

## Market insight

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Coming from one of its busiest periods historically, with a list of scrubber and BWMS retrofits on a waiting list, the ship repair sector is witnessing a huge shock from the spread of the COVID 19 in China. Almost all activities have frozen just a few days after the initial announcement from the Chinese government that the CNY will be postponed till February 10th. From that date till now there is a relative improvement on the work progress inside the shipyards but the main problems remain the same and the performance far behind the expected one.

The main challenges that Owners are experiencing in Chinese shipyards nowadays are delays for all kind of local products and spare parts, either from inland or overseas, which seriously affects delivery times. Repair personnel such as Owner's representatives, service engineers and officers (i.e. commissioning engineers, specialists, flag and classification societies surveyors) either local or from overseas, are having a huge difficulty moving from their base to the vessel and vice versa. In addition to the above, shipyards are not working in full capacity yet, since workers' "repatriation" after CNY is very time consuming given the two weeks quarantine time needed prior getting back to work. The positive speculation although, is that full harmonization will take place by mid of March. In addition, all statistics from last week show that the situation in China is now under control, with the new cases affected by the virus to be much reduced compared to the past weeks.

Outside China, there are massive bookings to shipyards in the surrounding region like Korea, Indonesia, Thailand, Philippines and Vietnam. A number of these shipyards were almost absent from the ship repair market for many years, have now revived their operations, while most of them are merely interested in opportunistic profits and not in building up long term relationships. Therefore, Owners in order to protect their interests are minimizing the repairs. Competent yards like those in Singapore were already nearly fully booked for the first half of the year before the virus appearance and therefore are unable to absorb the new wave of demand. There is also a relative increase on the workload for the rest shipyards worldwide, including shipyards in Arabian Gulf and Europe, but with few available slots still existing.

Surprisingly, there are some very few Owners, benefiting from the situation by slotting a ship for minimum scope in China during this period, ignoring the virus and getting the benefit of yards available facilities due to cancellations for simple works.

After the first half of the year, which will hopefully coincide with the time that China will get the virus eliminated, there will be another wave of ship repairs to fill again all the repair facilities. This peak is going to be even higher than the one before, considering also the massive postponements on the repairs given by flags and classification societies during the last 2 months.

Aside from the impact of the COVID 19, the "scrubber retrofit era" seems to be coming to an end with Greek Owners and big container companies planning to complete all retrofits after this summer.

## Chartering (Wet: Stable- / Dry: Stable+)

Despite the fact that the dry bulk market is still looking at very low levels, last week's positive reversal has provided much needed support to owners' psychology despite the extended volatility on the Capesize front. The BDI today (25/02/2020) closed at 508 points, up by 2 points compared to Monday's (24/02/2020) levels and increased by 58 points when compared to previous Tuesday's closing (18/02/2020). The nervousness in the tanker market was evident for yet another week, with sentiment still fragile as the coronavirus keeps spreading around the world. The BDTI today (25/02/2020) closed at 850, decreased by 21 points and the BCTI at 646, a decrease of 64 points compared to previous Tuesday's (18/02/2020) levels.

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

The number of second-hand deals remained generous last week on the back of steady demand for tankers and a surprising spike in appetite for container vessels, while SnP activity in the dry bulk sector slowed down as both buyers and sellers were trying to reassess market levels following the more hopeful freight market witnessed in the past days. In the tanker sector we had the sale of the "MEDITERRANEAN GLORY" (319,247dwt-bl't '04, S.Korea), which was sold to Greek buyers, for a price in the region of \$31.5m. On the dry bulker side sector we had the sale of the "MINERAL HOKKAIDO" (180,159dwt-bl't '08, Japan), which was sold to Greek buyers, for a price in the region of \$17.0m.

## Newbuilding (Wet: Stable- / Dry: Stable-)

With uncertain macroeconomic fundamentals still ruling the shipbuilding industry, it is not a surprise that recently surfacing contracting activity remains particularly soft as evidenced by the very short list below. The distinct lack of positive market drivers since the beginning of the year for both the dry bulk and tanker sector seems to have officially put a break on buyers' appetite for newbuilding vessels. Indeed, most owners who contemplate to invest in modern tonnage at the moment, are turning to the secondhand market for further expansion of their fleet instead, which might be bad news for the newbuilding industry but not necessarily for shipping sectors that have long struggled with oversupply of tonnage. In terms of recently reported deals, HK based owner, Valles Steamship, placed an order for one firm Aframax tanker (115,000 dwt) at Daehan, in South Korea for a price in the region of \$52.0m each and delivery set in 2021.

## Demolition (Wet: Stable- / Dry: Stable-)

The demolition market has seen another week of healthy activity, with competition among active cash buyers in the region allowing for steady prices and offsetting the possible downward pressure that the generous supply of demo candidates would otherwise be poised to bring about. The small positive correction Indian scrap steel prices have seen during the past days has also provided an extra layer of confidence to Alang breakers, who still offer the highest bids across the Indian subcontinent region, while if the recent improvement in the dry bulk freight market extends further, we could also see a slowdown in the number of bulkers heading for scrap in the following weeks. Average prices in the different markets this week for tankers ranged between \$240-390/ldt and those for dry bulk units between \$230-380/ldt.

**Spot Rates**

| Vessel  | Routes          | Week 8    |        | Week 7    |        | \$/day<br>±% | 2019   |        | 2018 |  |
|---------|-----------------|-----------|--------|-----------|--------|--------------|--------|--------|------|--|
|         |                 | WS points | \$/day | WS points | \$/day |              | \$/day | \$/day |      |  |
| VLCC    | 265k MEG-SPORE  | 44        | 20,451 | 43        | 19,614 | 4.3%         | 45,517 | 20,265 |      |  |
|         | 280k MEG-USG    | 30        | 5,702  | 30        | 5,770  | -1.2%        | 35,659 | 5,635  |      |  |
|         | 260k WAF-CHINA  | 46        | 24,407 | 47        | 24,588 | -0.7%        | 41,077 | 18,362 |      |  |
| Suezmax | 130k MED-MED    | 83        | 26,828 | 86        | 31,754 | -15.5%       | 30,857 | 20,320 |      |  |
|         | 130k WAF-UKC    | 78        | 24,095 | 80        | 25,214 | -4.4%        | 25,082 | 11,031 |      |  |
|         | 140k BSEA-MED   | 86        | 21,937 | 91        | 26,404 | -16.9%       | 30,857 | 20,320 |      |  |
| Aframax | 80k MEG-EAST    | 121       | 19,400 | 102       | 12,165 | 59.5%        | 24,248 | 12,563 |      |  |
|         | 80k MED-MED     | 85        | 9,545  | 82        | 8,849  | 7.9%         | 25,771 | 18,589 |      |  |
|         | 100k BALTIC/UKC | 105       | 31,364 | 113       | 36,498 | -14.1%       | 25,842 | 14,943 |      |  |
| Clean   | 70k CARIBS-USG  | 190       | 44,618 | 193       | 46,544 | -4.1%        | 20,886 | 19,039 |      |  |
|         | 75k MEG-JAPAN   | 105       | 16,639 | 84        | 8,907  | 86.8%        | 22,050 | 11,119 |      |  |
|         | 55k MEG-JAPAN   | 113       | 13,441 | 94        | 8,376  | 60.5%        | 15,071 | 8,449  |      |  |
| Dirty   | 37K UKC-USAC    | 159       | 16,343 | 162       | 17,361 | -5.9%        | 12,367 | 7,529  |      |  |
|         | 30K MED-MED     | 190       | 19,084 | 194       | 20,354 | -6.2%        | 14,008 | 5,487  |      |  |
|         | 55K UKC-USG     | 125       | 16,704 | 130       | 18,116 | -7.8%        | 15,960 | 9,527  |      |  |
|         | 55K MED-USG     | 125       | 16,691 | 130       | 17,951 | -7.0%        | 15,327 | 9,059  |      |  |
|         | 50k CARIBS-USG  | 184       | 27,966 | 183       | 27,946 | 0.1%         | 18,781 | 10,637 |      |  |

**TC Rates**

|         | \$/day      | Week 8 | Week 7 | ±%    | Diff  | 2019   | 2018   |
|---------|-------------|--------|--------|-------|-------|--------|--------|
| VLCC    | 300k 1yr TC | 37,000 | 39,000 | -5.1% | -2000 | 37,462 | 25,394 |
|         | 300k 3yr TC | 33,000 | 33,000 | 0.0%  | 0     | 35,777 | 31,306 |
| Suezmax | 150k 1yr TC | 30,750 | 31,000 | -0.8% | -250  | 26,808 | 17,668 |
|         | 150k 3yr TC | 28,000 | 28,000 | 0.0%  | 0     | 25,988 | 21,743 |
| Aframax | 110k 1yr TC | 23,000 | 23,000 | 0.0%  | 0     | 21,990 | 15,543 |
|         | 110k 3yr TC | 21,000 | 21,000 | 0.0%  | 0     | 22,426 | 18,532 |
| Panamax | 75k 1yr TC  | 17,000 | 17,250 | -1.4% | -250  | 16,635 | 13,192 |
|         | 75k 3yr TC  | 16,000 | 16,000 | 0.0%  | 0     | 16,916 | 15,032 |
| MR      | 52k 1yr TC  | 16,500 | 16,500 | 0.0%  | 0     | 15,269 | 13,721 |
|         | 52k 3yr TC  | 16,000 | 16,000 | 0.0%  | 0     | 16,181 | 15,065 |
| Handy   | 36k 1yr TC  | 14,000 | 14,000 | 0.0%  | 0     | 13,856 | 12,264 |
|         | 36k 3yr TC  | 14,000 | 14,000 | 0.0%  | 0     | 13,753 | 13,431 |

**Chartering**

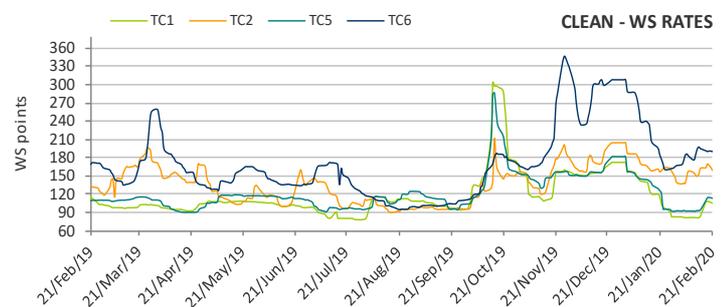
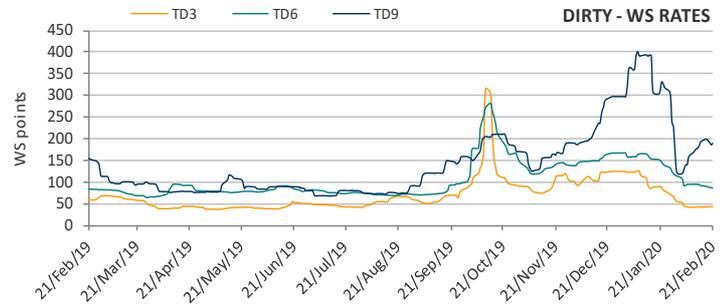
The tanker market remained directionless last week, with some key trading regions witnessing flat demand and improvements seen elsewhere. On the period front, pressure resumed, with charterers assuming more control over market levels as owners seemed more eager to fix their vessels at discounts to last donees, while most of the business reported concerned longer term employment. Oil prices also ended last week down on the back of increasing concerns regarding future demand as news of the coronavirus spreading globally kept scaring investors off.

The VLCC Middle East and West Africa markets lacked excitement last week, with softening demand from China continuing to shape momentum in both regions, while on the positive side, owners seemed to be resisting to additional discounts at least for now.

The West Africa Suezmax was also flattish, with fairly little to offer in terms of fresh enquiry, while lack of Libyan cargoes kept pushing numbers in the Med down. Aframax rates also reflected the overall numbness of the market, with Caribs numbers most notably failing to achieve premiums despite a busier start to the week.

**Indicative Period Charters**

|          |                       |      |             |
|----------|-----------------------|------|-------------|
| - 6 mos  | - 'RIDGEBURY PURPOSE' | 2000 | 306,307 dwt |
| -        | - \$37,000/day        |      | - Vitol     |
| - 20 mos | - 'NAVIGARE PACTOR'   | 2012 | 51,034 dwt  |
| -        | - \$16,000/day        |      | - Ultratank |



**Indicative Market Values (\$ Million) - Tankers**

| Vessel  | 5yrs old | Feb-20 avg | Jan-20 avg | ±%   | 2019 | 2018 | 2017 |
|---------|----------|------------|------------|------|------|------|------|
| VLCC    | 300KT DH | 76.0       | 75.6       | 0.5% | 69.6 | 64.5 | 62.0 |
| Suezmax | 150KT DH | 53.0       | 53.0       | 0.0% | 49.0 | 43.8 | 41.4 |
| Aframax | 110KT DH | 41.7       | 41.0       | 1.6% | 37.1 | 32.1 | 30.4 |
| LR1     | 75KT DH  | 32.0       | 32.0       | 0.0% | 31.5 | 29.6 | 27.6 |
| MR      | 52KT DH  | 30.0       | 30.0       | 0.0% | 28.5 | 26.6 | 23.4 |

**Sale & Purchase**

In the VLCC sector we had the sale of the "MEDITERRANEAN GLO-RY" (319,247dwt-blt '04, S.Korea), which was sold to Greek buyers, for a price in the region of \$31.5m.

In the Aframax sector we had the sale of the "FSL SHANGHAI" (115,915dwt-blt '07, S.Korea), which was sold to Greek owner, Performance Shipping, for a price in the region of \$26m.

Please note that in our previous report we erroneously reported the sale of the M/T 'GALWAY FISHER' (4,967dwt-blt '97, China), which is unsold.

**Baltic Indices**

|             | Week 8<br>21/02/2020 |         | Week 7<br>14/02/2020 |         | Point<br>Diff | \$/day<br>±% | 2019  |       | 2018  |       |      |  |
|-------------|----------------------|---------|----------------------|---------|---------------|--------------|-------|-------|-------|-------|------|--|
|             | Index                | \$/day  | Index                | \$/day  |               |              | Index | Index | 2019  |       | 2018 |  |
|             |                      |         |                      |         |               |              |       |       | Index | Index |      |  |
| <b>BDI</b>  | 497                  |         | 425                  |         | 72            |              | 1,344 | 1,349 |       |       |      |  |
| <b>BCI</b>  | -226                 | \$2,787 | -294                 | \$2,445 | 68            | 14.0%        | 2,239 | 2,095 |       |       |      |  |
| <b>BPI</b>  | 787                  | \$5,751 | 636                  | \$4,388 | 151           | 31.1%        | 1,382 | 1,451 |       |       |      |  |
| <b>BSI</b>  | 524                  | \$5,767 | 470                  | \$5,171 | 54            | 11.5%        | 877   | 1,030 |       |       |      |  |
| <b>BHSI</b> | 304                  | \$5,474 | 291                  | \$5,234 | 13            | 4.6%         | 490   | 597   |       |       |      |  |

**Period**

|                  | \$/day              | Week<br>8 | Week<br>7 | ±%   | Diff | 2019   |        | 2018 |      |
|------------------|---------------------|-----------|-----------|------|------|--------|--------|------|------|
|                  |                     |           |           |      |      | 2019   | 2018   | 2019 | 2018 |
| <b>Capesize</b>  | <b>180K 6mnt TC</b> | 10,000    | 10,000    | 0.0% | 0    | 18,839 | 19,758 |      |      |
|                  | <b>180K 1yr TC</b>  | 12,000    | 12,000    | 0.0% | 0    | 17,397 | 19,575 |      |      |
|                  | <b>180K 3yr TC</b>  | 13,250    | 13,250    | 0.0% | 0    | 15,474 | 17,912 |      |      |
| <b>Panamax</b>   | <b>76K 6mnt TC</b>  | 9,750     | 9,500     | 2.6% | 250  | 12,147 | 13,224 |      |      |
|                  | <b>76K 1yr TC</b>   | 10,500    | 10,500    | 0.0% | 0    | 12,080 | 13,513 |      |      |
|                  | <b>76K 3yr TC</b>   | 10,250    | 10,250    | 0.0% | 0    | 11,931 | 12,710 |      |      |
| <b>Supramax</b>  | <b>58K 6mnt TC</b>  | 9,000     | 8,750     | 2.9% | 250  | 11,493 | 13,142 |      |      |
|                  | <b>58K 1yr TC</b>   | 9,500     | 9,250     | 2.7% | 250  | 11,344 | 12,984 |      |      |
|                  | <b>58K 3yr TC</b>   | 9,500     | 9,500     | 0.0% | 0    | 10,883 | 12,267 |      |      |
| <b>Handysize</b> | <b>32K 6mnt TC</b>  | 7,750     | 7,750     | 0.0% | 0    | 9,152  | 10,787 |      |      |
|                  | <b>32K 1yr TC</b>   | 8,250     | 8,250     | 0.0% | 0    | 9,291  | 10,594 |      |      |
|                  | <b>32K 3yr TC</b>   | 8,500     | 8,500     | 0.0% | 0    | 9,291  | 9,200  |      |      |

**Chartering**

The second fortnight of February kicked off on a slightly more optimistic note for the Dry Bulk market. After a very bad start to the year, slowly but steadily sentiment started improving on the back of a healthy amount of cargoes being injected into the market. Period numbers also enjoyed a more positive week, with the smaller sizes witnessing improved demand. The Atlantic region was admittedly the bright spark last week, with momentum additionally aided by a more hopeful paper market for next quarter, while there is a general feeling of confidence that the days ahead will have even more to offer compared to the previous weeks. The Pacific market was slightly more upbeat in terms of both activity and rates, although sentiment remains subdued due to the excess supply of vessels in the region.

Despite the fact that Capesize rates saw an improvement last week, with the BCI still in negative territory and with average earnings for the size way below OPEX, it is evident that a bigger flow of fresh cargoes is needed to decisively move the market into decent levels.

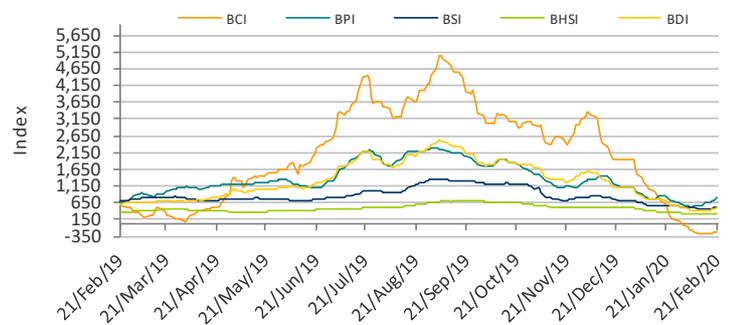
Rates for Panamax vessels remained on an upward trend on the back of improved sentiment across both basins. In the Atlantic, tonnage lists remained relatively short, helping T/C average earnings form above OPEX levels, while as Brazilian grain stems appear to be back on track we believe that the market will remain positive in the following days.

It has been a firming week for the smaller sizes as well. Supramax tonnage most notably witnessed increased demand on the period front, while in the Handysize sector, spot requirements out of ECSA provided steady business during the week.

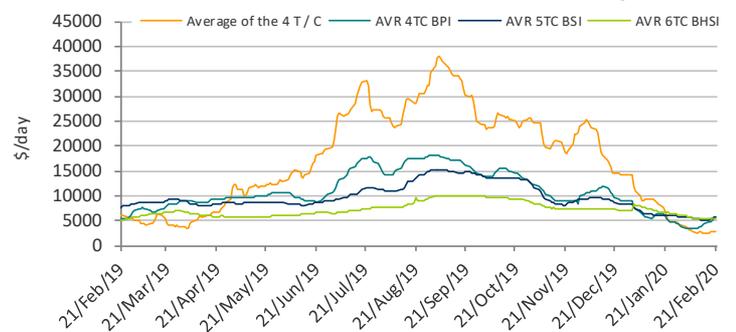
**Indicative Period Charters**

|                     |  |      |            |
|---------------------|--|------|------------|
| - 12 mos            | - 'TAI HUNTER'                         | 2007 | 55,418 dwt |
| - Dongjiakou prompt | -\$8,750/day                           |      | - cnr      |
| - 5 to 8 mos        | - 'DAIWAN GLORY'                       | 2015 | 35,531 dwt |
| - Indonesia prompt  | -\$5,250/d 1st 35 days \$9,000/d after |      | - cnr      |

**Baltic Indices**



**Average T/C Rates**



**Indicative Market Values (\$ Million) - Bulk Carriers**

| Vessel 5 yrs old     | Feb-20 avg | Jan-20 avg | ±%    | 2019 | 2018 | 2017 |
|----------------------|------------|------------|-------|------|------|------|
| <b>Capesize 180k</b> | 25.0       | 25.8       | -3.1% | 30.3 | 35.3 | 31.1 |
| <b>Panamax 76K</b>   | 16.0       | 16.0       | 0.0%  | 17.0 | 18.9 | 18.1 |
| <b>Supramax 58k</b>  | 15.0       | 15.0       | 0.0%  | 16.1 | 18.2 | 16.5 |
| <b>Handysize 32K</b> | 12.0       | 12.0       | 0.0%  | 13.2 | 15.5 | 13.0 |

**Sale & Purchase**

In the Capesize sector we had the sale of the "MINERAL HOKKAIDO" (180,159dwt-blt '08, Japan), which was sold to Greek buyers, for a price in the region of \$17.0m.

In the Supramax sector we had the sale of the "TORENIA" (56,049dwt-blt '07, Japan), which was sold to undisclosed buyers, for a price in the region of \$9.5m.

**Tankers**

| Size  | Name                         | Dwt     | Built | Yard                     | M/E               | SS due | Hull | Price       | Buyers                       | Comments               |
|-------|------------------------------|---------|-------|--------------------------|-------------------|--------|------|-------------|------------------------------|------------------------|
| VLCC  | MEDITERRANEAN GLORY          | 319,247 | 2004  | HYUNDAI SAMHO, S. Korea  | B&W               | Oct-24 | DH   | \$ 31.5m    | Greek                        |                        |
| AFRA  | FSL SHANGHAI                 | 115,915 | 2007  | SAMSUNG, S. Korea        | MAN-B&W           | Nov-22 | DH   | \$ 26.0m    | Greek (Performance Shipping) |                        |
| AFRA  | GIOVANNI BATTISTA DE CARLINI | 109,000 | 2010  | HUDONG-ZHONGHUA, China   | MAN-B&W           |        | DH   | undisclosed |                              |                        |
| AFRA  | RBD ANEMA E CORE             | 108,958 | 2010  | HUDONG-ZHONGHUA, China   | MAN-B&W           |        | DH   | undisclosed |                              |                        |
| AFRA  | TOTONNO BOTTIGLIERI          | 108,870 | 2010  | HUDONG-ZHONGHUA, China   | MAN-B&W           |        | DH   | undisclosed | Italian                      | auction sale, old deal |
| AFRA  | ADELE MARINA RIZZO           | 108,835 | 2010  | HUDONG-ZHONGHUA, China   | MAN-B&W           |        | DH   | undisclosed |                              |                        |
| AFRA  | RBD GINO FERRETTI            | 107,500 | 2011  | TSUNEISHI, Japan         | MAN-B&W           |        | DH   | undisclosed |                              |                        |
| AFRA  | NEGISHI MARU                 | 106,650 | 2005  | KOYO MIHARA, Japan       | B&W               | Jun-20 | DH   | \$ 15.3m    | undisclosed                  |                        |
| MR    | CHEMBULK MINNEAPOLIS         | 33,682  | 2007  | KITANIHON, Japan         | Mitsubishi        |        | DH   | \$ 15.5m    | undisclosed                  | StSt                   |
| MR    | CHEMBULK LINDY ALICE         | 33,674  | 2008  | KITANIHON, Japan         | Mitsubishi        |        | DH   | \$ 16.5m    | undisclosed                  | StSt                   |
| MR    | CHEMBULK WESTPORT            | 32,044  | 2005  | KITANIHON, Japan         | Mitsubishi        |        | DH   | \$ 13.0m    | undisclosed                  | StSt                   |
| SMALL | NEPHEL                       | 3,416   | 2009  | ZHEJIANG HONGGUAN, China | Chinese Std. Type | Aug-23 | DH   | \$ 3.0m     | undisclosed                  |                        |

**Bulk Carriers**

| Size | Name             | Dwt     | Built | Yard                        | M/E     | SS due | Gear           | Price        | Buyers                  | Comments                              |
|------|------------------|---------|-------|-----------------------------|---------|--------|----------------|--------------|-------------------------|---------------------------------------|
| CAPE | DREAM CORAL      | 181,249 | 2015  | IMABARI, Japan              | MAN-B&W |        |                | \$ 36.6m     | Greek (Navios Maritime) | sale & leaseback with purchase option |
| CAPE | DREAM CANARY     | 180,528 | 2015  | TSUNEISHI CEBU, Philippines | MAN-B&W | Mar-20 |                | \$ 34.9m     |                         |                                       |
| CAPE | MINERAL HOKKAIDO | 180,159 | 2008  | IMABARI SAIJO, Japan        | MAN-B&W | Apr-23 |                | \$ 17.0m     | Greek                   |                                       |
| PMAX | HARVEST PEACE    | 74,193  | 2002  | NAMURA IMARI, Japan         | MAN-B&W | Sep-22 |                | low-mid \$6m | Chinese                 |                                       |
| SMAX | TORENIA          | 56,049  | 2007  | MITSUI TAMANO, Japan        | MAN-B&W | Jul-22 | 4 X 30t CRANES | \$ 9.5m      | undisclosed             |                                       |

**MPP/General Cargo**

| Name         | Dwt    | Built | Yard                                  | M/E | SS due | Gear              | Price   | Buyers      | Comments |
|--------------|--------|-------|---------------------------------------|-----|--------|-------------------|---------|-------------|----------|
| CFL MOMENTUM | 10,049 | 2010  | PETERS<br>SCHEEPSWERF,<br>Netherlands | MaK |        | 2 X 80t<br>CRANES | \$ 7.0m | undisclosed |          |

**Containers**

| Size      | Name                   | Teu    | Built | Yard                        | M/E      | SS due | Gear              | Price       | Buyers                    | Comments  |
|-----------|------------------------|--------|-------|-----------------------------|----------|--------|-------------------|-------------|---------------------------|-----------|
| POST PMAX | SM CHARLESTON          | 8,204  | 2005  | HYUNDAI SAMHO,<br>S. Korea  | MAN-B&W  | Nov-20 |                   | \$ 19.5m    | Greek                     |           |
| POST PMAX | SM HONG KONG           | 6,655  | 2008  | HYUNDAI, S.<br>Korea        | Wartsila |        |                   | \$ 20.0m    | South Korean<br>(KMTC)    |           |
| POST PMAX | SM SEATTLE             | 6,655  | 2008  | HYUNDAI, S.<br>Korea        | Wartsila |        | \$ 20.0m          |             |                           |           |
| SPP       | THALASSA PISTIS        | 13,806 | 2014  | HYUNDAI, S.<br>Korea        | MAN-B&W  |        |                   |             |                           |           |
| PMAX      | NILEDUTCH<br>BREDA     | 3,510  | 2014  | SHANGHAI<br>SHIPYARD, China | MAN-B&W  |        | 3 X 45t<br>CRANES | \$ 150.0m   | Danish<br>(Navigare)      | incl. T/C |
| PMAX      | NILEDUTCH<br>ANTWERPEN | 3,510  | 2015  | SHANGHAI<br>SHIPYARD, China | MAN-B&W  |        | 3 X 45t<br>CRANES |             |                           |           |
| FEEDER    | ASIAN SUN              | 1,118  | 2006  | JIANGDONG,<br>China         | MAN      |        | 2 X 45t<br>CRANES | \$ 3.7m     | undisclosed               |           |
| FEEDER    | AS LEONA               | 1,043  | 2008  | DAE SUN, S. Korea           | MAN-B&W  |        |                   | \$ 6.5m     | South Korean<br>(Sinokor) |           |
| FEEDER    | AS LAURETTA            | 982    | 2008  | DAE SUN, S. Korea           | MAN-B&W  |        |                   | \$ 6.5m     |                           |           |
| FEEDER    | SPICA J                | 962    | 2007  | HEGEMANN<br>BERNE, Germany  | MaK      |        |                   | undisclosed | German                    | ice class |

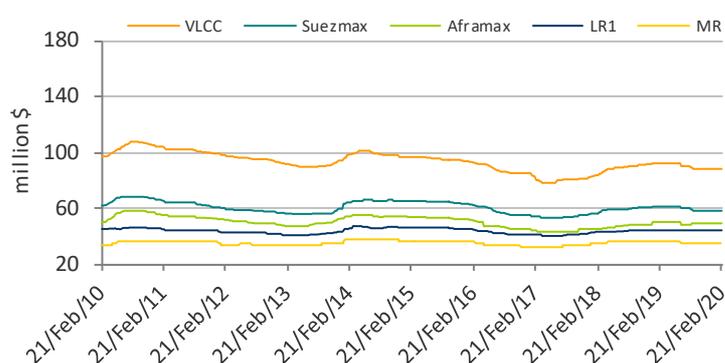
**Indicative Newbuilding Prices (million\$)**

| Vessel  |                 | Week 8 | Week 7 | ±%   | 2019 | 2018 | 2017 |
|---------|-----------------|--------|--------|------|------|------|------|
| Bulkers | Capesize 180k   | 49.5   | 49.5   | 0.0% | 51   | 48   | 43   |
|         | Kamsarmax 82k   | 28.0   | 28.0   | 0.0% | 29   | 28   | 25   |
|         | Ultramax 63k    | 27.0   | 27.0   | 0.0% | 28   | 26   | 23   |
|         | Handysize 38k   | 22.5   | 22.5   | 0.0% | 23   | 23   | 20   |
| Tankers | VLCC 300k       | 88.0   | 88.0   | 0.0% | 90   | 88   | 80   |
|         | Suezmax 160k    | 58.0   | 58.0   | 0.0% | 60   | 59   | 54   |
|         | Aframax 115k    | 49.0   | 49.0   | 0.0% | 49   | 47   | 44   |
|         | MR 50k          | 35.0   | 35.0   | 0.0% | 35   | 36   | 33   |
| Gas     | LNG 174k cbm    | 189.0  | 189.0  | 0.0% | 186  | 181  | 186  |
|         | LGC LPG 80k cbm | 75.0   | 75.0   | 0.0% | 73   | 71   | 71   |
|         | MGC LPG 55k cbm | 66.0   | 66.0   | 0.0% | 65   | 63   | 64   |
|         | SGC LPG 25k cbm | 44.0   | 44.0   | 0.0% | 44   | 43   | 42   |

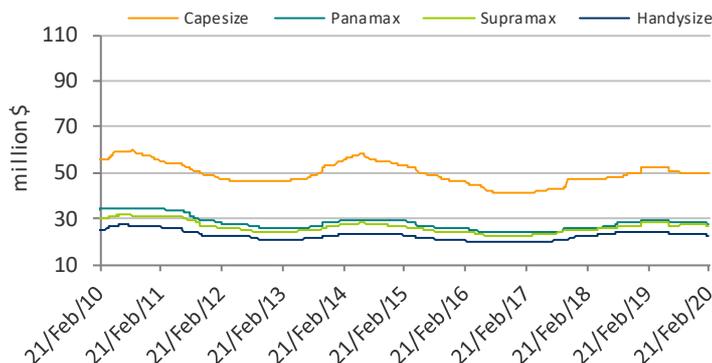
With uncertain macroeconomic fundamentals still ruling the shipbuilding industry, it is not a surprise that recently surfacing contracting activity remains particularly soft as evidenced by the very short list below. The distinct lack of positive market drivers since the beginning of the year for both the dry bulk and tanker sector seems to have officially put a break on buyers' appetite for newbuilding vessels. Indeed, most owners who contemplate to invest in modern tonnage at the moment, are turning to the secondhand market for further expansion of their fleet instead, which might be bad news for the newbuilding industry but not necessarily for shipping sectors that have long struggled with oversupply of tonnage.

In terms of recently reported deals, HK based owner, Valles Steamship, placed an order for one firm Aframax tanker (115,000 dwt) at Daehan, in South Korea for a price in the region of \$52.0m each and delivery set in 2021.

**Tankers Newbuilding Prices (m\$)**



**Bulk Carriers Newbuilding Prices (m\$)**



**Newbuilding Orders**

| Units | Type   | Size        | Yard                        | Delivery  | Buyer                         | Price       | Comments |
|-------|--------|-------------|-----------------------------|-----------|-------------------------------|-------------|----------|
| 1     | Tanker | 115,000 dwt | Daehan, S. Korea            | 2021      | HK based (Valles Steamship)   | \$ 52.0m    |          |
| 2+2   | Tanker | 50,000 dwt  | Dae Sun, S. Korea           | 2021-2022 | Singaporean (Eastern Pacific) | undisclosed |          |
| 4     | Bulker | 42,000 dwt  | Tsuneishi Cebu, Philippines | 2021-2022 | Japanese                      | undisclosed |          |

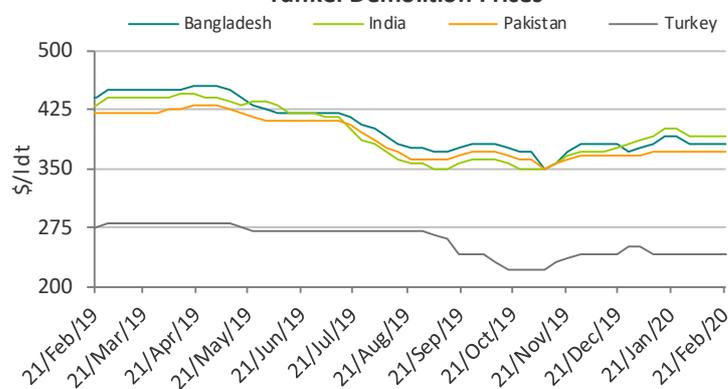
**Indicative Demolition Prices (\$/Ldt)**

|          | Markets    | Week 8 | Week 7 | ±%   | 2019 | 2018 | 2017 |
|----------|------------|--------|--------|------|------|------|------|
| Tanker   | Bangladesh | 380    | 380    | 0.0% | 410  | 442  | 376  |
|          | India      | 390    | 390    | 0.0% | 400  | 438  | 374  |
|          | Pakistan   | 370    | 370    | 0.0% | 395  | 437  | 379  |
|          | Turkey     | 240    | 240    | 0.0% | 259  | 280  | 250  |
| Dry Bulk | Bangladesh | 370    | 370    | 0.0% | 400  | 431  | 358  |
|          | India      | 380    | 380    | 0.0% | 390  | 428  | 354  |
|          | Pakistan   | 360    | 360    | 0.0% | 385  | 427  | 358  |
|          | Turkey     | 230    | 230    | 0.0% | 249  | 270  | 240  |

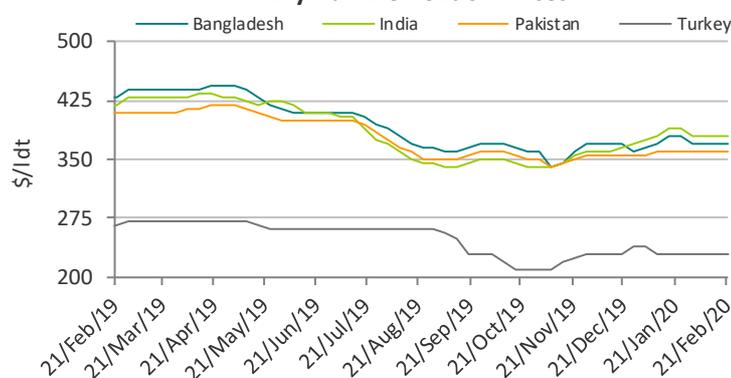
The demolition market has seen another week of healthy activity, with competition among active cash buyers in the region allowing for steady prices and offsetting the possible downward pressure that the generous supply of demo candidates would otherwise be poised to bring about. The small positive correction Indian scrap steel prices have seen during the past days has also provided an extra layer of confidence to Alang breakers, who still offer the highest bids across the Indian subcontinent region, while if the recent improvement in the dry bulk freight market extends further, we could also see a slowdown in the number of bulkers heading for scrap in the following weeks. Average prices in the different markets this week for tankers ranged between \$240-390/ltd and those for dry bulk units between \$230-380/ltd.

The highest price amongst recently reported deals was paid by Indian breakers for the Feedermax container "MANOLIS P" (20,346dwt-6,910ltd-bl't '95), which received \$420/ltd .

**Tanker Demolition Prices**



**Dry Bulk Demolition Prices**

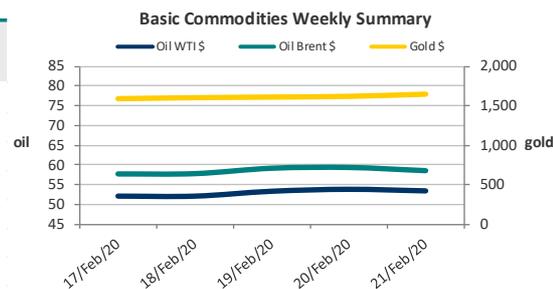


**Demolition Sales**

| Name             | Size    | Ldt    | Built | Yard                     | Type   | \$/ltd     | Breakers    | Comments            |
|------------------|---------|--------|-------|--------------------------|--------|------------|-------------|---------------------|
| TACHIBANA        | 154,324 | 19,098 | 2000  | KOYO MIHARA, Japan       | BULKER | \$ 390/Ldt | Indian      | HKC recycling       |
| KWEILIN          | 23,586  | 9,395  | 1995  | MINAMI-NIPPON, Japan     | GC     | \$ 385/Ldt | Indian      | HKC recycling       |
| WAN HAI 207      | 23,690  | 7,110  | 1992  | NAIKAI ZOSEN, Japan      | CONT   | \$ 354/Ldt | undisclosed | as-is Singapore     |
| MANOLIS P        | 20,346  | 6,910  | 1995  | KVAERNER WARNOW, Germany | CONT   | \$ 420/Ldt | Indian      |                     |
| BOOLI MOOG       | 23,319  | 5,790  | 1987  | HAKODATE, Japan          | GC     | \$ 381/Ldt | undisclosed | Indian subcontinent |
| SEA SHARK        | 26,536  | 5,664  | 1985  | KANASASHI, Japan         | BULKER | \$ 397/Ldt | Indian      |                     |
| MELANESIAN PRIDE | 10,775  | 5,607  | 1990  | MIHO SHIMIZU, Japan      | CONT   | \$ 380/Ldt | Indian      | HKC recycling       |
| LAKE SUCCESS     | 1,749   | 1,307  | 1987  | KURINOURA, Japan         | FISHNG | \$ 350/Ldt | Bangladeshi |                     |
| BEREZOVNEFT      | 1,660   | 1,260  | 1971  | ZALIV, Russia            | TANKER | \$ 376/Ldt | Bangladeshi |                     |

**Market Data**

|                            | 21-Feb-20 | 20-Feb-20 | 19-Feb-20 | 18-Feb-20 | 17-Feb-20 | W-O-W<br>Change % |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-------------------|
| <b>Stock Exchange Data</b> |           |           |           |           |           |                   |
| 10year US Bond             | 1.470     | 1.520     | 1.570     | 1.550     | 1.580     | -7.0%             |
| S&P 500                    | 3,337.75  | 3,337.75  | 3,373.23  | 3,386.15  | 3,380.16  | -1.3%             |
| Nasdaq                     | 9,576.59  | 9,576.59  | 9,750.97  | 9,817.18  | 9,732.74  | -1.6%             |
| Dow Jones                  | 28,992.41 | 28,992.41 | 29,219.98 | 29,348.03 | 29,232.19 | -1.4%             |
| FTSE 100                   | 7,403.92  | 7,436.64  | 7,457.02  | 7,382.01  | 7,433.25  | -0.1%             |
| FTSE All-Share UK          | 4,132.71  | 4,150.19  | 4,158.30  | 4,118.84  | 4,147.10  | -0.1%             |
| CAC40                      | 6,029.72  | 6,062.30  | 6,111.24  | 6,056.82  | 6,085.95  | -0.7%             |
| Xetra Dax                  | 13,579.33 | 13,664.00 | 13,789.00 | 13,681.19 | 13,783.89 | -1.5%             |
| Nikkei                     | 23,386.74 | 23,479.15 | 23,400.70 | 23,193.80 | 23,523.24 | -0.6%             |
| Hang Seng                  | 27,609.16 | 27,609.16 | 27,655.81 | 27,530.20 | 27,959.60 | -0.4%             |
| DJ US Maritime             | 243.63    | 243.89    | 244.52    | 242.71    | 243.63    | -1.2%             |
| <b>Currencies</b>          |           |           |           |           |           |                   |
| € / \$                     | 1.08      | 1.08      | 1.08      | 1.08      | 1.08      | 0.1%              |
| £ / \$                     | 1.30      | 1.29      | 1.29      | 1.30      | 1.30      | -0.7%             |
| \$ / ¥                     | 111.58    | 111.98    | 111.22    | 109.92    | 109.83    | 1.6%              |
| \$ / NoK                   | 0.11      | 0.11      | 0.11      | 0.11      | 0.11      | -0.3%             |
| Yuan / \$                  | 7.03      | 7.02      | 7.00      | 7.00      | 6.98      | 0.6%              |
| Won / \$                   | 1,207.07  | 1,204.70  | 1,192.36  | 1,190.93  | 1,184.81  | 2.0%              |
| \$ INDEX                   | 99.26     | 99.86     | 99.70     | 99.44     | 99.00     | 0.1%              |



**Bunker Prices**

|               |           | 21-Feb-20 | 14-Feb-20 | W-O-W<br>Change % |
|---------------|-----------|-----------|-----------|-------------------|
| <b>MGO</b>    | Rotterdam | 497.0     | 499.5     | -0.5%             |
|               | Houston   | 552.5     | 546.5     | 1.1%              |
|               | Singapore | 522.0     | 527.5     | -1.0%             |
| <b>380cst</b> | Rotterdam | 301.5     | 294.5     | 2.4%              |
|               | Houston   | 358.0     | 356.0     | 0.6%              |
|               | Singapore | 325.5     | 324.0     | 0.5%              |

**Maritime Stock Data**

| Company                         | Stock Exchange | Curr. | 21-Feb-20 | 14-Feb-20 | W-O-W<br>Change % |
|---------------------------------|----------------|-------|-----------|-----------|-------------------|
| CAPITAL PRODUCT PARTNERS LP     | NASDAQ         | USD   | 12.36     | 12.44     | -0.6%             |
| COSTAMARE INC                   | NYSE           | USD   | 7.09      | 7.66      | -7.4%             |
| DANAOS CORPORATION              | NYSE           | USD   | 6.43      | 6.85      | -6.1%             |
| DIANA SHIPPING                  | NYSE           | USD   | 2.65      | 2.75      | -3.6%             |
| EAGLE BULK SHIPPING             | NASDAQ         | USD   | 3.19      | 3.18      | 0.3%              |
| EUROSEAS LTD.                   | NASDAQ         | USD   | 3.21      | 3.35      | -4.2%             |
| GLOBUS MARITIME LIMITED         | NASDAQ         | USD   | 0.53      | 0.55      | -3.6%             |
| NAVIOS MARITIME ACQUISITIONS    | NYSE           | USD   | 5.15      | 5.26      | -2.1%             |
| NAVIOS MARITIME HOLDINGS        | NYSE           | USD   | 3.33      | 3.77      | -11.7%            |
| NAVIOS MARITIME PARTNERS LP     | NYSE           | USD   | 10.99     | 10.84     | 1.4%              |
| SAFE BULKERS INC                | NYSE           | USD   | 1.41      | 1.37      | 2.9%              |
| SEANERGY MARITIME HOLDINGS CORP | NASDAQ         | USD   | 0.33      | 0.31      | 6.5%              |
| STAR BULK CARRIERS CORP         | NASDAQ         | USD   | 9.03      | 8.51      | 6.1%              |
| STEALTHGAS INC                  | NASDAQ         | USD   | 2.91      | 2.90      | 0.3%              |
| TSAKOS ENERGY NAVIGATION        | NYSE           | USD   | 2.88      | 3.01      | -4.3%             |
| TOP SHIPS INC                   | NASDAQ         | USD   | 0.50      | 0.64      | -21.9%            |

**Market News**

**“Scorpio Tankers boosts liquidity by \$150m with new bank loans.**

New York-listed Scorpio Tankers (STNG) has revealed new bank loans that will boost liquidity by around \$150m.

The product carrier specialist said on Wednesday that it had entered into term loan facilities with Hamburg Commercial Bank (HCOB) and Prudential Private Capital for \$99.1m in total.

The company has tapped some of this to refinance existing debt on five tankers previously financed under its Kexim credit facility.

This has boosted liquidity by \$31m, with \$1.5m still available from HCOB.

This sum is expected to be used to partially finance the purchase and installation of a scrubber on an LR2 tanker.

Scorpio also said it had drawn down \$11m from an upsized lease financing arrangement with CSSC (Hong Kong) Shipping Company to partially fund retrofits on seven more ships.

In addition, it has received commitments from banks for an additional eight different facilities to partly finance more scrubber work...”(TradeWinds)

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