

Market insight

By Panos Makrinos
SnP Broker

Going through the second week of January, we can fairly say that last year was a very challenging one. From the beginning of the second half of 2013 and all the way through December, we witnessed a continuous increase of buying interest in both the newbuilding and second hand market. The said interest was in fact so intense that many times the level a deal would be concluded at, would be excessively higher from the respective market at the time. We witnessed a lot of dry units, mainly modern ones, that would come up as sales candidates, attracting named interest from many European buyers, who would later request an inspection. As the length of the list of potential buyers would grow longer, the news would quickly circulate in the market, driving Sellers' ideas to higher levels and as a result many owners came closer to considering whether that would be a good time to sell one of their units and bag the cash for future acquisitions.

Despite the fact that asset prices displayed notable increases during 2013, we also watched an increase in the number of vessels that were sold compared to 2012, which is estimated to be around 23% higher. Similarly, in the newbuilding market we witnessed an increase of orders, which in this case doubled compared to the year before, with buyers being attracted more and more by modern designs of eco specs. The fact that newbuilding prices reached two-year highs didn't seem to deter owners from ordering, as despite any increase achieved, the matter of fact was that prices still hovered around historically low levels.

Oppositely, the demolition market didn't share the same fate. The impressive activity witnessed in 2012 didn't repeat itself in 2013, despite the fact that the market was waiting that this would be another record year and that demolition prices did reach levels that would be considered more than enticing for owners who were thinking to scrap their vessels. The intense SnP activity that drove asset prices higher was in a big part responsible for this lack of demo candidates. As a matter of fact, we saw many ships built in the 80s, which around the end of 2012 were expected to be scrapped sooner rather than later, being sold for further trading in levels well above scrap.

The upwards course of freight rates also played an important role to both the increase of SnP activity and the slowing down of demolition activity. As owners kept witnessing the daily return of their units increasing substantially and in many cases reaching two year highs, the positive sentiment quickly filtered through the market, bringing along not only an overall optimistic tone but also the urge for new investment in the industry, especially from private equity funds.

For most, this current year is expected to be as good as 2013 to the least. If the freight market continues its steadily improving course we would most probably watch more funds being invested in shipping even from non-traditional shipping investors. Nonetheless, the overcapacity issue is still very much present and in order for 2014 to meet expectations we will also need to see more vessels heading for scrap, so that modern and newbuilding tonnage secure employment more easily. We wouldn't be surprised if during this year we saw an increasing number of 90s built ships heading for breaking. In the same spirit China has in fact started to "seduce" owners with substantial subsidies for those who decide to scrap their units and replace them with an eco-newbuilding that will carry the Chinese flag. Hopefully, more countries will follow similar policies that will help excessive tonnage to leave the market and a much healthier demand/supply relationship to return.

Chartering (Wet: **Stable+** / Dry: **Softer-**)

The Dry Bulk has moved further south, with rates for Capes noting the biggest decreases, while the rest of the market has proven to be more resistant positionally. The BDI closed today (14/01/2014) at 1,370 points, down by 25 points compared to yesterday's levels (13/01/2014) and a decrease of 506 points compared to previous Tuesday's closing (07/01/2014). Rates for VLs pulled back, while those for Suezmaxes have managed to reach higher levels, giving some further assurance to owners who have been enjoying the recent rally in the segment. The BDTI Monday (13/01/2014), was at 1,053 points, an increase of 47 points and the BCTI at 608, an increase of 1 point compared to the previous Monday (06/01/2014).

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

SnP activity has surged this week, with potential buyers seeming unable to resist to the market consensus that this will be a better year than 2013. Consensus and sentiment can of course drive the market in many cases but if second hand prices continue to increase we will need to see stronger and steadier freight rates for longer periods in order to excuse the strong trend in sales. On the tankers side, we had the sale of the "HERO" (156,053dwt-blt 11, China), which was reported sold to Greek buyers for a price of US\$ 51.5m. On the dry bulker side, we had the en-bloc sale of the "QINGDAO BEIHAI BC180-30" (180,000dwt-blt 14 China) and the "QINGDAO BEIHAI BC180-26" (180,000dwt-blt 14 China), which were picked up by Greek owner Transmed, for a price of \$ 48.0m each.

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

The list of new orders continues to grow longer as January seems to have kicked off with renewed appetite from those owners who are able to get access to finance. Amongst the list of recently reported deals, Scorpio, the usual suspect behind a substantial chunk of last years newbuilding orders, has re-appeared with a sizeable order of 17 Capesize vessels across yards in S. Korea, China and Romania. Are orders like that very risky at this stage? The reality is that the dynamics of the market appear to have shifted. Until the bigger part of the vessels on order has been delivered, which will weigh down on the market at the time, the possibilities of profitable resale deals in the mean time are at this stage fairly possible. In terms of new orders, Greek owner Golden Union has placed an order for two firm plus three optional Kamsarmaxes (81,200dwt) at AVIC Weihai in China, for a reported price of \$ 27.5m each.

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

After the market has pulled back as the year kicked off, it seems that some of the lost ground has now been covered and sentiment has started to strengthen across the Indian Sub-Continent once again. Indian breakers were confident enough to increase their bids on dry units on the back of the Indian Rupee behaving steadily and steel prices settling to levels that provided confidence to local buyers, who manage to snap the majority of vessels reported heading for scrap this week. At the same time, Bangladesh seems to have steadily started coming out of the political unrest as the existing government managed to stay in place after the general elections that took place on the 5th of January, which restored some of the market confidence at least for now. The rest of the market remained quiet with Pakistani and Chinese breakers choosing to sit on the sidelines, while both prices and activity reflected that very lack of interest from end buyers in both countries. Average prices this week for wet tonnage were at around 350-445\$/ldt and dry units received about 340-435\$/ldt.

The LNG Market Report 2013

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Intermodal 
Research & Valuations

17th klm Ethniki Odos Athens-Lamia & 3 Agrambelis Str,
N.Kifissia 145 64
Athens - Greece
Website: www.intermodal.gr

Research & Valuations Department
research@intermodal.gr

Analysts:
Mr. George Lazaridis
+30 210 629 3320
g.lazaridis@intermodal.gr

Ms. Eva Tzima
+30 210 629 3329
e.tzima@intermodal.gr

Spot Rates

Vessel	Routes	Week 2		Week 1		\$ /day ±%	2014 \$ /day	2013 \$ /day
		WS points	\$ /day	WS points	\$ /day			
VLCC	265k MEG-JAPAN	46	32,974	58.5	54,098	-39.0%	43,441	21,133
	280k MEG-USG	31.5	26,751	36	36,881	-27.5%	31,731	7,132
	260k WAF-USG	70	64,732	70	63,732	1.6%	67,737	26,890
Suezmax	130k MED-MED	155	88,054	130	67,380	30.7%	77,507	17,714
	130k WAF-USAC	125	58,758	107.5	45,192	30.0%	51,795	13,756
	130k BSEA-MED	145	90,447	127.5	73,965	22.3%	77,507	17,714
Aframax	80k MEG-EAST	115	21,855	117.5	22,602	-3.3%	22,099	11,945
	80k MED-MED	125	39,564	155	56,594	-30.1%	47,909	13,622
	80k UKC-UKC	155	63,187	155	62,996	0.3%	81,347	18,604
	70k CARIBS-USG	250	71,208	205	53,620	32.8%	62,334	16,381
Clean	75k MEG-JAPAN	69	5,022	80	9,139	-45.0%	6,885	12,011
	55k MEG-JAPAN	90	7,067	95	8,545	-17.3%	7,736	12,117
	37K UKC-USAC	145	14,585	122.5	9,208	58.4%	11,822	11,048
	30K MED-MED	165	25,408	167.5	25,963	-2.1%	25,501	17,645
Dirty	55K UKC-USG	150	32,417	140	27,608	17.4%	29,937	14,941
	55K MED-USG	157.5	32,735	140	25,640	27.7%	28,902	12,642
	50k CARIBS-USAC	190	44,221	177.5	38,591	14.6%	41,331	15,083

TC Rates

\$ /day		Week 2	Week 1	±%	Diff	2014	2013
VLCC	300k 1yr TC	26,250	27,250	-3.7%	-1000	26,750	20,087
	300k 3yr TC	25,250	24,250	4.1%	1000	24,700	23,594
Suezmax	150k 1yr TC	20,250	18,250	11.0%	2000	19,250	16,264
	150k 3yr TC	20,750	18,250	13.7%	2500	19,450	18,296
Aframax	110k 1yr TC	14,750	14,750	0.0%	0	14,750	13,534
	110k 3yr TC	16,250	15,750	3.2%	500	15,950	15,248
Panamax	75k 1yr TC	15,250	15,250	0.0%	0	15,250	15,221
	75k 3yr TC	16,250	16,250	0.0%	0	16,200	15,729
MR	52k 1yr TC	15,500	15,250	1.6%	250	15,375	14,591
	52k 3yr TC	16,250	15,750	3.2%	500	15,950	15,263
Handy size	36k 1yr TC	14,750	14,250	3.5%	500	14,500	13,298
	36k 3yr TC	15,500	15,000	3.3%	500	15,200	13,907

Chartering

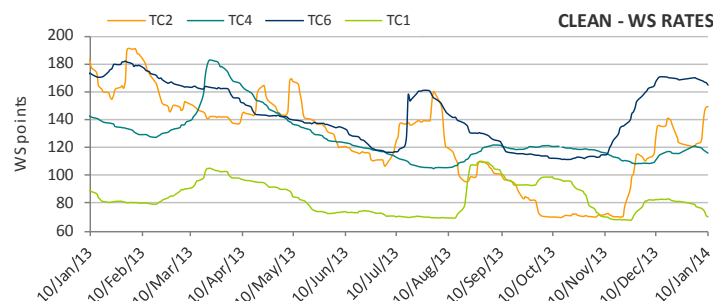
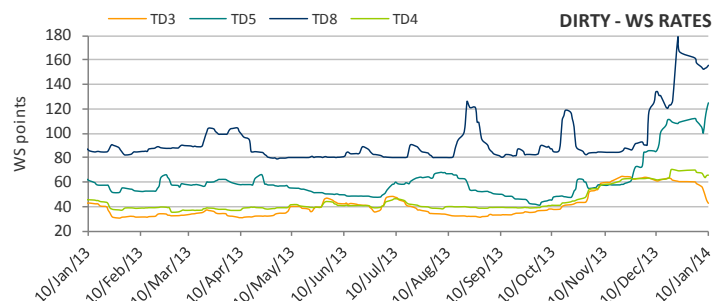
Despite the resistance displayed last week, it seems that the post holiday effect has finally managed to take its toll on rates. The downward pressure was nevertheless only partially felt in the crude carriers market, as it was mainly the VL sector that suffered from expanding position lists. As a matter of fact, rates ex-MEG have softened this past week, despite the fact that reported activity was higher than the week prior, fact which clearly shows that owners have lowered their ideas substantially. At the same time the WAF/USG voyage has maintained its levels, enjoying some of the Suezmax spill overs in the region.

As a matter of fact rates for Suezmaxes ex-WAF have reached levels not seen for quite some time. Charterers seemed eager to continue fixing throughout the week, boosting rates for all traditional routes significantly, with cross-Med voyages being quoted at WS 155 and driving the average rate for the segment to surpass \$ 70,000/day, while bad weather in both Europe and the U.S. supported fresh enquiries.

The bad weather has also been an "ally" for Afra rates in the Caribs region as the tight list of ballasters was unable to cover the continuous rising demand. On the other hand, activity in the Black Sea/Med region was much quieter this week, although we saw rates covering some of their losses mid-week onwards.

Indicative Period Charters

- 12/12 mos	- 'TAMARIN'	2008	50,122dwt
-	-	-\$ 14,500/15,000/day	- Shell
- 12 mos	- 'LR ALDEBARAN'	2007	109,700dwt
-	-	-\$ 15,750 day	- Vitol



Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Jan-14	Dec-13	±%	2014	2013	2012
VLCC	300KT DH	65.0	59.0	10.2%	65.0	56.2	62.9
Suezmax	150KT DH	44.0	41.0	7.3%	44.0	40.1	44.9
Aframax	110KT DH	34.0	31.3	8.8%	34.0	29.2	31.2
LR1	75KT DH	32.0	31.0	3.2%	32.0	28.0	26.7
MR	52KT DH	30.5	29.0	5.2%	30.5	24.7	24.6

Sale & Purchase

In the Suezmax sector, we had the sale of the "HERO" (156,053dwt-blt 11, China), which was reported sold to Greek buyers for a price of US\$ 51.5m.

In the LR sector we had the sale of the "ANNA VICTORIA" (74,999dwt-blt 04, S. Korea), which was also picked up by Greek, for a price of US\$ 22.0m.

Baltic Indices

	Week 2 10/01/2014		Week 1 03/01/2014		Point Diff	\$ /day ±%	2014	2013
	Index	\$ /day	Index	\$ /day			Index	Index
BDI	1,512		2,036		-524		1,860	1,205
BCI	2,101	\$17,452	3,531	\$33,514	-1430	-47.9%	2,998	2,106
BPI	1,621	\$12,921	1,750	\$13,948	-129	-7.4%	1,698	1,186
BSI	1,190	\$12,448	1,276	\$13,347	-86	-6.7%	1,231	983
BHSI	730	\$10,465	763	\$10,947	-33	-4.4%	748	562

Period

	\$ /day	Week 2	Week 1	±%	Diff	2014	2013
Capesize	170K 6mnt TC	21,750	25,750	-15.5%	-4,000	23,700	17,625
	170K 1yr TC	21,250	22,250	-4.5%	-1,000	21,700	15,959
	170K 3yr TC	23,250	22,250	4.5%	1,000	22,700	16,599
Panamax	76K 6mnt TC	17,625	17,250	2.2%	375	17,388	12,224
	76K 1yr TC	14,625	13,750	6.4%	875	14,138	10,300
	76K 3yr TC	13,750	13,375	2.8%	375	13,513	10,317
Supramax	55K 6mnt TC	14,500	14,000	3.6%	500	14,200	11,565
	55K 1yr TC	12,500	12,500	0.0%	0	12,450	10,234
	55K 3yr TC	12,000	12,000	0.0%	0	11,950	10,482
Handysize	45k 6mnt TC	12,250	12,000	2.1%	250	12,075	9,771
	45k 1yr TC	10,500	10,500	0.0%	0	10,450	8,852
	45k 3yr TC	10,500	10,500	0.0%	0	10,450	9,237
Handysize	30K 6mnt TC	10,250	10,250	0.0%	0	10,200	8,244
	30K 1yr TC	9,500	9,600	-1.0%	-100	9,500	8,309
	30K 3yr TC	9,750	9,750	0.0%	0	9,700	8,926

Chartering

The holiday hangover seems well underway for the Dry Bulk market that saw more ground being lost this past week. The BDI has closed off on Friday noting a weekly loss of more than 500 points and returning to levels last seen at the end of November. We certainly don't expect any miracles to happen during the weeks leading to the Chinese New Year but at the same time there should be some positive correction due, as the Chinese will probably want to stock up before the holidays.

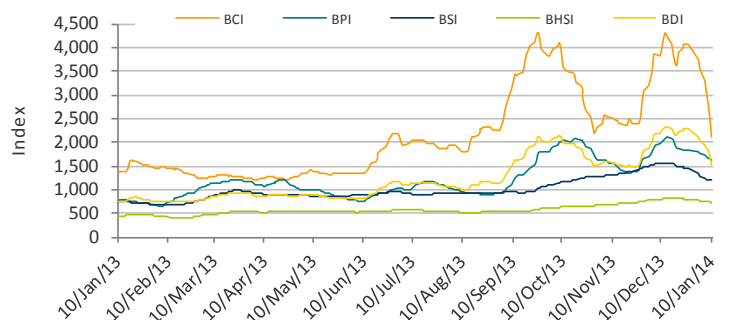
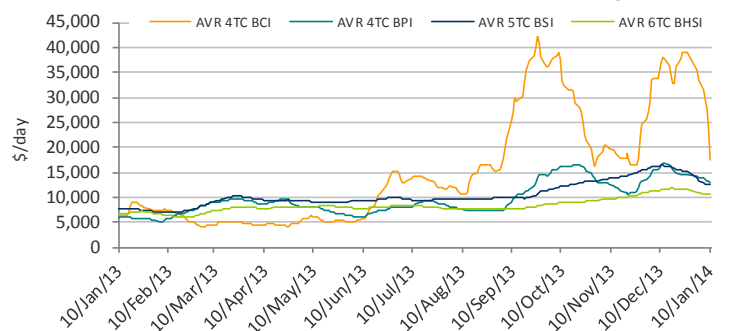
The Capesize segment has noted the biggest declines across the board for yet another week, on the back of an extremely quiet Pacific basin that saw a limited number of fixtures throughout the week. The Atlantic Capesize market wasn't strong enough either, as bad weather has limited both the supply and demand, driving as result the average rate for the segment back to below \$20,000/day.

The Atlantic Panamax rates continued their retreat over the last week on the lack of fresh inquiry and lengthening tonnage lists. Only business from the U.S. Gulf continues to see steady numbers. ECSA business saw rates ease again as charterers are still drawing ballasters from the East. The Pacific Panamax remained quiet, while in terms of period business things were fairly active.

Rates for both Supras and Handies also lost some ground, with the former facing a very quiet week in the Med, while USG held much better. The Atlantic Handysize business trended sideways into the weekend, with rates holding on suggestions that tonnage and fresh inquiry are fairly balanced.

Indicative Period Charters

-11/13 mos	- 'PHOENIX OCEAN '	2013	76,000dwt
-dely Shanghai 10/15 Jan	-\$ 13,500/day		- Bunge
-4/6 mos	- 'STAHLA'	2012	76,059dwt
-Kashima 13/20 Jan	-\$ 13,000/day		- Ultrabulk

Baltic Indices

Average T/C Rates

Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5 yrs old		Jan-14	Dec-13	±%	2014	2013	2012
Capesize	180k	44.5	43.8	1.7%	44.5	35.8	34.6
Panamax	76K	26.0	25.5	2.0%	26.0	21.3	22.7
Supramax	56k	25.0	24.5	2.0%	25.0	21.5	23.0
Handysize	30K	20.0	19.0	5.3%	20.0	18.2	18.2

Sale & Purchase

In the Capesize sector, we had the en-bloc sale of the "QINGDAO BEIHAI BC180-30" (180,000dwt-blt 14 China) and the "QINGDAO BEIHAI BC180-26" (180,000dwt-blt 14 China), which were picked up by Greek owner Transmed, for a price of \$ 48.0m each.

In the Kamsarmax sector we had the sale of the "MINERAL PEARL" (81,545dwt-blt 13, China), which was also picked up by Greek buyers, for a price of US\$ 26.0m

Tankers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price	Buyers	Comments
VLCC	BLUE OPAL	317,000	2011	DAEWOO SHIPBUILDING &, S. Korea	MAN-B&W	Jun-17	DH	\$ 83.4m	FPSO Operator	
VLCC	DS SATURN	299,127	1998	DAEWOO HEAVY INDUSTRIE, S. Korea	Sulzer	Feb-18	DH	\$ 23.2m	Singaporean (Sentek Marine)	
SUEZ	HERO	156,532	2011	JIANGSU RONGSHENG SHIP, China	MAN-B&W	Mar-16	DH	\$ 51.5m	Greek	
AFRA	VALLESINA	109,060	2009	HUDONG-ZHONGHUA SHIPBU, China	MAN-B&W	Apr-14	DH	\$ 30.0m	Canadian (Teekay)	
AFRA	VALDARNO	109,060	2010	HUDONG-ZHONGHUA SHIPBU, China	MAN-B&W	Mar-15	DH	\$ 30.0m		
AFRA	VALFOGLIA	109,060	2009	HUDONG-ZHONGHUA SHIPBU, China	MAN-B&W	Jan-14	DH	\$ 30.0m		
AFRA	VALBRENTA	109,038	2009	HUDONG-ZHONGHUA SHIPBU, China	MAN-B&W	Oct-14	DH	\$ 30.0m		
LR1	ANNA VICTORIA	74,999	2004	HYUNDAI HEAVY INDS - U, S. Korea	MAN-B&W	Feb-09	DH	\$ 22.0m	Greek	epoxy
MR	IVER EXCEL	45,750	1997	HALLA ENG & HI - SAMHO, S. Korea	B&W	Mar-17	DH	undisclosed	Peruvian	epoxy-phen
PROD/CHEM	CLIPPER MAKISHIO	19,999	2009	FUKUOKA NAGASAKI,	MAN-B&W	Feb-14	DH	\$ 26.8m	Norwegian (Songa Shipping)	StSt
PROD/CHEM	CLIPPER DAISY	12,756	1998	ASAKAWA,	B&W	Jan-14	DH	\$ 8.5m	S. Korean	StSt
PROD/CHEM	CLIPPER KARINA	11,420	2006	STX SHIPBUILDING - BUS, S. Korea	MAN-B&W	Jan-16	DH	\$ 11.5m	S. Korean	epoxy-phen
PROD/CHEM	CLIPPER KATE	11,259	2006	STX SHIPBUILDING - BUS, S. Korea	MAN-B&W	May-16	DH	\$ 11.5m		epoxy-phen
SMALL	RUN ZE	9,000	2011	CHONGQING CHUANDONG SH, China	Wartsila	Nov-16	DH	\$ 18.65m	Chinese	StSt
SMALL	RUI XIANG	9,000	2011	CHONGQING CHUANDONG SH, China	Wartsila	Mar-17	DH	\$ 18.65m		StSt
SMALL	BTS ELIZABETH	8,063	2010	NOKBONG SHIPBUILDING C, S. Korea	MAN-B&W	Jul-15	DH	\$ 11.0m	undisclosed	epoxy
SMALL	YOU SHEN 8	6,576	2004	HAKATA,	Mitsubishi	Dec-13	DH	undisclosed	Chinese	StSt
SMALL	BOW MATE	6,001	1999	SZCZECINSKA PORTA HOLD, Poland	B&W	Oct-14	DH	\$ 6.8m	S. Korean	StSt

Bulk Carriers										
Size	Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
CAPE	QINGDAO BEIHAI BC180-30	180,000	2014	QINGDAO BEIHAI SHIPBUI, China	MAN-B&W	-		\$ 48.0m	Greek (Transmed)	
CAPE	QINGDAO BEIHAI BC180-26	180,000	2014	QINGDAO BEIHAI SHIPBUI, China	MAN-B&W	-		\$ 48.0m		
CAPE	ZHOUSHAN JINHAIWAN J0021	176,000	2012	JINHAI HEAVY INDUSTRY, China	MAN-B&W	-		\$ 46.5m	Greek (Marmaras Nav)	
KMAX	PRETTY MASTER	82,000	2014	ZHEJIANG JUDGER SHIPBU, China	MAN-B&W	-		\$ 24.0m	Chinese (Shandong Shagang)	
KMAX	MINERAL PEARL	81,545	2013	GUANGZHOU LONGXUE SHIP, China	MAN-B&W	Mar-18		\$ 26.0m	Greek	
PMAX	GRAND DIVA	76,596	2007	IMABARI MARUGAME,	MAN-B&W	Apr-14		\$ 21.8m	Italian (JV of Augustea & Bunge)	forward delivery May/July
PMAX	GLOBAL TRIUMPH	72,870	1996	CHINA SHIPBUILDING KEE, Taiwan	Sulzer	Nov-16		\$ 8.0m	Chinese	
SMAX	ORIENT RISE	56,700	2010	QINGSHAN, China	MAN-B&W	Apr-15	4 X 30t CRANES	\$ 21.5m	German	
HMAX	EILHARD SCHULTE	48,913	1999	IHI - TOKYO,	Sulzer	Aug-14	4 X 25t CRANES	\$ 12.7m	Greek	
HMAX	SEA PEACE	46,786	2000	KANASASHI HI - TOYOHAS,	Mitsubishi	Jun-15	4 X 30t CRANES	\$ 14.2m	Greek	
HMAX	AZURE SKY	45,712	1995	HASHIHAMA SHBLDG - TAD,	B&W	Mar-15	4 X 30t CRANES	\$ 8.5m	Greek	
HANDY	DANIELA BOLTEN	23,641	2008	SHIN KOCHI,	MAN-B&W	Jan-18	4 X 30t CRANES	\$ 14.8m	undisclosed	

Containers										
Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
PMAX	CAP SALINAS	4,800	2013	SHANGHAI SHIPYARD CO L, China	MAN-B&W	-		\$ 43.5m	German (Hamburg-Sud)	
FEEDER	PLATINUM DIAMOND	902	1998	CELIKTEKNE TUZLA, Turkey	B&W	Sep-17	2 X 40t CRANES	undisclosed	undisclosed	
FEEDER	PLATINUM JADE	902	1996	CELIKTEKNE TUZLA, Turkey	B&W	Jun-16	3 X 40t CRANES	undisclosed	undisclosed	

Offshore										
Type	Name	Dwt	Built	Yard	M/E	Bhp	SS due	Price	Buyers	Comments
Pipe Carrier	HIGHLAND WARRIOR	2,426	1981	ULSTEIN HATLO ULSTEINV, Norway	Nohab	5,300	Jan-16	undisclosed	(Camgsa)	

MPP/General Cargo

Name	Dwt	Built	Yard	M/E	SS due	Gear	Price	Buyers	Comments
ALKA	7,346	1994	NERVION S.A. BILBAO85, Spain	B&W	Mar-14	4 X 20t CRANES	undisclosed	undisclosed	
SOMERS ISLES	3,500	2011	HONG HA, Vietnam	MaK	Jan-17		undisclosed	undisclosed	

Gas/LPG/LNG

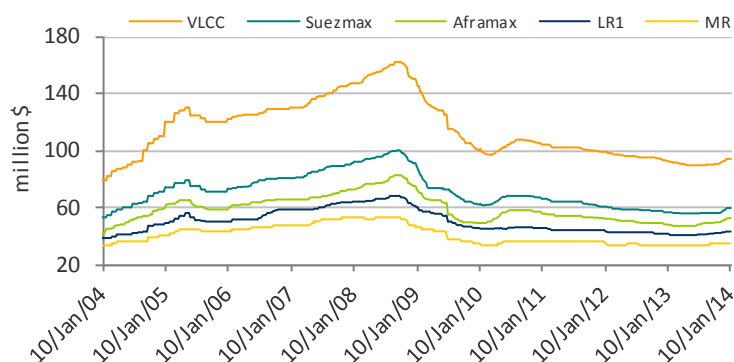
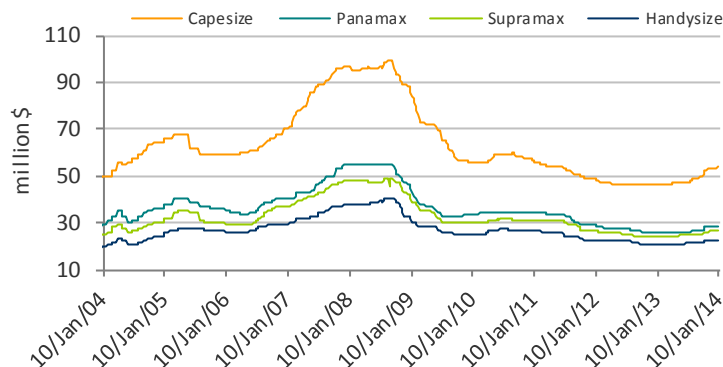
Type	Name	Dwt	Built	Yard	M/E	SS due	Cbm	Price	Buyers	Comments
LPG	SIGLOO DISCOVERY	12,311	1989	BENETTI VIAREGGIO, Italy	B&W	Mar-14	10,326	\$ 8.6m	Indian	might have been sold for scrap
LPG	ALSTERGAS	5,694	1991	PATTJE WATERHUIZEN BV, Netherlands	MaK	Jan-16	4,234	undisclosed	Middle Eastern	
LPG	DP AZALEA	3,398	1991	MURAKAMI HIDE,	Mitsubishi	Aug-16	3,246	undisclosed	undisclosed	

Indicative Newbuilding Prices (million\$)

	Vessel		Week 2	Week 1	±%	2014	2013	2012
Bulkers	Capesize	180k	53.5	53.5	0.0%	53.5	49	47
	Panamax	77k	27.5	27.5	0.0%	27.5	27	27
	Supramax	58k	26.0	26.0	0.0%	26	25	26
	Handysize	35k	22.0	22.0	0.0%	22	22	22
Tankers	VLCC	300k	93.5	93.5	0.0%	93.5	91	96
	Suezmax	160k	59.0	59.0	0.0%	59	57	59
	Aframax	115k	52.0	52.0	0.0%	52	49	51
	LR1	75k	42.5	42.5	0.0%	42.5	42	43
	MR	52k	34.5	34.5	0.0%	34.5	34	35
Gas	LNG	150K	184.5	184.5	0.0%	184.5	186	186
	LGC LPG	80k	74.5	74.5	0.0%	74.5	71	72
	MGC LPG	52k	64.5	64.5	0.0%	64.5	63	63
	SGC LPG	23k	42.5	42.5	0.0%	42.5	42	44

The list of new orders continues to grow longer as January seems to have kicked off with renewed appetite from those owners who are able to get access to finance. Amongst the list of recently reported deals, Scorpio, the usual suspect behind a substantial chunk of last years newbuilding orders, has re-appeared with a sizeable order of 17 Capesize vessels across yards in S. Korea, China and Romania. Are orders like that very risky at this stage? The reality is that the dynamics of the market appear to have shifted. Until the bigger part of the vessels on order has been delivered, which will weigh down on the market at the time, the possibilities of profitable resale deals in the mean time are at this stage fairly possible.

In terms of reported deals last week, Greek owner Golden Union has placed an order for two firm plus three optional Kamsarmaxes (81,200dwt) at AVIC Weihai in China, for a reported price of \$ 27.5m each.

Tankers Newbuilding Prices (m\$)

Bulk Carriers Newbuilding Prices (m\$)

Newbuilding Orders

Units	Type	Size	Yard	Delivery	Buyer	Price	Comments
1	Tanker	300,000 dwt	Hyundai, S. Korea	Sep-16	Norwegian (DHT Holdings)	\$ 92.7m	option
2+1	Tanker	115,000 dwt	Sungdong, S. Korea	Jul-05	Greek (Lyras)	\$ 54.0m	LR1
11	Bulker	180,000 dwt	Sungdong, S. Korea	2015-2016	Italian (Scorpio Bulkers)	\$ 57.0m	
2	Bulker	180,000 dwt	DSME Magnalia, Romania	2016	Italian (Scorpio Bulkers)	\$ 53.0m	
4	Bulker	180,000 dwt	SWS, China	2016	Italian (Scorpio Bulkers)	\$ 53.0m	
1	Bulker	82,000 dwt	Dayang, China	May-16	Greek (Diana Shipping)	\$ 29.0m	
2+3	Bulker	81,200 dwt	AVIC Weihai, China	2016	Greek (Golden Union)	\$ 27.5m	
4	Bulker	64,000 dwt	Jinling, China	2015	Chinese (Sinotrans)	\$ 26.0m	
4	Bulker	64,000 dwt	Taizhou Sanfu, China	2015-2016	Thai (Precious Shipping)	\$ 28.0m	
4	Bulker	39,000 dwt	Taizhou Sanfu, China	2015-2016	Thai (Precious Shipping)	\$ 22.0m	
5	Container	14,000 teu	Samsung H.I., S.Korea	2016-2017	Greek (Costamare Shipping)	\$ 116.8m	based on long T/C to Evergreen

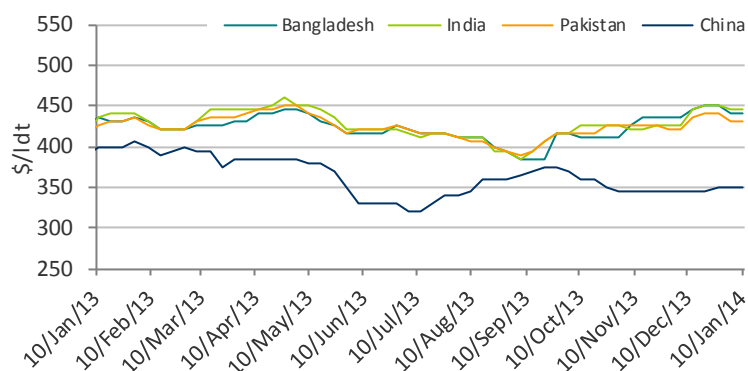
Indicative Demolition Prices (\$/Ldt)

	Markets	Week 2	Week 1	±%	2013	2012	2011
Wet	Bangladesh	440	440	0.0%	422	440	523
	India	445	445	0.0%	426	445	511
	Pakistan	430	430	0.0%	423	444	504
	China	350	350	0.0%	365	384	451
Dry	Bangladesh	425	420	1.2%	402	414	498
	India	435	430	1.2%	405	419	484
	Pakistan	410	410	0.0%	401	416	477
	China	340	340	0.0%	350	365	432

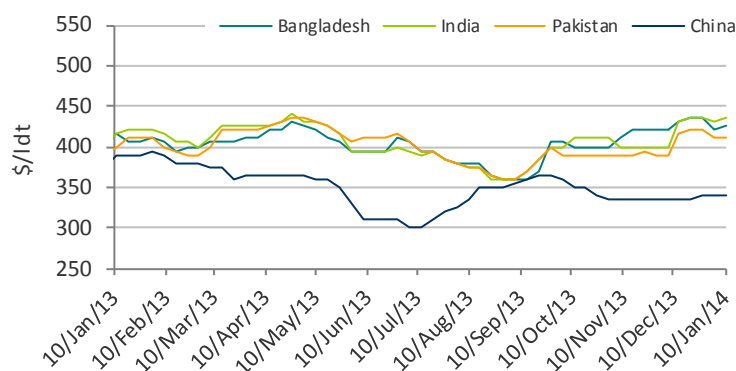
After the market has pulled back as the year kicked off, it seems that some of the lost ground has now been covered and sentiment has started to strengthen across the Indian Sub-Continent once again. Indian breakers were confident enough to increase their bids on dry units on the back of the Indian Rupee behaving steadily and steel prices settling to levels that provided confidence to local buyers, who manage to snap the majority of vessels reported heading for scrap this week. At the same time, Bangladesh seems to have steadily started coming out of the political unrest as the existing government managed to stay in place after the general elections that took place on the 5th of January, which restored some of the market confidence at least for now. The rest of the market remained quiet with Pakistani and Chinese breakers choosing to sit on the sidelines, while both prices and activity reflected that very lack of interest from end buyers in both countries. Average prices this week for wet tonnage were at around 350-445\$/Ldt and dry units received about 340-435\$/Ldt.

The highest price amongst recently reported deals, was that paid by Indian breakers for the two Container vessels 'MAERSK DALTON' (59,283dwt-19,441Ldt-blk 92) and 'NEDLLOYD ASIA' (50,620dwt-20,400Ldt-blk 91) with each receiving a very firm price of \$ 452/Ldt.

Wet Demolition Prices



Dry Demolition Prices

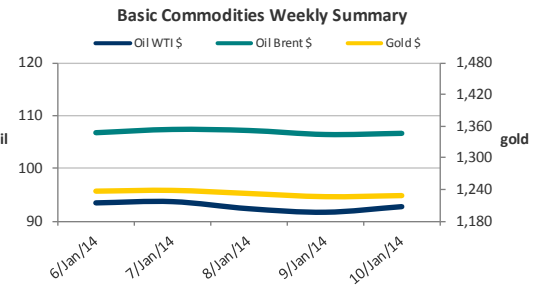


Demolition Sales

Name	Size	Ldt	Built	Yard	Type	\$/Ldt	Breakers	Comments
NEDLLOYD ASIA	50,620	20,400	1991	IHI - KURE,	CONT	\$ 452/Ldt	Indian	
MAERSK DALTON	59,283	19,441	1992	IHI - KURE,	CONT	\$ 452/Ldt	Indian	
GREEN OCEAN 1	43,381	8,299	1984	TSUNEISHI SHBLDG - FUK,	BULKER	\$ 430/Ldt	Bangladeshi	
FUJISAN MARU	16,922	5,335	1976	IMABARI IMABARI,	BULKER	\$ 441/Ldt	Indian	

Market Data

	10-Jan-14	9-Jan-14	8-Jan-14	7-Jan-14	6-Jan-14	W-O-W Change %
Stock Exchange Data	10year US Bond	2.860	2.960	2.990	2.940	-4.3%
	S&P 500	1,842.37	1,838.13	1,837.49	1,837.88	0.6%
	Nasdaq	4,174.67	4,156.19	4,165.61	4,153.18	1.0%
	Dow Jones	16,437.05	16,444.76	16,462.74	16,530.94	-0.2%
	FTSE 100	6,739.90	6,691.30	6,721.80	6,755.50	0.1%
	FTSE All-Share UK	3,616.03	3,585.68	3,600.88	3,618.16	0.3%
	CAC40	4,250.60	4,225.14	4,260.96	4,262.68	0.1%
	Xetra Dax	9,473.24	9,421.61	9,497.84	9,506.20	0.4%
	Nikkei	15,912.06	15,880.33	16,121.45	15,814.37	-2.3%
	Hang Seng	22,846.25	22,787.33	22,996.59	22,712.78	0.1%
Currencies	DJ US Maritime	332.20	327.65	328.62	327.57	1.2%
	\$ / €	1.36	1.36	1.36	1.36	-0.2%
	\$ / £	1.64	1.65	1.64	1.64	0.1%
	¥ / \$	104.64	104.88	104.83	104.48	0.1%
	\$ / NoK	0.16	0.16	0.16	0.16	-0.7%
	Yuan / \$	6.06	6.07	6.07	6.07	-0.1%
	Won / \$	1,062.66	1,064.15	1,066.60	1,066.88	0.8%
	\$ INDEX	87.40	87.70	87.50	87.40	0.5%



Bunker Prices

		10-Jan-14	3-Jan-14	W-O-W Change %
MDO	Rotterdam	878.5	894.5	-1.8%
	Houston	976.0	992.0	-1.6%
	Singapore	898.5	919.5	-2.3%
380cst	Rotterdam	563.0	586.0	-3.9%
	Houston	585.5	608.0	-3.7%
	Singapore	604.0	619.5	-2.5%

Maritime Stock Data

Company	Stock Exchange	Curr.	10-Jan-14	03-Jan-14	W-O-W Change %
AEGEAN MARINE PETROL NTWK	NYSE	USD	10.86	10.93	-0.6%
BALTIC TRADING	NYSE	USD	6.17	6.40	-3.6%
BOX SHIPS INC	NYSE	USD	3.06	3.32	-7.8%
CAPITAL PRODUCT PARTNERS LP	NASDAQ	USD	10.54	10.54	0.0%
COSTAMARE INC	NYSE	USD	18.41	17.83	3.3%
DANAOS CORPORATION	NYSE	USD	6.40	5.49	16.6%
DIANA SHIPPING	NYSE	USD	12.18	13.31	-8.5%
DRYSHIPS INC	NASDAQ	USD	3.86	4.27	-9.6%
EAGLE BULK SHIPPING	NASDAQ	USD	3.70	4.34	-14.7%
EUROSEAS LTD.	NASDAQ	USD	1.32	1.39	-5.0%
FREESEAS INC	NASDAQ	USD	1.72	2.28	-24.6%
GENCO SHIPPING	NYSE	USD	2.44	2.43	0.4%
GLOBUS MARITIME LIMITED	NASDAQ	USD	3.47	3.85	-9.9%
GOLDENPORT HOLDINGS INC	LONDON	GBX	47.00	43.10	9.0%
HELLENIC CARRIERS LIMITED	LONDON	GBX	47.00	42.35	11.0%
NAVIOS MARITIME ACQUISITIONS	NYSE	USD	4.40	4.47	-1.6%
NAVIOS MARITIME HOLDINGS	NYSE	USD	9.01	10.43	-13.6%
NAVIOS MARITIME PARTNERS LP	NYSE	USD	18.47	18.63	-0.9%
NEWLEAD HOLDINGS LTD	NASDAQ	USD	1.33	1.60	-16.9%
PARAGON SHIPPING INC.	NYSE	USD	6.99	7.35	-4.9%
SAFE BULKERS INC	NYSE	USD	9.51	10.18	-6.6%
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	1.67	1.89	-11.6%
STAR BULK CARRIERS CORP	NASDAQ	USD	12.82	12.89	-0.5%
STEALTHGAS INC	NASDAQ	USD	10.12	10.22	-1.0%
TSAKOS ENERGY NAVIGATION	NYSE	USD	6.67	5.94	12.3%
TOP SHIPS INC	NASDAQ	USD	1.75	1.71	2.3%

Finance News

"GasLog sets MLP rolling

GasLog is ready to spin-off a master limited partnership (MLP) vehicle more than a year after the plan first came to light. Peter Livanos-led GasLog says documents for an initial public offering (IPO) of the vehicle can be filed with the United States Securities and Exchange Commission (SEC) after the owner's directors approved the move.

The MLP, which will follow in the footsteps of rivals Golar, Teekay and Dynagas, will take on GasLog's LNG carriers with multi-year charters. It is unlikely to be the only Wall Street listing for Livanos this year as tanker owner Euronav, in which he is a major shareholder, is seeking a position on the New York Stock Exchange.

GasLog owns a fleet of 15 LNG carriers, including seven newbuildings on order. According to its last quarterly update for the third quarter of 2013, 12 of GasLog's owned fleet have contracts in place, including six of its newbuildings. One of those ships has since been delivered.

Based on those deals, GasLog said its charter revenue would rise from \$56.28m in 2012 to \$280m in 2017. GasLog first mentioned the idea of a spin-off MLP when it reported its results for the third quarter of 2012.

Livanos said at the time: "We are studying a number of alternative financial structures, including an MLP, that we feel could be beneficial to our growth aspirations and shareholder value."

GasLog raised \$310m from its own IPO in early 2012." (Trade Winds)

The LNG Market Report 2013

An in depth overview of the LNG market this year as well as a review of what we expect over the coming years



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