

Pangaea bags Baffin brace in \$76m order

Ed Coll-led niche player expands its footprint in remote Canadian territory's ice-class trade.

May 6th, 2019 22:15 GMT
by Joe Brady

Rhode Island-based Pangaea Logistics Solutions is ordering two post-panamax ice-class bulkers at China's Guangzhou Shipyard in support of a new 10-year contract with its partner in the iron ore trade on Canada's Baffin Island.

Ed Coll-led Pangaea said it also holds two options at the yard in connection with the new pact with Baffinland Iron Mines. It said the vessels had a building cost of about \$38m each.

The units are scheduled for delivery in April and May 2021.

Pangaea has been hauling iron ore from the remote location since 2015, with most exports to Europe.



Shipping's ultimate bear market

[Read more](#) >

"Our relationship with Baffinland Iron Mines is special because of the extra challenges presented with high Arctic shipping," Coll said.

"The cargo contract...marks a significant step forward in our leadership in the ice class part of our business."

Coll said it was also Pangaea's first newbuilding contract in China, but noted that Guangzhou has experience building ice-class and polar class vessels.


"Our ships are custom designed for the ice trades our Nordic Bulk Carriers subsidiary has developed over the past decade," he said.

Baffinland Iron Mines Corp shipped 4.1 million tonnes in 2017 from its Mary River Mine via the Milne Inlet Ore Terminal during an open-water season that lasts less than three months — 2 August to 17 October — because of the harsh winter climate.

Baffinland aims to increase annual production to 12 million tonnes, with most cargoes bound for Europe.



Pangaea Logistics Solutions sees opportunity rise from dust of cooling towers

Read more 

Baffinland previously had agreed to employ Nordic's six 1A-rated ice-class panamaxs for at least 25% of available operating days each year, plus incorporate chartered-in tonnage.

Nordic/Pangaea's six existing ice-class panamaxs were built at Oshima Shipbuilding between 2010 and 2016. Nordic bought the first two from Japan's Sanko Line in 2012 and then built similar vessels for its own account.

Noting the mine's "major expansion plans," Baffinland chief executive Brian Penney said he was "very excited about the market opportunities that these larger ships present."

Penney called Pangaea and Nordic "responsible" companies operating quality ships and "respectful of its environment."

Article by Joe Brady "Pangaea Bags Baffin Brace in \$76m Order" TRADEWINDS
(no direct link available) www.tradewinds.com