

Market Overview

Dry Bulk

Marine Money Hamburg week has provided mixed signals for the dry bulk industry. In Hamburg where the heart of the financial world involved in shipping beat within the week, reports emerged that for many the great culprit of current sustained overcapacity plaguing dry market in particular over the past 5 years, private equity, seems to gradually evading the dry bulk industry. While same needs some time to be materialized, is been reported that the current sustained low levels of BDI (albeit anemic growth last 2 weeks sparked mainly by the start of the South America grain season) seems that has taken its toll in private equity firms already invested in shipping during the low end of the cycle, confidence in dry bulk leading to wait-and-see approach and maybe to subsequent deleveraging. Same might apply to the tanker sector as well due to low price of oil and supply glut creating the view among private equity that market is peaking. Adding to uncertainty news emerged that Chinese stocks tumbled with the week with 400 stocks on the index fell below the 10 pct daily limit.

On the sales front, there were 3 reported sales that seemingly failed to materialized, i.e. m/v Magic Orient 28,399 dwt blt 1995 Imabari reportedly sold usd 1,6 mill, m/v Anne Kjersti 53,000 dwt blt 2012 Han Long reportedly sold low 6's and m/v ID Mermaid 27,105 dwt blt 2001 New Century. On reported sales now seems activity focused on Handymax & Supramax late 90's handymax bulk carriers where current asset values very close or at demo levels finally sparked interest from mainly Mideasterns. Thus m/v Marvelette (45,261dwt blt 2000 Tsuneishi) sold Usd 2,05 mill, the 2000 blt Tsuneishi Cebu Enterprise (45,572dwt) sold Usd 2,8-2,7 mill to Mideast interests and the unconfirmed rumours encompassing VOC Daisy and VOC Rose (47,183 dwt blt 1998 Oshima) at low Usd 2 mill. In the supramax sector the prolonged negotiation of m/v Pacific Guardian (52,225dwt blt 2006 Tsuneishi Cebu) which seen low Usd 4's is indicative of the declining asset values for 10 years old Supramaxes. Indicatively ex-m/v African Kookabura albeit larger and 1 year younger (55610dwt blt 2007 Mitsui) sold last October Usd 12 mill....

Tanker

Crude Oil Tanker prices soften as M/T Hanjin Ras Tanura -317.660dwt / blt 2011 Korea sold for 75 usd million which for her age (5 year old) is 2,5 usd million lower compared to the price that 2 x 2010 blt Korean vlcc tankers got just 2 months ago (M/T Hemsedal & Voss Spirit), with the chartering market in 1 year to not radically different (50k/day compared to today's 47k/day) At the same time and on Aframax size we can observe same price movements as 10 year old M/T Ocean Mare – 106.004 dwt / blt 2006 Korea is sold for xs27 usd million to greek buyers Eurotankers which is a new benchmark and followed by offers for 2007 blt M/t BM Bonanza at rgn 27 usd million and a 2009 off market unit which heard seen just 32 usd million.

Second Hand Sales

Bulk Carriers

Name	Dwt	YoB	Yard	SS	Engine	Gear	Price (mill.)	Buyer
<i>Shin Sho</i>	177,489	2006	Mitsui , Japan	09/2016	B&W	-	\$ 11.9	Greek (Samos Steamship)
<i>Cymbeline</i>	73,060	2001	Sumitomo , Japan	02/2021	Sulzer	-	\$ 3.3	Chinese
<i>Tensei Maru</i>	52,454	2007	Tsuneishi , Japan	05/2020	B&W	4 x 30 T	\$ Low 6.0	Bangladesh (SR Shipping)
<i>Stove Tradition</i>	46,200	1998	Oshima , Japan	06/2018	B&W	4 x 30 T	\$ 3.2	Undisclosed
<i>Voge Fiesta</i>	29,516	1997	Dalian , China	-	B&W	5 x 30 T	\$ 2.3	Undisclosed
<i>Marvette</i>	45,621	1998	Tsuneishi , Japan	01/2018	B&W	4 x 30 T	\$ 2.05	Undisclosed

Tankers

Name	Dwt	YoB	Yard	SS	Engine	Price (mill.)	Buyer
<i>Hanjin Ras Tanura</i>	317,660	2011	Hyundai , Korea	03/2021	Wartsila	\$ 75.0	
<i>Takachiho II</i>	280,889	1998	Ihi , Japan	10/2018	Sulzer	\$ 21.45	
<i>Kilimanjaro Spirit</i>	115,048	2004	Daewoo , Korea	08/2019	B&W	Undisclosed Incl . 3yrs T/C Back At \$ 23.000/Day \$22.750/Day	
<i>Fuji Spirit</i>	106,360	2003	Tsuneishi , Japan	08/2018	B&W	Greek (Estoril Navigation)	
<i>Ocean Mare</i>	106,004	2006	Hyundai Samho , Korea	-	B&W	\$ 27.0	
<i>Sti Lexington</i>	49,990	2014	Hyundai Mipo , Korea	05/2019	B&W	En Bloc \$ 166.5 U.A.E (Bahri)	
<i>Sti Chelsea</i>	49,990	2014	Hyundai Mipo , Korea	05/2019	B&W		
<i>Sti Mythos</i>	49,990	2014	Hyundai Mipo , Korea	08/2019	B&W		
<i>Sti Olivia</i>	49,990	2014	Hyundai Mipo , Korea	08/2019	B&W		
<i>Sti Powai</i>	49,990	2014	Hyundai Mipo , Korea	07/2019	B&W		

Containers

Name	Dwt	YoB	Yard	SS	Engine	Price (mill.)	Buyer
Nyk Leo	6,178	2002	Samsung Heavy, Korea	01/2017	Sulzer	-	Undisclosed
Spirit Of Piraeus	2,262	2001	China, Taiwan	03/2016	B&W	3 x 45 T	\$ 3.5

Indicative Values - Bulk Carriers

Size	Prompt Resale	5 years	10 years	15 years
Capesize	33	21	11.5	5.5
Panamax - Kamsarmax	21	12.5	6.5	3.5
Supramax - Ultramax	18	11	6.5	3.5
Handysize	15	9	5	3.5

Indicative Values - Tankers

Size	Prompt Resale	5 years	10 years	15 years
VLCC	96	75	54	35
Suezmax	68	58	41	25
Aframax	55	43	27	16
Panamax	45	33	23	14
MR	37	28	19	11

Demolition & Newbuilding

Demolition Sales

Vessel	Type	Built	Ldt	Dwt	Price (\$)	Country	Comments
Renate N	BC	1992	41,265	278.380	228	Bangladesh	
Wugang Orient	BC	1991	41,081	267.710	234	Bangladesh	
Mol Advantage	Container	2001	24,750	66.532	252	India	
New Leon	BC	1995	21,846	173.246	219	Bangladesh	
Ore Itabira	BC	1991	21,274	189.043	237	Bangladesh	
Northern Grandour	Container	1998	18,981	63.515	245	India	
Winning Friend	BC	1993	18,538	152.034	232	Bangladesh	
Sunny Star	BC	1991	18,448	149.515	231	India	
He Fu Star	BC	1994	17,880	148.535	225	Bangladesh	
Stark	BC	1984	11,044	61.748	253	India	
FengHuang Shan	BC	1997	10,660	73.330	234	Bangladesh	
Kollmar	Container	1993	8,039	21.540	246	India	Incl. ROB "As Is" Fujairah
New Fortune	BC	1994	7,682	44.820	220	Bangladesh	
Starford 8	BC	1984	5,504	25.357	214	India	
Aldan	BC	1989	4,174	7.580	216	India	
Renate N	BC	1992	41,265	278.380	228	Bangladesh	

Indicative Demolition Prices

Country	Tanker Prices	Bulker Prices
India	255	225
Bangladesh	250	220
Pakistan	250	220
China	120	110
Turkey	150	145

New Building Orders Bulkers

<i>No</i>	<i>Type</i>	<i>Dwt</i>	<i>Yard</i>	<i>Delivery</i>	<i>Owner</i>	<i>Price (mill.)</i>	<i>Comments</i>
2	Kamsarmax	81,500	Oshima , Japan	2019- 2020	Taiwan (U-Ming Marine)	N/A	

Newbuilding Orders - Tankers

<i>No</i>	<i>Type</i>	<i>Dwt</i>	<i>Yard</i>	<i>Delivery</i>	<i>Owner</i>	<i>Price (mill.)</i>	<i>Comments</i>
1	Lr 2	80,000	Onomichi , Japan	2017	Taiwan (Global Energy)	N/A	

Newbuilding Orders - Containers

<i>No</i>	<i>Type</i>	<i>Teu</i>	<i>Yard</i>	<i>Delivery</i>	<i>Owner</i>	<i>Price (mill.)</i>	<i>Comments</i>
3+4	Sub - Panamax	2,500	Avic Weihai , China	2018	Germany (Reederei Nord)	N/A	

Dry Bulk Chartering

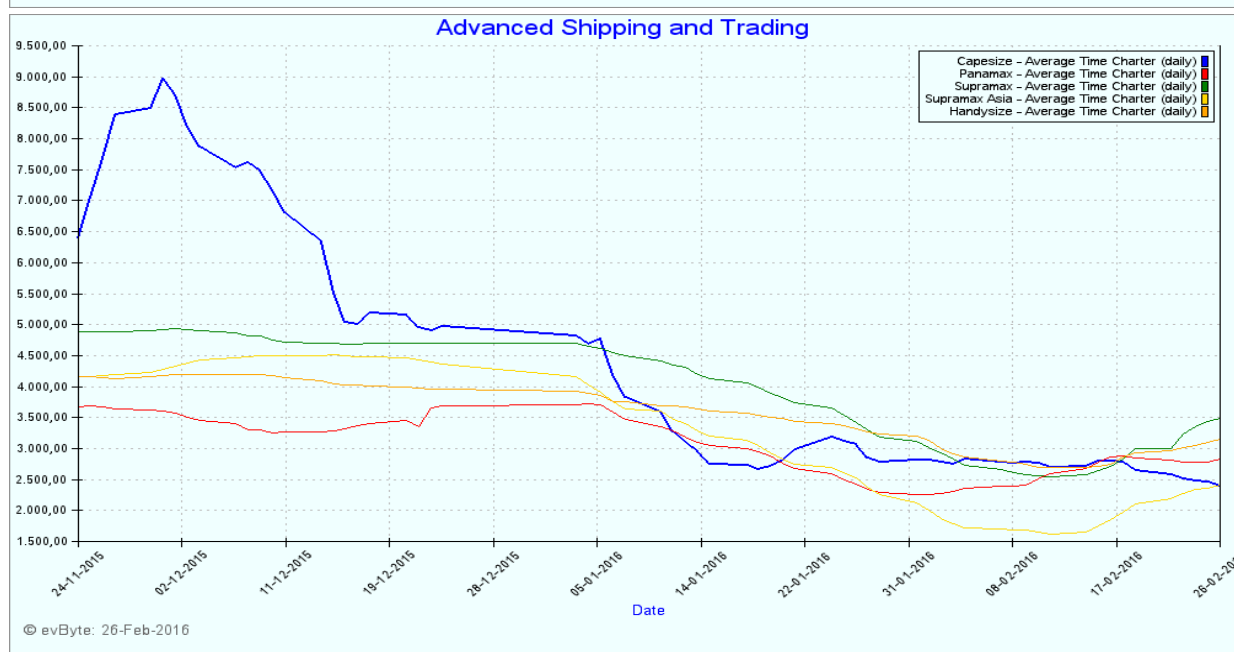
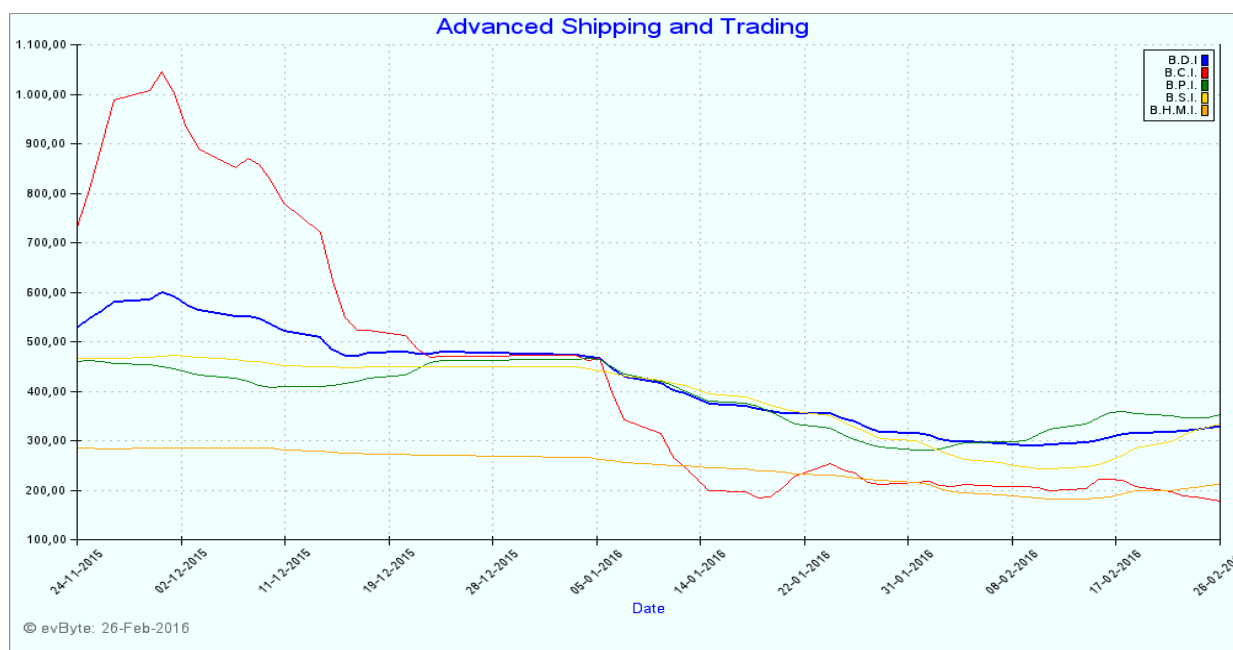
Week 8 saw a number of mining groups posting their financial results, starting with Rio de Janeiro-based Vale who reported a usd 12.1 billion net loss for 2015 and announced its intention to put a number of its core assets up for sale. Australian Fortescue Metals Group Ltd. reported a 4% drop in its net profits at usd 319 million for the second half of 2015, while still standing at a net debt position of usd 6.13 billion. Australian juniors Atlas Iron and BC Iron also reported losses for the second half of 2015 at usd 114 million and usd 72.9 million respectively. Anglo-Australian Rio Tinto saw its rating being downgraded by Moody's Investor Services. Not exactly positive feelings around... Nonetheless, Chinese iron ore imports continue with the majority of Capesize parcels in the key route ex West Coast Australia being reported in the very high usd 2.00's pmt, give or take a few cents. Alternatively, same route is reported at usd 2,000 on trip basis. Word in the market has it that more than 60 Capesize vessels are scattered across the Pacific, waiting for suitable employment. Limited Capesize activity reported in the Atlantic, with Brazilian iron ore into China and Europe still paying under usd 6.00 pmt and usd 3.00 pmt respectively. Similarly, West African iron ore into Europe pays tick under usd 2.50 pmt. In spite of the majority of its mills being continuously reported of losing money and in spite of official announcements for production cuts by as much as 150 million tonnes over the next five years, China's steel industry continues to pump out a significant amount of steel parcels from the ports of Bohai Sea. Supramax-sized trips destined for South East Asian importers are currently rated in the mid usd 3,000's. India direction pays in the high usd 3,000's, Persian Gulf direction is being reported in the usd 4,000's and Red Sea direction in the usd 5,000's range. Supramaxes looking to end up in the Mediterranean however, will have to accept around mid usd 2,000's levels.

Chinese authorities announced the findings of exploration projects in their southern province of Guangxi which include, inter alia, 615 million tonnes of bauxite and 151 million tonnes of manganese ore reserves. With China being a major importer of both of these ores for its aluminum industries, we are left to ponder on the future effect of these discoveries on the seaborne trade. Supramax or larger sized bauxite parcels out of North Brazil are rated in the mid usd 15's pmt range while their West African cousins at low usd 4,000's levels on trip basis. The next step in China's planned effort to control its surplus coal production capacity has also been announced in the form of the closure of more than 1,000 mines for 2016 alone (a total production capacity close to 60 million tonnes). Chinese coal import ex Australia, Indonesia and Russia are also reported to be on the fall and a gradual decrease in the number of fixtures being reported (all of them in the low usd 2,000's / high usd 3,000's range) is evident. A limited number of period fixtures surfaced in the Pacific, with Capesize tonnages being fixed at mid usd 5,000's for one year's employment time. Meanwhile in India, apart from the usual Australian coal routes (where Capesizes are fixed in the low usd 4.00's pmt and Panamaxes in the high usd 5.00's pmt) and their Indonesian alternatives (where Kamsarmaxes and Panamaxes are welcomed in the high usd 3,000's and Supramaxes in up to low usd 4,000's levels), a rising number of gypsum and limestone incoming parcels is evident. Their majority originates from Oman and Iran and grab equipped Supramaxes appear to be the preferred choice of the trade as the high rental costs for grabs deters Charterers from touching non-grabber candidates. Discharge port location in either East or West coast, marks the fixing rates at around usd 4.00 pmt and usd 5/5.50 pmt respectively. Alternatively, Owners can look into the usd 3.5/4,000's range for these routes on trip basis.

South African coal parcels continue being fixed into India, primarily onboard Postpanamaxes in the high 4,000/mid usd 5,000's plus a 120,000 ballast bonus and Panamaxes at high usd 4,000's plus a 90,000 ballast bonus. An Ultramax has been reported at usd 7,000 for the same run. Supramax iron ore trips ex Iran into China are being reported in the usd 4/5,000 range. A Handysize was heard fixed for a urea parcel ex Sohar into Indonesia at around usd 6.00 pmt, an alternative to a tick under usd 2,000 on trip basis. East Coast South America continues to make headlines in the Atlantic, where a record large crop of soybeans is expected to dominate Brazilian exports for the next few months. Local agents have presented us with lineup lists of more than 150 vessels of various sizes anchored off Brazilian ports, vessels which are expected to wait anywhere from 50 to 60 days to load approximately 7.5 mill tons of soybeans and 2.2 mill tons of corn. Kamsarmaxes and Panamaxes are generally fixed on APS basis in the low/mid usd 6000's region plus a usd 115/140,000 ballast bonus for runs towards Singapore/Japan range, with the (not so frequent) Gibraltar and India or passing Cape of Good Hope deliveries still present in the low/mid usd 4,000's or mid usd 4,000's plus a usd 100,000 ballast bonus respectively. A couple of Supramax fixtures were reported for Bangladesh destination ex ECSA in the usd 6.5/7,000 plus a usd 65/70,000 ballast bonus range.

Baltic Indices (Friday Closing Values)

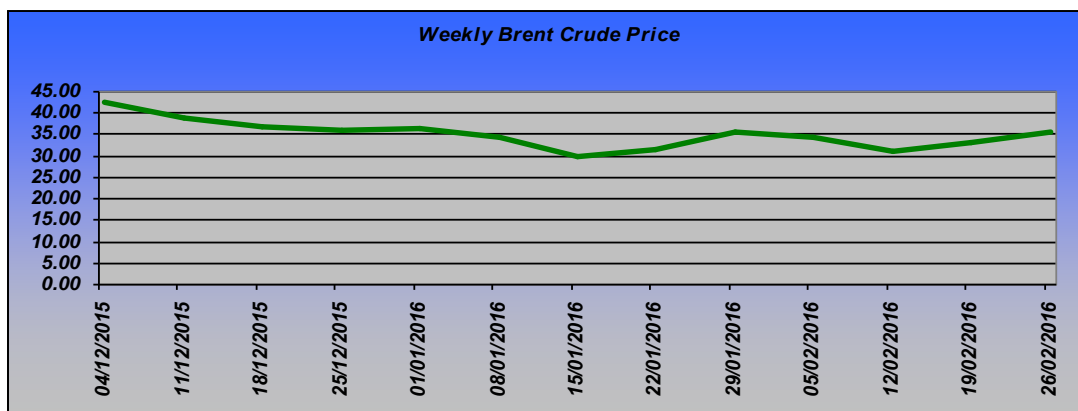
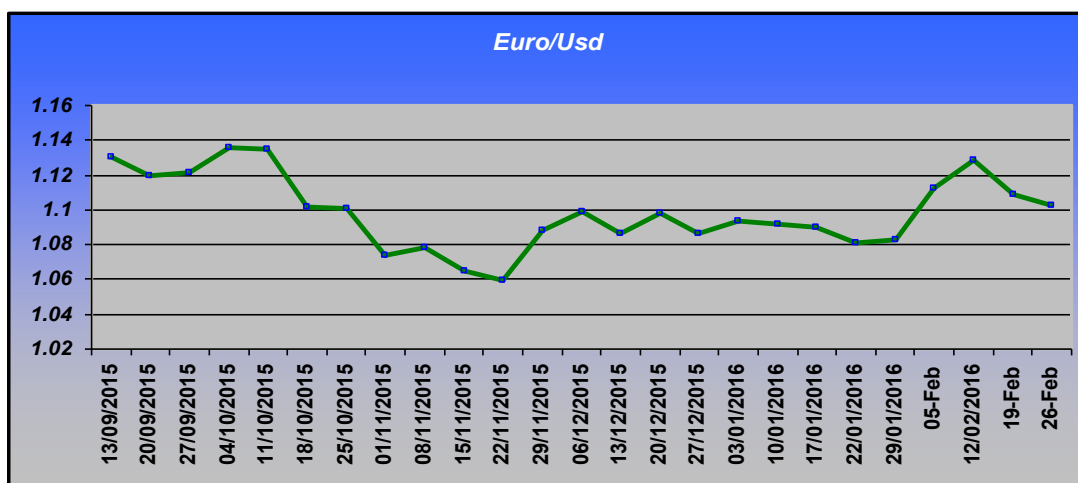
Index	Week 8	Week 7	Change (%)
BDI	327	315	3.81
BCI	177	207	14.49
BPI	352	355	0.85
BSI	333	286	16.43
BHSI	212	198	7.07



Key Indicators & Stock Markets

Currency	Week 8	Week 7	Change (%)
EUR / USD	1.1030	1.1091	0.55
USD / JPY	112.81	112.97	0.14
USD / KRW	1,238.05	1,234.36	0.30
USD / NOK	8.6315	8.6189	0.15

Commodity	Week 8	Week 7	Change (%)
Brent Crude (BZ)	35.71	33.32	7.17
Natural Gas (NG)	1.71	1.83	6.56
Gold (GC)	1,236.70	1,227.80	0.72
Copper	211.60	206.40	2.52
Wheat (W)	455.25	468.75	2.88



Bunker Prices

Port	IFO 380	IFO 180	MGO
Piraeus	155	172	323
Fujairah	150	200	415
Singapore	152	165	315
Rotterdam	144	167	299
Houston	135	188	338

Shipping Stock Prices – Dry Bulk

Company	Stock Exchange	Week 8	Week 7	Change (%)
Diana Shipping Inc (DSX)	NASDAQ	2.27	2.25	0.89
DryshipsInc (DRYS)	NASDAQ	0.103	0.109	5.50
Euroseas Ltd (ESEA)	NASDAQ	2.00	2.09	4.31
Eagle Bulk Shipping Inc (EGLE)	NASDAQ	0.67	0.71	5.63
Freeseas Inc (FRESE)	NASDAQ	0.030	0.042	28.57
Navios Maritime (NM)	NYSE	0.74	0.86	13.95
Navios Maritime PTN (NMM)	NYSE	1.00	1.09	8.26
Paragon Shipping Inc (PRGN)	NASDAQ	0.047	0.058	18.97
Star Bulk Carriers Corp (SBLK)	NASDAQ	0.608	0.435	39.77
Seenergy Maritime Holdings Corp (SHIP)	NASDAQ	2.816	2.734	3.00
Safe Bulkers Inc (SB)	NYSE	0.58	0.63	7.94
Golden Ocean (GOGL)	NASDAQ	0.54	0.72	25.00

Shipping Stock Prices – Wet

Company	Stock Exchange	Week 8	Week 7	Change %
Capital Product Partners LP (CPLP)	NASDAQ	3.34	3.56	6.18
TOP Ships Inc (TOPS)	NASDAQ	2.800	2.300	21.74
Tsakos Energy Navigation (TNP)	NYSE	5.75	5.32	8.08

Shipping Stock Prices – Other

Company	Stock Exchange	Week 8	Week 7	Change (%)
Aegean Maritime Petrol (ANW)	NYSE	6.40	6.88	6.98
Danaos Corporation (DAC)	NYSE	4.60	4.69	1.92
StealthGasInc (GASS)	NASDAQ	3.11	3.30	5.76
Rio Tinto (RIO)	NYSE	25.66	27.16	5.52
Vale (VALE)	NYSE	2.80	2.88	2.78
ADM Archer Daniels Midland (ADM)	NYSE	34.62	33.90	2.12
BHP Billiton (BHP)	NYSE	22.83	23.99	4.84

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