Tsakos offloads Hesnes

Tsakos Energy Navigation (TEN) has reportedly sold its 68,160-dwt tanker Hesnes (built 1990) for demolition.

Bangladesh buyers splashed the cash last week

Bangladesh breakers are said to have paid a “very bullish” $465 per ldt or $7.6m for the double-hulled ship “as is” Singapore, said US cash buyer GMS.

The ship recently made headlines after it was targeted by robbers while anchored off the southern tip of Malaysia a little over a week ago.

TEN bought the Hesnes from the private Tsakos group for $26.5m in 1996. It has put both the Hesnes and sistership Victory 3 (built 1990) up for sale.

Elsewhere, United Arab Chemical Carriers has reportedly sold the 43,851-dwt chemical tanker Al Farabi (built 1986).

The ship was sold for demolition to Bangladesh for $470 per ldt or just over $6m also “as is” Singapore, reported GMS.

The vessels is said to have recently completed a dry-docking and is said to contain around 130t of stainless steel.

GMS said the industry witnessed a “remarkable week” in Bangladesh as prices on wet units appeared to have jumped by almost $20 per ton.

“Whether this was due to cash buyer speculation and/or industry players willing to take on the market risk is open to debate,” it said.

“However, the fundamentals were simply not there to justify the outlandish prices dished out for these couple of sales,” it said.

Bankrupt US shipowner Global Container Lines (GCL) has managed to sell its last two vessels for scrap to India.

The 19,700-dwt multipurpose (MPP) vessels Global Progress and Global Prosperity (both built 1977) were committed basis “as is” Karachi and Kandla respectively.

GCL has now cleared out of its fleet following the sale of the Global Precision (built 1979) for $285 per ldt “as is” at Sharjah in the United Arab Emirates.

K Line, meanwhile, is reported to have sold its 2,069-teu containership Tower Bridge (built 1985) to a Chinese recycling yard.

The ship is said to have achieved $360 per ldt, or $4.7m, with the Japanese owner passing over the option to sell to a green Indian scrapper who could have yielded $60 per ldt more, brokers said.

By Dale Wainwright in Singapore

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