

Market insight

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SnP Broker

With the market now at full speed after Posidonia, we believe a comparison between dry bulk asset values and freight rates during the 2016 Posidonia and the respective ones during this year's exhibition is quite interesting.

Handysize

The "ex-SH GRACE" (29,828dwt-blt '06, Shikoku) was sold to Vietnamese buyers in July 2016 for \$5.7m. The "ex-ZENITH EXPLORER" (28,343dwt-blt '08, Imabari) was sold to Greek buyers in April 2018 for \$8.2m.

- 43.9% increase in asset values - BHSI: 350 (May 2016/average) & 330 (June 2016/average) VS 589 (May 2018/average) & 586 (June 2018/average)

Supramax

The "ex-MAPLE GROVE" (53,474dwt-blt '06, Imabari) was to Bangladeshi buyers in July 2016 for \$7.7m. The "ex-EM SAPPHIRE" (54,768dwt-blt '09, Oshima) was sold to undisclosed buyers in May 2018 for high \$14.0m. (note: 9-yr old but through sold on an en-bloc basis).

-92.2% increase in asset values -BSI: 569 (May 2016/average) & 571 (June 2016/average) VS 1,059 (May 2018/average) & 1,075 (June 2018/average)

Kamsarmax

The "ex-UNITED TREASURE" (82,926dwt-blt '06, Tsuneishi) was sold to Greek buyers in June 2016 for \$8.4m. The "ex-GOLDEN SPRING" (83,730dwt-blt '08, Sanoyas) was sold to Greek buyers in late May 2018 for \$16.5m.

- 96.4% increase in asset values - BPI: 602 (May 2016/average) & 565 (June 2016/average) VS 1,230 (May 2018/average) & 1,374 (June 2018/average)

Capesize

The "ex-SEA PULL" (177,533dwt-blt '06, Mitsui) was sold to Singaporean buyers in July 2016 for \$13.75m. The "ex-VOGERUNNER" (176,838dwt-blt '08, Namura) was sold to S. Korean buyers in late April for \$24.1m.

- 75.3% increase in asset values - BCI: 871 (May 2016/average) & 938 (June 2016/average) VS 2,058 (May 2018/average) & 2,024 (June 2018/average)

When looking at the comparisons above, two points become immediately obvious. The first is the very impressive overall improvement in both the second-hand and freight market and the second the relative resistance of 28k dwt Handysize asset values to an increase proportional to the one in earnings. Indeed, while the rest of the sizes display a more proportional increase between rates and asset values this is not the case for 28k dwt Handysize. To be more specific, average rates for the size have increased around 75% from \$4,894/day (avg. May-June 2016) to \$8,568/day (avg. May-June 2018), while second-hand prices have moved up by 40-50%. Despite the fact that there is no adequate comparison between 2016 and 2018 Handysize >30kdwt sales, market ideas and the few recent transactions show an alignment to the appreciation rate witnessed in the other sizes, further highlighting the lag noticed in the prices of the smaller Handies.

Making a prediction for the market during the 2020 Posidonia is obviously impossible, not only because two years are especially by today's standards a very long period for accurate forecasts, but also due to the fact that various drivers are simultaneously shaping the markets these days (regulations, trade tariffs etc.) We do think though that just by looking at the above comparisons the usual saying "crisis creates opportunity" comes to mind and maybe a bit of interest should be shifting towards the tanker side as a result.

Chartering (Wet: Stable- / Dry: Firm+)

With modest increases across the board, the dry bulk market kept moving up last week, while the jump in period activity certainly stole the spotlight. The BDI today (19/06/2018) closed at 1,419 points, down by 23 points compared to Monday's (18/06/2018) levels and increased by 29 points when compared to previous Tuesday's closing (12/06/2018). The crude carriers market saw a slightly more positive last week, while overall sentiment remained overall soft. The BDTI today (19/06/2018) closed at 743, decreased by 8 points and the BCTI at 507, a decrease of 15 points compared to previous Tuesday's (12/06/2018) levels.

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

It seems that the Posidonia events have increased the appetite for investments particularly in the dry bulk sector where an impressive number of deals concluded during the past days, concerning mainly modern candidates built post 2010. On the tanker side we had the sale of the "KRASNODAR" (115,8605dwt-blt '03, S. Korea), which was sold to Greek owner, Horizon Tankers, for a price in the region of \$9.0m. On the dry bulker side sector we had the sale of the "RED CHERRY" (182,419dwt-blt '15, Japan), which was sold to US based buyers, for a price in the region of \$45.0m.

Newbuilding (Wet: Firm+ / Dry: Firm+)

They say a picture is worth a thousand words and this is true if one looks at the table of the most recently reported newbuilding deals below. The fact that very firm contracting activity is still taking place across a number of sectors during the first month of the summer season is definitely predisposing everyone for an equally busy second half of the year. The first six months of 2018 are set to conclude with an increase of around 17% in terms of all new orders placed compared to the same period during last year, while if one looks at the respective increases in the more conventional sectors the figures are way more impressive. Having stressed more than once how busy the newbuilding markets for both tankers and bulkers have been, it is worth mentioning at this point the often underemphasized ordering activity that has been also taking place in the gas carrier and container markets and that is noting a year to date increase of 210% and 920% respectively in terms of vessel numbers. In terms of recently reported deals, US based owner, Mangrove Partners, placed an order for two firm and two optional Newcastlemax bulkers (208,000 dwt) at Yangzijiang, in China for a price in the region of \$48.5m and delivery set in 2020.

Demolition (Wet: Stable- / Dry: Stable-)

It seems that appetite for tonnage has started to firm before the end of the Ramadan, with a number of high ldt sales concluding during the past days at market levels that are pointing to a firming market. Indeed, cash buyers in Bangladesh remained active for another week, confirming their full on return after a fairly quiet beginning to the summer season, while their bids have also moved up, closely approaching those offered by their Indian counterparts, who remained active for yet another week. Despite the positive momentum and overall increased demand in the region, activity in Pakistan remains muted, with the local market being the one negative exception across the board as both the local currency and demand for scrap steel have taken a hit during the past weeks, while the fact that previously bought tonnage remains unsold is also suppressing appetite. Average prices this week for tankers were at around \$270-445/ldt and dry bulk units received about \$260-435/ldt.

| Vessel | Routes | Week 24 | | Week 23 | | \$ /day ±% | 2017 \$/day | 2016 \$/day |
|---------|-----------------|-----------|--------|-----------|--------|---------------|----------------|----------------|
| | | WS points | \$/day | WS points | \$/day | | | |
| VLCC | 265k MEG-JAPAN | 45 | 13,174 | 48 | 13,683 | -3.7% | 20,658 | 41,068 |
| | 280k MEG-USG | 18 | - | 20 | - | - | 13,429 | 44,269 |
| | 260k WAF-CHINA | 48 | 12,854 | 49 | 13,433 | -4.3% | 19,815 | 41,175 |
| Suezmax | 130k MED-MED | 80 | 16,595 | 81 | 16,867 | -1.6% | 17,617 | 29,930 |
| | 130k WAF-USAC | 63 | 8,584 | 60 | 7,883 | 8.9% | 12,917 | 23,591 |
| | 140k BSEA-MED | 85 | 17,557 | 90 | 18,156 | -3.3% | 17,617 | 29,930 |
| Aframax | 80k MEG-EAST | 95 | 8,876 | 95 | 8,766 | 1.3% | 11,560 | 20,111 |
| | 80k MED-MED | 105 | 10,432 | 90 | 7,349 | 42.0% | 15,136 | 20,684 |
| | 80k UKC-UKC | 115 | 11,028 | 100 | 4,318 | 155.4% | 11,912 | 26,526 |
| Clean | 70k CARIBS-USG | 140 | 19,614 | 140 | 19,593 | 0.1% | 14,479 | 20,501 |
| | 75k MEG-JAPAN | 100 | 9,541 | 107 | 10,779 | -11.5% | 10,082 | 16,480 |
| | 55k MEG-JAPAN | 113 | 7,158 | 114 | 7,736 | -7.5% | 8,262 | 12,891 |
| Dirty | 37K UKC-USAC | 108 | 2,158 | 115 | 2,740 | -21.2% | 8,975 | 10,622 |
| | 30K MED-MED | 136 | 4,947 | 138 | 5,325 | -7.1% | 6,703 | 9,056 |
| | 55K UKC-USG | 105 | 6,346 | 105 | 6,435 | -1.4% | 10,421 | 15,726 |
| | 55K MED-USG | 105 | 5,969 | 105 | 6,045 | -1.3% | 9,613 | 14,879 |
| | 50k CARIBS-USAC | 115 | 6,405 | 120 | 6,701 | -4.4% | 10,544 | 15,549 |

| TC Rates | | | | | | | |
|----------|-------------|---------|---------|------|------|--------|--------|
| | \$/day | Week 24 | Week 23 | ±% | Diff | 2017 | 2016 |
| VLCC | 300k 1yr TC | 20,500 | 20,500 | 0.0% | 0 | 27,524 | 38,108 |
| | 300k 3yr TC | 28,000 | 28,000 | 0.0% | 0 | 28,830 | 34,379 |
| Suezmax | 150k 1yr TC | 15,000 | 15,000 | 0.0% | 0 | 18,788 | 27,363 |
| | 150k 3yr TC | 21,000 | 21,000 | 0.0% | 0 | 19,330 | 25,653 |
| Aframax | 110k 1yr TC | 14,000 | 14,000 | 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 | 13,000 | 13,000 | 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 | 13,000 | 13,000 | 0.0% | 0 | 13,375 | 15,410 |
| | 52k 3yr TC | 14,750 | 14,500 | 1.7% | 250 | 14,287 | 15,681 |
| Handy | 36k 1yr TC | 12,000 | 12,000 | 0.0% | 0 | 12,053 | 14,380 |
| | 36k 3yr TC | 13,500 | 13,500 | 0.0% | 0 | 13,200 | 14,622 |

Chartering

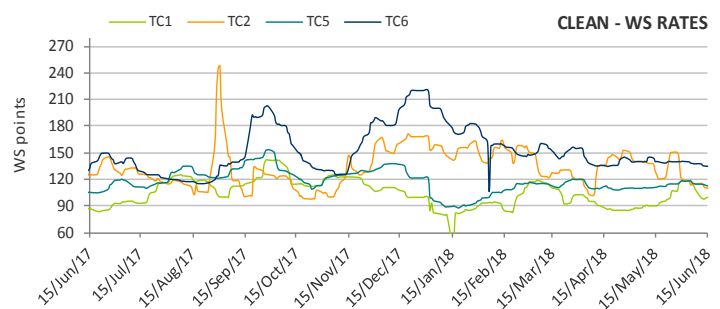
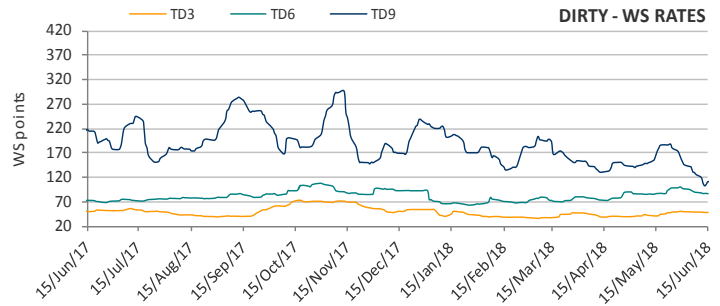
Despite the admittedly improved performance in the crude carriers market compared to the week prior, the fact that rates across the board were moving in different directions is highlighting the frail sentiment and the lack of positive market drivers at the moment. Consensus still supports that the lows of the year are probably now behind but with the first three weeks of the summer season having nothing particular positive to show, we remain cautious and expect a sideways moving market during the next couple of months. The overall uncertainty continues to impact period business negatively, while Brent moved below \$75/bl yesterday on the back of expectations that OPEC and Russia will gradually increase current output levels.

Despite the fact that the Middle East VL market remained very busy last week, increasing tonnage supply in the region resulted in small weekly losses, while West Africa saw tonnage supply easing towards the end of the week as demand on the other side of the Atlantic started to firm.

Continuously increasing enquiry offered another boost to W. Africa Suezmax rates, while Black Sea Med numbers remained under a bit of pressure. Aframax rates cashed in on a complete turnaround in both the Med and North Sea, while the Caribs market momentum eased and rates in the region moved sideways.

Indicative Period Charters

| | | | |
|-------------|-------------------|------|-------------|
| -12 +12 mos | - 'EAGLE SEVILLE' | 1999 | 105,365 dwt |
| - | -\$12,000/day | | - Vitol |



Indicative Market Values (\$ Million) - Tankers

| Vessel 5yrs old | | Jun-18 avg | May-18 avg | ±% | 2017 | 2016 | 2015 |
|-----------------|----------|------------|------------|------|------|------|------|
| VLCC | 300KT DH | 64.0 | 64.0 | 0.0% | 61.8 | 68.9 | 81.2 |
| Suezmax | 150KT DH | 43.5 | 43.5 | 0.0% | 41.1 | 50.0 | 59.7 |
| Aframax | 110KT DH | 32.0 | 32.0 | 0.0% | 30.1 | 37.0 | 45.5 |
| LR1 | 75KT DH | 29.3 | 29.0 | 1.1% | 27.4 | 33.1 | 36.1 |
| MR | 52KT DH | 26.8 | 26.6 | 0.5% | 23.1 | 25.3 | 27.6 |

Sale & Purchase

In the Aframax sector we had the sale of the "KRASNODAR" (115,860dwt-blt '03, S. Korea), which was sold to Greek owner, Horizon Tankers, for a price in the region of \$9.0m.

In the MR sector we had the sale of the "AIKATERINI" (35,770dwt-blt '01, S. Korea), which was sold to Indonesian owner, Waruna, for a price in the region of \$6.2m.

Baltic Indices

| | Week 24 15/06/2018 | | Week 23 08/06/2018 | | Point Diff | \$/day ±% | 2017 | 2016 |
|-------------|-----------------------|----------|-----------------------|----------|---------------|--------------|-------|-------|
| | Index | \$/day | Index | \$/day | | | Index | Index |
| | | | | | | | | |
| BDI | 1,445 | | 1,391 | | 54 | | 1,149 | 676 |
| BCI | 2,223 | \$18,244 | 2,151 | \$17,566 | 72 | 3.9% | 2,094 | 1,030 |
| BPI | 1,495 | \$12,007 | 1,418 | \$11,385 | 77 | 5.5% | 1,221 | 695 |
| BSI | 1,091 | \$11,822 | 1,075 | \$11,559 | 16 | 2.3% | 846 | 601 |
| BHSI | 593 | \$8,643 | 584 | \$8,505 | 9 | 1.6% | 525 | 364 |

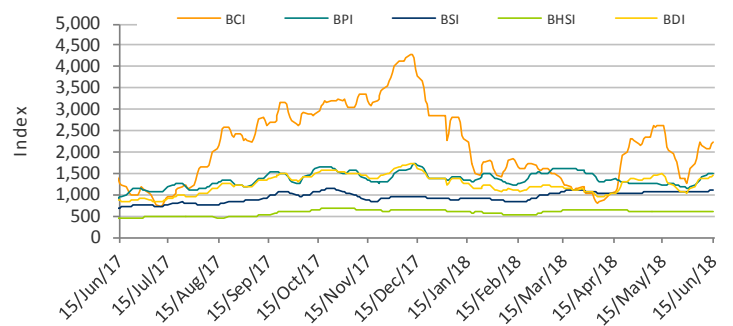
Indicative Period Charters

| | | | |
|----------------------|------------------|------|--------------|
| - 10 to 13 mos | - 'ABML GRACE' | 2002 | 172,316 dwt |
| - Bayuquan 15/18 Jun | - \$18,250/day | | - Oldendorff |
| - 12 mos | - 'SONGA DELMAR' | 2011 | 81,502 dwt |
| - Haldia 15/16 Jun | - \$13,400/day | | - Oldendorff |

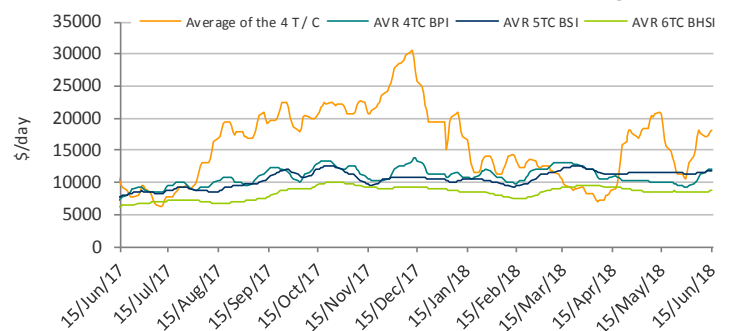
Period

| | \$/day | Week 24 | Week 23 | ±% | Diff | 2017 | 2016 |
|------------------|---------------------|------------|------------|------|-------|--------|-------|
| Capesize | 180K 6mnt TC | 18,750 | 17,750 | 5.6% | 1,000 | 15,671 | 7,842 |
| | 180K 1yr TC | 18,250 | 17,250 | 5.8% | 1,000 | 14,844 | 7,582 |
| | 180K 3yr TC | 17,500 | 17,000 | 2.9% | 500 | 13,892 | 8,728 |
| Panamax | 76K 6mnt TC | 13,000 | 13,000 | 0.0% | 0 | 10,984 | 6,492 |
| | 76K 1yr TC | 12,750 | 12,750 | 0.0% | 0 | 11,113 | 6,558 |
| | 76K 3yr TC | 12,250 | 12,250 | 0.0% | 0 | 11,171 | 7,068 |
| Supramax | 55K 6mnt TC | 13,000 | 13,000 | 0.0% | 0 | 10,421 | 6,582 |
| | 55K 1yr TC | 13,250 | 13,250 | 0.0% | 0 | 10,166 | 6,851 |
| | 55K 3yr TC | 12,250 | 12,250 | 0.0% | 0 | 10,176 | 6,827 |
| Handysize | 30K 6mnt TC | 11,250 | 11,250 | 0.0% | 0 | 8,662 | 5,441 |
| | 30K 1yr TC | 11,000 | 11,000 | 0.0% | 0 | 8,248 | 5,511 |
| | 30K 3yr TC | 9,750 | 9,750 | 0.0% | 0 | 8,464 | 5,950 |

Baltic Indices



Average T/C Rates



Chartering

The dry bulk market remained on an upward path last week, while despite the evidently positive sentiment there was an overall slow down noted just before the weekend. We do expect the market to keep moving sideways in the following days as well, while given the ground covered in only a few weeks, small downward corrections cause little worry for now. After all, the slower summer mode is almost a given for most market participants that have already priced in some sort of discount in their expectations for the next couple of months. Saying this, the very active period market last week is definitely a very positive sign, while the fact that the periods fixed for the bigger and more volatile sizes are fairly long, is definitely a good development as this tonnage will not be competing in the spot market for a substantial amount of time.

Holidays in the East slowed down Capesize earnings in the region a bit during the first part of the week, while the bigger upsides were noted in the Atlantic on the back of activity in Brazil firming considerably. On the period front, a number of fixtures concluded at numbers that included premiums over last done, while most contracts concerned longer periods.

The Atlantic Panamax market remained positive, with ECSA enquiry steadily supporting activity in the region, while rates quoted on trans-Atlantic business revealed small discounts. The holidays in Singapore at the end of the week put some pressure on Pacific numbers, with the exception of rates for Indonesia rounds that ended the week up amidst firm demand.

A strong ECSA and an even stronger USG, gave a nice boost to rates for the smaller sizes in the Atlantic, while the market in the East remained overall quiet, with some good numbers reported positionally though.

Indicative Market Values (\$ Million) - Bulk Carriers

| Vessel 5 yrs old | Jun-18 avg | May-18 avg | ±% | 2017 | 2016 | 2015 |
|----------------------|------------|------------|------|------|------|------|
| Capesize 180k | 35.2 | 34.5 | 1.9% | 30.8 | 23.5 | 33.4 |
| Panamax 76K | 19.0 | 19.0 | 0.0% | 17.8 | 13.6 | 17.5 |
| Supramax 56k | 18.0 | 18.0 | 0.0% | 16.0 | 12.7 | 16.6 |
| Handysize 30K | 15.5 | 15.4 | 0.4% | 12.5 | 9.9 | 13.8 |

Sale & Purchase

In the Capesize sector we had the sale of the "RED CHERRY" (182,419dwt-bl't '15, Japan), which was sold to US based buyers, for a price in the region of \$45.0m.

In the Kamsarmax sector we had the sale of the "OCEAN FORTE" (81,616dwt-bl't '15, China), which was sold to Greek owner, Transmed, for a price in the region of \$23.8m.

| Bulk Carriers | | | | | | | | | | |
|---------------|-------------------|---------|-------|-------------------------------|---------|--------|---------------------|----------|----------------------------|------------------------------------|
| Size | Name | Dwt | Built | Yard | M/E | SS due | Gear | Price | Buyers | Comments |
| CAPE | RED CHERRY | 182,419 | 2015 | JMU, Japan | MAN-B&W | | | \$ 45.0m | US based | incl. 9 months T/C at \$18,000/day |
| CAPE | WATERFORD | 181,060 | 2015 | SHANGHAI WAIGAOQIAO, China | MAN-B&W | | | \$ 45.0m | | |
| CAPE | YORK | 181,060 | 2015 | SHANGHAI WAIGAOQIAO, China | MAN-B&W | | | \$ 45.0m | US based (Genco) | |
| UMAX | YORKGATE | 61,556 | 2014 | DALIAN COSCO, China | MAN-B&W | | 4 X 30t CRANES | \$ 24.0m | | |
| UMAX | HIGHGATE | 60,294 | 2016 | OSHIMA, Japan | MAN-B&W | | 4 X 30t CRANES | \$ 27.0m | | |
| KMAX | KEY MISSION | 82,100 | 2013 | TSUNEISHI, Japan | MAN-B&W | | | \$ 22.0m | UK based (Zodiac Maritime) | old sale |
| KMAX | TRADE WILL | 82,000 | 2011 | GUANGZHOU LONGXUE, China | MAN-B&W | | | \$ 15.5m | Greek | incl. 6 months T/C at \$7,500/day |
| KMAX | OCEAN FORTE | 81,616 | 2015 | GUANGZHOU LONGXUE, China | MAN-B&W | Jan-20 | | \$ 23.8m | Greek (Transmed) | |
| KMAX | ENERGY G | 79,387 | 2010 | JIANGSU EASTERN, China | MAN-B&W | Jan-20 | | \$ 14.7m | Chinese | |
| PMAX | ENERGY PROSPERITY | 77,828 | 1998 | SASEBO, Japan | B&W | May-18 | | \$ 7.8m | Qatari (MFH) | |
| PMAX | ENERGY MIDAS | 77,697 | 1998 | mitsui TAMANO, Japan | B&W | Sep-18 | | \$ 7.8m | | |
| PMAX | MENDOCINO | 76,623 | 2002 | IMABARI MARUGAME, Japan | B&W | Oct-21 | | \$ 9.6m | Chinese | |
| PMAX | BARGARA | 74,832 | 2002 | HUDONG- ZHONGHUA, China | MAN-B&W | Jan-22 | | \$ 9.2m | Chinese | |
| UMAX | SAGE AMAZON | 63,500 | 2012 | YANGZHOU DAYANG, China | MAN-B&W | | 4 X 35t CRANES | \$ 19.5m | Greek (Blue Planet) | |
| UMAX | SAGE COLORADO | 63,500 | 2012 | YANGZHOU DAYANG, China | MAN-B&W | | 4 X 35t CRANES | \$ 19.5m | | |
| SMAX | BULK POWER | 57,005 | 2010 | COSCO ZHOUSHAN, China | MAN-B&W | Aug-20 | 4 X 30t CRANES | \$ 11.5m | Chinese | |
| SMAX | BULK PROGRESS | 57,000 | 2010 | COSCO ZHOUSHAN, China | MAN-B&W | Aug-20 | 4 X 30t CRANES | \$ 11.5m | | |
| SMAX | VELA OCEAN | 53,549 | 2008 | IWAGI, Japan | MAN-B&W | | 4 X 30,5t CRANES | \$ 11.5m | undisclosed | |
| SMAX | OCEAN PREFECT | 53,035 | 2003 | OSHIMA, Japan | MAN-B&W | Apr-18 | 4 X 30t CRANES | \$ 9.1m | Chinese | |

Bulk Carriers Continued.

| Size | Name | Dwt | Built | Yard | M/E | SS due | Gear | Price | Buyers | Comments |
|-------|-----------------|--------|-------|-----------------------------|------------|--------|------------------|----------|--------------------------|----------|
| SMAX | TAMARITA | 52,292 | 2001 | TSUNEISHI CEBU, Philippines | B&W | Aug-21 | 4 X 30t CRANES | \$ 8.5m | Chinese | |
| SMAX | JAG RATAN | 52,180 | 2001 | DAEDONG, S. Korea | B&W | Mar-21 | 4 X 30t CRANES | \$ 8.2m | Chinese | |
| HANDY | SIDER DREAM | 33,588 | 2005 | HAKODATE, Japan | Mitsubishi | Oct-20 | 4 X 30t CRANES | \$ 9.5m | Monaco based (Dabinovic) | |
| HANDY | MAPLE GLORY | 32,491 | 2011 | TAIZHOU MAPLE, China | MAN-B&W | | 4 X 30,5t CRANES | \$ 10.0m | undisclosed | |
| HANDY | PRINSESA SIRENA | 28,378 | 2011 | I-S SHIPYARD, Japan | MAN-B&W | Jan-21 | 4 X 30,5t CRANES | \$ 9.9m | Greek | |

Tankers

| Size | Name | Dwt | Built | Yard | M/E | SS due | Hull | Price | Buyers | Comments |
|-----------|-------------------|---------|-------|------------------------|------------|--------|------|----------|-------------------------|----------|
| AFRA | KRASNODAR | 115,605 | 2003 | HYUNDAI, S. Korea | B&W | Aug-18 | DH | \$ 9.0m | Greek (Horizon Tankers) | |
| AFRA | SENTOSA RIVER | 115,146 | 2008 | SASEBO, Japan | MAN-B&W | Oct-18 | DH | \$ 19.5m | Norwegian (Bergshav) | |
| MR | BIENDONG MELODY | 45,937 | 2004 | SHIN KURUSHIMA, Japan | MAN-B&W | | DH | \$ 9.0m | undisclosed | |
| MR | IVER EXPORTER | 45,683 | 2000 | SAMHO, S. Korea | MAN-B&W | Jun-20 | DH | \$ 7.0m | India | |
| MR | CONTI GUINEA | 37,554 | 2008 | HYUNDAI MIPO, S. Korea | MAN-B&W | | DH | \$ 12.5m | Norwegian (Atlantica) | |
| MR | AIKATERINI | 35,770 | 2001 | DAEDONG, S. Korea | B&W | | DH | \$ 6.2m | Indonesian (Waruna) | |
| PROD/CHEM | CHEMBULK SHANGHAI | 20,583 | 2000 | FUKUOKA, Japan | Mitsubishi | Sep-20 | DH | \$ 7.8m | undisclosed | StSt |
| SMALL | AEGEAN M | 4,935 | 1978 | HUSUMER, Germany | Deutz | Mar-18 | DH | \$ 1.2m | undisclosed | |

| Containers | | | | | | | | | | |
|------------|-------------------|--------|-------|----------------------------|----------|--------|---------------------------|-----------|--------------------------|---------------------------|
| Size | Name | Teu | Built | Yard | M/E | SS due | Gear | Price | Buyers | Comments |
| SPP | THALASSA TYHI | 13,806 | 2014 | HYUNDAI, S. Korea | MAN-B&W | | | \$ 115.0m | | |
| SPP | THALASSA DOXA | 13,806 | 2014 | HYUNDAI, S. Korea | MAN-B&W | | | \$ 115.0m | Norwegian (Ship Finance) | cash and shares deal |
| SPP | THALASSA AXIA | 13,806 | 2014 | HYUNDAI, S. Korea | MAN-B&W | | | \$ 115.0m | | |
| SPP | THALASSA MANA | 13,806 | 2014 | HYUNDAI, S. Korea | MAN-B&W | | | \$ 115.0m | | |
| PMAX | LIVORNO EXPRESS | 3,832 | 2014 | HHIC-PHIL, Philippines | Wartsila | | 3 X 45t CRNS,1 X 40t CRNS | \$ 120.0m | Norwegian (Ocean Yield) | 12-yrs BB with p.o year 5 |
| PMAX | DETROIT EXPRESS | 3,832 | 2014 | HHIC-PHIL, Philippines | Wartsila | | 3 X 45t CRNS,1 X 40t CRNS | | | |
| PMAX | BARCELONA EXPRESS | 3,832 | 2014 | HHIC-PHIL, Philippines | Wartsila | | 3 X 45t CRNS,1 X 40t CRNS | | | |
| PMAX | GENOA EXPRESS | 3,266 | 1988 | CHINA SHIPBUILDING, Taiwan | Sulzer | | | | | |

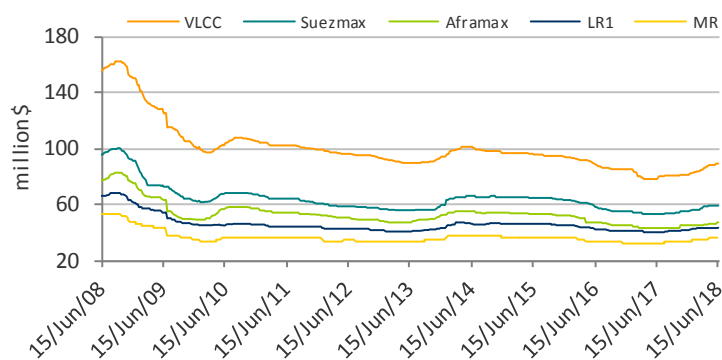
Indicative Newbuilding Prices (million\$)

| Vessel | | Week 24 | Week 23 | ±% | 2017 | 2016 | 2015 |
|---------|-----------------|---------|---------|------|------|------|------|
| Bulkers | Capesize 180k | 48.0 | 47.5 | 1.1% | 43 | 43 | 50 |
| | Kamsarmax 82k | 27.5 | 27.5 | 0.0% | 25 | 25 | 28 |
| | Ultramax 63k | 26.0 | 26.0 | 0.0% | 23 | 23 | 25 |
| | Handysize 38k | 23.5 | 23.0 | 2.2% | 20 | 20 | 21 |
| Tankers | VLCC 300k | 89.0 | 89.0 | 0.0% | 80 | 88 | 96 |
| | Suezmax 160k | 59.0 | 59.0 | 0.0% | 54 | 58 | 64 |
| | Aframax 115k | 47.0 | 47.0 | 0.0% | 44 | 48 | 53 |
| | LR1 75k | 43.3 | 43.0 | 0.6% | 41 | 43 | 46 |
| | MR 50k | 35.5 | 35.5 | 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 | 42.5 | 42.5 | 0.0% | 42 | 43 | 45 |

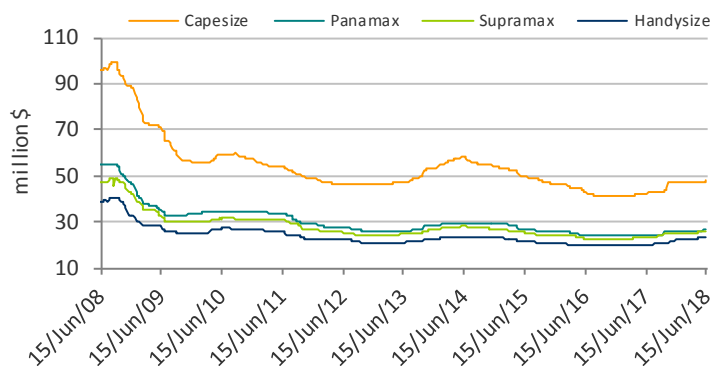
They say a picture is worth a thousand words and this is true if one looks at the table of the most recently reported newbuilding deals below. The fact that very firm contracting activity is still taking place across a number of sectors during the first month of the summer season is definitely predisposing everyone for an equally busy second half of the year. The first six months of 2018 are set to conclude with an increase of around 17% in terms of all new orders placed compared to the same period during last year, while if one looks at the respective increases in the more conventional sectors the figures are way more impressive. Having stressed more than once how busy the newbuilding markets for both tankers and bulkers have been, it is worth mentioning at this point the often underemphasized ordering activity that has been also taking place in the gas carrier and container markets and that is noting a year to date increase of 210% and 920% respectively in terms of vessel numbers.

In terms of recently reported deals, US based owner, Mangrove Partners, placed an order for two firm and two optional Newcastlemax bulkers (208,000 dwt) at Yangzijiang, in China for a price in the region of \$48.5m and delivery set in 2020.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

| Units | Type | Size | Yard | Delivery | Buyer | Price | Comments |
|-------|-----------|-------------|----------------------------------|----------|--|-------------------|---------------------------|
| 2 | Tanker | 300,000 dwt | Imabari, Japan | 2020 | Greek (Navios) | undisclosed | LOI stage, scrubber ready |
| 2+2 | Bulker | 208,000 dwt | Yangzijiang, China | 2020 | US based (Mangrove Partners) | \$ 48.5m | |
| 2 | Bulker | 100,000 dwt | Oshima, Japan | 2020 | German (Oldendorff Carriers) | undisclosed | |
| 2 | Bulker | 82,000 dwt | Yangzijiang, China | 2020 | Japanese (Mitsui & Co) | \$ 27.0m | |
| 5 | Container | 23,000 teu | Samsung, S. Korea | 2020 | | | |
| 8 | Container | 14,000 teu | Hyundai, S. Korea | 2021 | South Korean (Hyundai Merchant Marine) | undisclosed | |
| 7 | Container | 14,000 teu | DSME, S. Korea | 2021 | | | |
| 2+2 | Container | 1,162 teu | Fujian Mawei, China | - | Malaysian (MTT Shipping) | undisclosed | scrubbers fitted |
| 1 | Gas | 7,500 cbm | Keppel Singmarine Nantong, China | 2020 | Singaporean (FuelNG) | \$ 37.0m | bunkering |
| 1 | RoRo | 6,700 LM | Jinling, China | 2020 | Danish (DFDS) | undisclosed | |
| 1 | Cruise | 4,816 pax | STX, France | 2013 | Italian (MSC Cruises) | around EUR 900.0m | LNG fuelled |

Indicative Demolition Prices (\$/ldt)

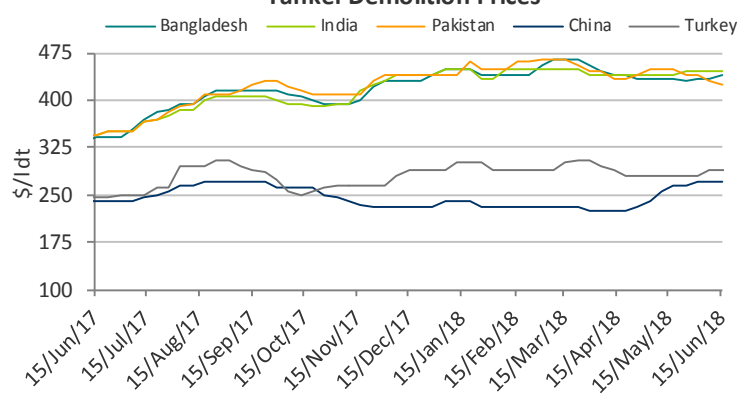
| Markets | | Week 24 | Week 23 | ±% | 2017 | 2016 | 2015 |
|----------|------------|---------|---------|-------|------|------|------|
| Tanker | Bangladesh | 440 | 435 | 1.1% | 376 | 287 | 360 |
| | India | 445 | 445 | 0.0% | 374 | 283 | 361 |
| | Pakistan | 425 | 430 | -1.2% | 379 | 284 | 366 |
| | China | 270 | 270 | 0.0% | 251 | 176 | 193 |
| | Turkey | 290 | 290 | 0.0% | 250 | 181 | 225 |
| Dry Bulk | Bangladesh | 430 | 425 | 1.2% | 358 | 272 | 341 |
| | India | 435 | 435 | 0.0% | 354 | 268 | 342 |
| | Pakistan | 415 | 420 | -1.2% | 358 | 267 | 343 |
| | China | 260 | 260 | 0.0% | 241 | 160 | 174 |
| | Turkey | 280 | 280 | 0.0% | 240 | 174 | 216 |

It seems that appetite for tonnage has started to firm before the end of the Ramadan, with a number of high ldt sales concluding during the past days at market levels that are pointing to a firming market. Indeed, cash buyers in Bangladesh remained active for another week, confirming their full on return after a fairly quiet beginning to the summer season, while their bids have also moved up, closely approaching those offered by their Indian counterparts, who remained active for yet another week. Despite the positive momentum and overall increased demand in the region, activity in Pakistan remains muted, with the local market being the one negative exception across the board as both the local currency and demand for scrap steel have taken a hit during the past weeks, while the fact that previously bought tonnage remains unsold is also suppressing appetite. Average prices this week for tankers were at around \$270-445/ldt and dry bulk units received about \$260-435/ldt.

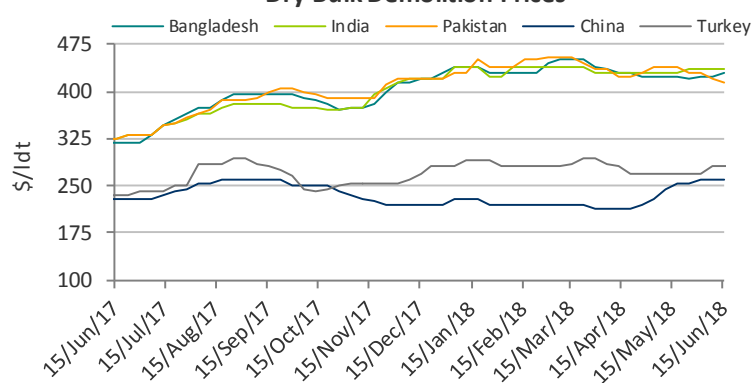
The highest price amongst recently reported deals was paid by Bangladeshi breakers for the VLCC tanker "NEW ANDROS" (301,620dwt-41,601ldt-bl't '99), which received \$448/ldt.

Please note that last week we erroneously reported the demolition sale of the Suezmax tanker "GURU GOBIND SINGH" (147,495dwt-22,323ldt-bl't '95), which is not sold.

Tanker Demolition Prices



Dry Bulk Demolition Prices

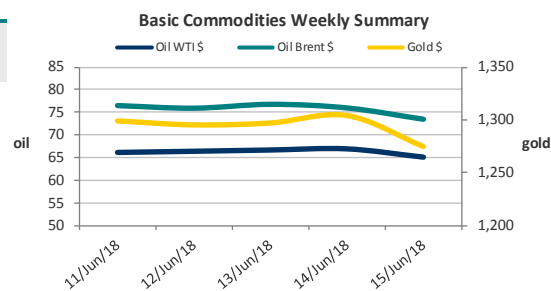


Demolition Sales

| Name | Size | Ldt | Built | Yard | Type | \$/ldt | Breakers | Comments |
|------------------|---------|--------|-------|-------------------|--------|------------|-------------|-------------------------------|
| NEW ANDROS | 301,620 | 41,601 | 1999 | IHI, Japan | TANKER | \$ 448/Ldt | Bangladeshi | as-is Belawan |
| CAP JEAN | 148,000 | 24,910 | 1998 | SAMSUNG, S. Korea | TANKER | \$ 426/Ldt | undisclosed | as-is Singapore |
| NORDIC AURORA | 147,262 | 23,098 | 1999 | SAMSUNG, S. Korea | TANKER | \$ 447/Ldt | undisclosed | Indian subcontinent, gas free |
| NORDIC SATURN | 157,331 | 22,689 | 1998 | DAEWOO, S. Korea | TANKER | \$ 447/Ldt | undisclosed | Indian subcontinent, gas free |
| NORDIC DISCOVERY | 153,181 | 21,836 | 1998 | HYUNDAI, S. Korea | TANKER | \$ 447/Ldt | undisclosed | Indian subcontinent, gas free |
| YONG XIANG 7 | 13,613 | 9,329 | 1985 | KURUSHIMA, Japan | REEFER | \$ 370/Ldt | Indian | as-is Zhoushan |
| FRIO ATHENS | 8,800 | 6,511 | 1988 | IMABARI, Japan | REEFER | \$ 420/Ldt | Indian | |

Market Data

| | 15-Jun-18 | 14-Jun-18 | 13-Jun-18 | 12-Jun-18 | 11-Jun-18 | W-O-W Change % | |
|---------------------|-------------------|-----------|-----------|-----------|-----------|----------------|-------|
| Stock Exchange Data | 10year US Bond | 2.920 | 2.950 | 2.980 | 2.960 | 2.960 | -0.7% |
| | S&P 500 | 2,779.66 | 2,782.49 | 2,775.63 | 2,786.85 | 2,782.00 | 0.0% |
| | Nasdaq | 7,746.38 | 7,761.04 | 7,695.70 | 7,703.79 | 7,659.93 | 1.3% |
| | Dow Jones | 25,090.48 | 25,175.31 | 25,201.20 | 25,320.73 | 25,322.31 | -0.9% |
| | FTSE 100 | 7,633.91 | 7,765.79 | 7,703.71 | 7,703.81 | 7,737.43 | -0.6% |
| | FTSE All-Share UK | 4,209.94 | 4,278.70 | 4,248.12 | 4,248.85 | 4,265.71 | -0.6% |
| | CAC40 | 5,501.88 | 5,528.46 | 5,452.73 | 5,453.37 | 5,473.91 | 0.9% |
| | Xetra Dax | 13,010.55 | 13,107.10 | 12,890.58 | 12,842.30 | 12,842.91 | 1.3% |
| | Nikkei | 22,851.75 | 22,738.61 | 22,966.38 | 22,878.35 | 22,804.04 | 0.2% |
| | Hang Seng | 30,309.49 | 30,440.17 | 30,725.15 | 31,103.06 | 31,063.70 | -2.1% |
| Currencies | DJ US Maritime | 279.02 | 281.15 | 283.28 | 281.81 | 296.41 | -7.6% |
| | \$ / € | 1.16 | 1.16 | 1.18 | 1.17 | 1.18 | -1.4% |
| | \$ / £ | 1.33 | 1.33 | 1.34 | 1.34 | 1.34 | -0.9% |
| | ¥ / \$ | 110.68 | 110.63 | 110.24 | 110.45 | 110.40 | 0.9% |
| | \$ / NoK | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | -1.2% |
| | Yuan / \$ | 6.44 | 6.41 | 6.40 | 6.40 | 6.40 | 0.6% |
| | Won / \$ | 1,102.10 | 1,091.76 | 1,085.70 | 1,080.28 | 1,077.40 | 2.6% |
| | \$ INDEX | 94.79 | 94.77 | 93.71 | 93.80 | 93.58 | 1.3% |



Bunker Prices

| | | 15-Jun-18 | 8-Jun-18 | W-O-W Change % |
|--------|-----------|-----------|----------|----------------|
| MGO | Rotterdam | 616.0 | 641.5 | -4.0% |
| | Houston | 680.0 | 660.0 | 3.0% |
| | Singapore | 660.0 | 670.0 | -1.5% |
| 380cst | Rotterdam | 412.0 | 429.5 | -4.1% |
| | Houston | 418.0 | 415.0 | 0.7% |
| | Singapore | 448.0 | 454.0 | -1.3% |

Maritime Stock Data

| Company | Stock Exchange | Curr. | 15-Jun-18 | 08-Jun-18 | W-O-W Change % |
|---------------------------------|----------------|-------|-----------|-----------|----------------|
| AEGEAN MARINE PETROL NTWK | NYSE | USD | 0.86 | 1.06 | -18.9% |
| CAPITAL PRODUCT PARTNERS LP | NASDAQ | USD | 3.02 | 3.09 | -2.3% |
| COSTAMARE INC | NYSE | USD | 7.58 | 7.64 | -0.8% |
| DANAOS CORPORATION | NYSE | USD | 1.35 | 1.33 | 1.5% |
| DIANA SHIPPING | NYSE | USD | 4.72 | 4.57 | 3.3% |
| DRYSHIPS INC | NASDAQ | USD | 4.86 | 4.17 | 16.5% |
| EAGLE BULK SHIPPING | NASDAQ | USD | 5.70 | 5.68 | 0.4% |
| EUROSEAS LTD. | NASDAQ | USD | 1.58 | 1.59 | -0.6% |
| GLOBUS MARITIME LIMITED | NASDAQ | USD | 0.67 | 0.75 | -10.7% |
| NAVIOS MARITIME ACQUISITIONS | NYSE | USD | 0.70 | 0.71 | -1.4% |
| NAVIOS MARITIME HOLDINGS | NYSE | USD | 0.86 | 0.81 | 6.2% |
| NAVIOS MARITIME PARTNERS LP | NYSE | USD | 1.78 | 1.77 | 0.6% |
| SAFE BULKERS INC | NYSE | USD | 3.80 | 3.77 | 0.8% |
| SEANERGY MARITIME HOLDINGS CORP | NASDAQ | USD | 0.84 | 0.88 | -4.5% |
| STAR BULK CARRIERS CORP | NASDAQ | USD | 14.03 | 13.12 | 6.9% |
| STEALTHGAS INC | NASDAQ | USD | 3.79 | 3.91 | -3.1% |
| TSAKOS ENERGY NAVIGATION | NYSE | USD | 3.34 | 3.74 | -10.7% |
| TOP SHIPS INC | NASDAQ | USD | 1.07 | 1.07 | 0.0% |

Market News

"Star Bulk hopes to be a mid-cap one day.

US-listed drybulk carrier aspires to have a market capitalisation of \$3bn.

Star Bulk Carriers has great growth ambitions, hoping to shed its small-cap identity. "We kind of aspire someday to be a mid-cap company," chief executive Petros Pappas said to Jefferies analyst Randy Giveans during a first-quarter earnings call. Pappas was responding to Giveans' question as to whether the Greek drybulk carrier planned to grow its fleet beyond 108 ships. Pappas then asked Giveans, "So what do you think a mid-cap company is worth?" Giveans quickly answered by estimating \$3bn in market capitalisation -- more than triple Star Bulk's stance at \$883m. Star Bulk now 'dominant' dry bulk name.

"There you go," Pappas said. "We would aspire someday to be a mid-cap company, grow out the business cycle someday. "A small-cap company is worth between \$300m to \$2bn, the market-cap range of the vast majority of listed shipowners and shipping companies. A mid-cap ranges between \$2bn and \$10bn, the market value of companies such as Dunkin' Donuts and Pfizer. Japan's NYK, the world's largest shipping company with 755 vessels of various types, has a market cap of JPY 391bn (\$3.5bn)..." (TradeWinds)

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