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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 |
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| **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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