WeberSeas (Hellas) S.A.

Weekly Market Intelligence

Market Week 38 - 2022

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1. Sustainability

- The German KfW IPEX-Bank will be the 30th Signatory to the Poseidon Principles. The addition will bring the total coverage to 65% of the global ship finance portfolio said Michael Parker the chair of Poseidon Principles for Financial Institutions. "I am delighted to welcome them as our 30th signatory and am certain they will contribute significantly towards our aim of promoting responsible environmental stewardship throughout the maritime value chain," Michael Parker said. KfW IPEX is a subsidiary of the government owned by KfW (largest German financier).

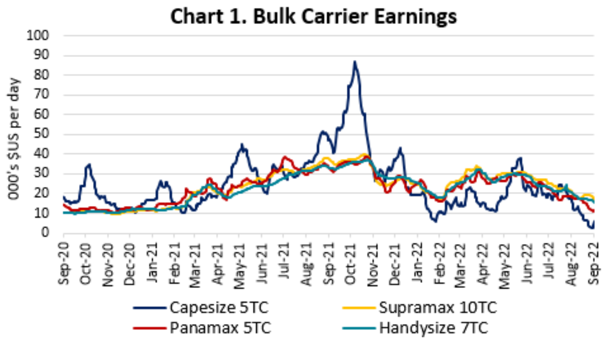
- The Financial Institutions that are Current Signatories to the Poseidon Principles are: ABN Amro, BNP Paribas, Bpifrance Assurane Export, CaixaBank, Citi, Credit Industriel et Commercial, Credit Agricole, Credit Suisse, Danish Ship Finance, Danske Bank, DekaBank, Development Bank of Japan, DNB, Export Finance Norway, Finnvera, ING, KfW IPEX-Bank, MUFG Bank, Nordea Bank, OCBC Bank, SACE, SEB, Shinsei Bank, Societe Generale, SpareBank 1 SR-Bank, Sparebanken Vest, Standard Chartered Bank, Sumitomo Mitsui Banking, Sumitomo Mitsui Finance & Leasing, Sumitomo Mitsui Trust Bank. The Maritime insurers that are signatories to the Poseidon Principles are: Victor Insurance, AXA XL, Fidelis Insurance, Gard, Hellenic Hull Management, Navium Marine, Norwegian Hull Club, SCOR, Swiss Re Corporate Solutions.

2. Shipping Markets Analysis

2.1 Dry Bulk

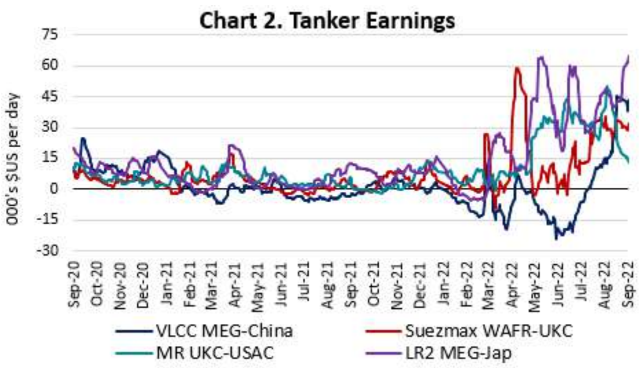
This week saw a marked increase in interest for second hand tonnage, with buyers trying to take advantage softer values and invariably low balling in offers on the off chance that they might actually hit the wicket. While many sellers have revised their so called price ideas to more realistic levels, others are still holding rank, armed with the proposition that the significantly slim new building orderbook will eventually support a firmer vessel value environment in the mid and long term.

A couple of vessels were collecting offers this week, with a handful of evidently softer benchmarks were concluded. A Japanese 2012 built Capesize was sold at excess $30 million, which is significantly lower compared to the sale of a similar 2010 built unit in April for $33 million. We understand that a 2007 Japanese built Panamax has been sold for $14.5 million, almost $3 million below the 2007 built Japanese Panamax from the same owner which was sold back in April. An 11-year-old Kamsarmax is rumoured to have been committed at around $21 million, which is around $5 million below a same age vessel that was sold in June.



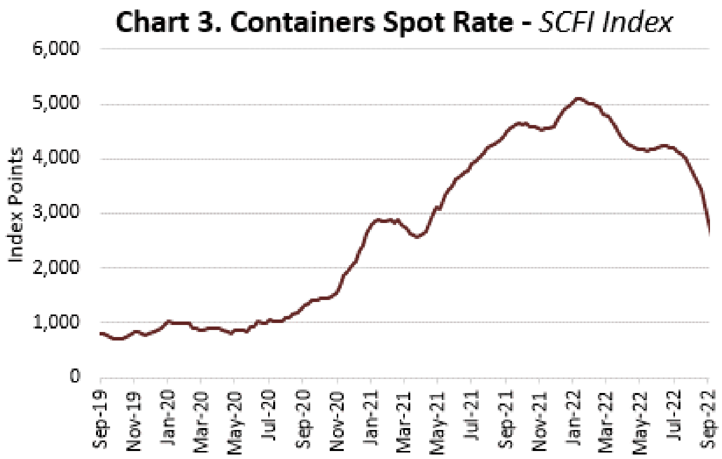
2.2 Tankers

Tanker values remain firm across all segments, as prices continue to be a moving target from one last done to another. Activity was relatively slower on the product tankers, with buyers taking a more cautious approach due to what are already perceived as very high vessel values. On the crude side, a 2002 built VLCC is rumoured to have been committed at $37.5 million, a very firm price if we compare it with a same age VLCC that was sold at around $30 million last August. Apart from the tonne mile demand side energy market fundamentals and historically low tanker newbuilding orderbook supporting the firm trend on tanker values, we understand that strong interest for second hand over aged tankers, often ice classed, is also a notable contributor to currently high vessel values.



2.3 Containers

A panamax 4500 TEU vessel is rumoured to have been fixed for 12 months or 6 months at $50,000 per day. A 2005 built with 1,090 TEU container fixed for 4 to 6 months at $26,000 per day. On the SnP front, activity remains subdued as buyers taking a wait and see approach on the back of the softer market. MSC has placed an order for 12 x 16,000 TEU containers and rumours are circulating the market that COSCO is in the process of ordering up to 15 vessels with 23,000 TEU capacity.



2.4 Key shipping Freight Indices

Table 1. Key Shipping Freight Indices

Bulkers		% w-o-w	Tankers		% w-o-w	Containers		% w-o-w
BDI	1,720	-0.52	VLCC MEG-China	76,400	17.5%	SCFI	2,562.12	-19.13%
Capesize 5TC	16,000	-3.26	Suezmax Wafr-UKC	39,700	2.8%			
Kamsarmax 5TC	17,983	-1.22	MR UKC-USAC	32,400	12.9%			
Supramax 10TC	18,008	3.60	LR2 MEG-Jap	70,600	-6.4%			
Handysize 7TC	17,130	3.34						

3. Second-Hand Market

3.1 Weekly Ship Sales by Vessel Type

Table 1. Weekly Ship Sales by Vessel Type

Vessel Type	Sub-Sector	Name	Size	Built	Yard	Price	Buyers	Surveys	Comments
Tanker	VLCC	Hilwah	316k Dwt	2002	HHI	$37.5m	Chinese	SS/DD 12/22	
Tanker	Suezmax	Nordic Rio	151k >>	2004	Samsung	$26m	N/A	SS/DD 04/24	BWTS fitted, CAP1
Tanker	LR1	Stena Primarsk	65k >>	2006	Brodosplit	rgn $ 60 en bloc	Europeans	SS 05/26 DD 06/24	BWTS fitted, CAP1, Ice Class 1B
Tanker	LR1	Stena Performance						SS 06/26 DD 09/24	
Tanker	LR1	Stena Provence						SS 03/26 DD 04/24	
Dry Bulk	Newcastlemax	Spring Brave	206k Dwt	2007	Imabari	rgn $17m	N/A	SS/DD 12/22	
Dry Bulk	Capesize	Frontier Triumph	181k >>	2012	Imabari	xs $30m	Chinese	SS 8/25 DD 6/23	BWTS fitted
Dry Bulk	Post Panamax	Sunny Sailor	91k >>	2000	Oshima	$9.7m	Chinese	SS 01/25 DD 01/23	
Dry Bulk	Kamsarmax	Buenos Aires	83k >>	2011	Sanoyas	$21m	Greek	SS 12/26 DD 12/24	BWTS fitted
Dry Bulk	Panamax	Coral Emerald	75k >>	2007	Sanoyas	rgn $15m	Chinese	SS 01/26 DD 10/23	BWTS fitted
Dry Bulk	Panamax	Princess Jasmine	73k >>	1997	Sumitomo	$6m	Chinese	SS/DD due	basis SS/DD passed and BWTS fitted
Dry Bulk	Ultramax	Ultra Dynamic	61k >>	2011	Shin Kasado	ard $22m	Vietnamese	SS 7/26 DD 5/23	BWTS/Scrubber fitted
Dry Bulk	Supramax	Lian Xin	52k >>	2002	Kanasashi	$11.3m	N/A	SS 01/27 DD 01/25	BWTS fitted
Dry Bulk	Handysize	Maple Ambition	35k >>	2015	Taizhou Maple	$16.5m	Chinese	SS 10/25 DD 11/23	Eco ME
Dry Bulk	Handysize	Ortolan Alpha Strait	34k >>	2010	Seko	$15m	Chinese	SS 08/25 DD 05/23	

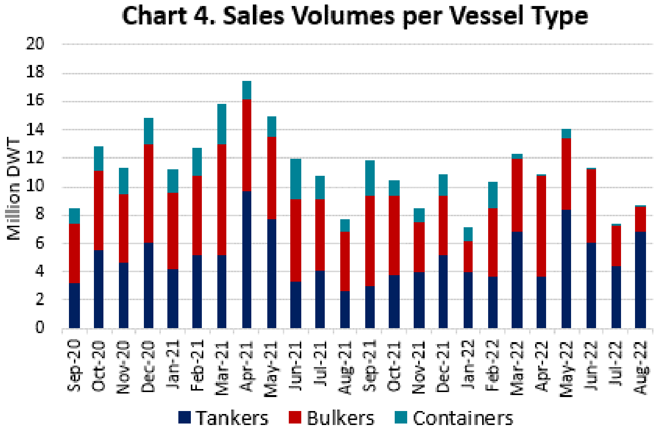
3.2 Second-Hand Asset Values & Sales Volumes per Vessel Type

Table 2. Secondhand Asset Values

	Vessel Type	Current Prices				5-Year Avg Prices (2017-2021)			
		Resale	5 yrs	10 yrs	15 yrs	Resale	5 yrs	10 yrs	15 yrs
TANKERS	VLCC	115	87	64	47	91	67	44	29
	Suezmax	81	61	44	33	61	45	30	18
	Aframax	71	56	41	33	48	34	22	13
	Panamax	55	43	29	23	41	29	18	10
	MR	45	39	28	19	36	26	17	10
DRY BULK	Capesize	57	45	30	18	49	38	23	14
	Panamax/Kamsarmax	37	30	22	16	30	23	14	9
	Supramax/Ultramax	35	29	20.5	15	27	21	13	8
	Handysize	30	26	17	13	22	16	10	5

	Size	Current Prices	5-Year Avg Prices (2017-2021)
CONTAINERS	8,800-teu / 10 yrs	140	38
	6,600-teu / 10yrs	135	30
	4,500-teu / 10 yrs	72	17
	2,600-teu / 10 yrs	51	14
	1,700-teu / 10 yrs	35	10

Chart 4. Sales Volumes per Vessel Type



4. Newbuilding & Ship Recycling Markets

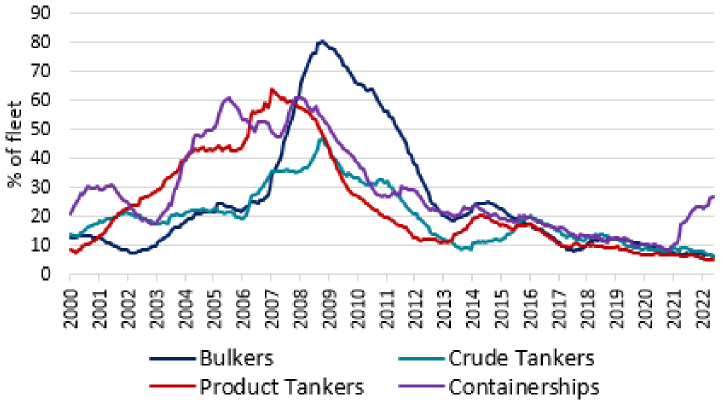
4.1 Recent Newbuilding Orders

Table 3. Weekly Newbuilding Orders								
Ship No	Type	Sub-Sector	Size	Delivery	Yard	Unit Price	Owners	Comments
2	Dry Bulk	Kamsarmax	85k Dwt	2025	Huangpu Wenchong	N/A	Chinese	
4	Dry Bulk	Ultramax	66k >>	2H 2024	Yamic	N/A	Singaporean	EEDI Phase III
2	Dry Bulk	Ultramax	64k >>	2025	New Dayang	xs $34m	Chinese	EEDI Phase III
2+2	Gas	LNG	200k cbm	2026-27	Dalian	ard $235m	Greek	
2	Tanker	Suezmax	157k >>	2024	Daehan	ard $75m	Belgium	Scrubber fitted, LOI stage

4.2 Newbuilding Asset Values & Orderbook Levels

Table 4. Newbuilding Asset Values						
	Vessel Type	Current Prices		Year End, $m		
		Last Week	This Week	2019	2020	2021
TANKERS	VLCC	120	120	91	84	111
	Suezmax	79	79	61	55	75
	Aframax	61	61	48	45	59
	Panamax	51	51	44	42	50
	MR	42	42	35	33	40
DRY BULK	Capesize	62	62	49	46	60
	Kamsarmax	36	36	27	25	34
	Ultramax	34	34	25	23	32
	Handysize	30	30	23	22	29
CONTAINERS	10,000-teu	128	128	88	87	128
	6,600-teu	83	83	71	71	83
	5,000-teu	71	71	52	52	70
	2,600-teu	40	40	31	29	39
	1,700-teu	27	27	25	22	27

Chart 5. Shipping Orderbooks
as % of Fleet Capacity



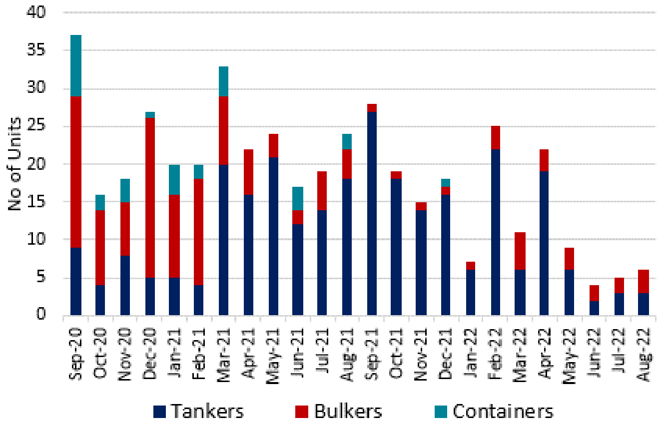
4.3 Recent Ship Recycling Activity

Table 5. Weekly Ship Recycling Activity									
Type	Sub-Sector	Name	Built	Dwt	Ldt	Yard	Buyer	Price ($/ldt)	Comment
Tanker	Suezmax	Cheval Bleu	1995	149k	21,882 mt	Japanese	Pakistani	615	

4.4 Scrap Values & Ship Demolition Volumes

Table 6. Scrap Values								
Location	Tankers				Dry Bulk			
	Year End, $m			Current	Year End, $m			Current
	2019	2020	2021		2019	2020	2021	
India	361	402	562	**570**	365	403	562	**560**
Bangladesh	385	410	600	**580**	380	415	580	**570**
Pakistan	355	415	588	**560**	355	415	585	**550**

Chart 6. Ship Recycling per Vessel Type



5. Macro Indicators

Indicator		% w-o-w
ICE Brent	88.33 $/b	-5.4%
WTI	81.37 $/b	-7.3%
Spore VLSFO	708.5 $/t	1.3%
GBP/USD	1.11	-3.5%
USD/YEN	142.9	-0.4%
EUR/USD	0.98	-2.0%
USD/YUAN	7.12	2.0%
Gold	1,656	-1.8%

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