

# Weekly Market Report

Sale & Purchase | Newbuilding | Secondhand | Demolition | Chartering

Week 21 | Tuesday 1st June 2010

## Broker's insight

### by Constantinos Goudis

During the preceding months, the ferry papers were dominated by reports of low traffic volumes as a result of the ongoing financial crises, disappointing financial results and increasing fuel prices. North European ferry operators, however, were very much assisted, by the disruptions in air transport due to the fallout of ashes from a volcanic eruption in Iceland. For more than 10 days, cancelled flights from and to major airports in Europe left many passengers stranded and forced them to choose alternative routes home. This boosted ferry traffic volumes mainly in the Baltic corridors, whilst additional ships and staff were called in to cope with the increased traffic.

On the South side of Europe, in Greece, most ferry operators are under heavy pressure from the low traffic volumes and negative financial results, after the reported decline of about 20 pct (from 2009) in volumes on domestic routes during the Easter break. Most operators have been whispering that this year is going to be worse than 2009 due to the ongoing crisis (especially in Greece) and increasing operating costs, however they have kept themselves active in all sorts of areas. In a continuous search for profitable routes, it is expected that competition will heat up during the coming summer season.

Sententiously, Hellenic Seaways had announced a newbuilding program amounting to Euro 120.0 mill for two day ferries at 'E Navais Viana do Castelo', Portugal with delivery date for the first vessel during 2012. They have also purchased from 'Acciona Trasméd' the 2000 built/96 mtr/880 pax/260 cars/37 knots Incat built car passenger catamaran 'Milenium' which will be deployed domestically.

During the same period, NEL Lines has reshuffled their cards to expand their businesses. To this effect, they have chartered out the high speed monohull 'Aeolos Kenteris I' to 'SNCM' of France for a period of 7 months. As a replacement, they have BB chartered the N/C/P/F 'European Express' and the RORO 'SHUTTLE' which is now under refit for her new trade between Piraeus and Dodekannisa - in a "head to head" competition with the Hellenic Seaways 'Nissos Rodos' ex 'Hellenic voyager'.

We couldn't, of course, fail to mention the increased activity in the demolition market where the roro 'Hellenic Carrier' owned by Hellenic Seaways, the roro 'Baltic Eager' owned by 'Jay Management' and the ferry 'Siren' owned by 'Ventouris Ferries' were all sold to Indian breakers. The 'Tor Belgia' owned by 'Eidsiva RoRo KS' was redelivered from her charter back in April and in lack of suitable business or further trading buyers, the owners have decided to send her to her final destination - to India based Buyers. The same example was followed by the owners of the RoRo 'Silkeborg' which was also sold to Indian breakers after she was repositioned to Muscat.

Turkish breakers have also been kept busy. The 'Maria G' owned by 'Med Link Lines' and the roro 'Fast Independence' were sold for demolition to Aliaga based buyers. It is also rumoured that both the 'Tor Humbria' and the 'Tor Minerva' will soon be heading towards Aliaga scrap yards although it is not confirmed yet.

## Chartering (Wet: **Soft-** / Dry: **Stable-** )

The main interest this week in the Dry bulk market has been the explosive increase in rates noted by Capes early on through a combination of increased demand from the coal trade which was faced by a tight tonnage list in the Atlantic. This increase however, looked to have had little effect on the smaller size groups which continued to see rates soften. The BDI today (01/06/2010) closed at 4,074 points, a decrease of 4 points compared to Friday's (28/05/2010) closure, and a drop of 113 points compared to last Tuesday's levels (25/05/2010). Tankers were unable to see any change in market conditions this week as rates continued to fall noticeably across the board. The BDTI, Friday (28/05/2010), was at 962, 152 points down and the BCTI at 680, down by 32 points from last Friday's levels (21/05/2010).

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

Activity seemed to pick up this week in both the Wet and Dry markets with prices continuing to firm considerably. On the Tanker side, notable was the purchase of the two Aframax resales, the 'Tsuneishi Tadotsu 1421' (107,500dwt-bltd 10 Japan) and the 'Tsuneishi Tadotsu 1420' (107,500dwt-bltd 10 Japan) by Turkish owners Palamali Shipping for a reported firm \$ 57.85m each. With regards to dry bulkers, worth mentioning this week is the sale of the very modern capesize 'Caecilie Bulker' (179,362dwt-bltd 09 S.Korea) which was reported at a very firm price of \$ 71.0m by Chinese buyers.

## Newbuilding (Wet: **Firm+** / Dry: **Firm+** )

Supported by the strong second hand market, the newbuilding market continues to see firm levels of activity despite the continual rise in prices. In an effort to pass their cost increases onto the buyers, shipyards are expected to push prices even higher during the summer months. It stands to reason, therefore that we will continue to see ship owners scramble to secure the remaining early slots at current price levels. Most notable this week was the 12 Ship order placed by Solomon Financial group through its newly established newbuilding fund 'Blue Marine' at several South Korean yards at a total cost of \$ 500m.

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

The demo market looks to have stabilized for now as ship owners look to be holding back for better levels hoping to see prices firm once again. With the Bangladesh market still remaining effectively closed we are unlikely to see any upturn in the market soon. Prices for wet tonnage are still in the 350-400\$/ldt range, while dry units remain at around 310-350\$/ldt.

For any further queries please do not hesitate to contact our Research Department.

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Spot Rates								
Vessel	Routes	Week 21		Week 20		±%	2q2010	2q2009
		WS points	\$/day	WS points	\$/day		\$/day	\$/day
VLCC	265k AG-JAPAN	70	42,158	70	41,170	0%	54,691	22,675
	280k AG-USG	48	22,797	50	24,001	-5%	30,781	13,380
	260k WAF-USG	88	62,746	93	66,144	-5%	63,481	34,478
Suez max	130k MED-MED	125	52,297	150	68,682	-17%	46,186	27,311
	130k WAF-USAC	108	33,899	143	52,593	-25%	36,119	22,381
	130k AG-CHINA	120	40,658	120	39,289	0%	35,216	21,759
Aframax	80k AG-EAST	140	24,847	145	25,510	-3%	17,724	11,209
	80k MED-MED	155	36,720	250	72,910	-38%	28,343	17,194
	80k UKC-UKC	135	38,241	173	61,046	-22%	32,763	12,814
Clean	70k CARIBS-USG	155	25,403	183	32,584	-15%	20,580	10,544
	75k AG-JAPAN	133	19,055	135	19,281	-2%	12,200	8,363
Dirty	55k AG-JAPAN	140	13,411	150	15,324	-7%	11,196	6,582
	37K UKC-USAC	140	7,846	153	9,379	-8%	9,770	8,931
	30K MED-MED	150	15,108	160	17,324	-6%	17,631	6,844
Dirty	55K UKC-USG	148	19,420	163	22,538	-9%	18,593	13,507
	55K MED-USG	148	17,436	163	20,388	-9%	16,458	12,181
	50k CARIBS-USAC	128	11,462	170	20,531	-25%	17,110	11,016

TC Rates							
\$/day		Week 21	Week 20	±%	2010	2009	2008
VLCC	300k 1yr TC	43,500	43,500	0.0%	39,798	39,850	73,750
	300k 3yr TC	40,500	40,500	0.0%	36,819	37,700	58,800
Suez max	150k 1yr TC	32,500	32,500	0.0%	27,417	30,850	47,350
	150k 3yr TC	27,500	27,500	0.0%	25,819	29,300	41,100
Aframax	105k 1yr TC	19,750	19,500	1.3%	18,881	20,350	35,950
	105k 3yr TC	20,750	20,500	1.2%	19,307	20,900	30,700
Panamax	70k 1yr TC	17,500	16,500	6.1%	16,774	19,650	29,450
	70k 3yr TC	18,000	17,500	2.9%	17,379	20,200	26,700
MR	45k 1yr TC	13,500	13,500	0.0%	13,369	15,450	23,650
	45k 3yr TC	14,500	14,500	0.0%	13,748	16,100	22,500
Handy size	36k 1yr TC	12,000	12,000	0.0%	11,060	13,950	22,150
	36k 3yr TC	12,250	12,250	0.0%	11,010	14,200	20,600

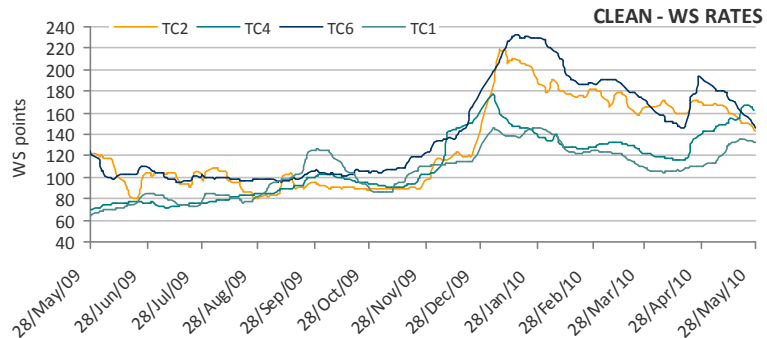
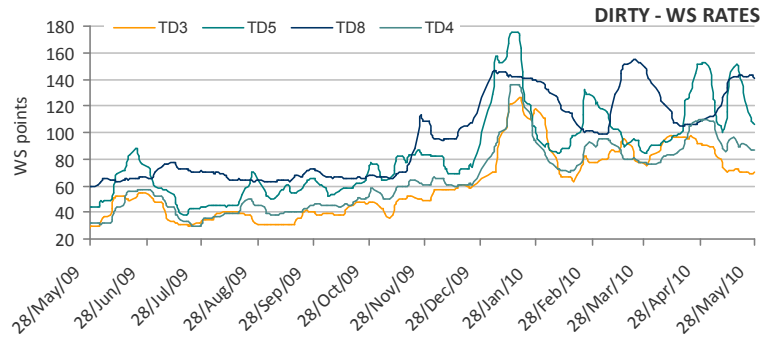
**Chartering**

Demand for VLCCs remained fairly weak with most activity in the MEG this week coming from Singapore and China. Rates for Easternbound fixtures from MEG remained stable at WS 70 levels, while the small amount of concluded Westbound fixtures had a negative effect on sentiment, leaving rates to drop to WS 48

Suezmaxes saw good levels of activity in the WAF market in the start of the week, however with hardly any fresh inquiries surfacing and tonnage list on the rise, sentiment turned fairly quickly for the worse pushing rates down by about 25% compared to last week. With lack of support from the WAF, Black Sea and Med markets continued to soften considerably.

With activity dropping, Aframaxes began to see a correction in rates across all routes. Big drops were noticed in Med and Black Sea rates which fell from their very high levels of WS 250 down by 38% to WS 155, as well as cross North Sea routes as scheduled maintenance work for several refineries pushed demand down considerably.

Indicative Period Charters	
- 3/4 mos - 'Maritime Jewel' 2000 299,000dwt - \$55,000-57,500/day - Hetco	
- 2/3 mos - 'BW Utah' 2001 280,000dwt - \$57,500/day - BP	



Indicative Market Values (\$ Million) - Tankers							
Vessel 5yrs old		May-10	Apr-10	±%	2010	2009	2008
VLCC	300KT DH	88.0	82.8	6.3%	82.3	84.3	147.8
Suezmax	150KT DH	63.4	63.0	0.6%	60.8	59.2	97.6
Aframax	105KT DH	44.0	44.0	0.0%	43.7	43.2	72.9
Panamax	70KT DH	39.3	38.8	1.2%	37.6	37.5	59.0
MR	45KT DH	26.8	25.6	5.0%	25.5	29.2	50.4

**Sale & Purchase**

Activity seemed to pick up this week especially for resale units with several deals concluded this week.

Most notable was the reported enbloc purchase of four VLCCs, namely the 'Crudestar' (318,692dwt-blt 03 S.Korea), the 'Crudemed' (317,550dwt-blt 10 S.Korea), the 'Crudesun' (306,543dwt-blt 07 S.Korea), the 'Crudesky' (306,506dwt-blt 07 S.Korea) and the 'Crude Progress' (305,796dwt-blt 02 S.Korea) along with the two suezmax resales, the 'Hyundai Samho S431' (164,925dwt-blt 11 S.Korea) and the 'Hyundai Samho S430' (164,925dwt-blt 11 S.Korea) by US-listed General Maritime for a reported excess \$ 600.0m enbloc, subject to a follow-on share offering.

Also worth mentioning is the purchase of the two aframax resales, the 'Tsuneishi Tadotsu 1421' (107,500dwt-blt 10 Japan) and the 'Tsuneishi Tadotsu 1420' (107,500dwt-blt 10 Japan) by Turkish owners Palmali Shipping for a reported firm \$ 57.85m each.

**Baltic Indices**

	Week 21 28/05/2010		Week 20 21/05/2010		±%	2010 Index	2009 Index	2008 Index
	Index	\$/day	Index	\$/day				
BDI	4,078		3,844		6.1%	3,431	2,867	6,663
BCI	5,217	57,095	4,317	44,441	21%	4,433	1,624	9,577
BPI	4,247	34,083	4,576	36,728	-7%	4,073	790	6,342
BSI	2,982	31,176	3,095	32,364	-4%	2,474	661	4,225
BHSI	1,477	21,408	1,516	21,965	-3%	1,401	529	2,257

**Period**

	\$/day	Week		±%	2010	2009	2008
		21	20				
Capesize	170K 6mnt TC	50,500	46,250	9%	40,569	39,900	117,000
	170K 1yr TC	37,500	38,000	-1%	36,295	33,500	111,700
	170K 3yr TC	31,250	31,250	0%	31,176	27,900	82,400
Panamax	70K 6mnt TC	35,750	37,000	-3%	33,599	21,800	57,600
	70K 1yr TC	29,750	30,750	-3%	27,551	18,300	55,800
	70K 3yr TC	22,000	21,500	2%	20,343	15,700	44,600
Supramax	52K 6mnt TC	30,250	31,250	-3%	27,946	17,500	47,100
	52K 1yr TC	24,500	25,000	-2%	22,640	14,900	45,700
	52K 3yr TC	18,500	18,500	0%	17,438	13,700	38,000
Handysize	45k 6mnt TC	26,500	27,500	-4%	24,337	15,000	41,700
	45k 1yr TC	21,500	21,750	-1%	19,786	13,000	38,800
	45k 3yr TC	16,500	16,500	0%	15,450	12,300	28,400
Handysize	30K 6mnt TC	20,750	21,750	-5%	18,575	11,600	30,500
	30K 1yr TC	18,750	19,000	-1%	16,652	10,900	29,700
	30K 3yr TC	15,250	15,250	0%	14,129	10,800	22,000

**Chartering**

A very strong week for Capes, as rates sky rocketed very early in the week mainly due to a significant increase in coal fixtures which were met by tight tonnage lists especially in the Atlantic basin. The period market also livened up this week, indicating that sentiment should remain fairly positive.

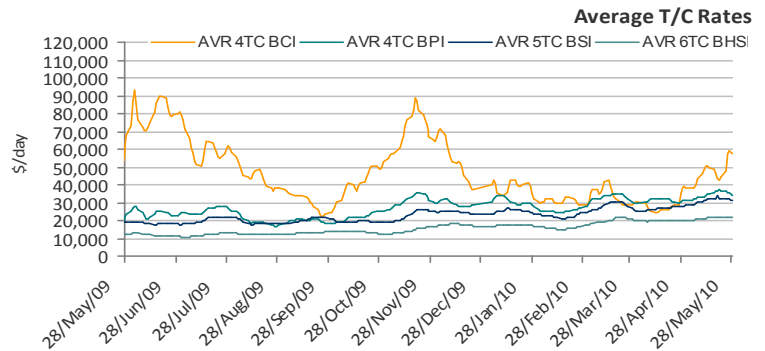
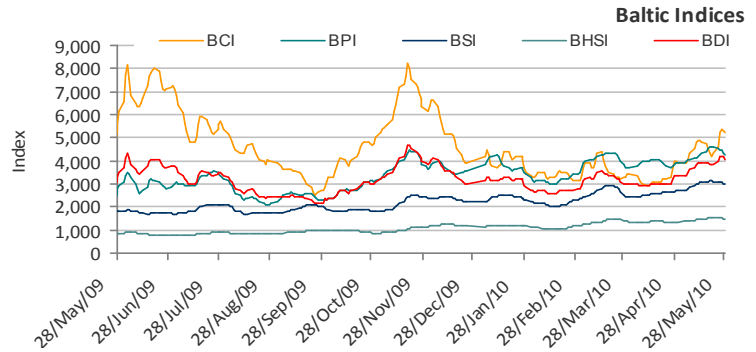
Panamaxes were unable to capitalise from the support provided by Capes, as there was a notable drop in fresh inquiries. The S. American grain market has shown signs of softening pushing rates down in the Atlantic, while uncertainty amongst charterers in the Pacific led to a considerable drop in iron ore and coal fixtures.

Handysize bulkers also saw a slight drop in rates last week as there was more than ample tonnage in the Atlantic basin to cover the still busy grain and sugar trades. While in the Pacific the few remaining prompt vessels were unable to see any improvement as the expected slowdown mainly due to the monsoon season in India led to few available cargoes.

**Indicative Period Charters**

- 1 year - 'Christine L' 2003 50,380dwt - dely Passero spot  
-\$25,000/day - cnr

- 3/5 mos - 'Sea Bailo' 1998 26,611dwt - dely Tuban 10/15 Jun  
-\$17,500/day - cnr



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

Vessel 5 yrs old		May-10	Apr-10	±%	2010	2009	2008
Capesize	170k	61.0	62.0	-1.6%	59.5	49.0	134.3
Panamax	73K	40.3	39.3	2.4%	38.0	30.3	78.3
Supramax	52k	29.5	29.0	1.7%	29.2	26.1	67.7
Handysize	29K	26.5	26.4	0.4%	25.5	21.1	45.7

**Sale & Purchase**

Bulkers also saw a notable increase in activity compared to previous weeks.

Most notable sale this week was that of the very modern capesize 'Caecilie Bulker' (179,362dwt-blit 09 S.Korea) which was reported at a very firm price of \$ 71.0m by Chinese buyers.

Also worth mentioning is the sale of the vintage handysize 'Larisa' (30,900dwt-blit 81 UK) which was reported sold to undisclosed buyers at \$4.5m, almost double from what the sellers had purchased her back in March 2009.

**Tankers**

Size	Name	Dwt	Built	Yard	M/E	SS due	Hull	Price(\$)	Buyers	Comments
VLCC	CRUDESTAR	318,692	2003	HYUNDAI SAMHO, S.Korea	B&W	Dec-13	DH	xs \$ 600.0m enbloc	US listed (General Maritime)	subject to follow- on share offering
VLCC	CRUDEMED	317,550	2010	HYUNDAI HI, S.Korea	MAN-B&W		DH			
VLCC	CRUDESUN	306,543	2007	DAEWOO, S.Korea	Sulzer	Feb-12	DH			
VLCC	CRUDESKY	306,506	2007	DAEWOO, S.Korea	Sulzer	Jun-12	DH			
VLCC	CRUDE PROGRESS	305,796	2002	DAEWOO, S.Korea	MAN-B&W	Mar-12	DH			
SUEZ	HYUNDAI SAMHO S431	164,925	2011	HYUNDAI SAMHO, S.Korea	MAN-B&W		DH			
SUEZ	HYUNDAI SAMHO S430	164,925	2011	HYUNDAI SAMHO, S.Korea	MAN-B&W		DH			
AFRA	SAMSUNG 1740	116,000	2010	SAMSUNG HI, S.Korea	MAN-B&W		DH		Greek	dely Aug, incl 5yrs BB back
AFRA	TSUNEISHI TADOTSU 1421	107,500	2010	TSUNEISHI, Japan	MAN-B&W		DH	\$ 57.85m each	Turkish (Palmali Shipping)	
AFRA	TSUNEISHI TADOTSU 1420	107,500	2010	TSUNEISHI, Japan	MAN-B&W		DH			
PROD	ISLE GRACE	5,667	2008	NAKATANI, Japan	Hanshin	Jan-13	DH	\$ 12.0m	Philippino	
PROD	SUPREMITY	4,430	2007	QINGSHAN, China	MAN	Sep-12	DH	\$ 10.9m	Norwegian	

**Bulk Carriers**

Size		Dwt	Built	Yard	M/E	SS due	Gear	Price(\$)	Buyers	Comments
CAPE	CAECILIE BULKER	179,362	2009	HYUNDAI HI, S.Korea	MAN-B&W	Aug-14		\$ 71.0m	Chinese	
CAPE	RUBIN ACE	151,279	1996	NKK CORP, Japan	B&W	Jan-11		\$ 29.0m	Far Eastern	
PMAX	JIN STAR	79,800	2010	JIANGSU EASTERN, China	MAN-B&W			\$ 41.0m	Greek	
PMAX	HELLENIC BREEZE	69,601	1993	TSUNEISHI, Japan	B&W	Jan-13		\$ 23.0m	Chinese	
PMAX	AMPHION	64,442	1987	HYUNDAI HI, S.Korea	B&W	Oct-12		\$ 14.2m	Greek	waiving inspection
HMAX	GRIFFON	46,635	1995	mitsui TAMANO, Japan	MAN-B&W	Feb-15	CR4x30T	\$ 21.5m	Taiwanese	
HMAX	JIN ACE	43,184	1985	NIPPONKAI HI, Japan	B&W	Nov-14	CR4x25T	\$ 11.5m	Indonesian	
HANDY	CS SADA	33,562	2005	SHIN KURUSHIMA, Japan	Mitsubishi	Apr-15	CR4x30T	\$ 28.5m	Undisclosed	
HANDY	LARISA	30,900	1981	SUNDERLAND, UK	Sulzer	Aug-12	CR2x25T, CR3x15T	\$ 4.5m	Undisclosed	
HANDY	DION	28,510	1994	KANDA KAWAJIRI, Japan	Mitsubishi	Jul-13	CR4x30T	\$ 15.75m	Greek	incl balance of TC at \$ 15,000pd till 1-3/2011

**General Cargo**

Name	Dwt	Built	Yard	M/E	SS due	Gear	Price(\$)	Buyers	Comments
RIGEL	1,195	1978	BALENCIAGA, Spain	Deutz			Undisclosed	Undisclosed	

**Containers**

Size	Name	Teu	Built	Yard	M/E	SS due	Gear	Price(\$)	Buyers	Comments
FEEDER	MOJI TOWER	1,432	1994	IMABARI, Japan	B&W	Jul-13	USD	\$ 7.5m	S.Korean (Sinokor)	
FEEDER	INGA S	1,104	1995	VOLKSWERFT, Germany	B&W	Sep-10	CR2x45T	\$ 6.0m	Undisclosed	
FEEDER	ASIAN GLORY	1,118	2005	JIANGDONG, China	MAN-B&W	Oct-10	CR2x45T	\$ 26.5m enbloc	Undisclosed	on subs
FEEDER	TROPIC CANADA	1,118	2002	JIANGDONG, China	MAN	Sep-12	CR2x45T			

**Ferries**

Name	Loa(m)	Pass	Cars	Built	Yard	M/E	SS due	Price(\$)	Buyers	Comments
SEA LEOPARD	86.14	876	200	1997	INCAT TASMANIA, Australia	Ruston	Apr-12	€ 9.0m	UK (Condor Marine)	

Indicative Demolition Prices (\$/ldt)							
Markets		Week 21	Week 20	±%	2010	2009	2008
Wet	Bangladesh	-	-	0.0%	424	316	591
	India	400	400	0.0%	409	292	566
	Pakistan	400	400	0.0%	409	297	555
	China	350	350	0.0%	364	258	385
Dry	Bangladesh	-	-	0.0%	378	269	538
	India	350	350	0.0%	375	265	522
	Pakistan	350	350	0.0%	368	266	506
	China	310	310	0.0%	350	240	339

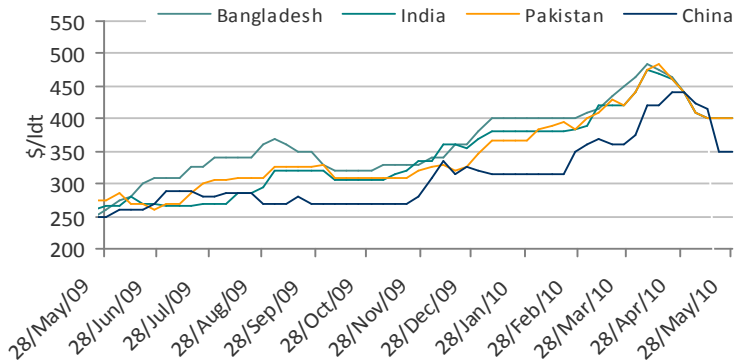
The demo market looks to have stabilized for now as ship owners look to be holding back for better levels hoping to see prices firm once again. With the Bangladesh market still remaining effectively closed we are unlikely to see any upturn in the market soon. Prices for wet tonnage are still in the 350-400\$/ldt range, while dry units remain at around 310-350\$/ldt.

With Pakistani breakers remaining very picky and the Chinese unwilling to offer higher price levels, Indian breakers were still at the top of the demo market.

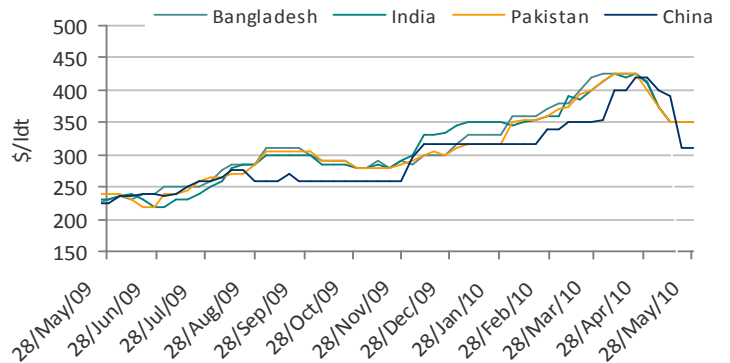
Highest price paid this week was by Indian breakers for the general cargo vessel 'Altay' (22,857dwt-7,726ldt-blt 78) which managed to get a very firm \$ 400/Lt.

The Ro-Ro 'Tor Belgia' (10,800dwt-10,593ldt-blt 78) has been sold for scrap to Indian buyers for a reported \$ 3.3m lump sum after its charterer DFDS chose not to renew its long-term charter which terminated in April.

Wet Demolition Prices



Dry Demolition Prices



Demolition Sales

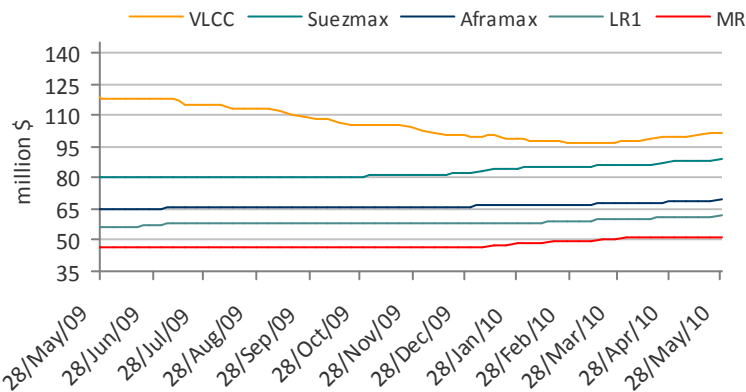
Name	Size	Ldt	Built	Yard	Type	\$/ldt	Breakers	Comments
GATEWAY	149,999	21,189	1988	DAEWOO, S.Korea	TANKER	Undisclosed	Pakistani	
EUROPA VENTURE	76,000	14,803	1985	UDDEVALLAVARVET, Sweden	TANKER	\$ 365/Lt	Undisclosed	basis delivery 'as is' Gibraltar
BOW PRIMA	45,655	11,222	1987	HYUNDAI HI, S.Korea	TANKER	Undisclosed	China	
ALTAY	22,857	7,726	1978	MATHIAS-THESEN, Germany	GC	\$ 400/Lt	Indian	
HA NA	14,651	6,715	1978	WARNOWWERFT, Germany	GC	Undisclosed	Indian	
MEULABOH	11,075	5,329	1978	FUKUOKA, Japan	GC	Undisclosed	Bangladesh	
OEL RELAY	10,832	3,562	1986	VEROLME HEUSDEN, Netherlands	CONT	\$ 283/Lt	Indian	
TOR BELGIA	10,800	10,593	1978	DUNKERQUE, France	RO-RO	Undisclosed	Indian	
NIPPON STAR	8,657	5,000	1982	KYOKUYO, Japan	REEFER	\$ 342/Lt	Indian	
FAST INDEPENDENCE	5,545	5,388	1984	MATHIAS-THESEN, Germany	RO-RO CARGO	Undisclosed	Turkey	

Indicative Newbuilding Prices (million\$)								
Vessel		Week 21	Week 20	±%	2010	2009	2008	
Bulkers	Capesize	170k	58.5	58.5	0.0%	55	67	96
	Panamax	75k	33.8	33.8	0.0%	33	36	54
	Supramax	57k	31.3	31.3	0.0%	30	34	48
	Handysize	30k	25.3	25.3	0.0%	24	27	37
Tankers	VLCC	300k	101.5	101.0	0.5%	97	121	155
	Suezmax	150k	67.0	66.5	0.8%	62	70	96
	Aframax	110k	56.0	55.5	0.9%	50	59	78
	LR1	70k	44.5	44.5	0.0%	44	52	66
	MR	47k	35.0	34.5	1.4%	33	40	52
Gas	LPG M3	80k	70.5	70.5	0.0%	69	81	94
	LPG M3	52k	65.3	65.3	0.0%	64	73	85
	LPG M3	23k	44.8	44.8	0.0%	44	49	55

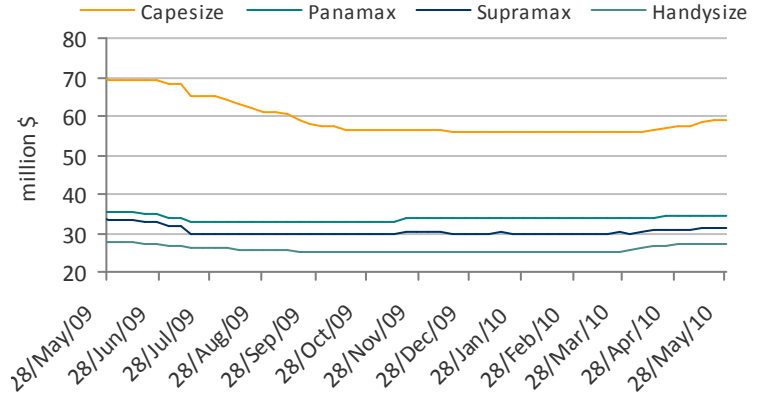
Supported by the strong second hand market, the newbuilding market continues to see firm levels of activity despite the continual rise in prices. In an effort to pass their cost increases onto the buyers, shipyards are expected to push prices even higher during the summer months. It stands to reason, therefore that we will continue to see ship owners scramble to secure the remaining early slots at current price levels.

Most notable this week were the orders placed by Solomon Financial group through its newly established newbuilding fund 'Blue Marine' which is to be controlled by Golden Bridge Asset Management. This 12 Ship order was reportedly in the range of \$ 500m and comprised of two capesize (180,000dwt) and two plus two option kamsarmaxes (82,000dwt) placed at Hyundai Heavy Industries, four capesize (180,000dwt) at Daehan Shipbuilding and two supramax (57,000dwt) at STX Offshore & Shipbuilding.

Tankers Newbuilding Prices (m\$)



Bulk Carriers Newbuilding Prices (m\$)

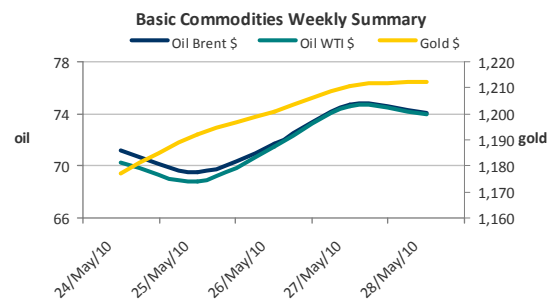


Newbuilding Orders

Units	Type	Size	Yard	Delivery	Buyer	Price(\$)	Comments
1	Tanker	158,000	Samsung HI	2012	Stena Bulk AB	\$ 69.5m	
2	Bulker	180,000	Hyundai HI	2012	Solomon Savings Bank	Undisclosed	
4	Bulker	180,000	Daehan S.B.	2011	Solomon Savings Bank	Undisclosed	
2	Bulker	180,000	HHHC-Phil	2012	Indian (Adani Group)	\$ 60.0m	
1+1	Bulker	114,500	Shanghai Shipyard	2012	Lomar Shipping	Undisclosed	
2+2	Bulker	82,000	Hyundai HI	2012	Solomon Savings Bank	Undisclosed	
2	Bulker	76,000	Hudong Zhonghua	2012	Xiamen ITG	\$ 35.0m	
7	Bulker	57,000	Hantong Shipyard	2012/2013	US based (Eagle Bulk Shpg)	\$ 29.0m	
2	Bulker	57,000	STX Shipbuilding	2012	Solomon Savings Bank	Undisclosed	
2+2	Bulker	35,000	Zhong Chuan HI	2011	F.H. Bertling	Undisclosed	
2	MPP	29,000	Shandong Huanghai	2011	PDA Logistics	Undisclosed	
4	MPP	24,000	Dalian Shipbuilding	2011/2012	Pacific Int. Lines	Undisclosed	
2	PSV	5,300	STX Europe	2011/2012	Norwegian (REM Offshore)	\$ 57.0m	
2	PSV	5,000	Kleven Verft	2011	Norwegian (REM Offshore)	\$ 53.0m	



Market Data							
		28-May-10	27-May-10	26-May-10	25-May-10	24-May-10	W-O-W Change %
Stock Exchange Data	Dow Jones	10,136.6	10,259.0	9,974.5	10,043.8	10,066.6	-0.6%
	Nasdaq	2,257	2,278	2,196	2,211	2,214	1.3%
	S&P 500	1,089	1,103	1,068	1,074	1,074	0.2%
	FTSEurofirst 300	997.7	1,000.5	972.2	949.9	973.2	2.9%
	DJ Euro Stoxx 50	2,614	2,619	2,530	2,489	2,558	1.5%
	FTSE 100	5,188	5,195	5,038	4,941	5,070	2.5%
	FTSE All-Share UK	2,673	2,677	2,598	2,547	2,616	2.4%
	CAC40	3,515	3,525	3,409	3,331	3,431	2.5%
	Xetra Dax	5,946	5,937	5,758	5,670	5,806	2.0%
	Nikkei	9,763	9,640	9,523	9,460	9,758	-0.2%
	Hang Seng	19,767	19,431	19,196	18,986	19,668	1.1%
FTSE All World \$	182.31	182.57	177.39	175.89	179.25	1.0%	
Currencies	€ / \$	1.23	1.23	1.22	1.22	1.24	-1.8%
	£ / \$	1.45	1.45	1.44	1.43	1.44	0.1%
	€ / £	0.85	0.85	0.85	0.85	0.86	-2.0%
	\$ / ¥	90.90	90.80	90.50	89.70	90.50	1.1%
	£ / ¥	131.50	131.40	130.50	128.60	130.40	1.3%
	\$ INDEX	87.60	87.80	88.00	88.20	87.60	0.6%
Commodities	€ / SFr	1.43	1.42	1.42	1.42	1.43	-1.0%
	Oil Brent \$	73.97	74.55	71.51	68.75	70.21	5.6%
	Oil WTI \$	74.02	74.66	71.74	69.55	71.17	3.3%
Gold \$	1,212.10	1,210.90	1,201.10	1,192.05	1,177.15	2.3%	



Bunker Prices				
		28-May-10	21-May-10	W-O-W Change %
MDO	Rotterdam	614.0	638.0	-3.8%
	Houston	620.0	645.0	-3.9%
	Singapore	605.0	632.0	-4.3%
380cst	Rotterdam	405.0	420.0	-3.6%
	Houston	402.5	428.5	-6.1%
	Singapore	420.5	443.5	-5.2%
180cst	Rotterdam	415.0	430.0	-3.5%
	Houston	481.0	487.5	-1.3%
	Singapore	419.5	443.5	-5.4%

### World Economy News

Unemployment continued to rise in the eurozone in April, to 10.1 per cent, the highest level of joblessness in more than a decade. Policymakers had hoped that unemployment had reached a plateau at March's 10.0 per cent level, where it had stayed for two months before April's modest rise. Unemployment in the 16 countries that use the euro is now at its highest level since before the inception of the European single currency in 1999, according to seasonally-adjusted data from the European Union's statistical arm. (Financial Times)

European oil prices fell more than \$3 a barrel on Tuesday morning on signs of weaker demand from China and Europe. Data indicating a slower rate of growth for Chinese manufacturing also hit energy and industrial commodities. China has been the main driver of commodity prices in the past year, but the markets have been hit in recent weeks by concerns that measures to cool growth will temper the country's appetite for raw materials. The rate of growth in China has become all the more crucial as there is little hope that European demand could take up the slack. (Financial Times)

### Energy & Commodities

Maritime Stock Data							
Company	Stock Exchange	Curr.	28-May-10	21-May-10	W-O-W Change %	Max 21wk	Min 21wk
AEGEAN MARINE PETROL	NYSE	USD	23.04	22.62	1.9%	23.29	22.13
NEWLEAD HOLDINGS	NASDAQ	USD	0.75	0.78	-3.8%	0.81	0.71
CAPITAL PRODUCT PARTNERS L.P.	NASDAQ	USD	7.51	7.24	3.7%	7.51	6.88
DANAOS CORP	NYSE	USD	4.04	3.99	1.3%	4.04	3.84
DIANA SHIPPING	NASDAQ	USD	13.56	13.33	1.7%	13.99	12.97
DRYSHIPS INC(IPO)	NASDAQ	USD	4.81	4.70	2.3%	4.84	4.61
EUROSEAS LTD	NASDAQ	USD	3.77	3.64	3.6%	3.77	3.41
EXCEL MARITIME CARRIERS	NYSE	USD	5.74	5.76	-0.3%	6.02	5.43
FRESEAS INC	NASDAQ	USD	1.38	1.33	3.8%	1.40	1.29
GENCO SHIPPING	NYSE	USD	19.03	19.21	-0.9%	20.00	18.71
GENERAL MARITIME	NYSE	USD	6.91	6.89	0.3%	7.01	6.72
GLOBUS MARITIME LTD	LONDON	GBX	133.00	133.00	0.0%	136.50	133.00
GOLDENPORT HOLDINGS INC	LONDON	GBX	140.00	136.00	2.9%	140.00	135.00
HELLENIC CARRIERS LTD	LONDON	GBX	65.00	70.50	-7.8%	70.50	65.00
NAVIOS MARITIME CORP	NYSE	USD	6.13	5.62	9.1%	6.33	5.45
OCEANFREIGHT INC	NASDAQ	USD	0.54	0.53	1.9%	0.54	0.48
OMEGA NAVIGATION ENTERPRISES INC	NASDAQ	USD	2.47	2.40	2.9%	2.51	2.43
PARAGON SHIPPING INC	NASDAQ	USD	4.11	3.98	3.3%	4.16	3.95
SEANERGY MARITIME HOLDINGS CORP	NASDAQ	USD	1.27	1.17	8.5%	1.27	1.13
STAR BULK CARRIERS CORP	NASDAQ	USD	2.72	2.60	4.6%	2.72	2.58
STEALTHGAS INC	NASDAQ	USD	5.10	4.89	4.3%	5.22	4.85
TOP SHIPS INC	NASDAQ	USD	1.15	1.13	1.8%	1.15	1.07
TSAKOS ENERGY NAVIGATION INC	NYSE	USD	14.29	13.98	2.2%	14.51	13.64

### Shipping News

In the wake of the credit crunch and in the midst of the eurozone debt crisis, ship owners are more and more turning to new forms of ship financing. Albeit unlikely that European countries will default on their government debts, the cultivated uncertainty in conjunction with the decreased lending capacity of European banks leaves a potential domino effect in the shipping industry.

The growing fear amongst the shipping community is that owners with newbuilding orders in place will be unable to source the financing for long tail installments due to a lack of available funds from their financing houses. Realistically, this is an unlikely scenario as traditional European ship financing houses have already started to strike co-operation deals with Far Eastern financial institutions in order to be able to cover their future obligations.

This however still leaves a gap in the market as European ship owners who wish to remain active in the secondhand market, something which is as of yet is of little interest to Far Eastern banks, will have to increasingly look for other financing options such as through leasing or public offerings of shares.