

# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)



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Weekly Markets Report

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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

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



## Capital Link Shipping Weekly Markets Report

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



## www.CapitalLinkWebinars.com

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



## Capital Link Investor Shipping Forums

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



## www.MaritimeIndices.com

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

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www.capitallink.com  
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# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

IN THE NEWS

## Latest Company News

Tuesday, May 30, 2017

### **Danaos Corporation Reports First Quarter Results for the Period Ended March 31, 2017**

Athens, Greece, May 30, 2017 – Danaos Corporation (“Danaos”) (NYSE: DAC), one of the world’s largest independent owners of containerships, today reported unaudited results for the quarter ended March 31, 2017.

[http://s2.q4cdn.com/951507448/files/doc\\_financials/Quarterly\\_Reports/2017/q1/Danaos-Corporation-Earnings-Release-Q1-2017.pdf](http://s2.q4cdn.com/951507448/files/doc_financials/Quarterly_Reports/2017/q1/Danaos-Corporation-Earnings-Release-Q1-2017.pdf)

### **Diana Shipping Inc. Announces Delivery of the Post-Panamax Dry Bulk Vessel m/v Electra**

ATHENS, GREECE, May 30, 2017 – Diana Shipping Inc. (NYSE: DSX), (the “Company”), a global shipping company specializing in the ownership of dry bulk vessels, today announced that, through a separate wholly-owned subsidiary, it has taken delivery of the m/v Electra (formerly “Grain May”), a 2013 built Post-Panamax dry bulk vessel of 87,150 dwt that the Company entered into an agreement to purchase in April 2017.

<http://www.dianashippinginc.com/investors/press-releases/news-diana-shipping-inc-announces-delivery-of-the-post-panamax-dry-bulk-vessel-m-v-electra>

### **DRYSHIPS INC. RECEIVES FIRM COMMITMENT OF \$150 MILLION SENIOR SECURED CREDIT FACILITY FROM ABN AMRO BANK N.V. (“ABN AMRO”) AND EXPORT-IMPORT BANK OF KOREA (“KEXIM”)**

May 30, 2017, Athens, Greece. DryShips Inc. (NASDAQ:DRYS), or DryShips or the Company, a diversified owner of ocean going cargo vessels, announced today, it has received firm commitment for a senior secured credit facility of up to \$150 million (the “Facility”) with ABN AMRO bank and KEXIM to partly finance the delivery of its four Very Large Gas Carriers (VLGCs). The Facility remains subject to definitive documentation.

<http://dryships.irwebpage.com/press/drys053017.pdf>

### **Enscopl to Acquire Atwood Oceanics, Inc.**

London & Houston – 30 May 2017 – Enscopl (NYSE: ESV) and Atwood Oceanics, Inc. (NYSE: ATW) jointly announced today that they have entered into a definitive merger agreement under which Enscopl will acquire Atwood in an all-stock transaction. The definitive merger agreement was unanimously approved by each company’s board of directors.

[http://s1.q4cdn.com/651804090/files/press\\_releases/Enscopl-to-Acquire-Atwood-Oceanics-053017-FINAL.pdf](http://s1.q4cdn.com/651804090/files/press_releases/Enscopl-to-Acquire-Atwood-Oceanics-053017-FINAL.pdf)

### **Euroseas Ltd. Announces Acquisition of Container Feeder Vessel**

Maroussi, Athens, Greece - May 30, 2017 - Euroseas Ltd. (NASDAQ: ESEA), an owner and operator of drybulk and container carrier vessels and provider of seaborne transportation for drybulk and containerized cargoes, announced today that it signed a memorandum of agreement to purchase the M/V EM Astoria, a feeder size containership vessel of 2,788 teu built in 2004. The vessel is to be acquired at market price from Euomar LLC, the Company’s joint venture with two private equity firms. The agreement to acquire the vessel includes 100% bank financing and a

profit share agreed with the bank. The vessel is expected to be delivered to the Company in June 2017.

[http://www.euroseas.gr/press\\_releases.html?irp=pr2&relid=585007](http://www.euroseas.gr/press_releases.html?irp=pr2&relid=585007)

### **FRO - First Quarter 2017 Results**

Frontline Ltd. (the “Company” or “Frontline”), today reported unaudited results for the three months ended March 31, 2017

[http://www.frontline.bm/external\\_feed/external\\_feeds/view/6/press\\_release/2108327?active=6800](http://www.frontline.bm/external_feed/external_feeds/view/6/press_release/2108327?active=6800)

### **Höegh LNG : Mandatory Notification of Trade**

Hamilton, Bermuda, 30 May 2017 - Höegh LNG Holdings Ltd. (“Höegh LNG” or the “Company”) advises that Ditlev Wedell-Wedellsborg, Director to the Board and a Primary Insider of the Company, has purchased in a series of transactions on 29 May 2017 in the period 11:41 hours to 12:18 hours a total of 3,442 common shares in Höegh LNG through his wholly owned subsidiary Niki Invest Aps at a price of NOK 87.75 per share.

<http://www.hoeghling.com/Pages/News.aspx>

### **SFL - First Quarter 2017 Results**

Hamilton, Bermuda, May 30, 2017. Ship Finance International Limited (“Ship Finance” or the “Company”) today announced its preliminary financial results for the quarter ended March 31, 2017.

[http://www.shipfinance.no/external\\_feed/external\\_feeds/view/5/press\\_release/2108442?active=6800](http://www.shipfinance.no/external_feed/external_feeds/view/5/press_release/2108442?active=6800)

Wednesday, May 31, 2017

### **Diana Containerships Inc. Announces the Sale of a Panamax Container Vessel, the m/v Doukato**

ATHENS, GREECE, May 31, 2017 – Diana Containerships Inc. (NASDAQ: DCIX), (the “Company”), a global shipping company specializing in the ownership of containerships, today announced that it has signed, through a separate wholly-owned subsidiary, a Memorandum of Agreement to sell to an unaffiliated third party the 2002-built vessel “Doukato” with delivery to the buyer latest by June 16, 2017, for a sale price of approximately US\$6.15 million before commissions.

<http://www.dcontainerships.com/investors/press-releases/news-diana-containerships-inc-announces-the-sale-of-a-panamax-container-vessel-the-m-v-doukato>

### **Eagle Bulk Takes Delivery of M/V Greenwich Eagle**

STAMFORD, Conn., May 31, 2017 (GLOBE NEWSWIRE) -- Eagle Bulk Shipping, Inc. (Nasdaq:EGLE) today announced that it has taken delivery of the M/V Greenwich Eagle, the fourth of 9 Crown-63 Ultramax dry bulk sister vessels the Company acquired from Greenship Bulk Trust.

<http://www.eagleships.com/news/newstext/?releaseid=2277683>

### **Interim results for the period ended 31 March 2017 (Golar LNG)**

#### Highlights

·Operating Loss and EBITDA\* in the quarter reported a loss of \$41.4 million and \$16.2 million, respectively, compared to a 4Q loss of \$32.7 million and \$15.9 million.

·Issued a \$402.5 million 2.75% five-year unsecured convertible bond with a capped call that gives an effective conversion premium and





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price of 75% and \$48.86, respectively.

- Repaid balance of the 2012 five-year convertible bond and refinanced the debt facility in respect of LNG carrier Golar Crystal.
- Secured firm two-year contract for Golar Grand commencing 2Q 2017 and a 12-month contract for a carrier commencing 1Q 2018.

<http://www.golarlng.com/investors/press-releases/pr-story.aspx?ResultPageURL=http://cws.huginonline.com/G/133076/PR/201705/2109454.xml>

### Golar LNG dividend information

Reference is made to the first quarter 2017 report released on May 31, 2017. Golar LNG will be trading ex-dividend of a total dividend of \$0.05 per share on June 14, 2017. The record date will be June 16, 2017 and the dividend will be paid on or about July 5, 2017.

<http://www.golarlng.com/investors/press-releases/pr-story.aspx?ResultPageURL=http://cws.huginonline.com/G/133076/PR/201705/2109480.xml>

### Interim results for the period ended 31 March 2017 (Golar LNG Partners)

#### Highlights

• Golar LNG Partners LP ("Golar Partners" or "the Partnership") reports net income attributable to unit holders of \$23.6 million and operating income of \$54.9 million for the first quarter of 2017.

• Generated distributable cash flow of \$36.4 million for the first quarter with a distribution coverage ratio of 0.891.

• Issued new \$250 million LIBOR plus 6.25% senior unsecured bond in the Nordic market principally to refinance existing bond indebtedness.

• Issued 5.175 million new common units together with 0.1 million general partner units raising gross proceeds of \$119.4 million.

• Secured new LNG carrier contract for LNG carrier Golar Grand.

[http://www.golarlngpartners.com/index.php?name=seksjon/Stock\\_Exchange\\_Releases/Press\\_Releases.html&pressrelease=2109459.html](http://www.golarlngpartners.com/index.php?name=seksjon/Stock_Exchange_Releases/Press_Releases.html&pressrelease=2109459.html)

### SDRL - Rosneft Framework Agreement Extension

Hamilton, Bermuda, May 31, 2017 - On August 22, 2014, Seadrill Limited ("Seadrill") and North Atlantic Drilling Ltd ("NADL") announced that they had entered into a Framework Agreement with Rosneft Oil Company. In November 2014 the long stop date for closing this transaction was extended to the end of May 2015 and subsequently extended further to the end of May 2017.

<http://www.seadrill.com/investor-relations/news/pr-story.aspx?ResultPageURL=http://cws.huginonline.com/S/135817/PR/201705/2109630.xml>

### Teekay Tankers Announces Merger Agreement With Tanker Investments Ltd.

Teekay Tankers Ltd. (Teekay Tankers or the Company) (NYSE:TNK) today announced that it has agreed to acquire all the remaining issued and outstanding shares of Tanker Investments Ltd. (TIL) (OSLO:TIL), in a share-for-share merger at an exchange ratio of 3.30 Teekay Tankers Class A common shares for each TIL common share (Teekay Tankers currently owns 3.4 million common shares, or 11.3 percent, of TIL). TIL's fleet consists of 10 Suezmax tankers, 6 Aframax tankers and 2 LR2 Product tankers with an average age of 7.3 years.

<http://teekay.com/blog/2017/05/31/teekay-tankers-announces->

[merger-agreement-with-tanker-investments-ltd/](#)

### Transocean Ltd. Sells Jackup Fleet to Borr Drilling

ZUG, Switzerland, May 31, 2017 -- Transocean Ltd. (NYSE:RIG) announced today that it has completed the previously disclosed transaction to sell its jackup fleet to Borr Drilling Limited ("Borr") for a total consideration of approximately \$1.35 billion. The sale included the company's 10 high-specification jackups and five jackups under construction at Keppel FELS Limited's ("Keppel") shipyard in Singapore.

<http://www.deepwater.com/news/detail?ID=2277819>

Thursday, June 1, 2017

### Dorian LPG Ltd. Announces Amendment To Debt Facility

STAMFORD, Conn., June 1, 2017 /PRNewswire/ -- Dorian LPG Ltd. (NYSE: LPG) (the "Company" or "Dorian LPG"), a leading owner and operator of modern and ECO very large gas carriers ("VLGCs"), today announced that the Company has entered into an agreement with its lenders to amend certain terms of the Company's debt facility that closed in March 2015 (the "2015 Debt Facility"). The parties to the amendment have agreed to relax certain covenants of the 2015 Debt Facility and have also agreed to release \$26.8 million of restricted cash to be applied towards future debt repayments, interest and certain fees. Following the prepayment, amounts due under the 2015 Debt Facility are \$645.4 million.

<http://www.dorianlpg.com/news-and-media/press-release-details/2017/Dorian-LPG-Ltd-Announces-Amendment-To-Debt-Facility/default.aspx>

### DRYSHIPS INC. ANNOUNCES SUCCESSFUL DELIVERY OF ITS THIRD KAMSARMAX DRYBULK CARRIER

June 1, 2017, Athens, Greece. DryShips Inc. (NASDAQ:DRYS), or DryShips or the Company, a diversified owner of ocean going cargo vessels, announced today that it has taken delivery of the previously announced 81,129 deadweight tons Kamsarmax drybulk carrier built in 2014. The vessel will be employed in the spot market.

<http://dryships.irwebpage.com/press/drys060117.pdf>

### EURONAV SELLS VLCC - TI TOPAZ

ANTWERP, Belgium, 1 June 2017 – Euronav NV (NYSE: EURN & Euronext: EURN) ("Euronav" or the "Company") today announces that the Company has sold the VLCC TI Topaz (2002 – 319,430 dwt), one of its two oldest VLCC vessels, for USD 21 million. The vessel is wholly owned by Euronav.

<https://www.euronav.com/investors/company-news-reports/press-releases/2017/euronav-sells-vlcc-ti-topaz/>

### GasLog Partners LP Announces Acquisition Of GasLog Geneva From GasLog Ltd. For \$211 Million

MONACO - June 1, 2017 - GasLog Partners LP (NYSE:GLOP) ("GasLog Partners" or the "Partnership") and GasLog Ltd. (NYSE:GLOG) ("GasLog") announced today that they have approved entering into an agreement for the Partnership to purchase from GasLog 100% of the shares in the entity that owns and charters GasLog Geneva (the "Acquisition"). The aggregate purchase price for the Acquisition will be \$211 million, which includes \$1 million for positive net working capital balances to be transferred with the vessel. GasLog Partners expects to finance the acquisition with cash





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on hand, including proceeds from its recent preference unit offering, and the assumption of \$155 million of GasLog Geneva's existing debt. The Acquisition is expected to close in the third quarter of 2017 and is subject to satisfaction of certain customary closing conditions. The Board of Directors of GasLog, the Board of Directors of GasLog Partners (the "Board") and the Conflicts Committee of the Board have approved the Acquisition.

<http://gaslogmlp.com/gaslog-partners-newsroom/full-news-article.html>

#### Delivery of dry bulk vessel

Reference is made to the stock exchange notice dated March 14, 2017 where Golden Ocean Group Limited (NASDAQ and OSE: GOGL) ("Golden Ocean" or the "Company") announced that it has entered into agreements to acquire 16 modern dry bulk vessels in an all-share transaction where the Company will issue in aggregate 17.8 million consideration shares.

[http://www.goldenocean.no/?view=hugin\\_feed&menu=21&feed=http://cws.huginonline.com/G/132879/PR/201706/2109951.xml](http://www.goldenocean.no/?view=hugin_feed&menu=21&feed=http://cws.huginonline.com/G/132879/PR/201706/2109951.xml)

#### KNOT Offshore Partners LP Announces Completion of the Acquisition of Vigdis Knutsen

ABERDEEN, Scotland--(BUSINESS WIRE)-- KNOT Offshore Partners LP (the "Partnership") (NYSE:KNOP) announced today that it has completed its acquisition of the ownership interests in the company that owns and operates the shuttle tanker Vigdis Knutsen (KNOT Shuttle Tankers 25 AS "KNOT 25") for an aggregate purchase price of \$147.0 million less \$137.7 million of outstanding indebtedness plus approximately \$17.9 million for a receivable owed by Knutsen NYK to KNOT 25 (the "Receivable") and approximately \$0.9 million for certain capitalized fees related to the financing of the Vigdis Knutsen.

<http://ir.knotoffshorepartners.com/investor-relations/Investor-Information/news-releases/news-details/2017/KNOT-Offshore-Partners-LP-Announces-Completion-of-the-Acquisition-of-Vigdis-Knutsen/default.aspx>

#### NOBLE CORPORATION PLC TO PRESENT AT THE BARCLAYS HIGH YIELD BOND & SYNDICATED LOAN CONFERENCE

LONDON, June 1, 2017 - Noble Corporation plc (NYSE: NE) today announced that Adam C. Peakes, Senior Vice President and Chief Financial Officer, will present at the Barclays High Yield Bond & Syndicated Loan Conference in Colorado Springs, Colorado, on Thursday, June 8, 2017, at 8:10 a.m. Mountain Daylight Time. A live webcast and presentation slides will be available at the time of the presentation in the "Investor Relations" section of the Company's Website <http://www.noblecorp.com>. A replay of the presentation will be available on our Website approximately three hours after the conclusion of the live presentation and will be available for 30 days following the event.

<http://phx.corporate-ir.net/phoenix.zhtml?c=98046&p=irol-newsArticle&ID=2278189>

#### OCEAN RIG UDW INC. ANNOUNCES DATE OF CONVENING HEARINGS FOR SCHEME COMPANIES AND EXTENSION OF DRH EARLY CONSENT DEADLINE

June 1, 2017, Grand Cayman, Cayman Islands – Ocean Rig UDW Inc. (NASDAQ:ORIG) ("Ocean Rig" or "UDW" or the "Company"), an international contractor of offshore deepwater drilling services, today announced that hearings before the Grand Court of the Cayman Islands (the "Cayman Court") at which the Scheme Companies will seek authority to convene creditor meetings (the "Scheme Meetings") to consider approval of the schemes of arrangement (the "Schemes") proposed by Ocean Rig, DFH, DOV and DRH (the "Scheme Companies") will commence on July 11, 2017.

[http://cdn.capitallink.com/files/docs/companies/ocean\\_rig/press/2017/oceanrig060117.pdf](http://cdn.capitallink.com/files/docs/companies/ocean_rig/press/2017/oceanrig060117.pdf)

#### Seanergy Maritime Holdings Corp. Announces Delivery of the Capesize Vessel M/V Partnership

June 1, 2017 - Athens, Greece - Seanergy Maritime Holdings Corp. (the "Company" or "Seanergy") (NASDAQ: SHIP), announced today that on May 31, 2017 it took delivery of the M/V Partnership, a 179,213 dwt Capesize dry bulk vessel, built in 2012 by Hyundai in South Korea. The Company entered into the agreement to acquire the M/V Partnership in April 2017. The Company funded the gross purchase price of \$32.65 million by a secured loan facility from a European bank and from financing arrangements with the Company's sponsor.

<http://www.seanergymaritime.com/fresheditor/Uploads/a81151f86ca1f68ea8de3a06e6ed99c.pdf>

#### TEN LTD ANNOUNCES DELIVERY AND LONG-TERM CHARTER OF AFRAMAX CRUDE TANKER OSLO TS

Athens, Greece — June 1, 2017 — TEN, LTD. (NYSE:TNP), a leading crude, product and LNG tanker operator, today announced the delivery of the aframax tanker Oslo TS, the seventh in a series of nine tankers built for long-term employment to a European oil concern. The vessel which has a 1B ice-class notation commenced its long-term employment with possible gross revenues in excess of \$110 million.

<http://www.tenn.gr/en/press/2017-18/pr060117.pdf>

#### Friday, June 2, 2017

Press release from Nordic American Tankers (NYSE:NAT): Nordic American Offshore (NYSE:NAO) – Increased ownership by the Hansson family

A company owned by the NAO Executive Chairman, Herbjorn Hansson and his son, Alexander, today bought 1,000,000 shares in NAO at an average price of \$1.21 per share.

<https://www.nat.bm/press-release-from-nordic-american-tankers-nysenat-nordic-american-offshore-nysenao-increased-ownership-by-the-hansson-family-9/>



### Earnings Recap



#### Danaos Corporation Reports First Quarter Results for the Period Ended March 31, 2017

Athens, Greece, May 30, 2017 – Danaos Corporation (“Danaos”) (NYSE: DAC), one of the world’s largest independent owners of containerships, today reported unaudited results for the quarter ended March 31, 2017.

[http://s2.q4cdn.com/951507448/files/doc\\_financials/Quarterly\\_Reports/2017/q1/Danaos-Corporation-Earnings-Release-Q1-2017.pdf](http://s2.q4cdn.com/951507448/files/doc_financials/Quarterly_Reports/2017/q1/Danaos-Corporation-Earnings-Release-Q1-2017.pdf)



#### FRO - First Quarter 2017 Results

Frontline Ltd. (the "Company" or "Frontline"), today reported unaudited results for the three months ended March 31, 2017

[http://www.frontline.bm/external\\_feed/external\\_feeds/view/6/press\\_release/2108327?active=6800](http://www.frontline.bm/external_feed/external_feeds/view/6/press_release/2108327?active=6800)



#### Interim results for the period ended 31 March 2017 (Golar LNG) Highlights

- Operating Loss and EBITDA\* in the quarter reported a loss of \$41.4 million and \$16.2 million, respectively, compared to a 4Q loss of \$32.7 million and \$15.9 million.
- Issued a \$402.5 million 2.75% five-year unsecured convertible bond with a capped call that gives an effective conversion premium and price of 75% and \$48.86, respectively.
- Repaid balance of the 2012 five-year convertible bond and refinanced the debt facility in respect of LNG carrier Golar Crystal.
- Secured firm two-year contract for Golar Grand commencing 2Q

2017 and a 12-month contract for a carrier commencing 1Q 2018.  
<http://www.golarlng.com/investors/press-releases/pr-story.aspx?ResultPageURL=http://cws.huginonline.com/G/133076/PR/201705/2109454.xml>



#### Interim results for the period ended 31 March 2017 (Golar LNG Partners) Highlights

- Golar LNG Partners LP ("Golar Partners" or "the Partnership") reports net income attributable to unit holders of \$23.6 million and operating income of \$54.9 million for the first quarter of 2017.
- Generated distributable cash flow of \$36.4 million<sup>1</sup> for the first quarter with a distribution coverage ratio of 0.89<sup>1</sup>.
- Issued new \$250 million LIBOR plus 6.25% senior unsecured bond in the Nordic market principally to refinance existing bond indebtedness.
- Issued 5.175 million new common units together with 0.1 million general partner units raising gross proceeds of \$119.4 million.
- Secured new LNG carrier contract for LNG carrier *Golar Grand*.  
[http://www.golarlngpartners.com/index.php?name=seksjon/Stock\\_Exchange\\_Releases/Press\\_Releases.html&pressrelease=2109459.html](http://www.golarlngpartners.com/index.php?name=seksjon/Stock_Exchange_Releases/Press_Releases.html&pressrelease=2109459.html)



#### SFL - First Quarter 2017 Results

Hamilton, Bermuda, May 30, 2017. Ship Finance International Limited ("Ship Finance" or the "Company") today announced its preliminary financial results for the quarter ended March 31, 2017.  
[http://www.shipfinance.no/external\\_feed/external\\_feeds/view/5/press\\_release/2108442?active=6800](http://www.shipfinance.no/external_feed/external_feeds/view/5/press_release/2108442?active=6800)



# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

CAPITAL MARKETS DATA

## Dividend Paying Shipping Stocks

Stock Prices as of June 2, 2017

Company Name	Ticker	Quarterly Dividend	Annualized Dividend	Last Closing Price (June 2, 2017)	Annualized Dividend Yield
<b>Container</b>					
Costamare Inc	CMRE	\$0.10	\$0.40	\$6.64	6.02%
Seaspan Corp	SSW	\$0.125	\$0.50	\$5.33	9.38%
<b>Tankers</b>					
DHT Holdings, Inc.	DHT	\$0.08	\$0.32	\$4.24	7.55%
Frontline	FRO	\$0.15	\$0.60	\$5.76	10.42%
Navios Maritime Acquisition Corp	NNA	\$0.05	\$0.20	\$1.61	12.42%
Nordic American Tankers Limited	NAT	\$0.20	\$0.80	\$6.10	13.11%
Scorpio Tankers Inc	STNG	\$0.01	\$0.04	\$3.64	1.10%
Tsakos Energy Navigation Ltd	TNP	\$0.05	\$0.20	\$4.28	4.67%
Teekay Tankers	TNK	\$0.03	\$0.12	\$1.83	6.56%
<b>Mixed Fleet</b>					
Ship Finance International Limited	SFL	\$0.45	\$1.80	\$13.75	13.09%
Teekay Corporation	TK	\$0.055	\$0.22	\$6.42	3.43%
<b>LNG/LPG</b>					
GasLog Ltd	GLOG	\$0.14	\$0.56	\$13.25	4.23%
Golar LNG	GLNG	\$0.05	\$0.20	\$22.51	0.89%
<b>Maritime MLPs</b>					
Capital Product Partners L.P.	CPLP	\$0.08	\$0.320	\$3.36	9.52%
Dynagas LNG Partners	DLNG	\$0.42	\$1.69	\$14.40	11.74%
GasLog Partners LP	GLOP	\$0.50	\$2.000	\$22.30	8.97%
Golar LNG Partners, L.P.	GMLP	\$0.58	\$2.31	\$20.08	11.50%
Hoegh LNG Partners	HMLP	\$0.43	\$1.72	\$19.15	8.98%
KNOT Offshore Partners L.P.	KNOP	\$0.52	\$2.08	\$21.45	9.70%
Navios Maritime Midstream Partners	NAP	\$0.4225	\$1.69	\$10.51	16.08%
Teekay LNG Partners L.P.	TGP	\$0.14	\$0.56	\$16.15	3.47%
Teekay Offshore Partners L.P.	TOO	\$0.11	\$0.44	\$3.27	13.46%
<b>Offshore Drilling</b>					
Ensco plc	ESV	\$0.01	\$0.04	\$6.14	0.65%
Seadrill Partners	SDLP	\$0.10	\$0.40	\$3.23	12.38%

\*Semi-annual dividend





# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

CAPITAL MARKETS DATA

## Preferred Shipping Stocks

Stock Prices as of June 2, 2017

Company	Ticker	Amount Issued (\$m)	Type	Annual Coupon	Offer Price	Current Price	Current Yield (annualized)	% change last week	52-week range*
Costamare Series B	CMRE PRB	50	perpetual	7.625%	\$25.00	\$23.14	8.24%	6.64%	16.90 - 24.99
Costamare Series C	CMRE PRC	100	perpetual	8.50%	\$25.00	\$24.36	8.72%	9.48%	17.60 - 24.44
Costamare Series D	CMRE PRD	100	perpetual	8.75%	\$25.00	\$24.75	8.84%	9.85%	17.86 - 24.75
Diana Shipping Series B	DSXPRB	65	perpetual	8.875%	\$25.00	\$21.80	10.18%	14.86%	13.25 - 22.99
Dynagas LNG Partners	DLNGPRA	75	perpetual	9.000%	\$25.00	\$25.80	8.72%	0.51%	21.68 - 26.40
GasLog Series A	GLOGA	111	perpetual	8.75%	\$25.00	\$25.95	8.43%	2.29%	22.81 - 26.99
Global Ship Lease Series B	GSLB	35	perpetual	8.75%	\$25.00	\$21.25	10.29%	1.43%	12.42 - 22.00
Safe Bulkers Series B	SBPRB	40	perpetual step up	8.00%	\$25.00	\$25.93	7.71%	8.63%	21.50 - 27.42
Safe Bulkers Series C	SBPRC	58	perpetual	8.00%	\$25.00	\$18.70	10.70%	10.65%	18.70 - 27.42
Safe Bulkers Series D	SBPRD	80	perpetual	8.00%	\$25.00	\$18.72	10.68%	10.44%	10.80 - 20.06
Seaspan Series D	SSWPRD	128	perpetual	7.95%	\$25.00	\$21.21	9.37%	3.97%	10.80 - 22.99
Seaspan Series E	SSWPRE	135	perpetual	8.20%	\$25.00	\$21.20	9.67%	2.71%	17.72 - 26.50
Seaspan Series G	SSWPRG	100	perpetual	8.25%	\$25.00	\$21.84	9.44%	4.15%	18.03 - 25.93
Seaspan Series H	SSWPRH	225	perpetual	7.875%	\$25.00	\$20.84	N/A	4.15%	20.84 - 21.73
Teekay Offshore Series A	TOOPRA	150	perpetual	7.25%	\$25.00	\$18.60	9.74%	-11.17%	15.50 - 21.94
Teekay Offshore Series B	TOOPRB	125	perpetual	8.50%	\$25.00	\$20.48	10.38%	-11.53%	16.75 - 23.20
Teekay LNG Partners Series A	TGP A	125	perpetual	9.00%	\$25.00	\$25.52	8.82%	2.20%	22.66 - 25.60
Tsakos Energy Series B	TNPPRB	50	perpetual step up	8.00%	\$25.00	\$25.44	7.86%	0.83%	22.94 - 25.83
Tsakos Energy Series C	TNPPRC	50	perpetual	8.875%	\$25.00	\$25.60	8.67%	0.23%	24.01 - 26.15

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

\* Prices reflected are since inception date:

Seaspan Series G – 6/10/2016

Seaspan Series H – 8/5/2016

\*\* Price as of 4/19/2017



# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

CAPITAL MARKETS DATA

## Indices

Week ending June 2, 2017

### MAJOR INDICES

America	Symbol	6/2/2017	5/26/2017	% Change	YTD % Change	1/3/2017
Dow Jones	INDU Index	21,206.29	21,080.28	0.60	6.66	19,881.76
Dow Jones Transp.	TRAN Index	9,331.72	9,176.20	1.69	3.41	9,023.86
NASDAQ	CCMP Index	6,305.80	6,210.19	1.54	16.15	5,429.08
NASDAQ Transp.	CTRN Index	4,598.38	4,527.94	1.56	13.50	4,051.44
S&P 500	SPX Index	2,439.07	2,415.82	0.96	8.03	2,257.83

Europe	Symbol	6/2/2017	5/26/2017	% Change	YTD % Change	1/3/2017
Deutsche Borse Ag	DAX Index	12,822.94	12,602.18	1.75	10.69	11,584.24
Euro Stoxx 50	SX5E Index	3,591.82	3,579.02	0.36	8.35	3,315.02
FTSE 100 Index	UKX Index	7,547.63	7,547.63	0.00	5.15	7,177.89

Asia/Pacific	Symbol	6/2/2017	5/26/2017	% Change	YTD % Change	1/3/2017
ASX 200	AS51 Index	5,788.11	5,751.66	0.63	0.96	5,733.18
Hang Seng	HSI Index	25,924.05	25,639.27	1.11	17.04	22,150.40
Nikkei 225	NKY Index	20,177.28	19,686.84	2.49	5.56	19,114.37

### CAPITAL LINK MARITIME INDICES

Index	Symbol	6/2/2017	5/26/2017	% Change	YTD % Change	1/3/2017
Capital Link Maritime Index	CPLMMARI Index	1,110.99	1,193.81	-6.94	-8.61	1,215.70
Tanker Index	CPLMTANK Index	678.87	695.97	-2.46	-11.07	763.40
Dry Bulk Index	CPLMDRY Index	527.77	563.91	-6.41	18.71	444.57
Container Index	CPLMCONT Index	536.82	567.31	-5.37	-24.26	708.80
LNG/LPG Index	CPLMLNPG Index	1,777.68	1,930.12	-7.90	-5.30	1,877.12
Mixed Fleet Index	CPLMMIXD Index	1,157.45	1,111.83	4.10	-9.97	1,285.67
MLP Index	CPLMMLPI Index	1,616.33	1,660.90	-2.68	-3.88	1,681.56

\*The Capital Link Maritime Indices were updated recently to adjust for industry changes. Dorian LPG Ltd (NYSE:LPG) became a member of Capital Link LNG/LPG Index, GasLog Partners L.P. (NYSE:GLOP) became a member of Capital Link LNG/LPG Index and Capital Link MLP Index, Navios Maritime Midstream Partners (NYSE:NAP) became a member of Capital Link MLP Index, Euronav NV (NYSE: EURN) became a member of Capital Link Tanker Index, and Gener8 Maritime (NYSE: GNRT) became a member of Capital Link Tanker Index. Additionally, Capital Link Dry Bulk Index reflects the stock name change of Baltic Trading Ltd (NYSE: BALT) to Genco Shipping & Trading Limited (NYSE: GNK).



# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

CAPITAL MARKETS DATA

## BALTIC INDICES

Index	Symbol	6/2/2017	5/26/2017	% Change	YTD % Change	1/3/2017
Baltic Dry Index	BDIY Index	830.00	912.00	-8.99	28.12	953
Baltic Capesize Index	BCI14 Index	1,374.00	1,591.00	-13.64	75.85	1538
Baltic Panamax Index	BPIY Index	792.00	845.00	-6.27	25.43	811
Baltic Supramax Index	BSI58A Index	674.00	721.00	-6.52	28.95	843
Baltic Handysize Index	BHSI Index	446.00	469.00	-4.90	29.96	559
Baltic Dirty Tanker Index	BIDY Index	742.00	807.00	-8.05	-30.99	1088
Baltic Clean Tanker Index	BITY Index	554.00	549.00	0.91	-27.33	867

## TRANSPORTATION STOCKS

DRYBULK	Ticker	6/2/2017	5/26/2017	Change	52 week	52 week	1/3/2017	Three Month
Genco Shipping & Trading Ltd	GNK	\$9.64	\$10.32	-6.59%	\$14.40	\$3.77	\$7.65	118,317
Diana Shipping Inc	DSX	\$3.73	\$3.97	-6.05%	\$6.03	\$2.12	\$3.30	1,404,699
DryShips Inc	DRYS	\$2.30	\$2.83	-18.73%	\$31,718.41	\$2.09	\$116.16	2,024,427
Eagle Bulk Shipping Inc	EGLE	\$4.43	\$4.72	-6.14%	\$11.24	\$4.12	\$5.92	242,249
FreeSeas Inc	FREEF	\$0.00	\$0.00	-14.29%	\$500.00	\$0.00	\$2.00	1,849,054
Globus Maritime Ltd	GLBS	\$1.19	\$1.38	-13.77%	\$14.23	\$0.91	\$4.30	1,011,196
Golden Ocean Group	GOGL	\$5.66	\$6.37	-11.15%	\$8.89	\$3.10	\$4.77	545,005
Navios Maritime Holdings Inc	NM	\$1.08	\$1.16	-6.90%	\$2.19	\$0.70	\$1.51	997,548
Navios Maritime Partners LP	NMM	\$1.57	\$1.70	-7.65%	\$2.63	\$1.17	\$1.47	961,750
Paragon Shipping Inc	PRGNF	\$0.01	\$0.01	-1.96%	\$0.86	\$0.00	\$0.10	839,836
Safe Bulkers Inc	SB	\$1.82	\$2.17	-16.13%	\$2.57	\$0.97	\$1.19	713,022
Scorpio Bulkers	SALT	\$5.80	\$6.15	-5.69%	\$9.80	\$2.65	\$5.85	1,075,735
Seenergy Maritime	SHIP	\$0.62	\$0.69	-10.31%	\$7.20	\$0.62	\$1.25	489,185
Star Bulk Carriers Corp	SBLK	\$7.93	\$8.23	-3.65%	\$12.97	\$2.66	\$5.68	676,202

TANKERS	Ticker	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.
Ardmore Shipping Corp	ASC	\$7.20	\$7.45	-3.36%	\$9.80	\$5.50	\$7.50	204,587
Capital Product Partners LP	CPLP	\$3.36	\$3.37	-0.30%	\$3.95	\$2.77	\$3.16	456,372
DHT Holdings Inc	DHT	\$4.24	\$4.27	-0.70%	\$5.82	\$3.38	\$4.42	1,214,732
Euronav NV	EURN	\$7.55	\$7.40	2.03%	\$10.71	\$6.70	\$8.45	545,351
Frontline Ltd/Bermuda	FRO	\$5.76	\$5.63	2.31%	\$10.26	\$5.41	\$7.45	923,960
Gener8 Maritime Inc	GNRT	\$5.25	\$4.85	8.25%	\$7.73	\$3.56	\$4.77	562,589
KNOT Offshore Partners	KNOP	\$21.45	\$22.40	-4.24%	\$24.50	\$17.11	\$24.50	61,545
Navios Acquisition	NNA	\$1.61	\$1.55	3.87%	\$2.08	\$1.20	\$1.76	370,627
Navios Midstream Partners	NAP	\$10.51	\$10.95	-4.02%	\$14.04	\$9.67	\$10.86	73,788
Nordic American	NAT	\$6.10	\$5.97	2.18%	\$16.00	\$5.65	\$8.56	1,311,549
Overseas Shipholding	OSG	\$2.65	\$3.11	-14.79%	\$5.53	\$2.64	\$4.12	586,920
Pyxis Tankers	PXS	\$1.22	\$1.10	10.91%	\$4.04	\$0.99	\$2.76	19,463
Scorpio Tankers Inc	STNG	\$3.64	\$3.79	-3.96%	\$5.95	\$3.55	\$4.79	2,987,791
Teekay Offshore Partners LP	TOO	\$3.27	\$3.44	-4.94%	\$6.58	\$3.13	\$5.42	974,104
Teekay Tankers Ltd	TNK	\$1.83	\$1.93	-5.18%	\$3.76	\$1.83	\$2.40	1,244,885
Top Ships	TOPS	\$0.29	\$0.37	-22.95%	\$132.20	\$0.29	\$2.34	1,056,765
Tsakos Energy Navigation Ltd	TNP	\$4.28	\$4.51	-5.10%	\$6.30	\$4.01	\$4.86	356,138





# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## CAPITAL MARKETS DATA

CONTAINERS	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.	4/21/2017
Box Ships Inc	TEUFF	\$0.20	\$0.16	24.38%	\$2.03	\$0.16	\$0.60	9,340
Costamare Inc	CMRE	\$6.64	\$7.05	-5.82%	\$10.45	\$5.25	\$6.04	1,037,431
Danaos Corp	DAC	\$1.30	\$1.25	4.00%	\$4.74	\$1.25	\$2.75	52,892
Diana Containerships Inc	DCIX	\$0.33	\$0.39	-15.26%	\$12.86	\$0.33	\$2.88	632,693
Global Ship Lease Inc	GSL	\$1.27	\$1.19	6.72%	\$2.50	\$1.17	\$1.55	97,370
Seaspan Corp	SSW	\$5.33	\$5.73	-6.98%	\$15.36	\$5.07	\$9.53	1,297,993

LPG/LNG	Ticker	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.
Dynagas LNG Partners	DLNG	\$14.40	\$14.58	-1.23%	\$17.87	\$12.59	\$16.53	169,574
Dorian	LPG	\$7.95	\$8.28	-3.99%	\$12.38	\$5.09	\$8.87	203,945
GasLog Ltd	GLOG	\$13.25	\$13.80	-3.99%	\$17.50	\$11.71	\$16.90	456,458
Gaslog Partners	GLOP	\$22.30	\$23.10	-3.46%	\$25.20	\$18.33	\$21.20	176,122
Golar LNG Ltd	GLNG	\$22.51	\$26.60	-15.38%	\$28.77	\$14.56	\$23.64	1,101,813
Golar LNG Partners LP	GMLP	\$20.08	\$20.32	-1.18%	\$25.48	\$16.88	\$23.77	366,937
Hoegh LNG Partners	HMLP	\$19.15	\$19.25	-0.52%	\$20.60	\$17.01	\$19.00	46,471
Navigator Gas	NVGS	\$7.35	\$7.80	-5.77%	\$14.55	\$6.55	\$9.45	322,563
StealthGas Inc	GASS	\$3.20	\$3.30	-3.03%	\$4.69	\$2.70	\$3.41	48,262
Teekay LNG Partners LP	TGP	\$16.15	\$16.45	-1.82%	\$19.35	\$9.50	\$14.40	299,817

MIXED FLEET	Ticker	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.
Euroseas Ltd	ESEA	\$1.28	\$1.26	1.59%	\$4.85	\$1.14	\$1.77	151,228
Ship Finance International	SFL	\$13.75	\$13.05	5.36%	\$16.17	\$12.30	\$15.00	872,911
Teekay Corp	TK	\$6.42	\$6.50	-1.23%	\$11.37	\$5.54	\$8.62	1,455,762

MLPs	Ticker	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.
Capital Product Partners	CPLP	\$3.36	\$3.37	-0.30%	\$3.95	\$2.77	\$3.16	456,372
Dynagas LNG Partners	DLNG	\$14.40	\$14.58	-1.23%	\$17.87	\$12.59	\$16.53	169,574
GasLog Partners	GLOP	\$22.30	\$23.10	-3.46%	\$25.20	\$18.33	\$21.20	176,122
Golar LNG Partners LP	GMLP	\$20.08	\$20.32	-1.18%	\$25.48	\$16.88	\$23.77	366,937
Hoegh LNG Partners	HMLP	\$19.15	\$19.25	-0.52%	\$20.60	\$17.01	\$19.00	46,471
Knot Offshore Partners	KNOP	\$21.45	\$22.40	-4.24%	\$24.50	\$17.11	\$24.50	61,545
Navios Maritime Midstream	NAP	\$10.51	\$10.95	-4.02%	\$14.04	\$9.67	\$10.86	73,788
Navios Partners	NMM	\$1.57	\$1.70	-7.65%	\$2.63	\$1.17	\$1.47	961,750
Teekay Offshore	TOO	\$3.27	\$3.44	-4.94%	\$6.58	\$3.13	\$5.42	974,104
Teekay LNG	TGP	\$16.15	\$16.45	-1.82%	\$19.35	\$9.50	\$14.40	299,817

OFFSHORE DRILL RIGS	Ticker	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.
Atwood Oceanics	ATW	\$10.13	\$8.08	25.37%	\$14.05	\$6.48	\$13.62	3,916,389
Diamond Offshore Drilling	DO	\$11.53	\$12.15	-5.10%	\$26.11	\$11.53	\$18.15	3,097,923
EnSCO International	ESV	\$6.14	\$6.70	-8.36%	\$11.81	\$6.14	\$10.21	11,060,082
Noble Corp.	NE	\$4.00	\$4.07	-1.72%	\$9.62	\$4.00	\$6.26	12,412,874
Ocean Rig UDW Inc	ORIG	\$0.20	\$0.20	-2.10%	\$3.07	\$0.19	\$1.79	2,004,335
Pacific Drilling	PACD	\$2.04	\$1.93	5.70%	\$8.50	\$1.60	\$4.26	96,806
Rowan Companies	RDC	\$12.08	\$12.29	-1.71%	\$20.90	\$12.04	\$19.55	3,082,838
Seadrill Ltd.	SDRL	\$0.46	\$0.52	-11.43%	\$3.93	\$0.44	\$3.59	11,592,600
Transocean	RIG	\$9.03	\$9.56	-5.54%	\$15.84	\$8.84	\$15.33	12,468,951
Vantage Drilling Company	VTGDF	\$0.02	\$0.01	15.38%	\$0.03	\$0.01	\$0.02	248,215



# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

OSLO-Listed Shipping Comps (currency in NOK)	Ticker	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.
Golden Ocean	GOGL	\$49.50	\$6.37	-6.60%	\$77.00	\$27.90	\$40.80	1,338,268
Stolt-Nielsen Ltd.	SNI	\$124.00	\$66.70	-0.40%	\$150.00	\$93.75	\$104.50	48,377
Frontline Ltd.	FRO	\$47.85	\$5.63	-1.14%	\$82.30	\$47.08	\$64.00	386,368
Jinhui Shpg. & Trans	JIN	\$7.90	\$8.18	-3.42%	\$12.35	\$4.60	\$8.85	527,672
Odfjell (Common A Share)	ODF	\$30.90	\$29.40	5.10%	\$36.10	\$25.40	\$28.90	60,134
American Shipping Co.	AMSC	\$24.80	\$25.51	-2.79%	\$30.09	\$19.46	\$24.92	67,422
Hoegh LNG	HLNG	\$86.25	\$87.75	-1.71%	\$101.00	\$80.00	\$95.00	55,039

OFFSHORE SUPPLY	Ticker	6/2/2017	5/26/2017	Change %	52 wk high	52 wk low	1/3/2017	3-Month Avg. Vol.
Golden Ocean	GOGL	\$49.50	\$6.37	-6.60%	\$77.00	\$27.90	\$40.80	1,338,268
Stolt-Nielsen Ltd.	SNI	\$124.00	\$66.70	-0.40%	\$150.00	\$93.75	\$104.50	48,377
Frontline Ltd.	FRO	\$47.85	\$5.63	-1.14%	\$82.30	\$47.08	\$64.00	386,368
Jinhui Shpg. & Trans	JIN	\$7.90	\$8.18	-3.42%	\$12.35	\$4.60	\$8.85	527,672
Odfjell (Common A Share)	ODF	\$30.90	\$29.40	5.10%	\$36.10	\$25.40	\$28.90	60,134





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

#### **SHIPPING EQUITIES UNDERPERFORMED THE BROADER MARKET**

Shipping equities underperformed the indices last week, with the Capital Link Maritime Index (CPLMMARI) -- a composite index of all US listed shipping stocks --down 6.94%, compared to the S&P 500 (SPX) which went up 0.96%, Nasdaq (CCMP) up 1.54%, and Dow Jones Industrial Average (INDU) also up 0.60%.

The other Capital Link Maritime Indices saw negative returns on average, with six of seven indices in the red. The Mixed Fleet Index (CPLMMIXD) saw the only gains going up by 4.10%, while the LNG Index (CPLMLNPG) fell by 7.90%.

The Baltic Indices saw a poor week with six of seven indices in the red. The Clean Tanker Index (BCTI) seeing the only increase, went up 0.91% and the Capesize Index (BCI) saw the greatest decrease of 13.64%.

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 2, 2005, thereby providing investors with historical performance.

There are seven indices in total; the Capital Link Maritime Index comprised of all 45 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 or at or [www.MaritimeIndices.com](http://www.MaritimeIndices.com). They can also be found through the Bloomberg page "CPLI" and Reuters.

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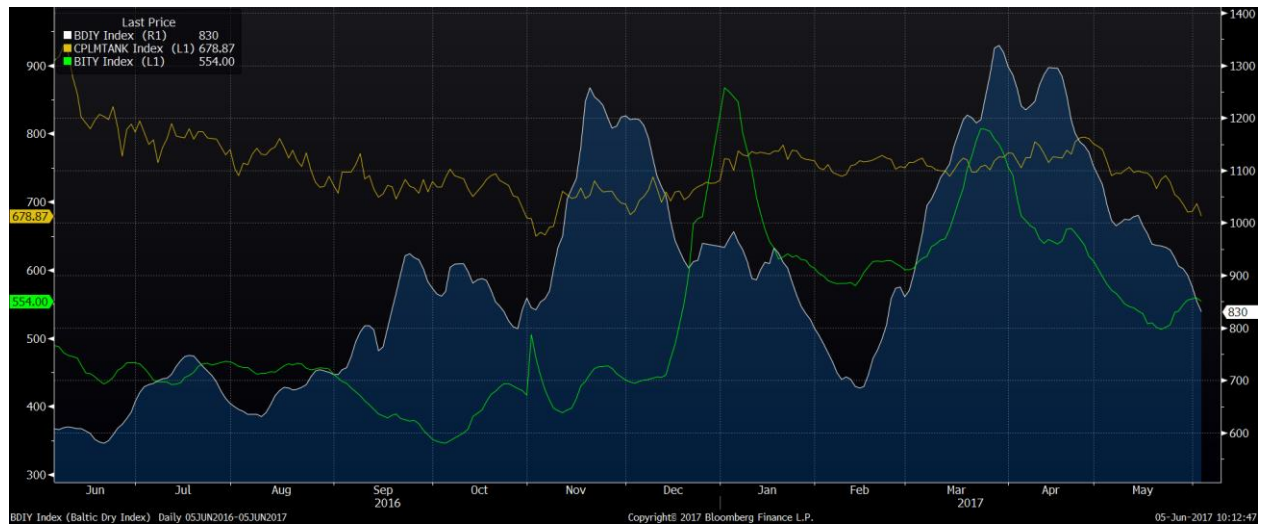
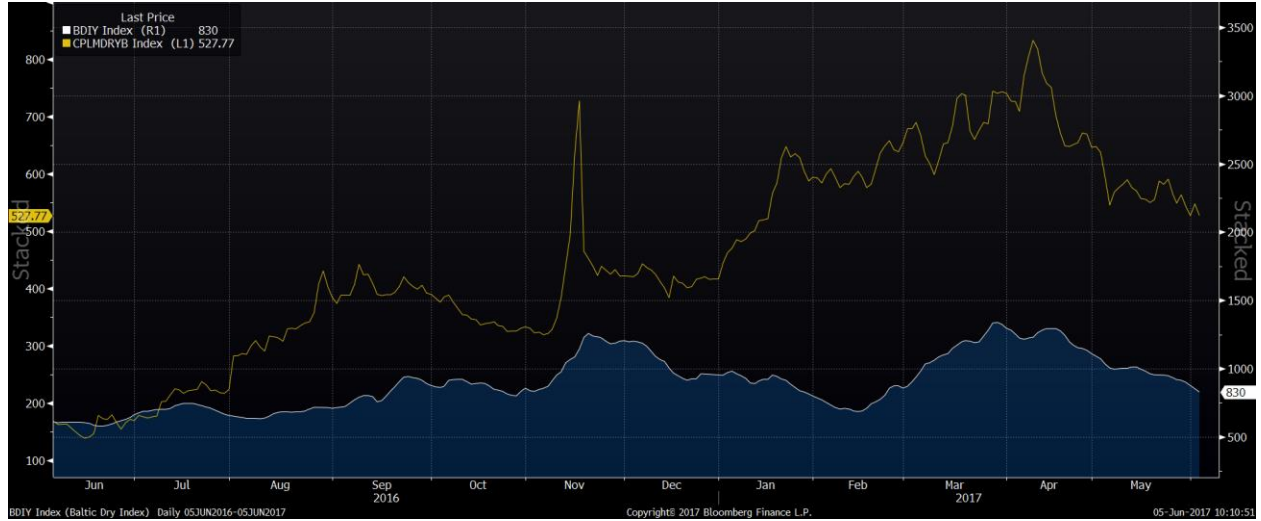
# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## CAPITAL MARKETS DATA

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



\*SOURCE: BLOOMBERG



# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## SHIPPING MARKETS

### Global Shipping Company Bond Data

Segment	Issuer	Coupon	Principle Balance		Security	Maturity	Moody	S&P	As of June 2, 2017			
			(\$MM)	Symbol					Price	YTW	YTM	Ask Price
Barge	Navios Maritime Holdings Inc. (South America)	7.25%	\$375.0	NM	Senior Secured	2022	B3	B-	\$96.50	8.12%	8.12%	\$96.50
Container	CMA CGM S.A.	8.75%	\$312.1	05KTT6-E	Senior Unsecured	2018	B3	CCC+	\$103.07	-1.82%	6.59%	\$103.52
Container	CMA CGM S.A.	7.75%	\$61.8	05KTT6-E	Senior Unsecured	2021	B3	CCC+	\$104.81	5.74%	6.24%	\$105.12
Container	Hapag-Lloyd AG	6.75%	\$281.9	441036	Senior Unsecured	2022	Caa1	B-	\$107.68	4.89%	4.89%	\$108.11
Container	Hapag-Lloyd AG	7.50%	\$281.9	441036	Senior Unsecured	2019	Caa1	B-	\$105.51	-46.31%	5.00%	\$106.00
Container	Seaspan Corporation	6.38%	\$345.0	SSV	Senior Unsecured	2019	NA	NA	\$25.08	6.56%	6.56%	\$25.08
Container	Global Ship Lease, Inc. Class A	10.00%	\$346.3	GSL	Senior Unsecured	2019	B3	B	\$99.00	10.60%	10.60%	\$99.00
Container	A.P. Moller - Maersk A/S Class B	1.75%	\$1,127.5	MAERSK.B-CSE	Senior Unsecured	2021	Baa1	BBB+	\$105.04	0.41%	0.41%	\$105.16
Container	A.P. Moller - Maersk A/S Class B	3.38%	\$845.6	MAERSK.B-CSE	Senior Unsecured	2019	Baa1	BBB+	\$107.31	0.10%	0.10%	\$107.40
Dredging	Great Lakes Dredge & Dock Corporation	7.38%	\$89.1	GLDD	Senior Unsecured	2019	Caa1	B-	\$100.26	4.04%	7.20%	\$100.26
Dry Bulk	Navios Maritime Holdings Inc.	9.25%	\$350.0	NM	Senior Unsecured	2019	Caa2	CCC	\$87.50	16.84%	16.84%	\$87.50
Dry Bulk	Navios Maritime Holdings Inc.	7.38%	\$650.0	NM	Senior Secured	2022	Caa2	B-	\$76.44	14.53%	14.53%	\$76.44
Dry Bulk	Scorpio Bulkers, Inc.	7.50%	\$73.6	SALT	Senior Unsecured	2019	NA	NA	\$24.20	9.02%	9.02%	\$24.20
Dry Bulk	Star Bulk Carriers Corp.	8.00%	\$50.0	SBLK	Senior Unsecured	2019	NA	NA	\$24.50	9.19%	9.19%	\$24.50
Dry Bulk	Golden Ocean Group Ltd	3.07%	\$200.0	GOGL	Senior Conv.	2019	NA	NA	\$87.00	11.92%	11.92%	\$88.00
Dry Bulk	Diana Shipping Inc.	8.50%	\$63.3	DSX	Senior Unsecured	2020	NA	NA	\$25.22	2.66%	8.40%	\$25.22
LNG	Dynagas LNG Partners LP	6.25%	\$250.0	DLNG	Senior Unsecured	2019	NA	NA	\$99.38	6.58%	6.58%	\$99.38
LNG	Golar LNG Limited	2.75%	\$402.5	GLNG	Senior Conv.	2022	NA	NA	\$91.94	4.68%	4.68%	\$91.94
LNG	Golar LNG Limited	5.57%	\$150.0	GLNG	Senior Unsecured	2020	NA	NA	\$97.25	7.10%	7.10%	\$97.75
LNG	Golar LNG Partners LP	6.18%	\$39.0	GMLP	Senior Unsecured	2017	NA	NA	\$101.75	1.37%	1.37%	\$102.25
LNG	GasLog Ltd	8.88%	\$250.0	GMLP	Senior Unsecured	2022	NA	NA	\$105.75	7.51%	7.51%	\$105.75
LPG	BW LPG Ltd.	1.75%	\$250.0	BWLPG-NO	Senior Conv.	2019	NA	NA	\$95.00	4.08%	4.08%	\$96.00
Offshore Services	Drill Rigs Holding, Inc.	6.50%	\$800.0	00CS7X-E	Senior Secured	2017	Caa3	D	\$28.50	746.40%	746.40%	\$28.50
Offshore Services	Diamond Offshore Drilling, Inc.	4.88%	\$750.0	DO	Senior Unsecured	2043	Ba2	BB-	\$71.75	7.30%	7.30%	\$71.75
Offshore Services	Golden Close Maritime Corp	8.00%	\$100.0	NA	Senior Unsecured	2019	NA	NA	\$92.00	10.24%	10.24%	\$93.00
Offshore Services	GulfMark Offshore, Inc. Class A	6.38%	\$429.6	GLF	Senior Unsecured	2022	Ca	NA	\$39.00	32.16%	32.16%	\$39.00
Offshore Services	Hornbeck Offshore Services, Inc.	1.50%	\$300.0	HOS	Senior Conv.	2019	NA	CCC	\$59.88	26.18%	26.18%	\$59.88
Offshore Services	Hornbeck Offshore Services, Inc.	5.88%	\$375.0	HOS	Senior Unsecured	2020	Caa1	CCC	\$54.00	31.62%	31.62%	\$54.00
Offshore Services	Hornbeck Offshore Services, Inc.	5.00%	\$450.0	HOS	Senior Unsecured	2021	Caa1	CCC	\$51.00	26.33%	26.33%	\$51.00
Offshore Services	Ocean Rig UDW Inc	7.25%	\$131.0	ORIG	Senior Unsecured	2018	Ca	D	\$12.00	188.42%	188.42%	\$12.00
Offshore Services	Pacific Drilling S.A.	7.25%	\$500.0	PACD	Senior Secured	2017	Caa3	NA	\$52.00	199.51%	199.51%	\$52.00
Offshore Services	Pacific Drilling S.A.	5.38%	\$750.0	PACD	Senior Secured	2020	Caa2	NA	\$50.00	32.82%	32.82%	\$50.00
Offshore Services	SEACOR Holdings Inc.	2.50%	\$157.1	CKH	Senior Conv.	2027	NA	#N/A	\$100.38	1.81%	2.46%	\$100.38
Offshore Services	SEACOR Holdings Inc.	3.00%	\$230.0	CKH	Senior Conv.	2028	NA	#N/A	\$85.88	4.60%	4.60%	\$85.88
Offshore Services	SEACOR Holdings Inc.	7.38%	\$250.0	CKH	Senior Unsecured	2019	Caa1	#N/A	\$100.75	7.01%	7.01%	\$100.75
Tanker	Teekay Offshore Partners L.P.	6.00%	\$275.0	TOO	Senior Unsecured	2019	NA	NA	\$88.50	12.31%	12.31%	\$88.50
Other	Aegean Marine Petroleum Network Inc.	4.00%	\$128.3	ANW	Senior Conv.	2018	NA	NA	\$94.88	7.90%	7.90%	\$94.88
Other	Aegean Marine Petroleum Network Inc.	4.25%	\$150.0	ANW	Senior Conv.	2021	NA	NA	\$77.06	10.77%	10.77%	\$77.06
Tanker	BW Group Limited	6.63%	\$193.9	BWLPG-NO	Senior Unsecured	2016	Ba1	BB	NA	NA	NA	NA
Tanker	Navios Maritime Acquisition Corporation	8.13%	\$610.0	NNA	Senior Secured	2021	B2	B	\$87.75	11.73%	11.73%	\$87.75
Tanker	DHT Holdings, Inc.	4.50%	\$150.0	DHT	Senior Unsecured	2019	NA	NA	\$98.13	5.36%	5.36%	\$98.13
Tanker	Eletson Holdings, Inc.	9.63%	\$300.0	06TRYQ-E	Senior Secured	2021	B2	B-	\$83.50	14.64%	14.64%	\$83.50
Tanker	Overseas Shipholding Group Inc Class A	8.13%	\$119.1	OSG	Senior Unsecured	2018	Caa1	B	\$104.00	3.18%	3.18%	\$104.00
Tanker	Ship Finance International Limited	3.25%	\$350.0	SFL	Senior Conv.	2018	NA	NA	\$105.31	-26.36%	(4.56%)	\$105.31
Tanker	Stena AB	5.88%	\$115.0	FDSA9813	Senior Unsecured	2019	B3	BB-	\$106.97	1.61%	1.61%	\$107.30
Tanker	Stena AB	7.00%	\$600.0	FDSA9813	Senior Unsecured	2024	B2	BB-	\$96.50	7.68%	7.68%	\$96.50
Tanker	Scorpio Tankers Inc.	2.38%	\$360.0	STNG	Senior Conv.	2019	NA	NA	\$88.38	8.59%	8.59%	\$88.38
Tanker	Scorpio Tankers Inc.	6.75%	\$53.8	STNG	Senior Unsecured	2020	NA	NA	\$24.25	8.10%	8.10%	\$24.25
Tanker	Scorpio Tankers Inc.	7.50%	\$51.8	STNG	Senior Unsecured	2017	NA	NA	\$25.42	5.56%	5.56%	\$25.42
Tanker	Scorpio Tankers Inc.	8.25%	\$50.0	STNG	Senior Unsecured	2019	NA	NA	\$25.31	7.42%	7.64%	\$25.31
Tanker	Teekay Corporation	8.50%	\$450.0	TK	Senior Unsecured	2020	B3	B+	\$97.00	9.82%	9.82%	\$97.00

Source: FactSet

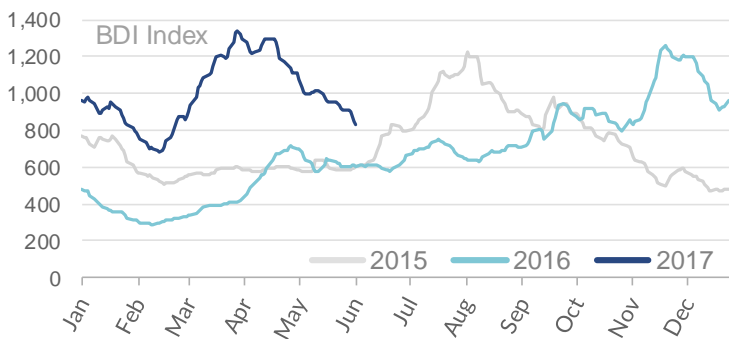
Contributed by Stifel Nicolaus & Co, Inc.



### Weekly Market Report

#### Market Analysis

Confidence in the Dry Bulk market seems to have been shaken over the past month or so, with the index having noted 22 days of consecutive losses and having lost as much as 520 points from its peak of 1,338 points noted on the 29th of March 2017. It is not so much the intensity of the drop as it is the number of days of decreases noted in the general index and the fact that this has taken place during a period of the year where we typically see a at least a slight firming of the market which is primarily driven by seasonal flows such as those from grain cargoes. There is also the fact that optimism had been overinflated by the sharp rise in the index during March. The reality that has hit is one that was always visible to some extent in the details. The truth of the matter is that we have only just started to see a re-balancing of sorts in the demand and supply and given that trade growth is still sluggish, the improvement seems to be driven more so by the slow fleet growth. As such, what makes sense is that the recovery will come in slow steps, with freight rates gradually improving over several years, rather than skyrocketing in a matter of months.



What the main issue is, is that many fear that even the possibility of a slow-paced growth is faltering. Taking a comparative look of the BDI trend this year against what was being noted last year, it becomes clear that a significant improvement has been made even when looking at the level the index stands at today. We are currently at a level which is higher than anything we witnessed in the first 9 months of 2016 or the first 5 months of 2015. Of course, when taking into consideration that these were also the most difficult months noted in the history of the dry bulk market it's not exactly something to cheer about when you are saying that you are at a better state now. At the same time given that the summer months are typically subdued there is also fears that the current downward cycle could continue over the next 2-3 months, before finding some footing in the Autumn period. Taking a view that the recent drop might be propelled to some degree by traders which are holding back volumes due to commodity prices, we may well see a fair flow of cargoes coming through during the summer months as well, something which if nothing else should help keep freight levels buoyant. In any case, it appears as though the focus should be that the market has outperformed both 2015 and 2016 to date and that could be taken as a good indication that we are still on a recovery path albeit a more gradual one.

Contributed by

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#### Dry Bulk Freight Market

	02 Jun	W-O-W change	W-O-W change	
			±Δ	±%
BDI	830	▼	-82	-9.0%
BCI	1,374	▼	-217	-13.6%
BPI	792	▼	-53	-6.3%
BSI	674	▼	-47	-6.5%
BHSI	446	▼	-23	-4.9%

#### Tanker Freight Market

	02 Jun	W-O-W change	W-O-W change	
			±Δ	±%
BDTI	742	▼	-65	-8.1%
BCTI	554	▲	5	0.9%

#### Newbuilding Market

Aggregate Price Index	02 Jun	M-O-M change	M-O-M change	
			±Δ	±%
Bulkers	79	▲	1	0.9%
Cont	93	▶	0	0.0%
Tankers	88	▲	1	0.8%
Gas	92	▼	0	-0.1%

#### Secondhand Market

Aggregate Price Index	02 Jun	M-O-M change	M-O-M change	
			±Δ	±%
Capesize	58	▲	3	5.5%
Panamax	55	▲	2	3.4%
Supramax	60	▲	1	1.1%
Handysize	56	▲	1	2.4%
VLCC	81	▲	1	1.4%
Suezmax	72	▼	0	0.0%
Aframax	83	▲	2	2.0%
MR	105	▲	1	1.3%

#### Demolition Market

Avg Price Index (main 5 regions)	02 Jun	W-O-W change	W-O-W change	
			±Δ	±%
Dry	292	▶	0	0.0%
Wet	310	▶	0	0.0%





### Dry Bulkers – Spot Market

**Capesize** – a fair drop was to be seen throughout the week as the market suffered to deal with the excess tonnage that has built up in all regions. The market still favors charterers as the level of inquiries were few and traders were free to shop around pushing owners to lower their ideas significantly. The market was mainly reliant this past week on iron ore cargoes, though it seems as though we have started to reach a resistance point and we should see some slight improvement over the coming days.

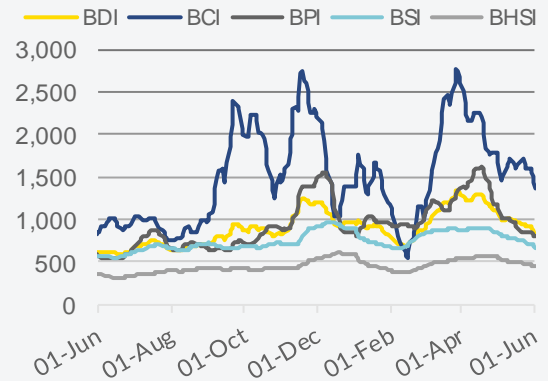
**Panamax** - Still on the downward cycle with both basins lacking in fresh interest and leaving things on the softer side. With the ECSA and North Atlantic lacking activity and with the Pacific having an excess amount of open tonnage, it was a steady downward drop as owners heavily competed on each inquiries that came to market.

**Supramax** - Similar situation was to be seen here as well with equal drops being seen both in the East and West. Some of the biggest drops to be seen where from Continent, while limited activity seen in the U.S. Gulf and ECSA left little support to be seen in the Atlantic. In the Pacific things were equally soft, with limited fresh interest to be seen leaving owners left with the “short end of the stick”.

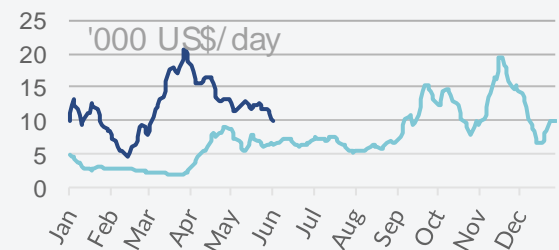
**Handysize** - A quiet start to the week left for further drops to be noted across all major routes. The main weakening was from the Continent and Far East where there was a limited amount of fresh cargoes coming to market.

Spot market rates & indices				Average	
	02 Jun	26 May	±%	2017	2016
<b>Baltic Dry Index</b>					
BDI	830	912	-9.0%	1,002	677
<b>Capesize</b>					
BCI	1,374	1,591	-13.6%	1,627	1,031
BCI 5TC	\$ 9,965	\$ 11,709	-14.9%	\$ 12,082	\$ 7,400
ATLANTIC RV	\$ 7,264	\$ 9,386	-22.6%	\$ 12,652	\$ 7,775
Cont / FEast	\$ 19,817	\$ 22,500	-11.9%	\$ 22,219	\$ 13,856
PACIFIC RV	\$ 10,650	\$ 12,358	-13.8%	\$ 11,567	\$ 7,070
FEast / ECSA	\$ 11,296	\$ 12,658	-10.8%	\$ 11,614	\$ 7,164
<b>Panamax</b>					
BPI	792	845	-6.3%	1,088	696
BPI - TCA	\$ 6,358	\$ 6,795	-6.4%	\$ 8,729	\$ 5,566
ATLANTIC RV	\$ 5,425	\$ 5,705	-4.9%	\$ 9,088	\$ 6,139
Cont / FEast	\$ 11,577	\$ 12,045	-3.9%	\$ 14,218	\$ 9,818
PACIFIC RV	\$ 5,716	\$ 6,271	-8.9%	\$ 8,084	\$ 5,161
FEast / Cont	\$ 2,714	\$ 3,160	-14.1%	\$ 3,527	\$ 1,144
<b>Supramax</b>					
BSI	674	721	-6.5%	799	602
BSI - TCA	\$ 7,615	\$ 8,123	-6.3%	\$ 8,559	\$ 6,212
USG / FEast	\$ 16,553	\$ 17,981	-7.9%	\$ 18,729	\$ 9,760
Med / Feast	\$ 13,731	\$ 14,306	-4.0%	\$ 14,354	\$ 9,635
PACIFIC RV	\$ 6,586	\$ 7,036	-6.4%	\$ 7,181	\$ 5,197
FEast / Cont	\$ 3,640	\$ 3,940	-7.6%	\$ 3,893	\$ 3,272
USG / Skaw	\$ 13,172	\$ 14,216	-7.3%	\$ 15,257	\$ 9,845
Skaw / USG	\$ 5,922	\$ 6,641	-10.8%	\$ 6,595	\$ 4,196
<b>Handysize</b>					
BHSI	446	469	-4.9%	486	365
BHSI - TCA	\$ 6,503	\$ 6,833	-4.8%	\$ 7,076	\$ 5,277
Skaw / Rio	\$ 5,300	\$ 5,700	-7.0%	\$ 5,854	\$ 4,640
Skaw / Boston	\$ 5,575	\$ 5,917	-5.8%	\$ 5,837	\$ 4,832
Rio / Skaw	\$ 7,866	\$ 7,900	-0.4%	\$ 9,688	\$ 6,720
USG / Skaw	\$ 8,282	\$ 8,489	-2.4%	\$ 9,697	\$ 7,056
SEAsia / Aus / Jap	\$ 6,371	\$ 6,829	-6.7%	\$ 6,499	\$ 4,339
PACIFIC RV	\$ 6,129	\$ 6,500	-5.7%	\$ 6,266	\$ 5,146

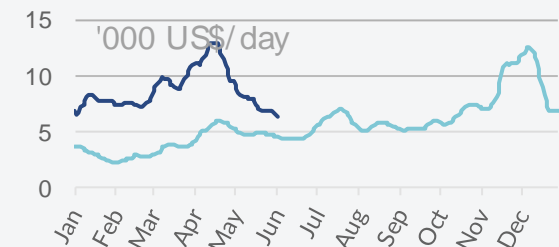
Dry Bulk Indices



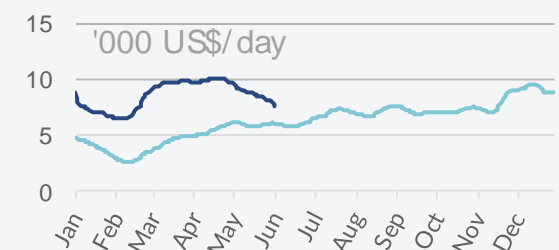
BCI Average TCE



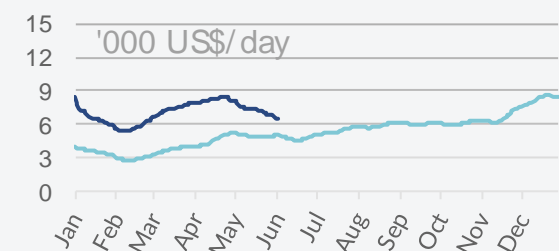
BPI Average TCE



BSI Average TCE



BHSI Average TCE



— 2015 — 2016





### Tankers – Spot Market

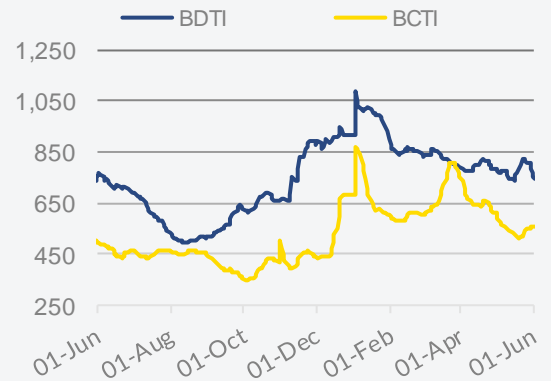
**Crude Oil Carriers** - It seemed as though owners were starting to fight back this week, with increased activity allowing for a positive nudge in rates for VLs in the MEG. On the base of this and improved interest for Westbound routes, the WAF was able to find support on the back of this improved interest. In contrast to the trend noted last week and what was being seen in the larger VLs, Suezmaxes were to face a fair downward correction as demand started to ease in the WAF, while the Black Sea/Med region was showing minimal support. Downward corrections were also to be seen in the Aframax range, with the Caribs and Black Sea/Med showing minimal fresh interest while the North Sea/Baltic started to come under pressure.

**Oil Products** - In the products market, DPP routes started to show a slight reversal where downward corrections showing face. On the CPP front, a slight improvement was starting to emerge on the back of a sharp rise in interest out of USG and increased fresh interest from the Far East.

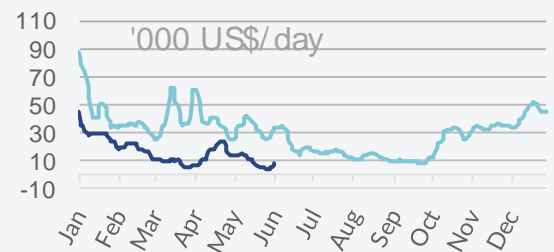
#### Spot market rates & indices

		02 Jun	26 May	±%	Average	
					2017	2016
<b>Baltic Tanker Indices</b>						
	BDTI	742	807	-8.1%	848	730
	BCTI	554	549	0.9%	638	491
<b>VLCC</b>						
MEG-USG	WS	26.68	23.27	14.7%	35.30	35.46
	\$/day	-\$ 2,960	-\$ 7,168	58.7%	\$ 3,534	\$ 18,511
MEG-SPORE	WS	52.92	49.96	5.9%	66.68	60.57
	\$/day	\$ 39,216	\$ 37,459	4.7%	\$ 53,152	\$ 53,871
MEG-JAPAN	WS	51.42	49.08	4.8%	65.05	59.11
	\$/day	\$ 18,648	\$ 15,586	19.6%	\$ 28,531	\$ 42,341
WAF-USG	WS	58.00	52.50	10.5%	67.80	64.79
	\$/day	\$ 66,621	\$ 57,059	16.8%	\$ 80,401	\$ 81,300
<b>SUEZMAX</b>						
WAF-USAC	WS	72.50	87.50	-17.1%	82.00	71.68
	\$/day	\$ 39,092	\$ 49,498	-21.0%	\$ 45,758	\$ 41,669
BSEA-MED	WS	79.63	91.00	-12.5%	93.03	84.23
	\$/day	\$ 9,247	\$ 14,850	-37.7%	\$ 16,697	\$ 24,854
<b>AFRAMAX</b>						
NSEA-CONT	WS	97.50	115.28	-15.4%	103.05	103.36
	\$/day	\$ 6,055	\$ 18,053	-66.5%	\$ 10,687	\$ 23,003
MEG-SPORE	WS	98.78	101.28	-2.5%	115.43	99.78
	\$/day	\$ 6,072	\$ 5,651	7.5%	\$ 9,405	\$ 16,988
CARIBS-USG	WS	114.72	140.00	-18.1%	125.21	106.76
	\$/day	\$ 8,391	\$ 14,561	-42.4%	\$ 11,180	\$ 16,423
BALTIC-UKC	WS	71.39	96.11	-25.7%	93.65	81.18
	\$/day	\$ 5,795	\$ 17,298	-66.5%	\$ 17,129	\$ 23,914
<b>DPP</b>						
CARIBS-USAC	WS	115.00	120.00	-4.2%	131.77	112.34
	\$/day	\$ 22,382	\$ 23,334	-4.1%	\$ 27,671	\$ 23,804
ARA-USG	WS	115.00	115.00	0.0%	127.43	101.78
	\$/day	\$ 24,145	\$ 23,648	2.1%	\$ 27,532	\$ 24,883
SEASIA-AUS	WS	101.94	102.63	-0.7%	108.60	98.52
	\$/day	\$ 9,764	\$ 9,122	7.0%	\$ 11,125	\$ 19,768
MED-MED	WS	98.39	118.44	-16.9%	115.57	97.08
	\$/day	\$ 7,627	\$ 13,829	-44.8%	\$ 13,685	\$ 16,861
<b>CPP</b>						
MEG-JAPAN	WS	89.00	85.00	4.7%	101.92	91.35
	\$/day	\$ 6,090	\$ 4,456	36.7%	\$ 8,397	\$ 15,145
CONT-USAC	WS	148.33	151.67	-2.2%	155.01	104.70
	\$/day	\$ 8,923	\$ 8,931	-0.1%	\$ 9,639	\$ 8,637
CARIBS-USAC	WS	140.00	130.00	7.7%	141.55	114.82
	\$/day	\$ 23,111	\$ 20,172	14.6%	\$ 23,247	\$ 18,531
USG-CONT	WS	111.88	90.31	23.9%	105.76	82.20
	\$/day	\$ 4,215	\$ 948	344.6%	\$ 3,293	\$ 5,194

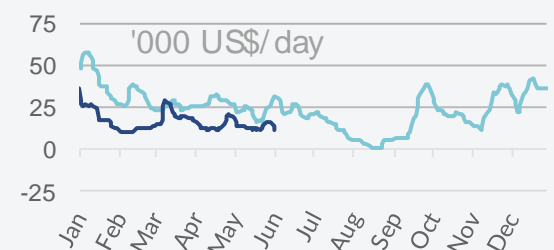
#### Tanker Indices



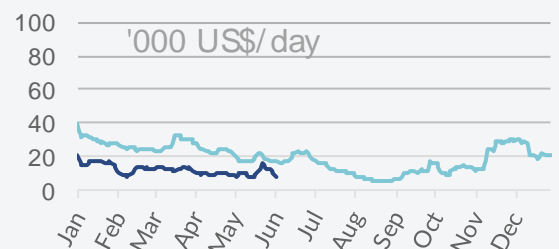
#### VLCC Average TCE



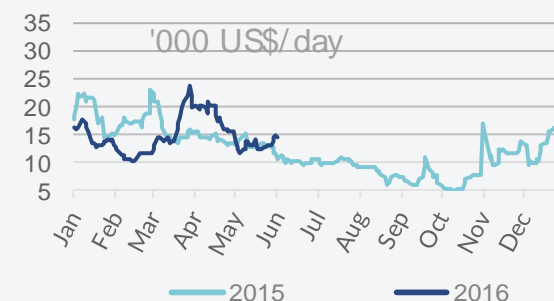
#### Suezmax Average TCE



#### Aframax Average TCE



#### MR Average TCE





# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## SHIPPING MARKETS

### Period Charter Market

	Dry Bulk period market TC rates			last 5 years		
	02 Jun	28 Apr	±%	Min	Avg	Max
<b>Capesize</b>						
12 months	\$ 13,750	\$ 16,500	-16.7%	\$ 6,200	\$ 14,102	\$ 31,450
36 months	\$ 14,250	\$ 15,750	-9.5%	\$ 6,950	\$ 14,761	\$ 25,200
<b>Panamax</b>						
12 months	\$ 8,500	\$ 11,000	-22.7%	\$ 4,950	\$ 9,366	\$ 15,450
36 months	\$ 9,750	\$ 12,000	-18.8%	\$ 6,200	\$ 10,034	\$ 15,325
<b>Supramax</b>						
12 months	\$ 8,750	\$ 10,000	-12.5%	\$ 4,450	\$ 9,214	\$ 13,950
36 months	\$ 9,500	\$ 10,750	-11.6%	\$ 6,200	\$ 9,602	\$ 13,700
<b>Handysize</b>						
12 months	\$ 7,750	\$ 8,250	-6.1%	\$ 4,450	\$ 7,660	\$ 10,450
36 months	\$ 8,250	\$ 8,250	0.0%	\$ 5,450	\$ 8,189	\$ 11,450

#### Latest indicative Dry Bulk Period Fixtures

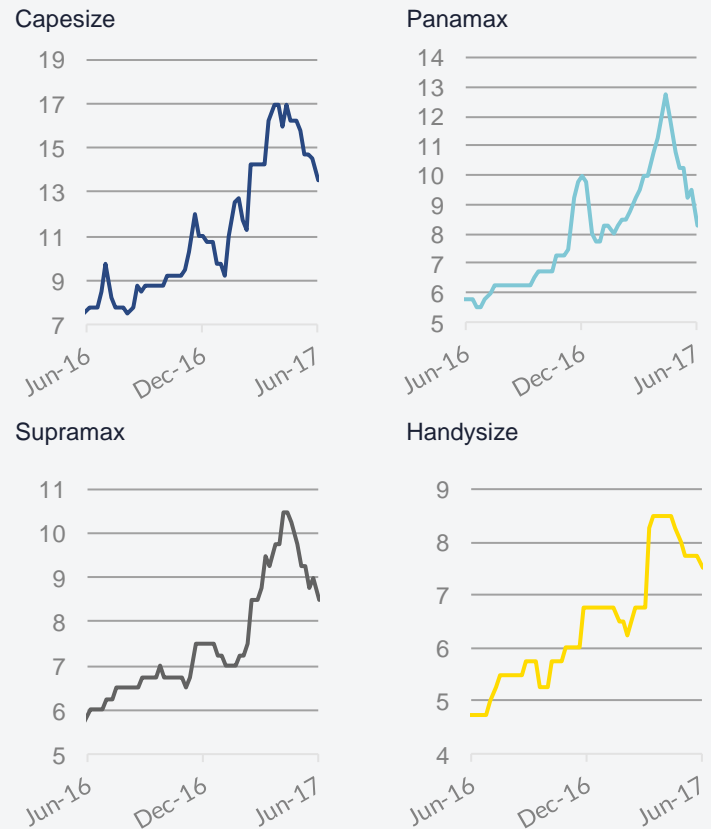
- M/V "ASTARTE", 81640 dwt, built 2013, dely Dalian 01/15 Jun, \$9,000, for 14/17 months trading, to Glencore
- M/V "ERATO", 74444 dwt, built 2004, dely Fangcheng 01/15 Jun, \$7,250, for 5/7 months trading, to Phaethon
- M/V "STAR RENEE", 82221 dwt, built 2006, dely EC India prompt, \$10,000, for 4/6 months trading, to Omega
- M/V "UNITY SPIRIT", 60652 dwt, built 2014, dely Port Kelang prompt, \$9,500, for 5/8 months trading, to PGSC
- M/V "E.R.BUENOS AIRES", 178978 dwt, built 2010, dely Qingdao 21 May, \$15,700, for 4/7 months trading <fixed 19/5>, to Koch Shipping

	Tanker period market TC rates			last 5 years		
	02 Jun	28 Apr	±%	Min	Avg	Max
<b>VLCC</b>						
12 months	\$ 26,750	\$ 27,750	-3.6%	\$ 18,000	\$ 30,920	\$ 57,750
36 months	\$ 28,750	\$ 28,250	1.8%	\$ 22,000	\$ 31,127	\$ 45,000
<b>Suezmax</b>						
12 months	\$ 18,000	\$ 18,000	0.0%	\$ 15,250	\$ 23,594	\$ 42,500
36 months	\$ 22,500	\$ 22,500	0.0%	\$ 17,000	\$ 24,477	\$ 35,000
<b>Aframax</b>						
12 months	\$ 15,000	\$ 15,750	-4.8%	\$ 13,000	\$ 18,462	\$ 30,000
36 months	\$ 16,750	\$ 17,000	-1.5%	\$ 14,750	\$ 18,951	\$ 27,000
<b>MR</b>						
12 months	\$ 13,250	\$ 13,750	-3.6%	\$ 12,000	\$ 14,930	\$ 21,000
36 months	\$ 14,000	\$ 14,000	0.0%	\$ 14,000	\$ 15,248	\$ 18,250

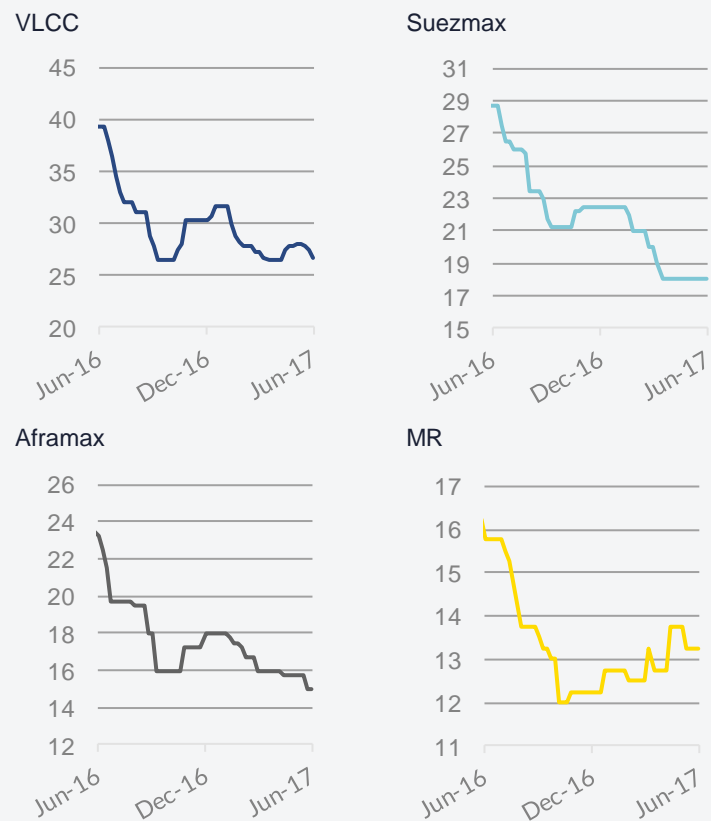
#### Latest indicative Tanker Period Fixtures

- M/T "GLORIC", 300000 dwt, built 2006, \$27,000, for 1 year trading, to BP
- M/T "SEA SHELL", 158000 dwt, built 2016, \$22,000, for 6+6 months trading, to ATC
- M/T "LADY M", 115000 dwt, built 2003, \$14,500, for 1 year trading, to UNIPEC
- M/T "BOWFIN", 75000 dwt, built 2008, \$13,500, for 1 year trading, to ATC
- M/T "ZEFYROS", 50200 dwt, built 2013, \$13,250, for 1 year trading, to SCORPIO

#### Dry Bulk 12 month period charter rates (USD '000/day)



#### Tanker 12 month period charter rates (USD '000/day)





# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## SHIPPING MARKETS

### Secondhand Asset Values

On the dry bulk side, we are still seeing a subdued activity level, in part reflecting the increased uncertainty and lack of confidence as to the true market direction and future market potential. It is no surprise therefore that a good number of sales reported this week are non-typical deals which do not even indicate normal sale price levels. There is also the factor of pricing, with the fast paced price having essentially brought a brake amongst buyers when compared against the freight market movements of late.

On the tanker side, and in contrast to the trends that are being noted of late in the dry bulk sector, we have started to see a considerable revival in activity, with prices for secondhand assets having somewhat found a floor and even starting to show some signs of strengthening slightly. This past week we witnessed sales across all size segments, with some of the larger crude oil sizes having broken a long period of silence.

#### Indicative Dry Bulk Values (US\$ million)

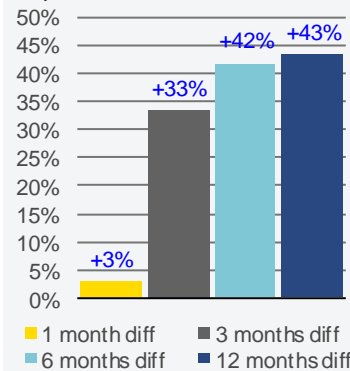
		02 Jun	28 Apr	±%	last 5 years		
					Min	Avg	Max
<b>Capesize</b>							
180k dwt	Resale	44.50	41.50	7.2%	34.5	45.4	65.0
180k dwt	5 year old	34.00	33.00	3.0%	23.0	34.1	53.0
170k dwt	10 year old	24.50	23.50	4.3%	12.0	22.4	38.0
150k dwt	15 year old	13.50	12.50	8.0%	6.5	13.5	25.0
<b>Panamax</b>							
82k dwt	Resale	29.50	28.50	3.5%	22.5	28.3	34.0
82k dwt	5 year old	20.75	20.50	1.2%	11.5	19.4	28.0
76k dwt	10 year old	14.00	13.50	3.7%	7.3	13.7	23.0
74k dwt	15 year old	8.00	7.50	6.7%	3.5	8.6	14.5
<b>Supramax</b>							
62k dwt	Resale	27.00	26.00	3.8%	19.0	26.6	33.0
58k dwt	5 year old	18.00	18.00	0.0%	11.0	18.7	27.0
56k dwt	10 year old	12.50	12.50	0.0%	6.0	13.3	22.0
52k dwt	15 year old	7.75	7.75	0.0%	3.5	8.3	13.5
<b>Handysize</b>							
37k dwt	Resale	20.50	19.50	5.1%	17.0	21.4	26.0
37k dwt	5 year old	13.50	13.50	0.0%	7.8	15.2	22.0
32k dwt	10 year old	7.75	7.50	3.3%	6.0	10.9	16.8
28k dwt	15 year old	5.25	5.25	0.0%	3.5	7.0	11.0

#### Indicative Tanker Values (US\$ million)

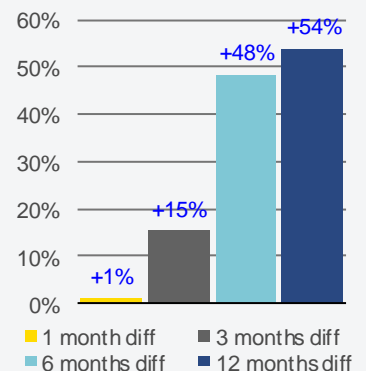
		02 Jun	28 Apr	±%	last 5 years		
					Min	Avg	Max
<b>VLCC</b>							
310k dwt	Resale	85.00	83.00	2.4%	80.0	92.4	105.0
310k dwt	5 year old	65.00	63.00	3.2%	55.0	67.9	84.0
250k dwt	10 year old	43.00	43.00	0.0%	34.5	45.1	59.0
250k dwt	15 year old	23.00	23.00	0.0%	16.9	27.7	41.0
<b>Suezmax</b>							
160k dwt	Resale	55.50	54.00	2.8%	53.0	62.5	73.0
150k dwt	5 year old	42.50	42.00	1.2%	38.0	48.3	62.0
150k dwt	10 year old	28.00	28.50	-1.8%	24.0	33.0	44.5
150k dwt	15 year old	17.00	17.50	-2.9%	14.0	18.8	23.0
<b>Aframax</b>							
110k dwt	Resale	44.50	43.50	2.3%	39.0	48.2	57.0
110k dwt	5 year old	30.50	29.50	3.4%	27.0	35.7	47.5
105k dwt	10 year old	19.00	18.50	2.7%	16.0	23.1	33.0
105k dwt	15 year old	12.00	12.00	0.0%	8.0	13.1	20.0
<b>MR</b>							
52k dwt	Resale	34.50	33.50	3.0%	32.0	36.1	39.0
52k dwt	5 year old	24.50	24.00	2.1%	22.0	26.1	31.0
45k dwt	10 year old	17.00	17.00	0.0%	14.0	17.6	21.0
45k dwt	15 year old	10.00	10.00	0.0%	9.0	10.9	13.5

#### Price movements of 5 year old Dry Bulk assets

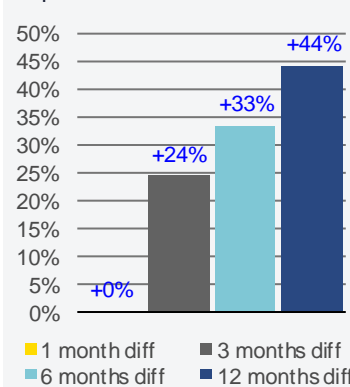
##### Capesize



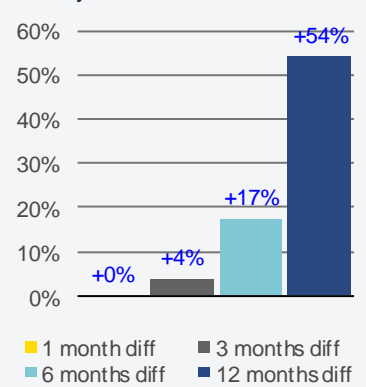
##### Panamax



##### Supramax

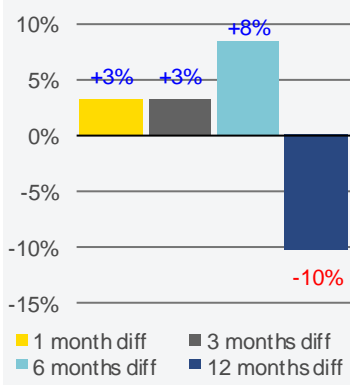


##### Handysize

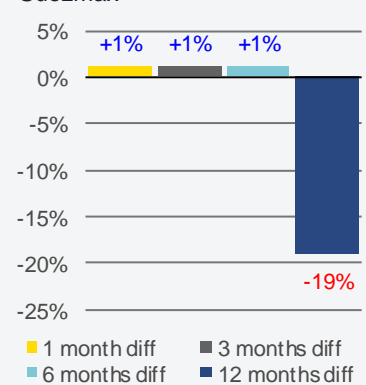


#### Price movements of 5 year old Tanker assets

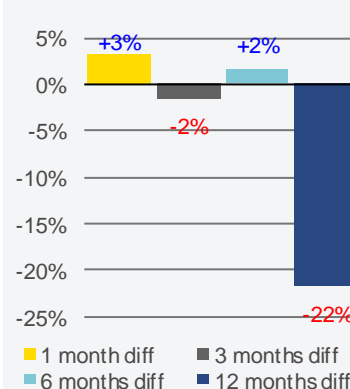
##### VLCC



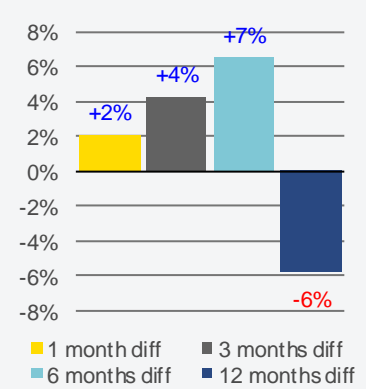
##### Suezmax



##### Aframax



##### MR





# Capital Link Shipping Weekly Markets Report

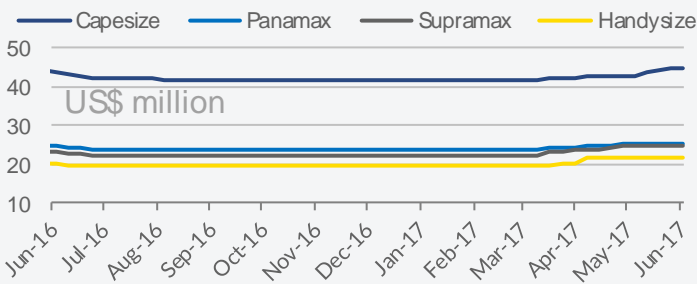


Monday, June 5, 2017 (Week 23)

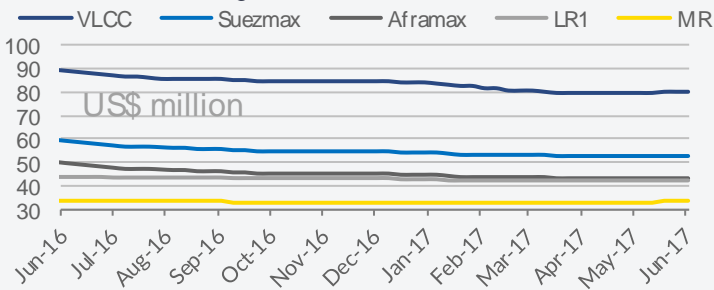
## SHIPPING MARKETS

### Newbuilding Market

Dry Bulk Newbuilding Prices

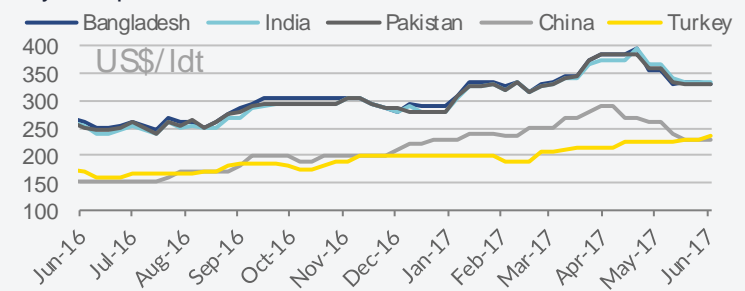


Tanker Newbuilding Prices

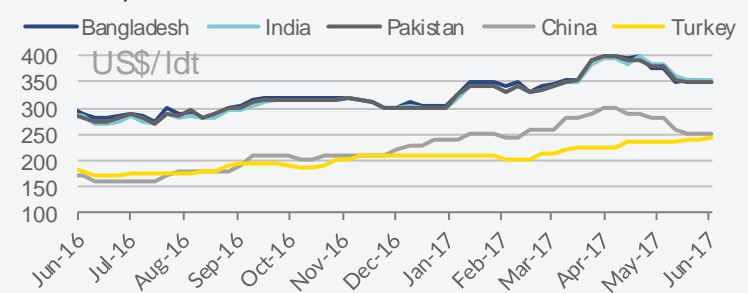


### Demolition Market

Dry Scrap Prices



Wet Scrap Prices



Indicative Dry NB Prices (US\$ million)

	02 Jun 28 Apr ±%			last 5 years		
	02 Jun	28 Apr	±%	Min	Avg	Max
<b>Dry Bulkers</b>						
Capesize (180,000dwt)	44.5	42.5	4.7%	41.8	48.3	58.0
Kamsarmax (82,000dwt)	26.0	26.0	0.0%	24.3	27.4	30.8
Panamax (77,000dwt)	25.0	25.0	0.0%	23.8	26.6	29.5
Ultramax (64,000dwt)	24.5	24.5	0.0%	22.3	25.0	28.0
Handysize (37,000dwt)	21.5	21.5	0.0%	19.5	21.5	23.5
<b>Container</b>						
Post Panamax (9,000teu)	82.5	82.5	0.0%	76.5	84.6	92.0
Panamax (5,200teu)	48.0	48.0	0.0%	48.0	54.1	63.9
Sub Panamax (2,500teu)	26.0	26.0	0.0%	26.0	30.8	38.0
Feeder (1,700teu)	21.5	21.5	0.0%	21.5	24.3	27.3

Indicative Wet NB Prices (US\$ million)

	02 Jun 28 Apr ±%			last 5 years		
	02 Jun	28 Apr	±%	Min	Avg	Max
<b>Tankers</b>						
VLCC (300,000dwt)	80.5	80.0	0.6%	80.0	92.9	101.0
Suezmax (160,000dwt)	53.0	53.0	0.0%	53.0	59.9	66.0
Aframax (115,000dwt)	43.0	43.0	0.0%	43.0	50.1	55.0
LR1 (75,000dwt)	42.0	42.0	0.0%	40.5	43.7	47.0
MR (56,000dwt)	33.5	32.5	3.1%	32.5	34.8	37.3
<b>Gas</b>						
LNG 160k cbm	188.0	190.0	-1.1%	188.0	198.8	202.0
LPG LGC 80k cbm	70.5	70.0	0.7%	70.0	74.0	80.0
LPG MGC 55k cbm	62.0	62.0	0.0%	62.0	64.8	68.5
LPG SGC 25k cbm	40.0	40.0	0.0%	40.0	43.2	46.0

Indicative Dry Prices (\$/ Idt)

	02 Jun 26 May ±%			last 5 years		
	02 Jun	26 May	±%	Min	Avg	Max
<b>Indian Sub Continent</b>						
Bangladesh	330	335	-1.5%	220	373	475
India	335	335	0.0%	225	375	500
Pakistan	330	330	0.0%	220	373	475
<b>Far East Asia</b>						
China	230	230	0.0%	110	268	425
<b>Mediterranean</b>						
Turkey	235	230	2.2%	145	239	355

Indicative Wet Prices (\$/ Idt)

	02 Jun 26 May ±%			last 5 years		
	02 Jun	26 May	±%	Min	Avg	Max
<b>Indian Sub Continent</b>						
Bangladesh	350	355	-1.4%	245	394	495
India	355	355	0.0%	250	397	510
Pakistan	350	350	0.0%	245	396	500
<b>Far East Asia</b>						
China	250	250	0.0%	120	284	445
<b>Mediterranean</b>						
Turkey	245	240	2.1%	150	249	355





# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## SHIPPING MARKETS

### First Watch: Stifel Shipping Weekly

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

**STIFEL  
NICOLAUS**

Stifel  
One Financial Plaza,  
501 North Broadway  
St. Louis, MO 63102

Phone: (314) 342-2000  
Website: www.stifel.com

Rates in \$/Day Vessel Category	Weekly Trend	6/2/2017	5/26/2017	% Change	2017 YTD
<b>Crude Tanker</b>					
VLCC	↑	\$15,417	\$10,567	45.9%	\$23,658
Suezmax	↓	\$14,365	\$18,307	(21.5%)	\$18,868
Aframax	↓	\$12,155	\$17,432	(30.3%)	\$17,077
<b>Product Tankers</b>					
Long Range	↑	\$9,302	\$9,263	0.4%	\$11,891
Medium Range	↑	\$9,942	\$8,547	16.3%	\$10,369
<b>Dry Bulk</b>					
Capesize	↓	\$11,205	\$12,893	(13.1%)	\$13,630
Panamax	↓	\$6,290	\$6,432	(2.2%)	\$9,201
Supramax	↓	\$8,236	\$8,661	(4.9%)	\$9,352
<b>Containers*</b>					
Panamax-4400 TEU	↓	\$8,500	\$10,000	(15.0%)	\$6,150
Sub-Panamax-2750 TEU	↑	\$10,000	\$9,500	5.3%	\$7,150
Handy-2000 TEU	↑	\$7,100	\$6,600	7.6%	\$6,200
LPG-82,000 cbm	↓	\$13,167	\$14,733	(10.6%)	\$18,329
LNG-160,000 cbm	↔	\$38,000	\$38,000	0.0%	\$39,455

\*Monthly data was used

Source: Clarkson Research & Astrup Fearnley

This week represents what could be the start of a fast pace of LNG developments as outlined in our note today (Several Small Steps in the LNG Market Beginning to Add Up). The most substantial announcement was probably also one of the most expected, specifically ENI and partners choosing to move forward with the 3.4 mta floating liquefaction facility in Mozambique. When paired with the Fortuna project in Equatorial Guinea, which is 2.4 mta and expected to make FID later this month, we estimate that the two projects will require nine LNG carriers once operational in 2021 and 2022, respectively. While this is less than 2% of the anticipated fleet size, further developments could add additional LNG capacity and drive transportation needs meaningfully higher, including three new Russian projects: Sakhalin II Train 3 with 4.8 mta of capacity, Baltic LNG 10.0 mta, and Arctic LNG-2 with 16.5 mta. At the same time, in the Americas, the 13.3 mta Delfin LNG project received DOE export approval. While hurdles remain for all U.S. LNG greenfield projects or brownfield expansion, we do believe that U.S. export infrastructure could easily double from what is currently producing or under construction. Also, BP announced a number of new gas field developments in Trinidad which should help slow the declines from that region. While undoubtedly things will almost certainly not go as planned, LNG projects potentially making their final investment decisions in 2017 and 2018 could drive the need for greater than 200 new LNG carriers between 2021 and 2024, driving the next major growth leg in the industry



# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## SHIPPING MARKETS

### Global Shipping Fleet & Orderbook Statistics

Cargo	Category	Fleet Size (DWT)	Orderbook (DWT)	OB/Fleet %	Average Age	% Greater than 20 yrs.
Crude	VLCC	221,612,849	30,488,820	13.8%	9.5	5.4%
	Suezmax	75,826,738	8,981,863	11.8%	9.8	7.0%
	Aframax	68,156,383	10,184,457	14.9%	10.3	8.3%
Product	LR2	35,422,732	4,332,298	12.2%	8.3	4.9%
	LR1	25,897,636	3,224,552	12.5%	9.4	2.0%
	MR	87,226,632	6,589,103	7.6%	10.0	7.9%
	Handy	3,880,118	362,838	9.4%	16.8	38.7%
Dry Bulk	Capesize	321,183,590	31,197,232	9.7%	7.5	6.9%
	Panamax	200,502,405	11,195,630	5.6%	8.7	7.5%
	Supramax	192,925,451	12,485,182	6.5%	8.3	7.6%
	Handymax	95,172,500	6,769,701	7.1%	10.4	13.9%
Containers		<b>(TEU)</b>	<b>(TEU)</b>			
	Post Panamax	131,159,539	25,735,019	19.6%	6.3	0.2%
	Panamax	62,361,843	1,532,149	2.5%	10.6	6.9%
	Handy-Feeder	53,305,508	5,160,924	9.7%	14.1	21.6%
Gas		<b>(CBM)</b>	<b>(CBM)</b>			
	LPG	23,404,545	2,688,658	11.5%	15.2	18.3%
	LNG	38,718,609	9,867,389	25.5%	10.8	12.1%

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

Source: Clarkson Research Services

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



### U.S. Driving Season(ality)

#### Does the summer still represent a high in gasoline demand?

This week's Memorial Day unofficially kicked off the annual U.S. summer driving season which typically ends on Labor Day, another holiday weekend in early September. Historically this means more driving and higher gasoline demand than during any other period of the year, because during the summer, families visit friends and relatives or go on vacation. Driving activity in this country is closely watched, because the United States still accounts for about 10% of global gasoline demand. The impact of the summer driving season on the tanker market typically comes in the form of a pickup in transatlantic gasoline movements from Europe to the U.S. East Coast (PADD 1). High refinery utilization in PADD 1, combined with high gasoline inventories muted the impact on the product tanker market in 2016. Will it be different this year?

Ultimately, gasoline demand is determined by how much (and how far) people drive. There are several factors that influence vehicle miles traveled, such as the state of the economy, the price of gasoline and the number of cars on the road. In the longer term, gasoline consumption is also influenced by another important aspect: the average fuel economy of cars. In recent years, U.S. gasoline demand has experienced an upswing, mostly attributed to an improving economy combined with low prices at the pump, culminating in an increase in vehicle miles traveled (VMT) as tracked by the U.S. Federal Highway Administration. In 2016 the U.S. experienced the largest annual increase in VMT since tracking began in 1971. In past years, the effects of VMT increases have been muted by improvements in the average fuel efficiency of cars. However, this was less the case in 2016, because consumers started buying more light trucks, sport utility vehicles and crossovers after gasoline prices started to drop. This drives down the average fuel economy.

In the short-term, further increases in gasoline demand are expected. While average retail prices for regular gasoline heading into the Memorial Day weekend were slightly higher than in 2016, they were the second-lowest prices since 2009. For the summer of 2017, the Energy Information Administration (EIA) forecasts that motor gasoline consumption in the U.S. will average 9.5 million barrels per day (mb/d), up 20,000 b/d (0.3%) compared to the summer of 2016, which was already at a record high (Figure 1).

While the demand picture looks promising, whether higher gasoline use will translate into more transatlantic product tanker movements into the U.S. East Coast also depends on domestic production and inventories, both of which are also near record levels. U.S. gasoline stocks have been trending up over the last 10 years and currently stand at 68.4 million barrels in PADD 1, at the top of the 5-year range. At the same time, U.S. East Coast refiners are running at high utilization rates (close to 90%), so, barring any unexpected outages, we do not forecast a shortfall in gasoline supplies.

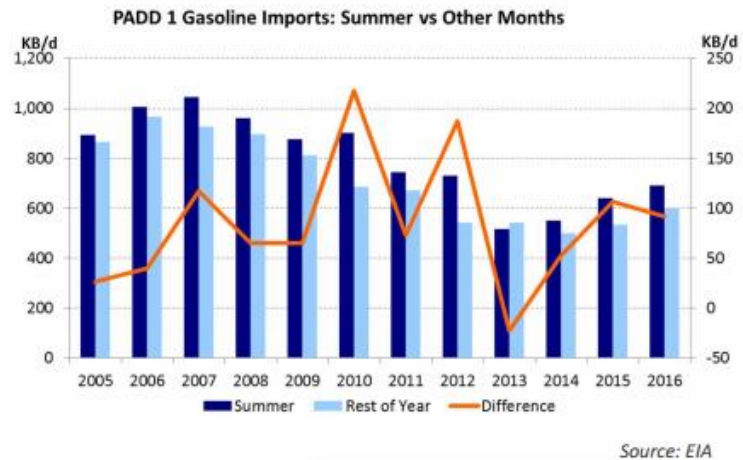
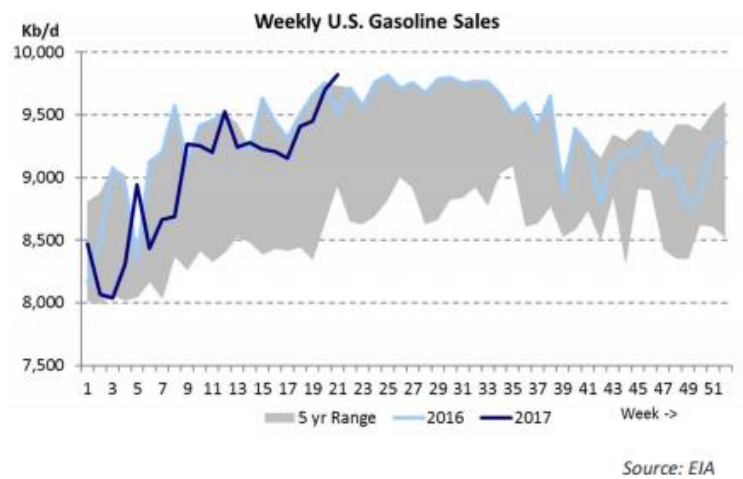
Since 2005, average annual gasoline imports into PADD 1 have been around 750,000 b/d, with the summer period (Memorial Day through Labor Day) about 100,000 b/d higher than the average for the rest of the year (805,000 b/d versus 705,000 b/d). Annual average imports approached 1 million b/d in 2006/2007 before gradually declining until they bottomed out in 2014 at 514,000 b/d. Imports into PADD 1

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Website: www.poten.com



recovered to 624,000 b/d in 2016 but data for 2017 to date indicates import levels that are about 10% lower.

For the product tanker market, strong gasoline demand in the U.S. could be a positive, but the combination of record inventories and continued high refining runs will put downward pressure on product prices and may keep the arbitrage window mostly closed. While transatlantic product tanker rates have strengthened somewhat in recent days, it is difficult to make a case for consistently higher transatlantic product tanker rates over the summer.





### Tanker Market – Weekly Highlights

**Strong Libya production growth contributing to Suezmax & Aframax demand profile, but near-term fundamentals outlook remains bleak**

Libyan crude production posted strong gains during May, rising from 700,000 b/d at the end of April to a three-year high of 800,000 b/d early during May and subsequently concluding the month at 827,000 b/d, according to the country's National Oil Company. The gains follow a restart of production at the Sahara oil field late during April after a weeks-long closure and a restart of the El Feel (Elephant) field during May after having been offline for two years. A technical issue led to a short blip in production at the Sahara field – the country's largest – during mid-month likely implies that the average production rate for the month will be lower than the headline figures suggest, but directional improvements and multiple-year highs imply a positive demand-side development for Aframax and Suezmax tankers servicing regional cargo flows.

Indeed, a fresh influx of cargoes during late May proved quite supportive of Aframax rates – if only briefly. Aframax TCEs on the MED-MED route jumped from just \$10,700/day at the start of the month to over \$25,500/day by May 24th. Contributing to the gains were modest supply gains from Ceyhan, as well as coverage of prompt cargo purchases of North Sea crude grades (during a brief Brent contango futures structure ahead of the OPEC production cut extension) which simultaneously propelled NSEA-UKC Aframax TCEs to over \$30,000/day. Suezmax rates in the same markets rallied in tandem as they have been trading at an effective floor dictated by Aframax, with \$/mt rates matching those of the smaller class. Any cheer among owners was short-lived, however, as Aframax TCEs have largely corrected: presently, the MED-MED route yields ~\$9,776/day and the NSEA-UKC route yields ~\$11,977/day.

**Little near-term optimism for Aframax owners on Suezmax competition**

The outlook for the remainder of Q2 and the start of Q3 doesn't appear particularly rosy, despite potential for Libya to yield a steadier and elevated export flow during the coming months. Natural Aframax demand in the North Sea market is set to decline m/m during June, and the July program shows the fewest loadings of 2017. Meanwhile, Ceyhan loadings are unlikely to observe much further upside following May's gains.

Adding to prospective negative pressure, Suezmaxes appear poised for a wider supply/demand imbalance in the West Africa region, which could elevate vies by Suezmax units for Aframax cargoes. Nigeria's Forcados crude stream is poised to return following repairs to the pipeline linking fields to the Forcados terminal. Though notionally positive for Suezmaxes (the traditional workhorse of West African exports) the return of Forcados could weaken regional crude differentials to Brent. This would make West African crude more attractive to Asian buyers seeking to offset a lack of supply growth in the Middle East due to extended OPEC production cuts with purchases elsewhere, thereby supporting VLCCs at the expense of Suezmaxes. On a YTD y/y basis, VLCC demand in West Africa has grown by 28% while Suezmax demand has shrunk by 25%.

Meanwhile, both the Aframax/LR2 and Suezmax fleets are grappling with extraordinarily high net fleet growth rates as a massive newbuilding

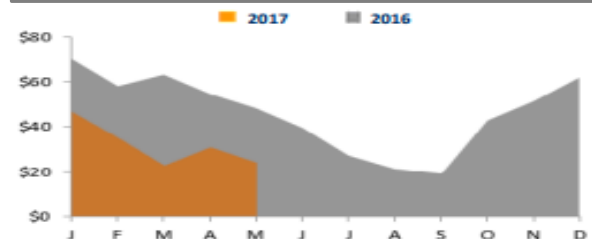
Contributed by

**Charles R. Weber Company, Inc.**

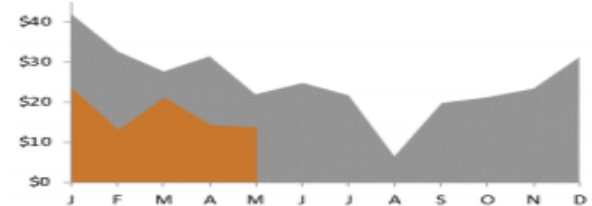


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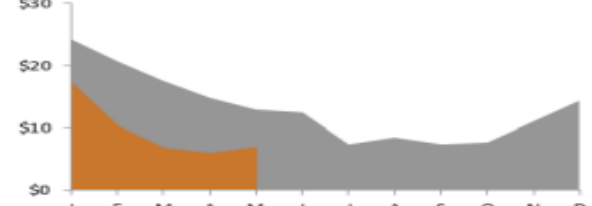
**VLCC Average Earnings**      **MTD Average ~\$23,990/Day**      **Month y/y ▼ -51%**



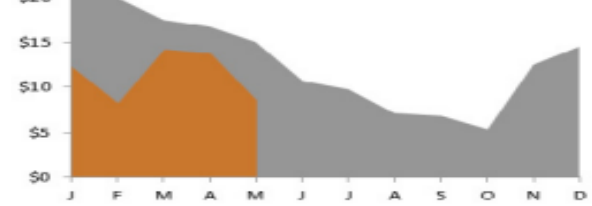
**Suezmax Average Earnings**      **MTD Average ~\$14,243/Day**      **Month y/y ▼ -35%**



**Aframax Average Earnings**      **MTD Average ~\$13,171/Day**      **Month y/y ▼ -46%**



**Panamax Average Earnings**      **MTD Average ~\$6,850/Day**      **Month y/y ▼ -47%**



**MR Average Earnings**      **MTD Average ~\$8,547/Day**      **Month y/y ▼ -43%**





# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## SHIPPING MARKETS

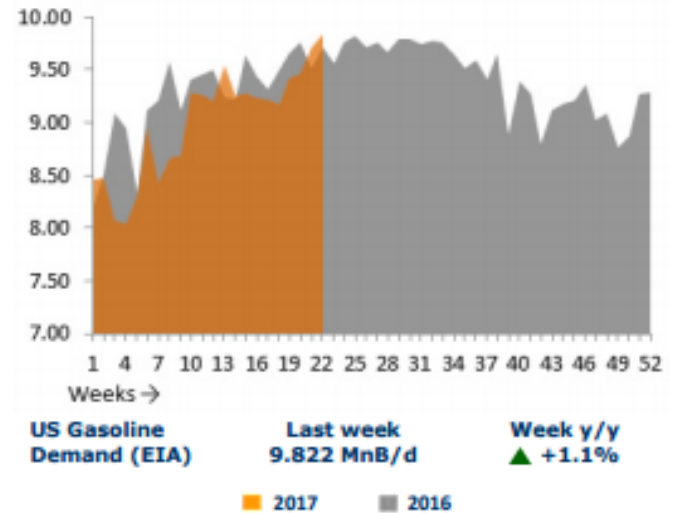
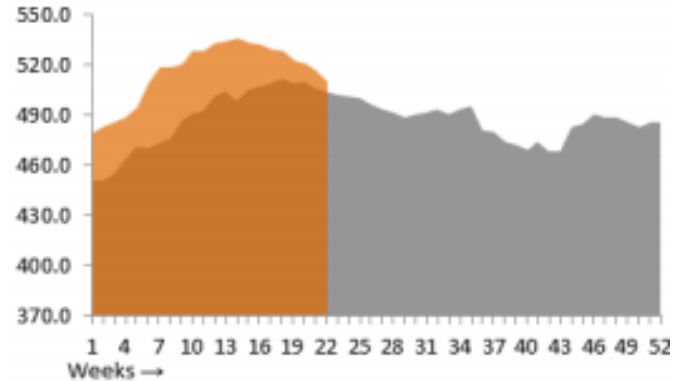
### Tanker Market – Weekly Highlights

delivery program is ongoing amid limited phase-outs of older units. The Aframax/LR2 fleet is has expanded by 2.7% YTD and is projected to conclude the year with a net annual growth rate of 6.9% for 2017 while the Suezmax fleet has expanded by 5.4% YTD and is projected observe a net annual growth rate of 10.0%. Moreover, the majority of this year's newbuildings have yet to enter the Atlantic basin. Our analysis of AIS and fixture data shows that the average Suezmax newbuilding does not appear in the West Africa market for 95 days after delivery – and of the 26 Suezmax units delivered since 1 Jan, just five have traded cargoes from West Africa so far. To put the volume of recently delivered units that have yet to enter the region into perspective, there are around 10 spot market-serviced Suezmax loadings and 17 total Suezmax loadings in West Africa, per week.

Spot Market	WS/S	TCE	WS/S	TCE
<b>VLCC (13.0 Kts L/B)</b>		<b>26-May</b>		<b>2-Jun</b>
AG>USG 280k	24.0	\$(1,281)	26.0	\$956
AG>USG/CBS>SPORE/AG	--	\$21,940	--	\$22,138
AG>SPORE 270k	50.0	\$16,847	55.0	\$21,085
AG>JPN 265k	47.0	\$16,720	50.0	\$19,488
AG>CHINA 270k	50.0	\$16,417	55.0	\$20,816
WAFR>CHINA 260k	52.5	\$20,057	53.0	\$21,120
CBS>SPORE 270k	\$3.30m	--	\$3.10m	--
<i>VLCC Average Earnings</i>		\$17,929		\$20,613
<b>SUEZMAX (13.0 Kts L/B)</b>				
WAFR>USG 130k	85.0	\$18,898	75.0	\$15,265
WAFR>UKC 130k	90.0	\$16,007	80.0	\$12,595
BSEA>MED 140k	90.0	\$13,032	77.5	\$6,869
CBS>USG 150k	75.0	\$17,955	70.0	\$15,402
<i>Suezmax Average Earnings</i>		\$17,588		\$13,554
<b>AFRAMAX (13.0 Kts L/B)</b>				
N.SEA>UKC 80k	120.0	\$30,046	97.5	\$11,977
AG>SPORE 70k	102.5	\$9,333	100.0	\$8,941
BALT>UKC 100k	100.0	\$24,186	75.0	\$11,034
CBS>USG 70k	137.5	\$16,993	112.5	\$10,049
MED>MED 80k	120.0	\$17,108	97.5	\$9,776
<i>Aframax Average Earnings</i>		\$19,377		\$10,332
<b>PANAMAX (13.0 Kts L/B)</b>				
CBS>USG 50k	120.0	\$2,140	120.0	\$2,500
CONT>USG 55k	115.0	\$7,722	115.0	\$8,130
ECU>USWC 50k	147.5	\$10,204	147.5	\$10,761
<i>Panamax Average Earnings</i>		\$6,837		\$7,248
<b>LR2 (13.0 Kts L/B)</b>				
AG>JPN 75k	84.5	\$5,577	89.0	\$6,806
AG>UKC 80k	\$1.40m	\$5,923	\$1.40m	\$6,354
MED>JPN 80k	\$1.60m	\$7,261	\$1.58m	\$7,434
AG>UKC/MED>JPN/AG	--	\$7,712	--	\$12,387
<i>LR2 Average Earnings</i>		\$6,282		\$8,665
<b>LR1 (13.0 Kts L/B)</b>				
AG>JPN 55k	98.0	\$4,853	109.5	\$6,952
AG>UKC 65k	\$1.07m	\$2,941	\$1.06m	\$4,087
UKC>WAFR 60k	101.5	\$1,587	103.0	\$2,201
AG>UKC/UKC>WAFR/AG	--	\$7,712	--	\$8,750
<i>LR1 Average Earnings</i>		\$6,282		\$7,851
<b>MR (13.0 Kts L/B)</b>				
UKC>USAC 37k	147.5	\$8,904	150.0	\$9,619
USG>UKC 38k	90.0	\$1,312	115.0	\$5,299
USG>UKC/UKC>USAC/USG	--	\$9,532	--	\$13,005
USG>CBS (Pozos Colorados) 38k	\$350k	\$7,200	\$450k	\$14,234
USG>CHILE (Coronel) 38k	\$975k	\$10,222	\$1.20m	\$17,028
CBS>USAC 38k	130.0	\$8,200	140.0	\$10,085
<i>MR Average Earnings</i>		\$9,007		\$11,619
<b>Handy (13.0 Kts L/B)</b>				
MED>EMED 30k	146.5	\$11,274	137.0	\$9,273
SPORE>JPN 30k	135.0	\$4,760	131.0	\$4,447
<i>Handy Average Earnings</i>		\$7,237		\$6,185

Average Earnings weighted proportionally to regional activity share of each size class' worldwide market.

Time Charter Market \$/day (theoretical)	1 Year	3 Years
<b>VLCC</b>	\$27,000	\$29,000
<b>Suezmax</b>	\$18,500	\$19,000
<b>Aframax</b>	\$15,000	\$17,000
<b>Panamax</b>	\$13,000	\$14,000
<b>MR</b>	\$13,500	\$14,500
<b>Handy</b>	\$12,000	\$13,000





### Tanker Market – Weekly Highlights

#### VLCC

VLCC rates remained in negative territory through much of the week on the back of the wide supply/demand imbalance that prevailed from the conclusion of the May Middle East program through the first decade of the June program. Adding to negative pressures, disadvantaged units continued to oscillate around 50% of both available positions and concluded fixtures. However, by the close of the week, a modest rebound materialized as demand in the Middle East market improved for a fourth consecutive week, jumping 25% w/w to a 12-week high while the West Africa market also observed a four-consecutive weekly demand gains, rising by two fixtures to an eight week high of nine. Meanwhile, the Middle East market's supply/demand imbalance has been progressively narrowing as the June program progresses as units employed by the late-April/early-May surge in West Africa demand remain off position lists due to their longer employment duration.

We note that through the end of the June Middle East program's second-decade, there are four cargoes remaining against 17 available units. Accounting for likely West Africa draws thereof, surplus tonnage at the end of the decade is likely to stand at around ten units. Through the end of the June program, there are a likely 40 cargoes remaining against which there are 52 units available; factoring for likely West Africa draws, the end-June surplus could narrow to the considerably low tally of just two to four units, accordingly. Though we note that hidden tonnage is likely to increase the end-month surplus at least modestly, it is apparent that fundamentals have improved markedly: at the conclusion of the May Middle East program, surplus tonnage stood at a near three-year high of 25 units. Our modeling of the supply/demand balance (using the comparatively more certain second decade surplus and factoring for the high proportion of disadvantaged units and potential ballasts to West Africa from the Caribbean basin) suggests that AG-FEAST TCEs should rise to around the \$34,000/day level. TCEs on these routes are presently yielding around \$20,000/day on average, implying that the market could be poised for substantial rate gains during the upcoming week. Further forward, if hidden tonnage proves low and West Africa demand remains elevated, we would not be surprised to see TCEs extend gains sizably.

#### Middle East

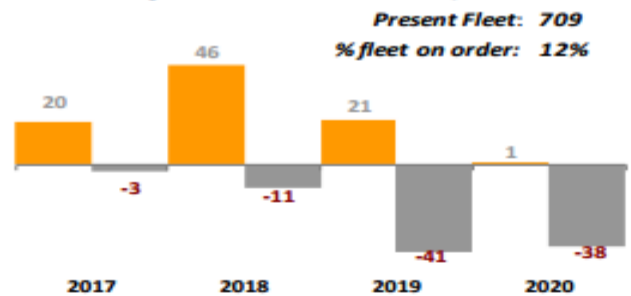
Rates on the AG-JPN route concluded the week with a gain of 3 points to ws50 (having earlier fallen to ws46) with corresponding TCEs gaining 17% to conclude at ~\$19,488/day. Rates to the USG via the Cape gained two points to conclude at ws26, after touching a low of ws23 earlier. Triangulated Westbound trade earnings rose by 1% to a closing assessment of ~\$22,138/day.

#### Atlantic Basin

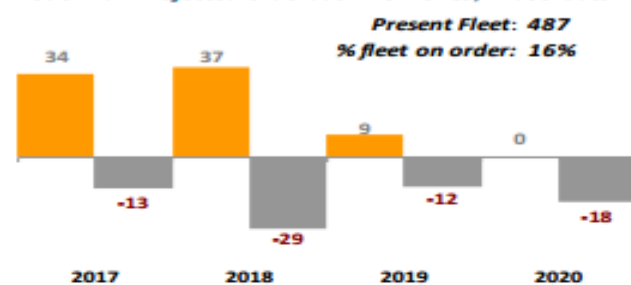
Rates in the West Africa market appear to be at their usual lag of those in the Middle East. The WAFR-FEAST routes were unchanged at ws53 with corresponding TCEs gaining 5% (as a function of lower bunker prices) to conclude at ~\$21,120/day.

The Caribbean market observed limited demand this week, allowing regional rates to continue to test fresh YTD lows. The CBS-SPORE route shed \$200k to conclude at \$3.1m lump sum. Regional rates appear to now be at a floor as rising sentiment in alternative markets and the rising associated option for USG/CBS positions to ballast to West Africa (which the market has already observed) will require local cargoes to compete more aggressively for tonnage.

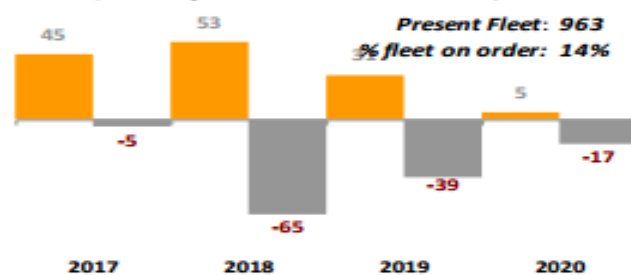
VLCC Projected Orderbook Deliveries/Phase-Outs



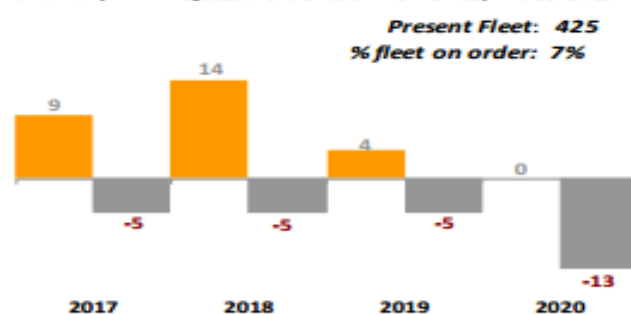
Suezmax Projected Orderbook Deliveries/Phase-Outs



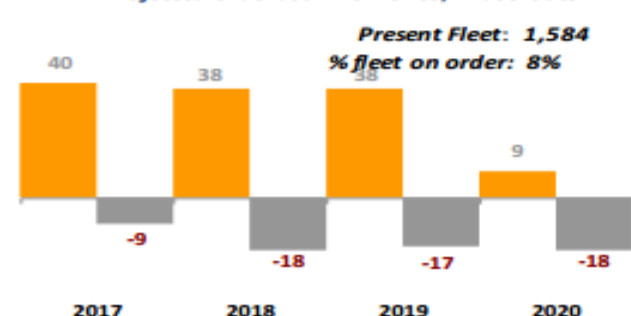
Aframax/LR2 Projected Orderbook Deliveries/Phase-Outs



Panamax/LR1 Projected Orderbook Deliveries/Phase-Outs



MR Projected Orderbook Deliveries/Phase-Outs





### Tanker Market – Weekly Highlights

#### Suezmax

Suezmax rates in a number of markets were correcting this week from last week's rally as an ongoing function of Aframax rates. The Suezmax rally was, in our view, a function of rising Aframax rates – and we note that \$/mt freight levels for Suezmaxes have been hovering around the same levels as those for Aframaxes in markets where Suezmaxes compete for Aframax cargoes, accordingly.

As a function of this, Suezmax rates in the West Africa market were buoyed last week, but this reversed this week as regional rates returned to negative territory. The trend was aided further by recent VLCC demand gains, which have left fewer cargoes for Suezmaxes. There were just six fixtures reported this week, off 40% w/w to a nine-week low. Rates on the WAFR-UKC route shed ten points to conclude at ws80. Though June's final decade could yield more Suezmax cargoes than the month's first two decades, rates appear likely to commence the upcoming week with further losses. Thereafter, rates should steady on the stronger demand.

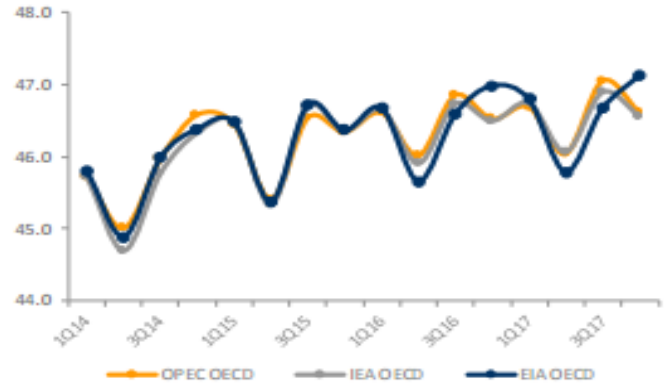
#### Aframax

Aframax rates were softer across all markets this week. Rates in the North Sea and Mediterranean regions corrected from last week's rally to unsustainable highs as dictated by the supply/demand positioning. The earlier rally was, in our view, largely a kneejerk reaction to a small number of distressed cargoes fixing at premium rates and stronger crude exports from Libya and Ceyhan. Meanwhile, in the Caribbean market, fixture activity this week was nearly half of last week's tally, which was at a one-month high. Just 11 fixtures were reported this week, marking a three-week low. Rates on the CBS-USG route shed 25 points to conclude at ws112.5. Fresh demand strength during the upcoming week could stem the pace of rate erosion; however, failing that, outward ballasts do not appear to be an option given that benchmark TCEs across all western markets are trading in a narrow band between \$9,800/day and \$12,000/day with those on the CBS-USG route standing at ~\$10,049/day.

#### MR

Rates in the USG MR market strengthened this week, in line with last week's strong demand profile and sustained reduction of available tonnage relative to YTD norms. The rate trend was in line with a usual one-week lag between changes to the market's supply/demand positioning and corresponding rate movements. A total of 30 fixtures were reported this week, off 32% w/w (though adjusted for the shorter work week, the w/w reduction was smaller at 15%). Of this week's tally, voyages to Europe accounted for five (+1, w/w), voyages to Latin America and the Caribbean accounted for 21 (-15, w/w), and the remainder were bound for alternative destinations or have yet to be determined. Rates on the USG-UKC route rose by 25 points to a six-week high of ws115 while the USG-CBS route added \$100k to conclude at \$450k and the USG-Chile route added \$225k to conclude at \$1.20m. Despite this week's slower demand, the two-week forward view of available tonnage shows just one more unit than a week ago with 37 units. This compares a YTD and 52-week average which both stand at 42 units. On this basis we expect that rates will remain elevated during the upcoming week (particularly in light of a modest pullback of ex-UKC rates at the close of the week from earlier high levels, which may induce resistance to lower rates on the USG-UKC route which should be supportive of all ex-USG routes).

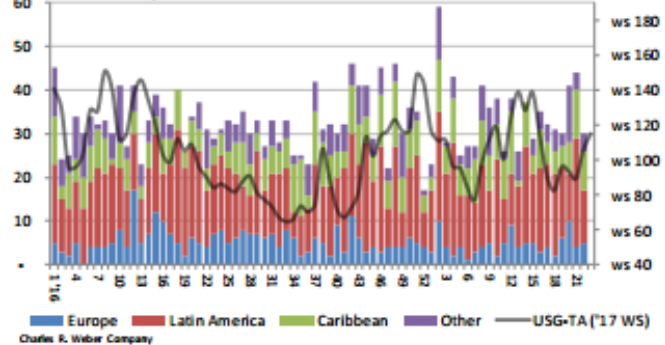
Projected OECD Oil Demand



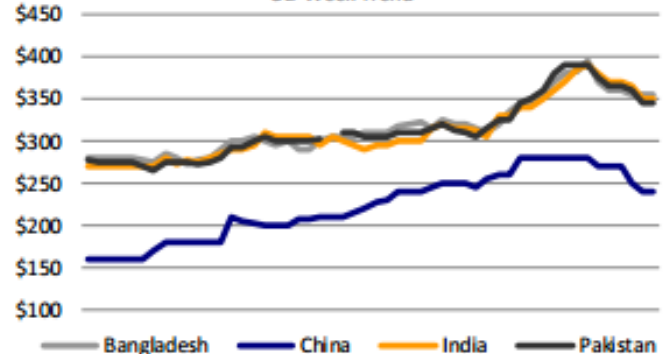
Projected World Oil Demand



Weekly Ex-USG MR Fixtures vs. 38 kMT USG-UKC Rates



Tanker Demolition Values (\$/ldt)  
52-Week Trend







### Weekly Gas Report

#### Challenging LPG trading conditions

May turned quite a contrast to the previous month. The heavy US export program seen in the first four months this year had clearly been excessive as propane inventories dwindled to just under 40 million barrels, levels last seen some three years ago when the US export program was a lot smaller. This year inventories continued to reduce through the whole of April, over a month later than normal as stock building tend to start in the first half of March. May cancellations have allowed US prices to ease slightly as stocks have been rebuilding, but so far still not enough to open the arbitrage of spot cargoes to overseas. Hence, more substantial stockbuilding will be needed ahead to make US prices attractive abroad. US production will be key, but output is up by only 50 kb/d over the last 12 months to 1.8 mb/d.

The oil price dipped by 5% following the May 25th OPEC meeting as some players were disappointed having expected more severe cuts in output. This has softened the LPG com-pound in Asia making US propane even less attractive. With Middle East Gulf LPG production restricted by the OPEC crude cuts Saudi Aramco decided to roll over the May CP to June with propane and butane at US\$ 385 and 390 respectively.

#### The LPG Shipping market

The VLGC market has been under continued pressure throughout the month of May and the Baltic Index dropped by US\$6 pmt. Consequently, TC equivalent earnings have reduced from about US\$ 630,000/month early in the month to just under US\$ 400,000/month moving into June. Some spot market activity out of the Middle East Gulf in mid-month was insufficient to lend new support. In the West the spot market has been quiet. We expect that trading conditions will remain challenging for the rest of the year unless we see a notable increase in traded volumes.

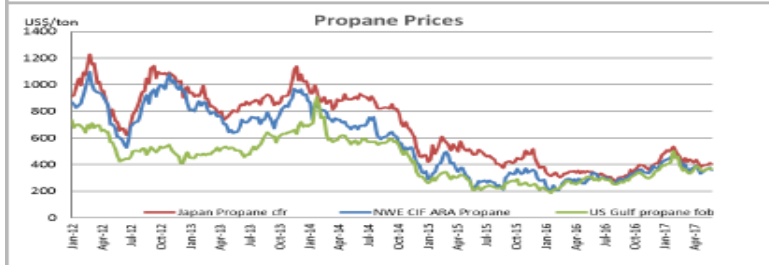
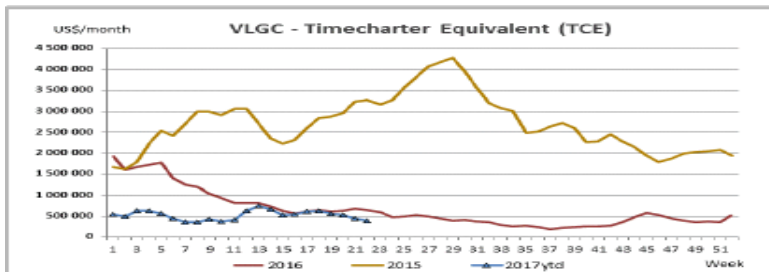
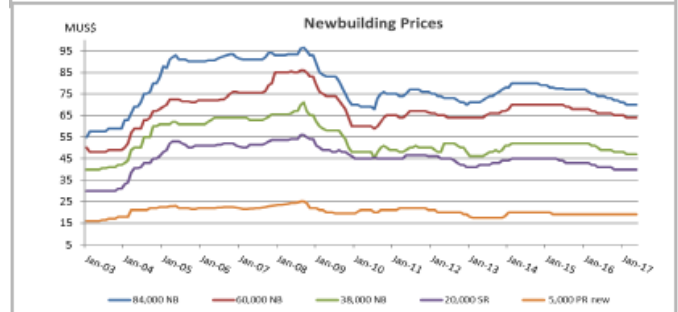
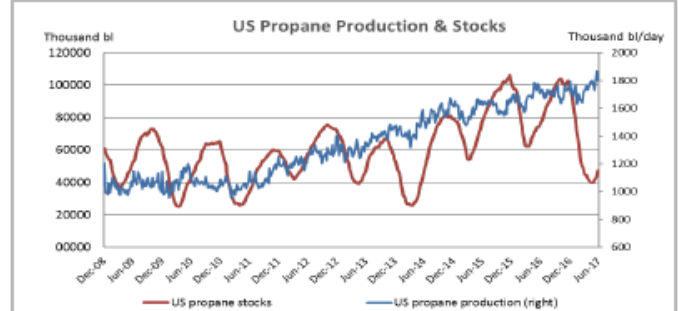
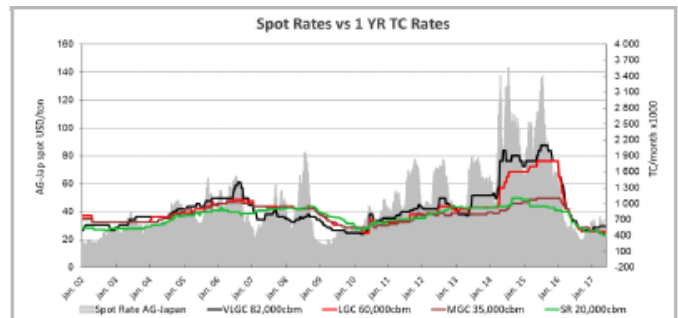
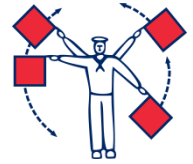
The Midsize and Handysize markets remained slow with a build up of prompt ships in the Atlantic and East of Suez. Some propylene cargoes were shipped from the US Gulf to Europe on Handy ships, but this did little to reduce the list of idle ships.

The Coaster market has been quite stable, but the large Coasters continue to see competition from Handy ships.

Contributed by  
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# Capital Link Shipping Weekly Markets Report



Monday, June 5, 2017 (Week 23)

## SHIPPING MARKETS

### Dry/Wet & TC Rates

Contributed by  
**Alibra Shipping Limited**

35 Thurloe Street  
South Kensington  
London, SW7 2LQ



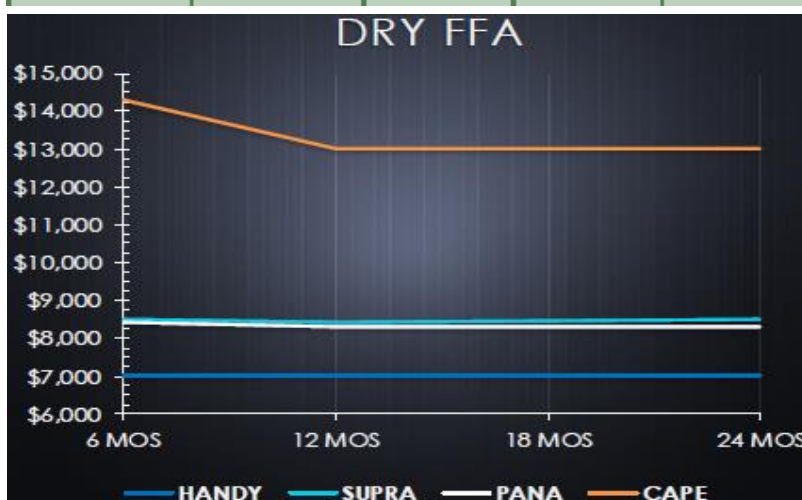
Phone: +44 020 7581 7766  
Website: www.alibrashipping.com

#### DRY TIME CHARTER ESTIMATES\* (pdpr)

SIZE	6 MOS		1 YR		2 YR	
	ATL	PAC	ATL	PAC	ATL	PAC
HANDY (32k dwt)	↔ 7,500	↔ 6,750	↔ 7,750	↔ 7,250	↔ 7,900	↔ 7,700
SUPRA (56k dwt)	▲ 10,350	↔ 8,000	↔ 10,000	↔ 9,250	↔ 9,600	↔ 9,400
ULTRA (62k dwt)	▲ 10,650	↔ 8,600	↔ 10,500	↔ 9,750	↔ 9,800	↔ 9,700
PANA/KMAX (76k-82k dwt)	↔ 9,500	↔ 8,000	↔ 9,500	↔ 9,000	↔ 10,100	↔ 9,900
CAPE (170k dwt)	▲ 15,000	▲ 15,000	▲ 15,600	▲ 15,600	↔ 15,500	↔ 15,500

**Dry comment:** Falling freight rates of late have been attributed to both Western and Eastern holidays as well as poor weather in the Indian Ocean and Australian coasts. The period market has remained steady with Cape's up for 12 months to around \$15,600/pdpr. Panamax Atlantic 6 months can achieve \$9,500/pdpr and for Pacific delivery \$8,000/pdpr. Supra 6 months can achieve \$10,350/pdpr in the Atlantic and \$8,000/pdpr for Pacific delivery.

FFA DRY				
	HANDY	SUPRA	PANA	CAPE
6 MOS	7,000	8,500	8,400	14,300
12 MOS	7,000	8,400	8,300	13,000
24 MOS	7,000	8,500	8,300	13,000



**DRY FFA:** Cape 6 and 12 month rates have fallen \$400 to \$13,900 and \$12,600. All other sizes are up across all periods by around \$100-200 respectively.

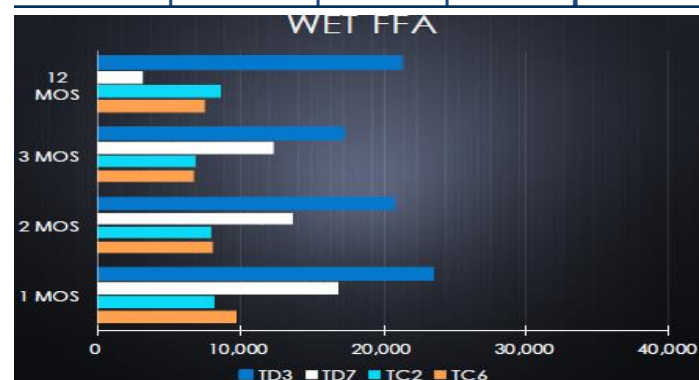
**WET FFA:** TD3 is down across the board for 1,2, 3 and 12 mos paper. TD7 while it's going down for short period, is showing a big upturn for 12 mos reaching \$11,800.

#### TANKER TIME CHARTER ESTIMATES\* (pdpr) - Non-Eco tonnage

SIZE	1 YR	2 YR	3 YR	5 YR
HANDY (40dwt)	↔ 11,750	↔ 12,000	↔ 13,000	↔ 13,750
MR IMO3	▲ 12,850	↔ 13,000	↔ 14,500	↔ 15,500
LR1	↔ 13,000	↔ 13,500	↔ 15,000	↔ 17,000
LR2 (115 dwt cpp & dpp)	▲ 15,500	↔ 16,000	↔ 18,000	↔ 19,500
AFRA (115dwt)	↔ 15,500	↔ 16,000	↔ 17,500	↔ 19,000
SUEZ	▲ 19,000	↔ 19,500	↔ 21,000	↔ 21,000
VLCC	↔ 29,000	↔ 28,500	↔ 30,000	↔ 30,000

**Tanker Comment:** In the latest medium-term Oil Market Report published by the IEA, there are optimistic forecasts that the oil market will be gradually tightening due to lower upstream investments and growing oil demand. Moreover, there are reports showing investments in new production capacity have started to improve this year, after 2 years of significant declines: a 25% decline in 2015 and 26% decline in 2016. In the shipping markets no big changes have been observed. CPP LR2 rates reached low's that has not been seen since 2013 which is a signal that we might have reached the lowest level of the cycle.

WET FFA				
	TD3	TD7	TC2	TC6
1 MOS	18,300	10,300	7,100	9,000
2 MOS	18,100	10,900	6,700	9,800
3 MOS	15,000	10,850	5,800	7,400
12 MOS	16,600	11,800	6,500	8,450





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