

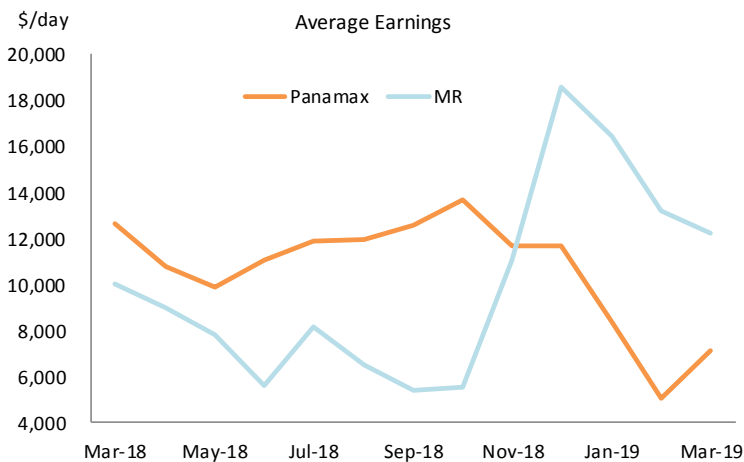
Market insight

By **Vassilis Moiris**
SnP Broker

Activity in dry bulk S&P market remains stable whereas values appear to have bottomed out and buyers are now willing to pay today's market levels in anticipation of improved prices in the future. This week we noted increased activity in the Panamax sector with a couple of reported sales and with more ships inviting offers in the next couple of weeks.

The Kamsarmax 'YATTAWONGA' (82,624dwt-blt '08, Tsuneishi) has been inspected by around ten buyers in China, which is evidence of strong interest in the sector. In terms of concluded sales we are hearing subjects have been lifted on the Panamax 'ROSALI' (76,728dwt-blt '05, Sasebo), which is sold to Greek buyers at \$9.85m, being in line with the recent sale of 'CALHOUN' (76,801dwt-blt '06, Sasebo) at \$10.6m to Ukrainian buyers a few weeks ago.

There is also decent activity in the Supramax sector with two TESS 58 Supramax bulkers reported sold. Following the acquisition of two Ultramax bulkers last week, c/o Pacific Basin are tipped to have bought the 'GHENT' (58,110dwt-blt '11, Tsuneishi Zhoushan) for about \$14.35 - \$14.5m. The 'NORD EXPRESS' (58,785dwt-blt '07, Tsuneishi Cebu), has obtained \$11.5m from European buyers, with both prices falling within market expectations today.



In the tanker sector activity is focusing on the MR sector although interest for crude tankers remains firm. In view of healthy freight rates in recent months there is additional confidence in the sector and as a result vessels' values remain robust.

The Greek controlled 'MR SIRIUS' (46,846dwt-blt '07, Sungdong), has been committed on two weeks subjects to European owners for a price in the region of mid-\$14.0m. The older 'STAVANGER BREEZE' (46,780dwt-blt '04, STX) has been sold at \$8.65m to c/o Wilmar with SS/DD & BWTS due in May this year. The price appears to be in line with the sale of the sister vessel 'SEAWAYS ALCEMAR' (46,248dwt-blt '04, STX), which was sold last November at region \$8.25m to Greek buyers also basis surveys due.

Chartering (Wet: **Soft-** / Dry: **Stable-**)

The positive reversal in Capesize earnings last week gave a significant boost to the BDI, while as rates for the big bulkers have been moving down again yesterday and today, uncertainty continues to describe market sentiment. The BDI today (19/03/2019) closed at 712 points, down by 9 points compared to Monday's (18/03/2019) levels and increased by 65 points when compared to previous Tuesday's closing (12/03/2019). Further discounts in VLCC rates affected sentiment across the entire crude carriers market, while CPP rates were admittedly more upbeat. The BDTI today (19/03/2019) closed at 715, decreased by 28 points and the BCTI at 627, an increase of 47 points compared to previous Tuesday's (12/03/2019) levels.

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

SnP activity keeps firming on a weekly basis, with MR tonnage remaining particularly popular on the tanker second-hand market, while Buyers interested in dry bulk candidates continue to display increased appetite for all sizes except Capes. In the tanker sector we had the sale of the "SEA HORIZON" (298,412dwt-blt '01, Japan), which was sold to Singapore owner, Ocean Tankers, for a price in the region of \$22.5m. On the dry bulker side sector we had the sale of the "TATSUKI MARU" (91,765dwt-blt '02, Japan), which was sold to Chinese buyers, for a price in the region of \$8.0m.

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

Recently reported contracting activity is reaffirming the strong momentum the newbuilding market continues to enjoy, with interest for newbuilding vessels evident in all of the more conventional sectors, while containerships orders notably have the lion's share in the list below. The sector, that has seen an impressive increase in 2018 shipbuilding activity, with contracting more than doubling last year compared to 2017, has kicked off this year with less appetite for newbuildings. The decline in containership ordering year to date is in fact estimated at around 25%, with the less exciting freight market in 2019 negatively affecting demand for newbuilding tonnage so far. In terms of recently reported deals, Singaporean owner, Berge Bulk, placed an order for two firm Newcastlemax bulk carriers (208,000 dwt) at Bohai, in China for a price in the region of \$45.0m and delivery set in 2020.

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

The demolition market has seen very firm activity during the past days. The few high-priced sales that recently took place in the Indian subcontinent have increased confidence across the region, with some voices raising concern that the market might be moving ahead of itself. Saying this, average prices across the most popular demo destinations have been stable during the past week as well, while the increasing appetite of Indian cash buyers has definitely been inspired by stabilizing steel prices in the country together with a strengthening Indian Rupee. In terms of demo candidates, the majority of vessels recently sold for scrap still concerns containerships, with dry bulk vessels in second place. Average prices in the different markets this week for tankers ranged between \$280-450/ldt and those for dry bulk units between \$270-440/ldt.

Spot Rates

Vessel	Routes	Week 11		Week 10		\$/day ±%	2018 \$/day	2017 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-JAPAN	60	38,239	65	43,610	-12.3%	20,265	20,658
	280k MEG-USG	29	2,731	32	4,911	-44.4%	5,635	13,429
	260k WAF-CHINA	56	28,550	65	37,711	-24.3%	18,362	19,815
Suezmax	130k MED-MED	56	6,489	64	9,904	-34.5%	20,320	17,617
	130k WAF-USAC	50	8,847	62	14,197	-37.7%	12,870	12,917
	140k BSEA-MED	75	9,868	80	13,275	-25.7%	20,320	17,617
Aframax	80k MEG-EAST	96	9,515	95	9,296	2.4%	12,563	11,560
	80k MED-MED	90	10,083	101	14,145	-28.7%	18,589	15,136
	100k BALTIC/UKC	112	32,418	94	22,996	41.0%	14,943	15,424
Clean	70k CARIBS-USG	100	10,351	96	9,394	10.2%	19,039	14,479
	75k MEG-JAPAN	97	11,123	98	11,282	-1.4%	11,119	10,082
	55k MEG-JAPAN	111	9,877	110	9,696	1.9%	8,449	8,262
Dirty	37K UKC-USAC	164	14,842	144	11,604	27.9%	7,529	8,975
	30K MED-MED	137	8,451	142	8,917	-5.2%	5,487	6,703
	55K UKC-USG	113	11,053	112	11,021	0.3%	9,527	10,421
	55K MED-USG	113	11,339	112	11,337	0.0%	9,059	9,613
	50k CARIBS-USG	125	10,201	125	10,214	-0.1%	10,637	10,544

TC Rates

	\$/day	Week 11	Week 10	±%	Diff	2018	2017
VLCC	300k 1yr TC	31,000	33,250	-6.8%	-2250	25,394	27,524
	300k 3yr TC	35,000	35,250	-0.7%	-250	31,306	28,830
Suezmax	150k 1yr TC	22,000	24,000	-8.3%	-2000	17,668	18,788
	150k 3yr TC	24,000	25,000	-4.0%	-1000	21,743	19,330
Aframax	110k 1yr TC	18,500	18,500	0.0%	0	15,543	16,034
	110k 3yr TC	21,250	21,250	0.0%	0	18,532	17,339
Panamax	75k 1yr TC	15,000	15,000	0.0%	0	13,192	12,986
	75k 3yr TC	16,500	16,500	0.0%	0	15,032	14,253
MR	52k 1yr TC	14,000	14,000	0.0%	0	13,721	13,375
	52k 3yr TC	15,500	15,500	0.0%	0	15,065	14,287
Handy	36k 1yr TC	13,250	13,250	0.0%	0	12,264	12,053
	36k 3yr TC	13,750	13,750	0.0%	0	13,431	13,200

Chartering

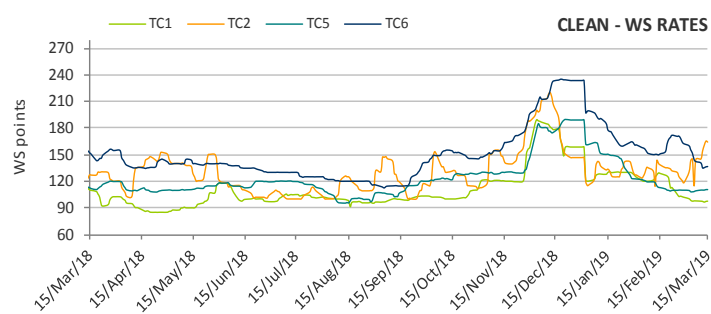
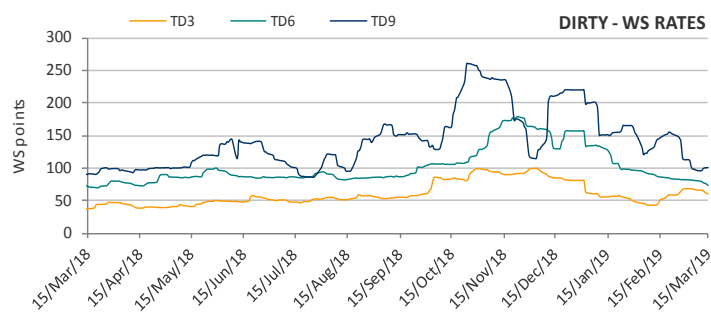
With VLCC earnings correcting downwards for a second week in a row, sentiment across the crude carriers market remained under pressure, while activity on the period front also suggested rate discounts for the bigger sizes. Oil prices keep hovering around year highs at the same time, with OPEC cuts offsetting for now the pressure from rising supply, while the organization has cancelled its policy meeting scheduled for mid-April, postponing its decision to extend or not production cuts to the beginning of the summer. At the same time it is reported that hedge fund manager have started becoming less bullish on the commodity in the past days restricting their long positions on the back of worries concerning global growth.

Uninspiring demand in both the Middle East and USG last week, brought pushed VLCC rates further south, while rates out of West Africa experienced the biggest discounts on the back of quickly increasing supply of available tonnage in the region that passed more control over to charterers.

The West Africa Suezmax also saw a significant decline in activity last week, while Black Sea/Med numbers were again negative as the limited number of fresh cargoes failed to improve sentiment. Med Aframax numbers also struggled with uninspiring enquiry, while significant rate improvements were seen in the North Sea for a second week in a row.

Indicative Period Charters

- 12 mos	- 'NEW MELODY'	2019	310,000 dwt
-	- \$30,000/day		- Koch
- 6 mos	- 'PYXIS MALOU'	2009	50,667 dwt
-	- \$14,000/day		- Trafigura



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Mar-19 avg	Feb-19 avg	±%	2018	2017	2016
VLCC	300KT DH	69.0	69.0	0.0%	64.2	62.0	68.9
Suezmax	150KT DH	47.0	46.5	1.1%	43.5	41.4	50.0
Aframax	110KT DH	35.0	35.0	0.0%	31.8	30.4	37.0
LR1	75KT DH	32.0	32.0	0.0%	29.3	27.6	33.1
MR	52KT DH	27.0	27.0	0.0%	26.3	23.4	25.3

Sale & Purchase

In the VLCC sector we had the sale of the "SEA HORIZON" (298,412dwt-blt '01, Japan), which was sold to Singapore owner, Ocean Tankers, for a price in the region of \$22.5m.

In the MR sector we had the sale of the "MR SIRIUS" (46,846dwt-blt '07, S. Korea), which was sold to European buyers, for a price in the region of \$14.5m.

Baltic Indices

	Week 11 15/03/2019		Week 10 08/03/2019		Point Diff	\$/day ±%	2018	2017
	Index	\$/day	Index	\$/day			Index	Index
BDI	730		649		81		1,349	1,149
BCI	520	\$6,387	235	\$4,236	285	50.8%	2,095	2,094
BPI	883	\$7,108	894	\$7,195	-11	-1.2%	1,451	1,221
BSI	786	\$8,709	790	\$8,777	-4	-0.8%	1,030	846
BHSI	437	\$6,437	421	\$6,163	16	4.4%	597	525

Period

	\$/day	Week 11	Week 10	±%	Diff	2018	2017
Capesize	180K 6mnt TC	9,000	8,000	12.5%	1,000	19,758	15,671
	180K 1yr TC	10,500	10,000	5.0%	500	19,575	14,844
	180K 3yr TC	11,500	11,500	0.0%	0	17,912	13,892
Panamax	76K 6mnt TC	9,500	9,500	0.0%	0	13,224	10,984
	76K 1yr TC	11,000	11,000	0.0%	0	13,513	11,113
	76K 3yr TC	11,000	11,000	0.0%	0	12,710	11,171
Supramax	55K 6mnt TC	11,000	11,000	0.0%	0	12,450	10,421
	55K 1yr TC	11,500	11,500	0.0%	0	11,700	10,166
	55K 3yr TC	11,000	11,000	0.0%	0	11,450	10,176
Handysize	32K 6mnt TC	8,750	8,750	0.0%	0	9,586	8,662
	32K 1yr TC	9,250	9,000	2.8%	250	9,450	8,248
	32K 3yr TC	9,250	9,000	2.8%	250	9,200	8,464

Chartering

The first positive weekly closing for the Capesize market after almost two months has pushed the BDI above 700 points, a level last visited back in January. Despite the impressive increase in average earnings for the big bulkers, sentiment remains particularly frail. On one hand it seems that with Capesize rates below OPEX for about a month now, the positive correction in the size had more to do with the fact that such a reaction was long due and less because fundamentals materially changed, while at the same time renewed pressure is once again visible in the size as this week kicked off, fact that sustains the nervousness across the entire dry bulk market. The lack of confidence is obvious on the period front as well, with just a handful of contracts surfacing last week, while on the positive side numbers reported suggested a stable/slightly improving market.

Capesize average earnings increased by more than 50% last week on the back of an admittedly busier Pacific market that eventually managed to give a boost to Atlantic numbers as the week came to a close. Despite the positive movement, sentiment remains very soft as the big bulkers continue to make on average less than all other sizes.

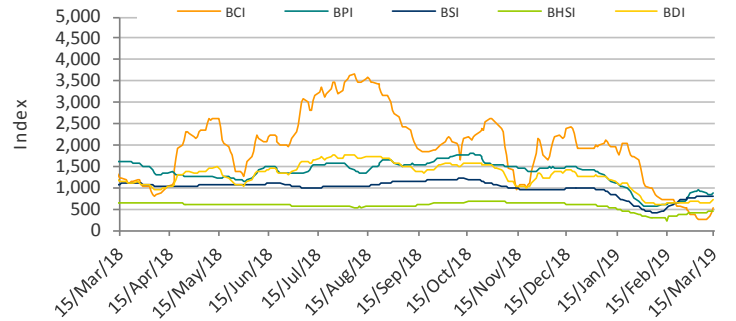
Panamax rates ended the week with small discounts. The North Atlantic remained well supplied in terms of tonnage, while in the East, the market saw some small improvements during the second half of the week with period activity almost non-existent throughout the week.

Supramax earnings saw a flat week in the Atlantic and some improvements in the East on the back of firming demand, while Handysize rates once again outperformed the rest of the market, with surfacing period numbers evidencing improving momentum for the size.

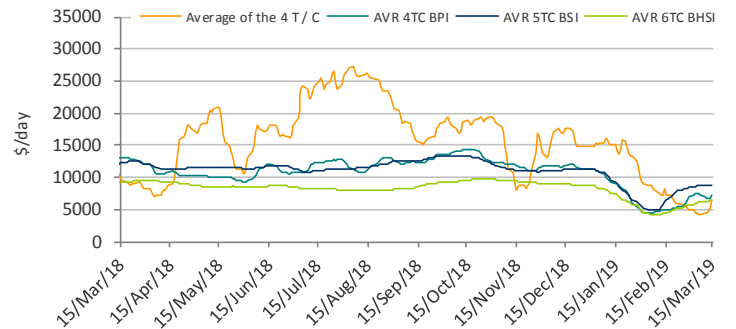
Indicative Period Charters

- 20 to 23 mos	- 'SALT LAKE CITY'	2005	171,809 dwt
- Kandla 13 Mar	- \$9,750/day		- Cargill
- 4 to 6 mos	- 'JIAN GUO HAI'	2016	38,767 dwt
- S W Pass prompt	- \$10,300/day		- Norvic

Baltic Indices



Average T/C Rates



Indicative Market Values (\$ Million) - Bulk Carriers

Vessel	Age	Mar-19 avg	Feb-19 avg	±%	2018	2017	2016
Capesize	180k	31.0	31.0	0.0%	35.0	31.1	23.5
Panamax	76K	16.0	16.0	0.0%	18.7	18.1	13.6
Supramax	56k	16.0	16.0	0.0%	17.7	16.5	12.7
Handysize	30K	13.3	13.3	0.0%	15.0	13.0	9.9

Sale & Purchase

In the Post-Panamax sector we had the sale of the "TATSUKI MARU" (91,765dwt-bl't '02, Japan), which was sold to Chinese buyers, for a price in the region of \$8.0m.

In the Supramax sector we had the sale of the "NORD EXPRESS" (58,785dwt-bl't '07, Philippines), which was sold to European buyers, for a price in the region of \$11.5m.

Tankers

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
VLCC	SEA HORIZON	298,412	2001	HITACHI ZOSEN, Japan	B&W	Oct-21	DH	\$ 22.5m	Singapore (Ocean Tankers)	
MR	VERA CRUZ	47,165	1999	ONOMICHI, Japan	B&W	May-19	DH	\$ 6.2m	undisclosed	
MR	MR SIRIUS	46,846	2007	SUNGDOG, S. Korea	MAN-B&W	Sep-22	DH	\$ 14.5m	European	2 weeks subjects
MR	STAVANGER BREEZE	45,780	2004	STX, S. Korea	B&W	May-19	DH	\$ 8.65m	Singaporean	
MR	DUKHAN	40,232	2003	SHINA, S. Korea	B&W	Jun-23	DH	\$ 7.5m		
MR	JINAN	40,232	2003	SHINA, S. Korea	B&W	Mar-23	DH	\$ 7.5m	Greek	
PROD/CHEM	WHITE SHARK	20,896	2007	SHIN KURUSHIMA, Japan	MAN-B&W	Feb-22	DH	\$ 25.0m	Singaporean (Golden Stena Baycrest)	StSt, 20 tanks
PROD/CHEM	CRIMSON SHARK	19,918	2008	FUKUOKA, Japan	MAN-B&W	Nov-23	DH			

Bulk Carriers

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
POST PMAX	TATSUKI MARU	91,765	2002	IMABARI MARUGAME, Japan	Mitsubishi	Nov-19		\$ 8.0m	Chinese	7 HO/HA
KMAX	SBI ELECTRA	82,052	2015	JIANGSU NEW YANGZIJIAN, China	MAN-B&W	Sep-20		\$ 24.0m	Canadian (CSL Group)	for conversion to self-discharges
KMAX	SBI FLAMENCO	81,800	2015	JIANGSU NEW YANGZIJIAN, China	MAN-B&W	Oct-20		\$ 24.0m		
PMAX	NORDKAP	77,229	2002	KANASASHI HI, Japan	B&W		4 X 30t CRANES	\$ 14.5m	Chinese	geared
PMAX	NORDPOL	77,195	2002	KANASASHI HI, Japan	B&W		4 X 30t CRANES			
PMAX	ROSALI	76,728	2005	SASEBO, Japan	B&W	Jun-20		\$ 9.85m	Greek (Niriis)	
PMAX	ATLAS B	76,554	2008	IMABARI MARUGAME, Japan	MAN-B&W	Dec-21		\$ 12.1m	Greek	
SMAX	NORD EXPRESS	58,785	2007	TSUNEISHI CEBU, Philippines	MAN-B&W	Mar-22	4 X 30t CRANES	\$ 11.5m	European	
SMAX	MEDI VALENCIA	56,014	2008	MITSUI TAMANO, Japan	MAN-B&W	Aug-20	4 X 30t CRANES	\$ 12.8m	undisclosed	

Bulk Carriers Continued.

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
HMAX	INTREPID	48,913	1999	IHI, Japan	Sulzer	Jun-19	4 X 25t CRANES	\$ 5.3m	Chinese	
HANDY	TOKOMARU BAY	28,258	2011	IMABARI, Japan	MAN-B&W	May-21	4 X 30,7t CRANES	\$ 8.2m	Greek	

Containers

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
PMAX	HERMA P	5,041	2006	HYUNDAI, S. Korea	MAN-B&W	Sep-21		\$ 9.6m	Greek (Cyprus Maritime)	
FEEDER	PERTH BRIDGE	1,133	2000	IWAGI, Japan	B&W			undisclosed	Malaysian (Harbour Link)	
FEEDER	HANSE ENERGY	1,049	2008	DAE SUN, S. Korea	MAN-B&W	Feb-23		\$ 16.4m	Chinese	
FEEDER	HANSE ENDURANCE	1,043	2008	DAE SUN, S. Korea	MAN-B&W	Mar-23				

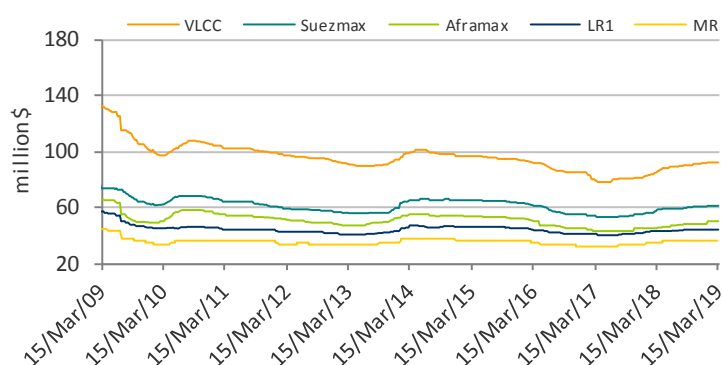
Indicative Newbuilding Prices (million\$)

Vessel		Week 11	Week 10	±%	2018	2017	2016
Bulkers	Capesize 180k	52.0	52.0	0.0%	48	43	43
	Kamsarmax 82k	30.0	30.0	0.0%	28	25	25
	Ultramax 63k	28.0	28.0	0.0%	26	23	23
	Handysize 38k	24.0	24.0	0.0%	23	20	20
Tankers	VLCC 300k	92.0	92.0	0.0%	88	80	88
	Suezmax 160k	61.0	61.0	0.0%	59	54	58
	Aframax 115k	50.0	50.0	0.0%	47	44	48
	MR 50k	36.0	36.0	0.0%	36	33	34
Gas	LNG 174k cbm	184.0	184.0	0.0%	181	186	189
	LGC LPG 80k cbm	72.0	72.0	0.0%	71	71	74
	MGC LPG 55k cbm	64.0	64.0	0.0%	63	64	66
	SGC LPG 25k cbm	45.0	45.0	0.0%	43	42	43

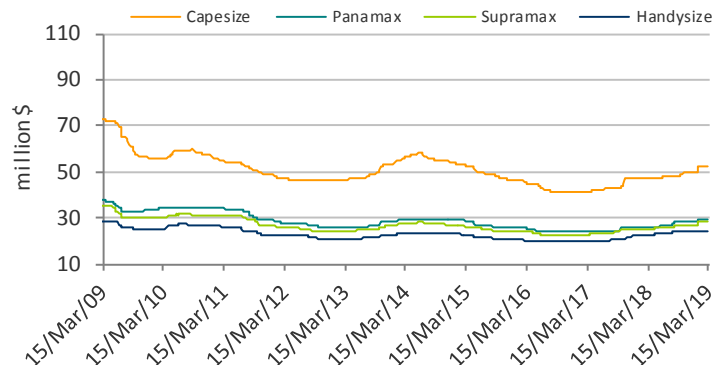
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Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
2	Tanker	4,500 dwt	Ningbo, China	2020	Italian (Marittima Emiliana)	undisclosed	StSt
2	Bulker	208,000 dwt	Bohai, China	2020	Singaporean (Berge Bulk)	\$ 45.0m	Tier II, options declared
4	LNG	180,000 cbm	Samsung, S. Korea	2022	S. Korean (Sinokor)	\$ 193.5m	
5	Container	2,200 teu	Jiangnan, China	2020-2021	Chinese (ICBC Leasing)	\$ 28.0m	BB to maersk
4	Container	800 teu	Shikoku, Japan	2020	Japanese (Nissen Kaiun)	undisclosed	ice class 1B, 300 reefer plugs
2+1+1	PCC	3,600 ceu	Jiangnan, China	2021	Norwegian (UECC)	\$ 50.0m	dual fuelled

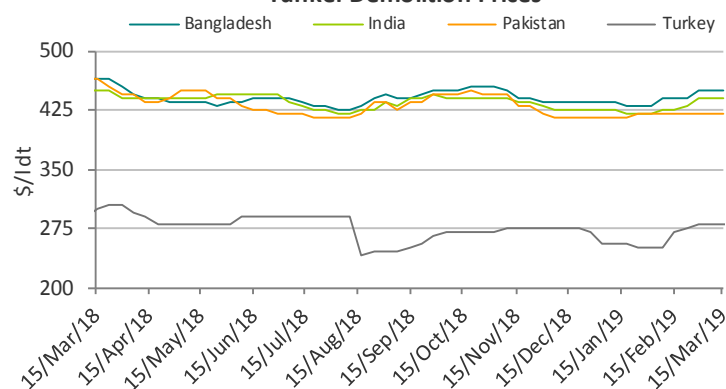
Indicative Demolition Prices (\$/ldt)

	Markets	Week 11	Week 10	±%	2018	2017	2016
Tanker	Bangladesh	450	450	0.0%	442	376	287
	India	440	440	0.0%	438	374	283
	Pakistan	420	420	0.0%	437	379	284
	Turkey	280	280	0.0%	280	250	181
Dry Bulk	Bangladesh	440	440	0.0%	431	358	272
	India	430	430	0.0%	428	354	268
	Pakistan	410	410	0.0%	427	358	267
	Turkey	270	270	0.0%	270	240	174

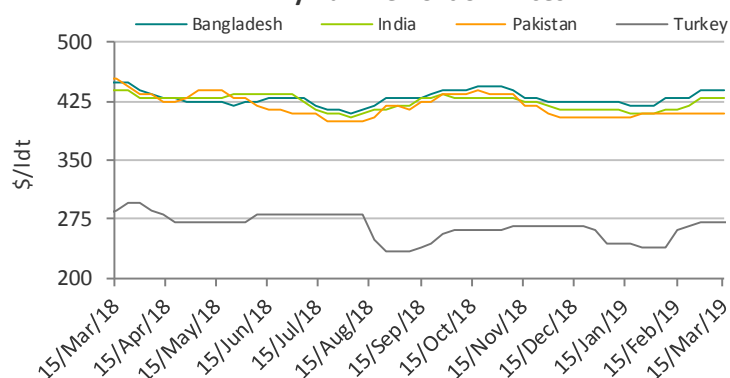
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The highest price amongst recently reported deals was paid by Bangladeshi breakers for the general cargo "ORIENTAL MUTIARA" (26,336dwt-7,354ldt-bl '89), which received \$468/ldt.

Tanker Demolition Prices



Dry Bulk Demolition Prices

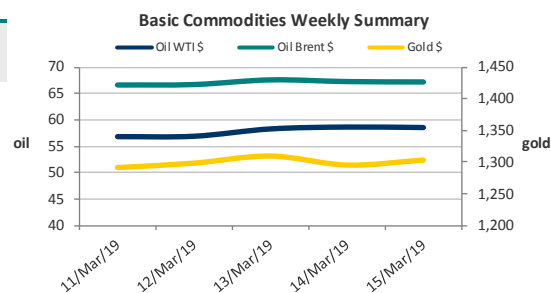


Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
PIRAEUS	62,740	19,838	2004	HYUNDAI, S. Korea	CONT	\$ 449/Ldt	Indian	as-is Singapore, incl. 280T bunkers
ORISSA	65,287	18,890	1979	ITALCANTIERI, Italy	BULKER	\$ 420/Ldt	Bangladeshi	as-is Goa, incl. 600T bunkers
MSC PYLOS	29,651	11,315	1991	ULJANIK, Yugoslavia	CONT	\$ 451/Ldt	Indian	as-is Singapore, incl 460T bunkers
TAMIL NADU	45,792	10,967	2000	HINDUSTAN, India	BULKER	\$ 433/Ldt	Bangladeshi	
MSC RONIT	26,288	7,407	1990	BREMER VULKAN, Germany	CONT	\$ 446/Ldt	Indian	as-is Fujairah
ORIENTAL MUTIARA	26,336	7,354	1989	BREMER VULKAN, Germany	GC	\$ 468/Ldt	Bangladeshi	
ZENIT	12,848	7,152	1987	SHIN KURUSHIMA, Japan	REEFER	\$ 414/Ldt	Indian	
BANI BHUM	13,825	4,577	1996	SINGAPORE, Singapore	CONT	\$ 450/Ldt	Bangladeshi	

Market Data

	15-Mar-19	14-Mar-19	13-Mar-19	12-Mar-19	11-Mar-19	W-O-W Change %	
Stock Exchange Data	10year US Bond	2.590	2.630	2.610	2.600	2.640	-1.1%
	S&P 500	2,822.48	2,808.48	2,810.92	2,791.52	2,783.30	2.9%
	Nasdaq	7,688.53	7,630.91	7,643.41	7,591.03	7,558.06	3.8%
	Dow Jones	25,848.87	25,709.94	25,702.89	25,554.66	25,650.88	1.6%
	FTSE 100	7,228.28	7,185.43	7,159.19	7,151.15	7,130.62	1.7%
	FTSE All-Share UK	3,968.31	3,941.78	3,926.90	3,921.60	3,910.80	1.8%
	CAC40	5,405.32	5,349.78	5,306.38	5,270.25	5,265.96	3.3%
	Xetra Dax	11,685.69	11,587.47	11,572.41	11,524.17	11,543.48	1.2%
	Nikkei	21,450.85	21,287.02	21,290.24	21,503.69	21,125.09	1.5%
	Hang Seng	29,012.26	28,851.39	28,807.45	28,920.87	28,503.30	2.8%
DJ US Maritime	242.41	239.23	240.77	241.33	238.61	3.7%	
Currencies	\$ / €	1.13	1.13	1.13	1.13	1.13	0.9%
	\$ / £	1.33	1.33	1.33	1.31	1.32	2.1%
	¥ / \$	111.43	111.76	111.20	111.31	111.33	0.2%
	\$ / NoK	0.12	0.12	0.12	0.12	0.12	3.2%
	Yuan / \$	6.71	6.72	6.71	6.71	6.73	-0.1%
	Won / \$	1,134.10	1,136.42	1,130.59	1,128.27	1,131.70	0.0%
	\$ INDEX	96.59	96.78	96.55	96.94	97.22	-0.7%



Bunker Prices

	15-Mar-19	8-Mar-19	W-O-W Change %	
MGO	Rotterdam	586.0	588.5	-0.4%
	Houston	635.0	645.0	-1.6%
	Singapore	605.0	606.5	-0.2%
380cst	Rotterdam	416.5	405.0	2.8%
	Houston	426.0	435.0	-2.1%
	Singapore	434.0	431.0	0.7%

Maritime Stock Data

Company	Stock Exchange	Curr.	15-Mar-19	08-Mar-19	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	2.30	2.16	6.5%
COSTAMARE INC	NYSE	USD	5.23	4.93	6.1%
DANAOS CORPORATION	NYSE	USD	0.91	0.91	0.0%
DIANA SHIPPING	NYSE	USD	2.65	2.45	8.2%
DRYSHIPS INC	NASDAQ	USD	5.18	5.17	0.2%
EAGLE BULK SHIPPING	NASDAQ	USD	4.73	4.41	7.3%
EUROSEAS LTD.	NASDAQ	USD	0.67	0.68	-1.5%
GLOBUS MARITIME LIMITED	NASDAQ	USD	5.62	4.44	26.6%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	6.08	6.07	0.2%
NAVIOS MARITIME HOLDINGS	NYSE	USD	2.27	2.00	13.5%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	0.93	0.90	3.3%
SAFE BULKERS INC	NYSE	USD	1.54	1.35	14.1%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	0.42	0.47	-10.6%
STAR BULK CARRIERS CORP	NASDAQ	USD	7.13	6.51	9.5%
STEALTHGAS INC	NASDAQ	USD	3.06	3.07	-0.3%
TSAKOS ENERGY NAVIGATION	NYSE	USD	3.09	3.14	-1.6%
TOP SHIPS INC	NASDAQ	USD	0.83	0.89	-6.7%

Market News

“Trafigura seals new finance worth \$2.05bn.

Trader and tanker operator Trafigura Group has sealed new financing worth \$2.05bn.

It said the 365-day multi-currency syndicated revolving credit facility was "very well received by the bank market" and "substantially oversubscribed." The deal was initially launched with the idea of raising \$1.5bn.

The cash will refinance the maturing \$2.2bn 365-day tranche of the company's existing \$5.725bn loan from last year, as well as used for general corporate purposes. CFO Christophe Salmon said: "We have successfully refinanced Trafigura's one year flagship credit facility at tighter pricing levels and with the support of a larger and more diverse bank group.

"We were also pleased to see an overwhelming support for the extension of the three year tranche of our 2018 ERCF which we ran concomitantly to the refinancing of the one-year credit facility.

"We are grateful for the trust that the banking community gives to Trafigura year after year and are delighted to welcome new banks to the facility..."(TradeWinds)

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