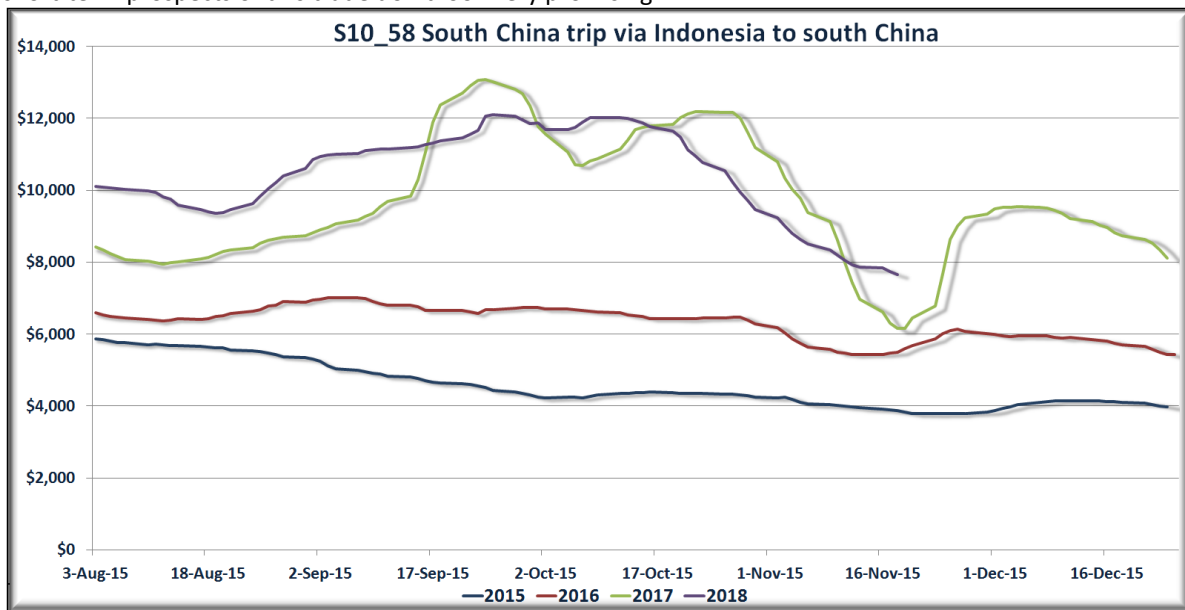
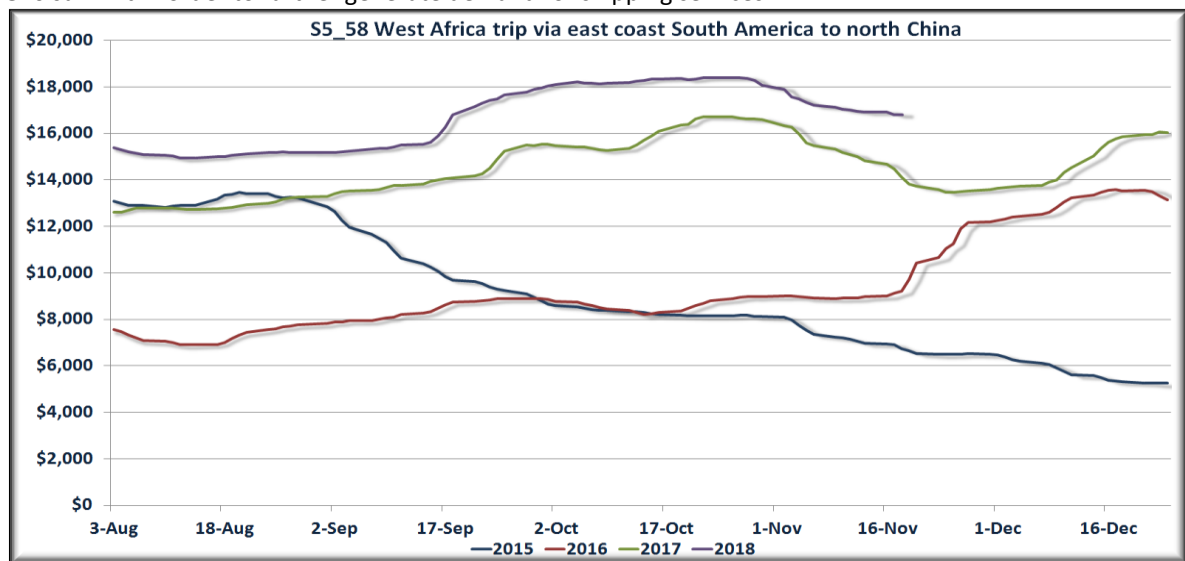


Shortly before it collided with the 1000-point wall, Baltic Dry Index managed to hit the brakes, avoiding the crash on the last moment. Whilst the “major threes” of the dry bulk spectrum, i.e. iron ore, coal and grains headed towards the right direction during the first nine and a half months of the year, they made a swerve on late October, avoiding more dangerous obstacles for the moment but destabilizing the demand curve of the dry bulk sector. In particular, from January to September, Beijing imported 228.3 Mt of coal, or up 11.3% year-on-year. Additionally, the strong performance of S10\_58 Baltic index up until mid October serves as the best indicator that the Chinese October and November imports are going to be increased. However, signs of coal oversupply have emerged lately, with domestic steam coal prices falling in recent weeks and stockpiles at northern load ports being on the rise. In this context, Chinese authorities are to impose stricter import coal curbs after relevant meetings in three major import channels of Jiangsu, Guangdong and Fujian on November 14, 15 and 16. Thus, although the least loved commodity fuelled the recovery of the freight market so far, the short-term prospects of this trade don’t look very promising.



Source: Doric Research, Baltic Exchange

In the meantime, China’s soybean stocks hit a record-high of 9 million tonnes in mid October. On top of that, the world’s top soybean importer brought in 6.92 million tonnes of the protein-rich beans in October, up 18 percent year-on-year, according to data released by the General Administration of Customs. Imposed tariffs as well as political pressure in China against importing US soybeans have lengthened the ECSA marketing year, pushing in parallel the relevant Baltic indices higher. However, as the harvesting season from the southern hemisphere migrate to the northern, grain trades will need some positive news from the upcoming G20 summit in order to further generate demand for shipping services.



Source: Doric Research, Baltic Exchange

Being traumatized from the performance of the Baltic indices lately, market sentiment is looking for positive catalysts in the trades of the major dry bulk commodities. Among them, “King coal” seems to be on the verge of dethronement.

**Freight market 120yrs ago (page 12):** “A considerable amount of business has been effected during the past week, but rates in many directions indicate that the retrograde movement has not been arrested...”

## Contents

Spot Market .....	2
FFA Market.....	5
Bunker Market.....	8
S&P Market.....	9
Distant Past Market.	12

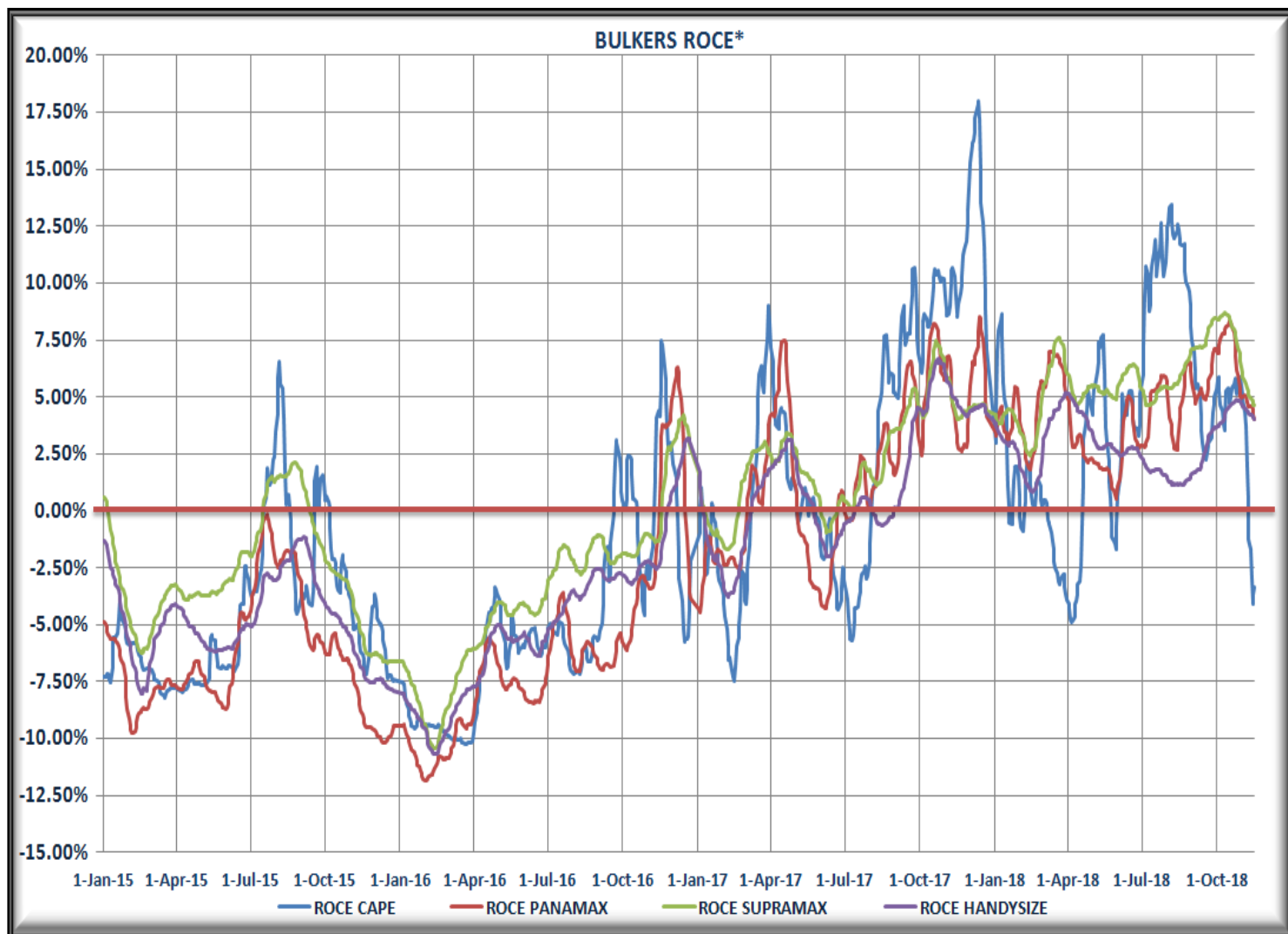
**Doric Shipbrokers S.A.**  
Tel: +30 210 9670970  
Fax: +30 210 9670985  
Email:  
drycargo@doric.gr

**Inquiries about the  
content of this report**  
**Michalis Voutsinas**  
Email:  
research@doric.gr

## Dry Cargo Spot Market

Having lost 34% since the beginning of the fourth quarter, Baltic Dry Index balanced at seven-month minima of 1031 points this Friday. Being on a downward spiral, Baltic Capesize Index plummeted to 940 points on Wednesday, before concluding 117 points higher on this week closing. In sync but less harshly, Baltic Panamax index moved further down, lingering at 1453 points. With a 23.4% decrease M-o-M, Baltic Supramax index slid to 969 points. BHSI followed closely the indices of the largest bulker, dropping to 646 points.

At the box office, with the very noticeable Cape exception, returns on capital employed of all segments hovering at almost the same levels of low mid 4%. Particularly, Capesize ROCE remained below zero, finishing at -3.37%. Panamax ROCE balanced for the week lower at 4.03%. Geared segments followed the general tendency, with Supramax ROCE finishing at 4.67% and Handysize at 4.01%.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
12-Nov-18	1125	\$10,760	\$11,972	\$11,183	\$9,453
13-Nov-18	1064	\$9,270	\$11,988	\$11,121	\$9,434
14-Nov-18	1009	\$7,987	\$11,878	\$11,094	\$9,419
15-Nov-18	1020	\$8,458	\$11,731	\$10,997	\$9,376
16-Nov-18	1031	\$8,804	\$11,622	\$11,006	\$9,345
12-month High	1774	\$30,475	\$14,385	\$13,431	\$9,772
12-month Low	948	\$7,051	\$9,262	\$9,350	\$7,530
12-month Avg	1380	\$17,582	\$11,675	\$11,324	\$8,719
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.

Highlighting the fierce competition of the miners around the globe trying to increase their shares in the China-centric iron ore market, Efreim Daumas, a senior executive from Vale's global operations centre, stressed that "Some producers are born close to the client," whilst on the other hand "Some producers are born on top of good reserves. You can't have everything.", according to the FT. The Baltic **Capesize** TC Index was pretty far from "having everything" for second week in a row, concluding at \$8,804 daily this Friday.

In the pacific basin, Vale SA is holding talks with Brazilian officials about expanding the world's largest open pit iron-ore mine, before even reaching its full capacity. In the spot arena, the C5 Baltic index ballasted further away for its recent maxima, reporting losses on a weekly basis at \$6.35 pmt. For such a run, FMG booked the Cara vessel Stella Annabel (180,377 dwt, 2011) direct for a 26-28 November cargo at \$5.65 from Port Hedland. The 'Genco Tiberius' (175,874 dwt, 2007) concluded at \$12,500 for a trip via West Australia to Singapore-Japan, basis delivery Pyeongtaek. 'Mount Apo' (175,800 dwt 2012) was reported fixed at \$8,000 for a trip via East Australia to Singapore-Japan, bss delivery CJK. The Baltic transpacific index (C10\_14) balanced substantially lower at \$8,867 daily, or -18.7% W-o-W.

In the Atlantic basin, Baffinland Iron Mines Corporation announced this week the results of its 2018 shipping program. From mid July to mid October, the Canadian miner shipped approximately 5.1million tonnes of iron ore – 4.1 million tonnes shipped in 2017 – from its Milne Inlet Port to markets in Europe, Taiwan, and Japan. In reference to the spot market, the "first violin" of the Atlantic Basin, the Baltic C3 index, lost another 5.9 percentage points, concluding at 14.973 pmt. Vale was linked with the Zorbas (179,033 dwt, 2014) and the Baltic Wolf (177,752 dwt, 2010) both for split dates at a reported \$14.50 again direct with the owners. Cargill took the 'Shinyo Challenger' (184,887 dwt, 2002) for a trip via Brazil at \$9,500, basis delivery CJK and redelivery Singapore-Japan. In line with the general market tone, with the front haul index (C9\_14) ended at \$20,455 daily whereas the transatlantic index (C8\_14) at \$8,650 daily, or lower by 17.1% and by 21.4% W-o-W respectively.

On the period front, 'Mount Troodos' (179,383 dwt, 2012) secured employment for the next 7/10 months at a rate of 103.5% of the BCI 5TC, basis retro delivery Huanghua and redelivery worldwide.

Representative Capesize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Shinyo Challenger	184,887	2002	CJK	15/16 Nov	Singapore-Japan	approx \$9,500	Cargill	via Brazil
Anangel Happiness	177,720	2008	Retro Dandong	14 Nov	Singapore-Japan	\$11,000	cnr	via west or east Australia
Genco Tiberius	175,874	2007	Pyeongtaek	prompt	Singapore-Japan	\$12,500	Panocean	via West Australia
Mount Apo	175,800	2012	CJK	prompt	Singapore-Japan	\$8,000	Oldendorff	via E Australia
Mount Troodos	179,383	2012	Huanghua	spot	WW	103.5% of the BCI 5TC	cnr	7/10 months

Both basins have suffered tremendous pressure this week in the **Panamax** segment. A dire slowdown in demand plus an oversupply of vessels has moved all indices further down from last week.

In the pacific, rates have seriously declined. Indonesian coal trips were paying in the \$10,000 levels for most of the week, depending on delivery/vessel's specs. Rosco Litchi (82,153 dwt, 2011) got \$10,000 daily, passing Kaoshiung for a quick trip via Indonesia to Malaysia. Australia was paying similar levels with evident erosion of activity. 'Okinawa' (81,397 dwt, 2009) was reported fixed at \$11,000 with 13-15 November delivery Zhoushan for a coal trip via East Australia to East Coast India. NoPac grains were paying in the \$12,000 for prompt dates, against a proximate delivery, such as Japan and South Korea. 'London 2012' (82,562 dwt, 2007) did \$12,000 against 18-19 November dates with Hitachinaka delivery. India has reduced their mineral imports this week. ECI or WCI tonnage fixed for either coastal trips or S.African rounds at approximately \$12/13,000 level. However towards the end of the week the consensus for a Kamsarmax was closer to 13,000+ \$300,000 GBB with APS delivery in S. Africa.

In the Atlantic, trading was almost equally suppressed. Fixtures out of ECSA to Far East were gradually getting poorer.. 'Spring Progress' (82,055 dwt, 2016) fixed at \$16,400 plus \$640,000 GBB, for 25-30 November loading. 'Ecofaith G.O.' (81,882 dwt, 2012) fixed at \$14,500 plus \$450,000 GBB for 01-05 December and 'BBG Bright' (82,043 dwt, 2012) at \$15,400 plus \$540,000 GBB, leaving little room for owners, who were literally pushed against the ropes. T/A trades were paying around \$15,000 daily, on Kamsarmax tonnage for either loading in US Gulf, North Atlantic or Baltic whilst in ECSA are claiming \$15,000 APS on the close of the week. On the Front-haul side, 'Darya Devi' (81,930 dwt, 2013) reported at \$21,000 daily, with 16 November delivery at Nordenham for one trip via Baltic and Suez to Singapore-Japan ranges. The Black sea market was paying slightly better levels as both demand and supply seemed tighter this week, and overall sentiment was more dynamic than the rest of the basin. The Panamax 'Hercules' (75,200 dwt, 2013) fixed at \$22,500 daily with 15-16 November delivery Cape Passero, via Black sea to Singapore-Japan.

On the period front, 'Maia' (82,193 dwt, 2009) got \$13,300 with spot/prompt Singapore delivery for about 13 to about 15 months. 'Genco Thunder' (76,588 dwt, 2007) reported at a fixed rate, linked to the 98% of the BPI 4 t/c average index with a quite heavy -feel like a front/haul- gross ballast bonus, of \$525,000 lump/sum with 24 November delivery at Rotterdam for 11/13 months.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Rosco Litchi	82,153	2011	Psng Kaoshiung	prompt	Malaysia	\$10,000	Yukdat	via Indo
London 2012	82,562	2007	Hitachinaka	18/19 Nov	Singapore-Japan	\$12,000	cnr	via NoPac
Okinawa	81,397	2009	Zhoushan	13/15 Nov	ECI	\$11,000	PWSL	via ECAus
Hercules	75,200	2013	Cape Passero	15/16 Nov	Singapore-Japan	\$22,500	Cargill	via Black Sea
Darya Devi	81,930	2013	Nordenham	16 Nov	Singapore-Japan	\$21,000	ACB	via Baltic/Suez
Ulusoy 12	79,203	2011	Krishnapatnam	25/28 Nov	Singapore-Japan	\$13,200	Meadway	via ECSA
Maia	82,193	2009	Singapore	12 Nov	worldwide	\$13,300	Glencore	abt 13/15 mos

Ballasting further away from its local maxima, the Baltic Supramax TC index ended this Friday at \$11,006 daily.

Despite having reached mid-November, China's coal imports remain hypotonic whilst rumours are spread that import restrictions will extend until the end of the year. Naturally, this led the market to widen its losses in the Far East region. For a typical Indo-China trip, "Sea Lion" (53,621 dwt, 2007) was reported fixed at \$9,500 basis delivery Singapore. This negative momentum was partly counterbalanced by a relatively active steel export activity out of the north, as fresh enquiries made their appearance in the market. In terms of fixtures concluded, East Coast India was active on both coastal runs and iron ore cargoes heading to China but evidently this was not translated into healthy rates. The "Rowan 3" (58,020 dwt, 2010) picked a trip to the Far East at \$8,050 with delivery Paradip. South Africa currently pays in the \$12's plus circa \$200k ballast bonus for fronthauls on Supramaxes but with less ships being committed to ballast we expect a gentle rebound in the weeks to come.

In the Atlantic, mood remained overall positive. Increased of cargo flow from the USG was outlined by a 4.6% rise w-o-w on S4B\_58 (USG to Skaw-Passero), which re-crossed today the \$20k mark. On this route, it was rumoured that the 'Golden Hawk' (58,068 dwt, 2015) took \$20,250 daily from Galveston for a trip to the Continent with grains, while an Ultramax secured \$21,500 for a petcoke cargo from USG to Turkey. ECSA held near last done levels, with a number of owners expressing optimism that the market will stay in good shape at least till the end of the year. The 'Santa Maria' (61,323 dwt, 2014), open Upriver, fetched \$15,500 daily plus \$550,000 ballast bonus for a trip to China with iron ore. Moving on to the Continent, fresh enquiry was scarce and competition among vessels to secure employment with minimum ballast remained tense. It was heard that a 63,000 tonner open Antwerp was covered at levels slightly below \$13,000 daily for a scrap run to Eastern Mediterranean. Contrarily, the Black Sea kept producing some healthy numbers. It was heard that an Ultramax open in Varna was covered for a trip to SE Asia at \$26,000 daily. On shorter employment, the 'Dionysus' (63,158 dwt, 2015) was fixed for a trip via Black Sea to the Continent at \$16,100 daily basis delivery Psachna.

Period-wise, the 'Mandarin Fortune' (57,000 dwt, 2008) locked \$11,200 daily for 1 year trading basis delivery Tuticorin and redelivery worldwide.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Sea Lion	53,621	2007	Singapore	prompt	China	\$9,500	cnr	Coal via Indo
Rowan 3	58,020	2010	Paradip	prompt	China	\$8,050	Jaldhi	Iron Ore
Golden Hawk	58,068	2015	Galveston	end Nov	UK/Continent	\$21,500	cnr	Intention grains
Santa Maria	61,323	2014	WWR Upriver	20 Nov	China	\$15,500+\$550K bb	Vale	
Dionysus	63,158	2015	Psachna	prompt	Continent	\$15,100	cnr	trip via Black Sea
Mandarin Fortune	57,000	2008	Tuticorn	15 Nov	Worldwide	\$11,200	Multimax	1 year period

Darkest hour in the Far East? – 'Steady as she goes' in the Atlantic for the **Handysize**.

One can say that the market in the Far East is going through its darkest hour. Those who were expecting a firm 4th quarter are, so far, left with a sense of disappointment. We believe that the market has bottomed out however with only about 20 working days until Christmas we have to keep the ball low and wait. Up in the north, 'Appaloosa' (36,000 dwt, 2013) open at Dalian on the 12th of November fixed at \$8,000 aps CIS Pacific for steels to South East Asia. From the same area, 'Cherry Island' (28,000 dwt, 2014) open at Langqiao on the 12th of November opted for petcoke at \$8,250 dop via North China to East coast of India. Down South, 'Twinluck SW' (32,000 dwt, 2012) open at Batangas on the 12th of November managed \$8,000 dop for a salt trip via Australia to Singapore. From the Persian Gulf, 'African Eagle' (27,000 dwt, 2003) open at Jebel Ali on the 13th of November agreed \$10,250 at dop for ferts ex Saudi Arabia to West Coast India and with an option for East Coast India at \$13,250.

In the Atlantic the week passed by largely without excitement on all fronts. ECSA continued on the active path it had set since last week. A lot of tonnage was around but fresh cargo was available too and kept the interest high. Coastal trips paid around mid-\$15's for a 33,000 dwt, and high teens for trips to WCSA. As far as USG was concerned, there was some anxiety built up with Thanksgiving closing in, but it seems that there were options available for Owners. A 38,638 dwt fixed a soybeans cargo to ECSA at \$15,000 and a similar rate was fixed for an inter-gulf trip on a 35,314dwt. We might see a different market next week though. Up in the Continent we noticed a bit more activity. Nothing overly exciting, but new scrap cargoes and also some fertilizers from the Baltic gave a small push on the rates. Earlier in the week a 34,000 dwt fixed a scrap trip to E. Med in the 11's but today we heard rumours of similar number fixed on a 28,000 dwt. Things were also steady in the Bl. Sea with plenty of orders but also a substantial list of tonnage which kept the market balanced. Trips within the Med are still paying around \$14's for 33-34,000 dwt open in the Bl. Sea, while a larger tonnage was fixed at \$12,500 for a trip to UK-Continent.

No activity was reported on the period desk the past week.

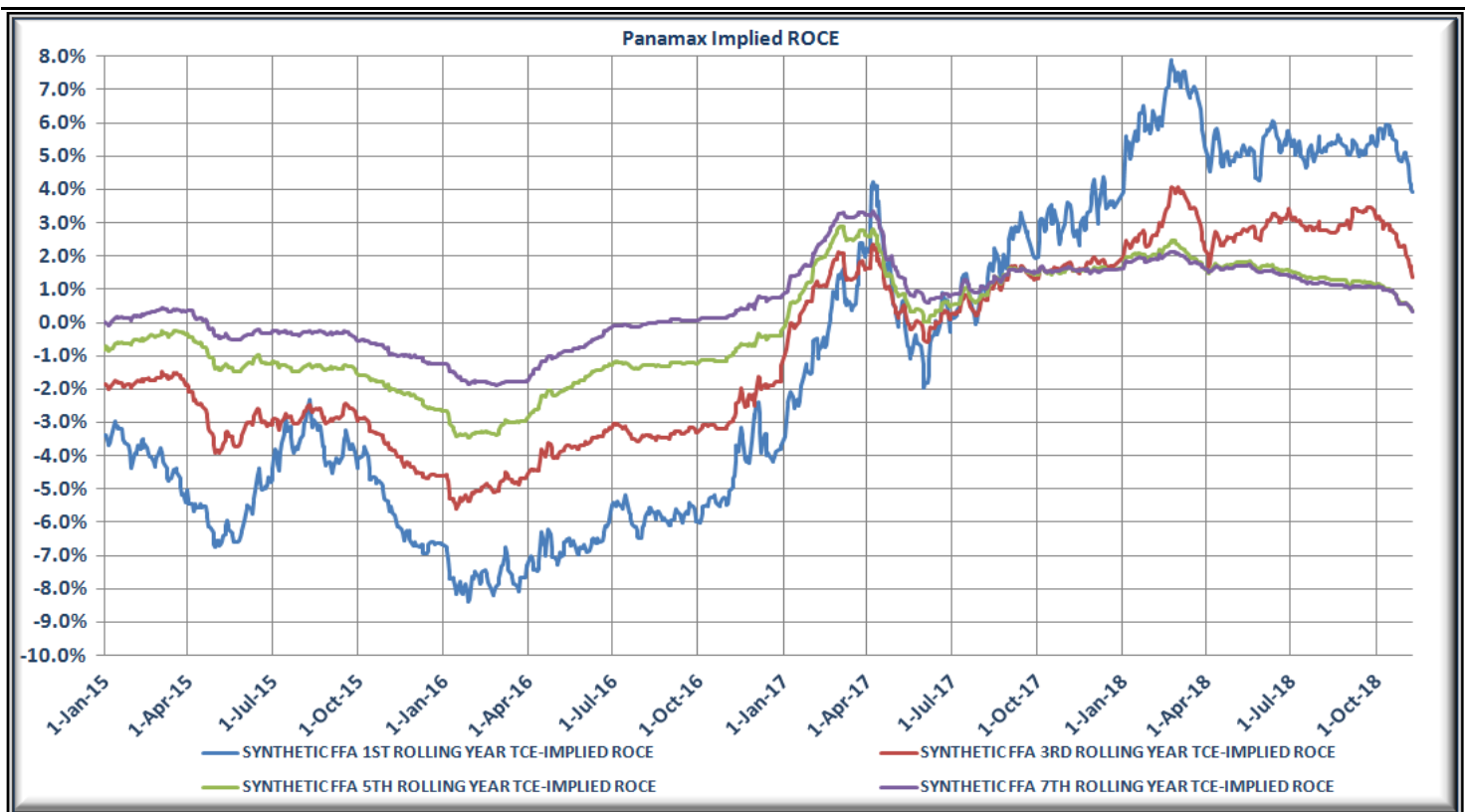
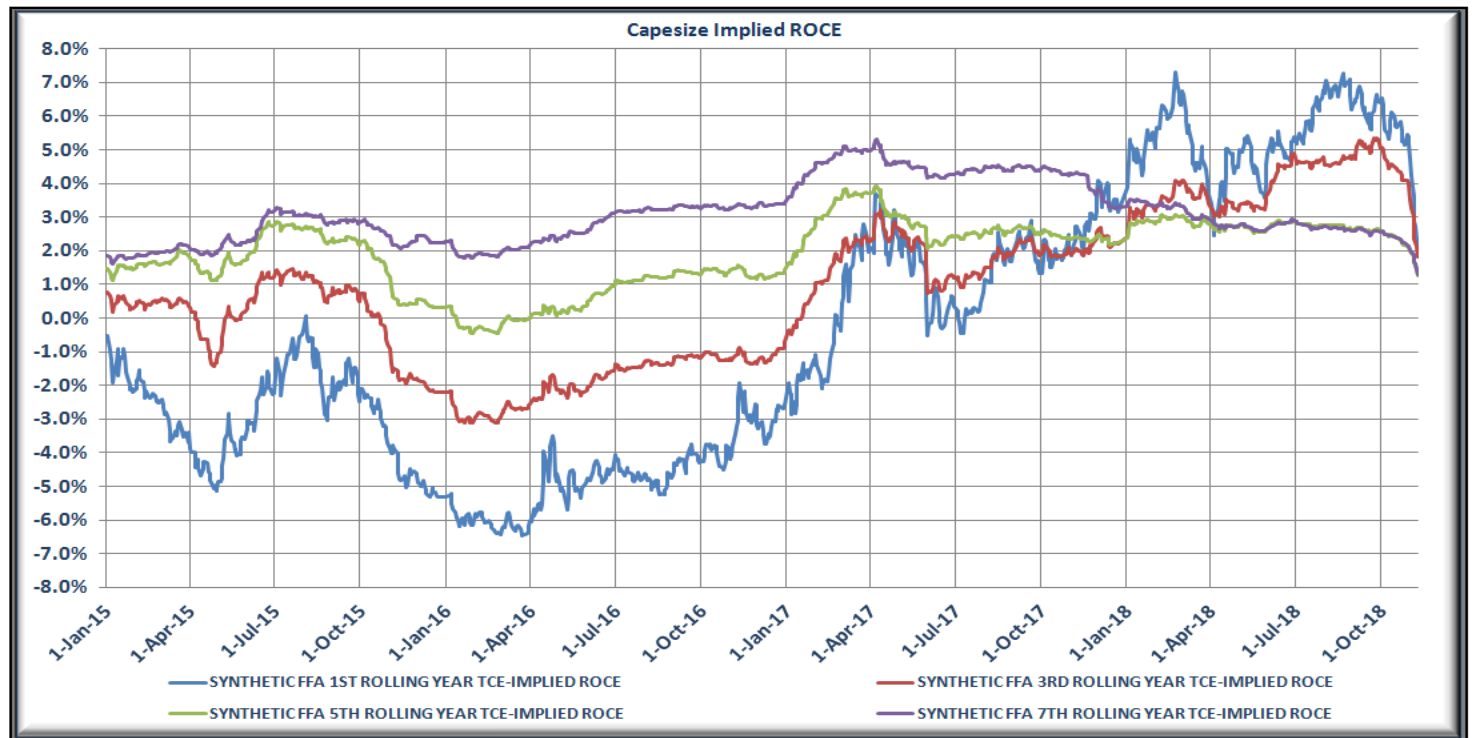
Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Appaloosa	36,000	2013	Dalian	Prompt	Seasia	\$8,000	cnr	steels via CIS
Cherry Island	28,000	2014	Langqiao	Prompt	ECI	\$8,250	cnr	petcoke
Twinluck SW	32,000	2012	Batangas	Prompt	Singapore	\$8,000	cnr	salt via Australia
African Eagle	27,000	2003	Jebel Ali	Prompt	ECI	\$13,250	cnr	
Warmia	38,981	2005	Recalada	Prompt	Kaliningrad	\$15,500	Canformav	
Interlink Probity	38,638	2015	Houston	Prompt	ECSA	\$15,500	Trithorn	soya
Argo B	35,314	2010	USG	Prompt	USG	\$15,000	cnr	
Sunset	37,334	2009	Constanta	Prompt	UK-Cont	\$12,500	Meadway	
Sam Panther	33,395	2010	Poti	Prompt	Emed	\$14,500	cnr	
Tiberius	33,383	2013	Canakkale	Prompt	N.Spain	\$12,000	Cofco	



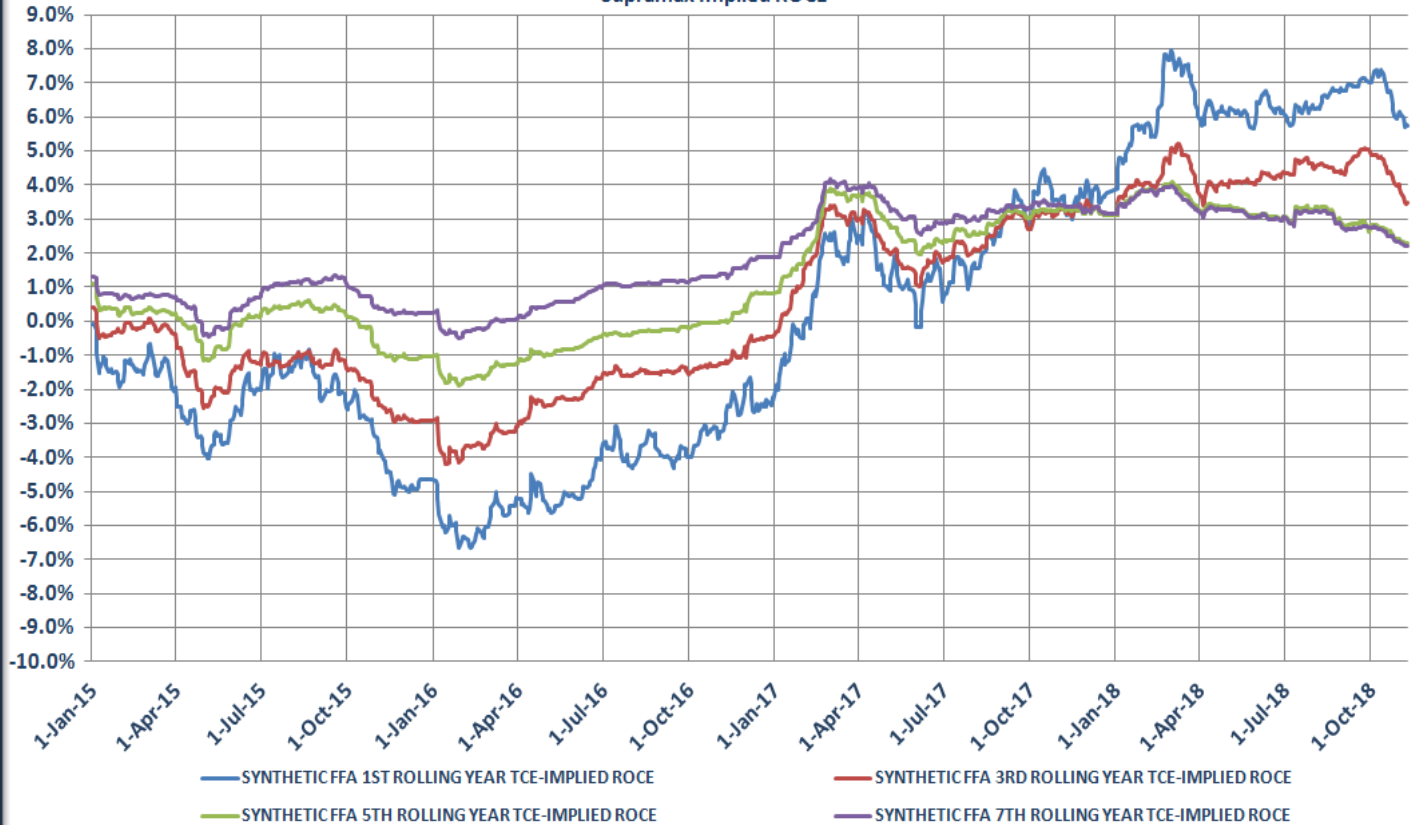
## FFA Market

Whilst Capesize paper managed to find support, all other segment reported losses during the 46th week of the year. Indicatively, Capesize November contracts balanced higher at \$11,900 and December at \$12,833. In spite of the positive Cape reaction, the front end of the Panamax forward curve moved further down, with both November and December reporting losses at \$11,571 and \$10,442 respectively. The Supramax forward market was on a downward tendency this week, with November hovering at \$11,117 and December at \$10,963. In another motionless week, prompt Handy contracts trended sideways to November levels of \$9,350.

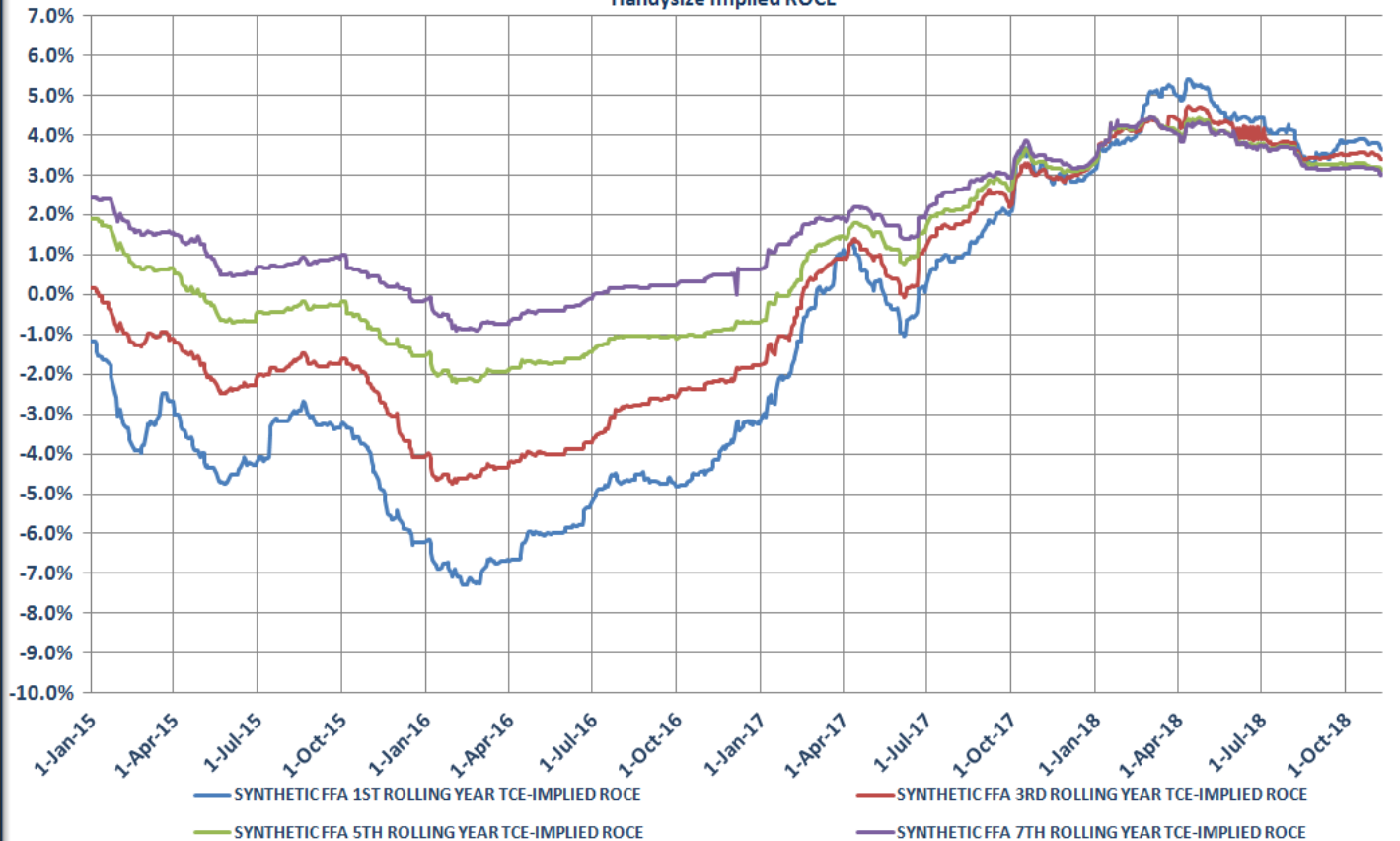
Capesize first rolling year implied ROCE reported marginal gains of 10 basis this week, finishing at 1.9%. Conversely, Panamax ROCE balanced below previously reported levels at 3.1%. Geared segments implied ROCEs moved downwards as well, with Supramax ending at 5.3% and Handy at 3.5%.



Supramax Implied ROCE



Handysize Implied ROCE



**BFA Cape 5TC**

Date	Nov (18)	Dec (18)	Jan (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
12-Nov-18	\$12,350	\$13,400	\$11,817	\$11,381	\$13,150	\$17,475	\$16,137	\$14,242	\$14,242
13-Nov-18	\$11,220	\$11,812	\$11,195	\$10,812	\$12,853	\$16,828	\$15,605	\$14,083	\$14,083
14-Nov-18	\$10,700	\$10,921	\$10,308	\$10,006	\$12,042	\$15,750	\$14,697	\$13,883	\$13,883
15-Nov-18	\$12,008	\$12,942	\$11,575	\$11,070	\$13,083	\$16,517	\$15,568	\$14,042	\$14,042
16-Nov-18	\$11,900	\$12,833	\$11,683	\$11,158	\$13,117	\$16,533	\$15,604	\$14,042	\$14,042
Week High	\$12,350	\$13,400	\$11,817	\$11,381	\$13,150	\$17,475	\$16,137	\$14,242	\$14,242
Week Low	\$10,700	\$10,921	\$10,308	\$10,006	\$12,042	\$15,750	\$14,697	\$13,883	\$13,883
Week Avg	\$11,636	\$12,382	\$11,316	\$10,885	\$12,849	\$16,621	\$15,522	\$14,058	\$14,058

**BFA Panamax 4TC**

Date	Nov (18)	Dec (18)	Jan (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
12-Nov-18	\$11,942	\$11,667	\$10,904	\$11,201	\$12,088	\$11,163	\$11,637	\$9,258	\$9,266
13-Nov-18	\$11,846	\$11,358	\$10,629	\$10,992	\$11,958	\$11,000	\$11,476	\$9,225	\$9,233
14-Nov-18	\$11,454	\$10,146	\$9,525	\$10,078	\$11,275	\$10,546	\$10,860	\$8,975	\$8,950
15-Nov-18	\$11,558	\$10,383	\$9,908	\$10,318	\$11,475	\$10,708	\$11,032	\$8,898	\$8,894
16-Nov-18	\$11,571	\$10,442	\$10,000	\$10,407	\$11,567	\$10,792	\$11,123	\$8,914	\$8,904
Week High	\$11,942	\$11,667	\$10,904	\$11,201	\$12,088	\$11,163	\$11,637	\$9,258	\$9,266
Week Low	\$11,454	\$10,146	\$9,525	\$10,078	\$11,275	\$10,546	\$10,860	\$8,898	\$8,894
Week Avg	\$11,674	\$10,799	\$10,193	\$10,599	\$11,673	\$10,842	\$11,226	\$9,054	\$9,049

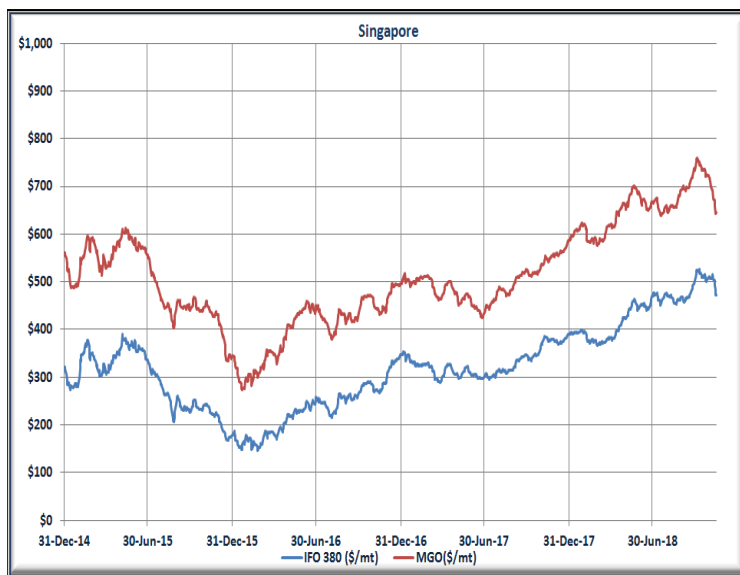
**BFA Supra 10TC**

Date	Nov (18)	Dec (18)	Jan (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
12-Nov-18	\$11,317	\$11,283	\$11,017	\$10,890	\$12,113	\$11,600	\$11,818	\$9,533	\$9,517
13-Nov-18	\$11,379	\$11,367	\$11,008	\$10,878	\$12,071	\$11,513	\$11,744	\$9,513	\$9,496
14-Nov-18	\$10,892	\$10,713	\$10,575	\$10,524	\$11,496	\$11,004	\$11,271	\$9,471	\$9,425
15-Nov-18	\$11,038	\$10,875	\$10,733	\$10,679	\$11,642	\$11,142	\$11,404	\$9,400	\$9,375
16-Nov-18	\$11,117	\$10,963	\$10,829	\$10,782	\$11,738	\$11,229	\$11,481	\$9,442	\$9,404
Week High	\$11,379	\$11,367	\$11,017	\$10,890	\$12,113	\$11,600	\$11,818	\$9,533	\$9,517
Week Low	\$10,892	\$10,713	\$10,575	\$10,524	\$11,496	\$11,004	\$11,271	\$9,400	\$9,375
Week Avg	\$11,149	\$11,040	\$10,832	\$10,751	\$11,812	\$11,298	\$11,544	\$9,472	\$9,443

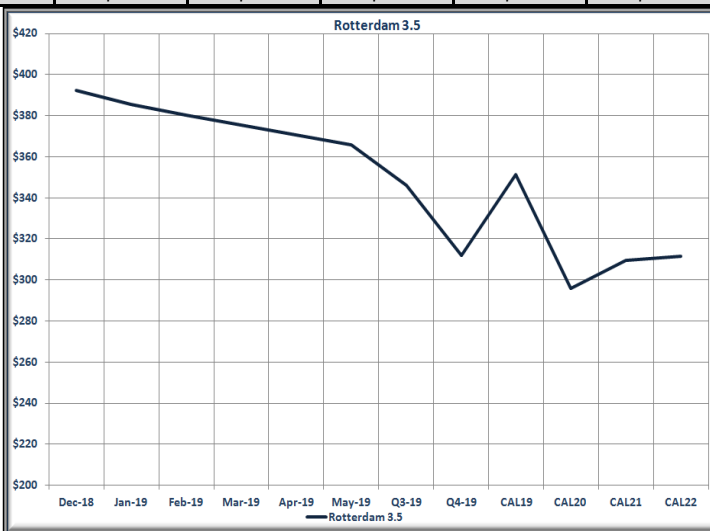
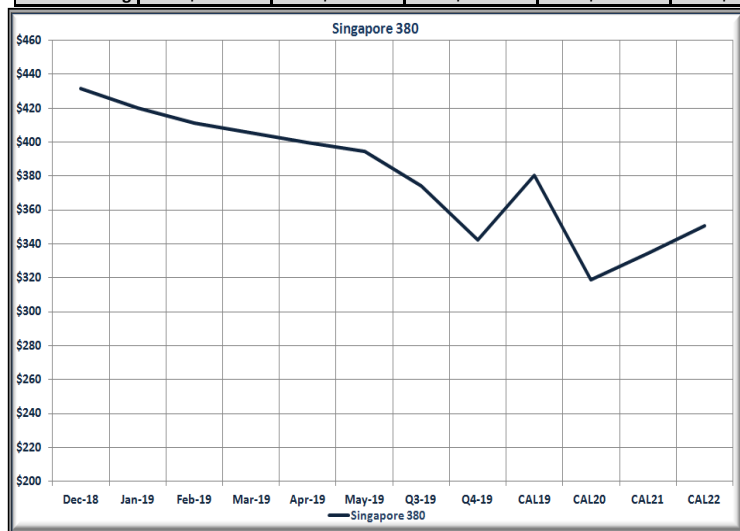
**BFA Handysize TC**

Date	Nov (18)	Dec (18)	Jan (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
12-Nov-18	\$9,425	\$9,150	\$8,863	\$8,688	\$9,263	\$9,163	\$9,163	\$8,869	\$8,844
13-Nov-18	\$9,413	\$9,163	\$8,850	\$8,698	\$9,263	\$9,169	\$9,163	\$8,869	\$8,844
14-Nov-18	\$9,375	\$9,100	\$8,800	\$8,658	\$9,225	\$9,125	\$9,125	\$8,806	\$8,775
15-Nov-18	\$9,350	\$9,063	\$8,775	\$8,646	\$9,200	\$9,075	\$9,088	\$8,769	\$8,738
16-Nov-18	\$9,350	\$9,063	\$8,788	\$8,658	\$9,213	\$9,069	\$9,094	\$8,769	\$8,738
Week High	\$9,425	\$9,163	\$8,863	\$8,698	\$9,263	\$9,169	\$9,163	\$8,869	\$8,844
Week Low	\$9,350	\$9,063	\$8,775	\$8,646	\$9,200	\$9,069	\$9,088	\$8,769	\$8,738
Week Avg	\$9,383	\$9,108	\$8,815	\$8,670	\$9,233	\$9,120	\$9,127	\$8,816	\$8,788

## Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
12-Nov-18	\$437	\$652	\$502	\$671	\$484	\$776	\$480	\$711	\$431	\$691
13-Nov-18	\$427	\$644	\$492	\$658	\$470	\$751	\$472	\$698	\$424	\$675
14-Nov-18	\$416	\$638	\$482	\$644	\$462	\$760	\$464	\$682	\$408	\$663
15-Nov-18	\$412	\$630	\$473	\$646	\$466	\$769	\$462	\$684	\$408	\$667
16-Nov-18	\$411	\$629	\$472	\$645	\$465	\$768	\$461	\$683	\$407	\$665
12-month High	\$483	\$712	\$526	\$759	\$529	\$798	\$510	\$768	\$750	\$767
12-month Low	\$342	\$535	\$367	\$542	\$360	\$600	\$359	\$575	\$342	\$564
12-month Avg	\$401	\$616	\$432	\$644	\$430	\$700	\$426	\$669	\$404	\$653



Singapore	16-Nov-18	Week max	Week low	Week Avg	RTDM 3.5	16-Nov-18	Week max	Week low	Week Avg
Dec-18	\$431.5	\$451.2	\$429.5	\$434.7	Dec-18	\$392.2	\$414.2	\$391.5	\$396.8
Jan-19	\$420.2	\$441.4	\$418.7	\$424.2	Jan-19	\$385.5	\$407.7	\$384.5	\$390.1
Feb-19	\$411.5	\$433.9	\$410.2	\$416.0	Feb-19	\$380.5	\$402.7	\$379.5	\$385.1
Mar-19	\$405.5	\$428.4	\$404.0	\$410.2	Mar-19	\$375.5	\$398.2	\$374.5	\$380.3
Apr-19	\$400.0	\$423.2	\$398.7	\$404.9	Apr-19	\$370.7	\$394.2	\$370.2	\$375.9
May-19	\$394.5	\$417.9	\$393.2	\$399.5	May-19	\$365.7	\$389.7	\$365.7	\$371.3
Q1-19	\$412.4	\$434.6	\$411.0	\$416.8	Q1-19	\$380.5	\$402.8	\$379.5	\$385.2
Q2-19	\$394.1	\$417.8	\$393.5	\$399.4	Q2-19	\$366.2	\$389.3	\$365.7	\$371.3
Q3-19	\$374.1	\$397.6	\$373.7	\$379.5	Q3-19	\$346.2	\$369.3	\$346.2	\$351.7
Q4-19	\$342.4	\$366.1	\$341.5	\$347.5	Q4-19	\$312.0	\$335.3	\$312.0	\$317.6
CAL19	\$380.7	\$404.4	\$380.1	\$386.1	CAL19	\$351.2	\$374.4	\$350.6	\$356.4
CAL20	\$318.9	\$346.4	\$318.9	\$326.5	CAL20	\$295.9	\$319.4	\$295.9	\$302.1
CAL21	\$334.7	\$358.7	\$333.9	\$340.6	CAL21	\$309.4	\$327.4	\$308.1	\$314.5
CAL22	\$350.7	\$374.7	\$349.9	\$356.6	CAL22	\$311.7	\$329.7	\$310.4	\$316.7



## Dry Bulk S&P Market

Increased activity was reported during the last fortnight in both the newbuilding and the secondhand markets. However, all other indicative prices remained at "last done's". In particular, we have heard the sale of the modern Ultramax "Vela" (63,038dwt, 2015) which was sold for a price in the region of USD 20.25mil. Additionally, Diana shipping sold the "Alcyon" (75,243dwt, 2001) for mid USD 7 mil.

Thus, with the vast majority of newbuilding and secondhand prices trending sideways this week, Tobin's Q ratios remained at previously reported levels. Indicatively, the market for ten-year-old Capesizes and same-aged Handies balanced at 22% and 18% off from their adjusted newbuilding prices respectively. Ten-year-old Panamaxs and same-aged Supramaxes are in the market at a discount of 9% and 11% to their newbuilding prices respectively, if we compare them on the same age basis.

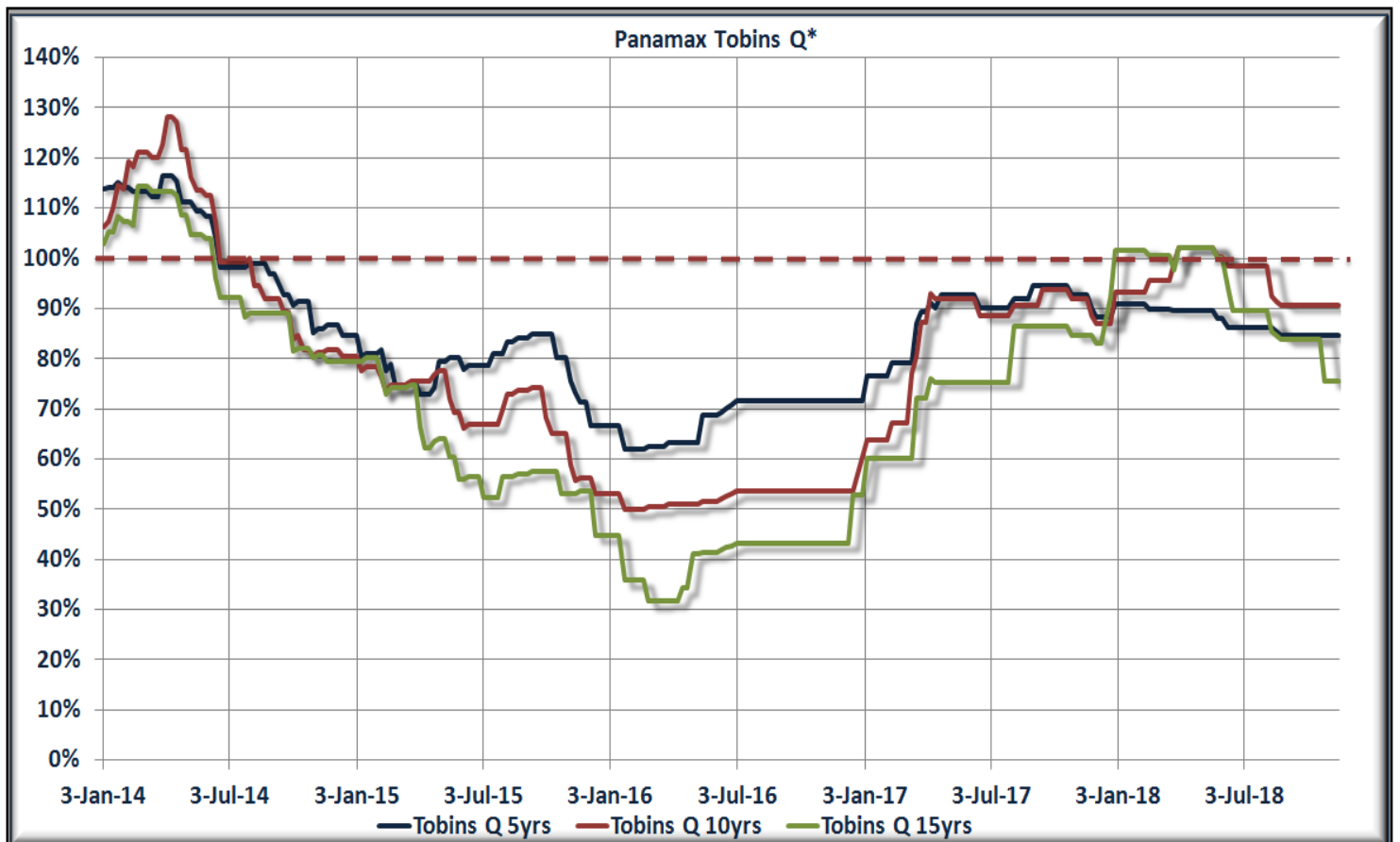
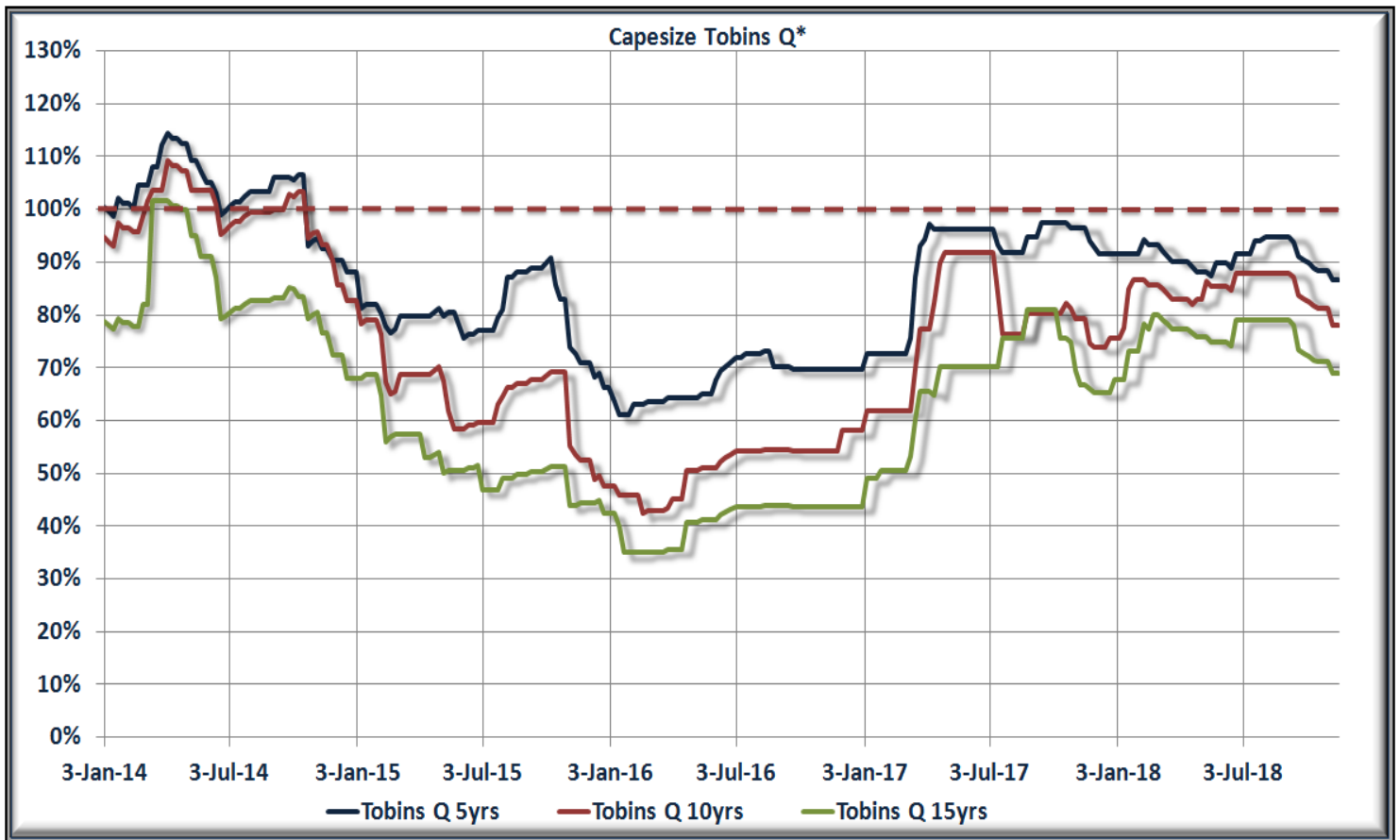
Indicative Fifteen-Year-Old Tonnage Prices				
Date/ USD mil.	Capesize 170K DWT	Panamax 73K DWT	Supramax 52K DWT	Handysize 28K DWT
16-Nov-2018	15.00	9.00	9.00	7.00
16-Nov-2017	12.50	9.00	9.25	5.50
16-Nov-2016	8.00	4.50	5.50	4.00
Δ% Y-o-Y	20.0%	0.0%	-2.7%	27.3%
Δ% 2018-2016	87.5%	100.0%	63.6%	75.0%

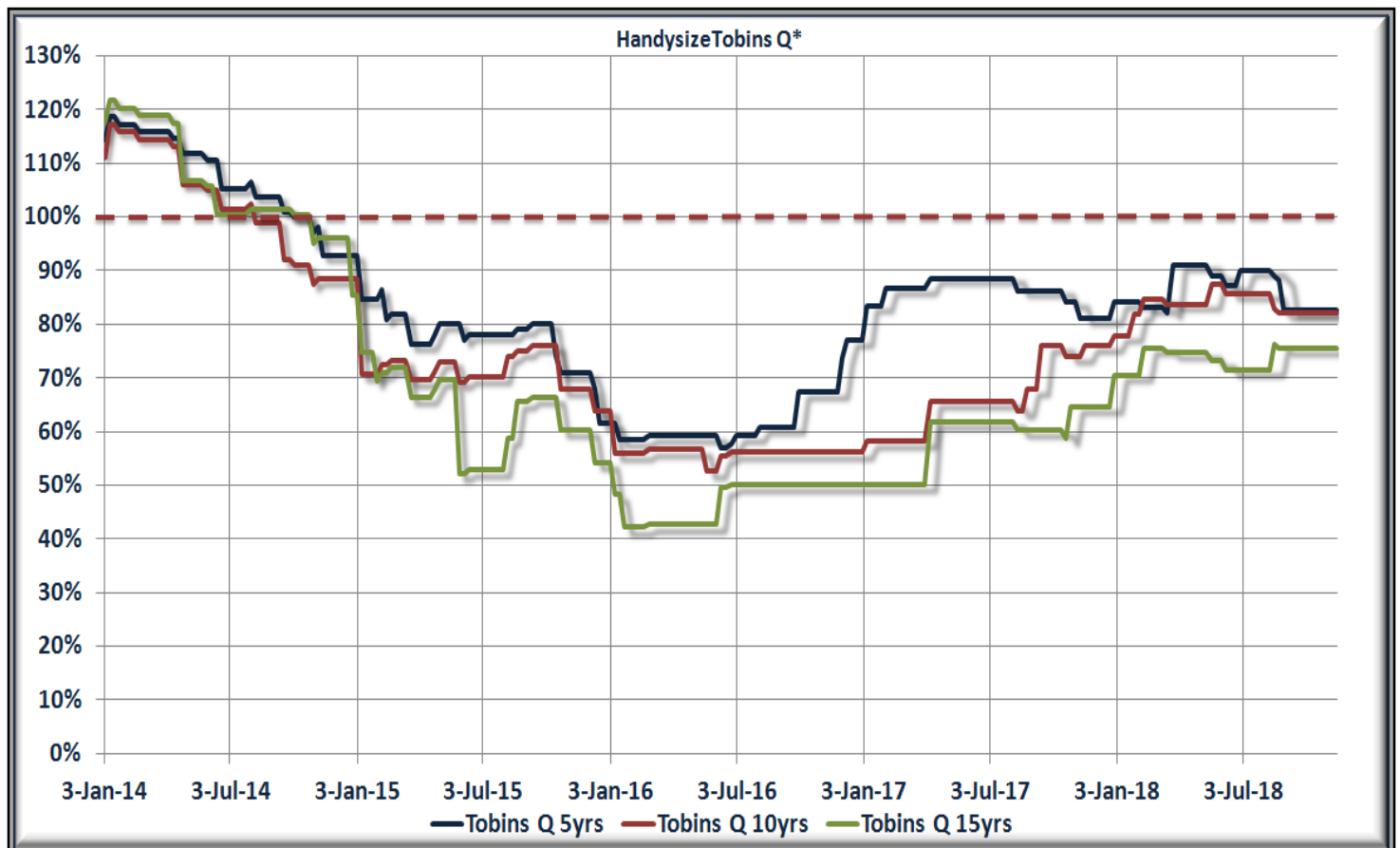
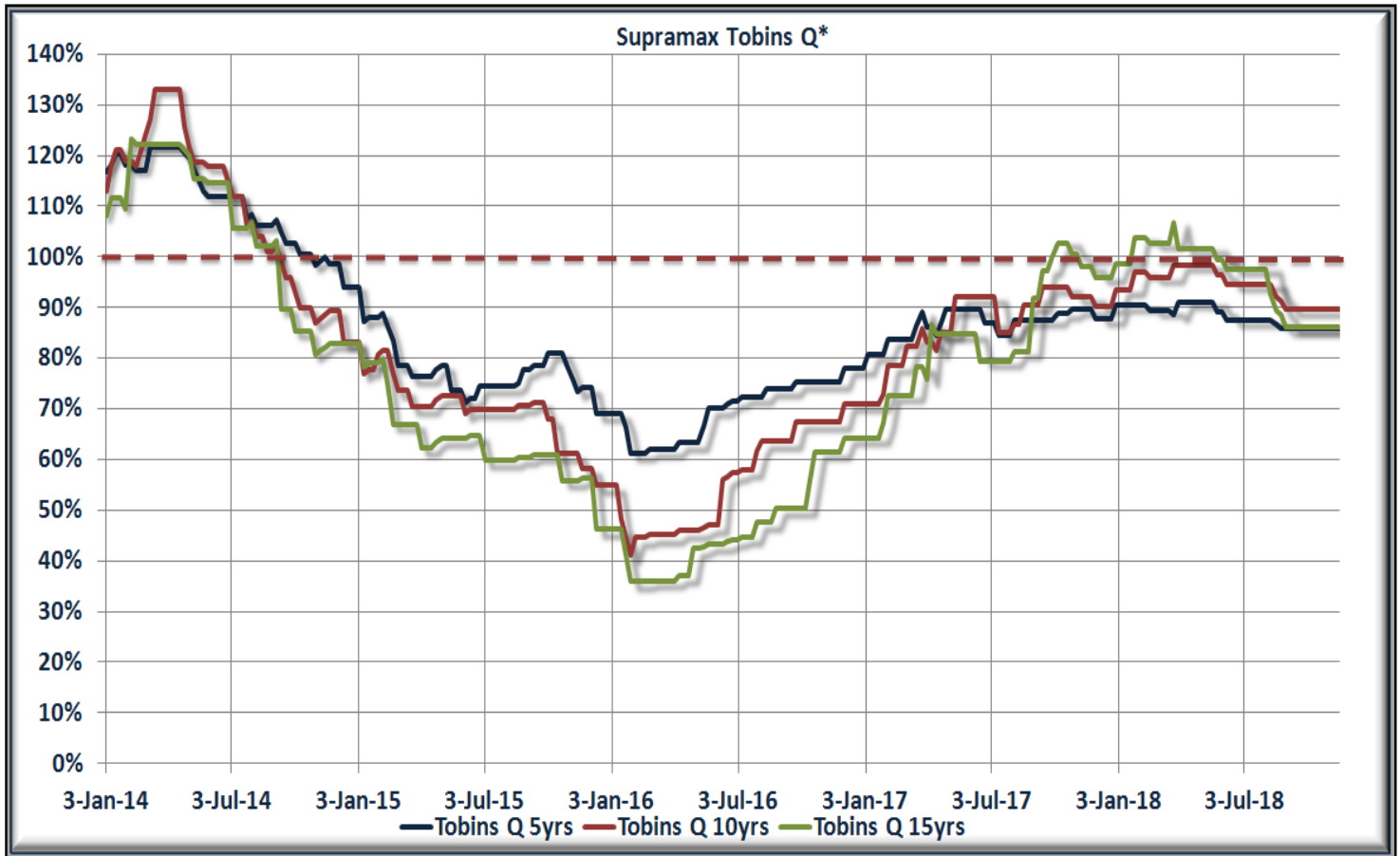
Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
Qingdao Yangfan 206K	206,000	2018	Qingdao Yangfan/China	mid 40	Undisclosed	
Shanghai Wai Gaoqi Ao H1461	180,000	2019	Shanghai Waigaoqiao/China	49.25	UK buyers	
Bulk Asia	181,380	2014	Imabari/Japan	40	Undisclosed	
Attikos	178,929	2012	Sungdong/S.Korea	32.5	Undisclosed	
SC Lotta	169,000	2009	Sungdong/S.Korea	20.75	Greek buyers	
Cape Dover	185,805	2006	Kawasaki/Japan	22	Greek buyers	
Lowlands Longeviyy	173,018	2001	Daewoo/S.Korea	11.5	S.Korean Buyers	
Houyo	93,492	2007	Namura/Japan	14.5	Undisclosed	
Kinko Maru	91,860	2001	Imabari/Japan	11.5	Undisclosed	
Ikan Kedewas	88,279	2006	Imabari/Japan	12.5	Greek buyers	
Olga V	81,645	2017	Namura/Japan	30	Undisclosed	
Tenten	81,336	2012	New Century/China	xs 18	Undisclosed	
Global Star	83,601	2010	Sanoyas/Japan	18.9	Undisclosed	
Eisho	74,930	2012	Sasebo/Japan	18.5	Greek buyers	
Pelagos	75,213	2008	Hudong-Zhonghua/China	12	Undisclosed	
Star Of Nippon	75,611	2004	Sanoyas/Japan	9.8	Undisclosed	
Triton	75,336	2001	Samho HI	7.35	Undisclosed	
Genco Beauty	73,941	1999	Oshima/Japan	6.7	Undisclosed	
Dragongate	63,503	2016	Imabari/Japan	26.6	Undisclosed	C 4x31
Vela	63,038	2015	Hantong/China	20	Greek buyers	C 4X30
Aquapride	61,465	2012	Iwagi/Japan	20	Undisclosed	C 4x30,7
Nord Crest	61,654	2011	Oshima/Japan	19.5	Greek buyers	C 4x30
Queen Halo	58,096	2010	Tsuneishi Cebu/Philippines	15.2	Undisclosed	C 4x30
Medi Firenze	58,722	2008	Tsuneishi Cebu/Philippines	low/mid 13	Greek buyers	C 4x30
Tron Legacy	56,444	2012	Qingshan/China	13.1	Chinese buyers	C 4 X 30
New Destiny	53,554	2007	Iwagi/Japan	11.9	Greek buyers	BWTS fitted C 4X31
Eigen	50,249	1999	Mitsui/Japan	7.2	Indonesian Buyers	C 4x30
Avlemon	42,584	1997	Brodosplit/Croatia	3.2	Chinese buyers	C 4x30 auction sale
Cieolo Di Jari	39,000	2016	Yangfan/China	20	Undisclosed	C 4x30
Bright Ocean III	37,062	2013	Saiki/Japan	18	Undisclosed	BBHP
Unicorn Ocean	38,503	2011	Minami-Nippon/Japan	15.2	Undisclosed	C 4x30
Skelit	34,601	2010	SPP/S. Korea	12.9	Undisclosed	C 4x35
Splendeur	33,440	2004	Kanda/Japan	11	Undisclosed	C 4x30.5
Asian Beauty	28,218	2011	Imabari	mid 9	Undisclosed	C 4X30.5 TC attached
Oceanic Hawk	29,027	2010	Shikoku/Japan	9.2	Undisclosed	C 4X 30,5
Van Imabari	28,397	2008	Shimanami/Japan	8.4	Greek buyers	C 4x30.5
Golden Kiku	29,700	2005	Shikoku/Japan	7.5	Undisclosed	C 4x31
Voula Seas	28,495	2002	Kanda/Japan	6.5	Undisclosed	C 4x30
Gloria Hayne	28,392	1996	Imabari/Japan	4.2	Undisclosed	C 4x30.5

Tobin's Q* Capesize-Panamax						
Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
Current ratio	87%	78%	69%	85%	91%	76%
12months High	95%	88%	80%	91%	102%	102%
12months Low	87%	74%	65%	85%	87%	76%
12months Avg	91%	83%	75%	88%	95%	92%

Tobin's Q* Supramax-Handysize						
Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
Current ratio	86%	89%	86%	83%	82%	76%
12months High	91%	98%	107%	91%	87%	76%
12months Low	86%	89%	86%	81%	76%	65%
12months Avg	88%	94%	96%	86%	83%	73%

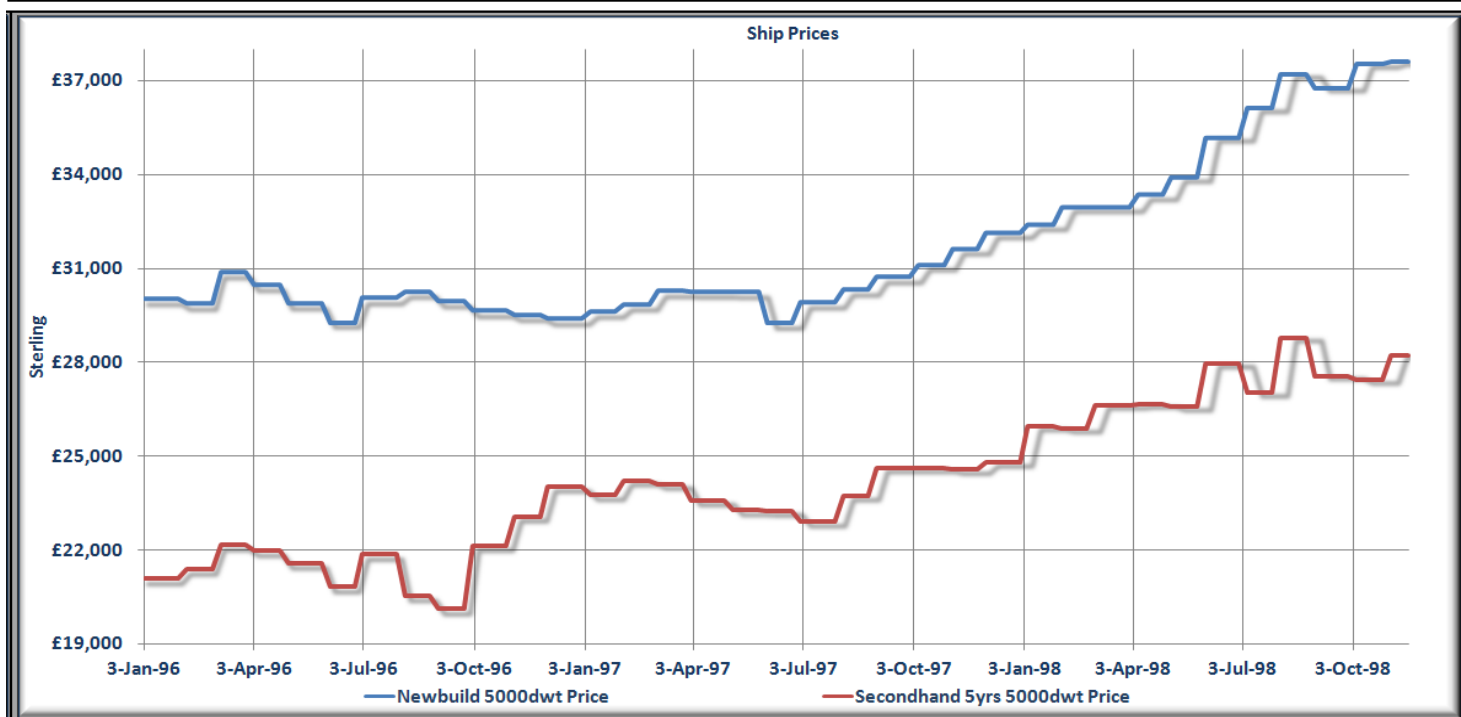
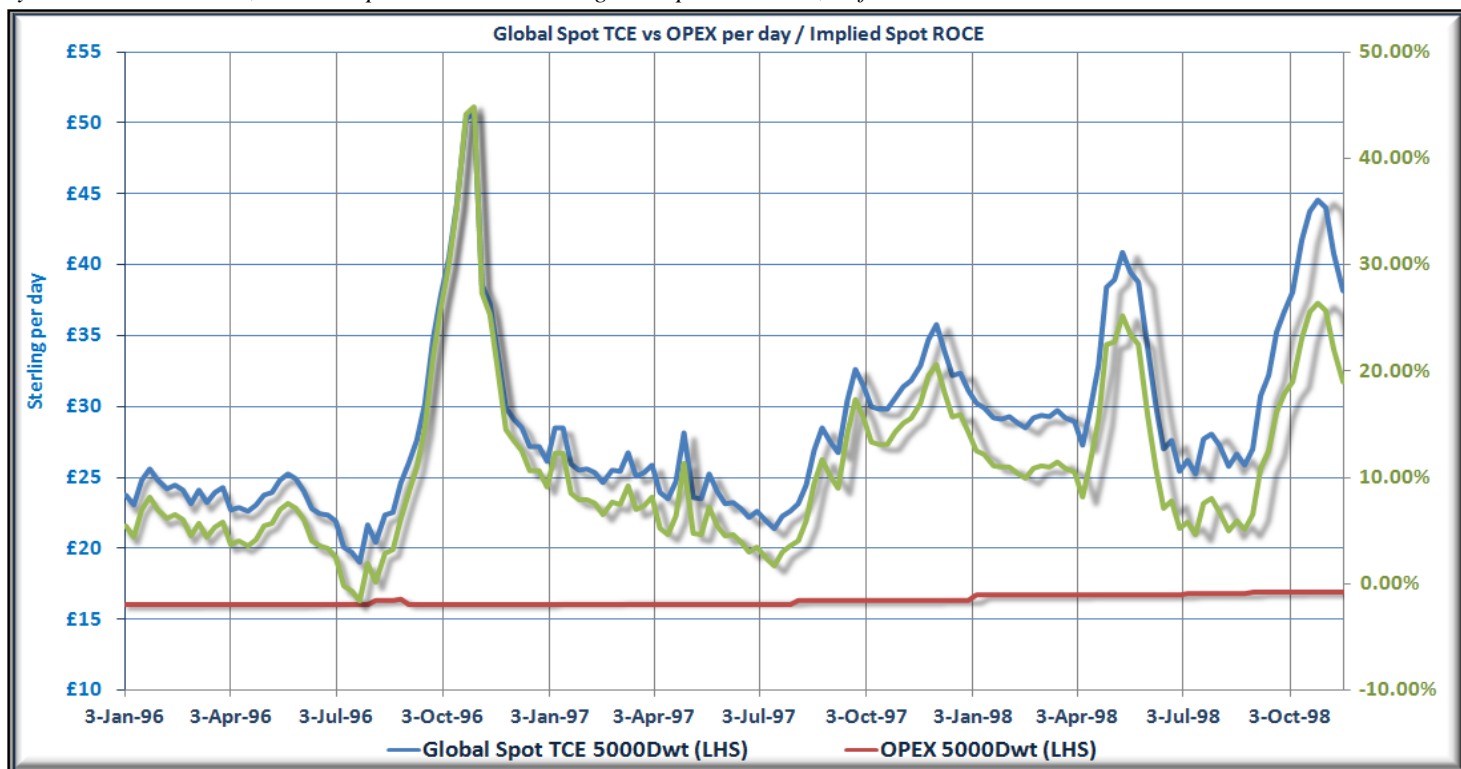
\*Tobin's Q represents the ratio between the market value and replacement value of a physical asset, with numerator and denominator adjusted to same age basis. According to economic theory, this ratio should be mean reverting towards 1 or 100%, for assets that do not face technological obsolescence.





## Market Insight 120 years ago

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



Weekly Spot Market	Current week	Previous week	Oct-00	Sep-00	Aug-00
Implied Spot Roce	19.1%	22.1%	23.6%	12.9%	5.8%
Global Spot TCE	£38.11	£40.73	£41.99	£32.30	£26.31
BlackSea Round	£38.92	£41.32	£44.25	£32.83	£26.80
East Round	£39.84	£43.25	£44.66	£42.11	£34.40
Med Round	£35.97	£37.89	£36.86	£27.51	£22.23
US Round	£41.96	£44.90	£44.84	£35.27	£27.61
River Plate Round	£33.21	£44.46	£41.99	£33.85	£30.55

S&P Market (5,000dwt)	Current week	Previous week	Oct-00	Sep-00	Aug-00
NB	£37,599	£37,599	£37,509	£36,760	£37,180
SH 5yrs old	£28,241	£28,241	£27,443	£27,579	£28,786
SH 10yrs old	£21,672	£21,672	£20,974	£21,170	£22,358
SH 15yrs old	£16,334	£16,334	£15,658	£15,947	£17,272

\*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...

Many owners are turning their attention to the long voyages, and this accounts for the steady decline in rates, as for instance there is now a difference of about 7s per tonne between the best rates paid from Wales to the Plate for October/November loading and those now current, while for Aden, Ceylon, etc., the market is quite 4s per tonne down from the best October/November rates paid. The American market, although easier is still attractive. Rates still show a substantial margin of profit, but to run out in ballast from this side makes business less desirable and more speculative in regard to the final result. Atlantic trading in the winter with light ships means very heavy work and frequently long passages. We believe that the better plan for getting tonnage worked out towards the US is to take cargo to the Western Islands, or to Marseilles and WC Italy and then run in ballast from such discharging ports to the US. By making this detour the worst part of the voyage is encountered with the boats about down to their marks, and thus they escape the severe knocking about that would otherwise be the case if in ballast. There seems to be a scarcity of outward employment to the East, for notwithstanding the heavy drop alluded to in coal rates, charterers are still unable or disinclined to take tonnage. No doubt, this can be accounted for to a great extent by the enormous supply of Calcutta coal, which is laid down so cheaply at Bombay, Ceylon, etc., that English coal is no longer able to successfully compete with it. There will always be some demand for the best Welsh coal, principally for the British and foreign Navies, but it seems certain that the East is getting a poorer market every year for our coal. Then again, apart from the Eastern market, it looks as if there would be little or no demand, as hitherto, for English coal in the late Spanish possession taken over, or apparently to be taken over by the US. By some, this may not be viewed seriously, but closing of so many outlets must ultimately injure this trade and also indirectly be bad for shipowners generally, for a reduced coal exportation implies a *pro rata* reduction of employment.

In the spot arena, the Black Sea market is very quiet, berth rates from Odessa, Theodosia, Sulina, etc., for L.H.A.R. being 10s 9d and nominally 11s 7d from Nicolaieff. From Eupatoria to the Baltic 15s 6d to 16s is quoted for salt, which is undesirable business at this time of the year. The Mediterranean market shows somewhat increased activity, the ore charterers now finding tonnage offering more freely.

There is still good demand from the US and the market is firm at the reduced rates. Berth grain rates from the Northern range to UK/Cont. are as follows: November loading 3s 10d per quarter, early December 3s 8d, January 3s 3d and February 3s 1d. Cotton rates are steady. From the Atlantic range to Liverpool or Continent November/December boats are worth 42s per nrt. The River Plate market has been active for all positions, from prompt loading to January and February shipments. For November/December loading rates from the San Lorenzo limit are 20s, January 21s 6d and February 21s 9d. From the lower ports one of the last fixtures for November loading is at 14s.

The Eastern market is quiet. Bombay rates are as follows: November 19s, December 18s 7d, January 18s 1d. From Kurrachee rates are only nominally the same, there being no inquiry for tonnage. Costal coal rates are firm, the following being obtainable: To Bombay 8 rupees, to Colombo 6 rupees, to Madras 5.5 rupees.

A considerable amount of chartering has been effected from Wales to the Mediterranean and Adriatic, tonnage having been offered more freely than for several weeks past. This has had the effect of bringing Bristol Channel freights down to the extent of about 9s to 1s per tonne under the best rates recently paid. There is, however, a good margin of profit left in current quotations and as there is still a big demand for tonnage there will be no scarcity of employment from Wales for a long time yet to come.

On the S&P front, the newbuilding and the secondhand market remained stable. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £37,600, or up 24.1% on a yearly basis, whereas a five-year-old of the same dwt and specification at £28,241, or 2.9% M-o-M.