

Market insight

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As another year in the shipping industry is coming to an end, it is interesting to look at the dry bulk and tanker markets and how these performed in 2019.

In the tanker sector, 2019 is undoubtedly closing positively when compared to the previous two years. VLCC time charter earnings during October reached around \$100,000/day, a level that has been sustained up until today. The one-year period was even quoted at \$55,000/day at one point during the last quarter, which was an impressive increase of more than 40% compared to January 2019 levels. The United States sanctions against Iran, Venezuela and eventually vessels calling these ports seemed to have supported rates as a significant amount of tonnage was blacklisted and there unable to trade as before.

Apart from the sanctions, upcoming regulations have also given support to earnings in the sector. Indeed, during the second half of the year a big part of the fleet was in drydock for scrubber retrofitting purposes decreasing the tonnage available for trading as a result. Sanctions and retrofits together with seasonality created the perfect blend for the tanker market that is enjoying very firm levels up until today.

With regards to secondhand prices and following the increase on freight rates, asset values across all sizes and ages also increased. Lastly, as far as SnP transactions are concerned, the increase in MR sales is definitely worth mentioning, with year to date figures showing a 43% increase as owners seemed to be placing more and more confidence to this size as the year progressed.

Focusing on the dry bulk industry, it was a year with many ups and downs. After a very disappointing first half we witnessed a rally on freight rates that started as soon as July kicked off, with rates especially for Capes seeming unstoppable and reaching even five-year highs in some cases. The start of September marked the pick of the BDI for the year, with notable decreases having taken place since then.

Going forward and taking into consideration the change of regulations it seems to be very difficult to foresee any market reaction until February 2020. As far as SnP prices are concerned values have been softening especially for vessels older than 10 years old, while on the newbuilding front values have also been correcting downwards given the distinct lack of interest for dry bulk orders this year.

All in all, next year is expected to be a landmark year for the industry and undoubtedly everyone involved in shipping is eager to see what happens. We wish Happy New Year to everyone.

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

Just before the holidays season in a number of countries kicks off, the dry bulk market seems unable to shake off the negative sentiment of late, with additional discounts excepted in the following days as well. The BDI on Monday (23/12/2019) closed at 1,103 points, down by 20 points compared to Friday's (20/12/2019) levels and decreased by 212 points when compared to previous Monday's closing (16/12/2019). Crude carrier earnings sustained their positive momentum for yet another week, with everything pointing to an equally impressive market during the few remaining days of the year. The BDTI on Monday (23/12/2019) closed at 1,580, increased by 125 points and the BCTI at 952, an increase of 57 points compared to previous Monday's (16/12/2019) levels.

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

Strong SnP activity resumed last week as well, with activity in the dry bulk sector picking up considerably just before the new year kicks off, while on the tanker side focus switched to smaller chemical candidates this time round. In the tanker sector we had the sale of the "NORTHERN PEARL" (105,535dwt-bl't '99, Japan), which was sold to Greek buyers, for a price in the region of \$7.8m. On the dry bulk side sector we had the sale of the "QI XIANG 22" (75,658dwt-bl't '12, China), which was sold to Chinese buyers, for a price in the region of \$14.1m.

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

The number of reported deals out of the newbuilding market remained generous last week as well, with numerous orders surfacing out all of the tanker, dry bulk and gas carrier sectors. Among these, LNG vessels have the lion's share, with the sector having seen increased activity during the second half of the year. At the same, dual-fuelled vessel orders continue to have a significant presence among recent contracting, with eight firm LNG ordered against long time-charter to Shell being added to the growing list. This deal reaffirms the increasing popularity of such technology while also it also once again evidences the growing appetite major market players show for it. In terms of recently reported deals, Malaysian owner, AET, placed an order for three firm shuttle tankers (153,000 dwt) at Hyundai, in South Korea for a price in the region of \$101.3m and delivery set in 2022.

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

Following firm activity during the week prior, the number of demolition sales dropped substantially in the past days without impacting averages prices being offered in the Indian subcontinent though. Sentiment remains fairly positive across all demo destinations at the moment, with the Turkish market even witnessing firming prices in the past days as local scrap steel prices have been steadily appreciating. The improvements that are taking place in the Turkish market, which has been under a lot of pressure this year as a result of its weakening currency, are expected to attract an increased number of demo candidates trading in the region going forward and boost competition and prices across the board as a result. Average prices in the different markets this week for tankers ranged between \$250-380/ldt and those for dry bulk units between \$240-370/ldt.

Spot Rates

Vessel	Routes	Week 51		Week 50		\$ /day ±%	2018	2017
		WS points	\$ /day	WS points	\$ /day		\$ /day	\$ /day
VLCC	265k MEG-JAPAN	123	105,650	103	87,268	21.1%	20,265	20,658
	280k MEG-USG	65	52,801	58	45,310	16.5%	5,635	13,429
	260k WAF-CHINA	116	97,961	101	83,220	17.7%	18,362	19,815
Suezmax	130k MED-MED	150	65,030	142	61,279	6.1%	20,320	17,617
	130k WAF-USAC	157	65,121	138	56,691	14.9%	12,870	12,917
	140k BSEA-MED	162	74,159	149	70,243	5.6%	20,320	17,617
Aframax	80k MEG-EAST	246	61,814	195	49,059	26.0%	12,563	11,560
	80k MED-MED	202	62,452	196	58,930	6.0%	18,589	15,136
	100k BALTIC/UKC	197	88,784	204	94,190	-5.7%	14,943	15,424
Clean	70k CARIBS-USG	288	75,501	210	50,043	50.9%	19,039	14,479
	75k MEG-JAPAN	164	35,419	155	33,282	6.4%	11,119	10,082
	55k MEG-JAPAN	168	26,326	156	24,100	9.2%	8,449	8,262
Dirty	37K UKC-USAC	192	21,714	173	18,719	16.0%	7,529	8,975
	30K MED-MED	299	42,151	299	42,257	-0.3%	5,487	6,703
	55K UKC-USG	192	36,575	185	35,518	3.0%	9,527	10,421
Dirty	55K MED-USG	192	33,838	185	32,232	5.0%	9,059	9,613
	50k CARIBS-USG	260	47,967	220	35,569	34.9%	10,637	10,544

TC Rates

	\$ /day	Week 51	Week 50	±%	Diff	2018	2017
VLCC	300k 1yr TC	48,500	48,000	1.0%	500	25,394	27,524
	300k 3yr TC	40,000	40,000	0.0%	0	31,306	28,830
Suezmax	150k 1yr TC	38,000	37,000	2.7%	1000	17,668	18,788
	150k 3yr TC	30,000	30,000	0.0%	0	21,743	19,330
Aframax	110k 1yr TC	28,000	28,000	0.0%	0	15,543	16,034
	110k 3yr TC	23,500	23,500	0.0%	0	18,532	17,339
Panamax	75k 1yr TC	19,500	19,500	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	17,500	17,500	0.0%	0	13,721	13,375
	52k 3yr TC	16,500	16,500	0.0%	0	15,065	14,287
Handy	36k 1yr TC	15,000	15,000	0.0%	0	12,264	12,053
	36k 3yr TC	14,000	14,000	0.0%	0	13,431	13,200

Chartering

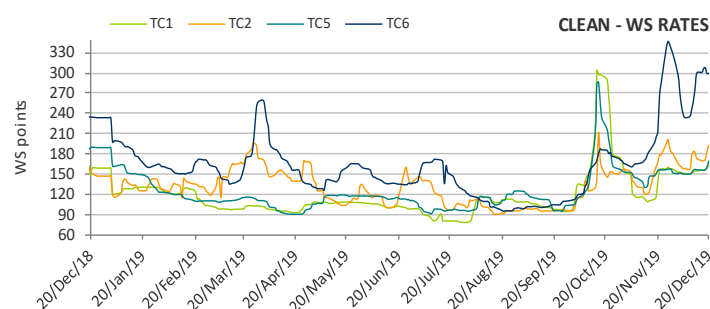
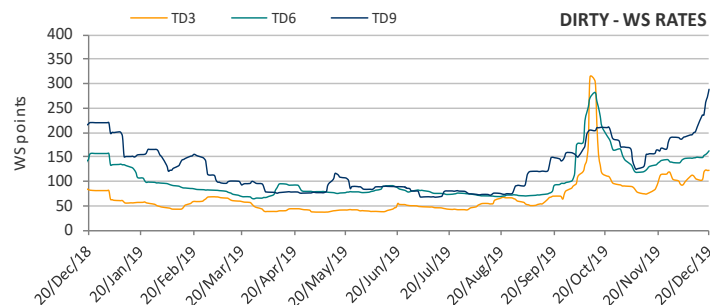
The tanker market has seen another particularly positive week just before the holidays season kicks off, extending the current rally and reassuring those who were sceptic in regards to the recent premiums about the strength of the market. Despite the increasing bunker prices, TCE levels almost across the board moved up, while period ideas remained firm. At the same time, the easing of U.S.-Chinese trade tensions has given a significant boost to oil prices during last week, while as reports of stronger U.S. drilling activity emerged over the weekend, the price of the commodity gave up some of its recent gains yesterday.

Fixing activity in both the Middle East and West Africa market seemed to be gaining momentum a few days before the end of the year, while any possible discounts that will most probably take place due to the upcoming holidays can't seem to affect owners' sentiment that remains very firm.

Despite the overall stable demand in West Africa, positive sentiment and strong fixing activity elsewhere resulted in rate premiums for Suezmax tonnage, while with the exception of a slower market in the North Sea, rates for Aframax kept firming in all key trading regions.

Indicative Period Charters

- 3 yrs	- 'VICTORY VENTURE'	2017	114,456 dwt
-	- \$25,000/day		- Clearlake
- 6 mos	- 'ATLANTIC BREEZE'	2007	47,128 dwt
-	- \$16,500/day		- Vitol



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Dec-19 avg	Nov-19 avg	±%	2018	2017	2016
VLCC	300KT DH	75.0	75.0	0.0%	64.2	62.0	68.9
Suezmax	150KT DH	53.0	53.0	0.0%	43.5	41.4	50.0
Aframax	110KT DH	41.0	41.0	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	30.0	30.0	0.0%	26.3	23.4	25.3

Sale & Purchase

In the Aframax sector we had the sale of the "NORTHERN PEARL" (105,535dwt-blt '99, Japan), which was sold to Greek buyers, for a price in the region of \$7.8m.

In the MR sector we had the sale of the "FREJA BALTIC" (47,548dwt-blt '08, Japan), which was sold to Greek owner, Spring Marine Management, for a price in the region of \$16.0m.

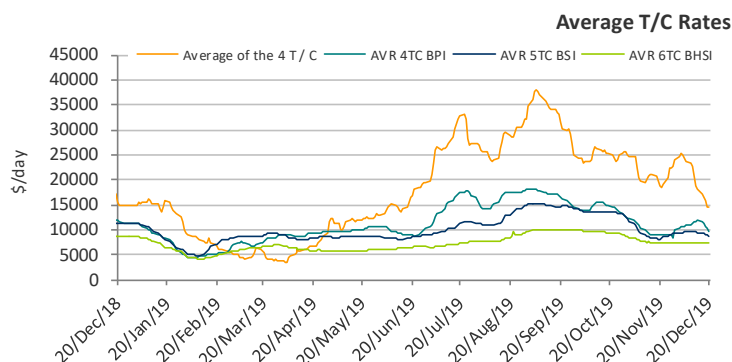
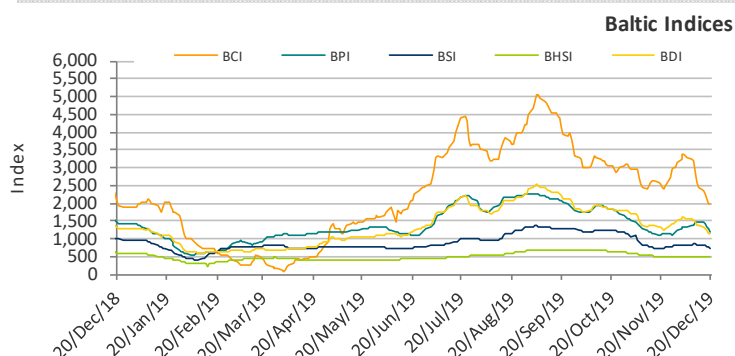
Baltic Indices

	Week 51 20/12/2019		Week 50 13/12/2019		Point Diff	\$/day ±%	2018	2017
	Index	\$/day	Index	\$/day			Index	Index
BDI	1,123		1,355		-232		1,349	1,149
BCI	1,958	\$14,451	2,455	\$18,002	-497	-19.7%	2,095	2,094
BPI	1,201	\$9,612	1,467	\$11,749	-266	-18.2%	1,451	1,221
BSI	743	\$8,564	823	\$9,430	-80	-9.2%	1,030	846
BHSI	500	\$7,259	509	\$7,390	-9	-1.8%	597	525

Period

	\$/day	Week 51	Week 50	±%	Diff	2018	2017
Capesize	180K 6mnt TC	16,500	18,000	-8.3%	-1,500	19,758	15,671
	180K 1yr TC	15,250	16,250	-6.2%	-1,000	19,575	14,844
	180K 3yr TC	15,000	16,000	-6.3%	-1,000	17,912	13,892
Panamax	76K 6mnt TC	11,000	11,250	-2.2%	-250	13,224	10,984
	76K 1yr TC	11,000	11,500	-4.3%	-500	13,513	11,113
	76K 3yr TC	11,250	11,500	-2.2%	-250	12,710	11,171
Supramax	58K 6mnt TC	9,500	9,750	-2.6%	-250	12,450	10,421
	58K 1yr TC	9,750	10,000	-2.5%	-250	11,700	10,166
	58K 3yr TC	10,000	10,250	-2.4%	-250	11,450	10,176
Handysize	32K 6mnt TC	8,000	8,250	-3.0%	-250	9,586	8,662
	32K 1yr TC	8,250	8,500	-2.9%	-250	9,450	8,248
	32K 3yr TC	8,500	8,750	-2.9%	-250	9,200	8,464

Indicative Period Charters



Chartering

Opposite to the tanker market, sentiment on the dry bulk side remains very soft, with last week bringing along additional discounts that were substantial for all sizes except Handies. The period market continues to witness a persistent lack of activity, with rate ideas across the board moving further south in the past days and most owners appearing more and more reluctant to fix their vessels even for shorter periods despite the fact that the following weeks are expected to be equally slow. Indeed despite the bad weeks dry bulkers have been witnessing for quite a while now, the market is still hoping for a positive boost that could come as a result of the new fuel regulations that are being introduced officially in a week's time. Increasing bunker prices that are impacting negatively earnings at the moment could eventually lead to slow steaming, which has been on the cards for quite a while now, and help the market rebalance in terms of tonnage availability, at least to some extent.

This has been another negative week for the Capesize market that has seen back to back decreases on average earnings for the size. As activity in both basins remained thin, the few active traders have had plenty of vessels to chose from and consequently enjoyed increased control over levels paid.

The Atlantic Panamax market moved sideways last week, with USG and ECSA remaining fairly busy and levels reported out of both regions holding around last done, while Pacific rates surrendered to limited enquiry.

Rates for the smaller sizes were negative as well, with the Supramax market witnessing the biggest discounts as demand out of both basins slowed down, while period activity remained limited for yet another week.

Indicative Market Values (\$ Million) - Bulk Carriers

Vessel	5 yrs old	Dec-19 avg	Nov-19 avg	±%	2018	2017	2016
Capesize	180k	27.0	28.4	-4.9%	35.0	31.1	23.5
Panamax	76K	17.0	17.7	-4.0%	18.7	18.1	13.6
Supramax	58k	15.5	16.1	-3.7%	17.7	16.5	12.7
Handysize	32K	12.5	13.0	-3.5%	15.0	13.0	9.9

Sale & Purchase

In the Panamax sector we had the sale of the "QI XIANG 22" (75,658dwt-blt '12, China), which was sold to Chinese buyers, for a price in the region of \$14.1m.

In the Handymax sector we had the sale of the "ZHONG CHANG 288" (40,000dwt-blt '12, China), which was sold to Chinese buyers, for a price in the region of \$10.9m.

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
AFRA	PETROPAVLOVSK	106,532	2002	TSUNEISHI, Japan	B&W	Sep-22	DH	\$ 13.8m	undisclosed	
AFRA	NORTHERN PEARL	105,535	1999	SUMITOMO, Japan	Sulzer	Jan-20	DH	\$ 7.8m	Greek	
MR	FREJA BALTIC	47,548	2008	ONOMICHI, Japan	MAN-B&W	Dec-20	DH	\$ 16.0m	Greek (Spring Marine Management)	BWTS fitted
PROD/CHEM	NEW FAITH	17,781	1997	SASEBO, Japan	B&W	Dec-22	DH	\$ 3.0m	undisclosed	
PROD/CHEM	GS FIGHTER	17,527	2008	SAMHO, S. Korea	MAN-B&W	Sep-23	DH	\$ 12.2m	undisclosed	
PROD/CHEM	SUNRISE SALVIA	12,990	2006	HIGAKI, Japan	MAN-B&W	Jan-21	DH	\$ 6.9m	Indonesian	StSt
PROD/CHEM	CAPE DALY	12,835	2010	STX, S. Korea	MAN-B&W	Jan-20	DH	\$ 6.3m	Vietnamese	
PROD/CHEM	ORIENTAL NADESHIKO	12,480	2009	MIYOSHI, Japan	MAN-B&W	May-22	DH	\$ 10.7m	South Korean (Woojin Industrial)	StSt

Bulk Carriers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
CAPE	TIGER GUANGDONG	180,099	2011	QINGDAO BEIHAI, China	MAN-B&W	Jan-21		\$ 21.3m	Chinese	internal sale
CAPE	TIGER JIANGSU	180,096	2010	QINGDAO BEIHAI, China	MAN-B&W	Oct-20		\$ 20.3m		
CAPE	TIGER SHANDONG	180,000	2011	QINGDAO BEIHAI, China	MAN-B&W	May-21		\$ 21.3m		
CAPE	TIGER LIAONING	180,000	2011	QINGDAO BEIHAI, China	MAN-B&W	Sep-21		\$ 21.3m		
PMAX	QI XIANG 22	75,658	2012	SHANGHAI SHIP, China	MAN-B&W	May-22		\$ 14.1m	Chinese	
PMAX	PHOENIX BAY	74,759	2006	HUDONG-ZHONGHUA, China	MAN-B&W	Aug-21		\$ 8.25m	Greek	
UMAX	TSUNEISHI ZHOUSHAN SS-214	63,700	2018	TSUNEISHI ZHOUSHANL, China	MAN-B&W		4 X 36t CRANES	\$ 28.0m	Japanese	
SMAX	DRACO OCEAN	58,605	2013	NANTONG COSCO, China	MAN-B&W	Oct-20	4 X 30,5t CRANES	\$ 14.7m	Greek	
SMAX	TORENIA	56,049	2007	MITSUMI TAMANO, Japan	MAN-B&W	Jul-22	4 X 30t CRANES	\$ 11.0m	Far Eastern	

Bulk Carriers Continued.

Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
SMAX	GEORGIOS S	55,725	2006	MITSUI TAMANO, Japan	MAN-B&W	Aug-20	4 X 30t CRANES	excess \$10.0m	Far Eastern	
SMAX	ALAM MANIS	55,652	2007	MITSUI CHIBA, Japan	MAN-B&W	Aug-23	4 X 30t CRANES	10.8	Indonesian	
SMAX	JIN MING	50,354	2001	SHANGHAI SHIP, China	B&W	Sep-22	4 X 35t CRANES	\$ 5.46m	Chinese (Hyde Shipping)	
HMAX	ZHONG CHANG 288	40,000	2012	ZHEJIANG QINFENG, China	MAN-B&W			\$ 10.9m	Chinese	

Containers

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
POST PMAX	ARISTOMENIS	9,954	2011	SAMSUNG, S. Korea	Wartsila	Mar-21		\$ 54.2m		
POST PMAX	ATHOS	9,954	2011	SAMSUNG, S. Korea	Wartsila	May-21		\$ 54.2m	Greek (Capital Product Partners)	incl. T/C
POST PMAX	ATHENIAN	9,954	2011	SAMSUNG, S. Korea	Wartsila	Apr-21		\$ 54.2m		
FEEDER	ASTERIX	1,849	2008	SEDEF TUZLA, Turkey	MAN-B&W	Nov-23		\$ 9.7m	Maltese (Admiral Container Lines)	
FEEDER	SAMBA	698	2007	SAINTY, China		Oct-22	2 X 60t CRANES	undisclosed	Portuguese (GS Lines)	

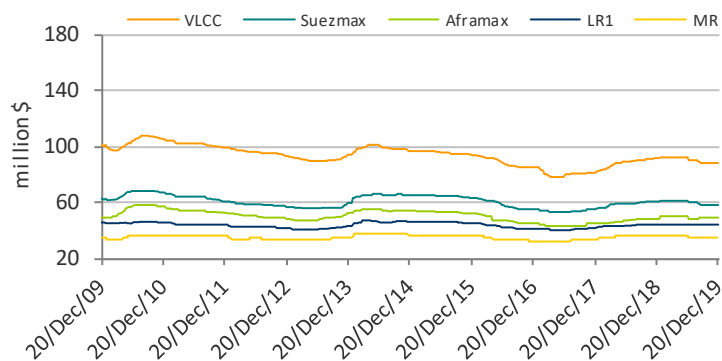
Indicative Newbuilding Prices (million\$)

	Vessel		Week 51	Week 50	±%	2018	2017	2016
Bulkers	Capesize	180k	50.0	50.0	0.0%	48	43	43
	Kamsarmax	82k	28.5	28.5	0.0%	28	25	25
	Ultramax	63k	27.5	27.5	0.0%	26	23	23
	Handysize	38k	23.0	23.0	0.0%	23	20	20
Tankers	VLCC	300k	88.0	88.0	0.0%	88	80	88
	Suezmax	160k	58.0	58.0	0.0%	59	54	58
	Aframax	115k	49.0	49.0	0.0%	47	44	48
	MR	50k	35.0	35.0	0.0%	36	33	34
Gas	LNG 174k cbm		189.0	189.0	0.0%	181	186	189
	LGC LPG 80k cbm		75.0	75.0	0.0%	71	71	74
	MGC LPG 55k cbm		66.0	66.0	0.0%	63	64	66
	SGC LPG 25k cbm		45.0	45.0	0.0%	43	42	43

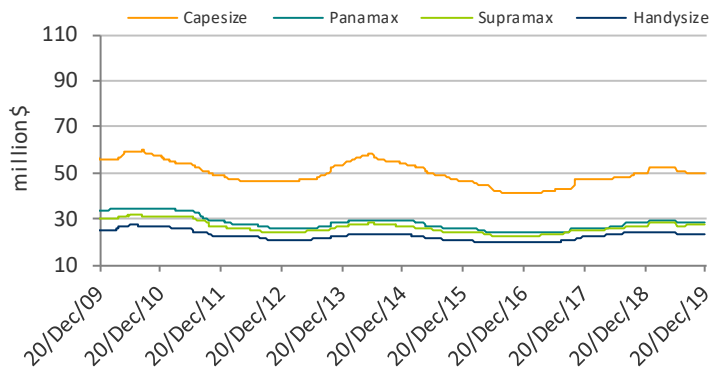
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Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)



Newbuilding Orders

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
3	Tanker	153,000 dwt	Hyundai, S. Korea	2022	Malaysian (AET)	\$ 101.3m	shuttle tankers, long T/C to Shell in Brazil
2	Tanker	24,000 dwt	Wuchang SB Group, China	-	Chinese (CSC Nanjing Tanker)	undisclosed	
4+4	Bulker	85,000 dwt	Huangpu Wenchong, China	2021	Chinese (Seacon Shipping Group)	\$ 27.3m	
4	LNG	174,000 cbm	Hyundai, S. Korea	2022	Norwegian (Knutsen)	\$ 187.5m	dual fuelled, under 7- yrs T/C to Shell
2	LNG	174,000 cbm	Hyundai, S. Korea	2022	South Korean (Korea Line)	\$ 187.5m	dual fuelled, under 7- yrs T/C to Shell
2	LNG	174,000 cbm	Hyundai, S. Korea	2022	US based (JP Morgan)	\$ 187.5m	dual fuelled, under 7- yrs T/C to Shell
2	LPG	91,000 cbm	DSME, S. Korea	2021-2022	Bermuda registered (Avance Gas)	\$ 78.5m	

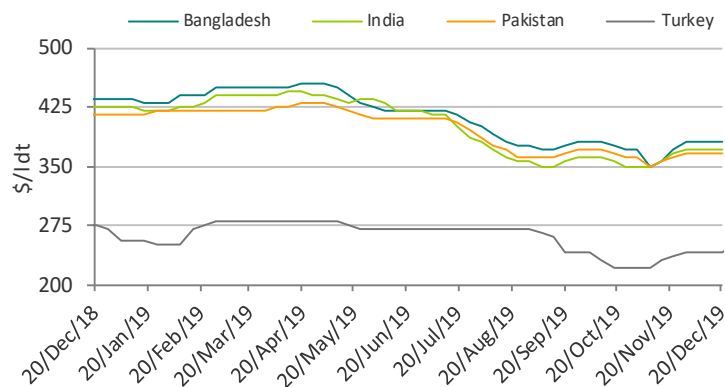
Indicative Demolition Prices (\$/ldt)

	Markets	Week 51	Week 50	±%	2018	2017	2016
Tanker	Bangladesh	380	380	0.0%	442	376	287
	India	370	370	0.0%	438	374	283
	Pakistan	365	365	0.0%	437	379	284
	Turkey	250	240	4.2%	280	250	181
Dry Bulk	Bangladesh	370	370	0.0%	431	358	272
	India	360	360	0.0%	428	354	268
	Pakistan	355	355	0.0%	427	358	267
	Turkey	240	230	4.3%	270	240	174

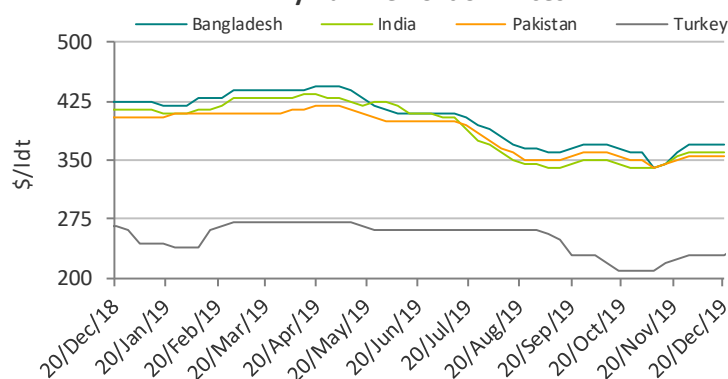
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The highest price amongst recently reported deals was paid by Bangladeshi breakers for the Feedermax container "KOTA HADIAH" (17,626dwt-5,313ldt-blt '97), which received \$399/ldt.

Tanker Demolition Prices



Dry Bulk Demolition Prices

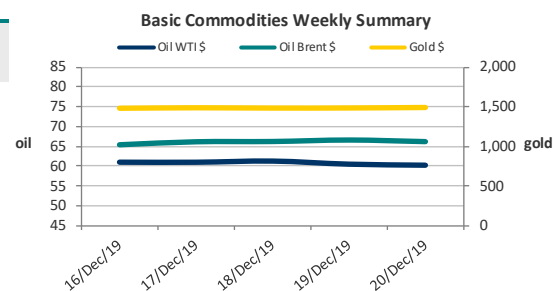


Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
MIA	26,264	7,077	1992	TURKIYE, Turkey	BULKER	undisclosed	Turkish	
KOTA HADIAH	17,626	5,313	1997	KANASASHI, Japan	CONT	\$ 399/Ldt	Bangladeshi	

Market Data

		20-Dec-19	19-Dec-19	18-Dec-19	17-Dec-19	16-Dec-19	W-O-W Change %
Stock Exchange Data	10year US Bond	1.910	1.900	1.920	1.880	1.890	5.5%
	S&P 500	3,221.22	3,205.37	3,191.14	3,192.52	3,191.45	1.7%
	Nasdaq	8,924.96	8,887.22	8,827.74	8,823.36	8,814.23	2.2%
	Dow Jones	28,455.09	28,376.96	28,239.28	28,267.16	28,235.89	1.1%
	FTSE 100	7,582.48	7,573.82	7,540.75	7,525.28	7,519.05	3.1%
	FTSE All-Share UK	4,206.27	4,200.87	4,186.14	4,179.54	4,183.97	2.7%
	CAC40	6,021.53	5,972.28	5,959.60	5,968.26	5,991.66	1.7%
	Xetra Dax	13,318.90	13,211.96	13,222.16	13,287.83	13,407.66	-0.7%
	Nikkei	23,816.63	23,864.85	23,934.43	24,066.12	23,952.35	-0.6%
	Hang Seng	27,800.49	27,800.49	27,884.21	27,843.71	27,508.09	3.0%
Currencies	DJ US Maritime	289.03	284.40	270.74	271.99	271.83	7.2%
	€ / \$	1.11	1.11	1.11	1.12	1.11	-0.4%
	£ / \$	1.30	1.30	1.31	1.31	1.33	-2.5%
	\$ / ¥	109.45	109.38	109.56	109.52	109.59	0.1%
	\$ / NoK	0.11	0.11	0.11	0.11	0.11	0.5%
	Yuan / \$	7.01	7.01	7.01	7.00	6.98	0.5%
	Won / \$	1,159.39	1,162.06	1,165.36	1,162.90	1,168.47	-1.3%
	\$ INDEX	97.69	97.38	97.40	97.22	97.02	0.5%



Bunker Prices

		20-Dec-19	13-Dec-19	W-O-W Change %
MGO	Rotterdam	591.0	565.0	4.6%
	Houston	642.5	625.5	2.7%
	Singapore	654.0	605.0	8.1%
380cst	Rotterdam	285.0	253.0	12.6%
	Houston	356.0	344.0	3.5%
	Singapore	395.0	365.0	8.2%

Maritime Stock Data

Company	Stock Exchange	Curr.	20-Dec-19	13-Dec-19	W-O-W Change %
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	13.25	11.91	11.3%
COSTAMARE INC	NYSE	USD	9.58	9.23	3.8%
DANAOS CORPORATION	NYSE	USD	9.20	8.56	7.5%
DIANA SHIPPING	NYSE	USD	3.10	3.18	-2.5%
EAGLE BULK SHIPPING	NASDAQ	USD	4.50	4.22	6.6%
EUROSEAS LTD.	NASDAQ	USD	0.50	0.40	24.7%
GLOBUS MARITIME LIMITED	NASDAQ	USD	1.01	1.21	-16.5%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	7.90	7.83	0.9%
NAVIOS MARITIME HOLDINGS	NYSE	USD	4.92	4.78	2.9%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	18.19	17.45	4.2%
SAFE BULKERS INC	NYSE	USD	1.70	1.72	-1.2%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	0.50	0.49	2.0%
STAR BULK CARRIERS CORP	NASDAQ	USD	11.39	10.93	4.2%
STEALTHGAS INC	NASDAQ	USD	3.58	3.59	-0.3%
TSAKOS ENERGY NAVIGATION	NYSE	USD	4.16	3.86	7.8%
TOP SHIPS INC	NASDAQ	USD	0.90	0.91	-1.1%

Market News

“UK shipping stocks jump as Brexit uncertainty blown away by election”.

Tanker group James Fisher leads the way among maritime shares following Tory landslide.

UK shares were rising strongly on Friday morning following the Conservative general election victory that clears a path to a swift Brexit on 31 January. The pound reached its highest level against the US dollar for 18 months as the Boris Johnson-led party secured a clear majority in parliament.

The FTSE 100 index of leading shares was up 1.68%, but shipping-related stocks did better than this. London-listed tanker and marine services group James Fisher put on 8.5%, up at £20.16 (\$27.04) each.

Shipbroker Clarksons was up 3.4% at £28.49, while rival Braemar rose 3.1% to £2.15.

London-listed Irish ferry group ICG saw its share price rise 6%. It offers services from Ireland to France, as well as across the Irish Sea.

Utility stocks were among the biggest beneficiaries as the Labour party's re-nationalisation threat lifted

Bank stocks rose 3.5% on average, as traders concluded that the Bank of England is now much less likely to cut interest rates soon...”(TradeWinds)