



Table of Contents

- 1. Sustainability 1
- 2. Shipping Markets Analysis 2
- 3. Second-Hand Market..... 5
- 4. Newbuilding & Ship Recycling Markets 6
- 5. Macro Indicators..... 8

1. Sustainability

- According to the ABB press release, ABB has secured a contract with the shipyard COSCO Shipping Heavy Industry (Yangzhou) Co. Ltd., to equip 10 China COSCO Shipping Corporation Limited container vessels with its permanent magnet shaft generator systems. Due for delivery by the end of 2025, the order comprises systems for six 14000TEU vessels and four 16000TEU vessels. ABB’s permanent magnet shaft generator system will help the COSCO vessels achieve required efficiency levels as well as CII ratings which verify reduced GHG emissions. Shaft generators with permanent magnet technology offer 3-4 percent higher efficiency, reduced maintenance costs and an up to 20 percent smaller footprint compared to traditional, synchronous excitation-based shaft generator systems. In combination with ABB’s advanced ACS 880 drive, which ensures maximum functionality and flexibility in hybridization applications, the technology can increase fuel efficiency by one additional percent. Moreover, compared with auxiliary diesel generator sets, permanent magnet shaft generators deliver up to 17 percent greater fuel efficiency during voyages.

simple engineering and design requirements, methanol is likely to be adopted mainly by smaller ships at least initially” Probst advised.

- The premium for constructing methanol-fuelled container ships over conventionally fuelled ones is much lower than the extra cost for LNG propulsion, according to Classification society DNV. The company said on its “Alternative Fuels for Containerships” report. The capital expenditure for installing methanol propulsion systems on a new ship, including engines, fuel pipes, tanking and other systems as being “slightly higher” than for conventional ships but only a third of the additional cost needed for LNG propulsion. “In terms of long-term compliance with the IMO decarbonisation trajectory, investing in methanol ready ships is low-risk” Jan-Olaf Probst, executive vice president of business development at DNV, said in a statement. The classification society sees methanol-fuelled ships as needing fuel tanks about 2.5 times the size of conventional bunker tanks, or 1.3 times the size of LNG tanks. “DNV believes that because of its comparatively

- According to the engineering firm Hydrex, installation of propeller cone fins on ships can save their owners as much as 5% in fuel cost and emissions. The propeller can save 3-5% in fuel consumption by reducing energy loss from the propeller the company said in a email. The system can be installed underwater without the need for dry dock.

2. Shipping Markets Analysis

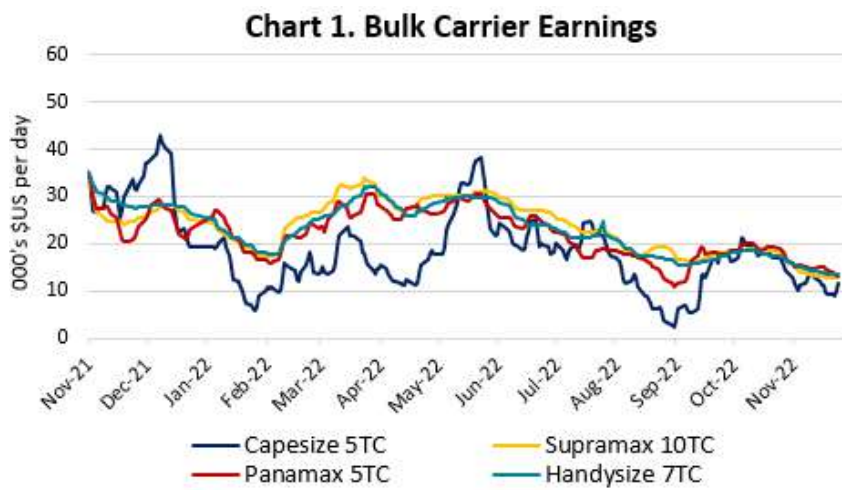
2.1 Dry Bulk

The Baltic Dry Index increased 5% on Thursday supported by the Capesize sector which jumped more than 20%.

After 15 months of consecutive declines, China's excavator sales increased in September. Excavator sales is a very reliable leading indicator of construction activity. The increase in the excavator sales suggest that construction firms anticipate an improve in the construction activity in the near future. Heavy equipment sales have picked up on all the turning points in the BDI the last 15 years.

The stimulus packages from the Chinese government on the Real estate and property sector are starting to have a positive impact with the infrastructure investment in the county increased in October.

On the SnP front, limited activity reported this week. A 2015 Built Chinese handysize is rumoured to have been committed at rgn \$17 million which is softer if compared to a similar sale at rgn \$21million which took place last month. Moreover, a 2010 Built Chinese Supramax which invited offers failed to attract much interest with the values for this sort of tonnage currently at around \$13 million, which is down about \$3 million or almost 20% since September.



2.2 Tankers

VLCC rates slipped this week however they are still at very profitable levels. Suezmax earnings were firm as healthy cargo enquiry and a strong Aframax market is making some charterers to opt for a suezmax tonnage instead. Aframaxes in the West remain very firm with rates reaching exceptionally high levels.

A 2010 Built VLCC has been fixed for 1-year at \$53,000 per day. In addition, rumours for 6-month charters for modern VLCCs at high \$50,000s and \$63,000 per day are mentioned.

On the spot VLCC market, a Scrubber-fitted unit opening in Brazil was put on subs for a Voyage from Brazil to China giving her a TCE of excess \$170,000 per day for aduration more than 60 days. A non-Scrubber tanker is currently on subs for a similar voyage but with a long ballast leg over \$110,000 per day for about 87 days.

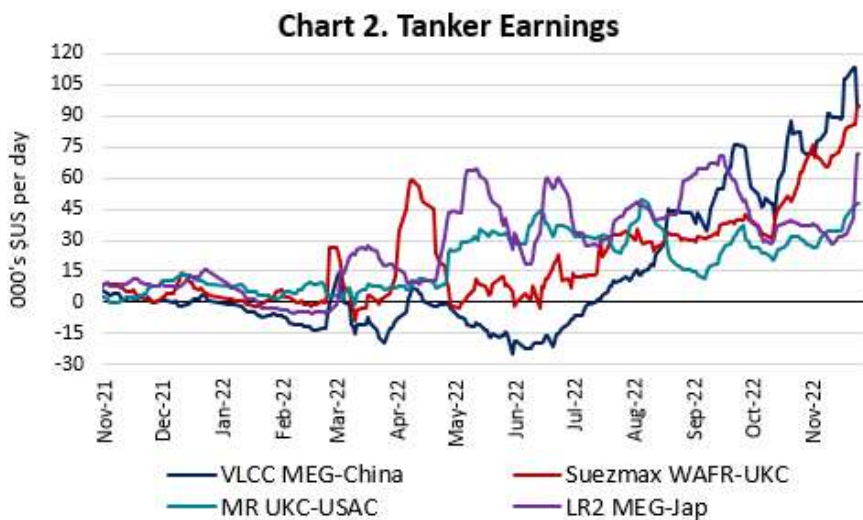
Strong TC rates are also reported on the MR segment, with 1-year and 3-year TC for modern tonnage at \$33,000 per day and \$24,500 per day respectively.

According to Reuters, on the Russian oil price cap, G7 and European Union diplomats have been discussing levels between \$65 and \$70 a barrel, with the aim of limiting revenue to fund Moscow's military offensive in Ukraine without disrupting global oil markets.

Crude oil inventories in the OECD countries are currently well below their average which may lead to countries starting to rebuild their stocks taking advantage of the cheaper crude oil prices as Brent is currently at around 2-month low.

Refinery margins are well above their average levels which is expected to continue and will add further support to the product tanker market.

The SnP market was busier this week with several rumours of vessels getting sold. Market sources suggest that an Ice-Class 2005 Built Korean MR tanker is committed at high \$19 million which is in line with a sister vessel sold early this month. A 9-year-old VLCC which invited offers is rumoured to have been committed at mid-high \$60's million. The tanker sentiment is firm with market players being bullish especially for the short term!



2.3 Containers

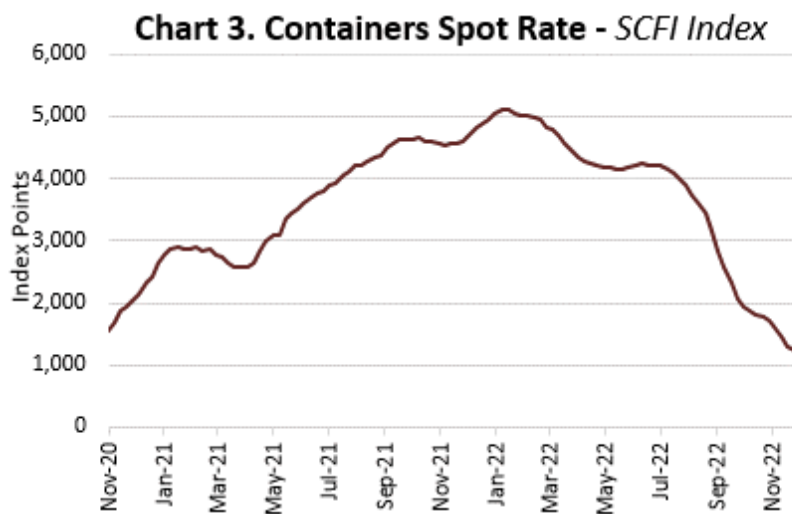
This week we notice a slight decrease in the volume of fixtures. It is estimated that almost half of unemployed tonnage is now fixed in short-term period business.

In this continuous plummeting freight market, it seems that this week the chartering rates are stabilized and some sort of optimistic feeling for recovery created some hopes for the days to come.

Nevertheless, the overall demand for transportation still remains weak. Based on the NCFI, routes from Ningbo to Middle East (down around 20%) and Australia/New Zealand (down around 30%) are affected by oversupply.

According to analysts, it is expected that the new IMO regulations will have an impact in the recovery of the freight market from 2024 onwards. Current fleet will be forced to reduce their operating speed in order to meet the EEXI and CII requirements. Some vessels, mostly vintages, will not be able to follow new requirements and will eventually proceed to the ship breaking yards during 2023.

Market sources suggest that a modern Feedermax has been obtained a two-year fixture at high \$20k/day, while a modern Feeder, trading Asia, has been extended for circa eight months at \$15k/day.



2.4 Key shipping Freight Indices

Bulkers		% w-o-w	Tankers		% w-o-w	Containers		% w-o-w
BDI	1,242	1.14	VLCC MEG-China	94,500	-12.3%	SCFI	1,229.90	-5.89%
Capesize 5TC	11,479	16.48	Suezmax Wafr-UKC	94,700	15.8%			
Kamsarmax 5TC	13,195	-11.14	MR UKC-USAC	47,300	20.1%			
Supramax 10TC	12,910	-0.15	LR2 MEG-Jap	71,900	120.6%			
Handysize 7TC	13,447	-2.09						

3. Second-Hand Market

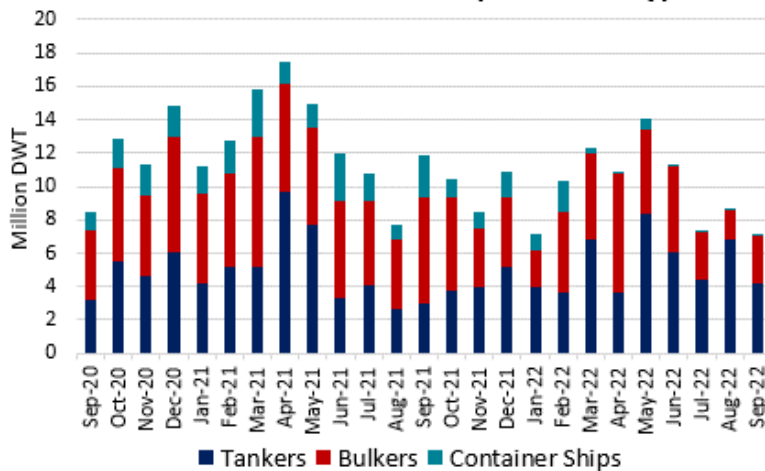
3.1 Weekly Ship Sales by Vessel Type

Vessel Type	Sub-Sector	Name	Size	Built	Yard	Price	Buyers	Surveys	Comments
Tanker	Suezmax	Maria Grace	160k Dwt	2002	Samsung	mid \$22m	N/A	SS/DD passed	BWTS fitted
Tanker	LR2	Fos Hamilton	105k >>	2013	HHI	\$43.75m	Greek	SS/DD 09/23	BWTS fitted, Eco ME
Tanker	Aframax	Sifis	105k >>	2007	Tsuneishi	low \$32m	N/A	SS/DD due	
Tanker	LR1	Nordneptun	74k >>	2004	HHI	mid \$15m	N/A	SS/DD 04/24	BWTS fitted
Tanker	LR1	Cape Tampa	73k >>	2009	New Times	low \$20m	N/A	SS/DD 03/24	
Tanker	LR1	PGC Ikaros	72k >>	2004	Hudong Zhonghua	\$12.7m	Turkish	SS 11/24	BWTS fitted, basis delivery Feb'23 and DD due
Tanker	MR	Vallermosa	40k >>	2003	Hyundai Mipo	\$12m	N/A	SS/DD 01/23	
Tanker	MR	Cape Guinea	37k >>	2008	Hyundai Mipo	rgn mid \$16m	Greek	SS/DD 11/23	
Tanker	MR	Perseus N	36k >>	2009	Hyundai Mipo	high \$17m	Turkish	SS/DD 01/24	Ice Class
Dry Bulk	Panamax	LT Ocean Star	75k >>	2005	Universal	\$14m	N/A	SS 07/25 DD 11/23	BWTS fitted, Ice Class
Dry Bulk	Handysize	Seastar Harrier	39k >>	2022	Hakodate	\$30.9m	Japanese	N/A	Resale
Dry Bulk	Handysize	Blue Baie	31k >>	2006	Saiki	\$13m	Turkish	SS 01/26 DD 02/24	BWTS fitted
Dry Bulk	Handysize	Maria GS	28k >>	2011	I-S	N/A	N/A	SS 01/26 DD 01/24	

3.2 Second-Hand Asset Values & Sales Volumes per Vessel Type

Vessel Type		Current Prices				5-Year Avg Prices (2017-2021)			
		Resale	5 yrs	10 yrs	15 yrs	Resale	5 yrs	10 yrs	15 yrs
TANKERS	VLCC	119	89	65	51	91	67	44	29
	Suezmax	79	61	45	36	61	45	30	18
	Aframax	72	57	42	34	48	34	22	13
	Panamax	55	43	30	22	41	29	18	10
	MR	46	39	28	19	36	26	17	10
DRY BULK	Capesize	52	42	27	18	49	38	23	14
	Panamax/Kamsarmax	36	30	22	15	30	23	14	9
	Supramax/Ultramax	35	27	19	14.5	27	21	13	8
	Handysize	28	23	15	11.5	22	16	10	5
CONTAINERS	Size	Current Prices				5-Year Avg Prices (2017-2021)			
	8,800-teu / 10 yrs	85				38			
	6,600-teu / 10yrs	75				30			
	4,500-teu / 10 yrs	44				17			
	2,600-teu / 10 yrs	25				14			
	1,700-teu / 10 yrs	19				10			

Chart 4. Sales Volumes per Vessel Type



4. Newbuilding & Ship Recycling Markets

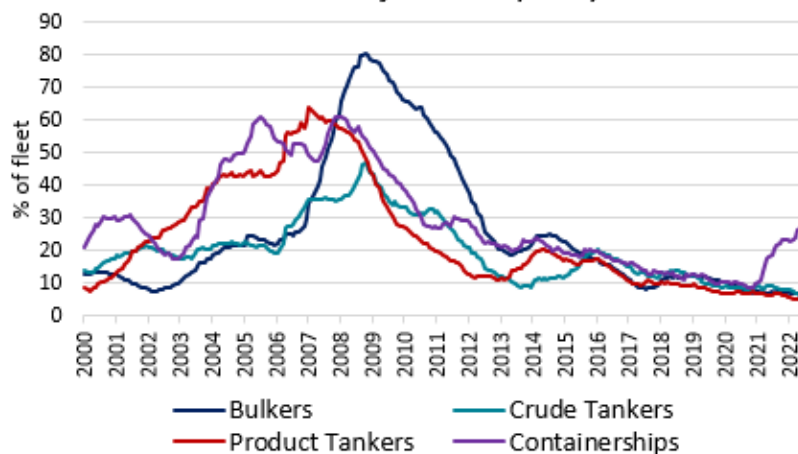
4.1 Recent Newbuilding Orders

Ship No	Type	Sub-Sector	Size	Delivery	Yard	Unit Price	Owners	Comments
10	Dry Bulk	Newcastlemax	210k Dwt	2025-26	Beihai	ard \$64m	Belgian	Ammonia Ready
1	Dry Bulk	Ultramax	64k >>	2024	Nantong COSCO	N/A	Japanese	
4	Tanker	MR	50k >>	Q4 2024	K Shipbuilding	ard high \$43m	UAE based	LNG dual fuelled, Ammonia & Methanol ready
2	Tanker	MR	50k >>	2025	Hyundai Vietnam	ard \$43m	Singaporean	
5	Gas	LNG	174K cbm	2027	Samsung	ard \$220m	Canadian	

4.2 Newbuilding Asset Values & Orderbook Levels

Vessel Type		Current Prices		Year End, \$m		
		Last Week	This Week	2019	2020	2021
TANKERS	VLCC	120	120	91	84	111
	Suezmax	79	79	61	55	75
	Aframax	61	61	48	45	59
	Panamax	51	51	44	42	50
	MR	42	43	35	33	40
DRY BULK	Capesize	62	62	49	46	60
	Kamsarmax	36	35	27	25	34
	Ultramax	34	32	25	23	32
	Handysize	30	30	23	22	29
CONTAINERS	10,000-teu	128	128	88	87	128
	6,600-teu	83	83	71	71	83
	5,000-teu	71	71	52	52	70
	2,600-teu	40	40	31	29	39
	1,700-teu	27	27	25	22	27

Chart 5. Shipping Orderbooks
as % of Fleet Capacity

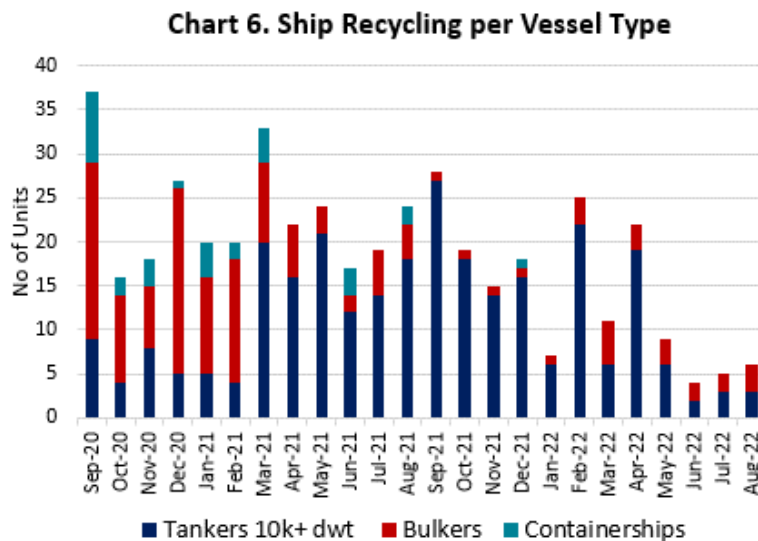


4.3 Recent Ship Recycling Activity

Table 5. Weekly Ship Recycling Activity									
Type	Sub-Sector	Name	Built	Dwt	Ldt	Yard	Buyer	Price (\$/ldt)	Comment
Dry Bulk	Panamax	Dong Fang Sheng	1990	69k	9,544 mt	Japanese	N/A	445	"As is" at Guang Dong, auction
Dry Bulk	Handy	Tian Yu 2	1989	22k	5,002 mt	Japanese	Bangladeshi	560	

4.4 Scrap Values & Ship Demolition Volumes

Table 6. Scrap Values								
Location	Tankers				Dry Bulk			
	Year End, \$m			Current	Year End, \$m			Current
	2019	2020	2021		2019	2020	2021	
India	361	402	562	540	365	403	562	530
Bangladesh	385	410	610	520	380	415	580	510
Pakistan	355	415	588	530	355	415	585	520



5. Macro Indicators

Indicator		% w-o-w
ICE Brent	85.89 \$/b	-4.4%
WTI	78.59 \$/b	-4.2%
Spore VLSFO	677.5 \$/t	1.5%
GBP/USD	1.21	1.7%
USD/YEN	138.71	-0.9%
EUR/USD	1.04	0.0%
USD/YUAN	7.16	0.6%
Gold	1,752.5	-0.8%



W E B E R S E A S

(HELLAS) S.A.

SALE & PURCHASE OF SHIPS, NEW BUILDINGS, RECYCLING, MARINE PROJECTS & FINANCE

7, Granikou Str, Marousi 15125 - Attica, Greece

T: +30 210 453 9000 | E: sales@weberseas.com

The information contained in this report has been obtained from various market sources. WEBERSEAS (HELLAS) S.A. believes such information to be factual and reliable without making guarantees regarding its accuracy or completeness. WSH will not be held responsible for any action or failure to take action upon reliance on information contained in this report.

© 2022 WEBERSEAS (HELLAS) S.A. All Rights Reserved