

Market insight

By George Vastardis

Tanker Chartering Broker - CPP Desk

While we are approaching the Chinese New Year, the Clean Product market is still not giving us any clear signs of recovery, especially on The East of Suez routes. The Middle East LRs are under considerable pressure, mainly due to the lack of demand. The new 2017 flat rates have created a sort of confusion, which has eventually concluded most of the fixtures on basis PLATTS. However, over the past week, we heard a rumor on TC1 ex MEG to Japan loading min 75,000T at WS 112.5 (about 30WS points down) basis WS 2017. Moreover, distillate deliveries to UK continent traded at \$1.9m levels (dropped around \$150k) In the meantime, LR1 seems to have bottomed out due to a long tonnage list and a lack of activity which resulted in TC5 WS115 for min 55,000T from MEG to Japan at \$1.175m, which translates to \$100k less from the previous week for deliveries to UK continent respectively.

On the contrary, MR activity, was not as disappointing and remained quite flexible over the week. Cross MEG cargoes were fixed around low \$200k levels, whereas MEG routes to East Africa destinations moved up at around WS190. WCI naphtha lifts to Japan rated at WS165 basis 35,000T and the deliveries to UK continent at very low \$1.0m, which looks to be quite stable.

Looking towards the Far East region over the past weeks, we witnessed a softening of the market and a decline in fresh enquires for MR sizes. With S. Korea loading to Singapore destination ending the week at \$.385k. Levels (around \$15k less than prior weeks). The South Asia market is also getting weaker, which results in tonnage availability becoming more ample and enabling us to comment that the near future does not look bright.

Moving on to the West of Suez regions things are not as exciting as expected as, even though activity was decent enough on paper, the ARA/Transatlantic traded at WS165 levels, basis 37,000T (about 30WS points down from previous fixtures), a number of ballasters from US regions sailed to Europe. This allowed charterers to eventually push rates down and ARA lifts basis 37,000T to West Africa rated at WS180 respectively. Oversupply of tonnage put some pressure on Handies as well. Ice conditions eventually offered some premiums, thus fixtures were concluded at WS180 basis 30,000T ex Baltic to UK Continent. In the Black Sea/Med market, owners managed to reach just shy of WS200 levels, mainly due to weather conditions which caused delays and the Cross Med, ended up at WS175 basis 30,000T.

At the time of this writing, LR owners seem to be getting some much-needed relief, with the recent level of activity keeping the market alive. The LR2 ex ARA to Singapore is at around \$2.0m levels and the typical naphtha from Mediterranean to Japan is hovering at about low \$2.0m. In the meantime, LR1 is enjoying steady demand coupled with healthy tonnage availability, which has resulted in an increase to ex-UK continent to West Africa at around WS150 basis min 60,000T. ARA to South Asia traded at around \$1.65m to \$1.70m levels and the usual naphtha has elevated ex Mediterranean ports to Japan at around \$1.83m levels respectively, while owners keep asking for higher premiums (about \$80k to \$100k) due to a poor Asia market.

To conclude, our expectations remain fairly low as far the Eastern Market is concerned when comparing it with the Western Market. The distillates arbitrage from Far East to West does not seem to be helping enough and, as we approach the Chinese New Year, the lack of balance between supply and demand signals a further delayed recovery. The year of the Rooster leaves us with no option other than to hold tight and brace ourselves for a truly challenging market.

Chartering (Wet: **Stable +** / Dry: **Soft -**)

With the exception of Panamaxs, the rest of the Dry Bulk market witnessed softer rates last week. The BDI closed today (17/01/2017) at 922 points, down by 3 points compared to yesterday's levels (16/01/2017) and decreased by 4 points when compared to previous Tuesday's closing (10/01/2017). Crude carriers enjoyed a steadier market last week, while a particularly busy Middle East market supported sentiment.. The BDTI on Monday (16/01/2017) was at 1018, increased by 5 points and the BCTI at 660, a decrease of 140 points compared to prior Monday's (09/01/2017) levels.

Sale & Purchase (Wet: **Stable +** / Dry: **Firm +**)

The Dry Bulk bonanza extended last week, with vessels of all sizes and ages equally attracting interest. On the tanker side we had the sale of the "SHANGHAI" (320,000dwt-blk 15, China), which was sold to Greek owner, New Shipping, for a price in the region of \$60.0m. On the dry bulk side, we had the sale of the "MEDI VENEZIA" (76,602dwt-blk 05, Japan), which was sold to Greek buyers, for a price in the region of \$7.5m.

Newbuilding (Wet: **Stable +** / Dry: **Soft -**)

The newbuilding market remains the uninspiring place it has been for well over a year now, with a short-lived pick up in ordering activity here and there reaffirming the fundamental weakness in the industry that is expected to keep struggling with anemic contracting for at least another year. Saying that we have been noticing during the couple of weeks a rather steady flow of tanker orders, which, given the much healthier performance of the sector when compared to dry bulkers, comes as no surprise especially if ones takes into account the fact that earnings for crude carriers have been steadily moving up since the end of the summer season. Troubled shipbuilders are at the same time still trying to deal with the industry downturn, with Samsung Heavy Industries reported to have slashed its workforce by 1,500 last year alone, in line with its plan for a 40% reduction of its headcount by the end of 2018, while as part of its restructuring, Hyundai Heavy Industries might also be forced to opt for layoffs during this year. In terms of recently reported deals, German owner, Carl Büttner, placed an order for six firm MR Tankers (38,000dwt) at Jiangsu Hantong H.I, China for a price in the region of \$40.0m and delivery set in 2018 and 2019.

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

The demolition market witnessed increased prices and activity last week, with an impressive number of Capes and VLOCs being sold to the Bangladeshi market, possibly signaling another busy start to the year as far as scrapping activity for big bulkers is concerned. The prices those units managed to fetch were equally impressive especially if one takes into account that some of these were done on an en-bloc basis, while given that these levels were offered during a week in which prices for steel prices plates across the Indian subcontinent started pointing downwards, is evidence of the strong fundamentals the market is currently operating on. At the moment, Bangladesh and India remain the busiest markets, with interest from cash buyers in both countries focusing on larger dry bulkers and containers respectively, while the appetite of breakers in Pakistan seems to have taken another hit following the most recent accident there. We expect activity to remain robust in the following days and possibly see the gap between Indian sub-continent and Chinese levels increase as we approach the Chinese New Year. Average prices this week for tankers were at around 230-320 \$/ldt and dry bulk units received about 220-310 \$/ldt.

Spot Rates

Vessel	Routes	Week 2		Week 1		\$ /day ±%	2015 \$/day	2014 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-JAPAN	85	46,005	85	45,757	0.5%	65,906	30,469
	280k MEG-USG	52	14,922	58	15,722	-5.1%	49,575	17,173
	260k WAF-USG	85	49,177	85	48,755	0.9%	76,251	40,541
Suezmax	130k MED-MED	105	31,446	95	28,941	8.7%	50,337	30,950
	130k WAF-USAC	105	28,274	95	27,166	4.1%	40,490	24,835
	130k BSEA-MED	110	34,166	95	29,265	16.7%	50,337	30,950
Aframax	80k MEG-EAST	110	12,394	95	11,053	12.1%	34,131	19,956
	80k MED-MED	185	46,934	130	30,034	56.3%	37,127	28,344
	80k UKC-UKC	105	20,567	90	13,287	54.8%	39,338	33,573
Clean	70k CARIBS-USG	145	24,830	145	24,629	0.8%	36,519	25,747
	75k MEG-JAPAN	115	15,814	115	15,661	1.0%	30,482	16,797
	55k MEG-JAPAN	110	12,953	110	12,792	1.3%	24,854	14,461
Dirty	37K UKC-USAC	165	11,238	155	9,703	15.8%	19,973	10,689
	30K MED-MED	175	13,240	180	14,458	-8.4%	24,473	18,707
	55K UKC-USG	155	24,869	145	22,446	10.8%	27,228	23,723
Dirty	55K MED-USG	155	23,629	145	21,521	9.8%	26,083	21,089
	50k CARIBS-USAC	180	27,180	175	25,478	6.7%	27,146	25,521

TC Rates

\$/day		Week 2	Week 1	±%	Diff	2015	2014
VLCC	300k 1yr TC	31,000	31,000	0.0%	0	46,135	28,346
	300k 3yr TC	29,000	29,000	0.0%	0	42,075	30,383
Suezmax	150k 1yr TC	22,000	22,000	0.0%	0	35,250	22,942
	150k 3yr TC	20,250	20,250	0.0%	0	33,219	24,613
Aframax	110k 1yr TC	17,500	17,500	0.0%	0	26,808	17,769
	110k 3yr TC	17,250	17,250	0.0%	0	24,729	19,229
Panamax	75k 1yr TC	13,500	13,750	-1.8%	-250	23,596	16,135
	75k 3yr TC	15,000	15,000	0.0%	0	20,580	16,666
MR	52k 1yr TC	12,500	12,500	0.0%	0	17,865	14,889
	52k 3yr TC	14,000	14,000	0.0%	0	16,638	15,604
Handy	36k 1yr TC	11,750	11,750	0.0%	0	16,101	14,024
	36k 3yr TC	13,000	13,000	0.0%	0	15,450	14,878

Chartering

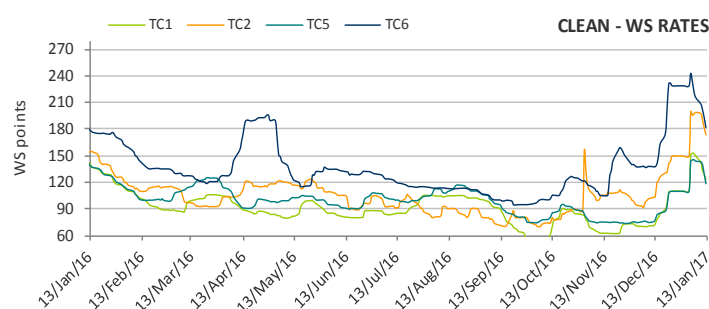
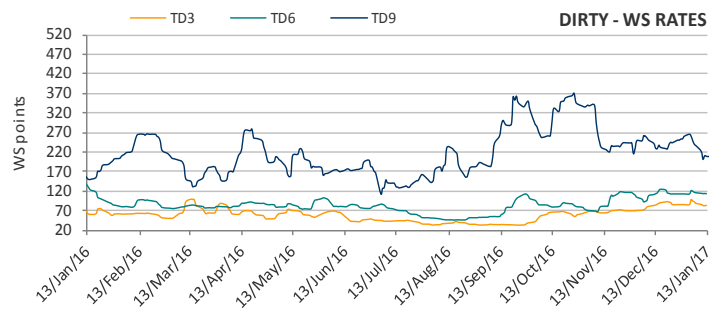
The performance of crude carriers rates remains steady and overall positive, with a particularly active Middle East market last week allowing for the positive momentum to extend through to the second half of January, while softer bunker prices have boosted TCE levels at the same time. Despite the fact that big OPEC and non-OPEC producers are reported to have started trimming output, overall world oil supply is still at impressive levels, with analysts stressing that it will take some time before prices witness a more significant recovery, given that the cut has been agreed on output and not exports.

VL rates in the Middle East have seen an overall steady market last week on the back of strong enquiry levels in the region, while rates in West Africa trailed the performance of the week prior after a slightly better market mid-week onwards.

A busy West Africa Suezmax market throughout last week has pushed Suezmax rates in the region higher, while increased long haul Black Sea/Med enquiry enabled owners to increase their ideas considerably compared to the week prior. Aframax rates overperformed the rest of the market last week, with the cross-Med Aframax adding a whopping 55 WS points on the back of extended delays in the Straits together with increased demand, while Caribs rates remained steady as firm enquiry in the region offset the generous supply of tonnage.

Indicative Period Charters

- 12 mos	- 'PLATA SUNRISE'	1999	302,193 dwt
-	- \$30,000/day		- Socar
- 6 to 9 mos	- 'NAVE BELLATRIX'	2012	50,000 dwt
-	- \$12,750/day		- Trafigura



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Jan-17 avg	Dec-16 avg	±%	2015	2014	2013
VLCC	300KT DH	60.8	60.5	0.4%	80.9	73.8	56.2
Suezmax	150KT DH	41.5	42.0	-1.2%	59.5	50.4	40.1
Aframax	110KT DH	30.5	30.5	0.0%	45.3	38.9	29.2
LR1	75KT DH	28.3	28.2	0.2%	35.8	33.0	28.0
MR	52KT DH	22.0	22.0	0.0%	27.3	27.5	24.7

Sale & Purchase

In the VLCC sector we had the sale of the "SHANGHAI" (320,000dwt-blt 15, China), which was sold to Greek owner, New Shipping, for a price in the region of \$60.0m.

In the Chemical sector we had the sale of the "QUERCIANELLA" (13,776dwt-blt 04, Italy), which was sold to undisclosed buyers, for a price in the region of \$6.6m .

Baltic Indices

	Week 2 13/01/2017		Week 1 06/01/2017		Point Diff	\$/day ±%	2015	2014
	Index	\$/day	Index	\$/day			Index	Index
BDI	910		963		-53		713	1,097
BCI	1,383	\$10,343	1,658	\$12,345	-275	-16.2%	1,009	1,943
BPI	1,042	\$8,312	892	\$7,128	150	16.6%	692	960
BSI	739	\$7,729	783	\$8,188	-44	-5.6%	663	937
BHSI	459	\$6,606	508	\$7,264	-49	-9.1%	365	522

Period

	\$/day	Week 2	Week 1	±%	Diff	2015	2014
Capesize	180K 6mnt TC	9,500	9,500	0.0%	0	9,969	22,020
	180K 1yr TC	10,000	10,000	0.0%	0	10,263	21,921
	180K 3yr TC	10,000	10,000	0.0%	0	11,243	21,097
Panamax	76K 6mnt TC	9,000	8,750	2.9%	250	7,921	12,300
	76K 1yr TC	8,250	8,250	0.0%	0	7,705	12,259
	76K 3yr TC	8,500	8,500	0.0%	0	8,724	13,244
Supramax	55K 6mnt TC	8,500	8,500	0.0%	0	8,162	12,008
	55K 1yr TC	7,500	7,500	0.0%	0	7,849	11,589
	55K 3yr TC	8,000	8,000	0.0%	0	8,181	11,585
Handysize	30K 6mnt TC	7,000	7,000	0.0%	0	6,690	9,113
	30K 1yr TC	7,250	7,250	0.0%	0	6,897	9,226
	30K 3yr TC	7,250	7,250	0.0%	0	7,291	9,541

Chartering

The Dry Bulk market has felt the traditional January slow down last week, with most routes pointing down on Friday, while Panamax rates substantially overperformed the rest of the market with average earnings for the size moving up and closing the gap between them and those for Capes. The strength witnessed in the Panamax market is also a positive sign, given the strong correlation of Panamax performance and that of the Dry Bulk market as a whole. Additionally, despite last week's slowdown, period numbers remain steady further underlining a stronger market compared to last year. As the Chinese year is shortly approaching, a further slowdown is most likely on the cards but given current rates as well as the fairly decent performance of the market during the year end holidays, it seems that earnings might be able to display stronger resistance to softer activity ahead.

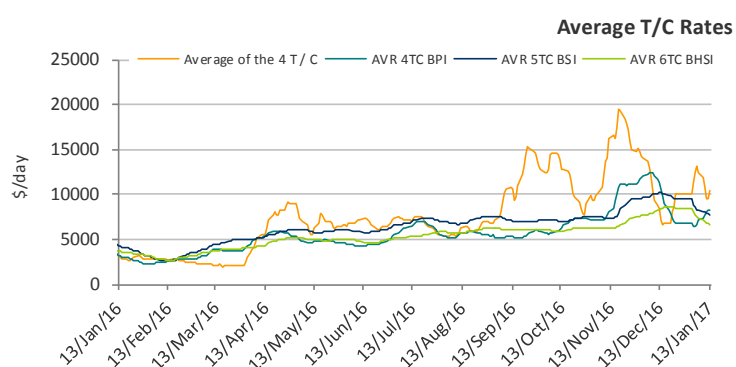
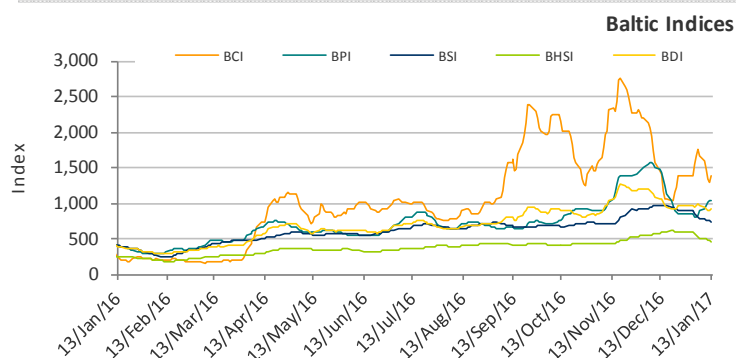
The slowdown in the Atlantic Capesize market last week set the tone for softer earnings across the board, with rates in the East quickly feeling the heat as well, while the improvement just before the weekend across both basins is signalling a more balanced market this current week.

With the positive sentiment of the week prior extending further in the Panamax Atlantic market, rates achieved significant premiums last week together with very decent bonuses for trips to the East where things remained fairly subdued.

Despite a fairly busy Atlantic, Supramax rates in the region further extended their decline, with numbers in the East also pointing downwards, while rates in the Continent were holding around last done.

Indicative Period Charters

- 12 to 14 mos	- 'WATERFORD'	2015	181,060 dwt
- Tianjin 28/30 Jan	- \$ 12,100/day		- Rio Tinto
- 5 to 9 mos	- 'BULK PARAGUAY'	2016	63,000 dwt
- Chile prompt	- \$ 9,400/day		- Phaethon



Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5 yrs old	Jan-17 avg	Dec-16 avg	±%	2015	2014	2013
Capesize 180k	24.0	24.0	0.0%	33.1	47.5	35.8
Panamax 76K	14.0	14.0	0.0%	17.2	24.8	21.3
Supramax 56k	14.0	14.0	0.0%	16.1	25.2	21.5
Handysize 30K	12.0	11.3	6.2%	13.3	20.0	18.2

Sale & Purchase

In the Panamax sector we had the sale of the "MEDI VENEZIA" (76,602dwt-blt 05, Japan), which was sold to Greek buyers, for a price in the region of \$7.5m.

In the Handysize sector we had the sale of the "TRADING FABRIZIA" (35,000dwt-blt 11, S. Korea), which was sold to Greek owner, Thalkat Shipping, for a price in the region of \$9.0m.

Bulk Carriers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
POST PMAX	CATHRIN OLDENDORFF	92,500	2011	YANGFAN GROUP CO LTD, China	MAN-B&W	Apr-21		\$ 12.5m	Argentinian (Ultraocean)	
KMAX	SASEBO HULL 838	84,700	2016	SASEBO, Japan	MAN-B&W			undisclosed	Greek (Samos Steamship)	
KMAX	EPSON TRADER II	82,123	2009	TSUNEISHI, Japan	MAN-B&W	Dec-19		\$ 12.6m	Greek (Chartworld Shipping)	
PMAX	MEDI VENEZIA	76,602	2005	IMABARI MARUGAME, Japan	B&W	Aug-19		\$ 7.5m	Greek	
PMAX	EVER SHINING	74,346	1999	NAMURA IMARI, Japan	B&W	Dec-19		\$ 4.4m	Chinese	
PMAX	GENERAL GUI SAN	73,035	1999	CSBC, Taiwan	Sulzer	Sep-19		\$ 4.1m	Chinese	
UMAX	ANTIPAROS	63,500	2016	SINOPACIFIC ZHEJIANG, China	MAN-B&W		4 X 35t CRANES	\$ 18.3m	Greek	court sale
HANDY	NORD BARCELONA	36,746	2011	HYUNDAI-VINASHIN, Vietnam	MAN-B&W	Jan-21	4 X 30t CRANES	\$ 9.0m	UK Based (Norbulk Shipping)	
HANDY	TRADING FABRIZIA	35,000	2011	SPP SHIPBUILDING, S. Korea	MAN-B&W	Mar-21	4 X 35t CRANES	\$ 9.0m	Greek (Thalkat Shipping)	
HANDY	MAPLE FORTUNE	32,544	2010	TAIZHOU MAPLE, China	MAN-B&W	May-10	4 X 30,5t CRANES	undisclosed	Chinese	
HANDY	GENCO RELIANCE	29,952	1999	OSHIMA, Japan	B&W	Sep-19	4 X 30t CRANES	\$ 3.5m	Chinese	
HANDY	KRONOS ISLAND	28,348	2013	IMABARI, Japan	MAN-B&W	Jan-18	4 X 30,5t CRANES	\$ 9.0m	Greek (Evalend Shipping)	
HANDY	PHOENIX ISLAND II	28,202	2011	I-S SHIPYARD, Japan	MAN-B&W	Nov-20	4 X 30,5t CRANES	xs 8.0m	Greek	
HANDY	MAHONI	27,239	1997	HANJIN HI, S. Korea	B&W	Jan-17	4 X 25t CRANES	\$ 2.4m	undisclosed	auction sale
HANDY	COMATCE STAR	23,725	1995	SHIN KURUSHIMA ONISHI, Japan	Mitsubishi	Apr-20	4 X 30t CRANES	\$ 2.3m	undisclosed	
MPP/General Cargo										
Name		Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
ORLA		17,064	1999	SZCZECINSKA STOCZNIA S, Poland	B&W	Aug-19	2 X 25t CRANES	undisclosed	Middle Eastern	
ALLCARGO ARATHI		6,262	1992	KYOKUYO ZOSEN CHOFU, Japan	Hanshin	Jan-17	2 X 25t CRANES	undisclosed	undisclosed	

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
VLCC	SHANGHAI	320,000	2015	JINHAI, China	MAN-B&W	Jun-20	DH	\$ 60.0m	Greek (New Shipping)	
PROD/ CHEM	FAIRCHEM MAVERICK	19,900	2012	FUKUOKA, Japan	MAN-B&W		DH	\$ 24.0m	Norwegian	
PROD/ CHEM	QUERCIANELLA	13,776	2004	APUANIA NUOVI, Italy	MaK	Jul-14	DH	\$ 6.6m	undisclosed	auction sale
SMALL	ORIENTAL CHEMI	8,762	1999	SHIN KURUSHIMA IMABARI, Japan	B&W	Aug-19	DH	undisclosed	undisclosed	
SMALL	YONG SHENG HUA 7	7,849	2011	TAIZHOU HONGDA, China	Yanmar	Mar-16	DH	\$ 12.0m	Chinese (Nanjing Tanker)	
SMALL	YONG CHENG 58	5,717	2012	ZHOUSHAN QIFAN, China	Yanmar		DH	\$ 11.3m	Chinese (Nanjing Tanker)	
SMALL	RIKKE THERESA	3,456	2007	DEARSAN, Turkey	MAN-B&W	Feb-17	DH	undisclosed	undisclosed	
Containers										
Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
PMAX	HAMMONIA PESCARA	4,253	2009	SAMSUNG HEAVY INDUSTRI, S. Korea	MAN-B&W	Jul-14		\$ 6.3m	S. Korean (Korea Line Corporation)	
PMAX	NORDIC BEIJING	3,421	2013	GUANGZHOU WENCHONG SHI, China	Wartsila		4 X 45t CRANES	undisclosed	U.K Based (Borealis Maritime)	
PMAX	NORDIC HONG KONG	3,421	2013	GUANGZHOU WENCHONG SHI, China	Wartsila		4 X 45t CRANES	undisclosed		
SUB PMAX	HS CHALLENGER	2,747	2004	GDANSKA STOCZNIA GRUPA, Poland	B&W	Mar-19	3 X 45t CRNS, 1 X 35t CRNS	undisclosed	Chinese	
SUB PMAX	WEHR WARNOW	2,524	2002	KVAERNER WARNOW, Germany	B&W		3 X 45t CRANES	\$ 3.9m	Philippine (SITC)	
SUB PMAX	WEHR TRAVE	2,524	2002	KVAERNER WARNOW, Germany	B&W		3 X 45t CRANES	\$ 3.8m		
FEEDER	PERLA	1,098	2007	JINLING, China	MAN-B&W	Apr-17		\$ 4.5m	S. Korean (Korea Line Corporation)	super Ice 1A
FEEDER	CANOPUS	750	2004	HEGEMANN BERNE, Germany	MaK	Dec-19		\$ 2.8m	German (Lubeca Marina)	

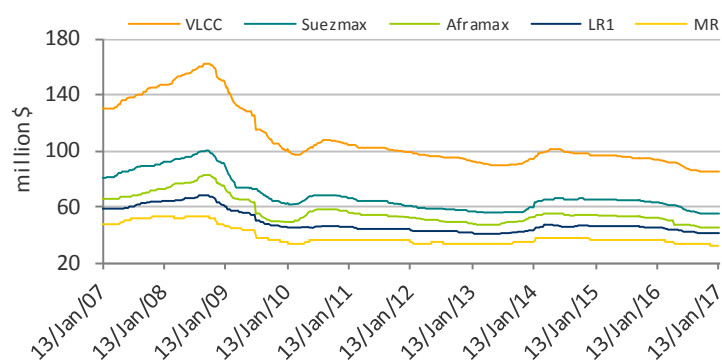
Indicative Newbuilding Prices (million\$)

	Vessel		Week 2	Week 1	±%	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	85.0	85.0	0.0%	95.5	99	91
	Suezmax	160k	55.0	55.0	0.0%	64	65	56
	Aframax	115k	45.0	45.0	0.0%	53	54	48
	LR1	75k	41.0	41.0	0.0%	45.8	46	41
	MR	50k	32.5	32.5	0.0%	36.1	37	34
Gas	LNG 160k cbm		189.0	189.0	0.0%	190	186	185
	LGC LPG 80k cbm		71.5	72.0	-0.7%	77.4	78	71
	MGC LPG 55k cbm		64.0	64.0	0.0%	68.0	67	63
	SGC LPG 25k cbm		42.0	42.0	0.0%	45.5	44	41

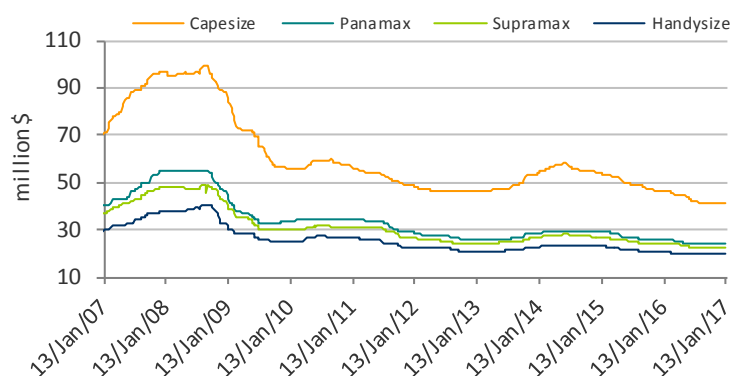
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In terms of recently reported deals, German owner, Carl Büttner, placed an order for six firm MR Tankers (38,000dwt) at Jiangsu Hantong H.I., China for a price in the region of \$40.0m and delivery set in 2018 and 2019.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

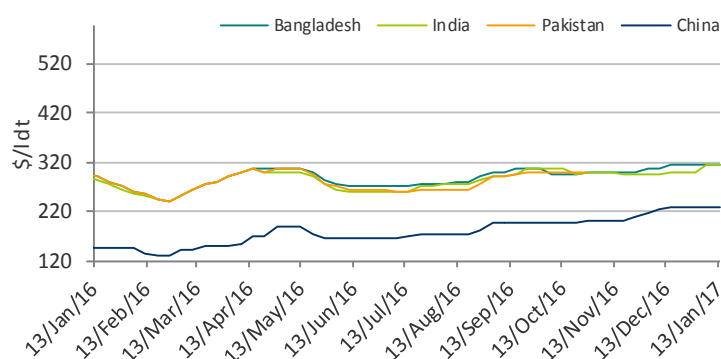
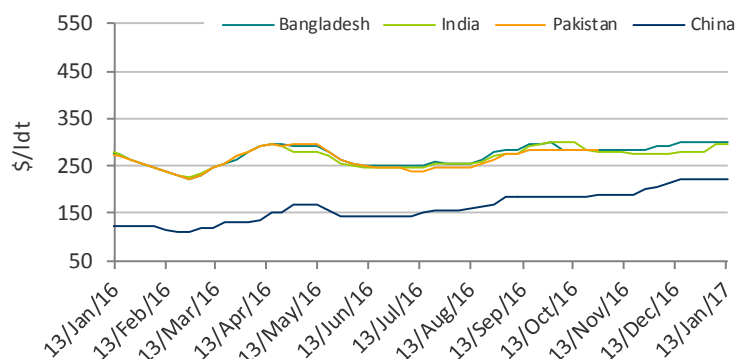
Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
4+2+2	Tanker	115,000 dwt	New Times, China	2018	Singaporean (Navig8)	\$ 42.0m	
2+2	Tanker	50,000 dwt	Hyundai Mipo, S. Korea	2018	Greek	\$ 33.5m	
6	Tanker	38,000 dwt	Jiangsu Hantong H.I., China	2018-2019	German (Carl Büttner)	\$ 40.0m	IMO II
2	Tanker	7,500 dwt	CSSC Huangpu Wenchong, China	2018	USA based (Harley Marine)	undisclosed	bunkering
2	RoPax	550 pax	Vard Braila, Romania	2018	Norwegian (Torghatten Nord)	\$ 35.0m	LNG fuelled

Indicative Demolition Prices (\$/Ldt)

	Markets	Week 2	Week 1	±%	2015	2014	2013
Tanker	Bangladesh	320	315	1.6%	360	469	422
	India	320	315	1.6%	361	478	426
	Pakistan	315	310	1.6%	366	471	423
	China	230	230	0.0%	193	313	365
Dry Bulk	Bangladesh	310	300	3.3%	341	451	402
	India	300	295	1.7%	342	459	405
	Pakistan	295	290	1.7%	343	449	401
	China	220	220	0.0%	174	297	350

The demolition market witnessed increased prices and activity last week, with an impressive number of Capes and VLOCs being sold to the Bangladeshi market, possibly signaling another busy start to the year as far as scrapping activity for big bulkers is concerned. The prices those units managed to fetch were equally impressive especially if one takes into account that some of these were done on an en-bloc basis, while given that these levels were offered during a week in which prices for steel prices plates across the Indian subcontinent started pointing downwards, is evidence of the strong fundamentals the market is currently operating on. At the moment, Bangladesh and India remain the busiest markets, with interest from cash buyers in both countries focusing on larger dry bulkers and containers respectively, while the appetite of breakers in Pakistan seems to have taken another hit following the most recent accident there. We expect activity to remain robust in the following days and possibly see the gap between Indian sub-continent and Chinese levels increase as we approach the Chinese New Year. Average prices this week for tankers were at around 230-320 \$/Ldt and dry bulk units received about 220-310 \$/Ldt.

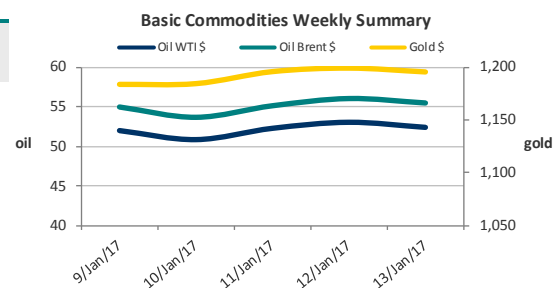
One of the highest prices amongst recently reported deals was paid by Pakistani breakers for the Capesize Bulker "CORNAVIN" (169,963dwt-20,535Ldt-blt 99), which received \$344/Ldt.

Tanker Demolition Prices

Dry Bulk Demolition Prices

Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/Ldt	Breakers	Comments
BING N	322,941	36,027	1992	HYUNDAI, S. Korea	BULKER	en-bloc \$320/Ldt	Bangladeshi	as-is Singapore, incl. bunkers
EVA N	218,283	27,547	1997	HYUNDAI, S. Korea	BULKER	each	Bangladeshi	
HS COLUMBIA	68,100	23,312	2001	HYUNDAI, S. Korea	CONT	\$ 329/Ldt	Indian	as-is Singapore, 200T bunkers
NATTY	159,829	21,223	1997	HYUNDAI, S. Korea	BULKER	en-bloc \$347/Ldt	Bangladeshi	1.200T bunkers
TANGO	160,013	21,039	1997	HYUNDAI, S. Korea	BULKER	each	Bangladeshi	
CORNAVIN	169,963	20,535	1999	DAEWOO, S. Korea	BULKER	\$ 344/Ldt	Pakistani	
WEHR ALSTER	33,694	10,750	2002	VOLKSWERFT, Germany	CONT	\$ 290/Ldt	Indian	as-is Port Said, incl. bunkers
RT DAGR	21,008	7,413	1998	THYSSEN, Germany	CONT	\$ 337/Ldt	Indian	
EASTGATE 5	27,877	6,058	1990	KANASASHI ZOSEN-TOYO, Japan	BULKER	\$ 310/Ldt	Pakistani	

Market Data

		13-Jan-17	12-Jan-17	11-Jan-17	10-Jan-17	9-Jan-17	W-O-W Change %
Stock Exchange Data	10year US Bond	2.340	2.340	2.370	2.390	2.390	0.0%
	S&P 500	2,274.64	2,270.44	2,275.32	2,268.90	2,268.90	-0.1%
	Nasdaq	5,574.12	5,547.49	5,563.65	5,551.82	5,531.82	1.0%
	Dow Jones	19,885.73	19,891.00	19,954.28	19,855.53	19,887.38	-0.4%
	FTSE 100	7,337.81	7,292.37	7,290.49	7,275.47	7,237.77	1.8%
	FTSE All-Share UK	3,971.69	3,948.99	3,951.85	3,945.34	3,927.78	1.5%
	CAC40	4,922.49	4,863.97	4,888.71	4,888.23	4,887.57	0.3%
	Xetra Dax	11,629.18	11,521.04	11,646.17	11,583.30	11,563.99	0.6%
	Nikkei	19,287.28	19,287.28	19,134.70	19,364.67	19,301.44	-0.1%
	Hang Seng	22,937.38	22,937.38	22,829.02	22,935.35	22,744.85	1.9%
Currencies	DJ US Maritime	218.45	214.02	215.50	213.04	214.84	-2.6%
	\$ / €	1.06	1.06	1.06	1.06	1.06	1.1%
	\$ / £	1.22	1.22	1.22	1.22	1.22	-0.9%
	¥ / \$	114.53	114.67	115.09	115.87	115.98	-2.1%
	\$ / NoK	0.12	0.12	0.12	0.12	0.12	-0.4%
	Yuan / \$	6.90	6.90	6.93	6.92	6.93	-0.3%
	Won / \$	1,175.07	1,175.80	1,188.16	1,201.60	1,203.47	-2.2%
	\$ INDEX	101.18	101.35	101.78	102.01	101.93	-1.0%



Bunker Prices

		13-Jan-17	6-Jan-17	W-O-W Change %
MDO	Rotterdam	468.0	475.0	-1.5%
	Houston	520.0	525.0	-1.0%
	Singapore	497.0	505.0	-1.6%
380cst	Rotterdam	309.5	312.5	-1.0%
	Houston	310.0	312.5	-0.8%
	Singapore	342.5	352.5	-2.8%

Maritime Stock Data

Company	Stock Exchange	Curr.	13-Jan-17	06-Jan-17	W-O-W Change %
AEGEAN MARINE PETROL NTWK	NYSE	USD	10.50	10.45	0.5%
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	3.29	3.21	2.5%
COSTAMARE INC	NYSE	USD	6.39	5.99	6.7%
DANAOS CORPORATION	NYSE	USD	2.65	2.65	0.0%
DIANA SHIPPING	NYSE	USD	3.72	3.60	3.3%
DRYSHIPS INC	NASDAQ	USD	1.87	3.03	-38.3%
EAGLE BULK SHIPPING	NASDAQ	USD	5.76	6.12	-5.9%
EUROSEAS LTD.	NASDAQ	USD	1.74	1.85	-5.9%
GLOBUS MARITIME LIMITED	NASDAQ	USD	7.24	4.36	66.1%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	2.08	2.02	3.0%
NAVIOS MARITIME HOLDINGS	NYSE	USD	1.71	1.62	5.6%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	1.60	1.61	-0.6%
SAFE BULKERS INC	NYSE	USD	1.37	1.30	5.4%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	1.20	1.20	0.0%
STAR BULK CARRIERS CORP	NASDAQ	USD	7.24	6.11	18.5%
STEALTHGAS INC	NASDAQ	USD	3.40	3.40	0.0%
TSAKOS ENERGY NAVIGATION	NYSE	USD	4.92	5.04	-2.4%
TOP SHIPS INC	NASDAQ	USD	2.50	2.45	2.0%

Market News

"Optimistic Odfjell raises \$82m in second bond sale

ODFJELL has raised Nkr700m (\$82.2m) via selling unsecured bonds after openly expressing optimism over the chemical tanker market for the next two years.

The Oslo-listed, Bergen-based owner said on Friday that the issue, with a maturity date in January 2021, was "substantially" oversubscribed, without elaborating. The net proceeds from the bond issue, for which Danske Bank Markets and DNB Markets acted as joint lead managers, will be "used for general corporate purposes, including part refinancing of existing bonds and potential future growth opportunities", Odfjell said in a statement.

In conjunction with the new issue, the owner has purchased Nkr119.5m of outstanding bonds at Nkr101 each. This was Odfjell's second bond sale since September, when the company successfully completed an unsecured issue of Nkr500m.

Part of the money raised could be used to fund its recent newbuilding deal for four 49,000 dwt stainless steel chemical tankers — hailed as the world's largest of their kind — for a total of \$240m. Those vessels are due to be delivered by Hudong-Zhonghua Shipbuilding, part of China State Shipbuilding Corp, in 2019-2020.

Pointing to slowing fleet growth and a ramp-up of petrochemical exports in the US Gulf and the Middle East, Odfjell has suggested firming supply-demand fundamentals in 2017 and 2018." (Lloyd's List)

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