



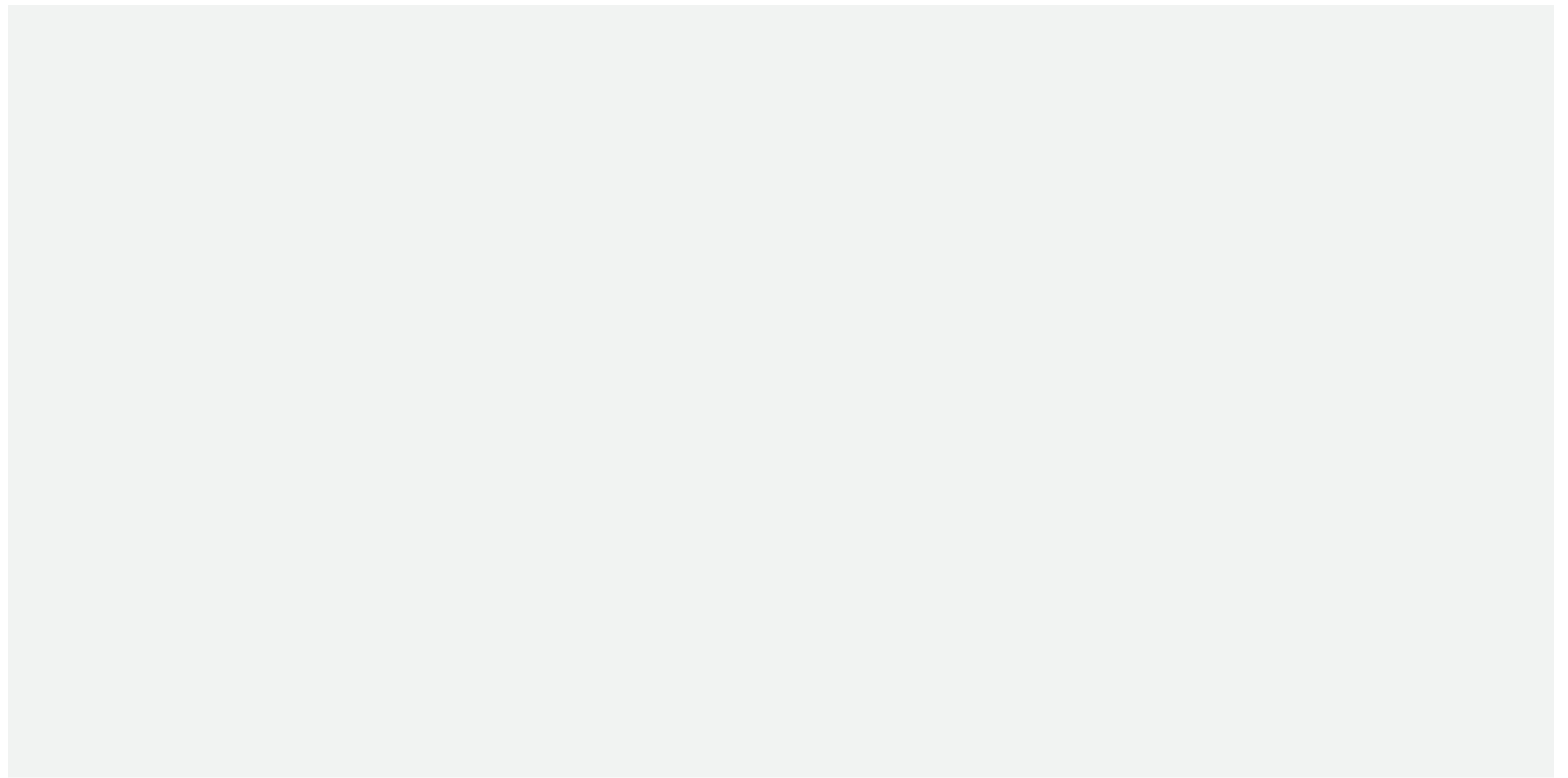
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Cesare d'Amico is CEO of d'Amico Dry. Photo: d'Amico Group.

d'Amico buys first bulk carrier in seven years as it sells handy to Oldendorff

Italian group's dry unit lowers age of fleet to four years through sale and purchase deals

31 January 2022 7:59 GMT *UPDATED 31 January 2022 7:59 GMT*

By [Gary Dixon](#) in **London**

Italy's d'Amico Dry has lowered the average age of its fleet with a couple of sale-and-purchase deals.

The company said the 39,000-dwt handysize Cielo di Virgin Gorda (built 2015) has been offloaded, while an 88,000-dwt panamax to be renamed Medi Amalfi (built 2017) has been added.



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D'Amico Dry said it had acquired the sistership to its Medi Serapo and Medi Ginevra (both built 2018) at a “very interesting” price.

This is the dry division's first listed acquisition since 2015.

The company said the ship was built at Oshima Shipyard in Japan.

Meanwhile, brokers report that Germany's Oldendorff Carriers is the buyer of the Cielo di Virgin Gorda for \$22.75m.

Last year, d'Amico also sold four bulkers built in 2011 and 2012.

The owner said the disposal confirmed the “particularly favourable time” for this segment in terms of price.

The move was part of the group's strategy to further consolidate its fleet in the post-panamax segment with flexible and versatile vessels, from both a commercial and operational point of view.

“The transactions demonstrate the considerable activity in the dry market, which after some challenging years has significantly recovered in the last year, with charter rates hitting the highest levels in 10 years,” the company said.

Ready for new opportunities

Chief executive Cesare d'Amico added that the new addition to the fleet illustrated the group's leading position among the youngest and most innovative fleets.

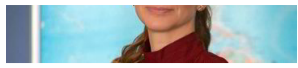
“2021 was a very positive year for the dry bulk market, allowing us to face 2022 with great optimism and ready to seize new opportunities,” he said.

“We strongly believe in the post-panamax design and in recent years our main charterers have also appreciated its increased load capacity and exceptional draft characteristics,” the CEO added.



The Medi Amalfi is equipped with a next-generation, fully electronically-controlled engine for optimal fuel consumption.

d'Amico Dry plans to carry mainly grain and mineral cargoes on the ship.



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The company operates a fleet of about 50 ships, mainly in the post-panamax, kamsarmax, supramax and handy segments, of which 20 are owned. [\(Copyright\)](#)

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