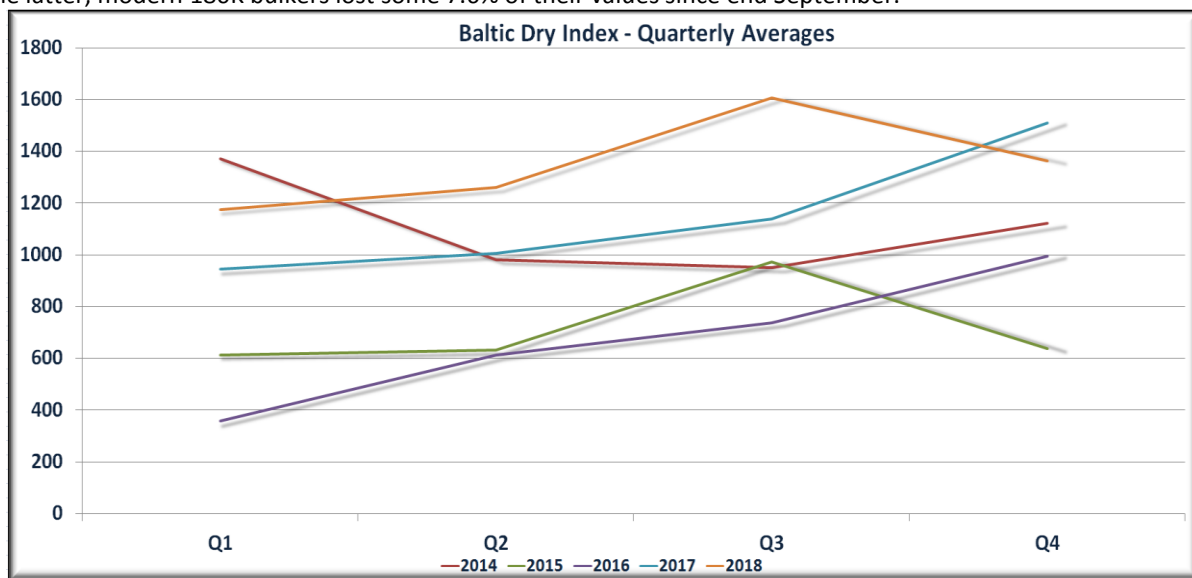
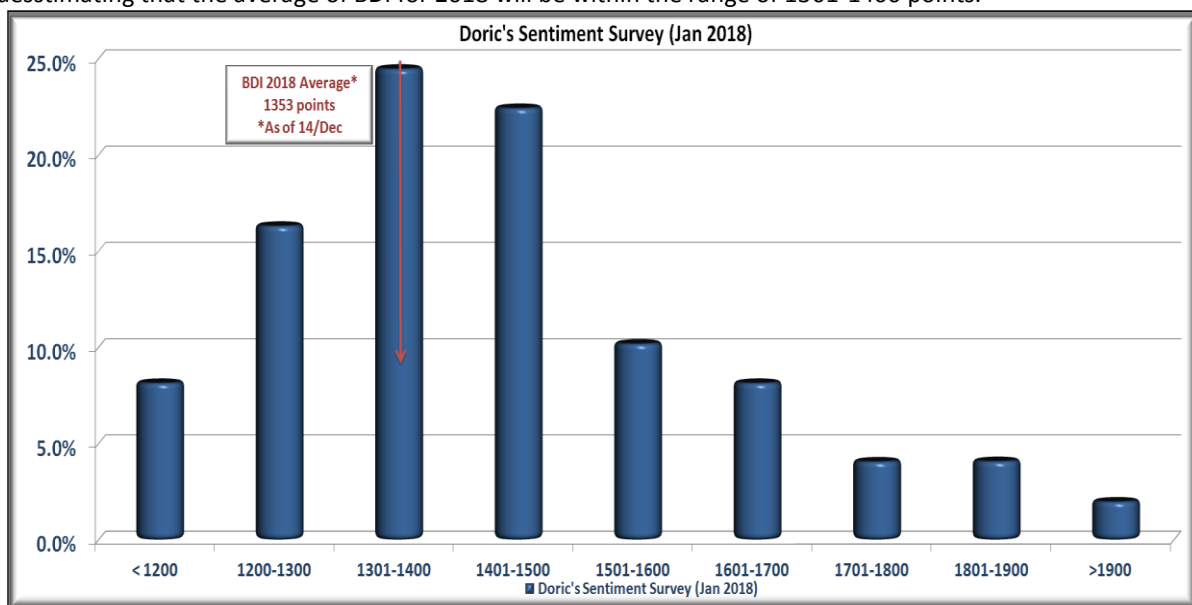


Just one full trading week before the set of 2018 and with the macro environment sending mixed signals, the Baltic Dry Index hovered at 1401 points, or 16% lower than this day last year. After an impressive Q3 performance, the gauge of the global economic activity, i.e. BDI, steamed south during the last quarter of the year, not fulfilling market's great expectations. However, by taking a closer look, the downward tendency of the index was due to the anemic tone of the Capesize sub-market, with the other segments being in a better shape. Indicatively, with BCI 5TC averaging at \$22,268, BPI-TCA at \$12,094, BSI 58-TCA at \$11,830 and BSHI-TCA at \$8,240 daily, all segments reported multi-year highs during the third quarter of this trading year. During the last three months, Panamax, Supramaxes and Handies remained consistent on this trend, reporting quarterly averages –as of 14 December– of BPI-TCA \$12,520, BSI 58-TCA \$11,930 and BSHI-TCA \$9,364 daily respectively. Increased coal seaborne trade volumes and the Chinese dependence on the long-haul ECSA grains led the freights of the mid-size segments further higher. Conversely, Capesizes didn't have the necessary steam, seeing their Q4 average rates—as of 14 December– balancing at \$15,784 daily, or -29% Q-o-Q. In this freight rate environment, asset prices stayed very close to "last dones" in all the segments, except Capes. In reference to the latter, modern 180K bulkers lost some 7.6% of their values since end September.



Source: Doric Shipbrokers, Baltic Exchange

Overall, 2018 was the most fruitful trading year of this decade, second only to 2011. With an average of 1,353 so far, the current trading year surpassed the average levels of every single one of the past seven year. Interestingly, in our last sentiment survey, 24.5% of the answers were very close to the actual average value, guesstimating that the average of BDI for 2018 will be within the range of 1301-1400 points.



Source: Doric Research, Baltic Exchange

Although the balance of two opposite forces, i.e. Chinese weaker than expected economic data and the hopes of a trade truce between the US and China will determine the path of the Baltic index for the quarters to come, the last trading days of the current year will not change an overall fertile 2018.

Freight market 120yrs ago (page 12): "The principal feature of the freight market during the past week has been the continued strength in outward coal rates, especially for the Mediterranean and Adriatic..."

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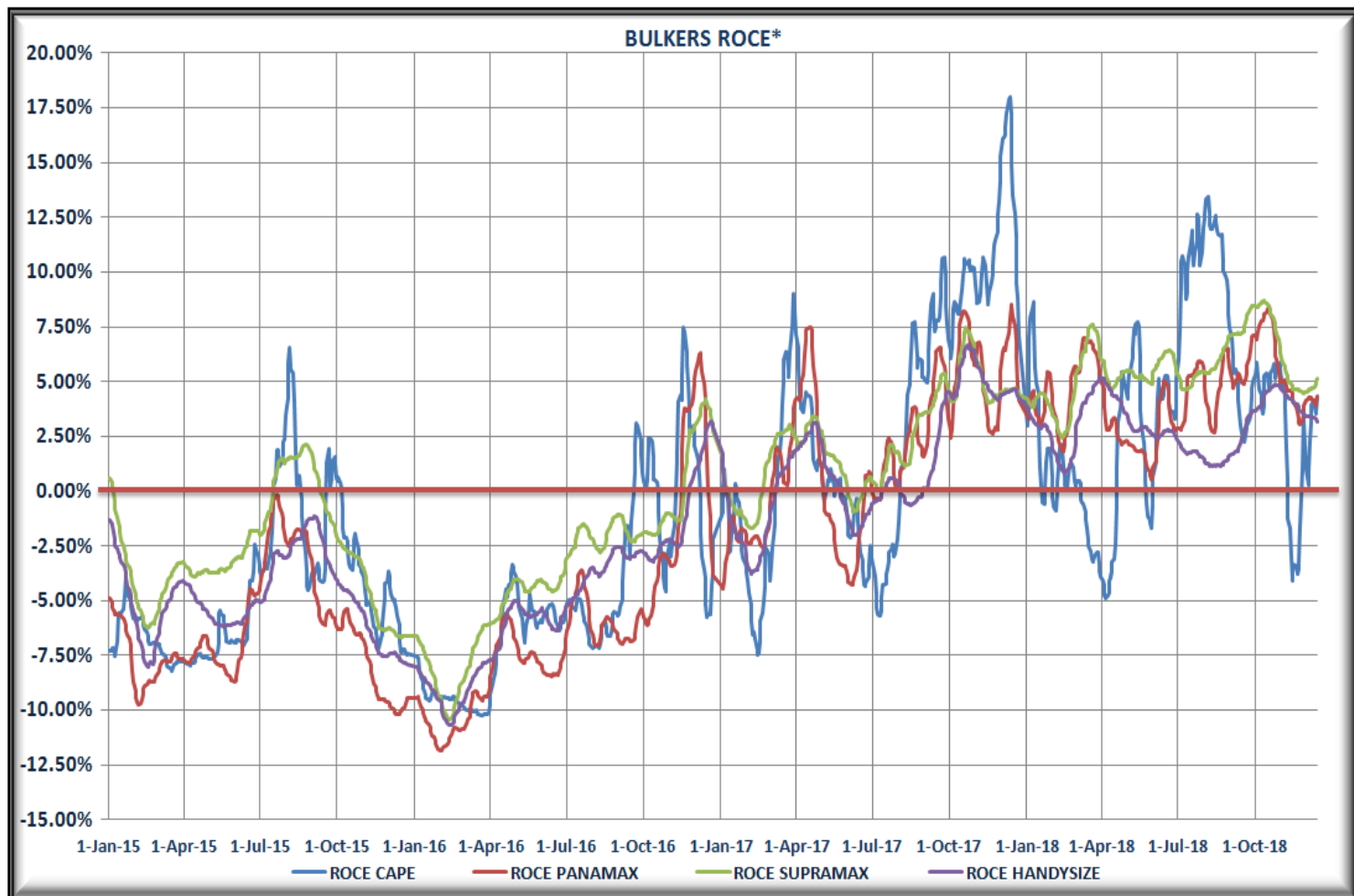
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Dry Cargo Spot Market

Setting aside Handysize segment, all other sub-markets reported gains during the 50th week of the year. Thus, the Baltic Dry Index trended upwards, concluding at 1401 points. With a strong Friday's performance, the Baltic Capesize Index surpassed the previously reported levels, ending at 2383 points. Moving sideways, the BPI balanced this week at 1478 points, marginally higher W-o-W. The geared segments remained steamed to opposite directions from each other. In particular, the Baltic Supramax index hovered at 974 points, 2.2% higher than the previous Friday closing. With a 1.3% decrease, the Baltic Handy Index lay at 617 points.

At the box office, with the Handysize exception, returns of all other segment have seen their returns heading north. Particularly, Capesize ROCE balanced at 4.29% and Panamax ROCE at 4.36%, or up 42 and 13 bps on a weekly basis respectively. Supramax ROCE moved marginally up to 5.11% at the same time as Handy ROCE was moving down to 3.18%. In spite of being positive, the aforementioned returns didn't manage to stand higher than the cost of capital of the sector.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
10-Dec-18	1385	\$17,554	\$11,707	\$11,043	\$9,018
11-Dec-18	1364	\$17,077	\$11,626	\$11,071	\$9,002
12-Dec-18	1353	\$16,808	\$11,554	\$11,134	\$8,990
13-Dec-18	1365	\$16,977	\$11,672	\$11,200	\$8,972
14-Dec-18	1401	\$17,704	\$11,828	\$11,273	\$8,929
12-month High	1774	\$27,283	\$14,385	\$13,431	\$9,772
12-month Low	948	\$7,051	\$9,262	\$9,350	\$7,530
12-month Avg	1354	\$16,632	\$11,663	\$11,370	\$8,714
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.

In a week marked by a positive tone, **Capesize** segment concluded at \$17,704 daily, or some \$727 above last week's closing. On the commodity front, authorities in China's major steelmaking cities of Tangshan and Xuzhou have asked mills to curtail output, according to Reuters.

In the Pacific basin, Coal railway workers at Australian hauler Aurizon Holdings Ltd are planning strikes after a breakdown in pay negotiations. Four days of stoppages and seven days of overtime bans are planned in the major railways in the state of Queensland bringing coal to port. In the main stage of shipping, the benchmark of this basin i.e. C5 declined, finishing at \$8.773 pmt, or \$0.241 lower W-o-W. On Wednesday, Rio Tinto booked tonnage for a 28-30 December cargo from Dampier to Qingdao at \$8,25 pmt. Late last week, the 'Anangel Hope' (179,445 dwt, 2015) was reported fixed for a trip via Australia to Singapore-Japan at \$24,500, basis delivery Jintang. For an Aussie round as well, the 'Stella Nora' (180,000 dwt, 2016) was fixed by Cargill at \$20,250, basis delivery Luojing. The Baltic transpacific index (C10_14), with a 1.9% weekly decrease, closed at \$21,267 daily.

In the Atlantic, Vale agreed to acquire Brazilian iron ore processing technology company New Steel for \$500M. New Steel develops iron ore beneficiation technologies to process iron ore and owns patents for its fines dry magnetic separation processing method in 56 countries. In the spot market, the Baltic C3 index moved higher, lingering \$0.941pmt above previous week's closing at \$17.2 pmt. The Brazilian miner, i.e. Vale, also reportedly took the 'Cape Buzzard' (181,339 dwt, 2011) eta 21 December for a Tubarao to Qingdao run at \$17.00 pmt. The fronthaul index (C9_14) hovered at \$29,886 daily, whilst the Transatlantic index (C8_14) concluded at \$16,575 daily, or up 1% and 1.8% W-o-W respectively.

On the period front, NYK took the 'SM Vision' (176,838 dwt, 2008) for 3/5 months at \$16,100, basis delivery Huanghua. In reference to longer period deals, the 'Navios Joy' (181,389 dwt, 2013) secured employment for the next 12 months at approximately \$18,000, basis delivery China.

Representative Capesize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Anangel Hope	179,445	2015	Jintang	07-Dec	Singapore-Japan	approx \$24,500	cnr	via Australia <fixed last week>
Stella Nora	180,000	2016	Luojiang	11/12 Dec	Singapore-Japan	\$20,250	Cargill	via Australia
SM Vision	176,838	2008	Huanghua	15/17 Dec	WW	approx \$16,100	NYK	3/5 months
Navios Joy	181,389	2013	China	26 Dec/03 Jan	WW	approx \$18,000	SwissMarine	1 year

The recent developments towards a defusing of the Sino-American trade wars have managed to stop the downward trend in the **Panamax** market.

In the Pacific, the Indonesian minerals set the tone once again supporting the market with fresh enquiries. Some forward NoPac grains activity has pitched in some more optimism, with traders this week announcing fresh cargoes been sold to China. The sudden boost on Chinese imports is suggesting that Pacific rates are on the verge of further correction over the following days. Despite Indian imports being fairly low this week, 'Scarlet Lady' (75,336 dwt, 2001) managed to fix a decent \$10,000 daily with prompt delivery passing Taiwan for a coal trip via Indonesia to WC India. The 'Adriatica Graeca' (74,133 dwt, 2002) got \$11,750 with 15-16 December delivery Chaozhou for a coal round trip via Indonesia. With sentiment getting firmer in the NoPac, 'Cemtex Pioneer' (77,598 dwt, 2004) reported at \$11,300 with 13 December delivery Otake for a NoPac round trip. Further south, 'Great Animation' (93,203 dwt, 2011) fixed at \$12,500 with 14-16 December delivery CJK for a round trip via Australia.

In the Atlantic, overall activity has picked up again but rates failed to inspire. Late December ECSA stems faced some pressure due to upcoming holidays. 'AOM Georgina' (82,146 dwt, 2014) managed \$15,950 with 28-29 December delivery at ECSA plus \$595,000 gbb for one t/c trip with grains to South East Asia. January loaders were getting bids at substantially lower levels. Increased activity was noticed from all major ports on both banks in the Atlantic. From the Continent, 'Port Star' (82,177 dwt, 2012) fixed at \$26,500 daily on 16-17 December delivery Gdynia for one T/C trip via Baltic and Suez Canal to Singapore-Japan range. The T/A round trips were paying circa \$15,000 levels on Kamsarmaxes and a tad less on Panamaxes. Strangely enough, ECSA TA rates kept seriously low. 'Puma Max' (81,339 dwt, 2012) was done at \$18,750 daily for 20-30 December delivery at ECSA to Skaw-Gibraltar range.

With the spot market more active in the East, short period picked up again this week. 'Ecostar G.O.' (75,149 dwt, 2007) was fixed at \$11,000 with 19 December delivery at Tianjin 4 to 6 months. On the longer duration, 'Aquaknight' (75,395 dwt, 2007) reported at \$12,000 with 1-10 January delivery at South China for 12 to 14 months.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Scarlet Lady	75,336	2001	Psg Taiwan	prompt	WC India	\$10,000	Libra	via Indonesia
Adriatica Graeca	74,133	2002	Chaozhou	15/16 Dec	South China	\$11,750	Richland	via Indonesia
Cemtex Pioneer	77,598	2004	Otake	13 Dec	Singapore-Japan	\$11,300	cnr	via NoPac
Great Animation	93,203	2011	CJK	14/16 Dec	Singapore-Japan	\$12,500	cnr	via Australia
Port Star	82,177	2012	Gdynia	16/17 Dec	Singapore-Japan	\$26,500	Itiro	via Baltic/SC w/ferts
AOM Georgina	82,146	2014	ECSA	28/29 Dec	SE Asia	\$15,950+\$595k gbb	Olam	
Puma Max	81,339	2012	ECSA	20/30 Dec	Skaw-Gibraltar	\$18,750	Cargill	
Aquaknight	75,395	2007	South China	01/10 Jan	worldwide	\$12,000	Koch	12/14 mos
Ecostar G.O.	75,149	2007	Tianjin	19 Dec	worldwide	\$11,000	M2M	4/6 mos

The Baltic **Supramax** TC index balanced at \$11,273 daily, or two point two percentage points higher W-o-W.

In the Far East, some optimism is being built among the market participants. The two indices representing Indonesian coal routes jumped an impressive circa 8 percent w-o-w combined. As a benchmark of the current condition, "Nova Gorica" (53,100 dwt, 2008) was covered at \$10,100 basis delivery Singapore for a coal round to Thailand. On the backhaul front, rates remain under pressure. It was heard that "Queen Flower" (50,477 dwt, 2012) was fixed for a trip to WC South America in the mid 4's for the first 65 days and with an escalation thereafter, basis delivery in Cjk. On Aussie rounds, "Daimongate" (63,496 dwt, 2017) took advantage of the favourable position and most likely sufficient bunkers on board as was able to secure \$13,500 dop Surabaya for trip with grains to China. Persian Gulf appears rather quiet. Among the very few fixtures reported was the "Annita" (53,688 dwt, 2005) which was fixed for a short trip with fertilizers delivery Fujairah and redelivery to the West Indian coast at \$12,750.

In the Atlantic, activity increased in anticipation of the upcoming Christmas holidays, with owners and charterers alike being keen to cover their open positions, even on forward basis. The USG produced some fixtures at higher numbers compared to last week. It was heard today that a 60,000 tonner was on subjects for a petcoke cargo to Eastern Mediterranean at \$25,000 daily. The smaller 'Thor Fortune' (54,123 dwt, 2011) was reportedly fixed for a similar trade to Italy at \$22,000 daily basis delivery Houston. Market conditions in ECSA remained largely unchanged. Nevertheless, as the number of available units for the upcoming weeks has already decreased, a short pre-holiday push wouldn't come as a surprise. The 'Otzias' (56,720 dwt, 2012) was fixed for a trip via ECSA to Chittagong at \$14,350 daily plus \$435,000 ballast bonus, basis delivery Santos. Having been under pressure since October, the Continent recorded, at last, some marginal improvement. It was rumoured that the 'Endurance SW' (60,225 dwt, 2015) open Swinoujscie, was fixed for a trip via Baltic to India with fertilizers at \$27,000 daily. The Black Sea, on the other hand, saw rates retreating further due to shortage of fronthaul requirements. The 'Bi Jia Shan' (56,625 dwt, 2011) open Constanza was fixed for a trip to Egypt Mediterranean at \$14,250 daily.

On period deals, the 'Pacific Merit' (63,495 dwt, 2018) locked \$18,000 daily for 5-8 months trading basis delivery USG and redelivery worldwide.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Nova Gorica	53,100	2008	Singapore	17-20 Dec	Thailand	\$10,500	cnr	Coal via Indo
Annita	53,688	2005	Fujairah	08-12 Dec	Wc India	\$12,750	Norvic	Intention Fertilizers
Daimongate	63,496	2017	Surabaya	23-25 Dec	China	\$13,500	Fednav	Grains via Aussie
Thor Fortune	54,123	2011	Houston	Prompt	Italy	\$22,000	cnr	Intention petcoke
Otzias	56,720	2012	Santos	25-30 Dec	Chittagong	\$14,350 +\$435K gbb	Louis Dreyfus	
Endurance SW	60,225	2015	Swinoujscie	Prompt	India	\$27,000	cnr	Intention fertilizers, rumoured
Bi Jia Shan	56,625	2011	Constanza	23 Dec	Egypt Mediterranean	\$14,250	cnr	
Pacific Merit	63,495	2018	USG	19-24 Dec	Worldwide	\$18,000	Meadway	5-8 months period

Low-level flights in the Far East – Return to Uncertainty in the Atlantic for the **Handysize**.

Market in the Far East moved sideways in sync with the previous weeks. Some fresh enquiries that hit the market did not manage to lift rates and it would seem that all market participants are ready for the holiday season. In the fixtures front, up in the North, 'Australian Bulker' (36,000 dwt, 2017) opening at CJK on December 10th was fixed at \$8,500 basis dop for a quick metcoke run via N.China to Nagoya. 'Emil Selmer' (32,626 dwt, 2010) opted for a trip via Indonesia to Thailand at \$8,000 daily with prompt delivery as Singapore. On Aussie rounds, 'Hamburg Way' (39,000 dwt, 2016) opening at Surabaya on December 11th managed \$11,500 delivery dop, for trip via West Australia to China. Activity in the Persian Gulf maintained last week's levels. 'Lowlands Brabo' (32,000 dwt, 2010) was covered at \$10,350 basis delivery Messaied for a trip with steels to Hong Kong.

In the Atlantic we saw most of the areas moving sideways if not downwards. In ECSA, we are noticing a small upward surge in rates, mostly because of the rush of charterers to cover cargoes before the holidays. We heard of a 37,212 dwt fixing from Santos via Plate to Morocco at \$15,250 and also of a 32,000 dwt fixing a Plate to Paranagua coastal trip at \$14,000. USG market took a downwards dive this week. Mostly because USEC could not support the ships opening there, so when they ballasted, they put some more pressure on an already fragile market. We heard of a 38,238 dwt fixing a dramatic \$12,500 for a trip to the Continent, while only a few days earlier the rates spoken were in the mid-teens. At least another 32,085 dwt was fixed from within Mississippi for a trip to EC. Mexico at \$13,750. Once again the Continent was rather flat. We all need a stronger market there, but it seems we will have to wait for the snow and ice to come down first for some premiums to be paid. A bit more action was seen in the Med/Bl. Sea, were a 37,800 dwt was fixed from Samsun for a trip to Spain at \$15,000 and a 28,200 dwt from Marmara Sea for a trip to Continent at \$11,500.

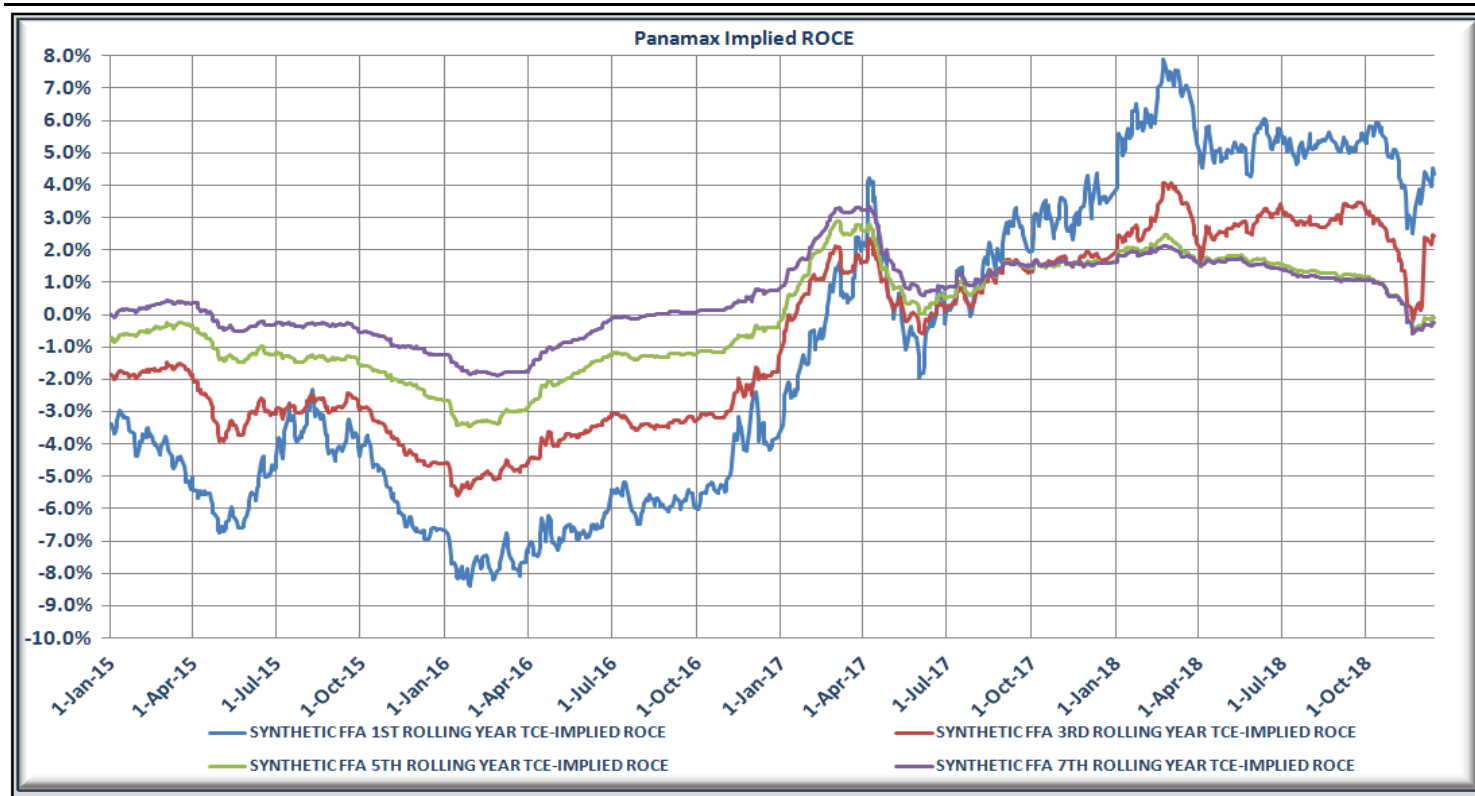
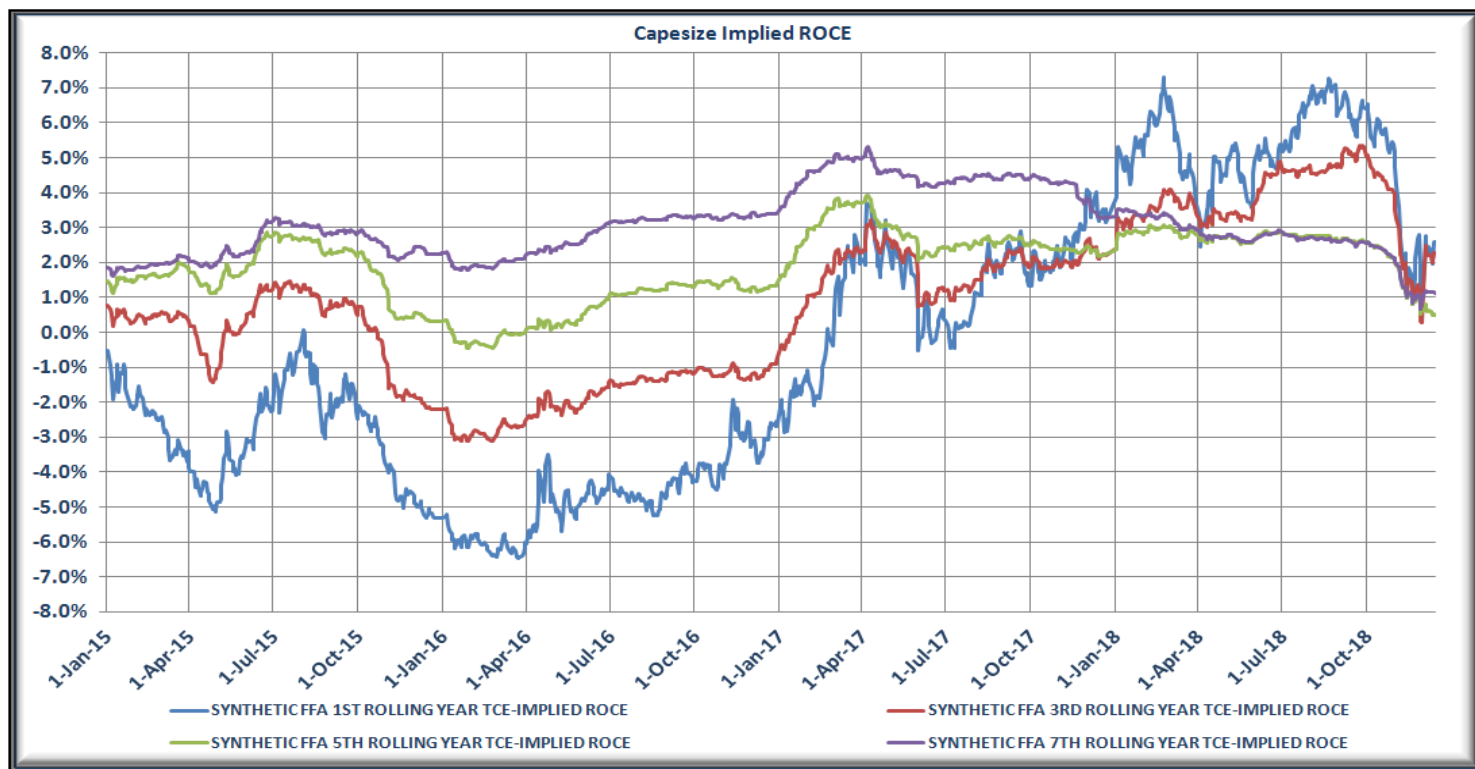
On the period desk, we heard of 'Gold Oak' (37,732 dwt, 2017) getting fixed for 4-6 months within Atlantic at \$12,000 from Puerto Cabello.

Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Australian Bulker	36,000	20017	CJK	Prompt	Japan	\$8,500	cnr	metcoke via N.China
Emil Selmer	32,626	2010	Singapore	Prompt	Thailand	\$8,000	cnr	
Hamburg Way	39,000	2016	Surabaya	Prompt	China	\$11,500	cnr	via Australia
Lowlands Brabo	32,000	2010	Messaied	Prompt	Hong Kong	\$10,350	cnr	
Nordloire	37,212	2013	Santos	Prompt	Morocco	\$15,250	Norvic	via Plate
Kingfisher D	28,424	2002	La Pallice	Prompt	Algeria	\$9,500	Sealift	
Blue Dragon	38,238	2011	USG	Prompt	Continent	\$12,500	Swire Bulk	
Asahi Ocean	32,085	2012	Missi	Prompt	Ec Mexico	\$13,750	cnr	
Benjamas Naree	37,800	2012	Samsun	Prompt	Spain	\$15,000	cnr	

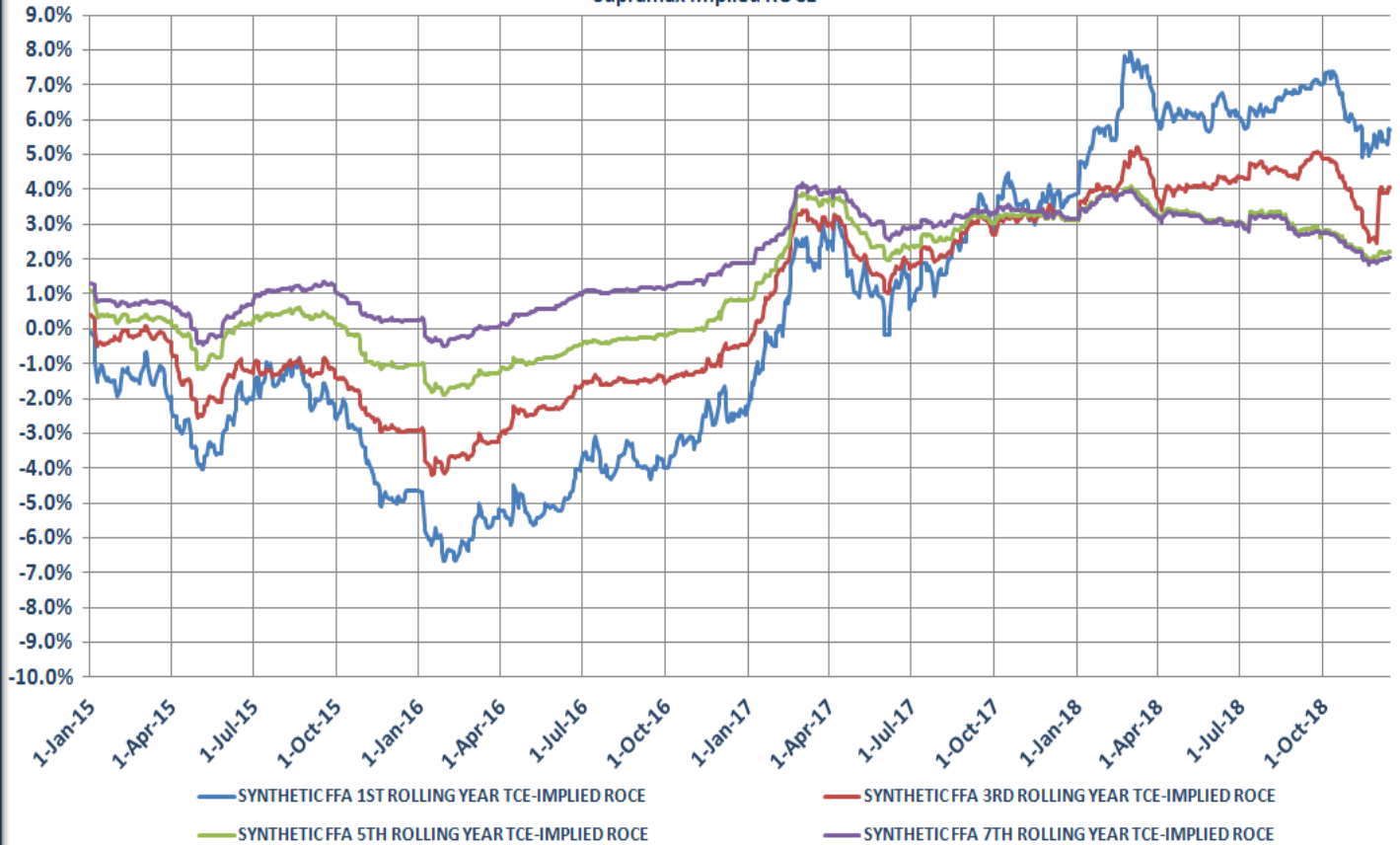
FFA Market

The forward market close the week on a positive, with the front ends of the curves moving higher. In particular, the prompt months of the Capesize forward curve reported gains, with January contracts balancing at \$15,958 and February at \$12,442. In sync, the Panamax curve went up to \$11,850 and \$12,050 for January and February respectively. Reporting gains as well, Supramax forward market stood above previous week closing, with January balancing at \$11,263 and February at \$10,975. In another monotonous week, prompt Handy contracts remained stable at January levels of \$8,913.

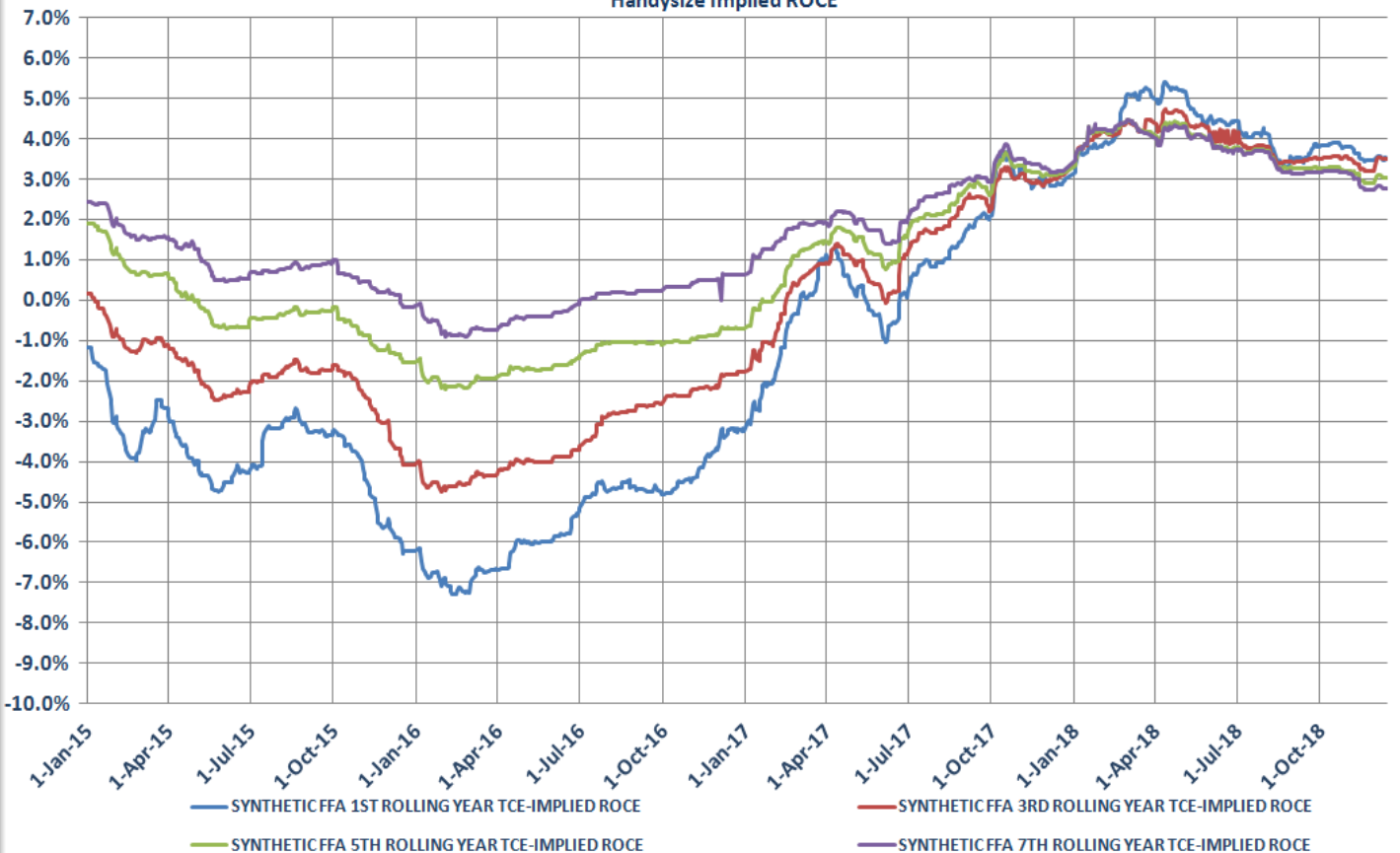
Capesize first rolling year implied ROCE increased to 2.6% this week at the same time as that of Panamax was balancing at 4.3%. Geared segments implied ROCEs trended upwards as well, with Supramax at 5.7% and Handy at 3.6%.



Supramax Implied ROCE



Handysize Implied ROCE



BFA Cape 5TC

Date	Dec (18)	Jan (19)	Feb (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
10-Dec-18	\$16,792	\$16,792	\$14,283	\$13,036	\$13,492	\$16,175	\$15,584	\$14,050	\$14,008
11-Dec-18	\$16,217	\$16,217	\$14,050	\$12,742	\$13,092	\$15,900	\$15,277	\$14,058	\$14,058
12-Dec-18	\$16,267	\$16,267	\$14,250	\$12,878	\$13,208	\$16,008	\$15,405	\$14,058	\$14,054
13-Dec-18	\$17,025	\$17,025	\$15,913	\$13,834	\$13,888	\$16,250	\$15,950	\$14,067	\$14,067
14-Dec-18	\$17,000	\$17,000	\$15,958	\$13,842	\$13,817	\$16,342	\$15,979	\$14,033	\$14,033
Week High	\$17,025	\$17,025	\$15,958	\$13,842	\$13,888	\$16,342	\$15,979	\$14,067	\$14,067
Week Low	\$16,217	\$16,217	\$14,050	\$12,742	\$13,092	\$15,900	\$15,277	\$14,033	\$14,008
Week Avg	\$16,660	\$16,660	\$14,891	\$13,266	\$13,499	\$16,135	\$15,639	\$14,053	\$14,044

BFA Panamax 4TC

Date	Dec (18)	Jan (19)	Feb (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
10-Dec-18	\$11,729	\$11,323	\$11,550	\$11,687	\$12,038	\$11,038	\$11,696	\$8,830	\$8,813
11-Dec-18	\$11,532	\$11,245	\$11,432	\$11,560	\$11,953	\$10,978	\$11,606	\$8,817	\$8,812
12-Dec-18	\$11,795	\$11,858	\$11,958	\$12,119	\$12,283	\$11,183	\$11,906	\$8,858	\$8,849
13-Dec-18	\$11,833	\$11,983	\$12,192	\$12,228	\$12,221	\$11,304	\$11,951	\$8,883	\$8,874
14-Dec-18	\$11,783	\$11,850	\$12,050	\$12,061	\$12,033	\$11,254	\$11,821	\$8,883	\$8,878
Week High	\$11,833	\$11,983	\$12,192	\$12,228	\$12,283	\$11,304	\$11,951	\$8,883	\$8,878
Week Low	\$11,532	\$11,245	\$11,432	\$11,560	\$11,953	\$10,978	\$11,606	\$8,817	\$8,812
Week Avg	\$11,734	\$11,652	\$11,836	\$11,931	\$12,106	\$11,151	\$11,796	\$8,854	\$8,845

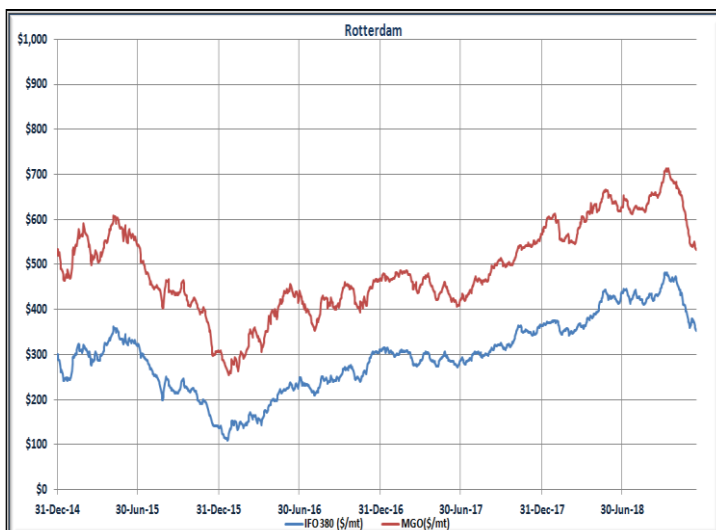
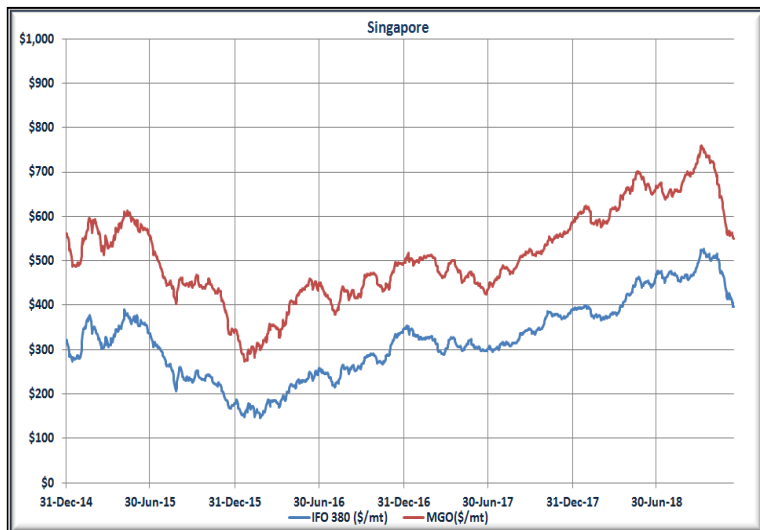
BFA Supra 10TC

Date	Dec (18)	Jan (19)	Feb (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
10-Dec-18	\$10,992	\$10,842	\$10,713	\$10,886	\$11,817	\$11,138	\$11,525	\$9,383	\$9,358
11-Dec-18	\$10,992	\$10,808	\$10,671	\$10,853	\$11,738	\$11,096	\$11,476	\$9,383	\$9,358
12-Dec-18	\$11,133	\$11,100	\$10,833	\$11,047	\$11,875	\$11,225	\$11,620	\$9,413	\$9,383
13-Dec-18	\$11,233	\$11,346	\$11,000	\$11,225	\$11,988	\$11,354	\$11,733	\$9,413	\$9,383
14-Dec-18	\$11,242	\$11,263	\$10,975	\$11,199	\$12,008	\$11,346	\$11,730	\$9,413	\$9,383
Week High	\$11,242	\$11,346	\$11,000	\$11,225	\$12,008	\$11,354	\$11,733	\$9,413	\$9,383
Week Low	\$10,992	\$10,808	\$10,671	\$10,853	\$11,738	\$11,096	\$11,476	\$9,383	\$9,358
Week Avg	\$11,118	\$11,072	\$10,838	\$11,042	\$11,885	\$11,232	\$11,617	\$9,401	\$9,373

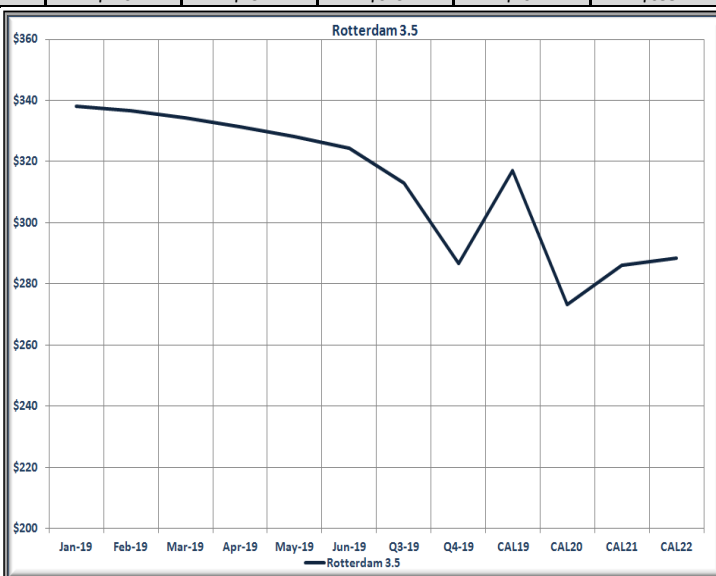
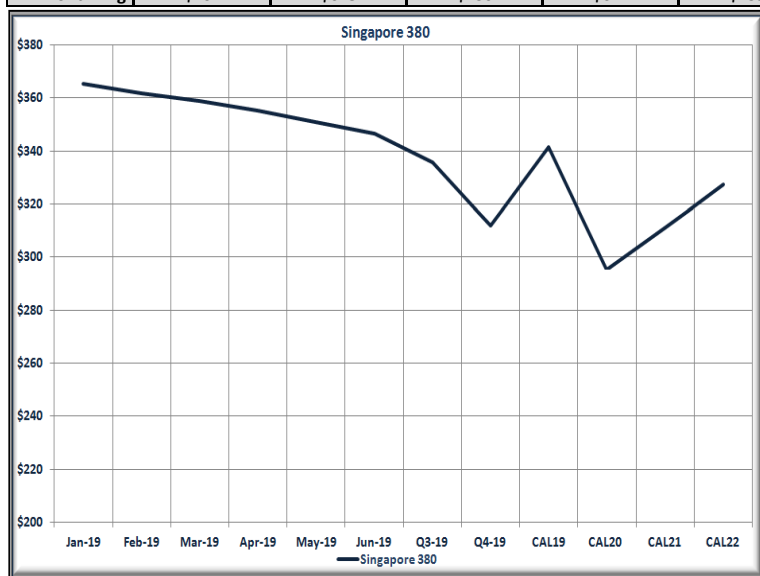
BFA Handysize TC

Date	Dec (18)	Jan (19)	Feb (19)	Q1 (19)	Q2 (19)	Q3 (19)	Cal 19	Cal 24	Cal 25
10-Dec-18	\$9,119	\$8,813	\$8,538	\$8,696	\$9,188	\$9,025	\$9,088	\$8,725	\$8,675
11-Dec-18	\$9,119	\$8,813	\$8,538	\$8,696	\$9,188	\$9,025	\$9,088	\$8,725	\$8,675
12-Dec-18	\$9,150	\$8,913	\$8,563	\$8,758	\$9,213	\$9,050	\$9,100	\$8,731	\$8,681
13-Dec-18	\$9,150	\$8,913	\$8,563	\$8,760	\$9,213	\$9,050	\$9,100	\$8,731	\$8,681
14-Dec-18	\$9,150	\$8,913	\$8,538	\$8,742	\$9,188	\$9,038	\$9,088	\$8,725	\$8,675
Week High	\$9,150	\$8,913	\$8,563	\$8,760	\$9,213	\$9,050	\$9,100	\$8,731	\$8,681
Week Low	\$9,119	\$8,813	\$8,538	\$8,696	\$9,188	\$9,025	\$9,088	\$8,725	\$8,675
Week Avg	\$9,138	\$8,873	\$8,548	\$8,730	\$9,198	\$9,038	\$9,093	\$8,727	\$8,677

Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
10-Dec-18	\$371	\$551	\$410	\$564	\$417	\$745	\$422	\$626	\$371	\$607
11-Dec-18	\$364	\$543	\$406	\$558	\$409	\$736	\$412	\$612	\$375	\$601
12-Dec-18	\$361	\$539	\$405	\$555	\$409	\$733	\$409	\$606	\$371	\$600
13-Dec-18	\$356	\$535	\$397	\$553	\$406	\$737	\$404	\$598	\$366	\$596
14-Dec-18	\$354	\$533	\$396	\$551	\$404	\$735	\$402	\$596	\$364	\$593
12-month High	\$483	\$712	\$526	\$759	\$529	\$798	\$510	\$768	\$750	\$767
12-month Low	\$344	\$539	\$367	\$555	\$364	\$615	\$360	\$579	\$342	\$575
12-month Avg	\$404	\$618	\$436	\$647	\$435	\$710	\$431	\$673	\$407	\$658



Singapore	14-Dec-18	Week max	Week low	Week Avg	RTDM 3.5	14-Dec-18	Week max	Week low	Week Avg
Jan-19	\$365.5	\$374.2	\$365.5	\$370.2	Jan-19	\$338.3	\$344.4	\$338.3	\$341.2
Feb-19	\$361.8	\$369.2	\$361.8	\$365.8	Feb-19	\$336.5	\$341.2	\$336.5	\$338.8
Mar-19	\$358.8	\$365.2	\$336.4	\$351.6	Mar-19	\$334.3	\$337.9	\$334.3	\$336.2
Apr-19	\$355.3	\$360.9	\$333.8	\$353.3	Apr-19	\$331.5	\$334.7	\$331.5	\$333.2
May-19	\$351.0	\$356.2	\$351.0	\$354.0	May-19	\$328.3	\$330.9	\$328.3	\$329.5
Jun-19	\$346.5	\$351.2	\$346.5	\$349.2	Jun-19	\$324.5	\$335.0	\$324.5	\$327.1
Q1-19	\$362.0	\$369.5	\$362.0	\$366.1	Q1-19	\$336.4	\$341.2	\$336.4	\$338.7
Q2-19	\$350.8	\$356.0	\$350.8	\$353.8	Q2-19	\$327.9	\$330.4	\$327.9	\$329.4
Q3-19	\$335.8	\$339.3	\$335.8	\$337.9	Q3-19	\$313.1	\$314.2	\$312.6	\$313.5
Q4-19	\$312.0	\$314.0	\$312.0	\$313.2	Q4-19	\$286.6	\$286.9	\$284.9	\$286.1
CAL19	\$341.6	\$347.1	\$341.6	\$344.4	CAL19	\$317.1	\$320.6	\$316.7	\$318.1
CAL20	\$295.4	\$300.1	\$294.2	\$297.0	CAL20	\$273.1	\$276.1	\$270.7	\$273.7
CAL21	\$311.4	\$317.1	\$309.7	\$312.9	CAL21	\$286.1	\$290.6	\$283.4	\$287.1
CAL22	\$327.4	\$333.1	\$325.7	\$328.9	CAL22	\$288.4	\$292.9	\$285.7	\$289.3

Dry Bulk S&P Market

The secondhand market remained constant on its flattish tone just a few trading days before the dawn of the New Year. Whilst the freight market made a spasmodic outburst, the secondhand indicative prices have been moving sideways. On the newbuilding front, being backed by five-year contracts of affreightment from Vale, Polaris Shipping, H-Line Shipping and Pan Ocean are linked to a large order of scrubber-fitted Newcastlemaxes. In particular, China's New Times Shipbuilding will build up to 11 new IMO Tier III standard ships, with an indicative price of \$54m each.

In our secondhand to age-adjusted newbuilding comparison, the market for ten-year-old Capesizes and same-aged Panamaxs lay at just 22% and 12% off their adjusted newbuilding prices respectively. Ten-year-old Supramaxes are on the market at an 11% discount to their newbuilding price whereas same-aged Handies at an 18%, if we compare them on the same age basis.

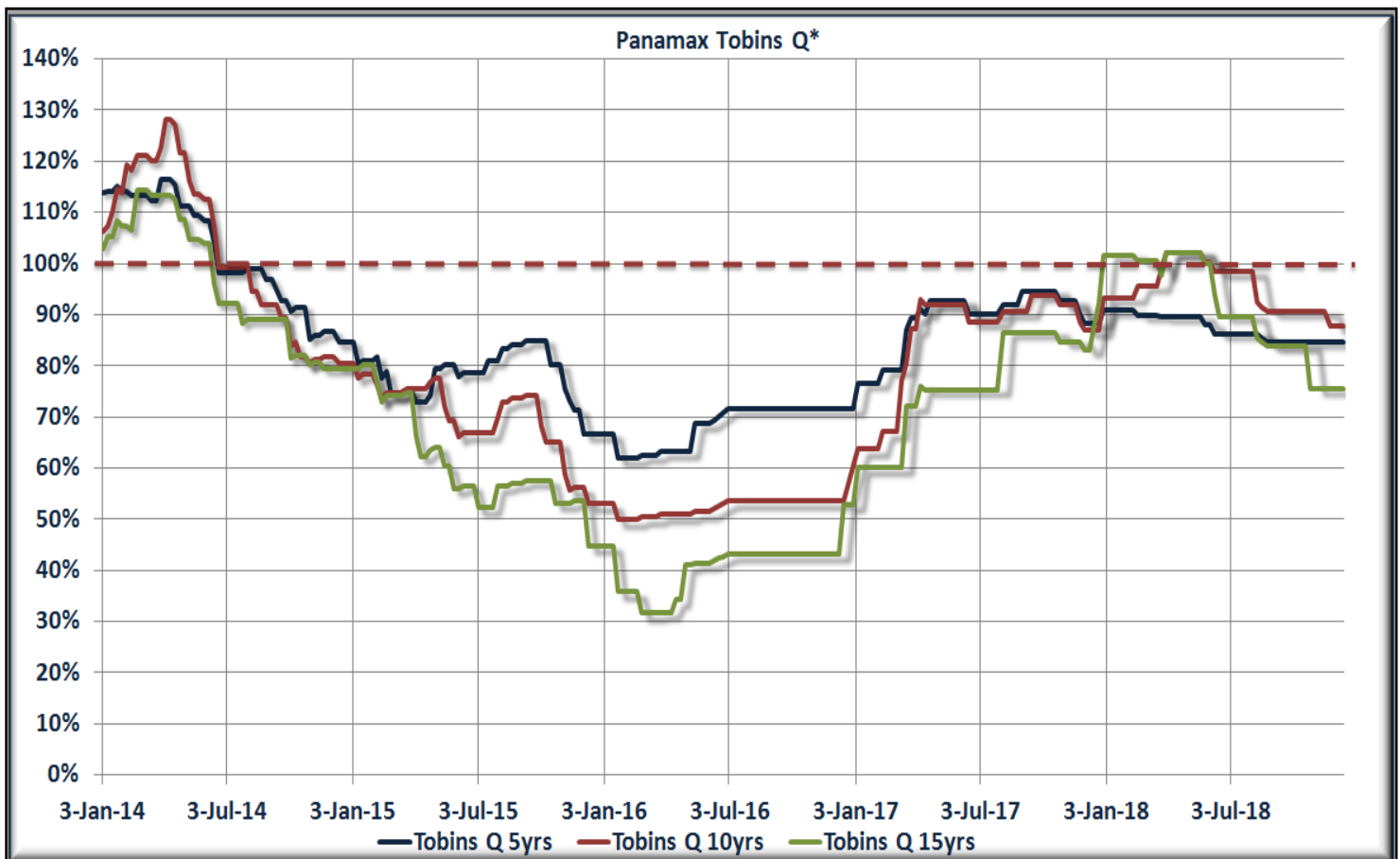
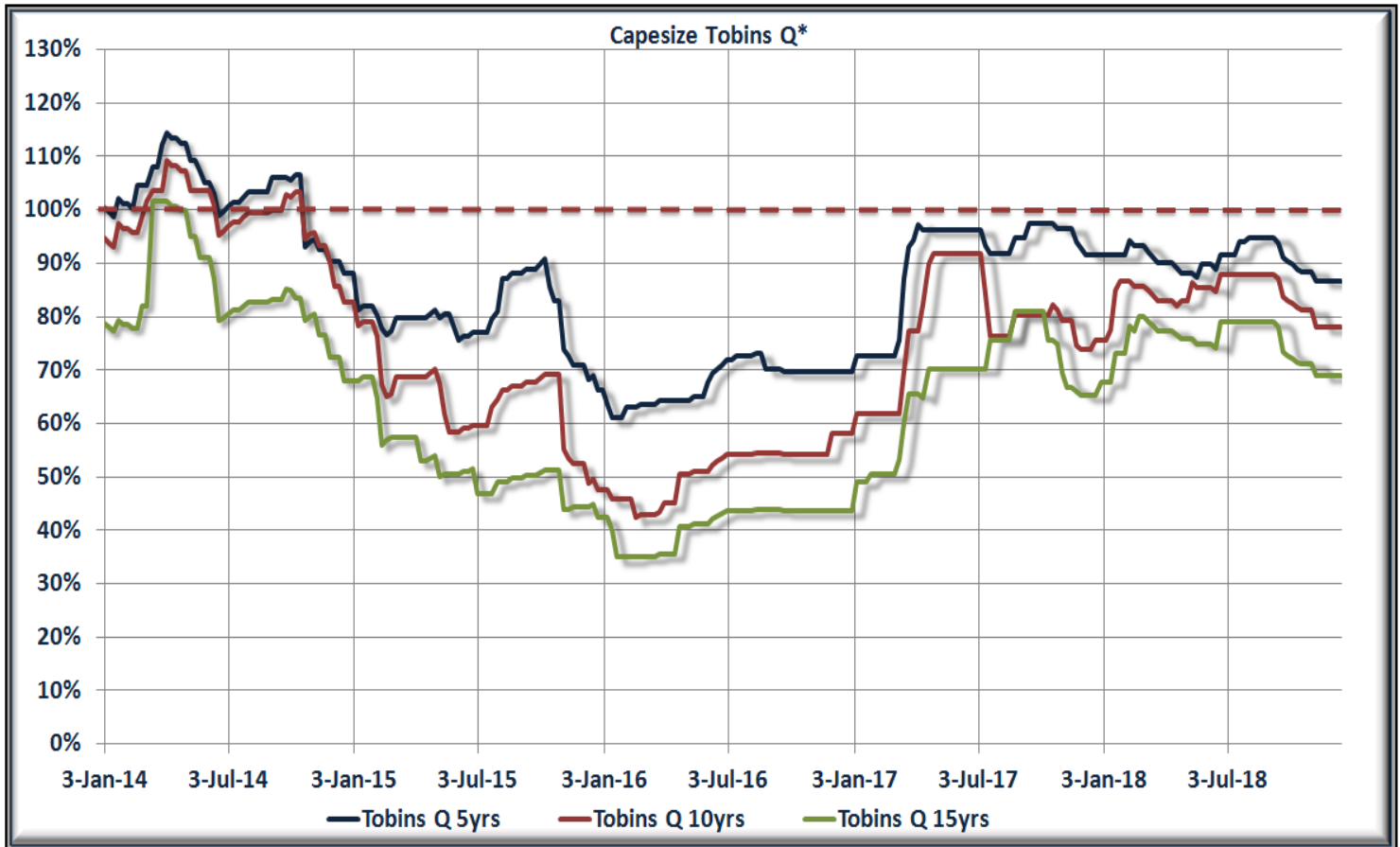
Indicative Five-year-old Prices				
Date/\$Mil.	Capesize 180K DWT	Panamax 76K DWT	Supramax 56K DWT	Handysize 32K DWT
14-Dec-2018	33.50	19.00	18.00	15.00
14-Dec-2017	33.00	18.00	17.00	13.50
14-Dec-2016	24.00	14.00	14.00	12.00
Δ% Y-o-Y	1.5%	5.6%	5.9%	11.1%
Δ% 2018-2016	39.6%	35.7%	28.6%	25.0%

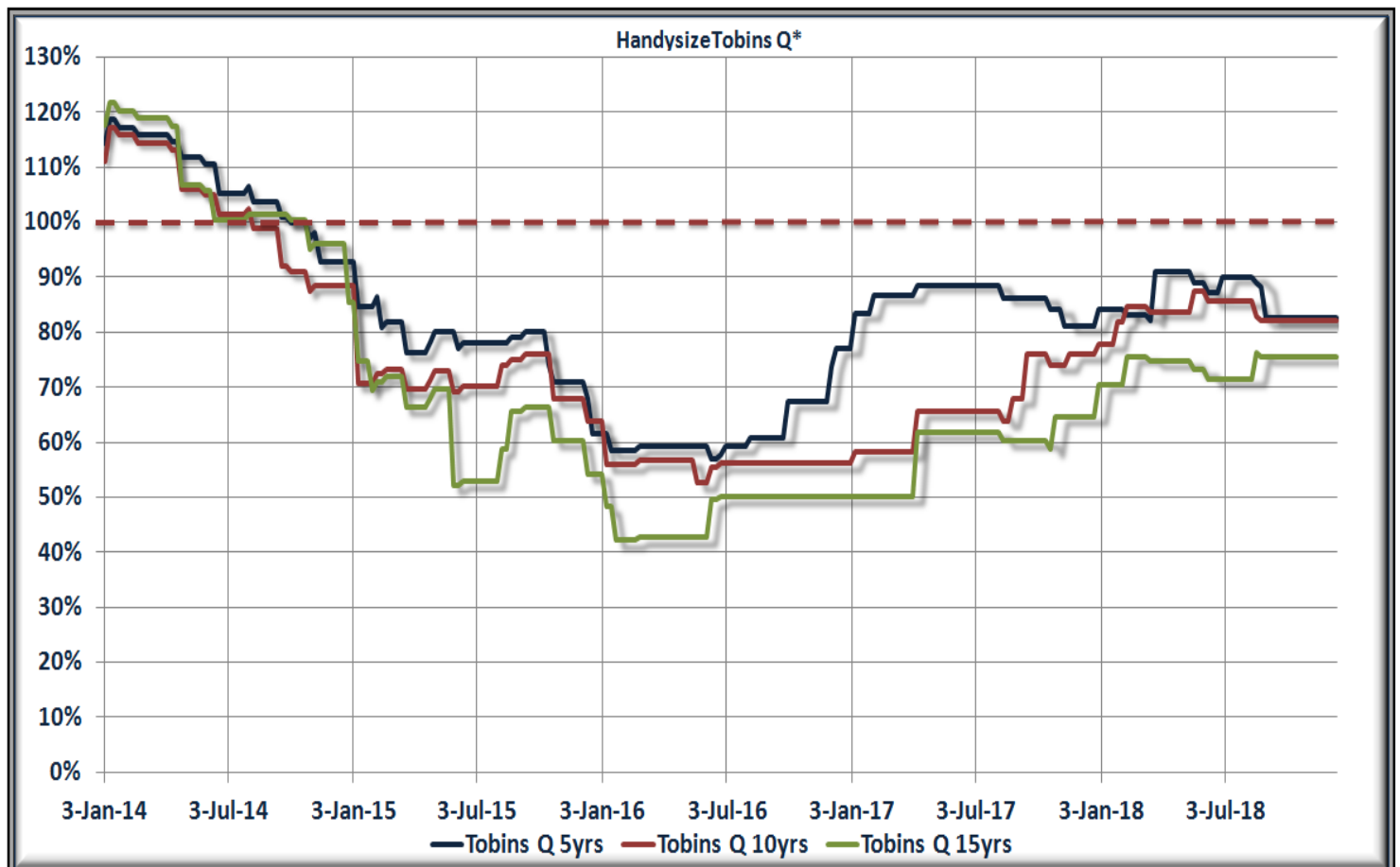
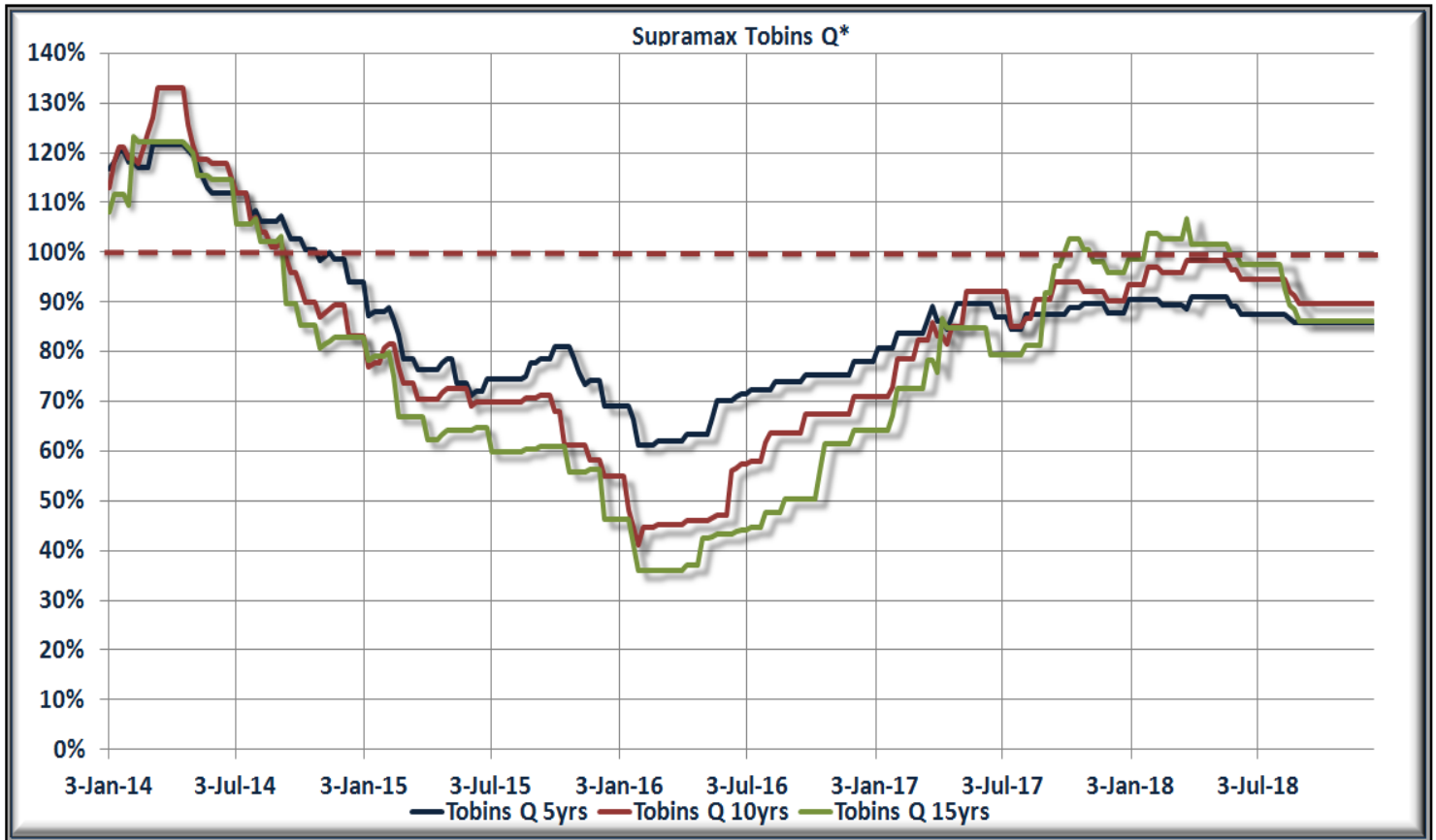
Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
Qingdao Yangfan 206K	206,000	2018	Qingdao Yangfan/China	mid 40	Undisclosed	
Shanghai Wai Gaoqi Ao H1461	180,000	2019	Shanghai Waigaoqiao/China	49.25	UK buyers	
Bulk Asia	181,380	2014	Imabari/Japan	40	Undisclosed	
Frontier Coronet	182,674	2011	Kawasaki/Japan	29.5	Greek buyers	
SC Lotta	169,000	2009	Sungdong/S. Korea	20.75	Greek buyers	
Cape Dover	185,805	2006	Kawasaki/Japan	22	Greek buyers	
Southern Explorer	177,493	2002	Mitsui/Japan	13.5	Undisclosed	
Houyo	93,492	2007	Namura/Japan	14.5	Undisclosed	
Kinko Maru	91,860	2001	Imabari/Japan	11.5	Chinese buyers	
Kmax Tsuneishi Zhoushan	81,600	2018	Tsuneishi Zhousan/China	30.75	Norwegian buyers	
Olga V	81,645	2017	Namura/Japan	30	Undisclosed	
Seatribe	81,642	2012	Daewoo/S. Korea	20.3	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	
Ocean Wind	76,585	2006	Imabari/Japan	10.7	Undisclosed	
Silver Phoenix	74,759	2006	Hudong-Zhonghua/China	9.5	Chinese buyers	
Genco Vigour	73,941	1999	Oshima/Japan	6.7	Chinese buyers	
Ocean Venture	63,266	2016	Chengxi/China	24	Undisclosed	C 4X30
Vela	63,038	2015	Hantong/China	20	Greek buyers	C 4X30
Aquapride	61,465	2012	Iwagi/Japan	20	Undisclosed	C 4x30,7
Veronique D	58,000	2012	Nantong Cosco/China	16	Greek buyers	C 4 X30
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
Mercury Ocean	53,452	2008	Iwagi/Japan	11.3	Greek buyers	C 4 X30.5
Jin Quan	51,104	2002	Oshima/Japan	6.9	Chinese buyers	C 4 X30
Fortis Amalthea	47,263	1999	Oshima/Japan	6.5	Undisclosed	C 4x25
Cieolo Di Jari	39,000	2016	Yangfan/China	20	Undisclosed	C 4x30
Bright Ocean III	37,062	2013	Saiki/Japan	18	Undisclosed	BBHP
Coral Ocean	32,000	2012	Hakodate/Japan	13.9	Undisclosed	C 4x30
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
Bora	29,653	2010	Wuhu Xinlian/China	9.5	Undisclosed	C 3X30
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
Mount Travers	28,484	2002	Imabari/Japan	6.5	Chinese buyers	C 4x30.5
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%	88%	76%
12months High	95%	88%	80%	91%	102%	102%
12months Low	87%	76%	65%	85%	87%	76%
12months Avg	91%	84%	75%	87%	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%	95%	86%	83%	74%

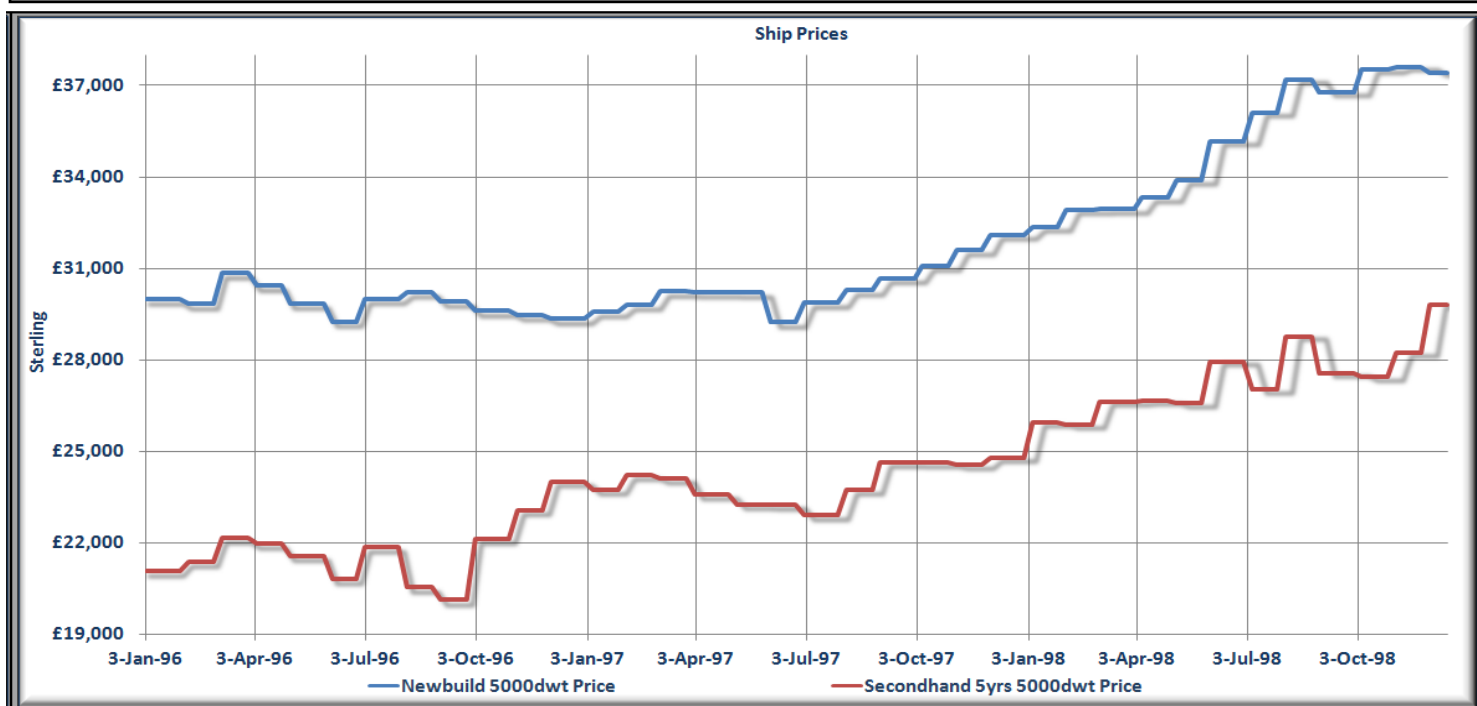
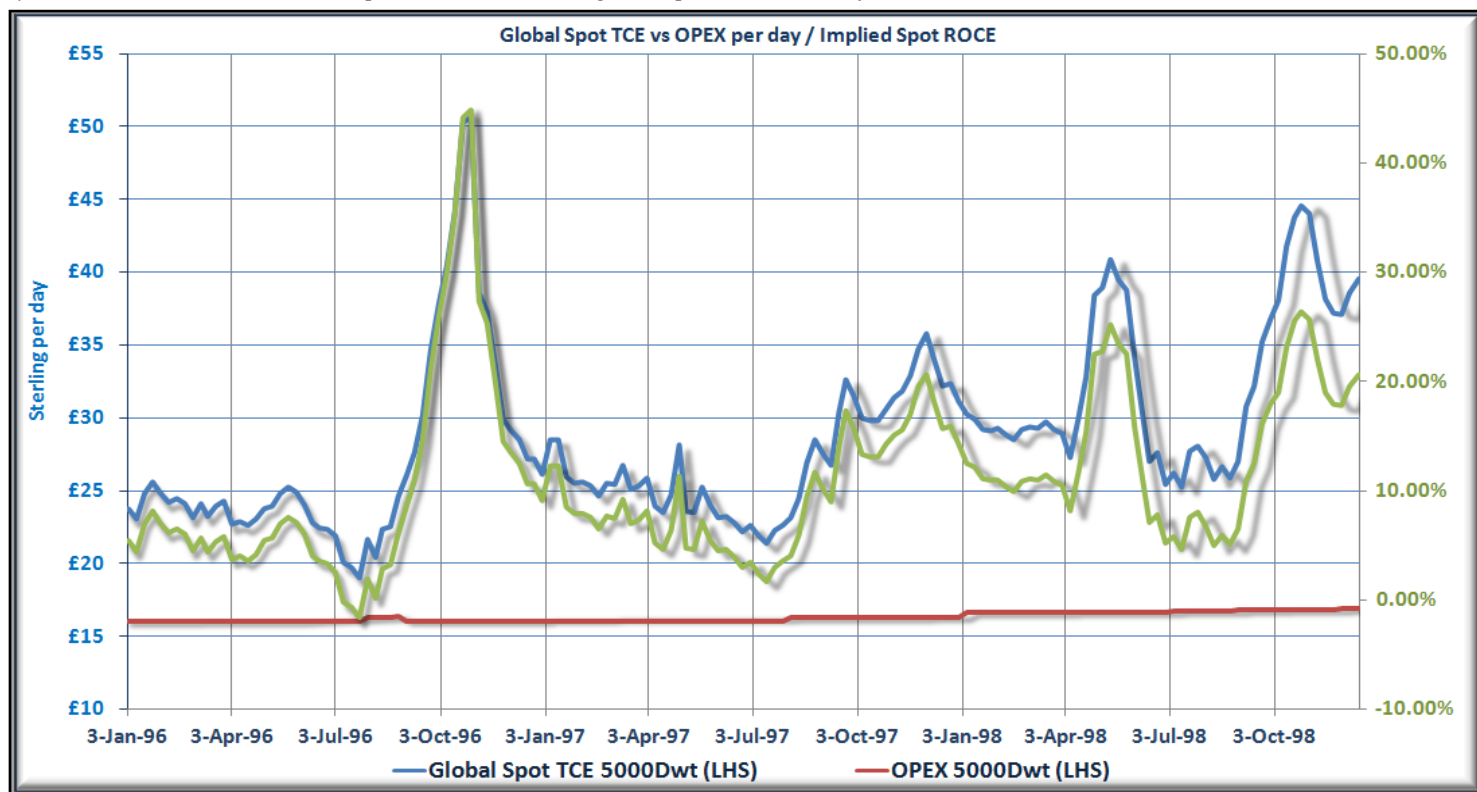
*Tobin's Q represents the ratio between the market value and replacement value of a physical asset, with numerator and denominator adjusted to same age basis. According to economic theory, this ratio should be mean reverting towards 1 or 100%, for assets that do not face technological obsolescence.





Market Insight 120 years ago

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



Weekly Spot Market	Current week	Previous week	Nov-00	Oct-00	Sep-00
Implied Spot Roce	20.7%	19.6%	21.2%	23.6%	12.9%
Global Spot TCE	£39.54	£38.60	£39.98	£41.99	£32.30
BlackSea Round	£40.82	£40.10	£41.10	£44.25	£32.83
East Round	£39.82	£39.59	£42.01	£44.66	£42.11
Med Round	£37.03	£35.56	£36.92	£36.86	£27.51
US Round	£42.59	£41.48	£43.82	£44.84	£35.27
River Plate Round	£36.69	£35.40	£38.61	£41.99	£33.85

S&P Market (5,000dwt)	Current week	Previous week	Nov-00	Oct-00	Sep-00
NB	£37,425	£37,425	£37,599	£37,509	£36,760
SH 5yrs old	£29,820	£29,820	£28,241	£27,443	£27,579
SH 10yrs old	£23,103	£23,103	£21,672	£20,974	£21,170
SH 15yrs old	£17,786	£17,786	£16,334	£15,658	£15,947

*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...

From Wales, the following rates have been paid: to Genoa 11s 10d, to Port Said 12s, to Marseilles 13 fcs. , to Malta 10s, to Port Said 12s, to Cape Verds 9s 6d, to Rio Janeiro 15s 10d, to the Canaries 8s 7d and to Colombo 15s 3d. Most of these fixtures represent a further advance not altogether unexpected. Notwithstanding this continued firmness in outward quotations homeward rates have tended to improve, which at this period of the year is somewhat anomalous for Black Sea business. There still appears to be an almost unlimited amount of remunerative employment offering; for it matters little in what direction owners send their boats, there is money to be made. It looks as if this would hold good for some time to come, but it will not do for owners to forget that eventually they will have to face hard times. The new tonnage coming out and on order is bound to have a deleterious effect, to say nothing of the increase in liner tonnage. There are other points that seem significant in regard to the increased cost of working that will take place next year, and in fact is already being felt. Freight in comparison with the previous year are undoubtedly good on the whole, but owners will have to discount them, as the cost of bunkers at home and abroad will be much heavier than in 1897 and also than this year prior to the strike. Then again, the cost of insurance is getting heavier every year, and even now Lloyd's underwriters and the Companies can make little or no profit out of "tramp" tonnage.

In the spot arena, Black Sea business has been specially active for December. Berth rates from Odessa, Sulina and Theodosia for L.H.A.R. are 11s and from Nicolaieff 12s. From Sulina, prompt Handy boats are worth 11s 9d per tonne. From Poti to UK/Cont. 13s 9d and for the US 15s for ore is quoted, with running days for loading cargo and berth guaranteed on arrival.

Mediterranean business has been fairly active, especially for ore chartering. For the US, there is a little demand for January/February boats for sugar at 9s per tonne. From Smyrna to UK 9s 6d is quoted nominally, from Salonica to UK 9s 6d is offering, option of two discharging ports 1s extra. From Greece to UK or Rotterdam 9s 3d per tonne is quoted for ore.

The American market is steady for all positions and looks like continuing so for several months to come. Berth rates from the Northern range to UK/Cont. are 3s 9d per quarter, end December 3s 8d, January 3s 4d, February 3s 1d and March 3s. Phosphate rates are firm, the last paid from Fernandina to Rotterdam being 19s 6d for a December boat. Cotton rates are steady and as charterers do not appear to be getting tonnage very freely, it looks like improving.

The River Plate market is steady, boats of 3,000 tonnes being fixable from the San Lorenzo limit for January, February and March loading at 21s 6d to 22s. It appears that the wheat prospects are most favourable and that the growth has now so far advanced that locusts or climatic influences cannot do much damage. It is estimated that there will be at least 900,000 tonnes of wheat available for export, while there still remain about 350,000 tonnes of old wheat, maize and linseed yet to be shipped.

The Eastern market generally is quiet. Calcutta berth rates for December are as follow: to London 23s wheat, 27s 6d linseed, 30s rapeseed and jute, to Dundee 27s 6d jute, to New York \$6 jute basis. Timber rates from Burmah to Bombay are firm at 16 rupees per load. Coal rates are steady at 7 rupees to Bombay, and 5.5 rupees to Singapore or Colombo.

On the S&P front, both the newbuilding market and the secondhand market trended sideways. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £37,400, yet still up 22% on a yearly basis, whereas a fifteen-year-old of the same dwt and specification at £17,800, or up 8.9% M-o-M.