

Weekly Shipping Market Update

05th - 09th September 2016 | Week 36

Market Analysis

Continuing on from last week's piece, we follow the developments in the tanker market as OPEC through stark warning in its recent forecasts of continued oil supply glut in 2017 as new fields are brought online and the U.S. shale oil producers prove to be more adaptable than originally presumed to the new cheaper oil environment. At the same time we are seeing an unprecedented drop in U.S. crude oil inventories as a consequence of the disruptions brought about by hurricane Hermine, something that sent prices on the speculative rise again towards the end of last week. This combination at first sight could be seen as a fairly good start in the autumn season, with inquiries for U.S. imports growing in number over the next couple of days and helping drive a healthy upward trend in freight rates once more. The ideal circumstances to battle the slight excess in tonnage supply is ample increases in both crude oil production and consumption, so as to drive trend onto a good growth path.

Things aren't so rosy however for the longer term and beyond the final quarter of 2016. OPEC, along with its assessment of production levels for next year, issued forecasts for lower global demand figures, averaging at 32.48 million barrels per day in 2017 (its previous month's forecast was at 33.01 million barrels per day). What's more is that based on these forecasts there is all the more fear that during OPEC members meeting in Algiers this month an agreement will finally be reached for each of the members to each place an output cap. This will likely lead to a more restrictive production growth scenario materialising for 2017, while it may also lead to slight price hikes above the average level we have seen the past two years. The plus side is that this comes at a time when we have seen the average number of large new projects per year decline to their lowest figure to date, with only six projects having been signed compared to an average of 40 that was seen between 2007 and 2013.

A further factor that needs to be taken under consideration is the slower stockpiling undertaken by China during the first half of 2016 as construction delays hit most of the upcoming sites that were expected to come online and existing sites were already filled. Independent refineries have been picking up some of the slack and they have been gaining from these delays and having seen their buying power increase considerably during these past couple of months. With several new sites now expected to come online later in 2016 and early 2017, Chinese demand growth is expected to get a significant boost. With independent refineries expected to continue to move on their own following the pace of internal consumption of oil products in China and with the Chinese government likely to make a move to fill up on the cheap supplies, especially in the case whereby crude oil by OPEC members do receive some cap and fears of further hikes in crude oil prices grip the overall market. With 150 million barrels storage capacity expected to come online within the next 6 months or so, this is a considerable boost on the demand side of the market and will surely help prop up freight rates for the large crude oil carriers if all else remains as is. For the moment we will just have to make do with the hopefully better performance expected to be seen in the final quarter of 2016, as for what's to come after, what needs to definitely be taken, from the side of ship owners, is a touch of continued caution.

George Lazaridis

Head of Market Research & Asset Valuations



Week in numbers

Dry Bulk Freight Market

	09 Sep		W-O-W change	
			±Δ	±%
BDI	804		▲ 84	11.7%
BCI	1,566		▲ 512	48.6%
BPI	658		▲ 14	2.2%
BSI	688		▼ -33	-4.6%
BHSI	419		▼ -13	-3.0%

Tanker Freight Market

	09 Sep		W-O-W change	
			±Δ	±%
BDTI	542		▲ 26	5.0%
BCTI	408		▼ -29	-6.6%

Newbuilding Market

Aggregate Price Index	09 Sep		M-O-M change	
			±Δ	±%
Bulkers	73		0	0.0%
Cont	97		0	0.0%
Tankers	91		▼ -1	-1.2%
Gas	96		0	0.0%

Secondhand Market

Aggregate Price Index	09 Sep		M-O-M change	
			±Δ	±%
Capesize	39		▼ 0	-0.6%
Panamax	37		0	0.0%
Supramax	40		▲ 1	1.5%
Handysize	43		0	0.0%
VLCC	84		▼ -1	-1.4%
Suezmax	82		▼ -1	-1.3%
Aframax	97		▼ -2	-1.9%
MR	105		0	0.0%

Demolition Market

Avg Price Index (main 5 regions)	09 Sep		W-O-W change	
			±Δ	±%
Dry	251		▲ 11	4.6%
Wet	267		▲ 10	3.9%

Economic Indicators

	09 Sep		M-O-M change	
			±Δ	±%
Gold \$	1,331		▼ -10	-0.7%
Oil WTI \$	46		▲ 4	9.8%
Oil Brent \$	48		▲ 4	8.4%
Iron Ore	57		▼ -2	-2.5%
Coal	65		▲ 1	1.6%

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Freight Market

Dry Bulkers - Spot Market

05th - 09th September 2016

Capesize - Big strength seen in the market this week, with an upbeat in sentiment amongst owners helping pull up rates fairly quickly and many holding high hopes of a fairly positive trend to be noted over the next couple of months. Things were gaining in strength in the Atlantic, with a fair amount of enquiries coming out this week out of Brazil and limited tonnage available prompt to cover this big inflow. The Pacific was also keeping its support fairly well, despite a slow start noted due to holidays in Singapore.

Panamax - Things were still fairly tough in the Atlantic basin with rates still remaining under pressure. However with the Pacific seeing a good level of fresh inquiries for mid-September and an overspill of positive sentiment from the capes, the overall freight level was able to inch up slightly from its previous week's close.

Supramax - A fairly slow start to the week, with week activity being seen in the US Gulf and Pacific dragging down rates once more. Noting the trends being seen in the larger sizes however, there is a sense that we may well be in the midst of a change in fortunes especially in the Atlantic basin were a better inflow of inquiries is now expected.

Handysize - A slight let down from the fairly swollen tonnage lists that had amassed a week prior. Inquiries were still playing a catch up game, leaving charterers with the upper hand and pushing rates across the board to slowly lose some vital points. The Pacific seems to be holding slightly better for the time being while there is still hope that we see better levels in the Continent soon.

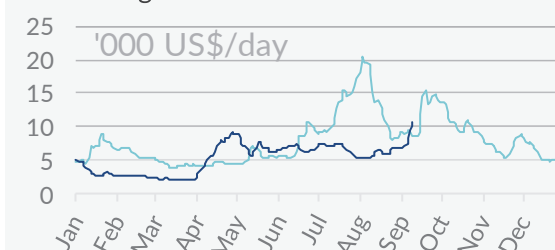
Spot market rates & indices

		09 Sep	02 Sep	±%	Average 2016	2015
Baltic Dry Index						
	BDI	804	720	11.7%	547	711
Capesize						
	BCI	1,566	1,054	48.6%	667	1,009
	BCI 5TC	\$ 10,649	\$ 7,191	48.1%	\$ 5,287	\$ 8,001
	ATLANTIC RV	\$ 9,040	\$ 5,245	72.4%	\$ 5,069	\$ 8,206
	Cont / FEast	\$ 16,495	\$ 12,727	29.6%	\$ 11,449	\$ 16,387
	PACIFIC RV	\$ 11,821	\$ 8,163	44.8%	\$ 5,072	\$ 7,394
	FEast / ECSA	\$ 11,682	\$ 8,418	38.8%	\$ 5,624	\$ 8,353
Panamax						
	BPI	658	644	2.2%	563	690
	BPI - TCA	\$ 5,280	\$ 5,157	2.4%	\$ 4,506	\$ 5,513
	ATLANTIC RV	\$ 4,600	\$ 4,793	-4.0%	\$ 4,582	\$ 5,925
	Cont / FEast	\$ 9,917	\$ 9,825	0.9%	\$ 8,424	\$ 10,563
	PACIFIC RV	\$ 5,590	\$ 5,044	10.8%	\$ 4,370	\$ 5,021
	FEast / Cont	\$ 1,012	\$ 965	4.9%	\$ 647	\$ 542
Supramax						
	BSI	688	721	-4.6%	523	662
	BSI - TCA	\$ 7,198	\$ 7,537	-4.5%	\$ 5,465	\$ 6,919
	Cont / FEast	\$ 9,967	\$ 10,188	-2.2%	\$ 8,644	\$ 9,890
	Med / FEast	\$ 11,143	\$ 12,068	-7.7%	\$ 8,244	\$ 9,274
	PACIFIC RV	\$ 6,608	\$ 6,917	-4.5%	\$ 4,866	\$ 5,989
	FEast / Cont	\$ 4,230	\$ 4,395	-3.8%	\$ 2,863	\$ 4,794
	USG / Skaw	\$ 10,175	\$ 10,875	-6.4%	\$ 8,258	\$ 10,915
	Skaw / USG	\$ 4,621	\$ 4,543	1.7%	\$ 3,114	\$ 3,705
Handysize						
	BHSI	419	432	-3.0%	314	364
	BHSI - TCA	\$ 6,025	\$ 6,201	-2.8%	\$ 4,568	\$ 5,354
	Skaw / Rio	\$ 6,200	\$ 6,445	-3.8%	\$ 3,706	\$ 3,770
	Skaw / Boston	\$ 5,983	\$ 6,342	-5.7%	\$ 4,041	\$ 4,057
	Rio / Skaw	\$ 5,431	\$ 5,706	-4.8%	\$ 5,960	\$ 8,526
	USG / Skaw	\$ 6,125	\$ 6,404	-4.4%	\$ 6,037	\$ 7,200
	SEAsia / Aus / Jap	\$ 5,607	\$ 5,668	-1.1%	\$ 3,737	\$ 4,211
	PACIFIC RV	\$ 6,625	\$ 6,689	-1.0%	\$ 4,664	\$ 5,429

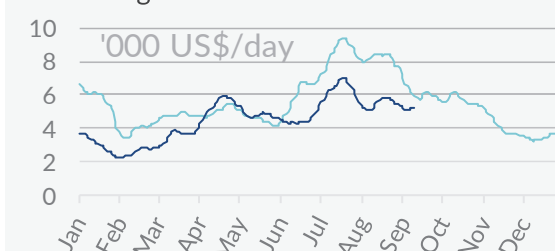
Dry Bulk Indices



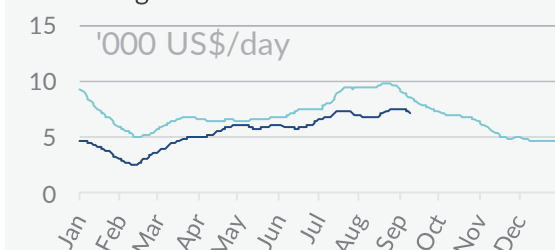
BCI Average TCE



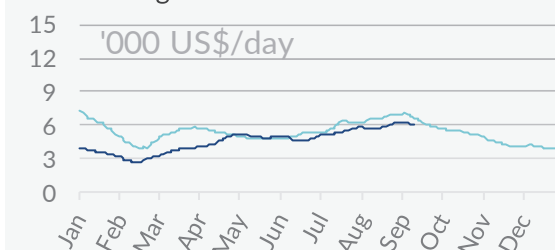
BPI Average TCE



BSI Average TCE



BHSI Average TCE



— 2015 — 2016

Freight Market

Tankers - Spot Market

05th - 09th September 2016

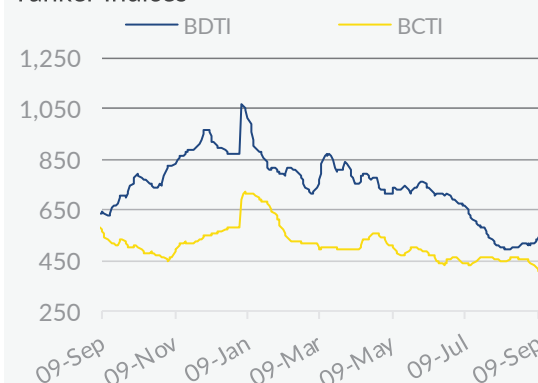
Crude Oil Carriers - Despite the slight improvement in fresh inquiries coming into the market, there has been little positive movement in terms of rates just yet. It seems as though we are still clearing out the excess tonnage that had amassed from previous weeks, though with Autumn demand now showing its face, it looks as though we may well see further improvements over the coming weeks. In the WAF things were holding flat for both VLCCs and Suezmaxes, while the big positive movements were to be noted in the Aframax sector, were both the Baltic/Black Sea and Caribs regions were seeing a strong spike in cargoes showing up for mid to end September dates, while there was limited tonnage out there to keep up with the demand.

Oil Products - In the product tankers, CPP routes were still showing signs of further drops, with all regions losing considerable ground this week. On the DPP front, things were showing some signs of life, with interest at the moment still mainly in the Black Sea/Med and N. Atlantic, while the Pacific was still lagging.

Spot market rates & indices

		09 Sep	02 Sep	±%	Average	2016	2015
Baltic Tanker Indices							
BDTI		542	516	5.0%		723	820
BCTI		408	437	-6.6%		512	637
VLCC							
MEG-USG	WS	23.58	23.63	-0.2%		34.53	36.36
	\$/day	\$ 3,257	\$ 3,963	-17.8%		\$ 18,996	\$ 31,968
MEG-SPORE	WS	34.92	34.08	2.5%		58.57	64.43
	\$/day	\$ 30,216	\$ 30,012	0.7%		\$ 53,537	\$ 61,629
MEG-JAPAN	WS	34.04	32.92	3.4%		57.15	63.09
	\$/day	\$ 15,231	\$ 14,759	3.2%		\$ 41,975	\$ 68,288
WAF-USG	WS	37.50	37.50	0.0%		64.63	72.72
	\$/day	\$ 38,355	\$ 39,439	-2.7%		\$ 82,577	\$ 76,589
SUEZMAX							
WAF-USAC	WS	45.00	45.00	0.0%		68.35	81.13
	\$/day	\$ 20,109	\$ 20,843	-3.5%		\$ 40,215	\$ 46,404
BSEA-MED	WS	54.60	52.58	3.8%		79.68	91.34
	\$/day	\$ 4,141	\$ 3,886	6.6%		\$ 23,345	\$ 46,346
AFRAMAX							
NSEA-CONT	WS	95.00	83.72	13.5%		101.91	111.01
	\$/day	\$ 15,237	\$ 6,894	121.0%		\$ 21,625	\$ 37,053
MEG-SPORE	WS	62.33	63.39	-1.7%		104.40	112.26
	\$/day	\$ 4,600	\$ 5,411	-15.0%		\$ 19,663	\$ 31,406
CARIBS-USG	WS	104.72	96.94	8.0%		103.87	133.63
	\$/day	\$ 14,272	\$ 12,564	13.6%		\$ 16,356	\$ 37,962
BALTIC-UKC	WS	70.00	52.22	34.0%		78.65	92.57
	\$/day	\$ 15,955	\$ 6,504	145.3%		\$ 23,512	\$ 43,406
DPP							
CARIBS-USAC	WS	85.00	85.00	0.0%		112.29	138.77
	\$/day	\$ 13,970	\$ 14,524	-3.8%		\$ 24,557	\$ 30,727
ARA-USG	WS	85.63	85.31	0.4%		104.00	122.73
	\$/day	\$ 16,024	\$ 16,756	-4.4%		\$ 25,398	\$ 30,281
SEASIA-AUS	WS	60.00	62.50	-4.0%		103.06	110.54
	\$/day	\$ 5,969	\$ 7,202	-17.1%		\$ 22,482	\$ 35,804
MED-MED	WS	79.44	65.56	21.2%		93.61	108.70
	\$/day	\$ 8,126	\$ 3,416	137.9%		\$ 16,271	\$ 35,902
CPP							
MEG-JAPAN	WS	91.56	100.19	-8.6%		98.44	105.50
	\$/day	\$ 14,021	\$ 16,798	-16.5%		\$ 18,067	\$ 28,796
CONT-USAC	WS	73.25	80.00	-8.4%		107.13	134.68
	\$/day	\$ 2,374	\$ 4,097	-42.1%		\$ 9,579	\$ 18,755
CARIBS-USAC	WS	87.50	90.00	-2.8%		118.08	134.05
	\$/day	\$ 10,947	\$ 11,946	-8.4%		\$ 19,762	\$ 22,099
USG-CONT	WS	53.57	56.43	-5.1%		81.79	96.47
	\$/day	-\$ 593	\$ 452	-231.2%		\$ 5,689	\$ 12,481

Tanker Indices



VLCC Average TCE



Suezmax Average TCE



Aframax Average TCE



MR Average TCE



Freight Market Period Charter



05th - 09th September 2016

Dry Bulk period market TC rates

	09 Sep	05 Aug	±%	last 5 years		
				Min	Avg	Max
Capesize						
12 months	\$ 9,000	\$ 7,750	16.1%	\$ 6,200	\$ 14,822	\$ 31,450
36 months	\$ 11,000	\$ 10,000	10.0%	\$ 6,950	\$ 15,494	\$ 25,200
Panamax						
12 months	\$ 6,500	\$ 6,500	0.0%	\$ 4,950	\$ 10,359	\$ 18,700
36 months	\$ 7,250	\$ 7,250	0.0%	\$ 6,200	\$ 10,912	\$ 16,700
Supramax						
12 months	\$ 7,000	\$ 6,750	3.7%	\$ 4,450	\$ 10,231	\$ 15,950
36 months	\$ 6,500	\$ 6,500	0.0%	\$ 6,200	\$ 10,519	\$ 15,450
Handysize						
12 months	\$ 6,000	\$ 5,750	4.3%	\$ 4,450	\$ 8,453	\$ 12,950
36 months	\$ 5,750	\$ 5,750	0.0%	\$ 5,450	\$ 8,987	\$ 12,950

Latest indicative Dry Bulk Period Fixtures

M/V "GREEK SEAS", 81800 dwt, built 2014, dely Phu My 10/15 Sep, \$6,750, for 5/8 months trading, to Chart Not Rep

M/V "ANTHEMIS", 93192 dwt, built 2011, dely Singapore 22/23 Sep, \$7,000, for 5/7 months trading, to Cobelfret

M/V "TRADE RESOURCE", 82031 dwt, built 2015, dely Lanshan 15/20 Sep, \$7,000, for 1 year trading, option further 1 year, to Cargill

M/V "TRADE WILL", 81712 dwt, built 2012, dely Taichung 25/30 Sep, 6,500, for 1 year trading, option further 1 year, to Cargill

M/V "BRAVERY", 76606 dwt, built 2004, dely Chiwan prompt, \$5,850, for 4/7 months trading, to MOL

Tanker period market TC rates

	09 Sep	05 Aug	±%	last 5 years		
				Min	Avg	Max
VLCC						
12 months	\$ 26,500	\$ 31,000	-14.5%	\$ 18,000	\$ 30,196	\$ 57,750
36 months	\$ 27,000	\$ 30,500	-11.5%	\$ 22,000	\$ 31,609	\$ 45,000
Suezmax						
12 months	\$ 21,250	\$ 23,500	-9.6%	\$ 15,250	\$ 23,287	\$ 42,500
36 months	\$ 22,750	\$ 24,750	-8.1%	\$ 17,000	\$ 24,566	\$ 35,000
Aframax						
12 months	\$ 16,000	\$ 19,500	-17.9%	\$ 13,000	\$ 18,173	\$ 30,000
36 months	\$ 17,750	\$ 19,250	-7.8%	\$ 14,750	\$ 19,040	\$ 27,000
MR						
12 months	\$ 13,250	\$ 13,750	-3.6%	\$ 12,500	\$ 14,988	\$ 21,000
36 months	\$ 14,250	\$ 14,500	-1.7%	\$ 14,000	\$ 15,281	\$ 18,250

Latest indicative Tanker Period Fixtures

M/T "NEW ENTERPRISE", 310000 dwt, built 2008, \$29,000, for 3 years trading, to FORMOSA PLASTICS

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

M/T "BAREILLY", 105000 dwt, built 2005, \$15,500, for 1 year trading, to NAVIG 8

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

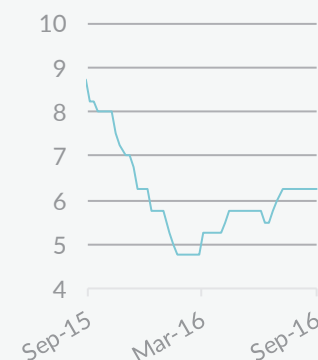
M/T "NORD VALIANT", 51,000 dwt, built 2016, \$15,000, for 2 years trading, to LAURIN MARITIME

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

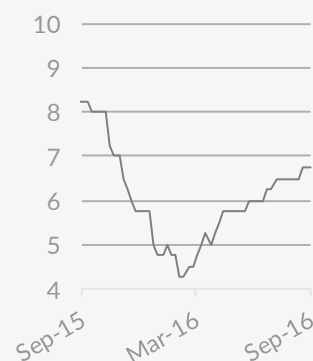
Capesize



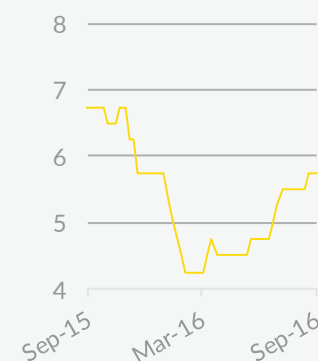
Panamax



Supramax

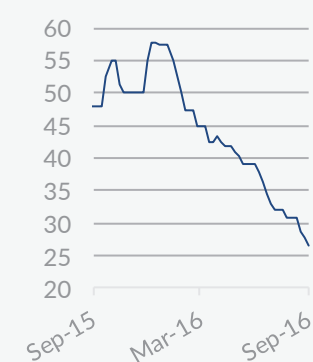


Handysize



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

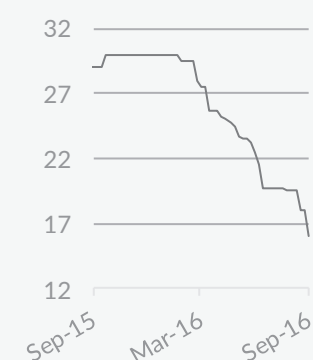
VLCC



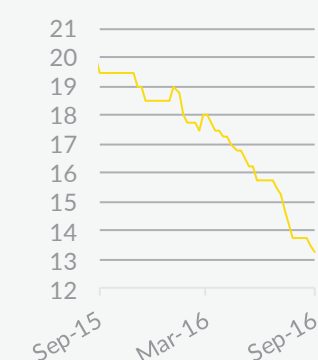
Suezmax



Aframax



MR



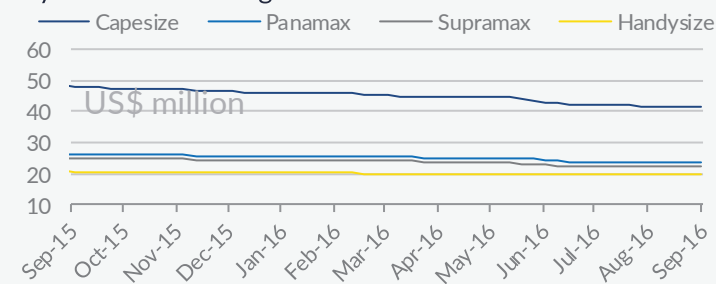
Sale & Purchase Newbuilding Orders



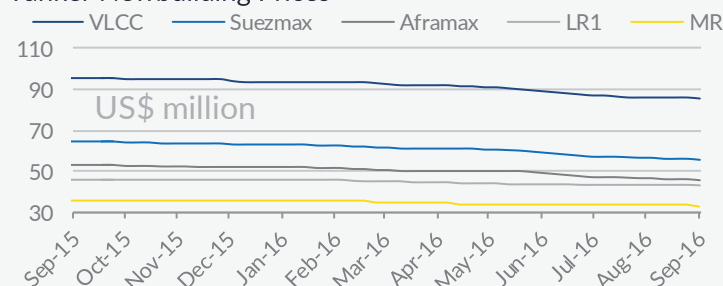
05th - 09th September 2016

We have witnessed some further price declines as things still remain subdued on the new ordering front. With tankers having provide much of the fresh order activity during the first half of the year and now the tanker freight market facing some of its first major difficulties since 2014, buyers interest on that front has also now taken a major hit, leaving little hope of any major recovery over the next couple of months for shipbuilders. At the same time the recent events in South Korea revolving Hanjin Shipping is taken by most as an ominous sign of things to come and hit the shipbuilding sector there as well. Difficulties with excessive debt and minimal fresh business has hit most of the major shipbuilders' bottom line, while it is hard to see where financial support could be obtained from as things stand now.

Dry Bulk Newbuilding Prices



Tanker Newbuilding Prices



Indicative Dry NB Prices (US\$ million)

	09 Sep	05 Aug	±%	last 5 years		
				Min	Avg	Max
Dry Bulkers						
Capesize (180,000dwt)	41.8	41.8	0.0%	41.8	49.8	58.0
Kamsarmax (82,000dwt)	24.3	24.3	0.0%	24.3	28.7	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	82.5	0.0%	76.5	86.4	94.5
Panamax (5,200teu)	50.0	50.0	0.0%	48.6	56.6	65.6
Sub Panamax (2,500teu)	28.0	28.0	0.0%	28.0	32.7	41.0
Feeder (1,700teu)	23.0	23.0	0.0%	21.5	25.2	29.4

Indicative Wet NB Prices (US\$ million)

	09 Sep	05 Aug	±%	last 5 years		
				Min	Avg	Max
Tankers						
VLCC (300,000dwt)	85.5	86.0	-0.6%	85.5	95.7	104.0
Suezmax (160,000dwt)	55.5	56.5	-1.8%	55.5	61.3	66.0
Aframax (115,000dwt)	45.5	46.5	-2.2%	45.5	51.6	56.0
LR1 (75,000dwt)	43.0	43.3	-0.6%	40.5	43.9	47.0
MR (56,000dwt)	33.0	33.3	-0.8%	33.0	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	74.1	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
BULK	2	63,000 dwt	IMABARI, Japan	\$ 24.0m	WISDOM MARINE LINES - Taiwan	2019	old order
TANKER	2+2	115,000 dwt	HANJIN SUBIC BAY, Philippines	\$ 43.0m	EASTERN PACIFIC - Singapore	2018	
TANKER	1+1	28,000 dwt	WUHU, China	N/A	- China	2018	IMO II/III
CONT	3	1,900 teu	JIANGSU NEW YANGZIJIAN, China	N/A	JIANGSU OCEAN SHIPPING - China	2017/2018	
GAS	1	83,000 cbm	MITSUBISHI H.I., Japan	N/A	JX OCEAN - China	2019	
GAS	4	45,000 cbm	HUDONG ZHONGHUA SHIPYARD, China	\$ 60.0m	SINOPACIFIC - China	2018	

Sale & Purchase Secondhand Sales

05th - 09th September 2016

On the dry bulk side, activity showed some signs of improving this week with a good level of larger sized units showing up on the sales bloc. Buying interest has improved further, pointing to a possible upward rise in prices to be seen in the near term, though it is important to note that as of yet it seems to be more focused on particular sizes and segments rather than the dry bulk sector as a whole. This will likely mean that we are to see some premiums for certain ages and tonnage sizes more so, while other lag behind and keep more inline with the performance of the freight market at hand.

On the tanker side, all things have gone quiet now, with nothing more than a few small product tankers changing hands this week. At the same time the feeling is that values have continued on their dropping trend, under pressure now from the slower earnings at hand and the worrisome signs of an excess of tonnage in the market to deal with.

Indicative Dry Bulk Values (US\$ million)

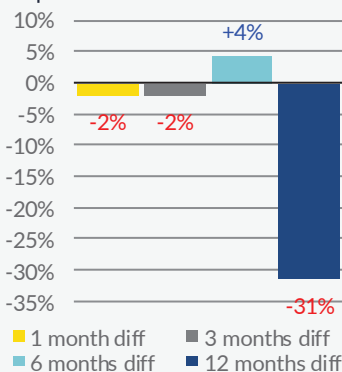
					last 5 years		
		09 Sep	05 Aug	±%	Min	Avg	Max
Capesize							
180k dwt	Resale	36.0	36.0	0.0%	34.5	47.8	65.0
170k dwt	5 year old	24.0	24.5	-2.0%	23.0	36.6	53.0
170k dwt	10 year old	14.0	14.0	0.0%	12.0	24.9	39.0
150k dwt	15 year old	8.0	8.0	0.0%	6.5	15.0	25.0
Panamax							
82k dwt	Resale	24.5	24.5	0.0%	22.5	30.4	43.0
76k dwt	5 year old	13.5	13.5	0.0%	11.5	21.7	36.8
76k dwt	10 year old	8.0	8.0	0.0%	7.3	16.0	29.3
74k dwt	15 year old	4.5	4.5	0.0%	3.5	10.5	22.0
Supramax							
62k dwt	Resale	20.5	20.5	0.0%	19.0	28.2	36.8
58k dwt	5 year old	12.5	12.5	0.0%	11.0	20.9	30.5
52k dwt	10 year old	8.0	7.5	6.7%	6.0	15.1	24.3
52k dwt	15 year old	4.0	4.0	0.0%	3.5	10.0	19.0
Handysize							
37k dwt	Resale	17.0	17.0	0.0%	17.0	22.8	30.0
32k dwt	5 year old	9.0	9.0	0.0%	7.8	17.0	25.5
32k dwt	10 year old	6.5	6.5	0.0%	6.0	12.7	19.5
28k dwt	15 year old	3.8	3.8	0.0%	3.5	8.5	14.5

Indicative Tanker Values (US\$ million)

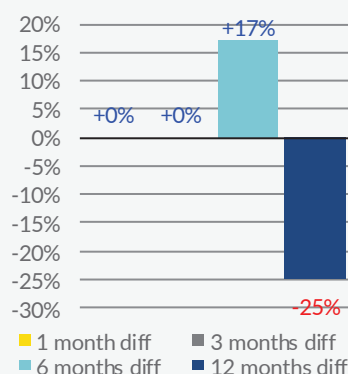
					last 5 years		
		09 Sep	05 Aug	±%	Min	Avg	Max
VLCC							
310k dwt	Resale	86.0	86.0	0.0%	80.0	94.9	108.5
310k dwt	5 year old	63.0	64.0	-1.6%	55.0	70.1	87.0
250k dwt	10 year old	42.0	44.0	-4.5%	33.8	46.4	62.0
250k dwt	15 year old	27.0	27.0	0.0%	16.9	27.6	41.0
Suezmax							
160k dwt	Resale	58.0	59.0	-1.7%	53.0	64.0	73.0
150k dwt	5 year old	45.0	46.0	-2.2%	38.0	50.0	62.0
150k dwt	10 year old	32.5	33.0	-1.5%	24.0	34.1	44.5
150k dwt	15 year old	23.0	23.0	0.0%	14.0	19.1	23.3
Aframax							
110k dwt	Resale	48.0	50.0	-4.0%	39.0	49.0	57.0
110k dwt	5 year old	33.5	35.0	-4.3%	27.0	36.9	47.5
105k dwt	10 year old	22.0	22.0	0.0%	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	34.0	0.0%	32.0	36.7	39.3
52k dwt	5 year old	23.0	23.0	0.0%	22.0	26.8	31.0
45k dwt	10 year old	16.5	16.5	0.0%	14.0	17.9	21.0
45k dwt	15 year old	11.0	11.0	0.0%	9.0	11.0	13.5

Price movements of 5 year old Dry Bulk assets

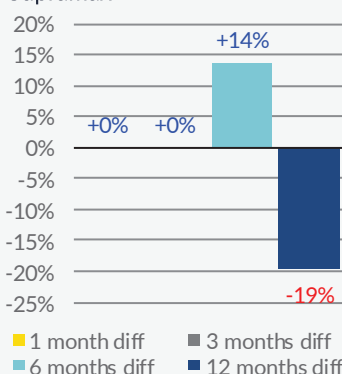
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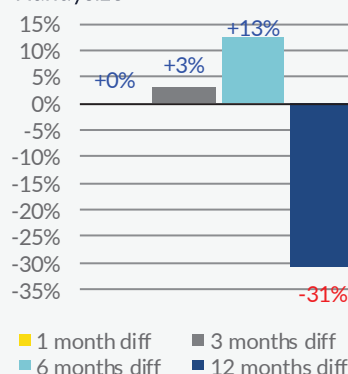
Panamax



Supramax

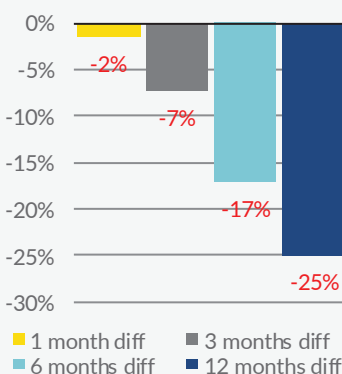


Handysize

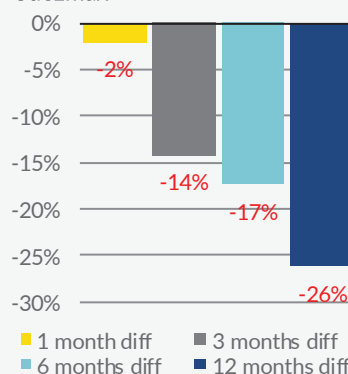


Price movements of 5 year old Tanker assets

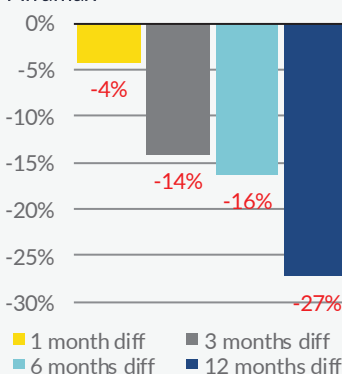
VLCC



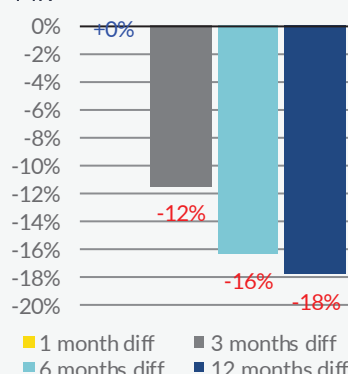
Suezmax



Aframax



MR



Sale & Purchase

Secondhand Sales



05th - 09th September 2016

Tankers

Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
PROD/CHEM	MID FORTUNE	19,945	2009	FUKUOKA NAGASAKI, Japan	MAN-B&W	StSt	\$ 21.5m	Danish - Celsius	old sale
PROD/CHEM	PRINCIMAR AMERICAS	19,707	2004	USUKI SHIPYARD, Japan	Mitsubishi	StSt	\$ 18.5m	U. K. Based - Tufton Oceanic	sale includes TC to Nordic Tankers
PROD/CHEM	DIAMOND ORCHID	19,702	2008	FUKUOKA NAGASAKI, Japan	MAN-B&W	StSt	\$ 21.0m	U. K. Based - Tufton Oceanic	

Bulk Carriers

Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
CAPE	C BLOSSOM	179,600	2009	HYUNDAI HEAVY INDUSTRI, S. Korea	MAN-B&W		\$ 18.5m	S. Korean - Five Ocean	
POST PMAX	EMMA SCHULTE	115,340	2012	SHANGHAI JIANGNAN CHAN, China	MAN-B&W		\$ 12.6m	German - Oldendorff	
POST PMAX	JOHANNES WULFF	93,272	2010	YANGFAN GROUP CO LTD, China	MAN-B&W		\$ 9.3m	Chinese	
POST PMAX	TONDA SEA	93,246	2011	YANGFAN GROUP CO LTD, China	MAN-B&W		\$ 38.0m	German	Bank driven deal
POST PMAX	TANA SEA	93,246	2011	YANGFAN GROUP CO LTD, China	MAN-B&W				
POST PMAX	TANGO SEA	93,028	2011	TAIZHOU CATIC SHIPBUIL, China	MAN-B&W				
POST PMAX	TONIC SEA	93,005	2012	TAIZHOU CATIC SHIPBUIL, China	MAN-B&W				
PMAX	DARYA SHREE	74,823	2004	HUDONG-ZHONGHUA SHIPBU, China	MAN-B&W		\$ 5.1m	Chinese	
PMAX	JIN HAN	61,414	2011	OSHIMA SHIPBUILDING, Japan	MAN-B&W	4 X 30t CRANES	\$ 28.0m	U. K. Based - Tufton Oceanic	
PMAX	JIN MING	61,414	2010	OSHIMA SHIPBUILDING, Japan	MAN-B&W	4 X 30t CRANES			
SMAX	WESTERN SINGAPORE	52,239	2003	TSUNEISHI CEBU, Philippines	B&W	4 X 30t CRANES	\$ 4.7m	Indonesian - PT Salam Pacific	
HANDY	HANJIN LIVERPOOL	36,851	2012	HYUNDAI VINASHIN, Vietnam	MAN-B&W	4 X 30t CRANES	\$ 7.9m	Greek	
HANDY	HANJIN ISABEL	36,767	2012	HYUNDAI VINASHIN, Vietnam	MAN-B&W	4 X 30t CRANES	\$ 8.3m	U. S. based	
HANDY	LISA J	34,426	2010	SPP SHBLDG CO LTD - TO, S. Korea	MAN-B&W	4 X 35t CRANES	\$ 10.1m	U. K. Based - Tufton Oceanic	
HANDY	STEVEN C	34,340	2009	SPP SHBLDG CO LTD - TO, S. Korea	MAN-B&W	4 X 35t CRANES	\$ 9.5m		

Gen. Cargo

Type	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
General Cargo	MING HENG 1	8,900	2011	FUJIAN SOUTHERN SHIP I, China	Guangzhou		\$ 5.5m	Chinese	Auction deal

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Sale & Purchase

Secondhand Sales



05th - 09th September 2016

Containers									
Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
FEEDER	ANTHEA	1,740	2000	BINGJIANG, China	MAN-B&W	2 X 40t CRANES	\$ 3.9m	Far Eastern	
FEEDER	FESCO ASKOLD	1,100	2006	JINLING, China	MAN-B&W	2 X 40t CRANES	\$ 4.5m	undisclosed	Including 6 months t/c attached at usd 6.500/day
Ferries									
Type	Name	Pax	Built	Shipbuilder	M/E	LOA(m)	Price	Buyers	Comments
RO-PAX	POVL ANKER	1,500	1978	AALBORG VAERFT, Denmark	Alpha	\$ 121.2m	N/A	Danish - MOLS Linien	
Offshore									
Type	Name	Dwt	Built	Shipbuilder	M/E	Bhp	Price	Buyers	Comments
Survey Vessel	HAWK EXPLORER	1,749	1984	TANGEN KRAGERO, Norway	Wichmann	4,484	\$ 1.1m	undisclosed	



Sale & Purchase

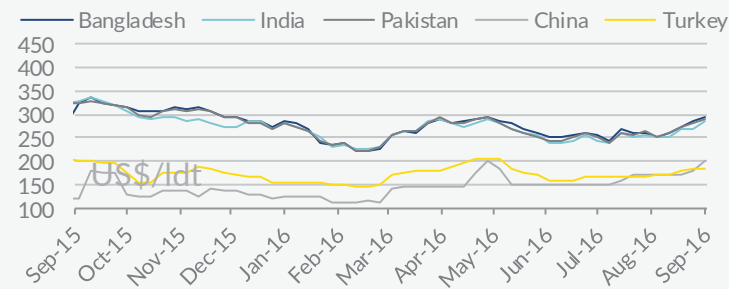
Demolition Sales



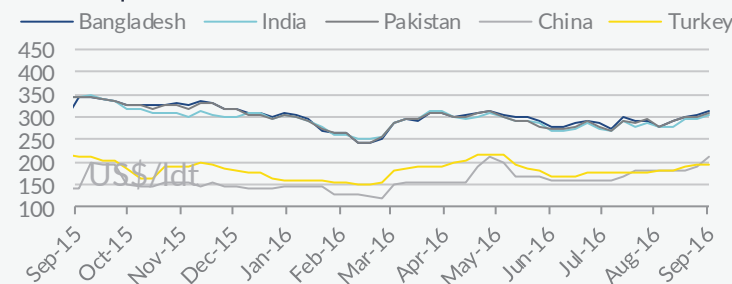
05th - 09th September 2016

The demo market has managed to generate further strength this past week, primed by the improving fundamentals from the side of shipbreakers who have seen ample support for even further price hikes. At the same time with the supply of demo candidates not following suite and holding at fairly minimal levels, competition is intense especially for the higher end units. Appetite is expected to intensify further from next week, as the holidays in Pakistan and Bangladesh come to a close and many shipbreakers return with increased interest to secure any good units they can find. On the side of ship owners, the recent promising movements being noted in the freight rates of the Capesize sector, has caused many to look at the upcoming quarter of 2016 with a more optimistic eye, possible causing second thoughts in regards to sending any older units to be beached just yet. Many are now likely thinking to get through the remaining of the year and look to reconsider this option once the market starts to follow its expected seasonal drop in the first months of the New Year.

Dry Scrap Prices



Wet Scrap Prices



Indicative Dry Prices (\$/Ldt)

				last 5 years		
	09 Sep	02 Sep	±%	Min	Avg	Max
Indian Sub Continent						
Bangladesh	295	285	3.5%	220	395	515
India	285	270	5.6%	225	401	525
Pakistan	290	280	3.6%	220	398	510
Far East Asia						
China	200	180	11.1%	110	301	455
Mediterranean						
Turkey	185	185	0.0%	145	248	355

Indicative Wet Prices (\$/Ldt)

				last 5 years		
	09 Sep	02 Sep	±%	Min	Avg	Max
Indian Sub Continent						
Bangladesh	315	305	3.3%	245	417	540
India	305	295	3.4%	250	425	550
Pakistan	310	300	3.3%	245	422	525
Far East Asia						
China	210	190	10.5%	120	318	485
Mediterranean						
Turkey	195	195	0.0%	150	258	355

Reported Transactions

Type	Vessel's Name	Dwt	Built	Country Built	Ldt	US\$/Ldt	Buyer	Sale Comments
Bulker	DST DRAMMEN	71,982	1998	Japan	-	N/A	Pakistani	old sale
Cont	NORTHERN GRACE	66,895	2000	S. Korea	20,076	\$ 295/Ldt	Bangladeshi	On 'as is' S'pore basis
Cont	HS COLON	57,600	2002	S. Korea	19,259	\$ 273/Ldt	undisclosed	On 'as is' Malta basis including 500 mt of bunkers
Cont	WESTPHALIA	42,090	2003	Poland	15,161	\$ 240/Ldt	Bangladeshi	On 'as is' Colombia delivery
Bulker	DEEP TRUE	26,541	1985	Japan	5,666	\$ 267/Ldt	Indian	Pakistan option
Ro-ro Cargo	HERCULES HIGHWAY	14,977	1987	Japan	13,928	N/A	Indian	
Gen. Cargo	SINAR ARROW	4,486	1981	Denmark	-	N/A	undisclosed	
Ro Pax	LUCKY STAR	4,150	1976	Germany	6,450	N/A	Turkish	



Trade Indicators

Markets | Currencies | Commodities



05th - 09th September 2016

Ocean Yield is following up a successful private placement with a trip to the Norwegian bond market.

Oslo-listed Ocean Yield is seeking between NOK 500m (\$60.7m) and MOK 1.350bn from the latest move, chief executive Lars Solbakken says. He tells TradeWinds the shipowner is looking to secure a figure towards the lower end of the range, leaving scope for tap issues in the future.

Ocean Yield says cash from the bonds will be used to refinance existing debt with Aker. Ocean Yield's effort comes only a few days after Odfjell collected NOK 500m from the Norwegian bond market.

Solbakken said the market has shown signs of opening of late. "There is an opening but not for everybody," he explained.

Last week Ocean Yield raised NOK 862m from a private placement to support growth. Solbakken says the bond move will also free up some of the Aker debt for expansion over time.

Danske Bank, DNB Markets, Nordea Markets, Pareto Securities and Skandinaviska Enskilda Banken are the joint lead managers of the issue. Source: Tradewinds

	09 Sep	05 Aug	±%	last 12 months		
				Min	Avg	Max
Markets						
10year US Bond	1.67	1.58	5.7%	1.37	1.89	2.34
S&P 500	2,127.8	2,182.9	-2.5%	1,829	2,049	2,190
Nasdaq	5,125.9	5,221.1	-1.8%	4,267	4,880	5,284
Dow Jones	18,085.5	18,543.5	-2.5%	15,660	17,466	18,636
FTSE 100	6,777.0	6,793.5	-0.2%	5,537	6,266	6,941
FTSE All-Share UK	3,701.4	3,690.8	0.3%	3,047	3,435	3,774
CAC40	4,491.4	4,410.6	1.8%	3,897	4,470	4,984
Xetra Dax	10,573.4	10,367.2	2.0%	8,753	10,121	11,382
Nikkei	16,965.8	16,254.5	4.4%	14,952	17,267	20,012
Hang Seng	24,099.7	22,146.1	8.8%	18,320	21,234	24,100
DJ US Maritime	184.3	182.0	1.3%	150.2	198.1	238.7
Currencies						
\$ per €	1.13	1.11	1.3%	1.06	1.11	1.16
\$ per £	1.33	1.31	1.4%	1.29	1.44	1.56
£ per €	0.85	0.85	0.0%	0.70	0.78	0.87
¥ per \$	102.7	101.4	1.2%	100.0	112.9	123.5
\$ per Au\$	0.76	0.76	-0.7%	0.69	0.73	0.78
\$ per NoK	0.12	0.12	2.8%	0.11	0.12	0.12
\$ per SFr	0.97	0.98	-0.2%	0.95	0.98	1.03
Yuan per \$	6.68	6.65	0.5%	6.32	6.52	6.70
Won per \$	1,102.2	1,112.6	-0.9%	1,092.8	1,164.8	1,237.8
\$ INDEX	98.7	99.3	-0.7%	97.9	102.4	107.4
Commodities						
Gold \$	1,330.9	1,340.4	-0.7%	1,049.4	1,207.3	1,366.3
Oil WTI \$	45.9	41.8	9.8%	26.9	41.7	51.6
Oil Brent \$	48.0	44.3	8.4%	28.2	43.7	52.7
Palm Oil	562.0	562.0	0.0%	494.3	556.0	564.0
Iron Ore	57.4	58.9	-2.5%	37.0	51.8	68.7
Coal Price Index	65.0	64.0	1.6%	47.3	55.2	68.0
White Sugar	548.9	544.9	0.7%	340.3	447.9	574.0

Currencies

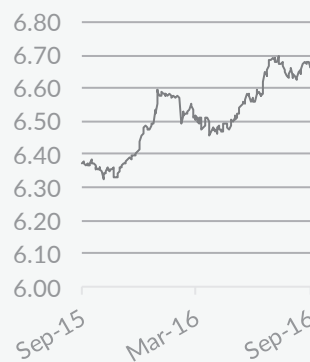
US Dollar per Euro



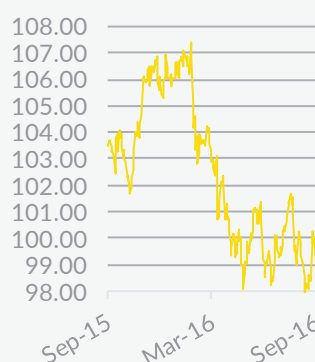
Yen per US Dollar



Yuan per US Dollar



US Dollar INDEX

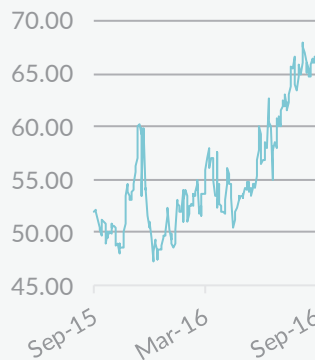


Commodities

Iron Ore (TSI)



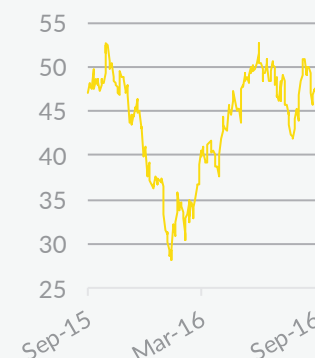
Coal Price Index



Oil WTI \$



Oil Brent \$



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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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