AFRICAN FALCON

IMO No: 9257058 BULKER 2003 / 17944 GT

COMPANY:

Mur Shipping BV,
Netherlands

YARD INFORMATION:

New Century Shipbuilding Co. Ltd
Jingjiang (China) JS99028

DEMOLITION:

Med Sea 3/6/2011 © S. Wiedner

BASIC DATA:

GT: 17944
DWT: 27101
Loa: 178.43
Bmd: 26.00
Draught: 9.67
Engine: 1 x oil MAN-B&W
Power: 6555 kW
Speed: 14.5 kn
Cranes: 4 x 30 t

OWNER & FLAG HISTORY:

SABEEL STAR since 01/08/2022
AFRICAN FALCON since 01/06/2003
Flag Date of record Source
Panama since 01/08/2022
Bahamas during 2003
Registered owner Date of record Source
SABEEL SHIPPING CO since 18/08/2022
AFRICAN FALCON SHIPPING CO LTD since 12/12/2007
MUR SHIPPING BV since 01/09/2006
Ship manager Date of record Source
EL REEDY SHIPPING AGENCY since 18/08/2022
DOCKENDALE SHIP MANAGEMENT FZC since 21/10/2013
MUR SHIPPING BV before 03/2009
DOCKENDALE SHIP MANAGEMENT FZC since 08/08/2008

NAME HISTORY:

AFRICAN FALCON	2003-06	African Falcon Shipping Co. Ltd., Bahamas
AFRICAN FALCON	2006-07	Mur Shipping BV, Bahams

AFRICAN FALCON	2007-22	African Falcon Shipping Co. Ltd., Bahamas
SABEEL STAR	2022-	Sabeel Shipping Co, Panama

GENERAL VESSEL INFORMATION:

2022:

Splash247.com

Vintage handies in demand to shift grain out of the Black Sea

Hans Thaulow • August 2, 2022 0 354 1 minute read

While it is becoming clear that sales in dry cargo are cooling off, one size and one region stand out in the week's sales column.

A string of vintage handysize bulkers is reported sold to nations active in the Black Sea. Owners from the Middle East, Turkey, and Syria have reportedly laid down the winning bids for a handful of smaller bulkers. Brokers note the sale of the 1996-built, 26,000 dwt *A Racer*, the same sized *Althea*, the 18,000 dwt *Quantra*, the 28,000 dwt *Maria L*, and the 27,000 dwt *African Falcon*.

Unsurprisingly, some owners want to trade between Black Sea mines as grain cargoes from Ukraine are ready to be fixed following yesterday's news that the 29,292 dwt *Razoni* bulk carrier departed from the port of Odesa, becoming the trial first vessel to transit the Black Sea from Ukrainian waters in more than six months.

According to brokers Braemar, enquiries for ships in the region have been largely for handies given their size due to the shallower draft requirements in some ports in Africa where much of the cargo will head.

"Due to the time pressure of the situation and risk of heading to Ukraine amid plenty of safety concerns, these Handies are unsurprisingly commanding a considerable premium to any period rates currently being discussed in the Atlantic elsewhere," Braemar noted in a dry bulk markets update.

Based on the estimates of 20m tonnes needing to be shipped over the coming four months, Braemar estimates 371 or 715 loadings on supramaxes and handies, respectively. As enquiries have been largely handy-based thus far, it is safe to assume these will make up the majority of the vessel-mix potentially lifting these cargoes.

Cargo order volumes for agricultural commodities loading in Ukraine spiked last week to more than five times higher than the average since war began with Russia in late February, according to chartering platform Shipfix.

Last update: 30/12/2024