

Weekly Shipping Market Update

26th - 30th June 2017 | Week 26

Market Analysis

Trouble seems to be looming once more in the steel industry as US President Trump puts forth his plans for specialist protectionist measures for the badly weathered US steel industry. This latest push has been based on a Cold War-era trade law that would allow him to restrict imports of any goods or in this case commodity, which is deemed to be critical to national defense. As far back as April, the new administration took steps to launch a special investigation into steel imports so as to ascertain whether under the 1962 law conditions were met to justify a limit to imports under the pretense of a threat to the country's security. With this backing, it looks as though the Trump administration is now set on course to impose such quotas and tariffs and to make matter worse it could in effect cherry pick particular exporters and in effect freeze any further imports from those locations of origin. As expected this came under a "fire barrage" at the World Trade Organization on Friday, with some of the most prominent countries to be affected, namely China, the European Union, Brazil, Australia, Taiwan and Russia, raising serious concerns.

It seems as though we are now in the midst of a potential trade war, as countries take steps to retaliate in the case that the proposed protectionist measure is implemented. At the same time, it will be one of the biggest test for the global trade referee, namely the World Trade Organization, which will face a difficult choice with either siding bringing with it potential fallout. A ruling against the US could be a huge blow to the WTO's credibility and power if the US were to choose to ignore the decision, while siding with the US would open the door for all WTO members to invoke similar reasoning behind the choice to bring forth taxes and quotes as they please. The potential fallout would not be just limited to the WTO, with the US likely to do more harm than good to its own economy, as other countries take on options to impose their own trade restrictions on steel imports or to retaliate against the US in other ways. What's more is that this could not have unraveled at a worst time, as iron ore had been managing to show glimpse of a recovery rally in its price up from its low of US\$ 54 in mid-June to a recent high of US\$ 64.3 on Thursday. This has also been evident from the recent pick-up in trade activity, with Capesize freight rates having shown positive movements in the second half of June (with only exception being the final days of the month were a small downward correction started to show face).

The difficulties being faced in the global trade of steel and iron ore however go way beyond this most recent episode. The market has been plagued by a glut in supply for several years now and in part China has played a major role in this. In fact, this recent decision by the US to find a way to pass such trade restrictions seemly to be mainly as a way to target China and its flow of cheap steel products. Given that the problem is still there, whether or not Trump manages to pass and impose his restrictions means that we are likely to face a downward correction in steel production and iron ore trade at some point, that is only if we were to suddenly see a spur in consumption that could in effect quickly absorbed most of the excess being produced. India could be such a success story with its need for large scale industrial expansion, however even if we were to see such an Indian economic miracle, this would most likely be fueled by its own quickly expanding steel producing industry.

George Lazaridis

Head of Market Research & Asset Valuations



Week in numbers

Dry Bulk Freight Market

	30 Jun		W-O-W change	
			±Δ	±%
BDI	901		▲ 31	3.6%
BCI	1,086		▲ 99	10.0%
BPI	1,091		▼ -47	-4.1%
BSI	754		▲ 10	1.3%
BHSI	467		▲ 16	3.5%

Tanker Freight Market

	30 Jun		W-O-W change	
			±Δ	±%
BDTI	663		▼ -20	-2.9%
BCTI	563		▲ 4	0.7%

Newbuilding Market

Aggregate Price Index			M-O-M change	
	30 Jun		±Δ	±%
Bulkers	79		0	0.0%
Cont	93		0	0.0%
Tankers	90		▲ 1	1.5%
Gas	92		0	0.0%

Secondhand Market

Aggregate Price Index			M-O-M change	
	30 Jun		±Δ	±%
Capesize	58		▼ 0	-0.1%
Panamax	53		▼ -2	-3.3%
Supramax	58		▼ -3	-4.2%
Handysize	56		▼ -1	-1.0%
VLCC	82		▲ 0	0.2%
Suezmax	74		▲ 2	2.5%
Aframax	84		▲ 1	0.6%
MR	105		0	0.0%

Demolition Market

Avg Price Index (main 5 regions)			W-O-W change	
	30 Jun		±Δ	±%
Dry	292		▼ -2	-0.7%
Wet	310		▼ -2	-0.6%

Economic Indicators

	30 Jun		M-O-M change	
			±Δ	±%
Gold \$	1,242		▼ -23	-1.8%
Oil WTI \$	46		▼ -4	-7.6%
Oil Brent \$	48		▼ -4	-8.1%
Iron Ore	63		▲ 4	7.0%
Coal	79		▲ 6	8.2%

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We deliver.

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Freight Market

Dry Bulkers - Spot Market

26th - 30th June 2017

Capesize - The week started on the same positive foot it left off on the previous Friday, however as the week progressed the market started to show jitters, with the decrease in activity starting to slowly take its toll and reverse the market direction. It now looks as though we are set to see some further softening in rates, however it may well end up being only a small drop for now, with a fair cargo program set to take place during July.

Panamax - There was a change of winds this past week, as activity started to slowdown fairly early on in the week, especially in the ECSCA region, slowly bringing down with it the balance between cargoes and open tonnage and causing a slow softening in rates. We closed off at slightly lower levels, while for the time being it looks as though further drops may well be in sight over the coming days.

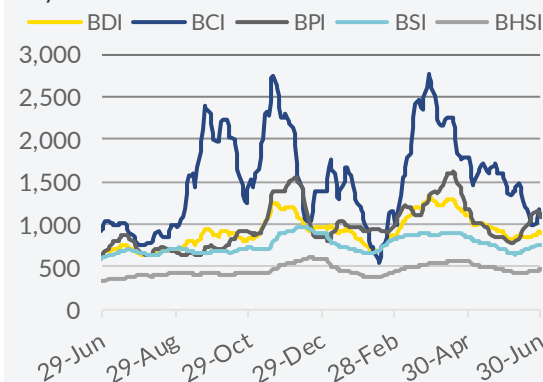
Supramax - It seemed to be a good start to the week, with rates in the Atlantic continuing their climb. However as the week progressed, fresh interest started to decline, especially in the US Gulf and ECSCA, causing a slight reversal and a small correction in rates. Rates however did close off the week at slightly better levels than what we were seeing on week prior, though it seems as though we may well see further softening over the next couple of days.

Handysize - There continued to be an improvement during the course of last week, with rates showing further gains thanks to a good flow of fresh interest. This trend may well continue, however given the trends being noted in the larger sizes we may well see a reversal emerge soon here too.

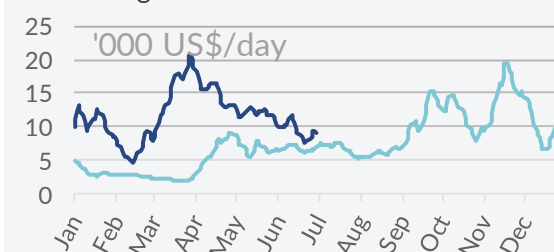
Spot market rates & indices

		30 Jun	23 Jun	±%	Average 2017	2016
Baltic Dry Index						
	BDI	901	870	3.6%	980	677
Capesize						
	BCI	1,086	987	10.0%	1,565	1,031
	BCI 5TC	\$ 8,923	\$ 7,746	15.2%	\$ 11,672	\$ 7,400
	ATLANTIC RV	\$ 8,245	\$ 7,414	11.2%	\$ 12,005	\$ 7,775
	Cont / FEast	\$ 20,346	\$ 17,633	15.4%	\$ 21,817	\$ 13,856
	PACIFIC RV	\$ 8,162	\$ 6,681	22.2%	\$ 11,200	\$ 7,070
	FEast / ECSCA	\$ 9,183	\$ 8,183	12.2%	\$ 11,349	\$ 7,164
Panamax						
	BPI	1,091	1,138	-4.1%	1,070	696
	BPI - TCA	\$ 8,746	\$ 9,114	-4.0%	\$ 8,585	\$ 5,566
	ATLANTIC RV	\$ 8,925	\$ 9,560	-6.6%	\$ 8,882	\$ 6,139
	Cont / FEast	\$ 15,014	\$ 15,691	-4.3%	\$ 14,132	\$ 9,818
	PACIFIC RV	\$ 7,979	\$ 8,025	-0.6%	\$ 7,895	\$ 5,161
	FEast / Cont	\$ 3,064	\$ 3,178	-3.6%	\$ 3,430	\$ 1,144
Supramax						
	BSI	754	744	1.3%	784	602
	BSI - TCA	\$ 8,571	\$ 8,442	1.5%	\$ 8,471	\$ 6,212
	USG / FEast	\$ 19,089	\$ 18,522	3.1%	\$ 18,497	\$ 9,760
	Med / FEast	\$ 13,534	\$ 13,454	0.6%	\$ 14,197	\$ 9,635
	PACIFIC RV	\$ 7,879	\$ 7,743	1.8%	\$ 7,175	\$ 5,197
	FEast / Cont	\$ 4,170	\$ 4,140	0.7%	\$ 3,889	\$ 3,272
	USG / Skaw	\$ 13,681	\$ 13,819	-1.0%	\$ 14,939	\$ 9,845
	Skaw / USG	\$ 5,094	\$ 5,073	0.4%	\$ 6,377	\$ 4,196
Handysize						
	BHSI	467	451	3.5%	479	365
	BHSI - TCA	\$ 6,815	\$ 6,584	3.5%	\$ 6,977	\$ 5,277
	Skaw / Rio	\$ 5,590	\$ 5,390	3.7%	\$ 5,765	\$ 4,640
	Skaw / Boston	\$ 5,625	\$ 5,483	2.6%	\$ 5,768	\$ 4,832
	Rio / Skaw	\$ 9,736	\$ 9,125	6.7%	\$ 9,536	\$ 6,720
	USG / Skaw	\$ 8,904	\$ 8,650	2.9%	\$ 9,507	\$ 7,056
	SEAsia / Aus / Jap	\$ 6,241	\$ 6,036	3.4%	\$ 6,416	\$ 4,339
	PACIFIC RV	\$ 6,093	\$ 5,975	2.0%	\$ 6,202	\$ 5,146

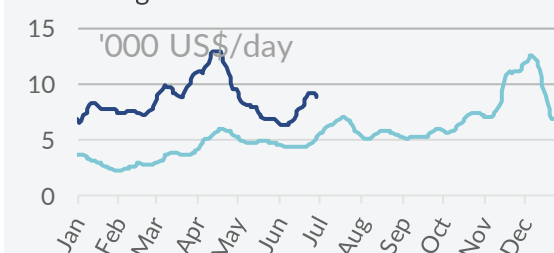
Dry Bulk Indices



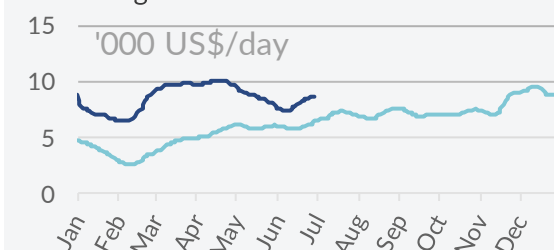
BCI Average TCE



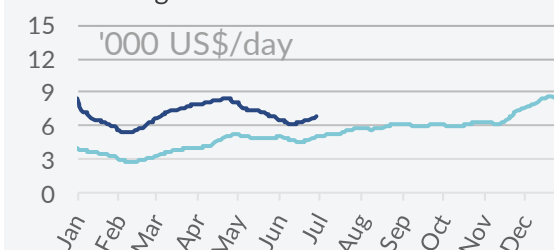
BPI Average TCE



BSI Average TCE



BHSI Average TCE



— 2016 — 2017

Freight Market

Tankers - Spot Market

26th - 30th June 2017

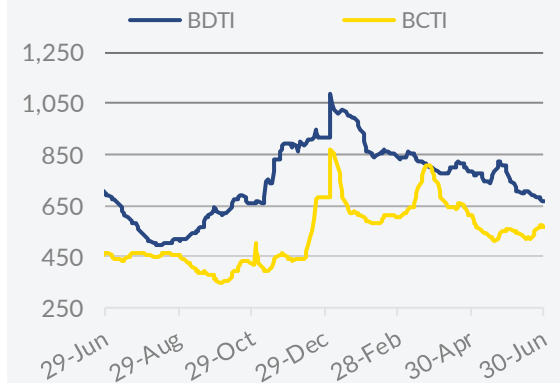
Crude Oil Carriers - The further softening in rates has continued throughout the past week for VLs in the MEG, with a significant amount of open tonnage still being circulated in the market, while fresh enquiries still hold at relatively subdued levels. A similar story was unfolding in the WAF as well with rates there touching slightly lower levels towards the second half of the week. Suezmaxes seemed to be seeing a lift in market prospects, with the tightening of tonnage lists in both the WAF and Black Sea/Med region allowing for a fair improvement in rates. Aframaxes were only able to see a similar positive development in the Caribs, with the rest of the main routes showing a fair amount of downward corrections as the early July program seemed to be lacking in volume.

Oil Products - In the products market, DPP routes continued to disappoint as further softening in rates was to be seen across most of the major routes. On the CPP front, there was some slight improvement to be seen in the Far East, however elsewhere things closed the week in the red.

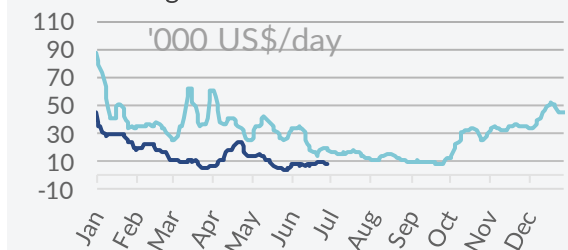
Spot market rates & indices

		30 Jun	23 Jun	±%	Average	
					2017	2016
Baltic Tanker Indices						
BDTI		663	683	-2.9%	824	730
BCTI		563	559	0.7%	624	491
VLCC						
MEG-USG	WS	25.00	26.95	-7.2%	33.90	35.46
	\$/day	-\$ 4,151	-\$ 1,934	-114.6%	\$ 2,520	\$ 18,511
MEG-SPORE	WS	52.63	53.38	-1.4%	64.53	60.57
	\$/day	\$ 39,843	\$ 39,984	-0.4%	\$ 51,244	\$ 53,871
MEG-JAPAN	WS	51.38	52.29	-1.7%	62.93	59.11
	\$/day	\$ 18,851	\$ 20,004	-5.8%	\$ 27,026	\$ 42,341
WAF-USG	WS	55.00	56.00	-1.8%	65.92	64.79
	\$/day	\$ 62,257	\$ 64,284	-3.2%	\$ 77,794	\$ 81,300
SUEZMAX						
WAF-USAC	WS	57.50	52.50	9.5%	78.41	71.68
	\$/day	\$ 27,901	\$ 24,494	13.9%	\$ 43,174	\$ 41,669
BSEA-MED	WS	71.00	68.85	3.1%	89.79	84.23
	\$/day	\$ 5,080	\$ 4,576	11.0%	\$ 15,039	\$ 24,854
AFRAMAX						
NSEA-CONT	WS	90.83	97.78	-7.1%	101.99	103.36
	\$/day	\$ 1,244	\$ 8,267	-85.0%	\$ 9,979	\$ 23,003
MEG-SPORE	WS	93.67	95.39	-1.8%	112.50	99.78
	\$/day	\$ 5,053	\$ 5,821	-13.2%	\$ 8,836	\$ 16,988
CARIBS-USG	WS	89.17	86.11	3.6%	120.01	106.76
	\$/day	\$ 1,777	\$ 1,424	24.8%	\$ 9,874	\$ 16,423
BALTIC-UKC	WS	66.67	69.72	-4.4%	89.93	81.18
	\$/day	\$ 4,373	\$ 6,971	-37.3%	\$ 15,433	\$ 23,914
DPP						
CARIBS-USAC	WS	115.00	115.00	0.0%	129.19	112.34
	\$/day	\$ 22,455	\$ 22,723	-1.2%	\$ 26,892	\$ 23,804
ARA-USG	WS	112.50	114.38	-1.6%	125.39	101.78
	\$/day	\$ 21,467	\$ 23,846	-10.0%	\$ 26,928	\$ 24,883
SEASIA-AUS	WS	98.88	101.00	-2.1%	107.51	98.52
	\$/day	\$ 8,941	\$ 9,854	-9.3%	\$ 10,908	\$ 19,768
MED-MED	WS	75.11	90.81	-17.3%	111.74	97.08
	\$/day	-\$ 24	\$ 5,804	-100.4%	\$ 12,445	\$ 16,861
CPP						
MEG-JAPAN	WS	92.81	84.69	9.6%	99.70	91.35
	\$/day	\$ 7,028	\$ 5,608	25.3%	\$ 8,014	\$ 15,145
CONT-USAC	WS	130.56	142.50	-8.4%	152.15	104.70
	\$/day	\$ 6,785	\$ 8,824	-23.1%	\$ 9,359	\$ 8,637
CARIBS-USAC	WS	150.00	150.00	0.0%	142.02	114.82
	\$/day	\$ 25,645	\$ 25,828	-0.7%	\$ 23,426	\$ 18,531
USG-CONT	WS	129.06	131.25	-1.7%	107.97	82.20
	\$/day	\$ 6,671	\$ 7,318	-8.8%	\$ 3,666	\$ 5,194

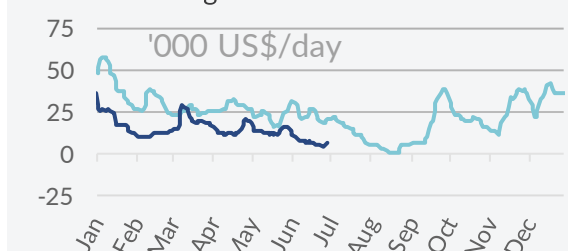
Tanker Indices



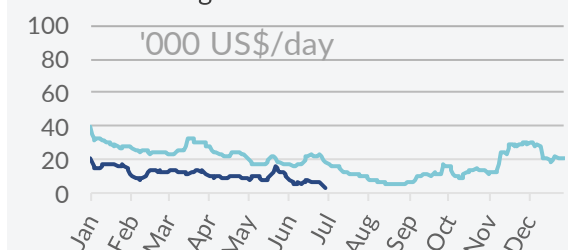
VLCC Average TCE



Suezmax Average TCE



Aframax Average TCE



MR Average TCE



Freight Market Period Charter

26th - 30th June 2017

Dry Bulk period market TC rates

	30 Jun	26 May	±%	last 5 years		
				Min	Avg	Max
Capesize						
12 months	\$ 14,000	\$ 14,750	-5.1%	\$ 6,200	\$ 14,101	\$ 31,450
36 months	\$ 14,500	\$ 15,000	-3.3%	\$ 6,950	\$ 14,756	\$ 25,200
Panamax						
12 months	\$ 10,000	\$ 9,750	2.6%	\$ 4,950	\$ 9,370	\$ 15,450
36 months	\$ 10,500	\$ 10,750	-2.3%	\$ 6,200	\$ 10,038	\$ 15,325
Supramax						
12 months	\$ 10,000	\$ 9,250	8.1%	\$ 4,450	\$ 9,215	\$ 13,950
36 months	\$ 9,750	\$ 10,000	-2.5%	\$ 6,200	\$ 9,602	\$ 13,700
Handysize						
12 months	\$ 8,500	\$ 8,000	6.3%	\$ 4,450	\$ 7,664	\$ 10,450
36 months	\$ 9,750	\$ 8,250	18.2%	\$ 5,450	\$ 8,197	\$ 11,450

Latest indicative Dry Bulk Period Fixtures

M/V "EM AMBER", 58018 dwt, built 2010, dely Luoyuan 05/06 Jul, \$9,300, for 12 months trading, to Tianhui

M/V "BULK AVANTI", 56024 dwt, built 2006, dely US Gulf prompt, \$13,000, for 4/6 months trading, to Chart Not Rep

M/V "CHARIKLIA JUNIOR", 92932 dwt, built 2011, dely CJK prompt, \$9,500, for 5/8 months trading, to Chart Not Rep

M/V "OLYMPIC PRIDE", 55705 dwt, built 2006, dely Mumbai prompt, \$9,250, for 5/7 months trading, to Korea Line

M/V "KYPROS SEA", 77128 dwt, built 2014, dely Haldia 01/05 Jul, \$11,250, for 11/13 months trading, to Chart Not Rep

Tanker period market TC rates

	30 Jun	26 May	±%	last 5 years		
				Min	Avg	Max
VLCC						
12 months	\$ 26,500	\$ 27,500	-3.6%	\$ 18,000	\$ 30,861	\$ 57,750
36 months	\$ 29,500	\$ 28,500	3.5%	\$ 22,000	\$ 31,103	\$ 45,000
Suezmax						
12 months	\$ 18,000	\$ 18,000	0.0%	\$ 15,250	\$ 23,516	\$ 42,500
36 months	\$ 22,500	\$ 22,500	0.0%	\$ 17,000	\$ 24,449	\$ 35,000
Aframax						
12 months	\$ 15,000	\$ 15,000	0.0%	\$ 13,000	\$ 18,414	\$ 30,000
36 months	\$ 16,750	\$ 16,750	0.0%	\$ 14,750	\$ 18,921	\$ 27,000
MR						
12 months	\$ 13,500	\$ 13,250	1.9%	\$ 12,000	\$ 14,908	\$ 21,000
36 months	\$ 14,000	\$ 14,000	0.0%	\$ 14,000	\$ 15,231	\$ 18,250

Latest indicative Tanker Period Fixtures

M/T "SPYROS K", 320000 dwt, built 2007, \$23,000, for 6 months trading, to CLEARLAKE

M/T "SEA SHELL", 158000 dwt, built 2016, \$22,000, for 6+6 months trading, to ATC

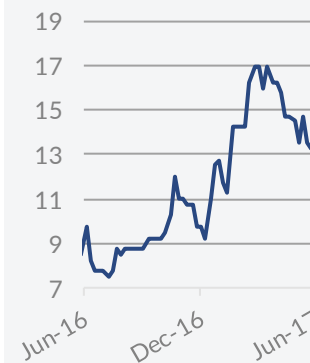
M/T "SAPPORO PRINCESS", 105000 dwt, built 2010, \$13,900, for 1/3 months trading, to ST SHIPPING

M/T "BOWFIN", 75000 dwt, built 2008, \$13,500, for 1 year trading, to ATC

M/T "TOWER BRIDGE", 47000 dwt, built 2004, \$13,500, for 3/6 months trading, to CCI

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

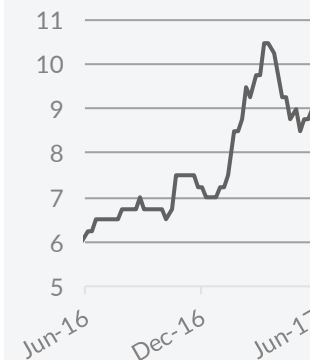
Capesize



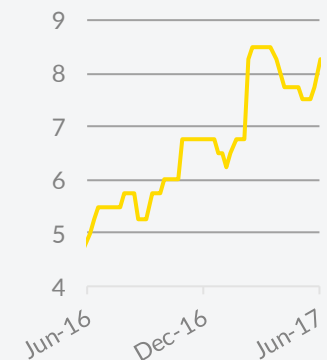
Panamax



Supramax

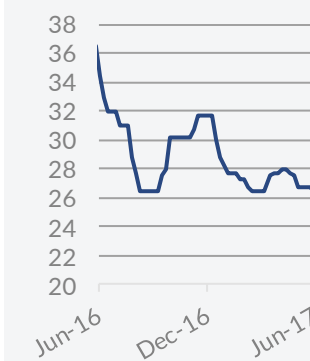


Handysize

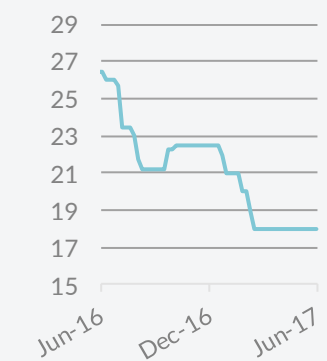


Tanker 12 month period charter rates (USD '000/day)

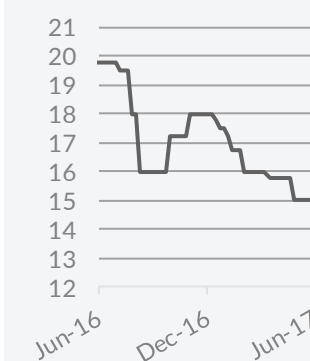
VLCC



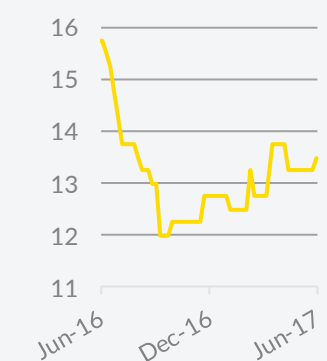
Suezmax



Aframax



MR

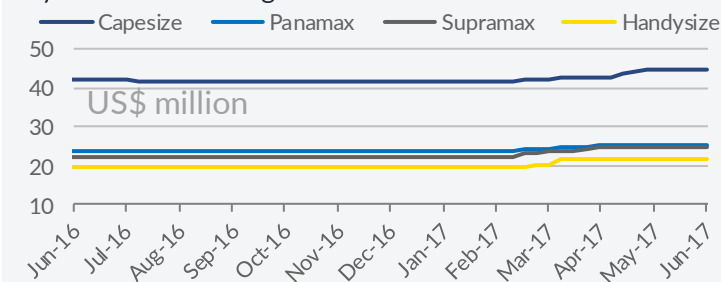


Sale & Purchase Newbuilding Orders

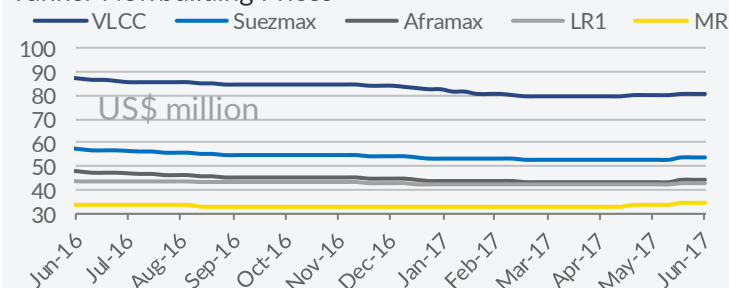
26th - 30th June 2017

Activity has continued to hold at a fairly good pace these past weeks, with a lot of interest seemingly centered around the ability to secure any discounted slots for older vessel designs. With the main driver being the pricing aspect, it is difficult to see how this positive trend in buying interest could continue for much longer. Prices being quoted by shipbuilders are likely to see significant further hikes over the rest of the summer period something that will surely act as a demand dampener in the short run. At the same time we continue to see leasing deals coming through by the big leasing houses in China, something that has surely also played its part and will likely be a determining factor moving forward, especially when you take into consideration the difficult conditions in terms of financing being faced in the secondhand market.

Dry Bulk Newbuilding Prices



Tanker Newbuilding Prices



Indicative Dry NB Prices (US\$ million)

	30 Jun	26 May	±%	last 5 years		
				Min	Avg	Max
Dry Bulkers						
Capesize (180,000dwt)	44.5	44.5	0.0%	41.8	48.2	58.0
Kamsarmax (82,000dwt)	26.0	26.0	0.0%	24.3	27.4	30.8
Panamax (77,000dwt)	25.0	25.0	0.0%	23.8	26.6	29.5
Ultramax (64,000dwt)	24.5	24.5	0.0%	22.3	25.0	28.0
Handysize (37,000dwt)	21.5	21.5	0.0%	19.5	21.5	23.5
Container						
Post Panamax (9,000teu)	82.5	82.5	0.0%	76.5	84.6	92.0
Panamax (5,200teu)	48.0	48.0	0.0%	48.0	54.0	63.9
Sub Panamax (2,500teu)	26.0	26.0	0.0%	26.0	30.7	38.0
Feeder (1,700teu)	21.5	21.5	0.0%	21.5	24.3	27.3

Indicative Wet NB Prices (US\$ million)

	30 Jun	26 May	±%	last 5 years		
				Min	Avg	Max
Tankers						
VLCC (300,000dwt)	81.0	80.5	0.6%	80.0	92.7	101.0
Suezmax (160,000dwt)	54.0	53.0	1.9%	53.0	59.8	66.0
Aframax (115,000dwt)	44.0	43.0	2.3%	43.0	50.0	55.0
LR1 (75,000dwt)	42.5	42.0	1.2%	40.5	43.7	47.0
MR (56,000dwt)	34.0	33.5	1.5%	32.5	34.7	37.3
Gas						
LNG 160k cbm	188.0	188.0	0.0%	188.0	198.6	202.0
LPG LGC 80k cbm	70.5	70.5	0.0%	70.0	74.0	80.0
LPG MGC 55k cbm	62.0	62.0	0.0%	62.0	64.7	68.5
LPG SGC 25k cbm	40.0	40.0	0.0%	40.0	43.2	46.0

Reported Transactions

Type	Units	Size	Shipbuilder	Price	Buyer	Delivery	Comments
BULKER	2	180,000 dwt	SWS, China	rgn \$ 44.0-45.0m	FOREMOST MARITIME, USA	2019	Tier III
BULKER	2 + 2	180,000 dwt	SWS, China	\$ 45.0m	JP MORGAN, USA	2019	Tier III
TANKER	6 + 2 + 2	115,000 dwt	DAEHAN SHIPBUILDING, S. Korea	rgn \$ 44.0-45.0m	BW, Hong Kong	2019	LR2
TANKER	2	50,000 dwt	HYUNDAI MIPO DOCKYARD CO LTD, S. Korea	\$ 31.0m	SEA PIONEER, Greece	2018-2019	Tier II, old order
TANKER	2 + 2	50,000 dwt	JINLING SHIPYARD, China	N/A	SOCATRA, France	2019	signed LOI, possibly with leasing finance
CRUISE	1 + 2	20,000 gt	ASTILLERO BARRERAS, Spain	N/A	RITZ-CARLTON, USA	2019-2020	298 passengers
GAS	4	174,000 cbm	HUDONG-ZHONGHUA SHIPBUILDING, China	rgn \$ 185.0m	MITSUBI O.S.K. LINES, Japan	2019-2020	LNG
FPSO	1	300,000 dwt	SWS, China	N/A	SBM OFFSHORE, Netherlands	2020	
RO-PAX	1	42,400 gt	FLENSBURGER SB, Germany	N/A	BRITTANY FERRIES, France	2019	1,680 passengers

Sale & Purchase Secondhand Sales

26th - 30th June 2017

On the dry bulk side, activity hit a further slowdown in pace, with only a handful of units changing hands this past week. Both buyers and sellers seemed to have taken a momentary "step back" from the market, looking to get a sense of where the overall market direction stands right now both in the secondhand market as well as in the freight market. We are likely to see a fairly slow month, while there might be a slight "wake up" mid August if previous years are anything to go by.

On the tanker side, a very uninteresting week here too, with only a couple of small product tankers being reported, while buying inquiries seemed to have gone quiet. There are still some who are willing to shop around in the larger crude oil size segments, however, given the fact that we are not in any rapidly firming freight market, most seem to be taking their time, looking to pick out any opportunities that now emerge.

Indicative Dry Bulk Values (US\$ million)

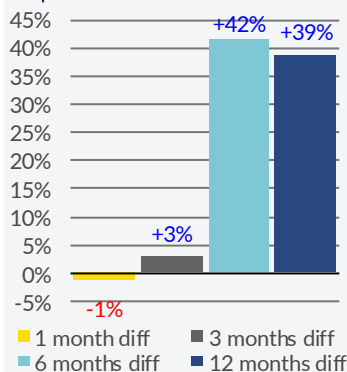
						last 5 years		
		30 Jun	26 May	±%	Min	Avg	Max	
Capesize								
180k dwt	Resale	44.50	44.00	1.1%	34.5	45.4	65.0	
180k dwt	5 year old	34.00	34.50	-1.4%	23.0	34.1	53.0	
170k dwt	10 year old	24.50	24.50	0.0%	12.0	22.4	38.0	
150k dwt	15 year old	13.50	13.50	0.0%	6.5	13.5	25.0	
Panamax								
82k dwt	Resale	29.50	29.50	0.0%	22.5	28.3	34.0	
82k dwt	5 year old	19.50	20.75	-6.0%	11.5	19.4	28.0	
76k dwt	10 year old	13.00	14.00	-7.1%	7.3	13.6	23.0	
74k dwt	15 year old	8.00	8.00	0.0%	3.5	8.6	14.5	
Supramax								
62k dwt	Resale	27.00	27.00	0.0%	19.0	26.6	33.0	
58k dwt	5 year old	17.00	18.00	-5.6%	11.0	18.7	27.0	
56k dwt	10 year old	12.00	12.50	-4.0%	6.0	13.3	22.0	
52k dwt	15 year old	7.00	7.75	-9.7%	3.5	8.3	13.5	
Handysize								
37k dwt	Resale	20.50	20.50	0.0%	17.0	21.4	26.0	
37k dwt	5 year old	13.00	13.50	-3.7%	7.8	15.1	22.0	
32k dwt	10 year old	7.75	7.75	0.0%	6.0	10.9	16.8	
28k dwt	15 year old	5.25	5.25	0.0%	3.5	7.0	11.0	

Indicative Tanker Values (US\$ million)

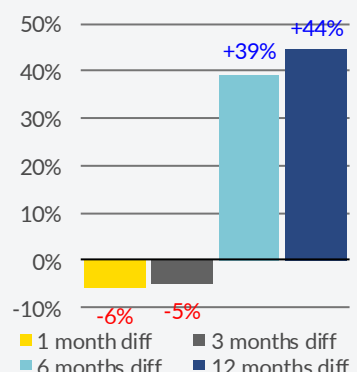
						last 5 years		
		30 Jun	26 May	±%	Min	Avg	Max	
VLCC								
310k dwt	Resale	85.50	85.00	0.6%	80.0	92.3	105.0	
310k dwt	5 year old	65.00	65.00	0.0%	55.0	67.9	84.0	
250k dwt	10 year old	43.00	43.00	0.0%	34.5	45.0	59.0	
250k dwt	15 year old	23.00	23.00	0.0%	16.9	27.6	41.0	
Suezmax								
160k dwt	Resale	57.00	55.50	2.7%	53.0	62.4	73.0	
150k dwt	5 year old	43.50	42.50	2.4%	38.0	48.3	62.0	
150k dwt	10 year old	28.50	28.00	1.8%	24.0	32.9	44.5	
150k dwt	15 year old	17.50	17.00	2.9%	14.0	18.8	23.0	
Aframax								
110k dwt	Resale	44.50	44.50	0.0%	39.0	48.1	57.0	
110k dwt	5 year old	30.50	30.50	0.0%	27.0	35.7	47.5	
105k dwt	10 year old	19.50	19.00	2.6%	16.0	23.0	33.0	
105k dwt	15 year old	12.00	12.00	0.0%	8.0	13.1	20.0	
MR								
52k dwt	Resale	34.50	34.50	0.0%	32.0	36.0	39.0	
52k dwt	5 year old	24.50	24.50	0.0%	22.0	26.0	31.0	
45k dwt	10 year old	17.00	17.00	0.0%	14.0	17.6	21.0	
45k dwt	15 year old	10.00	10.00	0.0%	9.0	10.9	13.5	

Price movements of 5 year old Dry Bulk assets

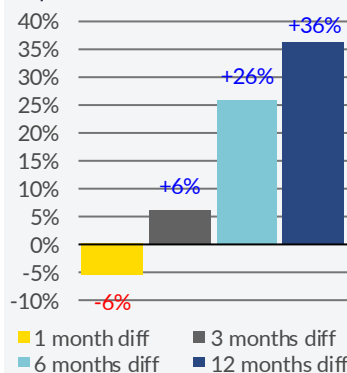
Capesize



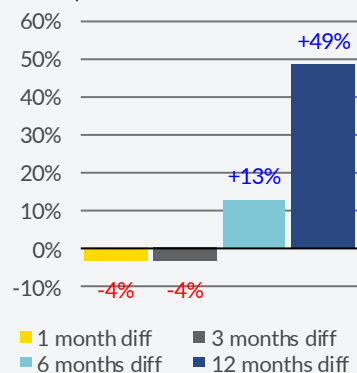
Panamax



Supramax

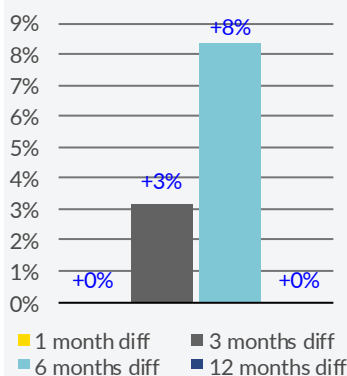


Handysize

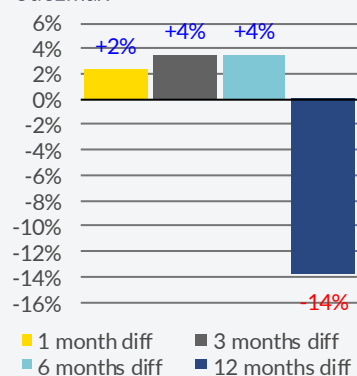


Price movements of 5 year old Tanker assets

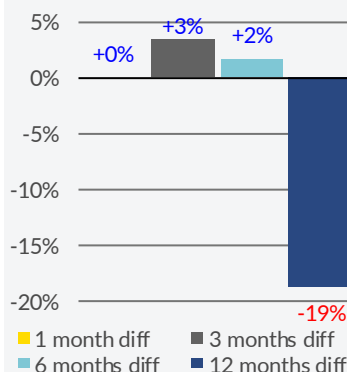
VLCC



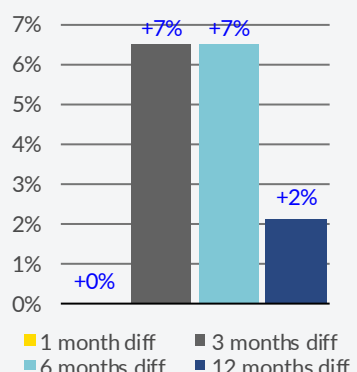
Suezmax



Aframax



MR



Sale & Purchase

Secondhand Sales

26th - 30th June 2017

Tankers

Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
PROD/CHEM	GOLDEN PACIFIC	17,519	2012	ZHEJIANG HANGCHANG SHB, China	MAN-B&W	Marine Line	\$ 14.5m	undisclosed	
PROD/CHEM	DUMLUPINAR	11,259	2008	DEARSAN, Turkey	MAN-B&W	Marine Line	\$ 10.7m	Dutch - Njord Shipping	incl 8 years T/C

Bulk Carriers

Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
SMAX	OCEAN SYMPHONY	57,949	2012	TSUNEISHI CEBU, Philippines	MAN-B&W	4 X 30t CRANES	\$ 15.2m	Monaco based - CTM	SS due
SMAX	PRIVMED	57,005	2010	COSCO ZHOU SHAN, China	MAN-B&W	4 X 30t CRANES	\$ 9.8m	Greek - Technomar Shipping	
HMAX	AARON N	45,518	1994	TSUNEISHI, Japan	B&W	4 X 25t CRANES	\$ 2.8m	Chinese	
HANDY	NEPTUNE	35,947	2015	SHIKOKU DOCKYARD, Japan	MAN-B&W	4 X 30.5t CRANES	\$ 17.0m	Hong Kong based	
HANDY	NEW CREATION	35,283	2006	SHIKOKU DOCKYARD, Japan	MAN-B&W	4 X 30t CRANES	\$ 8.8m	Greek	

Containers

Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
POST PMAX	MSC ROMA	9,178	2006	SAMSUNG HEAVY, S. Korea	MAN-B&W		N/A	U. K. Based - Tufton Oceanic	incl balance of TC to MSC at 34,800 pd
POST PMAX	MSC LISBON	9,178	2007	SAMSUNG HEAVY, S. Korea	MAN-B&W		N/A		
FEEDER	CONTSHIP CUP	706	2007	YANGFAN GROUP, China	MaK		\$ 3.8m	S. KOREAN	

Gas Carriers

Size	Name	Dwt	Built	Shipbuilder	M/E	CBM	Price	Buyers	Comments
LPG	BW VISION	53,503	2001	KAWASAKI HEAVY INDS -, Japan	B&W	80,838	N/A	Indian - SCI	

Offshore

Type	Name	Dwt	Built	Shipbuilder	M/E	Bhp	Price	Buyers	Comments
AHTS	ARMADA TUAH 20	1,417	2004	NAM CHEONG, Malaysia	MaK	5,030	N/A	U. S. A. Based - Delta Tek Group	
AHTS	ARMADA TUAH 22	1,465	2005	NAM CHEONG, Malaysia	Yanmar	5,000	N/A		

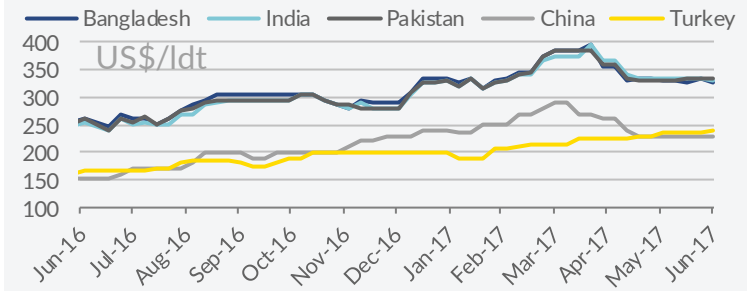
Sale & Purchase

Demolition Sales

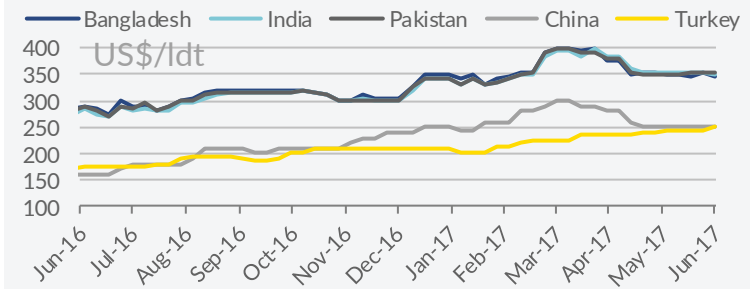
26th - 30th June 2017

Some slight improvement in terms of activity was being noted this past week, with the number of demo candidates being circulated showing signs of new life. This may well end up being the markets undoing, with the increased availability likely to allow for a softening in prices being quoted by cash buyers. The market seems to now be mainly moving by Indian and Pakistani breakers, with Bangladeshi buyers being taken out of the current competition by the ongoing dispute with regards to the proposed tax hikes. In terms of local steel prices, we are seeing a fairly stable market for the time being, however this has not convinced for any speculative buying to take place over the past two weeks, showing the jitters being felt by most buyers given that we are now firmly in the monsoon season and appetite amongst breakers is relatively subdued.

Dry Scrap Prices



Wet Scrap Prices



Indicative Dry Prices (\$/Ldt)

		30 Jun	23 Jun	±%	last 5 years		
					Min	Avg	Max
Indian Sub Continent							
	Bangladesh	325	335	-3.0%	220	373	475
	India	330	335	-1.5%	225	375	500
	Pakistan	335	335	0.0%	220	373	475
Far East Asia							
	China	230	230	0.0%	110	267	425
Mediterranean							
	Turkey	240	235	2.1%	145	239	355

Indicative Wet Prices (\$/Ldt)

		30 Jun	23 Jun	±%	last 5 years		
					Min	Avg	Max
Indian Sub Continent							
	Bangladesh	345	355	-2.8%	245	394	495
	India	350	355	-1.4%	250	397	510
	Pakistan	355	355	0.0%	245	395	500
Far East Asia							
	China	250	250	0.0%	120	284	445
Mediterranean							
	Turkey	250	245	2.0%	150	249	355

Reported Transactions

Type	Vessel's Name	Dwt	Built	Country	Built	Ldt	US\$/Ldt	Buyer	Sale Comments
Tanker	THERESA ARCTIC	84,040	1988	Denmark		14,830	\$ 350/Ldt	Indian	
Bulker	FUXING 7	61,751	1984	Japan		11,629	N/A	Pakistani	
Bulker	FU TONG	71,330	1998	Japan		9,799	N/A	Chinese	
Bulker	MIRAFLORES	48,977	1999	Japan		9,250	\$ 320/Ldt	Indian	green recycling
Bulker	TEEN	43,671	1995	S. Korea		8,848	N/A	Pakistani	
Bulker	PAVEL VAVILOV	23,357	1981	Germany		8,398	N/A	Indian	
Bulker	NURAN ANA	16,693	1980	U. K.		5,060	N/A	Pakistani	
Gen. Cargo	PALANGA SPIRIT	4,502	1996	Lithuania		2,467	N/A	Turkish	
Gas	POWER S	3,444	1991	Italy		2,036	N/A	Turkish	
Cont	EFENDI BABA	7,014	1994	Germany		1,986	N/A	Turkish	
Tanker	IRISIANA	3,237	1991	Portugal		1,322	N/A	Indian	

Trade Indicators

Markets | Currencies | Commodities

26th - 30th June 2017

DVB Bank looks to have written off 2017 as another bad year for the former German ship finance giant.

"Due to the persistent crisis in the shipping and offshore sectors, DVB expects risk cost development in its shipping and offshore finance portfolios to remain high throughout the 2017 financial year," it said.

It has warned that its 2017 pre-tax return on equity would likely fall short of its expected range of -3% to +3% due to high risk costs in its shipping and offshore financing portfolios.

The Frankfurt-based institution said it was also likely to miss its forecasts for cost-income ratio and economic value added.

Germany's five largest lenders are wrestling with outstanding shipping loans of EUR 59bn (\$66bn), with DVB Bank one of the banks topping the list for problem loans, according to a recent report by Moody's. Source: Tradewinds

	30 Jun	26 May	±%	last 12 months		
				Min	Avg	Max
Markets						
10year US Bond	2.30	2.25	2.3%	1.37	2.10	2.61
S&P 500	2,423.4	2,415.8	0.3%	2,085	2,267	2,453
Nasdaq	6,140.4	6,210.2	-1.1%	4,823	5,572	6,322
Dow Jones	21,349.6	21,080.3	1.3%	17,841	19,650	21,529
FTSE 100	7,312.7	7,547.6	-3.1%	6,464	7,084	7,548
FTSE All-Share UK	4,002.2	4,130.2	-3.1%	3,476	3,856	4,130
CAC40	5,120.7	5,336.6	-4.0%	4,085	4,781	5,432
Xetra Dax	12,325.1	12,602.2	-2.2%	9,373	11,357	12,889
Nikkei	20,033.4	19,686.8	1.8%	1,667	18,259	20,230
Hang Seng	25,764.6	25,639.3	0.5%	20,495	23,450	26,063
DJ US Maritime	219.4	219.3	0.1%	170.4	210.9	240.0
Currencies						
\$ per €	1.14	1.12	1.9%	1.04	1.09	1.14
\$ per £	1.30	1.28	1.1%	1.21	1.27	1.34
£ per €	0.88	0.87	0.9%	0.83	0.86	0.91
¥ per \$	112.0	111.3	0.6%	100.0	109.1	118.1
\$ per Au\$	0.77	0.74	3.4%	0.72	0.75	0.77
\$ per NoK	0.12	0.12	0.1%	0.11	0.12	0.13
\$ per SFr	0.96	0.97	-1.5%	0.96	0.99	1.03
Yuan per \$	6.78	6.86	-1.1%	6.62	6.81	6.96
Won per \$	1,142.4	1,118.7	2.1%	1,092.8	1,140.6	1,210.7
\$ INDEX	101.8	103.2	-1.4%	97.9	103.2	108.3
Commodities						
Gold \$	1,242.3	1,265.1	-1.8%	1,125.7	1,257.1	1,366.3
Oil WTI \$	46.0	49.8	-7.6%	39.5	48.6	54.5
Oil Brent \$	47.9	52.2	-8.1%	41.8	50.9	57.1
Palm Oil	-	-	-	562.0	562.0	562.0
Iron Ore	62.9	58.8	7.0%	53.0	68.7	94.5
Coal Price Index	79.0	73.0	8.2%	57.8	76.7	101.5
White Sugar	400.9	450.9	-11.1%	386.7	518.0	613.5

Currencies

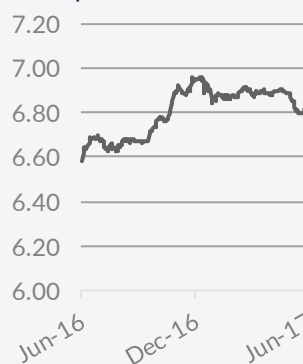
US Dollar per Euro



Yen per US Dollar



Yuan per US Dollar

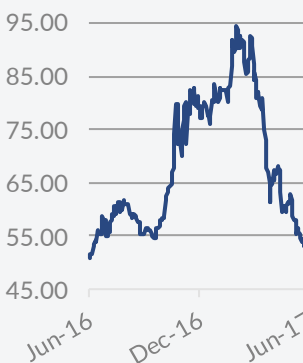


US Dollar INDEX



Commodities

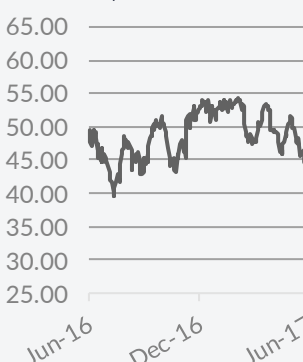
Iron Ore (TSI)



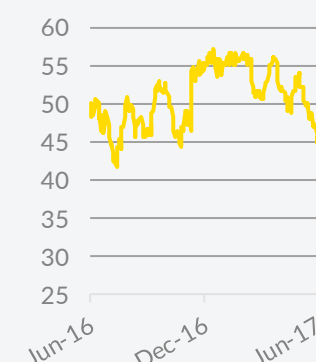
Coal Price Index



Oil WTI \$



Oil Brent \$



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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	180,000dwt	170,000dwt	150,000dwt
Panamax	82,000dwt	82,000dwt	76,000dwt	74,000dwt
Supramax	62,000dwt	58,000dwt	56,000dwt	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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