

Market insight

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 SnP Broker

Is the rise in crude carrier rates driven only by seasonality, or is the recent positive reversal signaling the end of challenging days for the market. Whatever the case may be, it seems that at least for now soft sentiments belongs to the past, with both the spot and period market steadily firming. Given the improvement in sentiment, it is normal that appetite in the SnP would also increase, while besides interest from specific ship-owners that were looking to invest for a while now, there is also interest from new Buyers who are encouraged by the performance of the freight market.

1-yr T/C	VLCC	Suezmax	Aframax	BDTI
04/12/2017	27,000	17,500	15,500	821
04/12/2018	31,500	21,500	17,500	1,146
difference	17%	23%	13%	40%
Sales	VLCC	Suezmax	Aframax	MR
Jan 2017 - Nov 2017	45	19	45	97
Jan 2018 - Nov 2018	51	24	64	113
difference	13%	26%	42%	16%
November 2017	5	3	4	6
November 2018	7	8	7	30
difference	40%	167%	75%	400%

Focusing on the past couple of weeks, there are rumours that a K-Line Aframax, namely the 'SINGAPORE RIVER' (115,126dwt-blt '09, Japan) with SS/DD due in March 2019, was committed at \$23.5 million, whereas, in June during Posidonia, Bergshav purchased a sister vessel from the same sellers, namely the 'SENTOSA RIVER' (115,146dwt-blt '08, Japan), for a price in the region of \$19.0 million, which translates to an impressive increase of around 17% in less than six months (including yearly depreciation for the age difference).

Another noticeable sale is that of the 'TOLEDO SPIRIT' (159,342dwt-blt '05, S. Korea), where almost ten Greek Buyers inspected the vessel and competed aggressively, with the vessel eventually changing hands for \$19.0 million.

On the MR side the improvement is also evident. In the beginning of October the Doun Kisen vessel, namely the 'HIGH ENTERPRISE' (45,967dwt-blt '09, Japan), was sold to Greek owners, Spring Marine, for a price in the region of \$13.95 million. A month after this deal, the same owner sold the 'SILVER EXPRESS' (47,401dwt-blt '09, Japan), for a price in the region of \$15.3 million, while during the past week the 'HIGH PEARL' (48,023dwt-blt '09, Japan), was reported sold for a price of \$16.0 million.

We expect SnP interest in the sector to remain firm at least for as long as earnings remain around the healthy levels of late and given that there will be no wild volatility in the freight market during this winter we should also see additional premiums on future deals, especially in high quality tonnage of up to ten years of age.

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

The positive performance of the bigger sizes has offered support to the dry bulk index last week, although volatility in the Capesize market is still preventing the full restoration of confidence in the market. The BDI today (04/12/2018) closed at 1,237 points, up by 34 points compared to Monday's (03/12/2018) levels and decreased by 102 points when compared to previous Tuesday's closing (27/11/2018). With only a few negative exceptions, rates for most routes in the crude carriers market ended the week with premiums over last done levels, further supporting expectations for a healthy market during the winter season that has just kicked off. The BDTI today (04/12/2018) closed at 1,146, increased by 15 points and the BCTI at 861, an increase of 166 points compared to previous Tuesday's (27/11/2018) levels.

Sale & Purchase (Wet: Firm+ / Dry: Soft -)

Focus in the SnP market remains on modern tanker vessels, while despite the overall improvement of the dry bulk market last week, Buyers in the sector remain on the sidelines, with the few sales surfacing last week evidencing the prevailing uncertainty. On the tanker side sector we had the sale of the "JIANGSU RONGSHENG 1161" (156,900dwt-blt '19, China), which was sold to Greek owner, Delta Tankers, for a price in the region of \$49.5m. On the dry bulker side sector we had the sale of the "GENCO VIGOUR" (73,941dwt-blt '99, Japan), which was sold to Chinese buyers, for a price in the region of \$6.7m.

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

The appetite for investments in the tanker sector is evident not only in the second-hand market but also on the newbuilding front. After all, tanker contracting has been very active since the beginning of the year and throughout very challenging times for the sector, which makes it only natural that it would be sustained at healthy levels now that earnings in the sector additionally justify improved sentiment. Despite the fact that up until recently the bigger sizes have been the ones mainly enjoying the recent upside in the freight market, we notice that interest for MR vessels has also increased in both the second-hand and newbuilding market, with year to date orders in the size up by 27%. In terms of recently reported deals, Chinese owner, Ningbo Marine, placed an order for one firm tanker (10,000 dwt) at AVIC Dingheng, in China for a price in the region of \$15.8m and delivery set in 2019.

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

Prices in the demolition market saw increased pressure last week, with bids out of most demo destinations ending the week down. There is still a lot of confusion in the market, with a few – unconfirmed for now – sales rumored to have taken place at prices well above market, while at the same time fundamentals across the Indian subcontinent remain weak for now. The further depreciation of the local currency in Pakistan against the U.S. dollar together with the extended limitations in the letter of credit opening in Bangladesh, continue to compose a challenging market, while amidst falling prices elsewhere, bids from Indian cash buyers have been also moving down. Average prices in the different markets this week for tankers ranged between \$165-4435/ldt and those for dry bulk units between \$155-425/ldt.

Vessel	Routes	Week 48		Week 47		\$ /day ±%	2017		2016
		WS points	\$ /day	WS points	\$ /day		\$ /day	\$ /day	
VLCC	265k MEG-JAPAN	95	67,290	89	56,276	19.6%	20,658	41,068	
	280k MEG-USG	43	12,661	41	7,175	76.5%	13,429	44,269	
	260k WAF-CHINA	99	59,438	90	48,378	22.9%	19,815	41,175	
Suezmax	130k MED-MED	150	52,237	165	58,864	-11.3%	17,617	29,930	
	130k WAF-USAC	125	38,182	140	44,017	-13.3%	12,917	23,591	
	140k BSEA-MED	164	63,676	179	77,220	-17.5%	17,617	29,930	
Aframax	80k MEG-EAST	166	26,054	155	22,789	14.3%	11,560	20,111	
	80k MED-MED	185	40,182	168	31,654	26.9%	15,136	20,684	
	100k BALTIC/UKC	107	27,040	94	17,920	50.9%	15,424	27,147	
Clean	70k CARIBS-USG	140	18,110	175	26,879	-32.6%	14,479	20,501	
	75k MEG-JAPAN	158	23,570	120	13,654	72.6%	10,082	16,480	
	55k MEG-JAPAN	147	15,765	130	9,325	69.1%	8,262	12,891	
Dirty	37K UKC-USAC	188	15,356	146	8,496	80.7%	8,975	10,622	
	30K MED-MED	196	17,060	172	12,084	41.2%	6,703	9,056	
	55K UKC-USG	137	15,269	135	13,968	9.3%	10,421	15,726	
Dirty	55K MED-USG	137	13,883	135	12,619	10.0%	9,613	14,879	
	50k CARIBS-USAC	151	14,246	180	19,278	-26.1%	10,544	15,549	

TC Rates						
	\$ /day	Week 48	Week 47	±%	Diff	
VLCC	300k 1yr TC	31,500	31,500	0.0%	0	27,524
	300k 3yr TC	36,000	36,000	0.0%	0	28,830
Suezmax	150k 1yr TC	21,500	21,250	1.2%	250	18,788
	150k 3yr TC	24,750	24,500	1.0%	250	19,330
Aframax	110k 1yr TC	17,500	17,250	1.4%	250	16,034
	110k 3yr TC	20,500	20,250	1.2%	250	17,339
Panamax	75k 1yr TC	14,000	14,000	0.0%	0	12,986
	75k 3yr TC	16,500	16,500	0.0%	0	14,253
MR	52k 1yr TC	13,250	13,000	1.9%	250	13,375
	52k 3yr TC	14,750	14,750	0.0%	0	14,287
Handy	36k 1yr TC	12,000	11,250	6.7%	750	12,053
	36k 3yr TC	13,000	13,000	0.0%	0	13,200

Chartering

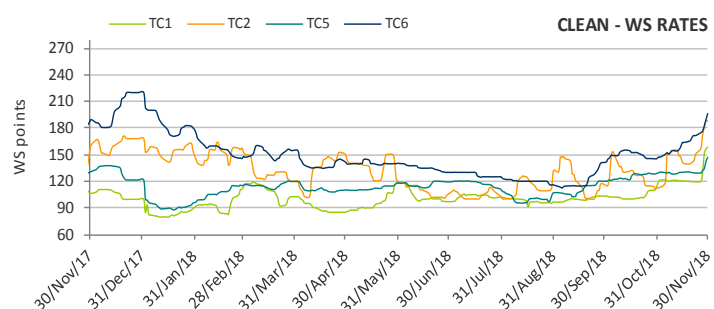
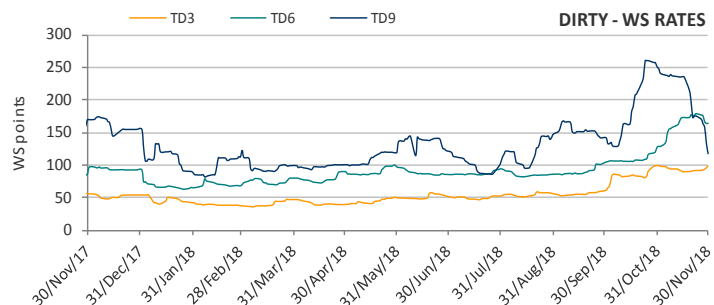
Exceeding even the highest expectations, the crude carriers market kept firming for yet another week, with a busy Middle East market setting the positive tone during the past days, while period ideas also kept moving north, with focus remaining on longer periods. Oil was again under pressure last week, with prices correcting upwards yesterday on the back of efforts to prevent a further escalation of the trade war between the U.S. and China, while further support is also being found in expectations for an output cut by OPEC during the meeting of the organization this week and a reported reduction in Canadian supply.

The very firm demand that was observed in the Middle East market last week gave another boost to VLCC rates, with West Africa numbers also moving up on the back of restricted tonnage supply in the region following the very busy market last month.

Suezmax activity ex-West Africa slowed down last week, with firm gains on the VL side keeping sentiment positive though, while Black Sea/Med numbers were also softer on slower demand. The Aframax Med on the other hand marked another year high in the past days, with steady European demand supporting North Sea numbers as well, while the Caribs Afra remained under the control of charterers for yet another week.

Indicative Period Charters

- 2 yrs	- 'PROSKY'	2018	115,000 dwt
-	- \$20,000/day		- Vitol
- 12 mos	- 'ADVANTAGE PARK'	2006	37,343 dwt
-	- \$13,000/day		- Trafigura



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Nov-18 avg	Oct-18 avg	±%	2017	2016	2015
VLCC	300KT DH	65.6	65.0	0.9%	61.8	68.9	81.2
Suezmax	150KT DH	44.5	44.5	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	30.0	30.0	0.0%	27.4	33.1	36.1
MR	52KT DH	27.1	27.0	0.4%	23.1	25.3	27.6

Sale & Purchase

In the Suezmax sector we had the sale of the "JIANGSU RONGSHENG 1161" (156,900dwt-blt '19, China), which was sold to Greek owner, Delta Tankers, for a price in the region of \$49.5m.

In the Aframax sector we had the sale of the "AEGEAN FAITH" (106,074dwt-blt '03, S. Korea), which was sold to Greek owner, Avin, for a price in the region of \$12.6m.

Baltic Indices

	Week 48 30/11/2018		Week 47 23/11/2018		Point Diff	\$/day ±%	2017	2016
	Index	\$/day	Index	\$/day			Index	Index
BDI	1,231		1,093		138		1,149	676
BCI	1,755	\$13,816	1,358	\$10,853	397	27.3%	2,094	1,030
BPI	1,463	\$11,694	1,376	\$10,996	87	6.3%	1,221	695
BSI	944	\$10,915	952	\$10,950	-8	-0.3%	846	601
BHSI	626	\$9,043	635	\$9,176	-9	-1.4%	525	364

Period

	\$/day	Week 48	Week 47	±%	Diff	2017	2016
Capesize	180K 6mnt TC	12,500	12,000	4.2%	500	15,671	7,842
	180K 1yr TC	15,500	15,250	1.6%	250	14,844	7,582
	180K 3yr TC	15,750	15,750	0.0%	0	13,892	8,728
Panamax	76K 6mnt TC	11,500	11,000	4.5%	500	10,984	6,492
	76K 1yr TC	12,250	11,750	4.3%	500	11,113	6,558
	76K 3yr TC	12,000	12,000	0.0%	0	11,171	7,068
Supramax	55K 6mnt TC	10,750	10,750	0.0%	0	10,421	6,582
	55K 1yr TC	11,000	11,000	0.0%	0	10,166	6,851
	55K 3yr TC	12,000	12,000	0.0%	0	10,176	6,827
Handysize	32K 6mnt TC	10,000	10,000	0.0%	0	8,662	5,441
	32K 1yr TC	10,000	10,000	0.0%	0	8,248	5,511
	32K 3yr TC	9,000	9,000	0.0%	0	8,464	5,950

Chartering

This has been another positive week for the dry bulk market that ended with the BDI up 13% on a weekly basis, while aside from Capesize rates that noted an impressive upside week-on-week, Panamax rates also joined the upward momentum. Despite the fact that the BDI has already covered some of the ground recently lost, sentiment in the market remains frail, with the day to day volatility in the Capesize market giving little confidence to owners in regards to the sustainability of this recent positive reversal. The distinctive lack of activity in the period market is further highlighting the uncertainty among market participants, who still struggle to assess the recent drop and to get a clearer view of what lies ahead for the winter season. With that being said, the pause to the trade war between the U.S. and China could be the good news that could help lift the market sooner rather than later.

Despite the 27% weekly gain in average earnings, Capesize owners have yet to feel confident, with the end of the week losses in W. Australia/ China and further weakness displayed yesterday extending worries that the market will remain shaky in the following weeks as well.

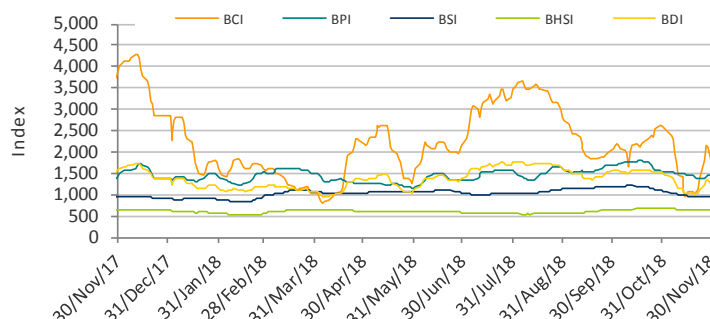
The Atlantic Panamax market remained stable overall last week, with solid business out of ECSA and balanced tonnage supply in the North supporting rates, while in the East trading remained slow, with period business suffering for yet another week.

Supramax rates were overall steady, with USG numbers moving up on healthier activity, while the USG was also one of the few positive exceptions for Handysize trading that slowed down pretty much everywhere else.

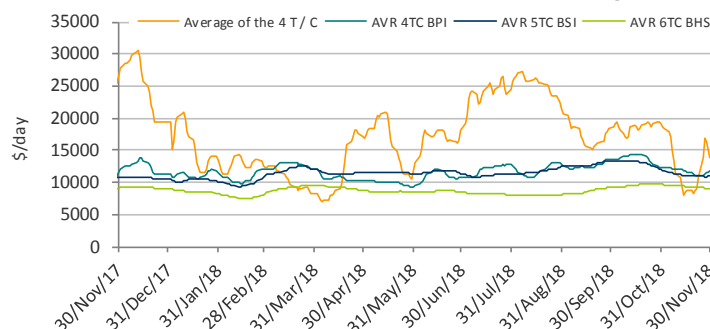
Indicative Period Charters

- 5 to 7 mos	- 'EXPLORER OCEANIA'	2015	81,073 dwt
- Guangzhou 9/14 Dec	- \$12,750/day		- Norden
- 3 to 5 mos	- 'BULK PHOENIX'	2013	56,088 dwt
- Singapore 27/28 Nov	- \$10,500/day		- Pacific Basin

Baltic Indices



Average T/C Rates



Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5 yrs old	Nov-18 avg	Oct-18 avg	±%	2017	2016	2015
Capesize 180k	34.8	36.0	-3.3%	30.8	23.5	33.4
Panamax 76K	17.8	19.0	-6.3%	17.8	13.6	17.5
Supramax 56k	16.6	18.0	-7.8%	16.0	12.7	16.6
Handysize 30K	14.4	15.0	-4.0%	12.5	9.9	13.8

Sale & Purchase

In the Panamax sector we had the sale of the "GENCO VIGOUR" (73,941dwt-bl't '99, Japan), which was sold to Chinese buyers, for a price in the region of \$6.7m.

In the Handysize sector we had the sale of the "MOUNT TRAVERS" (28,484dwt-bl't '02, Japan), which was sold to Chinese buyers, for a price in the region of \$6.5m.

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
SUEZ	JIANGSU RONGSHENG 1161	156,900	2019	JIANGSU RONGSHENG, China	MAN-B&W		DH	\$ 49.5m	Greek (Delta Tankers)	scrubber fitted
SUEZ	NAVION SCANDIA	126,749	1998	SESTAO ASTILLEROS, Spain	B&W		DH	undisclosed	Monaco based (Andromeda)	
AFRA	AEGEAN FAITH	106,074	2003	HYUNDAI, S. Korea	MAN-B&W	Feb-23	DH	\$ 12.6m	Greek (Avin)	
LR1	KING DARWIN	73,604	2007	NEW TIMES, China	MAN-B&W	Mar-22	DH	\$ 13.0m	Singapore based (Clearlake)	
MR	GAN-TRIUMPH	51,561	2010	HYUNDAI MIPO, S. Korea	MAN-B&W		DH	\$ 19.5m	Norwegian (JO Tankers)	
MR	GAN-TRIBUTE	51,556	2010	HYUNDAI MIPO, S. Korea	MAN-B&W	Sep-20	DH	\$ 19.5m		
MR	UNIQUE DEVELOPER	47,366	2010	ONOMICHI, Japan	MAN-B&W	May-20	DH	\$ 17.0m	Danish (Celsius)	
MR	ARDMORE SEATRADER	47,141	2002	ONOMICHI, Japan	B&W	Dec-22	DH	\$ 8.2m	Indian	
MR	MR KENTAURUS	46,763	2007	SUNGDOG, S. Korea	MAN-B&W		DH	\$ 13.7m	undisclosed	
MR	CHALLENGE POINT	45,997	2008	SHIN KURUSHIMA, Japan	MAN-B&W	Dec-20	DH	\$ 14.3m	Greek (Kassian)	
PROD/CHEM	CHEMROAD FUJI	33,888	2006	SHIN KURUSHIMA, Japan	Mitsubishi	Sep-20	DH	undisclosed	undisclosed	StSt
SMALL	TANA	6,400	2011	DESAN, Turkey	MAN-B&W	Nov-21	DH	\$ 9.0m	Norwegian (Sea Tanker Chartering)	

Bulk Carriers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
PMAX	GENCO VIGOUR	73,941	1999	OSHIMA, Japan	Sulzer	Oct-19		\$ 6.7m	Chinese	
HANDY	MOUNT TRAVERS	28,484	2002	IMABARI, Japan	MAN-B&W	Mar-22	4 X 30,5t CRANES	\$ 6.5m	Chinese	

MPP/General Cargo										
Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments	
LAO CHUAN ZHANG 17	2,293	2007	HAIDONG, China	Chinese Std. Type			\$ 2.8m	Chinese (Wangda Shipping)	auction sale	

Containers

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
FEEDER	AS SAVONIA	1,679	2000	HANJIN, S. Korea	MAN-B&W	Jul-20		\$ 3.7m	undisclosed	

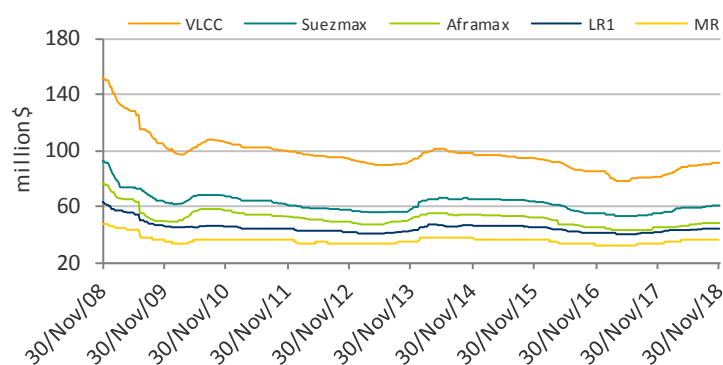
Indicative Newbuilding Prices (million\$)

	Vessel		Week 48	Week 47	±%	2017	2016	2015
Bulkers	Capesize	180k	50.0	50.0	0.0%	43	43	50
	Kamsarmax	82k	29.0	29.0	0.0%	25	25	28
	Ultramax	63k	27.0	27.0	0.0%	23	23	25
	Handysize	38k	24.0	24.0	0.0%	20	20	21
Tankers	VLCC	300k	91.0	91.0	0.0%	80	88	96
	Suezmax	160k	60.5	60.5	0.0%	54	58	64
	Aframax	115k	48.0	48.0	0.0%	44	48	53
	LR1	75k	44.0	44.0	0.0%	41	43	46
Gas	MR	50k	36.0	36.0	0.0%	33	34	36
	LNG 174k cbm		183.0	183.0	0.0%	186	189	190
	LGC LPG 80k cbm		72.0	72.0	0.0%	71	74	77
	MGC LPG 55k cbm		64.0	64.0	0.0%	64	66	68
	SGC LPG 25k cbm		45.0	45.0	0.0%	42	43	45

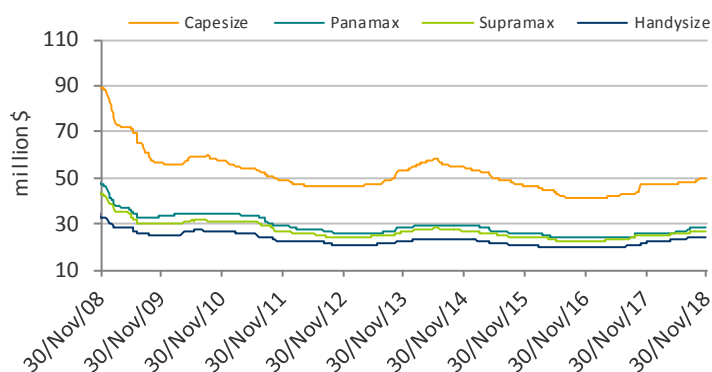
The appetite for investments in the tanker sector is evident not only in the second-hand market but also on the newbuilding front. After all, tanker contracting has been very active since the beginning of the year and throughout very challenging times for the sector, which makes it only natural that it would be sustained at healthy levels now that earnings in the sector additionally justify improved sentiment. Despite the fact that up until recently the bigger sizes have been the ones mainly enjoying the recent upside in the freight market, we notice that interest for MR vessels has also increased in both the second-hand and newbuilding market, with year to date orders in the size up by 27%.

In terms of recently reported deals, Chinese owner, Ningbo Marine, placed an order for one firm tanker (10,000 dwt) at AVIC Dingheng, in China for a price in the region of \$15.8m and delivery set in 2019.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
2	Tanker	49,700 dwt	GSI, China	2020	Chinese (Nanjing Tanker Corporation)	undisclosed	
2+1	Tanker	22,000 dwt	Wuhu Shipyard, China	2020	Swedish (Donso Shipping)	undisclosed	IMO II
1	Tanker	10,000 dwt	AVIC Dingheng, China	2019	Chinese (Ningbo Marine)	\$ 15.8m	
4	Gen. Cargo	8,093 dwt	Krasnoye Sornovo, Russia	2019	Russian (Pola Rise LLC)	undisclosed	248 TEU
2	RoRo	4,076 LM	Flensburger SB, Germany	2019	Norwegian (Siem Industries)	undisclosed	
2	Gas	174,000 cbm	Hyundai Samho, S. Korea	2021	Greek (Latsco)	\$ 185.0m	LNG

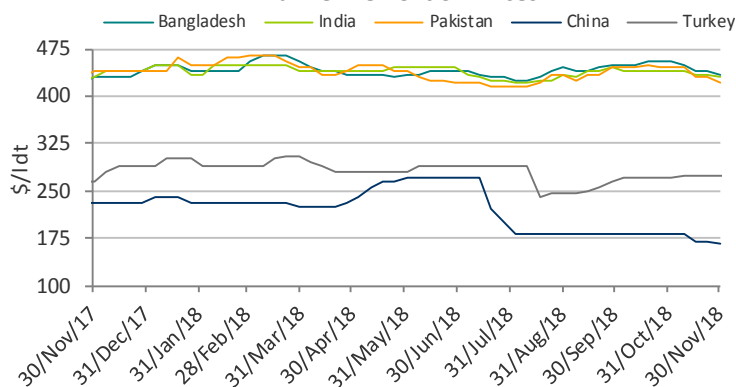
Indicative Demolition Prices (\$/ldt)

	Markets	Week 48	Week 47	±%	2017	2016	2015
Tanker	Bangladesh	435	440	-1.1%	376	287	360
	India	430	435	-1.1%	374	283	361
	Pakistan	420	430	-2.3%	379	284	366
	China	165	170	-2.9%	251	176	193
	Turkey	275	275	0.0%	250	181	225
Dry Bulk	Bangladesh	425	430	-1.2%	358	272	341
	India	420	425	-1.2%	354	268	342
	Pakistan	410	420	-2.4%	358	267	343
	China	155	160	-3.1%	241	160	174
	Turkey	265	265	0.0%	240	174	216

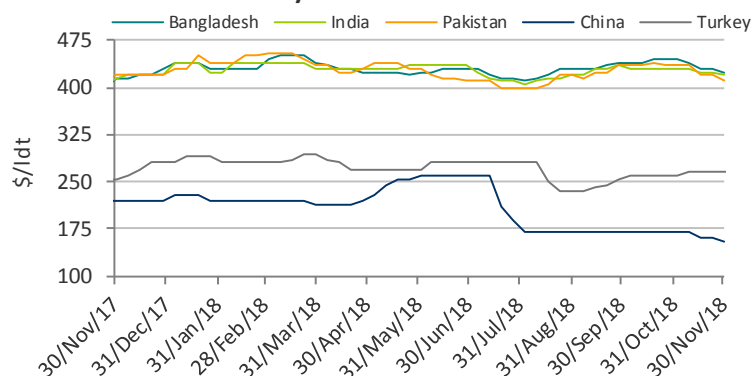
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The highest price amongst recently reported deals was paid by undisclosed breakers for Post Panamax container “ANL WAHROONGA” (68,063dwt-23,349ldt-blt '02), which received \$462/ldt.

Tanker Demolition Prices



Dry Bulk Demolition Prices

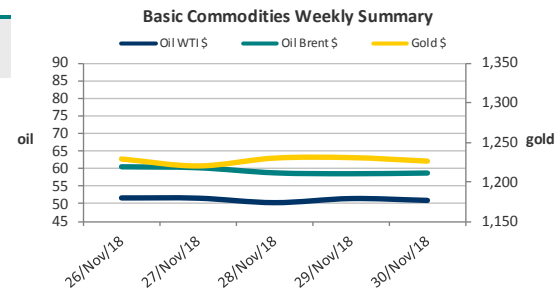


Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
DEEPWATER FRONTIER	73,675	39,882	1999	SAMSUNG, S. Korea	OFFSH	\$ 340/Ldt	Indian	as-is Labuan, green recycling
DEEPWATER MILLENNIUM	73,884	30,318	1999	SAMSUNG, S. Korea	OFFSH	\$ 340/Ldt	Indian	as-is Labuan, green recycling
ANL WAHROONGA	68,063	23,349	2002	HYUNDAI, S. Korea	CONT	\$ 462/Ldt	undisclosed	as-is Singapore
ZHEN HUA 8	44,926	15,243	1980	UDDEVALLAVARVET, Sweden	SPECSO CARGO	\$ 415/Ldt	undisclosed	as-is Fujairah
PEARL	45,360	12,700	1997	CHERNOMORSKYI, Ukraine	TANKER	\$ 450/Ldt	undisclosed	as-is Singapore

Market Data

		30-Nov-18	29-Nov-18	28-Nov-18	27-Nov-18	26-Nov-18	W-O-W Change %
Stock Exchange Data	10year US Bond	3.010	3.040	3.040	3.060	3.070	-1.3%
	S&P 500	2,760.17	2,737.76	2,743.79	2,682.17	2,673.45	4.8%
	Nasdaq	7,330.54	7,273.08	7,291.59	7,082.70	7,081.85	5.6%
	Dow Jones	25,538.46	25,338.84	25,366.43	24,748.73	24,640.24	5.2%
	FTSE 100	6,980.24	7,038.95	7,004.52	7,016.85	7,036.00	0.4%
	FTSE All-Share UK	3,823.34	3,853.36	3,839.18	3,845.17	3,855.72	0.3%
	CAC40	5,003.92	5,006.25	4,983.24	4,983.15	4,994.98	1.2%
	Xetra Dax	11,257.24	11,298.23	11,298.88	11,309.11	11,354.72	-0.9%
	Nikkei	22,351.06	22,262.60	22,177.02	21,952.40	21,812.00	2.5%
	Hang Seng	26,506.75	26,451.03	26,682.56	26,331.96	26,376.18	2.2%
Currencies	DJ US Maritime	250.59	249.77	244.75	236.67	237.82	8.7%
	\$ / €	1.13	1.13	1.13	1.13	1.13	-0.4%
	\$ / £	1.27	1.28	1.28	1.28	1.28	-0.6%
	¥ / \$	113.77	113.51	112.92	112.98	112.95	0.7%
	\$ / NoK	0.12	0.12	0.12	0.12	0.12	0.0%
	Yuan / \$	6.95	6.94	6.95	6.95	6.95	0.0%
	Won / \$	1,131.37	1,130.03	1,134.50	1,133.50	1,133.90	-0.2%
	\$ INDEX	97.27	96.78	96.79	97.37	97.07	0.4%



Bunker Prices

		30-Nov-18	23-Nov-18	W-O-W Change %
MGO	Rotterdam	523.5	561.5	-6.8%
	Houston	630.0	640.0	-1.6%
	Singapore	540.0	568.0	-4.9%
380cst	Rotterdam	358.5	380.5	-5.8%
	Houston	376.0	390.0	-3.6%
	Singapore	408.5	426.5	-4.2%

Maritime Stock Data

Company	Stock Exchange	Curr.	30-Nov-18	23-Nov-18	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	2.41	2.50	-3.6%
COSTAMARE INC	NYSE	USD	5.30	5.13	3.3%
DANAOS CORPORATION	NYSE	USD	1.06	1.09	-2.8%
DIANA SHIPPING	NYSE	USD	3.44	3.42	0.6%
DRYSHIPS INC	NASDAQ	USD	5.66	5.33	6.2%
EAGLE BULK SHIPPING	NASDAQ	USD	4.68	4.35	7.6%
EUROSEAS LTD.	NASDAQ	USD	0.97	1.02	-4.9%
GLOBUS MARITIME LIMITED	NASDAQ	USD	4.15	4.55	-8.8%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	6.86	7.23	-5.1%
NAVIOS MARITIME HOLDINGS	NYSE	USD	0.30	0.41	-26.8%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	1.21	1.38	-12.3%
SAFE BULKERS INC	NYSE	USD	1.99	1.99	0.0%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	0.68	0.63	7.9%
STAR BULK CARRIERS CORP	NASDAQ	USD	9.57	8.87	7.9%
STEALTHGAS INC	NASDAQ	USD	3.50	3.52	-0.6%
TSAKOS ENERGY NAVIGATION	NYSE	USD	3.37	3.27	3.1%
TOP SHIPS INC	NASDAQ	USD	1.11	1.14	-2.6%

Market News

“Okeanis meets \$45m fundraising target.

Share issue and investor loan to be used for part-financing of new VLCCs.

Oslo-listed Okeanis Eco Tankers has succeeded in raising another \$45m to fund VLCC newbuildings.

It said a private placement and a revolving credit facility (RCF) from its biggest shareholder, the Alafouz family, will be sufficient to meet the target. The tanker owner had launched a private share placement worth between \$20m and \$45m, backed by the investor loan of up to \$25m and commitments from other shareholders to buy stock.

Okeanis had said in October it could raise up to \$55m. The placement is priced in the NOK 66 to NOK 68 range.

Managers Fearnley Securities and Pareto Securities said on Friday subscriptions have been received for an amount that will ensure that the combination of new equity and the RCF will hit \$45m.

The cash will be used for part-financing of existing vessel newbuilding orders, working capital and general corporate purposes...”(TradeWinds)