

Market insight

By Theodore Ntalakos
SnP Broker

For yet another time, the market seems to have its own drivers. After a very disappointing first half, the recent recovery in the shipping market in the second half of this year has buoyed optimism amongst the people in the industry. Yet if you are to ask most shipowners if they are optimistic you will get a “yes...but...” reply.

On the dry bulk ship supply side (>20,000dwt), the world fleet has increased by 241 vessels year-on-year corresponding to a growth of about 2.4%, while one year earlier it was below 2%. Nonetheless, it's still a moderate fleet increase versus 4.4% percent real GDP growth of the emerging market and developing economies. For example, Bangladesh has 7.3% GDP Growth in 2019 and has also secured the top position in the world in achieving the highest GDP during the last 10 years.

The current dry bulk orderbook – not including slippage/cancellations – stands at 8.7% of the world fleet. Whilst there has been little order replenishment of bulk carriers in 2019, the orderbook is today merely bigger than what it was a year ago by about 50 vessels. Furthermore, we are amidst of environmental regulations coming into force, with water ballast management systems being retrofitted (or not) and the bunkers already transitioning to comply with the 2020 sulphur cap. Compared to the same time last year we have about 80 more vessels over 20years old, and all the bulk carriers older than 20 years represent 9.5% of the dry bulk fleet.

On the tanker segment, things aren't less complicated. So far in 2019 there is less demolition activity, but also less new orders, while more ships have been delivered from the builders. The tanker fleet (>25,000dwt) has increased by about 3.5% led by MR tankers which increased by about 70 vessels, VLCCs followed with 55 vessels, 37 Aframax and just 15 Suezmaxes. The orderbook has not been replenished and is actually about 25% smaller than before, it represents about 7.7% of the trading fleet down from 10% same time last year. This rationalization of the orderbook, lays the foundation for a better future for the segment from the supply side alone.

On the other side of the equation for both dry and wet segments, there still is a growing demand for seaborne transportation. And while previously there were production disruptions, economic concerns, as well as political reasons that combined were suppressing the market, now there seems to be another combination that allows the freight rates to improve and drive the real demand for seaborne trade. The population continues to expand, emerging countries continue to absorb shipping goods and raw materials, so - still being the most fuel efficient and environmental friendly form of commercial transport – seaborne trade will continue to grow.

Although nobody can foresee if the current freight market is sustainable or not, the fundamentals suggest so, at least for the short term. We will continue to have supply disruptions, limited ordering and fleet expansion on the one side, and solid growth from the developing and emerging economies on the other. So, as we have many times argued that shipping is an infinite game and the objective of the players is to perpetuate the game, as we enter a new era with higher environmental awareness, it's a good entry point for investments and the upside is there as long as shipowners are patient and avoid overreactions.

Chartering (Wet: **Soft-** / Dry: **Firm+**)

The dry bulk market remains unstoppable, moving another leg up last week, while Capesize average earnings are currently nearing 5-year highs. The BDI today (03/09/2019) closed at 2,501 points, up by 59 points compared to Monday's (02/09/2019) levels and increased by 278 points when compared to previous Tuesday's closing (27/08/2019).. The crude carriers market pulled back last week, with worries about the cost of the trade war on global growth increasing. The BDTI today (03/09/2019) closed at 651, decreased by 12 points and the BCTI at 470, a decrease of 1 point compared to previous Tuesday's (27/08/2019) levels.

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

The number of deals in the SnP market during the past couple of weeks reveals the determination of Buyers, as improving performance in the tanker and especially in the dry bulk sector have been setting expectations very high for the last quarter of the year, while it seems that the Capesize rally has started to melt away some of the skepticism, with a couple of sales reported in the past days after muted activity for a month and a half. In the tanker sector we had the sale of the “CHEMBULK SYDNEY” (14,271dwt-bl’t ‘05, Japan), which was sold to undisclosed buyers, for a price in the region of \$6.8m. On the dry bulk side sector we had the sale of the “BULK SUCCESS” (176,021dwt-bl’t ‘14, China), which was sold to Singaporean owner, Berge Bulk, for a price in the region of \$24.0m.

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

A generous number of newbuilding contracts has surfaced during the past days, with the great majority of these concerning dry bulk and tanker orders. On the tanker side and the bigger sizes in particular, we still see focus remaining on vessels complying with the cleaner fuel regulations set to kick off in January, while we notice that price premiums over conventionally fuelled vessels remains at rather substantial levels. As far as dry bulk contracting is concerned, we notice that ordering of bigger deadweight vessels remains limited and when this does take place like in the case of Kmarin's double order below, it is done almost exclusively on the back of pre-agreed long employment. In terms of recently reported deals, Swiss based owner, Trafigura, placed an order for one firm LPG carrier (90,000 cbm) at Hyundai Samho, in South Korea for a price in the region of \$82.0m and delivery set in 2021.

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

The demolition market remains under pressure with very little action taking place for yet another week as appetite across all demo destinations remains very much restricted. On the positive side, bids coming out of the Indian subcontinent seem to have stabilized at least for the time being following a negative streak that last for about a month and a half. The restricted supply of demo candidates at the moment on the back of the rally in dry bulk earnings and improved levels seen on the tanker market as well, seems to be driving this momentary stability. At the same time the Turkish market that has seen no price movement since mid-May seems to be also witnessing cracks as local scrap steel prices together with a weakening Turkish Lira are discouraging cash buyers at the moment, with further declines expected in the short term. Average prices in the different markets this week for tankers ranged between \$265-375/ldt and those for dry bulk units between \$255-365/ldt.

Spot Rates

Vessel	Routes	Week 35		Week 34		\$ /day ±%	2018 \$/day	2017 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k MEG-JAPAN	59	39,504	62	42,250	-6.5%	20,265	20,658
	280k MEG-USG	28	5,233	29	6,899	-24.1%	5,635	13,429
	260k WAF-CHINA	57	31,074	63	40,687	-23.6%	18,362	19,815
Suezmax	130k MED-MED	67	17,633	65	16,355	7.8%	20,320	17,617
	130k WAF-USAC	62	14,627	65	17,830	-18.0%	12,870	12,917
	140k BSEA-MED	70	12,849	72	15,024	-14.5%	20,320	17,617
Aframax	80k MEG-EAST	103	14,025	103	15,040	-6.7%	12,563	11,560
	80k MED-MED	83	9,167	72	6,263	46.4%	18,589	15,136
	100k BALTIC/UKC	59	4,712	57	4,237	11.2%	14,943	15,424
Clean	70k CARIBS-USG	92	8,949	74	4,068	120.0%	19,039	14,479
	75k MEG-JAPAN	109	16,551	112	18,182	-9.0%	11,119	10,082
	55k MEG-JAPAN	124	15,185	119	13,935	9.0%	8,449	8,262
Dirty	37K UKC-USAC	95	4,647	95	4,635	0.3%	7,529	8,975
	30K MED-MED	99	-	95	-	-	5,487	6,703
	55K UKC-USG	91	9,150	90	9,137	0.1%	9,527	10,421
Dirty	55K MED-USG	91	9,136	90	9,098	0.4%	9,059	9,613
	50k CARIBS-USG	114	9,728	111	8,705	11.8%	10,637	10,544

TC Rates

\$/day		Week 35	Week 34	±%	Diff	2018	2017
VLCC	300k 1yr TC	36,000	36,000	0.0%	0	25,394	27,524
	300k 3yr TC	33,000	33,000	0.0%	0	31,306	28,830
Suezmax	150k 1yr TC	23,500	23,500	0.0%	0	17,668	18,788
	150k 3yr TC	24,000	24,000	0.0%	0	21,743	19,330
Aframax	110k 1yr TC	21,500	21,500	0.0%	0	15,543	16,034
	110k 3yr TC	22,500	22,500	0.0%	0	18,532	17,339
Panamax	75k 1yr TC	16,500	16,500	0.0%	0	13,192	12,986
	75k 3yr TC	17,000	17,000	0.0%	0	15,032	14,253
MR	52k 1yr TC	14,750	14,750	0.0%	0	13,721	13,375
	52k 3yr TC	16,750	16,750	0.0%	0	15,065	14,287
Handy	36k 1yr TC	14,000	14,000	0.0%	0	12,264	12,053
	36k 3yr TC	13,500	13,500	0.0%	0	13,431	13,200

Chartering

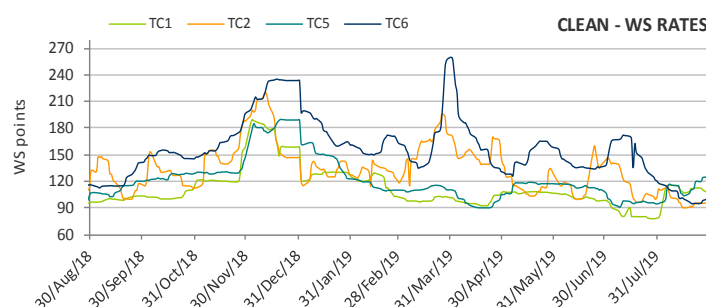
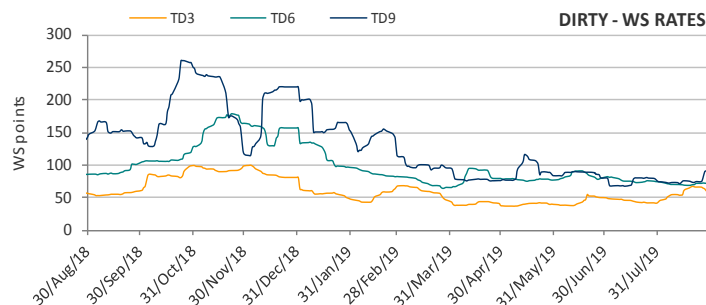
The positive momentum the crude carriers market enjoyed in recent weeks failed to extend in the past days, with most of the key trading routes recording losses, while period market ideas were stable across the board, with focus remaining on longer periods. With VL rates still strong despite last week's losses, sentiment is reservedly optimistic especially given the substantial upside noted from the summer lows, while oil demand remains at this stage probably the biggest concern across the market. The boost oil prices witnessed during the past week on the back of decreasing US oil inventories has been offset by increasing concern over the on-going trade war that has once again casted shadows of uncertainty over the markets.

As Middle East enquiry softened in the past days, charterers forced discounts over last done on VLCC rates that also saw softer levels out of West Africa, while a sideways moving market is expected this week.

Suezmax owners also lost some control over the West Africa market where demand slowed down compared to the week prior, while the Black Sea market also saw a bit of pressure. Aframax earnings were the positive surprise of the week at the same time, outperforming rates for all other sizes, with strong performance extending in both the Med and Caribs region.

Indicative Period Charters

- 9 mos	- 'MARLIN SPARTA'	2019	158,032 dwt
-	- \$23,000/day		- Frontline
- 2 yrs + 1 yr	- 'NAVE RIGEL'	2013	74,700 dwt
-	- \$17,063/day		- cnr



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Aug-19 avg	Jul-19 avg	±%	2018	2017	2016
VLCC	300KT DH	70.0	68.3	2.6%	64.2	62.0	68.9
Suezmax	150KT DH	49.0	48.3	1.6%	43.5	41.4	50.0
Aframax	110KT DH	38.0	37.0	2.7%	31.8	30.4	37.0
LR1	75KT DH	31.0	31.0	0.0%	29.3	27.6	33.1
MR	52KT DH	30.0	29.1	3.0%	26.3	23.4	25.3

Sale & Purchase

In the Chemical sector we had the sale of the "CHEMBULK SYDNEY" (14,271dwt-bl't '05, Japan), which was sold to undisclosed buyers, for a price in the region of \$6.8m.

In the Small sector we had the sale of the "SUNRISE ECO" (8,626dwt-bl't '04, Japan), which was sold to Indonesian buyers, for a price in the region of \$7.8m.

Baltic Indices

	Week 35 30/08/2019		Week 34 23/08/2019		Point Diff	\$/day ±%	2018	2017
	Index	\$/day	Index	\$/day			Index	Index
BDI	2,378		2,168		210		1,349	1,149
BCI	4,467	\$34,583	3,991	\$30,437	476	13.6%	2,095	2,094
BPI	2,260	\$18,098	2,196	\$17,583	64	2.9%	1,451	1,221
BSI	1,336	\$15,056	1,249	\$14,113	87	6.7%	1,030	846
BHSI	665	\$9,709	619	\$9,056	46	7.2%	597	525

Period

	\$/day	Week 35	Week 34	±%	Diff	2018	2017
Capesize	180K 6mnt TC	29,000	28,500	1.8%	500	19,758	15,671
	180K 1yr TC	23,500	21,500	9.3%	2,000	19,575	14,844
	180K 3yr TC	17,500	17,000	2.9%	500	17,912	13,892
Panamax	76K 6mnt TC	16,250	15,750	3.2%	500	13,224	10,984
	76K 1yr TC	14,750	14,250	3.5%	500	13,513	11,113
	76K 3yr TC	13,500	13,250	1.9%	250	12,710	11,171
Supramax	58K 6mnt TC	14,250	13,500	5.6%	750	12,450	10,421
	58K 1yr TC	12,750	12,500	2.0%	250	11,700	10,166
	58K 3yr TC	10,750	10,500	2.4%	250	11,450	10,176
Handysize	32K 6mnt TC	9,500	9,500	0.0%	0	9,586	8,662
	32K 1yr TC	9,500	9,500	0.0%	0	9,450	8,248
	32K 3yr TC	9,250	9,250	0.0%	0	9,200	8,464

Chartering

The dry bulk market continues to go from strength to strength, with the BDI currently standing above 2,500 points, a level last visited back in November 2010, and even higher expectations being built for the months leading to the end of the year. Having said that, the truth is that those more cautious remain sceptic in regards to how sustainable these levels will be particularly for the big bulkers, earnings for which touched depressive levels back in spring and in less than six months have moved up to multi-year highs. While the extent to which this very quick recovery has been based on fundamentals shifting or not is being debated, euphoria extends in the market, with period numbers for all sizes except Handies also shooting up last week, while the paper market has also moved higher despite news of China's retaliation to additional US tariffs last week.

Capesize earnings remained positive throughout last week, with the Atlantic market showing remarkable strength amidst firm demand outpacing the supply of vessels in the region, while the Pacific market saw more balanced trading dynamics that resulted in small losses for the W. Australia/China.

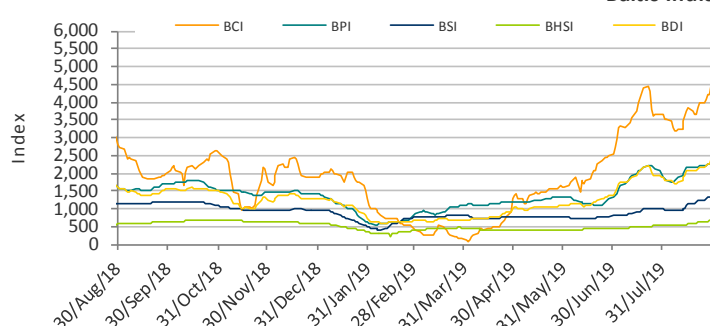
South America remained the main source of cargoes last week for Panamax vessels that saw slight consolidation in the North Atlantic region and an overall steady market in the East, while price details for the little period activity reported revealed a strengthening market on that front as well.

The smaller sizes continued posting gains last week, with both USG and ECSA keeping things busy for Supramax owners in the region and Continent numbers surfacing for Handysize vessels revealing premiums in most cases, while the market in the East was also more positive on the back of increased enquiry for both sizes.

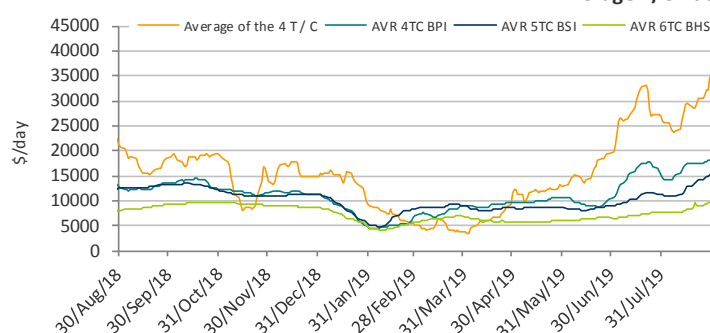
Indicative Period Charters

- 3 to 5 mos	- 'ATTIKOS'	2012	178,929 dwt
- Xingang 4 Sep	- \$27,500/day		- Koch
- 6 to 8 mos	- 'GLOBAL UNITY'	2013	63,238 dwt
- Paradip 22/24 Aug	- \$16,000/day		- cnr

Baltic Indices



Average T/C Rates



Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5 yrs old	Aug-19 avg	Jul-19 avg	±%	2018	2017	2016
Capesize 180k	31.0	31.0	0.0%	35.0	31.1	23.5
Panamax 76K	18.0	18.0	0.0%	18.7	18.1	13.6
Supramax 58k	16.1	16.0	0.6%	17.7	16.5	12.7
Handysize 32K	13.3	13.3	0.0%	15.0	13.0	9.9

Sale & Purchase

In the Capesize sector we had the sale of the "BULK SUCCESS" (176,021dwt-bl't '14, China), which was sold to Singaporean owner, Berge Bulk, for a price in the region of \$24.0m.

In the Panamax sector we had the sale of the "HARVEST MOON" (73,040dwt-bl't '96, S. Korea), which was sold to Chinese buyers, for a price in the region of \$4.5m.

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
SUEZ	MARLIN SAMARA	158,032	2019	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m	Norwegian (Frontline)	Scrubber fitted, cash & shares deal, 3-yrs TCB to Trafigura
SUEZ	MARLIN SANTIAGO	158,032	2019	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SAVANNAH	158,032	2018	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SHANGHAI	158,032	2019	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SIENA	158,032	2019	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SILKEBORG	158,032	2018	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SINGAPORE	158,032	2018	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SPARTA	158,032	2019	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SUEZ	158,032	2018	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
SUEZ	MARLIN SEOUL	149,999	2019	HYUNDAI SAMHO, S. Korea	MAN-B&W		DH	\$ 67.5m		
PROD/CHEM	CHEMBULK SAVANNAH	24,426	2002	KITANIHON, Japan	Mitsubishi	Jun-21	DH	undisclosed	Chinese	
PROD/CHEM	QUEEN HELENA	15,065	2009	STX BRAILA, Romania	MAN	Oct-19	DH	\$ 7.0m	Indian	auction sale
PROD/CHEM	CHEMBULK SYDNEY	14,271	2005	ASAKAWA, Japan	MAN-B&W	Jan-20	DH	\$ 6.8m	undisclosed	StSt
SMALL	SUNRISE ECO	8,626	2004	SHIN KURUSHIMA, Japan	MAN-B&W	Apr-19	DH	\$ 7.8m	Indonesian	StSt
SMALL	ASPHALT SPRING	6,726	2007	HUANGHAI, China	Daihatsu	Jun-22	DH	undisclosed	Middle Eastern	asphalt tanker

Bulk Carriers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
CAPE	HARRIETTE N	176,213	2011	SWS, China	MAN-B&W	Jan-21		high \$23.0m	Chinese	
CAPE	BULK SUCCESS	176,021	2014	JINHAI, China	MAN-B&W	Nov-19		\$ 24.0m	Singaporean (Berge Bulk)	
PMAX	ERGINA LUCK	73,976	1999	TSUNEISHI, Japan	B&W	Oct-24		\$ 6.5m	undisclosed	
PMAX	HARVEST MOON	73,040	1996	SAMSUNG, S. Korea	B&W	Apr-22		\$ 4.5m	Chinese	
UMAX	NAESS INTREPID	63,685	2015	CHINA SHIPPING, China	MAN-B&W	Apr-20	4 X 30t CRANES	\$ 18.5m	Chinese (CDBL)	
UMAX	NAESS ABSOLUTE	63,654	2015	CHINA SHIPPING, China	MAN-B&W	Jan-20	4 X 30t CRANES	\$ 18.5m		
UMAX	NAESS ENDURANCE	63,638	2015	CHINA SHIPPING, China	MAN-B&W	Apr-20	4 X 30t CRANES	\$ 18.5m		
UMAX	NAESS COURAGEOUS	63,587	2015	CHINA SHIPPING, China	MAN-B&W	Jan-20	4 X 30t CRANES	\$ 18.5m		
UMAX	SHIN KURUSHIMA TOYOHASHI 3732	61,000	2019	SHIN KURUSHIMA, Japan	MAN-B&W		4 X 30,7t CRANES	\$ 28.0m	Japanese	
UMAX	SHIN KURUSHIMA TOYOHASHI 3731	61,000	2019	SHIN KURUSHIMA, Japan	MAN-B&W		4 X 30,7t CRANES	\$ 28.0m		
SMAX	BOMAR AMBER	58,470	2012	TSUNEISHI ZHOUSHAN, China	MAN-B&W	Jan-22	4 X 30t CRANES	\$ 15.3m	undisclosed	
SMAX	LEONARISSO	57,000	2010	JIANGDONG, China	MAN-B&W	Sep-20	4 X 30t CRANES	\$ 10.3m	undisclosed	
SMAX	MEDI VALENCIA	56,014	2008	MITSUI, Japan	MAN-B&W	Aug-20	4 X 30t CRANES	\$ 12.3m	Bangladeshi (SR Shipping)	
HANDY	SAM PHOENIX	34,264	2011	ZHEJIANG JINGANG, China	MAN-B&W	Jul-21	4 X 30t CRANES	low \$8.0m	Greek	
HANDY	C. S. STAR	33,000	2011	KANDA, Japan	Mitsubishi	Sep-20	4 X 30,5t CRANES	\$ 10.3m	Greek	
HANDY	SENTOSA BULKER	32,755	2010	JIANGMEN NANYANG, China	MAN-B&W	Nov-22	4 X 30,5t CRANES		undisclosed Danish (Clipper)	
HANDY	EMILIE BULKER	32,691	2010	JIANGMEN NANYANG, China	MAN-B&W	Apr-23	4 X 30,5t CRANES			
HANDY	ORCHARD BULKER	32,500	2010	JIANGMEN NANYANG, China	MAN-B&W	Jul-23	4 X 30,5t CRANES			

Containers

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
PMAX	PAMINA	4,839	2005	HYUNDAI, S. Korea	Sulzer			\$ 9.1m	Singaporean (Feedertech)	

Gas/LPG/LNG

Type	Name	Dwt	Built	Yard	M/E	SS due	Cbm	Price	Buyers	Comments
LNG	NORTHWEST SHEARWATER	66,802	1991	KAWASAKI, Japan	Mitsubishi	Sep-16	125,660	undisclosed	Japanese (KARMOL)	
LPG	GEORGE N	43,601	2009	HYUNDAI, S. Korea	MAN-B&W		59,016			
LPG	ERNEST N	43,563	2009	HYUNDAI, S. Korea	MAN-B&W		59,085	undisclosed	Singaporean (Eastern Pacific)	
LPG	JENNY N	43,538	2009	HYUNDAI, S. Korea	MAN-B&W		60,000			

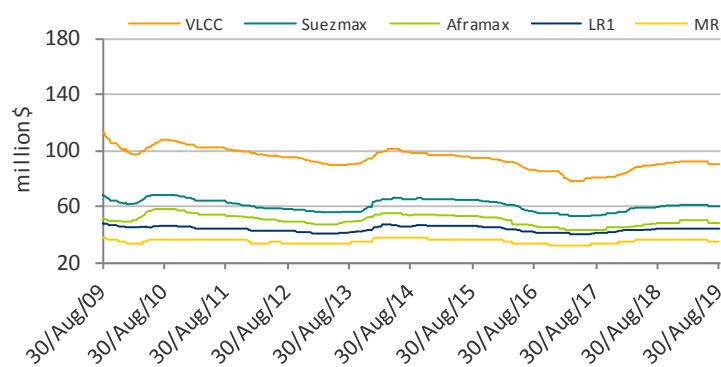
Indicative Newbuilding Prices (million\$)

	Vessel		Week 35	Week 34	±%	2018	2017	2016
Bulkers	Capesize	180k	51.0	51.0	0.0%	48	43	43
	Kamsarmax	82k	29.0	29.0	0.0%	28	25	25
	Ultramax	63k	27.0	27.0	0.0%	26	23	23
	Handysize	38k	23.0	23.0	0.0%	23	20	20
Tankers	VLCC	300k	90.0	90.0	0.0%	88	80	88
	Suezmax	160k	60.0	60.0	0.0%	59	54	58
	Aframax	115k	48.0	48.0	0.0%	47	44	48
	MR	50k	35.0	35.0	0.0%	36	33	34
Gas	LNG 174k cbm		185.0	185.0	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

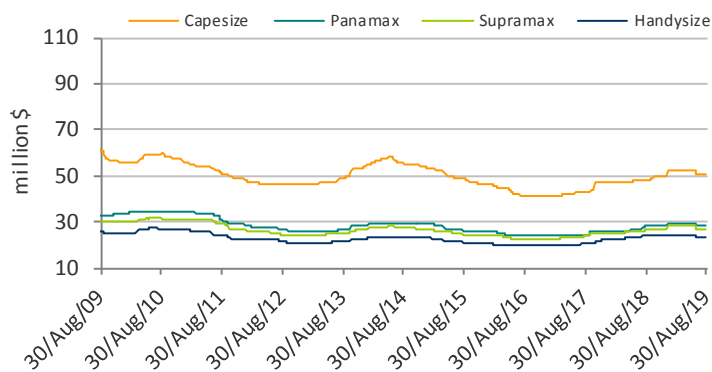
A generous number of newbuilding contracts has surfaced during the past days, with the great majority of these concerning dry bulk and tanker orders. On the tanker side and the bigger sizes in particular, we still see focus remaining on vessels complying with the cleaner fuel regulations set to kick off in January, while we notice that price premiums over conventionally fuelled vessels remains at rather substantial levels. As far as dry bulk contracting is concerned, we notice that ordering of bigger deadweight vessels remains limited and when this does take place like in the case of Kmarin's double order below, it is done almost exclusively on the back of pre-agreed long employment.

In terms of recently reported deals, Swiss based owner, Trafigura, placed an order for one firm LPG carrier (90,000 cbm) at Hyundai Samho, in South Korea for a price in the region of \$82.0m and delivery set in 2021.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

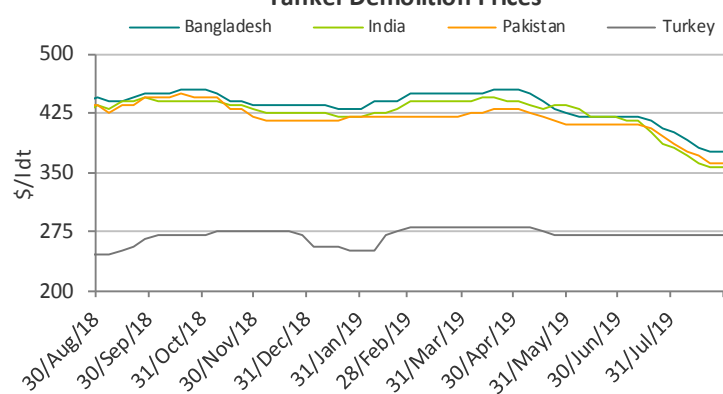
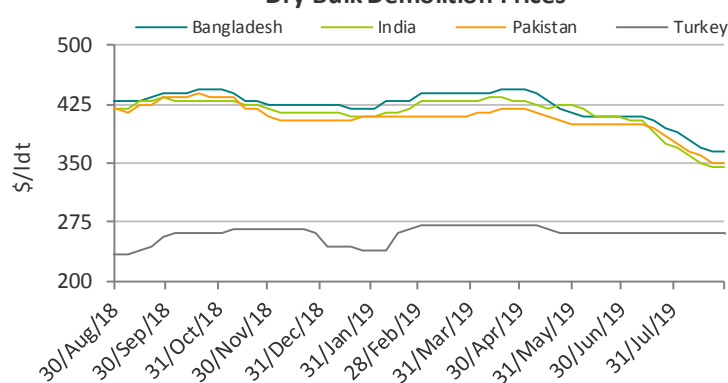
Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
3	Tanker	115,000 dwt	Hyundai Samho, S. Korea	2021	U.A.E based (Onex DMCC)	\$ 58.0m	LR2, scrubber fitted
2	Tanker	22,000 dwt	Wuhu Xinlian, China	-	German (TB Marine Management)	undisclosed	dual fuelled
1	Tanker	4,250 dwt	Ferus Smit, Netherlands	2020	Swedish (Erik Thun)	undisclosed	IMO-II
2+2	Bulker	325,000 dwt	Qingdao Beihai, China	2021-2022	South Korean (Kmarin)	undisclosed	long T/C to Vale
2+2	Bulker	325,000 dwt	Yangzi Xinfu, China	2021-2022	South Korean (Kmarin)	undisclosed	long T/C to Vale
1	Bulker	40,000 dwt	Chengxi, China	2020	JV Hartmann Group and CSL Group	undisclosed	option declared, self unloader, T/C to Mibau Stema
2	LPG	90,000 cbm	Hyundai Samho, S. Korea	2021	Swiss based (Trafigura)	\$ 82.0m	VLGC

Indicative Demolition Prices (\$/ldt)

	Markets	Week 35	Week 34	±%	2018	2017	2016
Tanker	Bangladesh	375	375	0.0%	442	376	287
	India	355	355	0.0%	438	374	283
	Pakistan	360	360	0.0%	437	379	284
	Turkey	265	270	-1.9%	280	250	181
Dry Bulk	Bangladesh	365	365	0.0%	431	358	272
	India	345	345	0.0%	428	354	268
	Pakistan	350	350	0.0%	427	358	267
	Turkey	255	260	-1.9%	270	240	174

The demolition market remains under pressure with very little action taking place for yet another week as appetite across all demo destinations remains very much restricted. On the positive side, bids coming out of the Indian subcontinent seem to have stabilized at least for the time being following a negative streak that last for about a month and a half. The restricted supply of demo candidates at the moment on the back of the rally in dry bulk earnings and improved levels seen on the tanker market as well, seems to be driving this momentary stability. At the same time the Turkish market that has seen no price movement since mid-May seems to be also witnessing cracks as local scrap steel prices together with a weakening Turkish Lira are discouraging cash buyers at the moment, with further declines expected in the short term. Average prices in the different markets this week for tankers ranged between \$265-375/ldt and those for dry bulk units between \$255-365/ldt.

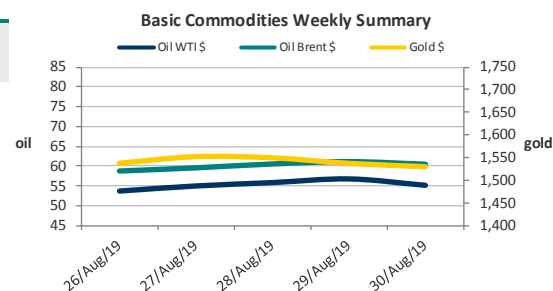
The highest price amongst recently reported deals was paid by Indian breakers for the General Cargo carrier "ARCTIC PEARL" (45,295dwt-11,011ldt-blt '86), which received \$387/ldt.

Tanker Demolition Prices

Dry Bulk Demolition Prices

Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
ANKLESHWAR	147,563	22,258	1994	SAMSUNG, S. Korea	TANKER	\$ 368/Ldt	Bangladeshi	as-is Colombo
ARCTIC PEARL	45,295	11,011	1986	IHI, Japan	GC	\$ 387/Ldt	Indian	green recycling
WAN HAI 205	23,676	7,124	1990	NAIKAI, Japan	CONT	\$ 355/Ldt	undisclosed	as-is Singapore
WAN HAI 203	23,729	7,071	1990	NAIKAI, Japan	CONT	\$ 355/Ldt	undisclosed	as-is Far East

Market Data

		30-Aug-19	29-Aug-19	28-Aug-19	27-Aug-19	26-Aug-19	W-O-W Change %
Stock Exchange Data	10year US Bond	1.500	1.510	1.460	1.490	1.540	-1.3%
	S&P 500	2,926.46	2,924.58	2,887.94	2,869.16	2,878.38	2.8%
	Nasdaq	7,962.88	7,973.39	7,856.88	7,826.95	7,853.74	2.7%
	Dow Jones	26,403.28	26,362.25	26,036.10	25,777.90	25,898.83	3.0%
	FTSE 100	7,207.18	7,207.18	7,184.32	7,114.71	7,089.58	1.6%
	FTSE All-Share UK	3,953.02	3,953.02	3,939.37	3,905.48	3,899.22	1.4%
	CAC40	5,480.48	5,449.97	5,368.80	5,387.09	5,351.02	2.9%
	Xetra Dax	11,939.28	11,838.88	11,701.02	11,730.02	11,658.04	2.4%
	Nikkei	20,704.37	20,460.93	20,479.42	20,456.08	20,261.04	2.2%
	Hang Seng	25,703.50	25,703.50	25,615.48	25,664.07	25,680.33	-1.3%
Currencies	DJ US Maritime	241.56	238.44	238.44	232.37	236.64	4.4%
	€ / \$	1.10	1.11	1.11	1.11	1.11	-2.0%
	£ / \$	1.22	1.22	1.22	1.23	1.22	-1.0%
	\$ / ¥	106.30	106.45	106.08	105.75	105.98	0.8%
	\$ / NoK	0.11	0.11	0.11	0.11	0.11	-2.1%
	Yuan / \$	7.16	7.14	7.17	7.16	7.15	0.9%
	Won / \$	1,210.51	1,208.16	1,212.38	1,211.76	1,211.81	-0.3%
	\$ INDEX	98.92	98.51	98.21	98.00	98.08	1.3%



Bunker Prices

		30-Aug-19	23-Aug-19	W-O-W Change %
MGO	Rotterdam	552.5	542.0	1.9%
	Houston	613.0	598.5	2.4%
	Singapore	578.0	563.0	2.7%
380cst	Rotterdam	298.0	292.5	1.9%
	Houston	323.0	294.0	9.9%
	Singapore	428.5	377.0	13.7%

Maritime Stock Data

Company	Stock Exchange	Curr.	30-Aug-19	23-Aug-19	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	10.53	10.40	1.2%
COSTAMARE INC	NYSE	USD	5.79	5.68	1.9%
DANAOS CORPORATION	NYSE	USD	7.20	7.36	-2.2%
DIANA SHIPPING	NYSE	USD	3.37	3.28	2.7%
DRYSHIPS INC	NASDAQ	USD	5.18	5.17	0.2%
EAGLE BULK SHIPPING	NASDAQ	USD	4.60	4.20	9.5%
EUROSEAS LTD.	NASDAQ	USD	0.69	0.63	9.5%
GLOBUS MARITIME LIMITED	NASDAQ	USD	2.25	1.88	19.7%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	6.32	5.72	10.5%
NAVIOS MARITIME HOLDINGS	NYSE	USD	6.32	5.89	7.3%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	16.90	15.17	11.4%
SAFE BULKERS INC	NYSE	USD	2.06	1.76	17.0%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	0.62	0.59	5.1%
STAR BULK CARRIERS CORP	NASDAQ	USD	10.47	9.67	8.3%
STEALTHGAS INC	NASDAQ	USD	3.15	3.19	-1.3%
TSAKOS ENERGY NAVIGATION	NYSE	USD	3.00	2.92	2.7%
TOP SHIPS INC	NASDAQ	USD	6.82	5.89	15.8%

Market News

“Grindrod top brass frustrated at weak share price.

But owner hopes move to simplify structure will make it easier for investors to understand company.

Top executives at Singapore-based Grindrod Shipping have expressed continued frustration at the company's low share price.

The Nasdaq-listed bulker and tanker owner currently trades at significantly less than half of its net asset value (NAV). “Well, it is frustrating, there's no doubt and we do seem to suffer a bigger discount to some of our peers,” chief financial officer Stephen Griffiths said in a recent conference call with investors.

“Obviously, I think there is an element of that is scale which we accept. I think we need to be bigger and I suppose it's a matter of getting our story out there.

“It is quite strange for the market – obviously we are all caught up in the trade war and the negative press – but the shipping markets are up 50% if not more in the last couple of months, yet the share prices have gone down.

“I think I can understand why investors are very wary, but at the moment the earnings are looking a lot better and it's positive.” Our core focus since listing has been to simplify the Grindrod story with investors...to better reflect the company's financial performance...”(TradeWinds)