |
| **Bulkers** | | Post-Panamax | | Siberian Express | | 92,974 | | 2012 | | Cosco Dalian SY, China | | 14.0 | | Undisclosed |
| Kamsarmax | | Stella Dora | | 81,055 | | 2014 | | Jiangsu Jinling, China | | 21.75 | | Chinese |
| Panamax | | Darwin | | 75,966 | | 2002 | | Tsuneishi, Japan | | 9.1 | | Undisclosed |
| Panamax | | Princess Athena | | 75,729 | | 2004 | | Sanoyas, Japan | | 10.5 | | Undisclosed |
| Panamax | | Xi Jiang Yue | | 74,940 | | 2011 | | Sasebo, Japan | | 18.0 | | Undisclosed |
| Panamax | | Ocean Emperor | | 74,002 | | 1998 | | Hashihama, Japan | | 4.5 | | Chinese |
| Ultramax | | Sage Danube | | 63,296 | | 2012 | | Yangzhou Dayang, China | | 16.5 | | Chelleram |
| Ultramax | | N/B Resale | | 61,000 | | - | | Dalian Cosco KHI, China | | 27.5 | | Undisclosed |
| Supramax | | Melati Laut | | 56,643 | | 2011 | | Qingshan, China | | 13.0 | | Undisclosed |
| Supramax | | Golden Rose | | 56,628 | | 2011 | | Qingshan, China | | 13.25 | | Undisclosed |
| Supramax | | Yvonne | | 56,557 | | 2008 | | IHI Marine, Japan | | 12.1 | | Undisclosed |
| Supramax | | V Fulmar | | 52,307 | | 2004 | | Oshima, Japan | | 9.5 | | Far Eastern |
| Handysize | | Navios Serenity | | 34,690 | | 2011 | | SPP, Korea | | 10.5 | | Greek |
|  | |  | |  | |  | |  | |  | |  | |  |
| **Tankers** | **Type** | | **Vessel** | | **DWT** | | **Built** | | **Yard** | | **Price** | | **Buyer** | |  |  |  |  |  |  |  |
| VLCC | | Gene | | 304,985 | | 2003 | | Hyundai Samho, Korea | | 25.5 | | Chinese | |  |  |  |  |  |  |  |
| LR2 | | Argironissos | | 109,898 | | 2018 | | SWS, China | | 82.0 | | Zodiac Maritime | |  |  |  |  |  |  |  |
| LR2 | | Salamina | | 109,898 | | 2018 | | SWS, China | | 82.0 | | Zodiac Maritime | |  |  |  |  |  |  |  |
| Aframax | | Sulu Sea | | 105,522 | | 2005 | | Sumitomo, Japan | | 14.0 | | Hong Kong | |  |  |  |  |  |  |  |
| Uncoiled MR2 | | Nord Imagination | | 48,006 | | 2009 | | Iwagi Zosen, Japan | | 14.2 | | Greek | |  |  |  |  |  |  |  |
| MR2 | | Ever Grandeur | | 45,727 | | 2004 | | Minaminippon, Japan | | 8.2 | | Far Eastern | |  |  |  |  |  |  |  |
| MR2 | | Nounou | | 44,990 | | 2000 | | Brodosplit, Croatia | | 6.0 | | Dubai | |  |  |  |  |  |  |  |
| Imo-2 | | Breede | | 16,922 | | 2009 | | Taizhou Sanfu, China | | 7.0 | | Waruna, Indonesia | |  |  |  |  |  |  |  |
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| **Containers** | **Type** | | **Vessel** | | **TEU** | | **Built** | | **Yard** | | **Price** | | **Buyer** | |  |  |  |  |  |  |  |
|  | | Robin 1 | | 2,797 | | 2009 | | Yangfan, China | | 15.0 | | European | |  |  |  |  |  |  |  |
|  | | Hansa Falkenburg | | 1.740 | | 2008 | | Wenchong, China | | 12.75 | | TS Lines, Taiwan | |  |  |  |  |  |  |  |
|  | | A Roku | | 1,708 | | 2008 | | Imabari, Japan | | 19.0 | | Regional Container | |  |  |  |  |  |  |  |
|  | | Sinar Bitung | | 1,032 | | 2007 | | Imabari, Japan | | 8.0 | | Asian | |  |  |  |  |  |  |  |

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| **DEMOLITION** |

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| **Misc** | **Type** | **Vessel** | **DWT** | **Built** | **Yard** | **LDT** | **$/LDT** | **Buyer** |
| Handymax | Oriental Pearl | 45,518 | 1994 | Tsuneishi, Japan | 7,663 | - | Bangladesh |
| Handysize | ABM Discovery | 39,110 | 1992 | IHI, Japan | 6,918 | - | Pakistan |
|  | OBO Arctic | 28,418 | 1978 | Port Weller DD, Canada | 10,521 | - | Turkey |
|  | Katina | 26,026 | 1980 | Estaleiro Maua, Brazil | 7,654 | - | Pakistan |
| Vlcc | Belema Sweet | 302,789 | 1996 | Sumitomo, Japan | 40,129 | - | Pakistan |
| LR2 | Primo I | 105,578 | 2000 | Sumitomo, Japan | 15,904 | - | Bangladesh |
| Aframax | SC Ocean Li | 105,501 | 1999 | Samsung, Korea | 17,124 | 485 | Indonesia |
| Aframax | Alsatayir | 104,635 | 2006 | Shanghai Waigaoqiao, China | 18,011 | - | Bangladesh |
| MR2 | Elka Nikolas | 44,787 | 2001 | Brodosplit, Croatia | 10,176 | - | India |
| MR2 | Disco-1 | 41,461 | 1992 | Imabari, Japan | 8,227 | - | Bangladesh |
| MR1 | Agros | 34,995 | 1996 | Dalian SY, China | 8,955 | - | Bangladesh |
|  | Theresa Dua | 16,337 | 1996 | Kurinoura, Japan | 5,366 | - | - |
|  | Manta | 13,488 | 1995 | Hitachi, Japan | 2,961 | - | Bangladesh |
|  | Costain | 7,018 | 1984 | Asakawa, Japan | 2,696 | - | India |
|  | Sunyield | 5,321 | 1985 | Fukuoka, Japan | 1,973 | - | Bangladesh |
|  | R Rose | 4,998 | 1991 | Singmarine, Singapore | 1,683 | - | Pakistan |
| Lpg | Seohae Gas | 3.208 cbm | 1995 | Shin Kurushima, Japan | 1,476 | - | Bangladesh |
|  | Maersk Taasinge | 1,827 | 1994 | Odense, Denmark | 8,965 | - | India |
|  | Ji Hong | 7,485 | 1993 | Lanser, Netherlands | 2,756 | - | Bangladesh |
|  | KS Hermes 2 | 5,952 | 1997 | Imabari, Japan | 6,569 | - | Bangladesh |
|  | Colus | 4,400 pax | 1989 | Chantiers de l’Atlantique, France | 27,588 | - | Turkey |

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