



# CLARKSON HELLAS

## S&P WEEKLY BULLETIN

26<sup>th</sup> MARCH 2013

### DRY CARGO VESSELS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
C. S. PEGASUS	77.663	1998 MITSUI	B+W 5S60MC post panamax beam	SS 3/18 DD 7/15	USD 8 M	INDONESIA
SANTANA	50.271	2001 MITSUI	B+W 6S50MC-C C 4X30	SS 7/16 DD 10/14	USD 13 M	GREECE
GOLDEN ELPIS	46.645	1997 MITSUI	B+W 6S50MC C 4X30	SS 2/17 DD 3/15	USD 8.5 M	UNDISCLOSED
DA SHI TONG (boxed/open hatch)	31.802	1997 HAKODATE	MIT 6UEC52LA C 4X30	SS 11/17 DD 2/16	USD 8 M	UNDISCLOSED
ELENI G	31.605	1985 SHIN KURUSHIMA	B+W 6L50MCE C 5X25	SS 8/15 DD 11/13	USD 2.8 M	CHINA
FUAT BEY	27.652	1985 MITSUBISHI	MIT 6UEC52L C 4X25	SS 3/15 DD 4/13	USD 3.1 M	CHINA

### TANKERS

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
SAMCO ASIA	305.000	2003 HYUNDAI	B+W 6S90MC-C DH	SS 7/13 DD 7/13	USD 35.5 M	GREECE
ANTONIS	309.371	2001 SAMSUNG	B+W 7S80MC DH	SS 5/16 DD 6/13	USD 26 M	GREECE
ALMISUN	157.340	2013 DAEWOO	MAN/B+W 6S70MC-C DH	-	USD 55 M	NAT
ST. PAULI	47.149	2003 ONOMICHI	MAN/B+W 6S50MC DH/pumproom type	SS 5/13 DD 5/13	USD 14 M	GREECE
FAIR EXPRESS	45.974	2003 SHIN KURUSHIMA	MIT 6UEC60LA DH/pumproom type	SS 4/13 DD 4/13	USD 15.25 M	EUROPE
TRAVESTERN	17.080	1993 GERMANY	MAN 7L48/60 DH/IMO 1-2/ice 1A	-	USD 6.5 M	CANADA
TRADEWIND UNION (ST/ST)	10.500	1997 ASAKAWA	B+W 6S35MC DH	SS 9/17 DD 9/15	USD 8 M	KOREA
DUTA BANGSA	6.118	1990 SANUKI	HANSHIN 6EL40 DH/IMO 3	SS 2/15 DD 2/15	USD 2.4 M	UNDISCLOSED
TUGRUL S (ST/ST)	3.510	2004 TURKEY	MAN/B+W 6L27/38 DH	-	USD 6 M	UNIBALTIC
BUENA ESTELA (LPG)	3.192	1998 KANREI	B+W 6S26MC 3.513cbm	SS 5/13 DD 5/13	USD 7.5 M	UNDISCLOSED

### TWEEN – CONTAINERS – REEFERS – RORO

VESSEL	DWT	BLT	DETAILS	SS/DD	PRICE	BUYER
YM SKY (CONT)	22.077	2003 IMABARI	MAN/B+W 7S60MC-C 1.620 TEU	SS 6/18 DD 3/16	USD 7.5 M	UNDISCLOSED

## **RATES**

<b>BALTIC INDEX</b>			<b>EXCHANGE RATE</b>		<b>BUNKER PRICES</b>			
BDI	931	+ 32	EURO/USD	1,2863	<b>BUNKERS</b>	<b>ROTTERDAM</b>	<b>SPORE</b>	<b>FUJAIRAH</b>
BCI	1275	- 20	YEN/USD	0,0106	IFO 380	600.5	627.5	627.5
BPI	1204	+ 32	<b>BRENT</b>		IFO 180	620.5	635	680
BSI	977	+ 40	107.64		MDO	-	891	-

## **S & P**

### **NEWBUILDING**

The ordering momentum has continued this week, particularly in the larger sizes of each sector including a further 5 firm Capesize vessels being added to the orderbook. Since February, we have seen the last remaining 2014 berths for Capesize orders now filled, with delivery for new orders moving firmly into 2015. Comparing the number of Capes delivered last year to the expected future deliveries, there is a stark difference with around a quarter of the number of expected deliveries in 2014 compared with 2012. Away from charter rates, it will be interesting to see whether this makes a significant contribution to recalibrating the supply/demand balance, particularly as further capes are taken out of the market for demolition.

In the dry bulk sector, Clients of Alcyon Shipping placed contracts for three firm plus one option 180,000 DWT Capesize at Sungdong. Pricing has not been disclosed, however delivery of all vessels are planned for 2015. Continuing with the Capesize orders from the John Fredriksen Group, JMU received an order for two firm 182,000 DWT bulk carriers from Clients of Knightsbridge Tankers, with deliveries again set to be in 2015. In the Supramax sector, Clients of Ultrabulk have placed an order for two 61,000 DWT bulk carriers at an unknown Japanese yard. We understand these are declared options held at either Oshima or Shin Kasado, with deliveries of both vessels set for 2016.

There has been limited ordering in the tanker market this week, however continuing on from last week's MR ordering it was reported that Clients of DS Norden have placed an order for two firm plus two option 52,000 DWT Product/Chemical tankers at STX Jinhae. Pricing was undisclosed, however delivery of all firm and option vessels is understood to be lined up for 2014.

With only two large LNG carriers having been ordered so far this year, this week has seen Nigeria LNG reported to have secured financing for their order for six firm 170,000 cbm LNG carriers. Four of these vessels have been placed at Samsung Heavy Industries and a further two at HHI, with deliveries at both yards split between 2015 and 2016.

The orders for larger vessels continued in the container market with Clients of K - Line ordering five firm 13,870 TEU container ships at Japan's Koyo Dock (part of Imabari Group). Delivery of all vessels is planned in Q2 and Q3 2015. Finally, Clients of China Navigation contracted four firm plus four option 22,000 DWT Multipurpose vessels at Zhejiang Ouhua Shipbuilding with delivery of the firm vessels in 2015 and options in 2016.

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