

## Market insight

By **Katerina Restis**  
**Tanker Chartering**

On Saturday 7th May, Riyadh replaced the long-serving oil minister of more than two decades, Ali-Al-Naimi, as part of a major government overhaul, which comes at a time that the realm faces a fall in energy revenues. Furthermore, last month the Kingdom reported the already premeditated economic reforms to decrease its reliance on oil and develop a long-term sustainable expansion, with arrangements for a monstrous \$2 trillion fund to lift its worldwide investment power plan.

Particularly, the implementation of the named "Vision 2030" plan visualizes the country to operate without its major dependence on oil income by 2030. As announced, the plan encompasses the expansion of the realm's tourism industry, developing the capacity of its military industries, reducing sponsorships to save money, generating job initiatives while restructuring its education system and establishing a Green Card-style residency system for Arabs.

Moreover, the setting up of the Public Investment fund of \$2 trillion includes the \$100bn that are expected to be raised from Saudi Aramco's Initial Public Offering (the biggest IPO in history), with Prince Mohammed Bin Salman stating that the Saudi addiction to oil has disrupted the development of many sectors in previous years. As a result, the Kingdom aims to gain exposure to international markets and thus attract investments in all aspects of its economy with greater transparency.

Saudi Arabia's new vision 2030, being ambitious and comprising of diversified policies reflects a long term initiative for economic progresses that have gained grounds from low oil prices and new-generation leadership. Gulf countries have been developing similar policies for years with Bahrain publishing its vision 2030 in 2008 and Abu Dhabi issuing one in 2009, both led by princes who wanted to associate themselves with economic transformation and collective consciousness. The April's meeting and discussion of oil-rich countries in Doha for a production freeze in order to boost oil prices, led to no-agreement as Iran declared an increase on its output. Alongside, it was just about a year and a half ago that Ali-al-Naimi urged OPEC to maintain output, rather than reduce production and support oil prices. Effectively higher cost producers were squeezed, mainly shale oil drillers. Similarly, Saudi Arabia itself has suffered an incredible loss by foreign-exchange reserves dropping and economic growth slowing.

Inevitably, the above measures will likely lead to the most radical transformation of the kingdom since its establishment in 1932. The plan itself is the evidence of the seriousness with which the authorities are taking the effects of squeezed oil prices on the economy and consequently the socio-political impact that has shaped the state-society relations. The world's energy map is being revamped as global growth slows down. Iran's reintegration is shifting the regional strategic dynamics. Saudi Arabia, long familiar to being the leading player in the area, must adapt to these changes.

Consequently, the Kingdom's strong presence in crude oil and oil product markets affects the demand for oil tankers, the world's primary oil transportation. Therefore, "Vision 2030", which aims at less dependence on petrodollar income and further diversified domestic and global investments, may be the result of possible pessimistic expectations about further oil-driven world growth and it could even be the signal for even lower oil prices in the future. What would be the effects on the notoriously volatile shipping industry? It remains to be seen.

## Chartering (Wet: **Green +** / Dry: **Soft -**)

Clouds of uncertainty appeared of the Dry Bulk market, as the bigger sizes started losing their momentum, weighing down on rates across the board. The BDI closed today (10/05/2016) at 594 points, down by 22 points compared to Monday's levels (09/05/2016) and a decrease of 88 points when compared to previous Tuesday's closing (03/05/2016). The crude carriers market displayed a mixed picture last week, with rates for VLs overperforming the market on the back of impressive MEG activity. The BDTI Monday (09/05/2016) was at 715 points, a decrease of 15 points and the BCTI at 508, an decrease of 37 points compared to Friday's (29/04/2016) levels.

## Sale & Purchase (Wet: **Green +** / Dry: **Soft -**)

As Buyers in the Dry Bulk sector started moving towards the sidelines, SnP activity in the tanker sector firmed with owners displaying interest across all segments. On the tanker side, we had the sale of the "DS CHIEF" (311,224dwt-blt 99, S. Korea) which was sold to Taiwanese owner, Winson Shipping, for a price of \$25.2m. On the dry bulk side, we had the sale of the "ARCHIMEDES" (81,123dwt-blt 11, S. Korea) which was sold to Greek buyers, for a price in the region of \$14.7m.

## Newbuilding (Wet: **Soft -** / Dry: **Soft -**)

With only a handful of orders surfacing in the past couple of weeks, it is safe to say that the newbuilding market is looking far beyond 2016 for a significant improvement. Evident of the weakness of the market is the continuous softening of newbuilding prices, which specifically in the case of the dry bulk sector, is not based on last done deals but marketing efforts on behalf of yards that are trying to market their slots as competitively as they can, led by extremely poor sentiment. This means that once actual dry bulk orders do eventually pop up the actual prices that these are agreed upon will most probably be at even higher discounts off the average levels reported in the market at the moment. It is no wonder that recent confirmed orders in sectors other than dry bulk have seen yards and respective owners keeping price details extremely confidential, leading to the assumption that these have been agreed at startlingly low levels and that the actual discounts newbuilding prices have suffered so far might actually be greater than what we presume. In terms of recently reported deals, Fredriksen was reported signing an LOI for two firm plus two optional VLCCs (320,000dwt) at Jinhai HI, in China for a price in the region of \$ 78.0m and delivery set in 2018.

## Demolition (Wet: **Stable -** / Dry: **Stable -**)

Things on the demolition front have remained overall unchanged, while the volume of demo candidates against those that actually end up sold for scrap is still revealing overwhelming supply of tonnage in the market and a more reserved behavior on behalf of buyers. Evidence of the latter is the stalling in demo prices, as breakers in the Indian subcontinent seem to have taken a more reserved attitude during the past few weeks. The sense therefore that the market might have probably reached a ceiling for now has been getting stronger, while fundamentals at this stage point to a price correction shortly. From one hand buying interest is not expected to regain substantial steam prior to budget announcements in Pakistan and Bangladesh, while even in the case of India, the admittedly stronger Rupee seems to have failed to ignite additional buying interest. At the same time, the supply of vessels is expected to remain firm, with an increased number of bigger dwt bulkers once again heading for scrap and the latest downward correction in the freight market supporting this trend. Prices this week for wet tonnage were at around 190-305 \$/ldt and dry units received about 170-295 \$/ldt.

### Spot Rates

Vessel	Routes	Week 19		Week 18		\$ /day ±%	2015	2014
		WS points	\$ /day	WS points	\$ /day		\$ /day	\$ /day
VLCC	265k MEG-JAPAN	65	54,751	50	37,760	45.0%	65,906	30,469
	280k MEG-USG	37.5	25,381	33.5	21,735	16.8%	49,575	17,173
	260k WAF-USG	67.5	55,650	60	47,029	18.3%	76,251	40,541
Suezmax	130k MED-MED	77.5	32,128	82.5	33,441	-3.9%	50,337	30,950
	130k WAF-USAC	70	24,014	80	28,748	-16.5%	40,490	24,835
	130k BSEA-MED	77.5	33,177	82.5	34,783	-4.6%	50,337	30,950
Aframax	80k MEG-EAST	95	22,201	105	24,998	-11.2%	34,131	19,956
	80k MED-MED	110	29,943	85	18,125	65.2%	37,127	28,344
	80k UKC-UKC	100	16,351	115	31,103	-47.4%	39,338	33,573
Clean	70k CARIBS-USG	107.5	21,830	142.5	34,276	-36.3%	36,519	25,747
	75k MEG-JAPAN	80	15,916	87.5	17,673	-9.9%	30,482	16,797
	55k MEG-JAPAN	100	14,446	100	14,241	1.4%	24,854	14,461
Dirty	37K UKC-USAC	120	11,833	117.5	11,415	3.7%	19,973	10,689
	30K MED-MED	140	10,622	190	20,027	-47.0%	24,473	18,707
	55K UKC-USG	92.5	13,644	95	14,449	-5.6%	27,228	23,723
Dirty	55K MED-USG	90	12,615	95	14,008	-9.9%	26,083	21,089
	50k CARIBS-USAC	112.5	16,333	115	17,063	-4.3%	27,146	25,521

### TC Rates

	\$ /day	Week 19	Week 18	±%	Diff	2015	2014
VLCC	300k 1yr TC	40,000	42,500	-5.9%	-2500	46,135	28,346
	300k 3yr TC	37,000	38,000	-2.6%	-1000	42,075	30,383
Suezmax	150k 1yr TC	29,000	29,000	0.0%	0	35,250	22,942
	150k 3yr TC	27,000	27,000	0.0%	0	33,219	24,613
Aframax	110k 1yr TC	25,000	25,500	-2.0%	-500	26,808	17,769
	110k 3yr TC	22,500	23,000	-2.2%	-500	24,729	19,229
Panamax	75k 1yr TC	20,500	20,500	0.0%	0	23,596	16,135
	75k 3yr TC	19,500	20,000	-2.5%	-500	20,580	16,666
MR	52k 1yr TC	16,500	17,250	-4.3%	-750	17,865	14,889
	52k 3yr TC	16,000	16,500	-3.0%	-500	16,638	15,604
Handy	36k 1yr TC	15,500	15,500	0.0%	0	16,101	14,024
	36k 3yr TC	15,000	15,000	0.0%	0	15,450	14,878

### Chartering

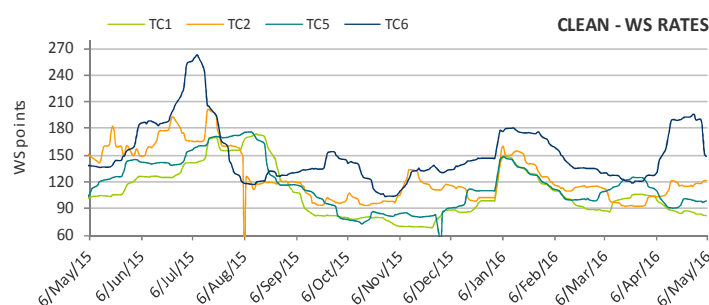
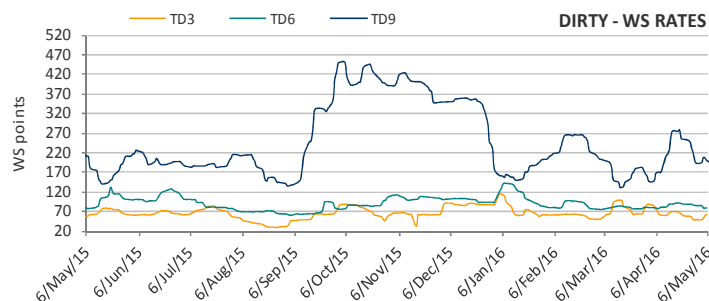
Last week was a particularly interesting one for the crude carriers market that is currently caught in the middle of developments the final effect of which is yet hard to fully assess. On the back of strong Chinese demand and firm fixing before different holidays across the globe, Middle East business shoot up last week, surpassing even the most optimistic expectations for a rebound of a market that had been overall quiet mid-April onwards. The big news nonetheless came from elsewhere last week, with the unfortunate fires in Canada having laid the ground for increased volatility in oil prices in the short term as the country's output is being crippled. At the same time the reshuffling in the leadership of the state-run energy firm in Saudi Arabia is yet to be clearly interpreted in regards to the country's stance within OPEC, adding to the cloud of uncertainty in which the oil market is bound to keep moving in the following days.

With Middle East activity setting the tone, rates for VLs overperformed the rest of the market by a lot last week, giving owners a lot of their lost confidence back, while as tonnage lists have been clearing up for more forward dates as well, we expect rates to remain firm in the following days.

Despite a small improvement just before the weekend, the West Africa Suezmax continued to lose ground last week, while Black Sea/Med rates were also soft. Too much tonnage competing for the same business ate into North Sea and Caribs Afra rates, while a very active Med boosted earnings with sentiment remaining positive as this week kicked off as well.

### Indicative Period Charters

-12 mos	- 'MARITIME JEWEL'	2000	299,400 dwt
-	-\$38,500/day		- Litasco
-12 mos	- 'AXIOS'	2006	46,792 dwt
-	-\$16,500/day		- BP



### Indicative Market Values (\$ Million) - Tankers

Vessel	5yrs old	May-16 avg	Apr-16 avg	±%	2015	2014	2013
VLCC	300KT DH	75.0	75.5	-0.7%	80.9	73.8	56.2
Suezmax	150KT DH	52.5	53.4	-1.7%	59.5	50.4	40.1
Aframax	110KT DH	40.0	40.0	0.0%	45.3	38.9	29.2
LR1	75KT DH	36.0	36.0	0.0%	35.8	33.0	28.0
MR	52KT DH	27.5	27.5	0.0%	27.3	27.5	24.7

### Sale & Purchase

In the VLCC sector, we had the sale of the "DS CHIEF" (311,224dwt-blt 99, S. Korea) which was sold to Taiwanese owner, Winson Shipping, for a price in the region of \$25.2m.

In the same sector, we had the sale of the "FRONT VANGUARD" (300,058dwt-blt 98, Japan), which was sold for a price in the region of \$24.3m.

**Baltic Indices**

	Week 19 06/05/2016		Week 18 29/04/2016		Point Diff	\$ / day ±%	2015	
	Index	\$ / day	Index	\$ / day			Index	Index
<b>BDI</b>	631		703		-72		713	1,097
<b>BCI</b>	892	\$7,024	1,117	\$8,891	-225	-21.0%	1,009	1,943
<b>BPI</b>	591	\$4,723	667	\$5,326	-76	-11.3%	692	960
<b>BSI</b>	578	\$6,044	582	\$6,084	-4	-0.7%	663	937
<b>BHSI</b>	359	\$5,088	367	\$5,192	-8	-2.0%	365	522

**Period**

	\$ / day	Week 19	Week 18	±%	Diff	2015	2014
<b>Capesize</b>	<b>180K 6mnt TC</b>	7,750	8,000	-3.1%	-250	9,969	22,020
	<b>180K 1yr TC</b>	7,250	8,250	-12.1%	-1,000	10,263	21,921
	<b>180K 3yr TC</b>	8,500	8,500	0.0%	0	11,243	21,097
<b>Panamax</b>	<b>76K 6mnt TC</b>	5,750	5,750	0.0%	0	7,921	12,300
	<b>76K 1yr TC</b>	5,750	5,750	0.0%	0	7,705	12,259
	<b>76K 3yr TC</b>	6,500	6,500	0.0%	0	8,724	13,244
<b>Supramax</b>	<b>55K 6mnt TC</b>	6,250	6,500	-3.8%	-250	8,162	12,008
	<b>55K 1yr TC</b>	6,250	6,750	-7.4%	-500	7,849	11,589
	<b>55K 3yr TC</b>	6,250	6,750	-7.4%	-500	8,181	11,585
<b>Handysize</b>	<b>30K 6mnt TC</b>	4,250	4,250	0.0%	0	6,690	9,113
	<b>30K 1yr TC</b>	4,500	4,500	0.0%	0	6,897	9,226
	<b>30K 3yr TC</b>	5,000	5,000	0.0%	0	7,291	9,541

**Chartering**

The recovery in the Dry Bulk market has lost considerable steam during the past couple of weeks and while one would think that a downward correction was long due given the length that positive momentum, the reality is that this could be more than a pullback of the market just before it moves another leg up. In fact, and even though most have attributed this recent softness of the market to holidays in different countries around the world, the truth is that if the momentum of the market was indeed building up, we should have witnessed some pre-holiday fixing frenzy instead of a dull market instead. We have stressed before that once the market would manage to shake off the extremely bad psychology, freight rates would recover and return to more realistic levels but there is a good chance that the market actually moved ahead of itself when it comes to the bigger sizes. Let's not forget that sentiment for Capes improved in the first place due to the strength of the ECSA Panamax market, which now seems to have eased off, leaving the recovery of earnings for the big bulkers hanging.

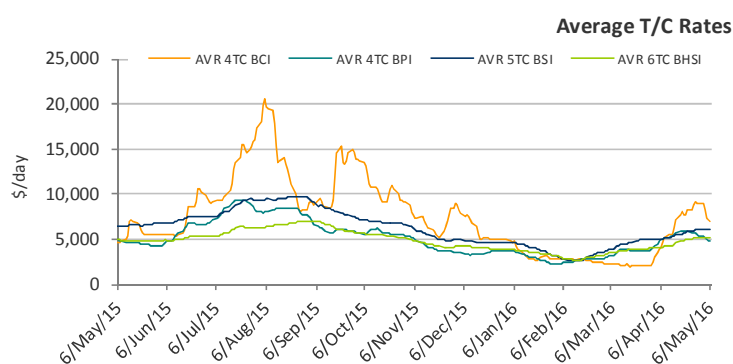
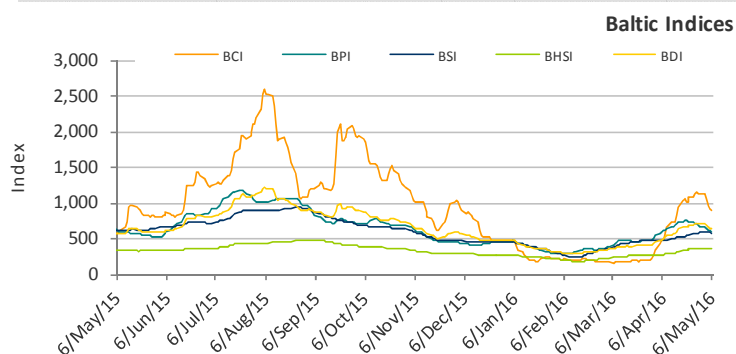
The Capesize market noted a substantial drawback last week, as an uninspiring Pacific and an even more quiet Atlantic combined with softening sentiment in the Panamax market, broke owners' resistance and led to additional discounts off last done's, while further pressure is expected in the following days.

A quiet end of the week combined with limited fresh inquiry ex-ECSA resulted in softening Panamax rates in the Atlantic, while the Pacific market followed course following a very short-lived comeback at the end of April.

On the smaller size segments, business volumes did not actually disappoint, but as sentiment turned sour for the rest of the market, charterers increased their pressure, while period business continued softening.

**Indicative Period Charters**

-12 to 16 mos	- 'ALCYON'	2001	75,247 dwt
-Singapore prompt	- \$ 5,000/day		- Norden
-3 to 5 mos	- 'SERENTIAS N'	2011	56,556 dwt
-Sohar prompt	- \$ 5,700/day		- MUR


**Indicative Market Values (\$ Million) - Bulk Carriers**

Vessel	5 yrs old	May-16 avg	Apr-16 avg	±%	2015	2014	2013
<b>Capesize</b>	<b>180k</b>	23.0	21.5	7.0%	33.1	47.5	35.8
<b>Panamax</b>	<b>76K</b>	13.5	12.4	8.9%	17.2	24.8	21.3
<b>Supramax</b>	<b>56k</b>	12.0	10.5	14.3%	16.1	25.2	21.5
<b>Handysize</b>	<b>30K</b>	9.5	9.2	3.3%	13.3	20.0	18.2

**Sale & Purchase**

In the Kamsarmax sector we had the sale of the "ARCHIMEDES" (81,123dwt-blt 11, S. Korea) which was sold to Greek buyers, for a price in the region of \$14.7m.

In the Handymax sector we had the sale of the "VOC ROSE" (47,183dwt-blt 98, Japan) which was sold to Chinese buyers, for a price in the region of \$2.5m.

**Bulk Carriers**

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
OBO	SKS TYNE	109,891	1996	HYUNDAI HEAVY INDS - U	B&W	May-16		\$ 7.0m	Turkish (Karadeniz)	for conversion to power plant
KMAX	ARCHIMEDES	81,123	2011	HYUNDAI HEAVY INDS - U, S. Korea	MAN-B&W	Sep-16		\$ 14.7m	Greek	at auction
PMAX	HERMES ISLAND	74,867	2012	SASEBO SASEBO, Japan	MAN-B&W	Nov-17		\$ 13.5m	Greek	
HMAX	LOYAL UNION	48,549	2007	HAKODATE DOCK - HAKODA, Japan	Mitsubishi	Mar-20	4 X 30t CRANES	\$ 6.3m	undisclosed	
HMAX	VOC ROSE	47,183	1998	OSHIMA SHIPBUILDING, Japan	Sulzer	Apr-18	4 X 30t CRANES	\$ 2.5m	Chinese	
HANDY	CABOT AVIVA	32,500	2011	NANTONG MINGDE HEAVY I, China	MAN-B&W	Jun-17	4 X 30,5t CRANES	\$ 6.2m	European	at auction
HANDY	BIANCO OLIVIA BULKER	32,500	2013	JIANGMEN NANYANG SHIP, China	MAN-B&W	Jan-18	4 X 30,5t CRANES	\$ 7.1m	Turkish	

**MPP/General Cargo**

Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
VORUTA	17,789	1998	PAL INDONESIA, Indonesia	B&W	Dec-18	3 X 25t CRANES	\$ 2.6m	undisclosed	at auction
ROMUVA	17,786	1998	PAL INDONESIA, Indonesia	B&W	May-18	3 X 25t CRANES	\$ 2.5m		
TRANSANDROMEDA	6,663	1999	BODEWES' HOOGEZAND BV, Netherlands	MaK	May-19		\$ 11.4m	Latvian	
TRANSCAPRICORN	6,663	2000	BODEWES' HOOGEZAND BV, Netherlands	MaK	Mar-20				
ARKLOW ROSE	4,530	2002	BARKMEIJER STROOBOS, Netherlands	MaK	Feb-17		\$ 2.7m	undisclosed	

**Containers**

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
SUB PMAX	E. R. HELGOLAND	2,496	2002	SSW FAEHR- & SPEZIALSC, Germany	Sulzer	Aug-17	3 X 45t CRANES	\$ 3.75m	Greek (Lomar Shipping & Management)	
SUB PMAX	E. R. CUXHAVEN	2,496	2002	DAEWOO- MANGALIA, Romania	Sulzer	Oct-17	3 X 45t CRANES	\$ 3.75m		
FEEDER	AL KHOR	411	1999	DAE SUN SHIPBUILDING &, S. Korea	MAN	Nov-19		\$ 1.6m	Jordani (Amman Shpg)	

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
VLCC	DS CHIEF	311,224	1999	HYUNDAI HEAVY INDS - U, S. Korea	B&W	Jan-19	DH	\$ 25.2m	Taiwanese (Winson Shipping)	
VLCC	FRONT VANGUARD	300,058	1998	HITACHI ZOSEN - NAGASU, Japan	B&W	Mar-18	DH	\$ 24.3m	undisclosed	
SUEZ	DHT TARGET	164,626	2001	HYUNDAI HEAVY INDS - U, S. Korea	B&W	-	DH	\$ 22.5m	US based (Ridgebury Tankers)	
SUEZ	MAJESTIC	150,284	2000	NKK CORP - TSU, Japan	Sulzer	Oct-20	DH	\$ 19.6m	USA based (NATS)	
SUEZ	AUTHENTIC	150,249	2004	UNIVERSAL SHBLDG - TSU, Japan	Sulzer	Nov-19	DH	\$ 29.7m		
SUEZ	ROMANTIC	150,247	2004	UNIVERSAL SHBLDG - TSU, Japan	Sulzer	Jul-19	DH	\$ 29.7m		
SUEZ	POETIC	150,103	2003	UNIVERSAL SHBLDG - TSU, Japan	Sulzer	Feb-18	DH	\$ 27.0m		
SUEZ	ARABIYAH	121,109	1989	SAMSUNG SHIPBUILDING & S. Korea	B&W	Mar-19	DH	\$ 8.5m	undisclosed	
MR	JADE	40,092	2007	SLS SHIPBUILDING CO LT, S. Korea	MAN-B&W	Mar-17	DH	\$ 21.5m	Vietnamese	
PROD/ CHEM	SICHEM CONTESTER	19,822	2007	FUKUOKA FUKUOKA, Japan	MAN-B&W	Oct-17	DH	\$ 20.3m	UK based (Tufton Oceanic)	StSt, incl. 2+1 yrs T/C to Ultraviera at 16,000/day
PROD/ CHEM	GOLDEN CREST	12,898	2008	SAMHO SHIPBUILDING - T, S. Korea	MAN-B&W	Feb-18	DH	\$ 25.7m	Korean	imo 2-3
PROD/ CHEM	GOLDEN DOMINANCE	12,866	2008	SAMHO SHIPBUILDING - T, S. Korea	MAN-B&W	Mar-18	DH			
SMALL	SANKEI MARU	2,051	1995	SHIRAHAMA, Japan	Hanshin	Sep-16	DB	\$ 0.8m	undisclosed	
Gas/LPG/LNG										
Type	Name	Dwt	Built	Yard	M/E	SS due	Cbm	Price	Buyers	Comments
LPG	G. ELITE	3,714	1996	SHIN KURUSHIMA AKITSU, Japan	Mitsubishi	Jun-16	3,936	\$ 2.0m	Thai	



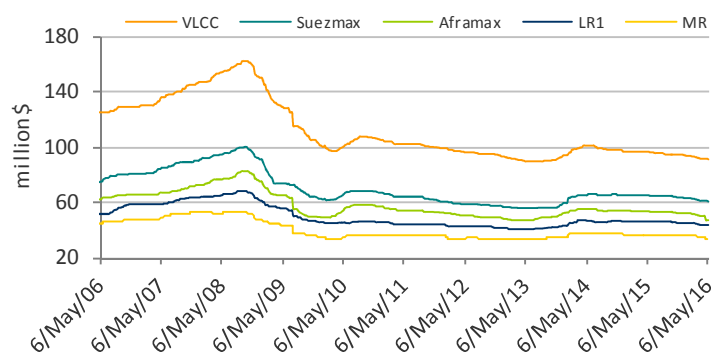
**Indicative Newbuilding Prices (million\$)**

	Vessel		Week 19	Week 18	±%	2015	2014	2013
Bulkers	Capesize	180k	44.5	45.0	-1.1%	49.9	56	49
	Kamsarmax	82k	25.0	25.5	-2.0%	27.8	30	27
	Panamax	77k	24.5	25.0	-2.0%	27.1	29	26
	Ultramax	63k	23.0	23.5	-2.1%	25	27	25
	Handysize	38k	20.0	20.0	0.0%	21	23	21
Tankers	VLCC	300k	91.0	91.5	-0.5%	95.5	99	91
	Suezmax	160k	60.5	61.0	-0.8%	64	65	56
	Aframax	115k	47.0	47.0	0.0%	53	54	48
	LR1	75k	43.5	43.5	0.0%	45.8	46	41
	MR	50k	34.0	34.0	0.0%	36.1	37	34
Gas	LNG 160k cbm		190.0	190.0	0.0%	190.0	186	185
	LGC LPG 80k cbm		75.5	76.0	-0.7%	77.4	78	71
	MGC LPG 55k cbm		67.0	67.5	-0.7%	68.0	67	63
	SGC LPG 25k cbm		44.0	44.0	0.0%	45.5	44	41

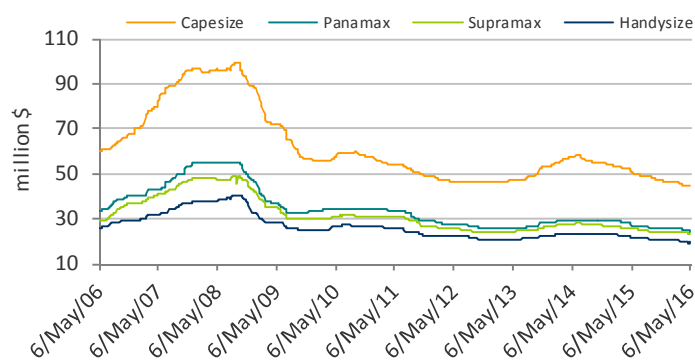
With only a handful of orders surfacing in the past couple of weeks, it is safe to say that the newbuilding market is looking far beyond 2016 for a significant improvement. Evident of the weakness of the market is the continuous softening of newbuilding prices, which specifically in the case of the dry bulk sector, is not based on last done deals but marketing efforts on behalf of yards that are trying to market their slots as competitively as they can, led by extremely poor sentiment. This means that once actual dry bulk orders do eventually pop up the actual prices that these are agreed upon will most probably be at even higher discounts off the average levels reported in the market at the moment. It is no wonder that recent confirmed orders in sectors other than dry bulk have seen yards and respective owners keeping price details extremely confidential, leading to the assumption that these have been agreed at startlingly low levels and that the actual discounts newbuilding prices have suffered so far might actually be greater than what we presume.

In terms of recently reported deals, Fredriksen was reported signing an LOI for two firm plus two optional VLCCs (320,000dwt) at Jinhai HI, in China for a price in the region of \$ 78.0m and delivery set in 2018.

**Tankers Newbuilding Prices (m\$)**



**Bulk Carriers Newbuilding Prices (m\$)**



**Newbuilding Orders**

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
2+2	Tanker	320,000 dwt	Jinhai HI, China	2018	Norwegian (Fredriksen )	\$ 78.0m	LOI stage
6 to 8	Tanker	72,000 dwt	DSIC Dalian, China	2017-2018	UK fund	\$ 40.0m	LR1
4+6	Tanker	11,000 dwt	Weihai Samjin, China	2017-2018	Singaporean (Ocean Tankers)	\$ 18.0m	Tier II
4+6	Tanker	11,000 dwt	Zhejiang Shenzhou, China			\$ 18.0m	
2	Gas	83,000 cbm	Mitsubishi HI, Japan	2020	Japanese (Nissen Kaiun)	undisclosed	LPG
2	Container	1,100 teu	Kyokuyo, Japan	2017-2018	Japanese (Kotoku Kaiun)	undisclosed	

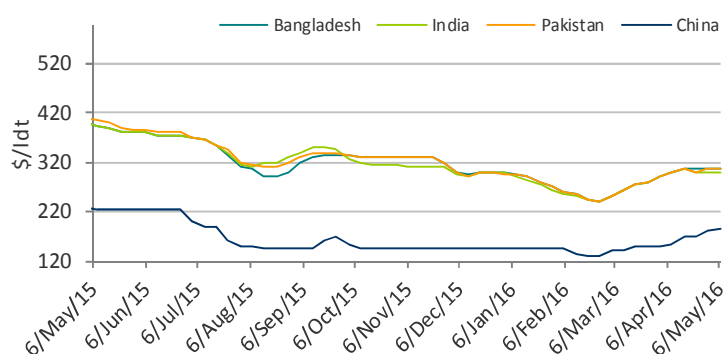
**Indicative Demolition Prices (\$/Ldt)**

	Markets	Week 19	Week 18	±%	2015	2014	2013
Wet	Bangladesh	305	305	0.0%	360	469	422
	India	300	300	0.0%	361	478	426
	Pakistan	305	305	0.0%	366	471	423
	China	190	190	0.0%	193	313	365
Dry	Bangladesh	290	290	0.0%	341	451	402
	India	280	280	0.0%	342	459	405
	Pakistan	295	295	0.0%	343	449	401
	China	170	170	0.0%	174	297	350

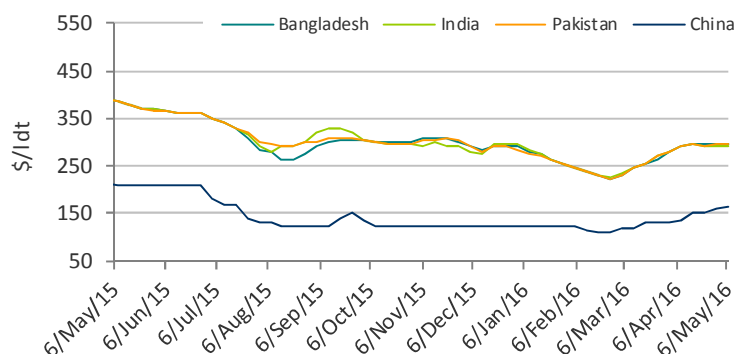
Things on the demolition front have remained overall unchanged, while the volume of demo candidates against those that actually end up sold for scrap is still revealing overwhelming supply of tonnage in the market and a more reserved behavior on behalf of buyers. Evidence of the latter is the stalling in demo prices, as breakers in the Indian subcontinent seem to have taken a more reserved attitude during the past few weeks. The sense therefore that the market might have probably reached a ceiling for now has been getting stronger, while fundamentals at this stage point to a price correction shortly. From one hand buying interest is not expected to regain substantial steam prior to budget announcements in Pakistan and Bangladesh, while even in the case of India, the admittedly stronger Rupee seems to have failed to ignite additional buying interest. At the same time, the supply of vessels is expected to remain firm, with an increased number of bigger dwt bulkers once again heading for scrap and the latest downward correction in the freight market supporting this trend. Prices this week for wet tonnage were at around 190-305 \$/Ldt and dry units received about 170-295 \$/Ldt.

One of the highest price amongst recently reported deals, was that paid by Indian breakers for the Handysize "TOLMI" (30,946dwt-13,036ldt-bltn 89), which received \$295/Ldt.

**Wet Demolition Prices**



**Dry Demolition Prices**

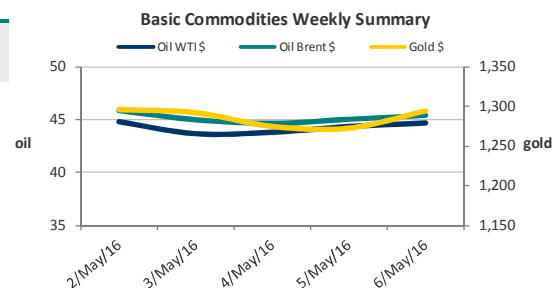


**Demolition Sales**

Name	Size	Ldt	Built	Yard	Type	\$/Ldt	Breakers	Comments
DS DOMINION	80,550	27,201	2001	HYUNDAI HEAVY INDS - U, S. Korea	CONT	\$ 310/Ldt	undisclosed	as-is Busan
ONGA	229,228	26,640	2001	NAMURA IMARI, Japan	BULKER	\$ 220/Ldt	Chinese	
CONTI MELBOURNE	68,834	24,215	2000	HANJIN HI & CONST - BU, S. Korea	CONT	\$ 318/Ldt	undisclosed	as-is Singapore
SHIN ONDO	151,833	19,800	1996	NAMURA IMARI, Japan	BULKER	\$ 220/Ldt	Chinese	
TOLMI	30,946	13,036	1989	LENINA STOCZNIA GDANSK, Poland	BULKER	\$ 295/Ldt	Indian	option Pakistan
TAURUS	29,260	10,427	1998	GDYNIA STOCZNIA SA, Poland	CONT	\$ 280/Ldt	Indian	as-is Port Said
HUA TAI	26,771	9,735	1984	USUKI IRON WORKS - SAI, Japan	BULKER	\$ 285/Ldt	Bangladeshi	
ARWAD TOWER	28,269	6,137	1985	NAIKAI SHIPBUILDING -, Japan	BULKER	\$ 290/Ldt	Pakistani	
MUNDRA	10,187	4,473	1970	HELSINGOR SKIBSVAERFT/, Denmark	TANKER	\$ 320/Ldt	undisclosed	as-is Singapore, incl. ROB

### Market Data

		6-May-16	5-May-16	4-May-16	3-May-16	2-May-16	W-O-W Change %
Stock Exchange Data	10year US Bond	1.790	1.760	1.790	1.810	1.880	-2.2%
	S&P 500	2,057.14	2,050.63	2,051.12	2,063.37	2,081.43	-0.4%
	Nasdaq	4,736.16	4,717.09	4,725.64	4,763.22	4,817.59	-0.8%
	Dow Jones	17,740.63	17,660.71	17,651.26	17,750.91	17,891.16	-0.2%
	FTSE 100	6,125.70	6,117.25	6,112.02	6,185.59	6,241.89	-1.9%
	FTSE All-Share UK	3,364.24	3,361.04	3,358.69	3,393.97	3,421.70	-1.7%
	CAC40	4,301.24	4,319.46	4,324.23	4,371.98	4,442.75	-2.9%
	Xetra Dax	9,869.95	9,851.86	9,828.25	9,926.77	10,123.27	-2.5%
	Nikkei	16,106.72	16,147.38	16,147.38	16,147.38	16,147.38	-0.3%
	Hang Seng	20,109.87	20,449.82	20,525.83	20,676.94	21,067.05	-4.5%
Currencies	DJ US Maritime	210.05	205.19	207.69	213.27	213.00	0.3%
	\$ / €	1.14	1.14	1.15	1.15	1.15	-0.4%
	\$ / £	1.44	1.45	1.45	1.45	1.47	-1.2%
	¥ / \$	107.11	107.31	106.94	106.66	106.42	0.7%
	\$ / NoK	0.12	0.12	0.12	0.12	0.12	-1.9%
	Yuan / \$	6.50	6.50	6.50	6.50	6.47	0.4%
	Won / \$	1,169.60	1,166.60	1,166.90	1,152.10	1,137.35	2.1%
	\$ INDEX	86.08	85.92	85.70	85.34	84.64	1.3%



### Bunker Prices

		6-May-16	29-Apr-16	W-O-W Change %
MDO	Rotterdam	401.5	395.0	1.6%
	Houston	418.5	405.0	3.3%
	Singapore	404.0	407.5	-0.9%
380cst	Rotterdam	204.0	198.5	2.8%
	Houston	175.0	180.0	-2.8%
	Singapore	215.5	219.5	-1.8%

### Maritime Stock Data

Company	Stock Exchange	Curr.	06-May-16	29-Apr-16	W-O-W Change %
AEGEAN MARINE PETROL NTWK	NYSE	USD	7.22	8.04	-10.2%
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	2.59	2.80	-7.5%
COSTAMARE INC	NYSE	USD	8.88	9.70	-8.5%
DANAOS CORPORATION	NYSE	USD	3.16	3.95	-20.0%
DIANA SHIPPING	NYSE	USD	2.95	3.46	-14.7%
DRYSHIPS INC	NASDAQ	USD	2.94	4.01	-26.7%
EAGLE BULK SHIPPING	NASDAQ	USD	0.61	0.82	-25.6%
EUROSEAS LTD.	NASDAQ	USD	2.80	3.09	-9.4%
GLOBUS MARITIME LIMITED	NASDAQ	USD	0.56	1.29	-56.6%
GOLDENPORT HOLDINGS INC	LONDON	GBX	0.95	0.76	25.0%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	1.68	1.93	-13.0%
NAVIOS MARITIME HOLDINGS	NYSE	USD	0.88	1.17	-24.8%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	1.42	1.64	-13.4%
PARAGON SHIPPING INC.	NYSE	USD	1.75	2.64	-33.7%
SAFE BULKERS INC	NYSE	USD	0.95	1.24	-23.4%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	2.78	2.94	-5.4%
STAR BULK CARRIERS CORP	NASDAQ	USD	0.83	1.06	-21.7%
STEALTHGAS INC	NASDAQ	USD	4.35	3.91	11.3%
TSAKOS ENERGY NAVIGATION	NYSE	USD	5.92	6.36	-6.9%
TOP SHIPS INC	NASDAQ	USD	2.38	2.79	-14.7%

### Market News

#### "StealthGas secures \$140m for new ships

Greek owner taps unnamed lenders to fund 22,000-cbm LPG ships coming in 2017.

Nasdaq-listed StealthGas has fixed loans worth \$140m for four new ships.

Two senior secured credit facilities will fund a quartet of 22,000-cbm semi-refrigerated LPG carriers due in 2017.

The company said the loans will cover 65% of the vessels' contract prices. It has four such units on order at Hyundai Mipo in Korea at a reported cost of \$52m each.

The finance matures over eight years, but the "various" lenders involved were not named.

The deals have now left it with a fully funded orderbook.

Referring to the loans, chairman Michael Joliffe said: "We are confident that we chose the most competitive ones despite tight credit market conditions and therefore secured the financing of our remaining orderbook in the most efficient way.

"Now with a fully funded orderbook, our focus is to continue with the successful delivery of our remaining eco newbuildings so as to maximize returns for our investors."" (Trade Winds)



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