

# Weekly Shipping Market Update

27<sup>th</sup> June - 01<sup>st</sup> July 2016 | Week 26

## Market Analysis

In the midst of all the market turmoil that emerged from the Brexit vote, other major developments in the shipping markets took a backseat. One of the most significant of these was the inauguration of the new Panama Canal locks on the 26th of June. Being one of the most vital passage ways in shipping, it is set to create a real shake up in several shipping sectors, while current trade patterns might also be set to change.

The Panama Canal as it stood before the expansion was a passage way mainly utilised by containerships. Its restrictions had meant that certain size groups enjoyed an artificially supplied demand which will be now under considerable pressure. Over the past years containerships have been noting a significant structural change, with the main line operators undertaking a massive expansion program looking to better utilise their existing operating fleet in a better structure and adding a massive amount of ever larger vessels in order to create massive cuts on the cost of shipping a container around the world. This aggressive competition amongst the operators has meant that a large portion of older vessels owned by independent owners have become ever more squeezed by the "cascading effect" that has been undertaken with the larger size segments squeezing market share from each respective size segment below and as such leaving some size group with hardly any market to operate in and in turn an excessive amount of tonnage supply that needs to be retired sooner than its original investment horizon. Panamax vessels have been the size that has felt the biggest brunt of this force, being a size group that is no longer offering the best economies of scale, while too big (and gearless) to be able to be shifted easily in smaller developing trade routes. Up until now they have had some small protection from the fact that they were the best suited to fully utilise trade routes which passed through the Panama Canal, as such allowing them a small market share which was their domain and could not be shifted to any other larger size segment. This obviously will be under change now, as the Neo-Panamax vessels will be the ones that will quickly replace these vessels on these routes, creating a rapid shrinking on the available markets where the old Panamaxes will still be in demand and will be used.

Beyond this, the new panama canal is expected to create a shake-up in other sectors as well as it reduces costs for other commodities in the market. The LNG trade is one that has been wildly discussed, with many seeing a huge opening up of US Gulf exports to key Asian markets. The new canal can fully accommodate the typical (cbm rating between 120,000 and 185,000) LNG carrier and as such allowing for their voyage time to be cut by around half. Having said that however, The LNG market is more inflexible, characterised by its very long term charter hires, as such it will likely only bring about a slight increase in interest in the spot market where vessels will likely be taken up to utilised the price arbitration gap between the U.S. market and that of the Far East only as far as the excess import capacity of the Far Eastern markets allow.

To a lesser extent we will see some disruptions in the tanker and even less so in the dry bulker trade matrices. These disruptions will focus on exports from the U.S. Atlantic coast and the areas of S. America close to the canal, with the expected trade heading towards Far East. This is likely to be seen more so in the LR product tankers, where U.S. refineries could take on the opportunity to increase their market share in the Far East.

George Lazaridis

Head of Market Research & Asset Valuations



## Week in numbers

### Dry Bulk Freight Market

	01 Jul		W-O-W change	
			±Δ	±%
BDI	677		▲ 68	11.2%
BCI	1,030		▲ 117	12.8%
BPI	691		▲ 106	18.1%
BSI	627		▲ 44	7.5%
BHSI	344		▲ 15	4.6%

### Tanker Freight Market

	01 Jul		W-O-W change	
			±Δ	±%
BDTI	686		▼ -28	-3.9%
BCTI	462		▲ 9	2.0%

### Newbuilding Market

Aggregate Price Index	01 Jul		M-O-M change	
			±Δ	±%
Bulkers	73		▼ -2	-3.3%
Cont	99		▼ -1	-1.3%
Tankers	93		▼ -3	-2.8%
Gas	96		▼ -1	-1.3%

### Secondhand Market

Aggregate Price Index	01 Jul		M-O-M change	
			±Δ	±%
Capesize	39		▲ 1	1.4%
Panamax	37		▲ 1	1.7%
Supramax	40		▲ 2	5.8%
Handysize	43		▲ 1	2.7%
VLCC	85		▼ -13	-13.4%
Suezmax	89		▼ -3	-3.3%
Aframax	104		▼ -4	-3.5%
MR	109		▼ -6	-5.2%

### Demolition Market

Avg Price Index (main 5 regions)	01 Jul		W-O-W change	
			±Δ	±%
Dry	218		▲ 6	2.8%
Wet	240		▲ 6	2.6%

### Economic Indicators

	01 Jul		M-O-M change	
			±Δ	±%
Gold \$	1,340		▲ 124	10.2%
Oil WTI \$	49		▼ 0	-0.5%
Oil Brent \$	50		▲ 1	1.9%
Iron Ore	54		▲ 4	8.6%
Coal	59		▲ 4	7.3%

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# Freight Market

## Dry Bulkers - Spot Market

27<sup>th</sup> June - 01<sup>st</sup> July 2016



**Capesize** - Keeping on with the momentum generated at the end of the previous week, things started to push up further with fresh interest arising from both W. Australia and S. America, kicking off another positive round for iron ore carriers. Things however were starting to show signs of easing off as we moved towards the end of the week, though with fewer ships now listed in position lists in both areas we should be able to hold off any major drops in rates for the time being.

**Panamax** - With ECSA showing signs of rejuvenated growth in interest, the market found a good footing from which owners were able to push for a strong improvement in rates all around. Tonnage remained fairly tight in most regions helping push things even further, while with interest still holding strong we expect this upward trend to hold on over the next couple of days.

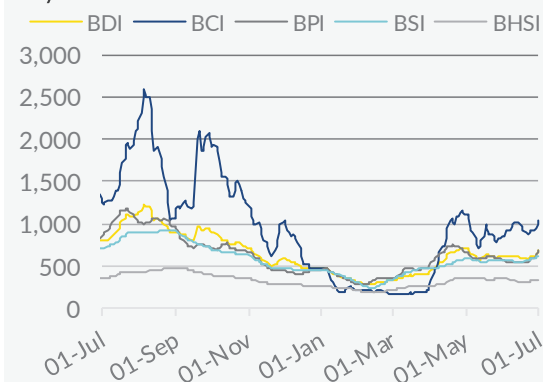
**Supramax** - The Pacific basin remained keen with interest, while as the Atlantic and Med regions started to liven up with interest things started to note a strong positive trend showing considerable improvement especially out of the Continent region where the more limited amount of open tonnage there helped recover most of the downward correction noted a week prior.

**Handysize** - Positive movements out of ECSA and US Gulf helped kick things into gear early on in the week, pushing for a considerable upward movement in freight rates all around. The backhaul voyages in the Atlantic basin were still lagging behind with the Continent yet to show the same lively approach as that noted for the larger vessels, though it looks as if we might see them catch up fairly quickly.

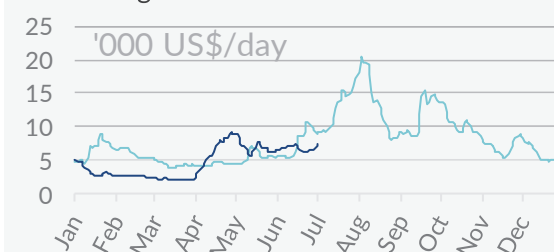
### Spot market rates & indices

				Average	
	01 Jul	24 Jun	±%	2016	2015
<b>Baltic Dry Index</b>					
BDI	677	609	11.2%	489	711
<b>Capesize</b>					
BCI	1,030	913	12.8%	559	1,009
BCI 5TC	\$ 7,353	\$ 6,452	14.0%	\$ 4,743	\$ 8,001
ATLANTIC RV	\$ 6,215	\$ 5,300	17.3%	\$ 4,932	\$ 8,206
Cont / FEast	\$ 13,573	\$ 12,409	9.4%	\$ 10,845	\$ 16,387
PACIFIC RV	\$ 7,863	\$ 6,800	15.6%	\$ 4,328	\$ 7,394
FEast / ECSA	\$ 8,059	\$ 7,182	12.2%	\$ 4,907	\$ 8,353
<b>Panamax</b>					
BPI	691	585	18.1%	502	690
BPI - TCA	\$ 5,528	\$ 4,681	18.1%	\$ 4,012	\$ 5,513
ATLANTIC RV	\$ 5,655	\$ 4,611	22.6%	\$ 4,043	\$ 5,925
Cont / FEast	\$ 10,171	\$ 8,902	14.3%	\$ 7,642	\$ 10,563
PACIFIC RV	\$ 5,500	\$ 4,603	19.5%	\$ 3,862	\$ 5,021
FEast / Cont	\$ 784	\$ 608	28.9%	\$ 499	\$ 542
<b>Supramax</b>					
BSI	627	583	7.5%	463	662
BSI - TCA	\$ 6,555	\$ 6,101	7.4%	\$ 4,840	\$ 6,919
Cont / FEast	\$ 9,483	\$ 8,142	16.5%	\$ 8,093	\$ 9,890
Med / Feast	\$ 8,071	\$ 7,443	8.4%	\$ 7,098	\$ 9,274
PACIFIC RV	\$ 5,883	\$ 5,696	3.3%	\$ 4,224	\$ 5,989
FEast / Cont	\$ 3,550	\$ 3,415	4.0%	\$ 2,395	\$ 4,794
USG / Skaw	\$ 12,534	\$ 11,756	6.6%	\$ 7,600	\$ 10,915
Skaw / USG	\$ 3,486	\$ 3,243	7.5%	\$ 2,687	\$ 3,705
<b>Handysize</b>					
BHSI	344	329	4.6%	283	364
BHSI - TCA	\$ 5,092	\$ 4,855	4.9%	\$ 4,123	\$ 5,354
Skaw / Rio	\$ 2,675	\$ 2,700	-0.9%	\$ 3,264	\$ 3,770
Skaw / Boston	\$ 3,107	\$ 3,067	1.3%	\$ 3,659	\$ 4,057
Rio / Skaw	\$ 7,058	\$ 6,644	6.2%	\$ 5,834	\$ 8,526
USG / Skaw	\$ 8,200	\$ 7,521	9.0%	\$ 5,600	\$ 7,200
SEAsia / Aus / Jap	\$ 4,418	\$ 4,218	4.7%	\$ 3,201	\$ 4,211
PACIFIC RV	\$ 5,429	\$ 5,236	3.7%	\$ 4,111	\$ 5,429

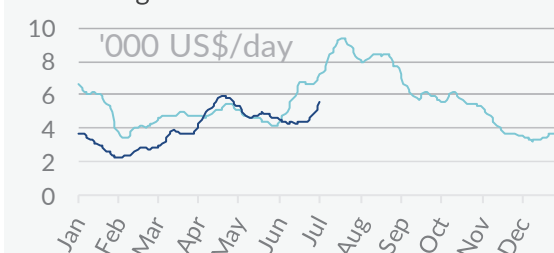
### Dry Bulk Indices



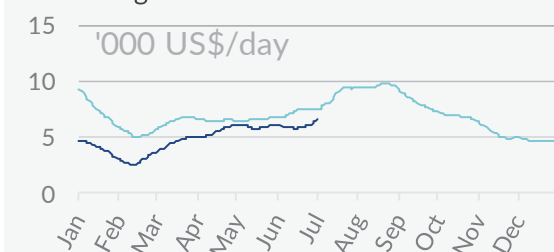
### BCI Average TCE



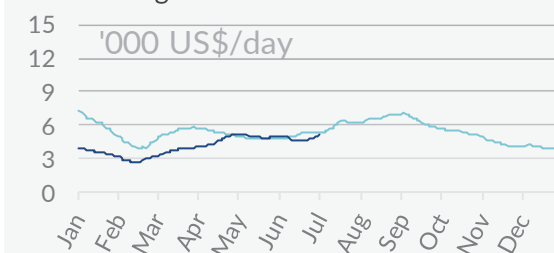
### BPI Average TCE



### BSI Average TCE



### BHSI Average TCE



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# Freight Market

## Tankers - Spot Market

27<sup>th</sup> June - 01<sup>st</sup> July 2016

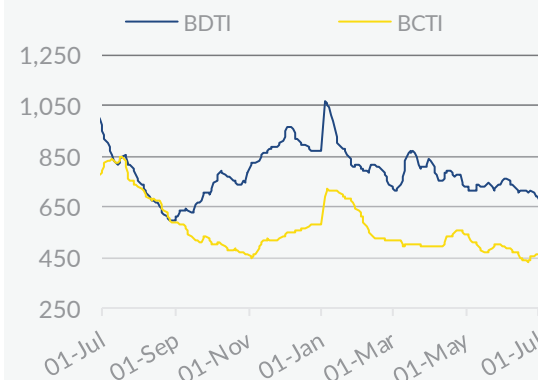
**Crude Oil Carriers** - Despite the good performance noted a week earlier, the mood suddenly noted a quick shift, leaving the market lagging in fresh interest and most of the gains quickly evaporating during the course of the past couple of days. The Black Sea/Med was the only region to show some positive interest emerge, while interest for Far East bound ships was slightly better then what we were seeing a week ago. For the moment it looks as though charterers have taken a stance back in hope of preventing the market from heating up during the next couple of days, though this might change just as swiftly as demand pushes things back into firm territory.

**Oil Products** - Several difficulties were being noted on the DPP routes especially for the larger product tankers, as interest in the Continent started to tank. Ton-nage lists are now fairly packed over the next couple of days keeping things swamped for the time being. There was some improvement on CPP routes though most was feeding off the temporary price arbitrage in the North Atlantic.

### Spot market rates & indices

		01 Jul	24 Jun	±%	Average	2016	2015
<b>Baltic Tanker Indices</b>							
BDTI		686	714	-3.9%		788	820
BCTI		462	453	2.0%		536	637
<b>VLCC</b>							
MEG-USG	WS	27.58	28.33	-2.6%		38.18	36.36
	\$/day	\$ 7,383	\$ 9,289	-20.5%		\$ 23,992	\$ 31,968
MEG-SPORE	WS	45.92	47.65	-3.6%		65.96	64.43
	\$/day	\$ 40,423	\$ 42,841	-5.6%		\$ 60,597	\$ 61,629
MEG-JAPAN	WS	44.92	46.23	-2.8%		64.39	63.09
	\$/day	\$ 25,791	\$ 28,221	-8.6%		\$ 50,194	\$ 68,288
WAF-USG	WS	55.00	57.50	-4.3%		71.21	72.72
	\$/day	\$ 65,058	\$ 69,951	-7.0%		\$ 93,288	\$ 76,589
<b>SUEZMAX</b>							
WAF-USAC	WS	67.50	67.50	0.0%		77.08	81.13
	\$/day	\$ 37,322	\$ 37,773	-1.2%		\$ 47,413	\$ 46,404
BSEA-MED	WS	81.90	75.50	8.5%		88.23	91.34
	\$/day	\$ 21,798	\$ 18,104	20.4%		\$ 29,622	\$ 46,346
<b>AFRAMAX</b>							
NSEA-CONT	WS	107.50	122.78	-12.4%		108.40	111.01
	\$/day	\$ 24,980	\$ 36,355	-31.3%		\$ 26,706	\$ 37,053
MEG-SPORE	WS	98.89	95.31	3.8%		113.94	112.26
	\$/day	\$ 15,144	\$ 14,966	1.2%		\$ 23,168	\$ 31,406
CARIBS-USG	WS	82.50	89.72	-8.0%		111.76	133.63
	\$/day	\$ 7,043	\$ 9,661	-27.1%		\$ 19,551	\$ 37,962
BALTIC-UKC	WS	84.31	98.33	-14.3%		86.81	92.57
	\$/day	\$ 23,718	\$ 31,976	-25.8%		\$ 28,926	\$ 43,406
<b>DPP</b>							
CARIBS-USAC	WS	92.50	107.50	-14.0%		122.16	138.77
	\$/day	\$ 16,609	\$ 21,803	-23.8%		\$ 28,177	\$ 30,727
ARA-USG	WS	88.75	91.56	-3.1%		110.44	122.73
	\$/day	\$ 18,143	\$ 19,531	-7.1%		\$ 28,471	\$ 30,281
SEASIA-AUS	WS	96.06	97.06	-1.0%		113.02	110.54
	\$/day	\$ 17,795	\$ 18,848	-5.6%		\$ 26,374	\$ 35,804
MED-MED	WS	101.11	120.83	-16.3%		101.48	108.70
	\$/day	\$ 17,088	\$ 25,224	-32.3%		\$ 20,021	\$ 35,902
<b>CPP</b>							
MEG-JAPAN	WS	87.88	87.50	0.4%		98.93	105.50
	\$/day	\$ 12,797	\$ 13,394	-4.5%		\$ 18,773	\$ 28,796
CONT-USAC	WS	104.50	96.25	8.6%		114.08	134.68
	\$/day	\$ 7,615	\$ 6,273	21.4%		\$ 11,106	\$ 18,755
CARIBS-USAC	WS	105.00	105.00	0.0%		126.18	134.05
	\$/day	\$ 15,441	\$ 15,673	-1.5%		\$ 22,066	\$ 22,099
USG-CONT	WS	65.00	62.86	3.4%		90.59	96.47
	\$/day	\$ 1,384	\$ 1,149	20.5%		\$ 7,548	\$ 12,481

### Tanker Indices



### VLCC Average TCE



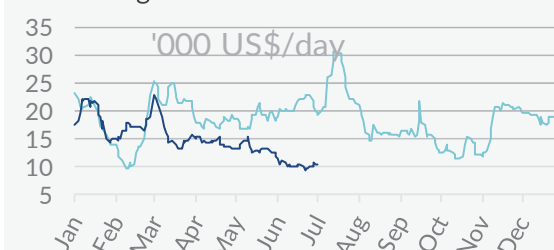
### Suezmax Average TCE



### Aframax Average TCE



### MR Average TCE



— 2015 — 2016

# Freight Market Period Charter



27<sup>th</sup> June - 01<sup>st</sup> July 2016

## Dry Bulk period market TC rates

	01 Jul	27 May	±%	last 5 years		
				Min	Avg	Max
<b>Capesize</b>						
12 months	\$ 10,000	\$ 7,750	29.0%	\$ 6,200	\$ 15,047	\$ 31,450
36 months	\$ 10,000	\$ 10,250	-2.4%	\$ 6,950	\$ 15,673	\$ 25,200
<b>Panamax</b>						
12 months	\$ 6,000	\$ 6,000	0.0%	\$ 4,950	\$ 10,496	\$ 18,700
36 months	\$ 6,750	\$ 6,750	0.0%	\$ 6,200	\$ 11,046	\$ 16,700
<b>Supramax</b>						
12 months	\$ 6,500	\$ 6,000	8.3%	\$ 4,450	\$ 10,352	\$ 15,950
36 months	\$ 6,250	\$ 6,250	0.0%	\$ 6,200	\$ 10,662	\$ 15,450
<b>Handysize</b>						
12 months	\$ 5,250	\$ 5,000	5.0%	\$ 4,450	\$ 8,547	\$ 12,950
36 months	\$ 5,500	\$ 5,500	0.0%	\$ 5,450	\$ 9,101	\$ 12,950

## Latest indicative Dry Bulk Period Fixtures

M/V "PEDHOULAS TRADER", 82214 dwt, built 2006, dely Karachi 03/08 Jul, \$6,200, for 9/12 months trading, to Cargill

M/V "PADMINI", 75506 dwt, built 2012, dely retro Navlakhi 23 June, \$5,500, for 4/8 months trading, to Chart Not Rep

M/V "MOUNT BOLIVAR", 181070 dwt, built 2015, dely Caofeidian prompt, \$9,250, for 3/6 months trading, to Louis Dreyfus

M/V "ANANGEL MERCHANT ", 179719 dwt, built 2010, dely Algeciras 09/14 Jul, \$10,800, for 7/10 months trading, to Oldendorff

M/V "MYNIKA", 84108 dwt, built 2013, dely retro Dahej 2 June, \$5,700, for 4/8 months trading, to Chart Not Rep

## Tanker period market TC rates

	01 Jul	27 May	±%	last 5 years		
				Min	Avg	Max
<b>VLCC</b>						
12 months	\$ 34,500	\$ 39,250	-12.1%	\$ 18,000	\$ 30,186	\$ 57,750
36 months	\$ 32,000	\$ 34,000	-5.9%	\$ 22,000	\$ 31,649	\$ 45,000
<b>Suezmax</b>						
12 months	\$ 26,500	\$ 28,750	-7.8%	\$ 15,250	\$ 23,261	\$ 42,500
36 months	\$ 25,250	\$ 26,500	-4.7%	\$ 17,000	\$ 24,574	\$ 35,000
<b>Aframax</b>						
12 months	\$ 19,750	\$ 23,500	-16.0%	\$ 13,000	\$ 18,146	\$ 30,000
36 months	\$ 19,750	\$ 21,500	-8.1%	\$ 14,750	\$ 19,042	\$ 27,000
<b>MR</b>						
12 months	\$ 15,750	\$ 16,250	-3.1%	\$ 12,500	\$ 15,017	\$ 21,000
36 months	\$ 15,250	\$ 15,750	-3.2%	\$ 14,000	\$ 15,301	\$ 18,250

## Latest indicative Tanker Period Fixtures

M/T "ARENZA XXVII", 309000 dwt, built 2000, \$32,000, for 1/4 months trading, to CLEARLAKE

M/T "DENSEA WHALE", 158000 dwt, built 2012, \$23,000, for 1 year trading, to STENA BULK

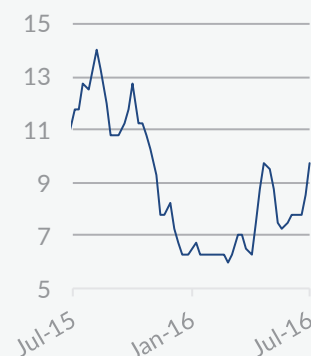
M/T "CAPTAIN PARIS", 115000 dwt, built 2014, \$21,500, for 1 year trading, to NAVIG8

M/T "UNITED AMBASSADOR", 73500 dwt, built 2007, \$18,750, for 6 months trading, to ST SHIPPING

M/T "ZEFYROS", 50000 dwt, built 2011, \$14,500, for 1 year trading, to SCORPIO

## Dry Bulk 12 month period charter rates (USD '000/day)

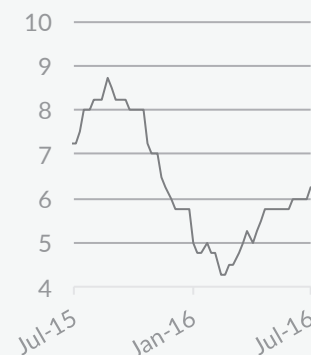
### Capesize



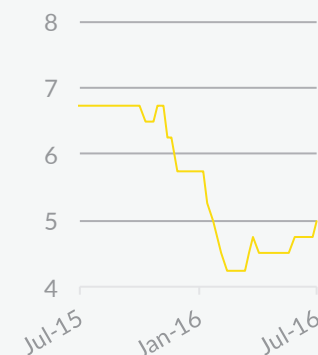
### Panamax



### Supramax

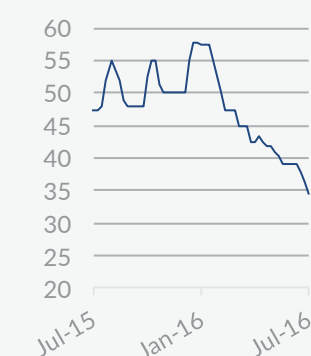


### Handysize

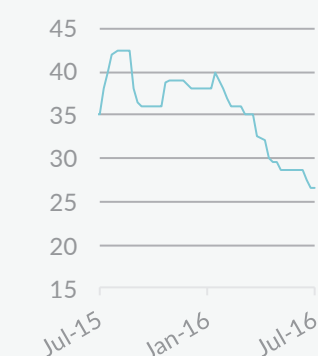


## Tanker 12 month period charter rates (USD '000/day)

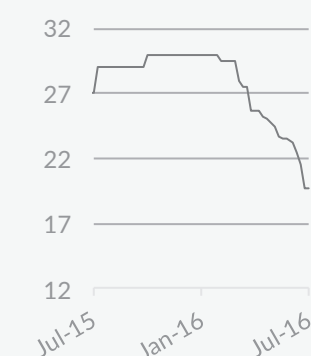
### VLCC



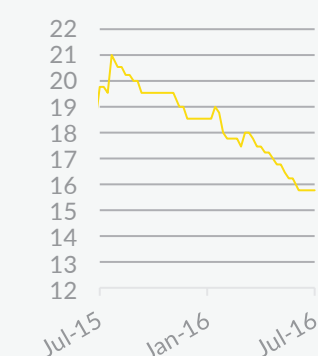
### Suezmax



### Aframax



### MR





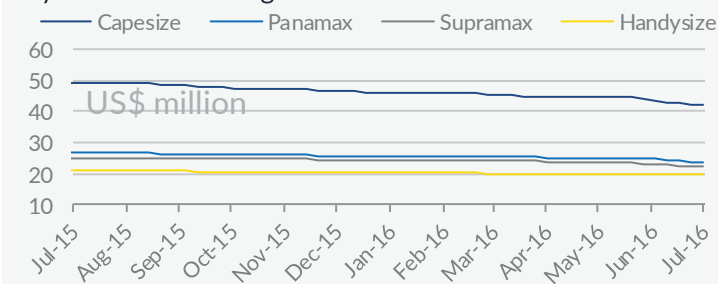
# Sale & Purchase Newbuilding Orders



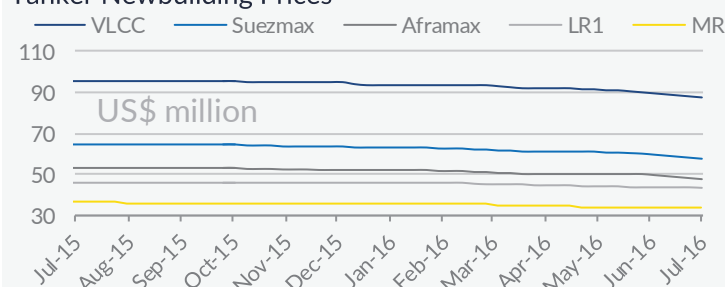
27<sup>th</sup> June - 01<sup>st</sup> July 2016

On the same slow pace that we have become accustomed to, we started to see a small trickle of orders emerge this past week. In the midst of this we also noted an order for a handysize dry bulk, one of the very few to emerge this year. This in part could be as a byproduct of the recent price discounts being given by shipbuilders though at the same time those owners who are only seeing the newbuilding option as one they would be interested in and have their own trade to back the investment will likely be seeing the slight improvement in the freight market as further backing for their choice. Nevertheless this is a tiny minority, leaving the market still struggling in trying to entice new ordering interest and we will have to see further price drops before the option becomes viable and of interest amongst potential investors. To this regard we still have a considerable distance to go.

## Dry Bulk Newbuilding Prices



## Tanker Newbuilding Prices



### Indicative Dry NB Prices (US\$ million)

	01 Jul	27 May	±%	last 5 years		
				Min	Avg	Max
<b>Dry Bulkers</b>						
Capesize (180,000dwt)	42.0	44.0	-4.5%	42.0	50.1	58.0
Kamsarmax (82,000dwt)	24.3	25.0	-3.0%	24.3	28.8	36.5
Panamax (77,000dwt)	23.8	24.5	-3.1%	23.8	28.0	34.5
Ultramax (64,000dwt)	22.3	23.0	-3.3%	22.3	26.2	31.0
Handysize (37,000dwt)	19.5	20.0	-2.5%	19.5	22.3	26.5
<b>Container</b>						
Post Panamax (9,000teu)	83.5	85.5	-2.3%	76.5	86.6	94.5
Panamax (5,200teu)	50.0	51.0	-2.0%	48.6	56.9	65.6
Sub Panamax (2,500teu)	28.5	28.5	0.0%	28.5	32.9	41.0
Feeder (1,700teu)	24.0	24.3	-1.0%	21.5	25.3	29.4

### Indicative Wet NB Prices (US\$ million)

	01 Jul	27 May	±%	last 5 years		
				Min	Avg	Max
<b>Tankers</b>						
VLCC (300,000dwt)	87.5	90.0	-2.8%	87.5	96.0	104.0
Suezmax (160,000dwt)	57.5	60.0	-4.2%	55.8	61.5	66.0
Aframax (115,000dwt)	47.5	50.0	-5.0%	47.0	51.7	56.0
LR1 (75,000dwt)	43.3	43.5	-0.6%	40.5	44.0	47.0
MR (56,000dwt)	33.3	33.8	-1.5%	33.3	35.2	37.3
<b>Gas</b>						
LNG 160k cbm	197.0	197.0	0.0%	197.0	200.0	203.0
LPG LGC 80k cbm	72.5	74.0	-2.0%	70.0	74.2	80.0
LPG MGC 55k cbm	64.5	65.0	-0.8%	62.0	64.6	68.5
LPG SGC 25k cbm	42.0	43.0	-2.3%	41.0	44.1	46.5

### Reported Transactions

Type	Units	Size	Shipbuilder	Price	Buyer	Delivery	Comments
BULKER	6	37,000 dwt	NAMURA, Japan	N/A	SINCERE INDUSTRIAL - Taiwan	2017	
TANKER	2	115,000 dwt	JMU KURE SHIPYARD, Japan	\$ 50.0m	WISDOM MARINE LINES - Taiwan	01-03 2019	
TANKER	2+2	19,900 dwt	FUKUOKA SHIPBUILDING, Japan	N/A	STREAM TANKERS AS - Norway	2018-2019	IMO II StSt Chemical tankers
PAX	1	450 pax	AUSTAL PHIL, Philippines	\$ 12.0m	SEASPOVILL - S. Korea	2Q2017	
RO-PAX	1+1	1,006 pax	AUSTAL SHIPS, Australia	\$ 74.8m	MOLS-LINIEN A/S - Denmark	42795	425 cars

# Sale & Purchase Secondhand Sales

27<sup>th</sup> June - 01<sup>st</sup> July 2016

On the dry bulk side, a very quiet week with minimal activity being reported over the past couple of days. This could be in part by the perception of buyers that they feel that prices have gained too much momentum over the past couple of weeks and that the market may have already gained too much compared to what is still earned in the freight market. This however is unlikely to last as there are still a considerable amount of buyers out there and it is more likely that some have only temporized their buying activity, spooked in part by the excessive volatility noted in other markets all around.

On the tanker side, we had a couple of high profile enbloc deals take place, while there seems to be an opening appetite amongst some buyers as they see asset prices reach more reasonable levels and closer to their initial ideas. There is still a lack of interest for speculation, though as prices drop most will take on assets on the low price consideration alone.

## Indicative Dry Bulk Values (US\$ million)

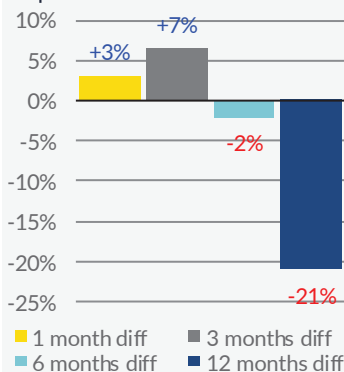
						last 5 years		
		01 Jul	27 May	±%	Min	Avg	Max	
<b>Capesize</b>								
180k dwt	Resale	35.5	35.0	1.4%	34.5	48.2	65.0	
170k dwt	5 year old	24.5	23.8	3.2%	23.0	37.0	53.0	
170k dwt	10 year old	14.0	14.0	0.0%	12.0	25.3	39.0	
150k dwt	15 year old	8.0	8.0	0.0%	6.5	15.3	25.0	
<b>Panamax</b>								
82k dwt	Resale	24.5	23.5	4.3%	22.5	30.6	43.0	
76k dwt	5 year old	13.5	13.5	0.0%	11.5	22.0	36.8	
76k dwt	10 year old	8.0	8.0	0.0%	7.3	16.3	29.3	
74k dwt	15 year old	4.5	4.5	0.0%	3.5	10.7	22.0	
<b>Supramax</b>								
62k dwt	Resale	20.5	20.5	0.0%	19.0	28.5	36.8	
58k dwt	5 year old	12.5	12.5	0.0%	11.0	21.2	30.5	
52k dwt	10 year old	7.8	6.5	19.2%	6.0	15.3	24.3	
52k dwt	15 year old	4.0	3.5	14.3%	3.5	10.2	19.0	
<b>Handysize</b>								
37k dwt	Resale	17.0	17.0	0.0%	17.0	23.0	30.0	
32k dwt	5 year old	9.0	8.8	2.9%	7.8	17.3	25.5	
32k dwt	10 year old	6.5	6.3	4.0%	6.0	12.9	19.5	
28k dwt	15 year old	3.8	3.5	7.1%	3.5	8.7	14.5	

## Indicative Tanker Values (US\$ million)

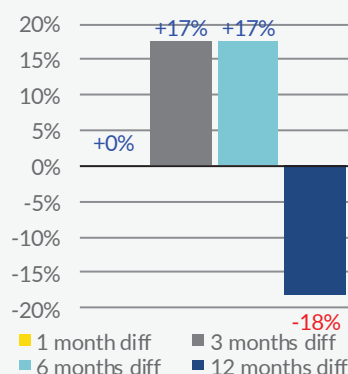
						last 5 years		
		01 Jul	27 May	±%	Min	Avg	Max	
<b>VLCC</b>								
310k dwt	Resale	87.0	92.5	-5.9%	80.0	95.2	108.5	
310k dwt	5 year old	64.5	72.5	-11.0%	55.0	70.3	87.0	
250k dwt	10 year old	44.5	52.5	-15.2%	33.8	46.6	62.0	
250k dwt	15 year old	26.0	32.5	-20.0%	16.9	27.7	41.0	
<b>Suezmax</b>								
160k dwt	Resale	63.0	65.0	-3.1%	53.0	64.1	73.0	
150k dwt	5 year old	50.0	52.5	-4.8%	38.0	50.1	62.0	
150k dwt	10 year old	37.0	39.0	-5.1%	24.0	34.1	44.5	
150k dwt	15 year old	23.0	23.0	0.0%	14.0	19.0	23.3	
<b>Aframax</b>								
110k dwt	Resale	52.0	54.0	-3.7%	39.0	48.9	57.0	
110k dwt	5 year old	37.0	39.0	-5.1%	27.0	37.0	47.5	
105k dwt	10 year old	24.5	26.0	-5.8%	16.0	24.1	33.0	
105k dwt	15 year old	16.0	16.0	0.0%	8.0	13.2	18.5	
<b>MR</b>								
52k dwt	Resale	35.0	36.0	-2.8%	32.0	36.8	39.3	
52k dwt	5 year old	24.0	26.0	-7.7%	22.0	26.9	31.0	
45k dwt	10 year old	17.0	19.0	-10.5%	14.0	18.0	21.0	
45k dwt	15 year old	11.5	11.5	0.0%	9.0	11.0	13.5	

## Price movements of 5 year old Dry Bulk assets

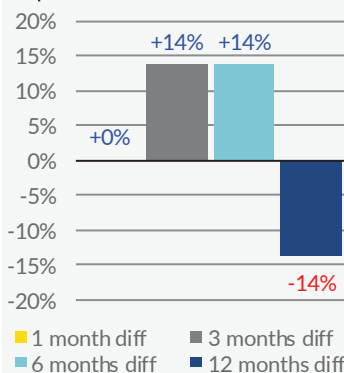
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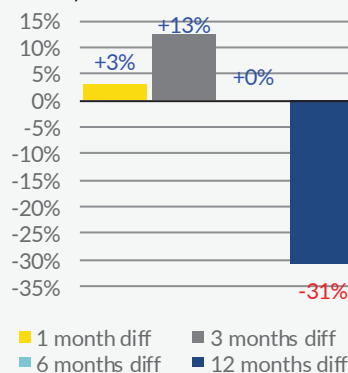
### Panamax



### Supramax

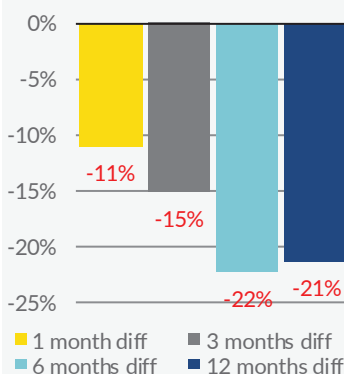


### Handysize

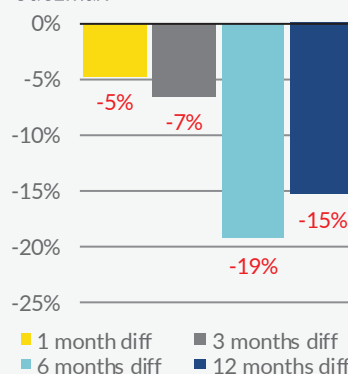


## Price movements of 5 year old Tanker assets

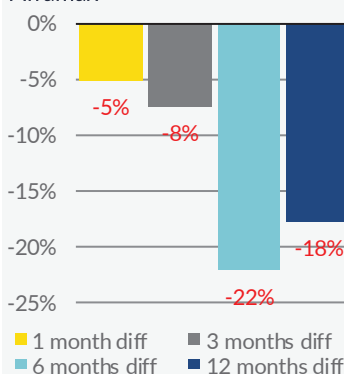
### VLCC



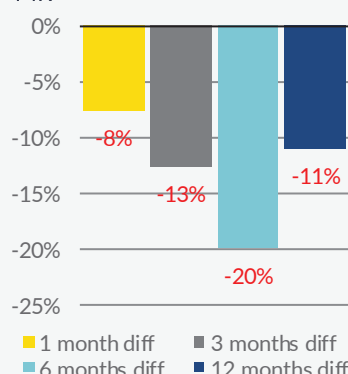
### Suezmax



### Aframax



### MR



# Sale & Purchase Secondhand Sales



27<sup>th</sup> June - 01<sup>st</sup> July 2016

Tankers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
AFRA	DAEHAN 5021	114,900	2017	DAEHAN SHBLDG CO LTD -, S. Korea	MAN-B&W		\$ 45.0m	U. K. Based - NS Lemos	
AFRA	DAEHAN 5022	114,900	2017	DAEHAN SHBLDG CO LTD -, S. Korea	MAN-B&W		\$ 45.0m		
AFRA	TH SONATA	107,510	2008	TSUNEISHI HOLDINGS - F, Japan	MAN-B&W	EPOXY Coated	\$ 25.4m	Greek - New Shipping	
AFRA	ZALIV AMURSKIY	104,542	2008	HYUNDAI HEAVY INDUSTRI, S. Korea	MAN-B&W				
AFRA	ZALIV AMERIKA	104,535	2008	HYUNDAI HEAVY INDUSTRI, S. Korea	MAN-B&W				
AFRA	ZALIV BAIKAL	104,532	2009	HYUNDAI HEAVY INDUSTRI, S. Korea	MAN-B&W				
AFRA	ZALIV VOSTOK	104,527	2009	HYUNDAI HEAVY INDUSTRI, S. Korea	MAN-B&W				
MR	PRISCO ELENA	50,975	2009	STX OFFSHORE & SHBLDG, S. Korea	MAN-B&W	EPOXY PHEN	\$ 200.0m	Russian - Sovcomflot	via auction, iced class
MR	PRISCO ALEXANDRA	50,973	2008	STX, S. Korea	MAN-B&W	EPOXY PHEN			
MR	PRISCO EKATERINA	50,956	2008	STX, S. Korea	MAN-B&W	EPOXY PHEN			
MR	PRISCO IRINA	50,923	2009	STX, S. Korea	MAN-B&W	EPOXY PHEN			
MR	PRISCO ELIZAVETA	50,923	2009	STX OFFSHORE & SHBLDG, S. Korea	MAN-B&W	EPOXY PHEN			
MR	ST. JOHANNIS	51,218	2007	STX, S. Korea	MAN-B&W	EPOXY Coated	\$ 20.5m	undisclosed	incl. 5yrs TC attached at \$15,500/day
MR	ST. MARIEN	51,218	2007	STX, S. Korea	MAN-B&W	EPOXY Coated	\$ 20.5m		incl. 5yrs TC attached at \$15,500/day
PROD/CHEM	GREAT STAR	23,480	1991	LINDENAU, Germany	MAN	EPOXY Coated	\$ 3.1m	undisclosed	
Bulk Carriers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
KMAX	KEY BOUNDARY	83,369	2010	SANOYAS HISHINO, Japan	MAN-B&W		\$ 13.7m	Singapore based - BW Group	
PMAX	NORD PEGASUS	75,356	2007	UNIVERSAL MAIZURU, Japan	MAN-B&W		\$ 8.5m	Greek - Spring Marine	
SMAX	ATLANTIC ALTAMIRA	51,024	2001	OSHIMA SHIPBUILDING, Japan	Sulzer	4 X 30t CRANES	\$ 3.6m	undisclosed	SS/DD due Spet '16
SMAX	JIN RONG	50,236	2000	MITSUI TAMANO, Japan	B&W	4 X 30,5t CRANES	\$ 3.4m	Chinese - He Sheng International	

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# Sale & Purchase Secondhand Sales



27<sup>th</sup> June - 01<sup>st</sup> July 2016

Containers									
Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
PMAX	HAMMONIA JUTLANDIA	3,398	2006	HANJIN HI & CONST - BU, S. Korea	MAN-B&W		\$ 6.8m	U. K. Based - Borealis Maritime	SS/DD due Aug '16
FEEDER	HARUKA	1,577	2006	IMABARI, Japan	MAN-B&W		\$ 8.6m	Indonesian - Tanto Intim Line	
FEEDER	HANSA NARVIK	1,550	1998	GUANGZHOU WENCHONG, China	B&W		\$ 2.5m	German - OKEE Maritime	

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# Sale & Purchase

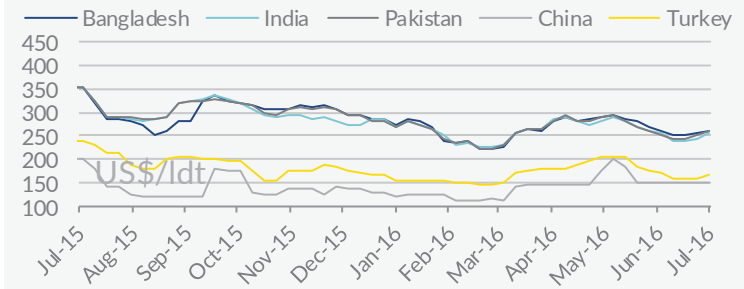
## Demolition Sales



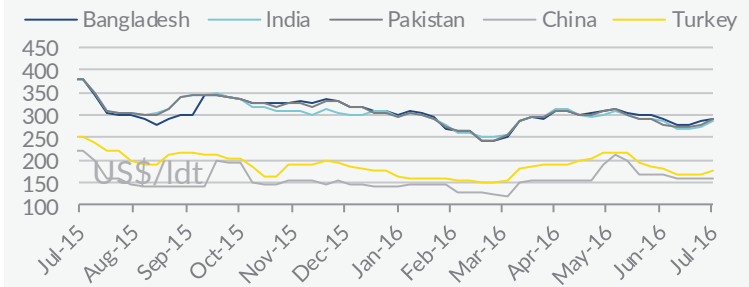
27<sup>th</sup> June - 01<sup>st</sup> July 2016

Despite a slight upward correction in price levels being offered activity has held fairly minimal compared to what we were seeing earlier in the year. The heavy monsoon rains have created a significant temporary disruption in demand, while the Ramadan has also played its part in that regard. Things should start to improve slightly over the next couple of weeks, while things are also expected to be helped from the improvements noted in the dry bulk freight market, which should in theory keep demo candidates lists fairly tight. We might see some negative effects being brought in from the strengthening of the US Dollar. This should hamper end buyers confidence slightly with regards to their appetite for speculative buying, though once activity in the Indian Sub-Continent resumes this should be fairly well countered and prices should be able to keep more buoyant than what has been seen over the past couple of weeks.

### Dry Scrap Prices



### Wet Scrap Prices



### Indicative Dry Prices (\$/Ldt)

				last 5 years		
	01 Jul	24 Jun	±%	Min	Avg	Max
<b>Indian Sub Continent</b>						
Bangladesh	260	255	2.0%	220	399	515
India	255	245	4.1%	225	406	525
Pakistan	260	250	4.0%	220	403	510
<b>Far East Asia</b>						
China	150	150	0.0%	110	306	455
<b>Mediterranean</b>						
Turkey	165	160	3.1%	145	254	355

### Indicative Wet Prices (\$/Ldt)

				last 5 years		
	01 Jul	24 Jun	±%	Min	Avg	Max
<b>Indian Sub Continent</b>						
Bangladesh	290	285	1.8%	245	421	540
India	285	275	3.6%	250	430	550
Pakistan	290	280	3.6%	245	427	525
<b>Far East Asia</b>						
China	160	160	0.0%	120	323	485
<b>Mediterranean</b>						
Turkey	175	170	2.9%	150	264	355

### Reported Transactions

Type	Vessel's Name	Dwt	Built	Country Built	Ldt	US\$/Ldt	Buyer	Sale Comments
Cont	DS PATRIOT	80,551	2001	S. Korea	27,200	\$ 259/Ldt	Indian	Green recycling - bss 'as is' Shanghai including bunkers
Cont	DS NATIONAL	80,494	2001	S. Korea	27,200	\$ 259/Ldt	Indian	Green recycling - bss 'as is' Shanghai including bunkers
Bulker	AN FU STAR	69,111	1994	Japan	9,743	\$ 255/Ldt	Bangladeshi	old sale
Cont	NORTHERN ENDURANCE	33,838	2001	S. Korea	10,882	\$ 286/Ldt	Indian	
Bulker	VICTORIA R	33,580	1988	Poland	8,421	\$ 253/Ldt	Indian	

# Trade Indicators

## Markets | Currencies | Commodities



27<sup>th</sup> June - 01<sup>st</sup> July 2016

John C Hadjipateras has splashed out nearly \$150,000 to increase his stake in Dorian LPG, latest filings show. The chief executive of the US-listed VLGC owner has bought 20,000 shares, according to a filing to the US Securities & Exchange Commission (SEC). The shares were acquired at an average cost of \$7.39 per share, meaning the whole transaction cost him around \$147,800.

Following the completion of the transaction, John C Hadjipateras now owns 2.2m shares in the Stamford-based company, valued at \$16.8m. Dorian launched a \$100m share buyback program last August and picked up \$10.9m worth of stock in the fiscal fourth quarter. On Thursday Dutch bank ABN Amro lowered Dorian LPG from a "buy" rating to a "hold" rating in a research report on the sector.

An analyst from the bank said the changes to Dorian LPG's rating stemmed from its estimates on the LPG markets. He said: "LPG markets have not been that good so far this year, with supply overtaking demand." Dorian LPG has a 52 week low of \$6.90 and a 52 week high of \$17.38. The shares closed up 55 US cents on Friday to end the trading week at \$7.60 per share. Source: Tradewinds

	01 Jul	27 May	±%	last 12 months		
Markets				Min	Avg	Max
10year US Bond	1.46	1.85	-21.1%	1.46	2.02	2.43
S&P 500	2,103.0	2,099.1	0.2%	1,829	2,028	2,128
Nasdaq	4,862.6	4,933.5	-1.4%	4,267	4,850	5,219
Dow Jones	17,949.4	17,873.2	0.4%	15,660	17,260	18,120
FTSE 100	6,577.8	6,270.8	4.9%	5,537	6,219	6,797
FTSE All-Share UK	3,555.5	3,448.5	3.1%	3,047	3,414	3,700
CAC40	4,274.0	4,514.7	-5.3%	3,897	4,563	5,197
Xetra Dax	9,776.1	10,286.3	-5.0%	8,753	10,242	11,736
Nikkei	15,682.5	16,834.8	-6.8%	14,952	17,934	20,842
Hang Seng	20,794.4	20,576.8	1.1%	18,320	21,513	26,282
DJ US Maritime	207.6	229.2	-9.4%	150.2	207.7	257.2
Currencies						
\$ per €	1.11	1.12	-0.4%	1.06	1.11	1.16
\$ per £	1.33	1.46	-9.3%	1.32	1.48	1.57
£ per €	0.84	0.76	9.7%	0.70	0.75	0.84
¥ per \$	102.8	109.9	-6.5%	101.9	116.7	124.9
\$ per Au\$	0.75	0.72	3.7%	0.69	0.73	0.78
\$ per NoK	0.12	0.12	-0.4%	0.11	0.12	0.13
\$ per SFr	0.97	0.99	-1.8%	0.94	0.98	1.03
Yuan per \$	6.66	6.56	1.4%	6.16	6.44	6.66
Won per \$	1,148.7	1,181.0	-2.7%	1,121.0	1,172.8	1,237.8
\$ INDEX	99.6	100.6	-1.0%	98.1	103.2	107.4
Commodities						
Gold \$	1,340.0	1,216.3	10.2%	1,049.4	1,166.6	1,340.0
Oil WTI \$	49.2	49.5	-0.5%	26.9	42.2	57.7
Oil Brent \$	50.4	49.4	1.9%	28.2	44.7	62.6
Palm Oil	562.0	562.0	0.0%	437.5	550.3	606.5
Iron Ore	54.2	49.9	8.6%	37.0	50.9	68.7
Coal Price Index	58.5	54.5	7.3%	47.3	53.5	62.7
White Sugar	554.5	484.7	14.4%	333.6	412.1	571.3

### Currencies

#### US Dollar per Euro



#### Yen per US Dollar



#### Yuan per US Dollar



#### US Dollar INDEX

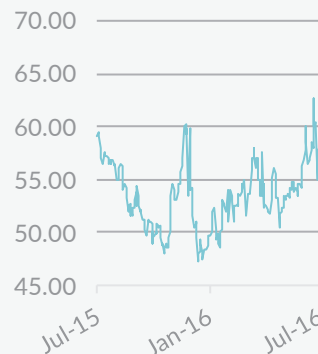


### Commodities

#### Iron Ore (TSI)



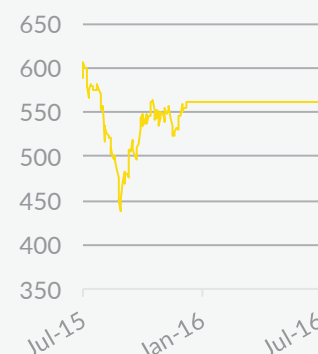
#### Coal Price Index



#### Oil WTI \$



#### Palm Oil



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## Appendix

Aggregate Price Index quoted on the first page for both Newbuilding and Secondhand relates to the current average prices levels compared to where they stood at 1st January 2010 (i.e. index 100 = 01/01/2010)

Demolition market average price index refers to the combination of the average prices currently offered in the Indian Sub-Continent, Far East and Mediterranean.

Period rates currently relate to Capesize of 180,000dwt, Panamax of 76,000dwt, Supramax of 56,000dwt and Handysize of 33,000dwt on the Dry Bulk side and VLCC of 250,000dwt, Suezmax of 150,000dwt, Aframax of 115,000dwt and MR of 52,000dwt on the Tankers side respectively.

In terms of Secondhand Asset Prices their levels are quoted based on following description:

	Resale	5 year old	10 year old	15 year old
Capesize	180,000dwt	170,000dwt	170,000dwt	150,000dwt
Panamax	82,000dwt	76,000dwt	76,000dwt	74,000dwt
Supramax	62,000dwt	58,000dwt	52,000dwt	52,000dwt
Handysize	37,000dwt	32,000dwt	32,000dwt	28,000dwt
VLCC	310,000dwt	310,000dwt	250,000dwt	250,000dwt
Suezmax	160,000dwt	150,000dwt	150,000dwt	150,000dwt
Aframax	110,000dwt	110,000dwt	105,000dwt	95,000dwt
MR	52,000dwt	45,000dwt	45,000dwt	45,000dwt

All vessels built to European specifications by top Japanese shipbuilders, with dwt size based on the below table.

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