

Weekly Shipping Market Update

01st - 05th October 2018 | Week 40

Market Analysis

In economics one of the most fundamental principles for any market relates to the rule of supply and demand and nowhere is this more prominent than in a market such as shipping. As such and given that we are entering a crucial quarter for the year, it would be interesting to measure the prevailing balance noted in the dry bulk sector.

The dry bulk fleet currently stands at 10,164 vessels, having grown by around 1.7% since the start of the year, while the total increase in the last 3 years has reached a level of around 6%. This means that currently there are approximately 580 more vessels in the sea than what we were seeing in the final quarter of 2015, a period where the BDI was in its most troubled state. Despite the fall that was noted after the slump of 2016 in the dry bulk market, the current orderbook still stands at 602 vessels, or at 5.92% of the current trading fleet. The equivalent ratio during the same period of 2016 was 5.05%, while in 2017 it was 5.62%. The enthusiasm that has been built up in the market over the past few months has significantly driven ship-owners to place ever more new contracts in the market. In the year to date, there have been 175 new contacts placed, 72 vessels more than what was seen during the same time period back in 2017. On the other hand, the number of potential demolition candidates is still a source of optimism, given that there are 888 vessels that are over 20 years old, equal to 8.7% of the total fleet. Adding to this, the potential pressure being placed by the 2020 regulation deadline for the new global sulphur limits, and in theory we could see an ever-larger proportion of these older units be taken out of active service sooner than what we would see under normal market conditions.

With these supply figures in mind, it is up to demand to properly match these figures to such a level where a net balance can be created in the favour of ship owners. According to the global trade figures noted thus far we have seen a fair increase noted, though the question is if this growth can be sustained to such a level so as to over shoot the global carrying supply. Industrial production, according to the World Bank, is expected to stand at 4.3% in 2018, following on from another favourable growth figure noted in 2017 (4.6%). With the current trade barriers imposed by the US and the new environmental regulations placed in China, key markets for the dry bulk sector are under threat. Nevertheless, demand for iron ore, coal and other bulk minerals has been on the rise in 2018, following on from the positive momentum seen back in 2017. Meanwhile, Australia's iron ore exports are expected to climb to 869 million tonnes in 2019/2020, while recent news have come to light that Brazilian mining giant, Vale, is planning to expand its iron ore mining capacity in order to respond to the increasing buying appetite seen from China. As for agricultural products, it looks as though the trade tensions between the US and China, have only resulted in an overall increase in the average haul noted during the summer months as the Brazil to China trade got significantly enhanced.

All in all, as we can see demand growth in 2018 has been robust despite all the political developments that have unfolded. Even when taking under consideration a fair slowdown in trade momentum that may unfold, it looks as though we are still set for a net positive effect to result in the overall balance in the near term even if this net effect falls short of the overall market expectations that were being expressed during the same time frame last year.

Yiannis Vamvakas
Research Analyst



Week in numbers

Dry Bulk Freight Market

	05 Oct		W-O-W change	
			±Δ	±%
BDI	1,536		▼ -4	-0.3%
BCI	2,081		▲ 81	4.1%
BPI	1,727		▲ 32	1.9%
BSI	1,197		▲ 3	0.3%
BHSI	637		▲ 8	1.3%

Tanker Freight Market

	05 Oct		W-O-W change	
			±Δ	±%
BDTI	853		▲ 62	7.8%
BCTI	596		▲ 46	8.4%

Newbuilding Market

Aggregate Price Index			M-O-M change	
	05 Oct		±Δ	±%
Bulkers	97		▲ 0	0.4%
Cont	94		► 0	0.0%
Tankers	100		▲ 1	0.8%
Gas	91		► 0	0.0%

Secondhand Market

Aggregate Price Index			M-O-M change	
	05 Oct		±Δ	±%
Capesize	65		▼ -1	-2.1%
Panamax	61		► 0	0.0%
Supramax	66		► 0	0.0%
Handysize	72		▲ 1	1.3%
VLCC	84		▲ 1	0.7%
Suezmax	74		▲ 1	0.9%
Aframax	85		▲ 0	0.1%
MR	103		▼ -1	-0.6%

Demolition Market

Avg Price Index (main 5 regions)			W-O-W change	
	05 Oct		±Δ	±%
Dry	355		▲ 6	1.7%
Wet	365		▲ 6	1.7%

Economic Indicators

	05 Oct		M-O-M change	
			±Δ	±%
Gold \$	1,197		▼ -2	-0.2%
Oil WTI \$	74		▲ 4	6.0%
Oil Brent \$	84		▲ 7	9.0%
Iron Ore	70		▲ 3	5.2%
Coal	99		▲ 3	2.6%

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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



Freight Market

Dry Bulkers - Spot Market

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Capesize – A robust week for Capes in the East despite the holidays in China, with earnings on the Australia to China route increasing by 9% during the week, but these gains being capped later. This growth was mainly down to port delay issues that affected vessel availability and increased bunker costs. In the West, a rumored upsurge in activity never materialized, squeezing rates 2% lower. At the same time, the North Atlantic activity remained subdued, as interest for open tonnage remained was held back.

Panamax – A week with improved earnings, with the BPI climbing to 1,727 points, an increase of 35 basis points. ECSA activity supported the market, as demand remained strong for yet another week, mainly thanks to Far East demand. The North Atlantic saw gains during the week as well as position lists were being slimmed. Meanwhile, the market in the Pacific basin was as also fairly robust, with demand for coal in the region remaining strong and keeping things busy.

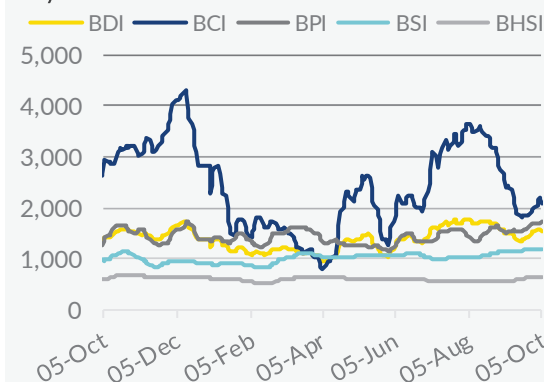
Supramax – Activity remained relatively stable in the East, lending a fair amount of support in the market despite the slight drop in rates noted in the region. In the Atlantic, ECSA seemed to be the key driver while elsewhere a fair amount of business seemed to be more positional than anything else.

Handysize – Limited activity in the sector last week, with few shifts in earnings being seen in the West. The main market drivers were the US Gulf and Continent while some support was to be seen from ECSA grains. In the East, the market remained relatively flat, as holidays in the region suppressed overall interest.

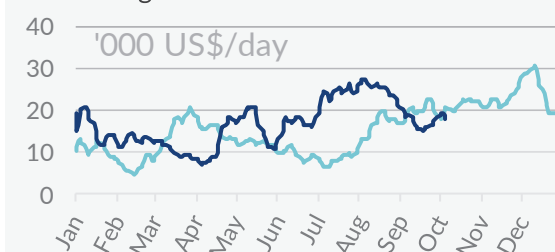
Spot market rates & indices

		05 Oct	28 Sep	±%	Average 2018	2017
Baltic Dry Index						
	BDI	1,536	1,540	-0.3%	1,352	1,149
Capesize						
	BCI	2,081	2,000	4.1%	2,137	2,094
	BCI 5TC	\$ 18,026	\$ 18,350	-1.8%	\$ 16,748	\$ 15,190
	ATLANTIC RV	\$ 16,944	\$ 19,125	-11.4%	\$ 17,001	\$ 15,774
	Cont / FEast	\$ 36,205	\$ 38,114	-5.0%	\$ 31,249	\$ 25,878
	PACIFIC RV	\$ 18,795	\$ 16,208	16.0%	\$ 16,190	\$ 14,983
	FEast / ECSA	\$ 18,150	\$ 19,273	-5.8%	\$ 16,718	\$ 14,537
Panamax						
	BPI	1,727	1,695	1.9%	1,427	1,221
	BPI - TCA	\$ 13,849	\$ 13,595	1.9%	\$ 11,452	\$ 9,794
	ATLANTIC RV	\$ 14,690	\$ 14,060	4.5%	\$ 11,548	\$ 10,140
	Cont / FEast	\$ 21,955	\$ 21,862	0.4%	\$ 18,635	\$ 15,918
	PACIFIC RV	\$ 13,525	\$ 13,306	1.6%	\$ 10,779	\$ 9,195
	FEast / Cont	\$ 5,227	\$ 5,151	1.5%	\$ 4,844	\$ 3,923
Supramax						
	BSI	1,197	1,194	0.3%	1,030	846
	BSI - TCA	\$ 13,327	\$ 13,273	0.4%	\$ 11,418	\$ 9,368
	USG / FEast	\$ 25,625	\$ 25,428	0.8%	\$ 22,325	\$ 19,950
	Med / FEast	\$ 23,493	\$ 23,443	0.2%	\$ 18,348	\$ 15,733
	PACIFIC RV	\$ 11,617	\$ 11,629	-0.1%	\$ 10,487	\$ 8,054
	FEast / Cont	\$ 7,713	\$ 7,765	-0.7%	\$ 6,691	\$ 4,503
	USG / Skaw	\$ 20,747	\$ 20,619	0.6%	\$ 17,845	\$ 15,683
	Skaw / USG	\$ 9,181	\$ 9,153	0.3%	\$ 7,832	\$ 6,507
Handysize						
	BHSI	637	629	1.3%	584	525
	BHSI - TCA	\$ 9,260	\$ 9,155	1.1%	\$ 8,535	\$ 7,668
	Skaw / Rio	\$ 8,050	\$ 8,045	0.1%	\$ 7,188	\$ 6,455
	Skaw / Boston	\$ 7,904	\$ 7,779	1.6%	\$ 7,213	\$ 6,539
	Rio / Skaw	\$ 12,806	\$ 12,733	0.6%	\$ 11,255	\$ 10,699
	USG / Skaw	\$ 12,064	\$ 11,436	5.5%	\$ 10,173	\$ 9,310
	SEAsia / Aus / Jap	\$ 8,196	\$ 8,218	-0.3%	\$ 8,136	\$ 7,199
	PACIFIC RV	\$ 8,433	\$ 8,407	0.3%	\$ 8,088	\$ 6,974

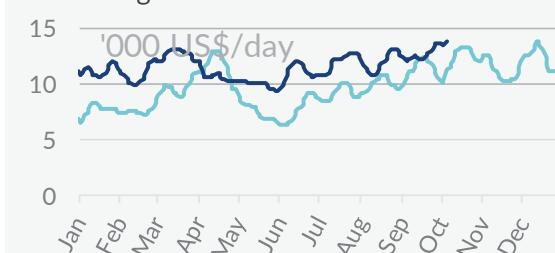
Dry Bulk Indices



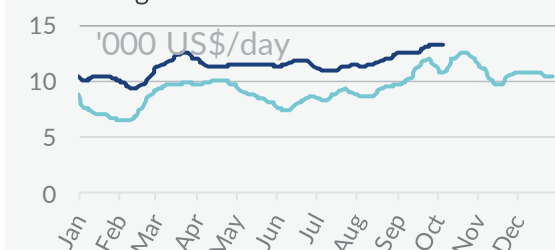
BCI Average TCE



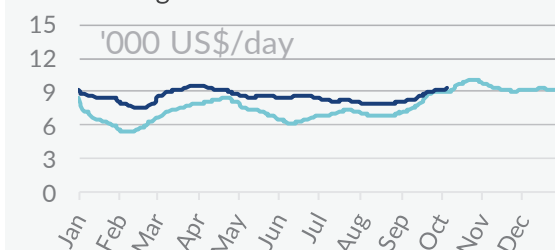
BPI Average TCE



BSI Average TCE



BHSI Average TCE



— 2017 — 2018

Freight Market

Tankers - Spot Market

01st - 05th October 2018

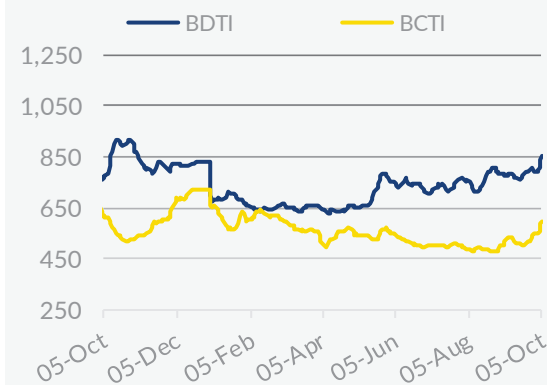
Crude Oil Carriers - VL rates rocketed last week, as the average TCE reached \$16,620 per day, from the \$2,210 reported the week prior. The rise was fueled by the limited available tonnage and the healthy volume of fresh inquiries noted in the MEG and WAF. In the Suezmax segment, things followed in suite, with the tightening of tonnage that was seen in both the Black Sea and WAF and the stronger demand coming out of Asia. IT was a bit of a different story for Aframax-es, with limited activity and subdued interest pushing for a slight correction in most of the main routes. The only exception seems to have been the North Sea / Baltic region where a late upward push helped things close on the positive side.

Oil Products - On the DPP side, the market seems to have been on a contracting mood, while things are expected to remain subdued as a number of ballasters from the US being added to position lists within the next couple of days. On the CPP side, there was a slight boost to be noted on the Cont-USAC rounds though elsewhere things seemed to be under negative pressure.

Spot market rates & indices

		05 Oct	28 Sep	±%	Average	
					2018	2017
Baltic Tanker Indices						
BDTI		853	791	7.8%	709	788
BCTI		596	550	8.4%	546	608
VLCC						
MEG-USG	WS	33.59	23.23	44.6%	20.21	29.32
	\$/day	-\$ 5,277	-\$ 13,623	61.3%	-\$ 12,684	-\$ 2,206
MEG-SPORE	WS	86.63	60.21	43.9%	47.79	59.86
	\$/day	\$ 40,682	\$ 19,955	103.9%	\$ 19,301	\$ 45,754
MEG-JAPAN	WS	85.38	59.54	43.4%	47.23	58.36
	\$/day	\$ 38,517	\$ 18,042	113.5%	\$ 10,906	\$ 22,702
WAF-USG	WS	82.50	60.00	37.5%	47.99	61.85
	\$/day	\$ 89,473	\$ 57,927	54.5%	\$ 43,676	\$ 70,814
SUEZMAX						
WAF-USAC	WS	90.00	75.00	20.0%	62.32	75.85
	\$/day	\$ 42,816	\$ 33,054	29.5%	\$ 26,076	\$ 40,601
BSEA-MED	WS	106.00	100.83	5.1%	81.67	87.57
	\$/day	\$ 20,196	\$ 18,236	10.7%	\$ 8,382	\$ 12,767
AFRAMAX						
NSEA-CONT	WS	104.72	105.00	-0.3%	101.85	101.90
	\$/day	\$ 2,187	\$ 3,654	-40.1%	\$ 2,364	\$ 7,719
MEG-SPORE	WS	109.83	108.61	1.1%	95.59	108.74
	\$/day	\$ 2,464	\$ 3,853	-36.0%	\$ 3,673	\$ 7,329
CARIBS-USG	WS	128.89	141.39	-8.8%	113.92	121.64
	\$/day	\$ 6,645	\$ 11,604	-42.7%	\$ 6,685	\$ 9,531
BALTIC-UKC	WS	88.61	82.22	7.8%	80.40	81.96
	\$/day	\$ 10,104	\$ 7,599	33.0%	\$ 7,582	\$ 10,019
DPP						
CARIBS-USAC	WS	110.00	110.00	0.0%	117.32	129.23
	\$/day	\$ 13,627	\$ 14,779	-7.8%	\$ 19,085	\$ 26,317
ARA-USG	WS	114.69	114.69	0.0%	106.48	120.54
	\$/day	\$ 3,026	\$ 4,007	-24.5%	\$ 7,982	\$ 25,637
SEASIA-AUS	WS	107.13	106.44	0.6%	94.06	105.77
	\$/day	\$ 6,830	\$ 7,923	-13.8%	\$ 6,892	\$ 9,856
MED-MED	WS	107.22	111.11	-3.5%	100.62	106.37
	\$/day	\$ 6,277	\$ 8,704	-27.9%	\$ 6,512	\$ 9,426
CPP						
MEG-JAPAN	WS	102.13	103.31	-1.1%	97.34	106.84
	\$/day	\$ 4,648	\$ 6,331	-26.6%	\$ 7,301	\$ 9,016
CONT-USAC	WS	153.33	117.22	30.8%	127.77	140.87
	\$/day	\$ 6,756	\$ 2,009	236.3%	\$ 4,878	\$ 7,272
CARIBS-USAC	WS	120.00	120.00	0.0%	125.34	138.78
	\$/day	\$ 13,276	\$ 14,061	-5.6%	\$ 16,708	\$ 22,286
USG-CONT	WS	85.00	91.25	-6.8%	90.57	105.91
	\$/day	-\$ 2,905	-\$ 1,231	-136.0%	-\$ 117	\$ 2,859

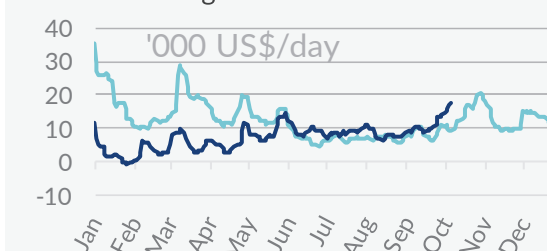
Tanker Indices



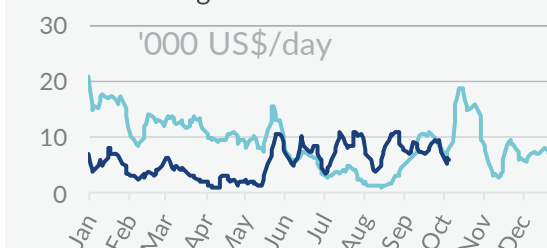
VLCC Average TCE



Suezmax Average TCE



Aframax Average TCE



MR Average TCE



Freight Market Period Charter



01st - 05th October 2018

Dry Bulk period market TC rates

	05 Oct	31 Aug	±%	last 5 years		
				Min	Avg	Max
Capesize						
12 months	\$ 20,500	\$ 21,250	-3.5%	\$ 6,200	\$ 15,079	\$ 31,450
36 months	\$ 21,000	\$ 20,500	2.4%	\$ 6,950	\$ 15,239	\$ 25,200
Panamax						
12 months	\$ 14,000	\$ 13,250	5.7%	\$ 4,950	\$ 10,016	\$ 15,450
36 months	\$ 13,000	\$ 12,250	6.1%	\$ 6,200	\$ 10,372	\$ 15,325
Supramax						
12 months	\$ 13,500	\$ 13,500	0.0%	\$ 4,450	\$ 9,674	\$ 13,950
36 months	\$ 12,250	\$ 12,250	0.0%	\$ 6,200	\$ 9,702	\$ 13,700
Handysize						
12 months	\$ 10,500	\$ 10,750	-2.3%	\$ 4,450	\$ 8,016	\$ 11,200
36 months	\$ 9,250	\$ 9,250	0.0%	\$ 5,450	\$ 8,197	\$ 10,450

Latest indicative Dry Bulk Period Fixtures

M/V "STAR KAMILA", 82769 dwt, built 2005, dely Phu My 08/09 Oct , \$14,500, for 6/8 months, to Bunge

M/V "STAR MARIELLA ", 82266 dwt, built 2006, dely Haldia 05/05 Oct , \$14,500, for min 6/max 9 months, to Chart Not Rep

M/V "SHANDONG PENG CHENG", 82154 dwt, built 2010, dely Rotterdam 03 Oct , \$16,000, for 2-3 laden legs (1st leg USEC/Brazil coal), to Ultrabulk

M/V "SBI MAZURKA", 81232 dwt, built 2017, dely Canakkale 11 Oct , \$16,500, for 7/9 months, to Bunge

M/V "DESPINA V", 81200 dwt, built 2018, dely Bordeaux 13/18 Oct , \$20,000, for balance of period until maximum 1st April 2019, to Oldendorff

Tanker period market TC rates

	05 Oct	31 Aug	±%	last 5 years		
				Min	Avg	Max
VLCC						
12 months	\$ 23,500	\$ 19,500	20.5%	\$ 18,000	\$ 30,653	\$ 57,750
36 months	\$ 25,750	\$ 24,000	7.3%	\$ 22,000	\$ 30,915	\$ 45,000
Suezmax						
12 months	\$ 17,000	\$ 17,000	0.0%	\$ 15,250	\$ 23,137	\$ 42,500
36 months	\$ 19,500	\$ 19,500	0.0%	\$ 17,000	\$ 24,322	\$ 35,000
Aframax						
12 months	\$ 14,250	\$ 14,250	0.0%	\$ 13,000	\$ 18,365	\$ 30,000
36 months	\$ 17,000	\$ 17,000	0.0%	\$ 14,750	\$ 18,998	\$ 27,000
MR						
12 months	\$ 12,500	\$ 12,500	0.0%	\$ 12,000	\$ 14,792	\$ 21,000
36 months	\$ 14,250	\$ 14,250	0.0%	\$ 14,000	\$ 15,137	\$ 18,250

Latest indicative Tanker Period Fixtures

M/T "OLYMPIC LADY", 300000 dwt, built 2017, \$29,000, for 1 year trading, to AISSOT

M/T "MONTREAL SPIRIT", 150000 dwt, built 2006, \$17,000, for 1+1 year trading, to PHILLIPS 66

M/T "LEYLA K", 115000 dwt, built 2010, \$14,500, for 6 months trading, to MJOLNER

M/T "GEORGIA M", 75000 dwt, built 2007, \$13,000, for 1+1 year trading, to EMIRATES NATIONAL OIL CO.

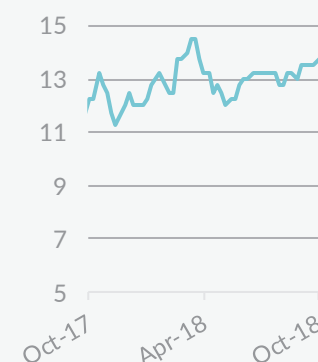
M/T "NORD JEWEL", 50000 dwt, built 2018, \$13,100, for 6+6 months trading, to SHELL

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

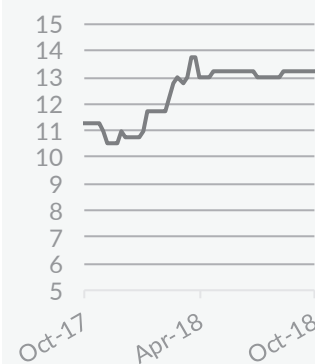
Capesize



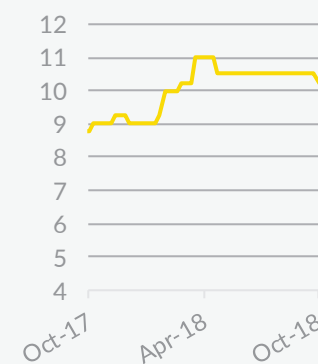
Panamax



Supramax



Handysize

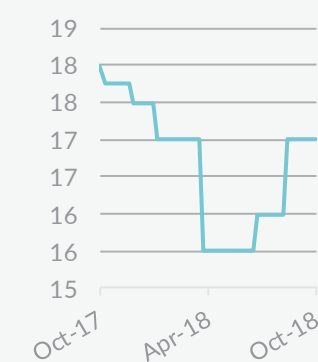


Tanker 12 month period charter rates (USD '000/day)

VLCC



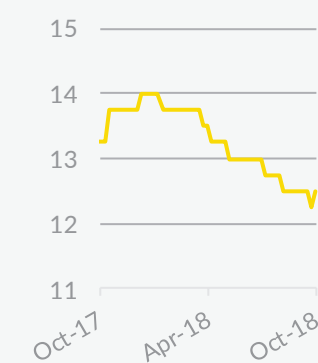
Suezmax



Aframax



MR

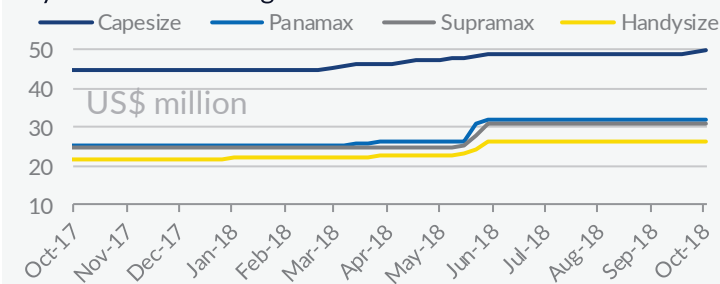


Sale & Purchase Newbuilding Orders

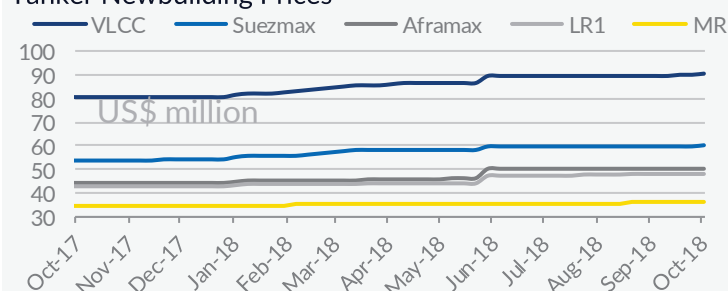
01st - 05th October 2018

The Newbuilding market has started to build up a positive momentum week by week, with a robust flow of deals coming to light again this past week. The dry bulk sector has a leading role in the reported activity noted of late, a mere result of the good fundamentals and the upward attitude that is being seen in the market. Moreover, given that we are just at the onset of the final quarter of the year, and having seen how bullish sentiment in terms of earnings affects new order placing (just a simple look of the orders placed in the 4th quarter of 2017), a considerable flow of fresh orders can be expected to be seen during the final months of 2018. On the tanker side though, things remain rather blurry, with most placing their focus on current opportunities seen on the secondhand market, while seemingly putting on hold their long-term plans for new projects until the market finally sets its foot on a more stable trajectory in terms of earnings.

Dry Bulk Newbuilding Prices



Tanker Newbuilding Prices



Indicative Dry NB Prices (US\$ million)

	05 Oct	31 Aug	±%	last 5 years		
				Min	Avg	Max
Dry Bulkers						
Capesize (180,000dwt)	50.0	49.0	2.0%	41.8	48.1	58.0
Kamsarmax (82,000dwt)	33.0	33.0	0.0%	24.3	27.5	33.0
Panamax (77,000dwt)	32.0	32.0	0.0%	23.8	26.6	32.0
Ultramax (64,000dwt)	31.0	31.0	0.0%	22.3	25.3	31.0
Handysize (37,000dwt)	26.0	26.0	0.0%	19.5	21.7	26.0
Container						
Post Panamax (9,000teu)	82.5	82.5	0.0%	76.5	84.5	91.0
Panamax (5,200teu)	48.5	48.5	0.0%	48.0	52.6	58.5
Sub Panamax (2,500teu)	27.0	27.0	0.0%	26.0	29.4	33.0
Feeder (1,700teu)	21.5	21.5	0.0%	21.5	23.7	27.0

Indicative Wet NB Prices (US\$ million)

	05 Oct	31 Aug	±%	last 5 years		
				Min	Avg	Max
Tankers						
VLCC (300,000dwt)	91.0	90.0	1.1%	80.0	90.5	101.0
Suezmax (160,000dwt)	60.5	60.0	0.8%	53.0	59.4	66.0
Aframax (115,000dwt)	50.0	50.0	0.0%	43.0	49.2	55.0
LR1 (75,000dwt)	47.8	47.8	0.0%	40.5	44.0	47.8
MR (56,000dwt)	36.5	35.8	2.1%	32.5	34.9	37.3
Gas						
LNG 160k cbm	184.0	184.0	0.0%	184.0	195.0	200.0
LPG LGC 80k cbm	70.0	70.0	0.0%	70.0	73.6	80.0
LPG MGC 55k cbm	62.0	62.0	0.0%	62.0	64.5	68.5
LPG SGC 25k cbm	40.0	40.0	0.0%	40.0	42.4	45.5

Reported Transactions

Type	Units	Size	Shipbuilder	Price	Buyer	Delivery	Comments
BULKER	2	186,000 dwt	SWS, China	N/A	SANTOKU SENPAKU, Japan	2020	TIER III
BULKER	4	80,000 dwt	CHENGXI SHIPYARD, China	N/A	BOCOM FL, China	2020	
BULKER	2	63,500 dwt	NANTONG XIANGYU SB, China	\$ 25.0m	Doun Kisen, Japan	2020	Tier II
TANKER	2	75,000 dwt	CSSC GSI, China	N/A	COSCO SHIPPING ENERGY TRANSPORTATION (CSET), China	2020	
GAS	1	174,000 cbm	Samsung HI, S. Korea	\$ 180.0m	NYK, Japan	2021	7 yr TC to Total
GAS	2	7,500 cbm	Keppel Nantong, China	N/A	Avenir LNG, Bermuda	2020	
GAS	1	6,000 cbm	Damen Yichang, China	N/A	Infotrar, Estonia	2020	

Sale & Purchase Secondhand Sales

01st - 05th October 2018

On the dry side, a considerable boost in volumes noted during the past few days. The main focus seems to have been on Panamax tonnage, closely followed by the Supramax segment. A key difference however seen is that while in the Panamax segment most deals involved vintage units, in Supramax sector most transactions involved more modern vessels. All-in-all, given that we are starting to see some positive omens emerge in the freight market, this could well drive buyers further over the coming months.

On the tanker side, a relative gear up in activity was also noted this past week. This can be seen as mere reflection of a very active VLCC market, inline somehow with the considerable boost noted in the freight market during the same time frame. Given the opportunistic attitude that has been key in the market so far this year, we should continue to see interest hold firm for now, while this gear up in activity is still unlikely to drive any excesses in terms of pricing.

Indicative Dry Bulk Values (US\$ million)

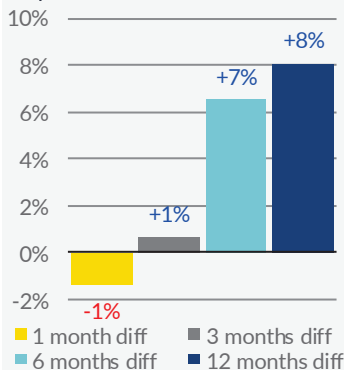
Indicative Dry Bulk Values (US\$ million)					last 5 years		
		05 Oct	31 Aug	±%	Min	Avg	Max
Capesize							
180k dwt	Resale	52.50	53.25	-1.4%	34.5	46.5	65.0
180k dwt	5 year old	36.50	37.25	-2.0%	23.0	34.3	53.0
170k dwt	10 year old	25.50	26.00	-1.9%	12.0	22.5	38.0
150k dwt	15 year old	16.00	16.50	-3.0%	6.5	13.6	25.0
Panamax							
82k dwt	Resale	31.50	31.50	0.0%	22.5	28.5	34.0
82k dwt	5 year old	23.00	23.00	0.0%	11.5	19.7	28.0
76k dwt	10 year old	15.50	15.50	0.0%	7.3	13.5	23.0
74k dwt	15 year old	10.00	10.00	0.0%	3.5	8.6	14.5
Supramax							
62k dwt	Resale	28.50	28.50	0.0%	19.0	26.7	33.0
58k dwt	5 year old	18.50	18.50	0.0%	11.0	18.0	27.0
56k dwt	10 year old	14.25	14.25	0.0%	6.0	12.9	22.0
52k dwt	15 year old	9.25	9.25	0.0%	3.5	8.2	13.5
Handysize							
37k dwt	Resale	24.50	24.50	0.0%	17.0	21.6	26.0
37k dwt	5 year old	15.50	16.00	-3.1%	7.8	14.6	21.0
32k dwt	10 year old	11.50	11.50	0.0%	6.0	10.3	16.0
28k dwt	15 year old	7.25	6.50	11.5%	3.5	6.5	11.0

Indicative Tanker Values (US\$ million)

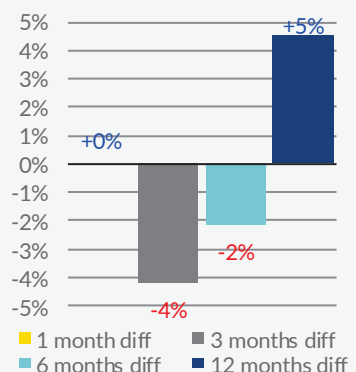
Indicative Tanker Values (US\$ million)					last 5 years		
		05 Oct	31 Aug	±%	Min	Avg	Max
VLCC							
310k dwt	Resale	90.00	89.00	1.1%	80.0	91.4	105.0
310k dwt	5 year old	65.00	64.00	1.6%	55.0	68.0	84.0
250k dwt	10 year old	41.00	41.00	0.0%	34.5	45.2	59.0
250k dwt	15 year old	25.00	25.00	0.0%	18.7	28.1	41.0
Suezmax							
160k dwt	Resale	61.25	60.00	2.1%	53.0	61.9	73.0
150k dwt	5 year old	44.50	44.00	1.1%	38.0	47.7	62.0
150k dwt	10 year old	27.50	27.50	0.0%	24.0	32.2	44.5
150k dwt	15 year old	17.00	17.00	0.0%	14.0	18.6	23.0
Aframax							
110k dwt	Resale	47.25	47.00	0.5%	39.0	48.3	57.0
110k dwt	5 year old	32.00	32.00	0.0%	27.0	35.5	47.5
105k dwt	10 year old	20.00	20.00	0.0%	17.0	23.2	33.0
105k dwt	15 year old	11.50	11.50	0.0%	8.0	13.3	20.0
MR							
52k dwt	Resale	36.25	36.00	0.7%	33.0	36.1	39.0
52k dwt	5 year old	27.25	26.50	2.8%	23.0	26.1	31.0
45k dwt	10 year old	14.50	16.00	-9.4%	14.5	17.7	21.0
45k dwt	15 year old	9.25	9.00	2.8%	9.0	10.9	13.5

Price movements of 5 year old Dry Bulk assets

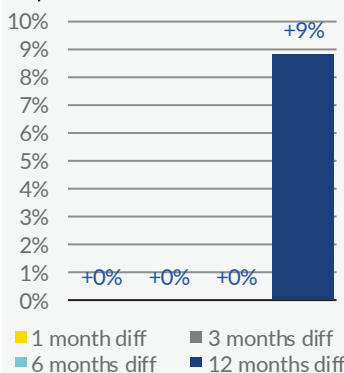
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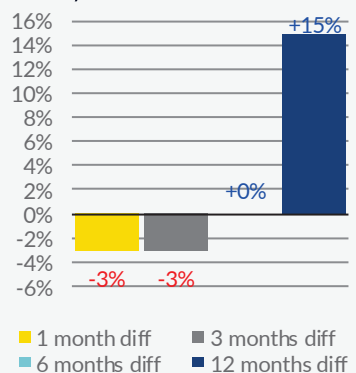
Panamax



Supramax

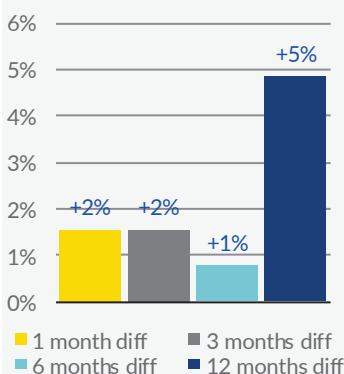


Handysize

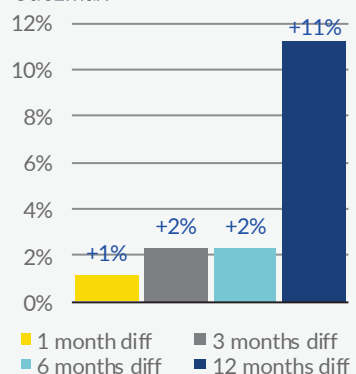


Price movements of 5 year old Tanker assets

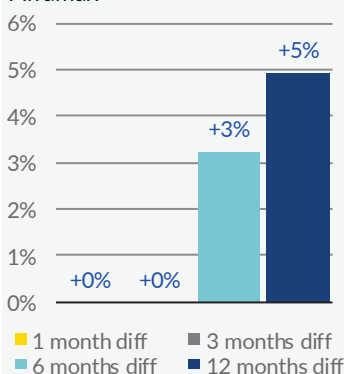
VLCC



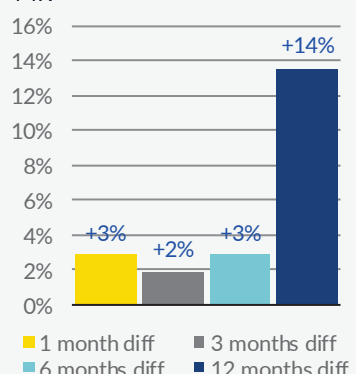
Suezmax



Aframax



MR



Sale & Purchase Secondhand Sales



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Tankers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
VLCC	FRONT ARIAKE	298,530	2001	HITACHI ARIAKE NAGASU, Japan	B&W		\$ 20.7m	JV Bumi Armada & Pallonji Group	DD due Oct '18, for conversion to an FPSO
VLCC	DS VISION	297,345	2011	DALIAN SHBLDG IND - NO, China	MAN-B&W		\$ 56.0m	Minsheng Financial Leasing	7-10 years TC to COSCO
VLCC	DS VENTURE	297,345	2011	DALIAN SHBLDG IND - NO, China	MAN-B&W		\$ 56.0m		
PROD/ CHEM	BERG	16,870	2008	TAIZHOU SANFU, China	MAN-B&W	EPOXY PHEN	\$ 7.8m	Indonesian - Waruna	SS/DD due Oct '18
SMALL	JW JEWEL	8,836	2007	SANUKI TAKUMA, Japan	MAN-B&W		N/A	Singaporean	
SMALL	HARMONY	8,760	2005	USUKI SHIPYARD, Japan	B&W	StSt	N/A	Singaporean	
Bulk Carriers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
POST PMAX	IKAN KEDEWAS	88,279	2006	IMABARI MARUGAME, Japan	MAN-B&W		\$ 12.0m	Greek	old sale
PMAX	ENERGY MIDAS	77,697	1998	mitsui TAMANO, Japan	B&W		\$ 6.9m	Chinese	
PMAX	YONGJI	77,672	2000	mitsui TAMANO, Japan	B&W		high \$ 8.0m	Chinese	
PMAX	DOUBLE PROSPERITY	76,633	2005	IMABARI MARUGAME, Japan	B&W		\$ 10.6m	Qatar Based - S'hail Shipping	
PMAX	NAVIOS FELICITY	73,867	1997	SUMITOMO HI YOKOSUKA, Japan	Sulzer		\$ 4.9m		undisclosed
PMAX	CELERINA	73,035	1999	CHINA KAOSIUNG, Taiwan	Sulzer		\$ 5.5m	undisclosed	
PMAX	NEW HERALD	72,875	1997	DAEDONG CHINHAE, S. Korea	B&W		\$ 5.0m	Chinese	
UMAX	SAGE BAYLORCOM	63,500	2015	YANGZHOU DAYANG, China	MAN-B&W	4 X 35t CRANES	\$ 22.5m	Greek - JME Navigation	TC to D'Amico 3-6m
SMAX	GUARDIANSHIP	56,884	2011	JINLING, China	MAN-B&W	4 X 30t CRANES	\$ 12.0m	Chinese - BoComm Leasing	
SMAX	GLADIATORSHIP	56,819	2010	JINLING, China	MAN-B&W	4 X 30t CRANES	\$ 11.0m		
SMAX	INDIGO EVOLUTION	55,625	2010	mitsui TAMANO, Japan	MAN-B&W	4 X 30t CRANES	\$ 15.5m	undisclosed	
SMAX	BULK ZAMBESI	53,776	2011	HANTONG SHIP HEAVY IND, China	MAN-B&W	5 X 40t CRANES	xs \$ 50.0m en bloc	Indonesian	self-unloading
SMAX	BULK LIMPOPO	53,776	2012	HANTONG SHIP HEAVY IND, China	MAN-B&W	5 X 40t CRANES			
HANDY	GOLDEN KIKU	29,700	2005	SHIKOKU DOCKYARD, Japan	MAN-B&W	4 X 30,5t CRANES	\$ 7.5m	Greek	
HANDY	GLORIA HAYNE	28,392	1996	IMABARI MARUGAME, Japan	B&W	4 X 30,5t CRANES	\$ 4.2m	undisclosed	



Sale & Purchase Secondhand Sales



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Gen. Cargo									
Type	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
General Cargo	LE TAI	22,318	1999	DALIAN, China	B&W	1 X 40t CRANES,2 X 15t CRANES 1 X 40t	xs \$ 4.0m	Chinese	
General Cargo	LE SHENG	22,271	1998	DALIAN, China	B&W	CRANES,2 X 15t CRANES 2 X 30t	xs \$ 4.0m		
General Cargo	UNIRICH	8,660	1994	KANASASHI - SHIMIZU, Japan	Makita	DERRICKS 2 X 25t 2 X 30t	\$ 1.4m	Far Eastern	
General Cargo	WOORYANG ACE	7,351	2008	NANJING WUJIAZUI SHBLD, China	Hanshin	DERRICKS 2 X 25t	\$ 2.7m	Chinese	
Containers									
Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
POST PMAX	NYK APHRODITE	6,492	2003	IHI MARINE UNITED - KU, Japan	Sulzer		N/A	Greek - Cyprus Maritime	
PMAX	ZUM UKRAYINA	4,330	2009	HHIC-PHIL INC, Philippines	MAN-B&W		N/A	U. S. A. Based	
PMAX	ZIM MOSKVA	4,330	2009	HHIC-PHIL INC, Philippines	MAN-B&W				
Gas Carriers									
Size	Name	Dwt	Built	Shipbuilder	M/E	CBM	Price	Buyers	Comments
LPG	SHITANOE	5,366	2009	SHITANOE SHIPBUILDING, Japan	MAN-B&W	4,918	N/A	Japanese	sale & leaseback deal
LPG	SABRINA	5,359	2009	SHITANOE SHIPBUILDING, Japan	Mitsubishi	4,919			
LPG	FATIME	5,261	2010	SHITANOE SHIPBUILDING, Japan	MAN-B&W	4,918			
LPG	MARIANNE	4,001	2009	YAMANISHI CORP, Japan	MAN-B&W	3,469			
LPG	YAMANISHI 1067	4,000	2009	YAMANISHI CORP, Japan	MAN-B&W	3,469			
LPG	ANNE	3,996	2010	YAMANISHI CORP, Japan	MAN-B&W	3,470			
LPG	MAGDALENA	3,996	2008	YAMANISHI CORP, Japan	Mitsubishi	3,470			
LPG	ANGELA	3,996	2009	YAMANISHI CORP, Japan	MAN-B&W	3,470			
LPG	ELISABETH	3,990	2009	YAMANISHI CORP, Japan	MAN-B&W	3,472			
LPG	DEBBIE	3,975	2009	SHITANOE SHIPBUILDING, Japan	Akasaka	3,447			



Sale & Purchase

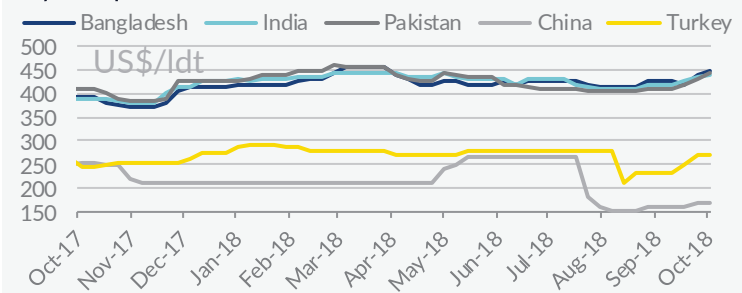
Demolition Sales



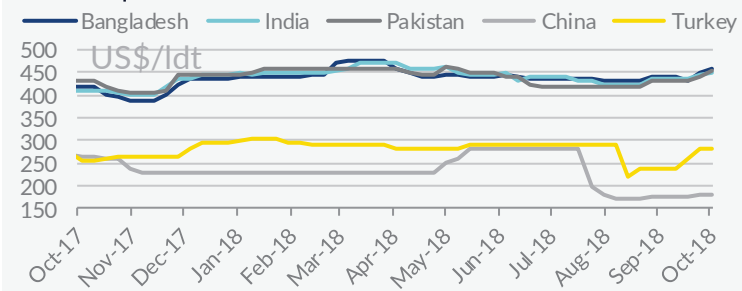
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A modest flow of candidates was sent to the breakers these past few days, a big shift in the market when comparing to the typical weekly volume we have been noting of late. Overall there has been a large increase in appetite amongst breakers, with a fair jump being noted in the quoted prices across all of the Indian Sub-Continent. The dry bulk sector continues to make a rather "loud" absence, while much of this "gap" seems to be still covered sufficiently well by tanker units. Moreover, given that we are at the very start of the fourth and final quarter of the year, and with most holding a bullish attitude in terms of earnings, especially for the dry market, it will take ever more efforts on the side of breakers to keep this activity volume going. Notwithstanding this, we have already started to see this being reflected on the pricing front, while with local steel prices still holding strong and most of the previous inventory now processed, it all seems as though the next couple of weeks will see a fair amount of heated competition take place as each looks to outcompete the previous seen price levels and entice the more high spec favorable units circulating the market.

Dry Scrap Prices



Wet Scrap Prices



Indicative Dry Prices (\$/Ldt)

				last 5 years		
	05 Oct	28 Sep	±%	Min	Avg	Max
Indian Sub Continent						
Bangladesh	455	440	3.4%	220	374	475
India	445	435	2.3%	225	376	500
Pakistan	450	430	4.7%	220	374	475
Far East Asia						
China	170	170	0.0%	110	241	395
Mediterranean						
Turkey	270	270	0.0%	145	247	355

Indicative Wet Prices (\$/Ldt)

				last 5 years		
	05 Oct	28 Sep	±%	Min	Avg	Max
Indian Sub Continent						
Bangladesh	475	450	5.6%	245	394	490
India	465	445	4.5%	250	396	510
Pakistan	470	440	6.8%	245	395	500
Far East Asia						
China	180	180	0.0%	120	257	405
Mediterranean						
Turkey	280	280	0.0%	150	257	355

Reported Transactions

Type	Vessel's Name	Dwt	Built	Country Built	Ldt	US\$/Ldt	Buyer	Sale Comments
Tanker	SEAWAYS SHIRLEY	112,056	2001	S. Korea	19,004	\$ 444/Ldt	undisclosed	as is singapore, including 165 HFO, 430 MGO
Offsh	NEW HORIZON	105,575	1997	S. Korea	17,300	\$ 455/Ldt	undisclosed	As is Fujairah
Tanker	OCEAN CONCORD	95,636	1993	Japan	15,925	N/A	Bangladeshi	
Tanker	NIRBAYA	29,997	1988	Japan	6,043	N/A	Bangladeshi	
Tanker	RADHE	11,520	1980	Norway	3,635	N/A		
Cont	DANUM 156	7,356	1979	Taiwan	2,957	N/A	Bangladeshi	
Cont	ISLAND CHIEF	13,387	1990	Japan	1,695	\$ 450/Ldt	Indian	
Offsh	MANAK 1	2,200	1985	Singapore	-	N/A	Indian	
Offsh	PUTFORD ACHILLES	1,196	1973	Canada	-	N/A	other	
Offsh	SEA KING	987	1983	U. K.	-	N/A	undisclosed	As is Egypt
Ro-ro	GEMINI LEADER	14,930	1994	Japan	-	\$ 441/Ldt	Indian	
Offsh	GARY TIDE	1,374	2010	China	-	N/A	Indian	
Offsh	MAWFORD TIDE	1,475	2009	China	-	N/A	Indian	
Offsh	DELANCEY TIDE	1,386	2010	China	-	N/A	Indian	
Tug	SHINANO MARU	490	1974	Japan	-	N/A	Indian	



Trade Indicators

Markets | Currencies | Commodities

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Angeliki Frangou's Navios is pressing ahead with plans to merge its two public tanker companies.

Navios Maritime Acquisition is set to take over MLP Navios Maritime Midstream Partners in an all shares deal, confirming an idea first floated this summer.

The deal will add six VLCCs to the Navios Acquisition fleet, which already includes seven of the tankers alongside medium-range and long-range product tankers.

Navios says the transaction, which is taking place alongside a reverse-stock split, will simplify its capital and organizational structure.

It adds the deal will increase the liquidity and float of the Navios Acquisition shares, build scale through a larger asset base, save on the costs of a public company and allow cash retention to support self-funded growth.

The deal comes four years after Navios Midstream was listed in the US with a \$121.5m IPO. Source: Tradewinds

	05 Oct	31 Aug	±%	last 12 months		
Markets				Min	Avg	Max
10year US Bond	3.22	2.85	13.0%	2.28	2.70	3.22
S&P 500	2,885.6	2,901.5	-0.5%	2,545	2,734	2,931
Nasdaq	7,788.5	8,109.5	-4.0%	6,557	7,302	8,110
Dow Jones	26,447.1	25,964.8	1.9%	22,761	24,894	26,828
FTSE 100	7,318.5	7,432.4	-1.5%	6,922	7,485	7,779
FTSE All-Share UK	4,028.2	4,106.1	-1.9%	3,830	4,116	4,274
CAC40	5,359.4	5,406.9	-0.9%	5,079	5,389	5,615
Xetra Dax	12,111.9	12,364.1	-2.0%	11,886	12,748	13,560
Nikkei	23,783.7	22,865.2	4.0%	20,618	22,531	24,271
Hang Seng	26,572.6	27,888.6	-4.7%	26,345	29,338	33,154
DJ US Maritime	277.6	286.6	-3.1%	204.2	247.0	301.3
Currencies						
\$ per €	1.15	1.17	-1.4%	1.13	1.19	1.25
\$ per £	1.31	1.30	0.5%	1.27	1.35	1.43
£ per €	0.88	0.90	-1.9%	0.00	0.88	0.91
¥ per \$	113.9	111.0	2.6%	105.0	110.5	114.2
\$ per Au\$	0.71	0.72	-2.3%	0.71	0.76	0.81
\$ per NoK	0.12	0.12	1.0%	0.12	0.12	0.13
\$ per SFr	0.99	0.97	2.5%	0.92	0.98	1.00
Yuan per \$	6.87	6.84	0.5%	6.26	6.54	6.92
Won per \$	1,129.3	1,115.6	1.2%	1,055.0	1,095.2	1,145.0
\$ INDEX	95.6	95.1	0.5%	93.9	98.1	101.5
Commodities						
Gold \$	1,196.9	1,199.1	-0.2%	1,161.4	1,278.7	1,355.0
Oil WTI \$	73.8	69.6	6.0%	49.3	64.1	74.9
Oil Brent \$	83.9	77.0	9.0%	55.6	70.1	84.3
Palm Oil	-	-	-	562.0	562.0	562.0
Iron Ore	69.6	66.2	5.2%	58.1	68.1	80.0
Coal Price Index	99.0	96.5	2.6%	85.0	97.1	109.0
White Sugar	346.5	326.4	6.2%	305.0	351.0	399.3

Currencies

US Dollar per Euro



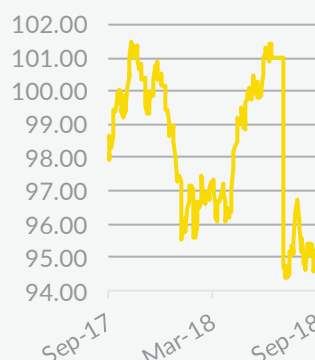
Yen per US Dollar



Yuan per US Dollar

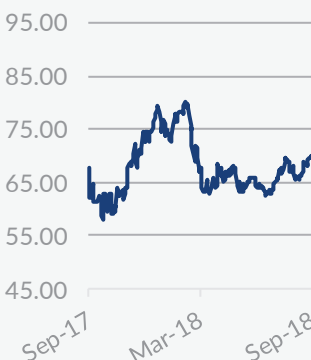


US Dollar INDEX

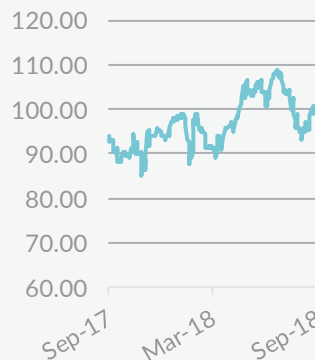


Commodities

Iron Ore (TSI)



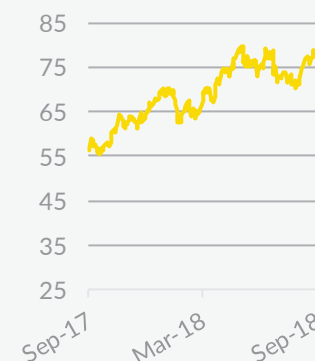
Coal Price Index



Oil WTI \$



Oil Brent \$



Contact Details



01st - 05th October 2018 | Week 40

ALLIED SHIPBROKING INC.

48, Aigialeias Street, 4th Floor,
Maroussi 151 25, Greece
Tel: +30 210 45 24 500
Fax: +30 210 45 25 017 / 019

E-mail: snp@allied-shipbroking.gr

ALLIED CHARTERING S.A.

48, Aigialeias Street, 4th Floor,
Maroussi 151 25, Greece
Tel : +30 210 42 88 100
Fax: +30 210 45 24 201

E-mail: drycargo@allied-chartering.gr

E-mail: 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

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

LAZARIDIS GEORGE

MOBILE: +30 6946 95 69 40

VAMVAKAS YIANNIS

MOBILE: +30 6942 94 71 87

Dry Cargo Chartering

ALEXOPOULOS PANOS

MOBILE: +30 6944 34 66 15

ARGYRI MARINA

MOBILE: +30 6983 11 32 98

DAOULAS SPYROS

MOBILE: +30 6932 27 88 40

FLOURIS DIMITRIS

MOBILE: +30 6937 81 32 39

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

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

TSEPIS KONSTANTINOS

MOBILE: +30 6951 79 82 91

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deliver.**

© Allied Shipbroking Inc.
© 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



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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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