

# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)



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Capital Link Shipping  
Weekly Markets Report

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**6<sup>th</sup> Annual Capital Link**  
**Global Commodities, Energy**  
**& Freight Forum**  
*Physical Markets & Derivatives*  
 Wednesday, September 17, 2014  
 The Metropolitan Club, One East 60th Street, New York City



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Entering its sixth year, this event remains the only forum of its kind dedicated to commodities, energy, and freight. By focusing on these three strategic areas, which are followed by the same investor and trader universe, Capital Link is able to attract a significantly larger, target audience of industry professionals. This Forum features a series of presentations and panels on topics of current interest, as well as, a review of the trends and developments in key areas such as commodities (iron ore, steel, fertilizers, coal), energy (crude oil and oil products), dry bulk and tanker FFAs, trading and clearing, credit and counterparty issues, legal issues, accounting and auditing, and the use of derivatives for trading and risk management.

**PRESENTATIONS AND PANEL TOPICS**

*Developments, Trends & Sector Outlook*

- **Dodd Frank Roundtable**
- **Iron Ore, Steel & Coal Markets**
- **The Fuel Oil Market**
- **The Impact of Changing Fuel Oil Regulations**
- **Trading, Settling & Financing Derivatives**
- **Trades**
- **Freight Legal Issues**
- **The Dry Bulk Freight Market**
- **The Wet Freight Market**
- **The Container Market**
- **Analysts Roundtable**

**PRESENTERS & PARTICIPATING COMPANIES**

- **ABN AMRO Energy Commodities & Transportation**
- **Agean Marine Petroleum Network**
- **AMCI**
- **Argus Media**
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- **Kuehne & Nagel Inc.**
- **Morgan Stanley**
- **National Futures Association**
- **Norton Rose Fulbright**
- **Navios Corporation/Navios Maritime Holdings**
- **Pioneer Marine Ltd.**
- **Platts**
- **Ridgebury Tankers**
- **Scorpio Tankers Inc.**
- **Sidley Austin LLP**
- **Singapore Exchange (SGX)**
- **Stifel Financial Corp.**
- **Tal International**
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- **World Container Index**
- **World Fuels Services**

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# 7<sup>th</sup> Annual Shipping, Marine Services & Offshore Capital Link Forum

Tuesday, September 23, 2014 - London

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**Capital Link's 7<sup>th</sup> Annual Shipping, Marine Services & Offshore Forum will take place on Tuesday, September 23, 2014 at the One Moorgate Place in London.**

This event aims to provide investors with a comprehensive review and current outlook of the various shipping, marine services and offshore markets and in addition, cover topics of critical interest to shipping industry participants, financiers and investors. Capital Link's investment conferences, which are organized across London, New York, and Athens, assemble a quality line-up of speakers and attendees to debate the recent trends and developments in the shipping and marine services sectors, as well as, the financial and capital markets.

The Forum presents a unique opportunity to meet and network with a large, high-caliber audience of ship owning and offshore executives, institutional investors, research analysts, industry experts, commercial and investment bankers, risk advisors, private equity and venture capital firms, high-net worth investors, and financial media. The event will be open to the buy and sell side communities as well as the media. By attending, participants will gain a deeper understanding of the current state of the shipping and marine services industry, the subsequent effects on their investments, and a clear focus on the opportunities and challenges ahead.

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- Braemar Shipping Services PLC
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- Charles Stanley Securities
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- Clarkson Capital Markets
- Clarkson Research Services Ltd
- d'Amico International Shipping
- Deep Sea Supply
- DHT Holdings, Inc.
- Dorian LPG
- DVB Bank SE
- Dynagas Ltd.
- Epic Gas
- Euronav
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- Havila Shipping ASA
- Hellenic Carriers Ltd.
- Hoegh LNG
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- Jefferies LLC
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- JP Morgan Asset Mgmt.
- London Stock Exchange
- North Atlantic Drilling Ltd
- Norton Rose Fulbright
- ReedSmith
- RS Platou Gas LLP
- RS Platou Markets AS
- Seatankers Group
- Ship Finance Intl Ltd
- Star Bulk Carriers
- Stifel Financial Corp.
- Songa Offshore
- Tsakos Energy Navigation Ltd.
- Tufton Oceanic Limited
- Western Bulk



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# 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](http://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](http://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](http://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.

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### Latest Company News

Monday, August 25, 2014

#### **Nordic American Offshore Ltd. (NYSE:NAO) Announces Date for its 2014 Annual General Meeting of Shareholders**

Nordic American Offshore Ltd. announced that its Board of Directors (the "Board") has scheduled the Company's 2014 Annual General Meeting of Shareholders (the "Meeting"), to be held on September 10, 2014 at 12:00 p.m. in Copenhagen, Denmark. The Board has set a record date of August 12, 2014 for the determination of the Company's shareholders entitled to receive notice of and to vote at the Meeting or any adjournment thereof.

#### **Matson Receives 'Ocean Carrier' Top Honor for 2014 Quest for Quality Awards**

Matson, Inc., a leading U.S. carrier in the Pacific, announced that Matson Navigation Company, Inc. (Matson) was ranked number one in the ocean carrier category for Logistics Management magazine's Quest for Quality award, which honored 15 domestic and international carriers. The recognition is regarded in the transportation and logistics industry as the most important measure of customer satisfaction and performance excellence. For the past 31 years, the publication has conducted the annual survey of buyers of transportation and logistics services, asking them to rank service providers on five key criteria: on-time performance, value, information technology, customer service and equipment and operations. This year, the survey had over 7,400 participants.

#### **Top Ships Inc. Announces Extended Charter and Increased Rate for M/T EShips Taweelah (to be Renamed M/T StenaWeco Energy)**

TOP Ships Inc., an international owner and operator of modern, fuel efficient "ECO" MR tanker vessels focusing on the transportation of petroleum products, announced that it has entered into an agreement with Stena Weco to extend the charter duration of M/T EShips Taweelah (to be renamed M/T StenaWeco Energy) and to increase the daily rate.

#### **Capital Product Partners L.P. Announces Results of Its Annual Meeting of Limited Partners and Amendment to Its Limited Partnership Agreement**

Capital Product Partners L.P. announced that it held its annual meeting of Limited Partners in Athens on August 21, 2014. At that meeting: 1. Pierre de Demandolx-Dedons was re-elected to act as a Class I Director until the Partnership's 2017 annual meeting of Limited Partners ("Proposal One"); 2. The Fourth Amendment (the "Fourth Amendment") to the Second Amended and Restated Agreement of Limited Partnership of the Partnership (the "Partnership Agreement") was approved so as to revise the target distributions to holders of Incentive Distribution Rights (the "IDRs") ("Proposal Two"); and 3. An amendment and restatement of the Partnership's 2008 Omnibus Incentive Compensation Plan amended July 22, 2010 was approved so as to increase the maximum number of restricted units authorized for issuance thereunder from 800,000

common units to 1,650,000 common units ("Proposal Three"). No other actions were taken at the meeting.

Tuesday, August 26, 2014

#### **Golar LNG Limited Interim Results for the Period Ended June 30, 2014**

Golar LNG reports a second quarter 2014 ("second quarter") net loss of USD \$24.2 million (including a non-cash loss of \$13.6 million on interest rate swaps). EBITDA\* generated in the quarter amounts to \$1.1 million. Total pro-forma EBITDA\*\* on a group-wide basis (including consolidation of Golar Partners) is \$84.3 million. Golar takes delivery of the LNG carrier Golar Crystal ("Crystal") on May 15. On June 30 Golar raises \$661 million net of fees following the successful follow-on issue of 12,650,000 shares of its common stock (including underwriters' options). Subscription price was USD \$54.0. Spot and short-term chartering market remains challenging due to negative growth in LNG production caused by underperformance of certain existing production facilities. Board maintains dividend at \$0.45 per share for the quarter.

\* Adjusted EBITDA is defined as earnings before interest, depreciation and amortization equal to operating income plus depreciation and amortization.

\*\* Proforma adjusted EBITDA is defined as \*above but includes the consolidation of Golar Partners. Refer to Appendix A for the reconciliation of Group-wide results

#### **Golar LNG Dividend Information**

Reference is made to the second quarter 2014 report released on Aug 26, 2014. Golar LNG will be trading ex-dividend of a total dividend of \$0.45 per share on September 8, 2014. The record date will be September 10, 2014 and the dividend will be paid on or about September 26, 2014.

#### **Ardmore Shipping Announces Shelf Filing**

Ardmore Shipping Corporation announced that it has filed a shelf registration statement on Form F-3 with the Securities and Exchange Commission ("SEC"). When declared effective by the SEC, the registration statement will allow Ardmore to issue various types of securities, including common stock, preferred stock, debt securities, warrants or units, from time to time up to an aggregate amount of \$300 million.

#### **DHT Holdings, Inc. to announce second quarter 2014 results on Thursday August 28, 2014**

DHT Holdings, Inc. will release its second quarter 2014 earnings after market close on Wednesday August 27, 2014 and will host a conference call at 8:00 a.m. EDT on Thursday August 28, 2014 to discuss the results for the quarter. All shareholders and other interested parties are invited to join the conference call, which may be accessed by calling 1 212 444 0412 within the United States,



# Capital Link Shipping Weekly Markets Report



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IN THE NEWS

## Latest Company News

23500486 within Norway and +44 20 3427 1909 for international callers. The passcode is "DHT". A live webcast of the conference call will be available in the Investor Relations section on DHT's website at <http://www.dhtankers.com>.

**Wednesday, August 27, 2014**

### **DHT Holdings, Inc. reports second quarter 2014 results**

DHT Holdings, Inc. announced: Highlights of the quarter: EBITDA for the quarter of \$1.6 million and net loss for the quarter of \$8.1 million (\$0.12 per share); Operating expenses reflects an increase in the operating fleet, three vessels undergoing intermediate surveys as well as upstoring and startup cost related to the delivery of DHT Condor, DHT Hawk and DHT Falcon in the first half of 2014; The Company will pay a dividend of \$0.02 per common share for the quarter payable on September 17, 2014 for shareholders of record as of September 9, 2014.; The Company acquired a VLCC built in 2004 at Daewoo for \$49.0 million which was delivered at the end of May 2014. The Company financed the acquisition with cash on hand. The vessel completed its second special survey in July; During the quarter the Company entered into firm commitments for the debt financing of four of its newbuildings ordered at Hyundai Heavy Industries. The financing equals about 50% of the contract prices with an average margin above Libor of 2.5%. Assuming a Libor of 0.25% the average total debt service (interest and installments) per vessel per day is estimated to about \$11,100 in the first year after drawdown. The financing commitments are subject to final documentation. The Company views the debt market as favorable and will pursue raising financing for the remaining two vessels in due course.; The Company currently has a fleet of 7 VLCCs, 2 suezmaxes and 2 Aframaxs totaling 2,700,320 dwt in operation and 6 VLCC newbuildings totaling 1,799,400 dwt under construction. For more details on the fleet, please refer to our web site: [http://dhtankers.com/index.php?name=About\\_DHT%2FFleet.html](http://dhtankers.com/index.php?name=About_DHT%2FFleet.html)

### **Dorian LPG Ltd. Announces First Quarter 2015 Earnings and Conference Call Date**

Dorian LPG Ltd., a leading owner and manager of modern VLGCs (very large gas carriers), will issue a news release and 6-K on Wednesday, September 3, 2014 prior to the market open, announcing its financial results for the first quarter ended June 30, 2014.

A conference call to discuss the results will be held the same day at 8:00 a.m. ET. The conference call can be accessed live by dialing 1-866-652-5200, or for international callers, 1-412-317-6060, and request to be joined into the Dorian LPG call. A replay will be available at 10:30 a.m. ET and can be accessed by dialing 1-877-344-7529, or for international callers, 1-412-317-0088. The pass

code for the replay is 10051736. The replay will be available until September 11, 2014, at 9:00 a.m. ET.

A live webcast of the conference call will also be available under the investor relations portion at [www.dorianlpg.com](http://www.dorianlpg.com).

**Thursday, August 28, 2014**

### **Ship Finance International Limited (NYSE: SFL) - Earnings Release**

#### **Reports preliminary second quarter 2014 results and quarterly dividend of \$0.41 per share**

Ship Finance International Limited ("Ship Finance" or the "Company") today announced its preliminary financial results for the quarter ended June 30, 2014.

Highlights: Second quarter dividend of \$0.41 per share; \$1.8 million accumulated in cash sweep from Frontline; Increased charter rate on the drilling rig West Linus following commencement of sub-charter; Delivery of two 82,000 dwt dry-bulk carriers in combination with long-term charters; Agreement to sell three older VLCCs

### **STEALTHGAS INC. Reports Second Quarter and Six Months 2014 Financial and Operating Results**

STEALTHGAS INC., a ship-owning company primarily serving the liquefied petroleum gas (LPG) sector of the international shipping industry, announced today its unaudited financial and operating results for the second quarter and six months ended June 30, 2014.

### **SFL - 2nd Quarter 2014 Presentation**

Ship Finance International Limited - Please find enclosed the presentation of the preliminary second quarter results to be held August 28, 2014 in the link below.

Presentation of 2nd quarter 2014 results  
<http://hugin.info/134876/R/1851830/647028.pdf>

### **Globus Maritime Announces Results of Annual Meeting of Shareholders**

Globus Maritime Limited, a dry bulk shipping company, announced the results of its annual meeting of shareholders, held in Glyfada, Greece. The following proposals were approved and adopted at the meeting: 1. The election of Mr. Georgios K. Karageorgiou as a Class I director of the Company to serve until the 2017 Annual Meeting of Shareholders; and 2. the approval of the appointment of Ernst & Young (Hellas) Certified Auditors Accountants S.A., as the Company's independent auditors for the fiscal year ending December 31, 2014.



### Shareholder Friendliness

By late August, freight markets were settling down, though many of the swap (forward freight agreements or FFA) positions continued to show expectations of strength. If broker reports are to be believed, asset prices are holding on to gains that have been made in past months. Ostensibly, this is all good. But, then again, anecdotal evidence from various private equity buddies says that they've have backed away from deals because of price appreciation seen in vessels earlier this year. So, there are projects and there are deals, but maybe we may be seeing a pause, while everyone re-groups. Traditionally, the end of summer means back to school, back to work, and all that; shipping markets may see some of the same mentality.

We have seen prominent shipping companies organize "shareholder friendly" buy-backs in markets of this type. The rationale for buy-backs varies depends on circumstances- but generally, companies will cite the very high class problem of having extra cash on hand, and not having good projects to invest in. That's an oversimplification; some investors may see tax advantages, compared to receiving dividends, in getting paid for their shares. From the company point of view, fewer outstanding shares means a lower denominator when computing "per share" measures such as cash flow and bottom line earnings. Then, there are some financial engineering constructs- like buying in shares to backstop future issuance under convertible debt. But, above all, the buybacks also show confidence in company prospects, and company management may have better insights than those looking in from the outside. The two most prominent names in the shipping press undertaking buybacks (or getting ready to), lately, have been Scorpio Tankers and Maersk.

Scorpio, a specialist in the product tanker sector, has faced headwinds as the product tanker sector has remained in the doldrums. As its newbuild vessels have begun to deliver from the yards, the "MR" (medium range) size class, designed to haul refined products, has missed much of the 2014 action that's occurred in the crude oil sector. Personally, I like the product sector (no secret to readers of my other articles), however, the markets will do what they do.

However slow the MR market is, the company has been very active in the finance front. Scorpio has recently raised a trove debt, through a nearly \$54 million "baby bond" financing in the Spring, after authorizing a share buyback of up to \$100 million. A few months later, another program was announced, this one for \$150 million. These buybacks come at a time that new financing arrangements have brought in cash well in excess of immediate needs. In April, for example, Scorpio closed on a \$300 million funding deal with a Korean export credit agency (ECA), which included a \$125 million bond issue with principal and interest payments guaranteed by the ECA (which, when applied to an outstanding bank facility, dramatically lowers the effective borrowing cost). In June, \$360 million of convertible notes were issued (with more than 10 million shares, worth upwards of \$90 million, have been purchased in connection with the note issuance). Shipping journalists have hinted

Contributed by

**Barry Parker**



Barry Parker is a financial writer and analyst. His articles appear in a number of prominent maritime periodicals including Lloyds List, Fairplay, Seatrade, and Maritime Executive and Capital Link Shipping.

that Scorpio's financial finesses may be transferable to other parts of its group beyond the tankers.

With Maersk, everything is bigger and more audacious than anything else done by others- the exception being the three company liner alliance, P3, now scaled back to a P2- more on that later. The guys with the big blue boxes have talked about a buyback of as much as \$1 Billion (with a B) in share re-purchases. Stock markets liked the move- Maersk parent shares rose after the announcement.

Even after taking a hit of \$1.7 Billion (with a B) on oil related assets, Maersk is contemplating profits this year of more than \$4.5 billion (also with a B- with its guidance recently raised from a mere \$4 billion). On the cash front, a clean-out of non core business has brought in \$2.8 billion. Staggering! I suppose that, unlike product tankers (a sector where the big blue vessel owner is still active, after its de-accession of VLCCs, to Belgian owner Euronav for \$980 million of more cash, earlier in the year), Maersk recognizes that its real core- big container vessels, might be immune from the laws of supply and demand. Container vessels are different from bulkers and tankers (sorry, F. Scott Fitzgerald) when you get into mega line haul trades, So if oversupply brings about lower costs per slot of container capacity, to which Maersk attributes its successes- then maybe there **are** more projects to invest in.

So, then we get to the fun part. There have been rumors in the market that Scorpio (not the tanker part) might be getting into the containership game. Specifically, the trade press has been reporting that Scorpio, in conjunction with Chinese investors, has ordered, or will be ordering, five vessels with specs comparable to the Triple-E 18,000 TEU megaships in service to Maersk now in the Far East to Europe trades. Other reports have Scorpio then leasing these vessels to Mediterranean Shipping (MSCs), Maersk's soon to be partner in the P2 alliance- quickly hatched after Chinese regulators nixed the P3 alliance (which would have also included CMA-CGM, another container giant). Since Scorpio's tanker arm has demonstrated its skill in working with the Korean Export Import Bank (KEXIM) and driving down borrowing costs, maybe a similar deal, with long term finance could be worked out. If Maersk provides any guidance, Triple-E's are throwing off buckets (boxes?) of cash-enough to fund \$1 Billion of shareholder friendliness. So maybe Scorpio could get in on some of that action- and share some of it with investors. When leveraged up, a long term lease to an MSC entity, on the Triple-E or similar vessels (offering a decent cash on cash return on a circa \$160 million investment) would provide healthy bond like returns on whatever equity Scorpio might put up. If it's true, it sounds like a good deal to me; let's hope that they put it into a public vehicle so we can all feast on the low slot costs. Now, that would be shareholder friendly.



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

CAPITAL MARKETS DATA

## Select Dividend Paying Shipping Stocks

Stock Prices as of August 29, 2014

Company Name	Ticker	Quarterly Dividend	Annualized Dividend	Last Closing Price (Aug. 29, 2014)	Annualized Dividend Yield
<b>Container</b>					
Costamare Inc	CMRE	\$0.28	\$1.12	\$22.43	4.99%
Diana Containerships	DCIX	\$0.05	\$0.20	\$2.67	7.49%
Seaspan Corp	SSW	\$0.345	\$1.38	\$23.18	5.95%
<b>Dry Bulk</b>					
Baltic Trading Limited	BALT	\$0.01	\$0.04	\$5.87	0.68%
Knightsbridge Tankers Limited	VLCCF	\$0.20	\$0.80	\$12.26	6.53%
Navios Maritime Holdings Inc.	NM	\$0.06	\$0.24	\$9.46	2.54%
Navios Maritime Partners LP*	NMM	\$0.4425	\$1.77	\$19.70	8.98%
Safe Bulkers Inc.**	SB	\$0.06	\$0.24	\$8.77	2.74%
<b>Tankers</b>					
Ardmore Shipping Corp.	ASC	\$0.10	\$0.40	\$13.09	3.06%
Capital Product Partners Lp	CPLP	\$0.2325	\$0.93	\$10.94	8.50%
DHT Holdings, Inc.	DHT	\$0.02	\$0.08	\$7.00	1.14%
KNOT Offshore Partners L.P.	KNOP	\$0.4350	\$1.74	\$28.05	6.20%
Navios Maritime Acquisition Corp	NNA	\$0.05	\$0.20	\$3.47	5.76%
Nordic American Tankers Limited	NAT	\$0.23	\$0.92	\$9.06	10.15%
Scorpio Tankers Inc	STNG	\$0.09	\$0.36	\$9.56	3.77%
Teekay Corporation	TK	\$0.31625	\$1.265	\$61.32	2.06%
Teekay Offshore Partners L.P.	TOO	\$0.5384	\$2.1536	\$35.24	6.11%
Teekay Tankers Ltd	TNK	\$0.03	\$0.12	\$4.26	2.82%
Tsakos Energy Navigation Ltd***	TNP	\$0.05	\$0.20	\$7.70	2.60%
<b>Mixed Fleet</b>					
Ship Finance International Limited	SFL	\$0.41	\$1.64	\$19.79	8.29%
<b>LNG/LPG</b>					
Dynagas LNG Partners	DLNG	\$0.3650	\$1.46	\$24.19	6.04%
Gas Log Ltd	GLOG	\$0.12	\$0.48	\$25.31	1.90%
Golar LNG	GLNG	\$0.45	\$1.80	\$63.00	2.86%
Golar LNG Partners, L.P	GMLP	\$0.5225	\$2.09	\$38.08	5.49%
Teekay LNG Partners L.P.	TGP	\$0.6918	\$2.7672	\$43.40	6.38%
<b>Maritime MLPs</b>					
Capital Product Partners L.P.	CPLP	\$0.2325	\$0.93	\$10.94	8.50%
Dynagas LNG Partners	DLNG	0.3650	\$1.46	\$24.19	6.04%
Golar LNG Partners, L.P.	GMLP	\$0.5225	\$2.09	\$38.08	5.49%
Navios Maritime Partners L.P.	NMM	\$0.4425	\$1.77	\$19.70	8.98%
Teekay LNG Partners L.P.	TGP	\$0.6918	\$2.7672	\$43.40	6.38%
Teekay Offshore Partners L.P.	TOO	\$0.5384	\$2.1536	\$35.24	6.11%
KNOT Offshore Partners L.P.	KNOP	\$0.4350	\$1.74	\$28.05	6.20%
<b>Offshore Drilling</b>					
Ocean Rig UDW	ORIG	\$0.19	\$0.76	\$18.53	4.10%





# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

CAPITAL MARKETS DATA

Preferred Shipping Stocks	Box Ships Series C	Costamare Series B	Costamare Series C	Diana Shipping Series B	International Shipholding Series A	International Shipholding Series B	Navios Series G	Navios Series H
Ticker	TEUPRC	CMREPRB	CMREPRC	DSXPRB	ISHPRA	ISHPRB	NMPRG	NMPRH
Fixed Annual Dividend <sup>(4)</sup>	9.00%	7.625%	8.50%	8.875%	9.50%	9.00%	8.75%	8.625%
Liquidation Preference	\$24.00	\$25.00	\$25.00	\$25.00	\$100.00	\$100.00	\$25.00	\$25.00
Last Closing Price (08/29/14)	\$23.90	\$25.48	\$26.34	\$26.10	\$106.63	\$105.50	\$25.55	\$24.50

Preferred Shipping Stocks	Safe Bulkers Series B	Safe Bulkers Series C	Safe Bulkers Series D	Seaspan Series C	Seaspan Series D	Seaspan Series E	Teekay Offshore Series A	Tsakos Energy Series B	Tsakos Energy Series C
Ticker	SBPRB	SBPRC	SBPRD	SSWPRC	SSWPRD	SSWPRE	TOOPRA	TNPPRB	TNPPRC
Fixed Annual Dividend <sup>(4)</sup>	8.00%	8.00%	8.00%	9.50%	7.95%	8.25%	7.25%	8.00%	8 <sup>7</sup> / <sub>8</sub> %
Liquidation Preference	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00
Last Closing Price (08/29/14)	\$27.09	\$24.79	\$24.65	\$27.02	\$26.97	\$26.47	\$25.41	\$25.25	\$26.96

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

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# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

CAPITAL MARKETS DATA

## Currencies, Commodities & Indices

Week ending, Friday August 29, 2014

### MAJOR INDICES

America	Symbol	29-Aug-14	22-Aug-14	% Change	YTD % Change	2-Jan-14
Dow Jones	INDU	17,098.45	17,001.22	0.57%	4.00%	16,441.35
Dow Jones Transp.	TRAN	8,408.02	8,429.91	-0.26%	15.37%	7,287.87
NASDAQ	CCMP	4,580.27	4,538.55	0.92%	10.55%	4,143.07
NASDAQ Transp.	CTRN	3,341.68	3,384.17	-1.26%	13.74%	2,938.03
S&P 500	SPX	2,003.37	1,988.40	0.75%	9.36%	1,831.98

Europe	Symbol	29-Aug-14	22-Aug-14	% Change	YTD % Change	2-Jan-14
Deutsche Borse Ag	DAX	9,479.03	9,339.17	1.50%	0.84%	9,400.04
Euro Stoxx 50	SX5E	3,175.05	3,098.50	2.47%	3.76%	3,059.93
FTSE 100 Index	UKX	6,825.31	6,775.30	0.74%	1.13%	6,749.10

Asia/Pacific	Symbol	29-Aug-14	22-Aug-14	% Change	YTD % Change	2-Jan-14
ASX 200	AS51	5,629.80	5,645.60	-0.28%	4.88%	5,367.90
Hang Seng	HSI	24,752.09	25,112.23	-1.43%	6.05%	23,340.05
Nikkei 225	NKY	15,476.60	15,539.19	-0.40%	-2.72%	15,908.88

### CAPITAL LINK MARITIME INDICES

Index	Symbol	29-Aug-14	22-Aug-14	% Change	2-Jan-14	YTD % Change
Capital Link Maritime Index	CLMI	2,975.30	2,955.22	0.68%	2,250.12	32.23%
Tanker Index	CLTI	1,792.91	3,021.64	-40.66%	2,521.85	-28.91%
Drybulk Index	CLDBI	1,065.09	1,066.99	-0.18%	1,020.38	4.38%
Container Index	CLCI	1,888.58	2,031.79	-7.05%	1,814.70	4.07%
LNG/LPG Index	CLLG	4,216.64	4,260.61	-1.03%	3,212.34	31.26%
Mixed Fleet Index	CLMFI	3,318.32	1,871.13	77.34%	1,437.01	130.92%
MLP Index	CLMLP	3,285.69	3,275.65	0.31%	3,062.97	7.27%



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

CAPITAL MARKETS DATA

## BALTIC INDICES

Index	Symbol	29-Aug-14	22-Aug-14	% Change	2-Jan-14	YTD % Change
Baltic Dry Index	BDIY	1,147	1,088	5.42%	2,113	-45.72%
Baltic Capesize Index	BCIY	2,627	2,535	3.63%	3,733	-29.63%
Baltic Panamax Index	BPIY	871	812	7.27%	1,780	-51.07%
Baltic Supramax Index	BSI	970	937	3.52%	1,330	-27.07%
Baltic Handysize Index	BHSI	442	413	7.02%	773	-42.82%
Baltic Dirty Tanker Index	BDTI	699	759	-7.91%	1,021	-31.54%
Baltic Clean Tanker Index	BCTI	545	548	-0.55%	612	-10.95%

## TRANSPORTATION STOCKS

DRYBULK	TICKER	8/29/2014 Friday	8/25/2014 Monday	Change %	52 week high	52 week low	Three Month Avg. Volume	1/2/2014
Baltic Trading Ltd	BALT	\$5.87	\$5.80	1.21%	\$7.60	\$4.43	597,476	\$6.44
Diana Shipping Inc	DSX	\$10.64	\$10.67	-0.28%	\$13.64	\$9.20	631,932	\$13.30
DryShips Inc	DRYS	\$3.29	\$3.26	0.92%	\$4.70	\$2.33	5,207,274	\$4.31
Eagle Bulk Shipping Inc	EGLE	\$1.14	\$1.15	-0.87%	\$8.11	\$1.10	639,335	\$4.47
FreeSeas Inc	FREE	\$0.58	\$0.73	-20.30%	\$4.45	\$0.46	1,175,782	\$2.31
Globus Maritime Ltd	GLBS	\$3.30	\$3.62	-8.84%	\$4.44	\$2.50	12,311	\$3.87
Knightsbridge Tankers Ltd	VLCCF	\$12.26	\$12.15	0.91%	\$16.16	\$7.27	570,767	\$8.98
Navios Maritime Holdings Inc	NM	\$9.46	\$9.31	1.61%	\$11.49	\$6.24	817,882	\$10.65
Navios Maritime Partners LP	NMM	\$19.70	\$20.00	-1.50%	\$20.40	\$14.14	224,241	\$18.62
Paragon Shipping Inc	PRGN	\$5.10	\$5.27	-3.23%	\$9.11	\$4.58	138,173	\$7.18
Safe Bulkers Inc	SB	\$8.77	\$8.50	3.18%	\$11.43	\$6.30	542,369	\$10.20
Scorpio Bulkers	SALT	\$7.98	\$7.91	0.88%	\$10.58	\$7.67	416,088	\$9.72
Seenergy Maritime	SHIP	\$1.47	\$1.42	3.52%	\$2.25	\$0.80	16,793	\$1.99
Star Bulk Carriers Corp	SBLK	\$14.08	\$13.55	3.91%	\$15.39	\$7.83	186,978	\$13.10

TANKERS	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Ardmore Shipping Corp	ASC	\$13.09	\$13.10	-0.08%	\$15.56	\$11.69	137,932	\$15.16
Capital Product Partners LP	CPLP	\$10.94	\$10.97	-0.27%	\$11.56	\$8.24	218,982	\$10.36
DHT Holdings Inc	DHT	\$7.00	\$7.23	-3.18%	\$8.41	\$4.01	503,773	\$6.67
Frontline Ltd/Bermuda	FRO	\$2.05	\$2.58	-20.54%	\$5.06	\$2.02	924,793	\$3.59
Knot Offshore Partners	KNOP	\$28.05	\$28.00	0.18%	\$29.89	\$23.78	118,645	\$27.57
Navios Acquisition	NNA	\$3.47	\$3.47	0.00%	\$4.85	\$3.01	475,325	\$4.37
Nordic American	NAT	\$9.06	\$9.11	-0.55%	\$12.36	\$7.64	1,230,870	\$9.46
Scorpio Tankers Inc	STNG	\$9.56	\$9.34	2.36%	\$12.10	\$8.61	2,194,216	\$11.78
Teekay Offshore Partners LP	TOO	\$35.24	\$35.31	-0.20%	\$37.03	\$29.81	144,265	\$32.55
Teekay Tankers Ltd	TNK	\$4.26	\$4.17	2.16%	\$4.70	\$2.55	408,527	\$3.85
Top Ships	TOPS	\$2.06	\$2.05	0.49%	\$15.26	\$1.76	227,238	\$11.49
Tsakos Energy Navigation Ltd	TNP	\$7.70	\$7.59	1.45%	\$8.35	\$4.56	534,584	\$5.95

CONTAINERS	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Box Ships Inc	TEU	\$1.39	\$1.38	0.72%	\$4.61	\$1.27	111,784	\$3.28
Costamare Inc	CMRE	\$22.43	\$22.51	-0.36%	\$24.36	\$16.29	129,099	\$17.80
Danaos Corp	DAC	\$5.78	\$5.87	-1.53%	\$7.63	\$3.75	14,280	\$5.08
Diana Containerships Inc	DCIX	\$2.67	\$2.74	-2.55%	\$4.51	\$2.42	200,923	\$4.04
Global Ship Lease Inc	GSL	\$3.98	\$3.75	6.13%	\$6.34	\$3.63	40,275	\$5.83
Seaspan Corp	SSW	\$23.18	\$23.03	0.65%	\$24.82	\$19.68	169,139	\$22.57



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## CAPITAL MARKETS DATA

LPG/LNG	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Dynagas LNG Partners	DLNG	\$24.19	\$24.04	0.62%	\$25.27	\$18.00	113,259	\$21.84
GasLog Ltd	GLOG	\$25.31	\$24.64	2.72%	\$31.89	\$13.59	1,267,371	\$16.84
Golar LNG Ltd	GLNG	\$63.00	\$64.64	-2.54%	\$65.75	\$33.54	1,114,266	\$35.71
Golar LNG Partners LP	GMLP	\$38.08	\$38.35	-0.70%	\$38.35	\$28.21	142,567	\$30.04
Navigator Gas	NVGS	\$29.49	\$29.27	0.75%	\$30.30	\$17.17	243,708	\$25.88
StealthGas Inc	GASS	\$9.79	\$9.53	2.73%	\$12.88	\$8.74	113,623	\$10.16
Teekay LNG Partners LP	TGP	\$43.40	\$43.10	0.70%	\$47.19	\$38.89	197,672	\$41.87

MIXED FLEET	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Euroseas Ltd	ESEA	\$1.14	\$1.15	-0.87%	\$1.79	\$1.11	51,081	\$1.40
Ship Finance International Ltd	SFL	\$19.79	\$19.37	2.17%	\$19.82	\$14.99	430,379	\$16.22
Teekay Corp	TK	\$61.32	\$60.16	1.93%	\$62.25	\$39.82	369,178	\$47.29

MLPs	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Capital Product Partners	CPLP	\$10.94	\$10.97	-0.27%	\$11.56	\$8.24	218,982	\$10.36
Dynagas LNG Partners	DLNG	\$24.19	\$24.04	0.62%	\$25.27	\$18.00	113,259	\$21.84
Golar LNG Partners LP	GMLP	\$38.08	\$38.35	-0.70%	\$38.35	\$28.21	142,567	\$30.04
Hoegh LNG Partners	HMLP	\$25.89	\$25.20	2.74%	\$26.03	\$22.25	NA	NA
Knot Offshore Partners	KNOP	\$28.05	\$28.00	0.18%	\$29.89	\$23.78	118,645	\$27.57
Navios Partners	NMM	\$19.70	\$20.00	-1.50%	\$20.40	\$14.14	224,241	\$18.62
Teekay Offshore	TOO	\$35.24	\$35.31	-0.20%	\$37.03	\$29.81	144,265	\$32.55
Teekay LNG	TGP	\$43.40	\$43.10	0.70%	\$47.19	\$38.89	197,672	\$41.87

OFFSHORE DRILL RIGS	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Atwood Oceanics	ATW	\$49.41	\$47.90	3.15%	\$58.04	\$45.35	577,108	\$52.47
Diamond Offshore Drilling	DO	\$43.94	\$43.22	1.67%	\$61.72	\$42.60	1,395,552	\$53.59
EnSCO International	ESV	\$50.48	\$49.77	1.43%	\$62.05	\$48.14	2,673,692	\$56.57
Hercules Offshore	HERO	\$3.37	\$3.16	6.65%	\$7.78	\$3.15	4,640,316	\$6.52
Noble Corp.	NE	\$28.46	\$27.51	3.45%	\$35.30	\$25.32	3,674,978	\$32.00
Ocean Rig UDW Inc	ORIG	\$18.53	\$18.73	-1.07%	\$20.83	\$16.34	204,406	\$19.08
Pacific Drilling	PACD	\$9.81	\$9.63	1.87%	\$12.12	\$9.38	298,575	\$11.25
Rowan Companies	RDC	\$30.32	\$29.53	2.68%	\$38.30	\$28.82	2,386,053	\$34.35
Seadrill Ltd.	SDRL	\$37.25	\$36.94	0.84%	\$47.78	\$32.75	4,055,374	\$40.07
Transocean	RIG	\$38.65	\$37.48	3.12%	\$55.37	\$37.48	5,064,447	\$48.91
Vantage Drilling Company	VTG	\$1.78	\$1.72	3.49%	\$1.98	\$1.63	1,602,655	\$1.86

Oslo-Listed Shipping Comps (currency in NOK)	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Goldean Ocean	GOGL	\$10.20	\$10.95	-6.85%	\$15.40	\$7.98	2,555,675	\$13.23
Stolt-Nielsen Ltd.	SNI	\$135.00	\$136.50	-1.10%	\$193.50	\$134.50	40,341	\$162.00
Frontline Ltd.	FRO	\$12.45	\$15.90	-21.70%	\$31.80	\$12.15	448,065	\$22.20
Jinhui Shpg. & Trans	JIN	\$18.70	\$18.50	1.08%	\$29.00	\$13.00	49,260	\$28.00
Odfjell (Common A Share)	ODF	\$26.20	\$26.10	0.38%	\$46.80	\$24.70	8,959	\$40.50
Odfjell (Common B Share)	ODFB	\$24.80	\$23.80	4.20%	\$46.20	\$23.00	6,708	\$39.50
Solvang ASA	SOLV	N/A	\$25.00	N/A	\$26.00	\$18.60	2,004	\$20.50
Eitzen Chemical ASA	ECHEM	\$4.75	\$6.00	-20.83%	\$11.45	\$4.38	14,731	\$7.57
American Shipping Co.	AMSC	\$49.80	\$47.80	4.18%	\$52.32	\$25.37	92,858	\$37.71
Wilson ASA	WILS	N/A	N/A	N/A	\$17.00	\$10.10	486	NA
Hoegh LNG	HLNG	\$81.00	\$80.75	0.31%	\$81.75	\$45.00	112,215	\$47.90
Belships ASA	BEL	\$5.20	\$5.35	-2.80%	\$6.80	\$4.17	6,268	\$6.20
I.M. Skaugen	IMSK	N/A	\$7.87	N/A	\$12.75	\$7.50	3,695	NA
Western Bulk	WBULK	\$8.70	\$8.90	-2.25%	\$16.80	\$8.49	110,910	\$15.40

OFFSHORE SUPPLY	Ticker	8/29/2014	8/25/2014	Change %	52 wk high	52 wk low	3-Month Avg. Vol.	1/2/2014
Gulfmark Offshore	GLF	\$40.21	\$38.84	3.53%	\$53.63	\$37.82	242,516	\$45.61
Hornback Offshore	HOS	\$43.66	\$42.14	3.61%	\$59.14	\$38.11	528,322	\$47.86
Nordic American Offshore	NAO	\$19.49	\$18.99	2.63%	\$20.40	\$15.25	382,869	NA
Tidewater	TDW	\$50.87	\$49.63	2.50%	\$62.76	\$45.97	436,828	\$58.60
Seacor Holdings	CKH	\$81.60	\$80.62	1.22%	\$98.45	\$75.96	129,209	\$89.77





### *Shipping Equities: The Week in Review*

#### **SHIPPING EQUITIES UNDERPERFORM THE BROADER MARKET MIXED FLEET THE BEST PERFORMER**

During last week, shipping equities underperformed the broader market, with the Capital Link Maritime Index (CLMI), a composite index of all US listed shipping stocks gaining 0.68%, compared to the S&P 500 rising 0.75%, Nasdaq advancing 0.92%, and Dow Jones Industrial Average (DJII) going up 0.57%.

Mixed Fleet stocks were the best performers during last week, with Capital Link Mixed Fleet Index rising 77.34%, followed by Capital Link MLP Index increasing 0.31%. Tanker equities were the least performer in last week, with Capital Link Tanker Index declining 40.66%.

During last week, dry bulk shipping stocks underperformed the physical market, with Baltic Dry Index (BDI) gaining 5.42%, compared to the Capital Link Dry Bulk Index losing 0.18%. Year-to-date, the BDI has dropped 45.72%, while the Capital Link Dry Bulk Index increased 4.38%.

During last week, tanker shipping stocks underperformed the physical market, with Baltic Dirty Tanker Index (BDTI) decreasing 0.55% and Baltic Clean Tanker Index (BCTI) losing 7.91%, compared to Capital Link Tanker Index decreased 40.66%. Year-to-date, the BDTI dropped 31.54% and the BCTI went down 10.95%, compared to Capital Link Tanker Index decreasing 28.91%.

The Trading Statistics supplied by KCG Holdings, Inc. 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 43 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](http://www.CapitalLinkShipping.com) or at or [www.MaritimeIndices.com](http://www.MaritimeIndices.com). They can also be found through the Bloomberg page "CPLI" and Reuters.



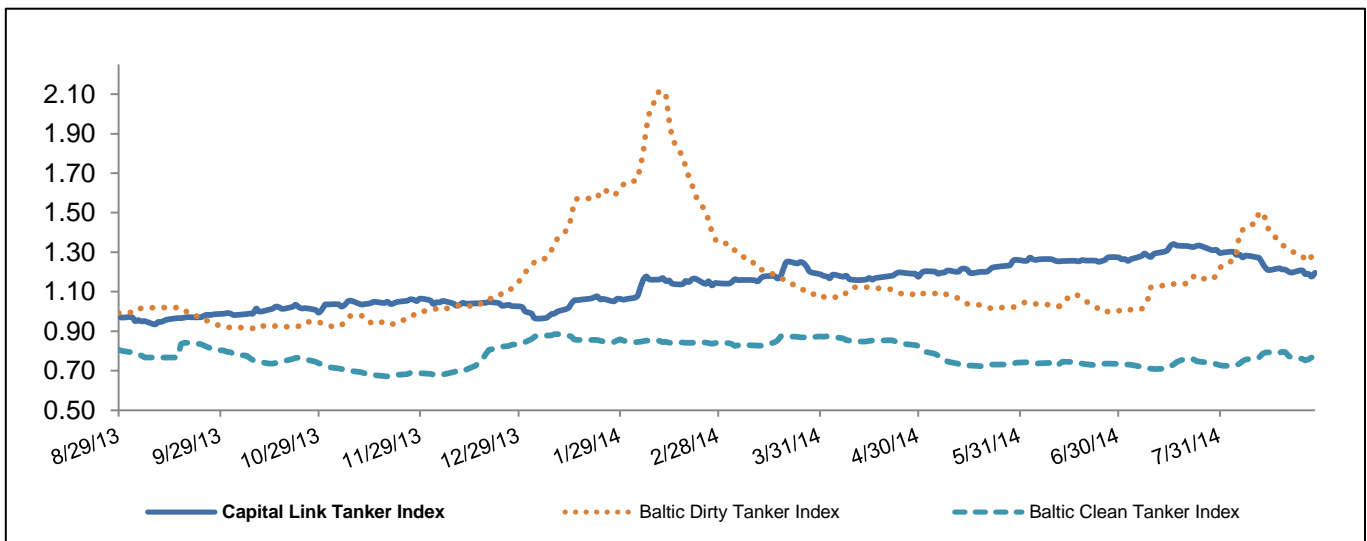
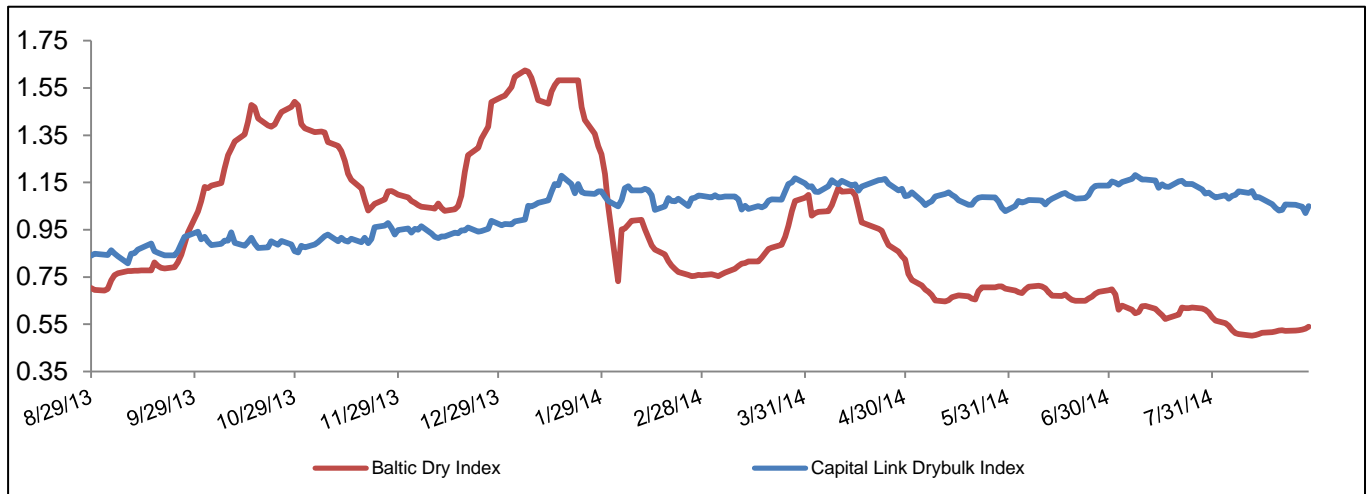
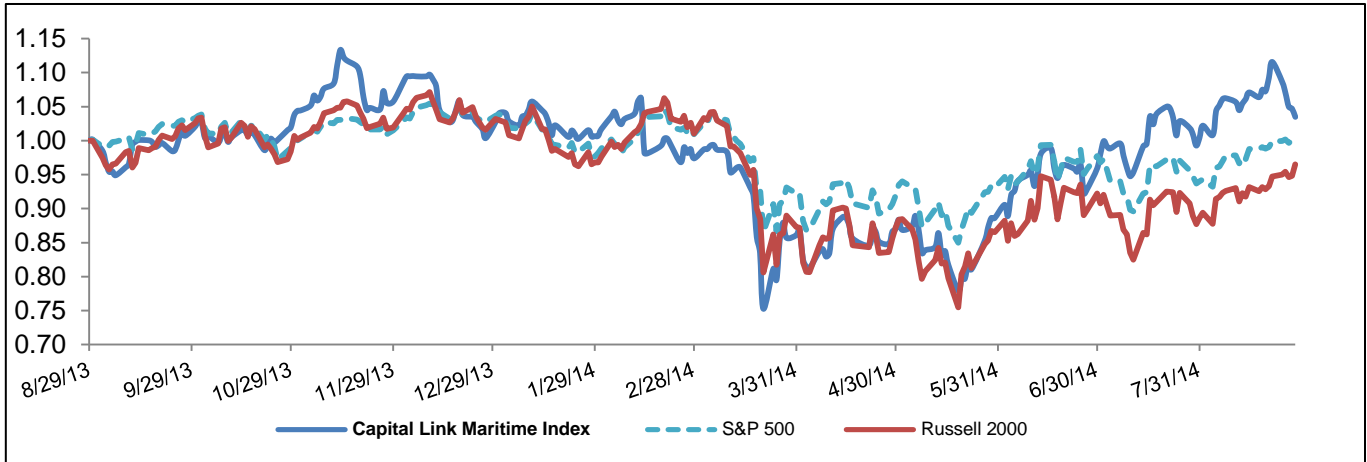
# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## CAPITAL MARKETS DATA

### MARITIME INDEX DAILY COMPARISON CHARTS (52 -WEEK )



\*SOURCE: BLOOMBERG



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS



Custom Statistics Prepared Weekly for Capital Link Shipping

### BROAD MARKET

Percent Change of Major Indexes for the Week Ending Friday, August 29, 2014

Name	Symbol	Close	Net Gain	Percent Gain
Russell 2000 Index	RUT	1174.19	13.85	1.19%
Nasdaq Composite Index	COMPX	4580.27	41.72	0.92%
Russell 3000 Index	RUA	1195.37	9.68	0.82%
Russell 1000 Index	RUI	1117.67	8.70	0.78%
S&P 500 Index	SPX	2003.32	14.92	0.75%
Nasdaq-100 Index	NDX	4082.56	29.81	0.74%

### SHIPPING INDUSTRY DATA (43 Companies)

#### Moving Averages

- 53.49% closed > 10D Moving Average.
- 62.79% closed > 50D Moving Average.
- 53.49% closed > 100D Moving Average.
- 51.16% closed > 200D Moving Average.

Top Upside Momentum (Issues with the greatest 100 day upside momentum*)				Top Downside Momentum (Issues with the greatest 100 day downward momentum*)			
Symbol	Close	Weekly % Change	50-Day % Change	Symbol	Close	Weekly % Change	50-Day % Change
GLNG	63	-2.07%	13.49%	EGLE	1.14	-5.79%	-67.43%
GMLP	38.08	2.15%	10.73%	FREE	0.58	-22.67%	-24.68%
TNP	7.68	1.86%	7.56%	FRO	2.05	-21.15%	-18.65%
SFL	19.79	2.17%	7.97%	TEU	1.38	4.55%	-16.36%
TNK	4.25	0.47%	11.84%	TOPS	2.06	0.98%	-1.90%
TK	61.3	3.09%	4.23%	PRGN	5.1	-1.73%	-13.56%
SBLK	14.08	2.25%	2.10%	GASS	9.79	0.62%	-8.50%
MATX	26.99	-0.41%	10.66%	GLBS	3.31	-2.65%	-2.65%
NMM	19.7	-1.84%	7.65%	DCIX	2.67	-3.26%	5.95%
NAT	9.05	-0.44%	3.43%	DSX	10.64	-2.21%	-9.14%

\*Momentum: 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.

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

Top Consecutive Higher Closes			Top Consecutive Lower Closes		
Symbol	Close	Up Streak	Symbol	Close	Up Streak
GASS	9.79	4	CMRE	22.4	-2
TK	61.3	3	CPLP	10.94	-2
SSW	23.18	3	FRO	2.05	-2
SBLK	14.08	3	NMM	19.7	-2
BALT	5.88	2	DHT	6.99	-3
SHIP	1.47	2	FREE	0.58	-5
SB	8.78	2			
GSL	4	2			
GMLP	38.08	2			
GLOG	25.31	2			



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

Top Largest Weekly Trading Gains					Top Largest Weekly Trading Losses				
<u>Symbol</u>	<u>Close One Week Ago</u>	<u>Today Close</u>	<u>Net Change</u>	<u>% Change</u>	<u>Symbol</u>	<u>Close One Week Ago</u>	<u>Today Close</u>	<u>Net Change</u>	<u>% Change</u>
GSL	3.73	4	0.27	7.24%	FREE	0.75	0.58	-0.17	-22.67%
GLOG	24.19	25.31	1.12	4.63%	FRO	2.6	2.05	-0.55	-21.15%
TEU	1.32	1.38	0.06	4.55%	EGLE	1.21	1.14	-0.07	-5.79%
SHIP	1.42	1.47	0.05	3.52%	DHT	7.31	6.99	-0.32	-4.38%
TK	59.46	61.3	1.84	3.09%	DCIX	2.76	2.67	-0.09	-3.26%
NNA	3.38	3.48	0.10	2.96%	GLBS	3.4	3.31	-0.09	-2.65%
SBLK	13.77	14.08	0.31	2.25%	DSX	10.88	10.64	-0.24	-2.21%
SFL	19.37	19.79	0.42	2.17%	GLNG	64.33	63	-1.33	-2.07%
GMLP	37.28	38.08	0.80	2.15%	NMM	20.07	19.7	-0.37	-1.84%
TNP	7.54	7.68	0.14	1.86%	PRGN	5.19	5.1	-0.09	-1.73%

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)				
<u>Symbol</u>	<u>Close One Month Ago</u>	<u>Today Close</u>	<u>Net Change</u>	<u>% Change</u>	<u>Symbol</u>	<u>Close One Month Ago</u>	<u>Today Close</u>	<u>Net Change</u>	<u>% Change</u>
SBLK	10.58	14.08	3.50	33.08%	EGLE	1.63	1.14	-0.49	-30.06%
SB	7.09	8.78	1.69	23.84%	FRO	2.38	2.05	-0.33	-13.87%
NM	7.73	9.46	1.73	22.38%	GASS	10.52	9.79	-0.73	-6.94%
FREE	0.48	0.58	0.10	20.83%	CMRE	23.43	22.4	-1.03	-4.40%
DRYS	2.74	3.29	0.55	20.07%	DAC	6.01	5.78	-0.23	-3.83%
GLBS	2.8	3.31	0.51	18.21%	ASC	13.1	13.08	-0.02	-0.15%
BALT	5.03	5.88	0.85	16.90%					
GMLP	33.37	38.08	4.71	14.11%					
TNP	6.85	7.68	0.83	12.12%					
TK	55.18	61.3	6.12	11.09%					

Stocks Nearest to 52-Week Highs			Stocks Nearest To 52-Week Lows		
<u>Symbol</u>	<u>52W High</u>	<u>% Away</u>	<u>Symbol</u>	<u>52W Low</u>	<u>% Away</u>
GMLP	38.49	-1.07%	ESEA	1.10	3.64%
TK	62.44	-1.82%	SALT	7.56	5.56%
DLNG	25.10	-3.61%	EGLE	1.02	11.76%
NMM	20.45	-3.67%	DCIX	2.38	12.18%
CPLP	11.39	-3.94%	PRGN	4.52	12.83%
TOO	36.89	-4.45%	GASS	8.63	13.44%
KNOP	29.42	-4.66%	STNG	8.39	13.89%
SSW	24.36	-4.84%	GSL	3.50	14.29%
GLNG	67.76	-7.02%	TEU	1.19	15.97%
TGP	46.77	-7.38%	NNA	2.98	16.78%





# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

### Top Stocks with Highest Weekly Volume Run Rate\* > 1

<u>Symbol</u>	<u>Close</u>	<u>Net % Change</u>	<u>Run Rate</u>
TOPS	2.06	0.98%	2.8735
FRO	2.05	-21.15%	1.9453
GLBS	3.31	-2.65%	1.7494
GASS	9.79	0.62%	1.6416
GLNG	63	-2.07%	1.5124
TK	61.3	3.09%	1.2127
VLCCF	12.26	1.57%	1.1852
STNG	9.56	1.81%	1.1525
CMRE	22.4	-1.23%	1.1490
SFL	19.79	2.17%	1.1110

\*The Volume Run Rate is calculated by divided 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		Top Year-To-Date Decliners	
<u>Symbol</u>	<u>YTD Gain %</u>	<u>Symbol</u>	<u>YTD Decline %</u>
GLNG	77.27%	TOPS	-83.65%
GLOG	50.39%	FREE	-75.63%
VLCCF	39.95%	EGLE	-75.16%
GMLP	32.41%	TEU	-58.05%
TK	29.90%	FRO	-45.19%
TNP	29.73%	GSL	-33.44%
CMRE	27.56%	PRGN	-30.71%
SFL	26.13%	DCIX	-30.47%
DAC	17.96%	SHIP	-26.87%
DLNG	11.73%	DRYS	-25.23%

The following are the 43 members of this group: **Symbol - Name:** **ASC** – Ardmore Shipping Corp; **BALT** - Baltic Trading Ltd; **CMRE** - Costamare Inc; **CPLP** - Capital Product Partners LP; **DAC** - Danaos Corp; **DCIX** - Diana Containerships Inc.; **DHT** - DHT Maritime Inc; **DLNG** - Dynagas LNG Partners LP; **DRYS** - DryShips Inc; **DSX** - Diana Shipping Inc; **EGLE** - Eagle Bulk Shipping Inc; **ESEA** - Euroseas Ltd; **FREE** - FreeSeas Inc; **FRO** - Frontline Ltd; **GASS** - StealthGas Inc; **GLBS** - Globus Maritime Limited; **GLNG** - Golar LNG Ltd; **GLOG** - GasLog Ltd.; **GMLP** - Golar LNG Partners LP; **GSL** - Global Ship Lease Inc; **KNOP** - KNOT Offshore Partners LP; **MATX** - Matson, Inc.; **NAT** - Nordic American Tanker Shipping; **NM** - Navios Maritime Holdings Inc; **NMM** - Navios Maritime Partners LP; **NNA** - Navios Maritime Acquisition Corp; **NVGS** - Navigator Holdings Ltd.; **PRGN** - Paragon Shipping Inc; **SALT** - Scorpio Bulkers; **SB** - Safe Bulkers Inc; **SBLK** - Star Bulk Carriers Corp; **SFL** - Ship Finance International Ltd; **SHIP** - Seenergy Maritime Holdings Corp; **SSW** - Seaspan Corp; **STNG** - Scorpio Tankers Inc; **TEU** - Box Ships Inc.; **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;

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# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

### Weekly Market Report

Week Ending August 29, 2014



#### FREIGHT

##### Capesize 4TC Average

Volume: 3,910 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Sep	14	19512	-443	19250	19000	-250	17500	21000
Oct	14	23985	-708	23000	24000	1000	22700	25500
Nov	14	26660	na	27000	25500	-1500	25500	27000
Q4	14	25727	171	24400	25400	1000	24150	27000
Cal	15	19625	-349	19550	19500	-50	19500	20100
Cal	16	19350	na	19250	19400	150	19200	19700

##### Panamax 4TC Average

Volume: 1,722 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Sep	14	8420	-571	8350	8300	-50	8200	8700
Oct	14	11032	-468	11000	11100	100	11000	11200
Q4	14	11347	251	11000	10900	-100	10900	11800
Q1	15	9150	292	9500	8900	-600	8900	9500
Cal	15	10732	-118	10600	10500	-100	10500	11000

##### Supramax 6TC Average

Volume: 300 lots

Contract		Average	Chg	Open	Close	Chg	Low	High
Q4	14	12675	615	12650	12700	50	12650	12700
Q1	15	10200	na	10200	10200	0	10200	10200

#### IRON ORE

##### TSI Iron Ore 62% Fines

Volume: 2,848,000 mt

Contract		Average	Chg	Open	Close	Chg	Low	High
Sep	14	88.16	-2.83	89.50	87.90	-1.60	87.00	89.75
Oct	14	87.79	-2.60	89.75	87.50	-2.25	87.00	89.75
Nov	14	88.75	na	88.75	88.75	0.00	88.75	88.75
Q4	14	88.09	-2.44	89.50	87.50	-2.00	87.00	89.50
Q1	15	87.92	-2.83	89.50	87.50	-2.00	87.00	89.50



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

### FERTILIZER

#### Urea Nola

Volume: 84 lots

Contract	Average	Chg	Open	Close	Chg	Low	High
Nov 14	338.25	-5.95	342.00	340.00	-2.00	334.00	342.00
Dec 14	336.11	-6.75	335.00	340.00	5.00	332.00	342.00

#### DAP NOLA

Volume: 23 lots

Contract	Average	Chg	Open	Close	Chg	Low	High
Dec 14	424.75	na	428.00	423.00	-5.00	420.00	428.00

### BUNKER FUEL

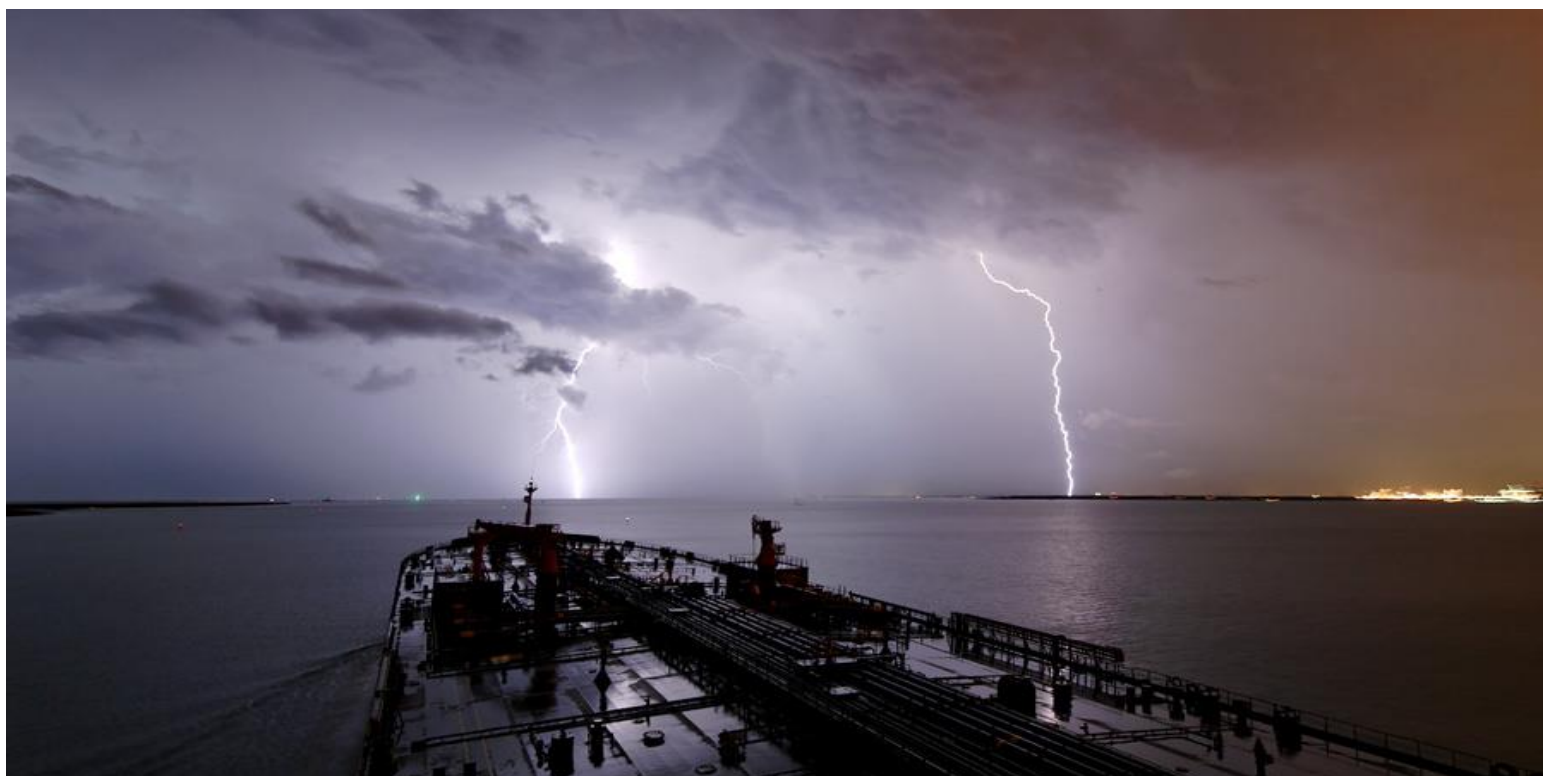
#### Rotterdam 3.5%

Volume: 1,950 mt

Contract	Average	Chg	Open	Close	Chg	Low	High
Dec 14	557.19	na	557.50	557.00	-0.50	557.00	557.50

#### 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





# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

### First Watch: Stifel Shipping Weekly

Contributed by  
**Stifel Nicolaus & CO, Inc.**

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NICOLAUS**

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<i>Rates in \$/Day</i> <b>Vessel Category</b>	<b>Weekly Trend</b>	<b>8/29/2014</b>	<b>8/22/2014</b>	<b>% Change</b>	<b>2014 YTD</b>
<i>Crude Tanker</i>					
VLCC	↓	\$18,938	\$28,888	(34.4%)	\$22,547
Suezmax	↓	\$16,010	\$16,100	(0.6%)	\$24,415
Aframax	↓	\$22,771	\$25,942	(12.2%)	\$23,220
<i>Product Tankers</i>					
Long Range	↑	\$13,946	\$13,720	1.6%	\$17,967
Medium Range	↓	\$9,177	\$9,589	(4.3%)	\$9,471
<i>Dry Bulk</i>					
Capesize	↑	\$17,113	\$16,450	4.0%	\$12,648
Panamax	↓	\$4,281	\$4,302	(0.5%)	\$5,599
Supramax	↑	\$8,946	\$7,113	25.8%	\$10,340
<i>Containers*</i>					
Panamax-4400 TEU	↔	\$8,750	\$8,750	0.0%	\$7,950
Sub-Panamax-2750 TEU	↔	\$7,350	\$7,350	0.0%	\$7,079
Handy-2000 TEU	↔	\$7,100	\$7,100	0.0%	\$6,971
LPG-82,000 cbm	↓	\$80,333	\$81,000	(0.8%)	\$68,750
LNG-138,000 cbm	↔	\$45,500	\$45,500	0.0%	\$56,485

\*Monthly data was used

Source: Clarkson Research & Astrup Fearnley

In late April, the U.S. Commerce department approved the export of U.S. condensate for two specific operators in the Gulf Coast, which led to speculation that a broader lifting for the crude export prohibition could be to follow. However, since that time, only two cargoes appear to have been sold, one 400,000 barrel fixture (MR) in July on the BW Zambezi sold to GS Caltex in South Korea and one 550,000 barrel (LR1) fixture to Exxon in August. We do understand that a number of other condensate producers have applied for export licenses, but as far as we are aware, none have been granted. While exports have been very limited thus far relative to domestic condensate production of over 1 million barrels per day, it is worth noting that because condensate is the high grade liquid that accumulates at the wellhead as a function of natural gas production, when weather is colder there is a higher rate of condensation. As a result, condensate production does spike during winter months, so export volumes are likely to increase during the winter. Furthermore, production is expected to continue to grow to 2.4 million barrels per day by 2019, however there are also over 440,000 barrels per day of new splitters scheduled to come on line by mid-2016 with more likely to come ultimately providing a home for much of this production. Ultimately, we do expect condensate exports to grow, particularly in the winter, but a more broad based allowance of crude exports is highly unlikely in the foreseeable future. Finally, as was the case with the first two export fixtures, we would expect most cargoes to be either MR or LR1 fixtures, as large lot sizes of condensate are impractical for importing refineries, the increases in exports are likely to benefit the product tanker market exclusively





# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

### Global Shipping Fleet & Orderbook Statistics

Cargo	Category	Fleet Size (DWT)	Orderbook (DWT)	OB/Fleet %	Average Age	% Greater than 20 yrs.
Crude	VLCC	191,722,872	27,183,477	14.2%	8.0	1.8%
	Suezmax	75,872,267	7,345,462	9.7%	8.4	5.1%
	Aframax	68,225,566	4,690,378	6.9%	8.9	5.7%
Product	LR2	26,864,636	8,261,087	30.8%	7.5	1.9%
	LR1	23,843,427	1,970,998	8.3%	7.1	2.2%
	MR	72,745,046	15,806,839	21.7%	8.8	7.2%
	Handy	5,106,559	184,669	3.6%	18.5	53.1%
Dry Bulk	Capesize	303,023,207	73,651,404	24.3%	7.4	11.1%
	Panamax	192,365,007	36,654,547	19.1%	8.4	10.6%
	Supramax	162,387,731	48,479,013	29.9%	8.1	8.4%
	Handymax	88,242,052	16,940,275	19.2%	11.3	20.2%
Containers		<b>(TEU)</b>	<b>(TEU)</b>			
	Post Panamax	10,142,494	3,029,829	29.9%	6.2	0.3%
	Panamax	3,634,553	16,415	0.5%	8.4	5.1%
	Handy-Feeder	3,357,887	264,919	7.9%	10.5	9.2%
Gas		<b>(CBM)</b>	<b>(CBM)</b>			
	LPG	21,876,600	9,065,213	41.4%	15.8	21.3%
	LNG	57,577,797	20,604,640	35.8%	10.9	12.8%

DWT: Dead Weight Tons, TEU: Twenty Equivalent Units, CBM: Cubic Meters

Source: Clarkson Research

Contributed by Stifel Nicolaus & Co, Inc.

# Capital Link Shipping

Providing investors with information on shipping (maritime industry) and the listed companies, featuring latest news, industry reports, interviews, article, industry

CapitalLinkShipping.com



### Dry Bulk Market – Weekly Highlights

The Dry Bulk market closed off the week on the green yet again, while this time round it was the segment of Panamaxes that was leading the way, while rates for Capes managed to also move higher despite the increased volatility witnessed in the segment. Rates for the big bulkers were actually down as the week kicked off, with substantial pulling back on most routes, as the negative reversal for the ending of the week prior resumed during the first half of the week. Fresh enquiry mid-week onwards across both basins managed to turn things round for the Cape market though, which closed off on Friday washed by a new wave of optimism. The Atlantic Panamax saw rates ex-USG providing support for yet another week, while the Pacific

Contributed by  
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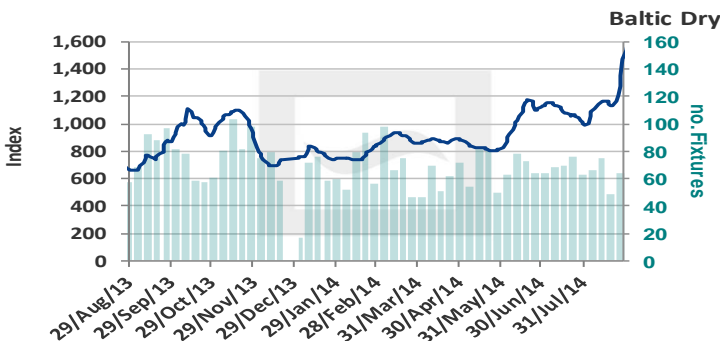
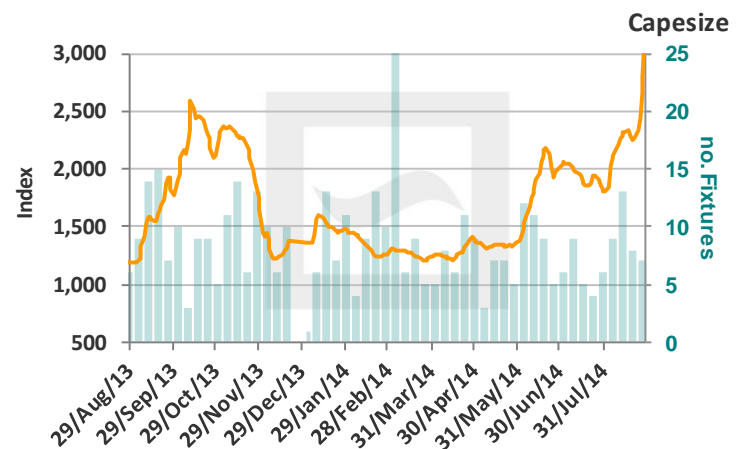
#### Indices / Dry Bulk Spot Rates

	Week 35 29/08/2014		Week 34 22/08/2014		Point Diff	\$/day ±%	2014	2013
	Index	\$/day	Index	\$/day			Avg Index	Avg Index
<b>BDI</b>	1,147		1,088		<b>59</b>		1,094	1,205
<b>BCI</b>	2,627	\$17,980	2,535	\$17,066	<b>92</b>	<b>5.4%</b>	1,882	2,106
<b>BPI</b>	871	\$6,941	812	\$6,467	<b>59</b>	<b>7.3%</b>	948	1,186
<b>BSI</b>	970	\$10,140	937	\$9,797	<b>33</b>	<b>3.5%</b>	929	983
<b>BHSI</b>	442	\$6,521	413	\$6,120	<b>29</b>	<b>6.6%</b>	540	562

also saw improvements as a decreased list of ballasters allowed for offers to increase to healthier levels. Rates for Supras and Handies also witnessed fresh business in both the USG and ECA regions, while things in the Pacific also ticked up, resuming the positive reversal that started the week prior.

A rough week for dry bulk commodities, as fears mount regarding the prospects of both iron ore and coal, the two major drivers for dry bulk trade. With an excess of supply feared for iron ore as Chinese production growth slows down, it seems as though there is little to support further tonne-miles being needed especially compared to the rate at which the fleet has been growing at. Coal is also facing troubles of its own, despite the growing demand from India which is slowly taking center stage as one of the biggest importers of the commodity and the most resilient from the BRIICS economies for the time being. It has been one of the only ones to show further improvement in economic growth during the second quarter and things are looking positive for the third quarter as well. This has been in contrast to the poor results coming out of both China and more recently Brazil.

▲ The Baltic Dry Index closed on Friday the 29th of August at 1,147 points with a weekly gain of 59 points or 5.4% over previous week's closing. (Last Friday's the 22nd of August closing value was recorded at 1,088 points).



**CAPESIZE MARKET** - ▲ The Baltic Cape Index closed on Friday the 29th of August at 2,627 points with a weekly gain of 92 points. For this week we monitor a 3.6% change on a week-on-week comparison, as Last Friday's the 22nd of August closing value was 2,535 points). It is worth noting that the annual average of 2011 for the Cape Index is currently calculated at 1,882 points, while the average for the year 2010 was 2,106 points.



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

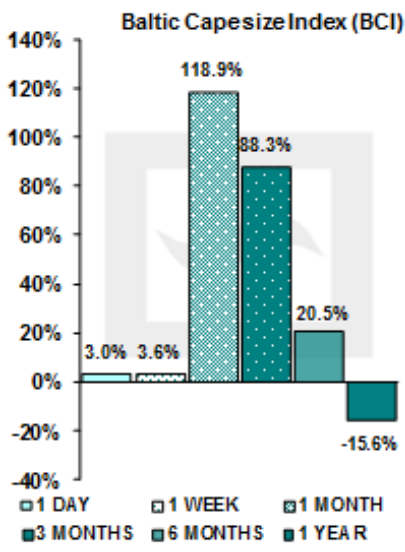
### Dry Bulk Market – Weekly Highlights

For Week 35 we have recorded a total of 7 timecharter fixtures in the Capesize sector, 1 for period charter averaging \$19,750 per day, while 6 trip charters were reported this week with a daily average of \$17,583 per day.

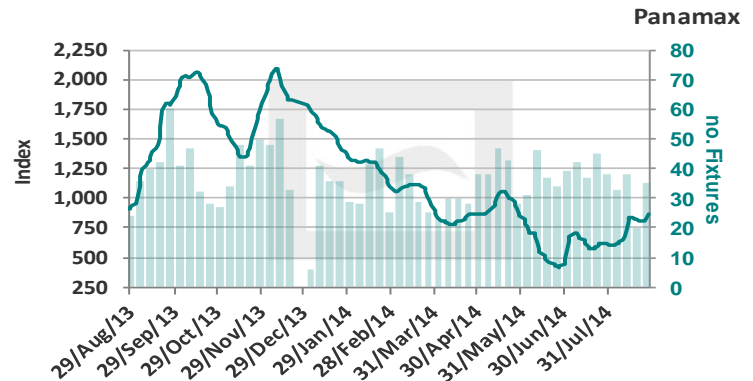
This week's fixture that received the lowest daily hire was the M/V "SHAGANGFIRST POWER", 179527 dwt, built 2011, dely Port Talbot 05/15 Sep, redely Skaw-Passero, \$9500, Cargill, for a transatlantic round -7000\$ reduced from last week, and the fixture with the highest daily hire was the M/V "ANANGEL HAPPINESS", 177720 dwt, built 2008, dely Zonguldak 01/05 Sep, redely Singapore-Japan, \$37500, Phaethon, for a trip via Black Sea, Shagang relet 500\$ improved from last week.

Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	7	\$37,500	\$9,500
last week	8	\$37,000	\$11,000

Week	Period Charter	Trip Charter
this week	\$19,750	\$17,583
last week	\$22,000	\$20,458



In the bar chart on the left we see that the BCI is showing a **3.6%** gain on a weekly comparison, a **118.9%** gain on a 1 month basis, a **88.3%** gain on a 3 month basis, a **20.5%** gain on a 6 month basis and a **-15.6%** loss on a 12 month basis.



**PANAMAX MARKET** - ▲ The Baltic Panamax Index closed on Friday the 29th of August at 871 points having gained **59** points on a weekly comparison. It is worth noting that last Friday's the 22nd of August saw the Panamax index close at 812 points. The week-on-week change for the Panamax index is calculated to be **7.3%**, while the yearly average for the Baltic Panamax Index for this running year is calculated at 948 points while the average for 2010 was 1,186 points.

Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	35	\$17,500	\$4,000
last week	20	\$20,500	\$5,500

Week	Period Charter	Trip Charter
this week	\$9,000	\$9,054
last week	\$12,000	\$11,284

For Week 35 we have recorded a total of 35 timecharter fixtures in the Panamax sector, 1 for period charter averaging \$9,000 per day, while 34 trip charters were reported this week with a daily average of \$9,054 per day.

The daily earnings differential for the Panamax, 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 "ELECTRONICA", 73538 dwt, built 1995, dely Fangcheng 21/25 Aug, redely India intention coal, \$4000, Oldendorff, for a trip via Indonesia -1500\$ reduced from last week, and the fixture with the highest daily hire was the M/V "LONDON 2012", 82562 dwt, built 2007, dely Gibraltar 28 Aug/02 Sep, redely Japan via COGH, \$17500, MOL, for a trip via Newport News, 17500 daily chop via Panama 19000 -3000\$ reduced from last week





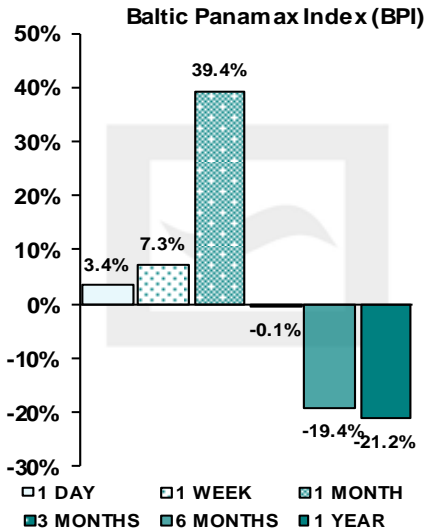
# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

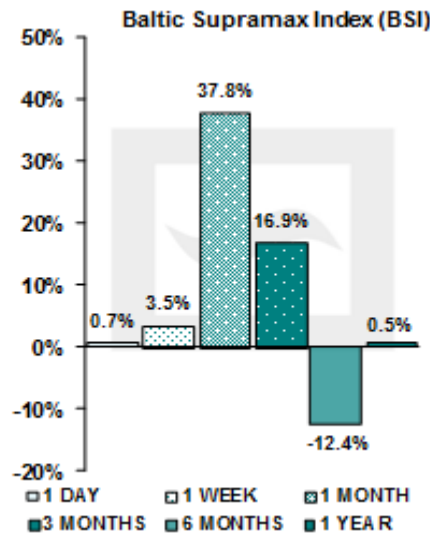
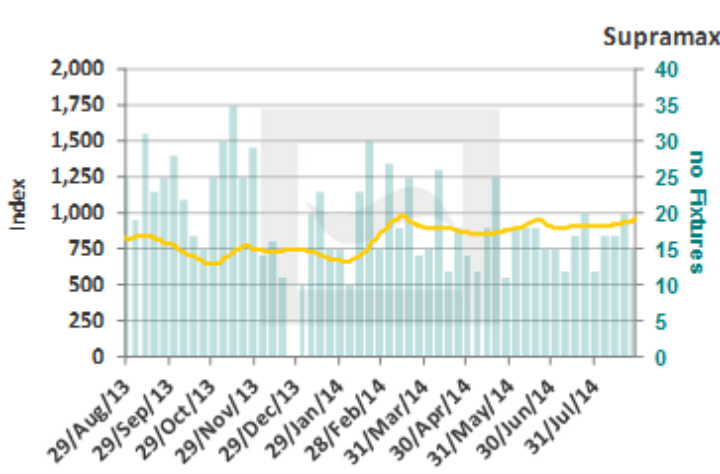
### Dry Bulk Market – Weekly Highlights



In the bar chart on the left we see that the BPI is showing a **7.3%** gain on a weekly comparison, a **39.4%** gain on a 1 month basis, a **-0.1%** loss on a 3 month basis, a **-19.4%** loss on a 6 month basis and a **-21.2%** loss on a 12 month basis.

For Week 35 we have recorded a total of 15 timecharter fixtures in the Supramax & Handymax sector, 2 for period charter averaging \$9,375 per day, while 13 trip charters were reported this week with a daily average of \$10,235 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 "BLUE OCEAN", 57696 dwt, built 2011, dely Singapore prompt, redely Philippines, \$6000, Norden, for a trip via Indonesia 750\$ improved from last week, and the fixture with the highest daily hire was the M/V "GLOBAL VEGA", 57807 dwt, built 2014, dely US Gulf early September, redely Singapore-Japan, \$21000, EBC, for a trip -1000\$ reduced from last week.

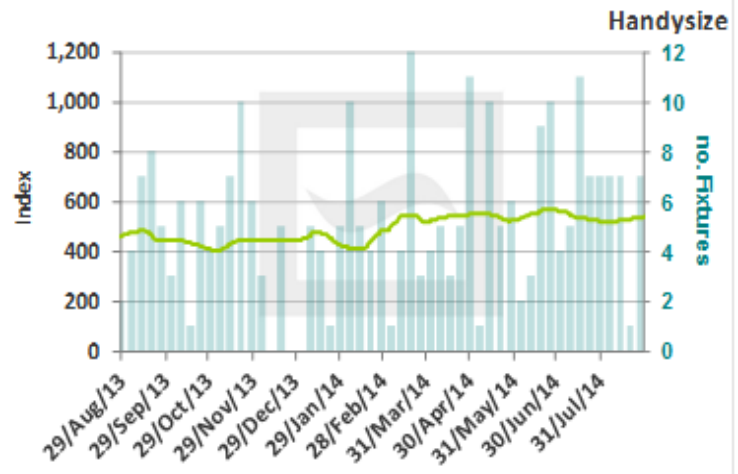


In the bar chart on the left we see that the BSI is showing a **3.5%** gain on a weekly comparison, a **37.8%** gain on a 1 month basis, a **16.9%** gain on a 3 month basis, a **-12.4%** loss on a 6 month basis and a **0.5%** gain on a 12 month basis.

**SUPRAMAX & HANDYMAX MARKET - ▲** The Baltic Supramax Index closed on Friday the 29th of August at 970 points up with a weekly gain of **33** point or **3.5%**. The Baltic Supramax index on a weekly comparison is with an upward trend as last Friday's the 22nd of August closing value was 937 points. The annual average of the BSI is recorded at 929 points while the average for 2010 was 983 points.

Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	15	\$21,000	\$6,000
last week	20	\$22,000	\$5,250

Week	Period Charter	Trip Charter
this week	\$9,375	\$10,235
last week	\$10,570	\$12,160







### Dry Bulk Market – Weekly Highlights

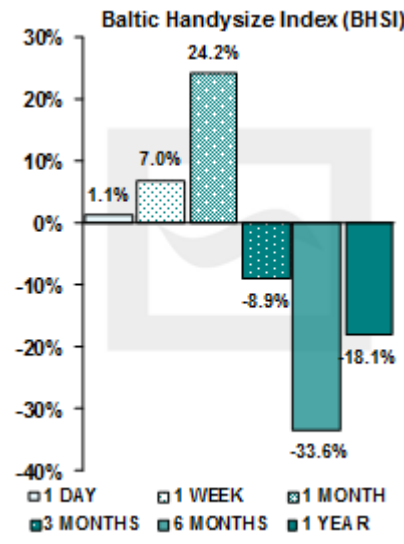
**HANDYSIZE MARKET – ▲** The Baltic Handysize Index closed on Friday the 29th of August with an upward **trend** at 442 points with a weekly gain of **29** points and a percentage change of **7.0%**. It is noted that last Friday's the 22nd of August closing value was 413 points and the average for 2011 is calculated at 540 points while the average for 2010 was 562 points.

Week	No. of Fixtures	Highest Fixture	Lowest Fixture
this week	7	\$10,250	\$6,000
last week	1	\$6,000	\$6,000

Week	Period Charter	Trip Charter
this week	\$8,000	\$6,867
last week	\$0	\$6,000

For Week 35 we have recorded a total of 7 timecharter fixtures in the Handysize sector, 1 for period charter averaging \$8,000 per day, while 8 trip charters were reported this week with a daily average of \$6,867 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 "MERCURIUS", 34538 dwt, built 2010, dely Recalada 08/12 Sep, redely west Mediterranean, \$, Falcon Navigation, for a trip -6000\$ reduced from last week and the fixture with the highest daily hire was the M/V "CMB ARIANE", 33660 dwt, built 2011, dely Mississippi River prompt, redely dlosp WC Central America intention grains, \$10250, Noble, for a trip 4250\$ improved from last week.



In the bar chart above we see that the BHSI is showing a 7.0% change on a weekly comparison, a 24.2% on a 1 month basis, a -8.9% loss on a 3 month basis, a -33.6% loss on a 6 month basis and a -18.1% loss on a 12 month basis.

All Baltic Dry Indices, 1 day, 1 week, 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	2.5%	5.4%	52.1%	22.8%	-10.1%	-22.4%
BCI	3.0%	3.6%	118.9%	88.3%	20.5%	-15.6%
BPI	3.4%	7.3%	39.4%	-0.1%	-19.4%	-21.2%
BSI	0.7%	3.5%	37.8%	16.9%	-12.4%	0.5%
BHI	1.1%	7.0%	24.2%	-8.9%	-33.6%	-18.1%



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

SHIPPING MARKETS

## Weekly Freight Rate & Asset Trends

### Tanker Spot Rates

Vessel	Routes	Week 35		Week 34		\$/day ±%	2014 \$/day	2013 \$/day
		WS points	\$/day	WS points	\$/day			
VLCC	265k AG-JAPAN	43	19,907	53	33,728	-41.0%	25,682	21,133
	280k AG-USG	26	9,273	28	12,724	-27.1%	15,746	7,132
	260k WAF-USG	50	28,349	55	34,365	-17.5%	36,187	26,890
Suezmax	130k MED-MED	65	16,764	65	16,641	0.7%	27,635	17,714
	130k WAF-USAC	63	15,965	63	15,969	0.0%	21,285	13,756
	130k AG-CHINA	63	13,135	63	13,035	0.8%	27,635	17,714
Aframax	80k AG-EAST	105	21,563	105	21,718	-0.7%	17,569	11,945
	80k MED-MED	103	25,887	105	27,327	-5.3%	25,690	13,622
	80k UKC-UKC	105	16,149	135	39,980	-59.6%	34,954	18,604
Clean	70k CARIBS-USG	93.0	12,248	87	10,396	17.8%	26,122	16,381
	75k AG-JAPAN	117	23,216	120	24,224	-4.2%	12,882	12,011
	55k AG-JAPAN	117	15,193	128	18,414	-17.5%	11,803	12,117
Dirty	37K UKC-USAC	90	3,272	90	3,366	-2.8%	7,019	11,048
	30K MED-MED	120	8,994	115	7,022	28.1%	14,381	17,645
	55K UKC-USG	113.0	14,811	115.0	15,909	-6.9%	22,729	14,941
55K MED-USG	117.0	16,291	113	14,390	13.2%	20,157	12,642	
50k CARIBS-USAC	120	15,698	120.0	15,737	-0.2%	26,378	15,083	

Contributed by  
**Intermodal**

**Intermodal**

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145 64 N. Kifisia,  
Athens – Greece

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### Secondhand Indicative Market Values (\$ Million) - Tankers

Vessel 5yrs old		Aug-14	Jul-14	±%	2014	2013	2012
VLCC	300KT DH	74.0	74.0	0.0%	72.4	56.2	62.9
Suezmax	150KT DH	49.2	48.5	1.4%	48.7	40.1	44.9
Aframax	110KT DH	37.6	37.0	1.6%	36.9	29.2	31.2
Panamax	75KT DH	32.7	32.6	0.2%	32.9	28.0	26.7
MR	52KT DH	25.5	26.3	-2.9%	28.2	24.7	24.6

### Tanker Time Charter Rates

\$/day		Week 35	Week 34	±%	Diff	2014	2013
VLCC	300k 1yr TC	29,250	29,250	0.0%	0	26,307	20,087
	300k 3yr TC	33,250	33,250	0.0%	0	28,457	23,594
Suezmax	150k 1yr TC	24,250	24,250	0.0%	0	20,779	16,264
	150k 3yr TC	26,250	26,250	0.0%	0	22,871	18,296
Aframax	110k 1yr TC	18,250	18,250	0.0%	0	16,279	13,534
	110k 3yr TC	21,250	21,250	0.0%	0	17,814	15,248
Panamax	75k 1yr TC	15,750	15,750	0.0%	0	15,471	15,221
	75k 3yr TC	16,500	16,500	0.0%	0	16,371	15,729
MR	52k 1yr TC	14,250	14,250	0.0%	0	14,929	14,591
	52k 3yr TC	15,250	15,250	0.0%	0	15,779	15,263
Handysize	36k 1yr TC	13,250	13,250	0.0%	0	14,357	13,298
	36k 3yr TC	14,250	14,250	0.0%	0	15,207	13,907

### Secondhand Indicative Market Values (\$ Million) - Bulk Carriers

Vessel 5yrs old		Aug-14	Jul-14	±%	2014	2013	2012
Capesize	180k	47.0	47.0	0.0%	48.6	35.8	34.6
Panamax	76K	23.9	24.0	-0.4%	26.0	21.3	22.7
Supramax	56k	24.1	24.9	-3.1%	25.8	21.5	23.0
Handysize	30K	19.1	19.5	-2.1%	20.3	18.2	18.2

### Dry Bulker Time Charter Rates

\$/day		Week 35	Week 34	±%	Diff	2014	2013
Capesize	170K 6mnt TC	26,500	26,250	1.0%	250	24,410	17,625
	170K 1yr TC	23,750	23,750	0.0%	0	24,766	15,959
	170K 3yr TC	23,250	23,250	0.0%	0	23,560	16,599
Panamax	76K 6mnt TC	10,375	10,000	3.8%	375	13,218	12,224
	76K 1yr TC	11,250	11,250	0.0%	0	13,084	10,300
	76K 3yr TC	12,250	12,250	0.0%	0	13,730	10,317
Supramax	55K 6mnt TC	11,250	10,750	4.7%	500	12,421	11,565
	55K 1yr TC	11,250	11,000	2.3%	250	12,126	10,234
	55K 3yr TC	11,500	11,250	2.2%	250	12,207	10,482
Handymax	45K 6mnt TC	9,750	9,750	0.0%	0	10,722	9,771
	45K 1yr TC	9,750	9,750	0.0%	0	10,413	8,852
	45K 3yr TC	10,000	10,000	0.0%	0	10,582	9,237
Handysize	30K 6mnt TC	8,000	8,000	0.0%	0	9,634	8,244
	30K 1yr TC	8,500	8,500	0.0%	0	9,674	8,309
	30K 3yr TC	9,000	9,000	0.0%	0	9,921	8,926

### New Building Indicative Market Prices (million\$)

Vessel		Week 35	Week 34	±%	2014	2013	2012	
Bulkers	Capesize	180k	55.5	55.5	0.0%	56.3	49	47
	Kamsarmax	82k	30.0	30.0	0.0%	30.5	27	28
	Panamax	77k	29.0	29.0	0.0%	29.3	26	27
	Supramax	58k	27.5	27.5	0.0%	27	25	25
	Handysize	35k	23.0	23.0	0.0%	23	21	22
	Tankers	VLCC	300k	98.5	98.5	0.0%	99.0	91
Suezmax		160k	65.0	65.0	0.0%	65	56	58
Aframax		115k	53.5	53.5	0.0%	54	48	50
LR1		75k	45.5	45.5	0.0%	45.8	41	42
MR		52k	37.0	37.0	0.0%	36.9	34	34
Gas		LNG	150K	186.0	186.0	0.0%	185.7	185
	LGC LPG	80k	79.5	79.5	0.0%	78.1	71	71
	MGC LPG	52k	67.0	67.0	0.0%	66.3	63	62
	SGC LPG	23k	44.0	44.0	0.0%	43.8	41	44



### Container Market – Weekly Highlights

#### Chartering

Vessel (TEU/HOM)	Index	+/-
700/440TEU (GL) 17.5 k	3.40	▶ 0.00
1,043/660TEU (GL) 18 K Eco	5.15	▶ 0.00
1,100/715TEU (G) 19 k	8.00	▶ 0.00
1,700/1,125TEU (G) 19.5 k	8.63	▶ 0.00
1,740/1,300TEU (G) 20.5 k	8.75	▶ 0.00
1,714/1,250TEU (G) 19k Bkk Max	6.37	▶ 0.00
2,500/1,900TEU (G) 22 k	3.78	▼ 0.11
2,800/2,000TEU (GL) 22 k	4.05	▲ 0.10
3,500/2,500TEU (GL) 23 k	1.70	▶ 0.00
4,250/2,800TEU (GL) 24 k	2.83	▶ 0.00
5,500/4,200TEU (GL) 25 k	2.67	▼ 0.08
8,500/6,600 (GL) 25 k	3.50	▼ 0.06
<b>Index Total</b>	<b>58.83</b>	<b>▼ 0.15</b>

Contributed by

**Braemar ACM  
Shipbroking**

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Activity below 2,000TEU has seen not much that has been noteworthy and supply is beginning to build in south east Asia, though this has not had significant impact on rates. The Mediterranean continues to be a difficult market in the short term but we would hope that as we transition out of the summer that enquiry will come back into line with expectations.

From a macroeconomic view point, the eurozone is currently experiencing a mid-year slowdown, with consumer confidence dipping mixed with stagnating GDP growth during Q2. The underwhelming euro recovery is now affecting the performance of France and Germany and the threat of price deflation is becoming a major concern for this year's economic growth estimates for the European region.

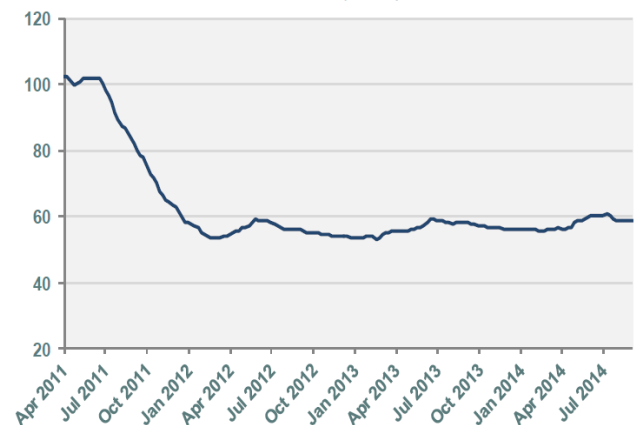
The week has seen another slight drop in activity and overall the gains seen in the 2,800TEU gearless segment are largely being offset by the softening on Post-Panamax tonnage due to thin enquiry. This has meant our BOXi has slipped to 58.83 points.

Post-Panamax tonnage has been stuck in a rut over the past few weeks of summer and the market has been lacking much in the way of liquidity or charterers' that are willing to test the resolve of tramp and disponent owners.

The Panamax and Panamax-max area of the market have seen enquiry slow slightly though earnings look safe given the rash of short term fixing which has alleviated the pressure from prompt tonnage.

The 2,800TEUs have somewhat predictably broken USD8,000/day mark and interest remains healthy, which suggests there could be a little more to come. Tight supply of gearless tonnage has seen smaller geared vessels picked up in their place due to their availability. How quickly the displaced geared 2,500TEU vessels will find their feet remains to be seen.

The BOX Index (BOXi) 58.83



#### Representative Fixtures

Name	Dwt	Teu	14T	Blt	Spd	Cons	GR	Charterer	Dely	Date	Period	US\$/day
Talassa	68,200	5,527	4,200	2005	25.0	217.0	GL	CMA CGM	NE Asia	Sep-14	6-9 mos	15,750
Santa Patricia	67,255	5,047	3,323	2005	23.8	194.0	GL	SCI	PG	Sep-14	6 mos	9,500
Benita Schulte	50,500	4,253	2,805	2009	24.5	133.0	GL	CMA CGM	SE Asia	Sep-14	3-4 mos	8,950
Northern Discovery	41,000	3,534	2,353	2008	22.0	122.0	GL	Wan Hai Lines	NE Asia	Sep-14	1-2 mos	7,900
Carpathia	39,418	2,824	2,030	2003	22.3	99.0	GL	Sinokor	NE Asia	Sep-14	6-8 mos	8,050
Northern Vivacity	33,850	2,742	2,126	2005	22.0	76.0	GL	Sinotrans	NE Asia	Sep-14	6-8 mos	8,300
Iris E	23,400	1,700	1,390	2014	18.5	43.2	GL	KMTC	NE Asia	Oct-14	6 mos	11,250
Medfrisia	21,121	1,500	1,118	2009	19.5	45.0	GL	COSCO	SE Asia	Sep-14	2-4 mos	7,400



### Weekly Tanker Market Opinion

#### Mind the Gap!

**Poten will start assessing TC rates for both ECO and non-ECO vessels**

In 2011, as rising crude oil prices pushed bunker prices to new highs, shipyards started to market new tanker designs. When bunker prices reached \$600/MT (for 380cst), fuel accounted for the majority of freight costs, and many tanker owners resorted to “slow steaming” to reduce fuel expenses. Speed proved to be much less important than fuel consumption in this market environment.

Since the first reports of new ECO design vessels surfaced back in 2011, the shipping industry has been divided with regard to the merits of ECO vessels, the need for additional capacity in an already oversupplied market, and how much better they really perform relative to their non-ECO brethren. Another discussion item has been how much of the ECO benefits in terms of fuel savings can be realized by retrofitting existing non-ECO vessels with new technology, such as low friction paint, mewis ducts and/or de-rating the engine and installing a larger propeller. Not surprisingly, where one stood in the debate was frequently a reflection of the make-up of one’s fleet (or orderbook).

Whatever one might think about the benefits of an ECO vessel versus a non-ECO ship, the reality is that when the ECO design arrived on the scene, it was quickly adopted by all the major shipyards around the world and, ultimately, became the standard for newbuilding orders. Since 2011, an estimated 670 tankers (>30,000 dwt) have been ordered at shipyards worldwide, the vast majority of which can be assumed to be of the ECO variety. ECO vessels have started delivering in large numbers since the second half of 2012. However, these “older” ECO vessels are not as sophisticated and efficient as the newer generation vessels that are on order for delivery in 2015/2016.

Whatever one might think about the benefits of an ECO vessel versus a non-ECO ship, the reality is that when the ECO design arrived on the scene, it was quickly adopted by all the major shipyards around the world and, ultimately, became the standard for newbuilding orders. Since 2011, an estimated 670 tankers (>30,000 dwt) have been ordered at shipyards worldwide, the vast majority of which can be assumed to be of the ECO variety. ECO vessels have started delivering in large numbers since the second half of 2012. However, these “older” ECO vessels are not as sophisticated and efficient as the newer generation vessels that are on order for delivery in 2015/2016.

Whether the ECO trend will be permanent or just a temporary phenomenon will largely depend on the state of the oil and tanker market going forward. Under a scenario of falling oil (and bunker) prices, especially in combination with a strong tanker market, the ECO trend toward less powerful, but more fuel efficient engines could well be halted or reversed.

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**Poten & Partners, Inc.**

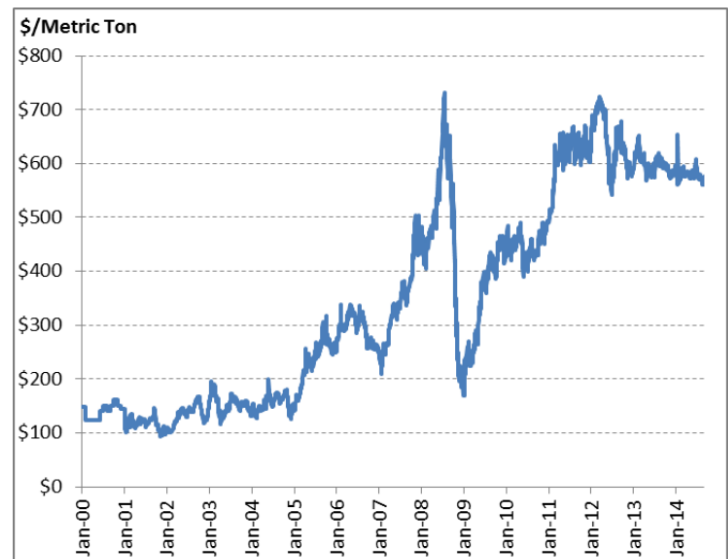


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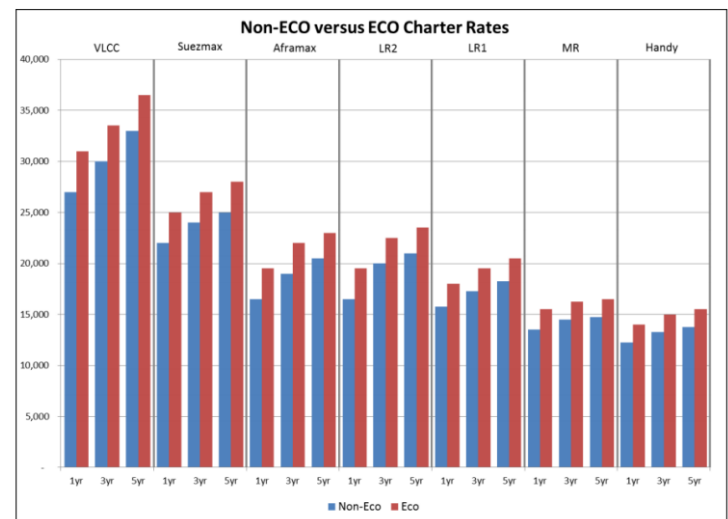
Phone: (212) 230 - 2000  
Website: www.poten.com

Fig. 1 Rotterdam Bunker Prices (380cst)



Source: LQM Petroleum Services

Fig. 2 Rate Differentials Between Non-ECO and ECO vessels



Source: Poten





### Tanker Market – Weekly Highlights

#### Buyers paying larger premiums for en bloc, crude tanker fleet acquisitions

A surge in private equity investment into the crude tanker market over the past year has led buyers to larger deals to lend scale to projects. Coming against – and indeed itself being driven by – an improving outlook, fewer sellers seeking to offload assets has led buyers to pay premiums for fleet and multiple unit en bloc deals at what appears to be an increasing rate.

In the post financial crisis period, private equity firms with existing shipping portfolios have been joined by a number of new funds seeking to capitalize on attractive IRRs tanker investment projects offer. Lower cost barriers to entry in the form of recessed resale and newbuilding prices (relative to the 10-year average and peak levels) allow projects to appear lucrative against an improving earnings environment, which itself raises the potential for assets to appreciate (or at least to depreciate at a slower pace). Expectations that earnings will remain in recovery mode also create the likelihood of easier project exits vis-à-vis IPO, en bloc fleet sale, individual unit sales, etc.

Between 2011 and 2013, private equity tanker investment interest was firmly oriented to product tankers. The relocating of world refining capacity to areas closer to crude production areas and away from consumption centers raised forward ton-mile expectations and with it positive earnings and asset value progression. The bulk of investment interest was in MR newbuildings, for which the well-timed emergence of “ECO” designs sweetened the pot by toting improved bunker efficiency, which translated to higher TCEs. While the final outcome of MR investments is yet to be seen, with earnings in the segment having trended lower this year on fresh oversupply issues, the fact that the MR fleet has expanded by 19% since 2011 while a further 18% of the existing fleet remains on order has led many to conclude the fleet is, and will be, overbuilt relative to demand.

With interest having moved to crude tankers, newbuilding tonnage appears somewhat less popular. The private equity experience in the MR segment has likely warded many investors off from new capacity – but other issues have no doubt factored in heavily as well. ECO modifications have allowed existing tonnage to observe improved bunker consumption (to a greater extent for larger tankers) while newbuilding deliveries for crude tankers ordered today are likely to face deliveries further in the future than many would prefer since earnings appear increasingly likely to remain on an directionally positive trend.

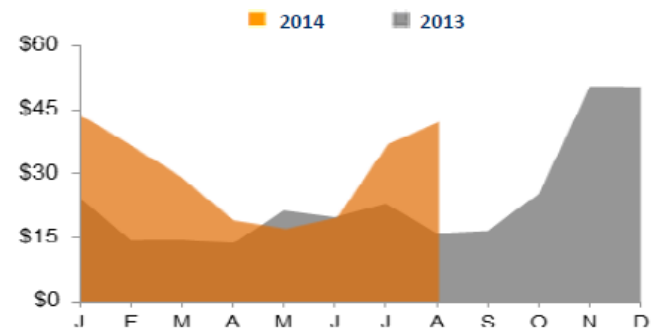
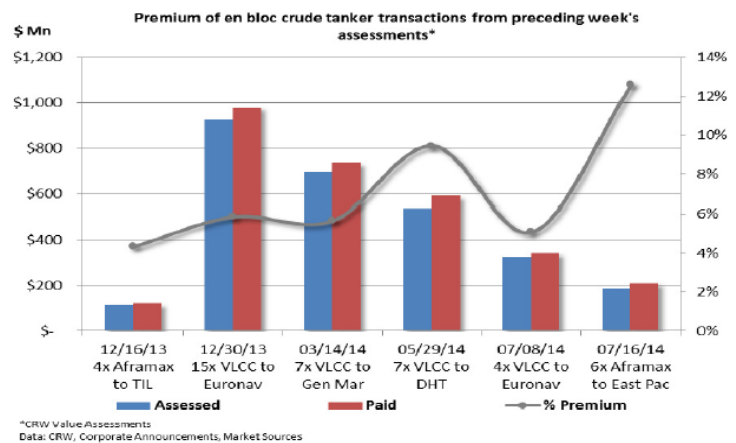
To obtain sufficient scale for investments into existing capacity, en bloc fleet sales have become increasingly popular. The availability of fleets can be developed for sale on an en bloc basis, or lack thereof, has created a market where S&P deals are being increasingly concluded at a premium.

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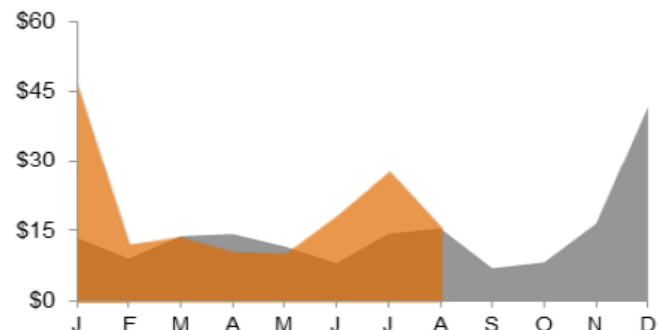
Phone: (203) 629 - 2300  
Website: www.crweber.com



**VLCC TCE**  
AG-USG /  
CBS-SPORE/AG

**MTD Average**  
\$42,200/Day

**Month y/y**  
▲ +161%



**S'MAX TCE**  
130k WAF-USAC

**MTD Average**  
\$15,900/Day

**Month y/y**  
▲ +2%



# Capital Link Shipping Weekly Markets Report



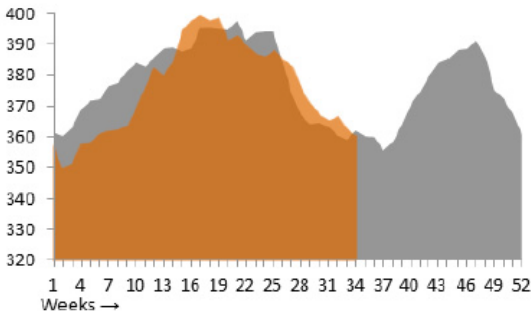
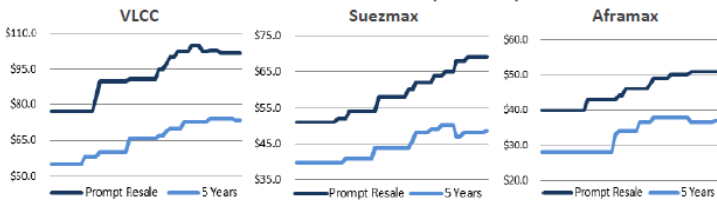
Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

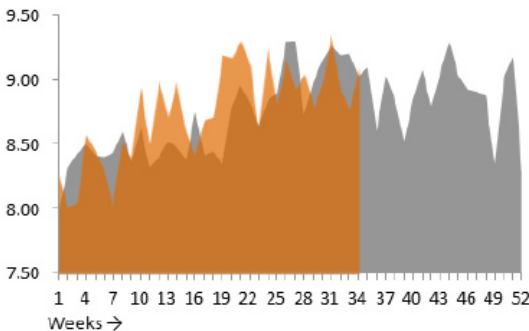
### Tanker Market – Weekly Highlights

At face value, the trend suggests that project investments will eventually be priced out of fleet acquisitions. However, like a self-fulfilling prophecy, as each transaction concludes at a premium to the prior value assessment for the components of the targeted fleet, value assessments have trended upward. Simultaneously, as the earnings environment improves, would-be sellers are decreasingly present. Accordingly, the likelihood of asset value appreciation is gradually improving in probability.

Crude Tanker Asset Values (52-Weeks)

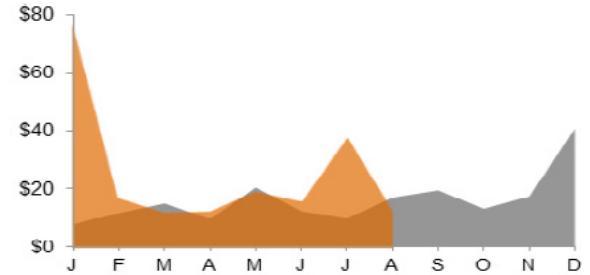


**US Crude Stocks (EIA)** Last Week 360.5 Mbbls Week y/y ▼ -0.4%

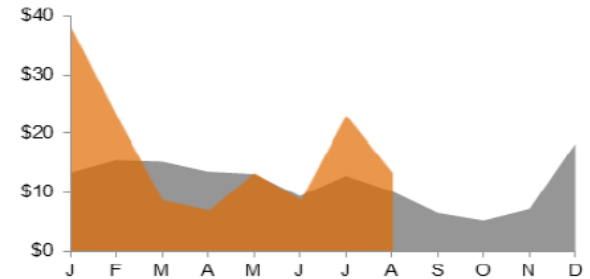


**US Gasoline Demand (EIA)** Last week 9.100 Mb/d Week y/y ▲ +0.8%

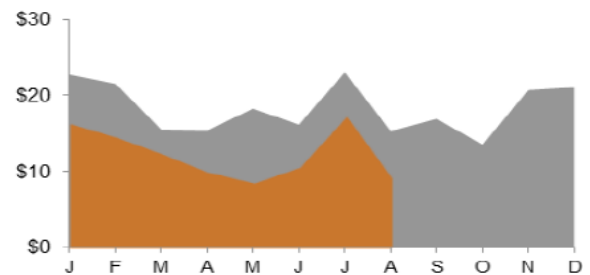
■ 2014 ■ 2013



**A'MAX TCE 70k CBS-USG** MTD Average \$13,000/Day Month y/y ▼ -23%



**P'MAX TCE 50k CBS-USAC** MTD Average \$12,600/Day Month y/y ▲ +23%



**MR TCE USG-UKC/UKC-USAC/USG** MTD Average \$9,100/Day Month y/y ▼ -41%



# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

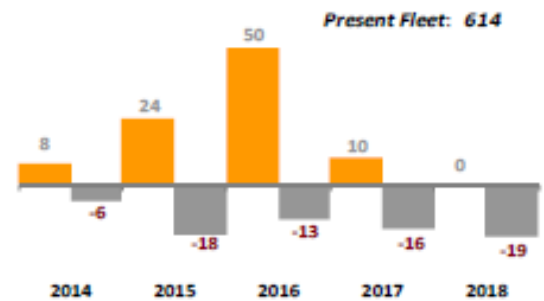
## SHIPPING MARKETS

### Tanker Market – Weekly Highlights

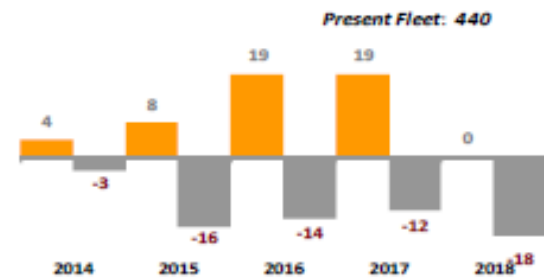
Spot Market	WS/LS	TCE \$/day	WS/LS	TCE \$/day
<b>VLCC</b> (12 Kts L/11.5 Kts B)	22-Aug		29-Aug	
AG>USG 280k (TD1)	28.5	\$4,411	25.0	\$(533)
AG>USG/CBS>SPORE/AG	--	\$42,671	--	\$39,329
AG>SPORE 270k (TD2)	54.0	\$37,947	45.0	\$25,465
AG>JPN 265k (TD3)	54.0	\$37,895	45.0	\$25,069
WAFR>USG 260k (TD4)	57.5	\$39,133	55.0	\$35,772
WAFR>CHINA 260k (TD15)	54.0	\$35,228	47.5	\$26,346
CBS>SPORE/AG 270k	\$590m	\$61,330	\$600m	\$62,876
<b>SUEZMAX</b> (12 Kts L/11.5 Kts B)				
WAFR>USAC 130k (TD5)	60.0	\$13,780	60.0	\$13,639
WAFR>UKC 130k (TD20)	60.0	\$10,421	62.5	\$11,931
BSEA>MED 140k (TD6)	62.5	\$16,516	62.5	\$16,373
CBS>USG 150k	67.5	\$24,167	60.0	\$17,612
<b>AFRAMAX</b> (12.5 Kts L/B)				
N.SEA>UKC 80k (TD7)	127.5	\$48,733	105.0	\$29,356
AG>SPORE 70k (TD8)	112.5	\$24,964	110.0	\$23,663
BALT>UKC 100k (TD17)	105.0	\$41,323	90.0	\$29,225
CBS>USG 70k (TD9)	85.0	\$6,422	92.5	\$9,807
MED>MED 80k (TD19)	105.0	\$25,103	100.0	\$21,984
<b>PANAMAX</b> (12.5 Kts L/B)				
CBS>USAC 50k (TD10)	120.0	\$11,241	120.0	\$11,105
CBS>USG 50k	120.0	\$15,824	120.0	\$15,695
CONT>USG 55k (TD12)	117.5	\$13,626	112.5	\$11,854
ECU>USWC 50k	165.0	\$22,220	160.0	\$20,822
<b>CPP</b> (13.5 Kts L/B)				
CONT>USAC 37k (TC2)	87.5	\$1,460	92.5	\$2,485
CONT>WAFR 37k	117.5	\$7,203	117.5	\$7,116
USG>CONT 38k (TC14)	75.0	\$681	72.5	\$(31)
USG>CONT/CONT>USAC/USG	--	\$7,855	--	\$7,892
USG>P. COLORADOS 38k	\$395k	\$6,687	\$400k	\$6,945
CBS>USAC 38k (TC3)	95.0	\$4,870	92.5	\$4,175
AG>JPN 35k	125.0	\$9,230	125.0	\$9,099
SPORE>JPN 30k (TC4)	112.0	\$4,719	113.5	\$4,893
AG>JPN 75k (TC1)	120.0	\$29,352	116.0	\$27,329
AG>JPN 55k (TC5)	130.0	\$20,540	120.0	\$17,010

Time Charter Market \$/day (theoretical)	1 Year	3 Years
VLCC	\$26,000	\$28,000
Suezmax	\$19,500	\$22,000
Aframax	\$16,000	\$20,500
Panamax	\$14,750	\$16,250
MR	\$14,000	\$15,000

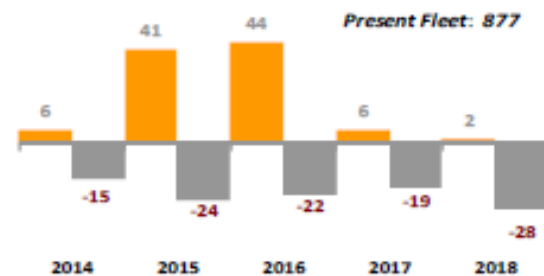
VLCC Projected Deliveries/Removals



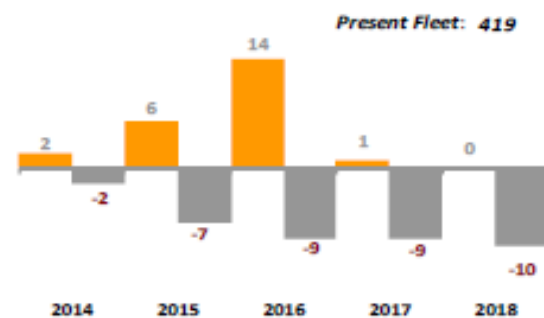
Suezmax Projected Deliveries/Removals



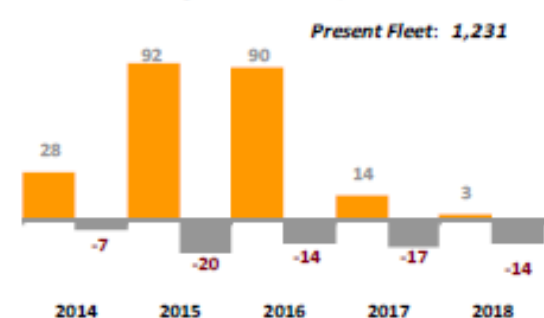
Aframax/LR2 Projected Deliveries/Removals



Panamax/LR1 Projected Deliveries/Removals



MR Projected Deliveries/Removals





### Tanker Market – Weekly Highlights

#### THE TANKER MARKETS

##### VLCC

Despite commencing the week with a seemingly tight supply-demand ratio, the failure of chartering activity in the key Middle East market to expand this week prompted rates to retreat across most VLCC routes. Charterers remained slow in their progression into the September Middle East program and thus rather than the expected expansion of activity, this week's tally was off by one fixture from last night. With a total of 17, this week's Middle East activity was on par with the YTD weekly average – but well below the level expected. Simultaneously, slower demand for West African crude has left a number of September West African cargoes unsold and thus fewer end-September cargoes oriented to VLCCs. The West Africa market yielded just two fixtures this week – less than half the number recorded last week and well below the 11 fixtures recorded during the week ending 14 August when fixtures rose to a YTD high on the back of stronger early purchases of September cargoes.

The resurfacing of hidden positions has also contributed to a modestly less balanced supply/demand positioning. However, despite the buildup, the positioning continues to appear balanced. With 46 September cargoes covered to-date, we estimate that a further 12 will materialize mid-month. Against this, there are 23 units available. This implies a surplus of 11 units. While more than the 5 excess units estimated a week ago, the revised number remains well below the YTD average of 17 units uncovered at the conclusion of each month's program. The number is also in range to support AG-FEAST TCEs near the \$30,000/day level, given observed historical correlations. The current eastbound TCE is ~\$28,813/day implying rates should experience limited further downside while the market awaits a demand improvement. Thereafter, rates should experience fresh upside to better reflect the prevailing fundamentals. Psychological factors often have a greater impact on rate progression than fundamentals, which has been demonstrated by this week's softer rates. Accordingly, how long the present lull remains will likely factor heavily into the extent of rate fluctuation during the upcoming week.

##### Middle East

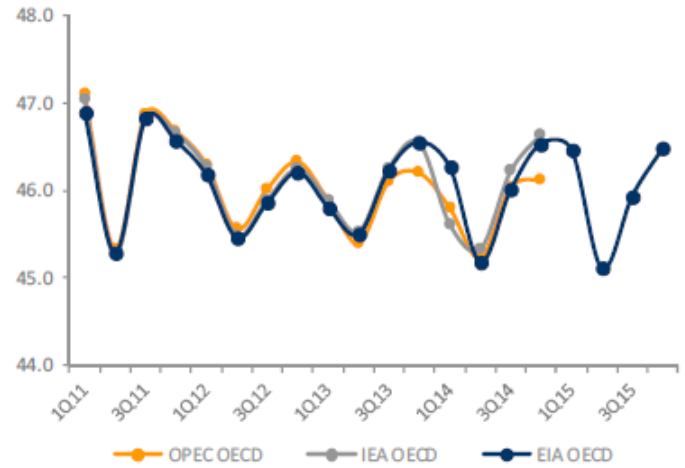
Rates to the Far East average ws47.9, representing a loss of 5.3 points from last week's average. Corresponding TCEs were off by ~\$7,231/day, or 20%, to an average of ~\$29,419/day. Rates to the USG visa the Cape were assessed at an average of ws27.5 this week as the route declined to a closing assessment of ws25; the average represents a w/w loss of 0.8 points. Triangulated Westbound Trade earnings lost ~\$2,756/day, or 6% w/w, to an average of \$41,564/day.

##### Atlantic Basin

Chartering activity in the Atlantic basin was slower on a less active West Africa market. West Africa rates followed the direction of the Middle East market; the benchmark WAFR-FEAST route declined 0.8 points, w/w, to an assessed average of ws53.2. Corresponding TCEs lost ~\$1,129/day, or 3% w/w, to an average of ~\$34,157/day.

The Caribbean market experienced modest upside on the back of fresh demand against an ongoing lack of natural positions. The CBS-SPORE route added \$100,000 w/w to an average of \$6.05m lump sum.

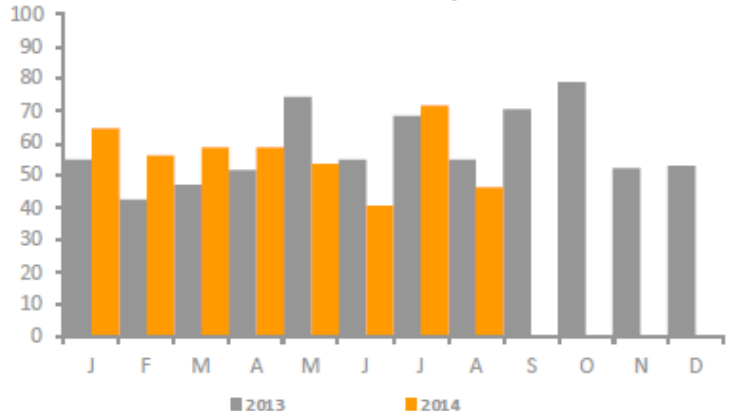
Projected OECD Oil Demand



Projected World Oil Demand



Mbbbls 130+ kMT Fixtures AG/West







### Tanker Market – Weekly Highlights

#### Suezmax

The West Africa Suezmax market was markedly more active this week with total fixtures rising to 13 from just 5 last week. With activity stronger, rates stabilized and were largely unchanged this week from last week's closing assessment. The WAFR-USAC route was steady at ws60 while the WAFR-UKC route saw rates gain 2.5 points. As charterers work through cargoes previously uncovered by VLCCs – a feature which follows the of late purchases of West Africa stems – Suezmax demand should remain active, allowing rates to post fresh modest gains.

#### Aframax

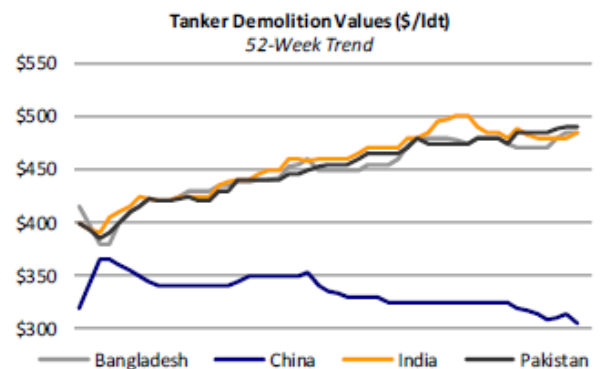
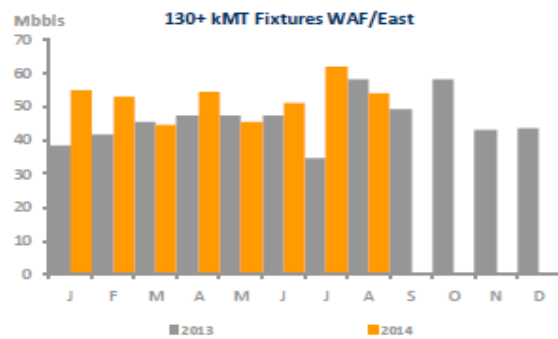
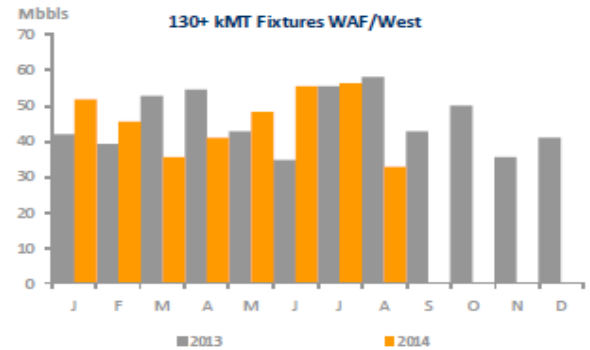
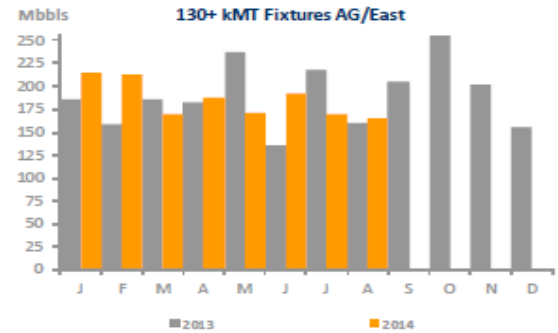
The Caribbean Aframax market was slightly less active this week with total fixtures declining by 8%, w/w, to 12. However, with activity during recent week's having pared an end-July/early-August lull, the 4-week moving average of regional fixtures rose by 10% on a w/w basis to the highest level in five weeks. Accordingly, earlier oversupply issues appear to be alleviating, albeit slowly, which has allowed owners to command fresh rate gains to pare recent week's losses. The CBS-USG route added 7.5 points to conclude at ws92.5. Though available positions will likely have built up following the holiday weekend, activity should prove sufficient to offset any impact on the supply/demand ratio and thus allow for modest further rate gains.

#### Panamax

The Caribbean Panamax market was significantly quieter this week with only a small number of fixtures reported. Given the impact of recent week's rate losses, however – and with regional Aframaxes seeing a modest improvement of rates, Panamax rates were largely unchanged. The CBS-USG route held at the ws120 level. Little change is expected during the upcoming week.

#### CPP

Chartering activity in the USG MR market expanded by 38% this week to a total of 33 fixtures. The rise in fixtures had little effect on rates, however, as fundamentals remained weak. The USG-POZOS route realized a marginal gain of \$5k to \$400k. The USG-UKC route was softer given fresh rate gains in the European market, which aid triangulated or onward trading returns; the route concluded with a 2.5 points loss at ws72.5. With voyages on short-haul routes to Latin America and the Caribbean voyages on short-haul routes to Latin America and the Caribbean expanding this week and having remained generally high during recent week, forward fundamentals appear likely to be characterized by oversupply given the relatively short period of time units on these trades remain off of position lists. A two-week forward view of available units for USG cargoes declined by 6% w/w to 58 units, but remains well above the 30-40 range we believe is necessary to allow rates to post a meaningful improvement.





# Capital Link Shipping Weekly Markets Report



Tuesday, September 2, 2014 (Week 35)

## SHIPPING MARKETS

### S&P Secondhand, Newbuilding & Demolition Markets

#### S&P MARKET TRENDS DURING JULY:

↓ Secondhand – ↓ Newbuilding – ↑ Demolition

#### WEEKLY S&P ACTIVITY

VESSELTYPE	SECOND HAND		DEMOLITION		TOTAL	%w-o-w	
	Units	(\$) Invested Capital	Units	in DWT		SH	DEMO
Bulkcarriers	9	199,500,000	5	270,611	14	350%	-50%
Tankers	5	97,100,000	2	46,227	7	-17%	0%
Gas Tankers	1	24,000,000	0	0	1	-50%	-100%
General Cargo	2	N/A	4	77,396	6		300%
Containers	2	14,200,000	0	0	2	-86%	-100%
Reefers	0	0	1	13636	1		
Passenger / Cruise	0	0	0	0	0		
Ro - Ro	1	61,500,000	2	5,224	3		0%
Car Carrier	0	0	0	0	0		
Combined	0	0	0	0	0		
Special Projects	2	282,000,000	0	0	2	-50%	-100%
<b>TTL VSLS/Demo</b>	<b>22</b>	<b>678,300,000</b>	<b>14</b>	<b>413,094</b>	<b>36</b>	<b>-21%</b>	<b>-26%</b>

3 S&P deals reported at an undisclosed sale price

- ✓ The estimated invested capital does not include deals reported at an undisclosed secondhand sale price.
- ✓ P&C: deals reported as private and confidential with no disclosed details for the secondhand sale price.

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#### NEWBUILDING MARKET

#### WEEKLY NEWBUILDING ACTIVITY

Vessel Type	Units	in DWT	Invested Capital	P&C	%w-o-w
Bulkcarriers	5	195,000	120,000,000	0	-74%
Tankers	0	0	0	0	-100%
Gas Tankers	2	48,000	104,000,000	0	-33%
General Cargo	0	0	0	0	-100%
Containers	1	168,900	N/A	1	-89%
Reefers	0	0	0	0	
Passenger / Cruise	0	0	0	0	-100%
Ro - Ro	0	0	0	0	
Car Carrier	0	0	0	0	
Combined	0	0	0	0	
Special Projects	8	N/A	N/A	8	-33%
<b>TOTAL</b>	<b>16</b>	<b>411,900</b>	<b>224,000,000</b>	<b>9</b>	<b>-70%</b>

- ✓ The estimated invested capital does not include deals reported with undisclosed newbuilding price.
- ✓ P&C: deals reported as private and confidential (not revealed contract price)

#### NEWBUILDING MARKET – ORDERS

Vessel Type	Sub-type	Units	Dwt	Contractor	Country	Builder	Country	Dely	USD mil/Unit
Bulk Carrier		5 + 5	39,000	Interlink Ltd	USA	Zhejiang Zengzhou	PRC	2015-2016	24,000,000
Gas Tanker	LPG	2	22,000CBM	StealthGas	GR	Hyundai Mipo	SKR	5/7-2017	52,000,000
Container		1	168,900	BoCom Leasing	PRC	DSME	SKR	12-2016	N/A
Special Product	Harbour Tug	2		Suderman & Young	USA	Eastern Shipbuilding	USA	9-2015, 3-2016	N/A
Special Product	Harbour Tug	2		Bay-Houston Towing Co.	USA	Eastern Shipbuilding	USA	12-2015	N/A
Special Product	Platform Supply Vessel	4		Nordmoon	GER	Vard Vung Tau	VTM	5-2016	N/A

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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