

Weekly Shipping Market Update

01st - 05th August 2016 | Week 31

Next issue will be published on the 22nd August 2016

Market Analysis

We have gone through the first seven months of 2016 and despite extensive efforts made to allow for a balance to be reached between supply and demand, the gap is still too wide to breach. Taking a look at the fleet compared to what it was back in the start of the year, the net effect has been one of growth, albeit on a slight growth. The total dry bulk fleet of vessels above 20,000dwt has increased by 0.76% or around 73 vessels. Some size segments have managed to witness a slight decrease such as that of Capes and Panamax, though being only 0.33% for the former and 1.26% for the latter does gear us towards any high optimism. After all, the trade segments suffering the most are those of the main dry bulk commodities such as iron ore and coal, primary cargoes for these two vessel size segments. Granted that compared to the estimated trade growth that the year will likely close at, the fleet growth figure is not that far off. However, we are not really looking for figures which are on par with trade but more so a slower growth in fleet as to be able to slowly eat away at the excessive glut in tonnage that is weighing down the market at the moment.

Taking a closer look at what's been coming in and what's been going out, the fleet has seen a total of 372 newbuilding being delivered during the first seven months while in comparison, only 282 vessels have been sent for scrap and even when adding a further 17 miscellaneous removals, we still see a net growth of around 73 vessels. As things stand now, there are still another 496 vessels scheduled for delivery within the remaining months of 2016, although given the rate of slippages and cancellations noted thus far, the final figure of deliveries for the remaining months is quite likely to be considerably smaller. Given that we still have a fleet of 864 vessels which are above 20 years of age, there is ample vessels to counter balance this inflow. At the same time taking a look at the orderbook schedule for 2017 and 2018 (which now stand at 407 vessels and 173 vessels respectively) and noting that we have had minimal new orders in the year thus far (44 vessels in the past 7 month period) and you can see how the balance should be getting considerably better as move forward.

There are however a few cavities to this train of thought. For one scrapping activity, though at good levels, has not been able to achieve the levels many would have hoped for during this time frame. This is partly due to the downward pressure afflicted on the price of scrap steel, as China continues to churn out record levels of steel exports (latest figures show that during the month of July shipments held above the record mark of 10 million tons for a second month in a row) dampening prices amidst the glut in supply that it is creating worldwide. At the same time, it is also worth noting that prices being quoted by shipbuilders for newbuilding orders have been dropping considerably over the past couple of months, while secondhand prices have noted considerable increases during the same period. This means that the gap between the two is closing and at a rapid rate, leaving the potential to drive buyers' interest towards the former despite the poor medium-term market fundamentals for this sector. The threat being that If this push was to materialise to a substantial volume of new orders, then we may well see the orderbook get back into growth figures, pushing for an ever longer period of demand-supply imbalances and in turn lackluster earnings for this sector. Lets just hope things don't head in that direction.

George Lazaridis

Head of Market Research & Asset Valuations



Week in numbers

Dry Bulk Freight Market

	05 Aug		W-O-W change	
			±?	±%
BDI	636		▼ -20	-3.0%
BCI	770		▲ 2	0.3%
BPI	640		▼ -52	-7.5%
BSI	647		▼ -24	-3.6%
BHSI	394		▼ -5	-1.3%

Tanker Freight Market

	05 Aug		W-O-W change	
			±?	±%
BDTI	509		▼ -32	-5.9%
BCTI	452		▼ -13	-2.8%

Newbuilding Market

Aggregate Price Index	05 Aug		M-O-M change	
			±?	±%
Bulkers	73		▼ 0	-0.1%
Cont	97		▼ -2	-1.9%
Tankers	92		▼ -1	-1.1%
Gas	96		► 0	0.0%

Secondhand Market

Aggregate Price Index	05 Aug		M-O-M change	
			±?	±%
Capesize	39		▲ 0	0.4%
Panamax	37		► 0	0.0%
Supramax	40		▲ 0	0.7%
Handysize	43		► 0	0.0%
VLCC	85		▲ 0	0.3%
Suezmax	83		▼ -6	-6.2%
Aframax	99		▼ -5	-4.6%
MR	105		▼ -4	-3.6%

Demolition Market

Avg Price Index (main 5 regions)	05 Aug		W-O-W change	
			±Δ	±%
Dry	223		▲ 3	1.4%
Wet	245		▲ 3	1.2%

Economic Indicators

	05 Aug		M-O-M change	
			±Δ	±%
Gold \$	1,340		▲ 0	0.0%
Oil WTI \$	42		▼ -7	-15.1%
Oil Brent \$	44		▼ -6	-12.1%
Iron Ore	59		▲ 5	8.7%
Coal	64		▲ 6	9.4%

We care.

We deliver.

© Allied Shipbroking Inc.
© Allied Chartering S.A.
48, Aigialeias Str, 151 25 Maroussi
Athens, Greece
Tel: +30 210 4524500
Tel: +30 210 4288100

Email: research@allied-shipbroking.gr



Freight Market

Dry Bulkers - Spot Market

01st - 05th August 2016

Capesize - The market was boosted this week by the rise in interest in the Pacific basin and especially from West Australia. The increased activity there helped boost rates and prompted the market to close in the green this week. Things however continue to slump on the Atlantic side, pulling out much needed support which could have an overall negative influence on the market over the coming days. For now things seem to be holding fairly steady, though being mid August, expectations are for a considerably quieter couple of days ahead.

Panamax - There was a downward drift in rates across the board this week. Activity held at a minimal in both basins. Things looked slightly more promising for the time being in the Atlantic basin with the US Gulf showing some slight signs of life, though nothing to spectacular. Things seemed to be more tricky in the Pacific basin with early positions seeing a considerable knock down from the previous rates seen.

Supramax - Not much optimistic movements here as well. The Atlantic basin seemed to suffer the most as the summer lull took its toll on trade. Not much optimism in the Pacific either, with ample tonnage available in the region and minimal fresh interest coming in for now.

Handysize - With the exception of the Transatlantic routes, things were on a downward trend here as well. There was slight improvement in interest and activity on the backhaul routes, which helped alleviate position lists there. Elsewhere however things have been quiet and softening somewhat.

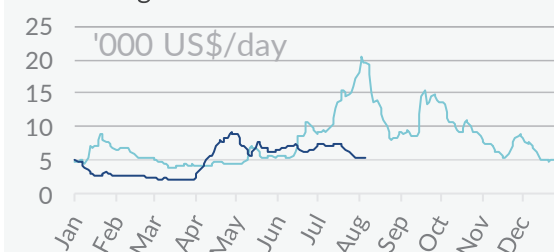
Spot market rates & indices

		05 Aug	29 Jul	±%	Average 2016	2015
Baltic Dry Index						
	BDI	636	656	-3.0%	522	711
Capesize						
	BCI	770	768	0.3%	615	1,009
	BCI 5TC	\$ 5,446	\$ 5,440	0.1%	\$ 5,033	\$ 8,001
	ATLANTIC RV	\$ 4,475	\$ 4,875	-8.2%	\$ 5,059	\$ 8,206
	Cont / FEast	\$ 11,982	\$ 12,100	-1.0%	\$ 11,248	\$ 16,387
	PACIFIC RV	\$ 4,929	\$ 4,913	0.3%	\$ 4,663	\$ 7,394
	FEast / ECSA	\$ 6,336	\$ 5,841	8.5%	\$ 5,252	\$ 8,353
Panamax						
	BPI	640	692	-7.5%	544	690
	BPI - TCA	\$ 5,122	\$ 5,538	-7.5%	\$ 4,354	\$ 5,513
	ATLANTIC RV	\$ 5,032	\$ 5,686	-11.5%	\$ 4,465	\$ 5,925
	Cont / FEast	\$ 9,333	\$ 9,766	-4.4%	\$ 8,141	\$ 10,563
	PACIFIC RV	\$ 5,168	\$ 5,660	-8.7%	\$ 4,218	\$ 5,021
	FEast / Cont	\$ 953	\$ 1,041	-8.5%	\$ 591	\$ 542
Supramax						
	BSI	647	671	-3.6%	496	662
	BSI - TCA	\$ 6,769	\$ 7,014	-3.5%	\$ 5,189	\$ 6,919
	Cont / FEast	\$ 9,783	\$ 10,013	-2.3%	\$ 8,410	\$ 9,890
	Med / Feast	\$ 11,264	\$ 11,286	-0.2%	\$ 7,687	\$ 9,274
	PACIFIC RV	\$ 6,325	\$ 6,608	-4.3%	\$ 4,584	\$ 5,989
	FEast / Cont	\$ 4,070	\$ 4,230	-3.8%	\$ 2,654	\$ 4,794
	USG / Skaw	\$ 8,056	\$ 8,838	-8.8%	\$ 8,041	\$ 10,915
	Skaw / USG	\$ 4,257	\$ 4,296	-0.9%	\$ 2,901	\$ 3,705
Handysize						
	BHSI	394	399	-1.3%	298	364
	BHSI - TCA	\$ 5,721	\$ 5,803	-1.4%	\$ 4,342	\$ 5,354
	Skaw / Rio	\$ 4,725	\$ 4,630	2.1%	\$ 3,352	\$ 3,770
	Skaw / Boston	\$ 5,121	\$ 5,050	1.4%	\$ 3,739	\$ 4,057
	Rio / Skaw	\$ 6,311	\$ 6,492	-2.8%	\$ 5,978	\$ 8,526
	USG / Skaw	\$ 7,161	\$ 7,564	-5.3%	\$ 5,951	\$ 7,200
	SEAsia / Aus / Jap	\$ 5,182	\$ 5,271	-1.7%	\$ 3,467	\$ 4,211
	PACIFIC RV	\$ 6,043	\$ 6,071	-0.5%	\$ 4,389	\$ 5,429

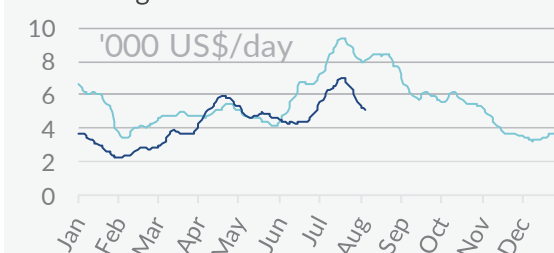
Dry Bulk Indices



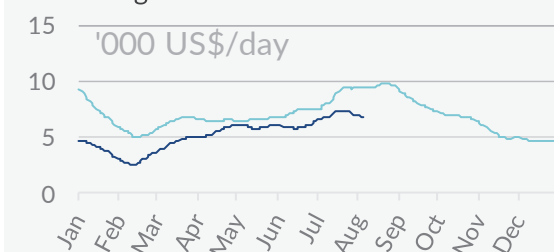
BCI Average TCE



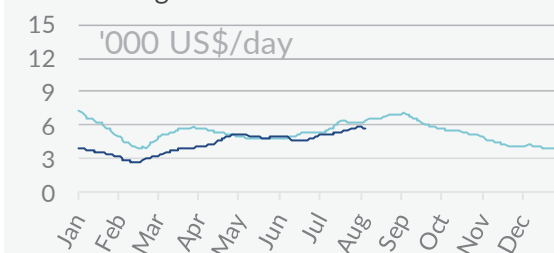
BPI Average TCE



BSI Average TCE



BHSI Average TCE



— 2015 — 2016

Freight Market

Tankers - Spot Market

01st - 05th August 2016

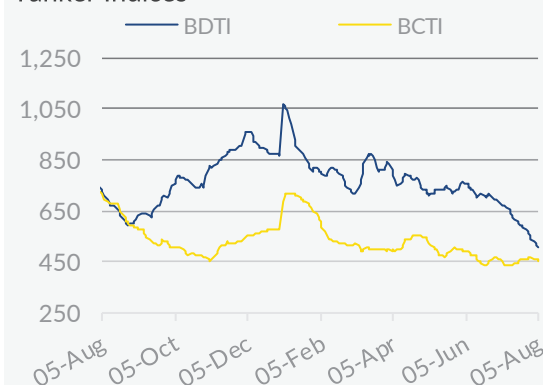
Crude Oil Carriers - An excess of tonnage and continued lack of fresh cargoes continued to dampen spirits in the MEG, leading to ever further drops in rates for the large crude oil carriers. The WAF region wasn't looking very promising either, though Suezmaxes managed to see a slight improvement as there was temporarily a good US Gulf run going. Elsewhere things were considerably muted with the Med/Black Sea overwhelmed by available tonnage and the North Sea/Baltic seeing limited fresh interest emerging.

Oil Products - Not much promise to be seen on the product tankers front this past week, as both the major bulk of CPP and DPP routes noting a slump in fresh cargoes and limited encouragement to keep rates buoyant. The Caribs was the only region showing some slight improvement in activity for both DPP and CPP cargoes, though nothing so spectacular that could prompt for any considerable hike in rates for now. The overall theme in most regions is now one of excess tonnage supply and looks to be lasting for most of remaining August dates.

Spot market rates & indices

		05 Aug	29 Jul	±%	Average 2016	2015
Baltic Tanker Indices						
BDTI		509	541	-5.9%	757	820
BCTI		452	465	-2.8%	523	637
VLCC						
MEG-USG	WS	22.21	23.21	-4.3%	36.06	36.36
	\$/day	\$ 4,389	\$ 5,205	-15.7%	\$ 21,148	\$ 31,968
MEG-SPORE	WS	34.50	36.62	-5.8%	62.04	64.43
	\$/day	\$ 30,846	\$ 32,746	-5.8%	\$ 58,083	\$ 61,629
MEG-JAPAN	WS	33.35	35.15	-5.1%	60.56	63.09
	\$/day	\$ 17,019	\$ 18,611	-8.6%	\$ 45,851	\$ 68,288
WAF-USG	WS	45.00	50.00	-10.0%	68.01	72.72
	\$/day	\$ 52,539	\$ 59,816	-12.2%	\$ 88,070	\$ 76,589
SUEZMAX						
WAF-USAC	WS	39.00	37.50	4.0%	73.26	81.13
	\$/day	\$ 17,570	\$ 16,283	7.9%	\$ 44,229	\$ 46,404
BSEA-MED	WS	50.08	51.45	-2.7%	84.52	91.34
	\$/day	\$ 3,564	\$ 4,249	-16.1%	\$ 26,822	\$ 46,346
AFRAMEX						
NSEA-CONT	WS	78.06	80.00	-2.4%	105.24	111.01
	\$/day	\$ 4,685	\$ 5,384	-13.0%	\$ 24,301	\$ 37,053
MEG-SPORE	WS	79.06	85.89	-8.0%	109.89	112.26
	\$/day	\$ 11,503	\$ 13,339	-13.8%	\$ 21,617	\$ 31,406
CARIBS-USG	WS	73.61	79.72	-7.7%	106.49	133.63
	\$/day	\$ 5,874	\$ 7,596	-22.7%	\$ 17,498	\$ 37,962
BALTIC-UKC	WS	50.28	56.94	-11.7%	83.08	92.57
	\$/day	\$ 6,797	\$ 10,443	-34.9%	\$ 26,423	\$ 43,406
DPP						
CARIBS-USAC	WS	85.00	85.00	0.0%	116.22	138.77
	\$/day	\$ 15,463	\$ 13,726	12.7%	\$ 26,042	\$ 30,727
ARA-USG	WS	85.63	94.38	-9.3%	107.26	122.73
	\$/day	\$ 16,512	\$ 21,756	-24.1%	\$ 27,332	\$ 30,281
SEASIA-AUS	WS	75.44	81.88	-7.9%	108.77	110.54
	\$/day	\$ 12,681	\$ 14,691	-13.7%	\$ 24,662	\$ 35,804
MED-MED	WS	70.00	70.94	-1.3%	97.95	108.70
	\$/day	\$ 6,333	\$ 6,420	-1.4%	\$ 18,304	\$ 35,902
CPP						
MEG-JAPAN	WS	104.38	105.19	-0.8%	97.95	105.50
	\$/day	\$ 19,110	\$ 19,191	-0.4%	\$ 18,207	\$ 28,796
CONT-USAC	WS	81.00	86.50	-6.4%	110.67	134.68
	\$/day	\$ 5,017	\$ 5,746	-12.7%	\$ 10,350	\$ 18,755
CARIBS-USAC	WS	100.00	100.00	0.0%	122.50	134.05
	\$/day	\$ 15,071	\$ 14,989	0.5%	\$ 21,010	\$ 22,099
USG-CONT	WS	57.14	59.29	-3.6%	86.34	96.47
	\$/day	\$ 1,267	\$ 1,435	-11.7%	\$ 6,636	\$ 12,481

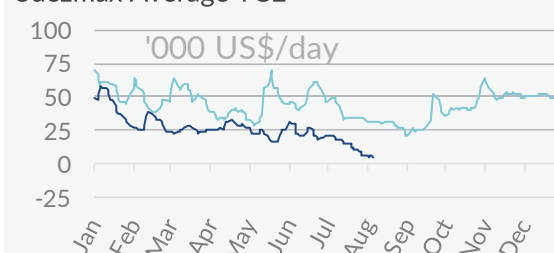
Tanker Indices



VLCC Average TCE



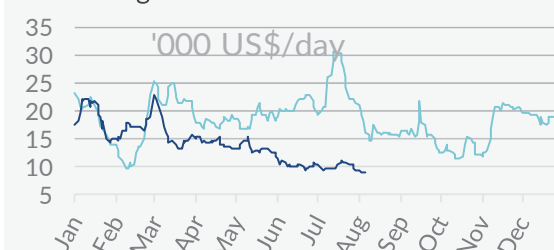
Suezmax Average TCE



Aframax Average TCE



MR Average TCE



— 2015 — 2016

Freight Market Period Charter



01st - 05th August 2016

Dry Bulk period market TC rates

	05 Aug	01 Jul	±%	last 5 years		
				Min	Avg	Max
Capesize						
12 months	\$ 7,750	\$ 10,000	-22.5%	\$ 6,200	\$ 14,927	\$ 31,450
36 months	\$ 10,000	\$ 10,000	0.0%	\$ 6,950	\$ 15,575	\$ 25,200
Panamax						
12 months	\$ 6,500	\$ 6,000	8.3%	\$ 4,950	\$ 10,426	\$ 18,700
36 months	\$ 7,250	\$ 6,750	7.4%	\$ 6,200	\$ 10,976	\$ 16,700
Supramax						
12 months	\$ 6,750	\$ 6,500	3.8%	\$ 4,450	\$ 10,289	\$ 15,950
36 months	\$ 6,500	\$ 6,250	4.0%	\$ 6,200	\$ 10,588	\$ 15,450
Handysize						
12 months	\$ 5,750	\$ 5,250	9.5%	\$ 4,450	\$ 8,498	\$ 12,950
36 months	\$ 5,750	\$ 5,500	4.5%	\$ 5,450	\$ 9,043	\$ 12,950

Latest indicative Dry Bulk Period Fixtures

M/V "CLYMENE", 73600 dwt, built 2006, dely Japan 08/10 Aug, \$5,400, for 6/9 months trading, to Norden

M/V "CAPE MERLIN", 206312 dwt, built 2005, dely Rizhao 4 August, \$9,500, for 5/7 months trading, to Oldendorff

M/V "MANDARIN HANTONG", 56740 dwt, built 2011, dely Lianyungang 05/06 Aug, \$6,750, for 5/7 months trading, to Chart Not Rep

M/V "SAMJOHN LEGACY", 180736 dwt, built 2010, dely China 20 August, \$9,100, for 5/8 months trading, to Chart Not Rep

M/V "BALTIMORE", 177243 dwt, built 2005, dely Lanshan 29 Jul, \$7,750, for 5/8 months trading, to Cargill

Tanker period market TC rates

	05 Aug	01 Jul	±%	last 5 years		
				Min	Avg	Max
VLCC						
12 months	\$ 31,000	\$ 34,500	-10.1%	\$ 18,000	\$ 30,217	\$ 57,750
36 months	\$ 30,500	\$ 32,000	-4.7%	\$ 22,000	\$ 31,646	\$ 45,000
Suezmax						
12 months	\$ 23,500	\$ 26,500	-11.3%	\$ 15,250	\$ 23,299	\$ 42,500
36 months	\$ 24,750	\$ 25,250	-2.0%	\$ 17,000	\$ 24,578	\$ 35,000
Aframax						
12 months	\$ 19,500	\$ 19,750	-1.3%	\$ 13,000	\$ 18,173	\$ 30,000
36 months	\$ 19,250	\$ 19,750	-2.5%	\$ 14,750	\$ 19,045	\$ 27,000
MR						
12 months	\$ 13,750	\$ 15,750	-12.7%	\$ 12,500	\$ 15,012	\$ 21,000
36 months	\$ 14,500	\$ 15,250	-4.9%	\$ 14,000	\$ 15,295	\$ 18,250

Latest indicative Tanker Period Fixtures

M/T "KOKKARI", 300000 dwt, built 2008, \$28,000, for 7/9 months trading, to TULLOW OIL

M/T "AMORE MIO II", 160000 dwt, built 2001, \$21,000, for 9 months trading, to CAPITAL MARITIME

M/T "STI OXFORD", 110000 dwt, built 2015, \$18,500, for 6 months trading, to LITASCO

M/T "MUSKIE", 70000 dwt, built 2003, \$19,600, for 1 year trading, to ALASKA TANKER

M/T "HELLAS APHRODITE", 50000 dwt, built 2016, \$14,500, for 22 months trading, to TOTAL

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

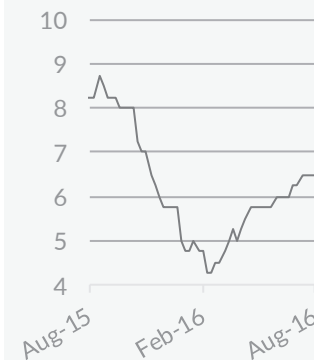
Capesize



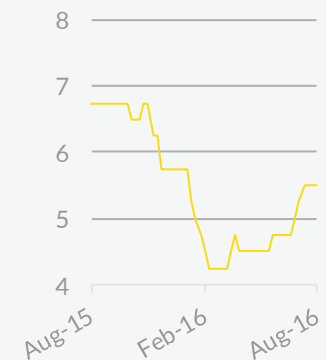
Panamax



Supramax



Handysize

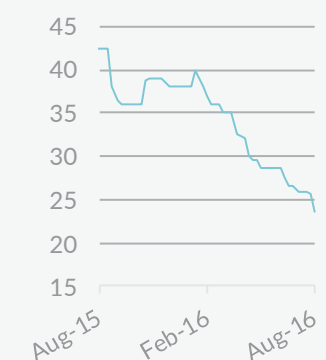


Tanker 12 month period charter rates (USD '000/day)

VLCC



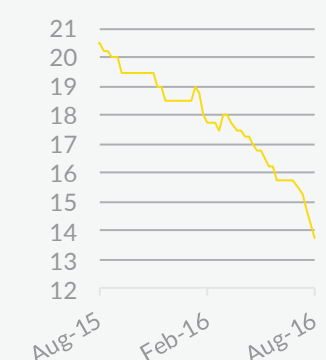
Suezmax



Aframax



MR



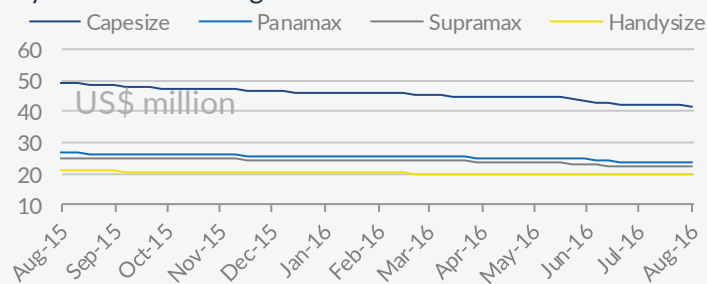
Sale & Purchase Newbuilding Orders



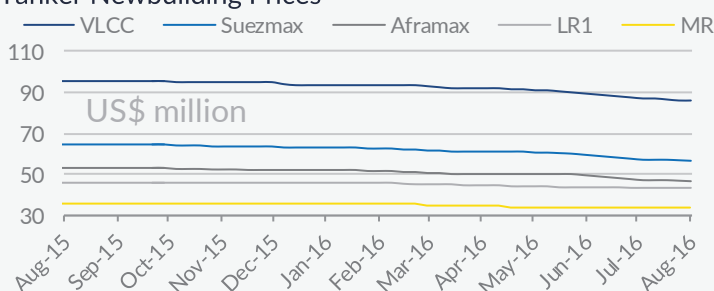
01st - 05th August 2016

Some interested activity has emerged this week, with most prominent being the rearrangement deal struck by BW group with DSME, which included a fresh order for two very high spec VLCCs. Given the recent spate of the tanker market, it is to considerable surprise that we have seen a renewed interest for the large VLs. Along with this order there seem to be rumors circulating of further orders in the works, while we have seen a fair number over the past two months. It seems as though there has been some favorable interest that has been generated due to the lower prices being offered for orders right now, though it seems odd if this sort of interest could continue moving forward, even if prices drop further. Besides this order and a couple more for smaller—more specialized tankers, there has been little to write about, while as move into mid-August it is likely that we will see the market go completely quiet.

Dry Bulk Newbuilding Prices



Tanker Newbuilding Prices



Indicative Dry NB Prices (US\$ million)

	05 Aug	01 Jul	±%	last 5 years		
				Min	Avg	Max
Dry Bulkers						
Capesize (180,000dwt)	41.8	42.0	-0.6%	41.8	49.9	58.0
Kamsarmax (82,000dwt)	24.3	24.3	0.0%	24.3	28.8	36.5
Panamax (77,000dwt)	23.8	23.8	0.0%	23.8	27.9	34.5
Ultramax (64,000dwt)	22.3	22.3	0.0%	22.3	26.1	31.0
Handysize (37,000dwt)	19.5	19.5	0.0%	19.5	22.2	26.5
Container						
Post Panamax (9,000teu)	82.5	83.5	-1.2%	76.5	86.5	94.5
Panamax (5,200teu)	50.0	50.0	0.0%	48.6	56.7	65.6
Sub Panamax (2,500teu)	28.0	28.5	-1.8%	28.0	32.8	41.0
Feeder (1,700teu)	23.0	24.0	-4.2%	21.5	25.3	29.4

Indicative Wet NB Prices (US\$ million)

	05 Aug	01 Jul	±%	last 5 years		
				Min	Avg	Max
Tankers						
VLCC (300,000dwt)	86.0	87.5	-1.7%	86.0	95.8	104.0
Suezmax (160,000dwt)	56.5	57.5	-1.7%	55.8	61.4	66.0
Aframax (115,000dwt)	46.5	47.5	-2.1%	46.5	51.7	56.0
LR1 (75,000dwt)	43.3	43.3	0.0%	40.5	43.9	47.0
MR (56,000dwt)	33.3	33.3	0.0%	33.3	35.2	37.3
Gas						
LNG 160k cbm	197.0	197.0	0.0%	197.0	199.9	203.0
LPG LGC 80k cbm	72.5	72.5	0.0%	70.0	74.2	80.0
LPG MGC 55k cbm	64.5	64.5	0.0%	62.0	64.6	68.5
LPG SGC 25k cbm	42.0	42.0	0.0%	41.0	44.0	46.5

Reported Transactions

Type	Units	Size	Shipbuilder	Price	Buyer	Delivery	Comments
TANKER	2	318,000 dwt	DAEWOO, S. Korea	\$ 89.6m	BW GROUP - Singapore	Apr-Jun 2018	TIER III, high spec, deal includes rearrangement on previous orders held
TANKER	4	50,000 dwt	JAPAN MARINE UNITED, Japan	N/A	Japan	2019	
TANKER	1	37,000 dwt	CHENGXI SHIPYARD, China	N/A	Japan	2017	Asphalt/Bitumen
GAS	1	174,000 cbm	DAEWOO, S. Korea	N/A	BW GROUP - Singapore	2019	LNG FSRU, order swap from standard LNG ordered in 2015
MPP	3	15,000 dwt	VARD TULCEA, Romania	\$ 23.3m	TOPAZ ENERGY - Oman	2018	heavy deck cargo

Sale & Purchase Secondhand Sales

01st - 05th August 2016

On the dry bulk side, there was ample activity noted again this week with a few notable enbloc deals being seen, with buyers snatching a couple of Chinese built resales. In terms of prices, we are still seeing things hold off at steady levels, as the effects of the slowing down freight market pushes the brakes on buyers tempted to offer any premiums just yet. Things should quieten down over the next two weeks, though given the current momentum it should still turn out to be a fairly busy August

On the tanker side, A considerable improvement in terms of activity with notable price drops to be seen as sellers seemingly get spooked by the rapid drop in the freight market and look to lower their price ideas to more reasonable levels. Interest is still primarily geared towards the more modern product tankers, which in the view of many hold better potential moving forward, though that's not to say activity has been mulled in the larger crude oil carriers either.

Indicative Dry Bulk Values (US\$ million)

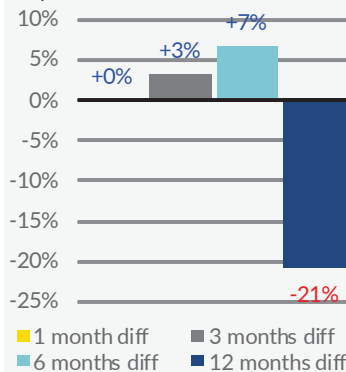
Indicative Dry Bulk Values (US\$ million)					last 5 years		
		05 Aug	01 Jul	±%	Min	Avg	Max
Capesize							
180k dwt	Resale	36.0	35.5	1.4%	34.5	48.0	65.0
170k dwt	5 year old	24.5	24.5	0.0%	23.0	36.8	53.0
170k dwt	10 year old	14.0	14.0	0.0%	12.0	25.1	39.0
150k dwt	15 year old	8.0	8.0	0.0%	6.5	15.2	25.0
Panamax							
82k dwt	Resale	24.5	24.5	0.0%	22.5	30.5	43.0
76k dwt	5 year old	13.5	13.5	0.0%	11.5	21.9	36.8
76k dwt	10 year old	8.0	8.0	0.0%	7.3	16.1	29.3
74k dwt	15 year old	4.5	4.5	0.0%	3.5	10.6	22.0
Supramax							
62k dwt	Resale	20.5	20.5	0.0%	19.0	28.4	36.8
58k dwt	5 year old	12.5	12.5	0.0%	11.0	21.0	30.5
52k dwt	10 year old	7.5	7.3	3.4%	6.0	15.2	24.3
52k dwt	15 year old	4.0	4.0	0.0%	3.5	10.1	19.0
Handysize							
37k dwt	Resale	17.0	17.0	0.0%	17.0	22.9	30.0
32k dwt	5 year old	9.0	9.0	0.0%	7.8	17.1	25.5
32k dwt	10 year old	6.5	6.5	0.0%	6.0	12.8	19.5
28k dwt	15 year old	3.8	3.8	0.0%	3.5	8.6	14.5

Indicative Tanker Values (US\$ million)

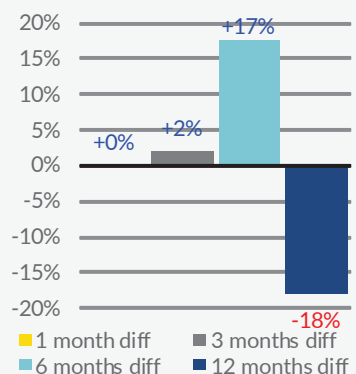
Indicative Tanker Values (US\$ million)					last 5 years		
		05 Aug	01 Jul	±%	Min	Avg	Max
VLCC							
310k dwt	Resale	86.0	87.0	-1.1%	80.0	95.0	108.5
310k dwt	5 year old	64.0	64.5	-0.8%	55.0	70.2	87.0
250k dwt	10 year old	44.0	44.5	-1.1%	33.8	46.5	62.0
250k dwt	15 year old	27.0	26.0	3.8%	16.9	27.7	41.0
Suezmax							
160k dwt	Resale	59.0	63.0	-6.3%	53.0	64.1	73.0
150k dwt	5 year old	46.0	50.0	-8.0%	38.0	50.1	62.0
150k dwt	10 year old	33.0	37.0	-10.8%	24.0	34.1	44.5
150k dwt	15 year old	23.0	23.0	0.0%	14.0	19.0	23.3
Aframax							
110k dwt	Resale	50.0	52.0	-3.8%	39.0	49.0	57.0
110k dwt	5 year old	35.0	37.0	-5.4%	27.0	37.0	47.5
105k dwt	10 year old	22.0	24.5	-10.2%	16.0	24.1	33.0
105k dwt	15 year old	16.0	16.0	0.0%	8.0	13.3	18.5
MR							
52k dwt	Resale	34.0	35.0	-2.9%	32.0	36.8	39.3
52k dwt	5 year old	23.0	24.0	-4.2%	22.0	26.9	31.0
45k dwt	10 year old	16.5	17.0	-2.9%	14.0	17.9	21.0
45k dwt	15 year old	11.0	11.5	-4.3%	9.0	11.0	13.5

Price movements of 5 year old Dry Bulk assets

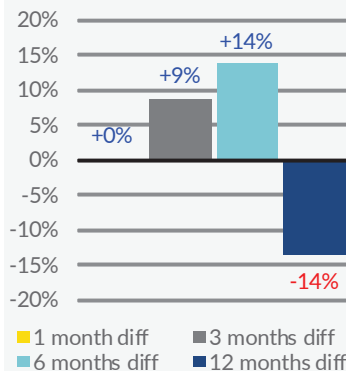
Capesize



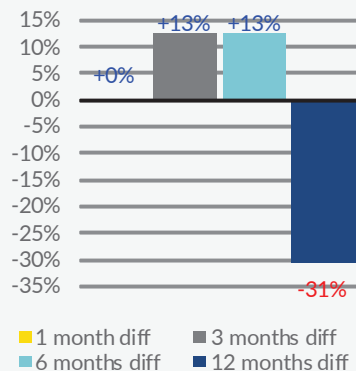
Panamax



Supramax

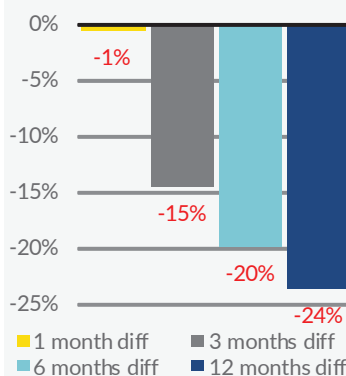


Handysize

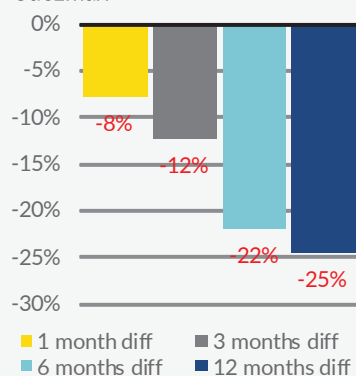


Price movements of 5 year old Tanker assets

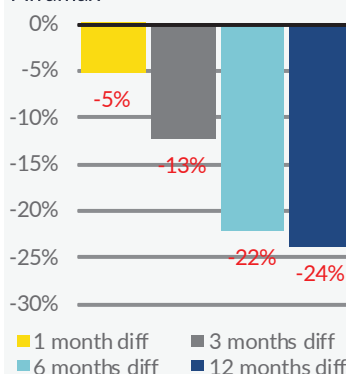
VLCC



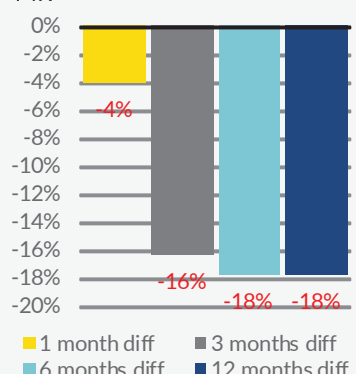
Suezmax



Aframax



MR



Sale & Purchase

Secondhand Sales



01st - 05th August 2016

Tankers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
VLCC	GENMAR VICTORY	312,638	2001	HYUNDAI HEAVY INDUSTRI, S. Korea	B&W		\$ 28.0m	Taiwanese - Winson Shipping	for FSO Conversion - 70 mtr beam
VLCC	KAMINESAN	299,798	2003	UNIVERSAL ARIAKE NAGAS, Japan	MAN-B&W		\$ 28.3m	Greek	
LR2	NAVIG8 STABILITY	109,999	2016	SUNG Dong, S. Korea	MAN-B&W	EPOXY Coated	\$ 40.2m	Chinese - China Bank of Communication	Sale includes a 10 years contract of Bare Boat back with purchase option upon charter expiry.
LR2	NAVIG8 SOLIDARITY	109,999	2015	SUNG Dong, S. Korea	MAN-B&W	EPOXY Coated	\$ 38.4m		
LR2	NAVIG8 SOLACE	109,999	2016	SUNG Dong, S. Korea	MAN-B&W	EPOXY Coated	\$ 40.2m		
AFRA	EAGLE BALTIMORE	99,405	1996	SAMSUNG HEAVY, S. Korea	B&W		N/A	undisclosed	
MR	PACIFIC MARCHIONESS	46,710	2010	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 22.3m	Singaporean	Sale includes a BB charter to ENOC
MR	PACIFIC DUCHESS	46,697	2009	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY Coated	\$ 20.7m		
MR	OLIPHANT	40,000	2004	SHIN-A, S. Korea	B&W	EPOXY PHEN	\$ 13.5m	Monaco Based - Seaworld	Sale includes 2 years TC back at usd 14.500 per day
PROD/CHEM	MID FIGHTER	20,866	2008	SHIN KURUSHIMA AKITSU, Japan	MAN-B&W	StSt	\$ 21.5m	Danish	
SMALL	SHOWA MARU	5,676	2007	KANASASHI HEAVY SHIMIZ, Japan	Hanshin		\$ 7.0m	Japanese - Uyeno Transtech	
Bulk Carriers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
VLOC	TRF CHRISTIANIA	208,000	2017	CHINA SHIPPING IND JIA, China	MAN-B&W		N/A	S. Korean - H-Line	
VLOC	TRF CHARLESTON	208,000	2017	CHINA SHIPPING IND JIA, China	MAN-B&W		N/A		
PMAX	UNITED FORTUNE	82,099	2011	TSUNEISHI SHBLDG - FKY, Japan	MAN-B&W		\$ 14.8m	Greek - Swiss Marine	
PMAX	TSUNEISHI ZHOUSHAN SS-220	81,582	2016	TSUNEISHI ZHOUSHAN HUL, China	MAN-B&W		\$ 22.0m	Japanese - Nisshin Shipping	dely Jul '16
PMAX	TSUNEISHI ZHOUSHAN SS-221	81,582	2016	TSUNEISHI ZHOUSHAN HUL, China	MAN-B&W		\$ 22.0m		dely Jul '16
UMAX	DALIAN COSCO KHI DE031	61,000	2016	DALIAN COSCO KHI SHIP, China	MAN-B&W	4 X 30t CRANES	\$ 18.3m	Norwegian - BW Dry	dely Sept '16
SMAx	KILIAN S	56,793	2010	HANTONG SHIP HEAVY IND, China	MAN-B&W	4 X 35t CRANES	\$ 7.0m	Singaporean - Wilmar International	
SMAx	TRIPLE EVER	52,454	2005	TSUNEISHI CORP NUMAKUM, Japan	B&W	4 X 30t CRANES	\$ 7.4m	Singaporean	
HMAx	STOVE TRADER	46,223	1999	OSHIMA SHIPBUILDING, Japan	B&W	4 X 30t CRANES	\$ 3.3m	undisclosed	
HMAx	STOVE CAMPBELL	46,223	1999	OSHIMA SHIPBUILDING, Japan	B&W	4 X 30t CRANES	\$ 3.3m		

We care.

We deliver.

© Allied Shipbroking Inc.
© Allied Chartering S.A.

Email: research@allied-shipbroking.gr



Sale & Purchase

Secondhand Sales



01st - 05th August 2016

Bulk Carriers - continued

Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
HMAX	KEN CAPE	45,690	1999	TSUNEISHI, Japan	B&W		\$ 3.0m	Chinese	
HMAX	ATLAS EXPLORER	45,642	1995	TSUNEISHI, Japan	B&W	4 X 25t CRANES	\$ 2.2m	Middle Eastern	

Containers

Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
SUB PMAX	PONTREMOLI	2,646	2006	JURONG SHIPYARD PTE LT, MAN-B&W Singapore			\$ 3.8m	Singaporean - Eastern Pacific	

Ferries

Type	Name	Pax	Built	Shipbuilder	M/E	LOA(m)	Price	Buyers	Comments
RO-PAX	ADRIATICA I	522	1979	A WARSKIEGO STOCZNIA, Poland	Sulzer	\$ 127.6m	N/A	Greek	

**We
care.**

**We
deliver.**

© Allied Shipbroking Inc.
© Allied Chartering S.A.

Email: research@allied-shipbroking.gr



Sale & Purchase

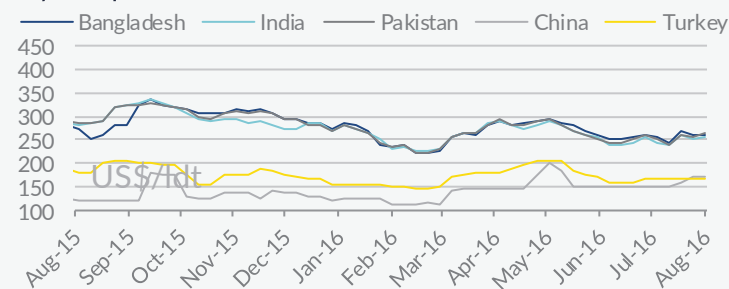
Demolition Sales



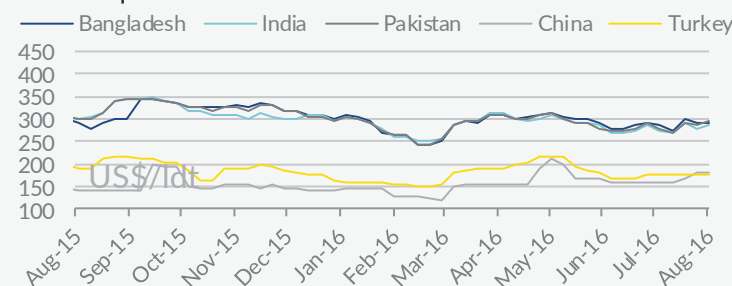
01st - 05th August 2016

There has been some confusing signs coming out of the demolition market these past couple of weeks. Bangladesh lost some of its buying appetite two weeks ago and things have yet to settle back to where they were, keeping as such prices at the new lower levels reached. At the same time Pakistan has suddenly re-entered the scene with a fresh vigor upping its offered prices and looking more keenly in securing some of the higher spec units that come to market. India has remained a trailing market compared to the rest of the Indian Sub-Continent and with little signs of willing to play a catch up game in terms of prices just yet. There are also ominous signs on the horizon, as the global steel glut continues and given that we are still swamped in the midst of the monsoon season this is likely to have to some extent a deteriorating effect on the market.

Dry Scrap Prices



Wet Scrap Prices



Indicative Dry Prices (\$/Ldt)

					last 5 years		
	05 Aug	29 Jul	±%		Min	Avg	Max
Indian Sub Continent							
Bangladesh	260	260	0.0%		220	397	515
India	255	250	2.0%		225	404	525
Pakistan	265	255	3.9%		220	400	510
Far East Asia							
China	170	170	0.0%		110	303	455
Mediterranean							
Turkey	165	165	0.0%		145	250	355

Indicative Wet Prices (\$/Ldt)

					last 5 years		
	05 Aug	29 Jul	±%		Min	Avg	Max
Indian Sub Continent							
Bangladesh	290	290	0.0%		245	419	540
India	285	280	1.8%		250	427	550
Pakistan	295	285	3.5%		245	424	525
Far East Asia							
China	180	180	0.0%		120	321	485
Mediterranean							
Turkey	175	175	0.0%		150	261	355

Reported Transactions

Type	Vessel's Name	Dwt	Built	Country	Built	Ldt	US\$/Ldt	Buyer	Sale Comments
Offsh	FEDERAL I	149,235	1982	Japan		24,550	N/A	undisclosed	on "as is" Indonesia basis no gas free
Cont	CAP STEWART	51,046	2001	S. Korea		16,054	\$ 268/Ldt	Bangladeshi	on "as is" Hong Kong basis, net of address commission
Cont	XIBOHE	44,911	1997	S. Korea		13,915	N/A	Chinese	
Cont	ANKE	42,200	2002	Poland		14,900	\$ 292/Ldt	undisclosed	delivery full sub-continent range
Bulker	APISARA NAREE	18,596	1996	S. Korea		4,462	\$ 265/Ldt	Indian	
Reefer	FRIO ATLANTIC	6,807	1991	China		4,302	\$ 275/Ldt	Indian	

**We
care.**

**We
deliver.**

© Allied Shipbroking Inc.
© Allied Chartering S.A.

Email: research@allied-shipbroking.gr



Trade Indicators

Markets | Currencies | Commodities



01st - 05th August 2016

A weakening in tanker rates and asset values has seen Danske Bank downgrade shares in Teekay Tankers.

Analyst Bjorn Kristian Roed dropped the company to sell and lowered its target price from \$3.8 to \$2.5 per share.

He explains lower asset values make Teekay Tankers valuation unjustified in light of weaker suezmax and aframax fundamentals.

It comes in the week after Teekay Tankers reported an adjusted profit of \$0.21 per share for the second quarter, in line with expectations.

"The current spot market for suezmax and aframax tonnage is challenging; Teekay Tankers is somewhat shielded through its increased fixed income ratio of 30%, but we continue to argue that suezmax and aframax earnings should develop weaker than VLCCs," Roed wrote. Tradewinds

	05 Aug	01 Jul	±%	last 12 months		
Markets				Min	Avg	Max
10year US Bond	1.58	1.46	8.2%	1.37	1.94	2.34
S&P 500	2,182.9	2,103.0	3.8%	1,829	2,034	2,183
Nasdaq	5,221.1	4,862.6	7.4%	4,267	4,847	5,221
Dow Jones	18,543.5	17,949.4	3.3%	15,660	17,313	18,595
FTSE 100	6,793.5	6,577.8	3.3%	5,537	6,219	6,793
FTSE All-Share UK	3,690.8	3,555.5	3.8%	3,047	3,412	3,691
CAC40	4,410.6	4,274.0	3.2%	3,897	4,501	5,197
Xetra Dax	10,367.2	9,776.1	6.0%	8,753	10,120	11,636
Nikkei	16,254.5	15,682.5	3.6%	14,952	17,531	20,809
Hang Seng	22,146.1	20,794.4	6.5%	18,320	21,189	24,552
DJ US Maritime	182.0	207.6	-12.4%	150.2	202.8	240.3
Currencies						
\$ per €	1.11	1.11	0.0%	1.06	1.11	1.16
\$ per £	1.31	1.33	-1.3%	1.29	1.46	1.57
£ per €	0.85	0.84	1.3%	0.70	0.76	0.86
¥ per \$	101.4	102.8	-1.3%	100.6	114.8	124.9
\$ per Au\$	0.76	0.75	2.2%	0.69	0.73	0.78
\$ per NoK	0.12	0.12	-1.3%	0.11	0.12	0.12
\$ per SFr	0.98	0.97	0.3%	0.94	0.98	1.03
Yuan per \$	6.65	6.66	-0.2%	6.18	6.49	6.70
Won per \$	1,112.6	1,148.7	-3.1%	1,109.2	1,171.8	1,237.8
\$ INDEX	99.3	99.6	-0.2%	98.1	102.9	107.4
Commodities						
Gold \$	1,340.4	1,340.0	0.0%	1,049.4	1,187.1	1,366.3
Oil WTI \$	41.8	49.2	-15.1%	26.9	41.5	51.6
Oil Brent \$	44.3	50.4	-12.1%	28.2	43.7	52.7
Palm Oil	562.0	562.0	0.0%	437.5	549.2	564.0
Iron Ore	58.9	54.2	8.7%	37.0	51.4	68.7
Coal Price Index	64.0	58.5	9.4%	47.3	54.0	66.6
White Sugar	544.9	554.5	-1.7%	333.6	429.3	574.0

Currencies

US Dollar per Euro



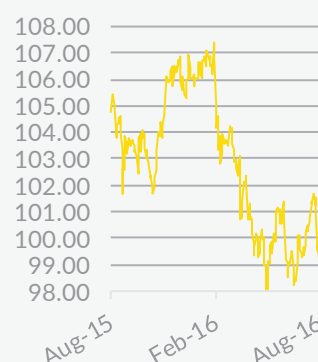
Yen per US Dollar



Yuan per US Dollar



US Dollar INDEX

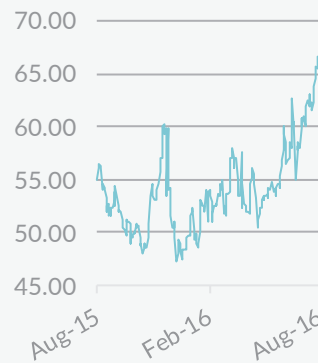


Commodities

Iron Ore (TSI)



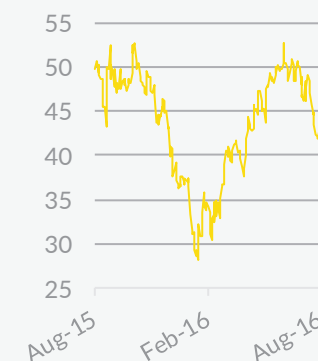
Coal Price Index



Oil WTI \$



Oil Brent \$



Contact Details



01st - 05th August 2016 | Week 31

ALLIED SHIPBROKING INC.

48, Aigialeias Street, 4th Floor,
Maroussi 151 25, Greece
Tel: +30 210 45 24 500
Fax: +30 210 45 25 017/ 019
E-mail: snp@allied-shipbroking.gr

Sale & Purchase

AERAKIS GEORGE

MOBILE: +30 6946 04 57 37

BOLIS ILIAS

MOBILE: +30 6937 02 65 00

DASKALAKIS GEORGE

MOBILE: +30 6932 24 80 07

DRAKOGIANNOPOULOS STAVROS

MOBILE: +30 6932 20 15 65

DRAKOGIANNOPOULOS SAKIS

MOBILE: +30 6944 88 58 08

HATZIGEORGIOU NASSOS

MOBILE: +30 6944 73 33 93

KARADIMAS COSTAS

MOBILE: +30 6932 20 15 64

KLONIZAKIS JOHN

MOBILE: +30 6948 50 55 81

KOSTOYANNIS JOHN

MOBILE: +30 6932 43 39 99

MANOLAS NIKOLAS

MOBILE: +30 6940 63 22 56

MOISSOGLOU THEODOROS

MOBILE: +30 6932 45 52 41

PAPOUIS THASSOS

MOBILE: +30 6944 29 49 89

PRACHALIAS ARGIRIS

MOBILE: +30 6947 62 82 62

SKOURTIS GEORGE

MOBILE: +30 6936 93 62 12

STASSINAKIS JOHN

MOBILE: +30 6972 60 92 09

TSALPATOUROS COSTIS

MOBILE: +30 6932 20 15 63

VARVAROS PLUTON

MOBILE: +30 6937 25 15 15

Maritime Research & Valuations

LAZARIDIS GEORGE

MOBILE: +30 6946 95 69 40

ALLIED CHARTERING S.A.

48, Aigialeias Street, 4th Floor,
Maroussi 151 25, Greece
Tel : +30 210 42 88 100
Fax: +30 210 45 24 201

E-mail: drycargo@allied-chartering.gr

E-mail: tanker@allied-chartering.gr

Dry Cargo Chartering

ALEXOPOULOS PANOS

MOBILE: +30 6944 34 66 15

DAOULAS SPYROS

MOBILE: +30 6932 27 88 40

KAILAS VAGGELIS

MOBILE: +30 6942 48 05 69

KANELLOS DIMITRIS

MOBILE: +30 6945 07 47 85

KAPPA ANGELIKI

MOBILE: +30 6975 85 60 84

KARAMANIS COSTAS

MOBILE: +30 6941 54 14 65

KARAMANI NATALIA

MOBILE: +30 6984 58 82 99

MANOLOPOULOS VASSILIS

MOBILE: +30 6988 88 13 05

MAVRIKOU GEORGINA

MOBILE: +30 6974 18 07 84

PATELIS DIMITRIS

MOBILE: +30 6944 04 43 61

THEODOTOS ARISTOFANIS

MOBILE: +30 6951 79 82 89

TSALPATOUROU MARGARITA

MOBILE: +30 6934 74 22 16

Tanker Chartering

FLOURIS JOHN

MOBILE: +30 6955 80 15 03

FOUROULI STELLA

MOBILE: +30 6947 35 68 48

PAPANTONOPOULOS NICOLAS

MOBILE: +30 6945 23 21 88

**We
care.**

**We
deliver.**

© Allied Shipbroking Inc.
© Allied Chartering S.A.
48, Aigialeias Str, 151 25 Maroussi
Athens, Greece
Tel: +30 210 4524500
Tel: +30 210 4288100

Email: research@allied-shipbroking.gr



Disclaimer

The information contained within this report has been provided by Allied Shipbroking Inc. and Allied Chartering S.A. for general information purposes.

All the information is compiled through Allied Shipbroking Inc. and Allied Chartering S.A. databases, as well as from other market sources. Despite having taken reasonable care in the gathering, filtering and auditing of this information and believing that the information is accurate and correct, it may still contain errors, as a lot of the views regarding market levels are partially derived from estimates and/or subject judgments while the reported transaction activity is gathered from several sources and rumors, some of which are sometimes hard to validate in full their accuracy and truthfulness. As such we advise that the information be taken cautiously, while advising that this information does not obviate the need to also make further enquiries and seek further information in order to obtain a more accurate outlook. As we make no warranties of any kind, both expressed or implied, as to the completeness, accuracy, reliability or completeness of the information herein, Allied Shipbroking Inc. and its connected persons shall not be held liable to any loss or damage of any kind, including direct, indirect and/or consequential damages caused by negligence of any kind on our part.

Any choice to rely on this information provided is strictly at the recipient's own risk.

This report and its information is confidential and solely for the internal use of its recipients, while any re-production or re-distribution of the report and its material is strictly prohibited without prior permission from Allied Shipbroking Inc.

If you wish to subscribe to this or any other report we produce, please contact us directly.

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.

Visit us @ www.allied-shipbroking.gr