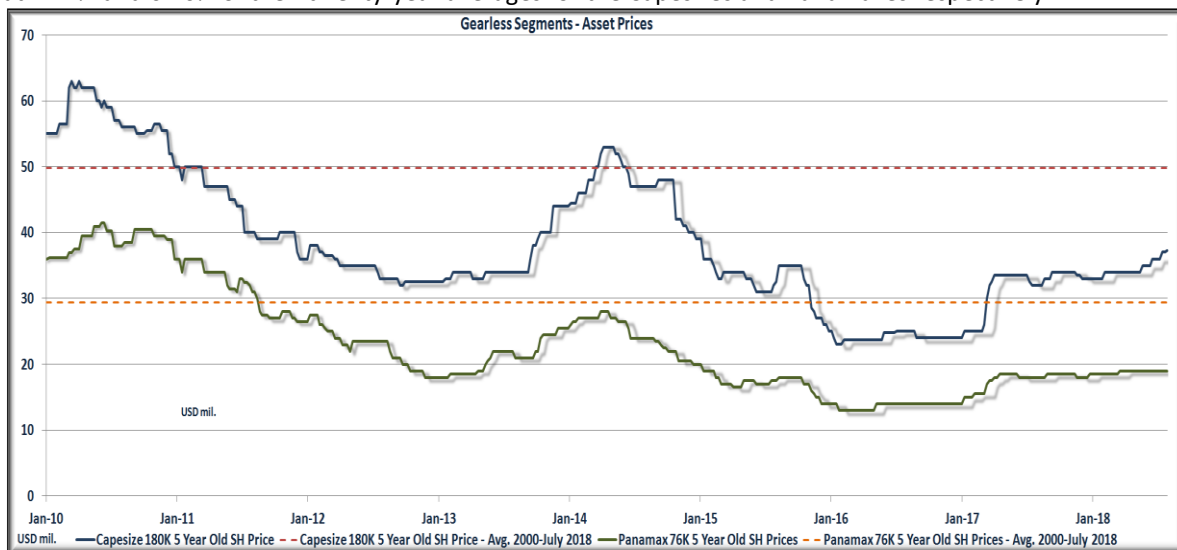
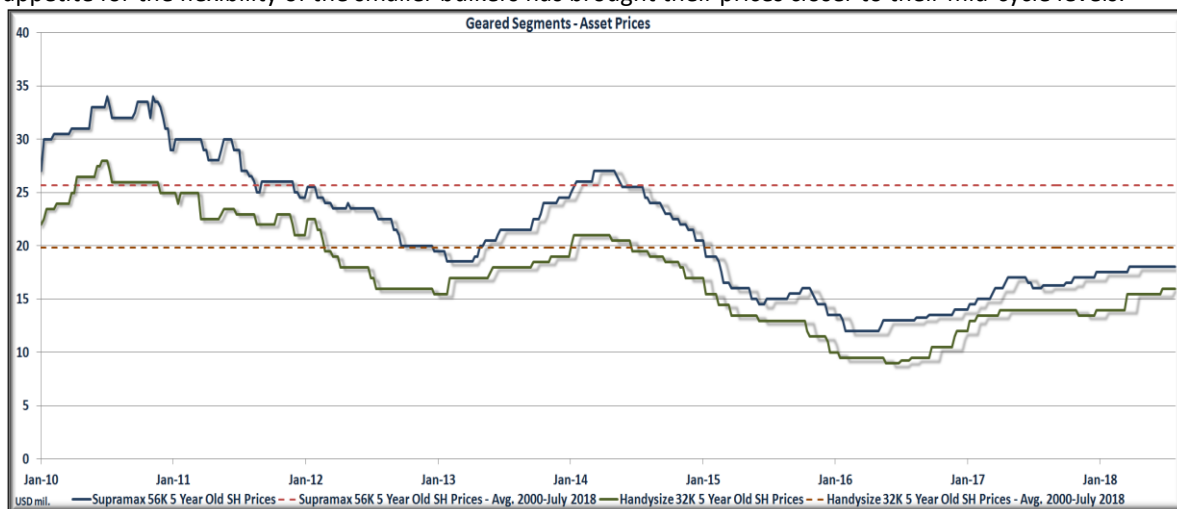


Having covered significant ground during the last two years, the Baltic Dry Index reached a July 2018 closing of 1747 points. If these seventeen hundred points are compared with the pre-Lehman years of shipping exhilaration they do not seem very sparkling. Yet, the steady upward drift of dry bulk trading activity managed to raise the barometer of the dry bulk market, the BDI, to 75.8% of its historical average. Lagging 650 points from its thirty-three-year average and being weeks away from its seasonally strongest period, the general Baltic index seems capable of further shortening the distance with its mid-cycle levels. Bearing in mind that this period includes the stratospheric rates recorded in the 2003-2008 super cycle puts current levels in better perspective.

Of course, a consistently trending freight market has never managed to stay outside investor's radars thus asset prices have followed a similar path. Indicatively, a typical five-year-old Capesize came with a price tag of USD 37.25 mil. whilst a same-aged Panamax with one of USD 19 mil. , or USD 5m and USD 1 mil. higher than previous year respectively. Given the latest sales, asset prices of the two largest bulkers are currently hovering at 74.7% and 64.6% of their twenty-year averages for the Capesizes and Panamaxes respectively.



In sync, the S&P market of the geared segments have seen significant increases over the last few months. It will take an investment of more than USD 18 mil. for the acquisition of a modern Supramax and USD 16 mil. for a 32K bulker of no more than five years. These indicative prices stand 12.5% and 14.3% higher than last year's levels, but 30% and 19% below their twenty-year average levels. In both cases, the increased investor appetite for the flexibility of the smaller bulkers has brought their prices closer to their mid-cycle levels.



Even though latest asset prices have already outstripped their five-year averages, they still fall behind their longer-term mean levels. At a time when the freight market gathers pace challenging its performance of the last two quarters of 2013, asset prices do not share the same excitement, at least not for now. Trade tension between the two largest economies, uncertainty surrounding the new regulations in shipping and the possibility of a slowdown in Chinese steel production has apprehended investor behavior in the first rising market of the last years. Whereas in the late 2013 early 2014 rising market asset prices moved above their multi-year averages, the present phase has seen moderate gains in same. This bodes well for keeping new building ordering in check and hopefully prolonging the fairly good times the bulker sector is enduring.

**Freight market 120yrs ago (page 12):** "Chartering has been restricted since the last report, many owners and merchants having taken the opportunity of getting away for a few days of holiday..."

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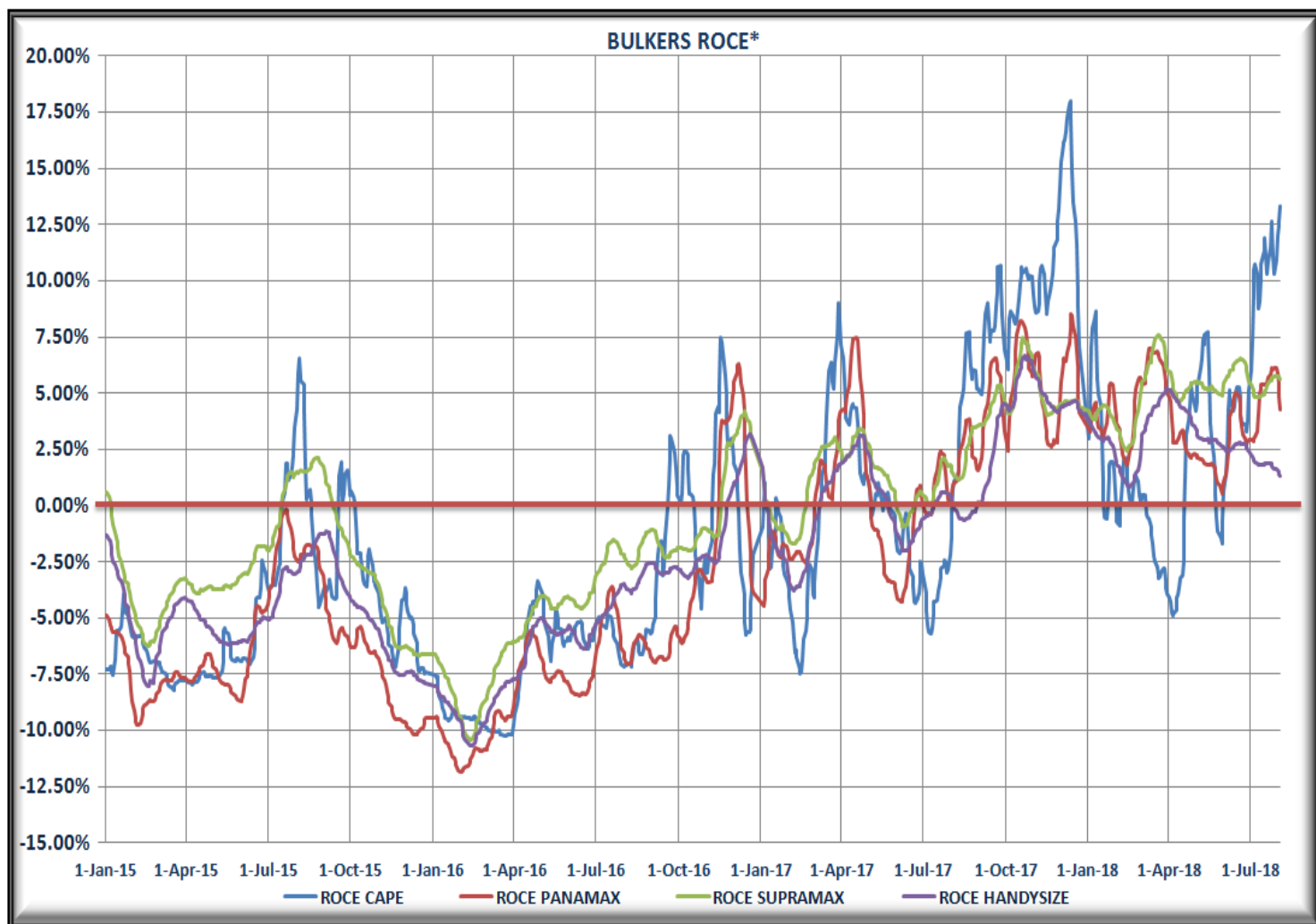
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## Dry Cargo Spot Market

Having been just one day during the last couple of weeks below 1700 points, Baltic Dry Index ended the first week of August at 1773 points. In another strong week for the Capesizes, BCI scored fresh 2018 highs of 3632 points on Friday, last seen mid December 2017. In a rather bearish week for the Panamaxs, BPI lost its previous week levels, balancing at 1447 points. Supramaxes moved sideways to 1030 points, just five points below last Friday's closing. Consistent on its downward trend, BHSI moved further down, finishing at 543 points.

At the box office, Capesizes continued enjoying double-digit returns of 13.3%, whilst the returns of all other segments were under pressure this week. Drifting 182 bps lower, Panamax ROCE balanced at 4.28%. Supramax ROCE ended the week at 5.65%, 432 basis points higher than Handy ROCE.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
30-Jul-18	1703	\$24,496	\$12,688	\$11,405	\$8,078
31-Jul-18	1747	\$25,698	\$12,555	\$11,407	\$8,048
1-Aug-18	1760	\$26,204	\$12,307	\$11,411	\$8,017
2-Aug-18	1756	\$26,423	\$11,928	\$11,378	\$7,964
3-Aug-18	1773	\$27,124	\$11,574	\$11,362	\$7,945
12-month High	1774	\$30,475	\$13,740	\$12,356	\$10,104
12-month Low	948	\$7,051	\$9,237	\$8,486	\$6,793
12-month Avg	1336	\$17,757	\$11,275	\$10,700	\$8,589
Avg. Cal 2017	1145	\$15,129	\$9,766	\$9,168	\$7,636
Avg. Cal 2016	669	\$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.

Firing on all cylinders, **Capesize** surpassed its previous 2018 record levels. With a 13.9% increase, BCI 5TC reported a solid Friday's closing of \$27,124 daily. In the commodity news of the last period, Chinese investors allegedly signed agreements to build a \$10 billion metallurgical complex in South Africa.

In the Pacific, Rio Tinto Group announced \$7.2 billion of returns to shareholders comprising \$3.2 billion from operations and \$4.0 billion from asset disposals. The Anglo-Australian multinational's largest division, iron ore, delivered the lion's share of revenue – circa 70% of the total – as higher output offset lower prices for the commodity in the period. In the dry bulk spectrum, the barometer C5 Baltic index concluded the week at \$10.002 pmt, or 7.1% higher W-o-W. For such runs, Rio Tinto maintained a steady round of fixing with rates a few cents off \$10.00. The 'Mineral Stonehenge' (175,713 dwt, 2010) with spot delivery Taicang was reported fixed for a trip via Australia to Singapore-Japan at \$25,000 daily. The C10\_14 index (transpacific round) ended higher at \$25,488 daily.

In the Atlantic, Caterpillar's results showed that a strong global economy, which is having its best run since 2011, is helping manufacturers book more orders and deliver higher profits despite cost pressures and trade tension concerns. In reference to the spot market, the Baltic Tubarao to Qingdao index moved further up to \$24.655 pmt, or 8% higher on a weekly basis. For a C3 voyage, Vale was linked with the 'Aquacarrier' (175,935 dwt, 2011) for 15-20 August at around \$24.20. The fronthaul index (C9\_14) finished the week higher at \$44,841 daily whereas the Transatlantic index (C8\_14) reported the strongest gains of all Cape sub-markets at \$29,720 daily, or up 6.5% and 19.1% W-o-W respectively.

Period deals were concluded at particularly strong numbers, surpassing the Baltic Forward freight assessments for each respective period. The 'Star Angie' (177,932 dwt, 2007) secured employment of the next 8/10 months at \$28,000 daily, basis delivery Cape Passero. Furthermore, the 'Frontier Garland' (181,480 dwt, 2011) concluded at \$26,000 daily for 6/8 months trading, basis delivery Fujian.

Representative Capesize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Frontier Garland	181,480	2011	Fujian	15/19 Aug	WW	\$26,000	Daelim	6/8 months
Seafarer	181,110	2014	Qingdao	19/25 Aug	WW	\$28,000	JERA	6/8 months
Ganbei	172,499	2001	ex DD Zhoushan	05-Aug	WW	\$23,000	Dong-A Tankers	6/8 months
Mineral Stonehenge	175,713	2010	Taicang	spot	Singapore-Japan	\$25,000	Jiangsu Steamship	via Australia
Star Angie	177,932	2007	Cape Passero	01/05 Aug	WW	\$28,000	cnr	8/10 months

Following a period with healthy rates, the **Panamax** segment witnessed a relatively "bad" week, with BPI TC Average index reporting an 8.9% weekly loss.

The Pacific trading was once again very slow. The rates remained under pressure, mainly due to a long list of prompt vessels that could not match the limited demand. Some forward fresh cargoes were quickly covered foreshadowing no evident recovery in the region. The Australian market was firm, but not enough to wake a bullish sentiment. Mixed rates with no obvious continuity, namely 'W-Pacific' (82,000 dwt, 2013) fixed at \$9,250 daily with early August delivery passing Taiwan via Geraldton to China, while 'Alpha Progress' (81,251 dwt, 2012) got a healthier \$10,750 daily to leave the basin, with spot delivery Taichung via east Australia to India. The Pacific indices declined further this week with very limited trading out of Indonesia and NoPac. 'Ocean Libra' (81,504 dwt, 2013) agreed to a shattering \$9,250 daily with 08-10 August delivery Hong Kong via Indonesia to China. Indonesia has been on snooze mode for more than a month now, causing a further negative mood. Out of NoPac, we heard that 'Golden Jake' (82,188 dwt, 2011) fixed at \$11,000 daily with prompt delivery Huanghua via NoPac to SE Asia and 'Pedhoulas Leader' (82,050 dwt, 2007) achieved a surprising \$12,500 daily with early August delivery at Fukayama via NoPac to Iran and redelivery PMO. 'Globe Danae' (80,306 dwt, 2010) decided to win some time over the currently deflated Atlantic market, 'selling' a month's duration for \$12,500 daily with end July delivery at Krishnapatnam for one TC trip via South Africa back to India without compromising her position.

The trading in the Atlantic has lost past weeks' momentum. A slowdown in the North Atlantic has distorted the Indices enough to cause a spillover effect to the ECSA market. The Trans/Atlantic round voyage was paying on and off \$13,000 daily plus \$300,000 gbb indicating a significant fall in rates relative to the last week. 'Woolloomooloo' (76,064 dwt, 2012) reported at \$12,800 daily plus \$280,000 gbb with end August, early September delivery New Orleans to Skaw-Gibraltar range. In ESCA, end August loaders faced a lot of pressure, with the over-aged 'Dubai Pride' (74,401 dwt, 2001) fixing at \$15,000 daily plus \$500,000 gbb for a front-haul trip, while the super-eco 'BTG Rainier' (81,070 dwt, 2015) fixed at \$15,000 daily with 4 August delivery PMO via EC South America to Singapore-Japan range, indicating that September might sneak back again to a positive tone. On the Continent, 'Ionic Kibou' (81,889 dwt, 2015) emerged at \$16,750 daily with mid August dates delivery at Antwerp for 2/3 laden legs trading within the Atlantic ranges.

Limited period activity reported this week. All bargain kept pretty numb with most bids moving sideways, namely 'Seawind' (75,637 dwt, 2006) reported fixed at \$12,250 daily with prompt delivery Inchon for 5 to 7 months.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Golden Jake	82,188	2011	Huanghua	prompt	SE Asia	\$11,000	cnr	via NoPac
Pedhoulas Leader	82,050	2007	Fukayama	02/05 Aug	PMO	\$12,500	Cargill	via NoPac/Iran
Alpha Progress	81,251	2012	Taichung	spot	India	\$10,750	Ultrabulk	via Eaus
Globe Danae	80,306	2010	Krishnapatnam	27/30 Jul	India	\$12,500	Jaldhi	via Safr
Woolloomooloo	76,064	2012	New Orleans	end Aug	Skaw-Gibraltar	\$12,800+\$280k gbb	ADMI	
BTG Rainier	81,070	2015	PMO	4 Aug	Singapore-Japan	\$15,000	Bunge	via ECSA
Dubai Pride	74,401	2001	ECSA	20/30 Aug	Singapore-Japan	\$15,000+\$500k gbb	Star Logistics	
Seawind	75,637	2006	Inchon	prompt	worldwide	\$12,250	Fractal	5/7 mos
Ionic Kibou	81,889	2015	Antwerp	12/13 Aug	Atlantic	\$16,750	Ultrabulk	2/3 ll

In a rather stable period for the **Supramaxes**, the BSI TCA moved marginally lower to \$11,362 daily.

The over-supply of tonnage in the Pacific pushed the rates further down throughout the week. Indonesian coal rounds simply fell short whereas in the North, minimal steel export activity was noticed. With the two above major driving forces staying idle, the market offered no excitement whatsoever. Starting from the North, the "Peristil" (52113 dwt, 2010) was fixed by Chinese charterers at \$7,350 basis delivery Tianjin for a trip to Indonesia with steels. Backhaul rates appeared somewhat softer compared to last week with various charterers aiming numbers closer to the 6's with an escalation on Supramaxes for Continent or Med direction. For a Nopac round, "Loch Shuna" (55,600 dwt, 2014) secured a decent \$10,000 with delivery Busan back to Singapore - Japan. On the coal front, "Orchid" (55,598dwt, 2012), despite opening in favorable position, was fixed only at \$10,500 delivery South Kalimantan for trip to China. From the Indian Ocean, "Seaboss" (55,426 dwt, 2004) went for a backhaul at \$7,000 for the first 45 days and \$11,000 thereafter basis delivery Bin Qasim and redelivery to the Mediterranean whereas "Zoitsa Sigala" (63,351 dwt, 2014) opening at Navlakhi went for a South African round back to the Persian Gulf at \$12,250 plus \$250,000 ballast bonus and delivery Richards Bay.

In the Atlantic, market moved sideways. Specifically, the American sub-markets lost some momentum, while their European counterparts exhibited further gains. From the USG, it was rumored that the 'Eagle Strait' (56,882 dwt, 2010) was fixed in the high \$16,000's for a trip to the Mediterranean. It was also heard that a \$57,000 tonner was fixed on a petcoke run from USG to India, between \$21-22,000 daily. In ECSA, the lack of fresh inquiry was counterbalanced by weather delays which pushed back the opening dates of several units. The 'Tegea' (55,616 dwt, 2011) fetched \$16,700 daily, basis delivery Vila do Conde, for a trip to Iceland with alumina. The Continent on the other hand, saw improved rates, with scrap cargoes to Eastern Mediterranean being traded between \$13-14k on large supramaxes. The Genco Auvergne (58,020 dwt, 2009) was covered on one such trade at \$14,000 daily, basis delivery Holland. There was information that a 56,000 tonner was covered on a trip via Baltic to India at \$21,000 daily, basis delivery Dunkirk. The Black Sea was active too, with the S1B\_58 route (Canakkale via Med/Bsea Feast) gaining another \$572 w-o-w, ending up this Friday at \$20,229. Little was reported on actual fixtures from the area, it was speculated though that a small Ultramax opening in Damietta secured \$21,500 daily for a trip to SE Asia.

Period-wise, The 'Thor Madoc' (55,695 dwt, 2005) locked \$11,750 daily, basis delivery North China, for 3-5 months trading.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Peristil	52,113	2010	Tianjin	Prompt	Indonesia	\$7,350	cnr	Steels
Loch Shuna	55,600	2014	Busan	Prompt	Spore - Japan	\$10,000	cnr	
Orchid	55,598	2012	S. Kalimantan	Prompt	China	\$10,500	cnr	Coal
Seabos	55,426	2004	Bin Qasim	Prompt	Med	\$7,000 1st 45 days, \$11k balance	cnr	
Zoitsa Sigala	63,351	2014	Richards Bay	Prompt	Persian Gulf	\$12,250 + \$225k gbb	cnr	
Eagle Strait	56,882	2010	Altamira	Prompt	Med	high \$16,000	cnr	
Tegea	55,616	2011	Vila Do Conde	Prompt	Iceland	\$16,700	cnr	
Genco Auvergne	58,020	2009	Amsterdam	Prompt	E.Med	\$14,000	cnr	scrap
Thor Madoc	55,695	2005	N.China	Prompt	ww	\$11,750	cnr	3-5 months

Clouds over the Far East – Another week with mixed signals in the Atlantic on the **Handysize**.

In the Far East, regional sub route Indices showed a drop of about \$200 per day on the traditional 28k's, while on the 38k index the drop was about \$300 per day. The actual flavour on the trading field was even bitterer. The lack of prompt requirements in conjunction with the increased tonnage list led ships opening in north china barely seeing \$8,5k. Indicatively 'Stamina SW' (28,387 DWT, 2012) was covered at \$8,150 for 11-13 months and delivery dop Linayungang. The situation in Seasia was somewhat better but definitely not exciting. 'Global Faith' (28,386 dwt, 2010) open at Kohsichang managed \$9,000 dop for a sugar run to Indonesia. Australian trades were also bleak. 'Pos Oceania' (28,190 dwt, 2012) agreed \$8,200 basis delivery Bataan for a TCT with sugar via Australia to Japan. The lack of prompt shipments was depicted in the fixture of 'Unison Star' (38,190 dwt, 2011) which whilst opening in Australia, was fixed at \$8,000 dop for a trip with coal via Indonesia to china. Persian Gulf was extremely quiet once again mainly caused by the uncertainty around the upcoming toughening on sanctions imposed to Iran.

In the Atlantic, we experienced 'one of those weeks' once again. It started with a positive vibe which was quickly evaporated, leaving the usual slow summer heat. In ECSA, just a handful of new cargo appeared and the rates were getting pressed. A 34,000 dwt fixed a coastal trip from Bahia Blanca at \$12,500 while we heard rumours of a 38,000dwt been traded around \$10,000 from S. Brazil to W. Med. In the USG, we had another disappointing week for the Owners. We heard talks of a 30K dwt fixing from NCSA to E. Med in the \$8,000's, and of a 32K dwt being traded under \$11,000 for a trip to W. Africa. Continent again more or less moved sideways with no excitements. We saw a 31,651dwt fixing the usual timber cargo from Baltic to E. Med at \$10,750 from Skaw. Things in the Med - Bl. Sea continued on the trend of last week. A definite spillover effect from the larger size was evident and rates kept on the rise. A 38,100 dwt fixed a steel cargo from Bl. Sea to E. Med at \$11,500 whilst a 32,017 dwt managed a corn cargo to W. Med at \$10,350 from Canakkale and redelivery Passero.

Not much activity on the period desk.

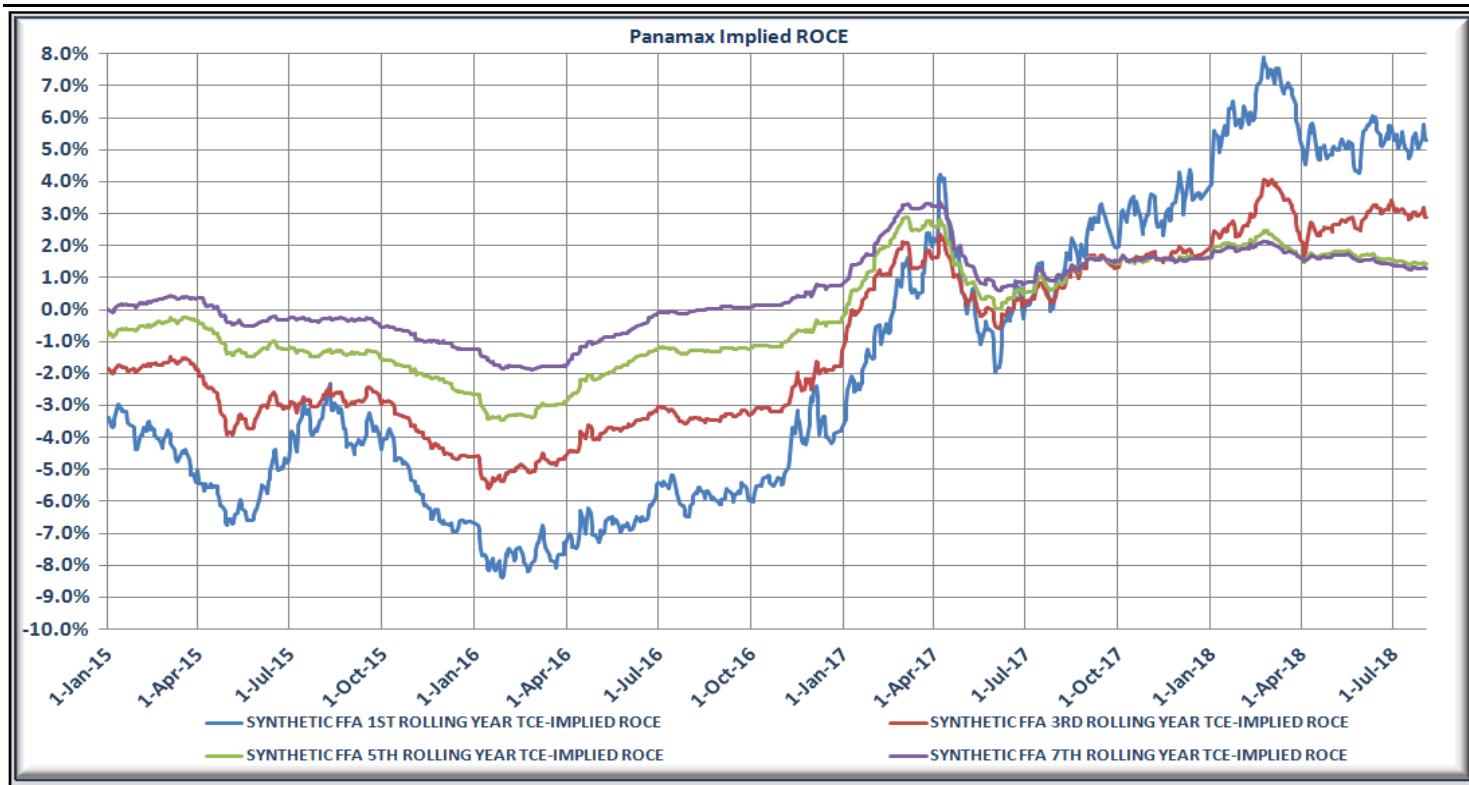
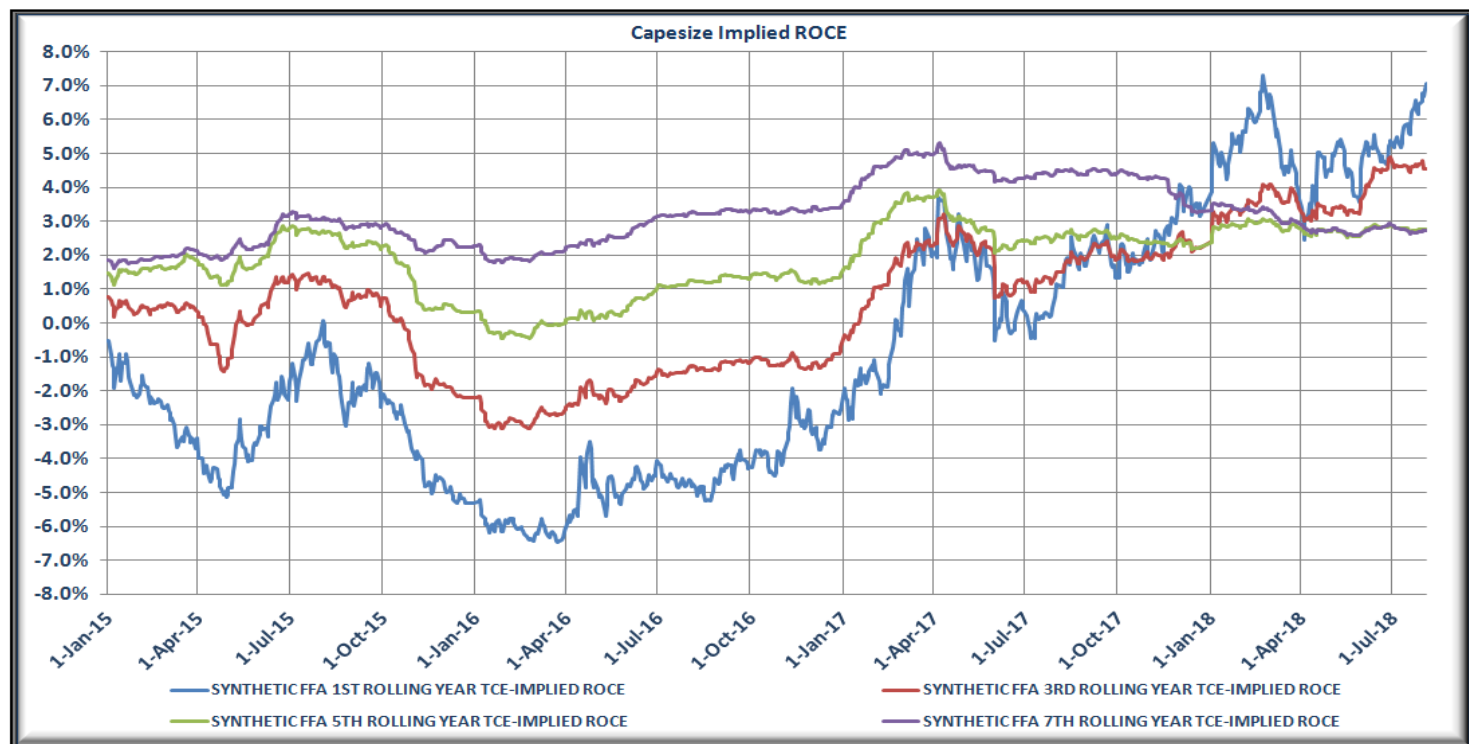
Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Stamina SW	28,387	2012	Lianyungang	Prompt	ww	\$8,150	cnr	11-13 months
Global Faith	28,386	2010	Kohsichang	Prompt	Indonesia	\$9,000	cnr	Sugar
Pos Oceania	28,190	2012	Bataan	Prompt	Japan	\$8,200	cnr	sugar via Australia
Unison Star	38,190	2011	Port Hedland	Prompt	China	\$8,000	cnr	Coal
Arietta	34,000	2012	Bahia Blanca	Prompt	Brazil	\$12,500	AEC	
Aeolos	31,651	2001	Skaw	Prompt	Emed	\$10,750	cnr	timber via Baltic
CS Jaden	38,101	2013	Tuzla	Prompt	Emed	\$11,500	Univ. Solutions	steels
Pollux	32,017	2007	Canakkale	Prompt	Passero	\$10,350	MB Shipping	corn

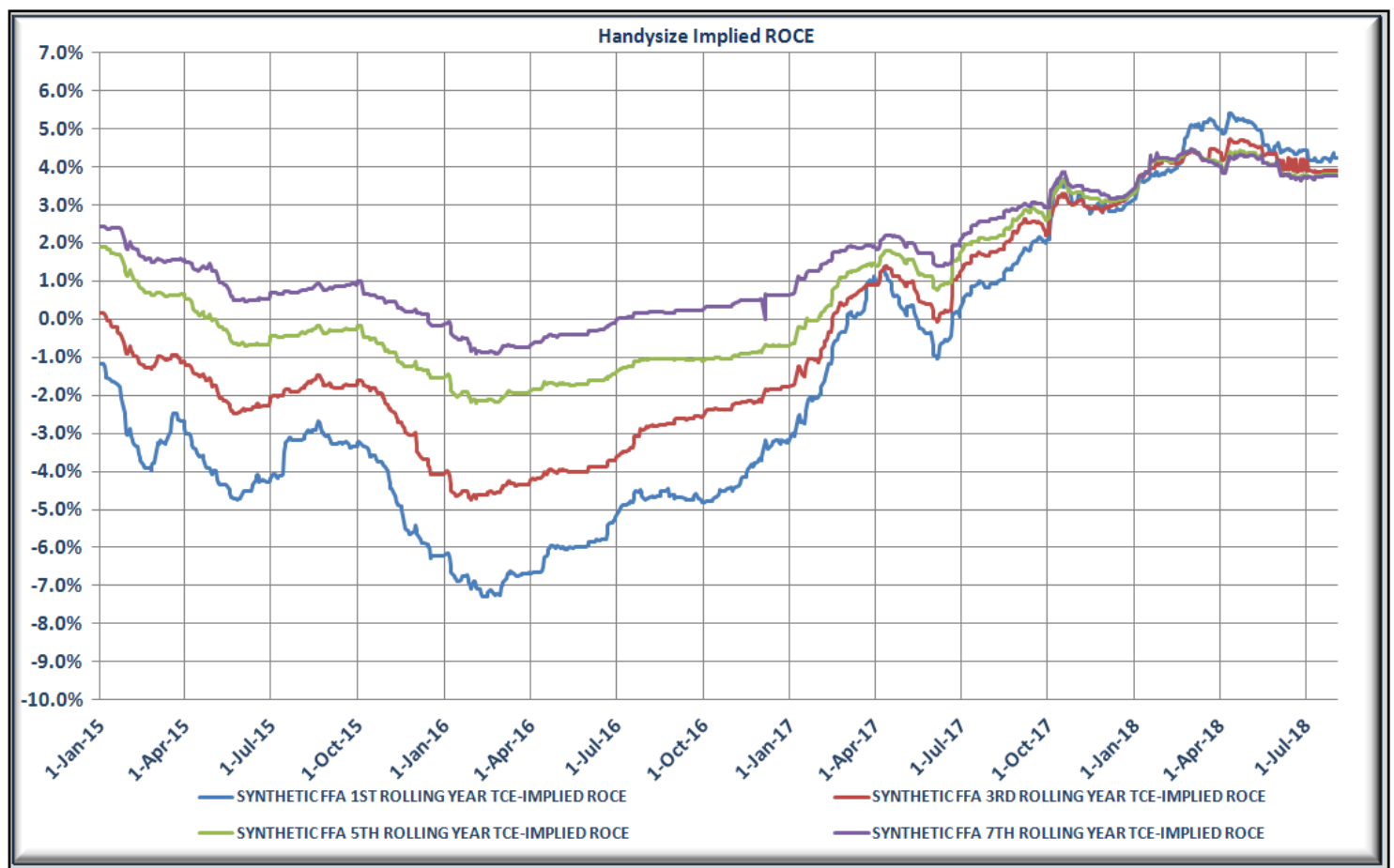
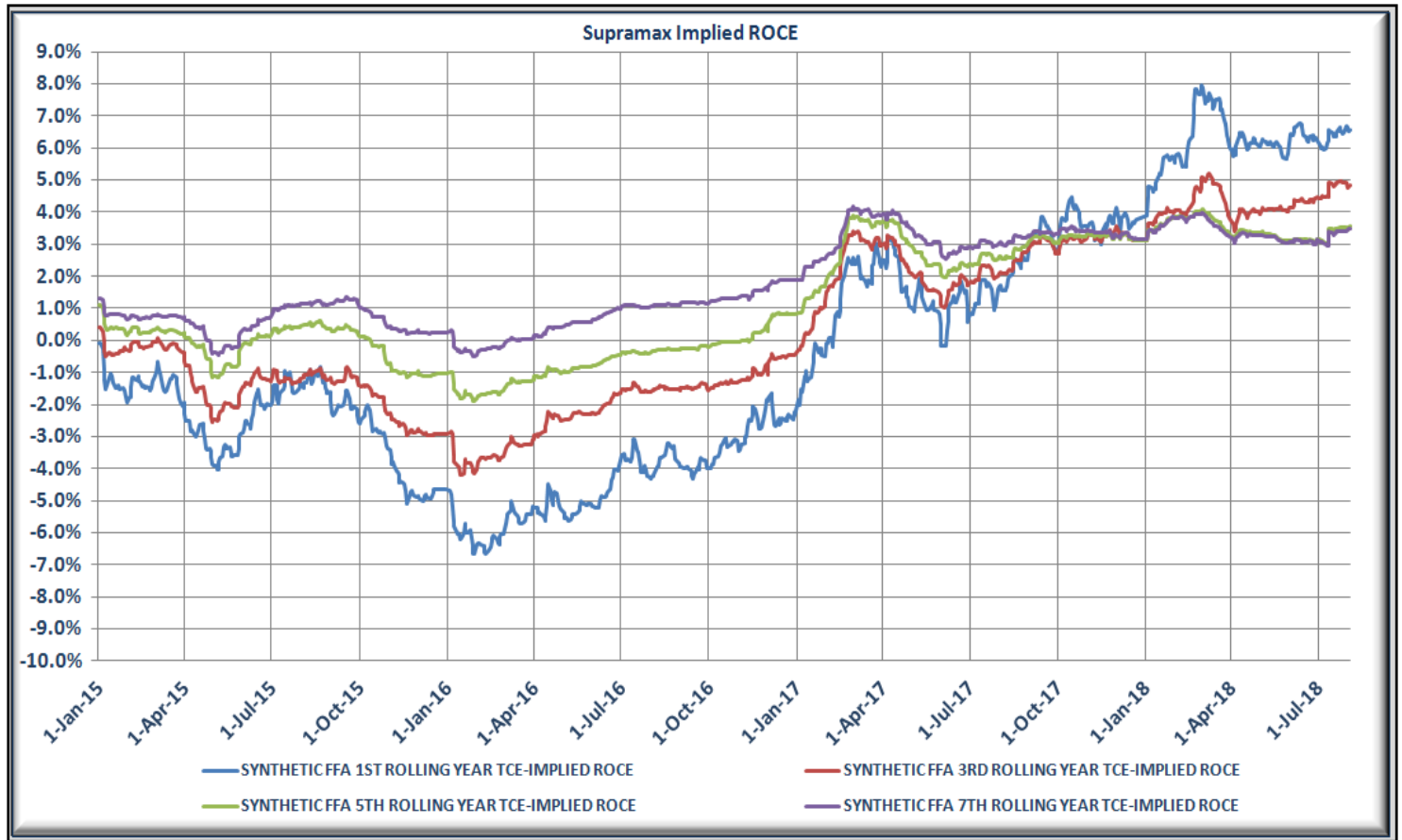


## FFA Market

In a week with mixed signals, Capesize forward curve reported strong gains whilst the forward curves of all other segments lost some ground. In line with the cheerful tone of the spot market, Cape prompt forward months closed substantially higher, with September balancing at \$25,980 daily and October at \$26,280 daily. The short end of the Panamax curve concluded below last Friday's levels, with both August and September hovering lower at \$11,615 and \$11,975 respectively. Softer tone in the Supramax forward market, with September balancing at \$11,940 and October at \$12,390. The prompt Handysize contracts reported trended sideways to September levels of \$9,575. The back ends of all segments remained at previous levels without significant changes.

Capesize first rolling year implied ROCE moved up to 7.1% this week, while at the same time the returns of Panamax gained 0.1%, concluding at 5.3%. Geared segments implied ROCEs remained relatively stable, with Supramax concluding at 6.6% and Handy at 4.2%.





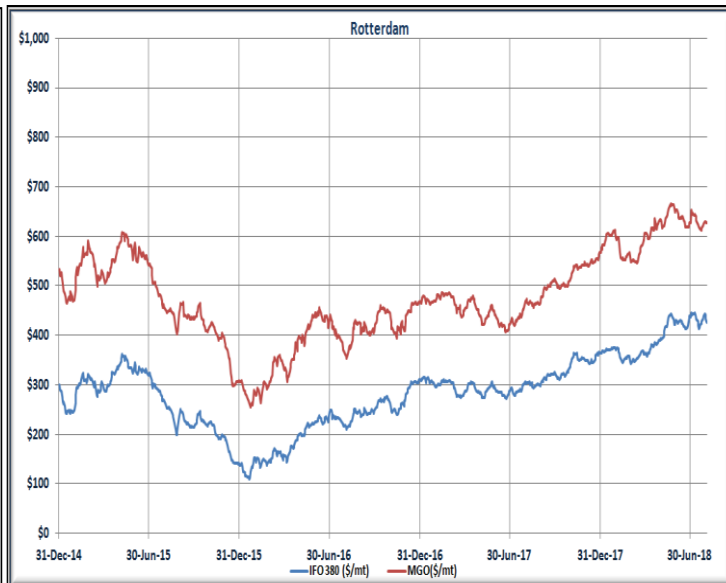
BFA Cape 5TC									
Date	Aug (18)	Sept (18)	Oct (18)	Q4 (18)	Q1 (19)	Q2 (19)	Cal 19	Cal 24	Cal 25
30-Jul-18	\$24,150	\$25,080	\$25,400	\$25,130	\$14,220	\$15,950	\$19,405	\$15,440	\$15,440
31-Jul-18	\$24,670	\$25,570	\$25,710	\$25,543	\$14,480	\$16,100	\$19,553	\$15,470	\$15,470
1-Aug-18	\$24,610	\$25,050	\$25,760	\$25,380	\$14,330	\$16,030	\$19,470	\$15,450	\$15,450
2-Aug-18	\$25,310	\$25,570	\$26,230	\$25,710	\$14,530	\$16,110	\$19,583	\$15,450	\$15,450
3-Aug-18	\$26,160	\$25,980	\$26,280	\$25,843	\$14,590	\$16,190	\$19,635	\$15,470	\$15,440
Week High	\$26,160	\$25,980	\$26,280	\$25,843	\$14,590	\$16,190	\$19,635	\$15,470	\$15,470
Week Low	\$24,150	\$25,050	\$25,400	\$25,130	\$14,220	\$15,950	\$19,405	\$15,440	\$15,440
Week Avg	\$24,980	\$25,450	\$25,876	\$25,521	\$14,430	\$16,076	\$19,529	\$15,456	\$15,450

BFA Panamax 4TC									
Date	Aug (18)	Sept (18)	Oct (18)	Q4 (18)	Q1 (19)	Q2 (19)	Cal 19	Cal 24	Cal 25
30-Jul-18	\$12,320	\$12,330	\$12,460	\$12,440	\$11,490	\$12,660	\$12,425	\$9,740	\$9,720
31-Jul-18	\$12,380	\$12,580	\$12,740	\$12,767	\$11,760	\$12,930	\$12,670	\$9,765	\$9,735
1-Aug-18	\$11,870	\$12,150	\$12,395	\$12,408	\$11,595	\$12,770	\$12,499	\$9,765	\$9,735
2-Aug-18	\$11,760	\$12,055	\$12,360	\$12,350	\$11,625	\$12,815	\$12,500	\$9,765	\$9,735
3-Aug-18	\$11,615	\$11,975	\$12,350	\$12,333	\$11,645	\$12,815	\$12,510	\$9,755	\$9,735
Week High	\$12,380	\$12,580	\$12,740	\$12,767	\$11,760	\$12,930	\$12,670	\$9,765	\$9,735
Week Low	\$11,615	\$11,975	\$12,350	\$12,333	\$11,490	\$12,660	\$12,425	\$9,740	\$9,720
Week Avg	\$11,989	\$12,218	\$12,461	\$12,460	\$11,623	\$12,798	\$12,521	\$9,758	\$9,732

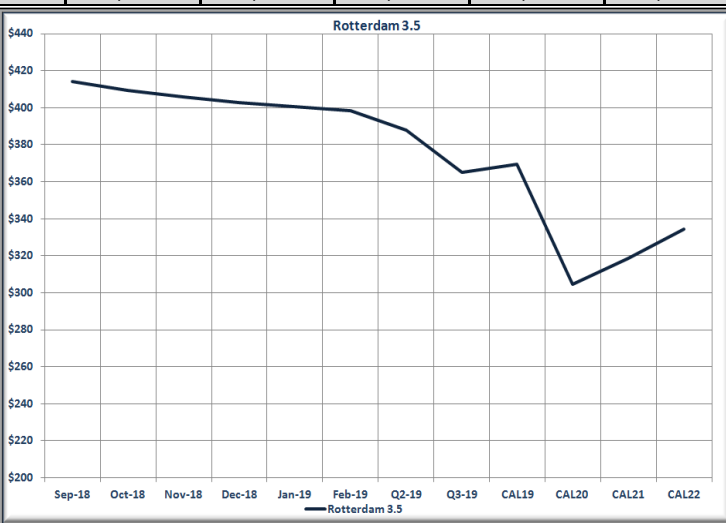
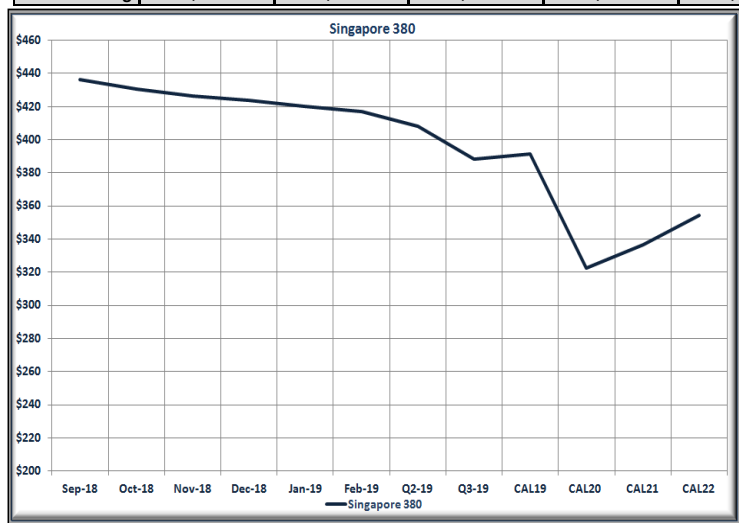
BFA Supra 5TC									
Date	Aug (18)	Sept (18)	Oct (18)	Q4 (18)	Q1 (19)	Q2 (19)	Cal 19	Cal 24	Cal 25
30-Jul-18	\$11,945	\$12,205	\$12,440	\$12,510	\$11,120	\$12,000	\$12,220	\$10,060	\$10,060
31-Jul-18	\$11,850	\$12,110	\$12,410	\$12,530	\$11,120	\$11,980	\$12,250	\$10,070	\$10,070
1-Aug-18	\$11,610	\$12,070	\$12,360	\$12,483	\$11,080	\$12,010	\$12,270	\$10,090	\$10,080
2-Aug-18	\$11,560	\$11,960	\$12,380	\$12,473	\$11,070	\$12,010	\$12,300	\$10,100	\$10,090
3-Aug-18	\$11,560	\$11,940	\$12,390	\$12,493	\$11,080	\$12,060	\$12,335	\$10,110	\$10,100
Week High	\$11,945	\$12,205	\$12,440	\$12,530	\$11,120	\$12,060	\$12,335	\$10,110	\$10,100
Week Low	\$11,560	\$11,940	\$12,360	\$12,473	\$11,070	\$11,980	\$12,220	\$10,060	\$10,060
Week Avg	\$11,705	\$12,057	\$12,396	\$12,498	\$11,094	\$12,012	\$12,275	\$10,086	\$10,080

BFA Handysize TC									
Date	Aug (18)	Sept (18)	Oct (18)	Q4 (18)	Q1 (19)	Q2 (19)	Cal 19	Cal 24	Cal 25
30-Jul-18	\$9,150	\$9,650	\$9,763	\$9,825	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138
31-Jul-18	\$9,138	\$9,650	\$9,725	\$9,679	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138
1-Aug-18	\$9,050	\$9,575	\$9,700	\$9,654	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138
2-Aug-18	\$9,050	\$9,575	\$9,700	\$9,654	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138
3-Aug-18	\$9,050	\$9,575	\$9,700	\$9,654	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138
Week High	\$9,150	\$9,650	\$9,763	\$9,825	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138
Week Low	\$9,050	\$9,575	\$9,700	\$9,654	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138
Week Avg	\$9,088	\$9,605	\$9,718	\$9,693	\$8,963	\$9,500	\$9,263	\$9,150	\$9,138

## Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
30-Jul-18	\$443	\$631	\$476	\$660	\$464	\$716	\$467	\$694	\$456	\$693
31-Jul-18	\$441	\$630	\$476	\$660	\$463	\$711	\$468	\$694	\$453	\$691
1-Aug-18	\$434	\$629	\$474	\$653	\$460	\$704	\$466	\$679	\$441	\$680
2-Aug-18	\$428	\$627	\$471	\$648	\$459	\$708	\$461	\$675	\$438	\$680
3-Aug-18	\$427	\$628	\$472	\$649	\$458	\$707	\$462	\$676	\$439	\$682
12-month High	\$446	\$665	\$478	\$701	\$476	\$739	\$477	\$738	\$462	\$698
12-month Low	\$294	\$456	\$308	\$470	\$310	\$550	\$312	\$496	\$290	\$485
12-month Avg	\$367	\$569	\$390	\$591	\$388	\$647	\$387	\$617	\$368	\$605



Singapore	03-Aug-18	Week max	Week low	Week Avg	RTDM 3.5	03-Aug-18	Week max	Week low	Week Avg
Sep-18	\$436.3	\$452.9	\$436.3	\$448.3	Sep-18	\$414.3	\$429.6	\$414.3	\$426.1
Oct-18	\$430.8	\$443.9	\$430.8	\$441.0	Oct-18	\$409.5	\$423.8	\$409.5	\$420.6
Nov-18	\$426.5	\$439.1	\$426.5	\$436.4	Nov-18	\$405.8	\$419.3	\$405.8	\$416.4
Dec-18	\$423.5	\$436.3	\$423.5	\$433.1	Dec-18	\$402.8	\$415.8	\$402.8	\$413.0
Jan-19	\$420.3	\$432.3	\$420.3	\$429.8	Jan-19	\$400.5	\$413.3	\$400.5	\$410.0
Feb-19	\$417.0	\$429.3	\$417.0	\$426.1	Feb-19	\$398.3	\$410.3	\$398.3	\$407.0
Q4-18	\$426.9	\$439.3	\$426.9	\$434.5	Q4-18	\$406.0	\$419.2	\$406.0	\$414.3
Q1-19	\$417.1	\$428.7	\$417.1	\$424.5	Q1-19	\$397.3	\$410.4	\$397.3	\$405.6
Q2-19	\$407.9	\$419.5	\$407.9	\$415.3	Q2-19	\$388.0	\$400.9	\$388.0	\$396.0
Q3-19	\$388.1	\$399.2	\$388.1	\$394.9	Q3-19	\$365.0	\$375.9	\$365.0	\$371.6
CAL19	\$391.5	\$400.9	\$391.5	\$396.7	CAL19	\$369.5	\$378.9	\$369.5	\$374.7
CAL20	\$322.5	\$331.9	\$322.5	\$327.7	CAL20	\$304.5	\$313.9	\$304.5	\$309.7
CAL21	\$336.5	\$345.9	\$336.5	\$341.7	CAL21	\$318.5	\$327.9	\$318.5	\$323.7
CAL22	\$354.5	\$363.9	\$354.5	\$359.7	CAL22	\$334.5	\$343.9	\$334.5	\$339.7



## Dry Bulk S&P Market

The only meaningful change in the indicative prices of the bulkers during the last month was that of five-year-old Capes. An investor to this specific segment will need circa \$37.25m or \$4.25m more than six months ago to acquire an 180,000dwt vessel. Other than that, price ideas kept balancing at the previously reported levels. Indicatively, 2008-built Panamaxs are on the market for circa \$16.5m, or approximately two million dollars more than ten-year-old Supramaxes. In the other two segments of the dry bulk sector, ten-year-old Capesizes and the same-aged Handies kicked off August at \$26m and \$11.75m respectively.

The market for ten-year-old Capesizes and same-aged Panamaxs balanced at just 12% and 2% off from their adjusted newbuilding prices respectively. Ten-year-old Supramaxes are a tad below parity with their adjusted newbuilding prices whilst ten-year-old Handies are offered at a 24% discount from the funds needed to acquire a new one. Interestingly, whilst ten-year-old and fifteen-year-old Panamaxs and fifteen-year-old Supramaxes were in the market at a premium to their age-adjusted newbuilding prices a few months ago, that's not the case anymore.

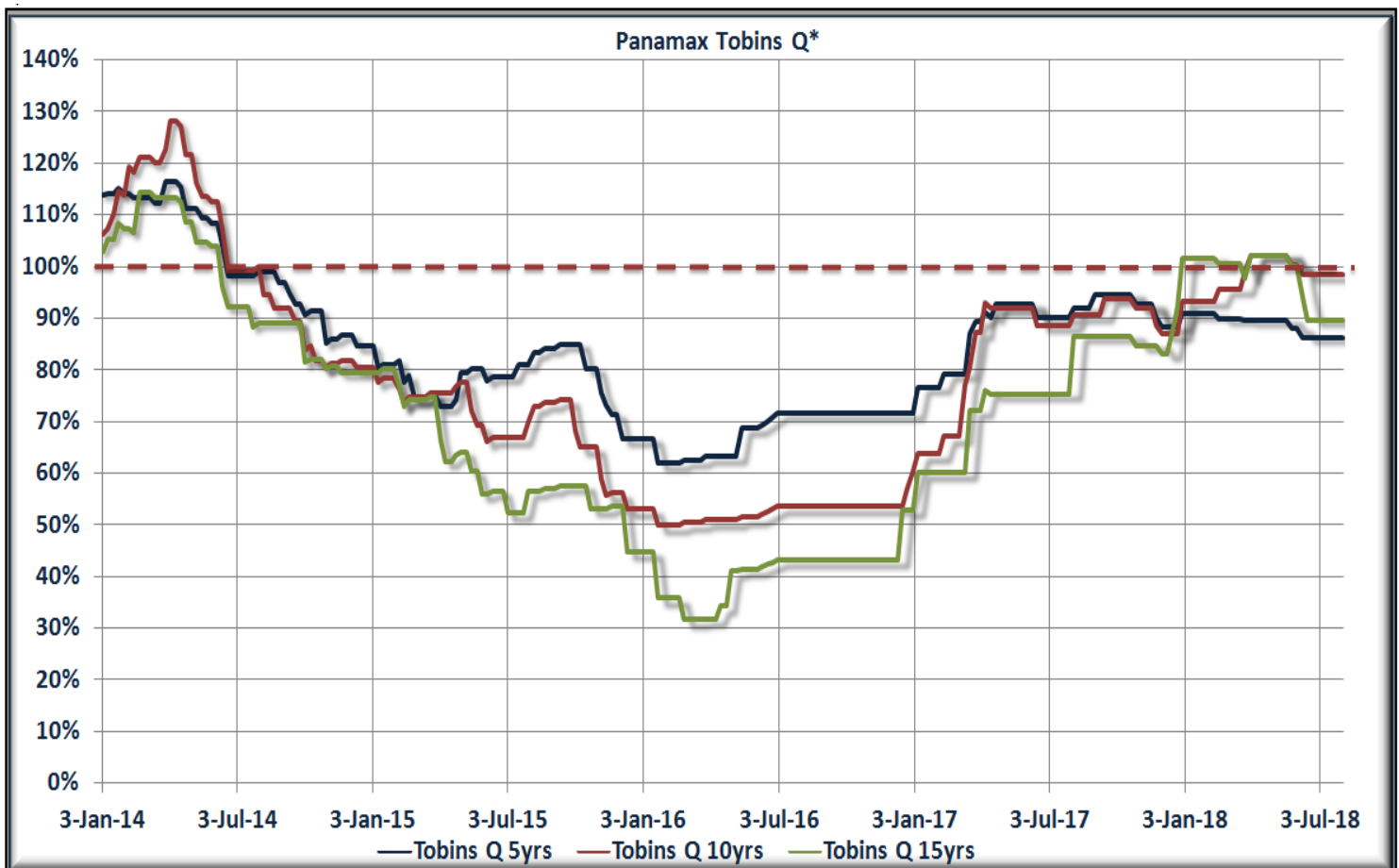
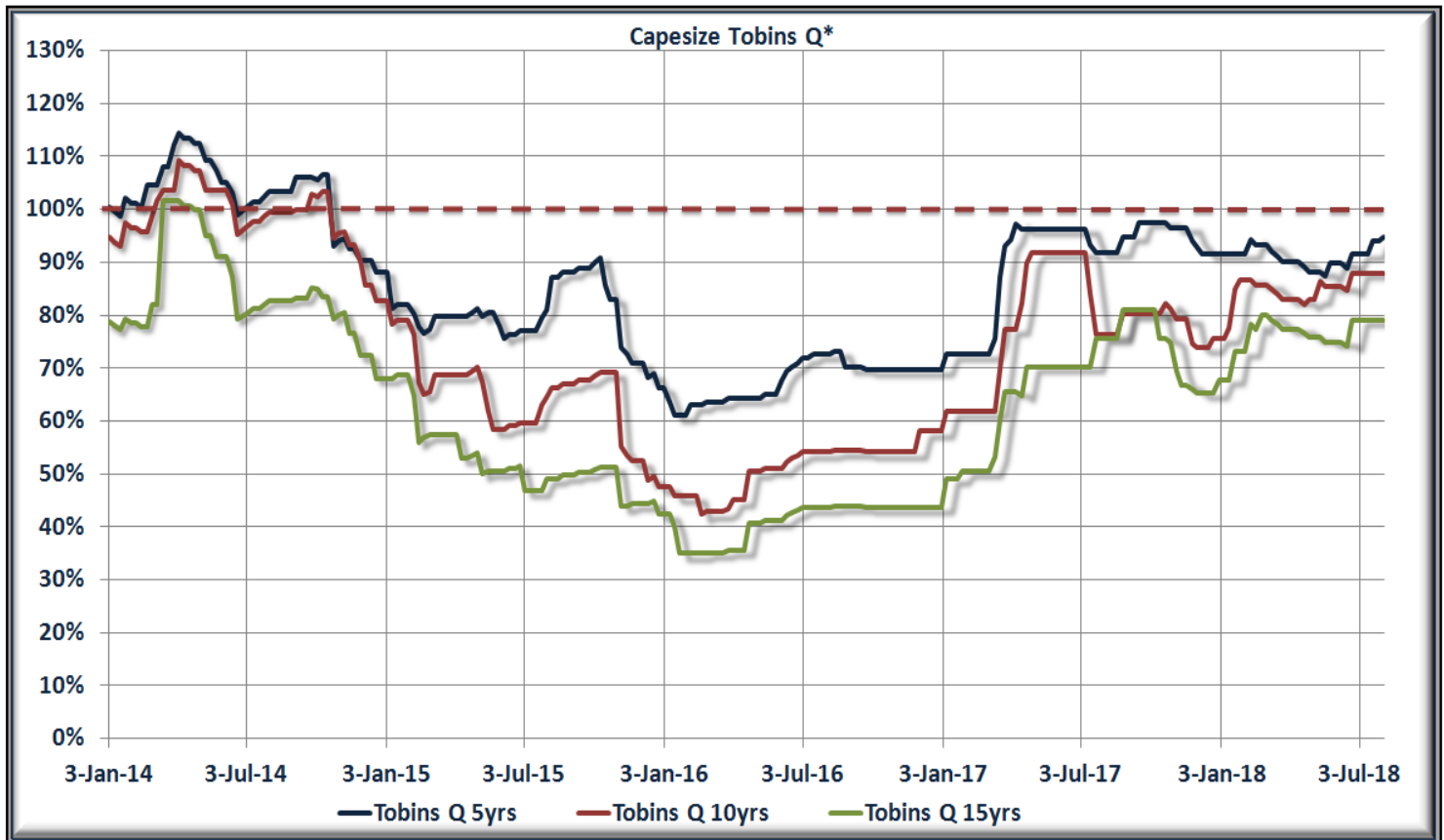
Indicative Five-Year-Old Prices				
Date	Capesize 180K DWT	Panamax 76K DWT	Handymax 56K DWT	Handysize 32K DWT
03-Aug-2018	37.25	19.00	18.00	16.00
03-Aug-2017	32.00	18.00	16.25	14.00
03-Aug-2016	25.00	14.00	13.00	9.50
Δ% Y-o-Y	16.4%	5.6%	10.8%	14.3%
Δ% 2018-2016	49.0%	35.7%	38.5%	68.4%

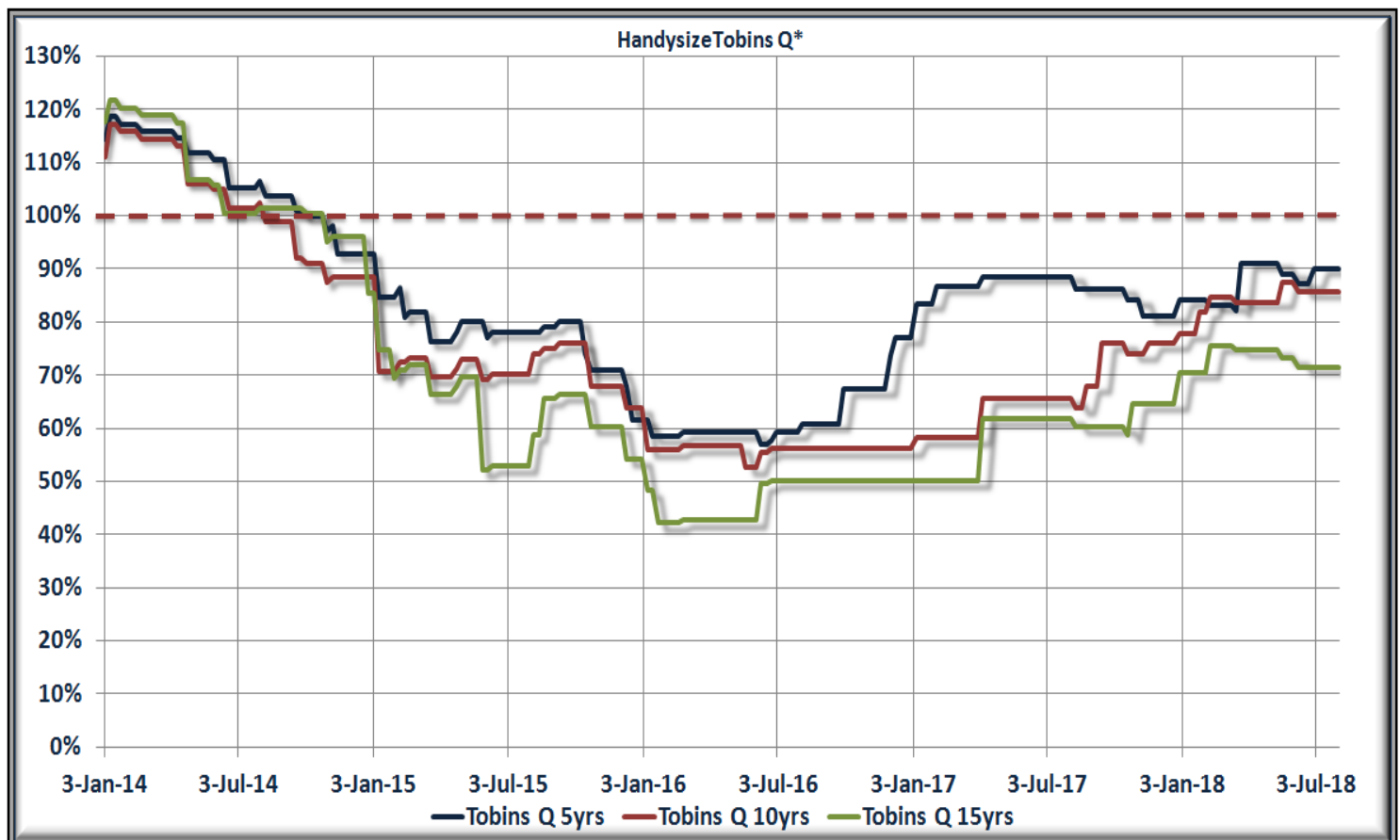
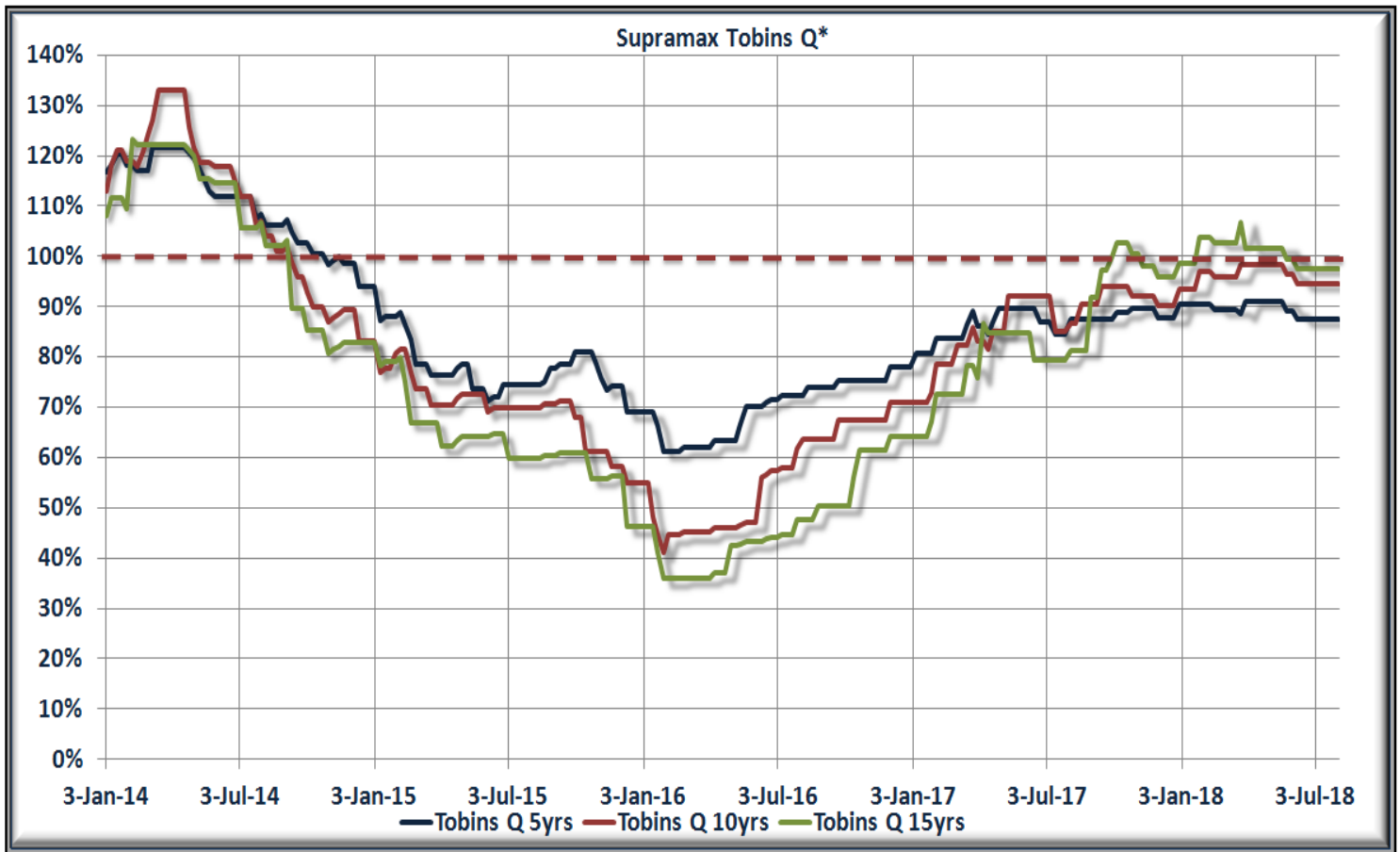
Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
YZJ2015	180,000	2020	Yangzijiang/China	50.5	Undisclosed	
Malena	180,377	2016	Hanjin HI/S.Korea	49	Genco	part of en bloc
NSS Fortune	184,872	2003	Mitsui/Japan	mid	Undisclosed	
Trade Prosperity	82,086	2016	Yangzijiang/China	24.5	Undisclosed	TC attached
Rena	81,700	2011	STX/S. Korea	mid-high	Undisclosed	auction sale
BBG Ambition	82,108	2009	Tsuneishi Zhoushan/China	low-mid	Greek Buyers	
F.D.Vittorio Raiola	76,619	2010	Shin Kasado/Japan	mid-high	Undisclosed	
Lady Maria Ocean	76,596	2007	Imabari/Japan	13.1	Undisclosed	
Dubai Star	75,202	2001	Hyundai/S.Korea	low	Chinese Buyers	
Genco Surprise	72,495	1998	Imabari/Japan	5.45	Chinese Buyers	
SBI Echo	61,258	2015	Imabari/Japan	19	Undisclosed	Incl. 5-yr BBB
Bao Tong	63,800	2014	Chengxi/China	21.3	Undisclosed	C 4x36
Aquapride	61,465	2012	Iwagi Zosen	20	Undisclosed	C 4x30.7
Bulk Power	57,005	2010	Zhoushan/China	11.5	Chinese Buyers	C 4x30
Amber Beverly	53,177	2011	Chengxi/China	12	Undisclosed	C 4x36
Tschaikowsky	58,790	2008	Tsuneishi Cebu/Philippines	14	Undisclosed	C 4x30
Bulk Neptune	55,657	2009	Mitsui/Japan	15	Greek Buyers	C 4x30
Jin Cheng	52,961	2003	Oshima/Japan	8.7	Chinese Buyers	C 4x30
Christina L	50,380	2003	Jiangnan/China	8	Chinese Buyers	C 4x30
Jin Li	50,777	2001	Oshima/Japan	8.6	Chinese Buyers	C 4x30
Oceana Sun	42,529	1995	Namura/Japan	5.5	Undisclosed	C 4x30
Maple Glory	32,491	2011	Taizhou Maple/China	10	Undisclosed	C 4x30.5
Tequila Sunrise	31,612	2009	Saiki/Japan	mid	Undisclosed	C 4x30
Sider Dream	33,588	2005	Hakodate/Japan	9.5	Undisclosed	C 4x30
Oriente Shine	31,820	2001	Hakodate/Japan	7.2	Chinese Buyers	C 4x30
Ideal Bulker	28,460	1994	Imabari/Japan	4	Undisclosed	C 4x30.5
Chikusa	17,366	2006	Kurinoura/Japan	6.5	Undisclosed	C 3x25

Tobin's Q* Capesize-Panamax						
Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
Current ratio	95%	88%	79%	86%	98%	90%
12months High	98%	88%	81%	95%	102%	102%
12months Low	87%	74%	65%	86%	87%	83%
12months Avg	93%	82%	75%	90%	95%	94%

Tobin's Q* Supramax-Handysize						
Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
Current ratio	87%	94%	98%	90%	86%	72%
12months High	91%	98%	107%	91%	87%	76%
12months Low	87%	87%	81%	81%	64%	59%
12months Avg	89%	94%	99%	86%	80%	69%

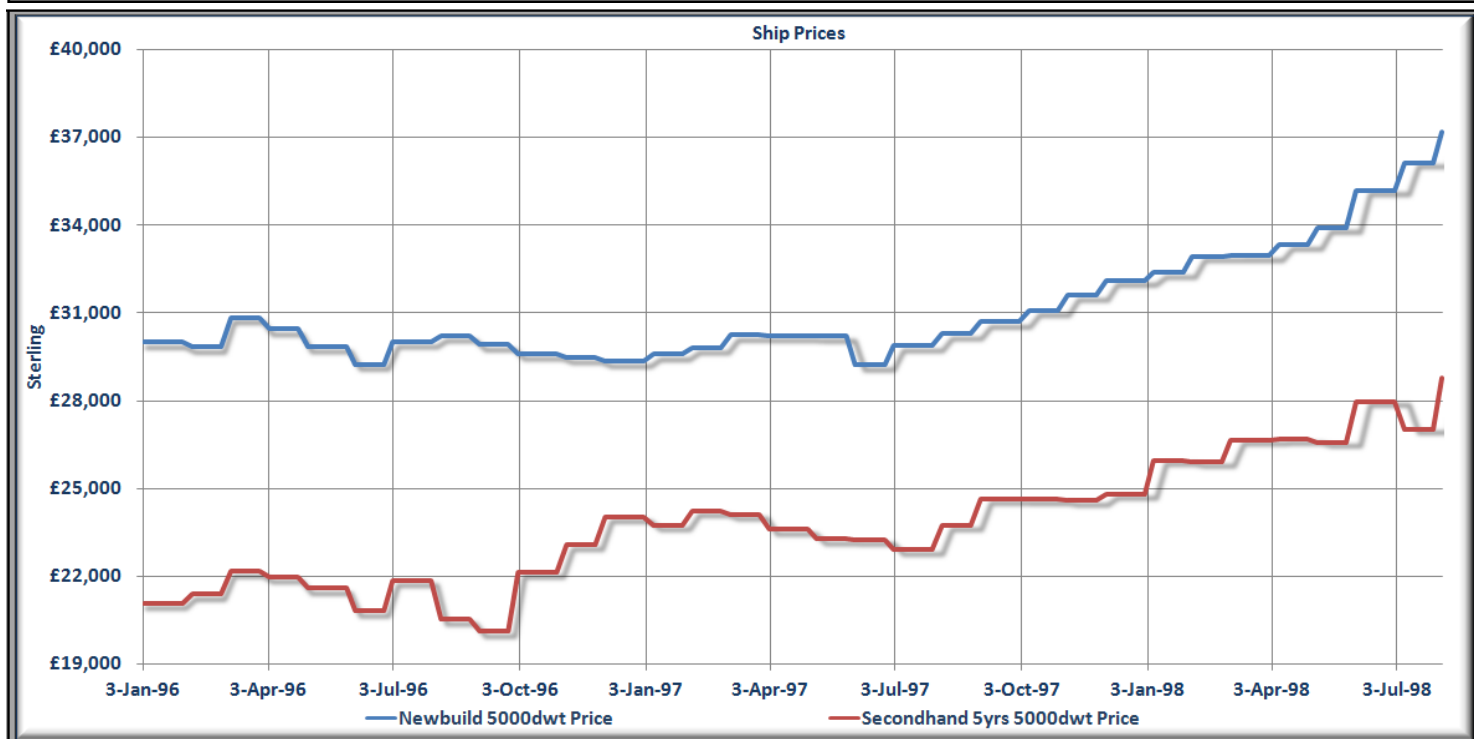
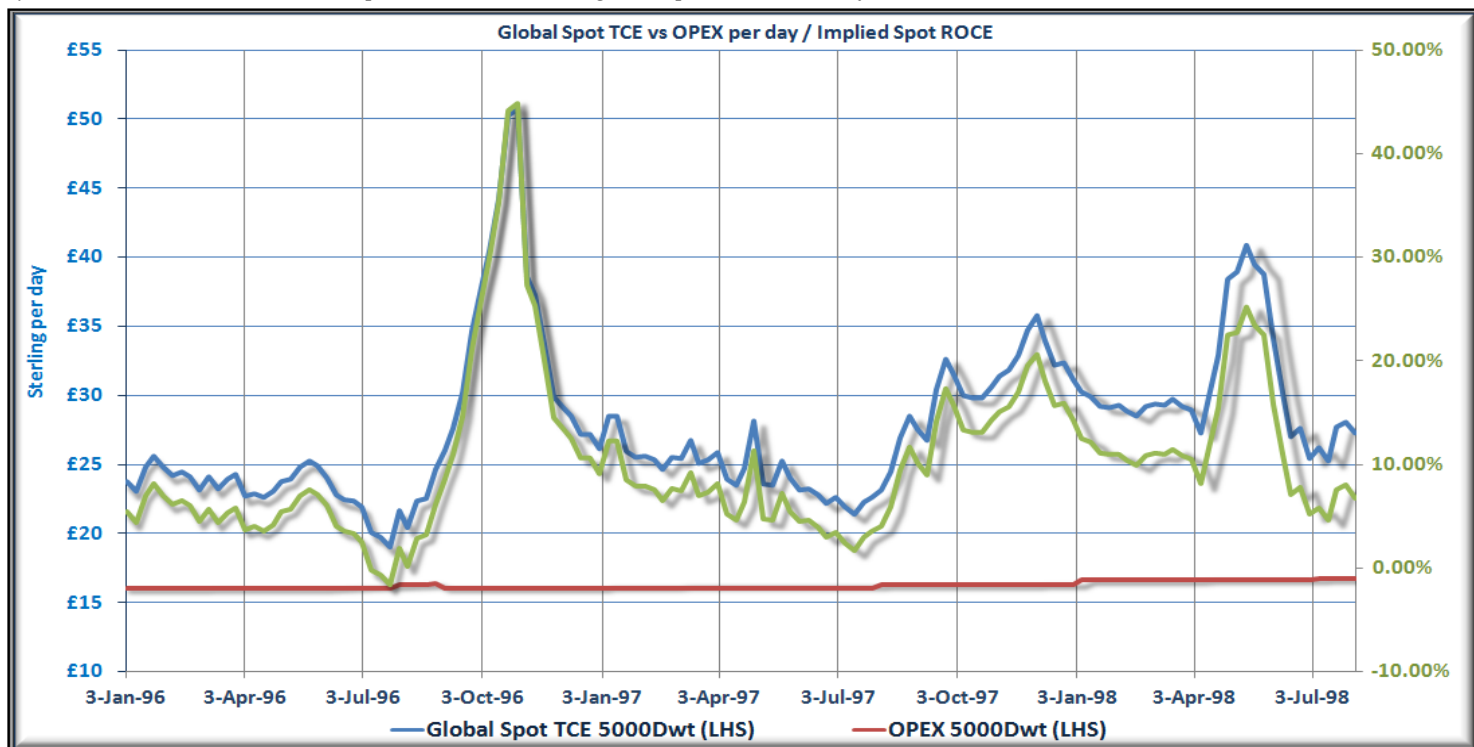
\*Tobin's Q represents the ratio between the market value and replacement value of a physical asset, with numerator and denominator adjusted to same age basis. According to economic theory, this ratio should be mean reverting towards 1 or 100%, for assets that do not face technological obsolescence.





## 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	Jul-00	Jun-00	May-00
Implied Spot Roce	6.8%	8.1%	6.6%	9.5%	23.6%
Global Spot TCE	£27.15	£27.98	£26.71	£28.76	£39.41
BlackSea Round	£27.15	£27.17	£26.12	£27.37	£38.95
East Round	£34.02	£34.14	£34.93	£38.62	£51.20
Med Round	£24.49	£26.66	£24.22	£26.51	£34.42
US Round	£29.57	£30.90	£31.57	£35.54	£47.59
River Plate Round	£26.57	£29.44	£25.81	£30.71	£44.81

S&P Market (5,000dwt)	Current week	Previous week	Jul-00	Jun-00	May-00
NB	£37,180	£36,104	£36,104	£35,167	£33,892
SH 5yrs old	£28,786	£27,034	£27,034	£27,962	£26,587
SH 10yrs old	£22,358	£20,727	£20,727	£21,630	£20,376
SH 15yrs old	£17,272	£15,562	£15,562	£16,558	£15,275

\*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...

There appears to be little animation in any of the markets. Apparently owners and charterers alike are waiting to see what developments are going to take place during this month. In the meantime, forward fixing is limited to an occasional charter here and there at rates that cannot be called satisfactory, especially in view of the weakness and scarcity of outward employment. Coal rates have dropped to a wretchedly low level, while the price of bunkers seems to get stiffer every week. In this context, the average returns on capital employed in shipping during this week (03-Aug-1898) reported losses, ending at 6.8%.

Owners of prompt boats are having a bad experience both in getting them fixed homewards and outwards, which accounts for many of the ruinous fixtures that have been reported this week. We are afraid that the fatal market mistake is being too frequently repeated just now of sending tonnage out unfixed, resulting in ultimately having the boats to deal with a market already depressed and incapable of taking further tonnage except at "throw away" rates. It is all very well for owners to say "we must keep our boats running"; but we doubt if it is always a wise policy to be running boats to pieces on freights that either leave a small loss or insufficient margin of profit to cover actual depreciation. The continuation of the coal strike is detrimental to all concerned, except a few of the Welsh non-associated collieries and the North country coalowners, who are getting an enormous profit on their recent sales. In fact, we are told that in one or two cases the profit cannot be less than about 10s per tonne. The amount of employment that shipowners are thus losing is causing an undue percentage of "ballast" voyages being made to the US and British North America (B.N.A.), which accounts to a great extent for the demoralization in the US market and for the comparatively low level of deal freights from B.N.A. These strikes are doing an incalculable amount of injury to the trade of the country. Previous coal strikes resulted in most of the Indian railways discarding English coal and they are now using almost entirely Calcutta coal. This loss of trade has been seriously assailed, as for instance coal is being shipped from the US to the South American markets, Rio, Santos, Buenos Ayres, Rosario, etc., while fixtures have been effected from St. Vincent, St. Michael's and lastly London. The importation of American coal into London is a remarkable development of the Welsh coal strike.

In the spot arena, the Black Sea market is in much about the same condition as reported last week. Prompt tonnage is neglected and somewhat difficult to fix, but for late loading the demand is steady. Odessa berth rates for London-Hull-Antwerp-Rotterdam for August are 9s to 9s 6d, September 11s and for October 12s. Mediterranean business is fairly active at previous quotations. The American market continues in a demoralized condition. Berth grain rates from the Northern range for prompt loading to UK/Cont. are only 2s 1d per quarter. There appears to be little grain trade doing and if possible tonnage had better be diverted for timber, deals, phosphate, etc. For September loading tonnage, however, is wanted from the Northern ports to UK/Cont. at 2s 9d. Charterers will have to pay more than this, for no sane owner would ever think of fixing ahead at such rates for one of the best months in the year. Timber rates from the Gulf ports to the UK continue steady at 112s 6d to 115s per standard according to size and position. The demand for phosphate is fair. The Eastern market is quiet, Bombay rates for August loading being nominally 17s to 17s 6d and from Kurrachee 18s to UK/Cont. River Plate business is more active, several Handy boats having been fixed from Up River at 16s per tonne.

On the S&P front, both the newbuilding and the secondhand market trended upwards, surpassing their previously reported levels. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £37,200, or up 24.4% on a yearly basis, whereas a ten-year old of the same dwt and specification at £22,400, or 31.3% Y-o-Y.