



CONTENTS

2. Dry Cargo Chartering
Back On
3. Dry Cargo S&P
No Time Like The Present
4. Tankers
Increased Enquiry

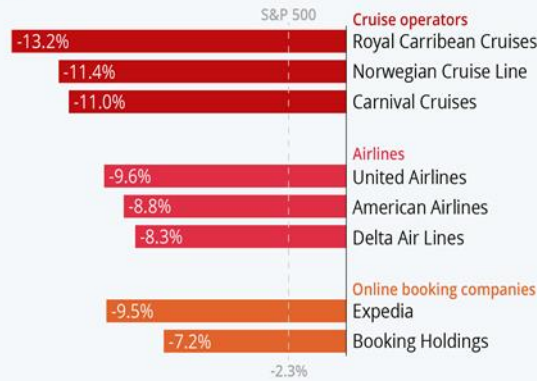
POINTS OF VIEW

Things were looking pretty good until South Africa reported the presence of the omicron variant to the WHO on Nov 24. It originated in Gauteng, RSA and came to light four days after England beat South Africa at Twickenham in London. That game may in future be remembered less for England's historic 27-26 victory over the reigning world champions and more for being an 81,623 person super-spreader event. Markets behaved in their usual way, with a knee-jerk global sell-off, although the US was away on holiday marking the appropriately named Black Friday just after the previous day's Thanksgiving. During the weekend, news trickled in that the symptoms in South Africa were mild, although these findings invariably related to younger people. The WHO, the pandemic's doomster-in-chief, designated omicron a 'variant of concern' that might evade current vaccines. Financial markets selectively preferred the more optimistic version and markets bounced back on Monday opening. That did not last long. On Monday evening, the boss of Moderna, Stéphane Bancel, came out predicting that existing vaccines will struggle with omicron. The computers kicked in again and the market sell-off resumed. The general public finds itself buffeted this way and that by the assorted conflicting interests of politicians, governments, medical experts, pharmaceutical companies, healthcare providers, regulators and humanitarian organisations. They all have their own agenda, not always altruistic.

... Travel in Retreat ...

Travel Stocks Crumble Amid Omicron Fears

Change in stock price of selected travel industry companies on Nov. 29, 2021



Source: Yahoo! Finance



statista

Source: Statista

*Selected share price movements over the same 6-day period:

Frontline: -5.0%
 Scorpio: -9.2%
 BP: -5.1%
 Shell: -4.9%
 EasyJet: -10.9%
 IAG: -17.0%
 Carnival: -12.6%
 RCCL: -10.9%

On Wed Dec 1, the co-founder of BioNTech said that vaccines can still prevent serious illness, and Israel said that 2-3 vaccine shots are enough to protect against omicron. Stock markets rallied, briefly...

Mr Bancel's comment that all the scientists he had spoken to had said that "this is not going to be good" was unhelpful, as there is insufficient data to jump to any conclusions, so speculation is pointless and it simply roils the markets. President Biden was more reassuring, in a grandad sort of way, saying that this is "a cause for concern, not a cause for panic." Jerome Powell, the newly re-elected chairman of the Federal Reserve, fanned the flames by commenting that he will accelerate tapering of bond purchases and remove the word 'transitory' from future references to inflation. He also reported that the US economy is "very strong", thus justifying his intended actions. Some people think that omicron will take the sting out of inflation, as it will slow economic growth. Others see it as inflationary as we risk going back into lockdown, and revert to buying stuff on-line again, after a post-lockdown period of bingeing on services. This would increase demand for containerised goods which could arrest any alleviation trend in port congestion and logistical logjams. The FBX has corrected from a peak of 11,137 points on Sep 9 and is now 15% lower at 9,474 points. Bulk carriers may derive support from continued strength in container freight and time charter rates. The BDI has fallen 44% from a peak of 5,650 points on Oct 7 to 3,171 points today.

Major listed tanker owners had just announced their dismal Q3 results, declaring that the worst is over, only to face another potential setback to oil demand recovery. Brent fell 15% from \$83 a barrel on Nov 24 close to just above \$70 by Nov 30 close.* The market is setting oil prices all on its own, with no need for outside intervention. Yesterday in Vienna, OPEC+ chose to keep raising supply, at 0.4m-bpd a month, despite latest developments. It may have struck an informal deal with the US to continue restoring supply if the US holds off from tapping its SPR. Talks continue with Iran about lifting sanctions while re-engaging with the 2015 JCPOA nuclear deal that President Trump abandoned in 2018. The outcome will determine whether NITC's tankers can trade legitimately, or just carry on trading illegitimately in defiance of the US. A vast ghost fleet of older tankers, trading with Iran and Venezuela, faces either an active future or the graveyard. Their prospects could be influenced by the admission of the former head of the Iranian Atomic Energy Organisation that the 'system' has military capabilities, quashing previous assertions that Iran's nuclear programme was intended only for peaceful purposes. Under the circumstances, a deal is unlikely and the subterfuge fleet will continue trading, rather than exit via the demo route, thus extending tonnage oversupply. The Vix (or Fear) Index is at a 9-month high as financial and shipping analysts assess the likely impact of various threats such as new variants, rising inflation, higher rates, tapered stimulus and lower earnings. There are many different scenarios in shipping but, reassuringly, these all seem to be a bit déjà vu.

Dry Cargo Chartering

The **BDI** closed the week at 3,171, up from last week's 2,767 and mainly driven by a resurging cape and panamax market. The **cape** market stabilised this week with the index finishing at \$38,096, up from last weeks close of \$32,393. On the main routes, Tubarao / China rates were fixed at high 25's, Vale concluded 19000/10% at \$25.75 pmt for 5/13 January dates. West Aussie/China business was also firm with rates remaining a tick above \$13 pmt, Rio Tinto covering 170,000/10% at \$13.10 and \$13.20 for 16/20 December dates. On time charter, Oldendorff fixed the *Hebei King* (182,199-dwt, 2010) delivery Dongjiakou for a trip via West Australia redelivery Singapore-Japan at \$39,000.

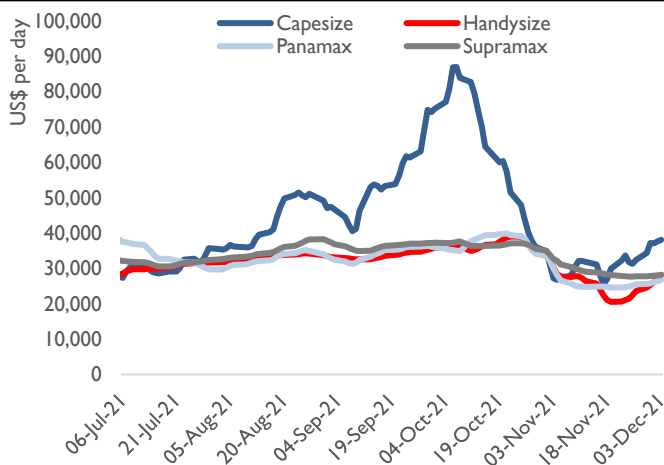
The **panamax** market improved drastically after last week. Rates in the Pacific almost doubled while rates in the Atlantic were firm and rising. The BPI closed at \$28,154, up from last week's \$23,586. In the Atlantic, the *Ultra Ocelot* (81,901-dwt, 2020) was fixed for a trip with delivery Hamburg and redelivery Skaw-Brst at \$36,000 or Brest-Gibraltar at \$37,000. The *Medi Fuji* (81,791-dwt, 2020) fixed for a trip with delivery Gibraltar and redelivery Singapore-Japan range at \$40,000. In the Indian Ocean, the *Ultra Serval* (81,6006-dwt, 2020) was fixed for a trip with delivery Jorf Lasfar and redelivery Skaw-Gibraltar at \$38,500 via NC South America at \$38,500. The *Pisti* (81,731-dwt, 2021) was fixed for a trip with delivery Dhamra and redelivery Singapore-Japan via EC South America at \$24,000. In the Pacific, *Figalia Prudence* (81,498-dwt, 2012) has been fixed for a trip with delivery retro Singapore and redelivery in the Singapore-Japan range via EC South America at \$22,750. The *Palma Bulker* (75,843-dwt, 2009) was fixed for a trip with delivery Seki Saki and redelivery Japan via Australia at \$19,000.

Positive movement in **supramax** market this week with the index closing at \$26,741. Up from last weeks \$25,472. In the Pacific, Dragon Carriers took *Medi Yokohama* (57,905-dwt, 2014) delivery Zhoushan for a trip via Australia at \$24,500. Further south, *BBH Forever* (63,268-dwt, 2018) delivery Port Kelang was fixed for a trip via Indonesia redelivery China at \$29,500. In the Atlantic, *Nootka Island* (60,400-dwt, 2015) delivery Swinoujscie fixed a cool \$41,000 inter med trip with scrap while *Yi Chun* (56,700-dwt, 2012) delivery Barranquilla was fixed \$36,000 for a trip to Rio Haina. On the period front, *Port Macau* (58,730-dwt, 2008) open Japan fixed 3-5 months at \$23,000 while *Amfritriti* (58,814-dwt, 2010) delivery Baltimore was fixed for 4-6 months with Atlantic redelivery at \$31,500.

The **handysize** index closed the week at \$28,065, up from last weeks close of \$27,703. This week the Atlantic market came back, especially the U.S market which saw a positive return after thanks giving holidays ended. A 33k dwt in the Caribbean fixed \$28,000 for a coal cargo ex Norfolk to Italy. Further south, the South America market remained firm with a 33k dwt fixing \$40,500 from Bahia Blanca to Algeria. The Continent was also firm with a 37k dwt apparently fixing \$45,000 for scrap ex Baltic to the East Med. Rates in the Pacific also stabilised although little was reported. We heard a 37k dwt in North China fixed low \$20,000 dop for a trip via Japan to Thailand. We also heard a 28k dwt open Taiwan fixed \$16,000 for trip via Far East to SE Asia. On period we heard the Shi Long Ling 34k open Nador fix for 1 year period at \$20,000 redel ww.

Representative Dry Cargo Market Fixtures

Vessel	DWT	Built	Delivery	Date	Redelivery	Rate (\$)	Charterers	Comment
Hebei King	182,199	2010	Dongjiangkou	PPT	Singapore-Japan	\$39,000	Oldendorff	Via West Australia
W-Eagle	92,803	2011	Kaohsiung	4/6 Dec	Singapore-Japan	\$21,000	CNR	Via Indonesia
Ultra Ocelot	81,901	2020	Hamburg	8/10 Dec	Skaw-Brest/ Brest-Gibraltar	\$36,000/\$37,000	Swissmarine	Via Baltic
Medi Fuji	81,791	2020	Gibraltar	4/5 Dec	Singapore-Japan	\$40,000	Olam	Via US Gulf
Federal SW	76,843	2011	Passing CJK	1 Dec	South Korea	\$19,000	CNR	Via Indonesia
Falmouth Bay	58,616	2014	Singapore	4/5 Dec	China	\$24,000	CNR	Via Indonesia
Medi Hakata	58,078	2014	Cape Henry	Mid Dec	EC South America	\$34,750	Ultrabulk	
Sheng Xiang Hai	56,936	2010	Samalaju	PPT	Bangladesh	\$29,000	CNR	Via Indonesia
Interlink Amenity	38,640	2018	Vitoria	5/9 Dec	ARAG	\$39,000	Meadway	Via Brazil
Ithaca Prospect	30,146	2009	Houston	PPT	EC Mexico	\$30,000	Ultrabulk	Int Petcoke



Exchange Rates	This week	Last Week
JPY/USD	113.40	113.98
USD/EUR	1.1308	1.1287

Brent Oil Price	This week	Last Week
US\$/barrel	72.25	77.84

Bunker Prices (\$/tonne)	This week	Last Week
Singapore IFO	406.0	453.0
VLSFO	604.0	631.0
Rotterdam IFO	388.0	430.0
VLSFO	530.0	568.0

03 December 2021

Dry Bulk S&P

As we hit the final month of the year and the festive cheer starts to kick in we have seen plenty to celebrate in the bulk market with lots of deals still going on.

On the capsize vessels we have seen the Japanese owned *Cape Treasure* (180k-dwt, 2007 Koyo) sell for \$22m to Korean Buyers. We have to head back to June to find the last done Japanese built cape of a similar age. *Bulk Kyushu* (180k-dwt, 2006, Imabari) sold for \$20.5m to Chinese buyers Drylog and has since been renamed *Oriental Express*. The comparison on price shows that although we have seen cape rates drop significantly over the last month the second hand sale and purchase prices have stayed strong.

In the Handy sector, *Clipper Bettina* (38k-dwt, 2012 Shimanami) has been sold for \$19.3m. A tick up on last done *Royal Justice* (38k-dwt, 2012 Saiki) which we reported last month sold for \$18.5m. There is a definitely a feeling across the market that sentiment is improving. This week we saw Greek buyers give a new home to *Bao Da* (28k-dwt, 2001 Bohai) for \$6.5m. We have to head all the way back to April of this year to find the last done of a similar age, which was the ex-Nordic Bulker 2 now renamed *East Wind I* (28k-dwt, 2002 Imabari) which sold to Middle Eastern buyers for \$5.8m, showing these old ladies still not only have a demand from Buyers but at increasingly higher levels.

Reported Dry Bulk Sales

Vessel	DWT	Built	Yard	Gear	Buyer	Price	Comment
China Steel Realist	203,512	2007	CSBC	Gearless	Chinese	\$20.00m	SS/DD passed & BWTS fitted
Cape Treasure	180,201	2007	Koyo	Gearless	Korean	\$22.00m	
Shandong Hong Tu	76,116	2012	Hudong-Zhonghua	Gearless	undisclosed	\$20.25m	Auction & SS/DD due
Star Eos	63,132	2015	Yangzhou Dayang	C 4x35T	Goldenport	\$26.50m	
Wajed	45,621	1998	Tsuneishi Fukuyama	C 4x30T	undisclosed	\$10.20m	Prompt delivery in PG – Japan range
Clipper Bettina	38,221	2012	Shimanami	C 4x31T	undisclosed	\$19.30m	
Bao Da	28,107	2001	Bohai	C 4x30T	Greek	\$6.50m	
Leo Star I	22,145	1993	Saiki	C 4x30T	undisclosed	\$5.20m	

Tanker Commentary

The Chinese controlled VLCC *New Coral* (297,580-dwt, 2010 Shanghai Jiangnan) has been sold for \$38.5m to undisclosed buyers. With little VLCC action in this age range, the sale will set a new benchmark. An important gauge for the upcoming court auction sale of *Chloe V* (320,261-dwt, 2011 Daewoo) which is collecting bids by the 29th December.

Offers were invited on a pair of SOCAR controlled Aframaxes, *Silver & Gold* (107,507-dwt, 2010 Tsuneishi Holdings). Although at the time if writing the final price is not known, it is rumoured that they have seen offers around \$25m each but remain unsold. A price in line with the last similar tonnage to change hands which was the enbloc sale of *Advantage Arrow & Advantage Avenue* (115,804-dwt, 2009/2010) which sold at the beginning of November for \$52m enbloc which included a TC back to Shell at \$15k/day until early 2023 with a 50/50 profit split.

In the LRI sector, the Greek to Greek transfer of the epoxy coated, *Amazon Brilliance* (72,910-dwt, 2005 Hyundai) is reported to have sold for \$12m. Representing little movement in price since the last done which was the Xihe owned *Tai Hu* (73,980-dwt, 2007 New Century) sold a month ago for \$10.5m.

The building of interest in the MR segment clearly evidenced when offers were invited on *Ocean Pluto* (50,359-dwt, 207 SLS) which is reported to have seen 8 to 10 offers around the \$9 to \$10 mill region. Sellers have countered and the sale is likely to be finalised next week. Livanos controlled *Evros* (47,120-dwt, 2005 STX) has been committed for \$9.4m to Greek buyers.

Reported Tanker Sales

Vessel	DWT	Built	Yard	Buyer	Price	Comment
New Coral	297,580	2010	Shanghai Jiangnan Changxing	undisclosed	\$38.50m	
Front Lion	115,162	2014				
Front Tiger	115,024					
Front Panther		2015	Guangzhou	SFL	\$160.00m enbloc	Basis 5 year charter to Trafigura & Scrubber fitted
Front Puma	109,900					
Amazon Brilliance	72,910	2005	Hyundai HI	Greek	\$12.00m	Epoxy
Evros	47,120	2005	STX	Bluseas, Greece	\$9.40m	Phenolic Epoxy

Demolition Sales

Vessel	DWT	Built	Yard	Type	LTD	Delivery
Blue Ship	164,859	2001	Hyundai HI	TANK	610	undisclosed
Jacob	157,499	2000	Daewoo	TANK	625	undisclosed
Melati Dua	32,100	1997	Hyundai HI	TANK	undisclosed	India
Queen Ematha	13,937	1989	Incheon	TANK	615	Pakistan
Liquid Era	9,035	1992	Imabari Zosen	TANK	undisclosed	India
Asia Adventurer	9,013	1989	Imabari Zosen	TANK	undisclosed	India
Goldstar Nari	6,001	1999	Stocznia Szczecinska Porta	TANK	undisclosed	India
Red Star Pearl	4,999	1997	Chungmu	TANK	undisclosed	Pakistan

Should you have any queries about the content of this report or require any services of Hartland Shipping Services, please contact:

Hartland Shipping Services Ltd, London

Tel: +44 20 3077 1600
 Fax: +44 20 7240 9603
 Email: chartuk@hartlandshipping.com
 Email: snpuk@hartlandshipping.com
 Email: consult@hartlandshipping.com

Hartland Shipping Services Ltd, Shanghai

Tel: +86 212 028 0618
 Fax: +86 215 012 0694
 Email: newbuild@hartlandshipping.com

Hartland Shipping Services Pte. Ltd, Singapore

Tel: +65 6702 0400
 Email: chartops.sg@hartlandshipping.com

© Copyright Hartland Shipping Services Ltd 2021. ALL RIGHTS RESERVED.

No part of this publication may be reproduced, stored in a retrieval system, or transmitted, on any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Hartland Shipping Services Ltd.

All information supplied in this paper is supplied in good faith, Hartland Shipping Services Limited does not accept responsibility for any errors and omissions arising from this paper and cannot be held responsible for any action taken, or losses incurred, as a result of the details in this paper. This paper is distributed to the primary user of the delivery email account and may NOT be redistributed without the express written agreement of Hartland Shipping Services Limited. The primary user may make copies for his or her exclusive use.