

Weekly Shipping Market Update



03rd - 07th December 2018 | Week 49

Market Analysis

A lot of discussions have been made as to the effects of the IMO 2020 regulation on OPEX levels, investment feasibility of scrubbers and the benefits of alternative fuel usage. Aside from all of these, there is another reading to this new regulation.

New oil products (ultra-low sulphur fuel oil) as well as the much larger quantities of MGO that will be needed from the shipping industry will reshape trade patterns around the globe. The first effect could well be depicted in crude oil trade due to shifts in refinery utilization. Specifically, demand for light sweet crude oil will move upward as it will be required from the non-upgraded refineries, while it is possible to see a negative trend in the demand for heavy sour grades. The second part is the need for redistribution of the low-sulphur fuels, in order to properly cover the global bunkering markets. A side-effect to this could well be the requirement for floating storage for both clean (building of inventories), as well as dirty products (storage of the excess heavy fuel oil produced). Demand for HSFO is projected to recover in the long-term, as scrubber-equipped ships will continue using it. However, given that the IMO expects around 3,800 vessels to be fitted with scrubbers by 2020, it looks as though these vessels will remain a relatively small percentage of the global fleet.

Many refineries have proceeded with their investment plans, adding capacity in order to produce more middle distillates, with the International Energy Agency (IEA) forecasting that an additional 7 million barrels per day will come into production by 2023. However, there are also several refineries that have not yet fully prepared for the IMO 2020 regulation, possibly creating a shortfall of the required fuels in certain regions. All in all, the most modernised refineries with extensive vacuum resid processing capacity will benefit most from the new regulation, as they will be able to produce larger quantities of required fuels, gaining market share in the marine sector. Based on these facts, demand will increase in regions where the more modern refineries reside, modifying current trade routes. According to a Reuters survey, around 66% of 33 questioned refineries will continue produce HSFO in 2020, but 70% of these stated that they will reduce their output. A decline has already been reported in fuel oil inventories, depicting the fact that refineries have started to cut output in anticipation of the regulation. However, it's worth mentioning that if output cuts prove to be bigger than the consumption fall, prices will see a significant upsurge.

With regards to different geographical locations, most of the US refineries have been upgraded by the US shale boom, giving them a head start, but they are still dependent on heavy fuel imports, which is used for blending purposes. This means that further investments will be required for adding desulphurisation capacity. In Europe, the coastal refineries are better prepared compared to their mainland peers, as their main oil source is crude from North and West Africa, regions with less sour oil. In Middle East and China, most of the refineries do not have the capacity of desulphurisation needed to produce the new low-sulphur fuels, making new investments necessary. In almost all cases a significant change is to take place in the shipping industry. This change can be seen as a threat, an opportunity or as a combination of these two. The modification of crude oil/oil products trade flows should benefit owners and refineries that are flexible and adaptable enough for the new regulations, while it may be a significant threat for market participants that will choose to fall behind their competition.

Yiannis Vamvakas
Research Analyst

Week in numbers

Dry Bulk Freight Market

	07 Dec		W-O-W change	
			±Δ	±%
BDI	1,372		▲ 141	11.5%
BCI	2,197		▲ 442	25.2%
BPI	1,469		▲ 6	0.4%
BSI	953		▲ 9	1.0%
BHSI	625		▼ -1	-0.2%

Tanker Freight Market

	07 Dec		W-O-W change	
			±Δ	±%
BDTI	1,167		▲ 35	3.1%
BCTI	894		▲ 102	12.9%

Newbuilding Market

Aggregate Price Index		M-O-M change		
	07 Dec	±Δ	±%	
Bulkers	97		0	0.0%
Cont	94		0	0.0%
Tankers	100		▲ 0	0.2%
Gas	91		0	0.0%

Secondhand Market

Aggregate Price Index		M-O-M change		
	07 Dec	±Δ	±%	
Capesize	63		▼ -1	-1.2%
Panamax	61		0	0.0%
Supramax	66		0	0.0%
Handysize	72		0	0.0%
VLCC	90		▲ 5	6.2%
Suezmax	75		▲ 1	0.9%
Aframax	86		▲ 2	2.2%
MR	106		▲ 3	3.0%

Demolition Market

Avg Price Index (main 5 regions)		W-O-W change		
	07 Dec	±Δ	±%	
Dry	337		▼ -7	-2.0%
Wet	347		▼ -7	-2.0%

Economic Indicators

	07 Dec		M-O-M change	
			±Δ	±%
Gold \$	1,243		▲ 12	0.9%
Oil WTI \$	51		▼ -12	-19.2%
Oil Brent \$	59		▼ -13	-18.1%
Iron Ore	67		▼ -7	-9.6%
Coal	93		▼ -6	-5.8%

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Freight Market

Dry Bulkers - Spot Market



03rd - 07th December 2018

Capesize - Another week of recovery for this segment, with the BCI finishing 25.2% higher on a w-o-w basis and sustaining its levels well above the 2,000 basis point mark. While all the main routes improved considerably, the Pacific basin showed the biggest gains increasing by more than 40%, leaving well below the gains of the Atlantic, which witnessed a "softer" growth. It will be interesting to see how things will evolve, given that we have already seen a fair recovery in terms of sentiment, as there are three weeks left before the close of the year.

Panamax - Things moved sideways this past week, with the overall segment witnessing an uptick. Here, things in the Atlantic were rather subdued, while the mixed scene in the Pacific hasn't left much room of any clear direction for the time being. With the period market having showed a spark in interest levels, we have yet to wait and see how thing will shift now in the spot market.

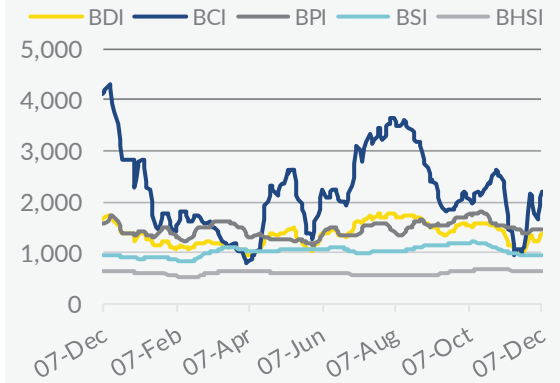
Supramax - The overall movement was towards the positive side of things, with the BSI witnessing a slight increase of 1%. Notwithstanding this, whilst most of the main routes showed gains and demand for period fixtures has held relatively firm, we have seen some small "cracks" emerge over the past couple of days. From these, the Med/FEast trade showed the most negative pressure, decreasing by 3% on w-o-w basis.

Handysize - Another quiet week here, with the market seemingly being under pressure for the time being. Activity in the Pacific remained at low levels, giving charterers an upper hand. In the Atlantic, things were relatively better with freight rates, especially in the US Gulf routes, finding some support.

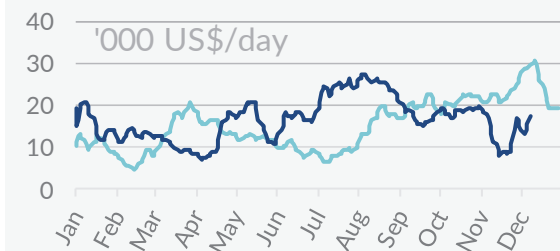
Spot market rates & indices

		07 Dec	30 Nov	±%	Average 2018	2017
Baltic Dry Index	BDI	1,372	1,231	11.5%	1,351	1,149
	Capesize					
	BCI	2,197	1,755	25.2%	2,096	2,094
	BCI 5TC	\$ 17,219	\$ 13,816	24.6%	\$ 16,480	\$ 15,190
	ATLANTIC RV	\$ 16,285	\$ 13,750	18.4%	\$ 16,606	\$ 15,774
	Cont / FEast	\$ 29,591	\$ 24,295	21.8%	\$ 30,876	\$ 25,878
	PACIFIC RV	\$ 21,688	\$ 15,396	40.9%	\$ 16,178	\$ 14,983
	FEast / ECSA	\$ 14,695	\$ 13,455	9.2%	\$ 16,421	\$ 14,537
Panamax	BPI	1,469	1,463	0.4%	1,451	1,221
	BPI - TCA	\$ 11,748	\$ 11,694	0.5%	\$ 11,643	\$ 9,794
	ATLANTIC RV	\$ 13,525	\$ 13,610	-0.6%	\$ 11,986	\$ 10,140
	Cont / FEast	\$ 20,133	\$ 20,025	0.5%	\$ 19,009	\$ 15,918
	PACIFIC RV	\$ 9,369	\$ 9,169	2.2%	\$ 10,798	\$ 9,195
	FEast / Cont	\$ 3,964	\$ 3,972	-0.2%	\$ 4,778	\$ 3,923
Supramax	BSI	953	944	1.0%	1,034	846
	BSI - TCA	\$ 11,018	\$ 10,915	0.9%	\$ 11,501	\$ 9,368
	USG / FEast	\$ 26,361	\$ 26,178	0.7%	\$ 22,839	\$ 19,950
	Med / Feast	\$ 23,550	\$ 24,268	-3.0%	\$ 19,325	\$ 15,733
	PACIFIC RV	\$ 8,371	\$ 8,250	1.5%	\$ 10,336	\$ 8,054
	FEast / Cont	\$ 4,500	\$ 4,520	-0.4%	\$ 6,593	\$ 4,503
	USG / Skaw	\$ 22,363	\$ 21,941	1.9%	\$ 18,370	\$ 15,683
	Skaw / USG	\$ 9,106	\$ 9,153	-0.5%	\$ 8,093	\$ 6,507
Handysize	BHSI	625	626	-0.2%	597	525
	BHSI - TCA	\$ 9,025	\$ 9,043	-0.2%	\$ 8,698	\$ 7,668
	Skaw / Rio	\$ 8,578	\$ 8,735	-1.8%	\$ 7,492	\$ 6,455
	Skaw / Boston	\$ 8,313	\$ 8,347	-0.4%	\$ 7,452	\$ 6,539
	Rio / Skaw	\$ 13,969	\$ 13,792	1.3%	\$ 11,716	\$ 10,699
	USG / Skaw	\$ 12,557	\$ 12,368	1.5%	\$ 10,643	\$ 9,310
	SEAsia / Aus / Jap	\$ 7,304	\$ 7,371	-0.9%	\$ 8,086	\$ 7,199
	PACIFIC RV	\$ 7,086	\$ 7,179	-1.3%	\$ 8,054	\$ 6,974

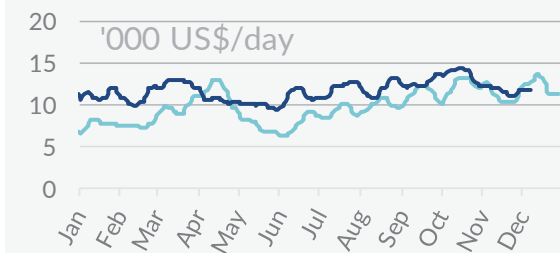
Dry Bulk Indices



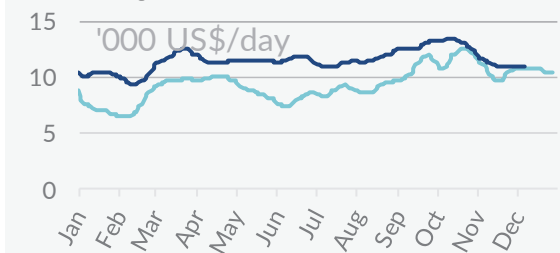
BCI Average TCE



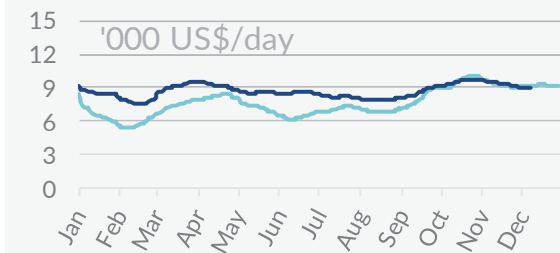
BPI Average TCE



BSI Average TCE



BHSI Average TCE



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Freight Market

Tankers - Spot Market



03rd - 07th December 2018

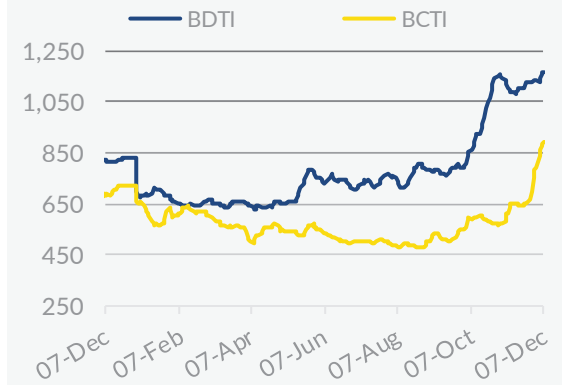
Crude Oil Carriers - A soften week for the VL sector, with rates showing some signs of upward movement at the beginning of the week, but with charterers pressing back as the week progressed. In the Middle East, trade routes to US Gulf fell to as low as WS 38 levels. Market participants expect the limited enquiry to continue in the short-term. At the same time, a slowdown was witnessed once again in the Suezmax segment, with fewer cargo being available in the WAF, as well as Black Sea/Med, leading rates to softer levels. Aframaxes were showing a much more positive tone, as activity continued to be firm in both the Black Sea/Med and North Sea/Baltic regions.

Oil Products - Increased activity witnessed in the DPP front last week helped rates push upwards slightly, as fresh inquiries held at stronger levels than the current tonnage lists. At the same time, freight rates for CPP routes were boosted in both basins as well, with demand levels showing a sharp boost and leading to fairly tight tonnage lists to be seen in most regions.

Spot market rates & indices

		Average				
		07 Dec	30 Nov	±%	2018	2017
Baltic Tanker Indices						
BDTI		1,167	1,132	3.1%	777	788
BCTI		894	792	12.9%	565	608
VLCC						
MEG-USG	WS	38.45	43.59	-11.8%	23.52	29.32
	\$/day	\$ 7,519	\$ 13,431	-44.0%	-\$ 9,861	-\$ 2,206
MEG-SPORE	WS	94.71	100.33	-5.6%	55.91	59.86
	\$/day	\$ 54,976	\$ 60,570	-9.2%	\$ 28,895	\$ 45,754
MEG-JAPAN	WS	93.75	98.46	-4.8%	55.23	58.36
	\$/day	\$ 53,083	\$ 57,973	-8.4%	\$ 17,392	\$ 22,702
WAF-USG	WS	92.50	100.00	-7.5%	55.49	61.85
	\$/day	\$ 112,582	\$ 124,248	-9.4%	\$ 54,542	\$ 70,814
SUEZMAX						
WAF-USAC	WS	112.50	122.50	-8.2%	71.46	75.85
	\$/day	\$ 65,222	\$ 73,017	-10.7%	\$ 32,691	\$ 40,601
BSEA-MED	WS	160.11	163.89	-2.3%	92.61	87.57
	\$/day	\$ 58,679	\$ 60,922	-3.7%	\$ 14,905	\$ 12,767
AFRAMAX						
NSEA-CONT	WS	180.00	132.50	35.8%	107.08	101.90
	\$/day	\$ 53,576	\$ 25,328	111.5%	\$ 5,691	\$ 7,719
MEG-SPORE	WS	153.89	166.11	-7.4%	104.47	108.74
	\$/day	\$ 20,212	\$ 24,109	-16.2%	\$ 5,584	\$ 7,329
CARIBS-USG	WS	132.78	117.22	13.3%	129.07	121.64
	\$/day	\$ 12,971	\$ 8,140	59.3%	\$ 10,846	\$ 9,531
BAL TIC-UKC	WS	145.00	107.78	34.5%	85.22	81.96
	\$/day	\$ 48,015	\$ 27,253	76.2%	\$ 10,412	\$ 10,019
DPP						
CARIBS-USAC	WS	150.00	150.00	0.0%	127.58	129.23
	\$/day	\$ 30,705	\$ 30,910	-0.7%	\$ 22,202	\$ 26,317
ARA-USG	WS	139.69	136.88	2.1%	111.60	120.54
	\$/day	\$ 13,510	\$ 12,736	6.1%	\$ 8,490	\$ 25,637
SEASIA-AUS	WS	139.25	150.56	-7.5%	101.30	105.77
	\$/day	\$ 21,352	\$ 25,294	-15.6%	\$ 8,719	\$ 9,856
MED-MED	WS	199.28	184.89	7.8%	109.78	106.37
	\$/day	\$ 45,670	\$ 40,232	13.5%	\$ 9,836	\$ 9,426
CPP						
MEG-JAPAN	WS	186.56	158.44	17.7%	102.14	106.84
	\$/day	\$ 30,504	\$ 23,891	27.7%	\$ 8,143	\$ 9,016
CONT-USAC	WS	211.11	187.78	12.4%	131.03	140.87
	\$/day	\$ 19,177	\$ 15,518	23.6%	\$ 5,297	\$ 7,272
CARIBS-USAC	WS	235.00	180.00	30.6%	131.17	138.78
	\$/day	\$ 44,672	\$ 31,145	43.4%	\$ 18,021	\$ 22,286
USG-CONT	WS	205.00	173.75	18.0%	99.61	105.91
	\$/day	\$ 18,814	\$ 13,968	34.7%	\$ 1,172	\$ 2,859

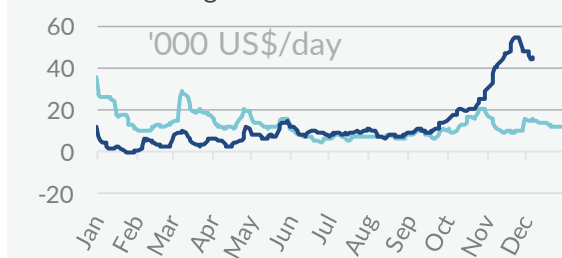
Tanker Indices



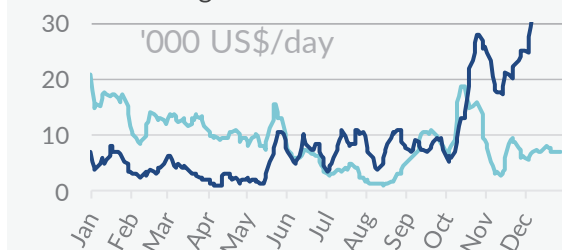
VLCC Average TCE



Suezmax Average TCE



Aframax Average TCE



MR Average TCE



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Freight Market Period Charter



03rd - 07th December 2018

	Dry Bulk period market TC rates			last 5 years		
	07 Dec	02 Nov	±%	Min	Avg	Max
Capesize						
12 months	\$ 17,750	\$ 19,000	-6.6%	\$ 6,200	\$ 15,163	\$ 31,450
36 months	\$ 16,000	\$ 18,500	-13.5%	\$ 6,950	\$ 15,308	\$ 25,200
Panamax						
12 months	\$ 12,750	\$ 13,500	-5.6%	\$ 4,950	\$ 10,101	\$ 15,450
36 months	\$ 11,750	\$ 13,000	-9.6%	\$ 6,200	\$ 10,430	\$ 15,325
Supramax						
12 months	\$ 12,250	\$ 13,000	-5.8%	\$ 4,450	\$ 9,763	\$ 13,950
36 months	\$ 12,750	\$ 12,750	0.0%	\$ 6,200	\$ 9,784	\$ 13,700
Handysize						
12 months	\$ 9,750	\$ 10,500	-7.1%	\$ 4,450	\$ 8,076	\$ 11,200
36 months	\$ 9,750	\$ 9,750	0.0%	\$ 5,450	\$ 8,235	\$ 10,450

Latest indicative Dry Bulk Period Fixtures

M/V "EM SAPPHIRE", 54768 dwt, built 2009, dely Zhoushan 10/15 Dec, \$9,750, for 3/5 months, to Chart Not Rep

M/V "MARIANNE STOEGER", 81402 dwt, built 2011, dely Zhanjiang 05/06 Dec, \$11,900, for 5/8 months, to SDTR

M/V "EXPLORER OCEANIA", 81073 dwt, built 2015, dely Guangzhou 09/14 Dec, \$12,750, for 5/7 months, to Norden

M/V "VINALINES GREEN", 47291 dwt, built 1997, dely CJK 06 Dec, \$7,250, for 3/5 months, to Seatrek

M/V "STAR ELENI", 207555 dwt, built 2018, dely Pohang spot, \$, for 3/5 months trading, rate based on 128% of 5-timecharter average, to Koch Shipping

	Tanker period market TC rates			last 5 years		
	07 Dec	02 Nov	±%	Min	Avg	Max
VLCC						
12 months	\$ 33,000	\$ 28,000	17.9%	\$ 18,000	\$ 30,606	\$ 57,750
36 months	\$ 25,750	\$ 25,750	0.0%	\$ 22,000	\$ 30,765	\$ 45,000
Suezmax						
12 months	\$ 24,000	\$ 18,250	31.5%	\$ 15,250	\$ 23,056	\$ 42,500
36 months	\$ 19,500	\$ 19,500	0.0%	\$ 17,000	\$ 24,182	\$ 35,000
Aframax						
12 months	\$ 18,500	\$ 16,750	10.4%	\$ 13,000	\$ 18,330	\$ 30,000
36 months	\$ 17,500	\$ 17,000	2.9%	\$ 14,750	\$ 18,945	\$ 27,000
MR						
12 months	\$ 13,750	\$ 12,250	12.2%	\$ 12,000	\$ 14,730	\$ 21,000
36 months	\$ 14,250	\$ 14,250	0.0%	\$ 14,000	\$ 15,111	\$ 18,250

Latest indicative Tanker Period Fixtures

M/T "BUNGA KASTURI DUA", 300000 dwt, built 2005, \$27,000, for 6 months trading, to KOCH

M/T "SHAMROCK", 157000 dwt, built 2011, \$19,000, for 9 months trading, to TRAFIGURA

M/T "FS ENDEAVOR", 109000 dwt, built 2012, \$14,500, for 6/12 months trading, to SHELL

M/T "FLAGSHIP VIOLET", 75000 dwt, built 2011, \$13,750, for 1 year trading, to TOTAL

M/T "KRITI EMERALD", 50000 dwt, built 2005, \$13,000, for 10 months trading, to ST SHIPPING

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

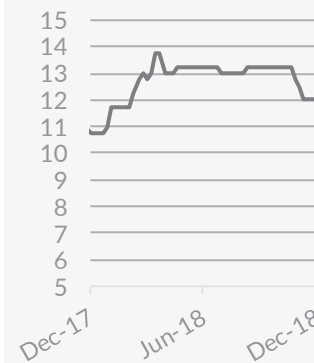
Capesize



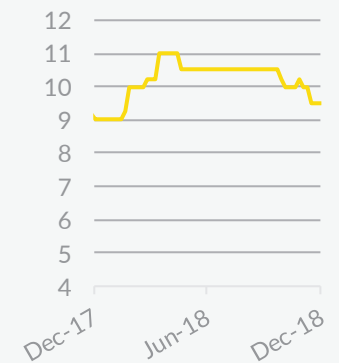
Panamax



Supramax



Handysize



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

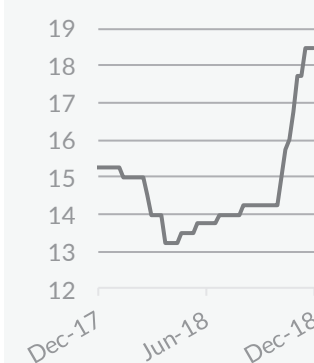
VLCC



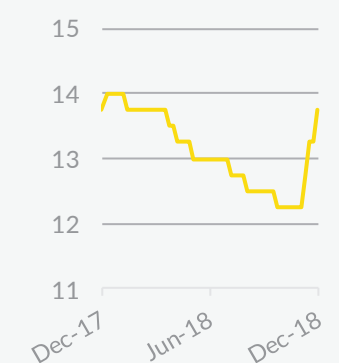
Suezmax



Aframax



MR



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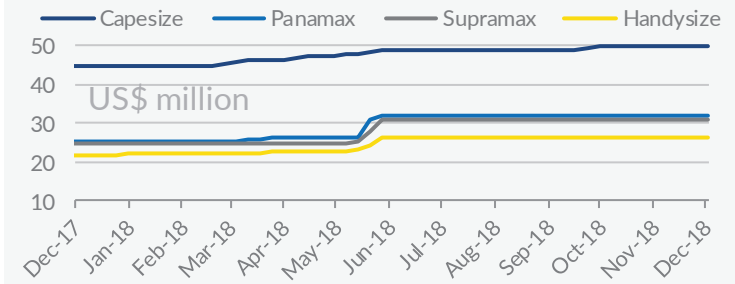
Newbuilding Orders



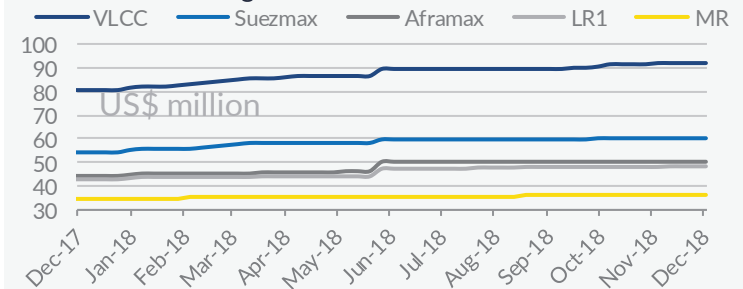
03rd - 07th December 2018

Taking a quick look at the table below, it is apparent that things weren't all that interesting this past week. New orders continued to be limited, following the same regressive pattern that we saw emerging over prior weeks. Despite the freight market recovery noted in the dry bulk sector, it hasn't helped the newbuilding market to sustain a more stable track, with the market most probably finishing the year short of expectations for the final quarter (if the market had performed as previously thought). On the tanker front, things remained rather unchanged on w-o-w basis, with activity being subdued, and leaving the Gas sector to step up and push things further for the overall market. To sum up, given that we are now but a breath away from the year end and given that current market trends aren't suggesting any major shift for now, we may well expect a further slowdown in activity to take hold during the remainder of the month.

Dry Bulk Newbuilding Prices



Tanker Newbuilding Prices



Indicative Dry NB Prices (US\$ million)

	07 Dec 02 Nov ±%			last 5 years		
	07 Dec	02 Nov	±%	Min	Avg	Max
Dry Bulkers						
Capesize (180,000dwt)	50.0	50.0	0.0%	41.8	48.1	58.0
Kamsarmax (82,000dwt)	33.0	33.0	0.0%	24.3	27.6	33.0
Panamax (77,000dwt)	32.0	32.0	0.0%	23.8	26.8	32.0
Ultramax (64,000dwt)	31.0	31.0	0.0%	22.3	25.4	31.0
Handysize (37,000dwt)	26.0	26.0	0.0%	19.5	21.9	26.0
Container						
Post Panamax (9,000teu)	82.5	82.5	0.0%	76.5	84.4	91.0
Panamax (5,200teu)	48.5	48.5	0.0%	48.0	52.5	58.5
Sub Panamax (2,500teu)	27.0	27.0	0.0%	26.0	29.3	33.0
Feeder (1,700teu)	21.5	21.5	0.0%	21.5	23.6	27.0

Indicative Wet NB Prices (US\$ million)

	07 Dec 02 Nov ±%			last 5 years		
	07 Dec	02 Nov	±%	Min	Avg	Max
Tankers						
VLCC (300,000dwt)	92.5	92.0	0.5%	80.0	90.5	101.0
Suezmax (160,000dwt)	60.5	60.5	0.0%	53.0	59.5	66.0
Aframax (115,000dwt)	50.0	50.0	0.0%	43.0	49.2	55.0
LR1 (75,000dwt)	48.0	47.8	0.5%	40.5	44.1	48.0
MR (56,000dwt)	36.5	36.5	0.0%	32.5	34.9	37.3
Gas						
LNG 160k cbm	184.0	184.0	0.0%	184.0	194.7	200.0
LPG LGC 80k cbm	70.0	70.0	0.0%	70.0	73.5	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	42.3	45.5

Reported Transactions

Type	Units	Size	Shipbuilder	Price	Buyer	Delivery	Comments
BULKER	1	61,000 dwt	KAWASAKI HI, Japan	\$ 29.0m	WISDOM MARINE LINES, Taiwan	2020	
BULKER	2	37,500 dwt	NEW TIMES SB, China	N/A	PAN OCEAN, China	2020	
TANKER	2	114,000 dwt	COSCO Yangzhou, China	\$ 48.6m	FSL Trust Management, Singapore	2020/2021	Tier III, scrubber fitted
TANKER	2	49,700 dwt	GSI, China	rgn \$ 35.5m	Nanjing Tanker, China	2020	
GAS	2 + 2	174,000 cbm	DSME, S. Korea	\$ 183.7m	BW GAS, Norway	2021/2022	
GAS	2	174,000 cbm	Hyundai Samho, S. Korea	\$ 183.0m	NYK, Japan	2021	
GAS	1 + 1	30,000 cbm	Hyundai Mipo, S. Korea	\$ 77.0m	KNUTSEN OAS, Norway	2021	
OFFSH	7	4,000 dwt	WUCHANG SHIPBUILDING INDUSTRY, China	N/A	COSL, Norway	2020/2021	
PASS	1	926 pax	AUSTAL Vietnam, Vietnam	\$ 72.2m	NIDCO, Trinidad and Tobago	2020	



Sale & Purchase

Secondhand Sales

03rd - 07th December 2018

On the dry bulk side, a rather modest number of transactions took place these past couple of days, a mere reflection of the fact that the market is yet to instill confidence in buyers. Notwithstanding this, we can't but notice the gear up in volume of Capesize vessels changing hands the past couple of days, despite the fact it was this specific market was the one showing the greatest instability and hurt most from the recent free fall in the dry bulk freight market.

On the tanker side, another week of increased activity, with buying appetite in the market seemingly abundant for the time being. For a second consecutive week, we are witnessing a gear up in transactions in the MR sector, underlying once again the strong interest for product tankers. Moreover, given that there are signs of optimism, in respect to the future earnings outlook, we may well witness many other interesting deals take place before the end of the year.

Indicative Dry Bulk Values (US\$ million)

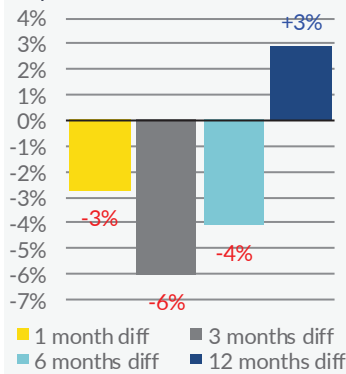
					last 5 years		
		07 Dec	02 Nov	±%	Min	Avg	Max
Capesize							
180k dwt	Resale	52.50	52.50	0.0%	34.5	46.7	65.0
180k dwt	5 year old	35.00	36.00	-2.8%	23.0	34.4	53.0
170k dwt	10 year old	24.50	25.00	-2.0%	12.0	22.6	38.0
150k dwt	15 year old	15.50	15.50	0.0%	6.5	13.7	25.0
Panamax							
82k dwt	Resale	31.50	31.50	0.0%	22.5	28.6	34.0
82k dwt	5 year old	23.00	23.00	0.0%	11.5	19.8	28.0
76k dwt	10 year old	15.50	15.50	0.0%	7.3	13.5	23.0
74k dwt	15 year old	9.50	9.50	0.0%	3.5	8.6	14.5
Supramax							
62k dwt	Resale	28.50	28.50	0.0%	19.0	26.8	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	8.3	13.5
Handysize							
37k dwt	Resale	24.50	24.50	0.0%	17.0	21.7	26.0
37k dwt	5 year old	15.50	15.50	0.0%	7.8	14.6	21.0
32k dwt	10 year old	11.50	11.50	0.0%	6.0	10.4	16.0
28k dwt	15 year old	7.25	7.25	0.0%	3.5	6.5	11.0

Indicative Tanker Values (US\$ million)

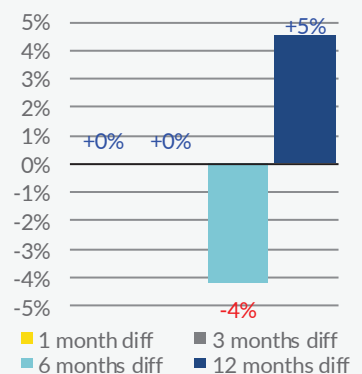
					last 5 years		
		07 Dec	02 Nov	±%	Min	Avg	Max
VLCC							
310k dwt	Resale	93.00	91.00	2.2%	80.0	91.4	105.0
310k dwt	5 year old	66.50	65.50	1.5%	55.0	68.0	84.0
250k dwt	10 year old	43.00	41.00	4.9%	34.5	45.1	59.0
250k dwt	15 year old	29.50	25.50	15.7%	18.7	28.1	41.0
Suezmax							
160k dwt	Resale	63.00	61.25	2.9%	53.0	61.9	73.0
150k dwt	5 year old	44.50	44.50	0.0%	38.0	47.6	62.0
150k dwt	10 year old	27.25	27.25	0.0%	24.0	32.1	44.5
150k dwt	15 year old	17.00	17.00	0.0%	14.0	18.5	23.0
Aframax							
110k dwt	Resale	47.25	47.25	0.0%	39.0	48.2	57.0
110k dwt	5 year old	32.00	31.50	1.6%	27.0	35.4	47.5
105k dwt	10 year old	21.00	19.50	7.7%	17.0	23.1	33.0
105k dwt	15 year old	11.25	11.25	0.0%	8.0	13.2	20.0
MR							
52k dwt	Resale	37.00	36.25	2.1%	33.0	36.1	39.0
52k dwt	5 year old	27.50	27.25	0.9%	23.0	26.2	31.0
45k dwt	10 year old	16.00	14.50	10.3%	14.5	17.6	21.0
45k dwt	15 year old	9.25	9.25	0.0%	9.0	10.8	13.5

Price movements of 5 year old Dry Bulk assets

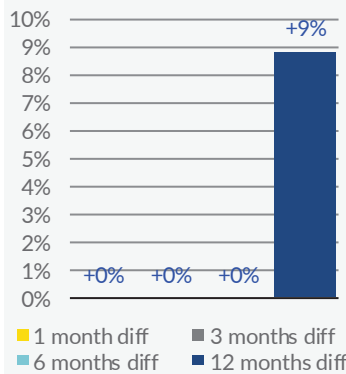
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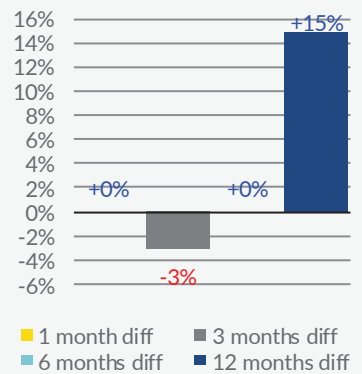
Panamax



Supramax

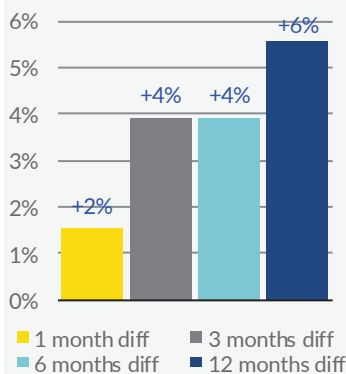


Handysize

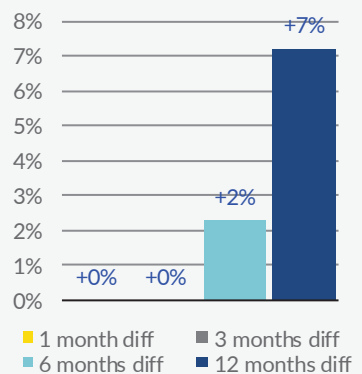


Price movements of 5 year old Tanker assets

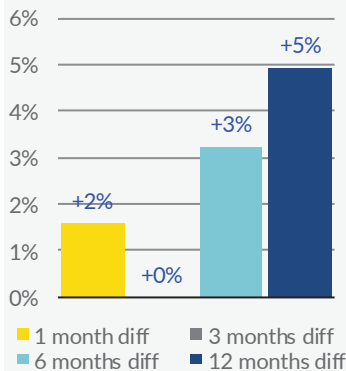
VLCC



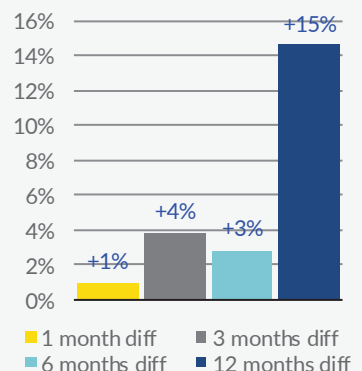
Suezmax



Aframax



MR



Sale & Purchase

Secondhand Sales



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Tankers									
Size	Name	Dwt	Built	Shipbuilder	M/E	Coating	Price	Buyers	Comments
VLCC	NERISSA	299,235	2006	NANTONG COSCO KHI, China	MAN-B&W		\$ 34.0m	Greek - NGM Energy	
SUEZ	NAVION SCANDIA	126,749	1998	SESTAO ASTILLEROS SRL, Spain	B&W		N/A	Andromeda Shipping	shuttle tanker
LR2	GULF VALOUR	114,900	2013	SAMSUNG HI, S. Korea	MAN-B&W		\$ 32.4m	Greek - Aegean	
LR2	GULF VISION	114,900	2012	SAMSUNG HI, S. Korea	MAN-B&W		\$ 31.6m		
LR1	KING DARWIN	73,604	2007	NEW TIMES SHBLDG CO LT, China	MAN-B&W	EPOXY Coated	\$ 13.0m	Clearlake Shipping	
MR	CPO INDIA	51,703	2010	HYUNDAI MIPO, S. Korea	MAN-B&W		\$ 18.5m	U. K. Based - Tufton Oceanic	
MR	CPO CHINA	51,672	2010	HYUNDAI MIPO, S. Korea	MAN-B&W		\$ 18.5m		
MR	ARDMORE SEAVANGUARD	49,997	2014	SPP SHIPBUILDING - SAC, S. Korea	MAN-B&W		N/A	Chinese	7 years BB back, incl purchase options
MR	ARDMORE EXPORTER	49,526	2014	STX OFFSHORE & SHBLDG, S. Korea	MAN-B&W	EPOXY PHEN	N/A		
MR	HIGH TRADER	49,990	2015	HYUNDAI VINASHIN, Vietnam	MAN-B&W	EPOXY PHEN	\$ 27.0m	Japanese	10-year BB back, purchase obligation at the end
MR	ARDMORE ENGINEER	49,420	2014	STX OFFSHORE & SHBLDG, S. Korea	MAN-B&W	EPOXY PHEN	N/A	Japanese	incl 11 year BB back, incl purchase option
MR	MAERSK MIZUSHIMA	45,996	2009	SHIN KURUSHIMA ONISHI, Japan	MAN-B&W		\$ 16.0m	Greek	
MR	CPO NORWAY	37,321	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m	European	Ice class 1A
MR	CPO ENGLAND	37,313	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m		
MR	CPO FRANCE	37,304	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m		
MR	CPO GERMANY	37,297	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m		
MR	CPO RUSSIA	37,296	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m		
MR	CPO FINLAND	37,293	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m		
MR	CPO ITALY	37,282	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m		
MR	CPO SWEDEN	37,280	2008	HYUNDAI MIPO, S. Korea	MAN-B&W	EPOXY PHEN	\$ 12.0m		

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Bulk Carriers

Size	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
CAPE	FRONTIER CORONET	182,674	2011	KAWASAKI HI - SAKAIDE, Japan	MAN-B&W		\$ 29.0m	Greek	
CAPE	FIVE STARS BEIJING	181,417	2010	SASEBO SASEBO, Japan	MAN-B&W		\$ 23.0m	Greek - Alpha Bulkers	via online Chinese auction, laid up 2 years
CAPE	SHAGANG HONGCHANG	179,469	2011	HYUNDAI HEAVY INDS - G, S. Korea	MAN-B&W		\$ 32.0m	undisclosed	incl TC attached to Shagang until Sep '21
CAPE	SHAGANG HONGFA	179,461	2011	HYUNDAI HEAVY INDS - G, S. Korea	MAN-B&W		\$ 32.0m		
SMAX	PM HAYABUSA	58,065	2013	TSUNEISHI CEBU, Philippines	MAN-B&W	4 X 30t CRANES	\$ 17.0m	undisclosed	DD freshly passed, tier I
SMAX	MERCURY OCEAN	53,452	2008	IWAGI, Japan	MAN-B&W	4 X 30,5t CRANES	\$ 11.35m	undisclosed	
HMAX	STELLA T	48,224	1997	OSHIMA SHIPBUILDING, Japan	Mitsubishi	4 X 25t CRANES	\$ 4.7m	Chinese	DD due

Gen. Cargo

Type	Name	Dwt	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
General Cargo	SUDKAP	7,734	2000	GDANSKA GDYNIA, Poland	MAN	2 X 80t CRANES	N/A	undisclosed	

Containers

Size	Name	TEU	Built	Shipbuilder	M/E	Gear	Price	Buyers	Comments
SUB PMAX	CATHARINA SCHULTE	2,602	2006	STX CHINHAE, S. Korea	MAN-B&W	4 X 45t CRANES	\$ 13.0m	U. K. Based - Tufton Oceanic	
FEEDER	AS SAVONIA	1,679	2000	HANJIN HI & CONST - BU, S. Korea	MAN-B&W		\$ 4.0m	German - Vega - Reederei	

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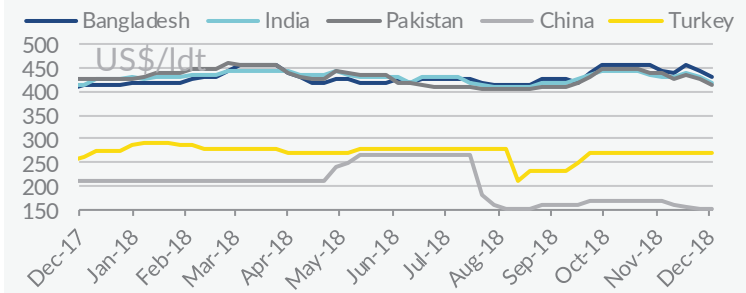
Demolition Sales



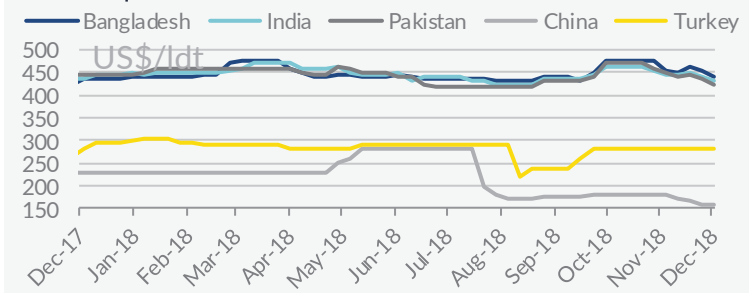
03rd - 07th December 2018

A rather interesting week for the ship recycling market, with activity showing an upward trend as of late. Once again, we are witnessing units being concluding at relatively firm levels, on "as is, where is" basis, despite the overall seemingly conservative attitude being shown by most end buyers and the excess tonnage inventory remaining unsold. At this point, Indian buyers have taken the lead, with a keen interest for higher spec units, and despite the turbulent scene they face in terms of both their local currency and local steel plate prices. All-in-all, given the blurred view in the Indian Sub-Continent, with no straightforward trajectory, we may well continue witnessing periodical ups and downs in activity. Moreover, given the good sentiment in respect to the freight market, offered numbers have to sustain themselves, if they are to entice owners of vintage units to consider an earlier retirement of their assets.

Dry Scrap Prices



Wet Scrap Prices



Indicative Dry Prices (\$/Ldt)

	07 Dec 30 Nov ±%			last 5 years		
	07 Dec	30 Nov	±%	Min	Avg	Max
Indian Sub Continent						
Bangladesh	430	445	-3.4%	220	376	475
India	420	430	-2.3%	225	377	500
Pakistan	415	425	-2.4%	220	376	475
Far East Asia						
China	150	150	0.0%	110	238	395
Mediterranean						
Turkey	270	270	0.0%	145	248	355

Indicative Wet Prices (\$/Ldt)

	07 Dec 30 Nov ±%			last 5 years		
	07 Dec	30 Nov	±%	Min	Avg	Max
Indian Sub Continent						
Bangladesh	440	455	-3.3%	245	396	490
India	430	440	-2.3%	250	397	510
Pakistan	425	435	-2.3%	245	396	500
Far East Asia						
China	160	160	0.0%	120	254	405
Mediterranean						
Turkey	280	280	0.0%	150	258	355

Reported Transactions

Type	Vessel's Name	Dwt	Built	Country Built	Ldt	US\$/Ldt	Buyer	Sale Comments
Tanker	BELOKAMENKA	360,700	1980	Japan	52,224	\$ 405/Ldt	Indian	"As is, Where is" in Labuan - incl. 1200 MT Bunkers ROB
Bulker	SHINYO BRILLIANCE	172,589	2001	Japan	21,198	\$ 440/Ldt	undisclosed	As is Singapore
Pax	MARELLA SPIRIT	4,217	1983	France	18,234	N/A	Indian	
Ro-ro	VAN CHERRY	12,249	1994	Japan	16,042	\$ 485/Ldt	undisclosed	As is Singapore - incl. 400 tons bunkers
Tanker	KYRIAKOULA	72,353	2003	China	13,795	N/A	undisclosed	
Cont	MSC MIRELLA	25,904	1989	Yugoslavia	11,197	N/A	Indian	
Tanker	TOPAZIS	45,720	1992	Japan	8,230	N/A	Indian	
Cont	KOTA JELITA	22,330	1997	Poland	7,426	\$ 475/Ldt	Bangladeshi	Incl. 300 tons bunkers
Cont	PAUL ABRAO	22,026	1996	Germany	7,393	\$ 460/Ldt	Bangladeshi	As is Colombo, incl 400 tons bunkers
Gas	GAS PUFFIN	9,433	1991	Germany	4,426	\$ 495/Ldt	Indian	
Offshore	ALTUS EXERTUS	1,120	1980	Finland	3,810	N/A	Indian	
Platform	TRANSOCEAN MARIANAS	11,525	1979	Japan	-	N/A	Turkish	
Offsh	GLOMAR ALLURE	520	1971	Norway	-	N/A	undisclosed	

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Trade Indicators

Markets | Currencies | Commodities



03rd - 07th December 2018

Cosco Shipping is reported to be considering raising capital for the first time on the London Stock Exchange (LSE).

China's largest shipowner is hoping to take advantage of a new initiative between the LSE with Shanghai's bourse, Reuters reported.

The Shanghai-London Stock Connect will enable Chinese companies to raise fresh money on the LSE through issuing global depository receipts (GDR).

COSCO Shipping Holdings Co, which is listed in both Shanghai and Hong Kong, is examining the possibility of issuing GDRs in London, Reuters said quoting two unnamed finance sources. "Any capital raising would be large to make it worthwhile and also to bolster connections with foreign investors," one of the sources is quoted as saying.

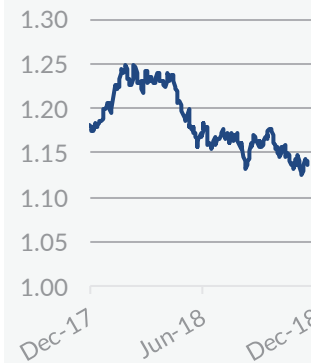
"For political reasons as well, London would be a preferable capital destination for COSCO rather than New York, for instance."

COSCO, which has an estimated market capitalization in Shanghai of \$5.5bn, is the world's third largest container shipping line. Source: Tradewinds

	07 Dec	02 Nov	±%	last 12 months		
				Min	Avg	Max
Markets						
10year US Bond	2.85	3.21	-11.2%	2.35	2.88	3.23
S&P 500	2,633.1	2,723.1	-3.3%	2,581	2,754	2,931
Nasdaq	6,969.3	7,357.0	-5.3%	6,777	7,433	8,110
Dow Jones	24,389.0	25,270.8	-3.5%	23,533	25,112	26,828
FTSE 100	6,778.1	7,094.1	-4.5%	6,704	7,416	7,877
FTSE All-Share UK	3,710.7	3,904.3	-5.0%	3,674	4,080	4,324
CAC40	4,813.1	5,102.1	-5.7%	4,780	5,334	5,640
Xetra Dax	10,788.1	11,519.0	-6.3%	10,788	12,422	13,560
Nikkei	21,678.7	22,243.7	-2.5%	20,618	22,447	24,271
Hang Seng	26,063.8	26,486.4	-1.6%	24,586	29,131	33,154
DJ US Maritime	240.4	243.3	-1.2%	208.1	261.9	306.3
Currencies						
\$ per €	1.14	1.14	-0.3%	1.13	1.18	1.25
\$ per £	1.28	1.30	-1.8%	1.27	1.34	1.43
£ per €	0.89	0.88	1.5%	0.00	0.88	0.91
¥ per \$	112.8	112.9	-0.1%	105.0	110.5	114.1
\$ per Au\$	0.72	0.72	0.1%	0.70	0.75	0.81
\$ per NoK	0.12	0.12	-2.1%	0.12	0.12	0.13
\$ per SFr	0.99	1.00	-0.8%	0.92	0.98	1.01
Yuan per \$	6.88	6.90	-0.3%	6.26	6.59	6.97
Won per \$	1,122.9	1,119.1	0.3%	1,055.0	1,097.3	1,143.5
\$ INDEX	96.5	96.5	0.0%	93.9	97.5	101.4
Commodities						
Gold \$	1,242.6	1,231.0	0.9%	1,161.4	1,268.7	1,355.0
Oil WTI \$	50.6	62.6	-19.2%	50.1	65.4	74.9
Oil Brent \$	59.1	72.2	-18.1%	58.4	72.0	84.3
Palm Oil	-	-	-	562.0	562.0	562.0
Iron Ore	67.0	74.1	-9.6%	62.5	69.7	80.0
Coal Price Index	93.0	98.8	-5.8%	85.5	98.0	109.0
White Sugar	346.0	358.2	-3.4%	305.0	346.2	399.3

Currencies

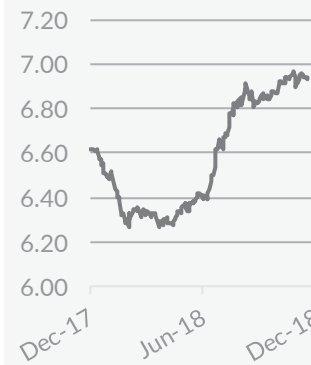
US Dollar per Euro



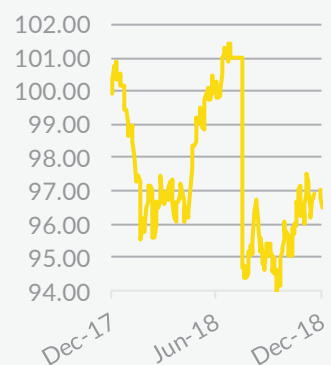
Yen per US Dollar



Yuan per US Dollar

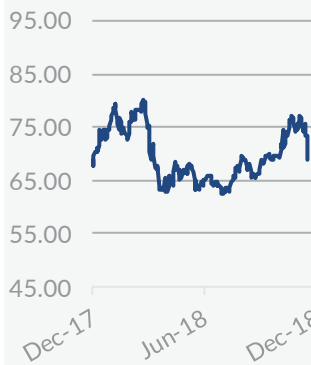


US Dollar INDEX



Commodities

Iron Ore (TSI)



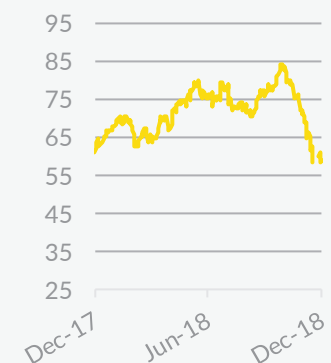
Coal Price Index



Oil WTI \$



Oil Brent \$



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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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