

## Market insight

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US Shale production continues to grow rapidly, hitting new records and with projections being revised upwardly at every turn. According to the International Energy Agency, the US will overtake Russia as the world's #1 crude oil producer by next year, having surpassed 10m bpd in late 2017 and slated to surpass 11m bpd by the end of 2018.

Over the past two years US shale oil companies have managed to become more efficient, optimizing production processes and utilizing new technologies and practices at lower costs. This is attributed in part to technological breakthroughs on the drilling side; Break-even points for US production have been driven substantially downward. It remains to be seen if this increase will be sustainable but at this point most pundits do not see production peaking before 2020.

The booming production has of course unnerved other producers and oil markets globally and comes at a time when other producers have voluntarily capped their own production in order to prop up prices. During 2017, we witnessed the spike in prices due to OPEC production cuts with prices steadily correcting upwards since November 2016. Oil is currently trading in the low \$60s, after peaking at a 3-year high of ~\$66pb.

OPEC and its allied producers are seeing their market shares eroded by the increasing US production. At the same time, US oil imports are also dropping, further shrinking profits from OPEC established markets. With this in mind, it will be very interesting to see how the commodity price will fare under these new conditions.

US shale production will be extremely important to watch over the next 5 years. It is almost certain that production will continue to grow in the next years. However, a number of factors will determine if this growth will be sustainable long term and how the market will balance itself under a future - potentially different - status quo.

On the tanker side a growing US production is good news as exports from the country could be offering more and more support to rates in the future as apart from Europe and Latin America, the long haul trips to the Far East and particularly to China is gaining increasing momentum. Thomson Reuters data reveals that US shipments specifically to China that were non-existent prior to 2016 have now reached a new record of around 2.01 million metric tonnes or 474,450 barrels/day during last month. Sinopec, the biggest oil refiner in China, expects to import 10 million metric tonnes of crude oil from the US during 2018. As the production cap from OPEC and Russia continues, the fairly new and quickly increasing flow of the commodity from the US to S. Korea, Japan and China is definitely something to watch out for.

Additionally as a growing US production will almost certainly keep undermining OPECs efforts to boost oil prices, this means that the price of the commodity will keep moving – at least for the short to medium term- within a specific range that is still considered attractive for consuming countries maybe not compared to early 2016 levels but certainly when compared to mid-2014 levels of around \$ 100/barrel.

## Chartering (Wet: **Soft -** / Dry: **Firm +**)

The dry bulk market managed an impressive turnaround last week, with gains noted across the board and sentiment firming quickly. The BDI today (27/02/2018) closed at 1,188 points, down by 3 points compared to Monday's levels (26/02/2018) and increased by 71 points when compared to previous Tuesday's closing (20/02/2018). The crude carriers market seems unable to catch a break, with further losses noted last week and a particularly quiet VL middle East market signaling further losses ahead. The BDTI today (27/02/2018) closed at 658, increased by 17 points and the BCTI at 621, an increase of 8 points compared to previous Tuesday's (20/02/2018) levels.

## Sale & Purchase (Wet: **Stable +** / Dry: **Soft -**)

During the quietest week of the year so far in terms of dry bulk activity, containers sales stole the spotlight with help from the continuously growing MPC, while interest for tanker candidates also picked up. On the tanker side we had the sale of the "FRONT CIRCASSIA" (306,009dwt-blt '99, Japan), which was sold to Indian owner, Foresight, for a price in the region \$18.5m. On the dry bulker side sector we had the sale of the "DA CHENG" (57,300dwt-blt '10, China), which was sold to Chinese owner, Shanghai Changhang, for a price in the region of \$13.3m.

## Newbuilding (Wet: **Stable +** / Dry: **Stable +**)

Not much has changed on the newbuilding front where orders keep coming in plenty on a weekly basis. Following the VL orders of the week prior the tanker sector has seen further activity with a quarter of methanol carriers being ordered in Hyundai against time charter to Waterfront Shipping, while the Capesize option declared by the JV between Cargill and Mitsui is most probably stealing the spotlight. It's been quite a while since we last saw a Capesize order indeed, while on the other hand we have seen plenty of VLOC orders instead, which is not particularly positive for the bigger bulkers altogether that have been battling with over-supply throughout the greater part of the past years and have only during the past months started enjoying a healthier market. In terms of recently reported deals, Japanese owner, NYK Line, placed an order for one firm MR tanker (50,000 dwt) at Hyundai Mipo, in S. Korea for a price in the region of \$44.0m and delivery set in 2019 - 2020.

## Demolition (Wet: **Stable +** / Dry: **Stable +**)

There is definitely a lot to take in from simply looking at the list of the most recent demolition sales below. As far as the demolition market is concerned, it is evident that prices are steady with no signs of weakening for now, while as rumors for the re-opening of the market in Pakistan for tankers keep on coming, this is expected to keep offering further support to price levels in the short term. What is probably more interesting though in regards to the activity below has less to do with the demolition market and more with the tanker sector. The fact that in just a few days about 1.2 million dwt has been sold for demo is definitely reflective of the disappointing returns in the sector, but it is also an indication of what we should be expecting in regards to this year's tanker scrapping activity that appears set to remain firm at least for as long as weak earnings keep coinciding with attractive demolition prices. Average prices this week for tankers were at around \$230-460/ldt and dry bulk units received about \$220-450/ldt.

Vessel	Routes	Week 8		Week 7		\$ /day ±%	2017	2016
		WS points	\$ /day	WS points	\$ /day		\$ /day	\$ /day
VLCC	265k MEG-JAPAN	36	9,506	37	10,025	-5.2%	20,658	41,068
	280k MEG-USG	18	1,834	19	2,199	-16.6%	13,429	44,269
	260k WAF-CHINA	41	10,618	42	11,843	-10.3%	19,815	41,175
Suezmax	130k MED-MED	53	5,460	65	9,904	-44.9%	17,617	29,930
	130k WAF-USAC	48	4,774	53	6,236	-23.4%	12,917	23,591
	140k BSEA-MED	65	5,891	70	6,749	-12.7%	17,617	29,930
Aframax	80k MEG-EAST	85	7,832	88	8,570	-8.6%	11,560	20,111
	80k MED-MED	105	13,787	90	8,789	56.9%	15,136	20,684
	80k UKC-UKC	90	2,763	90	3,048	-9.4%	11,912	26,526
Clean	70k CARIBS-USG	108	11,139	110	12,302	-9.5%	14,479	20,501
	75k MEG-JAPAN	102	11,879	85	7,012	69.4%	10,082	16,480
	55k MEG-JAPAN	115	10,363	110	9,176	12.9%	8,262	12,891
Dirty	37K UKC-USAC	160	11,815	153	11,012	7.3%	8,975	10,622
	30K MED-MED	148	8,393	155	9,630	-12.8%	6,703	9,056
	55K UKC-USG	100	7,356	105	9,264	-20.6%	10,421	15,726
Dirty	55K MED-USG	100	7,190	105	8,674	-17.1%	9,613	14,879
	50k CARIBS-USAC	115	8,124	100	5,574	45.7%	10,544	15,549

TC Rates							
	\$ /day	Week 8	Week 7	±%	Diff	2017	2016
VLCC	300k 1yr TC	24,250	25,000	-3.0%	-750	27,524	38,108
	300k 3yr TC	30,000	30,000	0.0%	0	28,830	34,379
Suezmax	150k 1yr TC	16,500	17,000	-2.9%	-500	18,788	27,363
	150k 3yr TC	20,000	20,000	0.0%	0	19,330	25,653
Aframax	110k 1yr TC	14,500	14,500	0.0%	0	16,034	22,396
	110k 3yr TC	17,500	17,500	0.0%	0	17,339	20,948
Panamax	75k 1yr TC	12,500	12,500	0.0%	0	12,986	19,127
	75k 3yr TC	14,500	14,500	0.0%	0	14,253	18,592
MR	52k 1yr TC	14,500	14,500	0.0%	0	13,375	15,410
	52k 3yr TC	14,750	14,750	0.0%	0	14,287	15,681
Handy	36k 1yr TC	13,000	13,250	-1.9%	-250	12,053	14,380
	36k 3yr TC	13,500	13,500	0.0%	0	13,200	14,622

### Chartering

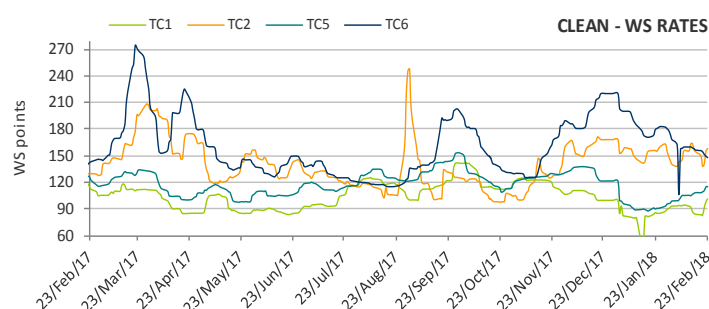
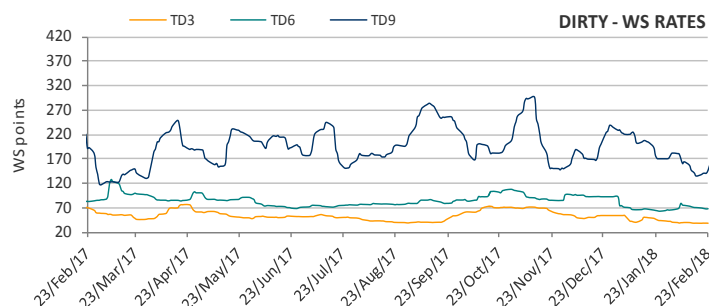
The crude carriers market remains in search of silver linings that remained non-existent throughout the winter season that is now almost over. Last week ended with yet another drop in rates for most key routes, while the positive reversal in the price of oil and consequently in bunker prices has added the pressure on TCE levels. The most recent EIA report that stressed a rather unexpected drawdown in US crude oil inventories has helped the price of the commodity to cover some of the ground recently lost, while if this trend resumes in the following months, the market should eventually receive a long awaited boost from an upswing in trading volumes.

Unable to put forth any resistance, VL owners in the Middle East accepted further discounts amidst thin demand and bad psychology, while an entirely muted West Africa market contributed further to worsening sentiment.

Despite healthier activity in the West Africa Suezmax market, tonnage competing for business in the region pushed rates further down, while Black Sea/Med levels moved down on softer enquiry. Healthy demand for a second week in a row finally managed to offer support to Aframax rates in the region, while the Caribs market kept cashing in on extended weather delays that offset most of the pressure that increasing tonnage supply started to generate.

### Indicative Period Charters

- 12 to 12 mos	- 'RS AURORA'	2018	158,000 dwt
-	- \$16,000/day - \$20,000/day		- Norden
- 6 mos	- 'RBD GINO FERRETTI'	2011	107,500 dwt
-	- \$11,000/day+ p.s		- Navig8



### Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Feb-18 avg	Jan-18 avg	±%	2017	2016	2015
VLCC	300KT DH	63.0	63.6	-1.0%	61.8	68.9	81.2
Suezmax	150KT DH	42.0	42.6	-1.5%	41.1	50.0	59.7
Aframax	110KT DH	31.5	32.0	-1.6%	30.1	37.0	45.5
LR1	75KT DH	28.0	28.0	0.0%	27.4	33.1	36.1
MR	52KT DH	25.0	25.0	0.0%	23.1	25.3	27.6

### Sale & Purchase

In the Aframax sector we had the sale of the "MAERSK PRIVILEGE" (105,483dwt-blt '03, Japan), which was sold to Singaporean owner, Winson Oil, for a price in the region \$12.7m.

In the MR sector we had the sale of the "KIRIBORA" (50,044dwt-blt '13, S. Korea), which was sold to Danish owner, Navigare Capital Partners, for a price in the region \$27.0m.

**Baltic Indices**

	Week 8 23/02/2018		Week 7 16/02/2018		Point Diff	\$/day ±%	2017	2016
	Index	\$/day	Index	\$/day			Index	Index
<b>BDI</b>	1,185		1,084		101		1,149	676
<b>BCI</b>	1,722	\$13,524	1,608	\$12,396	114	9.1%	2,094	1,030
<b>BPI</b>	1,481	\$11,873	1,273	\$10,216	208	16.2%	1,221	695
<b>BSI</b>	892	\$10,229	837	\$9,597	55	6.6%	846	601
<b>BHSI</b>	534	\$7,815	515	\$7,530	19	3.8%	525	364

**Period**

	\$/day	Week 8	Week 7	±%	Diff	2017	2016
<b>Capesize</b>	<b>180K 6mnt TC</b>	17,750	17,000	4.4%	750	15,671	7,842
	<b>180K 1yr TC</b>	18,500	18,500	0.0%	0	14,844	7,582
	<b>180K 3yr TC</b>	16,000	16,000	0.0%	0	13,892	8,728
<b>Panamax</b>	<b>76K 6mnt TC</b>	13,500	13,000	3.8%	500	10,984	6,492
	<b>76K 1yr TC</b>	13,500	13,250	1.9%	250	11,113	6,558
	<b>76K 3yr TC</b>	13,000	12,750	2.0%	250	11,171	7,068
<b>Supramax</b>	<b>55K 6mnt TC</b>	13,000	12,250	6.1%	750	10,421	6,582
	<b>55K 1yr TC</b>	12,750	12,000	6.3%	750	10,166	6,851
	<b>55K 3yr TC</b>	12,500	11,750	6.4%	750	10,176	6,827
<b>Handysize</b>	<b>30K 6mnt TC</b>	9,750	9,750	0.0%	0	8,662	5,441
	<b>30K 1yr TC</b>	9,500	9,500	0.0%	0	8,248	5,511
	<b>30K 3yr TC</b>	9,250	9,250	0.0%	0	8,464	5,950

**Chartering**

To achieve such a substantial positive reversal before the Chinese Lunar Year holidays were officially over is a rare occurrence for the Dry Bulk sector, the performance of which managed to push the BDI once again above 1,150 points in the past days, convincing even the most conservative ones of the strength of this market. The period market also reflected improving momentum, with significant premiums reported in some cases, while paper values were also oozing confidence. Everything at the moment points towards a healthy market during the spring season and despite the slow-down in the second-hand market, where buyers seem to have almost disappeared during the past couple of weeks, we expect to see firming activity and a subsequent additional upside to asset values that have already been enjoying small upticks month on month.

A positive reversal that came a few days earlier than most expected it, boosted Capesize average earnings back above \$13,000/day, with w. Australia/China setting the positive tone in the region, while the overall quiet Atlantic market has failed to enjoy the positive spillovers as enquiry remained subdued throughout the week.

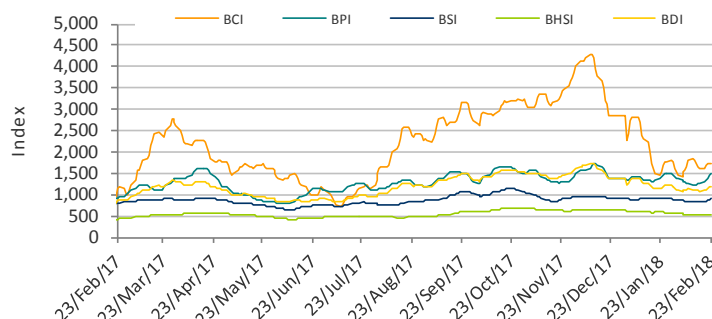
The Atlantic Panamax market enjoyed impressive gains during the past days, on the back of a continuously firming ECSA market and firm numbers being fixed on the period front, while in the East things started to improve mid-week onwards, with enquiry focusing mainly on NoPac rounds.

The smaller sizes also enjoyed a better market, with firm USG activity giving good premiums to Supramax vessels that also saw rates improvements in the Continent and Med regions, while rates for most Handysize routes also ended the week up, with USG showing most strength in this case as well.

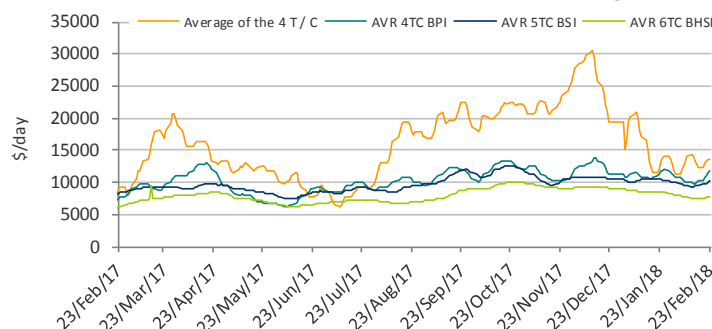
**Indicative Period Charters**

- 11 to 13 mos	- 'DELOS'	2012	175,125 dwt
- Rizhao end Feb	- \$18,500/day		- Cargill
- 5 to 7 mos	- 'MYNIKA'	2013	84,108 dwt
- Ulsan 22/23 Feb	- \$ 13,600/day		- Cobelfret

**Baltic Indices**



**Average T/C Rates**



**Indicative Market Values (\$ Million) - Bulk Carriers**

Vessel 5 yrs old	Feb-18 avg	Jan-18 avg	±%	2017	2016	2015
<b>Capesize 180k</b>	33.8	33.0	2.3%	30.8	23.5	33.4
<b>Panamax 76K</b>	18.5	18.5	0.0%	17.8	13.6	17.5
<b>Supramax 56k</b>	17.5	17.5	0.0%	16.0	12.7	16.6
<b>Handysize 30K</b>	13.9	13.5	2.8%	12.5	9.9	13.8

**Sale & Purchase**

In the Supramax sector we had the sale of the "POLESTAR" (53,452dwt-blk '06, Japan), which was sold to Chinese owner, Pingtan Minghui, for a price in the region of \$9.3m.

In the Handysize sector we had the sale of the "FORMENTERA" (35,000dwt-blk '11, China), which was sold to German owner, Vogemann, for a price in the region of \$11.3m.

**Tankers**

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
AFRA	RIDGEBURY SALLY B	105,672	2003	SUMITOMO HI, Japan	Sulzer	Mar-18	DH	\$ 9.30m	Greek	
AFRA	MAERSK PRIVILEGE	105,483	2003	SUMITOMO HM, Japan	Sulzer		DH	\$ 12.70m	Singaporean (Winson Oil)	
MR	KIRIBORA	50,044	2013	SPP, S. Korea	MAN-B&W		DH	\$ 27.00m	Danish (Navigare Capital Partners)	5-yr BBB
MR	BRITISH SERENITY	47,210	2005	HYUNDAI MIPO, S. Korea	B&W	Jul-20	DH	\$ 11.80m		
MR	BRITISH TRANQUILLITY	47,210	2005	HYUNDAI MIPO, S. Korea	B&W	Sep-20	DH	\$ 11.80m	South Korean (Sinokor)	incl. BB T/C back
MR	BRITISH COURTESY	47,210	2005	HYUNDAI MIPO, S. Korea	B&W	Sep-20	DH	\$ 11.80m		
MR	HUASCAR	35,722	1992	SHIN KURUSHIMA, Japan	Mitsubishi	Jun-20	DH	\$ 2.80m	Panama registered (Peninsula)	auction sale, plus \$200,00 for bunkers
PROD/CHEM	CHEMBULK KINGS POINT	19,928	2008	KITANIHON, Japan	Mitsubishi		DH	high \$ 13.0m	undisclosed	StSt, 12 tanks

**Bulk Carriers**

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
SMAX	POLESTAR	53,452	2006	IMABARI, Japan	MAN-B&W	Feb-21	4 X 30,5t CRANES	\$ 9.3m	Chinese (Pingtan Minghui)	
HANDY	FORMENTERA	35,000	2011	QIDONG DAODA, China	MAN-B&W	Dec-21	4 X 30t CRANES	\$ 11.3m	German (Vogemann)	

**MPP/General Cargo**

Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
NEW LUCKY III	7,716	2000	SHIN KURUSHIMA IMABARI, Japan	B&W	Nov-20	4 X 25t DERRICKS	\$ 1.8m	Taiwanese	
YEON AM	6,175	1997	SANYO MUKAISHIMA, Japan	Hanshin		2 X 30,7t CRNS, 1 X 30t DRCKS	\$ 1.5m	European	

**Gas/LPG/LNG**

Type	Name	Dwt	Built	Yard	M/E	SS due	Cbm	Price	Buyers	Comments
LPG	FLAMENGO	6,519	2011	MURAKAMI HIDE, Japan	MAN-B&W		7,540	\$ 14.2m	Greek (Naftomar)	

Containers										
Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
SUB PMAX	AS CARELIA	2,824	2006	HYUNDAI MIPO, S. Korea	MAN-B&W					
SUB PMAX	AS CYPRIA	2,824	2006	HYUNDAI MIPO, S. Korea	MAN-B&W					
SUB PMAX	AS PALATIA	2,602	2006	STX, S. Korea	MAN-B&W		4 X 45t CRANES			
SUB PMAX	AS PATRIA	2,602	2006	STX, S. Korea	MAN-B&W		4 X 45t CRANES			
FEEDER	SEVILLIA	1,794	2008	TAIZHOU KOUAN, China	MAN-B&W		2 X 40t CRANES			
FEEDER	SICILIA	1,794	2008	TAIZHOU KOUAN, China	MAN-B&W		2 X 40t CRANES			
FEEDER	AS ROMINA	1,496	2009	ZHEJIANG OUHUA, China	MAN-B&W	Jan-19		\$ 139.5m	Oslo listed (MPC Container Ships)	
FEEDER	AS ROSALIA	1,496	2009	ZHEJIANG OUHUA, China	MAN-B&W	Aug-19				
FEEDER	AS RICCARDA	1,496	2011	ZHEJIANG OUHUA, China	MAN-B&W	Feb-22				
FEEDER	AS RAGNA	1,496	2009	ZHEJIANG OUHUA, China	MAN-B&W	Aug-19				
FEEDER	AS FELICIA	1,296	2006	ZHEJIANG OUHUA, China	MAN-B&W		2 X 45t CRANES			
FEEDER	AS FABIANA	1,296	2007	ZHEJIANG OUHUA, China	MAN-B&W		2 X 45t CRANES			
FEEDER	AS FEDERICA	1,284	2007	ZHEJIANG OUHUA, China	MAN-B&W		2 X 45t CRANES			
FEEDER	AS FLORIANA	1,284	2008	ZHEJIANG OUHUA, China	MAN-B&W					
FEEDER	FPMC CONTAINER 8	1,118	2007	JIANGSU EASTERN, China	MAN-B&W	Sep-22	2 X 40t CRANES			
FEEDER	FPMC CONTAINER 7	1,118	2007	JIANGSU EASTERN, China	MAN-B&W	Jul-22	2 X 45t CRANES	xs \$16.0m	Chinese (Goto Shipping)	
FEEDER	FPMC CONTAINER 6	880	2006	HAIDONG SHIPYARD, China	MAN-B&W	Dec-21				



**Containers Continued.**

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
SUB PMAx	KOTA PURI	2,483	2008	NAIKAI ZOSEN, Japan	MAN-B&W	Aug-22		xs \$12.0m	undisclosed	
FEEDER	MERKUR TIDE	1,608	1998	AKER MTW, Germany	Sulzer	Mar-18	3 X 40t CRANES	undisclosed	undisclosed	for conversion
FEEDER	IRIS BOLTEN	974	2008	HEGEMANN BERNE, Germany	MaK			undisclosed	German	

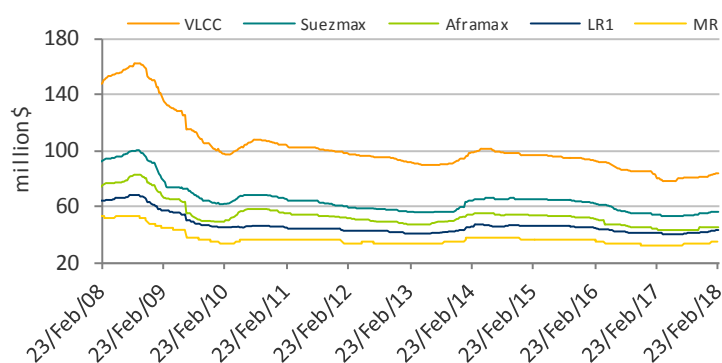
**Indicative Newbuilding Prices (million\$)**

	Vessel		Week 8	Week 7	±%	2017	2016	2015
Bulkers	Capesize	180k	47.0	47.0	0.0%	43	43	50
	Kamsarmax	82k	27.0	27.0	0.0%	25	25	28
	Ultramax	63k	25.0	25.0	0.0%	23	23	25
	Handysize	38k	22.3	22.3	0.0%	20	20	21
Tankers	VLCC	300k	83.5	83.5	0.0%	80	88	96
	Suezmax	160k	56.0	56.0	0.0%	54	58	64
	Aframax	115k	45.0	45.0	0.0%	44	48	53
	LR1	75k	43.0	43.0	0.0%	41	43	46
	MR	50k	35.0	35.0	0.0%	33	34	36
Gas	LNG 174k cbm		180.0	180.0	0.0%	186	189	190
	LGC LPG 80k cbm		70.0	70.0	0.0%	71	74	77
	MGC LPG 55k cbm		63.0	63.0	0.0%	64	66	68
	SGC LPG 25k cbm		42.0	42.0	0.0%	42	43	45

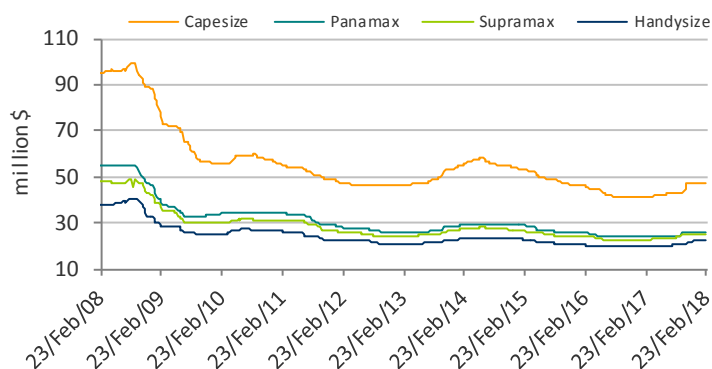
Not much has changed on the newbuilding front where orders keep coming in plenty on a weekly basis. Following the VL orders of the week prior the tanker sector has seen further activity with a quarter of methanol carriers being ordered in Hyundai against time charter to Waterfront Shipping, while the Capesize option declared by the JV between Cargill and Mitsui is most probably stealing the spotlight. It's been quite a while since we last saw a Capesize order indeed, while on the other hand we have seen plenty of VLOC orders instead, which is not particularly positive for the bigger bulkers altogether that have been battling with oversupply throughout the greater part of the past years and have only during the past months started enjoying a healthier market.

In terms of recently reported deals, Japanese owner, NYK Line, placed an order for one firm MR tanker (50,000 dwt) at Hyundai Mipo, in S. Korea for a price in the region of \$44.0m and delivery set in 2019 - 2020.

**Tankers Newbuilding Prices (m\$)**



**Bulk Carriers Newbuilding Prices (m\$)**



**Newbuilding Orders**

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
2	Tanker	50,000 dwt	Hyundai Mipo, S. Korea	2019-2020	Japanese (JV between WFS and Marininvest)	\$ 44.0m	methanol carriers, dual fuelled, zinc coated,
1	Tanker	50,000 dwt	Hyundai Mipo, S. Korea	2019-2020	Japanese (NYK Line)	\$ 44.0m	
1	Tanker	50,000 dwt	Hyundai Mipo, S. Korea	2019-2020	Japanese (JV between IINO and Mitsui)	\$ 44.0m	
1	Tanker	4,500 dwt	Hyundai Mipo, S. Korea	2019	S.Korean (Petro Plus Logistics)	undisclosed	
1	Bulker	180,000 dwt	Yangzijiang, China	2018-2019	Great Wave Navigation - JV between Cargill and Mitsui	\$ 41.3m	Tier II, option declared, total 4 on order
3	Bulker	52,000 dwt	Oshima, Japan	2020	Japanese (MOL)	undisclosed	Tier III
2	Reefer	250,000 cbf	Kyokuyo, Japan	2019	undisclosed	undisclosed	super eco
2	Gas	5,000 cbm	Sasaki, Japan	2019	Japanese (Kumiai Senpaku)	undisclosed	under T/C to Statoil

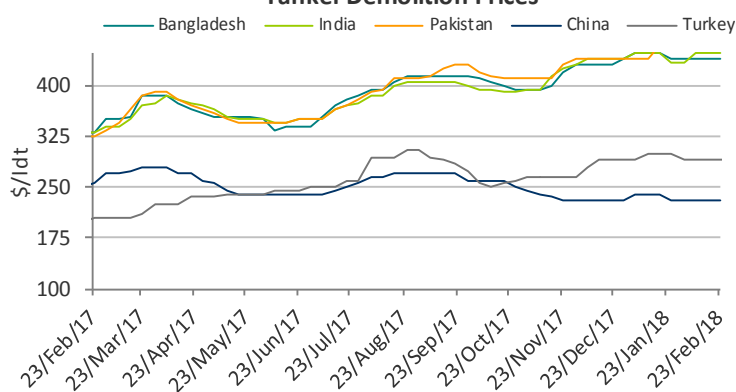
**Indicative Demolition Prices (\$/Ldt)**

	Markets	Week 8	Week 7	±%	2017	2016	2015
Tanker	Bangladesh	440	440	0.0%	376	287	360
	India	450	450	0.0%	374	283	361
	Pakistan	460	460	0.0%	379	284	366
	China	230	230	0.0%	251	176	193
	Turkey	290	290	0.0%	250	181	225
Dry Bulk	Bangladesh	430	430	0.0%	358	272	341
	India	440	440	0.0%	354	268	342
	Pakistan	450	450	0.0%	358	267	343
	China	220	220	0.0%	241	160	174
	Turkey	280	280	0.0%	240	174	216

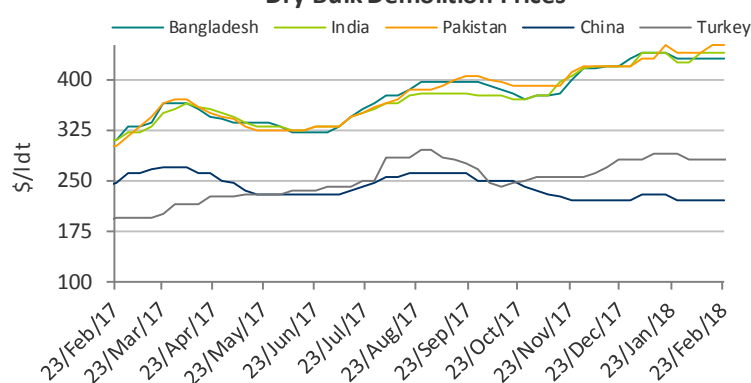
There is definitely a lot to take in from simply looking at the list of the most recent demolition sales below. As far as the demolition market is concerned, it is evident that prices are steady with no signs of weakening for now, while as rumors for the re-opening of the market in Pakistan for tankers keep on coming, this is expected to keep offering further support to price levels in the short term. What is probably more interesting though in regards to the activity below has less to do with the demolition market and more with the tanker sector. The fact that in just a few days about 1.2 million dwt has been sold for demo is definitely reflective of the disappointing returns in the sector, but it is also an indication of what we should be expecting in regards to this year's tanker scrapping activity that appears set to remain firm at least for as long as weak earnings keep coinciding with attractive demolition prices. Average prices this week for tankers were at around \$230-460/Ldt and dry bulk units received about \$220-450/Ldt.

One of the highest prices amongst recently reported deals was paid by Bangladeshi breakers for the VLCC tanker "POROS" (281,050dwt-38,979Ldt-bl't '00), which received \$480/Ldt.

**Tanker Demolition Prices**



**Dry Bulk Demolition Prices**



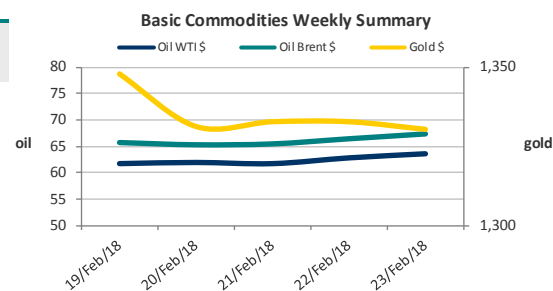
**Demolition Sales**

Name	Size	Ldt	Built	Yard	Type	\$/Ldt	Breakers	Comments
KOS	305,870	43,178	2001	DAEWOO, S. Korea	TANKER	\$ 440/Ldt	undisclosed	as-is Khor Fakkan
POROS	281,050	38,979	2000	MITSUBISHI, Japan	TANKER	\$ 440/Ldt	Bangladeshi	as-is Khor Fakkan incl. 500T bunkers
KRITI BREEZE	134,441	21,642	1996	HYUNDAI HI, S. Korea	TANKER	\$ 430/Ldt	undisclosed	Indian Sub Continent, gas free
MOSCOW KREMLIN	106,521	16,321	1998	NKK, Japan	TANKER	\$ 420/Ldt	undisclosed	as-is Singapore
MOSCOW	106,553	16,289	1998	NKK, Japan	TANKER	\$ 420/Ldt	undisclosed	as-is Singapore
KUBAN	106,562	16,280	2000	NKK, Japan	TANKER	\$ 420/Ldt	undisclosed	as-is Singapore
COTOPAXI	66,100	12,236	1999	HYUNDAI HI, S. Korea	TANKER	\$ 420/Ldt	undisclosed	as-is Singapore
KAKARIKI	46,724	11,916	1999	SZCZECINSKA STOCZNIA, Poland	TANKER	\$ 438/Ldt	undisclosed	as-is Singapore
LIMAR	46,170	9,701	1996	HALLA HI - SAMHO, S. Korea	TANKER	\$ 435/Ldt	undisclosed	Indian Sub Continent, gas free



## Market Data

	23-Feb-18	22-Feb-18	21-Feb-18	20-Feb-18	19-Feb-18	W-O-W Change %
Stock Exchange Data	10year US Bond	2.870	2.920	2.940	2.890	-0.3%
	S&P 500	2,747.30	2,747.30	2,703.96	2,701.33	0.6%
	Nasdaq	7,337.39	7,337.39	7,210.09	7,218.23	1.4%
	Dow Jones	25,309.99	25,309.99	24,962.48	24,797.78	0.4%
	FTSE 100	7,244.41	7,252.39	7,281.57	7,246.77	-0.7%
	FTSE All-Share UK	3,991.50	3,992.40	4,007.43	3,991.90	-0.5%
	CAC40	5,317.37	5,309.23	5,302.17	5,289.86	0.7%
	Xetra Dax	12,483.79	12,461.91	12,470.49	12,487.90	0.8%
	Nikkei	21,892.78	21,736.44	21,970.81	21,925.10	-1.2%
	Hang Seng	31,267.17	31,267.17	30,965.68	31,431.89	0.5%
Currencies	DJ US Maritime	250.95	250.95	247.83	247.34	0.7%
	\$ / €	1.23	1.23	1.23	1.23	-0.9%
	\$ / £	1.40	1.40	1.39	1.40	-0.4%
	¥ / \$	106.89	106.82	107.58	107.39	0.6%
	\$ / NoK	0.13	0.13	0.13	0.13	-0.9%
	Yuan / \$	6.34	6.35	6.35	6.35	-0.2%
	Won / \$	1,076.80	1,081.04	1,075.84	1,073.61	0.9%
	\$ INDEX	89.88	89.74	90.00	89.72	0.9%



## Bunker Prices

		23-Feb-18	16-Feb-18	W-O-W Change %
MGO	Rotterdam	557.0	545.0	2.2%
	Houston	586.0	575.0	1.9%
	Singapore	584.5	582.5	0.3%
380cst	Rotterdam	356.5	350.5	1.7%
	Houston	354.5	342.5	3.5%
	Singapore	373.5	371.5	0.5%

## Maritime Stock Data

Company	Stock Exchange	Curr.	23-Feb-18	16-Feb-18	W-O-W Change %
AEGEAN MARINE PETROL NTWK	NYSE	USD	2.50	4.45	-43.8%
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	3.22	3.15	2.2%
COSTAMARE INC	NYSE	USD	6.25	6.43	-2.8%
DANAOS CORPORATION	NYSE	USD	1.35	1.35	0.0%
DIANA SHIPPING	NYSE	USD	3.65	3.79	-3.7%
DRYSHIPS INC	NASDAQ	USD	3.41	3.73	-8.6%
EAGLE BULK SHIPPING	NASDAQ	USD	4.86	4.76	2.1%
EUROSEAS LTD.	NASDAQ	USD	1.88	1.85	1.6%
GLOBUS MARITIME LIMITED	NASDAQ	USD	1.06	1.04	1.9%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	0.75	0.79	-5.1%
NAVIOS MARITIME HOLDINGS	NYSE	USD	1.28	1.28	0.0%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	1.96	1.90	3.2%
SAFE BULKERS INC	NYSE	USD	3.81	3.57	6.7%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	1.06	1.04	1.9%
STAR BULK CARRIERS CORP	NASDAQ	USD	12.09	11.76	2.8%
STEALTHGAS INC	NASDAQ	USD	4.42	4.50	-1.8%
TSAKOS ENERGY NAVIGATION	NYSE	USD	3.43	3.40	0.9%
TOP SHIPS INC	NASDAQ	USD	0.18	0.20	-10.0%

## Market News

### “Otto seeks to avoid collapse under \$877m debt

Singapore OSV owner and shipbuilder Otto Marine is trying to avoid going under through a bid for court-led restructuring.

The company has \$877m in liabilities, with a collapse imminent unless it receives protection from creditors, according to a high court application for judicial management obtained by Bloomberg.

In the application, executive chairman Yaw Chee Siew said: “I cannot be expected to continue shouldering the financial burden and injecting fresh capital into the company.”

The company will probably survive for another two months based on its cash reserves, Yaw said in the filing.

But he added: “There is a reasonable probability of rehabilitating the company,” as the oil and gas market slowly recovers.

Yaw took full control of Otto in 2016, delisting it from the Singapore exchange. He is the biggest creditor with \$208m owed. Investor lined up.

The application was made on Friday in a closed hearing. Otto's lawyer said a statement would follow a court ruling on the matter.

Otto had \$869m in assets at the end of last year, but most of them are unlikely to be recovered in full, according to the court papers...”(TradeWinds)

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