

# Weekly Shipping Market Update

28<sup>th</sup> November - 02<sup>nd</sup> December 2016 | Week 48

## Market Analysis

It's been yet another turbulent couple of days, with a significant number of news headlines shaking up markets. On Friday we had the OPEC agreement coming to light, with all members and Russia agreeing to cut down production outputs. This has had a fairly imminent impact with Brent crude oil rising to above US\$ 55 a barrel earlier today, the highest level it has reached in over 16 months. Despite the fact that there is still considerable debate as to how the price will trend moving forward, with some estimates reaching as high as US\$ 60 and US\$ 70 a barrel. There is however some skepticism in reference to the effectiveness of this current agreement. There are a number of major non-member producers which could threaten the effectiveness of this deal, while there is even threat from within OPEC itself. The last time that a quote was set, members exceeded their individual quotes for 20 out of the 24 months before the quote being eventually scrapped at the end of 2015.

It wasn't all about oil this week, with the Referendum in Italy on Sunday taking main stage and threatening stability within Europe and the Euro area once again. After losing the Referendum, Italy's Prime Minister, Matteo Renzi, is now anticipated to offer his resignation to the President Sergio Mattarella, who in turn will have to weigh the options and see how well balanced the governing party is to support another prime minister while seeking to avoid the option of early elections taking place. This was initially a major hit on the Euro, with early hours trading on Monday seeing a considerable drop. Things however took a quick shift as markets started to re-question the significance this could have on the market, while it also seems as though markets had already priced in the outcome of the referendum several weeks in advance seeing that the "No" vote was ahead in most pre-voting polls.

All these developments have only gone towards further strengthening the U.S. Dollar which now seems to be become a threat in itself for most of the emerging markets. Major markets such as Europe and Japan cheer on for a stronger dollar, which has the benefit of allowing them to improve their trading terms while also helping keep pressure on inflation. Things are very different for most emerging markets however which will have to battle out with their dollar denominated debt held by both governments and companies, while there are concerns that a stronger dollar will also create a shortage of credit for these markets. The fear is that the overall net effect could be a dampener on trade, though this is disputable as in a state where the OECD economies start to generate higher economic growth figures they could also produce the consumption needed to drive trade and growth for emerging markets and help them counter any negative offset produced in the short-run by a stronger dollar.

As for shipping, the effects are also mixed. On the one hand you have worries as to how trade could be effected by both the strengthening of the price of crude oil and the stronger U.S. Dollar, though this is nothing new for us given that we have been in a "limbo" state of uncertainty for several years now. The most imminent effect will likely be on asset prices, with several ship owners with debt denominated in currencies other than the U.S. dollars (e.g. Japanese owners) likely to look more favourably on any sale option as the U.S. dollar strengthens. This however could have an unintended consequence, with a bigger selection of high specification units driving the buying frenzy further in markets such as that of dry bulkers.

George Lazaridis

Head of Market Research & Asset Valuations



## Week in numbers

### Dry Bulk Freight Market

	02 Dec		W-O-W change	
			±Δ	±%
BDI	1,198		▲ 17	1.4%
BCI	2,193		▼ -70	-3.1%
BPI	1,508		▲ 119	8.6%
BSI	921		▲ 13	1.4%
BHSI	543		▲ 23	4.4%

### Tanker Freight Market

	02 Dec		W-O-W change	
			±Δ	±%
BDTI	889		▼ -3	-0.3%
BCTI	434		▼ -22	-4.8%

### Newbuilding Market

Aggregate Price Index			M-O-M change	
	02 Dec		±Δ	±%
Bulkers	73		0	0.0%
Cont	97		0	0.0%
Tankers	91		0	0.0%
Gas	96		0	0.0%

### Secondhand Market

Aggregate Price Index			M-O-M change	
	02 Dec		±Δ	±%
Capesize	39		0	0.0%
Panamax	38		▲ 0	1.0%
Supramax	45		▲ 3	6.3%
Handysize	46		▲ 3	6.5%
VLCC	79		▼ -3	-3.5%
Suezmax	75		▼ -4	-4.7%
Aframax	87		▼ -6	-6.9%
MR	104		0	0.0%

### Demolition Market

Avg Price Index (main 5 regions)			W-O-W change	
	02 Dec		±Δ	±%
Dry	251		0	0.0%
Wet	266		▲ 2	0.8%

### Economic Indicators

	02 Dec		M-O-M change	
			±Δ	±%
Gold \$	1,174		▼ -100	-7.8%
Oil WTI \$	52		▲ 3	6.1%
Oil Brent \$	54		▲ 5	9.6%
Iron Ore	78		▲ 16	25.4%
Coal	84		▼ -2	-2.0%

**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](mailto:research@allied-shipbroking.gr)



# Freight Market

## Dry Bulkers - Spot Market

28<sup>th</sup> November - 02<sup>nd</sup> December 2016

**Capesize** - Further softening was to be noted in the early part of the week as the trend continued on from the previous week while the Pacific continued to let down owners. Things were looking to be on the verge of shifting towards the end of the week thanks to a notable increase in fixing volume seen. There is however a sense that the market will soften further as we move into the Christmas holidays, while there is general expectation that the new year will be off to a soft start given that the Chinese New Year falls within the final week of January.

**Panamax** - Things were very different here, with fixing volume continuing at a strong pace and tonnage lists having been cleared out in most regions for several days now. At the same time there were rumors of a big flow of January cargoes emerging in the market, further amplifying the positive sentiment seen around. The Atlantic continues to be the main "bull" driving the market while the Pacific is just feeding off the over spill.

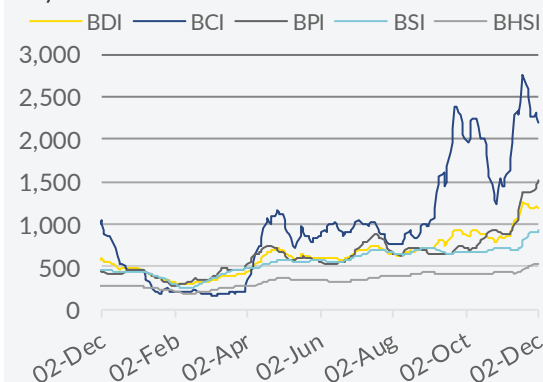
**Supramax** - Another positive week for the supramaxes, although only marginal gains noted this time around. The North Atlantic has continued to be the main driver, while the Pacific was lagging behind though rates were still sticking close to last seen levels.

**Handysize** - A good all around improvement, with rates increasing on all main routes. The Atlantic was making gains both in the North and South with a plethora of fresh interest surfacing again this week. The Pacific managed to make some small improvement though only off the back of the positive sentiment overspill.

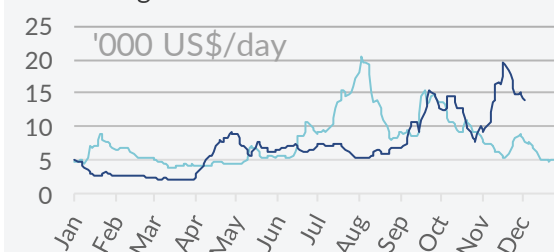
### Spot market rates & indices

		02 Dec	25 Nov	±%	Average 2016	2015
<b>Baltic Dry Index</b>						
	BDI	1,198	1,181	1.4%	648	711
<b>Capesize</b>						
	BCI	2,193	2,263	-3.1%	997	1,009
	BCI 5TC	\$ 14,061	\$ 14,882	-5.5%	\$ 7,229	\$ 8,001
	ATLANTIC RV	\$ 17,614	\$ 18,227	-3.4%	\$ 7,437	\$ 8,206
	Cont / FEast	\$ 20,979	\$ 21,583	-2.8%	\$ 13,693	\$ 16,387
	PACIFIC RV	\$ 12,681	\$ 14,377	-11.8%	\$ 6,956	\$ 7,394
	FEast / ECSA	\$ 11,433	\$ 12,133	-5.8%	\$ 7,086	\$ 8,353
<b>Panamax</b>						
	BPI	1,508	1,389	8.6%	657	690
	BPI - TCA	\$ 12,029	\$ 11,083	8.5%	\$ 5,253	\$ 5,513
	ATLANTIC RV	\$ 17,227	\$ 15,650	10.1%	\$ 5,627	\$ 5,925
	Cont / FEast	\$ 17,758	\$ 16,514	7.5%	\$ 9,426	\$ 10,563
	PACIFIC RV	\$ 8,668	\$ 8,305	4.4%	\$ 5,022	\$ 5,021
	FEast / Cont	\$ 4,464	\$ 3,864	15.5%	\$ 938	\$ 542
<b>Supramax</b>						
	BSI	921	908	1.4%	573	662
	BSI - TCA	\$ 9,634	\$ 9,498	1.4%	\$ 5,994	\$ 6,919
	Cont / FEast	\$ 15,067	\$ 14,720	2.4%	\$ 9,256	\$ 9,890
	Med / FEast	\$ 14,483	\$ 14,325	1.1%	\$ 9,143	\$ 9,274
	PACIFIC RV	\$ 5,833	\$ 5,850	-0.3%	\$ 5,160	\$ 5,989
	FEast / Cont	\$ 4,280	\$ 4,260	0.5%	\$ 3,221	\$ 4,794
	USG / Skaw	\$ 18,781	\$ 18,550	1.2%	\$ 9,019	\$ 10,915
	Skaw / USG	\$ 8,514	\$ 8,167	4.2%	\$ 3,771	\$ 3,705
<b>Handysize</b>						
	BHSI	543	520	4.4%	345	364
	BHSI - TCA	\$ 7,691	\$ 7,363	4.5%	\$ 5,010	\$ 5,354
	Skaw / Rio	\$ 8,205	\$ 7,930	3.5%	\$ 4,305	\$ 3,770
	Skaw / Boston	\$ 8,108	\$ 7,696	5.4%	\$ 4,526	\$ 4,057
	Rio / Skaw	\$ 10,111	\$ 9,339	8.3%	\$ 6,185	\$ 8,526
	USG / Skaw	\$ 12,543	\$ 11,586	8.3%	\$ 6,421	\$ 7,200
	SEAsia / Aus / Jap	\$ 5,379	\$ 5,307	1.4%	\$ 4,233	\$ 4,211
	PACIFIC RV	\$ 5,900	\$ 5,871	0.5%	\$ 5,089	\$ 5,429

### Dry Bulk Indices



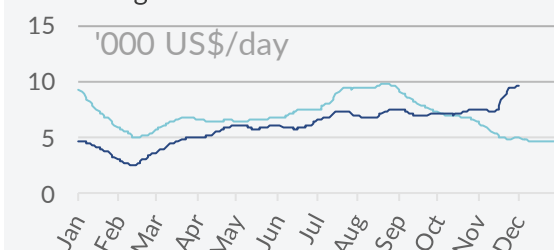
### BCI Average TCE



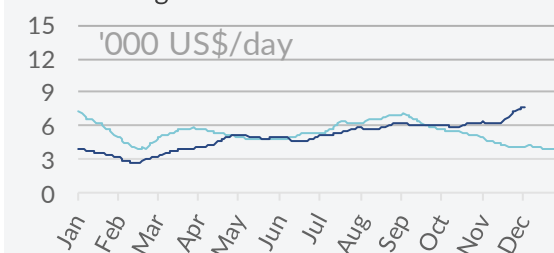
### BPI Average TCE



### BSI Average TCE



### BHSI Average TCE



— 2015 — 2016

# Freight Market

## Tankers - Spot Market

28<sup>th</sup> November - 02<sup>nd</sup> December 2016

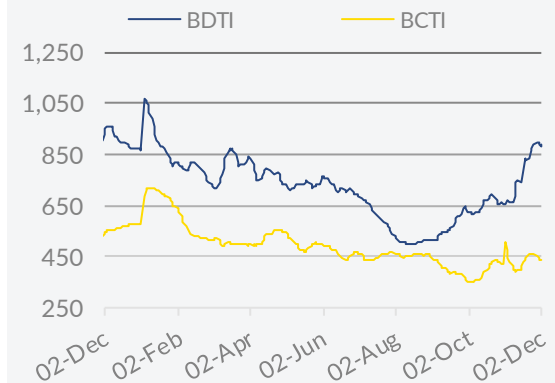
**Crude Oil Carriers** - A fair amount of interest continued to emerge this past week, though given the recent decision from OPEC overshadowing the market, it seems as though there was difficulty in translating that into higher earnings. For VLs it was only the AF market which managed to show some week-on-week gains, though this may have just been a belated catch up game. Things were not as positive for Suezmaxes, with VLs draining STEMs in the WAF, while the Black Sea/Med region seemed to be lacking fresh interest and showing a relatively mild December schedule. This trend was also to be noted for Aframaxes, though this along with the Caribs region were the only two making a downward correction this week. The North Sea/Baltic was showing some good gains, while there was also keen interest for shipments from the MEG heading East.

**Oil Products** - Overall a slightly negative week for product tankers, with only the U.S. Gulf holding active for CPPs pushing rates up on the back haul market, while on the DPP front the Far East was the only market showing improvement.

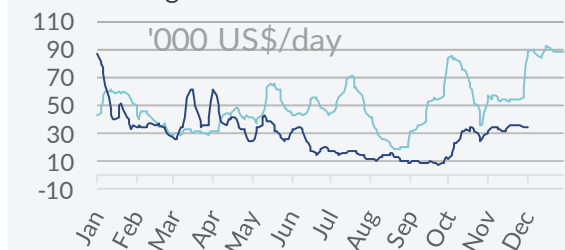
### Spot market rates & indices

				Average	
				2016	2015
Baltic Tanker Indices					
BDTI		889	892	-0.3%	715
BCTI		434	456	-4.8%	486
VLCC					
MEG-USG	WS	39.90	40.38	-1.2%	34.33
	\$/day	\$ 18,822	\$ 20,605	-8.7%	\$ 17,723
MEG-SPORE	WS	71.73	72.35	-0.9%	58.45
	\$/day	\$ 63,897	\$ 65,134	-1.9%	\$ 52,553
MEG-JAPAN	WS	70.00	70.15	-0.2%	57.03
	\$/day	\$ 48,385	\$ 49,784	-2.8%	\$ 40,745
WAF-USG	WS	70.00	67.50	3.7%	63.43
	\$/day	\$ 84,588	\$ 82,167	2.9%	\$ 79,723
SUEZMAX					
WAF-USAC	WS	85.00	90.00	-5.6%	69.85
	\$/day	\$ 48,458	\$ 53,123	-8.8%	\$ 40,621
BSEA-MED	WS	104.00	116.30	-10.6%	82.05
	\$/day	\$ 33,192	\$ 41,949	-20.9%	\$ 23,895
AFRAMAX					
NSEA-CONT	WS	141.11	134.44	5.0%	103.18
	\$/day	\$ 53,138	\$ 48,836	8.8%	\$ 22,929
MEG-SPORE	WS	110.56	100.33	10.2%	98.73
	\$/day	\$ 15,869	\$ 13,885	14.3%	\$ 17,101
CARIBS-USG	WS	101.56	119.17	-14.8%	103.86
	\$/day	\$ 12,122	\$ 18,655	-35.0%	\$ 15,731
BALTIC-UKC	WS	113.89	99.72	14.2%	79.26
	\$/day	\$ 39,894	\$ 32,337	23.4%	\$ 23,119
DPP					
CARIBS-USAC	WS	115.00	120.00	-4.2%	109.73
	\$/day	\$ 22,352	\$ 24,652	-9.3%	\$ 23,200
ARA-USG	WS	112.50	115.00	-2.2%	100.40
	\$/day	\$ 27,468	\$ 29,450	-6.7%	\$ 24,594
SEASIA-AUS	WS	115.63	98.19	17.8%	97.37
	\$/day	\$ 21,346	\$ 16,308	30.9%	\$ 19,778
MED-MED	WS	164.33	171.11	-4.0%	96.04
	\$/day	\$ 41,642	\$ 45,062	-7.6%	\$ 16,667
CPP					
MEG-JAPAN	WS	70.50	72.81	-3.2%	91.46
	\$/day	\$ 6,400	\$ 7,825	-18.2%	\$ 15,478
CONT-USAC	WS	94.00	107.50	-12.6%	103.01
	\$/day	\$ 5,291	\$ 8,050	-34.3%	\$ 8,506
CARIBS-USAC	WS	120.00	115.00	4.3%	113.95
	\$/day	\$ 23,970	\$ 17,344	38.2%	\$ 18,488
USG-CONT	WS	98.75	87.19	13.3%	80.11
	\$/day	\$ 6,343	\$ 4,850	30.8%	\$ 5,009

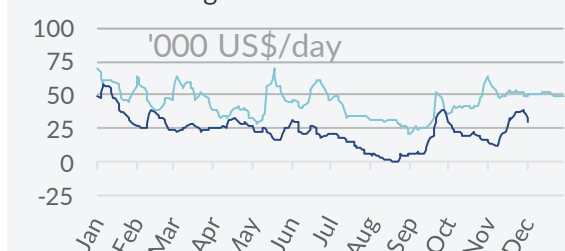
### Tanker Indices



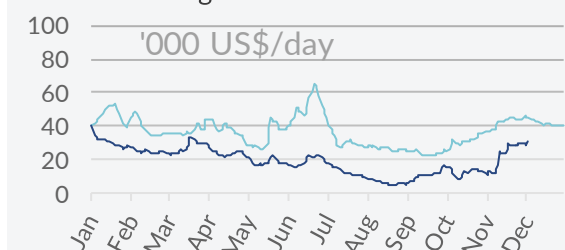
### VLCC Average TCE



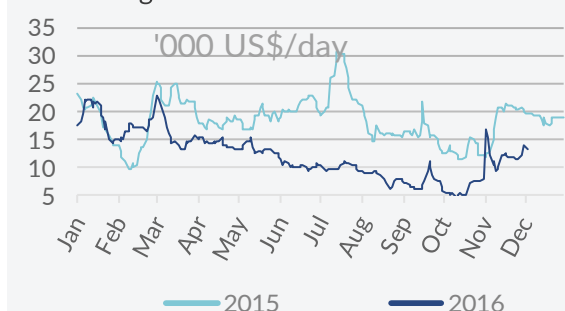
### Suezmax Average TCE



### Aframax Average TCE



### MR Average TCE



# Freight Market Period Charter

28<sup>th</sup> November - 02<sup>nd</sup> December 2016

## Dry Bulk period market TC rates

	02 Dec	28 Oct	±%	last 5 years		
				Min	Avg	Max
<b>Capesize</b>						
12 months	\$ 11,250	\$ 9,500	18.4%	\$ 6,200	\$ 14,633	\$ 31,450
36 months	\$ 11,500	\$ 11,000	4.5%	\$ 6,950	\$ 15,325	\$ 25,200
<b>Panamax</b>						
12 months	\$ 10,250	\$ 7,500	36.7%	\$ 4,950	\$ 10,261	\$ 18,700
36 months	\$ 8,500	\$ 7,750	9.7%	\$ 6,200	\$ 10,787	\$ 16,700
<b>Supramax</b>						
12 months	\$ 7,750	\$ 7,000	10.7%	\$ 4,450	\$ 10,111	\$ 15,950
36 months	\$ 7,750	\$ 7,250	6.9%	\$ 6,200	\$ 10,382	\$ 15,450
<b>Handysize</b>						
12 months	\$ 7,000	\$ 6,250	12.0%	\$ 4,450	\$ 8,361	\$ 12,950
36 months	\$ 7,500	\$ 6,250	20.0%	\$ 5,450	\$ 8,878	\$ 12,950

## Latest indicative Dry Bulk Period Fixtures

M/V "TOPAZ", 75499 dwt, built 2004, dely Khalifa 10/14 Dec, \$8,250, for 4/6 months trading, to Chart Not Rep

M/V "SWAN", 53487 dwt, built 2006, dely East Mediterranean prompt, \$9,500, for 3/5 months trading, to Centurion

M/V "GARDENIA K", 38067 dwt, built 2014, dely US Gulf prompt, \$10,500, for 4/6 months trading, to ADM

M/V "CMB LILIANE", 33644 dwt, built 2011, dely Fond Mombin, Haiti prompt, \$10,000, for 4/6 months trading, to Chart Not Rep

M/V "KYPROS SEA", 77128 dwt, built 2014, dely Machong 08/14 Dec, \$9,000, for 5/7 months trading, to Cofco

## Tanker period market TC rates

	02 Dec	28 Oct	±%	last 5 years		
				Min	Avg	Max
<b>VLCC</b>						
12 months	\$ 30,250	\$ 30,250	0.0%	\$ 18,000	\$ 30,133	\$ 57,750
36 months	\$ 27,750	\$ 28,000	-0.9%	\$ 22,000	\$ 31,449	\$ 45,000
<b>Suezmax</b>						
12 months	\$ 22,500	\$ 22,250	1.1%	\$ 15,250	\$ 23,235	\$ 42,500
36 months	\$ 22,750	\$ 22,750	0.0%	\$ 17,000	\$ 24,495	\$ 35,000
<b>Aframax</b>						
12 months	\$ 18,000	\$ 17,250	4.3%	\$ 13,000	\$ 18,116	\$ 30,000
36 months	\$ 17,250	\$ 17,250	0.0%	\$ 14,750	\$ 18,974	\$ 27,000
<b>MR</b>						
12 months	\$ 12,250	\$ 12,250	0.0%	\$ 12,000	\$ 14,888	\$ 21,000
36 months	\$ 14,000	\$ 14,000	0.0%	\$ 14,000	\$ 15,234	\$ 18,250

## Latest indicative Tanker Period Fixtures

M/T "NEW SUCCESS", 295000 dwt, built 2010, \$35,000, for 1 year trading, to VITOL

M/T "NS BRAVO", 157000 dwt, built 2010, \$23,000, for 6 months trading, to CHEVRON

M/T "LYRIC MAGNOLIA", 110000 dwt, built 2016, \$17,750, for 6 months trading, to STATOIL

M/T "TONNA", 75000 dwt, built 2009, \$12,500, for 2 years trading, to HAFNIA

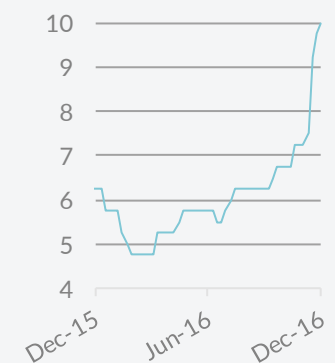
M/T "ZEFIREA", 40500 dwt, built 2012, \$13,750, for 1 year trading, to EIGER

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

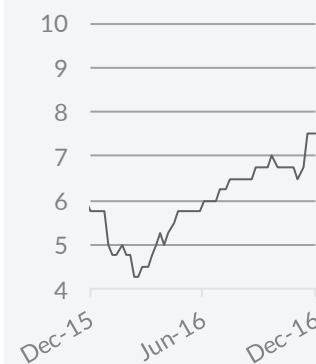
### Capesize



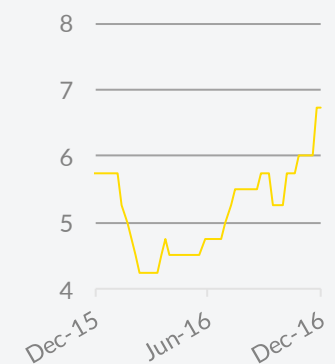
### Panamax



### Supramax

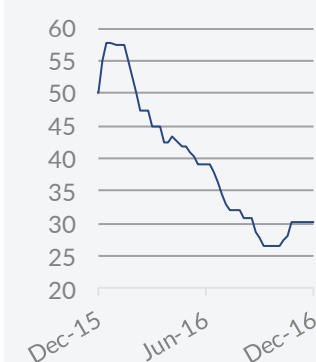


### Handysize

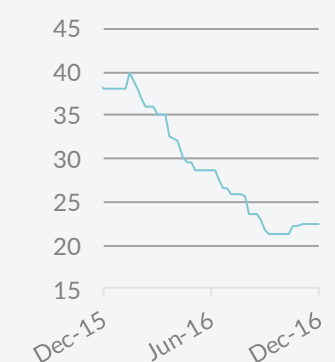


## Tanker 12 month period charter rates (USD '000/day)

### VLCC



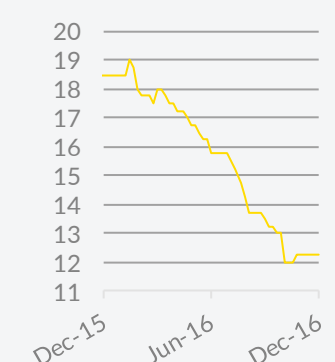
### Suezmax



### Aframax



### MR



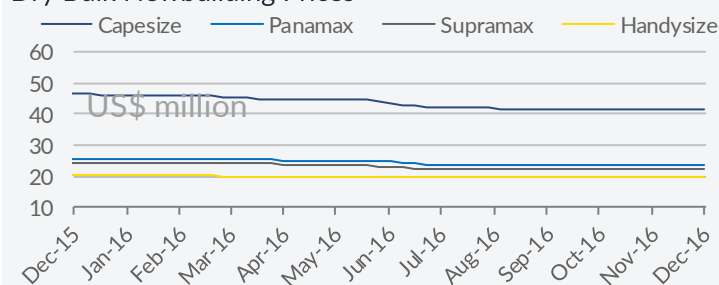


# Sale & Purchase Newbuilding Orders

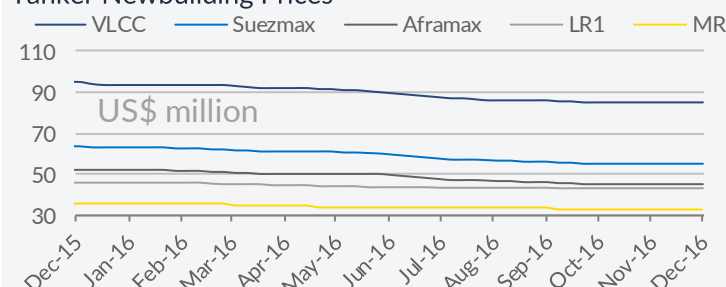
28<sup>th</sup> November - 02<sup>nd</sup> December 2016

There is still no shift on the price front despite the ever growing pressure being placed on shipbuilders. New orders continue to be few and far between and the way the orderbook to fleet ratio is going it looks as though we will start to see ever more shipbuilders being under increasing pressure by their financiers and investors as their operations reach or even in some cases drop below minimal operational volume. What is more worrisome for shipbuilders is that without the ability to offer a substantial discount on prices compared to what they are offering today it will continue to be hard to entice new buyers and compete with the secondhand market. This will be the case even if we see notable price increases in in markets such as those of the dry bulk secondhand market.

## Dry Bulk Newbuilding Prices



## Tanker Newbuilding Prices



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

	02 Dec	28 Oct	±%	last 5 years		
				Min	Avg	Max
<b>Dry Bulkers</b>						
Capesize (180,000dwt)	41.8	41.8	0.0%	41.8	49.5	58.0
Kamsarmax (82,000dwt)	24.3	24.3	0.0%	24.3	28.5	36.5
Panamax (77,000dwt)	23.8	23.8	0.0%	23.8	27.7	34.5
Ultramax (64,000dwt)	22.3	22.3	0.0%	22.3	25.9	31.0
Handysize (37,000dwt)	19.5	19.5	0.0%	19.5	22.1	26.5
<b>Container</b>						
Post Panamax (9,000teu)	82.5	82.5	0.0%	76.5	86.3	94.5
Panamax (5,200teu)	50.0	50.0	0.0%	48.6	56.4	65.6
Sub Panamax (2,500teu)	28.0	28.0	0.0%	28.0	32.5	41.0
Feeder (1,700teu)	23.0	23.0	0.0%	21.5	25.2	29.4

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

	02 Dec	28 Oct	±%	last 5 years		
				Min	Avg	Max
<b>Tankers</b>						
VLCC (300,000dwt)	85.0	85.0	0.0%	85.0	95.3	104.0
Suezmax (160,000dwt)	55.0	55.0	0.0%	55.0	61.0	66.0
Aframax (115,000dwt)	45.0	45.0	0.0%	45.0	51.3	56.0
LR1 (75,000dwt)	43.0	43.0	0.0%	40.5	43.9	47.0
MR (56,000dwt)	33.0	33.0	0.0%	33.0	35.1	37.3
<b>Gas</b>						
LNG 160k cbm	197.0	197.0	0.0%	197.0	199.8	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	43.9	46.5

### Reported Transactions

Type	Units	Size	Shipbuilder	Price	Buyer	Delivery	Comments
BULK	2	63,000 dwt	IMABARI, Japan	\$ 24.0m	PRECIOUS SHIPPING - Thailand	2019-2020	
CONT	1	1,100 teu	HUANGPU WENCHONG, China	N/A	TROPICAL SHIPPING - Usa	2018	
OFFSHORE	1	13,000 dwt	JIANGNAN SHIPYARD, China	N/A	CHINESE GOVERNMENT - China	2019	Polar Region Scientific Investigation Ice-Breaker
RO-PAX	1	5,000 dwt	DAE SUN SHIPBUILDING, S. Korea	N/A	HANIL EXPRESS - S. Korea	2018	1,200 pax + 150 cars
RO-PAX	1	2,400 dwt	SEFINE SHIPYARD, Turkey	N/A	CARONTE & TOURIST SPA - Italy	2018	1,500 PAX 290 CARS + LNG POWERED + 130M LOA

# Sale & Purchase Secondhand Sales

28<sup>th</sup> November - 02<sup>nd</sup> December 2016

On the dry bulk side, activity seemed to have dropped considerably this week, though it seems this doesn't reflect what is actually bubbling under the surface. Buyers have re-surfaced with quite a ferocious appetite, while it now seems that there is considerable upward pressure in terms of pricing ready to emerge over the next couple of weeks. The overall sentiment has improved thanks to the considerable improvements being made in the freight market and the anticipation that things should be overall improved in 2017 compared to what was seen in 2016.

On the tanker side, things continued to remain slow in terms of activity, while we are sure to see some effect from the OPEC agreement being portrayed here over the next couple of weeks. Things have already been fairly difficult for several months now for the larger crude oil carriers, though if oil prices rise too quickly and by too much it will surely be a big blow on buying sentiment.

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

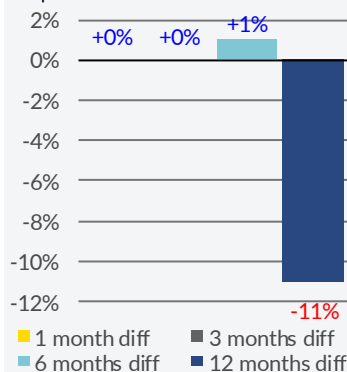
					last 5 years		
					02 Dec	28 Oct	±%
					Min	Avg	Max
<b>Capesize</b>							
180k dwt	Resale	36.0	36.0	0.0%	34.5	47.3	65.0
170k dwt	5 year old	24.0	24.0	0.0%	23.0	36.1	53.0
170k dwt	10 year old	14.0	14.0	0.0%	12.0	24.5	39.0
150k dwt	15 year old	8.0	8.0	0.0%	6.5	14.8	25.0
<b>Panamax</b>							
82k dwt	Resale	24.5	24.5	0.0%	22.5	30.2	43.0
76k dwt	5 year old	14.0	13.5	3.7%	11.5	21.4	36.8
76k dwt	10 year old	8.0	8.0	0.0%	7.3	15.7	29.3
74k dwt	15 year old	4.8	4.8	0.0%	3.5	10.3	22.0
<b>Supramax</b>							
62k dwt	Resale	21.5	20.5	4.9%	19.0	27.9	36.8
58k dwt	5 year old	13.5	12.5	8.0%	11.0	20.5	30.5
52k dwt	10 year old	8.5	8.5	0.0%	6.0	14.8	24.3
52k dwt	15 year old	5.5	4.8	15.8%	3.5	9.8	19.0
<b>Handysize</b>							
37k dwt	Resale	17.0	17.0	0.0%	17.0	22.6	30.0
32k dwt	5 year old	11.5	9.0	27.8%	7.8	16.7	25.5
32k dwt	10 year old	6.5	6.5	0.0%	6.0	12.5	19.5
28k dwt	15 year old	3.8	3.8	0.0%	3.5	8.3	14.5

## Indicative Tanker Values (US\$ million)

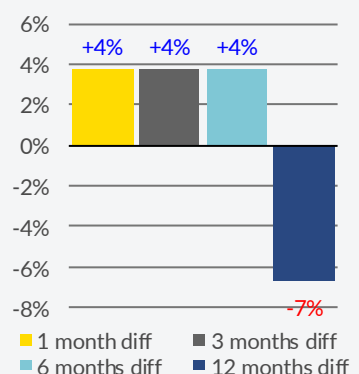
					last 5 years		
					02 Dec	28 Oct	±%
					Min	Avg	Max
<b>VLCC</b>							
310k dwt	Resale	85.0	85.0	0.0%	80.0	94.5	108.5
310k dwt	5 year old	60.0	62.0	-3.2%	55.0	69.8	87.0
250k dwt	10 year old	40.0	41.0	-2.4%	33.8	46.2	62.0
250k dwt	15 year old	24.0	26.0	-7.7%	16.9	27.6	41.0
<b>Suezmax</b>							
160k dwt	Resale	56.0	57.0	-1.8%	53.0	63.7	73.0
150k dwt	5 year old	42.0	44.0	-4.5%	38.0	49.8	62.0
150k dwt	10 year old	29.0	31.5	-7.9%	24.0	34.0	44.5
150k dwt	15 year old	20.0	21.0	-4.8%	14.0	19.2	23.3
<b>Aframax</b>							
110k dwt	Resale	45.0	47.0	-4.3%	39.0	48.9	57.0
110k dwt	5 year old	30.0	32.5	-7.7%	27.0	36.7	47.5
105k dwt	10 year old	19.0	21.0	-9.5%	16.0	23.9	33.0
105k dwt	15 year old	14.0	15.0	-6.7%	8.0	13.4	18.5
<b>MR</b>							
52k dwt	Resale	33.5	33.5	0.0%	32.0	36.6	39.3
52k dwt	5 year old	23.0	23.0	0.0%	22.0	26.6	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

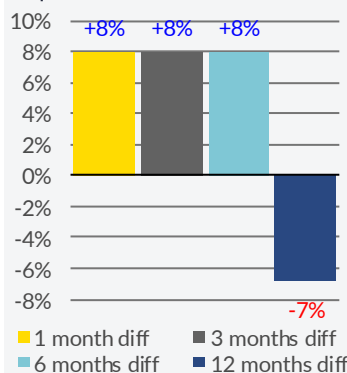
### Capesize



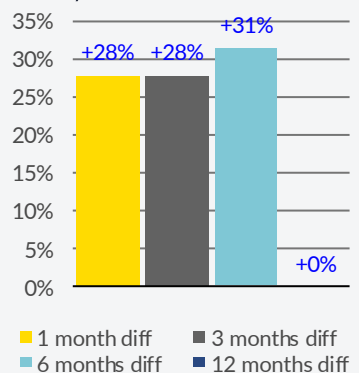
### Panamax



### Supramax

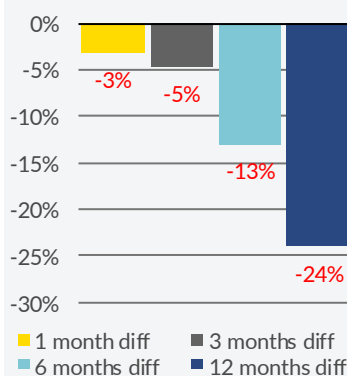


### Handysize

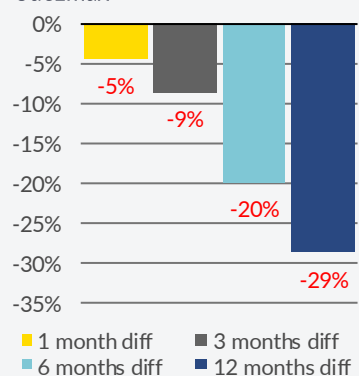


## Price movements of 5 year old Tanker assets

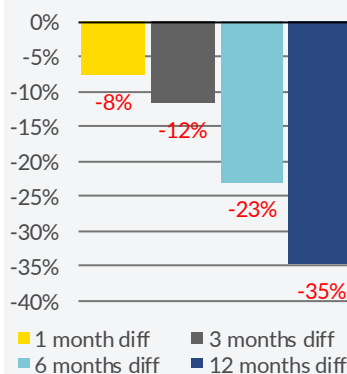
### VLCC



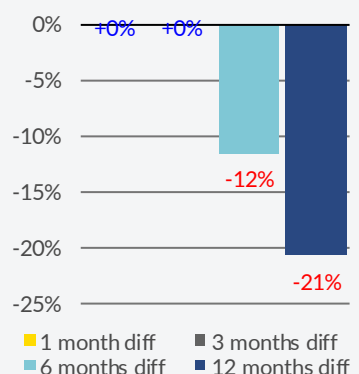
### Suezmax



### Aframax



### MR



# Sale & Purchase

## Secondhand Sales



28<sup>th</sup> November - 02<sup>nd</sup> December 2016

### Tankers

Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
VLCC	GENER8 ULYSSES	304,985	2003	HYUNDAI SAMHO, S. Korea	B&W		\$ 31.0m	Dutch - SBM	on 6 weeks BOD subs, for conversion to FPSO
SUEZ	GENER8 SPYRIDON	159,959	2000	HYUNDAI HEAVY INDUSTRI, S. Korea	B&W		\$ 15.0m	Greek	
AFRA	GENER8 PERICLES	105,674	2003	SUMITOMO HI YOKOSUKA, Japan	Sulzer		\$ 14.0m	Chinese - Hengtong	
MR	NORD PRINCESS	38,554	2006	GUANGZHOU INTERNATIONAL, China	MAN-B&W	EPOXY Coated	\$ 13.5m	Greek - Ancora	
SMALL	CRYSTAL WEST	8,143	1994	BOELWERF VLAAN TEMS, Belgium	Sulzer	StSt	\$ 3.4m	Chinese	Ice 1A
SMALL	CRYSTAL ZUID	8,143	1994	BOELWERF VLAAN TEMS, Belgium	Sulzer	StSt	\$ 3.4m		Ice 1A

### Bulk Carriers

Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
KMAX	EPSON TRADER	82,656	2007	TSUNEISHI HOLDINGS - F, Japan	MAN-B&W		\$ 10.7m	Indian	SS/DD due May '17
KMAX	BULK BRASIL	82,449	2008	TSUNEISHI HOLDINGS - F, Japan	MAN-B&W		\$ 11.2m	Greek	
PMAX	MISSION HILLS	75,924	2001	KANASASHI HEAVY TOYOKA, Japan	B&W		\$ 5.1m	Chinese	
PMAX	NORDEMS	75,253	2001	SAMHO, S. Korea	B&W		\$ 5.0m	Chinese	
SMAX	INGWAR SELMER	55,733	2011	MITSUI CHIBA ICHIHARA, Japan	MAN-B&W	4 X 30t CRANES	\$ 13.5m	Greek - Almi Marine	
HANDY	PUFFIN	37,461	2003	SHANGHAI SHIPYARD, China	MAN-B&W	4 X 40t CRANES	\$ 3.9m	undisclosed	old sale, laker
HANDY	SIDER CARIBE	32,283	2009	KANDA KAWAJIRI, Japan	Mitsubishi	4 X 30,5t CRANES	\$ 8.3m	undisclosed	Open hatch/box type
HANDY	CIELO DI LIVORNO	37,277	2008	SAIKI JUKOGYO, Japan	Mitsubishi	4 X 31t CRANES	\$ 9.0m	Greek	
HANDY	NEWLEAD ALBION	32,318	2012	TAIZHOU MAPLE LEAF SHB, China	MAN-B&W	4 X 30,5t CRANES	\$ 6.0m	Singaporean	
HANDY	NEWLEAD VENETICO	32,318	2012	TAIZHOU MAPLE LEAF SHB, China	MAN-B&W	4 X 30,5t CRANES	\$ 6.0m		
HANDY	QIN FENG 180	21,503	2009	LINHAI HUIPU SHIPBUILD, China	Pielstick	3 X 25t CRANES	\$ 4.2m	Chinese	via auction

### Containers

Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
FEEDER	COVE ISLAND	1,118	2002	JIANGDONG, China	MAN	2 X 45t CRANES	\$ 3.2m	undisclosed	

**We care.**

**We deliver.**

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

Email: [research@allied-shipbroking.gr](mailto:research@allied-shipbroking.gr)



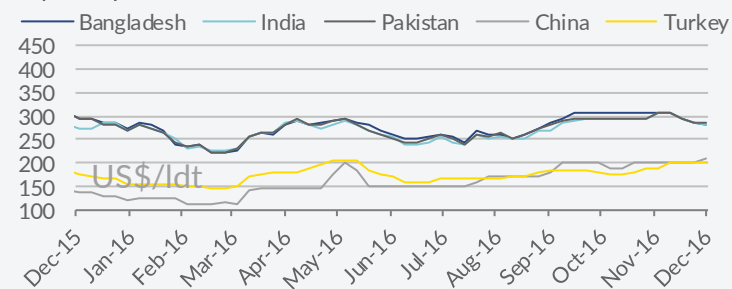
# Sale & Purchase

## Demolition Sales

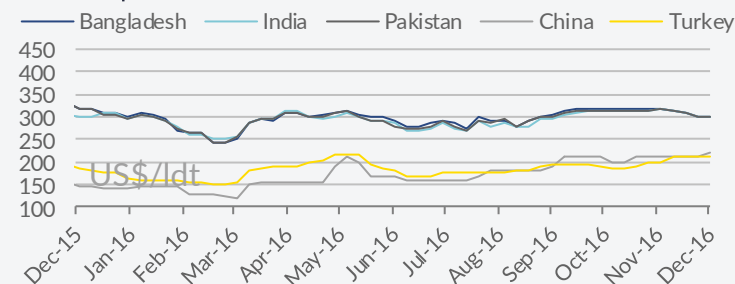
28<sup>th</sup> November - 02<sup>nd</sup> December 2016

Prices were still under pressure this week, with the number of demo candidates emerging in the market increasing considerably and activity in turn being slightly increased compared to what we have been seeing in previous weeks over the course of the past couple of months. At the same time there is an expectation that we may well see some further increased activity here over the next couple of weeks, partly due to the increased number of containership units that have been sent to be beached due to the difficulties being faced in their freight market, while at the same time we are likely to see some older units being scrapped in the dry bulk and tanker sectors, mainly being influenced by pressure from upcoming regulations that are coming into force soon.

### Dry Scrap Prices



### Wet Scrap Prices



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

		02 Dec	25 Nov	±%	last 5 years		
					Min	Avg	Max
<b>Indian Sub Continent</b>							
	Bangladesh	280	285	-1.8%	220	391	515
	India	280	285	-1.8%	225	397	525
	Pakistan	285	285	0.0%	220	394	510
<b>Far East Asia</b>							
	China	210	200	5.0%	110	297	455
<b>Mediterranean</b>							
	Turkey	200	200	0.0%	145	244	355

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

		02 Dec	25 Nov	±%	last 5 years		
					Min	Avg	Max
<b>Indian Sub Continent</b>							
	Bangladesh	300	300	0.0%	245	413	540
	India	300	300	0.0%	250	420	550
	Pakistan	300	300	0.0%	245	418	525
<b>Far East Asia</b>							
	China	220	210	4.8%	120	314	485
<b>Mediterranean</b>							
	Turkey	210	210	0.0%	150	254	355

### Reported Transactions

Type	Vessel's Name	Dwt	Built	Country	Built	Ldt	US\$/Ldt	Buyer	Sale Comments
Cont	LU HE	69,285	1997	Japan		24,621	N/A	Chinese	
Cont	JING HE	69,285	1997	Japan		24,621	N/A	Chinese	
Bulker	PACIFIC PIONEER	69,279	1994	Japan		10,041	\$ 280/Ldt	Bangladeshi	
Cont	HANJIN GENEVA	68,263	2000	S. Korea		24,052	\$ 306/Ldt	Pakistani	
Cont	BOX KINGFISH	65,974	2007	S. Korea		20,560	\$ 285/Ldt	undisclosed	
Cont	BOX MARLIN	65,949	2007	S. Korea		20,560	\$ 285/Ldt	undisclosed	
Cont	APL PEARL	64,050	1998	S. Korea		23,070	N/A	Indian	
Bulker	MARTHA	43,230	1995	S. Korea		7,971	\$ 280/Ldt	Bangladeshi	
Cont	AS TAMINA	33,914	1998	Germany		10,580	\$ 290/Ldt	Bangladeshi	
Bulker	ZULAL	23,911	1984	Japan		5,332	\$ 282/Ldt	Pakistani	
Gen. Cargo	MAGWAY	13,055	1985	Germany		5,550	\$ 278/Ldt	Bangladeshi	
Ro-ro Cargo	CITY OF TOKYO	12,730	1987	S. Korea		12,703	\$ 305/Ldt	Bangladeshi	
Ro-ro Cargo	SALZGITTER	12,077	1987	Yugoslavia		11,841	\$ 248/Ldt	undisclosed	bss 'as is' Dubai



# Trade Indicators

## Markets | Currencies | Commodities

28<sup>th</sup> November - 02<sup>nd</sup> December 2016

Major Korean shipbuilders will have to redeem or refinance bonds worth KRW 2.22 trillion (\$1.89bn) next year.

Industry sources told the Korea Herald that DSME alone faces a bill of KRW 940bn in 2017.

The yard holds cash and cash equivalents of KRW 749bn as it seeks to restructure in the downturn.

Short-term debt stands at KRW 5.2 trillion.

"We are working on a plan to handle maturing debts, and a maturity extension may be possible for part of the short-term debts," a company official said.

Samsung Heavy Industries has KRW 600bn due next year, with KRW 1.19 trillion of cash and cash equivalents on hand.

Hyundai Heavy Industries faces KRW 680bn of maturity. "We hope that our financial health will improve after a split-off of non-core business units," a company official said. Source: Tradewinds

	02 Dec	28 Oct	±%	last 12 months		
				Min	Avg	Max
<b>Markets</b>						
10year US Bond	2.39	1.85	29.2%	1.37	1.82	2.44
S&P 500	2,192.0	2,126.4	3.1%	1,829	2,079	2,213
Nasdaq	5,255.7	5,190.1	1.3%	4,267	4,958	5,399
Dow Jones	19,170.4	18,161.2	5.6%	15,660	17,754	19,192
FTSE 100	6,730.7	6,996.3	-3.8%	5,537	6,409	7,098
FTSE All-Share UK	3,665.0	3,790.3	-3.3%	3,047	3,506	3,849
CAC40	4,528.8	4,548.6	-0.4%	3,897	4,413	4,906
Xetra Dax	10,513.4	10,696.2	-1.7%	8,753	10,153	11,190
Nikkei	18,426.1	17,446.4	5.6%	1,667	16,887	19,940
Hang Seng	22,564.8	22,954.8	-1.7%	18,320	21,431	24,100
DJ US Maritime	214.7	193.7	10.8%	150.2	194.6	238.7
<b>Currencies</b>						
\$ per €	1.06	1.09	-2.5%	1.06	1.11	1.16
\$ per £	1.27	1.22	4.2%	1.22	1.38	1.52
£ per €	0.84	0.90	-6.4%	0.71	0.81	0.91
¥ per \$	113.8	105.2	8.2%	100.0	109.3	123.3
\$ per Au\$	0.74	0.76	-2.0%	0.69	0.74	0.78
\$ per NoK	0.12	0.12	-2.0%	0.11	0.12	0.13
\$ per SFr	1.01	0.99	2.0%	0.95	0.98	1.03
Yuan per \$	6.88	6.78	1.5%	6.39	6.61	6.92
Won per \$	1,171.1	1,146.6	2.1%	1,092.8	1,160.0	1,237.8
\$ INDEX	105.9	102.6	3.2%	97.9	101.9	107.4
<b>Commodities</b>						
Gold \$	1,173.5	1,273.0	-7.8%	1,049.4	1,240.1	1,366.3
Oil WTI \$	51.7	48.7	6.1%	26.9	42.3	51.7
Oil Brent \$	54.5	49.7	9.6%	28.2	43.9	54.5
Palm Oil	-	-	-	550.5	561.9	562.0
Iron Ore	78.1	62.3	25.4%	37.0	54.5	80.2
Coal Price Index	84.3	86.0	-2.0%	47.3	61.6	101.5
White Sugar	516.0	596.1	-13.4%	368.6	491.4	613.5

### Currencies

#### US Dollar per Euro



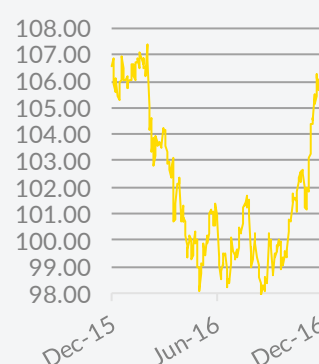
#### Yen per US Dollar



#### Yuan per US Dollar



#### US Dollar INDEX

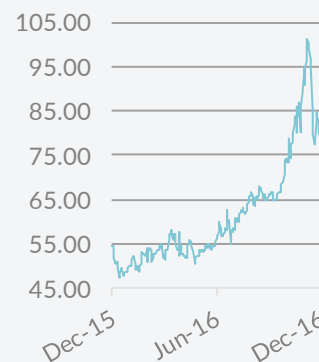


### Commodities

#### Iron Ore (TSI)



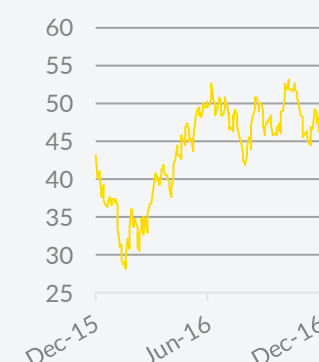
#### Coal Price Index



#### Oil WTI \$



#### Oil Brent \$



# Contact Details



28<sup>th</sup> November - 02<sup>nd</sup> December 2016 | Week 48

## ALLIED SHIPBROKING INC.

48, Aigialeias Street, 4<sup>th</sup> Floor,  
Maroussi 151 25, Greece  
Tel: +30 210 45 24 500  
Fax: +30 210 45 25 017/ 019

E-mail: [snp@allied-shipbroking.gr](mailto: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

#### PAPAIOANNOU ANTONIS

MOBILE: +30 6936 54 80 22

#### 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, 4<sup>th</sup> Floor,  
Maroussi 151 25, Greece  
Tel: +30 210 42 88 100  
Fax: +30 210 45 24 201

E-mail: [drycargo@allied-chartering.gr](mailto:drycargo@allied-chartering.gr)

E-mail: [tanker@allied-chartering.gr](mailto: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

#### 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](mailto: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](http://www.allied-shipbroking.gr)