

Market insight

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Once more, the international shipping community turned its attention to Greece and more specifically to Attica that hosted Posidonia, the biggest maritime event worldwide. The evolution of the event that takes place every two years is massive both in terms of quality as well as in terms of visitors, while the number of exhibitors keeps growing at an impressive rate despite the overall challenging times a number of maritime sectors are currently going through. As expected most discussions focused on expectations in regards to the dry bulk market recovery and of course the stabilization of tanker earnings.

During the second half of Q2 dry bulk prices corrected upwards roughly 15% when compared to the lows – record in many cases - witnessed at end of Q1. The small increase in earnings as well as buying interest from those that rushed to acquire extremely attractive priced tonnage before prices improved, supported this correction, which was considered by many excessive relative to the improvement in the freight market, while the rise in asset prices was also fueled by the small number of vessels available for sale. The deals below are evidence of this asset prices firming trend.

-The Handysize unit “INFINITY RIVER” (28,455 dwt / 2008 Imabari – SS/DD Oct 2020/2018) was sold in March at \$5.1m in contrast to the “ADMIRAL BULKER” (28,320 dwt / 2008 Shimanami – SS/DD Oct 2018/2016), which was sold two weeks ago for \$6.0m.

-The Supramax vessel “CALYPSO COLOSSUS” (55,429 dwt / 2009 Kawasaki – SS/DD Jan 2019/ Sep 2016) was sold for \$8.4m last March and the “TENKO MARU” (58,732 dwt / 2008 Tsuneishi Zhousan – SS/DD Dec 2018/Nov 2016) just was sold for \$9.0m.

-The Panamax vessel “OCEAN WIND” (76,619 dwt / 2005 Imabari – SS/DD Mar 2020/ Mar 2018) was reported sold at \$5.25m compared to the Kam-sarmax “UNITED TREASURE” (82,926 dwt / 2006 Tsuneishi – SS/DD Jul 2016), which was reported sold for \$8.4m two months later.

On the other hand, the increased supply of tankers candidates in the second-hand market on the back of depressed demand has further pushed downwards asset prices that were already negatively affected by rates declining since the beginning of the year.

-The MR tanker “AMALIENBORG” (40,059 dwt / 2004 Shina - SS/DD Mar 2019) was sold for \$16.0m, three months ago, and the “SIMOA” (40,354 dwt / 2004 Hyundai – SS/DD Oct 2019/Aug 2016) was sold for just \$12.9m.

-The Aframax “FUJI SPIRIT” (106,360 dwt / 2003 Tsuneishi – SS/DD Sep 2018/ Aug 2018) was acquired for \$25.0m back in February and the “PHOENIX BETA” (104,707 dwt / 2003 Daewoo – SS/DD Mar 2018) was reported sold for \$20.5m a month ago.

- The Suezmax “DHT TRADER” (152,923 dwt / 2000 Hyundai – SS/DD Nov 2020/Nov 2018) was sold for \$26.5m and four months later the “MAJESTIC” (150,284 dwt / 2000 NKK – SS/DD Oct 2020/Aug 2018) was sold for \$19.6m.

The paradox when looking at both sectors is that the second-hand market is not aligned with the respective freight market. Despite the fact that tanker rates are still healthy - despite the significant correction - this is a buyer's market, while over at the dry bulk side, where rates are still around OPEX levels, Sellers seem to be the ones in control. Is there something to be inferred by this paradox? I will leave this to the reader's judgement.

Chartering (Wet: **Stable-** / Dry: **Stable+**)

The BDI kept wobbling slightly above 600 points last week, while as demand for the bigger sizes is stabilizing, sentiment has been finding additional support. The BDI closed today (14/06/2016) at 608 points, down by 1 points compared to Monday's levels (13/06/2016) and an increase of 2 points when compared to previous Tuesday's closing (07/06/2016). Rates for the crude carriers market moved south last week, although activity in the Middle East remained overall stable. The BDTI Monday (13/06/2016) was at 713 points, a decrease of 41 point and the BCTI at 471, a decrease of 18 points compared to last Monday's (06/06/2016) levels.

Sale & Purchase (Wet: **Firm+** / Dry: **Stable+**)

The MR buying spree continues in the secondhand market for tankers, while activity in the Dry Bulk sector also remains vivid with post-2000 built tonnage attracting most of the interest. On the tanker side, we had the sale of the “ATLANTIC HOPE” (47,128dwt-blt 08, S. Korea) which was sold for a price in the region of \$22.0m. On the dry bulker side, we had the sale of the “BILLION TRADER I” (82,050dwt-blt 07, Japan) which was sold to Greek buyers for a price in the region of \$9.5m.

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

It's been more than a while since we last saw a decent amount of newbuilding activity being reported, while even more importantly, such activity being spread across all of the more conventional sectors. Is this a turning point or just a glitch? The question is of course rhetorical as the fundamentals driving future ordering appetite remain very much challenging both in the case of the tanker as well as in the case of the dry bulk sector. Amidst fierce competition between yards, newbuilding price levels seem to be more fragile than ever, with each and every last done pushing the market lower. As much talk surrounding increased cancellations has been heating up during the Posidonia week, the decision of the South Korean government to create a \$9.5 billion fund to support banks exposed to shipyard financing comes to reaffirm in the most dramatic way the massive difficulties faced by the industry. In terms of recently reported deals, Maran Tankers placed an order for two firm VLCCs (318,000cbm) at DSME, in S. Korea for a price of about \$ 84.0m each and delivery set in 2019.

Demolition (Wet: **Soft -** / Dry: **Soft -**)

Nearly nothing has changed during the past week in the demolition market, except from the fact that prices have moved further down. Sentiment in the Indian subcontinent remains extremely shaky. Concerns have been raised in Pakistan in regards to additional taxes being imposed following supplementary details circulating the market post budget, while even in Bangladesh where the budget brought no policy changes, breakers' appetite has considerably waned. The intense lack of competition from breakers in both these countries is of course resulting in literally no pressure being exerted to Indian buyers to increase their bids, while even in those cases that buying interest exists, activity in the Indian demolition market is still being crippled by restricted LC issuing. Besides the soft prices, the continued stability witnessed in dry bulk rates is additionally weighing down on vessel supply, leaving little room for a meaningful improvement in either activity or prices in the following weeks, while the market is now looking towards the end of the monsoon season for a meaningful positive price correction. Prices this week for wet tonnage were at around 165-270 \$/ldt and dry units received about 145-250 \$/ldt.

Spot Rates

| Vessel | Routes | Week 24 | | Week 23 | | \$ /day ±% | 2015 | 2014 |
|---------|-----------------|-----------|---------|-----------|---------|---------------|---------|---------|
| | | WS points | \$ /day | WS points | \$ /day | | \$ /day | \$ /day |
| VLCC | 265k MEG-JAPAN | 65 | 47,520 | 65 | 48,382 | -1.8% | 65,906 | 30,469 |
| | 280k MEG-USG | 33.5 | 18,304 | 35 | 19,847 | -7.8% | 49,575 | 17,173 |
| | 260k WAF-USG | 70 | 56,457 | 70 | 56,703 | -0.4% | 76,251 | 40,541 |
| Suezmax | 130k MED-MED | 85 | 31,634 | 75 | 26,506 | 19.3% | 50,337 | 30,950 |
| | 130k WAF-USAC | 72.5 | 23,233 | 85 | 30,789 | -24.5% | 40,490 | 24,835 |
| | 130k BSEA-MED | 80 | 30,971 | 100 | 45,444 | -31.8% | 50,337 | 30,950 |
| Aframax | 80k MEG-EAST | 95 | 20,609 | 92.5 | 20,068 | 2.7% | 34,131 | 19,956 |
| | 80k MED-MED | 102.5 | 25,054 | 120 | 33,445 | -25.1% | 37,127 | 28,344 |
| | 80k UKC-UKC | 110 | 23,767 | 97.5 | 13,269 | 79.1% | 39,338 | 33,573 |
| Clean | 70k CARIBS-USG | 96.5 | 16,018 | 100 | 17,656 | -9.3% | 36,519 | 25,747 |
| | 75k MEG-JAPAN | 83 | 14,811 | 85 | 15,481 | -4.3% | 30,482 | 16,797 |
| | 55k MEG-JAPAN | 93 | 11,041 | 95 | 12,095 | -8.7% | 24,854 | 14,461 |
| Dirty | 37K UKC-USAC | 105 | 8,104 | 110 | 9,231 | -12.2% | 19,973 | 10,689 |
| | 30K MED-MED | 135 | 9,147 | 135 | 9,493 | -3.6% | 24,473 | 18,707 |
| | 55K UKC-USG | 122.5 | 19,457 | 125 | 20,826 | -6.6% | 27,228 | 23,723 |
| | 55K MED-USG | 122.5 | 18,543 | 125 | 19,702 | -5.9% | 26,083 | 21,089 |
| | 50k CARIBS-USAC | 115 | 15,082 | 117.5 | 16,306 | -7.5% | 27,146 | 25,521 |

TC Rates

| | \$ /day | Week 24 | Week 23 | ±% | Diff | 2015 | 2014 |
|---------|-------------|---------|---------|------|------|--------|--------|
| VLCC | 300k 1yr TC | 38,000 | 38,000 | 0.0% | 0 | 46,135 | 28,346 |
| | 300k 3yr TC | 35,000 | 35,000 | 0.0% | 0 | 42,075 | 30,383 |
| Suezmax | 150k 1yr TC | 27,000 | 27,000 | 0.0% | 0 | 35,250 | 22,942 |
| | 150k 3yr TC | 26,000 | 26,000 | 0.0% | 0 | 33,219 | 24,613 |
| Aframax | 110k 1yr TC | 23,000 | 23,000 | 0.0% | 0 | 26,808 | 17,769 |
| | 110k 3yr TC | 22,000 | 22,000 | 0.0% | 0 | 24,729 | 19,229 |
| Panamax | 75k 1yr TC | 20,000 | 19,500 | 2.6% | 500 | 23,596 | 16,135 |
| | 75k 3yr TC | 18,000 | 18,000 | 0.0% | 0 | 20,580 | 16,666 |
| MR | 52k 1yr TC | 16,000 | 16,000 | 0.0% | 0 | 17,865 | 14,889 |
| | 52k 3yr TC | 15,000 | 15,000 | 0.0% | 0 | 16,638 | 15,604 |
| Handy | 36k 1yr TC | 13,750 | 13,750 | 0.0% | 0 | 16,101 | 14,024 |
| | 36k 3yr TC | 14,250 | 14,250 | 0.0% | 0 | 15,450 | 14,878 |

Chartering

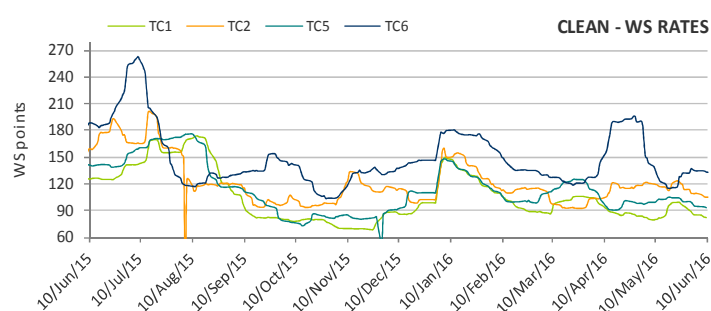
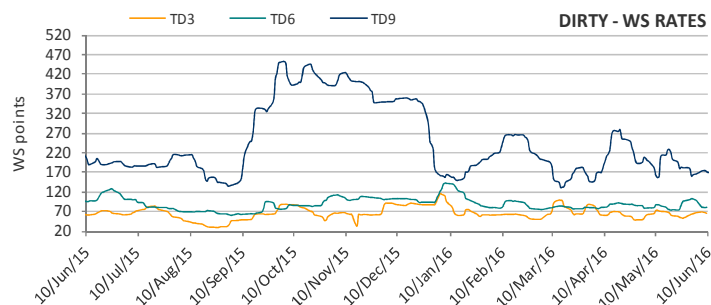
Rates for the crude carriers closed off softer last week, while despite the fact that Posidonia kept an overwhelming number of market participants away from their desks, activity in key regions like Middle East was overall stable. Saying that, there was a sense just before the weekend that charterers were once again taking control of the market, while the prevailing expectation at the moment is for restricted volatility during the second half of the month. At the same time oil prices appear to have reached a plateau for now, with Brent crude prices moving below \$50/barrel yesterday as investors have started looking at Asian growth prospects sceptically. Additionally the markets are becoming more alert to reports confirming the rising number of US rigs, with those respective producers clearly “encouraged” by the oil price rally since the beginning of the year.

VL rates in the Middle East managed to put forth some resistance amidst an overall quiet market especially during the second part of the week, while the West Africa market was also steady with business now focusing on more forward dates.

Despite the fact that West Africa Suezmax tonnage was still in demand, rates in the region lost the support built up during the past couple of weeks, as the sharp fall in the Black Sea market quickly set the tone all around. The Aframax Med was also particularly quiet last week, while North Sea rates quickly reversed the negative sentiment of the week prior, cashing in on the combination of particularly firm demand and overall balanced supply of prompt tonnage in the region.

Indicative Period Charters

| | | | |
|---------|----------------|------|---------------|
| -6 mos | - 'LEYLAK' | 2010 | 115,500 dwt |
| - | - \$21,500/day | | - ST Shipping |
| -12 mos | - 'PETALOUDA' | 2008 | 47,300 dwt |
| - | - \$16,100/day | | - Navig8 |



Indicative Market Values (\$ Million) - Tankers

| Vessel | 5yrs old | Jun-16 avg | May-16 avg | ±% | 2015 | 2014 | 2013 |
|---------|----------|------------|------------|-------|------|------|------|
| VLCC | 300KT DH | 70.3 | 73.8 | -4.7% | 80.9 | 73.8 | 56.2 |
| Suezmax | 150KT DH | 52.0 | 52.5 | -1.0% | 59.5 | 50.4 | 40.1 |
| Aframax | 110KT DH | 39.0 | 39.3 | -0.6% | 45.3 | 38.9 | 29.2 |
| LR1 | 75KT DH | 35.0 | 35.3 | -0.7% | 35.8 | 33.0 | 28.0 |
| MR | 52KT DH | 26.5 | 26.9 | -1.4% | 27.3 | 27.5 | 24.7 |

Sale & Purchase

In the MR sector, we had the sale of the “ATLANTIC HOPE” (47,128dwt-blt 08, S. Korea) which was sold for a price in the region of \$22.0m.

In the chemical sector we had the sale of the “STEN FJORD” (13,610dwt-blt 04, China) which was sold to Canadian buyers, for a price in the region of \$13.5m.

* Please note that in our last report we erroneously reported the sale of the “GOLDEN PACIFIC” (18,041dwt-blt 12, China).

Baltic Indices

| | Week 24 10/06/2016 | | Week 23 03/06/2016 | | Point Diff | \$ / day ±% | 2015 | |
|-------------|-----------------------|----------|-----------------------|----------|---------------|----------------|-------|-------|
| | Index | \$ / day | Index | \$ / day | | | Index | Index |
| BDI | 610 | | 610 | | 0 | | 713 | 1,097 |
| BCI | 1,006 | \$7,241 | 913 | \$6,754 | 93 | 7.2% | 1,009 | 1,943 |
| BPI | 543 | \$4,337 | 550 | \$4,393 | -7 | -1.3% | 692 | 960 |
| BSI | 557 | \$5,827 | 574 | \$5,998 | -17 | -2.9% | 663 | 937 |
| BHSI | 327 | \$4,723 | 349 | \$4,975 | -22 | -5.1% | 365 | 522 |

Period

| | \$ / day | Week 24 | Week 23 | ±% | Diff | 2015 | 2014 |
|------------------|---------------------|------------|------------|-------|------|--------|--------|
| Capesize | 180K 6mnt TC | 8,000 | 7,750 | 3.2% | 250 | 9,969 | 22,020 |
| | 180K 1yr TC | 7,250 | 7,250 | 0.0% | 0 | 10,263 | 21,921 |
| | 180K 3yr TC | 9,000 | 8,750 | 2.9% | 250 | 11,243 | 21,097 |
| Panamax | 76K 6mnt TC | 5,500 | 5,750 | -4.3% | -250 | 7,921 | 12,300 |
| | 76K 1yr TC | 5,750 | 6,000 | -4.2% | -250 | 7,705 | 12,259 |
| | 76K 3yr TC | 6,500 | 6,500 | 0.0% | 0 | 8,724 | 13,244 |
| Supramax | 55K 6mnt TC | 6,250 | 6,250 | 0.0% | 0 | 8,162 | 12,008 |
| | 55K 1yr TC | 6,500 | 6,500 | 0.0% | 0 | 7,849 | 11,589 |
| | 55K 3yr TC | 6,250 | 6,250 | 0.0% | 0 | 8,181 | 11,585 |
| Handysize | 30K 6mnt TC | 4,750 | 4,750 | 0.0% | 0 | 6,690 | 9,113 |
| | 30K 1yr TC | 5,000 | 5,000 | 0.0% | 0 | 6,897 | 9,226 |
| | 30K 3yr TC | 5,250 | 5,250 | 0.0% | 0 | 7,291 | 9,541 |

Chartering

The Dry Bulk market remains in search of a clear direction, with chopped trading due to the Posidonia week and Asian festivities not allowing for a better assessment of the market, which should nonetheless be more feasible this current week. Despite the weaker trading volumes though, the fact that rates for Capes kept improving and that Panamax earnings have been stabilizing, has provided the market a much needed sense of stability and of course reinforced the sentiment of stronger resistance in the weeks ahead. Taking a long term view though, market fundamentals especially for the bigger sizes still appear challenging especially if one looks at growth potential in countries like China, which has been the pedestal of strong earnings for the big bulkers in the past. In fact, the signals from the Chinese economy are still mixed, with the recent sharp slowdown in domestic private investment being rather alarming in regards to whether expected growth for the coming years can indeed be achievable.

The slightly optimistic sentiment that started emerging in the Capesize market during the week prior allowed for further improvement in rates as the Posidonia week kicked off, while as charterers started taking control during the second half of the week rates started moving sideways.

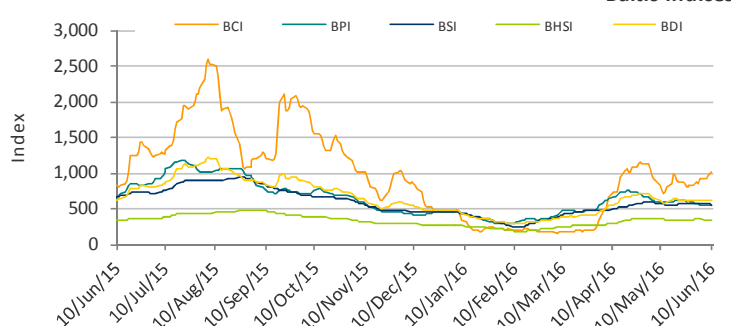
Panamax rates in the Atlantic held around last done's last week. North Atlantic region started witnessing increased business just before the weekend and numbers off East Coast South America enjoyed small upticks, while fresh period enquiries for Panamax tonnage have now started to emerge.

Rates for the smaller sizes have started softening towards the end of the week, with USG still paying the biggest premiums across the board, while despite the small decreases brokers appear rather optimistic about the near future.

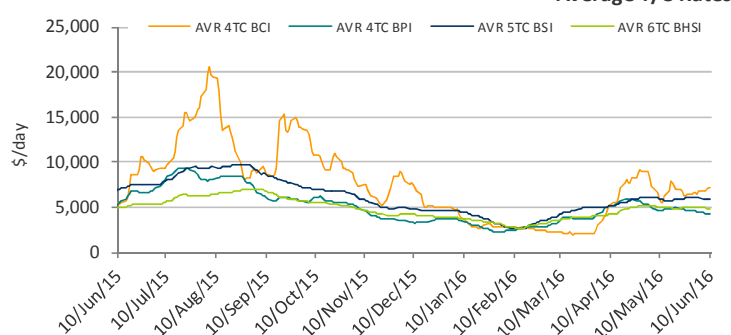
Indicative Period Charters

| | | | |
|---------------------|---------------|------|-------------|
| -6 to 9 mos | - 'DUHALLOW' | 2016 | 179,481 dwt |
| -Taiwan 25/30 Jun | -\$ 8,750/day | | - Rio Tinto |
| -5 to 7 mos | - 'ARETHUSA' | 2007 | 73,593 dwt |
| -Batangas 07/08 Jun | -\$ 5,000/day | | - United |

Baltic Indices



Average T/C Rates



Indicative Market Values (\$ Million) - Bulk Carriers

| Vessel 5 yrs old | Jun-16 avg | May-16 avg | ±% | 2015 | 2014 | 2013 |
|----------------------|------------|------------|-------|------|------|------|
| Capesize 180k | 24.3 | 23.1 | 4.9% | 33.1 | 47.5 | 35.8 |
| Panamax 76K | 14.0 | 13.6 | 2.8% | 17.2 | 24.8 | 21.3 |
| Supramax 56k | 13.0 | 12.1 | 7.2% | 16.1 | 25.2 | 21.5 |
| Handysize 30K | 9.0 | 9.3 | -2.7% | 13.3 | 20.0 | 18.2 |

Sale & Purchase

In the Kamsarmax sector we had the sale of the "BILLION TRADER I" (82,050dwt-bltn 07, Japan) which was sold to Greek buyers for a price in the region of \$9.5m.

In the Handysize sector we had the sale of the "CYAN PHOENIX" (37,302dwt-bltn 10, China) which was sold to Bulgarian buyers, for a price in the region of \$7.2m.

Bulk Carriers

| Size | Name | Dwt | Built | Yard | M/E | SS due | Gear | Price | Buyers | Comments |
|-----------|------------------|---------|-------|-------------------------------|----------|--------|----------------|--------------|---------------------|-------------------|
| POST PMAX | NORD PYXIS | 114,500 | 2010 | SHANGHAI SHIPYARD CO L, China | MAN-B&W | Jun-20 | | rgn \$ 11.5m | Greek | T/C to Oldendorff |
| POST PMAX | NORD DORADO | 114,500 | 2010 | SHANGHAI SHIPYARD CO L, China | MAN-B&W | - | | rgn \$ 11.5m | | |
| POST PMAX | NORD DELPHINUS | 114,500 | 2010 | SHANGHAI SHIPYARD CO L, China | MAN-B&W | - | | rgn \$ 11.5m | German (Oldendorff) | |
| POST PMAX | NORD PISCES | 114,500 | 2010 | SHANGHAI SHIPYARD CO L, China | MAN-B&W | - | | rgn \$ 11.5m | | |
| KMAX | BILLION TRADER I | 82,050 | 2007 | TSUNEISHI HOLDINGS - T, Japan | MAN-B&W | Jan-17 | | \$ 9.5m | Greek | |
| SMAX | CALY MANX | 58,470 | 2009 | TSUNEISHI ZHOUSHAN HUL, China | MAN-B&W | Sep-19 | 4 X 30t CRANES | \$ 9.8m | Far Eastern | |
| HMAX | GOLDEN WISH | 45,719 | 1997 | TSUNEISHI SHBLDG - FUK, Japan | B&W | Jun-16 | 4 X 25t CRANES | \$ 2.8m | undisclosed | |
| HANDY | CYAN PHOENIX | 37,302 | 2010 | HUATAI NANTONG SHIPPIN, China | Wartsila | - | 4 X 30t CRANES | \$ 7.2m | Bulgarian | |
| HANDY | EAN | 24,325 | 1995 | SAIKI HEAVY INDUSTRIES, Japan | B&W | Aug-20 | 4 X 30t CRANES | \$ 1.7m | Middle Eastern | at auction |

Tankers

| Size | Name | Dwt | Built | Yard | M/E | SS due | Hull | Price | Buyers | Comments |
|-----------|------------------|--------|-------|---------------------------------|----------|--------|------|----------|--------------------------|----------|
| MR | FRONT ESK | 49,526 | 2014 | STX OFFSHORE & SHBLDG, S. Korea | MAN-B&W | Nov-18 | DH | \$ 29.2m | Irish (Ardmore Shipping) | |
| MR | FRONT DEE | 49,494 | 2014 | STX OFFSHORE & SHBLDG, S. Korea | MAN-B&W | Oct-18 | DH | \$ 29.2m | | |
| MR | FRONT CLYDE | 49,478 | 2014 | STX OFFSHORE & SHBLDG, S. Korea | MAN-B&W | Oct-18 | DH | \$ 29.2m | | |
| MR | FRONT AVON | 49,466 | 2013 | STX OFFSHORE & SHBLDG, S. Korea | MAN-B&W | Dec-18 | DH | \$ 27.9m | | |
| MR | FRONT ARROW | 49,452 | 2013 | STX OFFSHORE & SHBLDG, S. Korea | MAN-B&W | Jun-18 | DH | \$ 27.9m | | |
| MR | FRONT MERSEY | 49,420 | 2014 | STX OFFSHORE & SHBLDG, S. Korea | MAN-B&W | Dec-18 | DH | \$ 29.2m | | |
| MR | ATLANTIC HOPE | 47,128 | 2008 | HYUNDAI MIPO DOCKYARD, S. Korea | MAN-B&W | Feb-18 | DH | \$ 22.0m | undisclosed | |
| PROD/CHEM | STEN FJORD | 13,610 | 2004 | YANGZHOU DAYANG SHIPBU, China | B&W | Jul-19 | DH | \$ 13.5m | Canadian | StSt |
| SMALL | ANATOLIA PACIFIC | 3,842 | 2005 | MIURA SAIKI, Japan | Daihatsu | - | DH | \$ 7.0m | Philippino | |

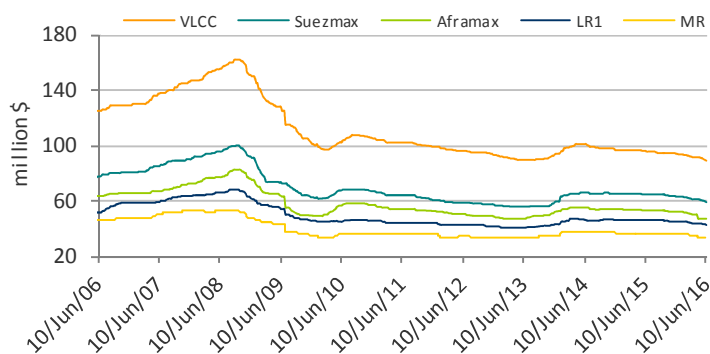
Indicative Newbuilding Prices (million\$)

| | Vessel | | Week 24 | Week 23 | ±% | 2015 | 2014 | 2013 |
|---------|-----------------|--|---------|---------|-------|-------|------|------|
| Bulkers | Capesize 180k | | 43.0 | 43.5 | -1.1% | 49.9 | 56 | 49 |
| | Kamsarmax 82k | | 25.0 | 25.0 | 0.0% | 27.8 | 30 | 27 |
| | Panamax 77k | | 24.5 | 24.5 | 0.0% | 27.1 | 29 | 26 |
| | Ultramax 63k | | 22.5 | 23.0 | -2.2% | 25 | 27 | 25 |
| | Handysize 38k | | 19.5 | 20.0 | -2.5% | 21 | 23 | 21 |
| Tankers | VLCC 300k | | 89.0 | 89.5 | -0.6% | 95.5 | 99 | 91 |
| | Suezmax 160k | | 59.0 | 59.5 | -0.8% | 64 | 65 | 56 |
| | Aframax 115k | | 47.0 | 47.0 | 0.0% | 53 | 54 | 48 |
| | LR1 75k | | 42.5 | 43.0 | -1.2% | 45.8 | 46 | 41 |
| | MR 50k | | 33.0 | 33.0 | 0.0% | 36.1 | 37 | 34 |
| Gas | LNG 160k cbm | | 190.0 | 190.0 | 0.0% | 190.0 | 186 | 185 |
| | LGC LPG 80k cbm | | 73.0 | 73.5 | -0.7% | 77.4 | 78 | 71 |
| | MGC LPG 55k cbm | | 65.0 | 65.5 | -0.8% | 68.0 | 67 | 63 |
| | SGC LPG 25k cbm | | 42.5 | 43.0 | -1.2% | 45.5 | 44 | 41 |

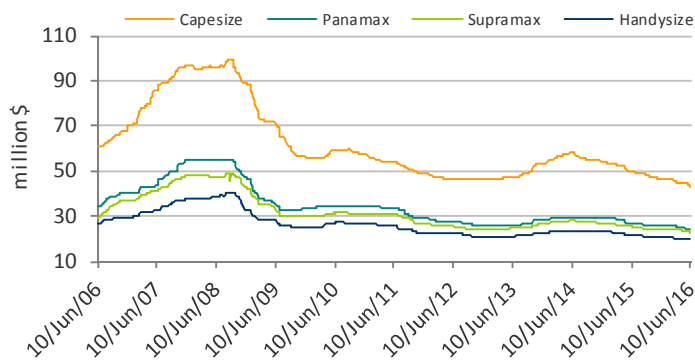
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In terms of recently reported deals, Maran Tankers placed an order for two firm VLCCs (318,000cbm) at DSME, in S. Korea for a price of about \$ 84.0m each and delivery set in 2019.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

| Units | Type | Size | Yard | Delivery | Buyer | Price | Comments |
|-------|-----------|-------------|--------------------------|-----------|------------------------------|---------------|---------------------------------|
| 2 | Tanker | 318,000 dwt | DSME, S. Korea | 2019 | Greek (Maran Tankers) | abt \$ 84.0m | |
| 2 | Tanker | 158,000 dwt | Hyundai, S. Korea | 2018 | Middle Eastern (AMPTC) | \$ 70.0m | LR3, TIER III, total 6 on order |
| 2+2 | Tanker | 74,500 dwt | Sungdong S.B., S.Korea | 2018 | Greek (Tsakos) | \$ 42.5m | LR1 |
| 1 | Bulker | 62,100 dwt | Oshima, Japan | 2020 | German (Oldendorff Carriers) | undisclosed | |
| 4+2 | Container | 1,400 teu | Huangpou Wenchong, China | 2018 | Germany (Nordic Hamburg) | undisclosed | dual fuel, LOI stage |
| 2+2 | Gas | 173,000 cbm | DSME, S. Korea | 2019 | Greek (Maran Gas) | undisclosed | |
| 2 | Gas | - | Hudong Zhonghua, China | 2019-2020 | Greek (Dynagas) | abt \$ 205.0m | LNG-FSRU |

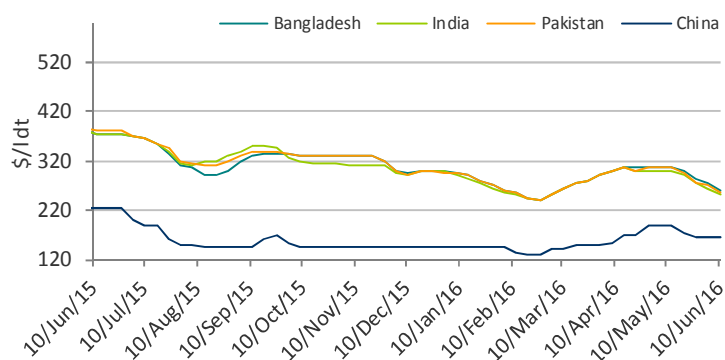
Indicative Demolition Prices (\$/Ldt)

| | Markets | Week 24 | Week 23 | ±% | 2015 | 2014 | 2013 |
|-----|------------|---------|---------|-------|------|------|------|
| Wet | Bangladesh | 270 | 275 | -1.8% | 360 | 469 | 422 |
| | India | 260 | 265 | -1.9% | 361 | 478 | 426 |
| | Pakistan | 265 | 270 | -1.9% | 366 | 471 | 423 |
| | China | 165 | 165 | 0.0% | 193 | 313 | 365 |
| Dry | Bangladesh | 250 | 255 | -2.0% | 341 | 451 | 402 |
| | India | 245 | 250 | -2.0% | 342 | 459 | 405 |
| | Pakistan | 250 | 255 | -2.0% | 343 | 449 | 401 |
| | China | 145 | 145 | 0.0% | 174 | 297 | 350 |

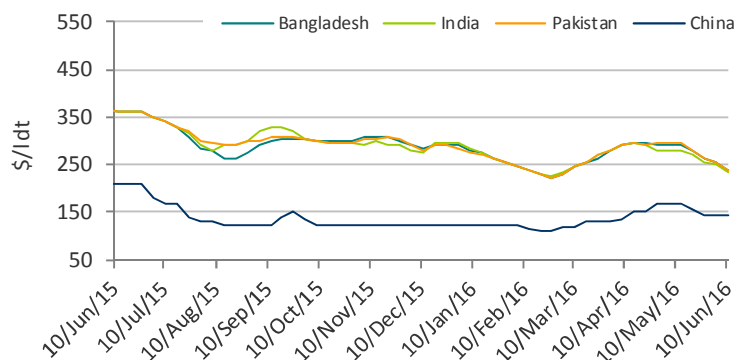
Nearly nothing has changed during the past week in the demolition market, except from the fact that prices have moved further down. Sentiment in the Indian subcontinent remains extremely shaky. Concerns have been raised in Pakistan in regards to additional taxes being imposed following supplementary details circulating the market post budget, while even in Bangladesh where the budget brought no policy changes, breakers' appetite has considerably waned. The intense lack of competition from breakers in both these countries is of course resulting in literally no pressure being exerted to Indian buyers to increase their bids, while even in those cases that buying interest exists, activity in the Indian demolition market is still being crippled by restricted LC issuing. Besides the soft prices, the continued stability witnessed in dry bulk rates is additionally weighing down on vessel supply, leaving little room for a meaningful improvement in either activity or prices in the following weeks, while the market is now looking towards the end of the monsoon season for a meaningful positive price correction. Prices this week for wet tonnage were at around 165-270 \$/ldt and dry units received about 145-250 \$/ldt.

The highest price amongst recently reported deals, was that paid by Indian breakers for the Container vessel "MOL SOLUTION" (66,559dwt-24,572ldt-blt 01), which received \$285/Ldt.

Wet Demolition Prices



Dry Demolition Prices

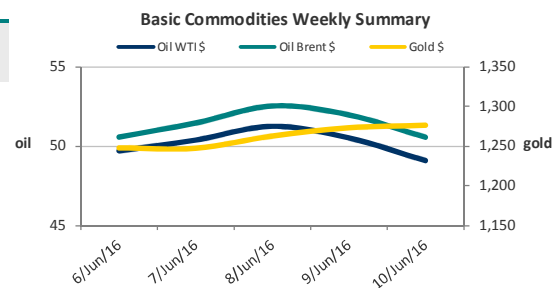


Demolition Sales

| Name | Size | Ldt | Built | Yard | Type | \$/Ldt | Breakers | Comments |
|-----------------|---------|--------|-------|----------------------------------|--------|------------|-------------|------------------------------|
| POS BRAVERY | 207,096 | 26,061 | 1992 | HYUNDAI HEAVY INDS - U, S. Korea | BULKER | \$ 273/Ldt | Bangladeshi | |
| MOL SOLUTION | 66,559 | 24,572 | 2001 | KOYO MIHARA, Japan | CONT | \$ 285/Ldt | Indian | as-is Taiwan, incl. 350T ROB |
| HANJIN HAIPHONG | 63,527 | 20,300 | 1997 | HYUNDAI HEAVY INDS - U, S. Korea | CONT | \$ 270/Ldt | undisclosed | as-is Singapore |

Market Data

| | | 10-Jun-16 | 9-Jun-16 | 8-Jun-16 | 7-Jun-16 | 6-Jun-16 | W-O-W Change % |
|---------------------|-------------------|-----------|-----------|-----------|-----------|-----------|-------------------|
| Stock Exchange Data | 10year US Bond | 1.640 | 1.680 | 1.710 | 1.720 | 1.730 | -4.1% |
| | S&P 500 | 2,096.07 | 2,115.48 | 2,119.12 | 2,112.13 | 2,109.41 | -0.1% |
| | Nasdaq | 4,894.55 | 4,958.62 | 4,974.64 | 4,961.75 | 4,968.71 | -1.0% |
| | Dow Jones | 17,865.34 | 17,985.19 | 18,005.05 | 17,938.28 | 17,920.33 | 0.3% |
| | FTSE 100 | 6,115.76 | 6,231.89 | 6,301.52 | 6,284.53 | 6,273.40 | -1.5% |
| | FTSE All-Share UK | 3,366.91 | 3,428.36 | 3,461.66 | 3,454.09 | 3,448.53 | -1.4% |
| | CAC40 | 4,306.72 | 4,405.61 | 4,448.73 | 4,475.86 | 4,423.38 | -2.6% |
| | Xetra Dax | 9,834.62 | 10,088.87 | 10,217.03 | 10,287.68 | 10,121.08 | -2.8% |
| | Nikkei | 16,601.36 | 16,668.41 | 16,830.92 | 16,675.45 | 16,580.03 | 0.1% |
| Currencies | Hang Seng | 21,042.64 | 21,297.88 | 21,297.88 | 21,328.24 | 21,030.22 | 0.5% |
| | DJ US Maritime | 231.45 | 237.62 | 238.67 | 237.36 | 233.09 | 1.7% |
| | \$ / € | 1.13 | 1.13 | 1.14 | 1.14 | 1.14 | -1.0% |
| | \$ / £ | 1.43 | 1.45 | 1.45 | 1.45 | 1.45 | -1.8% |
| | ¥ / \$ | 106.94 | 107.12 | 106.77 | 107.29 | 107.44 | 0.4% |
| | \$ / NoK | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | -1.2% |
| | Yuan / \$ | 6.56 | 6.56 | 6.56 | 6.57 | 6.56 | -0.1% |
| | Won / \$ | 1,171.88 | 1,158.05 | 1,152.35 | 1,156.35 | 1,160.00 | 0.7% |
| | \$ INDEX | 86.60 | 86.04 | 85.68 | 85.97 | 86.32 | 0.5% |



Bunker Prices

| | | 10-Jun-16 | 3-Jun-16 | W-O-W Change % |
|--------|-----------|-----------|----------|-------------------|
| MDO | Rotterdam | 454.5 | 436.0 | 4.2% |
| | Houston | 478.5 | 472.0 | 1.4% |
| | Singapore | 458.5 | 443.5 | 3.4% |
| 380cst | Rotterdam | 236.0 | 223.5 | 5.6% |
| | Houston | 237.5 | 220.0 | 8.0% |
| | Singapore | 250.5 | 230.0 | 8.9% |

Maritime Stock Data

| Company | Stock Exchange | Curr. | 10-Jun-16 | 03-Jun-16 | W-O-W Change % |
|---------------------------------|----------------|-------|-----------|-----------|-------------------|
| AEGEAN MARINE PETROL NTKW | NYSE | USD | 6.02 | 6.34 | -5.0% |
| CAPITAL PRODUCT PARTNERS LP | NASDAQ | USD | 3.04 | 2.99 | 1.7% |
| COSTAMARE INC | NYSE | USD | 9.88 | 9.87 | 0.1% |
| DANAOS CORPORATION | NYSE | USD | 3.32 | 3.49 | -4.9% |
| DIANA SHIPPING | NYSE | USD | 2.37 | 2.40 | -1.2% |
| DRYSHIPS INC | NASDAQ | USD | 1.16 | 2.13 | -45.5% |
| EAGLE BULK SHIPPING | NASDAQ | USD | 0.53 | 0.56 | -5.4% |
| EUROSEAS LTD. | NASDAQ | USD | 2.09 | 1.94 | 7.7% |
| GLOBUS MARITIME LIMITED | NASDAQ | USD | 0.55 | 0.48 | 14.6% |
| NAVIOS MARITIME ACQUISITIONS | NYSE | USD | 1.91 | 1.82 | 4.9% |
| NAVIOS MARITIME HOLDINGS | NYSE | USD | 1.02 | 1.08 | -5.6% |
| NAVIOS MARITIME PARTNERS LP | NYSE | USD | 1.42 | 1.37 | 3.6% |
| PARAGON SHIPPING INC. | NYSE | USD | 0.49 | 0.73 | -32.9% |
| SAFE BULKERS INC | NYSE | USD | 1.10 | 1.06 | 3.8% |
| SEANERGY MARITIME HOLDINGS CORP | NASDAQ | USD | 2.10 | 2.29 | -8.3% |
| STAR BULK CARRIERS CORP | NASDAQ | USD | 0.72 | 0.76 | -5.3% |
| STEALTHGAS INC | NASDAQ | USD | 4.11 | 4.24 | -3.1% |
| TSAKOS ENERGY NAVIGATION | NYSE | USD | 5.93 | 6.00 | -1.2% |
| TOP SHIPS INC | NASDAQ | USD | 2.00 | 2.33 | -14.2% |

Market News

“Hanjin talks rate cuts with Seaspan’s Wang

Korean group's chairman meets boxship owner's CEO as part of Hanjin Shipping's restructuring.

Hanjin group chairman Cho Yang-ho has held rate-cut talks with Seaspan CEO Gerry Wang.

Korean owner Hanjin Shipping said the meeting took place in Seoul on Tuesday

Talks centred on charter fee reductions for seven 10,000-teu ships Seaspan leases to Hanjin, plus other forms of cooperation.

The cuts are vital to Hanjin’s restructuring, but the company has told TradeWinds the negotiations are still at an early stage.

Hanjin’s shares gained the most in a week following renewed reports of a merger with compatriot ship-owner Hyundai Merchant Marine (HMM), which succeeded last week in redrawing charter contracts to save \$452m over three years.

The stock jumped 6% to KRW 2,290 (\$1.94) on Monday

The country’s Financial Services Commission said a combination of the two companies is one of the options being considered to revive their fortunes in tough markets.” (Trade Winds)

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