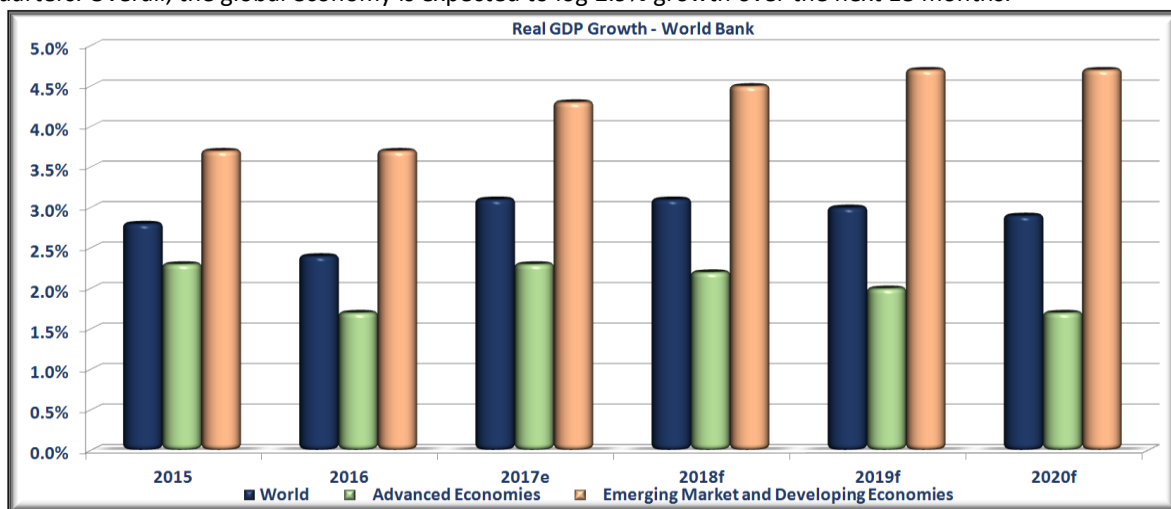


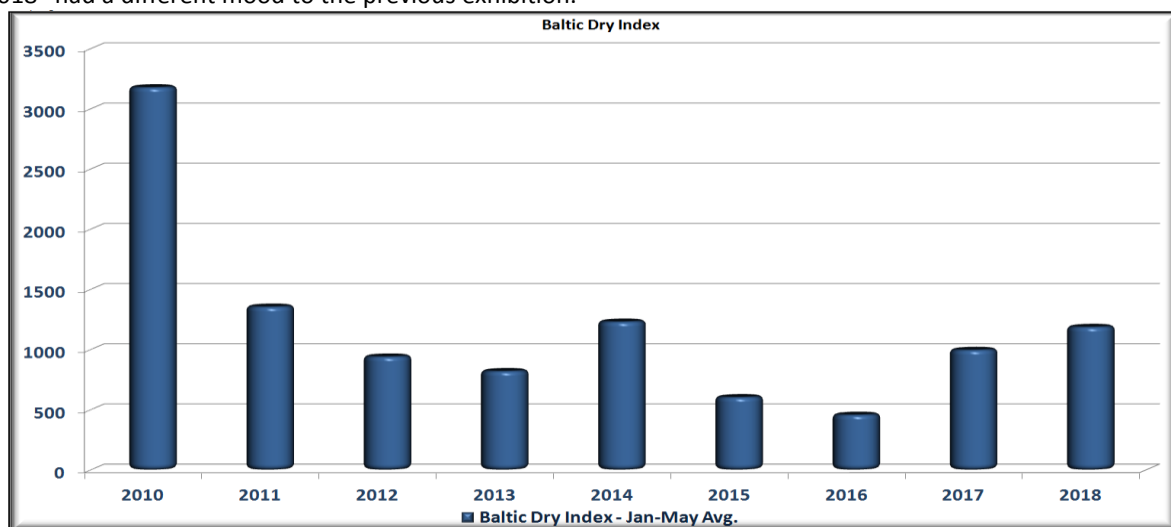
The current state of the global economy resembles that of a sailor whose boat is freed by the rising tide after been caught on a sandbar. The sailor is naturally relieved to be able to set sail however should be tempered by the urgency to pilot toward deeper seas before the receding waters beach the ship again. This vivid and picturesque description belongs to Shantayanan Devarajan, senior director of the World Bank. After struggling hard for many years, the global economy seems to be leaving the legacy of the global financial crisis of the past decade behind. Following the latest updates of the IMF and OECD economic reports, the World Bank confirms consensus forecasts for 2018 and 2019 to reflect optimism.

In spite of having eased lately, global growth remains robust and projected to reach 3.1% in 2018. In advanced economies, activity continues to grow above expectations, while some additional fiscal stimulus measures look to provide a further lift to near-term growth. Furthermore, with output gaps – difference between the actual output of an economy and its potential output– nearly closed, inflation expectations have crept up and monetary policy is becoming less expansionary. Among emerging markets and developing economies, the recovery in commodity exports has continued. However, the upturn in many energy-exporting countries is still lagging that of exporters of other commodities as oil prices have not returned to 2014 levels. Activity of commodity importers continues strong. Growth in China remains robust, albeit a tad lower than on previous quarters. Overall, the global economy is expected to log 2.9% growth over the next 18 months.



Source: World Bank, Doric Research

By riding this wave, the Baltic Dry index registered a first five-month average of 1190 points – the second largest in the last seven years. Improved trading activity and the ensuing freight levels pushed after depreciation returns of capital employed higher into positive territory. In parallel with the freight market, indicative asset prices headed north in reference to both secondhand and to newbuilding ones. In this context, “posidonia 2018” had a different mood to the previous exhibition.



Source: Baltic Exchange, Doric Research

Following “Posidonia 2016” and “Piraeus 2017” where the market’s perception was rather bearish, this year’s leading international shipping event was upbeat especially on the back of the dry sector’s state. Climate change agenda and new regulations dominated official fora, whilst in private conversations the short-term upward trending market was the main theme of conversations. At a time when the global economy has gained traction, the shipping industry with notable exception the tanker sector, is having its day in the sun again.

Freight market 120yrs ago (page 12): “A fair amount of chartering has been effected during the past week, but generally at a further decline in rates, which indicates that things must be getting somewhere about bottom...”

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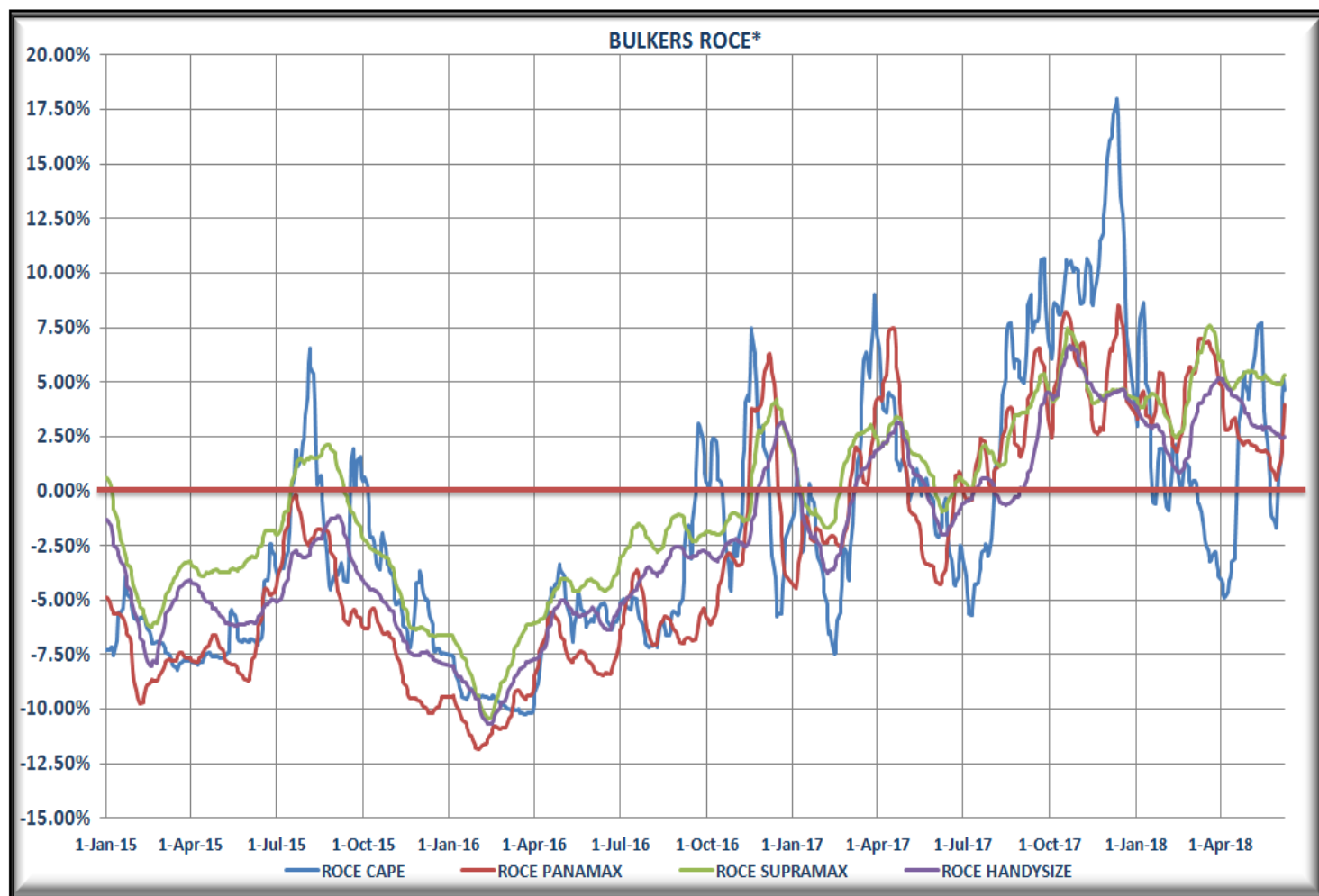
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Dry Cargo Spot Market

It would have been great misbehavior on the freight market's part to ruin the festivities during the "Posidonia" week. Fortunately, in line with the hot weather in Piraeus, market sentiment remained warm during the 23rd week of the year, pushing the Baltic Dry Index up to 1391 points. Of course, the "prima donnas" of the sector wouldn't have missed the parties for the world and thus BCI climbed to 2151 points, or up 34.3% W-o-W. The positivity of the Capes seemed to trickle down to the Panamaxs as well, with the BPI concluding at 1418 points. Reporting marginal gains, Supramaxes moved higher to 1075 points whereas Handies trended sideways, ending at 584 points.

At the box office, the after depreciation returns on capital employed of Capesizes and Panamaxs saw some strong gains, whereas those of geared segments were less volatile. In fact, Capesize ROCE lay at 4.63% and Panamax ROCE at 3.97%, or up 398 and 289 basis points on a weekly basis respectively. With the BSI 52TC returning above \$11,000 daily, Supramax ROCE balanced at 5.31%. An investment in Handies is currently generating 2.5 cents in every dollar invested.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
4-Jun-18	1193	\$13,963	\$9,803	\$10,909	\$8,488
5-Jun-18	1249	\$15,124	\$10,061	\$10,996	\$8,492
6-Jun-18	1340	\$17,140	\$10,381	\$11,019	\$8,488
7-Jun-18	1395	\$18,134	\$10,806	\$11,123	\$8,489
8-Jun-18	1391	\$17,566	\$11,385	\$11,160	\$8,505
12-month High	1743	\$30,475	\$13,740	\$12,356	\$10,104
12-month Low	820	\$6,305	\$6,517	\$7,418	\$6,178
12-month Avg	1233	\$15,754	\$10,812	\$10,206	\$8,358
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.

Reporting double-digit increases across the board, **Capesizes** pushed the general Baltic index and the sector's sentiment higher. With an impressive 34.3% surge on a weekly basis, BCI 5TC covered some \$4,400 daily, concluding at \$17,566 daily.

In the Pacific, BHP Billiton and Rio Tinto were upgraded to overweight from neutral from J.P. Morgan, following the firm's analysis of the next generation of iron ore and coal projects. The New-York based bank raised its long-term price outlook for Australian iron ore to \$60/tonne, hard coking coal to \$140/tonne and thermal coal to \$77/tonne. In the spot arena, the benchmark of the Pacific basin tracked the general trend by increasing to \$8.077 pmt. Rio Tinto was reported to have taken 'Southern Wisdom' (177,324 dwt, 2004) from Dampier to Qingdao for 23 June onwards at \$8.35 and 'Ocean Road' (179,407 dwt, 2009) on this run at \$8.30. The 'Mineral Beijing' (174,083 dwt, 2004) was fixed for an Aussie round at \$17,500 daily, basis delivery Rizhao. On a similar run, the 'Anangel Guardian' (179,701 dwt, 2010) concluded at \$20,000 daily, basis delivery Yantai. The 'Genco Commodus' (169,098 dwt, 2009) with prompt delivery Pohang was reported fixed in direct continuation for a trip via Newcastle at \$16,000, or \$2,000 above the previous contract. The Baltic transpacific index (C10_14), with a solid 17.9% weekly increase, closed at \$18,496 daily.

In the Atlantic, Brazil's President Michel Temer is set to issue a decree next week introducing key changes to current mining regulations, aimed at making the country's industry more competitive. The expected announcement will include provisions about exploration and extraction, the new mining agency's attributions, continuity of exploration works during the transition to development and mining, infractions and penalties and mine closure rules. In the spot main stage, the concertmaster Tubarao-Qingdao Baltic index finished well above last Friday's closing at \$19.236 pmt, scoring 2018 record levels. With rumors surfacing that even higher numbers has been discussed. There were no time charter fixtures reported on this basin. The fronthaul index (C9_14) hovered at \$32,159 daily whereas the Transatlantic index (C8_14) rocketed to \$17,225 daily, or up 32% and 53.1% W-o-W respectively.

On the period front, with the forward market being unable to digest the movements of the spot, limited activity was reported. In the last day of May, the 'Baltimore' (177,243 dwt, 2005) secured employment at \$18,050 for the next 12/14 months, basis delivery.

Representative Capesize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Mineral Beijing	174,083	2004	Rizhao	11/12 Jun	Singapore-Japan	\$17,500	Hanaro	via West Australia
Mehmed Fatih	180,025	2015	Tianjin	prompt	Singapore-Japan	\$16,750	Cargill	via Australia
Anangel Guardian	179,701	2010	Yantai	05/06 Jun	China	\$20,000	Pacific Bulk	via Australia
Genco Commodus	169,098	2009	Pohang	11/12 Jun	Hadong	\$16,000	Panocean	via Newcastle d/c
Baltimore	177,243	2005	Singapore	05/06 Jun	worldwide	\$18,050	Koch Shipping	12/14 months <fixed 31/5>

It was the hot weather and the liquor that relaxed most of the **Panamax** oriented guests in Athens during the Poseidonia exhibition, and the sudden rates rally that put a huge smile on their faces again, and got the party really going...

In the Pacific, despite sailing out of dry/dock in Zhoushan, the 'SITC Hengshan' (76,202 dwt, 2013) opted for a re-positional coal business via Vostochny to India at \$10,000 daily, getting somehow closer to an already heating ECSA market. Indonesian mineral trading seemed to have recovered from past weeks' numbness with kamsarmaxes fixing at mid/high \$12,000 daily and smaller sized panamaxes at mid \$11,000 daily. 'Blumenau' (81,652 dwt, 2012), given her positional delivery at Pasir Gudang has fixed at a stronger \$13,000 daily and direction India. There was poor grain activity out of NoPac or South Australia, with very few fixtures reported. Only, 'Tai Knowledge' (82,000 dwt, 2017) stood out, achieving a \$13,500 with 7th June delivery at Mizushima for a NoPac round trip. Australia minerals were paying sub \$11,000 for round trips, whilst similar monies were paid for India redelivery. Such was the case of 'King Loong' (77,430 dwt, 2006), getting paid a sound \$11,750 daily with prompt delivery at CJK.

Once again, the ECSA front-haul is the driving force behind the Atlantic mood upswing. Most major loading areas in the Atlantic basin have showed corrective signs this week, apart from the Black Sea and Mediterranean, thus shaping a positive sentiment for the days to come. The Greek-owned, Tsuneishi built, 'Pan Bicorn' (82,158 dwt, 2012) headlined in the news, fixing at \$16,800 daily plus \$680,000 GBB for early July dates, setting the bar high up for early July slots. It was leaked she had fixed and failed some days back, at similar levels still way above the last done. That lead most ballasters to start revising their ideas straight away, bidding in excess of \$13,500-14,000 daily basis India or Singapore delivery. Trading out of Orinoco river has picked up too, with 'Ulusoy-12' (79,422 dwt, 2011) fixing at \$17,000 with prompt delivery at Aghinish to China. NCSA exports strongly supported the rather short tonnage list, whilst there was some activity noted out of the US Gulf and the USEC. Namely, the postie 'Mynika' (84,108 dwt, 2013) fixed at \$22,750 daily with mid-June delivery at Amsterdam for one front-haul trip via USEC. On the TA, 'Corinna' (81,682 dwt, 2013) was reported at \$14,000 with 7th June delivery at Ijmuiden via US Gulf back to Skaw-Gibraltar range. Across the ocean, 'Athina' (76,635 dwt, 2007) fetched \$21,000 daily with 10-12 June delivery Gibraltar for a trip with bauxite via Kamsar to the Arabian Gulf.

On the period front, there was a lot of trading noticed with most Owners holding off, in awe of both the physical and paper market frenzy. The 'Medi Egadi' (81,600 dwt, 2018) achieved a strong \$15,000 daily with late June delivery at Cebu for 6 to 8 months. In the Atlantic, the 'Skiathos' (79,412 dwt, 2011) fixture emerged also at \$15,000 daily with prompt delivery at Tarragona for 5 to 7 months

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Blumenau	81,652	2012	Pasir Gudang	10/14 June	India	\$13,000	cnr	via Indo
Tai Knowledge	82,000	2017	Mizushima	07 June	Singapore-Japan	\$13,500	cnr	via NoPac
King Loong	77,430	2006	CJK	06/07 June	India	\$11,750	Hyundai Glovis	via ECSA
Figalia Prudence	81,498	2012	Singapore	06/07 June	Singapore-Japan	\$13,500	Norden	via ECSA
Ulusoy-12	79,422	2011	Aghinish	04 June	China	\$17,000	ABT	via Orinoco
Corinna	81,682	2013	Ijmuiden	07 June	Skaw-Gibraltar	\$14,000	Bunge	via US Gulf
Pan Bicorn	82,158	2012	ECSA	01/10 July	Singapore-Japan	\$16,800+\$680,000 gbb	Omegra	
Medi Egadi	81,600	2018	Cebu	25/26 June	worldwide	\$15,000	cnr	6/8 mos
Skiathos	79,412	2011	Tarragona	06 June	worldwide	\$15,000	Oldendorff	5/7 mos

Supramaxes concluded at 1075 points this week, or just 47 below the 2018 highest point.

The pace in the Pacific continued to be sluggish for another consecutive week in the absence of fresh cargoes entering the market, whereas on the other hand a long tonnage list is steadily growing. For the usual Indonesian rounds though, "Mimosa" (52,479dwt, 2001) was done at a decent \$13,500 delivery Singapore for China direction. In the "Nopac" front, "Diamond Stars" (55,389dwt, 2001) was reported to be fixed at \$11,000 for a soda ash cargo delivery South Korea back to Singapore/Japan range. Nickel ores offered some kind of premium, with "Dato Lucky" (56,881dwt, 2011) securing \$13,000 delivery Zhoushan via Philippines to China. The Persian Gulf market is not parallel with the Ramadan festivities but many are expecting a rebound after mid June when it formally comes to an end. Finally, out of South Africa the "Amis Wsdm VI" (61,456dwt, 2011) scored \$12,500 plus \$250,000 ballast bonus delivery aps and redelivery Pg/West Coast India range.

In the Atlantic, market has reverted into recovery mode and this is evident especially in rates being fixed from the Americas. A steep 17% increase w-o-w on the S4A_58 route of the Baltic exchange is indicative of the significant volume of fresh cargo that has entered the market within the span of the last couple of weeks. From the USG, the 'SBI Lyra' (61,559 dwt, 2015) secured a healthy \$18,000 daily for a trip with petcoke to the Mediterranean basis redelivery passing Gibraltar. Some rather interesting numbers were heard from the South Atlantic too. One fixture that stood out was that of the 'Huayang Rose' (63,562 dwt, 2016), fetching \$14,800 daily plus \$480,000 ballast bonus for a trip from Santos to China. On the other side of the pond, changes were milder as rates hovered close to 'last done' levels. The 'Santa Ursula' (61,453 dwt, 2010) took \$17,000 basis delivery Baltic for a trip to the Persian Gulf, it was reported though that the fixture was concluded about a week ago. It was also heard that a 57,000 tonner was covered on a scrap cargo from the Continent to East Mediterranean at \$11,750.

Period-wise, the 'Young Harmony' (63,567 dwt, 2016) locked \$13,450 daily for 3-5 months trading basis delivery CJK, redelivery worldwide.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Mimosa	52,479	2001	Singapore	2-3 June	China	\$13,500	Elane Bulk	trip via Indonesia
Diamond Stars	55,389	2011	South Korea	Prompt	Singapore-Japan range	\$11,000	Cargill	trip via Nopac
Dato Lucky	56,881	2011	Zhoushan	Prompt	China	\$13,000	Oneocean Marine	nickel ore via Philippines
Amis Wisdom VI	61,456	2011	South Africa	Prompt	PG-WC India	\$12,500+\$250bb	Xianlong	
SBI Lyra	61,559	2015	USG	Prompt	Gibraltar	\$18,000	cnr	petcoke to Mediterranean
Huayang Rose	63,562	2016	Santos	Prompt	China	\$14,800+\$480k	cnr	
Santa Ursula	61,453	2010	Baltic	Prompt	Persian Gulf	\$17,000	Primetransport	intention scrap
Young Harmony	63,567	2016	CJK	Prompt	worldwide	\$13,450	cnr	3-5 months period

Two very different stories in the Far East – Some change in sentiment at the Atlantic on the **Handysize**.

Market in the Far East this week was characterised by inactivity and poor rates northern of Taiwan, whilst in south East Asia and Australia, numbers were much healthier. In the north, mv 'Ocean Trade' (29,500 dwt, 1996) open at CJK on the 5th of June fixed at \$7,000 dop for metcoke via North China to Vietnam. At the same time in the south, the 'Marina L' (28,000 dwt, 2014) open at Singapore on the 11th of June fixed at \$9,500 dop for sugar via Thailand to Indonesia. The difference between the two regions is obvious. In addition to the above, good fixtures were also done by bigger vessels in the region. The 'Grace C' (37,000 dwt, 2012) open at Singapore on the 10th of June fixed at \$11,000 dop for salt from Australia to North China. On the trading front, Lauritzen booked Trafigura's bulk alumina ex Kwinana to Safaga at low \$30's pmt. Most probably they will use their 'Summit Sw' (37,000 dwt, 2014) opening in Singapore on the 13th of June. The time charter equivalent for this deal is around \$11,500 per day basis dop Singapore. We anticipate that next week will be more active for Handysizes in the East.

In the Atlantic, Posidonia exhibition seemed a bit like Santa for most Owners, who saw at least some flickers of light at the end of the tunnel. Along with the wine, they gulped few bits of hope that better days are coming during the summer. Let's see who will pay the bill, and who will be left with a hangover. ECSA had mostly the latter, still without fresh cargoes and only small bits and pieces fixed to WCSA. A 32,279 dwt fixed a trip there at \$12,000 from Recalada, while a 28,326 dwt got a bit less for the same direction. Trips in the Atlantic are going at a lot less though. In the USG over the past week, we saw some increased activity but rates are still not getting that better. A 32,311 dwt fixed a trip to Tunisia at \$9,500, while a 34,815 dwt fixed an inter-Caribs trip at \$8,250. On the other side of the ocean, in the Continent, market kept the pace of last week. A 34,357dwt fixed from Skaw a Baltic steels cargo to Adriatic with redelivery Otranto at \$11,500. Further South, in the Med /Bl. Sea area, things again were somehow rather slow. The Posidonia festivities did leave their mark on the local trades.

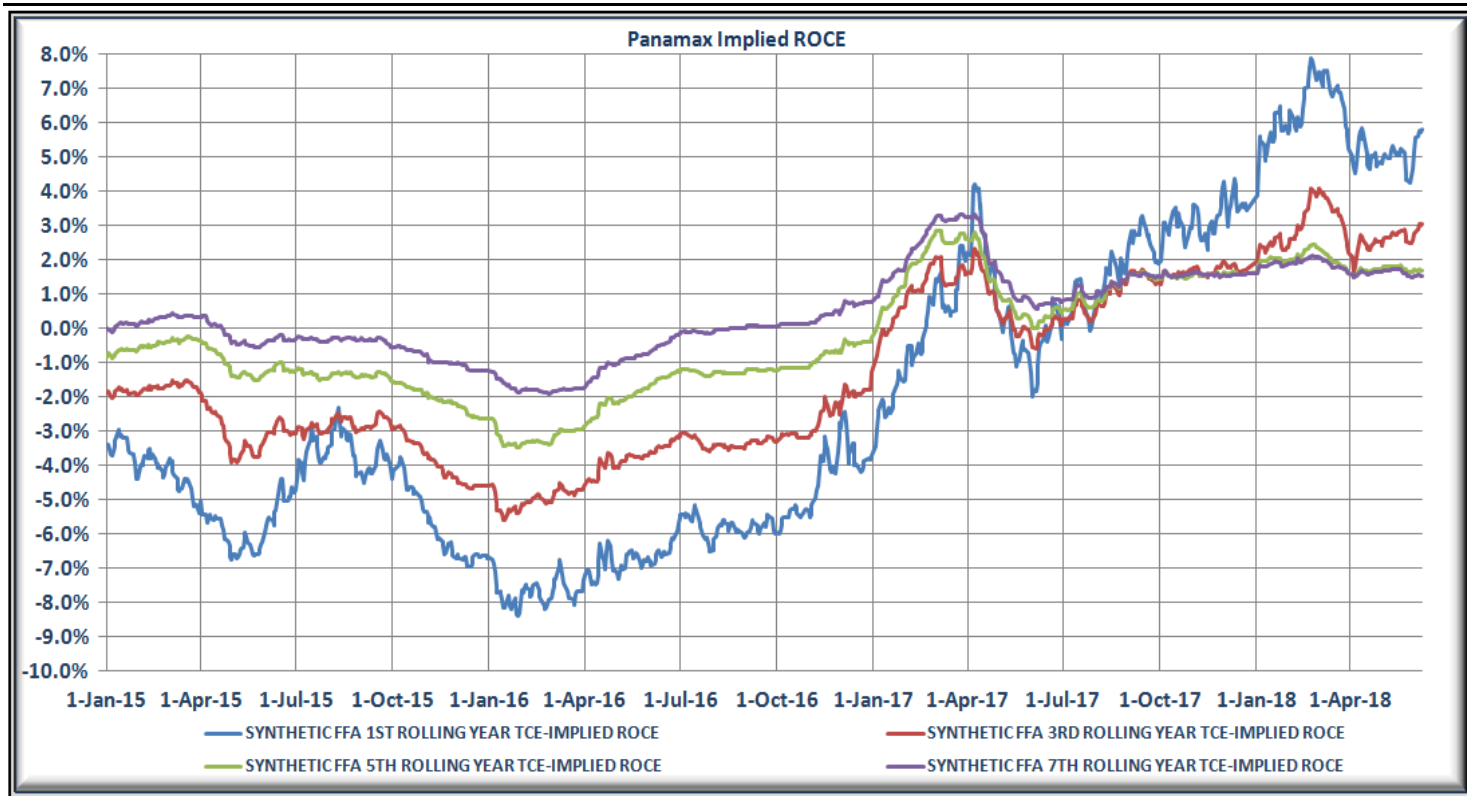
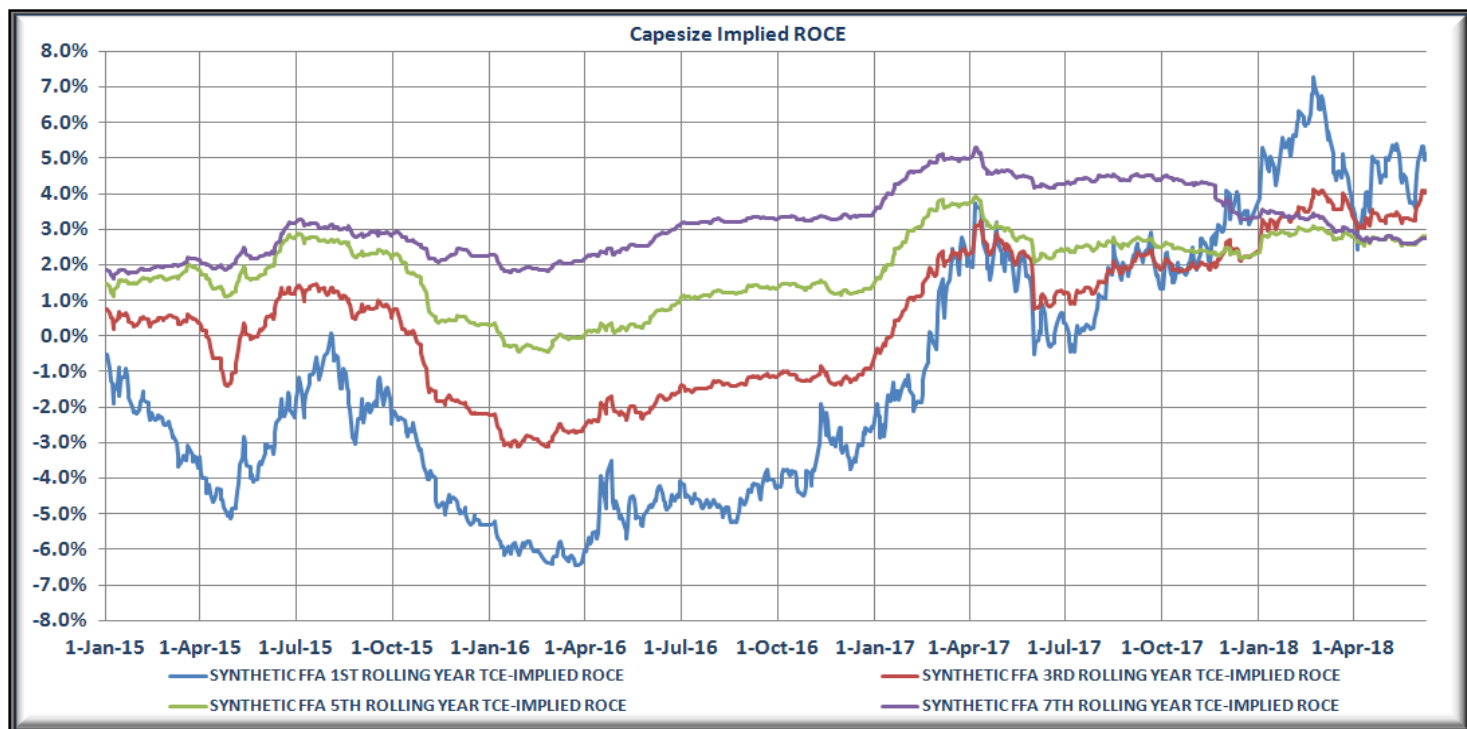
On the period desk, no fixtures were reported.

Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Tczew	39,072	2016	Santos	Prompt	Algeria	\$10,500	Norden	sugar
Amyntor	28,326	2009	Plate	spot	WCCA	\$11,100	TRC	
Emerald Bay	32,311	2008	SW Pass	Prompt	Tunisia	\$9,500	Swire	grains
Ioanna D	34,815	2012	SW Pass	Prompt	Dom. Rep	\$8,250	Falcon	
Iron Lady	32,283	2009	Miss Rvr	11-15 Jun	NCSA	\$9,000	PacBasin	
Four Otello	34,357	2010	Skaw	Prompt	Otranto	\$11,500	Oldendorff	steels via Baltic/Adriatic
Ocean Trade	29,500	1996	CJK	Prompt	Vietnam	\$7,000	cnr	
Marina L	28,000	2014	Singapore	Prompt	Indonesia	\$9,500	cnr	
Grace C	37,000	2012	Singapore	Prompt	N.China	\$11,000	cnr	salt via Australia

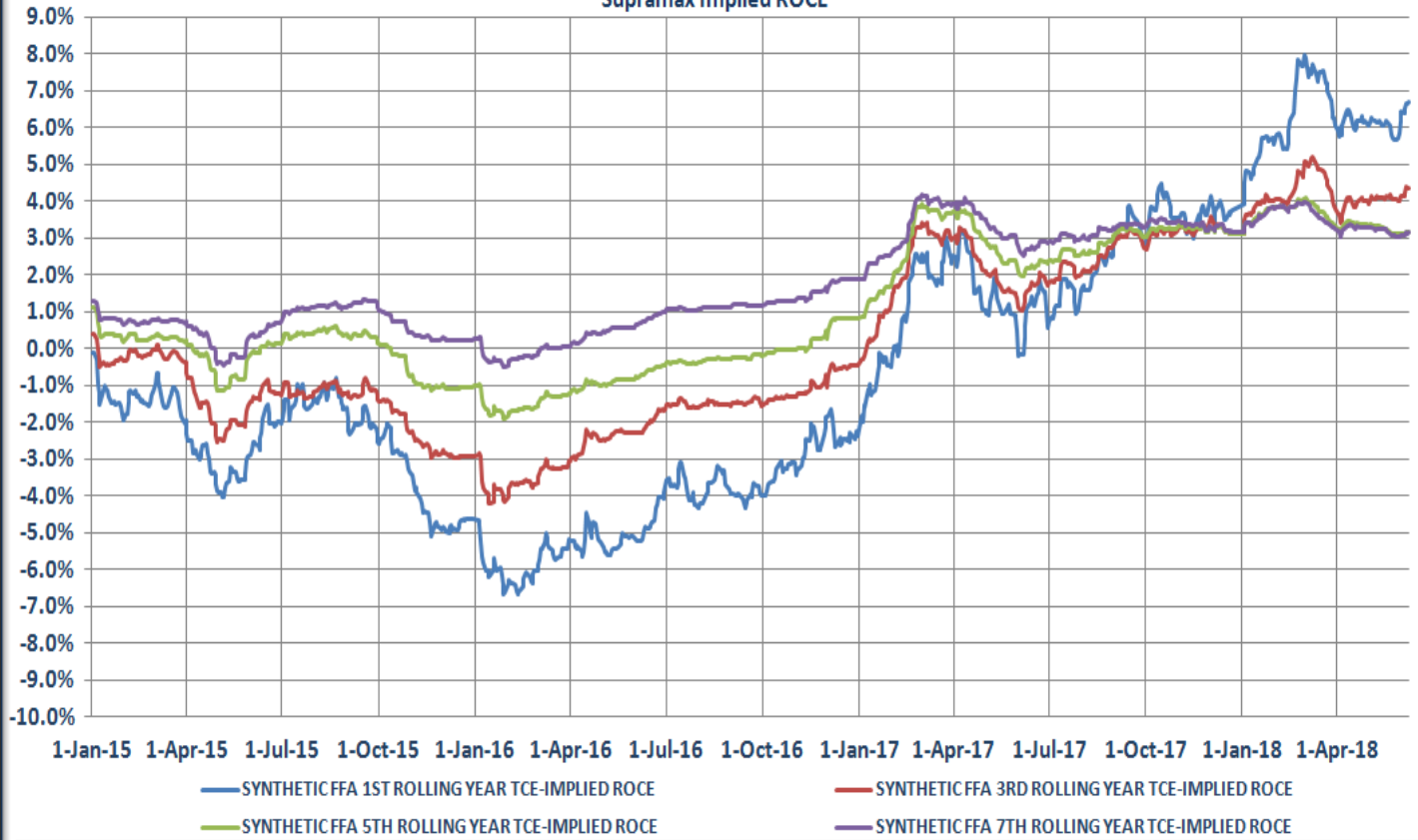
FFA Market

Despite another solid week of the spot market, forward market was rather unexcited. The Capesize and Panamax prompt months trended sideways whilst the respective months of Supramaxes and Handysizes followed closely. Being unaffected from the galloping spot market, the prompt months of the Capesize forward curve slightly above its previous heights, with July paper balancing at \$17,240 and August at \$18,160. In harmony, the Panamax curve maintained its previous quotations at \$12,450 and \$12,560 for July and August respectively. Positive sentiment was seen in the Supramax forward market, with July balancing marginally higher at \$12,170 and August at \$12,320. In a dull week on the Handysize paper, prompt contracts remained at previous Friday's levels, with August at \$9,613. The back ends of all segments remained at previous levels without significant changes.

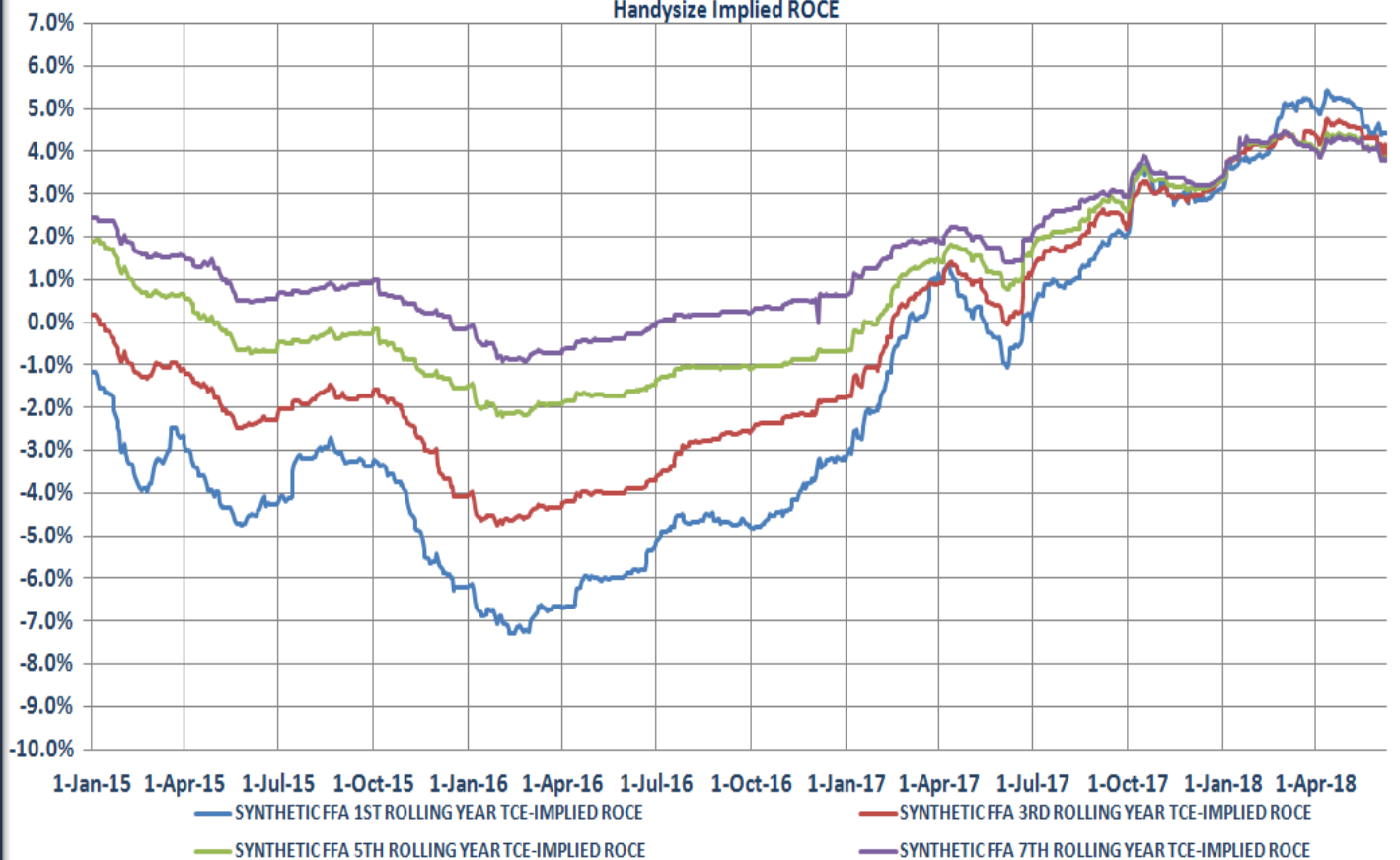
Capesize first rolling year implied ROCE gained 0.2% this week at 5.1% at the same time as that of Panamax moved up to 5.8%. Supramax segments implied ROCEs reported marginal gains at 6.7% and Handy implied ROCE marginal losses at 4.4%.



Supramax Implied ROCE



Handysize Implied ROCE



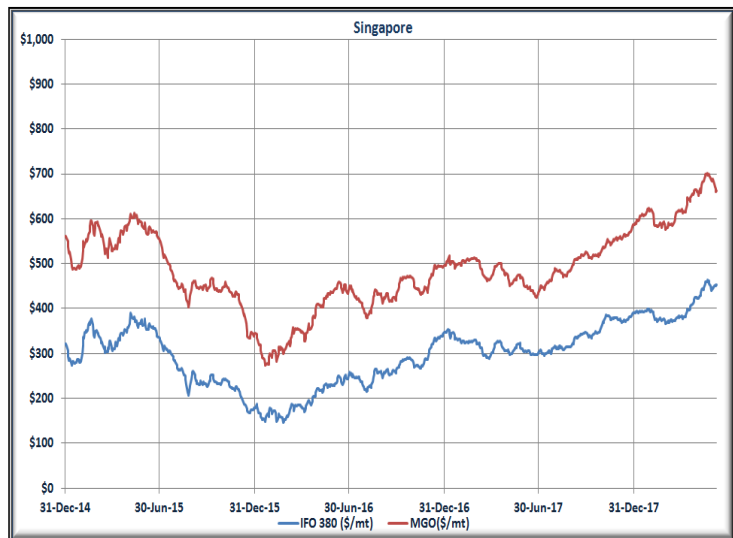
BFA Cape 5TC									
Date	Jun (18)	July (18)	Aug (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
4-Jun-18	\$16,430	\$17,150	\$17,920	\$18,400	\$23,050	\$14,760	\$18,405	\$15,410	\$15,430
5-Jun-18	\$17,630	\$17,440	\$18,090	\$18,647	\$23,370	\$14,700	\$18,625	\$15,480	\$15,490
6-Jun-18	\$18,160	\$17,620	\$18,260	\$18,833	\$23,140	\$14,600	\$18,658	\$15,470	\$15,490
7-Jun-18	\$17,000	\$16,740	\$17,740	\$18,235	\$22,810	\$14,370	\$18,475	\$15,480	\$15,490
8-Jun-18	\$17,420	\$17,240	\$18,160	\$18,627	\$23,090	\$14,390	\$18,538	\$15,480	\$15,500
Week High	\$18,160	\$17,620	\$18,260	\$18,833	\$23,370	\$14,760	\$18,658	\$15,480	\$15,500
Week Low	\$16,430	\$16,740	\$17,740	\$18,235	\$22,810	\$14,370	\$18,405	\$15,410	\$15,430
Week Avg	\$17,328	\$17,238	\$18,034	\$18,548	\$23,092	\$14,564	\$18,540	\$15,464	\$15,480

BFA Panamax 4TC									
Date	Jun (18)	July (18)	Aug (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
4-Jun-18	\$10,795	\$12,270	\$12,630	\$12,710	\$13,595	\$11,395	\$12,316	\$9,910	\$9,890
5-Jun-18	\$11,030	\$12,375	\$12,625	\$12,728	\$13,570	\$11,630	\$12,483	\$9,910	\$9,890
6-Jun-18	\$11,245	\$12,450	\$12,580	\$12,723	\$13,560	\$11,630	\$12,493	\$9,910	\$9,880
7-Jun-18	\$11,345	\$12,395	\$12,510	\$12,672	\$13,525	\$11,605	\$12,467	\$9,910	\$9,880
8-Jun-18	\$11,420	\$12,450	\$12,560	\$12,723	\$13,585	\$11,680	\$12,498	\$9,910	\$9,880
Week High	\$11,420	\$12,450	\$12,630	\$12,728	\$13,595	\$11,680	\$12,498	\$9,910	\$9,890
Week Low	\$10,795	\$12,270	\$12,510	\$12,672	\$13,525	\$11,395	\$12,316	\$9,910	\$9,880
Week Avg	\$11,167	\$12,388	\$12,581	\$12,711	\$13,567	\$11,588	\$12,451	\$9,910	\$9,884

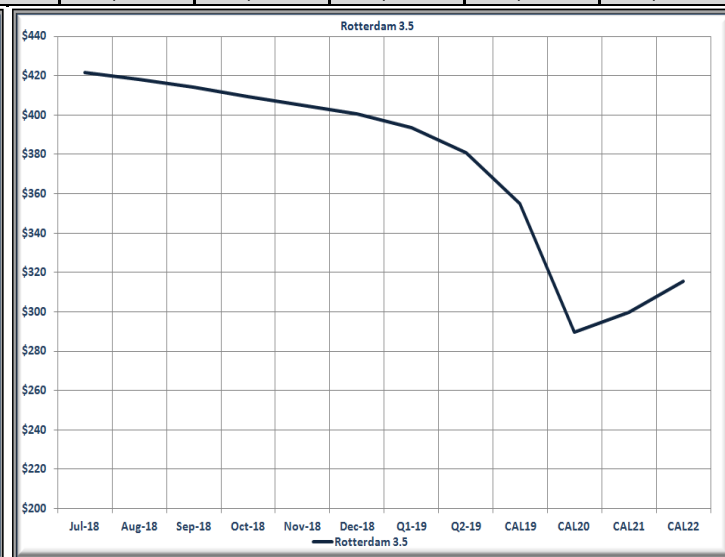
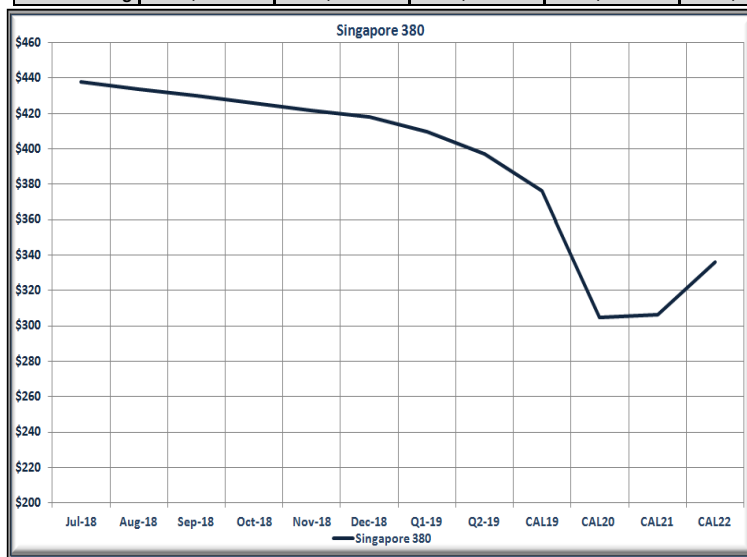
BFA Supra 5TC									
Date	Jun (18)	July (18)	Aug (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
4-Jun-18	\$11,460	\$11,950	\$12,045	\$12,067	\$12,535	\$10,990	\$11,825	\$9,855	\$9,855
5-Jun-18	\$11,530	\$12,070	\$12,190	\$12,193	\$12,620	\$11,030	\$11,970	\$9,870	\$9,860
6-Jun-18	\$11,530	\$12,120	\$12,230	\$12,237	\$12,700	\$11,150	\$12,160	\$9,905	\$9,905
7-Jun-18	\$11,490	\$12,150	\$12,290	\$12,277	\$12,730	\$11,130	\$12,140	\$9,895	\$9,895
8-Jun-18	\$11,500	\$12,170	\$12,320	\$12,317	\$12,745	\$11,130	\$12,190	\$9,900	\$9,900
Week High	\$11,530	\$12,170	\$12,320	\$12,317	\$12,745	\$11,150	\$12,190	\$9,905	\$9,905
Week Low	\$11,460	\$11,950	\$12,045	\$12,067	\$12,535	\$10,990	\$11,825	\$9,855	\$9,855
Week Avg	\$11,502	\$12,092	\$12,215	\$12,218	\$12,666	\$11,086	\$12,057	\$9,885	\$9,883

BFA Handysize TC									
Date	Jun (18)	July (18)	Aug (18)	Q3 (18)	Q4 (18)	Q1 (19)	Cal 19	Cal 24	Cal 25
4-Jun-18	\$8,950	\$9,263	\$9,588	\$9,525	\$9,925	\$8,975	\$9,438	\$9,131	\$9,156
5-Jun-18	\$8,938	\$9,275	\$9,606	\$9,552	\$9,963	\$9,000	\$9,225	\$9,144	\$9,163
6-Jun-18	\$8,925	\$9,263	\$9,606	\$9,544	\$9,950	\$9,000	\$9,219	\$9,156	\$9,163
7-Jun-18	\$8,913	\$9,263	\$9,606	\$9,544	\$9,950	\$9,000	\$9,444	\$9,131	\$9,156
8-Jun-18	\$8,888	\$9,250	\$9,613	\$9,546	\$9,969	\$9,013	\$9,244	\$9,156	\$9,163
Week High	\$8,950	\$9,275	\$9,613	\$9,552	\$9,969	\$9,013	\$9,444	\$9,156	\$9,163
Week Low	\$8,888	\$9,250	\$9,588	\$9,525	\$9,925	\$8,975	\$9,219	\$9,131	\$9,156
Week Avg	\$8,923	\$9,263	\$9,604	\$9,542	\$9,951	\$8,998	\$9,314	\$9,144	\$9,160

Bunker Market



Rotterdam			Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
4-Jun-18	\$428	\$652	\$451	\$679	\$458	\$739	\$457	\$705	\$423	\$683
5-Jun-18	\$424	\$649	\$451	\$671	\$456	\$723	\$455	\$704	\$416	\$676
6-Jun-18	\$427	\$644	\$453	\$667	\$457	\$718	\$455	\$697	\$417	\$676
7-Jun-18	\$426	\$637	\$451	\$660	\$455	\$714	\$457	\$698	\$415	\$671
8-Jun-18	\$426	\$635	\$452	\$662	\$456	\$713	\$456	\$700	\$416	\$672
12-month High	\$443	\$665	\$463	\$701	\$466	\$739	\$477	\$738	\$452	\$698
12-month Low	\$272	\$407	\$295	\$426	\$296	\$540	\$295	\$462	\$263	\$430
12-month Avg	\$345	\$538	\$366	\$559	\$364	\$622	\$364	\$586	\$344	\$572



Singapore	08-Jun-18	Week max	Week low	Week Avg	RTDM 3.5	08-Jun-18	Week max	Week low	Week Avg
Jul-18	\$438.1	\$438.1	\$430.2	\$433.0	Jul-18	\$421.8	\$421.8	\$413.2	\$416.3
Aug-18	\$433.8	\$433.8	\$425.7	\$428.6	Aug-18	\$418.1	\$418.1	\$409.5	\$412.6
Sep-18	\$429.8	\$429.8	\$421.5	\$424.5	Sep-18	\$414.1	\$414.1	\$405.2	\$408.5
Oct-18	\$426.1	\$426.1	\$417.5	\$420.7	Oct-18	\$409.6	\$409.6	\$400.5	\$403.9
Nov-18	\$421.6	\$421.6	\$414.0	\$417.0	Nov-18	\$405.1	\$405.1	\$396.0	\$399.4
Dec-18	\$418.1	\$418.1	\$410.5	\$413.5	Dec-18	\$400.6	\$400.6	\$391.5	\$394.9
Q3-18	\$433.9	\$433.9	\$425.8	\$428.7	Q3-18	\$418.0	\$418.0	\$409.3	\$412.4
Q4-18	\$421.4	\$421.4	\$413.7	\$416.9	Q4-18	\$404.5	\$404.5	\$395.8	\$399.2
Q1-19	\$409.7	\$409.7	\$402.2	\$405.3	Q1-19	\$393.7	\$393.7	\$385.1	\$388.3
Q2-19	\$397.2	\$397.2	\$389.7	\$392.8	Q2-19	\$380.7	\$380.7	\$372.1	\$375.1
CAL19	\$376.1	\$376.1	\$369.2	\$371.6	CAL19	\$355.1	\$355.1	\$348.2	\$350.6
CAL20	\$304.6	\$304.6	\$297.7	\$300.1	CAL20	\$289.6	\$289.6	\$282.7	\$285.4
CAL21	\$306.6	\$306.6	\$299.7	\$302.1	CAL21	\$299.6	\$299.6	\$292.7	\$295.4
CAL22	\$336.3	\$336.3	\$329.4	\$331.8	CAL22	\$315.6	\$315.6	\$308.7	\$311.4

Dry Bulk S&P Market

Little changes across the board, with the newbuilding market appeared to be more volatile than the secondhand. Since the expectations for a strong second half of the year in the freight market remaining high and the indicative secondhand prices lingering at levels very close to parity with the newbuild ones, yards found a window of opportunity to raise their asking prices. Indicatively, newbuilding Panamaxs are on the market for circa \$27m, or approximately one and a half million dollars more Supramaxes. In the other two segments of the dry bulk sector, ten-year-old Capesizes and the same-aged Handies balanced for the week at \$47.5m and \$23.5m respectively.

With newbuilding prices moving upwards and secondhand prices being stable during the last week, Tobin's Q ratios, or in other words the discounts or premiums on the second hand values over their replacement cost balanced below previously reported levels.

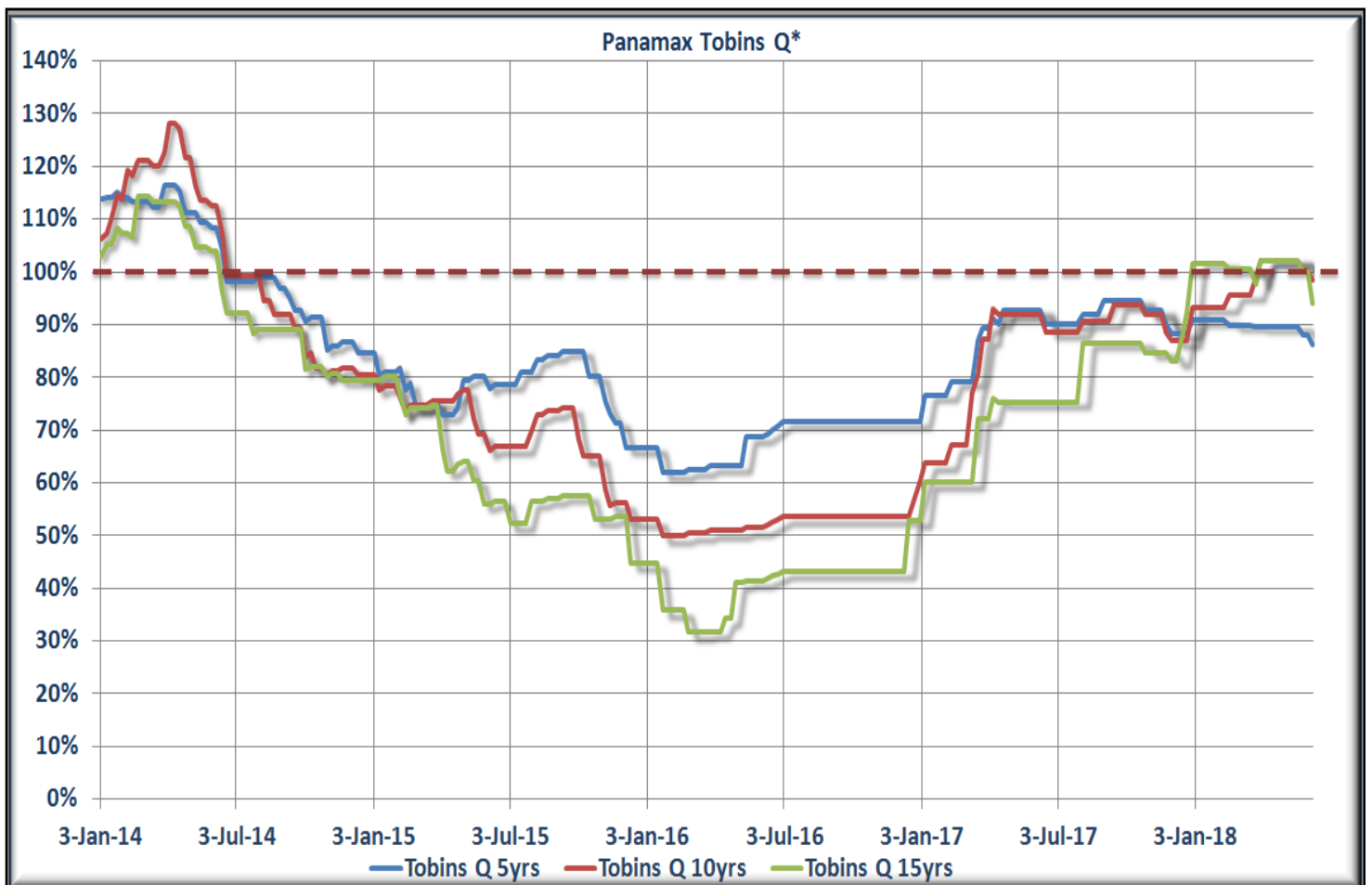
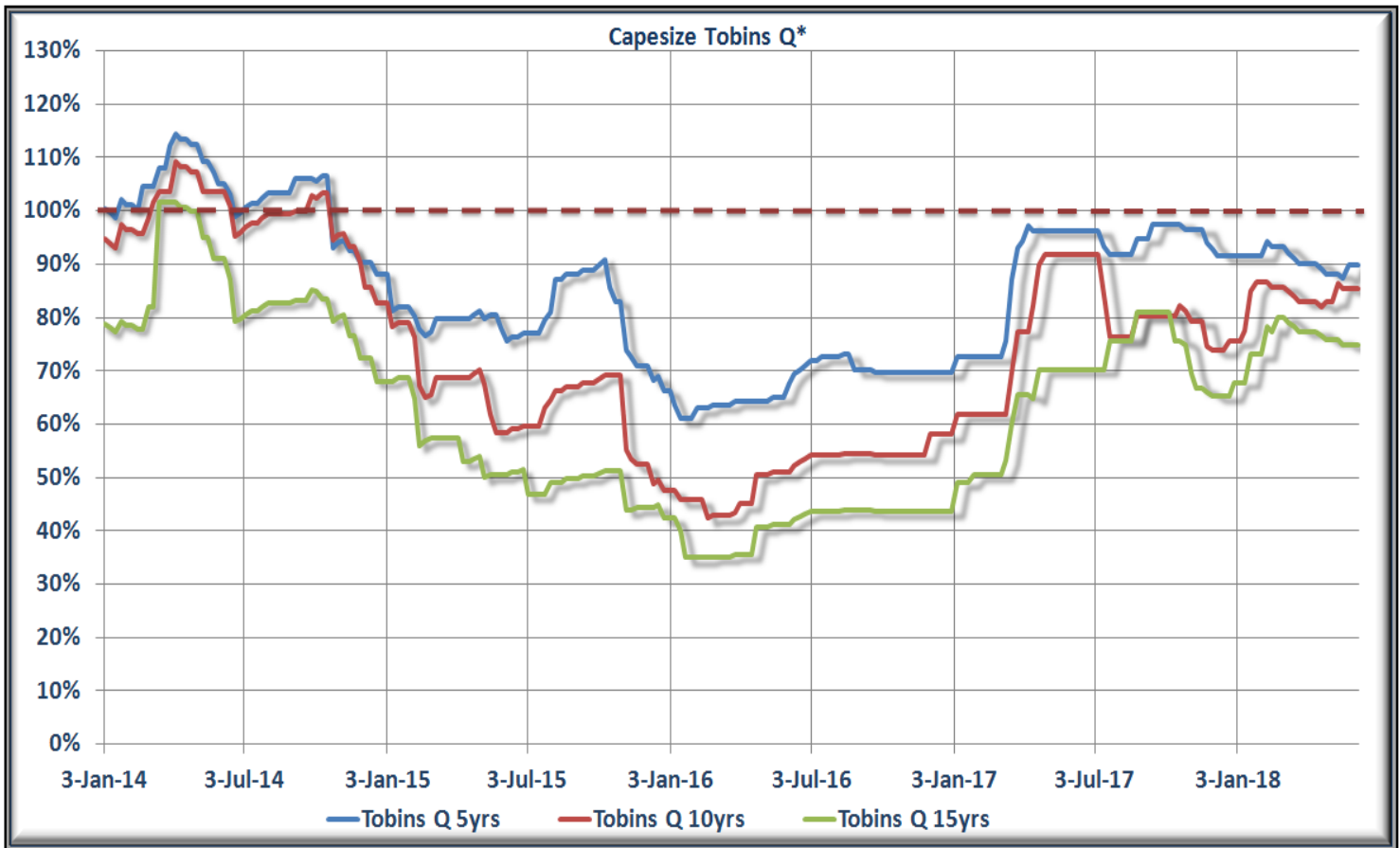
Indicative Fifteen-Year-Old Prices				
Date/ \$ mil.	Capesize 170K DWT	Panamax 73K DWT	Handymax 52K DWT	Handysize 28K DWT
08-Jun-2018	15.50	11.00	10.00	6.50
08-Jun-2017	13.00	8.00	8.00	5.00
08-Jun-2016	8.00	4.50	4.00	4.00
Δ% Y-o-Y	19.2%	37.5%	25.0%	30.0%
Δ% 2016-2018	93.8%	144.4%	150.0%	62.5%

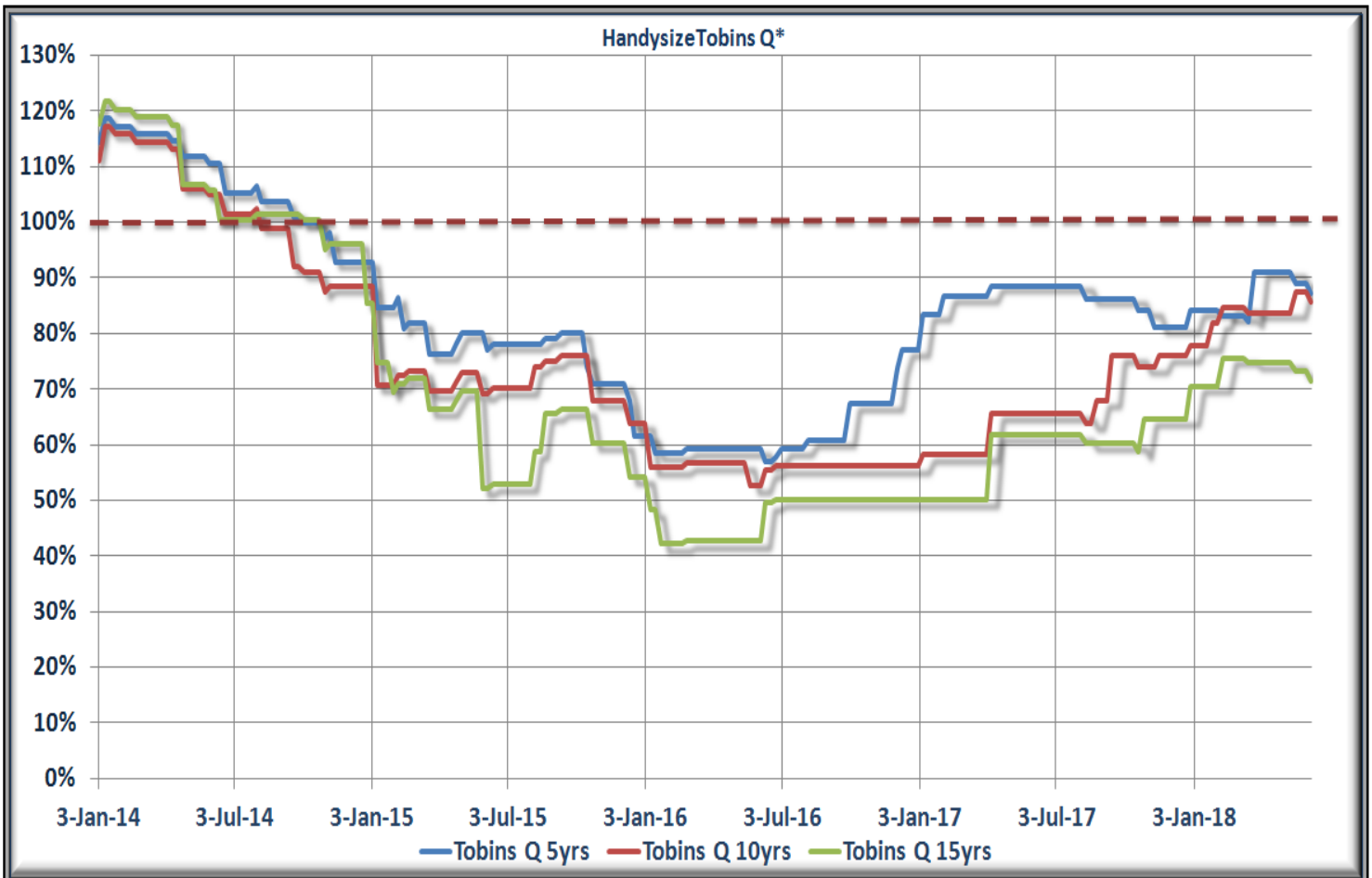
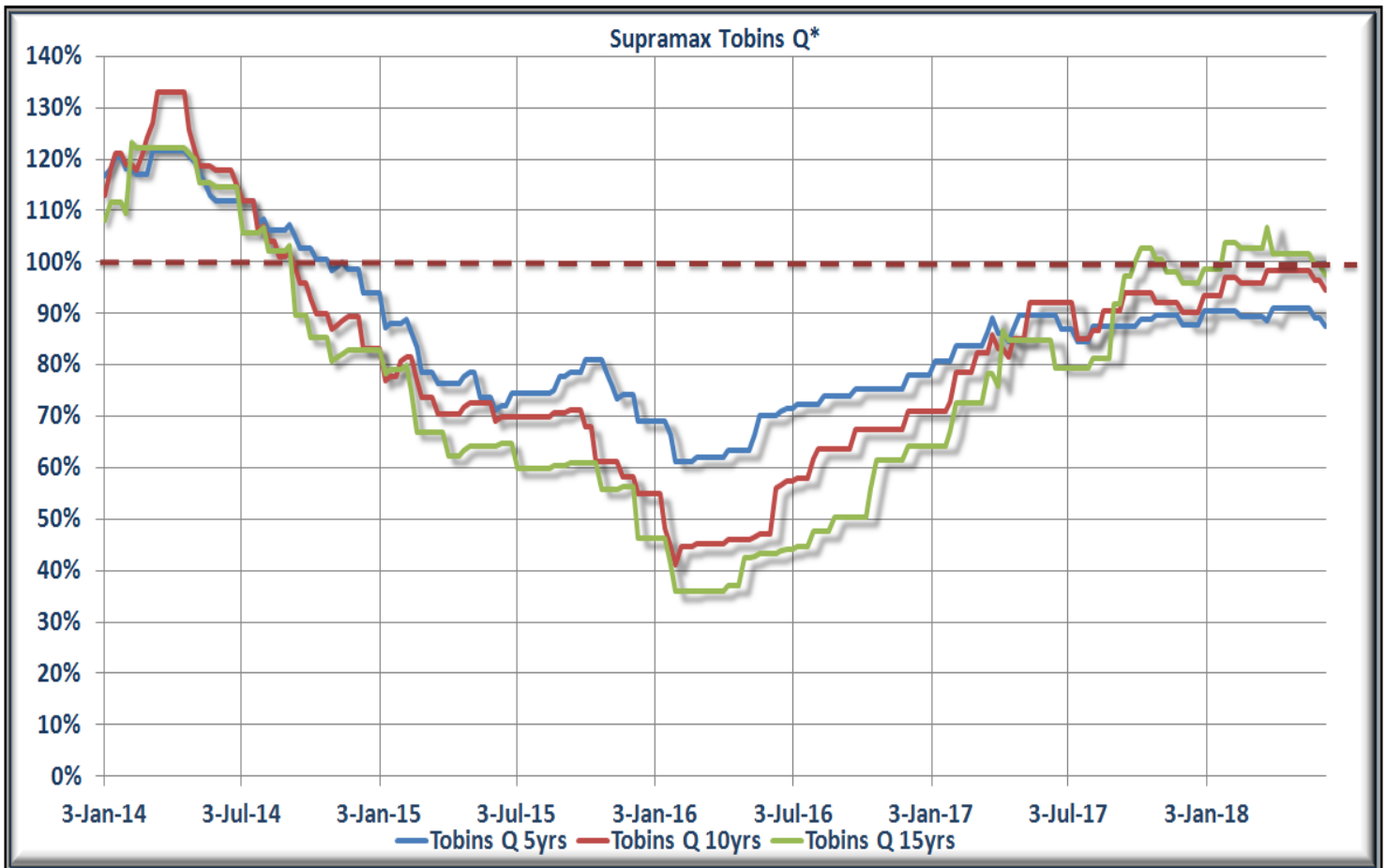
Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
New Mighty	179,851	2011	HHIC/Philippines	27.5	Undisclosed	
Sonia	177,974	2009	SWS/China	26	Undisclosed	
Vogelrunner	176,838	2008	Namura/Japan	mid-high 23	Greek Buyers	
Ocean Commander	174,142	2007	Shanghai Waigaoqiao/China	21.5	Undisclosed	
Trade Spirit	82,045	2016	Jiangsu Newyangzi/China	24.5	Undisclosed	
Oriental Wise	81,601	2011	Afai/China	18	Greek Buyers	
Golden Spring	83,730	2008	Sanoyas Hishino/Japan	16.5	Greek Buyers	
Sincere Salute	85,778	2004	Oshima/Japan	low 13	Chinese Buyers	
Golden Eminence	79,444	2010	Jinhai/China	14.7	Undisclosed	
Eternal Grace	76,585	2006	Imabari/Japan	13.6	Undisclosed	
DR Bravo	76,806	2005	Sasebo/Japan	12.6	Undisclosed	DD due July 2018
Medi Genova	75,767	2004	Sanoyas/Japan	mid 11	Undisclosed	distorted price
Atlantic Hawk	74,204	2002	Oshima/Japan	9.5	Chinese Buyers	
Nearchos	72,413	1998	Imabari/Japan	high 5	Chinese Buyers	
Zola	55,831	2012	IHI Marine/Japan	17.5	Undisclosed	C 4x30
Ten Yoshi Maru	57,110	2011	Tsuneishi Zhoushan/China	High 16	Undisclosed	C 4x30
Geraldine Manx	58,470	2010	Tsuneishi Zhoushan/China	15.5	Undisclosed	C 4x30
Suprastar	57,000	2011	Qingshan/China	11.8	Undisclosed	C 4x30
EM Amber	58,018	2010	Yangzhou Dayang/China	12	Chinese Buyers	C 4x36
Magnum Force	53,630	2008	Yangzhou Dayang/China	10	Chinese Buyers	C 4x35
Dubai Energy	55,389	2004	Oshima/Japan	11	Undisclosed	C 4x30
Jin Fu	50,700	2001	Oshima/Japan	8.6	Chinese Buyers	C4x30
Paraskevi	45,950	1996	China Shipbuilding/Taiwan	4.8	Undisclosed	C 4x30
Ince Point	37,503	2015	Shimane Zosen/Japan	20.5	Undisclosed	C 4x30
Lowland Saguenay	37,152	2013	Yangfan/China	14.25	Undisclosed	C 4x30
Nord Auckland	36,782	2011	Hyundai-Vinashin/Vietnam	13.3	Undisclosed	C 4x30
Cielo Di Tokyo	37,296	2008	Saiki/Japan	High 11	Undisclosed	C 4x30.5
Ocean Luck	35,360	1998	Kanashashi/Japan	low 5	Undisclosed	C4x30.5
King Wheat	33,387	2009	Shin Kochi/Japan	12	Undisclosed	C 4x30
Perseverance	30,000	2013	Tsuji/China	10	Undisclosed	C 4x30
Glorious Sentosa	28,346	2010	I-S Shipyard	9.5	Greek Buyers	C 4x30.5
Silvaplane	29,721	2003	Shikoku/Japan	7	Undisclosed	C 4x30.5 part of en bloc
UBC Baton Rouge	24,034	1998	Saiki/Japan	4.8	Undisclosed	C 4x30

Tobin's Q* Capesize-Panamax						
Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
Current ratio	90%	85%	75%	86%	98%	94%
12months High	98%	92%	81%	95%	102%	102%
12months Low	87%	74%	65%	86%	87%	75%
12months Avg	93%	82%	74%	91%	94%	92%

Tobin's Q* Supramax-Handysize						
Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
Current ratio	87%	94%	98%	87%	86%	72%
12months High	91%	98%	107%	91%	87%	76%
12months Low	84%	85%	79%	81%	64%	59%
12months Avg	89%	93%	96%	86%	77%	67%

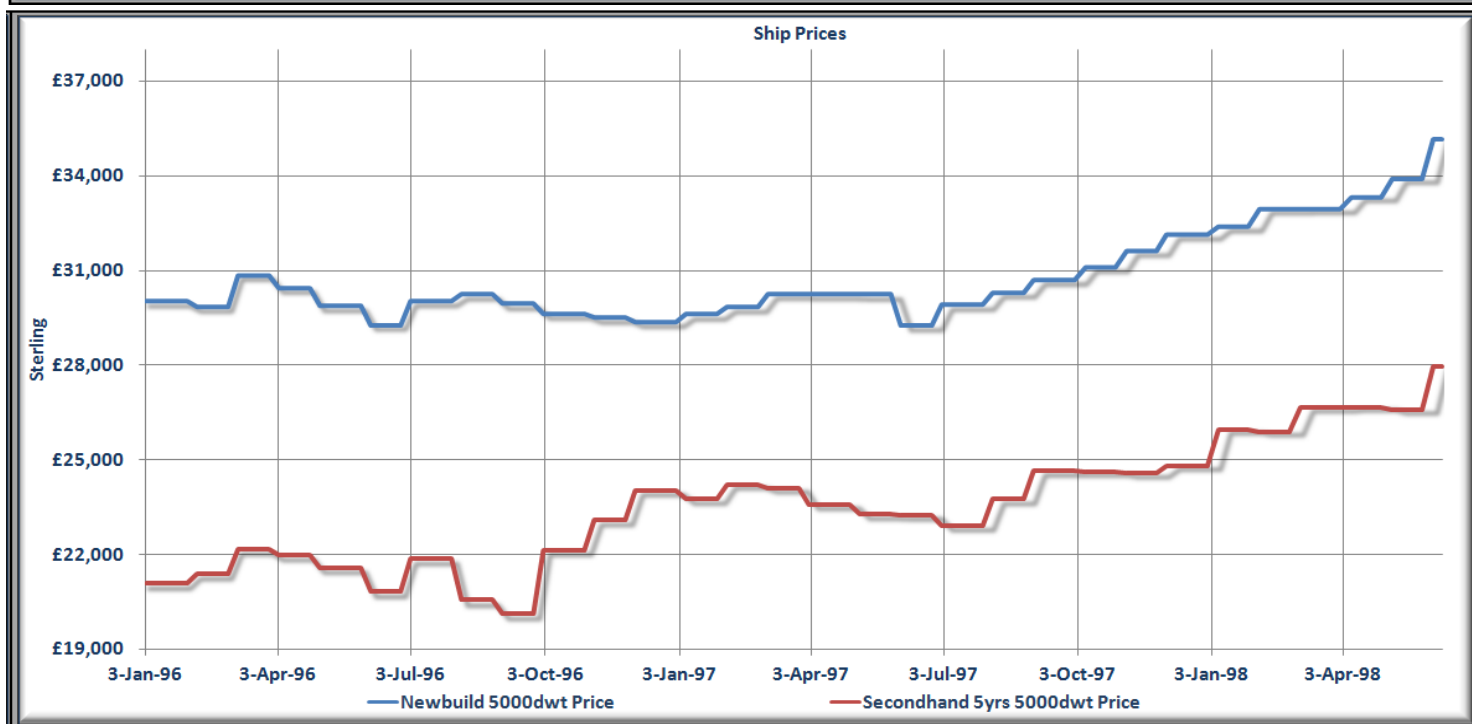
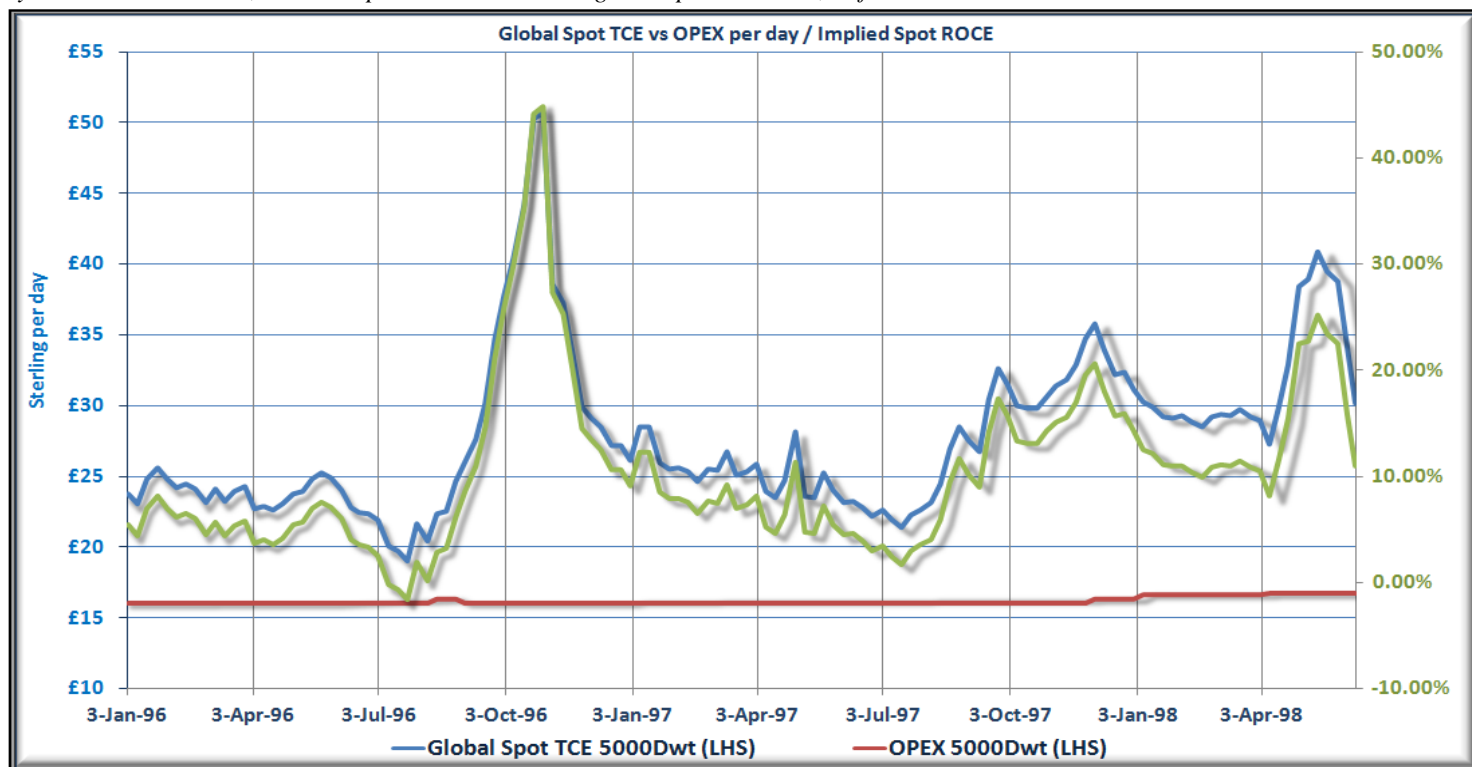
*Tobin's Q represents the ratio between the market value and replacement value of a physical asset, with numerator and denominator adjusted to same age basis. According to economic theory, this ratio should be mean reverting towards 1 or 100%, for assets that do not face technological obsolescence.





Market Insight 120 years ago

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



Weekly Spot Market	Current week	Previous week	Feb-00	Jan-00	Dec-99
Implied Spot Roce	11.1%	15.9%	23.6%	14.5%	11.1%
Global Spot TCE	£30.06	£34.00	£39.41	£32.06	£29.22
BlackSea Round	£27.75	£32.59	£38.95	£31.97	£28.55
East Round	£40.89	£43.78	£51.20	£41.53	£34.42
Med Round	£28.68	£31.93	£34.42	£28.54	£27.32
US Round	£37.25	£41.09	£47.59	£35.13	£34.47
River Plate Round	£35.24	£33.78	£44.81	£32.07	£34.30

S&P Market (5,000dwt)	Current week	Previous week	Feb-00	Jan-00	Dec-99
NB	£35,167	£35,167	£33,892	£33,317	£32,941
SH 5yrs old	£27,962	£27,962	£26,587	£26,677	£26,651
SH 10yrs old	£21,630	£21,630	£20,376	£20,476	£20,448
SH 15yrs old	£16,558	£16,558	£15,275	£15,400	£15,366

*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, with few exceptions, are only taking the present low homeward rates under the compulsion of having prompt tonnage to deal with, which unfortunately has been the case to an excessive degree in regard to the Mediterranean. Thus, the average returns on capital employed in shipping during this week (09-June-1898) plunged to 11.1%.

Coal rates out have recently been very good to Mediterranean and Adriatic as compared with what owners have been accustomed to for the last four of five years. As a result, tonnage has become so congested that it is impossible, especially during such a dull month as the present, for the Black Sea, Azoff and Danube to absorb even one-half of the available tonnage. Many owners have acted prudently in taking advantage of the ore freights, as a short voyage with a good coal freight out and the present ore rates home is preferable to lengthening the voyage to the extent of about another month by loading home at bottom rates from the Black Sea direction. As we have repeatedly contended, it is an unwise and dangerously speculative policy to send boats from their discharging ports up to Constantinople seeking on a falling market. Unless owners are prepared to accept the alternative "get out" or laying up there for an indefinite period, they are only courting slaughter. As this was the case concerning most of the fixtures reported this week. As for instance, 8s 6d being paid from Sulina, which has been accepted by one or two boats, while others may yet be in a worse plight, having apparently been compelled to accept about half cargoes on the berth to start with and to trust to luck to find the balance cargo. This may be forthcoming in time, but at what rate we would not like to surmise, as we have heard in the past of as low as 4s to 5s being accepted for completion cargo from Odessa for London or Rotterdam. It is just possible that a wiser course would have been to bring the boats back from Constantinople and load home from Greece with ore. As regards the American market, there is not nearly so much change of owners getting caught, for they have a wide range of employment to work on. If grain rates recede to an unprofitable level, they have still good timber freights from the Gulf to fall back upon, while phosphate rates still have a margin of profit left in them. Apart from this, the deal and timber rates from New Brunswick and St. Lawrence are good enough to warrant a shift up from the US ports. If owners act cautiously, they will have no difficulty in keeping their boats profitably employed over the next seven or eight dull weeks.

In the spot arena, the Black Sea market is in a state of complete demoralization, with berth rates from Odessa for L.H.A.R. being only nominally 8s 3d and from Nicolaieff 9s to 9s 3d. From Odessa, there appears to be a quantity of wood offering for Rotterdam but owners will be unwise to have anything to do with this, except on a lump-sum basis with running days for loading and discharging. It is impossible to estimate what a boat would load of such cargo or how long it would take to load and discharge. A large business has been done from the Mediterranean almost exclusively for ore. From the different Greek ports, a number of boats have been fixed at about 8s for Middlesbrough, Antwerp and Rotterdam, free of despatch and with 400 to 500 tonnes per day for loading and discharging. There is very little doing from the United States for grain on berth terms, with June rates from the Northern range for UK/Cont. being 3s 3d per quarter. From the Gulf ports 15s to 15s 6d per tonne grain is nominally quoted for June loading and for July and August 15s.

There is plenty of forward business offering, mostly by the speculative agents, but fixing ahead at anything like this rates offering is contrary that the charterers would not commit themselves to forward tonnage engagements unless they could see pretty clearly that a good profit would ultimately accrue from such speculation. There is still a fair demand for time-charter tonnage, mostly for the Atlantic at about 8s for long period and at 8s 6d for trips. Some owners are giving delivery in the US and agreeing redelivery next November/December in the UK/Cont. The Yankees charterers are thus more wide awake than these English owners, who have thus abandoned probably, as much profit on the homeward cotton freight as they will make on the four or five months time-charter. The Eastern market is very quiet. There is no change to report in the River Plate market.

Representative Fixtures							
Vessel	DWT	Delivery	Date	Re-del	Rate	Charterers	Comment
SS Athena	3,200	Eupatoria	Prompt	Pernau	13s 6d	cnr	salt
SS Ilios	2,400	Poti	Prompt	Rotterdam	10s 6d	cnr	ore
SS Virginia	3,300	Ergasteria	Prompt	Rotterdam	8s	cnr	ore
SS Wakefield	14,000 qrs 10 per cent	Baltimore	Prompt	Cork for Orders	3s 3d per quarter	cnr	grains
SS Bainbridge	2,500	San Lorenzo	Prompt	UK/Cont.	17s 6d	cnr	grains
SS Admiral Nelson	5,100	UK	Prompt	Baltic	1400 pounds	cnr	2/3 months

On the S&P front, both the newbuilding and the secondhand market moved sideways. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £35,150, or up 20.3% on a yearly basis, whereas a ten-year-old of the same dwt and specification at £21,600, or 6.2% M-o-M.