Tanker tonic

Tanker scrap prices were on the rise this week with vessels destined for Bangladesh and Pakistan grabbing top dollar.

But there was less cheer in India where strict policing of capacity laws brought beaching to a standstill, GMS says.

Its weekly report said: “The steady stream of container vessels and car carriers for demo was supplemented this week with some wet tonnage.

“Much to the delight of the ship owners, ship recyclers from both Bangladesh and Pakistan welcomed these vessels with some huge prices.”

The 149,999-dwt Eastway (built 1989) fetched $290 per ldt in Pakistan, just weeks after its 152,385-dwt sister ship Headway was scrapped at $280 per ldt, GMS says.

The sales of the 29,922-dwt Aktor (built 1986) to Pakistan and the 17,585-dwt Dzintari (built 1985) and the 31,745-dwt Kasco (built 1981) to Bangladesh were on a private and confidential basis.

GMS says the sudden enforcement of a law which prevents Indian yards taking in vessels when they already has two ships for scrapping left many owners frustrated by waterfront delays.

It said: "Ship recyclers with vessels at anchorage spend most of the week arguing their cases with local authorities. It should take another few days for matters to clear. This decision will exert a huge downward pressure on demand.

"By some estimates, ship recycling capacity in Alang could shrink by about 25% with a corresponding decline in demand.

"At a time when the shipping community is looking for increased capacity, the reduction in Indian capacity will have consequential impact on demo prices."

By Andy Pierce in London

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