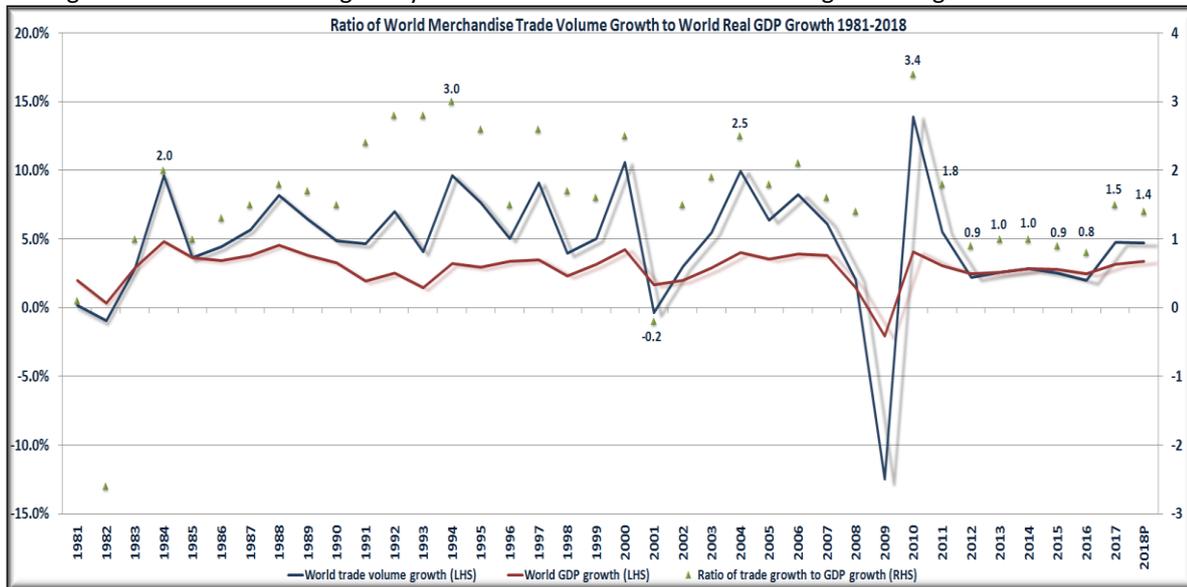


After posting its largest increase in six years in 2017, world merchandise trade growth is expected to remain strong in 2018 and 2019, according to the World Trade Organization (WTO). The WTO anticipates merchandise trade volume growth of 4.4% in 2018, slightly below the 4.7% increase recorded for 2017. This figure is expected to moderate to 4.0% in 2019, below the average rate of 4.8% since 1990, yet still firmly above the post-crisis average. With the note that this important progress could be quickly undermined if governments resort to restrictive trade policies, WTO director, Roberto Azevedo stressed that the strong trade growth that we are seeing today will be vital for continued economic growth in general.



Source: WTO, UNCTAD, IMF, Doric Research

Historically, world merchandise trade volumes have grown circa 1.5 times faster than world real GDP at market exchange rates. In the 1990s, the elasticity of trade with respect to income rose above 2.0 and stayed there until late 2000s. This tailwind was of a great importance for shipping, as during that period strong demand growth pushed returns on investments higher year after year. However, in the years following the financial crisis, this elasticity measure fell back to 1.0, with its worst performance being in 2016 at just 0.8. In parallel, the Baltic Dry Index was drifting lower over the same period, rock bottoming to all-time lows in February 2016. Since then, global economy has gained momentum, with BDI following this development closely. The ratio of world merchandise trade growth to world real GDP growth reverted to its all-time average of 1.5 in 2017, supporting BDI on its attempt to return to its own historical average of 1901 points.



Source: Baltic Exchange, Doric Research

No single factor can explain the revival of world trade, but several contributed to it. Increased investment spending, which is highly correlated with trade, and higher commodity prices, which raise income in commodity-exporting economies, had a positive bearing. Looking forward, setting aside the anti-trade rhetoric and the possibility of a more hawkish approach from the major central banks, leading and coincident indicators continued pointing in a general positive direction. Both the forward freight and physical period markets seem to agree with WTO indicators towards where we are heading off, with the spot lagging one-step behind.

Freight market 120yrs ago (page 12): "Some splendid charters have been effected, which fast approaching the level of the highest rates paid for several years past..."

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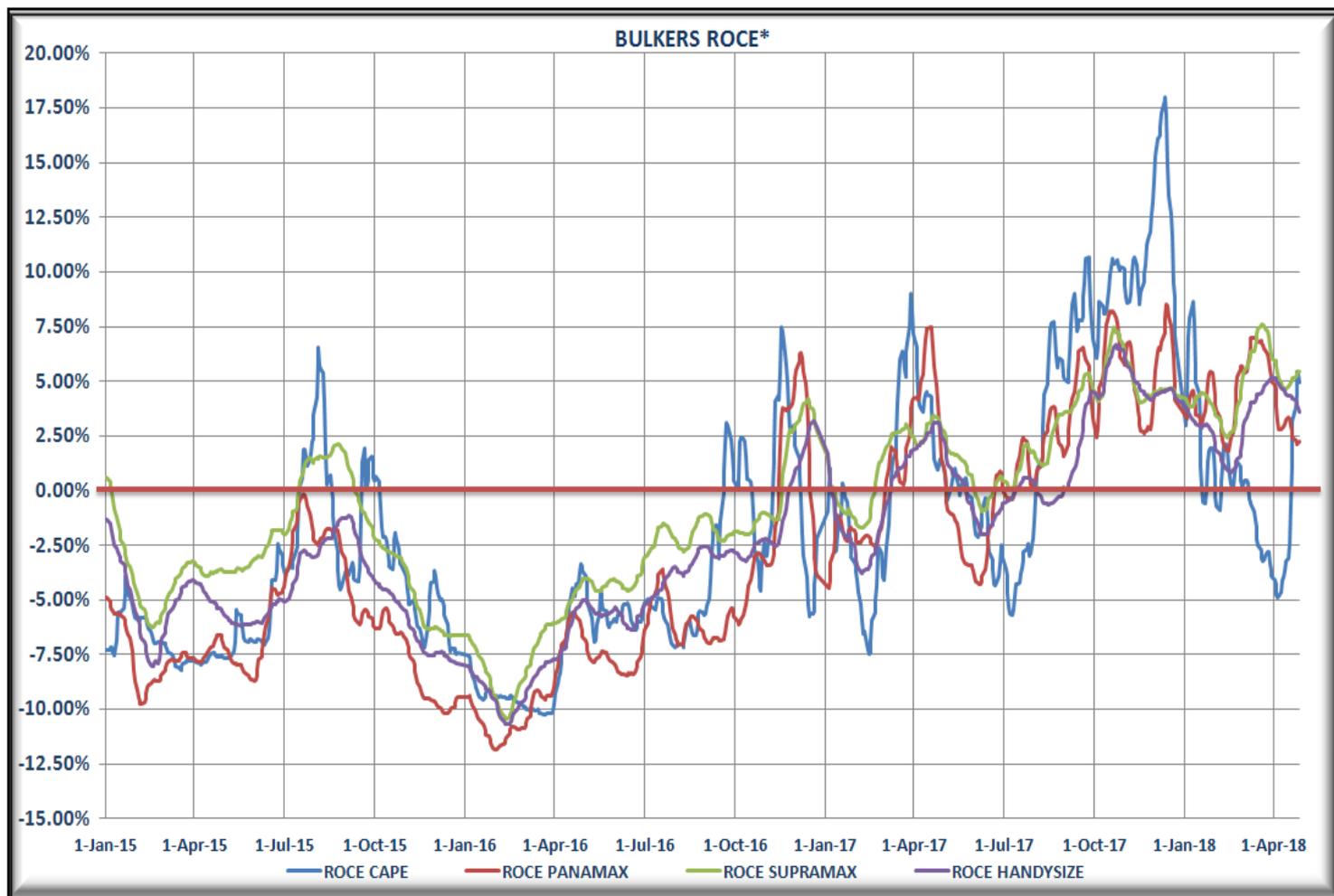
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Dry Cargo Spot Market

All eyes on Capesizes for yet another week, as the largest bulkers being utilized in spot trades dragged all the freight market up along with them. With a solid 6.2% weekly increase, BDI concluded at 1361 points. In particular, BCI ended at 2251 points, after scoring another three-digit-point increase. On the contrary, in a rather dull week, Panamaxes trended sideways, finishing 14 points below previous Friday's closing at 1275 points. Mixed sentiment appeared in the market of the geared segments, with Supramaxes and Handies moving in opposite directions. Being advanced by 1.7%, BSI balanced at 1042 points, whereas BHSI kept moving lower to 605 points.

At the box office, the after depreciation returns on capital employed of Capesizes and Supramaxes moved up whilst those of Panamaxes and Handies drifted lower. Having reported a weekly surge of 180 basis points, Capesize ROCE balanced at 4.97%. Supramax and Panamax returns lingered at ROCE levels of 5.45% and 2.25% respectively. With the BHSI-TCA remaining under pressure, an investment in Handies is currently generating 3.6 cents in every dollar invested, or circa 1.5 cent less than the previous month.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
23-Apr-18	1306	\$16,437	\$10,286	\$10,995	\$9,100
24-Apr-18	1330	\$17,084	\$10,194	\$11,033	\$9,034
25-Apr-18	1376	\$18,192	\$10,151	\$11,088	\$8,990
26-Apr-18	1375	\$18,106	\$10,220	\$11,110	\$8,924
27-Apr-18	1361	\$17,713	\$10,250	\$11,129	\$8,851
12-month High	1743	\$30,475	\$13,740	\$12,356	\$10,104
12-month Low	818	\$6,305	\$6,281	\$7,412	\$6,178
12-month Avg	1193	\$15,235	\$10,513	\$9,913	\$8,191
Avg. Cal 2017	1145	\$15,129	\$9,766	\$9,168	\$7,636
Avg. Cal 2016	673	\$7,388	\$5,562	\$6,236	\$5,214

*Return on Capital Employed (ROCE) is the ratio of net operating profit of an investment to its capital employed. It measures the profitability of an investment by expressing its operating profit as a percentage of its capital employed. In other words, ROCE assesses how much profit an investment earns on every dollar employed.

With a solid 12.3% rise, the Baltic **Capesize** Index 5TC ended the 17th week of the year at \$17,713 daily, or some \$10,000 above early April levels.

In the Pacific basin, freights rates moved to the same direction as the general market, albeit less intensely. In fact, the trendsetter of this sub-market, i.e. West-Australia to Qingdao Baltic index, headed north, concluding at \$7.255 pmt. FMG opened for tonnage to make Port Hedland 8-10 May was linked with one ship at \$7.50 with rumours this was a Newcastlemax. On time charter trading, 'Genco Augustus' (180,151 dwt, 2007) concluded at \$17,500 daily for a trip via Newcastle, basis delivery CJK and redelivery South Korea. The 'Southern Wisdom' (177,325 dwt, 2004) was reported fixed for a trip via Australia, basis delivery CJK and redelivery Singapore-Japan at \$16,500 daily. The C10_14 index (transpacific round) ended \$700 higher than previous week at \$16,046 daily.

In the Atlantic basin, Vale reported Q1 earnings of \$1.59B, below analyst consensus estimate of \$1.92B and \$2.49B reported in the year-ago quarter, as costs rose and iron ore prices fell. The Brazilian mining company has already said total iron ore production fell in the quarter due to heavy rains but kept its full-year goal at 390M metric tons. In the spot arena, the benchmark, Baltic C5 index broke into the eighteen-dollar-plus region on Monday and stayed there throughout the week, concluding at \$18.055 pmt on Friday. However, Brazil rates appeared to have slipped on Friday with a rumour that Polaris covered a second half May cargo from Tubarao to Qingdao at a rate in the mid-high \$17.00s. The fronthaul index (C9_14) finished the week higher at \$33,041 daily whereas the Transatlantic index (C8_14) reported an impressive 29.4% increase to \$19,600. The 'Big Bang' (174,109 dwt, 2007) was reported fixed with prompt delivery Gibraltar for a trip via Itaguaí & Turkey and redelivery Cape Passero at \$17,000 daily.

Period business saw the vintage 'Hyundai Power' (149,322 dwt, 1998) fix with Pacific Bulk for 28/30 April delivery Zhoushan on 7/9 months trading, with redelivery worldwide at \$14,100 daily. Additionally, Cofco was linked with the 'Pacific Vista' (180,328 dwt, 2012) for retro delivery Shanghai 23 April on 8/11 months trading and redelivery worldwide at \$19,600 daily. For a shorter period, the 'Xin Bin Hai' (180,086 dwt, 2010) was reported fixed with retro 15 April delivery Lanshan for 3/5 months trading at \$20,100 daily.

Representative Capesize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Genco Augustus	180,151	2007	CJK	27/28 Apr	South Korea	\$17,500	Panocean	via Newcastle
Southern Wisdom	177,325	2004	CJK	spot	Singapore-Japan	\$16,500	Oldendorff	via Australia
Big Bang	174,109	2007	Gibraltar	25 April	Cape Passero	\$17,000	MOL	via Itaguaí&Turkey
Hyundai Power	149,322	1998	Zhoushan	28/30 Apr	WW	\$14,100	Pacific Bulk	7/9 months
Pacific Vista	180,328	2012	retro Shanghai	23-Apr	WW	\$19,600	Cofco	8/11 months
Xin Bin Hai	180,086	2010	retro Lanshan	15 April	WW	\$20,100	DHL	3/5 months

A busy week for the **Panamax** segment with a plethora of fixtures albeit struggling to maintain last done levels.

In the Pacific, sentiment picked up, as fresh requirements kept coming out of South East Asian (mineral trades) or NoPac (grains). Given the overall poor support from ECSA or USG, and the increasing bunker prices, vessels chose not to ballast and settle for a quick / local round trip or direction India in order to buy some time. 'Yasa Eagle' (81,525 dwt, 2012) fixed at \$12,000 basis South Korea delivery for a NoPac to SE Asia grain trip. 'Yasa Falcon' (81,488 dwt, 2012) took \$11,000 basis retro sailing Huangpu on the 24th April for one trip ex Australia to India. LMEs are fixing sub \$10,000 for Indonesia to India for coal trips and for the odd Far East round closer to \$11,000, as in the case of 'Gleamstar' (75,491 dwt, 2011) with early May delivery at Huangpu. India destination is still fixing at a discount, as it shortens the ballast towards the ECSA and seems to be paying a premium for India to Far East trips, as in the case of 'La Donna I' (79,107 dwt, 2014) fixed at \$14,750 daily basis New Mangalore delivery for one trip via Goa to Japan.

In the Atlantic region, ECSA grains still play a leading role; setting the overall tone in supply and demand dynamics. There was a healthy amount of May cargoes out of ECSA but with some ballasters already in between Cape of Good Hope and ECSA and the looming 1st May holidays owners were on the compromising side. Second half May loaders are not scarce either and a few already agreed lower rates. 'Ming De' (82,097 dwt, 2014) reported fixed at \$15,250 plus \$525,000 gbb for 20 May loading at ECSA, whilst at the same time more than 3 kamsarmaxes reported fixed at lower rates. Front-haul rates are suffering in other loading areas as well. 'Samos Warrior' (80,415 dwt, 2011) fixed at \$17,000 basis 27/30 April Brest delivery for one trip via Baltic to India with fertilizers. 'Zheng Rong' (81,793 dwt, 2013) fixed at \$19,250 daily for early May delivery Canakkale via Black Sea to SE Asia with grains. T/A rounds are paying in the region of \$10,000 as in the case of 'Xenia' (82,019 dwt, 2015) basis 28 April San Ciprian via USEC back to Continent/Baltic ranges.

Period trend and rates have cooled down as well but still paying premium over the spot market. 'Resurgence' (81,623 dwt, 2012) achieved \$13,000 for 4 to 7 months with delivery Machong. 'Peace Pearl' (76,000 dwt, 2013) fixed with similar delivery at \$12,500 for 4 to 6 months. Further north, the Post-panamax 'Diavolezza' (87,665 dwt, 2016) achieved a \$15,750 daily for 5 to 7 months and 25/28 April delivery Shidao.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Gleamstar	75,491	2011	Huangpu	02 May	Schina	\$11,000	Tongli	via Indo
Yasa Eagle	81,525	2012	Skorea	end Apr	SE Asia	\$12,000	Norden	via NoPac
Yasa Falcon	81,488	2012	retro Huangpu	24 Apr	India	\$11,000	South32	via Aus
La Donna I	79,107	2014	New Mangalore	01/04 May	Japan	\$14,750	Nordic	via GOA
Zheng Rong	81,793	2013	Canakkale	05/10 May	SE Asia	\$19,250	Jaldhi	via Blsea
Samos Warrior	80,415	2011	Brest	27/30 Apr	India	\$17,000	Aquavita	via Baltic/ferts
Xenia	82,019	2016	San Ciprian	28 Apr	Conti/Baltic	\$10,000	Oldendorff	via USEC
Ming De	81,200	2014	ECSA	20 May	Singapore-Japan	\$15,250+\$525k gbb	Solebay	
Resurgence	81,623	2012	Machong	15/25 May	worldwide	\$13,000	M2M	4/7 mos
Atalandi	77,528	2014	Haldia	26/06 May	worldwide	\$13,500	Uniper	14/17 mos

Without material change, The **Supramax** Baltic index trended sideways for the week, concluding at 1042 points.

In the Pacific, after many weeks of anticipation, at last, the market turned positive! Overall, the Far East Baltic indices gained roughly three percent w-o-w. For Indo coal rounds, decent levels were achieved in many cases for both China and India direction. On this front, "Balaban" (56,753dwt, 2009) was concluded at \$14,000 delivery Jakarta for trip to East Coast India. A fair amount of backhaul trades made their appearance this week, but despite the improved index for this route, actual rates were slightly lower. The "Anya" (58,593dwt, 2017) did not score the last done as she was fixed at \$7,500 for the 65 days and \$12,500 thereafter, basis delivery Inchon for steels to the Continent. Having stayed quiet for a couple of weeks, some action took place out of the South Africa region during the 17th week of the year. The "Kaley" (63,458dwt, 2015) being open in West Coast India went for the longer duration, as was reported fixed at \$12,500 plus \$265,000 ballast bonus delivery Durban for a trip to the Far East, compared to "Conti Peridot (57,001dwt, 2011) open in Mundra which was done at \$11,300 for a salt cargo via West Cost India straight to China.

In the Atlantic, the week could be described as rather uneventful. Steady demand for prompt tonnage in USG and BSEA meant that recent gains in hire rates were further solidified. The 'SBI Thalia' (63,500 dwt, 2015) was covered for a trip via NCSA to China with petcoke at \$24,500 daily basis delivery Cristobal. Moving further south, the 'Star Lutas' (61,200 dwt, 2016) was fixed for a trip via ECSA to the Philippines at a decent \$14,700 daily plus \$470,000 ballast bonus, basis delivery Recalada. At the same time however, rates for transatlantic trips to Mediterranean and Continent appeared to recede. The S9_58 route of the BSI (Wafr via Ecsa/Skaw-Passero) shed almost 6% w-o-w. No major changes in levels being fixed ex Continent-Baltic, wherefrom the 'Columbia' (58,701 dwt, 2009) took \$10,500 daily for a trip with fertilizers from Klaipeda to ECSA. At this point we should correct from our previous report that the Ultramax that was heard to have fixed excess \$16,000 daily from Antwerp for a trip via Baltic to India, secured the aforementioned rate basis redelivery passing Durban. The Black Sea saw some slight improvement on rates. We heard of an Ultramax which fixed low \$13,000's daily, basis delivery Canakkale, for grains to South Africa.

Period-wise, the 'CP Guangzhou' (63,608 dwt, 2015), open CJK, took \$13,200 daily for 4-6 months, redelivery worldwide.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Balaban	56,753	2009	Jakarta	26-28 Apr	Ec India	\$14,000	Isl	Coal via Indo
Conti Peridot	57,001	2011	Mundra		China	\$11,300	Bainbridge	Salt via Wci
Anya	58,593	2017	Inchon	prompt	Continent	\$12,500	Hyundai Glovis	Steels
Kaley	63,458	2015	Durban	prompt	Far East	\$12,650 + \$265K bb	cnr	
SBI Thalia	63,500	2015	Cristobal	prompt	China	\$24,500	Cargill	petcoke via NCSA
Star Lutas	61,200	2016	Recalada	prompt	Philippines	\$14,700 +\$470K bb	Norden	
Columbia	58,701	2009	Klaipeda	spot	ECSA	\$10,500	cnr	cargo fertilizers
CP Guangzhou	63,608	2015	CJK	28 Apr-5 May	worldwide	\$13,200	Meadway	4-6 months period

Landscape in the mist for Far East – wondering if the summer slow came too early in the Atlantic on the **Handysize**.

With the 'Shipping Week' of Singapore this week, the pace of the market in the East has slowed down significantly. There was limited action noticed throughout the Pacific and this in conjunction with the increase of spot vessels led to reduced rates. Furthermore, it has to be noted that the ongoing uncertainty in world trades and the restriction of coal imports in South China affected heavily the Handies. The 'Asian Beauty' (28,218 dwt, 2011) open at Kobe on the end of April fixed petcoke via U.S. west coast back to Japan at \$9,000 dop. The 'Maratha Prudence' (32,000 dwt, 2012) open at Kuching on the 22nd of April concluded at \$8,500 dop for a tct with bagged rice via Kolsichang to Indonesia. On the period front, the grabber 'Jia Tai' (35,000 dwt, 2011) open at south China fixed at \$9250 dop for 2ll. Finally, the 'Maritime Victory' (28,344 dwt, 2010) open at CJK on the 22nd of April fixed at \$8,500 dop for 11/13 months. With the upcoming holiday of May 1st in several countries, we anticipate that the slow pace of the market will continue at least until the 2nd of May.

In the Atlantic, with the exception maybe of Continent and Med, the market came to an almost screeching halt. ECSA saw no fresh enquiries and Owners started getting nervous. A 38,860 dwt fixed an unimpressive, if not low, \$12,750 from Plate to Skaw/Passero range. USG remains seemingly unchanged for last couple of weeks. Some noticed fewer ships around, but fear it was just people ballasting out of the area. A 35,800dwt fixed an intra- Gulf trip at just above \$8,000 aps, while we heard rumours of a 34,000dwt fixing \$10,000 for a quick trip from USEC to W. Med. Continent, on the other hand, saw some more activity and it was definitely the area where some "shy" smiles in the faces of Owners still exist. People hope that this trend will continue. The Med /Bl. Sea were fairly active too but rates are still not on fire. Rates are rising, only if one is willing to get a bit "off the grid". Such was the case of a 28,000dwt fixing from Mersin via Bl. Sea to East and South Africa \$10,500 or a 32,000dwt which did a nice \$12,000 from Bl. Sea to Nigeria. Otherwise, we heard a rumour of a 28,000dwt fixing \$8,900 within Med from Canakkale.

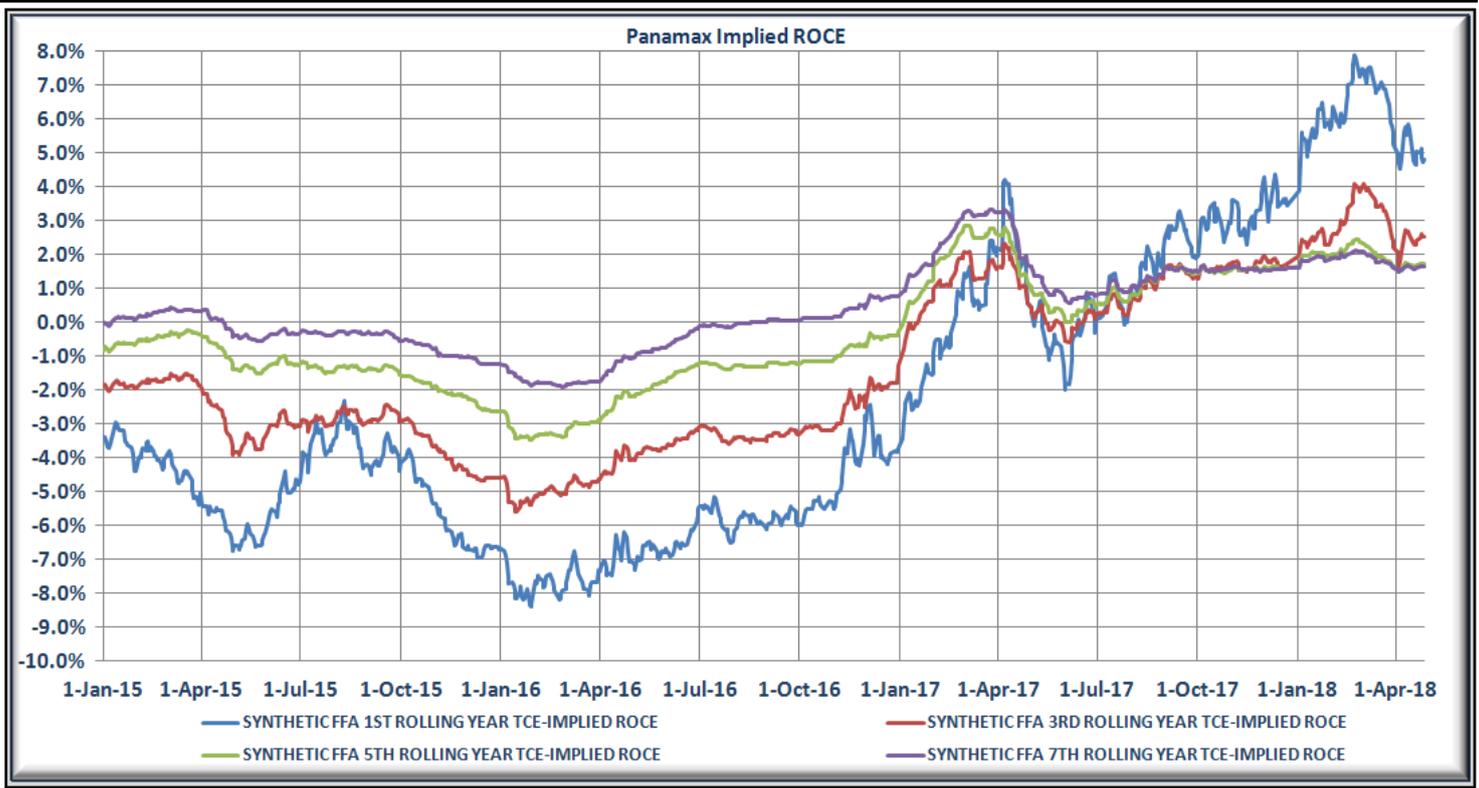
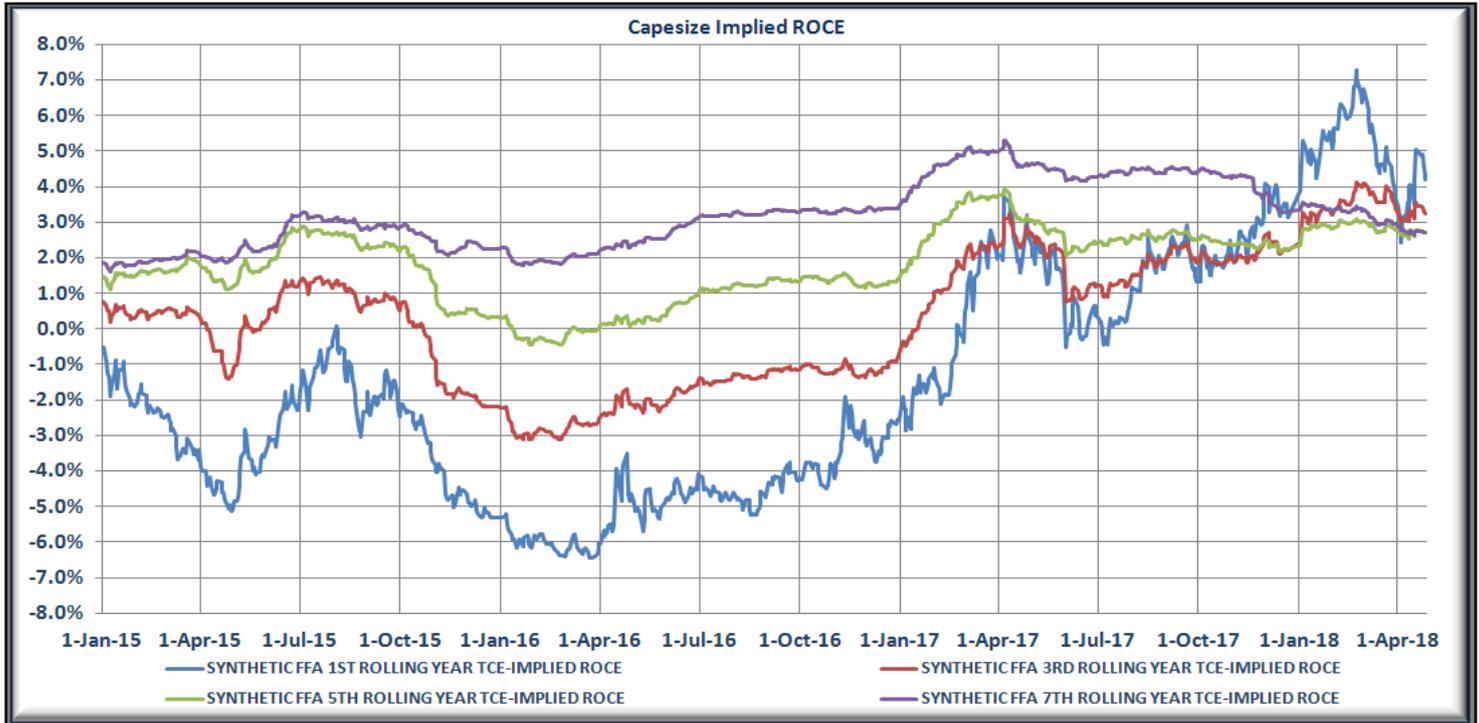
On the period desk, we heard that 'Pan Kristine' (33,303 dwt, 2011) fixed with delivery Oran for 3-5 months at \$10,750 with redelivery worldwide, and 'CL Antwerp' (33,687dwt, 2010) concluding from W. Med 2-3 legs within Atlantic at \$9,500.

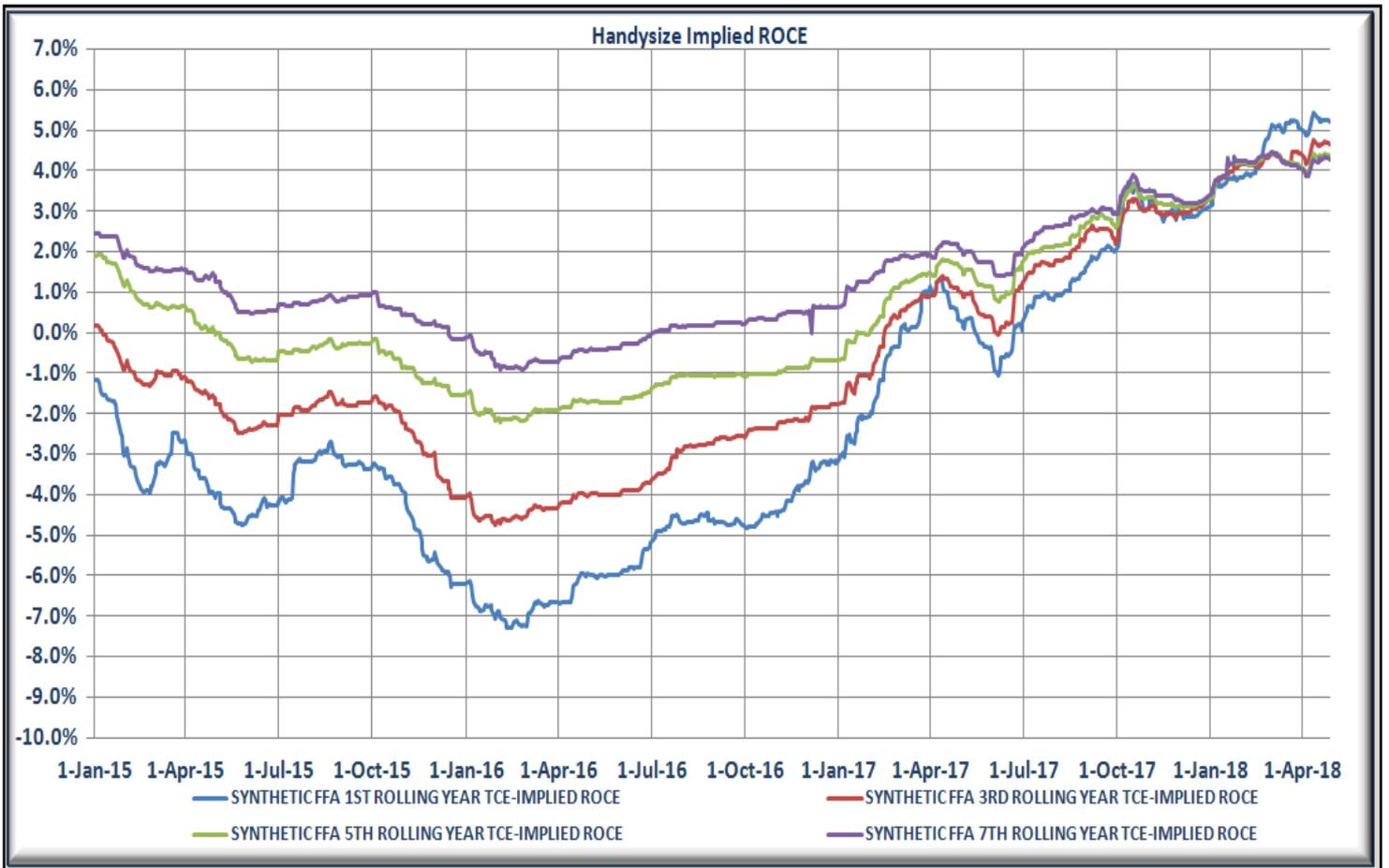
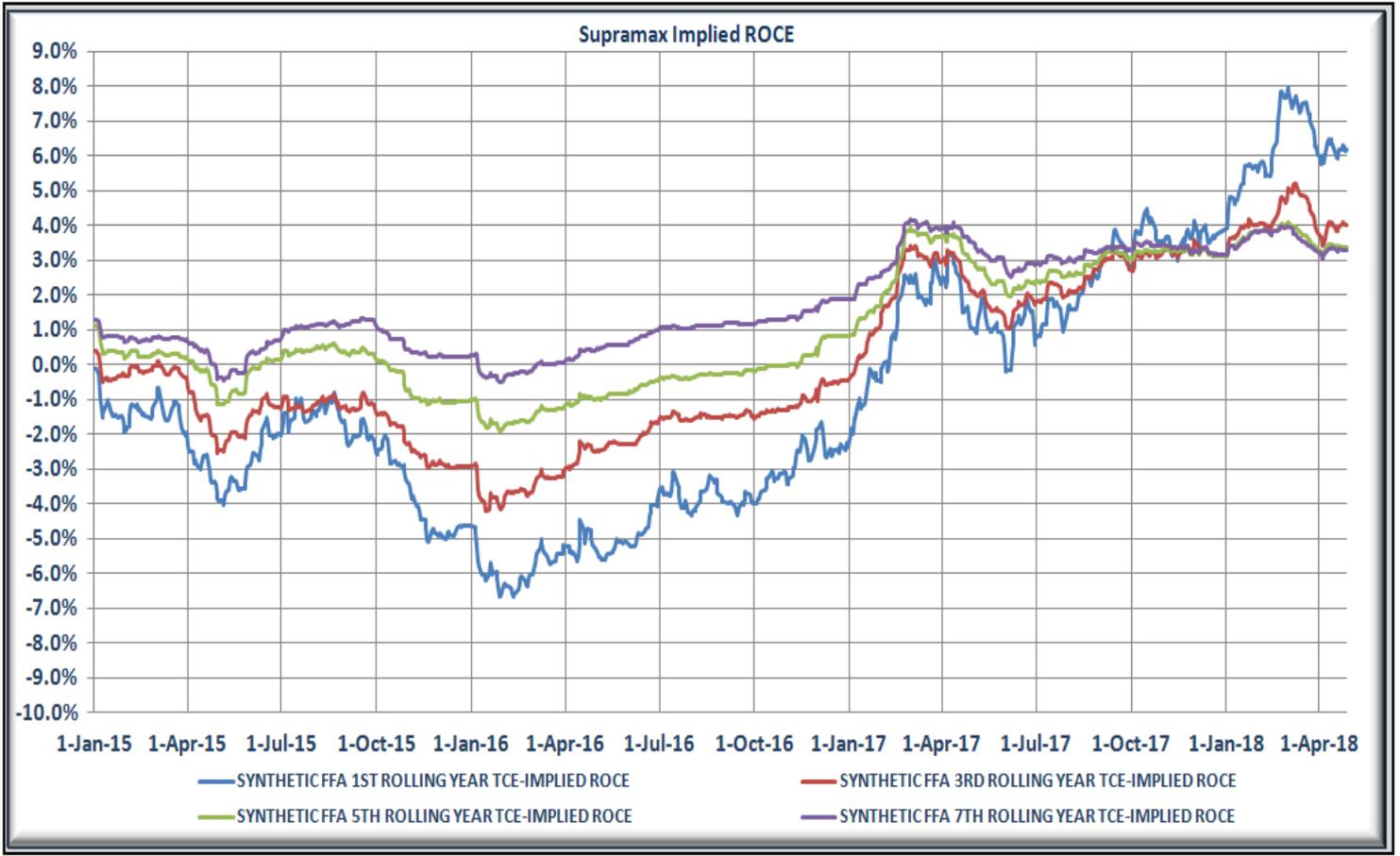
Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Asian Beauty	28,128	2011	Kobe	Prompt	Japan	\$9,000	cnr	petcoke via USWC
Maratha Prudence	32,000	2011	Kuching	Prompt	Indonesia	\$8,500	cnr	bagged rice via Kolsichang
LV Song Hai	38,863	2016	Recalada	Prompt	Skaw/Passero	\$12,750	Cofco	grains
Nordic Incheon	35,817	2018	SW Pass	Prompt	Ec Mexico	\$8,200	Norden	
Lord Mountbatten	28,207	2011	Mersin	Prompt	S. Africa	\$10,500	MuR	via Bl. Sea and Mombasa
Irmgard	38,200	2012	Canakkale	1-2 May	Caribs	\$10,300 1st 45d, \$14,000 balance	Nurship	
Genco Charge	28,398	2005	Sfax	Prompt	Norfolk	\$8,500	Ultrabulk	clinker
JiaTai	35,000	2011	Shantou	Prompt	ww	\$9,250	cnr	2 laden legs
Maritime Victory	28,344	2010	CJK	Prompt	ww	\$8,500	cnr	11 - 13 months

FFA Market

The short end of Supramax curve trended upwards, whereas those of all other segment drifted lower. In the opposite direction from the booming spot market, the prompt months of the Capesize forward curve lost its previous heights, with May paper balancing at \$16,730 and June at \$16,370. With a spot market lacking clear direction, the Panamax curve ended lower at \$10,865 and \$11,810 for May and June respectively. Positive sentiment was seen in the Supramax forward market, with May kept moving higher at \$11,590 and June at \$11,620. In a quiet week on the Handysize paper, prompt contracts remained at previous Friday's levels, with May at \$9,800. The back ends of all segments remained at previous levels without significant changes.

Setting aside the first year Supramax implied ROCE, those of all other segments didn't manage to support their previous levels. Capesize first rolling year implied ROCE lost 0.8% this week at 4.2% whilst that of Panamax trended downwards as well, to 4.8%. Geared segments implied ROCEs moved towards different directions, with Supramax up to 6.3% and Handy down at 5.2%.





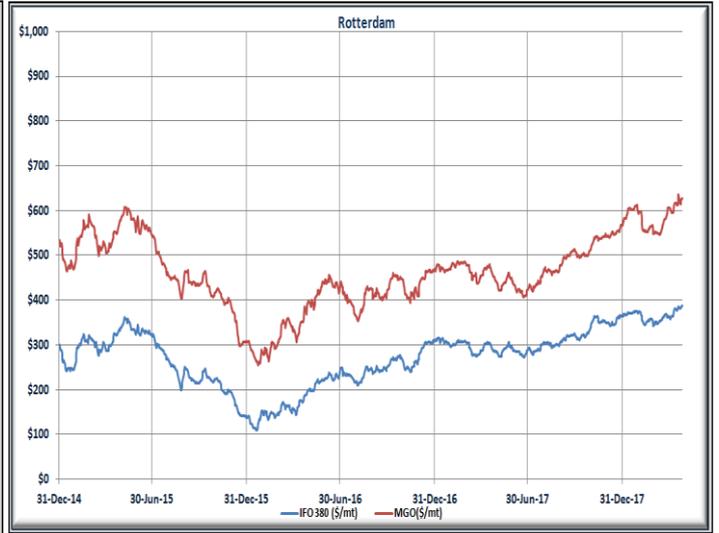
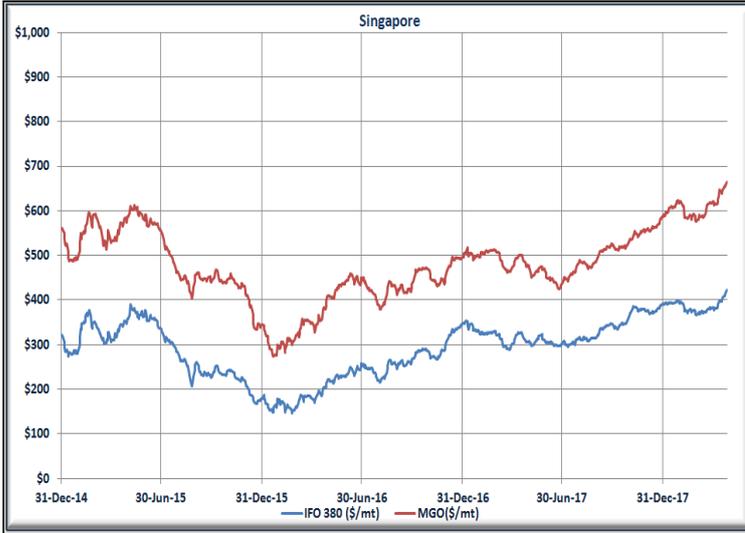
BFA Cape 5TC									
Date	April (18)	May (18)	Jun (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
23-Apr-18	\$11,655	\$17,090	\$17,000	\$18,330	\$22,270	\$14,540	\$17,535	\$15,295	\$15,335
24-Apr-18	\$11,810	\$17,690	\$17,060	\$18,290	\$22,200	\$14,510	\$17,520	\$15,295	\$15,335
25-Apr-18	\$11,730	\$17,270	\$16,670	\$17,780	\$21,830	\$14,290	\$17,305	\$15,270	\$15,300
26-Apr-18	\$11,700	\$16,820	\$16,500	\$17,410	\$21,420	\$14,150	\$17,183	\$15,260	\$15,290
27-Apr-18	\$11,690	\$16,730	\$16,370	\$17,280	\$21,310	\$14,070	\$17,115	\$15,280	\$15,300
Week High	\$11,810	\$17,690	\$17,060	\$18,330	\$22,270	\$14,540	\$17,535	\$15,295	\$15,335
Week Low	\$11,655	\$16,730	\$16,370	\$17,280	\$21,310	\$14,070	\$17,115	\$15,260	\$15,290
Week Avg	\$11,717	\$17,120	\$16,720	\$17,818	\$21,806	\$14,312	\$17,332	\$15,280	\$15,312

BFA Panamax 4TC									
Date	April (18)	May (18)	Jun (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
23-Apr-18	\$10,625	\$11,300	\$11,955	\$12,280	\$13,110	\$11,010	\$11,518	\$9,900	\$9,855
24-Apr-18	\$10,590	\$11,325	\$12,100	\$12,365	\$13,235	\$11,040	\$11,593	\$9,900	\$9,855
25-Apr-18	\$10,540	\$10,900	\$11,870	\$12,190	\$13,075	\$10,935	\$11,501	\$9,895	\$9,855
26-Apr-18	\$10,520	\$10,815	\$11,725	\$12,100	\$12,995	\$10,865	\$11,444	\$9,895	\$9,855
27-Apr-18	\$10,535	\$10,865	\$11,810	\$12,140	\$13,060	\$10,880	\$11,468	\$9,895	\$9,855
Week High	\$10,625	\$11,325	\$12,100	\$12,365	\$13,235	\$11,040	\$11,593	\$9,900	\$9,855
Week Low	\$10,520	\$10,815	\$11,725	\$12,100	\$12,995	\$10,865	\$11,444	\$9,895	\$9,855
Week Avg	\$10,562	\$11,041	\$11,892	\$12,215	\$13,095	\$10,946	\$11,505	\$9,897	\$9,855

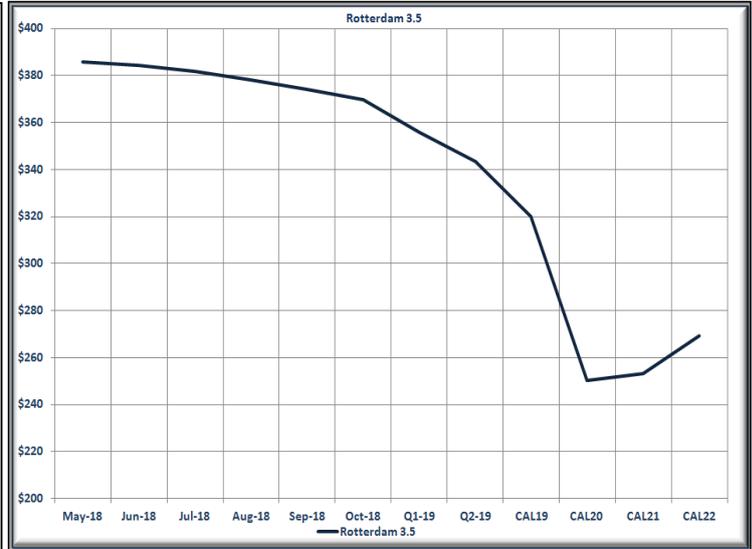
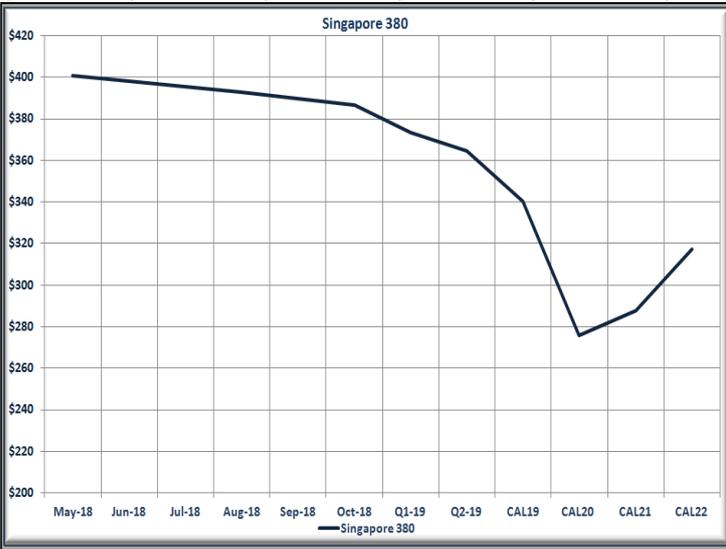
BFA Supra 5TC									
Date	April (18)	May (18)	Jun (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
23-Apr-18	\$10,930	\$11,480	\$11,650	\$11,740	\$12,195	\$10,840	\$11,365	\$9,890	\$9,890
24-Apr-18	\$10,950	\$11,595	\$11,755	\$11,880	\$12,300	\$10,880	\$11,390	\$9,900	\$9,900
25-Apr-18	\$10,940	\$11,700	\$11,720	\$11,820	\$12,290	\$10,820	\$11,380	\$9,900	\$9,900
26-Apr-18	\$10,925	\$11,580	\$11,620	\$11,740	\$12,200	\$10,760	\$11,340	\$9,900	\$9,900
27-Apr-18	\$10,935	\$11,590	\$11,620	\$11,780	\$12,230	\$10,760	\$11,340	\$9,900	\$9,900
Week High	\$10,950	\$11,700	\$11,755	\$11,880	\$12,300	\$10,880	\$11,390	\$9,900	\$9,900
Week Low	\$10,925	\$11,480	\$11,620	\$11,740	\$12,195	\$10,760	\$11,340	\$9,890	\$9,890
Week Avg	\$10,936	\$11,589	\$11,673	\$11,792	\$12,243	\$10,812	\$11,363	\$9,898	\$9,898

BFA Handysize TC									
Date	April (18)	May (18)	Jun (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
23-Apr-18	\$9,650	\$9,800	\$9,775	\$9,700	\$9,963	\$9,025	\$9,406	\$9,188	\$9,188
24-Apr-18	\$9,613	\$9,813	\$9,788	\$9,725	\$9,975	\$9,031	\$9,394	\$9,181	\$9,181
25-Apr-18	\$9,525	\$9,825	\$9,800	\$9,750	\$9,975	\$9,031	\$9,394	\$9,181	\$9,181
26-Apr-18	\$9,475	\$9,800	\$9,788	\$9,738	\$9,963	\$9,038	\$9,394	\$9,181	\$9,181
27-Apr-18	\$9,463	\$9,800	\$9,788	\$9,725	\$9,950	\$9,013	\$9,381	\$9,156	\$9,156
Week High	\$9,650	\$9,825	\$9,800	\$9,750	\$9,975	\$9,038	\$9,406	\$9,188	\$9,188
Week Low	\$9,463	\$9,800	\$9,775	\$9,700	\$9,950	\$9,013	\$9,381	\$9,156	\$9,156
Week Avg	\$9,545	\$9,808	\$9,788	\$9,728	\$9,965	\$9,028	\$9,394	\$9,177	\$9,177

Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
23-Apr-18	\$381	\$617	\$410	\$655	\$409	\$688	\$404	\$672	\$381	\$648
24-Apr-18	\$383	\$615	\$412	\$654	\$414	\$693	\$405	\$678	\$386	\$653
25-Apr-18	\$383	\$622	\$416	\$658	\$408	\$688	\$407	\$682	\$381	\$652
26-Apr-18	\$387	\$625	\$421	\$662	\$416	\$688	\$410	\$685	\$388	\$656
27-Apr-18	\$388	\$627	\$423	\$664	\$418	\$690	\$412	\$687	\$390	\$658
12-month High	\$388	\$635	\$423	\$664	\$418	\$700	\$412	\$687	\$390	\$658
12-month Low	\$272	\$407	\$295	\$426	\$296	\$540	\$295	\$462	\$263	\$430
12-month Avg	\$330	\$515	\$350	\$534	\$349	\$605	\$348	\$561	\$328	\$549



Singapore	27-Apr-18	Week max	Week low	Week Avg	RTDM 3.5	27-Apr-18	Week max	Week low	Week Avg
May-18	\$401.0	\$401.0	\$390.8	\$395.0	May-18	\$385.7	\$385.7	\$377.0	\$380.3
Jun-18	\$398.2	\$398.2	\$389.3	\$392.9	Jun-18	\$384.5	\$384.5	\$376.4	\$379.4
Jul-18	\$395.5	\$395.5	\$387.8	\$390.8	Jul-18	\$381.7	\$381.7	\$374.4	\$377.3
Aug-18	\$392.7	\$392.7	\$385.8	\$388.4	Aug-18	\$378.2	\$378.2	\$371.7	\$374.4
Sep-18	\$389.7	\$389.7	\$383.8	\$386.1	Sep-18	\$374.2	\$374.2	\$368.2	\$371.0
Oct-18	\$386.7	\$386.7	\$381.4	\$383.5	Oct-18	\$369.7	\$369.7	\$364.4	\$367.1
Q3-18	\$392.6	\$392.6	\$385.8	\$388.4	Q3-18	\$378.1	\$378.1	\$371.4	\$374.2
Q4-18	\$383.9	\$383.9	\$378.7	\$381.1	Q4-18	\$365.8	\$365.8	\$360.9	\$363.2
Q1-19	\$373.4	\$375.0	\$369.9	\$372.0	Q1-19	\$355.8	\$355.8	\$351.4	\$353.9
Q2-19	\$364.6	\$367.7	\$362.9	\$364.6	Q2-19	\$343.3	\$343.5	\$339.4	\$342.3
CAL19	\$340.1	\$345.4	\$336.9	\$340.4	CAL19	\$320.1	\$325.4	\$316.9	\$320.4
CAL20	\$275.6	\$280.9	\$272.4	\$275.9	CAL20	\$250.1	\$262.4	\$249.7	\$252.6
CAL21	\$287.6	\$292.9	\$284.4	\$287.9	CAL21	\$253.1	\$265.4	\$252.7	\$255.6
CAL22	\$317.4	\$322.6	\$314.2	\$317.7	CAL22	\$269.1	\$281.4	\$268.7	\$271.6

Dry Bulk S&P Market

While some recovery has been seen in the shipbuilding industry, market low priced competition was of great concern to leading Japanese shipbuilders speaking at Sea Japan 2018. Koji Okura, president of Mitsubishi Shipbuilding Co Ltd commented that in some segments ship prices were still sluggish, while some were rising but not very much. Okura raised concerns about low prices being driven by government subsidies to Chinese and Korean yards, which also means they have a greater capacity to invest. Tetsuro Koga, president of Mitsui E&S Shipbuilding Co Ltd commented that many Korean yards had faced managerial difficulties but now had government support. Looking to China he said that some yards had shut down but there was still some uncertainty as to what will happen next. On the price front, the most noticeable change in the indicative prices during the last fortnight was that of newbuilding Capesizes that gained circa 2.2% M-o-M. In all other segments and vessel ages, the market trended sideways.

Indicative Newbuilding Prices

Date / USD mil.	Capesize 176-180K DWT	Panamax 75-77K DWT	Handymax 61-63K DWT	Handysize 38-40K DWT
27-Apr-18	47.00	26.00	24.50	22.50
27-Apr-17	42.50	24.50	23.50	21.50
27-Apr-16	45.00	25.25	23.50	20.00
Δ % Y-o-Y	10.6%	6.1%	4.3%	4.7%
Δ % 2018-2016	4.4%	3.0%	4.3%	12.5%

Reported Recent S&P Activity

Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
Shourong Harmony	180,323	2010	Dalian/China	25	Undisclosed	
Vogerunner	176,838	2008	Namura/Japan	mid-high 23	Greek Buyers	
Ocean Commander	174,142	2007	Shanghai Waigaoqiao/China	21.5	Undisclosed	
Oriental Wise	81,601	2011	Afai/China	18	Greek Buyers	
BBG Ambition	82,108	2009	Tsuneishi/China	19	Greek Buyers	
Orange Truth	83,051	2006	Tsuneishi/Japan	13.6	Greek Buyers	
Annabell	75,200	2010	Penglai Jinglu/China	low 14	Undisclosed	
Madeleine	76,561	2006	Imabari/Japan	14.3	Undisclosed	
DR Bravo	76,806	2005	Sasebo/Japan	12.6	Undisclosed	DD due July 2018
Jiangsu Hongqiang HQ109	64,000	2018	HQHI/China	23.3	Taiwanese Buyers	C 4x30
Azurit	56,771	2012	Hantong/China	12.4	Undisclosed	C 4x30
Ten Yoshi Maru	57,110	2011	Tsuneishi Zhoushan/China	High 16	Undisclosed	C 4x30
E Tracer	57,000	2011	Yangzhou Guoyo/China	11.9	Undisclosed	C 4x30
Nichirin	55,694	2010	Mitsui/Japan	15.5	Undisclosed	C 4x30
Requiem	58,000	2010	Yangzhou Dayang/China	12.2	Greek Buyers	C 4x35
Luminous Halo	56,018	2006	Mitsui/Japan	12.5	Undisclosed	C 4x30
Blue Diamond	53,538	2008	Ha Long Quang/Vietnam	9.8	Undisclosed	C 4x36
Challenger	52,413	2001	Tsuneishi/Japan	mid-high 8	Asian Buyers	DD due May 2019 C 4x30
AT 40	43,246	1995	HHL/S.Korea	5.1	Undisclosed	C 4x25
Western Baltic	38,800	2015	Hantong/China	17	Undisclosed	C 4x30
Nordic Visby	35,052	2010	Nantong Jinghua/China	9.3	Undisclosed	C 4x30.5
PPS Ambition	33,328	2013	Shin Kurushima/Japan	mid-high 15	Undisclosed	C 4x30
Sider Venus	32,120	2009	Hakodate/Japan	12.5	Undisclosed	DD/BWTS due 12/18 C 4x30
SSI Spring	32,576	2007	Kanda/Japan	10.5	Far Eastern Buyers	C 4x30.5
North Wind	29,084	2011	Nantong/China	8.8	European Buyers	C 4x30
Zenith Explorer	28,343	2008	Imabari/Japan	low-mid 8	Taiwanese Buyers	SS due C 4x30.5
Omicron Way	28,107	2001	Bohai/China	5.1	Chinese Buyers	C 4x30
Len Chen No.1	28,412	1998	Hakodate/Japan	4.1	Chinese Buyers	C 4x30.5
Kibele	12,235	2000	Shin Kochi/Japan	3.3	Turkish Buyers	C 3x30

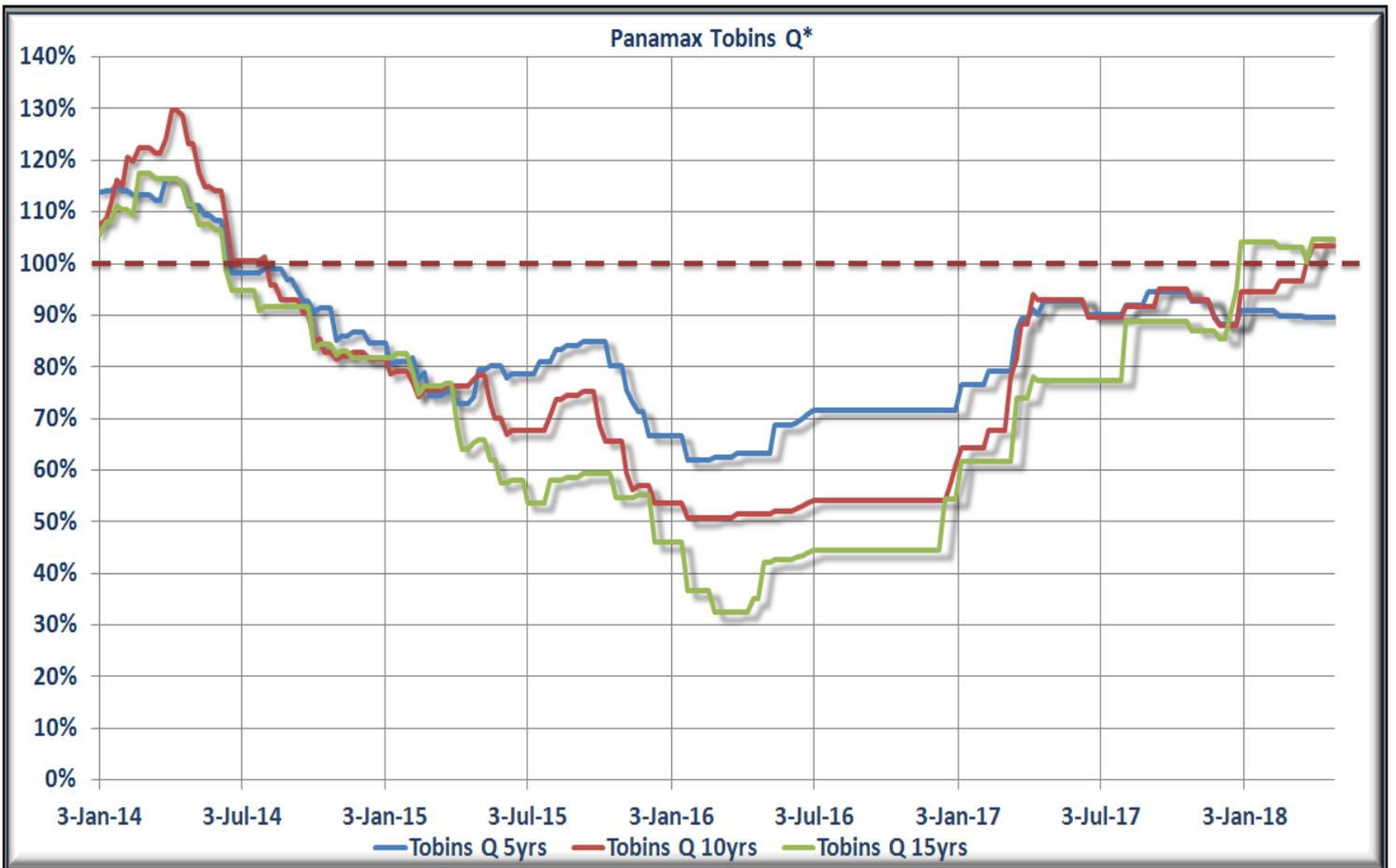
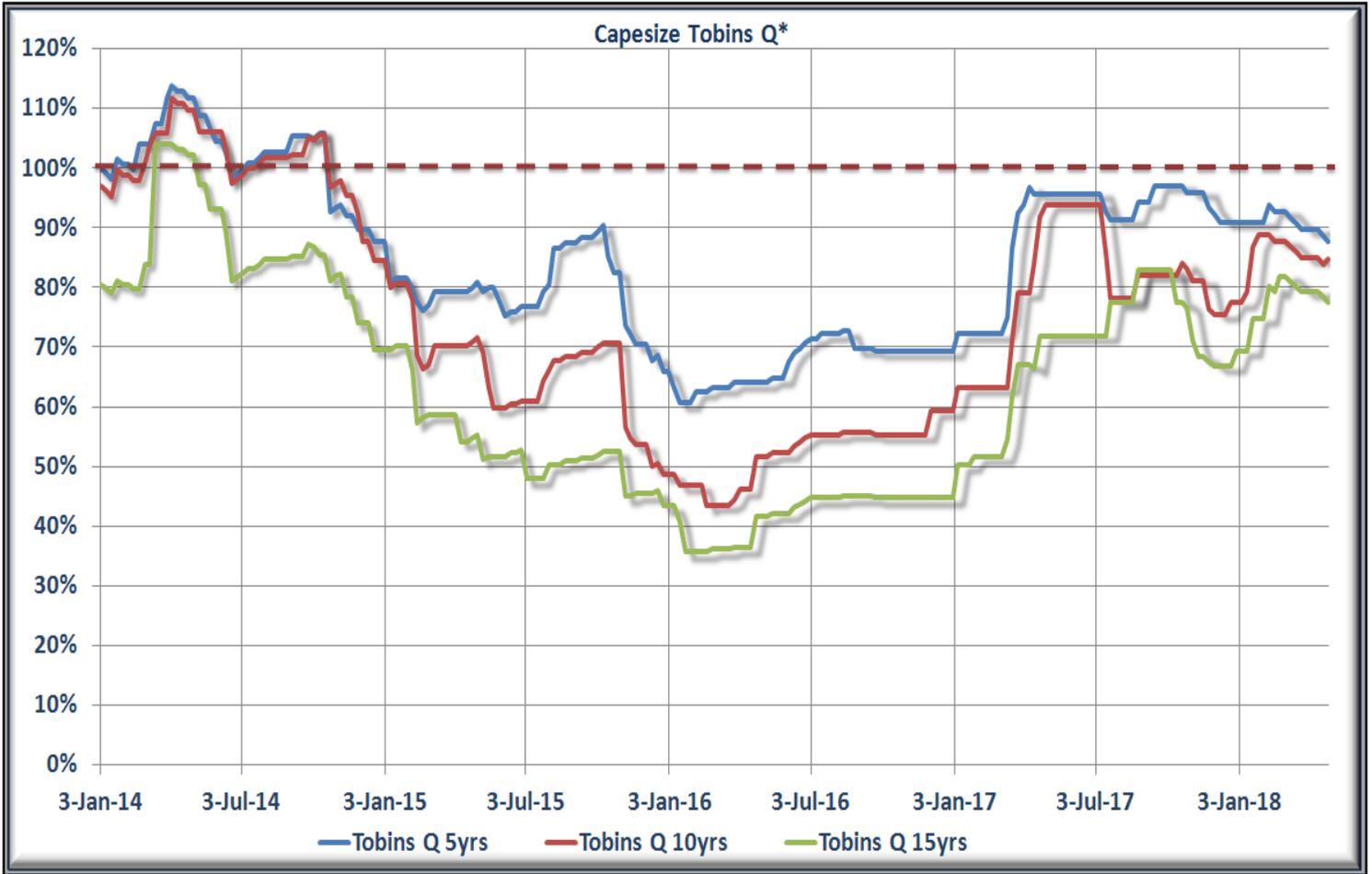
Tobin's Q* Capesize-Panamax

Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
Current ratio	88%	85%	78%	90%	103%	105%
12months High	97%	94%	83%	95%	103%	105%
12months Low	88%	76%	67%	88%	88%	77%
12months Avg	93%	85%	76%	91%	94%	91%

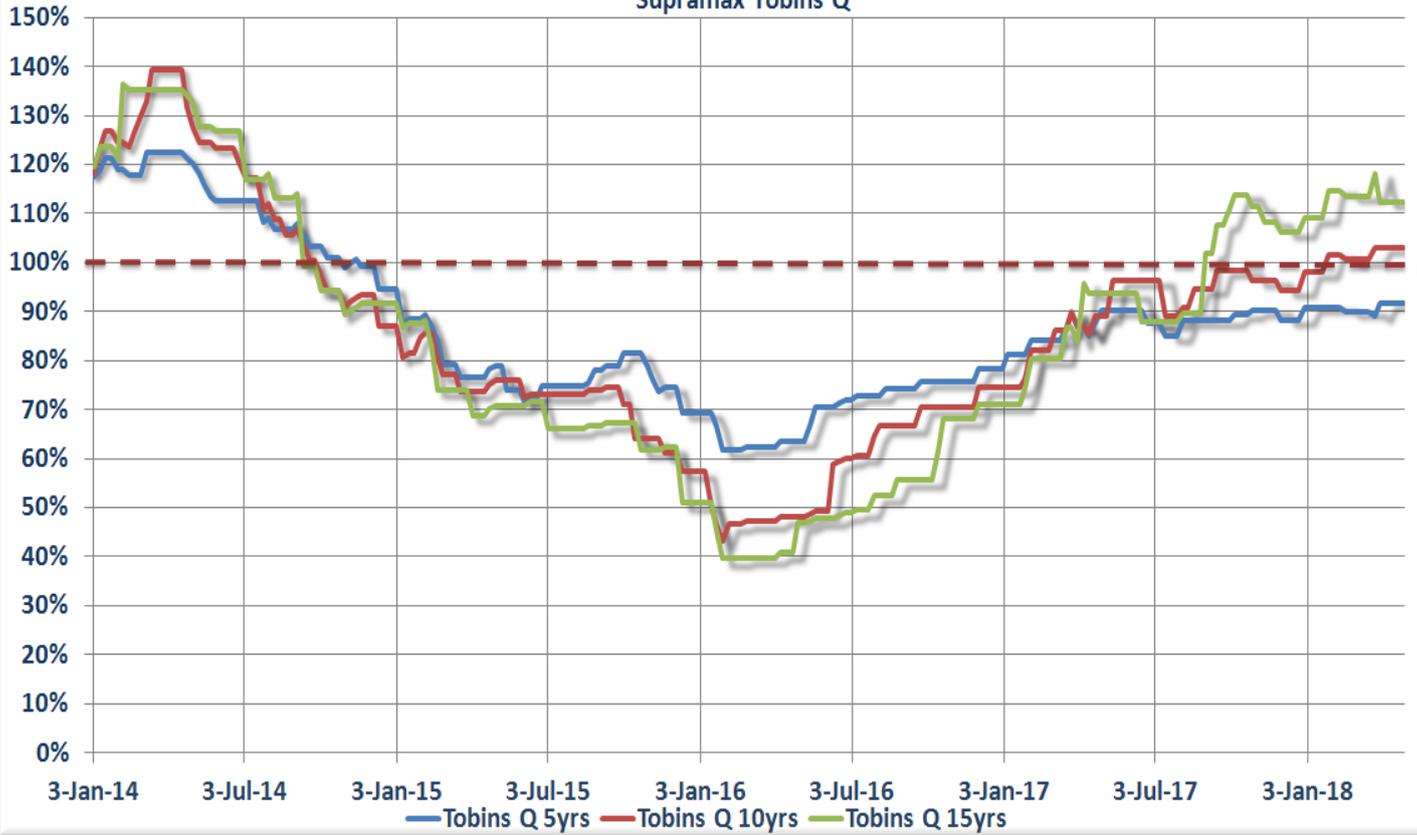
Tobin's Q* Supramax-Handysize

Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
Current ratio	92%	103%	112%	79%	73%	70%
12months High	92%	103%	118%	79%	74%	71%
12months Low	85%	89%	88%	71%	55%	56%
12months Avg	90%	97%	104%	75%	65%	62%

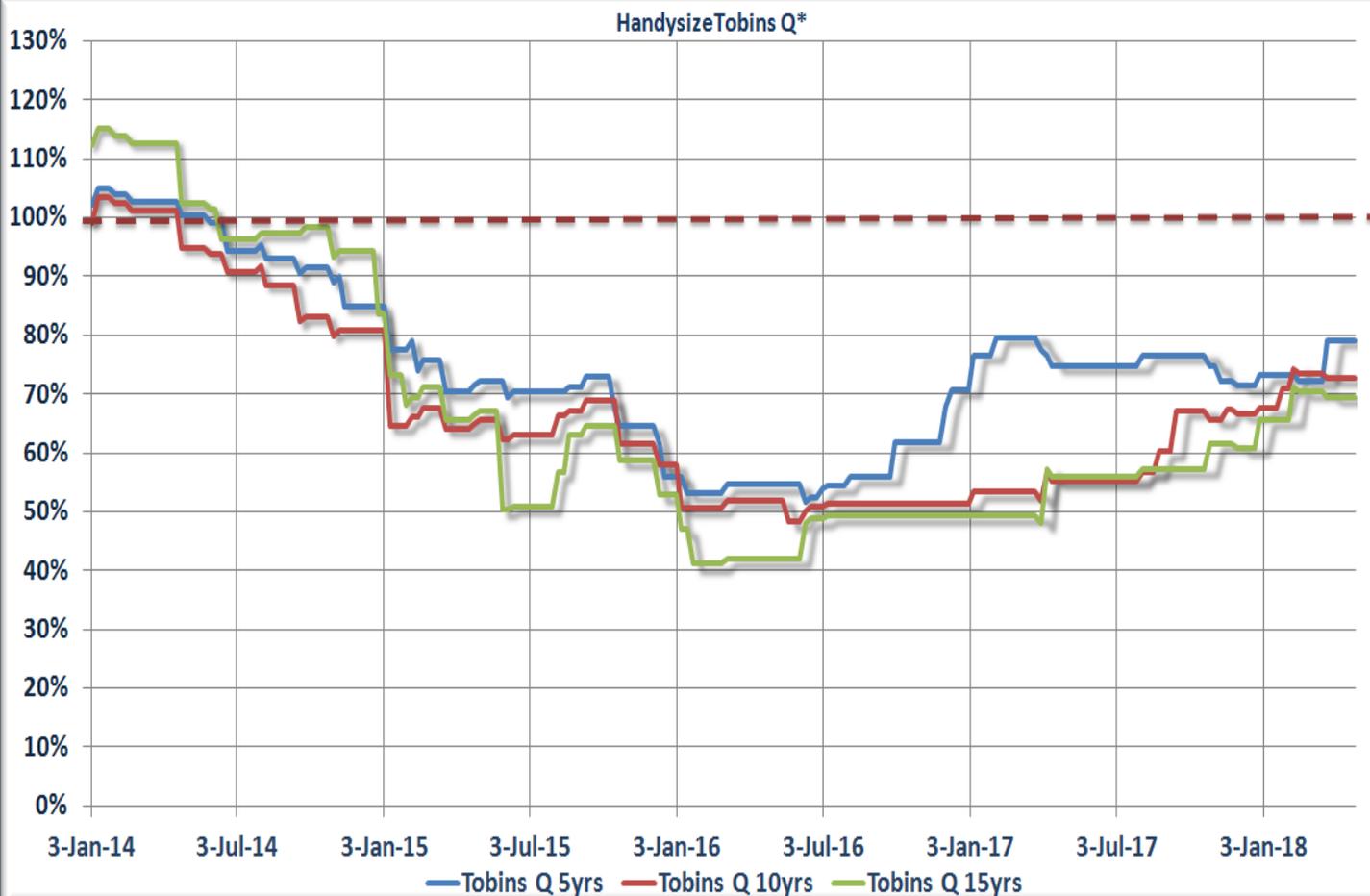
*Tobin's Q represents the ratio between the market value and replacement value of a physical asset, with numerator and denominator adjusted to same age basis. According to economic theory, this ratio should be mean reverting towards 1 or 100%, for assets that do not face technological obsolescence.



Supramax Tobins Q*

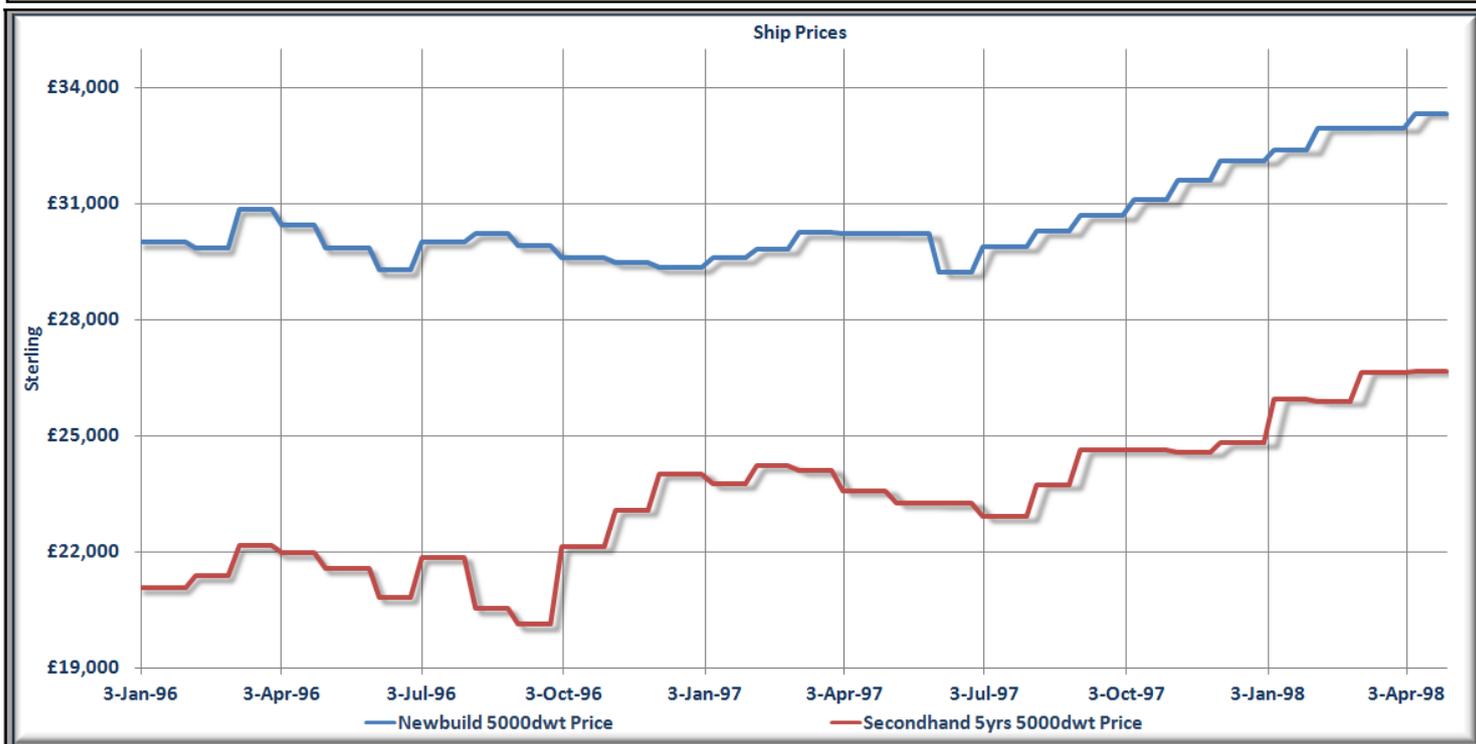
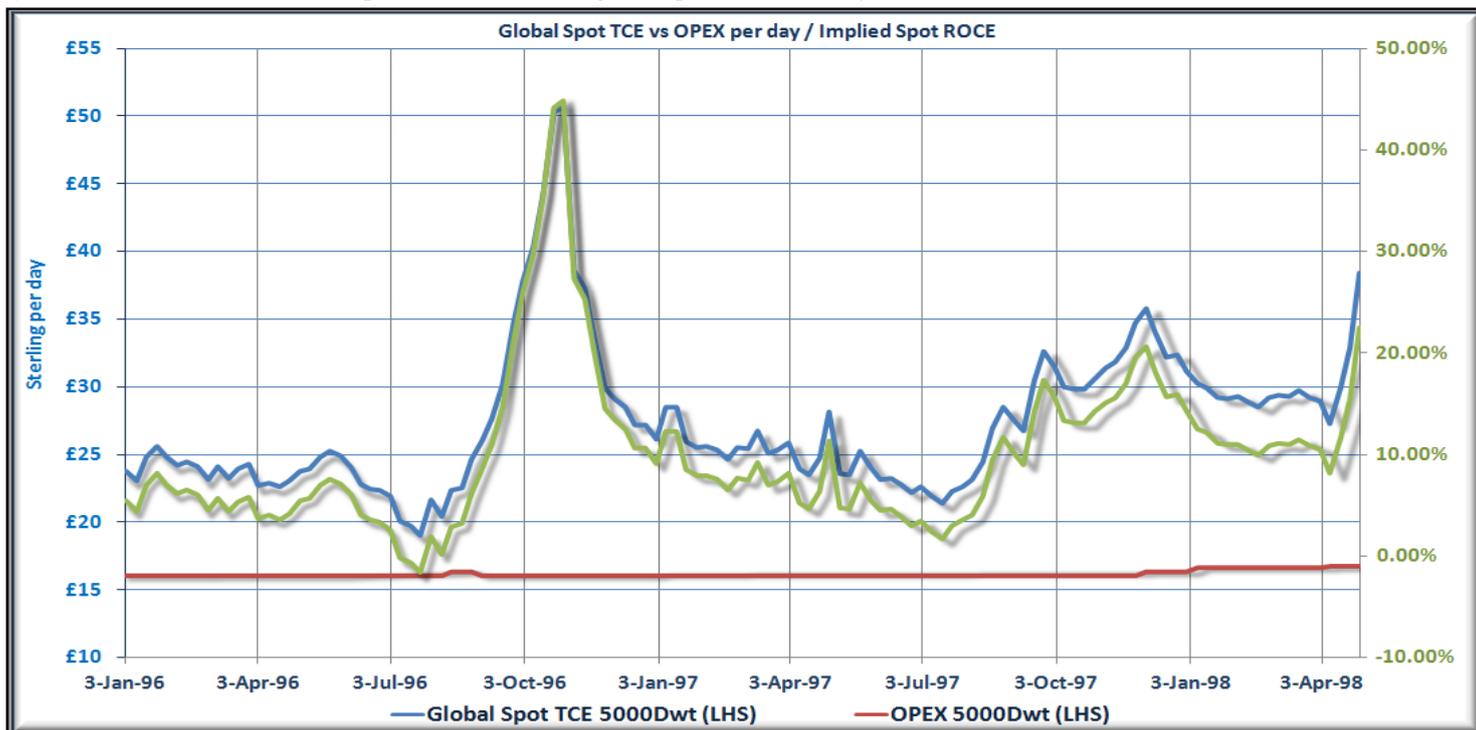


HandysizeTobins Q*



Market Insight 120 years ago

By: Michalis Voutsinas, Doric Shipbrokers S.A. and Angela Papanastastou, Tufton Oceanic Ltd.



Weekly Spot Market	Current week	Previous week	Mar-99	Feb-99	Jan-99
Implied Spot Roce	22.6%	15.5%	11.1%	10.6%	11.8%
Global Spot TCE	£38.31	£32.80	£29.22	£28.90	£29.57
BlackSea Round	£37.77	£32.49	£28.55	£28.06	£29.31
East Round	£51.47	£45.30	£34.42	£35.78	£36.81
Med Round	£33.56	£28.71	£27.32	£26.62	£26.61
US Round	£45.18	£35.68	£34.47	£33.11	£33.13
River Plate Round	£39.96	£32.25	£34.30	£37.36	£34.10

S&P Market (5,000dwt)	Current week	Previous week	Mar-99	Feb-99	Jan-99
NB	£33,317	£33,317	£32,941	£32,933	£32,367
SH 5yrs old	£26,677	£26,677	£26,651	£25,902	£25,962
SH 10yrs old	£20,476	£20,476	£20,448	£19,764	£19,843
SH 15yrs old	£15,400	£15,400	£15,366	£14,664	£14,775

*1 Sterling = 20Shillings, 50% of the World Fleet under British Ownership, Size Categories: "Small"=below 2,500dwt, "Handy"= 2,500-4,000dwt, "Large"=5,000dwt, "Very Large"= 6,000dwt, "Ultra Large"=above 6,000dwt, Assumptions for a 5,000dwt Benchmark Ship: Voyage Speed=9knots, Fuel Consumption 17.75tonnes of coal/day

History does not repeat itself but it does rhyme...

Owners have now apparently got the various markets well in hand, with tonnage in few directions being in excess of demand, but rather the reverse. Consequently, it is difficult to estimate to what extent rates are likely to rise, but circumstances connected with the war, the indirect effect of the coal strike, the price of grains are all tending towards a further improvement. In this context, the average returns on capital employed in shipping during this week (28-April-1898) rocketed to 22.6%.

Taking outward and homeward freights in combination, they certainly indicate that owners who have not been caught prematurely fixing must be making large profits, more especially those controlling large modern "tramps". Take, for instance, the Eastern markets. It has been years since the present obtainable rate of 25s from Bombay and Kurrachee was paid, as also 32s 6d wheat basis from Calcutta and 35s from Java. Turning to the Black Sea direction, homeward rates, in combination with what freight owners got out to the Mediterranean ports, etc., are almost as high as they have been for many years. With about 9s to 9s 6d out coal and 14s to 14s 6d from Odessa, owners must be looking forward to a large distribution of profits. As to the war, there seems to be unmistakable evidence that both the United States and Spain have to a very great extent commenced hostilities unprepared. The US is sadly short of transport tonnage and although certain agents have been over here doing their utmost to purchase fast English tramps, yet in view of war having commenced and the act of selling constituting a violation of the laws of this country, owners held back in fear of unpleasant consequences. Large prices have been and are being bid, but before any owner falls into the trap, he had better take legal opinion as to his position in regard to any proposed sale. As long as hostilities go on the prices of grain are likely to continue firm and of course this must stimulate the freight markets. As the prices now ruling, the foreign producers and shippers must be making enormous profits. They are irresistibly tempted to ship, let the freights be what they may. It seems therefore, as if owners were in for a spell of good luck.

In the spot arena, the Black Sea has been excited and it is difficult to quote what is the most obtainable for prompt boats, but we should say that the following rates would be forthcoming: Odessa to L.H.A.R. 14s to 14s 3d, Hamburg 14s 8d, Marseilles 14.75 fcs. To obtain ore tonnage from Poti to UK or Rotterdam, charterers would probably have to pay 16s 3d. , and on better terms than they usually get owners to swallow. Salt rates from Eupatoria to the Baltic will have to advance to 20s to be equivalent of other business. Danube charterers have at last come forward and set the market away in the right direction. We cannot understand their holding back so long; however, they are now paying up for their apathy, as berth for Antwerp or Rotterdam have advanced to 15s 9d for very prompt loading. Now that charterers are desperately hungry, owners in fixing their berth tonnage should insist on a berth-note more in accordance with the essential points of the "net charter"; for instance "running days" for loading, a proper rate of demurrage, a full cargo without the objectionable concession of allowing shippers to ship 5 per cent short of their engagements. Time should also count on arrival and reporting, in berth or not. The present berth-notes are almost useless, being so utterly vague; owners might just as well trust entirely to the honour of the charterers. Mediterranean business is improving, but there is nothing very sensational in the advances that have so far taken place. From Smyrna and the Sea of Marmora to UK 12s 6d is quoted. From Sicily to the US prompt tonnage can command 33s 6d per nrt fruits, but owners are not anxious to go westwards as so many complications might arise at the other end. As regards the American market, it is almost impossible to properly quote the best obtainable, as there is such a disparity between what is bidding and what owners are demanding. We hear that from the Northern range prompt tonnage is fixable on the Cork For Orders basis at 4s 7d per quarter, while owners are in some cases resolutely holding for nearer 5s. Timber rates from the Gulf to UK/Cont. are up to 120s, but in comparison with grain rates, they should be nearer 150s per std. The River Plate market has not yet responded to the rise in other markets, but it has got to come, or the Argentines will never get their grain put on the home markets, for owners will continue taking their boats away and running them up to the US. Charterers' offers of 20s from up river for May/June are ridiculous in comparison with the other markets; these rates ought to be 25s and owners are fully justified in holding for same and over. An enormous business has been done from the East, but principally for May tonnage.

There is still an enormous demand for time-charter tonnage, principally for the Atlantic trade for periods ranging from three to twelve months at 8s per grt. Owners, however, in negotiating for such business at such rates will have to be careful in regard to the conditions, and to stipulate that no contraband of war shall be shipped.

On the S&P front, both the newbuilding and the secondhand market remained as previously reported. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £32,950 – marginally higher than previous month levels – whereas a ten-year-old of the same dwt and specification at £20,500, or +3.5% M-o-M.