Capital Link Shipping Weekly Markets Report

Monday, August 12, 2013 (Week 33)

Capital Link Shipping

...Linking Shipping and Investors Across the Globe

Capital Link is a New York-based Advisory, Investor Relations and Financial Communications firm. Capitalizing on our in-depth knowledge of the shipping industry and capital markets, Capital Link has made a strategic commitment to the shipping industry becoming the largest provider of Investor Relations and Financial Communications services to international shipping companies listed on the US and European Exchanges. Capital Link's headquarters are in New York with a presence in London and Athens.

Investor Relations & Financial Advisory

Operating more like a boutique investment bank rather than a traditional Investor Relations firm, our objective is to assist our clients enhance long term shareholder value and achieve proper valuation through their positioning in the investment community. We assist them to determine their objectives, establish the proper investor outreach strategies, generate a recurring information flow, identify the proper investor and analyst target groups and gather investor and analyst feedback and related market intelligence information while keeping track of their peer group. Also, to enhance their profile in the financial and trade media.

In our effort to enhance the information flow to the investment community and contribute to improving investor knowledge of shipping, Capital Link has undertaken a series of initiatives beyond the traditional scope of its investor relations activity, such as:

www.CapitalLinkShipping.com

A web based resource that provides information on the major shipping and stock market indices, as well as on all shipping stocks. It also features an earnings and conference call calendar, industry reports from major industry participants and interviews with CEOs, analysts and other market participants.

Capital Link Shipping Weekly Markets Report

Weekly distribution to an extensive audience in the US & European shipping, financial and investment communities with updates on the shipping markets, the stock market and listed company news.

www.CapitalLinkWebinars.com

Sector Forums & Webinars: Regularly, we organize panel discussions among CEOs, analysts, bankers and shipping industry participants on the developments in the various shipping sectors (containers, dry bulk, tankers) and on other topics of interest (such as Raising Equity in Shipping Today, Scrapping, etc).

Capital Link Investor Shipping Forums

In New York, Athens and London bringing together investors, bankers, financial advisors, listed companies CEOs, analysts, and shipping industry participants.

www.MaritimeIndices.com

Capital Link Maritime Indices: Capital Link developed and maintains a series of stock market maritime indices which track the performance of U.S. listed shipping stocks (CL maritime Index, CL Dry Bulk Index, CL Tanker Index, CL Container Index, CL LNG/LPG Index, CL Mixed Fleet Index, CL Shipping MLP Index – Bloomberg page: CPLI. The Indices are also distributed through the Reuters Newswires and are available on Factset.

Capital Link - **New York** - **London** - **Athens**

New York - 230 Park Avenue, Suite 1536, New York, NY, 10169 Tel.: +1 212 661 7566 Fax: +1 212 661 7526
London - Longcroft House,2-8 Victoria Avenue, London, EC2M 4NS, U.K Tel. +44(0) 203 206 1320 Fax. +44(0) 203 206 1321
Athens - 40, Agiou Konstantinou Str, Suite A 5, 151-24 Athens, Greece Tel. +30 210 6109 800 Fax +30 210 6109 801

www.capitallink.com
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Latest Company News

Monday, August 5, 2013

FreeSeas Announces Effectiveness of the Debt Purchase and Settlement Agreement with $20 Million Loan Forgiveness

FreeSeas Inc. announced that the previously announced agreement (the "Agreement") among Deutsche Bank Nederland N.V.(the "Bank"), the Company, various wholly-owned subsidiaries of the Company and Hanover Holdings I, LLC (the "Investor") is effective with the deposit of $2,539,657 into an escrow account. The Bank, the Investor and the Company are committed for a smooth execution of the transaction as per terms of the Agreement.

Teekay LNG Partners Announces Acquisition and Charter Back for Up to Two LNG Carrier Newbuildings

Teekay LNG Partners L.P. announced that it has agreed to acquire a 155,900 cubic meter (cbm) liquefied natural gas (LNG) carrier newbuilding from Awilco LNG ASA (Awilco) (ALNG:NO), a Norwegian-based owner and operator of LNG carriers. The vessel, which is currently under construction by Daewoo Shipbuilding & Marine Engineering Co., Ltd., (DSME) of South Korea, is expected to deliver in the third quarter of 2013, and subsequent to delivery from DSME to Awilco, Teekay LNG will purchase the vessel and bareboat charter the vessel back to Awilco at a fixed rate for a firm period of five years, plus a one-year extension option. Teekay LNG will purchase the vessel for a price of $205 million less a $50 million upfront prepayment of charter hire by Awilco which is in addition to the daily bareboat charter rate. Awilco has fixed-price purchase obligations at the end of both the firm charter period and option period.

Capital Product Partners L.P. Announces Offering of 11,900,000 Common Units and Its Intention to Acquire Three 5,023 TEU Container Vessels

Capital Product Partners L.P. announced that it plans to offer 11,900,000 common units representing limited partnership interests in a public offering. The Partnership expects to grant the underwriters a 30-day option to purchase an additional 1,785,000 common units to cover overallotments, if any. The Partnership intends to use the net proceeds from the public offering towards acquiring three 5,023 TEU container vessels, namely the M/V CCNI Angol (ex Hyundai Prestige), the M/V Hyundai Privilege and the M/V Hyundai Platinum, (the "Vessels") from its sponsor Capital Maritime & Trading Corp. ("Capital Maritime") for an aggregate purchase price of $195,000,000. Each of the three container vessels was built in 2013 at Hyundai Heavy Industries. Co. Ltd. and each vessel is employed under a 12 year time charter employment (+/- 60 days) to Hyundai Merchant Marine Co. Ltd. ("HMM") at a gross rate of $29,350 per day, which commenced shortly after the delivery during the first half of 2013.

Tuesday, August 6, 2013

Scorpio Tankers Inc. Announces Newbuilding Agreements for Four LPG and Four Product Tankers and Delivery of Its Eleventh Newbuilding MR

Scorpio Tankers Inc. announced it has reached agreements with Hyundai Samho Heavy Industries ("HSHI") and Daewoo Shipbuilding and Marine Engineering Co., Ltd. ("DSME") for the construction of four VLGCs for approximately $75.0 million each. As part of these agreements, the Company has also negotiated fixed price options for additional vessels. The Company also reached an agreement with HMD to construct four product tankers consisting of two 52,000 dwt MR product tankers for approximately $35.0 million each and two Handymax ice class-1A (37,000 dwt) product tankers for approximately $32.0 million each. In addition, the Company took delivery of the eleventh MR product tanker under its Newbuilding program, STI Fontvieille. Upon delivery, the vessel began a time charter for up to 120 days at $19,000 per day.

Navios Maritime Acquisition Corporation Announces Charters for Four Newbuilding MR2 Product Tankers; Fleet Coverage: 92.1% for 2013, 60.4% for 2014

Navios Maritime Acquisition Corporation announced that it has chartered out four newbuilding MR2 product tankers, of which one is expected to be delivered in Q3 2013 and the other three commencing in Q1 2014. One newbuilding MR2 product tanker has been chartered out to a high quality counterparty for four years at a base rate of $15,356 (net) per day plus 100% profit based on an index, with a ceiling of $20,475 (net) per day. The vessel is expected to generate approximately $3.2 million annual base EBITDA for the first year. Three newbuilding MR2 product tankers have been chartered out to a high-quality counterparty for two years at a base rate of $14,319 (net) per day plus 50% profit sharing. Each vessel is expected to generate approximately $2.8 million of annual base EBITDA. Navios Acquisition expects these vessels will be delivering in Q1, Q3 and Q4 of 2014. Navios Acquisition has contracted 92.1% and 60.4% of its available days on a charter-out basis for 2013 and 2014, respectively. The average charter-out period of Navios Acquisition's fleet is 2.4 years.

Capital Product Partners L.P. Announces Pricing of 11,900,000 Common Units

Capital Product Partners L.P. announced that it has priced its public offering of 11,900,000 common units representing limited partnership interests at a public offering price of $9.25 per common unit. The Partnership has granted the underwriters a 30-day option to purchase an additional 1,785,000 common units to cover over-allotments, if any. The Partnership expects to use the net proceeds from the public offering towards acquiring three 5,023 TEU container vessels, namely the M/V CCNI Angol (ex Hyundai Prestige), the M/V Hyundai Privilege and the M/V Hyundai Platinum (the "Vessels"), from its sponsor Capital Maritime & Trading Corp. for an aggregate purchase price of $195,000,000. The offering is expected to close on August 9, 2013.

Latest Company News

Wednesday, August 7, 2013

Matson, Inc. Announces Second Quarter 2013 Diluted EPS Of $0.47, Refreshes Second Half 2013 Outlook
Matson, Inc. reported net income of $20.1 million, or $0.47 per diluted share for the quarter ended June 30, 2013. Net income for the quarter ended June 30, 2012 was $7.8 million, or $0.18 per diluted share. Consolidated revenue for the second quarter 2013 was $416.6 million compared with $394.2 million reported for the second quarter 2012. For the first six months of 2013, Matson reported net income of $29.2 million, or $0.68 per diluted share compared with $11.2 million or $0.26 per diluted share in 2012. Consolidated revenue for the first six months of 2013 was $811.3 million, compared with $760.3 million in 2012.

Ocean Rig UDW Inc. Reports Financial and Operating Results for the Second Quarter 2013
Ocean Rig UDW Inc. announced its unaudited financial and operating results for the second quarter ended June 30, 2013. The Company recorded a net income of $38.8 million, or $0.29 basic and diluted earnings per share, for the three-month period ended June 30, 2013, as compared to a net loss of $2.8 million, or $0.02 basic and diluted losses per share, for the three-month period ended June 30, 2012. Adjusted EBITDA was $115.8 million for the second quarter of 2013, as compared to $101.1 million for the same period in 2012. On July 30, 2013, the Company signed definitive documentation with Total E&P Congo, following the previously announced Letter of Award, for its ultra deepwater drillship Ocean Rig Apollo. The contract is for a three-year drilling campaign offshore West Africa, with an estimated backlog of approximately $677 million.

DryShips Inc. Reports Financial and Operating Results for the Second Quarter 2013
DryShips Inc. announced its unaudited financial and operating results for the second quarter ended June 30, 2013. The Company reported Adjusted EBITDA of $112.3 million, and a net loss of $18.2 million, or $0.05 basic and diluted loss per share for the second quarter of 2013. For the drybulk carrier segment, net voyage revenues amounted to $42.4 million for the three-month period ended June 30, 2013. For the tanker segment, net voyage revenues amounted to $9.1 million for the three-month period ended June 30, 2013, as compared to $8.5 million for the same period in 2012.

Eagle Bulk Shipping Inc. Reports Second Quarter 2013 Results
Eagle Bulk Shipping Inc. announced its results for the second quarter ended June 30, 2013. Net reported loss was $3.0 million or $0.18 per share, compared with net loss of $23.1 million, or $1.46 per share, for the comparable quarter of 2012. Net revenues was $44.2 million, compared to $48.5 million for the comparable quarter in 2012. EBITDA, as adjusted for exceptional items under the terms of the Company's credit agreement, was $38.6 million for the second quarter of 2013, compared with $10.0 million for the second quarter of 2012.

Thursday, August 8, 2013

Ardmore Shipping Corporation Commences Execution of Its Fleet Expansion Plan
Ardmore Shipping Corporation announced that it has exercised options on two 50,300-dwt IMO 3 eco-design product tankers ordered from SPP Shipbuilding Co. Ltd, South Korea. (“SPP”). This extends the series from SPP to a total of eight with deliveries beginning in January 2014. The two-ship package has a cost of approximately $68,500,000 inclusive of ballast water treatment systems. Ardmore expects to take delivery of these vessels from SPP in the second and third quarters of 2015.

Teekay Corporation Reports Second Quarter Results
Teekay Corporation reported an adjusted net loss attributable to stockholders of Teekay of $33.3 million, or $0.47 per share, for the quarter ended June 30, 2013, compared to an adjusted net loss attributable to stockholders of Teekay of $17.0 million, or $0.25 per share, for the same period of the prior year. Adjusted net loss attributable to stockholders of Teekay excludes a number of specific items that had the net effect of increasing GAAP net income by $44.7 million, or $0.63 per share, for the three months ended June 30, 2013 and increasing GAAP net loss by $30.2 million, or $0.43 per share, for the same period of the prior year. Net revenues for the second quarter of 2013 were $404.6 million, compared to $447.6 million for the same period of the prior year. For the six months ended June 30, 2013, the Company reported an adjusted net loss attributable to stockholders of Teekay of $45.0 million, or $0.63 per share, compared to an adjusted net loss attributable to stockholders of Teekay of $37.8 million, or $0.55 per share, for the same period of the prior year. On July 5, 2013, the Company declared a cash dividend on its common stock of $0.31625 per share for the quarter ended June 30, 2013. The cash dividend was paid on July 31, 2013 to all shareholders of record on July 16, 2013.

Teekay LNG Partners Reports Second Quarter Results
Teekay GP L.L.C., the general partner of Teekay LNG Partners L.P. reported the Partnership's results for the quarter ended June 30, 2013. During the second quarter of 2013, the Partnership generated distributable cash flow of $55.4 million, compared to $56.8 million in the same quarter of the previous year. The decrease in distributable cash flow was primarily the result of a higher number of off - hire days in the second quarter of 2013, compared to the same period in 2012, due to scheduled dry dockings, and lower charter rates on two of the Partnership's conventional tankers as a result of renegotiated rates effective October 2012 for a period of two years. On July 12, 2013, the Partnership declared a cash distribution of $0.675 per unit for the quarter ended June 30, 2013. The cash distribution is payable on August 9, 2013 to all unitholders of record on July 23, 2013.

Latest Company News

Monday, August 12, 2013

Teekay Offshore Partners Reports Second Quarter Results
Teekay Offshore GP LLC, the general partner of Teekay Offshore Partners L.P. reported the Partnership's results for the quarter ended June 30, 2013. During the second quarter of 2013, the Partnership generated distributable cash flow of $43.0 million, compared to $54.2 million in the same period of the prior year. On July 12, 2013, a cash distribution of $0.5253 per common unit was declared for the quarter ended June 30, 2013. The cash distribution is payable on August 9, 2013 to all unitholders of record on July 23, 2013. It also completed acquisition of Voyageur Spirit FPSO unit from Teekay Corporation for $540 million, and acquisition of a 50 percent interest in Cidade de Itajai FPSO unit from Teekay Corporation for $204 million.

Teekay Tankers Ltd. Reports Second Quarter Results
Teekay Tankers Ltd. reported an adjusted net loss attributable to shareholders of Teekay Tankers of $6.3 million, or $0.08 per share, for the quarter ended June 30, 2013, compared to adjusted net income attributable to shareholders of Teekay Tankers of $0.9 million, or $0.01 per share, for the same period in the prior year. The increase in adjusted net loss attributable to shareholders of Teekay Tankers is primarily the result of the change in employment of certain of the Company's vessels from fixed rates to lower spot rates on expiry of their fixed-rate charters and lower average realized spot tanker rates for the second quarter of 2013 compared to the same period in the prior year. Net revenues were $41.0 million and $50.9 million for the second quarters of 2013 and 2012, respectively. On July 8, 2013, Teekay Tankers declared its fixed dividend of $0.03 per share for the second quarter of 2013, which was paid on July 31, 2013 to all shareholders of record on July 19, 2013. Since the Company's initial public offering in December 2007, it has declared dividends in 23 consecutive quarters, which now totals $7.245 per share on a cumulative basis.

NewLead Holdings Ltd. Receives NASDAQ Acceptance of its Plan to Regain Compliance
NewLead Holdings Ltd. announced that the NASDAQ Stock Market LLC has accepted the Company's plan to regain compliance with NASDAQ Listing Rule 5250(c)(1) (the "Rule") which will permit the continued listing of the Company's common stock on the NASDAQ Global Select Market. On July 10, 2013, the Company submitted to NASDAQ a plan to regain compliance with the Rule. After reviewing the Company's plan to regain compliance, NASDAQ granted an exception to enable the Company to regain compliance with the Rule. Under the terms of the exception, the Company must file its Form 20-F on or before September 2, 2013. NASDAQ has advised the Company that a failure to file the Form 20-F within the extension period granted will result in a notice of delisting of the Company's common stock.

Nordic American Tankers Ltd. Reports Second Quarter 2013 Financial Results
Nordic American Tankers reported results for the second quarter ended June 30, 2013. Earnings per share in 2Q2013 were -$0.48, compared with -$0.59 (or -$0.43 excluding non-recurring charges) in 1Q2013 and -$0.15 in 2Q2012. Bunker costs of $1.4m for planned offhire vessels are debited to the accounts for 2Q2013. The Company's operating cash flow was -$10.6m for 2Q2013, compared with -$4.9m for 1Q2013 and $10.3m in 2Q2012. In July the Company announced a dividend of $0.16 per share for 2Q2013, identical to the dividend for 1Q2013. The Company will pay the dividend on or about August 13, 2013 to shareholders of record as of July 31, 2013.

Hellenic Carriers Announces Appointment of New Manager
Hellenic Carriers Limited announces that its wholly owned subsidiaries, the vessel owning companies of the operating vessels M/V Hellenic Wind, M/V Hellenic Horizon and M/V Konstantinos D will terminate (at no cost/ without compensation) the existing management agreements entered into with Hellenic Shipmanagement Corp., the current Management Company of the aforementioned vessels. Accordingly the existing sub-management agreements with Mantinia Shipping Co. S.A., the current Technical Manager of the vessels will also be terminated on the same basis. Hellenic Carriers Corporation S.A., ("HC Corp"), a related party company ultimately controlled by the controlling shareholders of Hellenic, will be appointed as Manager of the aforementioned vessels and of the vessels currently under construction upon their delivery.

DryShips Inc. Reports Financial and Operating Results for the Second Quarter 2013

DryShips Inc. (NASDAQ: DRYS), an international provider of marine transportation services for drybulk and petroleum cargoes, and through its majority owned subsidiary, Ocean Rig UDW Inc., or Ocean Rig, of offshore deepwater drilling services, announced its unaudited financial and operating results for the second quarter ended June 30, 2013.

Financial Review for the Second Quarter 2013:

- The Company reported Adjusted EBITDA of $112.3 million for the second quarter of 2013, as compared to $140.2 million for the second quarter of 2012.
- The Company reported a net loss of $18.2 million, or $0.05 basic and diluted loss per share.

For the drybulk carrier segment, net voyage revenues (voyage revenues minus voyage expenses) amounted to $42.4 million for the three-month period ended June 30, 2013, as compared to $58.6 million for the three-month period ended June 30, 2012. For the tanker segment, net voyage revenues amounted to $9.1 million for the three-month period ended June 30, 2013, as compared to $8.5 million for the same period in 2012. For the offshore drilling segment, revenues from drilling contracts decreased by $3.7 million to $259.8 million for the three-month period ended June 30, 2013, as compared to $263.5 million for the same period in 2012.

Recent Developments:

- On August 1, 2013, the Company entered into two supplemental agreements related to two bank loans dated October 5, 2007 and March 13, 2008, respectively, to amend certain terms and cure a shortfall in the security cover ratio, and pledged an aggregate of 5,450,000 of its shares of Ocean Rig as additional security under the loans.
- On July 30, 2013, Ocean Rig signed definitive documentation with Total E&P Congo, following the previously announced Letter of Award, for its ultra deepwater drillship *Ocean Rig Apollo*. The contract is for a three-year drilling campaign offshore West Africa, with an estimated backlog of approximately $677 million, and is expected to commence in the first quarter of 2015.
- On July 19, 2013, Ocean Rig received a Letter of Award for its ultra deepwater drillship *Ocean Rig Skyros* from a major oil company. The Letter of Award is for a six-year contract for drilling offshore West Africa, with an estimated backlog of approximately $1.3 billion. The contract is expected to commence in direct continuation of the previous contract for the *Ocean Rig Skyros*with Total E&P Angola before the first quarter of 2015.
- In July 2013, Ocean Rig entered into a $1.9 billion senior secured term loan facility, comprised of tranche B-1 term loans in an aggregate principal amount equal to $1,075.0 million and tranche B-2 term loans in an aggregate principal amount equal to $825.0 million, with respective maturity dates in the first quarter of 2021 and the third quarter of 2016.
- On July 10, 2013, Ocean Rig entered into a drilling contract with Total E&P Angola for a five-well program or a minimum of 275 days for its ultra deepwater drillship *Ocean Rig Skyros* for drilling offshore West Africa, with an estimated backlog of approximately $190 million. The*Ocean Rig Skyros* is expected to commence this contract upon delivery from the shipyard in November 2013.
- On May 23, 2013 and June 18, 2013, the Company took delivery of its two VLOCs under construction in China and drew down the maximum amount available under the secured term loan facility with China Development Bank.

DryShips' CEO and Chairman George Economou commented:

We continue to be defensive about the short-term prospects of the shipping markets. Asset prices seem to be holding up but we do not expect any positive development in drybulk and tanker charter rates this year. As a result we have focused this year on reducing our breakeven levels. We lowered our newbuilding capital expenditures significantly and are now focusing on other areas.

As part of this effort, during the second quarter of 2013, we accelerated our discussions with our lenders to lower our debt service requirements. So far, we concluded an agreement with a lender to, among other things, defer certain principal installments until maturity. As part of this transaction, we provided a pledge of Ocean Rig shares, underlining our commitment to reach viable solutions with our lenders.

We are cautiously optimistic expecting a sustainable recovery in 2014 and beyond and believe DryShips is well positioned to take advantage of the ensuing recovery in charter rates in the drybulk and tanker sectors.

In terms of our shareholding in Ocean Rig UDW Inc., we are pleased with Ocean Rig's solid results for the quarter. In addition, Ocean Rig's consummation of the $1.9 billion term loan transaction was vital, not only in terms of the net cash flow it will generate, but also in terms of the additional financial flexibility for Ocean Rig that it will provide. As the largest shareholder in Ocean Rig, we believe it is optimally positioned in the ultra-deepwater drilling market and we continue to be positive about the prospects for Ocean Rig, whose contract backlog currently stands at approximately $6.0 billion.

About DryShips, Inc.
DryShips Inc. is an owner of drybulk carriers and tankers that operate worldwide. Through its majority owned subsidiary, Ocean Rig UDW Inc., DryShips owns and operates 10 offshore ultra deepwater drilling units, comprising of 2 ultra deepwater semisubmersible drilling rigs and 8 ultra deepwater drillships, 3 of which are scheduled to be delivered to Ocean Rig during 2013 and 1 of which is scheduled to be delivered during 2015. DryShips owns a fleet of 42 drybulk carriers (including newbuildings), comprising 12 Capesize, 28 Panamax and 2 Supramax with a combined deadweight tonnage of approximately 4.4 million tons, and 10 tankers, comprising 4 Suezmax and 6 Aframax, with a combined deadweight tonnage of over 1.3 million tons.

DryShips' common stock is listed on the NASDAQ Global Select Market where it trades under the symbol "DRYS."

Visit the Company's website at www.dryships.com

Navios Maritime Acquisition Corporation Announces Charters for Four Newbuilding MR2 Product Tankers; Fleet Coverage: 92.1% for 2013, 60.4% for 2014

On August 6th, Navios Maritime Acquisition Corporation (NYSE: NNA), an owner and operator of tanker vessels, announced today that it has chartered out four newbuilding MR2 product tankers, of which one is expected to be delivered in Q3 2013 and the other three commencing in Q1 2014.

Vessel delivering in Q3 2013

One newbuilding MR2 product tanker has been chartered out to a high quality counterparty for four years at a base rate of $15,356 (net) per day plus 100% profit based on an index, with a ceiling of $20,475 (net) per day. Charter base and ceiling rates will increase 2% per annum.

The vessel is expected to generate approximately $3.2 million annual base EBITDA for the first year ($13.5 million of aggregate base EBITDA including the annual 2% increase over the duration of the charter), assuming operating expense approximating current operating costs and 360 revenue days per year.

Navios Acquisition expects the vessel to be delivered in Q3 2013.

Vessels delivering in 2014

Three newbuilding MR2 product tankers have been chartered out to a high-quality counterparty for two years at a base rate of $14,319 (net) per day plus 50% profit sharing. Each vessel is expected to generate approximately $2.8 million of annual base EBITDA ($5.7 million of aggregate base EBITDA), assuming operating expense approximating current operating costs and 360 revenue days per year.

Navios Acquisition expects these vessels will be delivering in Q1, Q3 and Q4 of 2014.

Fleet Update

Navios Acquisition has contracted 92.1% and 60.4% of its available days on a charter-out basis for 2013 and 2014, respectively.

The average charter-out period of Navios Acquisition's fleet is 2.4 years.

About Navios Maritime Acquisition Corporation
Navios Acquisition (NYSE: NNA) is an owner and operator of tanker vessels focusing in the transportation of petroleum products (clean and dirty) and bulk liquid chemicals. For more information about Navios Acquisition, please visit our website: www.navios-acquisition.com.

Ocean Rig UDW Inc. Reports Financial and Operating Results for the Second Quarter 2013

Ocean Rig UDW Inc. (NASDAQ: ORIG), an international contractor of offshore deepwater drilling services announced its unaudited financial and operating results for the second quarter ended June 30, 2013.

Financial Highlights for the Second Quarter 2013:

The Company reported a net income of $38.8 million, or $0.29 basic and diluted earnings per share.
The Company reported Adjusted EBITDA of $115.8 million for the second quarter of 2013, as compared to $101.1 million for the second quarter of 2012.

Recent Developments:

On July 30, 2013, the Company signed definitive documentation with Total E&P Congo, following the previously announced Letter of Award, for its ultra deepwater drillship *Ocean Rig Apollo*. The contract is for a three-year drilling campaign offshore West Africa, with an estimated backlog of approximately $677 million, and is expected to commence in the first quarter of 2015.
On July 19, 2013, the Company received a Letter of Award for its ultra deepwater drillship*Ocean Rig Skyros* from a major oil company. The Letter of Award is for a six-year contract for drilling offshore West Africa, with an estimated backlog of approximately $1.3 billion. The contract is expected to commence in direct continuation of the previous contract for the *Ocean Rig Skyros* with Total E&P Angola before the first quarter of 2015.
In July 2013, the Company entered into a $1.9 billion senior secured term loan facility, comprised of tranche B-1 term loans in an aggregate principal amount equal to $1,075.0 million and tranche B-2 term loans in an aggregate principal amount equal to $825.0 million, with respective maturity dates in the first quarter of 2021 and the third quarter of 2016.
On July 10, 2013, the Company entered into a drilling contract with Total E&P Angola for a five-well program or a minimum of 275 days for its ultra deepwater drillship *Ocean Rig Skyros*for drilling offshore West Africa, with an estimated backlog of approximately $190 million. The*Ocean Rig Skyros* is expected to commence this contract upon delivery from the shipyard in November 2013.

Ocean Rig's CEO and Chairman George Economou commented:

We are very pleased with the operating performance of our fleet in the second quarter. Although our results were partially affected by the planned mobilization of three of our units, the improvement in fleet operating efficiency (96% average fleet-wide) and cost control initiatives have resulted in a strong quarter for our Company.

I am pleased to report that we have received a Letter of Award for the Ocean Rig Skyros for a six-year contract for drilling offshore West Africa. With the addition of this award our fleet is effectively fully contracted through 2014. I believe that our current contract backlog of approximately $6.0 billion provides us with a solid foundation for the years to come.

We believe that the ultra-deepwater ("UDW") drilling market for high quality assets will remain strong in the foreseeable future as indicated by the high level of demand we are continuing to witness. After multiple large offshore discoveries, the industry moves into the development stage of the well cycle, which is expected to result in more technically complex projects and longer term contracts. We are excited about the future employment prospects of our high quality homogeneous fleet and believe we are optimally positioned in the UDW market.

During the third quarter we successfully completed the refinancing of the Nordea and Deutsche Bank facilities with a new $1.9 billion senior secured term loan facility comprised of two term loans. The transition from project-based debt to corporate debt marks an important milestone in our Company's development. We have released restricted cash, extended and staggered our debt maturities, relaxed certain dividend restrictions and reduced our mandatory annual debt amortization by approximately $158.0 million. Our prime relationships with commercial lenders and national export credit agencies, as well as our proven access to the debt capital markets, have enabled us to diversify our funding sources and provide us with considerable financing flexibility.

We will continue to build on the Ocean Rig story and execute our plans to maximize long-term value for all our stakeholders.

About Ocean Rig UDW Inc.

Ocean Rig is an international offshore drilling contractor providing oilfield services for offshore oil and gas exploration, development and production drilling, and specializing in the ultra-deepwater and harsh-environment segment of the offshore drilling industry. The company owns and operates 10 offshore ultra deepwater drilling units, comprising of 2 ultra deepwater semisubmersible drilling rigs and 8 ultra deepwater drillships, 3 of which are scheduled to be delivered to the Company during 2013 and 1 of which is scheduled to be delivered during 2015.

Ocean Rig's common stock is listed on the NASDAQ Global Select Market where it trades under the symbol "ORIG."

Visit the Company's website at www.ocean-rig.com

Select Dividend Paying Shipping Stocks

Stock Prices as of August 9, 2013

Company Name	Ticker	Quarterly Dividend	Annualized Dividend	Last Closing Price (August 9, 2013)	Annualized Dividend Yield (%)
Container					
Box Ships Inc	TEU	$0.12	$0.48	$4.19	11.46%
Costamare Inc	CMRE	$0.27	$1.08	$17.75	6.08%
Diana Containerships	DCIX	$0.30	$1.20	$4.07	29.48%
Matson Inc	MATX	$0.15	$0.60	$28.32	2.12%
Seaspan Corp	SSW	$0.3125	$1.25	$20.50	6.10%
Dry Bulk					
Baltic Trading Limited	BALT	$0.01	$0.04	$3.92	1.02%
Navios Maritime Holdings Inc.	NM	$0.06	$0.24	$5.74	4.18%
Navios Maritime Partners L.P.[1]	NMM	$0.4425	$1.77	$14.73	12.02%
Safe Bulkers Inc.[2]	SB	$0.05	$0.20	$5.00	4.00%
Tankers					
Capital Product Partners L.P.	CPLP	$0.2325	$0.93	$9.00	10.33%
DHT Holdings, Inc.	DHT	$0.02	$0.08	$4.18	1.91%
Navios Maritime Acquisition Corp	NNA	$0.05	$0.20	$3.76	5.32%
Nordic American Tankers Limited	NAT	$0.16	$0.64	$9.50	6.74%
Scorpio Tankers Inc	STNG	$0.025	$0.10	$9.96	1.00%
Teekay Corporation	TK	$0.31625	$1.265	$39.43	3.21%
Teekay Offshore Partners L.P.	TOO	$0.5253	$2.1012	$32.18	6.53%
Teekay Tankers Ltd	TNK	$0.03	$0.12	$2.65	4.53%
Tsakos Energy Navigation Ltd [3]	TNP	$0.05	$0.20	$4.96	4.03%
Mixed Fleet					
Euroseas Ltd	ESEA	$0.015	$0.06	$1.03	5.83%
Knightsbridge Tankers Limited	VLCCF	$0.175	$0.70	$7.80	8.97%
Ship Finance International Limited	SFL	$0.39	$1.56	$16.26	9.59%
LNG/LPG					
Gas Log Ltd	GLOG	$0.11	$0.44	$13.60	3.24%
Glolar LNG	GLNG	$0.450	$1.80	$37.87	4.75%
Glolar LNG Partners, L.P	GMLP	$0.515	$2.06	$31.62	6.51%
Teekay LNG Partners L.P.	TGP	$0.675	$2.70	$42.81	6.31%
Maritime MLPs					
Navios Maritime Partners L.P.	NMM	$0.4425	$1.77	$14.73	12.02%
Capital Product Partners L.P.	CPLP	$0.2325	$0.93	$9.00	10.33%
Glolar LNG Partners, L.P.	GMLP	$0.515	$2.06	$31.62	6.51%
Teekay Offshore Partners L.P.	TOO	$0.5253	$2.1012	$32.18	6.53%
Teekay LNG Partners L.P.	TGP	$0.675	$2.70	$42.81	6.31%

Preferred Shipping Stocks	Safe Bulkers Series B	Tsakos Energy Navigation Series B	Costamare Series B	Box Ships Series C	Seaspan Corp Series C	Seaspan Corp Series D	International Shipholding Series A	Teekay Offshore Series A
Ticker Symbol	SBPRB	TNPPRB	CMREPRB	TEUPRC	SSWPRC	SSWPRD	ISHPRA	TOOPRA
Fixed Annual Dividend(4)	8%	8%	7.625%	9%	9.5%	7.95%	9.5%	7.25%
Liquidation Preference	$25	$25	$25	$24	$27.15	$25	$100	$25
Last Closing Price (08/09/13)	$25.25	$24.00	$24.85	$23.55	$26.30	$25.16	$104.50	$24.83

(1) Board approved a 0.57% dividend increase, beginning with the second quarter 2012 dividend, raising the quarterly dividend from $0.44 to $0.4425 per unit.

(2) SB completed an offering of 800,000 shares of its 8.00% Series B Cumulative Redeemable Perpetual Preferred Shares at a price of $25.00 per share. On June 19, 2013, the Series B Preferred Shares commenced trading on the New York Stock Exchange, under the symbol “SBPRB”. On July 15, 2013, SB declared a cash dividend of $0.26111 per share on the Series B Preferred Shares to be paid on July 30, 2013, to all Series B preferred shareholders of record as of July 25, 2013.

(3) TEN completed an offering of 2,000,000 preferred shares (Series B), priced at $25 per share with an 8% dividend. On May 13, 2013, the Series B Preferred Shares commenced trading on the New York Stock Exchange, under the symbol “TNPPRB.” On July 17, 2013, TEN declared a cash dividend of $0.44444 per share on the Series B Preferred Shares to be paid on July 30, 2013, to all Series B preferred shareholders of record as of July 29, 2013.

(4) Annual dividend percentage based upon the liquidation preference of the preferred shares.

Currencies, Commodities & Indices

Week ending, Friday, Aug 9, 2013

Key Currency Rates

Rate	Current Price	Price Last Week	% Change	YTD %Chg	52 Week High	52 Wk Low
3-Month LIBOR (USD)	$0.2647	$0.2666	-0.71%	-54.56%	$0.4365	$0.2638
10-Yr US Treasury Yield	$2.5784	$2.5960	-0.68%	30.41%	$2.7535	$1.5399
USD/CNY	$6.1230	$6.1294	-0.10%	-2.75%	$6.3697	$6.1143
USD/EUR	$0.7496	$0.7529	-0.44%	-2.96%	$0.8224	$0.7320
USD/GBP	$0.6450	$0.6542	-1.41%	0.75%	$0.6712	$0.6144
USD/JPY	$96.4700	$99.8200	-3.36%	25.84%	$103.7400	$77.1300

Precious Metals

	Current Price	Price Last Week	% Change	YTD %Chg	52 Week High	52 Wk Low
Copper	$330.65	$317.25	4.22%	-4.56%	$382.45	$298.55
Gold	$1,312.03	$1,288.97	1.79%	-18.07%	$1,796.05	$1,180.50
Palladium	$741.00	$729.70	1.55%	12.91%	$787.85	$629.40
Platinum	$1,496.00	$1,423.75	5.07%	5.06%	$1,741.99	$1,294.60
Silver	$20.31	$19.31	5.15%	-30.91%	$35.36	$18.23

Key Agricultural & Consumer Commodities

	Current Price	Price Last Week	% Change	YTD %Chg	52 Week High	52 Wk Low
Cocoa	$2,480.00	$2,301.00	7.78%	15.19%	$2,725.00	$2,071.00
Coffee	$122.90	$118.25	3.93%	-47.82%	$196.75	$115.35
Corn	$453.25	$463.75	-2.26%	-23.15%	$665.00	$451.50
Cotton	$88.93	$84.98	4.65%	-3.01%	$89.56	$74.35
Soybeans	$1,182.25	$1,181.50	0.06%	-3.03%	$1,409.75	$1,162.50
Sugar #11	$16.98	$16.79	1.13%	-29.92%	$21.83	$15.93
Wheat	$647.25	$673.00	-3.83%	-10.32%	$913.00	$643.50

Key Futures

Commodities	Current Price	Price Last Week	% Change	YTD %Chg	52 Week High	52 Wk Low
Gas Oil Futures	$905.50	$925.50	-2.16%	-3.49%	$980.00	$832.50
Gasoline RBOB Future	$290.82	$299.47	-2.89%	9.89%	$309.17	$260.25
Heating Oil Future	$299.35	$307.14	-2.54%	-1.63%	$319.17	$275.55
Natural Gas Future	$3.23	$3.35	-3.50%	4.33%	$4.44	$2.58
WTI Crude Future	$105.97	$106.94	-0.91%	3.46%	$108.93	$86.24

MAJOR INDICES

Index	Symbol	9-Aug-13	2-Aug-13	% Change	YTD % Change	2-Jan-13
Dow Jones	INDU	15,425.51	15,658.36	-1.49%	15.01%	13,412.55
Dow Jones Transp.	TRAN	6,479.63	6,651.69	-2.59%	19.20%	5,435.74
NASDAQ	CCMP	3,660.11	3,689.59	-0.80%	17.60%	3,112.26
NASDAQ Transp.	CTRN	2,691.88	2,757.93	-2.39%	15.51%	2,330.45
S&P 500	SPX	1,691.42	1,709.67	-1.07%	15.66%	1,462.42
Russell 2000 Index	RTY	1,048.40	1,059.86	-1.08%	20.03%	873.42
FTSE 100 Index	UKX	6,583.39	6,647.87	-0.97%	9.22%	6,027.40

CAPITAL LINK MARITIME INDICES

Index	Symbol	9-August-13	2-August-13	% Change	2-Jan-13	YTD % Change
Capital Link Maritime Index	CLMI	2,224.77	2,160.52	2.97%	2,093.02	6.30%
Tanker Index	CLTI	2,303.20	2,350.46	-2.01%	2,123.34	8.47%
Drybulk Index	CLDBI	780.32	778.94	0.18%	609.62	28.00%
Container Index	CLCI	1,818.60	1,863.72	-2.42%	1,588.01	14.52%
LNG/LPG Index	CLLG	3,520.72	3,374.30	4.34%	3,423.06	2.85%
Mixed Fleet Index	CLMFI	1,455.00	1,457.17	-0.15%	1,550.21	-6.14%
MLP Index	CLMLP	3,165.28	3,124.55	1.30%	2,972.33	6.49%

BALTIC INDICES

Index	Symbol	9-August-13	2-August-13	% Change	2-Jan-13	YTD % Change
Baltic Dry Index	BDIY	1,001	1,065	-6.01%	698	43.41%
Baltic Capesize Index	BCIY	1,813	1,950	-7.03%	1,237	46.56%
Baltic Panamax Index	BPIY	948	1,021	-7.15%	685	38.39%
Baltic Supramax Index	BSI	911	908	0.33%	737	23.61%
Baltic Handysize Index	BHSI	521	529	-1.51%	446	16.82%
Baltic Dirty Tanker Index	BDTI	632	618	2.27%	696	-9.20%
Baltic Clean Tanker Index	BCTI	576	618	-6.80%	694	-17.00%

Shipping Equities: The Week in Review

SHIPPING EQUITIES OUTPERFORM THE BROADER MARKET
LNG/LPG EQUITIES THE BEST PERFORMER

During last week, shipping equities outperformed the broader market, with the Capital Link Maritime Index (CLMI), a composite index of all US listed shipping stocks gaining 2.97%, compared to the S&P 500 sliding 1.07%, and the Dow Jones Industrial Average (DJII) declining 1.49%.

LNG/LPG stocks were the best performers again during last week, with Capital Link LNG/LPG Index rising 4.34%, followed by Capital Link MLP Index increasing 1.30%. Container equities were the least performer in last week, with Capital Link Container Index losing 2.42%. The top three weekly gainers last week were NewLead Holdings (NEWL), Golar LNG (GLNG), and Diana Shipping (DSX), up 15.38%, 7.52%, and 6.22% respectively.

During last week, Dry Bulk shipping stocks outperformed the physical market, with Baltic Dry Index (BDI) losing 6.01%, compared to the Capital Link Dry Bulk Index increasing 0.18%. Year-to-date, the BDI has gained 43.41%, compared to the Capital Link Dry Bulk Index went up 28.00%.

VLCC rates improved modestly during last week, with Baltic Dirty Tanker Index (BDTI) rising 2.27%, while Baltic Clean Tanker Index (BCTI) went down 6.80%. Capital Link Tanker Index decreased by 2.01%. Year-to-date, the BDTI plumbed 9.20% and the BCTI slid 17.00%, while Capital Link Tanker Index gained 8.47%.

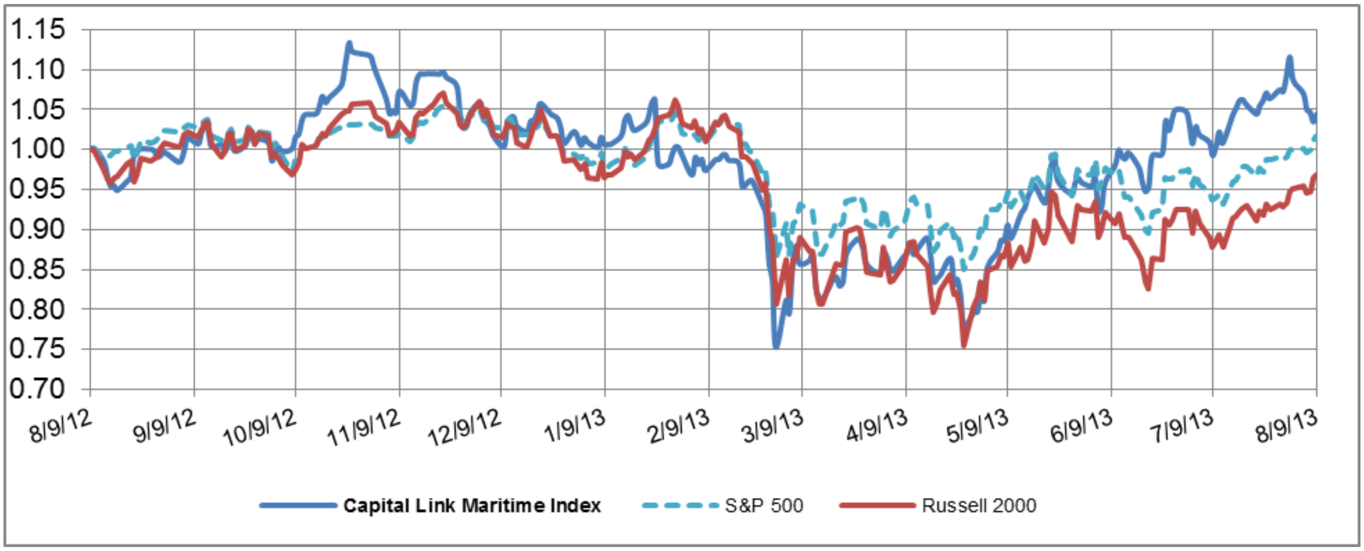
The Trading Statistics supplied by Knight Capital provide details of the trading performance of each shipping stock and analyze the market's trading momentum and trends for the week and year-to-date.

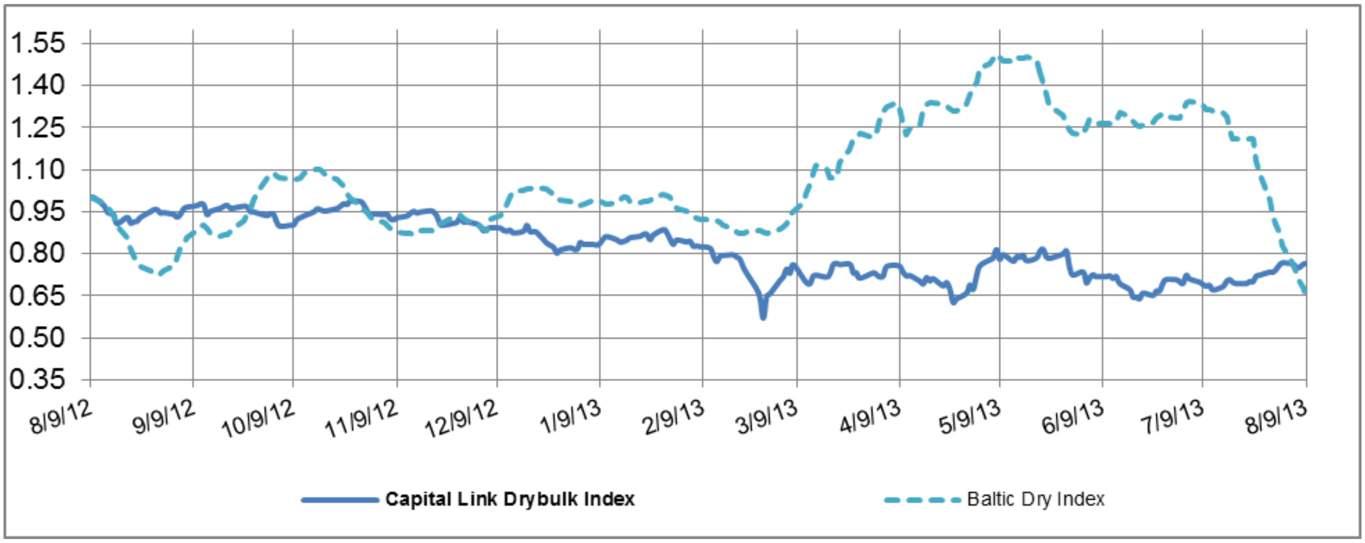
The objective of the Capital Link Maritime Indices is to enable investors, as well as all shipping market participants, to better track the performance of listed shipping stocks individually, by sector or as an industry. Performance can be compared to other individual shipping stocks, to their sector, to the broader market, as well as to the physical underlying shipping markets or other commodities. The Indices currently focus only on companies listed on US Exchanges providing a homogeneous universe. They are calculated daily and are based on the market capitalization weighting of the stocks in each index. In terms of historical data, the indices go back to January 1, 2005, thereby providing investors with significant historical performance.

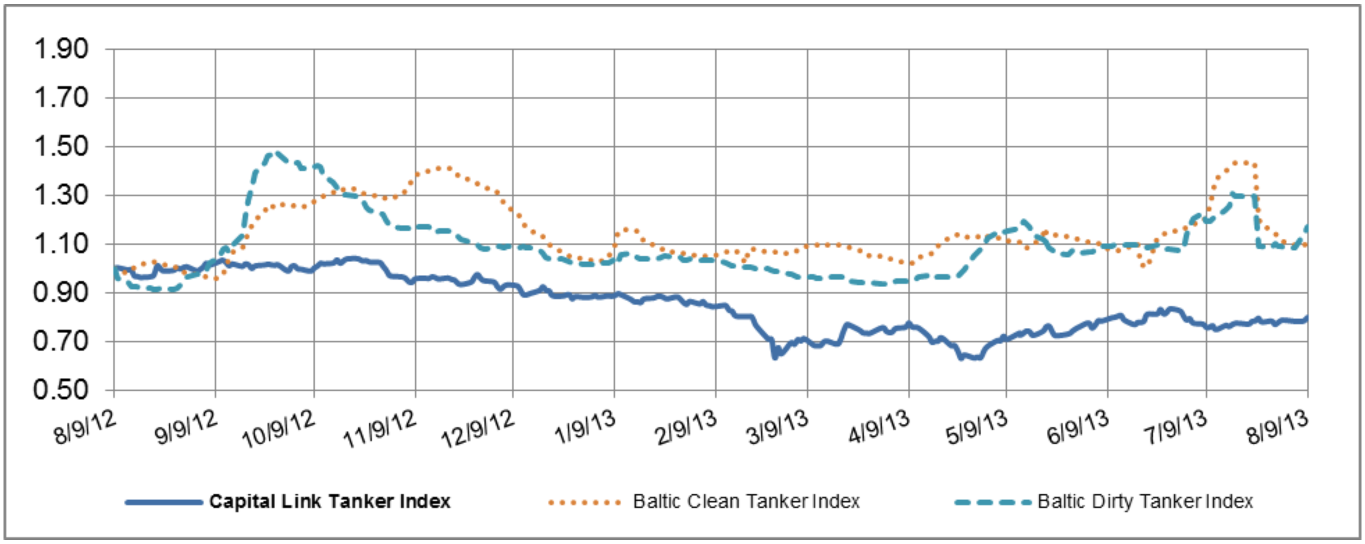
There are seven indices in total; the Capital Link Maritime Index comprised of all 42 listed shipping stocks, and six Sector Indices, the CL Dry Bulk Index, the CL Tanker Index, the CL Container Index, the CL LNG / LPG Index, the CL Mixed Fleet Index and the CL Maritime MLP Index.

The Index values are updated daily after the market close and can be accessed at www.CapitalLinkShipping.com or at or www.MaritimeIndices.com. They can also be found through the Bloomberg page "CPLI" and Reuters.

MARITIME INDEX DAILY COMPARISON CHARTS (52 -WEEK)







*SOURCE: BLOOMBERG

KCG

Custom Statistics Prepared Weekly for Capital Link Shipping

BROAD MARKET

Percent Change of Major Indexes for the Week Ending Friday, Aug 9, 2013

Name	Symbol	Close	Net Gain	Percent Gain
Nasdaq-100 Index	NDX	3118.57	-24.95	-0.79%
Nasdaq Composite Index	COMPX	3660.11	-29.48	-0.80%
Russell 1000 Index	RUI	941.06	-9.97	-1.05%
Russell 3000 Index	RUA	1011.13	-10.74	-1.05%
Russell 2000 Index	RUT	1691.42	-18.25	-1.07%
S&P 500 Index	SPX	1048.34	-11.52	-1.09%
Nasdasq Transportation Index	TRANX	2691.88	-66.05	-2.39%

SHIPPING INDUSTRY DATA (42 Companies)

Moving Averages

- 45.24% closed > 10D Moving Average.
- 57.14% closed > 50D Moving Average.
- 59.52% closed > 100D Moving Average.
- 69.05% closed > 200D Moving Average.

Top Upside Momentum (Issues with the greatest 100 day upside momentum*)

Symbol	Close	Weekly % Change	50-Day % Change
TOPS	2.07	1.47%	44.76%
DAC	4.75	-1.25%	10.98%
FRO	2.52	-1.56%	26.63%
NM	5.74	1.95%	6.30%
GLNG	37.87	7.52%	11.98%
MATX	28.32	-0.70%	9.60%
CMRE	17.75	-0.34%	6.54%
DSX	10.59	6.22%	3.02%
TK	39.43	-3.17%	3.65%
STNG	9.96	0.91%	4.62%

***Momentum:** (100D % change) + 1.5*(50D % change) + 2.0*(10D % change) for each stock then sort group in descending order and report the top 10.

Top Downside Momentum (Issues with the greatest 100 day downward momentum*)

Symbol	Close	Weekly % Change	50-Day % Change
FREE	0.18	-18.18%	-72.31%
NEWL	0.15	15.38%	-16.67%
DCIX	4.07	-0.49%	-26.93%
PRGN	4.05	0.00%	-12.34%
GLBS	2	-4.31%	-18.70%
GNK	1.83	-17.57%	12.27%
SHIP	1.48	-0.67%	-6.92%
DHT	4.18	-6.90%	-6.49%
TNK	2.65	-3.64%	-6.36%
SB	5	3.09%	-5.30%

***Momentum:** (100D % change) + 1.5*(50D % change) + 2.0*(10D % change) for each stock - sort names that have a negative value in ascending order - report the top 10.

Top Consecutive Higher Closes

Symbol	Close	Up Streak
DRYS	2.04	3
DSX	10.59	3
GLNG	37.87	3
MATX	28.32	2
NAT	9.5	2
NM	5.74	2
TOPS	2.07	2
VLCCF	7.8	2

Top Consecutive Lower Closes

Symbol	Close	Up Streak
CMRE	17.75	-2
CPLP	9	-2
KNOP	22.35	-2
GMLP	31.62	-3
GSL	4.6	-3
PRGN	4.05	-3
EGLE	3.46	-4

Top Largest Weekly Trading Gains					Top Largest Weekly Trading Losses				
Symbol	Close One Week Ago	Friday Close	Net Change	% Change	Symbol	Close One Week Ago	Friday Close	Net Change	% Change
NEWL	0.13	0.15	0.02	15.38%	FREE	0.22	0.18	-0.04	-18.18%
GLNG	35.22	37.87	2.65	7.52%	GNK	2.22	1.83	-0.39	-17.57%
DSX	9.97	10.59	0.62	6.22%	EGLE	4.07	3.46	-0.61	-14.99%
BALT	3.8	3.92	0.12	3.16%	DHT	4.49	4.18	-0.31	-6.90%
SB	4.85	5	0.15	3.09%	KNOP	23.86	22.35	-1.51	-6.33%
TGP	41.68	42.81	1.13	2.71%	GLBS	2.09	2	-0.09	-4.31%
TOO	31.51	32.18	0.67	2.13%	CPLP	9.37	9	-0.37	-3.95%
NM	5.63	5.74	0.11	1.95%	TNK	2.75	2.65	-0.10	-3.64%
GMLP	31.04	31.62	0.58	1.87%	SSW	21.22	20.5	-0.72	-3.39%
TOPS	2.04	2.07	0.03	1.47%	GLOG	14.06	13.6	-0.46	-3.27%

Top Largest Monthly Trading Gains (A month has been standardized to 20 trading days)					Top Largest Monthly Trading*Losses (A month has been standardized to 20 trading days)				
Symbol	Prior Close	Friday Close	Net Change	% Change	Symbol	Prior Close	Friday Close	Net Change	% Change
TOPS	1.55	2.07	0.52	33.55%	FREE	0.39	0.18	-0.21	-53.85%
FRO	1.97	2.52	0.55	27.92%	NEWL	0.17	0.15	-0.02	-11.76%
NAT	8.19	9.5	1.31	16.00%	TNK	2.93	2.65	-0.28	-9.56%
GSL	3.97	4.6	0.63	15.87%	DCIX	4.49	4.07	-0.42	-9.35%
TEU	3.63	4.19	0.56	15.43%	TOO	34.34	32.18	-2.16	-6.29%
SBLK	5.5	6.21	0.71	12.91%	GMLP	33.68	31.62	-2.06	-6.12%
VLCCF	7.07	7.8	0.73	10.33%	CPLP	9.44	9	-0.44	-4.66%
DAC	4.38	4.75	0.37	8.45%	SSW	21.47	20.5	-0.97	-4.52%
DRYS	1.91	2.04	0.13	6.81%	DHT	4.37	4.18	-0.19	-4.35%
TNP	4.67	4.96	0.29	6.21%	KNOP	23.27	22.35	-0.92	-3.95%

Stocks Nearest to 52-Week Highs			Stocks Nearest To 52-Week Lows		
Symbol	52W High	% Away	Symbol	52W Low	% Away
ASC	13.90	-0.72%	ASC	13.29	3.84%
NMM	15.02	-1.95%	FREE	0.17	5.88%
DAC	4.86	-2.26%	KNOP	20.41	9.50%
CMRE	18.39	-3.46%	DCIX	3.67	10.90%
MATX	29.38	-3.61%	TNK	2.30	15.15%
NM	5.99	-4.17%	SBLK	5.28	17.61%
TGP	44.70	-4.23%	DHT	3.51	19.04%
DSX	11.09	-4.51%	TEU	3.51	19.37%
NNA	3.94	-4.55%	ESEA	0.84	22.62%
TK	41.51	-5.01%	GLNG	30.51	24.12%

Top Stocks with Highest Weekly Volume Run Rate* > 1

Symbol	Close	Net % Change	Run Rate
CPLP	9	-3.95%	6.0030
FREE	0.18	-18.18%	3.3146
NEWL	0.15	15.38%	2.6799
NMM	14.73	0.27%	1.4769
NM	5.74	1.95%	1.2120
GLNG	37.87	7.52%	1.1060
DHT	4.18	-6.90%	1.0713
MATX	28.32	-0.70%	1.0480
CPLP	9	-3.95%	6.0030
FREE	0.18	-18.18%	3.3146

*The Volume Run Rate is calculated by dividing the current week's volume by the average volume over the last 20 weeks. For example, a run rate of 2.0 means the stock traded twice its average volume

Top Year-To-Date Gainers

Symbol	YTD Gain %
EGLE	130.67%
TOPS	120.21%
PRGN	80.80%
NM	75.00%
DAC	72.73%
NNA	60.68%
GSL	56.46%
VLCCF	55.69%
SB	51.98%
CPLP	48.27%

Top Year-To-Date Decliners

Symbol	YTD Decline %
FREE	-80.00%
NEWL	-62.50%
GNK	-47.56%
DCIX	-25.73%
FRO	-22.70%
TNK	-5.36%

The following are the 42 members of this group: Symbol - Name: **ASC –** Ardmore Shipping Corp; **BALT** - Baltic Trading Ltd; **CPLP** - Capital Product Partners LP; **CMRE-** Costamare, Inc.; **DAC** - Danaos Corp; **DCIX** – Diana Containerships; **DHT** - DHT Maritime Inc; **DRYS** - DryShips Inc; **DSX** - Diana Shipping Inc; **EGLE** - Eagle Bulk Shipping Inc; **ESEA** - Euroseas Ltd; **FREE –** FreeSeas; **FRO** - Frontline Ltd; **GASS** - StealthGas Inc; **GLBS –** Globus Maritime Limited ; **GLNG** - Golar LNG Ltd; **GLOG** - GasLog Ltd.; **GMLP –** Golar LNG Partners; **GNK** - Genco Shipping & Trading Ltd; **GSL** - Global Ship Lease Inc; **KNOP** - KNOT Offshore Partners LP; **MATX** - Matson, Inc.; **NAT** - Nordic American Tanker Shipping; **NEWL** - NewLead Holdings Ltd; **NM** - Navios Maritime Holdings Inc; **NMM** - Navios Maritime Partners LP; **NNA** - Navios Maritime Acquisition Corp; **PRGN** - Paragon Shipping Inc; **SB** - Safe Bulkers Inc; **SBLK** - Star Bulk Carriers Corp; **SFL** - Ship Finance International Ltd; **SHIP** - Seanergy Maritime Holdings Corp; **SSW** - Seaspan Corp; **STNG** - Scorpio Tankers Inc; **TEU** - Box Ships; **TGP** - Teekay LNG Partners LP; **TK** - Teekay Corp; **TNK** - Teekay Tankers Ltd; **TNP** - Tsakos Energy Navigation Ltd; **TOO** - Teekay Offshore Partners LP; **TOPS** - TOP Ships Inc.; **VLCCF** - Knightsbridge Tankers Ltd

Weekly Market Report

Week Ending Aug 09, 2013

Cleartrade
EXCHANGE

FREIGHT

Capesize 4TC Average

Volume: 2,960 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Aug	13	11293	-94	13000	11300	-1700	11100	13000
Sep	13	13883	19	16000	13925	-2075	13100	16000
Q4	13	16586	191	17400	17300	-100	16100	17400
Cal	14	14108	-44	14750	14550	-200	13850	14750

Panamax 4TC Average

Volume: 1,200 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Aug	13	7573	-258	7800	7450	-350	7400	7800
Sep	13	8081	142	8200	8000	-200	8000	8200
Q4	13	8842	165	9000	8750	-250	8650	9000
Q1	14	7600	175	7700	7500	-200	7500	7700
Cal	14	8133	140	8250	8150	-100	7950	8250

Supramax 6TC Average

Volume: 505 lots

Contract			Chg	Open	Close	Chg	Low	High
Aug	13	9300	75	9300	9300	0	9300	9300
Aug + Sep	13	9333	na	9400	9300	-100	9300	9400
Q4	13	9463	113	9400	9650	250	9400	9650
Cal	14	9108	na	9125	9100	-25	9100	9125

IRON ORE

TSI Iron Ore 62% Fines

Volume: 3, 857 MT

Contract		Average	Chg	Open	Close	Chg	Low	High
Aug	13	133.76	7.22	129.50	135.50	6.00	129.00	136.50
Sep	13	130.30	5.97	127.00	135.50	8.50	127.00	135.50
Oct	13	128.29	6.51	124.00	132.00	8.00	124.00	132.00
Q4	13	126.55	7.54	123.50	130.00	6.50	123.50	130.00
Q1	14	123.03	4.56	123.00	125.00	2.00	123.00	125.00
Q2	14	117.68	4.14	117.50	118.25	0.75	116.00	118.50

FERTILIZER

Urea Nola — Volume: 72 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Sep	13	298.86	na	308.00	295.00	-13.00	294.00	308.00
Oct	13	295.40	-12.10	299.00	292.00	-7.00	292.00	299.00
Nov	13	296.50	-11.00	299.00	294.00	-5.00	294.00	299.00

UAN Nola — Volume: 12 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Sep	13	236.75	na	237.00	236.00	-1.00	236.00	237.00

DAP NOLA — 15 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Sep	13	397.00	-6.00	397.00	396.00	-1.00	395.00	399.00

BUNKER FUEL

Singapore 380cst — Volume: 40,700 MT

Contract		Average	Chg	Open	Close	Chg	Low	High
Aug	13	603.59	-0.91	603.50	603.75	0.25	603.50	603.75
Sep	13	599.14	-5.84	598.00	605.25	7.25	598.00	605.25
Oct	13	600.08	na	605.00	597.25	-7.75	597.25	605.00

Rotterdam 3.5% — Volume: 4,900 MT

Contract		Average	Chg	Open	Close	Chg	Low	High
Sep	13	578.63	na	580.75	575.75	-5.00	575.75	580.75
Q4 + Q1	13/14	582.63	na	584.25	581.00	-3.25	581.00	584.25

Legend	
Average	Weighted average price of the contract period for the week
Change (1)	Difference between the current week Average and the previous week Average
Open	Opening price of the week
Close	Closing price of the week
Change (2)	Different between the weekly Open and Close Price
Low	Lowest price of the week
High	Highest price of the week

Dry Bulk Market – Weekly Highlights

Another drop in the Dry Bulk market again this week, with the downward pressure intensifying, as the larger size segments witness the biggest losses. Capes and Panamaxes were the ones showing the most significant drop in sentiment amongst owners as slacking demand and haste from the owners' side to find a quick fixture led to an overall slagging of earnings. This was not the case for Supras however, with the increased activity noted on the Continent/Far East voyages helping counter any losses encountered elsewhere. This may have been temporary but kept rates for this segment buoyant for yet another week. Handies were not as lucky, noting a drop in charter rates despite being only a small one.

Contributed by
Intermodal

Intermodal

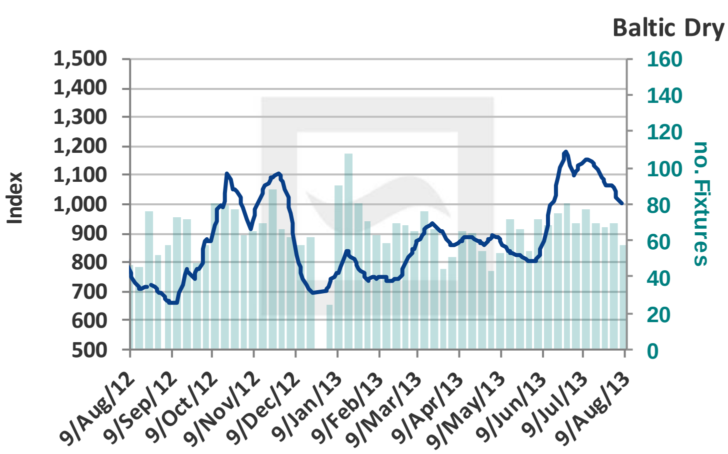
Intermodal Shipbrokers Co.
17th km Ethniki Odos Athens-Lamia & 3 Agrambelis Street,
145 64 N. Kifisia,
Athens – Greece

Phone: +30 210 6293300
Website: www.intermodal.gr

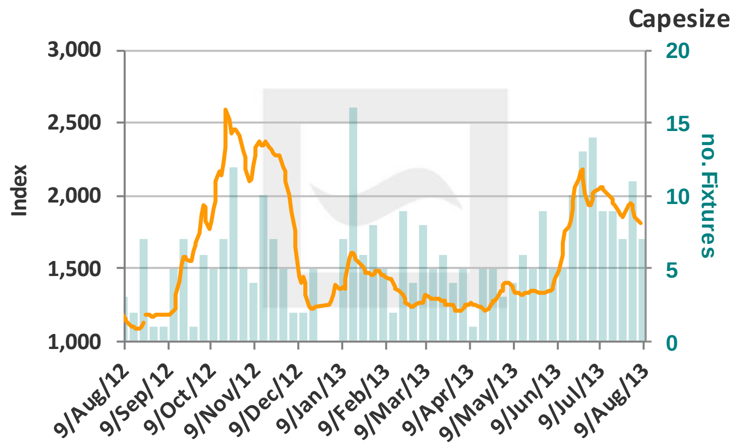
Indices / Dry Bulk Spot Rates

	Week 32 09/08/2013		Week 31 02/08/2013		Point Diff	$/day ±%	2013	2012
	Index	$/day	Index	$/day			Avg Index	Avg Index
BDI	1,001		1,065		-64		893	921
BCI	1,813	$10,620	1,950	$12,191	-137	-12.9%	1,495	1,571
BPI	948	$7,541	1,021	$8,120	-73	-7.1%	958	965
BSI	911	$9,524	908	$9,494	3	0.3%	849	906
BHSI	521	$7,617	529	$7,751	-8	-1.7%	511	518

There is a lot of chatter regarding the autumn grain season, with many market players placing their hopes in that it will be enough to provide a strong base to support a strong recovery in the market in the final quarter. Although evidence circulating is pointing to a stronger grain season, it would be haste to place so much hope when we haven't even seen yet the first signs of output nor do we know if any change in weather conditions could wither the "great harvest". The dry bulkers need to hold a cautious stance, especially now were most of the dry bulk commodities have been showing a more bearish face.



The Baltic Dry Index closed on Friday the 9th of August at 1,001 points with a weekly loss of -64 points or -6.0% over previous week's closing. (Last Friday's the 2nd of August closing value was recorded at 1,065 points).



CAPESIZE MARKET - The Baltic Cape Index closed on Friday the 9th of August at 1,813 points with a weekly loss of -137 points. For this week we monitor a -7.0% change on a week-on-week comparison, as Last Friday's the 2nd of August closing value was 1,950 points). It is worth noting that the annual average of 2011 for the Cape Index is currently calculated at 1,495 points, while the average for the year 2010 was 1,571 points.

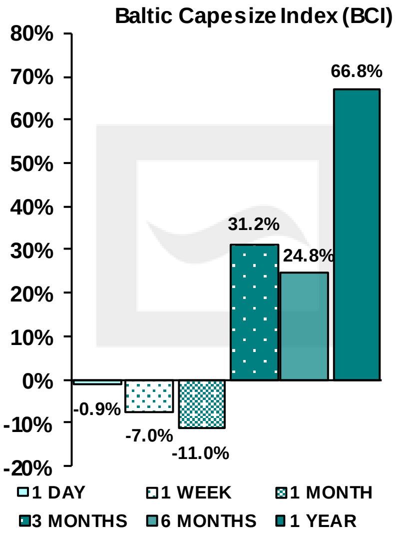
Dry Bulk Market – Weekly Highlights

For Week 32 we have recorded a total of 7 timecharter fixtures in the Capesize sector, 1 for period charter averaging $14,000 per day, while 6 trip charters were reported this week with a daily average of $11,092 per day.

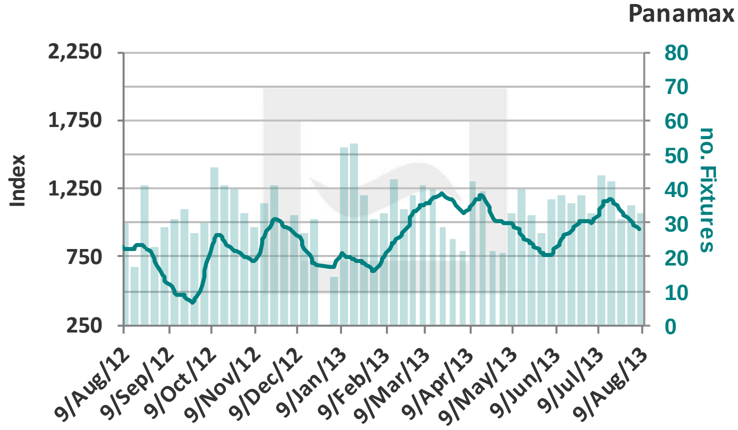
This week's fixture that received the lowest daily hire was the M/V "ORANGE TIARA", 181396 dwt, built 2012, dely Cape Passero 12/14 Aug , redely Cape Passero, $5500, Cargill, for a transatlantic round -4900$ reduced from last week, and the fixture with the highest daily hire was the M/V "ANANGEL CONQUEROR", 179719 dwt, built 2012, dely Nagoya 12/15 Aug , redely Singapore-Japan, $15500, Oldendorff, for a trip via NoPac -16500$ reduced from last week

Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	7	$15,500	$5,500
last week	11	$32,000	$10,400

Week	Period Charter	Trip Charter
this week	$14,000	$11,092
last week	$14,100	$17,265



In the bar chart on the left we see that the BCI is showing a -7.0% decrease on a weekly comparison, a -11.0% decrease on a 1 month basis, a 31.2% rise on a 3 month basis, a 24.8% rise on a 6 month basis and a 66.8% rise on a 12 month basis.



PANAMAX MARKET - ▼ The Baltic Panamax Index closed on Friday the 9th of August at 948 points having lost -73 points on a weekly comparison. It is worth noting that last Friday's the 2nd of August saw the Panamax index close at 1,021 points. The week-on-week change for the Panamax index is calculated to be -7.1%, while the yearly average for the Baltic Panamax Index for this running year is calculated at 958 points while the average for 2010 was 965 points.

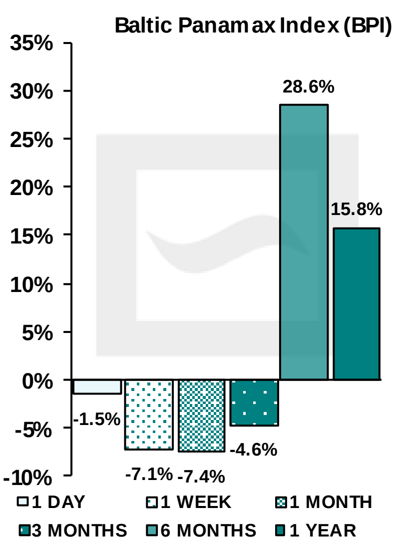
Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	33	$16,500	$6,000
last week	35	$19,750	$5,000

Week	Period Charter	Trip Charter
this week	$9,475	$10,416
last week	$8,992	$9,891

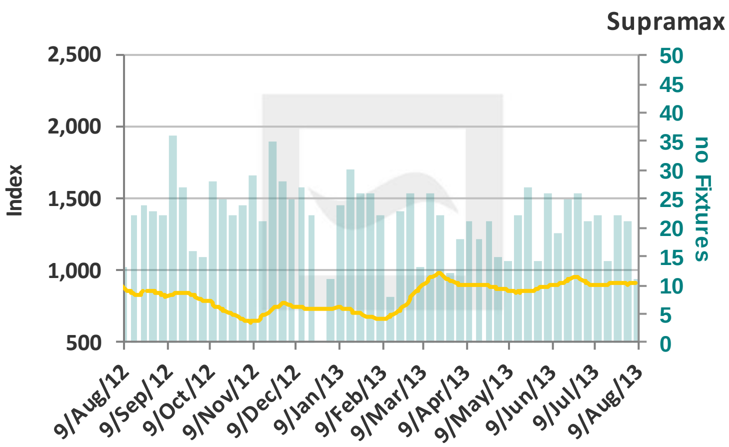
For Week 32 we have recorded a total of 33 timecharter fixtures in the Panamax sector, 4 for period charter averaging $9,475 per day, while 29 trip charters were reported this week with a daily average of $10,416 per day.

The daily earnings differential for the Panamaxes, that we calculate from all this week's reported fixtures, i.e. the difference between the lowest and highest reported fixture for this week was reduced, and this week's fixture that received the lowest daily hire was the M/V "SHOU SHAN 2", 74009 dwt, built 1997, dely Adang Bay spot , redely Sual, $6000, Oldendorff, for a trip, 90000 bb 1000$ improved from last week, and the fixture with the highest daily hire was the M/V "CHRIS", 76629 dwt, built 2006, dely Port Talbot 7/11 Aug , redely Singapore-Japan, $16500, Ultrabulk, for a trip via Murmansk -3250$ reduced from last week.

Dry Bulk Market – Weekly Highlights



In the bar chart on the left we see that the BPI is showing a -7.1% decrease on a weekly comparison, a -7.4% decrease on a 1 month basis, a -4.6% decrease on a 3 month basis, a 28.6% rise on a 6 month basis and a 15.8% rise on a 12 month basis.



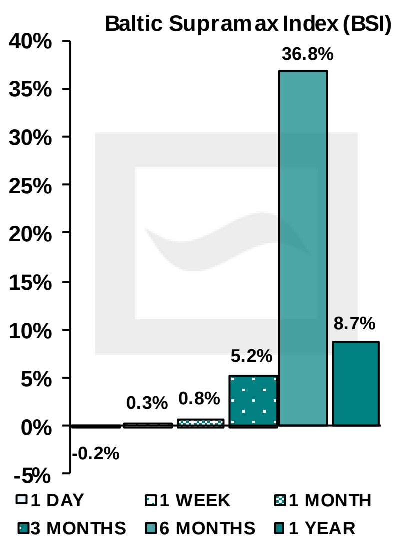
SUPRAMAX & HANDYMAX MARKET - ▲ The Baltic Supramax Index closed on Friday the 9th of August at 911 points up with a weekly gain of 3 point or 0.3%. The Baltic Supramax index on a weekly comparison is with an upward trend as last Friday's the 2nd of August closing value was 908 points. The annual average of the BSI is recorded at 849 points while the average for 2010 was 906 points.

Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	11	$17,250	$6,000
last week	21	$24,000	$6,750

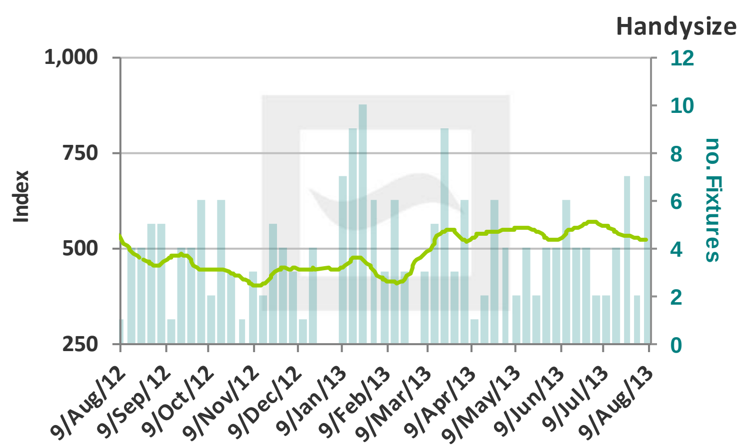
Week	Period Charter	Trip Charter
this week	$9,083	$11,106
last week	$11,125	$12,242

For Week 32 we have recorded a total of 11 timecharter fixtures in the Supramax & Handymax sector, 3 for period charter averaging $9,083 per day, while 8 trip charters were reported this week with a daily average of $11,106 per day.

The minimum vs maximum daily rate differential as analyzed from our fixtures database was overall reduced and from the reported fixtures we see that this week's fixture that received the lowest daily hire was the M/V "TRANSTIME", 56726 dwt, built 2012, dely Lianyungang spot , redely Gibraltar-Skaw intention steels & generals, $4000, Suns International, for a trip, 4000 daily 1st 65 days 8100 daily balance -2750$ reduced from last week, and the fixture with the highest daily hire was the M/V "AFRICAN KINGFISHER", 55476 dwt, built 2009, dely US Atlantic spot , redely E.Med intention scrap approx, $17250, Ultrabulk, for a trip -6750$ reduced from last week



In the bar chart on the left we see that the BSI is showing a 0.3% rise on a weekly comparison, a 0.8% rise on a 1 month basis, a 5.2% rise on a 3 month basis, a 36.8% rise on a 6 month basis and a 8.7% rise on a 12 month basis.

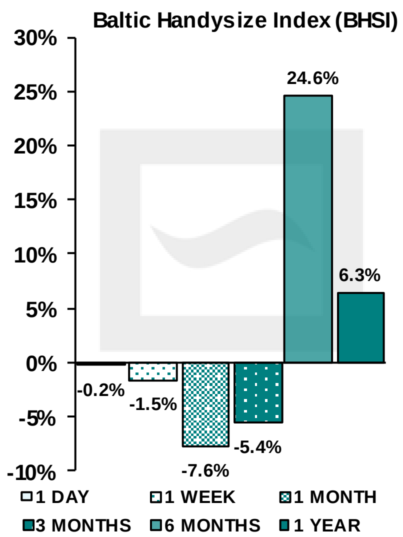


Dry Bulk Market – Weekly Highlights

HANDYSIZE MARKET - ▼ The Baltic Handysize Index closed on Friday the 9th of August with a downward trend at 521 points with a weekly loss of -8 points and a percentage change of -1.5%. It is noted that last Friday's the 2nd of August closing value was 529 points and the average for 2011 is calculated at 511 points while the average for 2010 was 518 points.

Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	7	$14,250	$7,000
last week	2	$10,750	$8,250

Week	Period Charter	Trip Charter
this week	$11,250	$9,425
last week	$8,250	$10,750



In the bar chart on the left we see that the BHI is showing a -1.5% change on a weekly comparison, a -7.6% decrease on a 1 month basis, a -5.4% decrease on a 3 month basis, a 24.6% rise on a 6 month basis and a 6.3% rise on a 12 month basis.

For Week 32 we have recorded a total of 7 timecharter fixtures in the Handysize sector, 1 for period charter averaging $11,250 per day, while 8 trip charters were reported this week with a daily average of $9,425 per day.

The minimum vs maximum daily rate differential as analyzed from our fixtures database was overall improved and this week's fixture that received the lowest daily hire was the M/V "FEDERAL MIRAMICHI", 27740 dwt, built 2005, dely Brunsbuttel prompt, redely Gijon, $7000, Centurion, for a trip via Archangel int coal - 3750$ reduced from last week and the fixture with the highest daily hire was the M/V "SAN FELICE", 34053 dwt, built 2010, dely aps Panama City Florida prompt, redely Continent, $14250, Lauritzen, for a trip int woodpellets 3500$ improved from last week.

All Baltic Dry Indices, 1 day, 1week , 1 month, 3 months, 6 months and 12 months % changes based on last Friday's closing figures.

INDEX	1 DAY	1 WEEK	1 MONTH	3 MONTHS	6 MONTHS	1 YEAR
BDI	-1.1%	-6.0%	-11.4%	13.2%	34.2%	40.8%
BCI	-0.9%	-7.0%	-11.0%	31.2%	24.8%	66.8%
BPI	-1.5%	-7.1%	-7.4%	-4.6%	28.6%	15.8%
BSI	-0.2%	0.3%	0.8%	5.2%	36.8%	8.7%
BHI	-0.2%	-1.5%	-7.6%	-5.4%	24.6%	6.3%

Weekly Freight Rate & Asset Trends

Contributed by
Intermodal

Intermodal

Intermodal Shipbrokers Co.
17th km Ethniki Odos Athens-Lamia & 3 Agrambelis Street,
145 64 N. Kifisia,
Athens – Greece

Phone: +30 210 6293300
Website: www.intermodal.gr

Tanker Spot Rates

Vessel		Routes	Week 32		Week 31		$/day ±%	2013	2012
			WS points	$/day	WS points	$/day		$/day	$/day
VLCC	265k	AG-JAPAN	34	10,406	35	11,217	-7.2%	8,650	21,835
	280k	AG-USG	22	5,126	23	6,200	-17.3%	-1,488	1,604
	260k	WAF-USG	40	19,146	40	19,146	0.0%	13,537	31,457
Suezmax	130k	MED-MED	68	19,362	68	19,423	-0.3%	10,192	22,121
	130k	WAF-USAC	68	20,788	65	18,942	9.7%	7,169	13,373
	130k	AG-CHINA	65	19,233	60	14,596	31.8%	10,192	22,121
Aframax	80k	AG-EAST	83	12,306	85	13,447	-8.5%	6,619	14,182
	80k	MED-MED	78	12,920	80	14,487	-10.8%	8,675	13,700
	80k	UKC-UKC	83	7,041	80	3,526	99.7%	8,455	18,517
	70k	CARIBS-USG	105	18,273	85	10,408	75.6%	8,345	12,325
Clean	75k	AG-JAPAN	69	6,846	69	7,161	-4.4%	6,887	11,258
	55k	AG-JAPAN	89	8,681	80	6,287	38.1%	7,455	10,867
	37K	UKC-USAC	120	9,776	155	17,511	-44.2%	9,569	9,251
	30K	MED-MED	145	18,516	155	22,522	-17.8%	12,675	19,062
Dirty	55K	UKC-USG	113	18,242	113	18,097	0.8%	9,834	16,571
	55K	MED-USG	110	15,504	113	16,493	-6.0%	8,147	14,735
	50k	CARIBS-USAC	118	17,503	125	20,524	-14.7%	9,570	13,028

Tanker Time Charter Rates

$/day		Week 32	Week 31	±%	Diff	2013	2012
VLCC	300k 1yr TC	18,200	18,200	0.0%	0	19,094	22,375
	300k 3yr TC	22,200	22,200	0.0%	0	23,966	27,195
Suezmax	150k 1yr TC	16,200	16,200	0.0%	0	16,281	17,606
	150k 3yr TC	17,700	17,700	0.0%	0	18,559	21,152
Aframax	110k 1yr TC	13,200	13,200	0.0%	0	13,461	13,889
	110k 3yr TC	14,950	14,950	0.0%	0	15,223	16,070
Panamax	75k 1yr TC	14,950	14,950	0.0%	0	14,977	13,245
	75k 3yr TC	15,700	15,700	0.0%	0	15,544	14,368
MR	52k 1yr TC	14,450	14,450	0.0%	0	14,336	13,764
	52k 3yr TC	15,450	15,450	0.0%	0	14,997	14,589
Handysize	36k 1yr TC	12,950	12,950	0.0%	0	13,102	12,567
	36k 3yr TC	13,700	13,700	0.0%	0	13,692	13,378

Dry Bulker Time Charter Rates

$/day		Week 32	Week 31	±%	Diff	2013	2012
Capesize	170K 6mnt TC	17,200	17,700	-2.8%	-500	12,868	13,549
	170K 1yr TC	15,950	15,950	0.0%	0	12,774	13,885
	170K 3yr TC	17,200	17,200	0.0%	0	14,138	15,282
Panamax	76K 6mnt TC	10,450	10,575	-1.2%	-125	10,347	11,003
	76K 1yr TC	8,950	8,825	1.4%	125	8,958	9,906
	76K 3yr TC	9,700	9,700	0.0%	0	9,470	10,888
Supramax	55K 6mnt TC	10,700	10,700	0.0%	0	10,665	11,176
	55K 1yr TC	9,700	9,950	-2.5%	-250	9,567	10,330
	55K 3yr TC	9,950	9,950	0.0%	0	9,950	11,195
Handymax	45k 6mnt TC	9,200	9,200	0.0%	0	8,927	9,375
	45k 1yr TC	8,450	8,450	0.0%	0	8,263	8,849
	45k 3yr TC	8,950	8,950	0.0%	0	8,895	9,575
Handysize	30K 6mnt TC	8,200	7,950	3.1%	250	7,520	8,255
	30K 1yr TC	7,950	7,950	0.0%	0	7,848	8,424
	30K 3yr TC	8,950	8,950	0.0%	0	8,716	9,450

Secondhand Indicative Market Values ($ Million) - Tankers

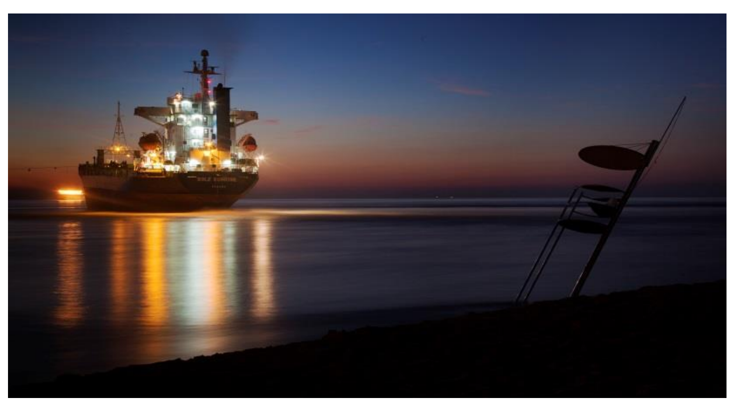
Vessel 5yrs old		Aug-13	Jul-13	±%	2013	2012	2011
VLCC	300KT DH	55.0	55.0	0.0%	55.8	62.9	77.6
Suezmax	150KT DH	38.5	40.0	-3.8%	40.2	44.9	54.4
Aframax	110KT DH	30.5	28.5	7.0%	28.6	31.2	39.1
Panamax	75KT DH	29.0	27.8	4.5%	26.5	26.7	35.2
MR	52KT DH	26.8	25.3	5.9%	24.7	24.6	28.4

Secondhand Indicative Market Values ($ Million) - Bulk Carriers

Vessel 5yrs old		Aug-13	Jul-13	±%	2013	2012	2011
Capesize	180k	34.0	34.0	0.0%	33.9	34.6	43.5
Panamax	76K	21.0	22.0	-4.5%	20.0	22.7	31.3
Supramax	56k	21.5	21.5	0.0%	20.3	23.0	28.1
Handysize	30K	18.0	18.0	0.0%	17.6	18.2	23.5

New Building Indicative Market Prices (million$)

Vessel			Week 32	Week 31	±%	2013	2012	2011
Bulkers	Capesize	180k	48.0	47.5	1.1%	46	47	53
	Panamax	77k	26.0	26.0	0.0%	25	27	33
	Supramax	58k	25.0	25.0	0.0%	24	26	30
	Handysize	35k	21.8	21.8	0.0%	21	22	25
Tankers	VLCC	300k	89.0	89.0	0.0%	89	96	102
	Suezmax	160k	55.5	55.5	0.0%	55	59	64
	Aframax	115k	48.5	48.3	0.5%	46	51	54
	LR1	75k	40.5	40.5	0.0%	40	43	45
	MR	52k	33.3	33.3	0.0%	33	35	36
Gas	LNG	150K	184.5	184.5	0.0%	181	186	187
	LGC LPG	80k	70.5	70.5	0.0%	69	72	73
	MGC LPG	52k	62.3	62.3	0.0%	61	63	64
	SGC LPG	23k	40.8	40.8	0.0%	40	44	46



Weekly Tanker Market Opinion

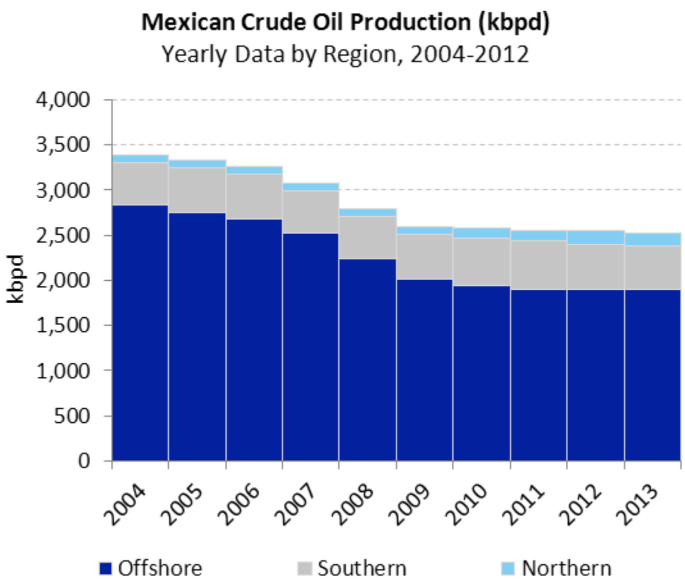
Contributed by
Poten & Partners, Inc.

805 Third Avenue
New York, NY 10022

Phone: (212) 230 - 2000
Website: www.poten.com

Mexico's Production: Taking a Hit Below the Border

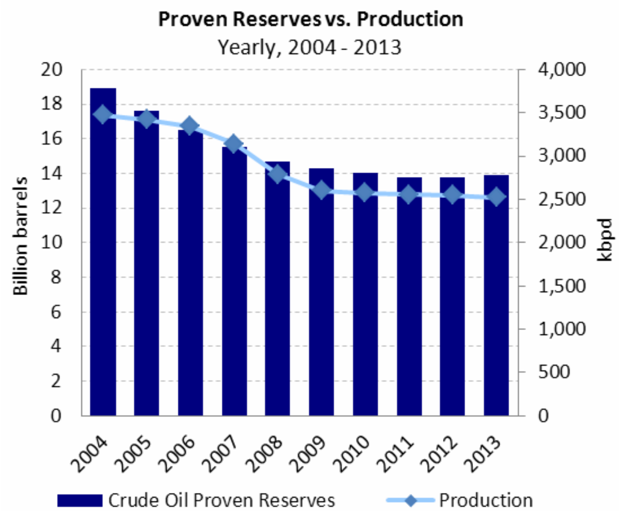
The steady decline of Mexico's crude oil production not only poses threats to the nation's GDP, but also to the health of the tanker market in the Caribbean basin. Mexican crude oil exports have fallen by a striking 1 million barrels per day (mbpd) since 2004 with total production rates now hovering around 2.5 million barrels per day. Now however, with support from President Enrique Pena Nieto, private investors may have the opportunity to reverse the country's crude oil fate. While Mexican exports have primarily supported the Aframax trade in the Gulf of Mexico and the Caribbean, increasing relationships between China and Mexico should shift tonnage demand from Aframaxes to larger tankers over time.



Source: Pemex, Poten

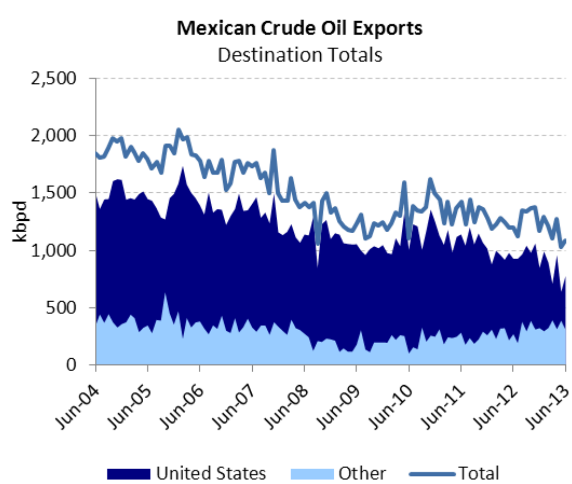
Since 1938, Mexico's oil industry has been run by a single company, Petroleos Mexicanos, or Pemex. Under this monopoly, Mexico has slipped among the ranks of top global oil producers from number four in 2002 to number ten this year. At the end of July, the National Action Party, or PAN, proposed a bill to congress that would breakdown the monopoly and permit for private, foreign businesses to enter the market and partner on upstream projects. The intrigue for foreign investors stems primarily from opportunities in the offshore crude oil production. One caveat, however, is that three articles in the constitution must be amended in order for this to happen.

Striking the balance between public and private investment can be challenging for oil producing nations. Market forces suggest stimulating competition between private investors is a logical way to reach a markets full potential. Mexico's own crude oil production outlook increasingly targets offshore fields, a sector in which Pemex has limited expertise. Foreign companies could potentially provide much needed deep water crude production experience



Source: Pemex, Partners

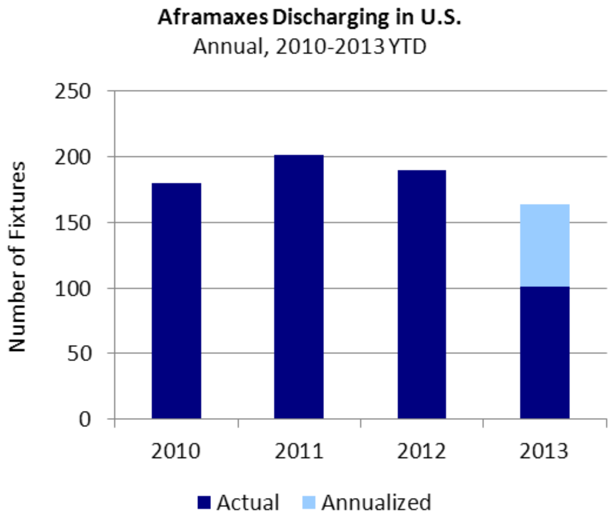
Historically, Mexico has relied heavily on the U.S. to import its crude oil. The U.S. consumes roughly 80 percent of the total exports. Now, strongly increased U.S. domestic production poses significant risks to Mexican crude oil marketing efforts. In April, Pemex CEO Emilio Lozoya began working on increasing exports to others by approving a two- year agreement that will send an additional 30,000 barrels per day to China. In 2012, of the average export of 1.256 million barrels per day, 85,000 barrels per day went to Asia.



Source: Poten & Partners

Weekly Tanker Market Opinion

The chart below shows the declining trend of Aframax fixtures from Mexico to U.S. destinations. Overall, total reported spot fixtures have declined 14% in 2013.



Source: Poten

For now, the lost ton-miles are hurting the Aframax sector, but trade agreements with China could see this tanker segment be employed in much longer hauls. In fact, the completion of the expansion of the Panama Canal next summer could further facilitate new trades to the East, as fully laden Aframaxes will be able to transit this canal.

As production and exports continue to wane, President Enrique Pena Nieto is faced with the controversial decision to allow foreign actors to enter the oil market. Opening the commercial landscape is certainly not without risk, yet the alternatives seem to be even more bleak. While the Caribbean Aframax markets would likely experience support from any increase in Mexican production, voyages to Asia would affect ton-mile demand in multiples, so long as freight is competitive with VLCCs.

Container Market – Weekly Highlights

Vessel (TEU/HMG)	Index	+/-
700/440TEU (GL) 17.5 k	3.28	▶ 0.00
1,043/660TEU (GL) 18 K Eco	4.74	▶ 0.00
1,100/715TEU (G) 19 k	7.80	▲ 0.13
1,700/1,125TEU (G) 19.5 k	8.86	▶ 0.00
1,740/1,300TEU (G) 20.5 k	8.87	▶ 0.00
1,714/1,250TEU (G) 19k Bkk Max	5.34	▶ 0.00
2,500/1,900TEU (G) 22 k	4.32	▶ 0.00
2,800/2,000TEU (GL) 22 k	3.70	▲ 0.05
3,500/2,500TEU (GL) 23 k	1.61	▶ 0.00
4,250/2,800TEU (GL) 24 k	2.67	▼ 0.17
5,500/4,200TEU (GL) 25 k	2.83	▶ 0.00
8,500/6,600 (GL) 25 k	4.06	▶ 0.00
Index Total	**58.09**	**▲ 0.01**

Contributed by
Braemar Seascope

35 Cosway Street
London NW1 5BT
United Kingdom

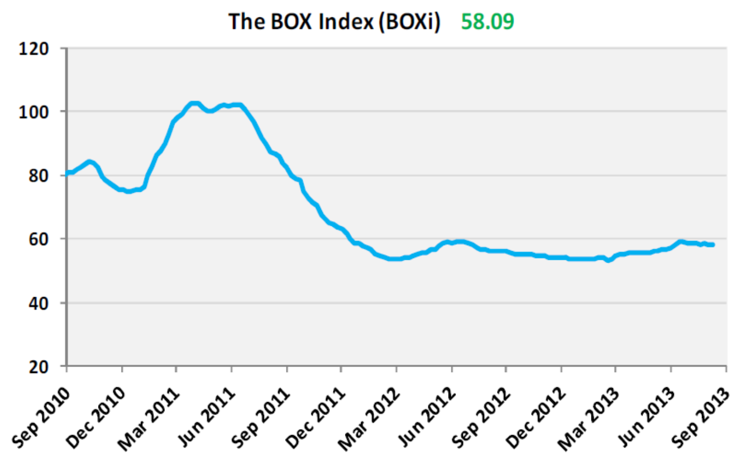
Phone: +44 (0) 20 7535 2650
Website: braemarseascope.com

Unsurprisingly the container market has experienced another uneventful week with limited activity and no movement of any significance in our BOXi.

What little market chat that has emanated has been focused CMA CGM's en bloc fixture of two widebeam panamaxes at USD 14,000 for around 12 months; a rate at which a similar unit recently fixed but for a short period. One would therefore assume this to be on the lower side to what owners were hoping for 12 months and it is a long way off the high teens levels that we saw in the spring but at least owners have covered two prompt positions in arguably the quietest segment of an already flat summer market. With traditional baby panamax rates slipping further still to around the USD 8000 level, owners would have been wary of the glut of older design tonnage in the neighbouring sizes and their comparably cheap charter slot costs albeit not when bunker costs are factored in.

The sizes below remain much healthier with the 2800 TEU gearless category continuing to post modest gains while the 1700 TEU sector is perhaps the closest to being in supply/demand equilibrium. Indeed we have seen even non-eco 1700 TEU units commanding higher rates than baby panamaxes, meaning over double the charter slot cost, as this workhorse of the feeder segment continues to benefit from its trade flexibility. How long this steep gradient can remain will be interesting to see - historically these differentials even out in the medium term as charterers try to adapt to capitalise on slot cost bargains.

It is certainly not all doom and gloom on the demand side; with positive economic data coming out of the US and with the key Asia-Europe trade showing significant year-on-year growth over the 2nd quarter and in particular its final month and with tightening supply already evident in certain sectors, one could have every reason to anticipate an autumn rally.



Representative Fixtures

Name	Dwt	Teu	14T	Blt	Spd	Cons	GR	Charterer	Dely	Date	Period	US$/day
RHL Calliditas	58,000	4,620	3,620	2013	23.1	135.0	GL	**CMA CGM**	Ne Asia	Aug	11-13 mos	**14,000**
Apulia	35,600	2,775	2,020	2005	15.0	35.0	G	**Emirates**	Ne Asia	Aug	8-9 mos	**8,500**
King Adrian	37,977	2,702	2,106	2004	21.8	85.2	GL	**Maersk Line**	Se Asia	Aug	2-3 mos	**7,400**
Olivia	37,900	2,702	2,070	2007	21.8	88.0	GL	**Wan Hai Lines**	Ne Asia	Aug	3-9 mos	**7,500**
Jula S	33,500	2,474	1,950	2005	22.2	78.2	G	**Gold Star Line**	Ne Asia	Sep	6-9 mos	**7,850**
Helene Rickmers	23,106	1,728	1,120	1998	19.5	56.0	G	**PIL**	Se Asia	Aug	6-9 mos	**7,500**
Steintor	21,420	1,679	1,230	2000	21.0	61.0	GL	**YML**	Ne Asia	Sep	6 mos	**8,000**
Vega Sachsen	13,760	1,118	712	2008	20.0	42.0	G	**Isabella**	USG	Sep	6-9 mos	**6,800**
Merito	14,380	1,104	765	1998	18.5	39.0	G	**CMA CGM**	Med	Aug	6 mos	**6,500**

Tanker Market – Weekly Highlights

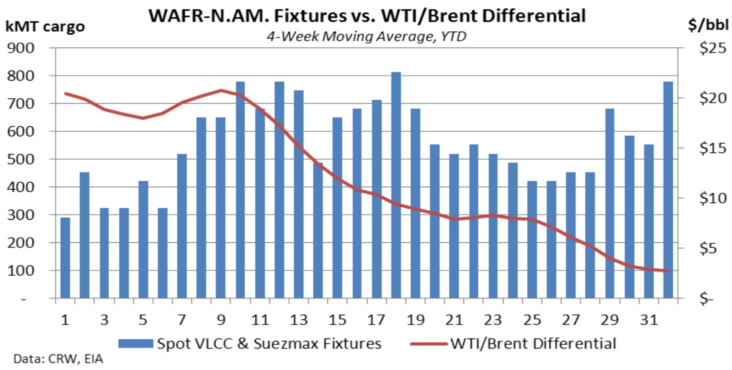
Contributed by
Charles R. Weber Company, Inc.

Greenwich Office Park One,
Greenwich, CT 06831

Phone: (203) 629 - 2300
Website: www.crweber.com

Impact of narrower WTI/Brent differential on large crude tankers

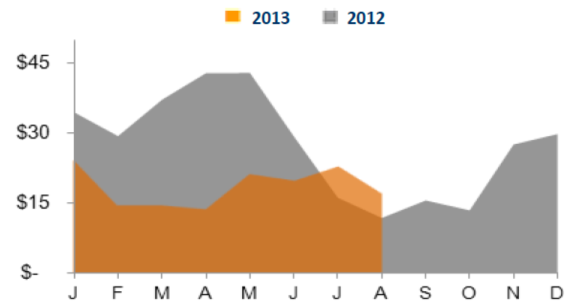
Since the start of 2013, WTI has shed 85% of its relative discount to Dated Brent, making domestic crude less attractive to US refiners and boosting spot tanker demand on routes servicing US imports of Brent-linked West African crude. Averaging just $2.80/bbl over the past four weeks, WTI's discount to Brent is at its lowest level since December 2010. The figure also represents a significant change from its peak of $27.22/bbl observed during September 2011, when it prompted an acceleration of refinery idling on the US East Coast.



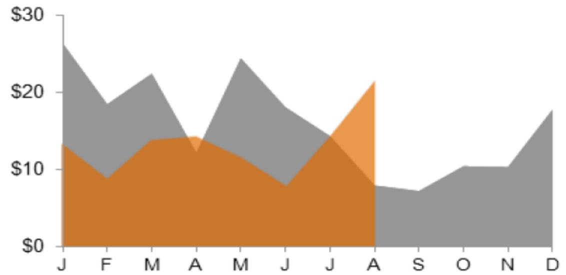
Given their earlier reliance on imports of West African crude for refinery inputs, refiners on the East Coast were put at a major disadvantage to those on the US Gulf Coast that could more easily access both advantaged WTI crude and cheap natural gas to power their refining operations. While a share of the East Coast's refining capacity was idled as a result, other regional refineries have been in the process of upgrading their facilities to receive light tight oil from North Dakota's Bakken shale formation. At a wider WTI/Brent differential, railcar shipments made East Coast refining more competitive.

However, as we reported on 19 July, the cost to transport domestic crude to East Coast refineries can cost as much as $16/bbl. At the present rate of ws67.5 on the WAFR-USAC route, seaborne transportation costs just $2.22/bbl. As Phillips 66 told investors during their second-quarter earnings call on 31 July, "We have reduced our take on the Bakken to the East Coast as we've adjusted our crude slates and [are] replacing that with more competitive barrels from imports."

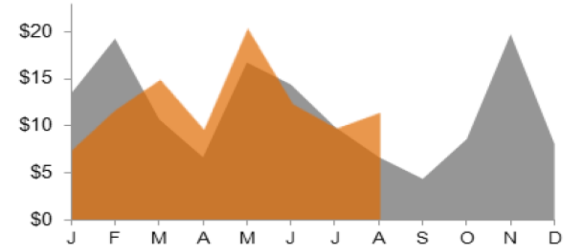
A similar scenario has emerged on the US Gulf Coast with Bakken oil's discount to coastal Light Louisiana Sweet having reportedly declined by 60% since the beginning of the year. Rail operators have also told investors that rail shipments from Texas' Eagle Ford shale and the Permian Basin production areas to the US Gulf presently make less sense.



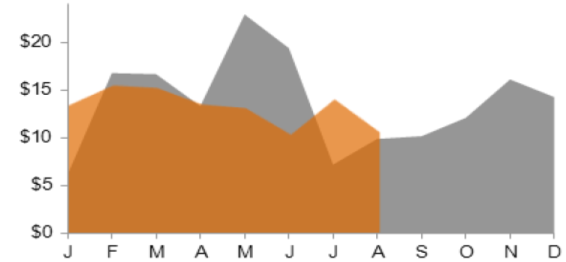
VLCC TCE 280k AG-USG + CBS-SPORE | **MTD Average $17,200/Day** | **Month y/y +46%**



S'MAX TCE 130k WAF-USAC | **MTD Average $21,500/Day** | **Month y/y +172%**



A'MAX TCE 70k CBS-USG | **MTD Average $11,400/Day** | **Month y/y +71%**



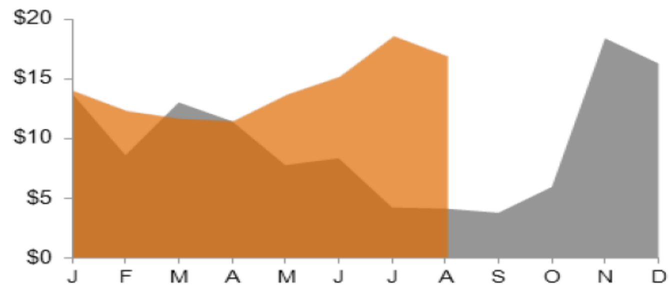
Tanker Market – Weekly Highlights

For tankers, this has played a role in the recent rise in demand on the trans-Atlantic routes from West Africa. This past week alone, cargo volumes fixed onto VLCCs and Suezmaxes from West Africa towards North America were 130% above the YTD weekly average and over past four weeks volumes have averaged 38% above the YTD weekly average. In part, this has factored into the recent rallying of Suezmax rates and spillover demand for VLCCs on the trans-Atlantic routes from West Africa. Suezmax earnings on the WAFR-USAC route have averaged 172% above levels observed during August 2012 while the two VLCCs fixed this week from West Africa to the US has boosted the YTD fixture tally to 8.

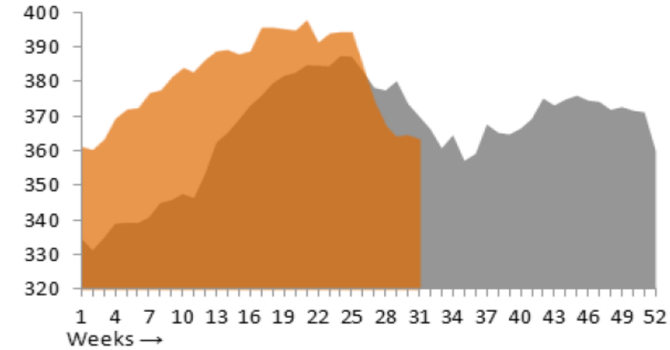
While this trend for could hold up during the coming weeks, the WTI/Brent differential is likely to widen again through the coming months, particularly as refining on the US Gulf Coast continues to expand, absorbing more of the supply. For large crude tanker owners, this represents a continued intermediate-term challenge to the incremental demand gains needed to absorb excess capacity and sustainably elevate earnings.

Spot Market	WS	TCE $/day	WS	TCE $/day
VLCC	2-Aug		9-Aug	
AG>USG 280k (TD1)	22.0	$(5,813)	22.0	$(5,259)
AG>USG/CBS>SPORE/AG	--	$17,013	--	$17,578
AG>SPORE 270k (TD2)	34.0	$11,077	33.0	$9,717
AG>JPN 265k (TD3)	34.0	$10,443	33.0	$9,026
WAFR>USG 260k (TD4)	37.5	$14,877	40.0	$19,168
WAFR>CHINA 260k (TD15)	36.5	$13,291	36.5	$13,837
SUEZMAX				
WAFR>USAC 130k (TD5)	65.0	$19,232	67.5	$21,475
BSEA>MED 135k (TD6)	60.0	$8,172	62.5	$10,872
CBS>USG 130k	80.0	$27,582	77.5	$25,978
AFRAMAX				
N.SEA>UKC 80k (TD7)	80.0	$6,889	80.0	$7,145
AG>SPORE 70k (TD8)	92.5	$18,796	85.0	$15,347
BALT>UKC 100k (TD17)	60.0	$9,196	60.0	$9,473
CBS>USG 70k (TD9)	85.0	$8,228	105.0	$17,544
MED>MED 80k (TD19)	82.5	$13,477	82.5	$13,768
PANAMAX				
CBS>USG 50k	125.0	$12,274	112.5	$8,711
CONT>USG 55k (TD12)	110.0	$12,813	110.0	$13,119
ECU>USWC 50k	162.5	$25,253	162.5	$25,746
CPP				
CONT>USAC 37k (TC2)	160.0	$19,101	120.0	$9,653
USG>CONT 38k (TC14)	100.0	$7,241	85.0	$3,633
CONT>USAC/USG>CONT	--	$23,255	--	$15,054
CBS>USAC 38k (TC3)	145.0	$17,362	137.5	$15,680
AG>JPN 35k	92.0	$3,323	93.0	$3,625
SPORE>JPN 30k (TC4)	107.5	$4,400	110.0	$4,979
AG>JPN 75k (TC1)	68.0	$7,311	69.75	$8,282
AG>JPN 55k (TC5)	82.2	$4,084	87.5	$6,166

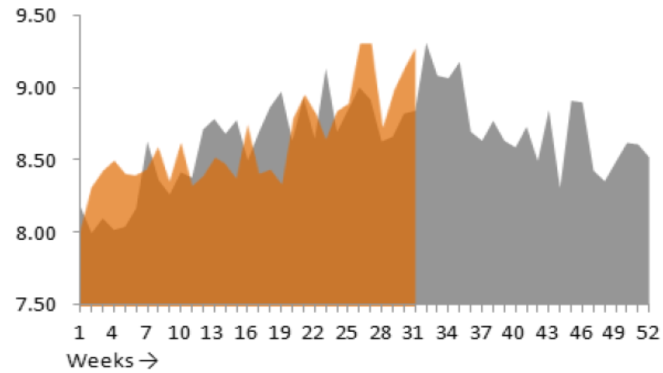
P'MAX TCE 50k CBS-USAC | **MTD Average $10,700/Day** | **Month y/y ▲ +9%**



MR TCE 38k CBS-USAC | **MTD Average $16,900/Day** | **Month y/y ▲ +307%**



US Crude Stocks (EIA) | **Last Week 363.3 Mbbls** | **Week y/y ▼ -1.8%**



US Gasoline Demand (EIA) | **Last week 9.264 Mb/d** | **Week y/y ▲ +4.8%**

2013 | 2012

Time Charter Market $/day (theoretical)	1 Year	3 Years
VLCC	$18,000	$22,000
Suezmax	$15,750	$18,250
Aframax	$13,500	$15,250
Panamax	$14,000	$15,500
MR	$14,000	$15,500

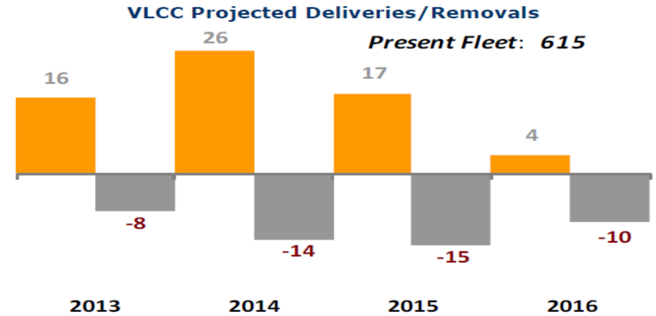
Tanker Market – Weekly Highlights

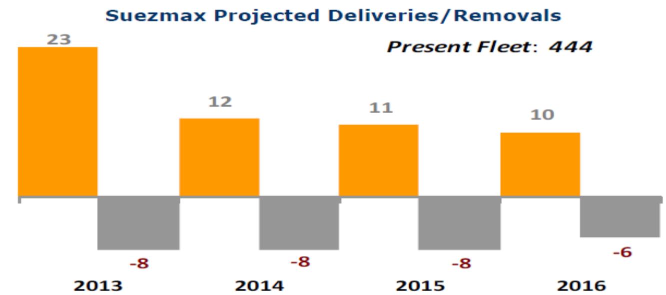
THE TANKER MARKETS
VLCC
Fresh activity in the key Middle East VLCC market declined 46% w/w to an 8-week low, keeping rates across most markets under negative pressure. The extent of observed rate erosion, however, was limited by strong resistance by owners, who are facing voyage returns at or near OPEX levels. This said, limited activity on the AG-FEAST routes (just 8 non-COA and internal program fixtures were concluded) implies that further downside will materialize on further retesting.
With some 29 surplus units now expected to carryover from August to September dates, we note that this level represents a one-year high. While this might imply sustained negative pressure, we expect that a greater pace of fresh activity during the upcoming week as charterers conclude August requirements and progress into September dates—which could be sufficient to allow owners to resist the stronger losses that traditionally follow such an imbalanced market. Intermediate term prospects also appear modestly stronger from the present environment, given the recent acceleration of long-haul demand and expectations for a stronger crude oil market during the remainder of H2.

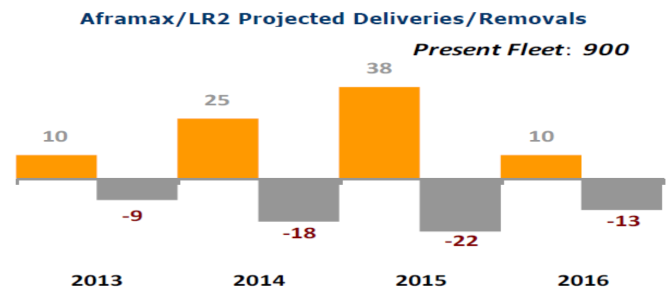
Middle East
There were 15 fresh fixtures reported in the Middle East market this week. Rates to the Far East shed 0.6 point, w/w, to an average of ws33.75. Corresponding TCEs averaged ~$10,188/day, representing a w/w loss of ~$1,055/day. Assessed rates to the USG via the Cape averaged ws22, unchanged from last week's observed average, but are likely to retest below this level during the coming week. Triangulated Westbound trade earnings lost ~$784/day, w/w to an average of $17,367/day on the back of softer rates for onward trading from the Caribbean basin.
With 102 August cargoes now covered a further 21 can be reasonably expected to remain. Against this we note that some 50 units presently populate the regional position list, implying 29 excess units for the month. Despite this, rate downside should be minimized by a more active market during the upcoming week, though Westbound rates appear more likely to experience further losses given triangulated trading returns.

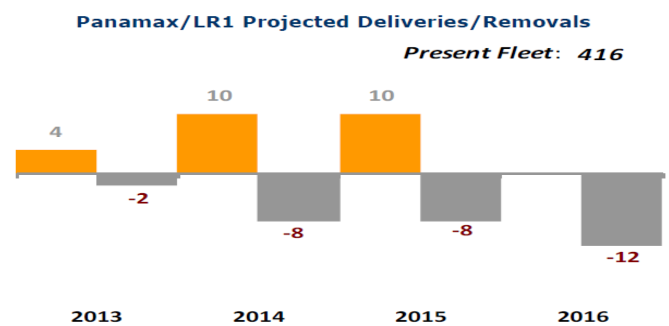
Atlantic Basin
In the Atlantic basin, more attractive freights on VLCCs relative to Suezmaxes saw more fixtures materialize there – particularly to points in the US and Europe, for which three materialized this week while a total of just 6 were recorded during the entirety of 2013 through last week. While this saw isolated rate upside materialize for VLCCs on the trans-Atlantic route, sustained interest in the larger tankers will likely limit further Suezmax rate gains and could potentially see negative pressure on rates for both classes transpire thereafter.

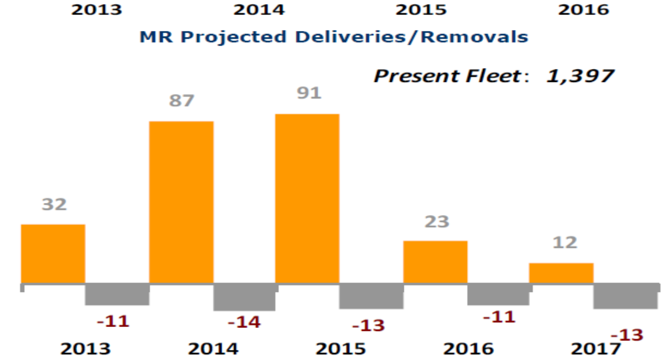
Rates on the WAFR-FEAST route eased 0.1 points w/w to an average of ws36.4 this week with corresponding TCEs shedding ~$326/day to an average of ~$13,443/day. The Caribbean market remained under negative pressure on slower activity and a more flexible position list. Rates on the CBS-SPORE route shed $70,000 LS to an average of $3.45m LS.











Tanker Market – Weekly Highlights

Suezmax

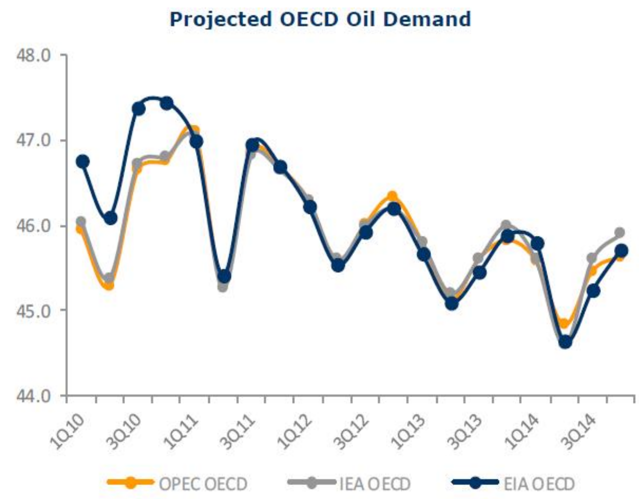
The West Africa Suezmax market saw further rate gains this week as demand remained robust for a third consecutive week. Fixture activity was unchanged, w/w at 19 fresh fixtures against a YTD weekly average of 13. Further demand gains, however, were limited by more attractive freights achievable on VLCCs with the larger tankers encroaching on Suezmax demand, especially on the trans-Atlantic route. The WAFR-USAC route ultimately gained 2.5 points to conclude at ws67.5. At this level rates appear more stable and further gains will likely be limited by the softer VLCC market.

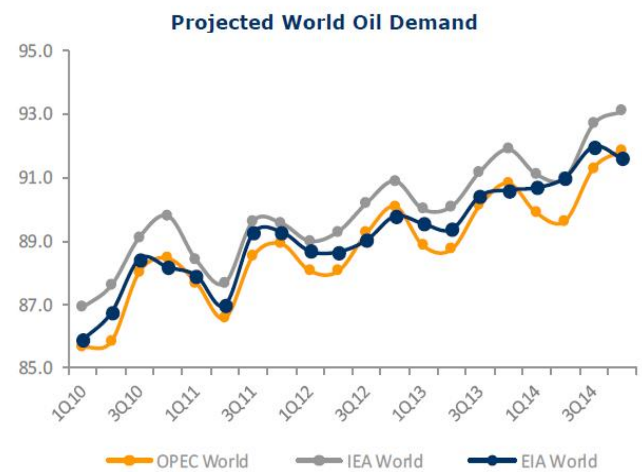
Aframax

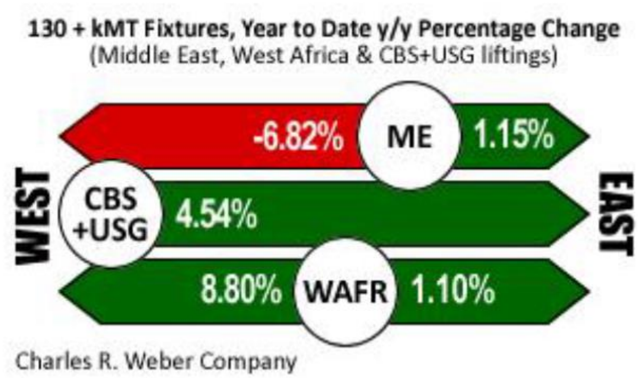
The Caribbean Aframax market experienced strong rate gains this week as fresh activity gained 60% w/w with the resulting tighter position list and continued robustness of the market proving sufficiently to push the balance of power into owners' favor. The CBS-USG route gained 20 points to conclude at ws105. Sustained demand at the start of the week could see further modest gains recorded before a let up in demand and appearance of new units on position lists starts to see rates come under negative pressure during the latter half of the week.

Panamax

The Caribbean Panamax market was softer this week with rates losing ground on the back of an adequate supply of regional tonnage. Rates concluded last week at ws125 before easing to as low as ws110 before ultimately concluding the week at ws112.5 at the week's end on stronger resistance by owners. Notwithstanding a significant change to market fundamentals, rates should hold around present levels at the start of the upcoming week.





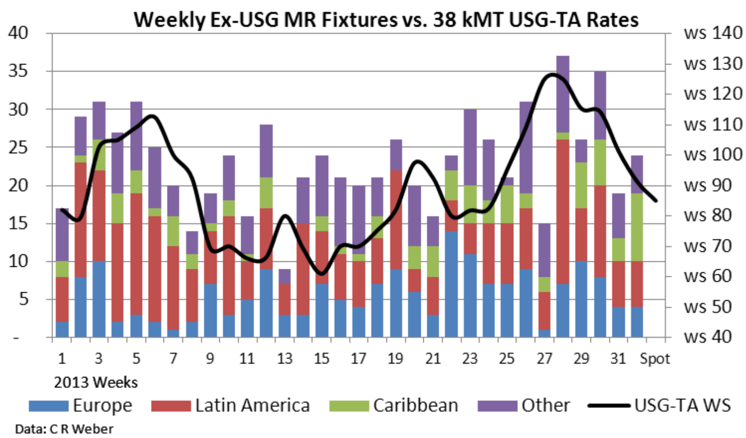


Tanker Market – Weekly Highlights

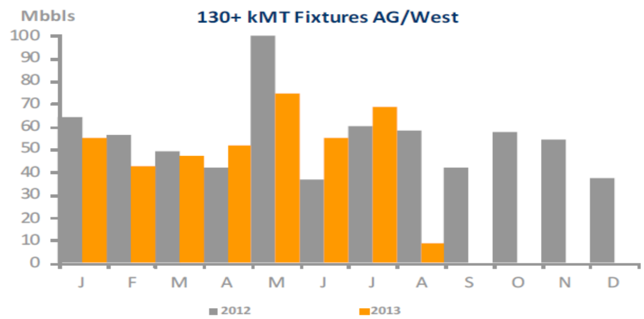
CPP

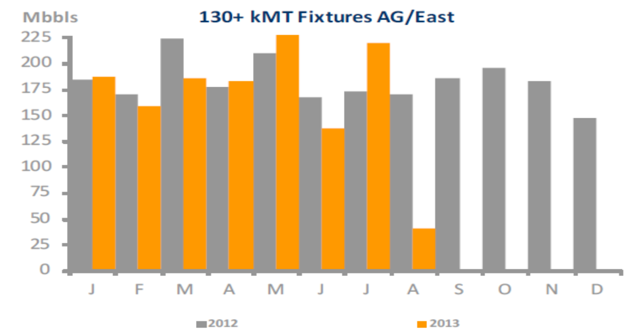
Fixture activity in the USG MR market pared last week's strong decline, gaining 26% w/w to a total of 24. With units coming free off of earlier short-haul voyages to points in Latin America and the Caribbean reappearing on regional position lists being compounded now units coming free off of the USAC opting to ballast towards the USG, an adequate supply of tonnage saw negative pressure on regional rates remain. The USG-UKC route shed 15 points to conclude at ws85.

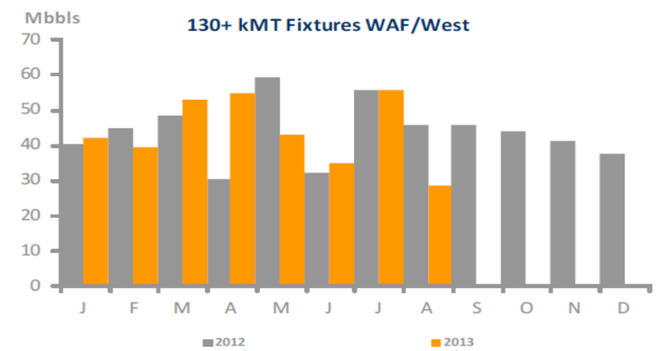
With PADD 3 (Gulf Coast) distillate inventories having recorded further gains (+600,000 bbls, w/w) and regional demand paring earlier gains while production rose 76,000 b/d through the week ending 8/2, exports appear likely to post further gains during the coming week. While further modest rate erosion is expected at the start of the upcoming week, these factors should help to limit the extent of further rate downside, while near term upside potential looks unlikely on the back of poorer demand in European markets which should continue to push tonnage into the USG market.

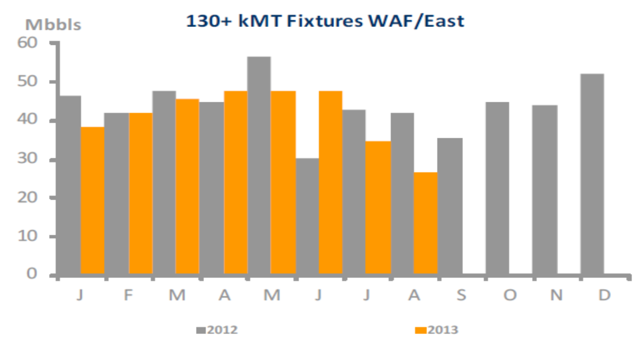


The European MR experienced strong rate erosion this week with the CONT-USAC route losing 40 points to conclude at ws120. The decline was led by a 29% w/w decline in total fresh regional activity and slower demand for trans-Atlantic cargoes while a slow start to the week saw available positions build. Higher PADD 1 (East Coast) gasoline inventories (+1.4 MnBbls) prompted softer gasoline prices at mid-week and made gasoline arbitrage trades less attractive. Moreover, with the summer driving season drawing nearer to an end, fresh inquiry levels are not expected to post a significant gain during the coming week implying that further rate losses are likely.









S&P Secondhand, Newbuilding & Demolition Markets

TOTAL WEEKLY S&P ACTIVITY					
VESSELTYPE	SECOND HAND		DEMOLITION		TOTAL
	Units	Invested Capital	Units	in DWT	Units
Bulkcarriers	9	113.300.000	3	221.900	12
Tankers *	10	237.300.000	4	498.820	14
Gas Tankers **	0	0	0	0	0
Liners ***	0	0	1	12.140	1
Containers	1	7.300.000	4	170.864	5
Reefers	0	0	1	7.183	1
Passenger / Cruise	0	0	0	0	0
Ro - Ro*****	0	0	1	42.600	1
Car Carrier	0	0	0	0	0
Combined *****	0	0	0	0	0
Special Projects ******	0	0	0	0	0
TTL VSLS/Demo	20	357.900.000	14	953.507	34

2 s&p deals reported at an undisclosed price

Contributed by

Golden Destiny S.A.

57 Akti Miaouli Street, Piraeus,185 36
Greece

Phone: +30 210 4295000
Website: www.goldendestiny.gr

Key: *(*) Incl. Crude Oil, Clean & Dirty Products, Chemical, Asphalt & Veg. Oil, (**) incl. LPG, LNG, (***) incl. Multi-purpose and Tweendeckers,*
(*****) incl. Bulk-Ore, Ore-Oil and Bulk-Oil carriers,
(*****) incl. Ro-Ro Cargo, Ro-Ro Passenger,
(******) incl. Oil & Drilling Rigs, Tugs, Livestock, Trawlers, Cable/Exploration/Navy/Support Vessels

Investment Trends during August: ↓Secondhand – ↓Newbuilding – Demolition ↓

At the current week, 34 transactions reported worldwide in the secondhand and demolition market, down by 28% week-on-week with 33% decrease in secondhand purchases and 18% lower scrapping volumes. The highest activity is recorded in the newbuidling market, due to large volume of new orders for tankers and gas tankers with a slowdown of activity for bulk carriers, containers and special projects.

Compared with newbuilding investments, this week's secondhand purchasing activity is 60% down and demolition 72% down.

At **similar week in 2012**, the total S&P activity in the secondhand / demolition market was standing 24% lower than the current levels, when 26 transactions had been reported and secondhand ship purchasing was standing 33% higher than the levels of newbuilding orders. Newbuilding orders for special projects were in the frontline with 11 new orders, while only 2 new orders for bulkers and 2 for tankers had been reported.

Secondhand: 20 S&P deals – **30** S&P deals **last week** – **20** S&P deals in the first week of **August 2012**
Newbuilding: 50 new orders -**96** new orders **last week** – **15** new orders in the first week of **August 2012**
Demolition: 14 disposals -**17** disposals **last week** – **6** disposals in the first week of **August 2012**

SECONDHAND MARKET

S&P Transactions: **20** vessels reported to have changed hands– total invested capital region more than $357,9 mil, 2 S&P deals reported at an undisclosed sale price. (9 bulkers, 10 tankers and 1 container)

Average age of vessels sold – 10yrs old built 2003

S&P activity: 33**%** down week-on-week and at the same levels of last year). The lower volume S&P activity of this week is attributed to zero reported vessel purchases for liner vessels. At **similar week in 2012**, **20** vessels induced buyers' interest at a total invested capital of about $151,575mil. (5 S&P deals in the bulk carrier segment, 2 in the tanker, 12 in the container and 1 in the special project).

A large volume of S&P activity is being marked this week in the bulk carrier and tanker segments by holding 45% share and 50% respecitively of the total S&P activity against only one S&P deal in the container segment. The highest invested capital is being recorded in the tanker segment of region $237,3 mil for 10 vessel purchases and bulkers follow with an invested capital of $113,3mil for 9 vessel purchases. Investors' interest for secondhand vessels is centered on MR product tankers and supramax / handy bulkers.

- **European owners' presence:** 10 vessel purchases - invested capital about $232,3mil- 5 bulkers, 4 tankers and 1 container
- **Greek owners' presence:** 4 vessel purchases invested capital region $133,3mil , 2 bulkers and 2 tankers
- **Asian owners' presence:** 1 vessel purchases for a Japanese handysize bulker built 1994 for about $4,5mil
- **USA owners' presence; 4 vessel purchases –product tankers for an invested capital of $80,4mil**

Per vessel type:

↑ **Bulk Carriers: : 9 S&P deals,** down by 31% week-on-week and 80% up year-on-year.

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Per vessel type:

↑**Bulk Carriers: :** **9 S&P deals,** down by 31% week-on-week and 80% up year-on-year.
Total Invested Capital: region $ 113,3 mil, 1 S&P deal reported at an undisclosed sale price - **Average age of vessels sold –12yrs old built 2001 (preference in the handy segment and supramax segment– 4 and 3 vessel purchases respectively for vessels built Japan).**

- **Panamax:** 1 enbloc S&P deals for two panamax resales 79,800dwt built 2013 China for about $22mil each
- **Supramax:** 3 vessel purchases, one about 56,000dwt built 2006 Japan for xs $19mil. One vessel of about 54,000dwt built 2007 Japan for about $18 mil and one vessel of about 50,000dwt built 2003 Japan for about $14,7mil.
- **Handysize:** 4 S&P deals, for vessels built Japan. One vessel of about 30,000dwt built 1998 reported sold for about $7,8mil with special survey due, one 23,825dwt built 1995 sold for about $5,3mil and one about 22,000dwt built 1994 Japan for about $9,4mil.

↑**Tankers10 S&P deals,** 400**%** up week-on-week and 400**%**up year-on-year. Total invested capital about $237,3mil (preference towards MR product vessels 40,000-50,000dwt built Japan –South Korea). **Average age of vessels sold –8yrs old built 2005.**

- **VLCC:** 1 enbloc deal for two vessels of about 300,000dwt built 2011 – 2010 China sold for about $56,5mil and $52,5mil respectively.
- **Aframax:** 1 S&P deal for a vessel of about 107,000dwt built 1998 Japan for region $8 mil.
- **MR product:** 5 S&P deals for vessels of about 45,000-50,000dwt for region $19-$20mil built Japan/South Korea.
- **Handysize:** 1 S&P deal for a vessel of about 20,000dwt built 2006 Japan for about low $20mil (stainless steel).
- **Small tankers** (less than 10,000dwt): 1 S&P deal for a vessel of 9,584dwt built 1996 Spain.

↓**Gas Tankers:** **no deals reported** the same as last week. (zero s&p deal reported at similar week in 2012.)

↓**Containers:** **1 S&P deals,** down 67% week-on-week and down by 92% year on year (12 S&P deals at similar week in August 2012).

- **Sub-panamax:**. 1 boxship vessel of 2,468 TEU built 1997 Germany sold for about $7,3 mil (with vessel cranes).

NEWBUILDING MARKET

WEEKLY NEWBUILDING ACTIVITY					
Vessel Type	Units	in DWT	Invested Capital	P&C	% w-o-w
Bulkcarriers	42	3.880.693	348.600.000	34	50%
Tankers	4	42.200	0	4	N/A
Gas Tankers	5	194.500	400.000.000	3	N/A
Liners	8	139.900	0	8	100%
Containers	17	1.218.500	867.000.000	3	89%
Reefers	0	0	0	0	N/A
Passenger / Cruise	0	0	0	0	-100%
Ro - Ro	0	0	0	0	N/A
Car Carrier	1	10.000	0	1	N/A
Combined	0	0	0	0	N/A
Special Projects	19	46.400	170.000.000	17	217%
TOTAL	96	5.532.193	1.785.600.000	70	68%

Key:/
* The total invested capital does not include deals reported with undisclosed contract price
** Deals reported as private and confidential (not revealed contract price)

Following the frenzy business of last week, the first week of August looms quite with interesting newbuilding deals in the tanker segment for the construction of very large crude carriers at Chinese yards.

No of new orders: **50** vessels –total deadweight: 4,398,850 tons, 10 transactions reported at an undisclosed contract price – The invested capital revealed is about $2,28bn for 40 new orders. (11 bulkers, 18 tankers, 8 gas tankers, 3 containers, 1 Ro-Ro, 5 car carrier and 4 special projects).

Newbuilding activity: 48**%** down week-on-week and 220**%** up year-on-year. The largest volume of newbuilding activity is reported the bulk carrier, tanker and gas tanker segment with 11, 18 and 8 new orders respectively. The accelerated newbuilding activity of this week is mainly attributed to the significant volume of business for tanker due to firm activity for very large crude carriers from Chinese players. Bulk carriers held 22% share of this week's volume of new orders, tankers 36% share, gas tankers 16%, while containers and special projects only 6% share and 8% share respectively.

At **similar week in 2012**, 15 fresh orders had been reported with the largest volume of newbuilding activity in the special projects' segment with 11 new orders, 2 new orders in the bulk carrier segment and 2 new orders in the tanker.

Compared with previous week's levels, a large increase of 350% in the volume of new orders is recorded in the tanker segment (18 new orders from 4 last week) and in the gas tanker segment- 60% increase (8 new orders from 5 last week).

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In terms of invested capital, a hefty amount of money is invested in the tanker segment of about $1,2 billion – 55% share of the total invested capital with firm number for VLCCs and in the gas tanker segment of about $427mil – 19% share with strong volume of contracts for very large LPG carriers.

- **European owners' presence:** 19 new orders- invested capital about $720mil -3 bulkers, 7 tankers, 6 gas tankers, 2 containers and 1 car carrier.
- **Greek owners' presence:** 2 new orders – for handy container vessels 1,700 TEU from Allseas Marine at an undisclosed contract price.
- **Asian owners' presence:** 22 new orders – invested capital about $1,14 bn (6 from Chinese, 2 for ultramax bulkers and 4 VLCCs)
- **USA owners' presence:** Valles Steamship of Canada placed an order for two aframax tankers at Chinese yard for about $48mil each.

Chinese yards grasped 55% share of this week's ordering activity, South Korean 38% and Japanese 18%.

- **No. of units ordered at Chinese yards:**22 new orders, 11 bulkers, 6 tankers, 3 containers, 1 car carrier and 1 special project
- **No of units ordered at Japanese yards:** 7 new orders, 7 tankers and 4 gas tankers
- **No of units ordered at South Korean yards:** 15 new orders, 7 tankers, 4 gas tankers and 4 car carriers

Per vessel type:

Bulk Carriers: 11 new orders, down 74% week-on-week and up 450% year-on-year, 2 reported new orders at similar week in August 2012. (all new orders reported at Chinese yards). The largest volume of newbuilding activity is reported in the ultramax segment.

- **Ultramax- 8 new orders: 4** new orders of 64,000 dwt from **undisclosed investor at China Shipping Industry** (Jiangsu), a shipbuilding subsidiary of China Shipping with deliveries are scheduled over January-April 2015, with the construction expected to start in October 2013. 2 new orders of 64,000 dwt from China's **Shenzhen Haihong Shipping** at Guangzhou Huangpu for about $26,5mil each with delivery in 2015. **2** new orders of 64,000 dwt form **Norr Systems** of Singapore at China's Taizhou Kouan Shipbuilding at an undisclosed contract price for delivery in the second half of 2014.
- **Handysize- 3** new orders: **2** new orders of 37,650dwt vessels from Italian shipowner **Giovani Visentini Transporti** and **1** from **Globeco**, as exercised options, eco designs for construction at China's Avic Weihai Shipyard for delivery in the second half of 2015.

Tankers: 18 new orders reported, up by 350% week-on-week and up by 800% year-on-year (from 4 new orders last week and 2 new orders reported at similar week in August 2012). 6 new orders placed in China for VLCCs and aframax units, 7 in South Korea for MR vessels and 5 in Japan for VLCCs).

- **VLCC– 9** new orders: **3** new orders of 320,000dwt from **U.A.E based –Gulf Energy** at Japan Marine United for about $93mil each. **2** new orders 320,900dwt from **undisclosed investor** at Japan Marine United for about $95-$97mil each. In addition, Shanghai listed China Merchants Energy Shipping announced in a stock filing that it will exercised its options for four more 320,000dwt vessels at Chinese yards, Dalian Shipbuilding Industry for 2 and Shanghai Waigaoqiao Shipbuilding for the other 2, but contracts have not yet been signed. Both orders are considered to be a part of the pool orders for up to 50 VLCCs from Chinese ship-owners, which said to be launched at the end of 2012.
- **Aframax – 2** new orders: 115,000 dwt vessels from **Valles Steamship** of Canada at China's Guangzhou Longxue for about $48mil each (letter of intent signed at this stage).
- **MR product- 7** new orders: **Scorpio Tankers** announced orders at Hyundai Mipo Dockyard for two 52,000dwt MR product tankers for $35M each and two Handymax ice class-1A (37,000dwt) product tankers for $32M each. The MRs will be delivered in 2Q15 and the Handymaxes in 4Q14. **Ardmore Shipping** of Ireland exercised its options with SPP Shipbuilding of South Korea for two 50,300dwt IMO-3 eco design product tankers for a total price of $68,5mil with delivery in the second and third quarter of 2015.
- **Handysize – Chemical:** Norwegian owner Jo Tankers confirmed that it concluded a preliminary newbuilding deal that gives it the option to build up to 10 chemical tankers of 33,000dwt at a Chinese yard with not disclosing further details either for the name of the yard or the price.

Gas Tankers: 8 new orders, up 60% week-on-week (2 in LNG and 6 in the LPG) reported, from 5 new orders last week and 0 new order reported at similar week in August 2012. 4 new orders placed in South Korea for very last LPG carriers and 2 in Japan for small LPG units.

- **2 new orders – LPG medium size 38,000cbm:** The joint venture between **EXMAR and Teekay LNG Partners**- Exmar LPG has exercised an option for two LPG carriers at Hanjin Subic Bay of Philippines at a newbuilding cost of $45mil each for delivery in 2017.

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- **4 new orders – LPG very large size 84,000cbm: Scorpio** confirmed orders for four 84,000m³ very large gas carriers, 2 for construction at South Korea's Hyundai Samho HI and the other 2 at Daewoo Shipbuilding & Marine Engineering, for $75M each. Deliveries were scheduled for 2H15. These deals follow previous order reported on July 5th for other five very large LPG carriers of 84,000cbm at a newbuilding cost of $74M each – two at DSME and three at Hyundai Samho Heavy Industries.
- **2 new orders – LPG small 5,000cbm: Epic Pantheon International Gas** has signed for up to 5,000 cbm pressurized LPG carriers at Japan's Kitanihon Shipbuilding for about $18-$19mil each with delivery in 2015.

↓ **Containers: 3** new orders, down 82% week-on-week, zero new orders reported at similar week in August 2012. All the activity is recorded in the handy segment at Chinese yards.

- **Handy – 3 new orders: 1** new order of **1,000 TEU** from **Kambara Kisen** of Japan at China's Tsuneishi Zhoushan at an undisclosed contract price. **2** new orders, with an option for 2 more of **1,700 TEU** from **Allseas Marine** of Greece at an undisclosed contract price.

Car Carriers: South Korea's **Hyundai Glovis** is adding four more pure car truck carriers for construction at Hyundai Heavy Industries for delivery in 2015. The units will have a car capacity of 6,500 car-equivalent unit ceu. The ships are said to have been ordered through a Korean Shipping Fund and Hyundai Glovis will bareboat charter them with a purchase obligation at the end of the contract. The newbuilding cost for each vessel is believed to be in the region below $60mil each. In addition, Hoegh Autoliners of Norway exercised its option for the construction of one more car carrier of 8,500ceu, from its previous order in January of another three units, at China's **Xiamen Shipbuilding**.

Special Projects: Keppel Fels of Singapore said it has secured another contract for the Mexican offshore market worth $206M. It has received an order for the construction of one one jack-up rig from Uruguay's Parden Holding to be delivered in the fourth quarter of 2015. the rig will be operated in offshore Mexico where it can operate in water depths of up to 400ft and drill to depths of 30,000ft and will have accommodation capacity for up to 150 people.

DEMOLITION MARKET

↓ **Bulk Carriers** — **Tankers** ↑ **Containers**

Scrap price momentum remains subdued although the Ramadan period and monsoon season is almost ended. Benchmark levels in the Indian subcontinent region are less than $380/ldt for dry cargo in the last two weeks and less than $420/ldt for wet cargo since mid-July. In China, the improved momentum persists from rising steel prices and increased demand from yards for incoming tonnage with scrap levels hovering up by $15-$20/ldt from end-June levels to $325/ldt for dry and $340/ldt for wet cargo.

No of demolition: **14** disposals –**total deadweight**: 953,507 tons- 3 bulkers, 4 tankers, 1 liner, 4 containers, 1 reefer and 1 Ro-Ro.

Demolition activity (in terms of reported number of transactions): 18% down week-on-week showing 300% weekly increase in the volume of container disposals and weekly declines of 40%, 50% and 50% in the bulk carrier, tanker and liner segments respectively. The largest activity is recorded in the tanker and container segments by holding each 29% share of the total demolition volume against 20% share from bulk carriers.

In terms of deadweight sent for scrap, there has been 27% weekly decrease with 2 floating storage vessels sent for disposal, 1 panamax tanker, 1 capesize bulker and small panamax container vessels of about 3,500 TEU.

India is reportedly to have won 8 of the 15 demolition transactions, Bangladesh 3, China 3 with no reported deals for Pakistan and 3 demolition transactions reported at no revealed destination.

Benchmark scrap prices in the Indian subcontinent region: $375/ldt for dry and $410/ldt for wet cargo. Scrap prices in China hover at $325/ldt ldt for dry and $340/ldt for wet cargo.

Notable demolition transactions: *Container vessels, M/V "ALTAMIRA EXPRESS" & M/V "MADRID EXPRESS" of about 3,500 TEU built 1987 & 1986 reported for disposal in India at about $413/ldt, asis including bunker remaining on board. In addition, capesize bulker, M/V "VASOS" of 152,065dwt built 1990 Japan reported for disposal in Bangladesh at about $407/ldt.*

At a **similar week in 2012**, demolition activity was down by 60%, in terms of the reported number of transactions, when 6 vessels had been reported for scrap of total deadweight 674,160 tons with 4 disposals for bulkers and 2 tanker. Ship-breakers in Indian subcontinent region had been offering $390-$400/ldt for dry and $415-$430/ldt for wet cargo.

Per vessel type:

- **Bulk Carriers- number of disposals per vessel size:** 1 capesize, 1 handymax and 1 handysize
- **Tankers- number of disposals per vessel size:** 2 floating storage vessels, 1 panamax and 1 handysize
- **Containers- number of disposals per vessel size:** 4 in the small panamax segment

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Per Demo Country:

- **India:** 8 vessel disposals – 2 bulkers, 4 containers, 1 Ro-Ro cargo, 1 reefer
- **Bangladesh:** 2 vessel disposals – 1capesize bulk carriers and 1 handysize tanker
- **Pakistan:** no reported deals
- **China:** 1 vessel disposal for a panamax tanker

GREEK PRESENCE

Investment trends during August: SH ▬ - NB ↓

At the current week:

Second-hand purchasing activity: 33% up week-on-week - **Newbuidling** activity: 88% down week-on-week.

Secondhand Market - - No of vessel purchases: 4 vessels – invested capital invested capital $133,3mil , 2 bulkers and 2 tankers

- **Bulk Carriers:** 1 supramax vessel 55,742dwt built 2006 Japan for region excess $19mil with special and drydock survey due and one handysize 23,825dwt built 1996 Japan for region $5,3mil.
- **Tankers:** 2 VLCCs of about 300,000dwt built 2010-2011 for a total price of $109mi.

Newbuiling Market- No of new orders: 2– for handy container vessels 1,700 TEU from Allseas Marine at an undisclosed contract price.

NEWBUILDING MARKET – ORDERS

BULK CARRIERS –64,000 DWT 4 units ordered by **Undisclosed Investor** at **China Shipping Industry - Jiangsu** (PRC). Price undisclosed. Dely 1-4/2015 (new ship design).**64,000 DWT** 2 units ordered by **Shenzhen Haihong Shipping** (PRC) at **Guangzhou Huangpu** (PRC). Price $26,5mil each. Dely 2015 **64,000 DWT** 2 units ordered by **Norr Systems** (SPORE) at **Taizhou Kouan Shipbuilding** (PRC). Price undisclosed. Dely 2h 2014 **37,650 DWT** 2 units ordered by **Giovanni Visentini Transporti** (IT) at **AVIC Weihei Shipyard** (PRC). Price USD $ 20 mil each. Dely 2H 2015 (Options exercised). **37,650 DWT** 1 unit ordered by **Globeco** (IT) at **AVIC Weihei Shipyard** (PRC). Price USD $ 20 mil. Dely 2H 2015 (Option exercised).

TANKERS –320,000 DWT 3 units ordered by **Gulf Energy** (U.A.E based) at **Japan Marine United** (JPN). Price USD $ 93 mil each. Dely 2014 **320,000 DWT** 2 units ordered by **Undisclosed Taiwanese contractor** (TWN) at **Japan Marine United** (JPN). Price USD $ 95-97 mil each. Dely end 2015 (Option for two more). **319,000 DWT** 2 units ordered by **China Merchants Energy Shipping** (PRC) at **Dalian Shipbuiding I.** (PRC). Price USD $ 85 mil each. Dely not revealed (Options exercised. Orders are considered a part of the pool orders for up to 50 VLCCs from Chinese shipowners. Contracts not yet signed.) **318,000 DWT** 2 units ordered by **China Merchants Energy Shipping** (PRC) at **Shanghai Waigaiqiao Shipbuilding** (PRC). Price USD $ 85 mil each. Dely not revealed (Options exercised. Orders are considered a part of the pool orders for up to 50 VLCCs from Chinese shipowners. Contracts not yet signed.) **115,000 DWT** 2 units ordered by **Valles Steamship** (CAN) at **Guangzhou Longxue** (PRC). Price USD $ 48 mil each. Dely 10-12/2015 (LOI stage at the moment). **52,000 DWT** 2 units ordered by **Scorpio Tankers** (MON) at **Hyundai Mipo** (SKR). Price USD $ 35 mil each. Dely 2015 **50,300 DWT** 3 units ordered by **Ardmore Shipping** (IRL) at **SPP Shipbuilding** (SKR). Price total USD $ 68,5 mil. Dely 2q and 3q 2015 **37,000 DWT** 2 units ordered by **Scorpio Tankers** (MON) at **Hyundai Mipo** (SKR). Price USD $ 32 mil each. Dely 2015 (Ice class 1A)

GAS TANKERS – ABT 50,000 DWT *LPG* 2 units ordered by **Scorpio Tankers** (MON) at **Hyundai Samho H.I.** (SKR). Price USD $ 75 mil each. Dely 2H 2015 (84,000 cbm).**ABT 50,000 DWT** *LPG* 2 units ordered by **Scorpio Tankers** (MON) at **Daewoo S. & M.E.** (SKR). Price USD $ 75 mil each. Dely 2H 2015 (84,000 cbm). **ABT 37,500 DWT** *LPG* 2 units ordered by **Exmar LPG** (BEL) at **Hanjin Subic Bay** (PHIL). Price USD $ 45 mil each. Dely 3-7/2017 (38,500 cbm, six now on order). **ABT 4,500 DWT** *LPG* 2 units ordered by **Epic Pantheon Internationl Gas** (SPORE) at **Kitanihon Shipbuilding** (JPN). Price USD $ 18-$19 mil each. Dely 2015 (pressurized 5,000 cbm. Previous orders earlier this year for 2 lpg carriers of 3,500cbm at the same yard and two 5,000cbm carriers at Japan's Sasaki Shipbuilding).

CONTAINERS – ABT 22,000 DWT 2 units ordered by **Allseas Marine** (GR) at **Guangzhou Wenchong Shipyard** (PRC). Price undisclosed. Dely 2H 2015 (1,700 TEU, Options for two more). **13,000 DWT** 1 unit ordered by **Kambara Kisen** (JPN) at **Tsuneishi Zhousan** (PRC). Price undisclosed. Dely 12/2013 (1,000 TEU, Two now on order).

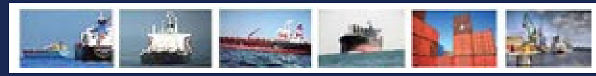
RO/RO PASSENGER– Ropax 1 unit ordered by **Bangladesh Inland Water** (BDESH) at **Western Marine** (BDESH). Price undisclosed. Dely 2/2015 (340 passenger capacity, 27 trucks, 2x750 bhp engines).

CAR CARRIERS –8,500 ceu *Car Carrier* 1 unit ordered by **Hoegh Autoliners** (NOR) at **Xiamen Shipbuilding** (PRC). Price believed to be $65-$70mil.. Dely not announced (Exercised option from a previous order placed in January of this year.) **6,500 ceu** *Car Carrier* 4 unit ordered by **Hyundai Glovis** (SKR) at **Hyundai Heavy Industies** (SKR). Price believed to be below $60mil each. Dely 2015 (The ships are said to have been ordered through a Korean Shipping Fund and Hyundai Glovis will bareboat charter them with a purchase obligation at the end of the contract.)

S&P Secondhand, Newbuilding & Demolition Markets

SPECIAL PROJECTS – ***Crew Boat*** 1 unit ordered by **Caspian Marine Services** (AZER) at **Incat Tasmania Shipyard** (AUS). Price undisclosed. Dely 9/2014 (70 m LOA, 30knots speed, the largest crew boat in the oil industry). ***Platform Supply Vessel*** 2 units ordered by **China Oilfield Services** (PRC) at **COSCO Dalian Shipyard** (PRC). Price undisclosed. Dely 1-8/2015 (9,000 bhp, part of newbuilding package announced by investors in June for 15 offshore units). ***Jack Up Rig*** 1 unit ordered by **Parden Holding** (URU) at **Keppels FELS** (SPORE). Price USD $ 206 mil. Dely 4Q 2015 (able to operate in water depths up to 400ft and drill to depths of 30,000 ft, able to accommodate 150 people, KFELS B Class design).

Key: *GR: Greece, PRC: China, NOR: Norway, JPN: Japan,DEN: Denmark, CAN: Canada, SWD: Sweden, GER: Germany, TRK: Turkey, NIG: Nigeria, SKR: South Korea, SPORE: Singapore, CYP: Cyprus, Dely: Delivery*



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230 Park Avenue - Suite 1536
New York, N.Y. 10169 - USA

Capital Link

Phone +1-212-661-7566
Fax +1-212-661-7526

E-mail: shipping@capitallink.com
www.capitallink.com - www.CapitalLinkShipping.com

Content Contributors

CHARLES R. WEBER COMPANY, INC.

Knight

POTEN & PARTNERS

GOLDEN DESTINY

Intermodal

Cleartrade EXCHANGE