

## Market insight

By George Vastardis

Tanker Chartering Broker - CPP Desk

As the summer season is coming to an end, the clean market still doesn't give us a very clear picture of the sentiment neither East nor West of Suez, as seasonality is also weighing down on activity. Looking towards East of Suez and particularly the MEG clean MRs over the previous week, things were very disappointing due to lack of demand and a heavy prompt tonnage list, which inevitably forced rates downwards leading short hauls cross MEG cargoes currently at USD mid-high 100k, MEG/Red Sea at USD 400k levels and distillates lift to UKCont at very low USD 1m levels.

Moreover, by the time of writing MEG/East Africa is trading at W130 basis 35KMT and MEG-WCI/Japan at W101 (about 2.5 point less from previous fixtures) respectively. On the other hand, over the past week, the Far East clean MR market and especially the S.E. Asia area seems to be active but not enough to move freights considerably upwards, leaving market rates overall stable. Singapore / Hong Kong is at USD low 300k, cross Singapore at USD low 100k and the usual backhauls S. Korea/Singapore at USD mid 300k levels.

Moving on to the LR market, we notice that naphtha shipments seem to be the ones that kept this size alive during the past week. By the time of writing the TC1 MEG/Japan was trading at W102 basis 75kmt, about 3 point less compared to last done, and distillates deliveries to UKCont at USD low 2m levels (more precisely a little less than 2.2m). The LR1 market looked quite healthier over the past week; however this was not enough to keep TC5 55kmt MEG/Japan at W115, which eventually dropped at W110 levels, with distillates deliveries to UKCont slightly reduced.

West of Suez things seem to be more promising over the past week especially for the ARA/Transatlantic clean MR trade, as improved demand has shrunk considerably the tonnage list, with rates eventually rising and Owners currently talking about 10-15 points above from previous depressed weeks. It is expected to trade soon over low W90 basis 37kmt and over W110 levels for West Africa deliveries respectively.

Similarly, the US clean MR market also witnessed a slight upward movement due to tight tonnage, leading long hauls USG to Europe at W52 (couple of points over last done, which is rather optimistic if demand keeps firming. On the other hand, despite the fact that some action was witnessed especially in the East Med, the Med clean MR market remained stable overall, as tonnage availability was just enough to press rates that are gently hoovering at W112.5 basis 30kmt for cross Med (about 5 points below last done) and ex Black Sea lifts (getting the usual small premium of 2-3 points) at W115 levels respectively.

The news coming from the West as far as the LR market is concerned, have not been very exciting as lack of demand left freights for LR1 overall unchanged with ARA to West Africa at W82.5 basis 60kmt and at about USD low-mid 1m for deliveries to Far East. Despite that, owners cross their fingers that there might be a slight improvement due to lack of either clean MR or LR2s respectively on the Continent area. Furthermore, LR2 demand is even worse, with Med/Japan assessed at about USD 1.6m-1.7m levels and ARA/Singapore maybe even less than USD mid 1m lump sum, which begs the question when will the action begin.

Despite the fact that most of the people have now returned to their desks from their summer holidays, if we take into consideration the upcoming Singapore event (APPEC) it still seems quite difficult to currently be optimistic, since there are no significant signs that there will be any considerable increase on cargo volume and shipments yet.

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

Supported by strong Cape performance the BDI kept moving up last week. The BDI closed today (30/08/2016) at 715 points, down by 5 points compared to Friday's levels (26/08/2016) and an increase of 23 points when compared to previous Tuesday's closing (23/08/2016). Rates for the crude carriers market kept witnessing wild volatility last week, with earnings for VLs eventually succumbing to pressure. The BDTI Friday (26/08/2016) was at 515 points, an increase of 11 points and the BCTI at 457, a decrease of 6 points compared to last Friday's (19/08/2016) levels.

## Sale & Purchase (Wet: Stable + / Dry: Stable +)

SnP activity in both tankers and bulkers increased last week, with the majority of interest focusing on bulk tonnage built post 2000. On the tanker side, we had the sale of the "NORD THUMBELINA" (38,461dwt-blk 06, China) which was sold to Maltese buyers, Valloebey Shipping, for a price in the region of \$14.0m. On the dry bulker side, we had the sale of the "TORO ORIENT" (76,636dwt-blk 08, Japan) which was sold to a Greek buyer for a price in the region of low \$9.0 m.

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

The admittedly unexpected revival in newbuilding activity during the past weeks seems to be extending further, with additional orders surfacing last week. Interest for tanker orders, remains the main provider of this rather surprising spark of life in the industry, while we also notice that detailed price information for bigger tanker orders still remain unknown for most of the orders coming to light. The latter is evidence of the secrecy with which shipbuilders prefer to treat their contracts these days, which in most cases are inked amidst fierce competition among yards and thus naturally offering aggressive discounts that builders prefer to keep out of the public eye. This is a trend expected to continue as things get tougher for the industry, while on top of sharp discounts that builders resort to nowadays they also still have to deal with cancellations, also dealt with great confidentiality for the same reasons, with the latest order rumoured cancelled being a pair of VLCC at DSME. In terms of recently reported deals, Cosco Group, has placed an order for four asphalt tankers (7,500dwt) at Chengxi in Japan for a price of \$ 19.0m each and delivery set in 2018.

## Demolition (Wet: Firm + / Dry: Firm +)

A rather unexpected increase of dry bulk demo candidates in the market, gave a further extension to the healthy activity we have been noticing in the Indian subcontinent market during the past week, while the cherry on top of that was no other than the firming of prices that took place, which was neither insignificant nor expected. The answer to the question whether pure speculation or actual end demand is currently behind this strong and rather sudden momentum is probably positive. The reality is that fundamentals have not changed materially in any way for the market to keep firming at the moment and that all this hype could well be the result of cash buyers trying to prop up prices, possibly to support previous purchases as well. We have indeed seen some very impressive levels last week being offered for dry bulk tonnage, with Bangladeshi breakers leading the way and forcing their counterparts to follow up to a certain degree, while in our opinion, restricted supply of demo candidates is key in order to support current price levels. Prices this week for wet tonnage were at around 180-290 \$/ldt and dry units received about 170-280 \$/ldt.

**Spot Rates**

Vessel	Routes	Week 35		Week 34		\$ /day ±%	2015	2014
		WS points	\$ /day	WS points	\$ /day		\$ /day	\$ /day
VLCC	265k MEG-JAPAN	36	15,626	40	20,182	-22.6%	65,906	30,469
	280k MEG-USG	24	9,263	25	11,651	-20.5%	49,575	17,173
	260k WAF-USG	48	32,213	48	31,976	0.7%	76,251	40,541
Suezmax	130k MED-MED	55	13,776	42.5	6,206	122.0%	50,337	30,950
	130k WAF-USAC	45	10,142	32.5	3,782	168.2%	40,490	24,835
	130k BSEA-MED	50	10,327	45	6,590	56.7%	50,337	30,950
Aframax	80k MEG-EAST	70	9,921	72.5	10,849	-8.6%	34,131	19,956
	80k MED-MED	62.5	6,685	65	7,088	-5.7%	37,127	28,344
	80k UKC-UKC	82.5	6,030	82.5	5,892	2.3%	39,338	33,573
	70k CARIBS-USG	90	13,071	85	10,753	21.6%	36,519	25,747
Clean	75k MEG-JAPAN	102.5	19,958	105	20,696	-3.6%	30,482	16,797
	55k MEG-JAPAN	110	14,700	115	15,600	-5.8%	24,854	14,461
	37K UKC-USAC	87.5	4,849	85	4,040	20.0%	19,973	10,689
Dirty	30K MED-MED	112.5	3,880	112.5	3,784	2.5%	24,473	18,707
	55K UKC-USG	85	9,931	82.5	9,711	2.3%	27,228	23,723
	55K MED-USG	85	10,052	82.5	9,145	9.9%	26,083	21,089
	50k CARIBS-USAC	90	9,551	92.5	10,166	-6.0%	27,146	25,521

**TC Rates**

\$ /day		Week 35	Week 34	±%	Diff	2015	2014
VLCC	300k 1yr TC	29,500	31,000	-4.8%	-1500	46,135	28,346
	300k 3yr TC	30,000	30,500	-1.6%	-500	42,075	30,383
Suezmax	150k 1yr TC	23,000	23,000	0.0%	0	35,250	22,942
	150k 3yr TC	22,250	22,500	-1.1%	-250	33,219	24,613
Aframax	110k 1yr TC	18,000	19,500	-7.7%	-1500	26,808	17,769
	110k 3yr TC	18,750	19,125	-2.0%	-375	24,729	19,229
Panamax	75k 1yr TC	17,500	17,500	0.0%	0	23,596	16,135
	75k 3yr TC	17,000	17,000	0.0%	0	20,580	16,666
MR	52k 1yr TC	13,750	13,750	0.0%	0	17,865	14,889
	52k 3yr TC	14,500	14,500	0.0%	0	16,638	15,604
Handy	36k 1yr TC	12,750	13,125	-2.9%	-375	16,101	14,024
	36k 3yr TC	13,250	13,500	-1.9%	-250	15,450	14,878

**Chartering**

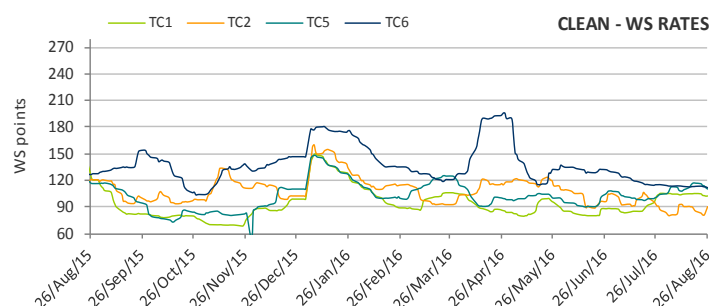
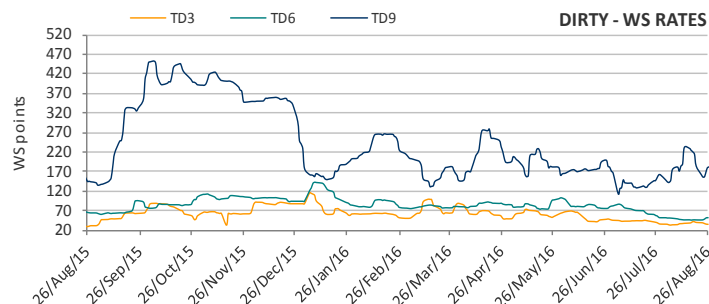
Despite the evident effort to put forth any possible resistance against a further collapse, rates for the crude carriers market were still struggling last week, with both volatility and frail market sentiment extending further. The substantial positive correction noticed in some routes, earnings for which have plummeted during the past weeks, was offset by a weakening VL market, while the once again declining price of oil at least supported TCE this time round. The continuous high output from Middle East OPEC members together with a stronger dollar have in fact quickly reversed the advance of the commodity's price last week, while any hopes that price support from the organization could take place soon have quickly evaporated. Period business remains at the same time very thin, with no dirty fixtures being reported at the moment.

Despite a rather busy start to the week in the Middle East, rates for VLs soon came under pressure as the volume of activity failed to absorb tonnage looking for employment in the region, while the West Africa market managed to hold on to its levels.

The West Africa Suezmax market finally made a comeback last week, on the back of extended activity gains, while cross-Med rates enjoyed the positive spillovers more than doubling in TCE. Aframax rates shook off too much volatility last week, while Caribs Afra earnings continued moving up as tonnage in the region has remained overall tight for a third week in a row.

**Indicative Period Charters**

- 7 yrs mos	- 'KOREA LINE TBN'	2017	50,000 dwt
-	- \$14,950/day		- Parakou
- 2 yrs	- 'NORD VALIANT'	2016	49,972 dwt
-	- \$15,100/day		- Laurin



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

Vessel 5yrs old		Aug-16 avg	Jul-16 avg	±%	2015	2014	2013
VLCC	300KT DH	62.5	64.0	-2.3%	80.9	73.8	56.2
Suezmax	150KT DH	45.5	48.8	-6.8%	59.5	50.4	40.1
Aframax	110KT DH	33.5	35.8	-6.4%	45.3	38.9	29.2
LR1	75KT DH	31.5	32.3	-2.5%	35.8	33.0	28.0
MR	52KT DH	23.0	23.5	-2.1%	27.3	27.5	24.7

**Sale & Purchase**

In the Aframax sector, had the en-bloc resale of the "DAEHAN 5013" (114,900dwt-bl 17, S. Korea) and the "DAEHAN 5014" (114,900dwt-bl 17, S. Korea) which were sold to Greek owner, NS Lemos, for a price in the region of \$44.0m each.

In the MR sector we had the we had the sale of the "NORD THUMBELINA" (38,461dwt-bl 06, China) which was sold to Maltese buyers, Valloebey Shipping, for a price in the region of \$14.0m.

**Baltic Indices**

	Week 35 26/08/2016		Week 34 19/08/2016		Point Diff	\$ / day ±%	2015	
	Index	\$ / day	Index	\$ / day			Index	Index
<b>BDI</b>	720		683		37		713	1,097
<b>BCI</b>	1,001	\$6,921	843	\$5,846	158	18.4%	1,009	1,943
<b>BPI</b>	687	\$5,500	727	\$5,814	-40	-5.4%	692	960
<b>BSI</b>	715	\$7,481	686	\$7,173	29	4.3%	663	937
<b>BHSI</b>	431	\$6,191	412	\$5,927	19	4.5%	365	522

**Period**

	\$ / day	Week 35	Week 34	±%	Diff	2015	2014
<b>Capesize</b>	<b>180K 6mnt TC</b>	8,000	8,000	0.0%	0	9,969	22,020
	<b>180K 1yr TC</b>	7,250	7,000	3.6%	250	10,263	21,921
	<b>180K 3yr TC</b>	9,250	9,000	2.8%	250	11,243	21,097
<b>Panamax</b>	<b>76K 6mnt TC</b>	6,250	6,250	0.0%	0	7,921	12,300
	<b>76K 1yr TC</b>	6,500	6,250	4.0%	250	7,705	12,259
	<b>76K 3yr TC</b>	7,250	7,000	3.6%	250	8,724	13,244
<b>Supramax</b>	<b>55K 6mnt TC</b>	8,000	7,750	3.2%	250	8,162	12,008
	<b>55K 1yr TC</b>	7,250	7,000	3.6%	250	7,849	11,589
	<b>55K 3yr TC</b>	6,750	6,750	0.0%	0	8,181	11,585
<b>Handysize</b>	<b>30K 6mnt TC</b>	6,200	6,000	3.3%	200	6,690	9,113
	<b>30K 1yr TC</b>	6,250	6,000	4.2%	250	6,897	9,226
	<b>30K 3yr TC</b>	6,000	6,000	0.0%	0	7,291	9,541

**Chartering**

The Dry Bulk market managed to find further support during the last days of the summer season, with the BDI climbing above 700 last Friday, reaching levels last visited over a month ago. The extended improvement, which was particularly impressive in the case of the Capesize market, proves recently formed expectations of a stronger “back to school season” correct, while at the same time sentiment across the market appears to be steadying. Additionally, we reiterate our opinion that the fact that earnings did not crash during the quiet summer months is in itself an encouraging sign that a strong bottom has been created and that a healthier remainder of the year could be well ahead if activity in key trading regions offers the expected support. As far as period business, interest remains concentrated around the smaller sizes and shorter periods, with both charterers and owners reluctant to commit themselves to longer contracts before a more clear view of what’s coming ahead is possible.

Despite a still very uninspiring Atlantic, the performance of the Capesize market in the East managed to support rates for the segment overall, with expectations for another positive week ahead, while period interest remains limited.

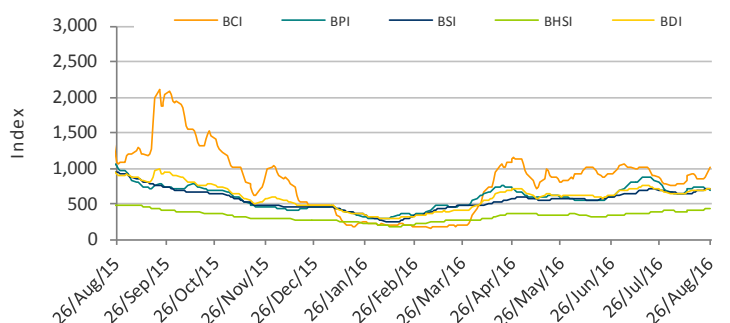
Rates for Panamaxes were the only negative exception, as weak trading in both the USG and North Atlantic combined with overall flat markets in South America and the East, allowed charterers to exert pressure throughout the week.

The market for the smaller sizes remained upbeat in most key trading regions for yet another week, with the Asian market holding firmly onto its recent gains as well, while period interest was mostly concentrated around Supramax/Ultramax tonnage.

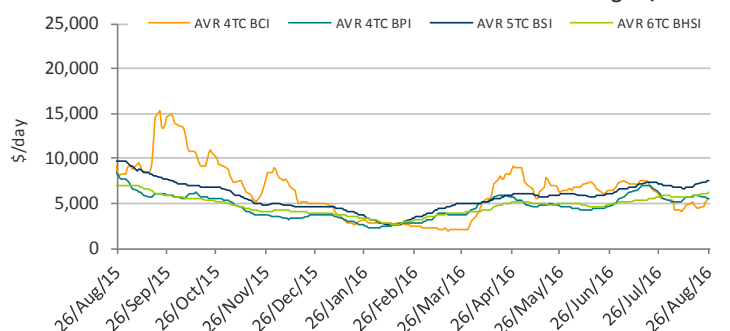
**Indicative Period Charters**

- 3 to 4 mos	- 'GALINI'	2005	56,015 dwt
- US East Coast prompt	- \$ 9,500/day		- cnr
- 4 to 6 mos	- 'MINOAN GRACE'	2012	56,709 dwt
- Fujairah prompt	- \$ 6,600/day		- cnr

**Baltic Indices**



**Average T/C Rates**



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

Vessel 5 yrs old		Aug-16 avg	Jul-16 avg	±%	2015	2014	2013
<b>Capesize</b>	<b>180k</b>	24.9	24.9	-0.1%	33.1	47.5	35.8
<b>Panamax</b>	<b>76K</b>	14.0	14.0	0.0%	17.2	24.8	21.3
<b>Supramax</b>	<b>56k</b>	13.1	13.0	0.5%	16.1	25.2	21.5
<b>Handysize</b>	<b>30K</b>	9.5	9.2	3.8%	13.3	20.0	18.2

**Sale & Purchase**

In the Panamax sector we had the sale of the “TORO ORIENT” (76,636dwt-bltn 08, Japan) which was sold to a Greek buyer for a price in the region of low \$9.0 m.

In the Supramax sector we had the sale of the “HEROIC” (57,721dwt-bltn 12, China) which was sold to Chinese buyers for a price in the region of \$7.3m.

Bulk Carriers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
VLOC	SHIN HEIRYU	203,315	2003	UNIVERSAL SHBLDG - TSU, Japan	MAN-B&W	Apr-21		\$ 10.4m	Chinese (Winning Shipping)	
PMAX	TORO ORIENT	76,636	2008	IMABARI MARUGAME, Japan	MAN-B&W			low \$ 9.0m	Greek	
UMAX	JS LOIRE	63,500	2012	YANGZHOU DAYANG SHIPBU, China	MAN-B&W		4 X 35t CRANES	\$ 12.8m	Danish (Celsius Shipping)	
UMAX	JS RHIN	63,500	2012	YANGZHOU DAYANG SHIPBU, China	MAN-B&W		4 X 35t CRANES	\$ 12.8m		
SMAX	HEROIC	57,721	2012	ZHEJIANG ZENGZHOU SHIP, China	MAN-B&W	Jan-17	4 X 36t CRANES	\$ 7.3m	Chinese	
SMAX	CONTI FUCHSIT	57,000	2012	COSCO GUANGDONG SHIPYA, China	MAN-B&W	Jun-17	4 X 30t CRANES	high \$ 7.0m	undisclosed	
SMAX	CONTI FLINT	57,000	2011	COSCO GUANGDONG SHIPYA, China	MAN-B&W	Mar-17	4 X 30t CRANES	high \$ 7.0m		
SMAX	TEMARA	53,410	2007	CHENGXI SHIPYARD CO LT, China	MAN-B&W	Apr-17	4 X 36t CRANES	\$ 5.5m	undisclosed	
SMAX	NEMTAS-1	50,077	2001	MITSUI CHIBA ICHIHARA, Japan	B&W	Jul-16	4 X 30t CRANES	\$ 4.4m	Chinese	
HMAX	CRIMSON JUPITER	48,205	1996	HASHIHAMA SHBLDG - TAD, Japan	B&W	Oct-16	3 X 15t CRANES	\$ 3.3m	Far Eastern	
HMAX	MARGUERITE	47,304	2002	MINAMI-NIPPON USUKI, Japan	B&W		4 X 30t CRANES	\$ 4.2m	Greek	
HMAX	NOSCO VICTORY	45,585	1996	HASHIHAMA SHBLDG - TAD, Japan	B&W	Apr-16	4 X 30t CRANES	\$ 2.1m	undisclosed	
HANDY	TAN BINH 234	32,936	2006	KANDA KAWAJIRI, Japan	Mitsubishi	Jul-21	4 X 30,5t CRANES	\$ 7.2m	European	
SMALL	SIAM WIN	12,519	2006	SHIN KOCHI, Japan	Mitsubishi	Oct-16	1 X 60t CRANES, 3 X 30t CRANES	\$ 4.0m	undisclosed	

Containers										
Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
POST PMAX	UASC UMM QASR	9,034	2014	HYUNDAI SAMHO HEAVY IN, S. Korea	Wartsila			\$ 80.0m	US based	incl. TC at \$39,500/day until early 2018
PMAX	HS BACH	3,586	2007	STX SHIPBUILDING - JIN, S. Korea	MAN-B&W	Aug-17		\$ 6.0m	undisclosed	
FEEDER	WEC VELAZQUEZ	868	2007	SIETAS KG, Germany	MaK			\$ 8.0m	German (Jepsen Shipping Partners)	

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
AFRA	DAEHAN 5013	114,900	2017	DAEHAN SHIPBUILDING -, S. Korea	YYY		DH	\$ 44.0m	Greek (NS Lemos)	Tier II. Ice 1C
AFRA	DAEHAN 5014	114,900	2017	DAEHAN SHIPBUILDING -, S. Korea	YYY		DH	\$ 44.0m		
AFRA	CE-MERAPI	105,274	1996	NAMURA IMARI, Japan	Sulzer		DH	\$ 11.1m	Russian	
MR	SAMSUNG NINGBO SHA116	52,000	2017	SAMSUNG HEAVY INDS NIN, China	MAN-B&W		DH	\$ 31.0m	S. Korean (KLC)	incl. 5 years TC at \$14,900/day
MR	SAMSUNG NINGBO SHA115	52,000	2017	SAMSUNG HEAVY INDS NIN, China	MAN-B&W		DH	\$ 31.0m		
MR	ST. MARIEN	51,218	2007	STX SHIPBUILDING - JIN, S. Korea	MAN-B&W	Mar-17	DH	\$ 17.7m	S. Korean	
MR	ST. JOHANNIS	51,218	2007	STX SHIPBUILDING - JIN, S. Korea	MAN-B&W	Feb-17	DH	\$ 17.7m		
MR	NORD THUMBELINA	38,461	2006	Zhao, China	MAN-B&W	Sep-16	DH	\$ 14.0m	Maltese (Valloebby Shipping)	
PROD/CHEM	DONG-A PONTUS	12,940	2006	SAMHO SHIPBUILDING - T, S. Korea	MAN-B&W	May-16	DH	\$ 10.3m	Vietnamese	



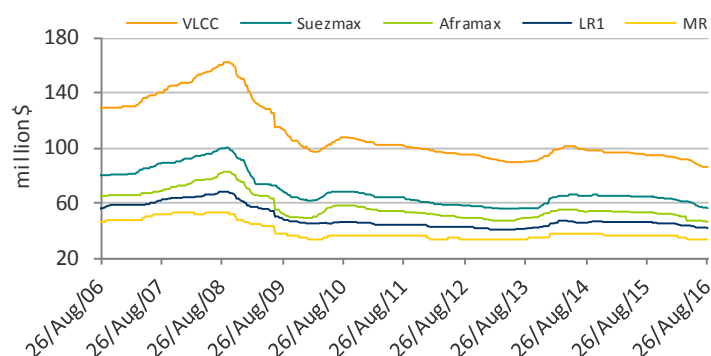
**Indicative Newbuilding Prices (million\$)**

	Vessel		Week 35	Week 34	±%	2015	2014	2013
Bulkers	Capesize	180k	41.5	41.5	0.0%	49.9	56	49
	Kamsarmax	82k	24.0	24.0	0.0%	27.8	30	27
	Ultramax	63k	22.0	22.0	0.0%	25	27	25
	Handysize	38k	19.5	19.5	0.0%	21	23	21
Tankers	VLCC	300k	86.0	86.0	0.0%	95.5	99	91
	Suezmax	160k	56.0	56.5	-0.9%	64	65	56
	Aframax	115k	46.0	46.5	-1.1%	53	54	48
	LR1	75k	41.5	42.0	-1.2%	45.8	46	41
	MR	50k	33.0	33.0	0.0%	36.1	37	34
Gas	LNG 160k cbm		189.0	189.0	0.0%	190.0	186	185
	LGC LPG 80k cbm		72.5	72.5	0.0%	77.4	78	71
	MGC LPG 55k cbm		64.5	64.5	0.0%	68.0	67	63
	SGC LPG 25k cbm		42.0	42.0	0.0%	45.5	44	41

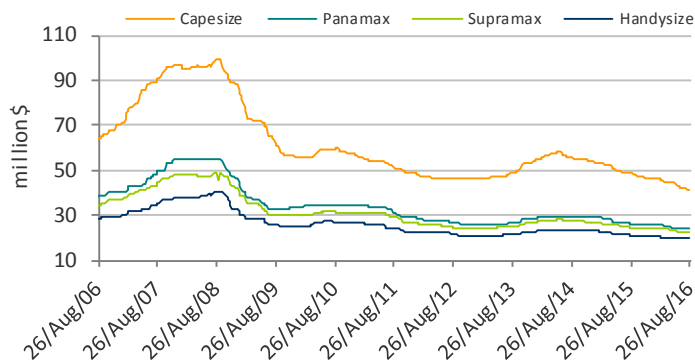
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In terms of recently reported deals, Cosco Group, has placed an order for four asphalt tankers (7,500dwt) at Chengxi in Japan for a price of \$ 19.0m each and delivery set in 2018.

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



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



**Newbuilding Orders**

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
2	Tanker	110,000 dwt	Onomichi, Japan	2020	Japanese (Nakata Maritime)	undisclosed	LR2
1	Tanker	47,000 dwt	Kangam Corporation, S. Korea	2018	S. Korean (Doora Logistics)	undisclosed	
4	Tanker	7,500 dwt	Chengxi, China	2018	Cosco Group	\$ 19.0m	asphalt/bitumen
2	Container/ Ro-Ro	3,500/ teu/ 288 ceu	Nasso General Dynamics, U.S.A	2019-2020	U.S.A based (Matson)	\$ 255.0m	Jones Act
4	Gas	45,000 cbm	Hudong, China	-	Norwegian (Odfjell)	\$ 60.0m	StSt, multiple segregation
1	Passenger	288 pax	Aulong Shipbuilding, Jianglong & Austal JV	2017	Chinese (Blue Sea Jet)	AUD \$ 10.0m	

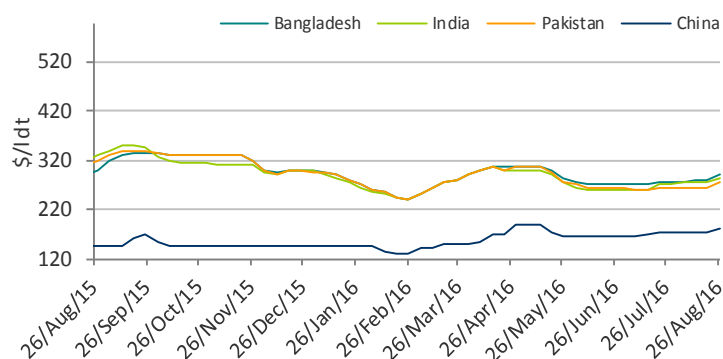
**Indicative Demolition Prices (\$/ldt)**

	Markets	Week 35	Week 34	±%	2015	2014	2013
Wet	Bangladesh	290	280	3.6%	360	469	422
	India	285	275	3.6%	361	478	426
	Pakistan	275	265	3.8%	366	471	423
	China	180	175	2.9%	193	313	365
Dry	Bangladesh	280	265	5.7%	341	451	402
	India	270	260	3.8%	342	459	405
	Pakistan	265	255	3.9%	343	449	401
	China	170	165	3.0%	174	297	350

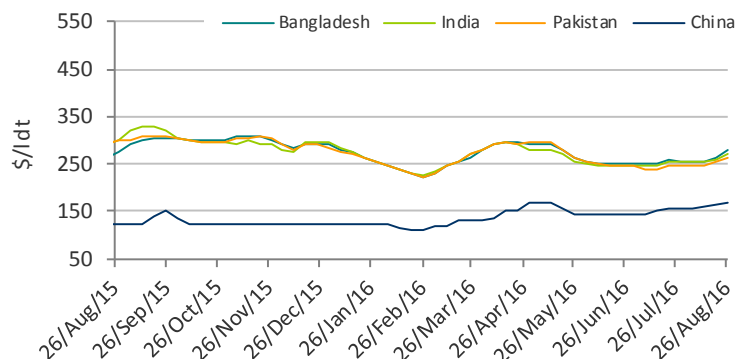
A rather unexpected increase of dry bulk demo candidates in the market, gave a further extension to the healthy activity we have been noticing in the Indian subcontinent market during the past week, while the cherry on top of that was no other than the firming of prices that took place, which was neither insignificant nor expected. The answer to the question whether pure speculation or actual end demand is currently behind this strong and rather sudden momentum is probably positive. The reality is that fundamentals have not changed materially in any way for the market to keep firming at the moment and that all this hype could well be the result of cash buyers trying to prop up prices, possibly to support previous purchases as well. We have indeed seen some very impressive levels last week being offered for dry bulk tonnage, with Bangladeshi breakers leading the way and forcing their counterparts to follow up to a certain degree, while in our opinion, restricted supply of demo candidates is key in order to support current price levels. Prices this week for wet tonnage were at around 180-290 \$/ldt and dry units received about 170-280 \$/ldt.

The highest prices amongst recently reported deals, was that paid for the container Panamax bulker "EVER EXCELLENT" (73,965dwt-9,770ldt-blt 98), which received \$288/ldt.

**Wet Demolition Prices**



**Dry Demolition Prices**

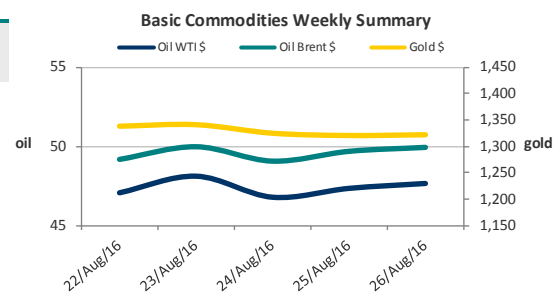


**Demolition Sales**

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
SING FU STAR	171,039	19,992	1996	IHI - KURE, Japan	BULKER	\$ 285/Ldt	undisclosed	option Indian subcontinent
CEMTEX DILIGENCE	80,470	11,763	1999	CHINA KAO, Taiwan	BULKER	\$ 258/Ldt	Indian	as-is Singapore
HAREFIELD	41,651	11,240	1985	HYUNDAI HEAVY INDS - U, S. Korea	GC	\$ 270/Ldt	Indian	green recycling
C. IRIS	71,393	10,205	1996	NAMURA IMARI, Japan	BULKER	\$ 290/Ldt	Bangladeshi	
EVER EXCELLENT	73,965	9,770	1998	TSUNEISHI SHBLDG - FUK, Japan	BULKER	\$ 288/Ldt	Bangladeshi	incl. bunkers
BAO YUE	40,085	8,546	1989	HYUNDAI HEAVY INDS - U, S. Korea	GC	\$ 286/Ldt	Pakistani	

### Market Data

	26-Aug-16	25-Aug-16	24-Aug-16	23-Aug-16	22-Aug-16	W-O-W Change %
Stock Exchange Data	10year US Bond	1.630	1.580	1.560	1.550	3.2%
	S&P 500	2,169.04	2,172.47	2,175.44	2,186.90	-0.7%
	Nasdaq	5,218.92	5,212.20	5,217.69	5,260.08	-0.4%
	Dow Jones	18,395.40	18,448.41	18,481.48	18,547.30	-0.8%
	FTSE 100	6,838.05	6,816.90	6,835.78	6,868.51	-0.3%
	FTSE All-Share UK	3,728.71	3,717.52	3,730.84	3,743.52	-0.2%
	CAC40	4,441.87	4,406.61	4,435.47	4,421.45	0.9%
	Xetra Dax	10,587.77	10,529.59	10,622.97	10,592.88	0.9%
	Nikkei	16,360.71	16,555.95	16,597.30	16,497.36	-1.4%
	Hang Seng	22,909.54	22,826.87	22,820.78	22,998.93	-0.1%
Currencies	DJ US Maritime	170.53	173.94	175.78	181.82	-6.2%
	\$ / €	1.12	1.13	1.13	1.13	-1.1%
	\$ / £	1.31	1.32	1.32	1.31	0.4%
	¥ / \$	101.80	100.56	100.57	100.30	1.6%
	\$ / NoK	0.12	0.12	0.12	0.12	-0.8%
	Yuan / \$	6.67	6.66	6.66	6.64	0.8%
	Won / \$	1,122.73	1,115.07	1,120.84	1,120.40	0.6%
	\$ INDEX	95.57	94.77	94.79	94.54	1.5%



### Bunker Prices

		26-Aug-16	19-Aug-16	W-O-W Change %
MDO	Rotterdam	421.5	420.0	0.4%
	Houston	474.0	450.0	5.3%
	Singapore	422.0	431.0	-2.1%
380cst	Rotterdam	241.5	244.5	-1.2%
	Houston	237.5	240.5	-1.2%
	Singapore	252.5	257.5	-1.9%

### Maritime Stock Data

Company	Stock Exchange	Curr.	26-Aug-16	19-Aug-16	W-O-W Change %
AEGEAN MARINE PETROL NTWK	NYSE	USD	10.40	10.71	-2.9%
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	3.48	3.72	-6.5%
COSTAMARE INC	NYSE	USD	8.66	9.16	-5.5%
DANAOS CORPORATION	NYSE	USD	3.47	3.65	-4.9%
DIANA SHIPPING	NYSE	USD	2.28	2.46	-7.3%
DRYSHIPS INC	NASDAQ	USD	0.83	0.96	-13.5%
EAGLE BULK SHIPPING	NASDAQ	USD	9.19	5.70	61.2%
EUROSEAS LTD.	NASDAQ	USD	1.79	1.67	7.2%
GLOBUS MARITIME LIMITED	NASDAQ	USD	0.65	0.57	14.0%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	1.47	1.51	-2.6%
NAVIOS MARITIME HOLDINGS	NYSE	USD	0.97	1.03	-5.8%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	1.50	1.59	-5.7%
SAFE BULKERS INC	NYSE	USD	1.26	1.28	-1.6%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	3.54	3.63	-2.5%
STAR BULK CARRIERS CORP	NASDAQ	USD	4.27	4.20	1.7%
STEALTHGAS INC	NASDAQ	USD	3.36	3.40	-1.2%
TSAKOS ENERGY NAVIGATION	NYSE	USD	4.91	5.07	-3.2%
TOP SHIPS INC	NASDAQ	USD	4.27	4.20	1.7%

### Market News

#### “Hapag-Lloyd shareholders approve UASC merger terms

THE merger between Hapag-Lloyd and United Arab Shipping Co to form the world’s fifth largest container line has moved a step closer.

Hapag-Lloyd shareholders approved all items on the agenda at Friday’s annual general meeting, including new authorised share capital. This is to be used for the merger of the two companies, with UASC to be incorporated into Hapag-Lloyd as a contribution in kind, the company said.

Shareholders also approved the expansion of the supervisory board from the current 12 members to 16, which is to take place once the merger is concluded. The current majority shareholders of UASC, Qatar Holding and Saudi Arabia’s Public Investment Fund will each have board representation.

The merger is still subject to antitrust approvals. Relevant applications were submitted soon the two carriers signed the business combination agreement.

“The pending merger with UASC is another strategic milestone for Hapag-Lloyd. We intend to bring the skills of Hapag-Lloyd and UASC together in such a way that the company is in a stronger position to face both current and future industry challenges,” said Hapag-Lloyd chief executive Rolf Habben Janzen...” (Lloyd’s List)

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