

# Weekly Shipping Market Update

18<sup>th</sup> - 22<sup>nd</sup> September 2017 | Week 38

## Market Analysis

The Dry Bulk market continues to show a strong face amidst the favorable tail winds being seen, which have helped the Baltic Dry Index inch above the psychological barrier of 1,500 points. The last time the Index was above this level was on the 25th of March 2014, which is around 3 ½ years ago. At the same time the market seems to be driven more so by the larger size segments (i.e. Capesize and Panamax vessels) this time around while in comparison to the earnings the rest of the sizes were seeing back then, they are currently trending at around 10% lower. This may well change as there is always a lag to be had in the Supramax and Handysize markets, which means that the earnings for these two sizes may well "catch up" in due course.

Nevertheless, the market has been primarily driven by the increased activity that has been noted in the iron ore and coal commodities over the past couple of months. The drive of higher grade iron ore and coal pushed most Chinese steel mills to seek bigger volumes of imports from Australia and Brazil, helping not only ramp up total volumes of imports of these two vital commodities but also help pile on extra tonne-miles in demand thanks to the long distances. The rise in rates hasn't been so smooth however, with the overall momentum now looking to have slowed down somewhat compared to what we were seeing two weeks ago or even a month ago. Every inch gained in index points from here forth seems to be made with considerable pressure from owners, while at the same time there is growing fear that Beijing's mandate for a slash in steel production during the winter months (October to March) may cause a disruption to the recent rally and could well push for a cool down in the market come early October. At the same time though it seems as though the drive for higher grade imports may intensify further during these coming months. Steel mills are likely to seek out higher grade imports so as to improve their overall operational efficiency by managing higher production levels of steel for each tonne of iron ore and coal they utilize while also reducing as such their overall emissions. This has been something clearly reflected in the price of different grades of iron ore with the gap between higher iron content ore prices having increased considerably during the past 2-3 months.

This is only one side of the dry bulk market which mainly effects the performance of Capesize vessels. The rest of the size segments heavily rely on the rest of the major dry bulk commodities, which during the same time frame haven't shown an equal boost in activity. There has been some increased activity being observed in the grain trade, something that will likely continue, being that we are still within a time frame in the year that tends to be one of the seasonal peaks for this trade. At the same time we have already started to see stronger economic activity figures coming out of most of the important trading economies, something that will surely help further boost demand figures for the minor bulk trades as well, while also supporting the current trends being seen in the iron ore, coal and grain trades.

In any case and no matter what the high point will be during the final quarter of the year, the focus should be placed on what market prospects will be available for next couple of years. Given the state of the fleet and orderbook and under the assumption that we are able to stay on a similar if not improved course in the dry bulk trade, the current highs in the freight market will surely be surpassed and by a considerable margin in the next year or so.

George Lazaridis

Head of Market Research & Asset Valuations



## Week in numbers

### Dry Bulk Freight Market

	22 Sep		W-O-W change	
			±Δ	±%
BDI	1,502		▲ 117	8.4%
BCI	3,147		▲ 462	17.2%
BPI	1,493		▼ -28	-1.8%
BSI	1,061		▲ 84	8.6%
BHSI	596		▲ 60	11.2%

### Tanker Freight Market

	22 Sep		W-O-W change	
			±Δ	±%
BDTI	772		▲ 28	3.8%
BCTI	621		▲ 73	13.3%

### Newbuilding Market

Aggregate Price Index		M-O-M change	
	22 Sep	±Δ	±%
Bulkers	79	▶ 0	0.0%
Cont	94	▶ 0	0.0%
Tankers	90	▶ 0	0.0%
Gas	91	▶ 0	0.0%

### Secondhand Market

Aggregate Price Index		M-O-M change	
	22 Sep	±Δ	±%
Capesize	58	▲ 2	3.2%
Panamax	57	▲ 1	2.0%
Supramax	63	▲ 2	3.4%
Handysize	61	▲ 3	5.7%
VLCC	76	▼ -2	-3.1%
Suezmax	68	▼ -2	-3.4%
Aframax	81	▼ -2	-2.6%
MR	101	▶ 0	0.0%

### Demolition Market

Avg Price Index (main 5 regions)		W-O-W change	
	22 Sep	±Δ	±%
Dry	353	▶ 0	0.0%
Wet	371	▶ 0	0.0%

### Economic Indicators

	22 Sep		M-O-M change	
			±Δ	±%
Gold \$	1,295		▼ -1	-0.1%
Oil WTI \$	51		▲ 2	4.4%
Oil Brent \$	57		▲ 4	7.9%
Iron Ore	63		▼ -12	-16.2%
Coal	93		▲ 6	6.6%

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**We deliver.**

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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

18<sup>th</sup> - 22<sup>nd</sup> September 2017

**Capesize** - With the momentum keeping a firm pace, we were able to see yet another busy week, with strong gains being noted across the board. A large number of fresh inquiries out of Brasil helped easily push the week-on-week gains in the Atlantic basin to double digits, while the limited tonnage lists now being noted in the area is likely to help keep things positive for a while. Things were not as firm in the Pacific, though given the previous gains, the favorable position lists and the overspill of sentiment from the West, we were still seeing rates climb.

**Panamax** - Things seemed to have slowed down this past week, with a slower flow of inquiries being seen in the US Gulf and ECSA, though things still held tight by the fact that promptly open vessels are still numbered. The situation in the Pacific was even more so mixed with rates trending sideways.

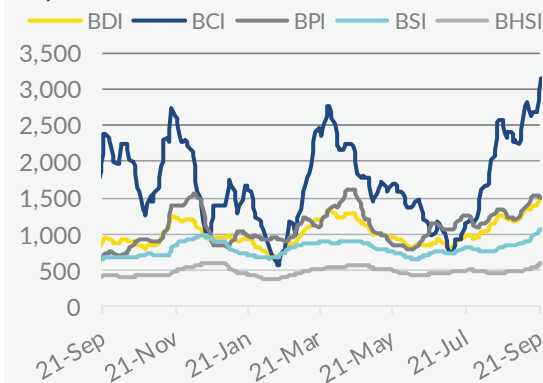
**Supramax** - Gains were still being noted across the large majority of major routes, with the only exception being that of voyages from the Med/Black Sea, where rates seemed to have slightly softened week-on-week. There still seems to be a fair amount of positive drive here too, with limited tonnage lists all around and a fair amount of interest from charterers still being seen.

**Handysize** - A very strong week was to be seen, as position lists have now cleared considerably in most regions helping push rates considerably up on a week-on-week basis. The Atlantic basin was still the main market driver keeping things fairly busy and helping owners push for further increases. The Pacific was also showing further improvement, though not on par with what was seen in the West.

### Spot market rates & indices

		22 Sep	15 Sep	±%	Average 2017	2016
<b>Baltic Dry Index</b>						
BDI		1,502	1,385	8.4%	1,022	677
<b>Capesize</b>						
BCI		3,147	2,685	17.2%	1,658	1,031
BCI 5TC		\$ 22,392	\$ 19,614	14.2%	\$ 12,477	\$ 7,400
ATLANTIC RV		\$ 21,575	\$ 19,120	12.8%	\$ 12,364	\$ 7,775
Cont / FEast		\$ 33,973	\$ 30,068	13.0%	\$ 23,115	\$ 13,856
PACIFIC RV		\$ 23,417	\$ 21,542	8.7%	\$ 12,280	\$ 7,070
FEast / ECSA		\$ 22,591	\$ 19,114	18.2%	\$ 12,354	\$ 7,164
<b>Panamax</b>						
BPI		1,493	1,521	-1.8%	1,128	696
BPI - TCA		\$ 12,006	\$ 12,224	-1.8%	\$ 9,045	\$ 5,566
ATLANTIC RV		\$ 11,120	\$ 11,635	-4.4%	\$ 9,297	\$ 6,139
Cont / FEast		\$ 18,986	\$ 19,336	-1.8%	\$ 14,961	\$ 9,818
PACIFIC RV		\$ 13,168	\$ 13,129	0.3%	\$ 8,439	\$ 5,161
FEast / Cont		\$ 4,750	\$ 4,794	-0.9%	\$ 3,481	\$ 1,144
<b>Supramax</b>						
BSI		1,061	977	8.6%	797	602
BSI - TCA		\$ 11,900	\$ 11,042	7.8%	\$ 8,753	\$ 6,212
USG / FEast		\$ 23,089	\$ 21,828	5.8%	\$ 18,616	\$ 9,760
Med / FEast		\$ 17,272	\$ 17,994	-4.0%	\$ 15,098	\$ 9,635
PACIFIC RV		\$ 10,779	\$ 10,129	6.4%	\$ 7,593	\$ 5,197
FEast / Cont		\$ 6,330	\$ 5,500	15.1%	\$ 4,084	\$ 3,272
USG / Skaw		\$ 16,713	\$ 15,363	8.8%	\$ 14,370	\$ 9,845
Skaw / USG		\$ 6,406	\$ 5,834	9.8%	\$ 6,191	\$ 4,196
<b>Handysize</b>						
BHSI		596	536	11.2%	483	365
BHSI - TCA		\$ 8,784	\$ 7,921	10.9%	\$ 7,054	\$ 5,277
Skaw / Rio		\$ 7,320	\$ 6,475	13.1%	\$ 5,873	\$ 4,640
Skaw / Boston		\$ 7,475	\$ 6,563	13.9%	\$ 5,893	\$ 4,832
Rio / Skaw		\$ 12,217	\$ 10,872	12.4%	\$ 9,671	\$ 6,720
USG / Skaw		\$ 8,375	\$ 7,169	16.8%	\$ 8,934	\$ 7,056
SEAsia / Aus / Jap		\$ 8,782	\$ 8,207	7.0%	\$ 6,620	\$ 4,339
PACIFIC RV		\$ 8,661	\$ 7,939	9.1%	\$ 6,409	\$ 5,146

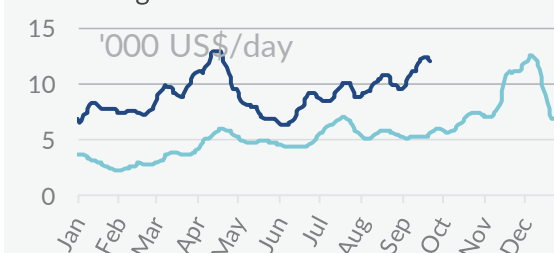
### Dry Bulk Indices



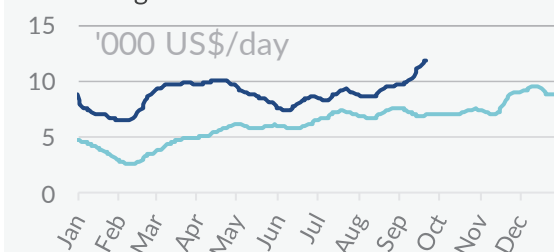
### BCI Average TCE



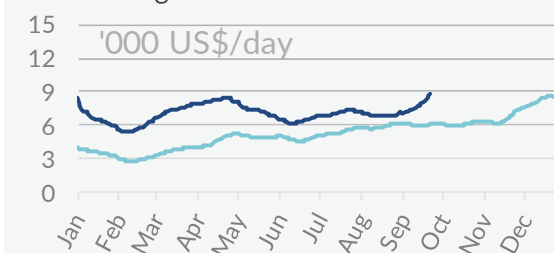
### BPI Average TCE



### BSI Average TCE



### BHSI Average TCE



— 2016 — 2017

# Freight Market

## Tankers - Spot Market

18<sup>th</sup> - 22<sup>nd</sup> September 2017

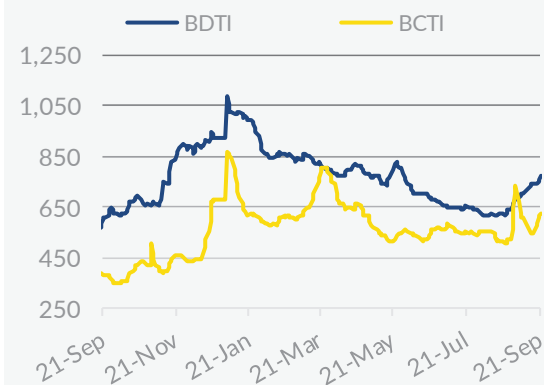
**Crude Oil Carriers** - A fairly improved program for the first half of October helped breath back life into the VL market. Increased fixing in the Meg helped push rates up once more for both Eastbound and Westbound rates. The main improvement seems to be from higher demand coming from the Far East, which is likely to continue over the coming days. In the Suezmax sizes we were still seeing rates on a downward correction, as a healthy supply of tonnage in both the WAF and Black Sea/Med kept things under pressure. Things were also fairly disappointing for Aframax again this week, with the only positive gains to be noted being seen in the MEG thanks to slightly improved tonnage lists in the area.

**Oil Products** - In the products market, DPP routes were showing a mixed picture with most routes in the Atlantic and Black Sea/Med still noting further drops, While in the Pacific demand seemed to be on the rise with a firm amount of fresh interest helping boost rates. On the CPP front things were equally mixed, with the Cont and Meg showing increased activity while elsewhere things were easing.

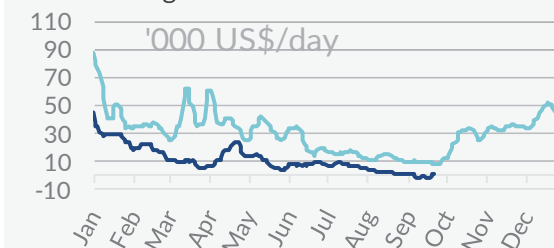
### Spot market rates & indices

		22 Sep	15 Sep	±%	Average	
					2017	2016
<b>Baltic Tanker Indices</b>						
BDTI		772	744	3.8%	773	730
BCTI		621	548	13.3%	605	491
<b>VLCC</b>						
MEG-USG	WS	22.32	19.91	12.1%	30.48	35.46
	\$/day	-\$ 9,280	-\$ 11,011	15.7%	-\$ 396	\$ 18,511
MEG-SPORE	WS	46.71	40.92	14.1%	58.72	60.57
	\$/day	\$ 33,745	\$ 25,658	31.5%	\$ 45,290	\$ 53,871
MEG-JAPAN	WS	45.38	39.75	14.2%	57.24	59.11
	\$/day	\$ 11,670	\$ 7,601	53.5%	\$ 22,625	\$ 42,341
WAF-USG	WS	51.50	47.00	9.6%	61.07	64.79
	\$/day	\$ 54,098	\$ 47,572	13.7%	\$ 70,428	\$ 81,300
<b>SUEZMAX</b>						
WAF-USAC	WS	62.50	67.50	-7.4%	73.80	71.68
	\$/day	\$ 29,699	\$ 33,619	-11.7%	\$ 39,620	\$ 41,669
BSEA-MED	WS	78.67	83.89	-6.2%	85.74	84.23
	\$/day	\$ 6,152	\$ 9,147	-32.7%	\$ 12,529	\$ 24,854
<b>AFRAMAX</b>						
NSEA-CONT	WS	110.28	110.00	0.3%	100.41	103.36
	\$/day	\$ 9,736	\$ 9,844	-1.1%	\$ 7,988	\$ 23,003
MEG-SPORE	WS	109.67	96.17	14.0%	105.83	99.78
	\$/day	\$ 6,710	\$ 3,849	74.3%	\$ 7,286	\$ 16,988
CARIBS-USG	WS	141.39	141.94	-0.4%	116.81	106.76
	\$/day	\$ 13,685	\$ 13,972	-2.1%	\$ 8,822	\$ 16,423
BALTIC-UKC	WS	85.83	88.62	-3.1%	82.32	81.18
	\$/day	\$ 9,836	\$ 11,555	-14.9%	\$ 11,238	\$ 23,914
<b>DPP</b>						
CARIBS-USAC	WS	120.00	125.00	-4.0%	124.03	112.34
	\$/day	\$ 22,587	\$ 24,324	-7.1%	\$ 25,091	\$ 23,804
ARA-USG	WS	112.94	115.63	-2.3%	120.63	101.78
	\$/day	\$ 20,848	\$ 23,846	-12.6%	\$ 25,259	\$ 24,883
SEASIA-AUS	WS	131.56	102.69	28.1%	102.18	98.52
	\$/day	\$ 15,869	\$ 8,397	89.0%	\$ 9,416	\$ 19,768
MED-MED	WS	107.72	129.50	-16.8%	104.28	97.08
	\$/day	\$ 8,106	\$ 15,488	-47.7%	\$ 9,489	\$ 16,861
<b>CPP</b>						
MEG-JAPAN	WS	121.75	114.69	6.2%	102.96	91.35
	\$/day	\$ 11,512	\$ 10,208	12.8%	\$ 8,693	\$ 15,145
CONT-USAC	WS	131.67	100.28	31.3%	144.42	104.70
	\$/day	\$ 5,138	\$ 1,083	374.4%	\$ 8,180	\$ 8,637
CARIBS-USAC	WS	110.00	115.00	-4.3%	140.24	114.82
	\$/day	\$ 14,694	\$ 16,018	-8.3%	\$ 22,936	\$ 18,531
USG-CONT	WS	69.69	77.50	-10.1%	105.05	82.20
	\$/day	-\$ 2,769	-\$ 1,631	-69.8%	\$ 3,145	\$ 5,194

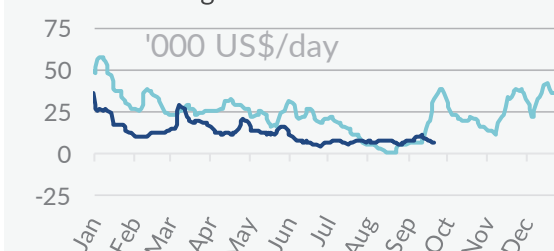
### Tanker Indices



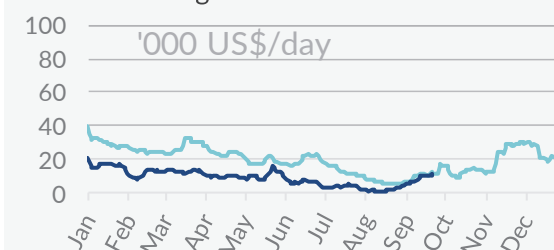
### VLCC Average TCE



### Suezmax Average TCE



### Aframax Average TCE



### MR Average TCE



# Freight Market Period Charter

18<sup>th</sup> - 22<sup>nd</sup> September 2017

## Dry Bulk period market TC rates

	22 Sep	18 Aug	±%	last 5 years		
				Min	Avg	Max
<b>Capesize</b>						
12 months	\$ 16,500	\$ 16,750	-1.5%	\$ 6,200	\$ 14,146	\$ 31,450
36 months	\$ 15,500	\$ 15,750	-1.6%	\$ 6,950	\$ 14,771	\$ 25,200
<b>Panamax</b>						
12 months	\$ 12,750	\$ 11,500	10.9%	\$ 4,950	\$ 9,445	\$ 15,450
36 months	\$ 13,000	\$ 11,500	13.0%	\$ 6,200	\$ 10,096	\$ 15,325
<b>Supramax</b>						
12 months	\$ 11,250	\$ 10,500	7.1%	\$ 4,450	\$ 9,260	\$ 13,950
36 months	\$ 11,000	\$ 10,250	7.3%	\$ 6,200	\$ 9,628	\$ 13,700
<b>Handysize</b>						
12 months	\$ 9,000	\$ 8,000	12.5%	\$ 4,450	\$ 7,693	\$ 10,450
36 months	\$ 8,750	\$ 8,500	2.9%	\$ 5,450	\$ 8,225	\$ 11,450

## Latest indicative Dry Bulk Period Fixtures

M/V "THOR ACHIEVER", 57015 dwt, built 2010, dely N.Spain prompt, \$13,000, for min 5/max 7 months trading, to Centurion

M/V "CSSC WAN MEI EX WAN MAY", 176460 dwt, built 2012, dely ex yard Guangzhou 01 Oct/10 Nov, \$15,250, for 10/12 months trading, to Cargill

M/V "SICILIAN EXPRESS", 93076 dwt, built 2013, dely WC India end September, \$16,000, for 85-130 days, to Oldendorff

M/V "STAR SOPHIA", 82295 dwt, built 2007, dely Rizhao in d/c end September, \$13,500, for 6/8 months, to Chart Not Rep

M/V "PAGANINI", 75118 dwt, built 2008, dely Huelva 19 Sep, \$14,700, for 5/7 months (first leg Baltic/India with fertilizers), to Aquavit

## Tanker period market TC rates

	22 Sep	18 Aug	±%	last 5 years		
				Min	Avg	Max
<b>VLCC</b>						
12 months	\$ 25,750	\$ 27,000	-4.6%	\$ 18,000	\$ 30,691	\$ 57,750
36 months	\$ 29,500	\$ 29,500	0.0%	\$ 22,000	\$ 31,038	\$ 45,000
<b>Suezmax</b>						
12 months	\$ 18,000	\$ 18,000	0.0%	\$ 15,250	\$ 23,294	\$ 42,500
36 months	\$ 22,500	\$ 22,500	0.0%	\$ 17,000	\$ 24,371	\$ 35,000
<b>Aframax</b>						
12 months	\$ 14,750	\$ 14,500	1.7%	\$ 13,000	\$ 18,261	\$ 30,000
36 months	\$ 16,750	\$ 16,750	0.0%	\$ 14,750	\$ 18,834	\$ 27,000
<b>MR</b>						
12 months	\$ 13,250	\$ 13,250	0.0%	\$ 12,000	\$ 14,841	\$ 21,000
36 months	\$ 14,000	\$ 14,000	0.0%	\$ 14,000	\$ 15,181	\$ 18,250

## Latest indicative Tanker Period Fixtures

M/T "EAGLE VICTORIA", 300000 dwt, built 2016, \$29,000, for 3 years trading, to KOCH

M/T "GOLDWAY", 158000 dwt, built 2016, \$18,000, for 6 months trading, to PHILLIPS 66

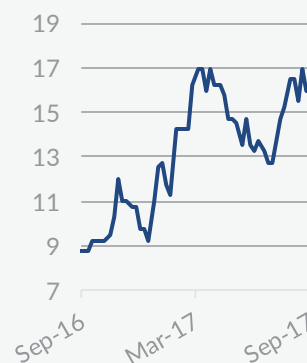
M/T "AMERICAS SPIRIT", 112000 dwt, built 2009, \$15,000, for 1 year trading, to PBF ENERGY

M/T "JAG AMISHA", 74500 dwt, built 2009, \$14,500, for 6+6 months trading, to BHARAT PETROLEUM

M/T "ASTELLA", 37000 dwt, built 2011, \$12,250, for 1+1 year trading, to MAERSK

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

### Capesize



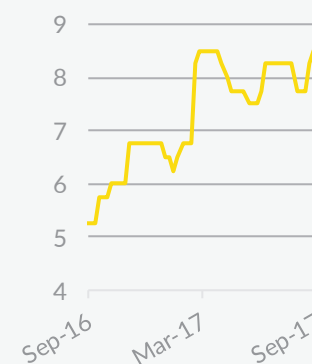
### Panamax



### Supramax

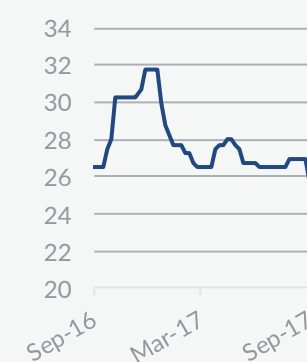


### Handysize



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

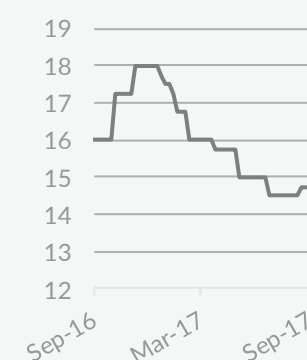
### VLCC



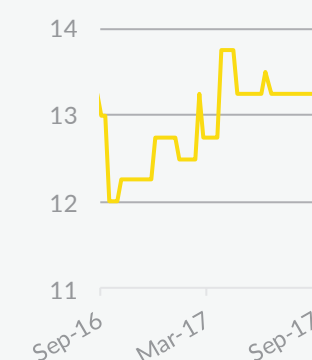
### Suezmax



### Aframax



### MR



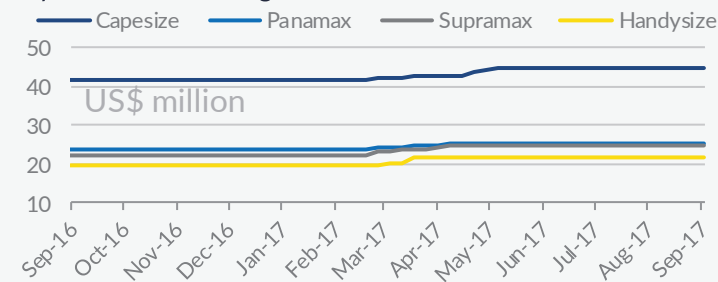


# Sale & Purchase Newbuilding Orders

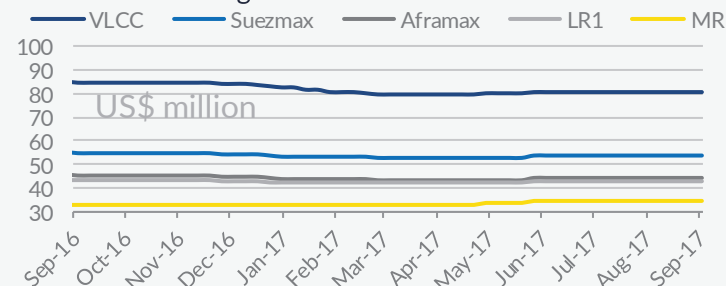
18<sup>th</sup> - 22<sup>nd</sup> September 2017

There has been an overall slow down these past weeks in terms of activity, though at the same time there continue to be rumors of deals being under development. The major buying interest over the past couple of months has been mainly driven by an improved outlook for the dry bulk market, with the considerable firming of freight rates having generated a new found appetite amongst buyers. In the price front things are still holding relatively stable, though given that we have yet to see any significant volume of new orders on the TIER III designs, these prices may well be slightly misplaced as the new design dictates quite a premium on top of these figures. At the same time the tanker market which had been over the past couple of years the main driver for new contracting of orders, has lacked in both activity and new interest. Buyers are not shown any keen interest for the large crude oil carriers, while the general interest that had been seen in the product tankers some months back has seemingly subsided now.

## Dry Bulk Newbuilding Prices



## Tanker Newbuilding Prices



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

	22 Sep	18 Aug	±%	last 5 years		
				Min	Avg	Max
<b>Dry Bulkers</b>						
Capesize (180,000dwt)	44.5	44.5	0.0%	41.8	48.1	58.0
Kamsarmax (82,000dwt)	26.0	26.0	0.0%	24.3	27.3	30.8
Panamax (77,000dwt)	25.0	25.0	0.0%	23.8	26.5	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
<b>Container</b>						
Post Panamax (9,000teu)	82.5	82.5	0.0%	76.5	84.5	92.0
Panamax (5,200teu)	48.5	48.5	0.0%	48.0	53.8	63.9
Sub Panamax (2,500teu)	27.0	27.0	0.0%	26.0	30.5	38.0
Feeder (1,700teu)	21.5	21.5	0.0%	21.5	24.2	27.3

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

	22 Sep	18 Aug	±%	last 5 years		
				Min	Avg	Max
<b>Tankers</b>						
VLCC (300,000dwt)	81.0	81.0	0.0%	80.0	92.2	101.0
Suezmax (160,000dwt)	54.0	54.0	0.0%	53.0	59.6	66.0
Aframax (115,000dwt)	44.0	44.0	0.0%	43.0	49.8	55.0
LR1 (75,000dwt)	42.5	42.5	0.0%	40.5	43.6	47.0
MR (56,000dwt)	34.0	34.0	0.0%	32.5	34.7	37.3
<b>Gas</b>						
LNG 160k cbm	184.0	184.0	0.0%	184.0	198.1	202.0
LPG LGC 80k cbm	70.0	70.0	0.0%	70.0	73.8	80.0
LPG MGC 55k cbm	62.0	62.0	0.0%	62.0	64.6	68.5
LPG SGC 25k cbm	40.0	40.0	0.0%	40.0	43.1	46.0

### Reported Transactions

Type	Units	Size	Shipbuilder	Price	Buyer	Delivery	Comments
BULKER	2 + 2	208,000 dwt	SWS, China	rgn \$ 47.5m	ANANGEL MARITIME SERVICES, Greece	2020	tier III
BULKER	1 + 1	82,000 dwt	JIANGSU YANGZIJANG SHBLD, China	\$ 24.3m	INTEROCEAN, Hong Kong	2019	tier II
TANKER	4	310,000 dwt	JMU - ARIAKE, Japan	N/A	NIPPON YUSEN KAISHA, Japan	2019-2020	
CONT	5 + 6	22,000 teu	DSME, S. Korea	\$ 163.4m	MEDITERRANEAN SHIPPING CORPORATION (MSC), Italy	2019-2020	
PASS	1	200 pax	WIGHT SHIPYARD, UK	N/A	JACOBITE CRUISES, UK	2020	
PASS	1	900 pax	MEYER WERFT, Germany	N/A	SAGA CRUISES, UK	2020	Cruise vessel

# Sale & Purchase Secondhand Sales

18<sup>th</sup> - 22<sup>nd</sup> September 2017

On the dry bulk side, a very impressive week in terms of concluded activity. The volume of transactions is indicative to the appetite currently being seen in the market and given the noticeable increases in prices, most buyers are in a fair bit of a rush, looking to take up units before price levels rise by too much. The large bulk of activity has focused around the Panamax and Supramax sizes, with the latter likely to show further movement given that prices for modern units haven't shown an equal spike to that seen by their counterparts in the Panamax size segment.

On the tanker side, limited activity was to be seen, with the main focus on the product tankers once more. The limited volume is reflecting somewhat the state of the market, with the growing uncertainty and loss of confidence in the market driving most buyers to hold back their interest for the time being.

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

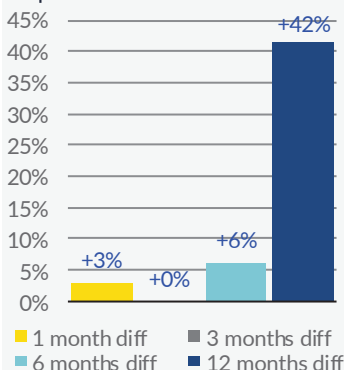
		22 Sep	18 Aug	±%	Min	Avg	Max
Capesize							
180k dwt	Resale	46.00	45.00	2.2%	34.5	45.4	65.0
180k dwt	5 year old	34.00	33.00	3.0%	23.0	34.1	53.0
170k dwt	10 year old	21.50	21.00	2.4%	12.0	22.4	38.0
150k dwt	15 year old	15.50	14.75	5.1%	6.5	13.5	25.0
Panamax							
82k dwt	Resale	29.00	29.00	0.0%	22.5	28.3	34.0
82k dwt	5 year old	22.00	21.50	2.3%	11.5	19.5	28.0
76k dwt	10 year old	14.00	13.50	3.7%	7.3	13.6	23.0
74k dwt	15 year old	9.25	9.00	2.8%	3.5	8.6	14.5
Supramax							
62k dwt	Resale	27.50	27.00	1.9%	19.0	26.6	33.0
58k dwt	5 year old	17.00	16.50	3.0%	11.0	18.6	27.0
56k dwt	10 year old	12.75	12.25	4.1%	6.0	13.2	22.0
52k dwt	15 year old	9.75	9.25	5.4%	3.5	8.3	13.5
Handysize							
37k dwt	Resale	21.75	21.25	2.4%	17.0	21.4	26.0
37k dwt	5 year old	14.25	13.75	3.6%	7.8	15.1	22.0
32k dwt	10 year old	9.75	8.25	18.2%	6.0	10.8	16.8
28k dwt	15 year old	5.25	5.25	0.0%	3.5	6.9	11.0

## Indicative Tanker Values (US\$ million)

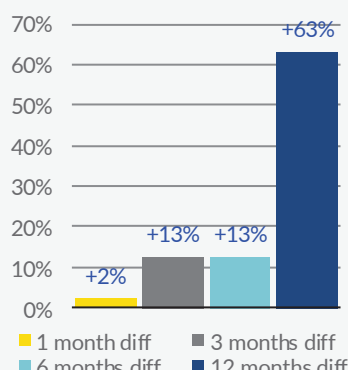
		22 Sep	18 Aug	±%	Min	Avg	Max
VLCC							
310k dwt	Resale	82.00	84.00	-2.4%	80.0	91.9	105.0
310k dwt	5 year old	62.00	64.00	-3.1%	55.0	67.7	84.0
250k dwt	10 year old	38.00	40.00	-5.0%	34.5	44.8	59.0
250k dwt	15 year old	21.50	22.00	-2.3%	16.9	27.4	41.0
Suezmax							
160k dwt	Resale	55.00	56.00	-1.8%	53.0	62.1	73.0
150k dwt	5 year old	40.00	41.00	-2.4%	38.0	48.0	62.0
150k dwt	10 year old	25.00	26.00	-3.8%	24.0	32.6	44.5
150k dwt	15 year old	16.00	17.00	-5.9%	14.0	18.7	23.0
Aframax							
110k dwt	Resale	44.00	44.50	-1.1%	39.0	48.0	57.0
110k dwt	5 year old	30.50	30.50	0.0%	27.0	35.4	47.5
105k dwt	10 year old	19.50	19.50	0.0%	16.0	22.9	33.0
105k dwt	15 year old	11.00	12.00	-8.3%	8.0	13.0	20.0
MR							
52k dwt	Resale	33.50	33.50	0.0%	32.0	36.0	39.0
52k dwt	5 year old	24.00	24.00	0.0%	22.0	26.0	31.0
45k dwt	10 year old	16.50	16.50	0.0%	14.0	17.6	21.0
45k dwt	15 year old	9.50	9.50	0.0%	9.0	10.9	13.5

## Price movements of 5 year old Dry Bulk assets

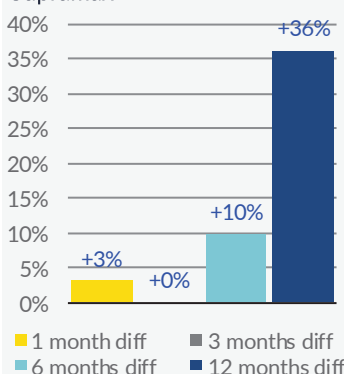
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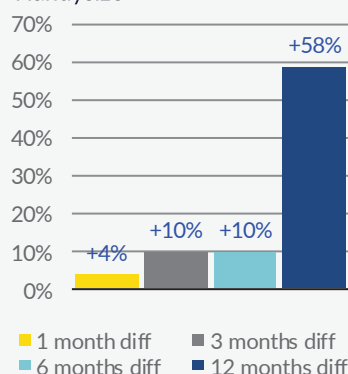
### Panamax



### Supramax

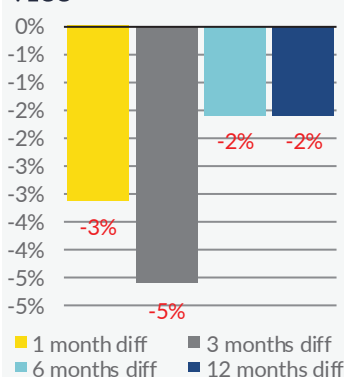


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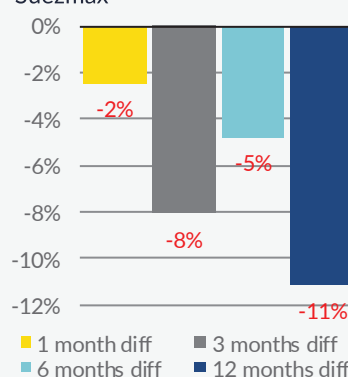


## Price movements of 5 year old Tanker assets

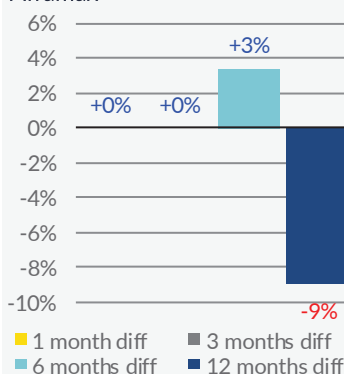
### VLCC



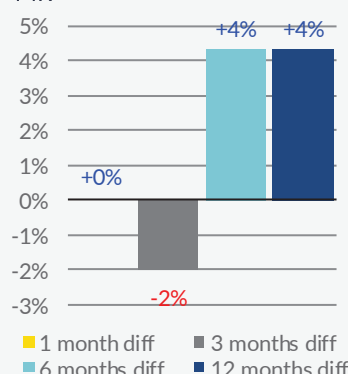
### Suezmax



### Aframax



### MR



# Sale & Purchase Secondhand Sales



18<sup>th</sup> - 22<sup>nd</sup> September 2017

Tankers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
MR	TORM FOX	37,025	2005	HYUNDAI MIPO, S. Korea	B&W	EPOXY Coated	\$ 10.7m	Far Eastern	IMO II/III, ICE 1A
SMALL	BOKWANG NO 1	1,879	1986	KISHIGAMI, Japan	Hanshin		N/A	undisclosed	
Bulk Carriers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
CAPE	CAPE CLAUDINE	181,258	2011	STX OFFSHORE & SHBLDG, S. Korea	MAN-B&W		\$ 30.5m	Norwegian - Songa Bulk	
CAPE	RUGIA	176,505	2011	SHANGHAI WAIGAOQIAO, China	MAN-B&W		\$ 26.0m	Greek - Safe Bulkers	incl TC to Oldendorff at USD 12.5k pd till Mar 2018
PMAX	ATLANTIC MOON	82,188	2012	TSUNEISHI SHBLDG - FKY, Japan	MAN-B&W		\$ 20.5m	Norwegian - Songa Bulk	SS passed
PMAX	UNITED LIBERTY	81,837	2015	TSUNEISHI SHBLDG - FKY, Japan	MAN-B&W		\$ 24.65m	U. S. A. Based - JP Morgan	
PMAX	AZALEA SKY	80,594	2012	UNIVERSAL MAIZURU, Japan	MAN-B&W		\$ 21.5m	Italian - Riomorchiatori Riuniti	
PMAX	SELANDIA	79,508	2011	JIANGSU EASTERN SHIPYA, China	Wartsila		\$ 13.5m	Greek - Technomar	on subs
PMAX	BURGIA	79,403	2010	JIANGSU EASTERN SHIPYA, China	Wartsila		\$ 13.2m		
PMAX	AOMI	77,215	2007	SASEBO SASEBO, Japan	MAN-B&W		\$ 12.0m	undisclosed	Coal Carrier, 36.5m Beam, 5ho/ha, SS due Nov 2017
UMAX	ULTRAMER	63,166	2014	ZHEJIANG SHBLDG - FENG, China	MAN-B&W	4 X 36t CRANES	\$ 18.6m	Danish - Navigare Capital Partners A/S	
SMAX	SONGA MARLIN	58,693	2009	TSUNEISHI ZHOUSHAN HUL, China	MAN-B&W	4 X 30t CRANES	\$ 13.8m	Thai - Thoresen Thai	
SMAX	CS SONOMA	56,704	2010	HANTONG SHIP HEAVY IND, China	MAN-B&W	4 X 30t CRANES	\$ 10.75m	Turkish - Densay Denizcilik ve Ticaret	
SMAX	CS SORAYA	56,698	2010	HANTONG SHIP HEAVY IND, China	MAN-B&W	4 X 30t CRANES	\$ 10.75m		
SMAX	SANTA PHOENIX	56,045	2006	mitsui CHIBA ICHIHARA, Japan	MAN-B&W	4 X 30t CRANES	\$ 12.0m	Bangladeshi - Meghna Marine	
SMAX	SABRINA VENTURE	53,456	2010	CHENGXI SHIPYARD CO LT, China	MAN-B&W	4 X 36t CRANES	\$ 10.2m	Chinese	
SMAX	PARVATHY	50,327	1999	mitsui TAMANO, Japan	B&W	4 X 30,5t CRANES	\$ 5.4m	undisclosed	DD due Nov
Containers									
Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
PMAX	KAETHE P	5,041	2006	HYUNDAI HEAVY INDUSTRI, S. Korea	MAN-B&W		N/A	German - MPC Container Line	
SUB PMAX	OLYMPIA	2,702	2007	NORDSEEWERKE, Germany	MAN-B&W		\$ 11.0m	Indonesian - Meratus Line	

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# Sale & Purchase Secondhand Sales



18<sup>th</sup> - 22<sup>nd</sup> September 2017

## Containers continued

Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
FEEDER	HANSA LANGELAND	1,581	2003	GUANGZHOU WENCHONG, China	B&W	2 X 40t CRANES	\$ 3.5m	undisclosed	
FEEDER	HANSA KIRKENES	1,550	2002	GUANGZHOU WENCHONG, China	B&W	2 X 40t CRANES	\$ 3.3m	Chinese	
FEEDER	PAGE AKIA	822	2003	SIETAS KG, Germany	MaK		N/A	Dutch - Holwerda Shipmanagement BV	

## Gas Carriers

Size	Name	Dwt	Built	Shipbuilder	M/E	CBM	Price	Buyers	Comments
LPG	GAS COLUMBIA	26,897	1997	mitsubishi NAGASAKI, Japan	Mitsubishi	34,712	\$ 8.0m	Indian - GESCO	
LPG	LADY MATHILDE	3,856	2001	SHITANOE SHIPBUILDING, Japan	Mitsubishi	3,445	N/A	undisclosed	

## Offshore

Type	Name	Dwt	Built	Shipbuilder	M/E	Bhp	Price	Buyers	Comments
AHTS	HILDE K	1,824	2008	BATAMEC, Indonesia	Niigata	5,998	N/A		
AHTS	TRICIA K	1,810	2009	BATAMEC, Indonesia	Niigata	5,998	N/A	undisclosed	
AHTS	MARI K	1,805	2009	BATAMEC, Indonesia	Niigata	5,998	N/A		





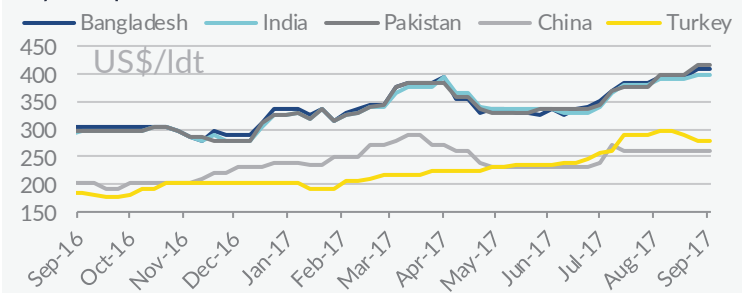
# Sale & Purchase Demolition Sales



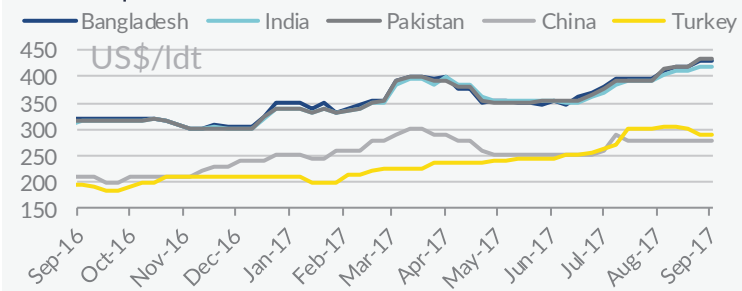
18<sup>th</sup> - 22<sup>nd</sup> September 2017

Another active week was due, with many demo candidates and firm numbers being reported. It is certain that the appetite from cash buyers is still there and at an impressive level, offering very good prices as competition starts to mount further. In the India Sub-Continent, Bangladesh took the lead in terms of activity, showing a lot of fresh movement, though on the pricing front it seems as though it is still lagging behind Pakistan. The main interest however was from Chinese buyers, where after a poor performance the past few weeks, they have returned back to action and managed to gather a considerable volume this week. On the supply side, owners have made an equal push, taking advantage of the slower flow of demo candidates and the improved conditions in the freight market. As previously stated, the local steel price has helped a lot in this regard, yet the fundamentals still remain shaky. Given the state of the market right now, it looks as though we may well see some further price hikes over the next couple of days.

## Dry Scrap Prices



## Wet Scrap Prices



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

		22 Sep	15 Sep	±%	last 5 years		
					Min	Avg	Max
<b>Indian Sub Continent</b>							
	Bangladesh	410	410	0.0%	220	373	475
	India	400	400	0.0%	225	375	500
	Pakistan	415	415	0.0%	220	373	475
<b>Far East Asia</b>							
	China	260	260	0.0%	110	267	425
<b>Mediterranean</b>							
	Turkey	280	280	0.0%	145	241	355

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

		22 Sep	15 Sep	±%	last 5 years		
					Min	Avg	Max
<b>Indian Sub Continent</b>							
	Bangladesh	430	430	0.0%	245	394	495
	India	420	420	0.0%	250	396	510
	Pakistan	435	435	0.0%	245	395	500
<b>Far East Asia</b>							
	China	280	280	0.0%	120	283	445
<b>Mediterranean</b>							
	Turkey	290	290	0.0%	150	251	355

### Reported Transactions

Type	Vessel's Name	Dwt	Built	Country	Built	Ldt	US\$/ldt	Buyer	Sale Comments
Tanker	DS CROWN	311,176	1999	S. Korea		41,816	\$ 395/Ldt	undisclosed	
Tanker	KANATA SPIRIT	113,022	1999	S. Korea		18,034	N/A	Bangladeshi	
Bulker	FOUR SPRINGS	109,009	1992	Italy		15,856	\$ 380/Ldt	Bangladeshi	
Cont	MAERSK PEMBROKE	38,250	1998	Germany		12,250	\$ 302/Ldt	Turkish	green recycling
Cont	WESTERBURG	30,291	1997	Poland		10,656	\$ 423/Ldt	undisclosed	"as is" Singapore, extra payment for bunkers
Bulker	SRI PREM POORVA	69,286	1994	Japan		10,034	\$ 400/Ldt	Bangladeshi	"as is" EC India
Tanker	PISHON	47,067	1991	S. Korea		8,777	N/A	Indian	
Bulker	YIN TAI	45,210	1994	Japan		7,634	N/A	Chinese	
Cont	UNI-CONCERT	17,446	1993	Japan		5,823	\$ 360/Ldt	undisclosed	"as is" kaohsiung
Cont	CONCORD	17,446	1992	Japan		5,822	\$ 360/Ldt	undisclosed	"as is" Kaohsiung
Gas	GEMINI GAS	9,490	1991	Germany		4,351	N/A	Indian	
Reefer	WILSON EXPRESS	5,864	1983	Norway		3,657	\$ 280/Ldt	Turkish	
Offsh	DE ZHI	1,329	1986	Poland		2,684	N/A	Chinese	
Offsh	DE SHU	1,397	1989	Poland		2,635	N/A	Chinese	
Offsh	DE JUN	1,397	1987	Poland		2,631	N/A	Chinese	
Bulker	PAUS ONE	10,153	1972	Japan		-	N/A	Bangladeshi	Cement Carrier



# Trade Indicators

## Markets | Currencies | Commodities



18<sup>th</sup> - 22<sup>nd</sup> September 2017

A somber outlook for the tanker market has led Danske Bank to downgrade shares in John Fredriksen's Frontline. Anders Karlsen, a veteran analyst who returned to the bank this summer, has dropped the tanker giant from buy to sell. He has also set a lower target price of NOK 39 (\$4.6) per share for the Oslo and New York-listed ship-owner.

It came as Danske reset its tanker rate forecasts, which project red ink for Frontline during 2018 and suggested further M&A may be complicated by its premium pricing. "Frontline continues to clean up its fleet by redelivering charter-in tonnage, shedding leases as well as scouting for modern assets," Karlsen said. "Still, the outlook for tankers is cloudy, as new deliveries and excess fleet growth are likely to put a lid on rates. Recycling is required to restore the supply/demand balance."

Karlsen is forecasting VLCC freight rates of \$20,000 per day for both the final quarter of 2017 and through 2018. This compares with the \$37,000 and \$43,500 per day projected previously. For 2019, Danske is now guiding for VLCC spot rates of \$30,000 per day, below its earlier estimate of \$40,050 per day. Source: Tradewinds

	22 Sep	18 Aug	±%	last 12 months		
				Min	Avg	Max
<b>Markets</b>						
10year US Bond	2.26	2.19	3.1%	1.56	2.25	2.61
S&P 500	2,502.2	2,425.6	3.2%	2,085	2,335	2,508
Nasdaq	6,426.9	6,216.5	3.4%	5,046	5,843	6,461
Dow Jones	22,349.6	21,674.5	3.1%	17,888	20,440	22,413
FTSE 100	7,310.6	7,324.0	-0.2%	6,693	7,229	7,548
FTSE All-Share UK	4,008.9	4,018.7	-0.2%	3,642	3,943	4,130
CAC40	5,281.3	5,114.2	3.3%	4,377	4,958	5,432
Xetra Dax	12,592.4	12,165.2	3.5%	10,259	11,821	12,889
Nikkei	20,296.5	19,470.4	4.2%	16,252	19,084	20,347
Hang Seng	27,880.5	27,047.6	3.1%	21,575	24,574	28,160
DJ US Maritime	210.1	197.4	6.4%	182.7	215.3	240.0
<b>Currencies</b>						
\$ per €	1.20	1.17	1.9%	1.04	1.10	1.21
\$ per £	1.36	1.29	5.3%	1.21	1.27	1.36
£ per €	0.88	0.91	-3.2%	0.84	0.87	0.93
¥ per \$	112.0	109.2	2.6%	100.4	111.0	118.1
\$ per Au\$	0.79	0.79	0.4%	0.72	0.76	0.81
\$ per NoK	0.13	0.13	1.9%	0.11	0.12	0.13
\$ per SFr	0.97	0.96	0.7%	0.95	0.99	1.03
Yuan per \$	6.59	6.68	-1.3%	6.45	6.81	6.96
Won per \$	1,133.2	1,139.7	-0.6%	1,098.5	1,142.6	1,210.7
\$ INDEX	98.7	99.5	-0.8%	97.0	103.1	108.3
<b>Commodities</b>						
Gold \$	1,294.8	1,295.8	-0.1%	1,125.7	1,244.0	1,346.3
Oil WTI \$	50.7	48.5	4.4%	42.5	49.3	54.5
Oil Brent \$	56.9	52.7	7.9%	44.4	52.0	57.1
Palm Oil	-	-	-	562.0	562.0	562.0
Iron Ore	62.9	75.1	-16.2%	53.0	71.6	94.5
Coal Price Index	92.8	87.0	6.6%	66.9	81.7	101.5
White Sugar	368.1	372.4	-1.2%	361.3	481.5	613.5

### Currencies

#### US Dollar per Euro



#### Yen per US Dollar



#### Yuan per US Dollar



#### US Dollar INDEX

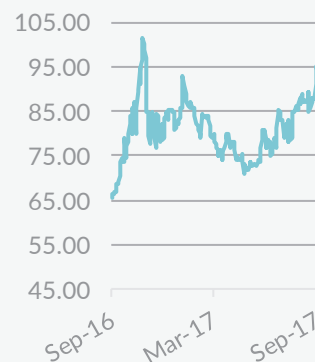


### Commodities

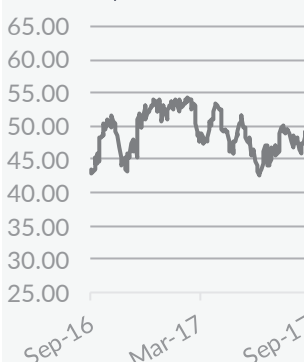
#### Iron Ore (TSI)



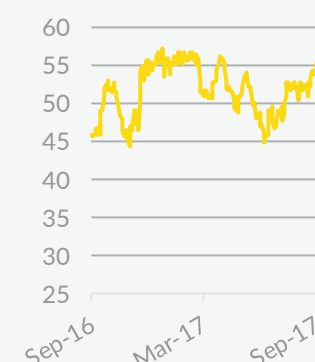
#### Coal Price Index



#### Oil WTI \$



#### Oil Brent \$



# Contact Details



18<sup>th</sup> - 22<sup>nd</sup> September 2017 | Week 38

## 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)

## 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)

### 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

#### FRANGOS HARRIS

MOBILE: +30 6936 57 67 00

#### HADJINASSIOS CHRISTOS

MOBILE: +30 6972 14 17 80

#### 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

#### CHASAPIS THOMAS

MOBILE: +30 6947 82 91 72

#### LATHROP GERRY

MOBILE: +30 6946 63 76 33

#### LAZARIDIS GEORGE

MOBILE: +30 6946 95 69 40

### 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

#### 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 ANASTASIA

MOBILE: +30 6951 79 82 91

#### 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

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© 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)



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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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