



### CONTENTS

2. Dry Cargo Chartering  
Warm Up or Warm Down?
3. Dry Cargo S&P  
Rise of the Cape
4. Tankers  
Buyers form a Line

... Frozen Targets in a New Cold War ...

### The Frozen Russian Superyachts (And Those That Got Away)

Sanctioned Russian billionaires' superyachts, by value and status as frozen/detained (as of May 9, 2022)



Source : Statista

### POINTS OF VIEW

Let's talk about grain. In The Times this week, the UN's World Food Programme was quoted as saying: "We haven't seen a humanitarian situation as severe as this since the Second World War." Maybe it has taken the dawning of a Third World War to achieve it but, as The Times also pointed out, the WFP statement was the status pre-24 February, now made that much worse. Climate change is decimating crop yields around the world and the conventional get-out-of-jail tool is nitrogen phosphate fertilisers, but escalating sanctions against Russia are causing soaring gas prices, rendering fertilisers unaffordable for most, and crop yields lower for all. Ukraine and Russia normally account for 29% of global wheat exports so replacing those lost volumes will not be an easy task. In Lloyds List, Danish grains consultancy BullPositions, estimated that 15-20mt of stockpiles have accumulated in Ukraine, given that its main export ports of Odesa, Mykolaiv and Mariupol are shut. Usually, Ukraine would export 6-7mt of grains and oilseeds a month so, in more normal times, it would take 2-3 months to clear the current backlog. Unfortunately, the alternatives are far less efficient. A panamax cargo\* left Constanta in Romania end April after only 0.5-1.0mt was shipped from Romanian and Bulgarian ports in March. One alternative is the Lithuanian Baltic port of Klaipeda which has export capacity after the loss of Belarusian potash exports due to US sanctions last December. Another is via Poland, but both Polish and Baltic ports involve different rail gauges which greatly complicates the logistics.

In the same article, LL headlined "Ample South American grain exports will keep bulkers busy." In Q3, BullPositions estimates that South American wheat, corn and soybean exports will rise 12mt YoY while Black Sea wheat, barley and corn exports could fall by 17mt YoY. Overall seaborne grain volumes are expected to drop 3.5-4.0% this year, given Ukraine, but tonne-miles will increase as trade patterns are redrawn. US and Canadian end summer crops hold out some limited potential for surplus wheat and barley exports. A few countries may buy discounted Russian wheat out of desperation, or possibly USAID and the WFP will step in as buyers to supply countries threatened with famine. Reuters reports that the WFP already bought Indian wheat to supply Somalia, Kenya and Djibouti. India exported 7mt of wheat in the year to end March. But, given a bumper crop, it exported 1.4mt in April alone, the first month of its new crop year, and is expected to export 1.5mt in May. In the fungible kaleidoscope of world trade, this all helps compensate for Ukraine's existential dilemma. It is the breadbasket of Europe, usually providing 14 African countries with over half their wheat. 400m people depend upon grains, wheat, corn and sunflower seed oil that comes from the Ukrainian war zone. They had problems already: locust infestation in Kenya, civil war in Ethiopia, extreme flooding in south Sudan leading to, as Reuters points out: "all ingredients of an interlocked food emergency and looming famine."<sup>A</sup>

In the overall universe of dry bulk cargo, last year grains and oilseeds only made up 9.7% of the total, being 523mt out of 5,367mt, according to the latest CRS Dry Bulk Trade Outlook. This year, they are forecast to represent 9.3%, being 503mt out of 5,384mt. The shortfall is no doubt down to the Ukraine situation and poor harvests around the world, not down to a lack of demand. It is a less significant component of the total dry bulk than the raw material trades of iron ore and coal that made up 51% (2,748mt out of 5,367mt) in 2021 and are forecast to remain at 51% (2,763mt out of 5,384mt) in 2022. In fact, in pre-pandemic 2019, total dry bulk trade came in at 5,272mt, meaning that last year was up 1.8% on that, 2022 is forecast to be 2.1% higher and 2023 up 3.9%. Thus, all is not lost and a degree of perspective is needed to remind ourselves that we still have demand growth despite the enormity of the obstacles that have been laid in our path. We have the first war in Europe in 77 years, a lingering pandemic, a China slowdown, global stagflation, rising interest rates and the end of central bank stimulus. To eke out any growth at all in dry bulk shipping is, and will be, an achievement made all the more useful in the context of low net new supply across the bulk carrier sector. Just look at today's Baltic indices: the BCI at \$32,733 pd, BPI at \$29,545 pd, BSI at \$30,272 pd and BHSI at \$30,107 pd. These rates are not indicative of weakness, far from it, but they do beg the question of just how high rates might go if and when the present shackles to free trade and shipping are removed.

\*The Unity N, the first large shipment since 24 February, loaded 71,200mt of corn for Spain. Romania Insider quoted a Constanta port director as saying "It's a real hassle ... (a panamax) takes 49 trains and as many barges or several thousand trucks."

<sup>A</sup>It also points out that the Arab Spring uprisings of 2010-11 were triggered by rising food prices in a region in which up to 40% of wages go on food. Putin is creating a migration crisis in Europe and a food crisis worldwide.

## Dry Cargo Chartering

**Cape** markets raced up this week as time-charter averages gained a huge \$8,731 to close play at \$32,733. Freight prices for some of the main trade routes pushed upwards continuously as Tubarao-China ended up at over \$34.50 pmt on average, and rates for Western Australia-China were northwards of \$15.00 pmt by Friday. An abundance of iron ore fixtures were seen, these included Rio Tinto fixing KWK Legacy built in 2011 on Wednesday for 170,000 mtons 10% for Dampier-Qingdao loading 27/29 May at \$14.50 pmt, Oldendorff chartering Berge Ishizuchi for 170,000 mtons 10% for Whyalla-Qingdao at \$20.00 pmt, and Anglo America taking a TBN vessel for the same quantity for loading Saldanha Bay 20/24 May again destined for Qingdao at \$24.00 pmt. For coal, we heard that on Monday LSS fixed Seacon Africa built 2006 for 150,000 mtons 10% for loading in Indonesia 15/20 May and discharging in India at \$13.35, although the specific ports did not come to light. On the time-charter side of things, charterers Smartgain took Herodotus (176,000-dwt, 2012) delivery Jiangyin 9/10 May for a trip via Indonesia redelivery India at \$33,750, while Mineral China (171,127-dwt, 2003) was taken by Athena Shipping delivery Xingang spot for a trip again via Indonesia to West coast India at \$30,000.

The **panamax** market kept climbing further this week as the P5TC closed at \$29,545 up by \$973 (3.41%) since last reported on 6th May. In the Pacific, MOL fixed the Nan May (85,005-dwt, 2016) delivery Yantai 10th May for a trip via EC Australia to Japan at \$29,000, NSU covered the Star Electra (83,494-dwt, 2010) delivery Huangpu 11th May for a trip via Indonesia to Japan at \$30,000 and Viterra took the Evangelistra (82,514-dwt, 2007) delivery Qingdao prompt dates for a trip via NoPac back to Singapore-Japan at \$27,000. Meanwhile in the Indian, the Shandong Fu Ren (81,783-dwt, 2018) fixed delivery retro sailing Jaigarh 3rd May for a trip via EC South America to Singapore-Japan range at £32,000. In the Atlantic, Bunge fixed the Astarte (81,513-dwt, 2013) delivery Passero 24-25 May for a trip via North Coast South America back to Skaw-Gibraltar range at \$31,000 whilst Norvic took the Sasebo Glory (82,020-dwt, 2016) delivery Jorf Lasfar prompt dates for a trip via US East Coast to India at \$45,000. Alternatively, this week ArcelorMittal fixed the Dragon (81,389-dwt, 2012) delivery PMO prompt dates for 9-12 months with worldwide redelivery at \$29,000. Uniper covered the Ionic Kleos (82,224-dwt, 2014) for 75,000 mtons 10% of Iron Ore loading CMT 1-6 June and discharging Dunkirk at \$33.50.

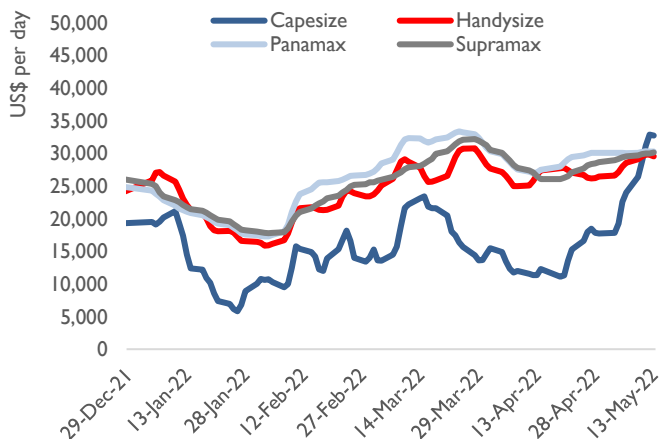
A rather flat week with limited fresh inquiry. From the Atlantic, little actions were reported and rates eased on trans-Atlantic runs. The **BSI** closed at \$30,272 up from

last week's \$30,024. *Cos Prosperity* (55,676-dwt, 2006) open Chile fixed for a trip from East Coast South America redelivery far east at \$28,800. *Kamarin Oslo* (63,099-dwt, 2015) fixed for a trip with delivery US Gulf and redelivery Brazil for petcoke run at \$39,500. From the Pacific, generally sentiment remained muted. Limited fresh enquiry observed from Indonesia to China. *Mbs Brayan* (53,429-dwt, 2009) open Singapore fixed for a trip via Indonesia redelivery Vietnam at \$20,500. *Zuhayr* (52,452-dwt, 2007) fixed for a trip with delivery Fangcheng and redelivery Thailand via Indonesia at \$21,000. From the Indian ocean, south demand was seen from Indonesia for coal into India, however, little fixtures came to light. *Gramos* (61,171-dwt, 2019) open Durban was heard to be on subjects for a trip to the far east at around \$28,500 plus \$850,000 ballast bonus. *Alexandros P* (63,127-dwt, 2017) fixed for a trip delivery Port Elizabeth and redelivery far east at around \$30,000 plus \$1 million ballast bonus.

The handy market started cooling in the Atlantic with negativity creeping into both the US Gulf and East Coast South America markets. Contrary to this, Asian markets continue to benefit from congestion coupled with a healthy level of inquiry. The **BHSI** closed today at \$30,107 up \$1,428 from last week. The continent was busy, *Solidamosc* (39,072-dwt, 2018) open A-R-A-G range fixed steels to the US Gulf at \$25,000. A 28kdwt vessel was fixed for a scrap trip to Turkey at \$20,500 at the start of the week. In the Mediterranean, *Trawind Dolphin* (33,686-dwt, 2012) open South Spain fixed for a trip to the Adriatic with iron ore, sadly no rate reported. Intra-med fixtures reportedly around low 20's. In the Gulf, levels started cooling, *Gabriella* (36,892-dwt, 2013) fixed a coal trip into Gijon at \$30,000 with Falcon. On the East coast, *Anshun* (39,231-dwt, 2019) fixed \$37,000 for a scrap trip to Vietnam and *Rubina* (39,959-dwt, 2018) open Baltimore fixed a trip to Belfast with Coal at \$37,000 to Javelin. East Coast South America transatlantic route dropped below \$40,000 as tonnage lists started growing. A 34kdwt fixed Santos to St Lawrence at \$40,000 with petcoke. A 38kdwt fixed time charter equivalent of \$50,000 basis delivery Recalada for a trip to West Coast South America with grains. In Asia, *Atlantic Bulker* (36,309-dwt, 2014) open Thailand fixed mid-high 30's for Australia with alumina to the Continent. *Copper Lady* (22,019-dwt, 2008) open Thailand fixed via Malaysia redelivery South China with Steels at \$18,000. *Livadi* (35,058-dwt, 2011) open Ilo, in Peru fixed for a trip to the US Gulf at \$29,000 to BBC. On period, *Tomini Norte* (37,983-dwt, 2016) open CJK ppt fixed min 4 abt 6 months redelivery world-wide \$36,500 with Panoecean. *Coreleader OL* (37,118-dwt, 2012) fixed delivery South Korea for 3-5 months at \$35,500.

### Representative Dry Cargo Market Fixtures

Vessel	DWT	Built	Delivery	Date	Redelivery	Rate (\$)	Charterers	Comment
Nan May	85,005	2016	Yantai	10 May	Japan	\$29,000	MOL	Via EC Australia
Flag Evi	82,629	2014	Safi	-	Singapore- Japan	\$27,000	Viterra	Via NC South America
Evangelistra	82,514	2007	Qingdao	PPT	Singapore- Japan	\$27,000	Viterra	Via NoPac
Treasure Star	82,206	2010	Paranagua	PPT	Poland-Gibraltar	\$50,500	Cargill	Fixed 06 May
Phoenix Ocean	76,067	2014	Jorf Lasfar	PPT	Gibraltar	\$28,000	CNR	Via NC South America
Ultra Courage	63,500	2019	Nc South America	PPT	Continent	\$47,000	CNR	-
Kamarin Oslo	63,099	2015	US Gulf	18 May	Brazil	\$39,500	Louis Dreyfus	-
Mbs Brayan	53,429	2009	Singapore	13/15 May	Vietnam	\$20,500	Fullinks	Via Indonesia 1.25% comms
Nordic Seoul	35,882	2017	Finland	PPT	ARAG-UK	\$25,000	Navi Merchants	-
Copper Lady	22,019	2008	Thailand	PPT	South China	\$18,000	CNR	Via Malaysia



Exchange Rates	This week	Last Week
JPY/USD	129.32	130.36
USD/EUR	1.0363	1.0579

Brent Oil Price	This week	Last Week
US\$/barrel	110.75	112.27

Bunker Prices (\$/tonne)	This week	Last Week
Singapore IFO	665.0	775.0
VLSFO	851.0	874.0
Rotterdam IFO	615.0	643.0
VLSFO	783.0	846.0

13 May 2022

### Dry Bulk S&P

This week the bulk carriers continues to get stronger as we saw the BDI hit its highest level this year closing at over 3,100 points at time of writing. We are also seeing capes finally catching up with the smaller dry bulk vessels after seeing the spot earnings double over the past few weeks.

This week we saw several cape sales, *Mineral Yarden* (181k-dwt, 2016 Imabari) was sold for \$50m to Valhal. We also understand she

has been fixed for 5 years to Bunge at \$26k per day. Continuing on with the capes, *Mineral Haiku* (180k-dwt, 2010 Koyo) was sold to Greek Owners Seanergy for \$34m. Back in January this year we saw the younger sister vessel *South Trader* (180k-dwt, 2014 Koyo) sell for \$33.5m to Safe Bulk showing a significant increase over the first quarter of this year. We also understand at time of writing *Stella Flora* (176k-dwt, 2012 Shanghai Jiangnan) has received 3 offers with the highest being around \$32m.

### Reported Dry Bulk Sales

Vessel	DWT	Built	Yard	Gear	Buyer	Price	Comment
Mineral Yarden	181,218	2016	Imabari	Gearless	Valhal	\$50.00m	Fixed to Bunge for 5 years at \$26,000
Mineral Haiku	180,242	2010	Koyo	Gearless	Seanergy	\$34.00m	
BTG Olympos	81,086	2015	JMU	Gearless	Greek	\$71.50m enbloc	
BTG Kailash	81,084						
Nord Baltic	62,625	2018	Oshima	C 4x30T	undisclosed	\$36.50m	BWTS & Scrubber fitted
Pan Crocus	57,269	2009	STX Dalian	C 4x30T	undisclosed	\$18.00m	
AP Ston	57,239	2012	STX	C 4x36T	undisclosed	\$19.50m	with TC back for 5-7 months from end of March
Eriskay	39,810	2015	Chengxi	C 4x36T	Europeans	\$25.50m	early delivery
Jin Da	35,212	2011	Nanjing Dongze	C 4x31T	undisclosed	\$17.50m	BWTS & Logs fitted
Irongate	28,316	2015	Imabari	C 4x31T	Japanese	\$18.00m	Delivery September

## Tanker Commentary

This week we saw the proposed ban on EU-owned vessels transporting Russian oil to third countries causing disaccords from major ship owning countries in the Mediterranean. We also saw a more in depth look at India's involvement with Russian Crude coming to light. According to S&P Global Market Intelligence another 16 vessels have been fixed to India after loading Russian-origin Crude. However, the share of oil imports from Russia to India is minimal, rising from 1% over last year to 5% last month with the majority coming from the Middle East. Despite ongoing discussions surrounding sanctions, sentiment in the tanker sector is going from strength to strength.

The majority of sales this week were vessels built around 15-20 years old showing the market is not just after the more modern vessels. New York listed Owners DHT found new homes for two

of their 15 year old VLCC's this week. *DHT Hawk* and *DHT Falcon* (298k-dwt, 2007/06 NACKS) were sold for \$40m and \$38m respectively, a significantly higher price than we saw back in early March with *My Way* (314k-dwt, 2007 NACKS) which sold to Chinese buyers for \$35.5m.

LR2, BWTS fitted *Almi Star* (114k-dwt, 2005 Daewoo) changed hands this week after being purchased by Turkish Owners Beks, who paid \$18.25m for her. Sister Vessel *Wafrah* (113k-dwt, 2007 Daewoo) sold middle of last month for a much softer price of \$17m, however it is worth noting that although the BWTS was included in the sale it was not installed and she was uncoiled. We also saw the older LR2 *Wonder Arcturus* (106k-dwt, 2002 Hyundai HI) find buyers at a price of \$13.15m.

### Reported Tanker Sales

Vessel	DWT	Built	Yard	Buyer	Price	Comment
DHT Falcon	298,971	2006	NACKS	undisclosed	\$38.00m	
DHT Hawk	298,923	2007	NACKS	undisclosed	\$40.00m	
Almi Star	114,880	2005	Daewoo	Beks	\$18.25m	
Wonder Arcturus	106,149	2002	Hyundai HI	undisclosed	\$13.15m	

### Demolition Sales

Vessel	DWT	Built	Yard	Type	LTD	Price \$	Delivery
HL Richards Bay	149,350	1997	Hyundai HI	BULK	18,109.00	undisclosed	Singapore / South Korea

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](mailto:chartuk@hartlandshipping.com)  
 Email: [snpuk@hartlandshipping.com](mailto:snpuk@hartlandshipping.com)  
 Email: [consult@hartlandshipping.com](mailto:consult@hartlandshipping.com)

#### Hartland Shipping Services Ltd, Shanghai

Tel: +86 212 028 0618  
 Fax: +86 215 012 0694  
 Email: [newbuild@hartlandshipping.com](mailto:newbuild@hartlandshipping.com)

#### Hartland Shipping Services Pte. Ltd, Singapore

Tel: +65 6702 0400  
 Email: [chartops.sg@hartlandshipping.com](mailto:chartops.sg@hartlandshipping.com)

© Copyright Hartland Shipping Services Ltd 2022. 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.