



CLARKSON HELLAS

S&P WEEKLY BULLETIN

13th FEBRUARY 2012

DRY CARGO VESSELS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
POSEIDON	34.000	2012 21 ST CENTURY	MAN/B+W 6S42MC C 4X30	-	USD 22 M	UNDISCLOSED
GOOD PRINCESS	30.000	2008 INDIA	MAN/B+W 6S42MC C 4X30	SS 1/13 DD 1/13	-	PRECIOUS SHIPPING
GOOD PACIFIC				SS 5/13 DD 5/11		
MAGIC FORTIS	42.512	1985 MITSUI CHIBA	B+W 6L60MCE C 4X25 7.455ldt	SS 1/14 DD 1/14	USD 4 M	CHINA
AFRICAN ZEBRA	38.623	1985 CHINA SB	B+W 6L60MCE C 4X25 7.379ldt	SS 2/16 DD 2/14	USD 4.15 M	UNDISCLOSED

TANKERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
SELENDANG PERMATA	45.974	1997 DALIAN	B+W 5L60MC DH/IMOII/coated	SS 3/12 DD 3/12	USD 8.5 M	UNDISCLOSED
ORIENTAL OKI (LPG)	5.350	2006 SHITANOE	MTS 6UEC37LA 4.919cbm	-	USD 15 M	UNDISCLOSED

TWEEN – CONTAINERS – REEFERS – RORO

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
HERMES (RO/RO)	8.952	1998 KEGOYA	MAN/B+W 6L35MC C 2X30, D 1X25	-	USD 6.5 M	UNDISCLOSED
PORT TEJO (MPP)	5.313	1993 POLAND	WARTS 8R32D C 2X30	-	USD 2.85 M	INDONESIA

DEMO

VESSEL	DWT	BLT	DETAILS	PRICE	BUYER
OCEAN QUEEN (BC)	187.864	1987	23.138 LDT	USD 430/LDT	INDIA (as is Korea incl. 250t)
ZEINAT 3 (TNK)	68.232	1995	16.092 LDT	USD 520/LDT	INDIA (Zaliv blt – high non ferrous – gas free for hot works)
SERVET Y (BC)	35.780	1983	8.344 LDT	USD 480/LDT	INDIA
ANDRA (BC)	25.637	1980	7.654 LDT	USD 502/LDT	INDIA
NOVA FRIESIA (REEF)	6.568	1987	3.525 LDT	USD 490/LDT	INDIA

THEOTOKOS (BC)	71.242	1984	13.943 LDT	USD 517/LDT	INDIA
REUNION (CONT)	28.422	1983	8.550 LDT	USD 476/LDT	INDIA
BEST GRACE (BC)	63.578	1981	11.270 LDT	USD 425/LDT	CHINA
TIWAI MARU (GC)	18.703	1984	4.989 LDT	USD 440/LDT	CHINA
CEBU STAR (BC)	45.546	1982	9.759 LDT	USD 491/LDT	BANGLADESH (Incl. 400t. bunkers)
YASIN C (BC)	36.318	1982	8.832/LDT	USD 475/LDT	BANGLADESH
KS TRADER (BC)	42.943	1982	8.109/LDT	USD 475/LDT	BANGLADESH
BRILLIANT JEWEL (FSO)	247.471	1989	31.136 LDT	USD 505/LDT	PAKISTAN

RATES

BALTIC INDEX			EXCHANGE RATE		BUNKER PRICES			
BDI	715	+ 68	EURO/USD	1,3252	BUNKERS	ROTTERDAM	SPORE	FUJAIRAH
BCI	1463	+ 27	YEN/USD	0,0129	IFO 380	705.5	741	734.5
BPI	1008	+ 315	BRENT		IFO 180	726	753	754.5
BSI	651	+ 43	118.1		MDO	-	984	-

S & P

It's been a quiet week in terms of concluded sales, with little to report. Sentiment across the sector remains low with most Buyers who have the necessary funds in place still opting to sit on the side lines in the hope that prices fall further.

The only real activity to report has been in the Handy and Handymax sectors.

Korean shipyard 21st Century have managed to dispose of the last of their cancelled handysize bulkers. Undisclosed buyers have purchased Hull 1004 namely, **M/v POSEIDON** (34,000 dwt 2012 blt 21C Shipbuilding) for a price rumoured to be US\$ 22m. As a comparison, back in September/October last year Clients of Transman, Greece purchased a sister ship at region US\$ 25-26m.

Precious Shipping have purchased two sister vessels of M/V GOOD PILGRIMS (29,400 dwt 2009 blt Hindustan) which was reported two weeks ago. No price has been reported for the new acquisitions, **M/V GOOD PRINCESS** and **M/V GOOD PACIFIC** (both 2008) but it can't be far from the US\$ 17.7m agreed for the initial acquisition.

Two older units have managed to find further trading buyers this week. **M/V AFRICAN ZEBRA** (38,623 dwt 1985 blt CSBC) has been sold to undisclosed buyers for US\$ 4.15m and **M/V MAGIC FORTIS** (42,512 dwt 1985 blt Mitsui) is understood to have changed hands for region US\$ 4m.

A quiet week in the Tanker Sale and Purchase market, which aside from a few inspections, has seen very little activity in the modern sectors.

Chemical carrier IMO II **M/T SELENDANG PERMATA** (45,974 dwt 1997 blt Dalian) has been sold for region US\$ 8.5m with drydocking due next month while the pressurised LPG carrier "**ORIENTAL OKI**" (4,919 cbm 2006 blt Shitanoe) has been concluded at US\$ 15m.

DEMOLITION

As we anticipated last week, the 'peak' has indeed been reached as the sheer volume of tonnage working its way into the market has completely changed breakers sentiment and mood. The market has become saturated with tonnage and with the appetite seemingly complete on the waterfront in Alang, the Indian breakers can now afford to be choosy over which tonnage they bid for, creating a big problem for Owners with new tonnage to sell, and cash intermediaries alike who hold tonnage in hand from previous acquisitions.

Market rates this week from the Indian sub-Continent breakers fell by some USD 15-20 per ldt resulting in many Owners with tonnage under negotiation to chase the market down to a level that cash buyers were comfortable to purchase at. This, as previously experienced, makes the market a precarious one, and the preference of many cash buyers is to temporise until they dispose of the large quantity of units already in hand, unless of course, owners are willing to consider the new revised price levels.

Confidence in the Bangladeshi market remains unsure still and for the time being, we cannot expect any major purchasing activity from these breakers to compete with their counterparts from India. Some units there are now being beached, although local clearances are taking more time than usual, but, not surprisingly, cash buyers appear to refrain from committing new tonnage to the area until they have released their own tonnage that they have had standing at the anchorage for some time. An additional, and major, issue is local financing which is not helping the market to bounce back. It is reported that there are still only a handful of breakers who have the capacity to open up Letters of Credit, and therefore competition locally for available tonnage is limited.

The Pakistan market, we understand, is also filling up. Their interest remains in the larger tanker units however here to, rates have reduced by some USD 10-15 per ldt over the last few days.

Chinese breakers, who have also been flooded with tonnage (particularly domestic controlled units), have subsequently corrected their own rates downwards.

NEWBUILDING

Owners and Yard alike have been keen to see what lies ahead in the post Lunar New year market and for the time being - with large amounts of early capacity still available at various yards it will be interesting to see just how keen some yards will become in order to win some potentially vital new business. With some yards in China now becoming increasingly flexible through payment structures and terms offered, it will likely not be too long before some owners are tempted to order the new generation eco designs at levels close to or below levels we have seen in the past decade.

Having discussed the merger of two Japanese Yards last week, it is sad to see reported this week that two of the Korean Yards have not been as lucky to receive such good news. Samho Shipbuilding in Tongyong, which has historically specialised in building Chemical tankers and Handysize bulkers no longer has the support of the creditor bankers after the demise of their sister shipping company and will now reportedly only complete slowly two handysize hulls before ceasing business. Sekwang Heavy Industries, who again have their main history in the Chemical tanker newbuilding sector along with more recently a diversification into the offshore sector have found no buyers after being put into court protection and again will now reportedly build any further Vessels.

With the yards only recently back from their holidays there is not too much to report in terms of reported business this week. In LPG and after temporizing their discussions back in October last year, Pertamina are understood to have finally signed the ship building contract for a single 82,000 cbm at HHI for delivery end 2013, the price is variously reported between USD 75-78 mill. After many months of discussions, Sovcomflot are understood to have confirmed the order for two 20,600 cbms at Hyundai Mipo. The Vessels are due for delivery end 2013. They are being built to ice class 1B with various modifications for winter trade including an upgraded propeller, additional protection for the bow thruster etc. As a general rule, ice class 1b is estimated to add approx. 8% to the purchase price, which explains the reported price tag of region USD 50 Mill per vessel. The Vessels have been fixed on a 15 year TC to Sibur to cover exports of LPG from the brand new Ust Lunga terminal in the Northern Baltic Sea.

In Containers the German Clients of Dietrich Tamke have placed an order for one option one SDARI 4,800 TEU container Vessels at CSC's Jinling Yard in China for delivery at the end of 2013. Contract price is understood to be around mid USD 50 Mill's.

Finally in the Passenger sector, Clients of Aremiti Pacific Cruises have again returned to Austal for a fourth 80-metre ro/pax catamaran at a price reported to be EUR 35 Mill with delivery set for 2015. Nippon Express have gone to MHI's Shimonoseki Yard for a technologically advanced 170 trailer vehicles and 100 passenger cars ro/ro ferry with delivery slated for the first half of 2013.

(THE INFORMATION CONTAINED IN THIS REPORT HAS BEEN OBTAINED FROM VARIOUS MARKET SOURCES. WE BELIEVE THIS INFORMATION TO BE CORRECT BUT WE CAN NOT GUARANTEE ITS ACCURACY OR COMPLETENESS. HENCE WE CAN NOT BE HELD RESPONSIBLE FOR ANY ACTION OR FAILURE TO TAKE ACTION UPON RELIANCE ON INFORMATION CONTAINED HEREIN. THIS REPORT MUST NOT BE REPRODUCED OR DISTRIBUTED TO ANY THIRD PARTY.)