CLARKSON HELLAS
S&P WEEKLY BULLETIN
22nd APRIL 2013

DRY CARGO VESSELS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
PACIFIC TIARA	180.310	2004 KOYO	B+W 6S70MC-C	SS 10/14 DD 10/14	USD 25.25 M	CHINA
SEAKOH	172.247	2000 HYUNDAI	B+W 6S70MC	SS 1/15 DD 1/15	USD 16.25 M	GREECE
CAPE EUROPE	149.425	1993 CHINA	B+W 5L80MCE	SS 8/13 DD 8/13	USD 8.3 M	WINNING SHIPPING
ULTRA PAGUERA	53.609	2003 IWAGI	MAN/B+W 6S50MC-C C 4X30	SS 1/18 DD 1/16	XS USD 15 M	UNDISCLOSED
GLORY SANYE	45.216	1994 KANASASHI	MITS 6UEC52LS C 4X25	SS 8/14 DD 8/14	USD 6.6 M	M. EAST
ORIENT TRIUMPH	33.500	2012 CHINA	MAN/B+W 6S50MC C 4X35	-	USD 18.7 M	USA (Intrepid Shipping)
NORTHERN LIGHT	29.756	2001 SHIKOKU	B+W 6S42MC C 4X30	SS 7/16 DD 7/14	USD 10.9 M	GREECE
NAVISION LEADER	26.583	1987 HAKODATE	B+W 6L50MCE C 4X30	SS 2/15 DD 5/13	USD 2.9 M	UNDISCLOSED

TANKERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
ARTOIS	298.330	2001 HITACHI	B+W 7S80MC DH	SS 7/16 DD 7/14	rgn USD 28-29 M	MODEC
NORTHERN SPIRIT	112.827	2009 NEW TIMES	MAN/B+W 7S60MC-C DH/coat/coil	SS 4/14 DD 4/14	USD 30 M	SONAGOL
MARAN ALTAIR	98.880	1997 DAEWOO	MAN/B+W 5S70MC DH/coat/coil	SS 8/17 DD 8/15	USD 9.3 M	SOECHI
UACC SILA	50.105	2009 SPP	MAN/B+W 6S50MC-C DH/IMO 2	SS 3/14 DD 3/14	USD 26 M	UNDISCLOSED (incl. 5yrs BB at $9.000/day)
CAMTOOS	16.500	2012 TAIZHOU	MAN/B+W 6S35MC DH/ IMO 2 / framo	-	USD 16 M	EUROPE
GOURITZ					USD 16 M	
MOUNT JIUHUA	9.119	2011 DONGFANG	MAK 9M25C DH / IMO 2/3	-	USD 8.6 M	SINGAPORE (judicial sale)
GALLANT	4.606	1995 SINGAPORE	YANMAR M220-EN SH	-	USD 2 M	SINGAPORE

TWEEN – CONTAINERS – REEFERS – RORO

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
KENO (CONT)	39.462	2007 HYUNDAI	MAN/B+W 7K80MC-C 2.824 TEU	SS 1/17 DD 4/14	USD 15 M	UNDISCLOSED
GALLANT WAVE (CONT)	23.650	1996 SHIN KURUSHIMA	B+W 6S60MC 1.510TEU	SS 6/16 DD 5/14	USD 3.5 M	INDONESIA
ARMINIA (CONT)	12.310	1994 POLAND	B+W 6L50MC 1.012 TEU C 2X40	SS 2/14 DD 2/14	USD 2.5 M	F. EAST
ATLANTIC SUN (G.C.)	4.264	1996 NETHERLANDS	STORK 6SW280 206 TEU	SS 11/16 DD 2/14	USD 5.5 M	CHINA

RATES

BALTIC INDEX			*EXCHANGE RATE*		*BUNKER PRICES*			
BDI	888	+ 13	EURO/USD	1,3030	*BUNKERS*	*ROTTERDAM*	*SPORE*	*FUJAIRAH*
BCI	1234	- 31	YEN/USD	0,0100	IFO 380	573	599.5	603
BPI	1196	+ 84	*BRENT*		IFO 180	593	614.5	656.5
BSI	902	-----	99.88		MDO	-	829	-

NEWBUILDING

The newbuilding market has remained relatively active, with further reports of new ordering this week.

In Dry, although understood to have been concluded towards the end of 2012, this week it was reported that Japan's Namura Shipbuilding received a further four orders for their 34,000 DWT High - Bulk design from Clients of MUR Shipping, bringing the total number of this design on order at the yard to 10 vessels. Although pricing was undisclosed, delivery of these recently reported additions will be split between 2014 and 2015. This week we have also seen further orders for the SDARI 64 design, this time for four firm plus four options ordered by Wah Kwong at Chengxi Shipyard. To remind you, this yard delivered the first of the SDARI 64 design at the end of March. Delivery of the firm vessels is planned for 2015 and the options in 2016. In the Kamsarmax sector, U - Ming were reported to have declared the 3rd and 4th options in a series of 84,000 DWT wide - beam bulk carriers from Oshima Shipbuilding. Both vessels are understood to be for delivery in 2014. Having reported new Capesize orders almost every week so far this year, it was no surprise that orders for a further two plus two 180,000 DWT Capes came to light this week. The order was placed by Clients of Quintana Ship Management at Sungdong Shipbuilding, with delivery of both the firm vessels and options, if declared, in 2015.

In Wet, although limited ordering this week a further LR2 has been added to the orderbook with Clients of Densa Shipping reportedly declaring an option for one 106,000 DWT LR2, with delivery in the first quarter of 2015. In the other sectors, there is just one RO - RO order to report this week with Nordana Line having contracted a single 11,000 DWT vessel at Visentini in Italy.

(THE INFORMATION CONTAINED IN THIS REPORT HAS BEEN OBTAINED FROM VARIOUS MARKET SOURCES. WE BELIEVE THIS INFORMATION TO BE CORRECT BUT WE CAN NOT GUARANTEE ITS ACCURACY OR COMPLETENESS. HENCE WE CAN NOT BE HELD RESPONSIBLE FOR ANY ACTION OR FAILURE TO TAKE ACTION UPON RELIANCE ON INFORMATION CONTAINED HEREIN. THIS REPORT MUST NOT BE REPRODUCED OR DISTRIBUTED TO ANY THIRD PARTY.)