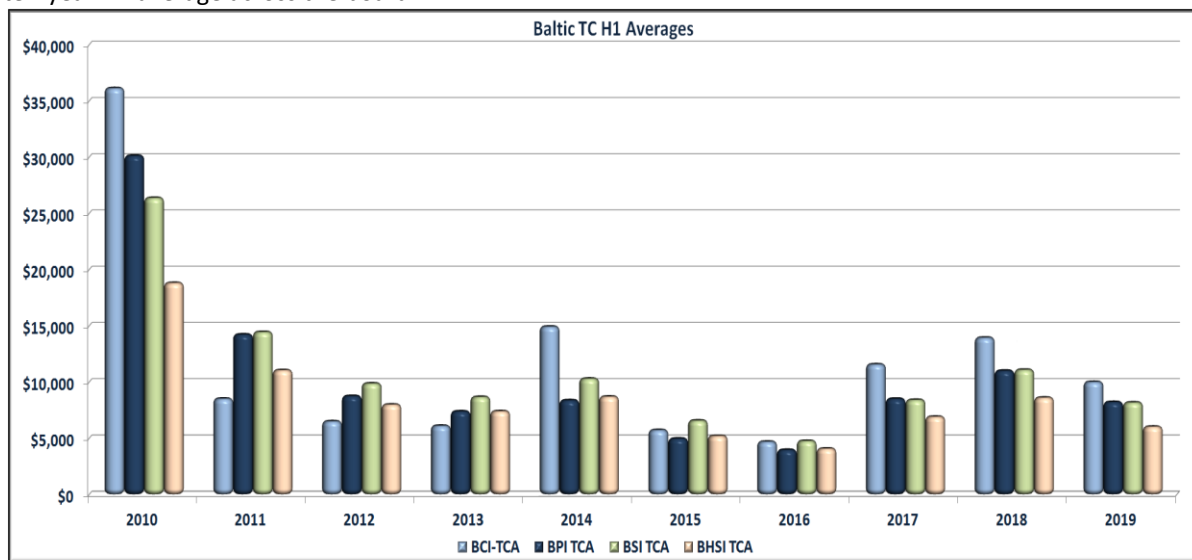
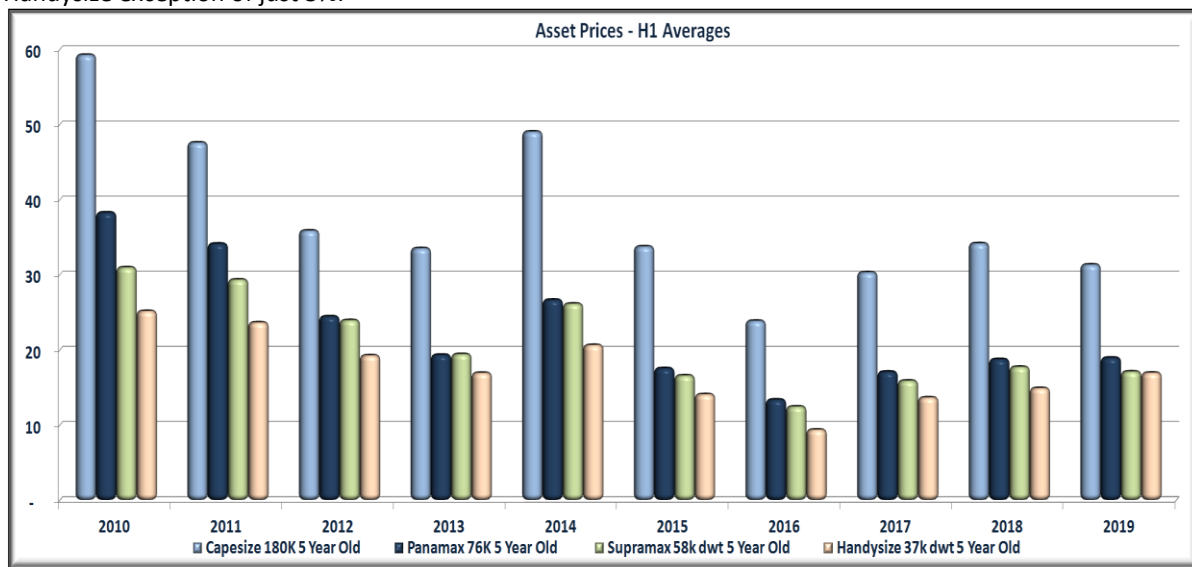


The first half of the year, lacking jauntiness, trimmed some of the optimism of the previous quarters. Following a couple of years with an upward trending freight rate environment, the lukewarm start of the current trading year didn't let the Baltic indices surpassing their 2018 levels. In particular, balancing more than 25% lower Y-o-Y during the first six months, all sub-markets of the dry bulk felt the softer tone of the macro environment. US-China trade tensions, Vale Dam accident in Brazil and weather disruptions in Pacific Ocean had a negative bearing in the market. Additionally, global GDP and trade growths lost some of their steam during the same period, overemphasizing the short-term pressure in the freight rates. In this context, Capesizes earned on average \$10,034 daily during the first half of the year, or -28% Y-o-Y. In line, Baltic Panamax index moved down, reporting a H1 average of \$8,255 daily, or 25% lower on a yearly basis. The geared segments didn't manage to resist as well, with BSI TCA averaging at \$8,204 and BHSI TCA at \$6,053, or lower 26.2% and 29.9% Y-o-Y respectively. Compared with previous first half returns, the freight market kept lingering above its average of the respective period of the last five years, yet still lagging circa \$2,000 from its ten-year H1 average across the board.



Source: Baltic Exchange, Doric Research

As for asset prices, following a period of dramatic rise on the secondhand front, the first two quarters appeared to be more cautious. With an average price of USD 31.5m for the H1 of 2019, five-year-old Capesizes balanced marginally higher than their five-year average. Panamax H1 average prices came in at USD 19m, or 10.5% more than the five-year average of the same period. The market for five-year-old Supramaxes and same-aged Handies were on average at USD 17.25m and USD 17m respectively. These levels were 7.2% and 22.8% above their average prices on the H1s of the last five years. As with the freight market, on a broader ten-year basis asset prices hovered circa 17% lower than the year H1 averages, with the Handysize exception of just 3%.



Source: Baltic Exchange, Doric Research

Having left the first half of the year behind, the market is heading towards what is usually the seasonally stronger second one, under the assumption of a positive outcome of the playful Greco-Roman wrestling on the trade war front.

**Freight market 120yrs ago (page 12):** "With the exception of the Eastern and River Plate markets, which continue firm and active, chartering has been almost at a standstill..."

## 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

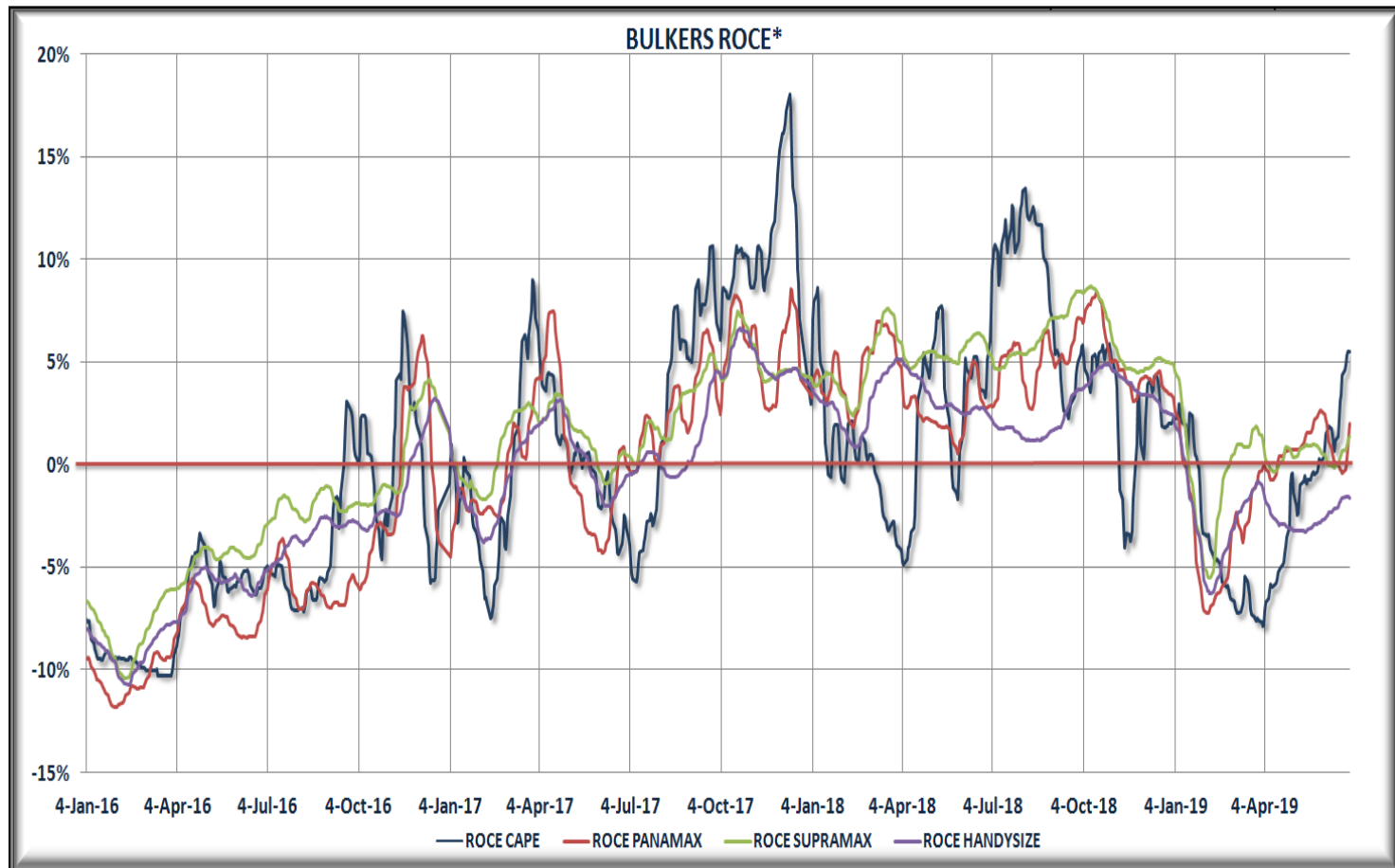
Email:

research@doric.gr

## Dry Cargo Spot Market

Steaming further north, the Dry Bulk Index scored afresh year highs this week, concluding at 1354 points on this Friday's closing. With a solid 9.2% weekly increase, the Baltic Capesize Index returned to meaningful levels, ending the week at 2488 points. On the same wavelength, the Baltic Panamax Index ended at 1286 points, or 190 points above June minima. Being on an upward trend for the second week in a row, the Baltic Supramax Index balanced at 787 points. Less intensely but towards the same direction, the Baltic Handysize Index ended the week at 442 points, or marginally 0.5% higher W-o-W.

At the box office, setting aside the Handysize, the after depreciation returns on capital employed of all bulkers stood above the zero-percent mark. In particular, Capesize ROCE lay at 5.5% and Panamax ROCE at 2.0%, or strongly up 119 and 236 basis points on a weekly basis respectively. Increasing by 74 bps, Supramax ROCE balanced at 1.4%. Handy ROCE managed to cover some ground, yet still remaining below zero at -1.6%.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
24-Jun-19	1258	\$18,287	\$8,914	\$8,626	\$6,544
25-Jun-19	1280	\$18,539	\$9,221	\$8,739	\$6,550
26-Jun-19	1317	\$19,117	\$9,550	\$8,852	\$6,540
27-Jun-19	1340	\$19,296	\$9,960	\$8,962	\$6,543
28-Jun-19	1354	\$19,360	\$10,301	\$9,014	\$6,523
12-month High	1774	\$27,283	\$14,385	\$13,431	\$9,772
12-month Low	595	\$3,460	\$4,435	\$4,837	\$4,198
12-month Avg	1193	\$14,557	\$10,296	\$10,054	\$7,425
Avg. Cal 2018	1353	\$16,529	\$11,609	\$11,437	\$8,700
Avg. Cal 2017	1145	\$15,129	\$9,766	\$9,168	\$7,636

**\*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.

The **Capesize** market has moved further up this week with the Baltic 5TC Average touching \$19,360 daily, or up 7.9% w-o-w. Despite numerous newsflash of Chinese cutting coal imports for the third and fourth quarter and huge infrastructure costs on Brazilian iron ore mines, most seaborne trades seem to share a good momentum.

In the east, despite a general positive sentiment, the benchmark C5 index has softened somehow, closing at tick over \$7 pmt. On T/C basis, the 'Dione' (180,132 dwt, 2009) was reported at \$15,750 daily with 30 June delivery Zhoushan for a round trip via West Australia to South Korea. On the coal trading, bids have not exceeded the \$18,000 threshold depend on delivery/tonnage size and specs. 'Genco Resolute' (181,060 dwt, 2015) fixed at \$17,000 daily with 2 July delivery Pyeongtaek via Australia to China. 'Erato' (180,120 dwt, 2010) got \$18,000 for one t/c trip via Australia to China. A huge boost on the C14 index has had a huge impact on the Australian and Indonesian iron ore trades, attracting a great volume of tonnage. 'Stella Naomi' (180,000 dwt, 2016) gone at a strong \$22,000 with prompt delivery Vietnam via Brazil (option to load from West Africa) for a round trip, back to Singapore-Japan.

In the West, the iron ore exports from all major ports have strengthen the overall feel in the Capesize market. The Majors in their effort to recover this year's enormous infrastructure costs, had to face a serious lack of tonnage to cover existing demand. The front-haul T/C rates have gone sky-high. On closing week, 'Stella Anita' (180,355 dwt, 2012) was fixed for a front-haul trip at \$50,000 daily with 30 June delivery Karabiga via Black Sea to the Far East. Earlier this week, another two capsize, were reported done at \$45,000 daily with East Mediterranean (prompt) delivery. For both C2 and the benchmark C3 indices was noted an increase of approximately \$2 pmt since mid June. The C3 is surely sitting on the driver's seat for the past two weeks, paying healthier levels.

On the period front, 'Semirio' (174,267 dwt, 2007) was fixed at \$15,750 with 29 June/10 July delivery Taicang for about 15 to 18 months. The 'Navios Beaufiks' (180,310 dwt, 2003) got \$18,500 for a smaller period of 6 to 8 months with 10/15 July delivery in China.

Representative Capesize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Dione	180,132	2009	Zhoushan	30 June	Korea	\$15,750	Korea Line	via Waus
Genco Resolute	181,060	2015	Pyeongtaek	2 July	China	\$17,000	Panocean	via Aus
Erato	180,120	2010	Rizhao	6 July	China	\$18,000	Panocean	via Aus
Stella Anita	180,355	2012	Karabiga	30 June	Singapore-Japan	\$50,000	Classic Maritime	via Blsea
Stella Naomi	180,000	2016	Vietnam	prompt	Singapore-Japan	\$22,000	Cofco	via Brazil/inco Wafr
Semirio	174,267	2007	Taicang	29 June/10 July	worldwide	\$15,750	Korea Line	15/18 mos
Navios Beaufiks	180,310	2003	China	10/15 July	worldwide	\$18,500	Singapore Marine	6/8 mos

A different scene this week in the **Panamax** sector with noticeable gains on all trades, with the BPI TCA reaching \$10,301 daily.

In the Pacific arena, rates moved upwards due to increased activity with quick rounds paying well in the 10's for Kamsarmaxes basis South China delivery and loading from Indonesia. Rates from Australia to India also moved in similar levels, whilst No Pac demand for grains remained supported. ECSA continues to be positive assisted by the evident lack of tonnage in the Med. The latter is starting to offer opportunities for prompt vessels PMO/W.C. India range. From North Pacific the 'Tw Manila' (93,250 dwt, 2012) was reported fixed with delivery Nagoya 23 June for a trip to China at \$10,000 daily with Cobelfret. For an Australian run the 'Stic Huangsha' (76,155 dwt, 2012) with delivery S. Korea 30 June – 04 July for a trip via Newcastle to S. China at \$10,750 daily. 'Blumenau' (81,652 dwt, 2012) basis delivery Taichung agreed \$10,000 for the premium paying alumina via Bunbury to PG. The Noble relet 'Jy Pacific' ex Yard CJK achieved \$11,000 daily for a coal trip to india with Tata NYK. Further South, the smaller 'Princess Doris' (74,716 dwt, 2001) was fixed with prompt delivery Putian at \$9,000 daily for a similar round. The 'Medi Sydney' (81,788 dwt, 2015) with delivery Hong Kong 27/28 June fixed at \$10,500 for a trip via Indonesia to Philippines with Norden.

From the Atlantic side, rates for fronthaul trips via ECSA, overcame the psychological of \$15k and 500k bb for nice Kamsarmaxes. The limited availability of vessels in the North and in the Med forced charters to become inventive as in the case of 'Hercules' (75,200 dwt, 2013) which was fixed for a trip via Continent to India at \$11,000 daily but with redelivery Cape Town. 'Georgitsi' (81,310 dwt, 2012) was linked to Bunge for a trip via ECSA for mid July arrival to Singapore- Japan range at \$15,250 & 525,000 bb. The smaller 'Achilles' (76,878 dwt, 2004) managed retro delivery Ennore 30 June with same redelivery at \$12,000 daily. From the almost "forgotten" this year US Gulf, 'Santa Regina' (82,700 dwt, 2014) fixed with delivery Gibraltar to Cargill for a trip to China at \$19K. The 'Sea Hope' (79,461 dwt, 2010) was fixed via Orinocco to China at 15,000 and 550,000 bb to New Legend. As far as transatlantic cargoes, the 'Panther Max' (81,283 dwt, 2012) was fixed to Uniper with prompt delivery Aghinish for a trip via USEC to Jorf Lasfar at a daily rate of \$12,500. The 'RB Lea' (82,000 dwt, 2017) agreed at 16,500 with Cargill aps ECSA 5-6 July and redelivery Skaw-Gib Range. Last but not least the 'Stahla' (76,059 dwt, 2012) fixed Cargill-obtaining full ballast remuneration- with prompt delivery EC India at \$11K daily via Black Sea and to Far East.

Period interest from charterers side is increasing, but not many fixtures reported. Noble fixed the 'JY Pacific' with delivery ex yard CJK 1-5 July for 11/13 months trading at \$12,250 daily.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Tw Manila	93,250	2012	Nagoya	23-Jun	China	\$10,000	Cobelfret	
Stic Huangsha	76,155	2012	S. Korea	prompt	S. China	\$10,750	cnr	via Newcastle
Blumenau	81,652	2012	Taichung	prompt	PG	\$10,000	cnr	via Bunbury
Princess Doris	74,716	2001	Putian	prompt	India	\$9,000	cnr	
Medi Sydney	81,788	2015	Hong Kong	27/28 Jun	Philippines	\$10,500	cnr	via Indonesia
Georgitsi	81,310	2012	ECSA	16-Jul	Singapore-Japan	\$15,250 + \$525,000 bb	Bunge	
RB Lea	82,000	2017	ECSA	5-6 Jul	Skaw-Gib Range	\$16,500	cnr	
JY Pacific	82,000	2019	ex yard CJK	01/05 Jul	WW	\$12,250	Noble	11/13 months

With a 5.2% weekly increase, the Baltic **Supramax** index concluded at \$9,014 daily.

Another disappointing week is ending in the Pacific with most shipowners commenting that market lacks direction. Market dynamics in NoPac continue to work against owners, a trend that has persisted since early 2019. On the few fixtures which have been reported, the 'Glorius Hope' (55,851 dwt, 2013) obtained \$7.5K basis delivery Hibikinada for trip with grains via NoPac to the Philippines. North China continues to be dormant, as a direct result of her role reversal over the last few months from leading producer to major consumer. Rates on Supras from China to SE Asia are hovering around \$5K. Moving on to another major exporting area, SE Asia is trying to stabilize. The "Densa Dolphin" (58,772 dwt, 2010) was reported at \$11K basis delivery Spore for coal via Indonesia to S. China. From the same range, the "Star Eracle" (58,018 dwt, 2012) was fixed at \$10K daily basis delivery Sungai Pankang via Indonesia to WCI. The sentiment in the Indian Ocean is optimistic due to sustained and robust volumes of iron ore being supplied. The "Athos" (56,794 dwt, 2009) fixed \$11,500 basis delivery Chittagong for iron ore via ECI to China. Owners operating in the PG are still concerned by the attacks on two tankers at the Strait of Hormuz. The "Amis Glory" (55,474 dwt, 2016) did a trip via PG to ECI at \$14K daily basis delivery Bhavnagar. The strength in rates from South Africa encouraged more and more owners to ballast their ships. The "Equinox Dawn" (52,000 dwt, 2002) fixed at \$12,250 plus \$225K bb, delivery Cape Town 29 June-01 July for trip via Saldanha Bay to Far East.

The Atlantic showed positive signs this week with levels hinting an overall upswing. USG maintained its momentum with 'Madison Eagle' (63,310 2013) fixing around \$20,750 for a petcoke trip to Japan. 'Nautical Georgia' (63,435 2017) fixed an inter-Caribbean trip at \$15,200. Further south, in ECSA 'Doric Shogun' (63,347 2016) open in ECSA was rumoured to have fixed a trip to China at low \$14,000 plus low \$400,000, whereas an Oshima-60 in North Brazil scored \$15,000 for a trip with grains into the Med. The Black Sea/Med area seemed to have gotten an extra boost following recent developments in the PG absorbing some of its vessels; it was rumoured an ultramax fixed at \$13,000 delivery WCI for a trip via Black Sea to SE Asia. The 'Aquitania' (55,932 06) fixed at high \$9,000s basis delivery Otranto for a trip via Barcelona to Douala with clinker and 'Avra I' (56,698 2010) fixed at \$10,000 basis delivery Canakkale for a trip via Black Sea into the Spanish Med. In Continent there was no substantial shift; the 'Feng He Hai' (63,244 20016) fixed a scrap cargo to East Med at \$8,500.

Period-wise a 55k dwt, open Kinuura, Japan 2/5 July fixed a period of 5/7 months trading at \$10,500 daily.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Madison Eagle	63,310	2013	USG	Prompt	Japan	\$20,750	cnr	
Nautical Georgia	63,435	2017	Caribbean	Prompt	Caribbean	\$15,200	cnr	
Doric Shogun	63,347	2016	ECSA	11/13 July	China	low \$14,000 + \$400K bb	Cofco	
Aquitania	55,932	2016	Otranto	Prompt	Douala	high \$9,000	Meridian	clinker
Avra I	56,698	2010	Canakkale	Prompt	Spanish Med	\$10,000	cnr	
Femh He Hai	63,244	2016	Continent	Prompt	East Med	\$8,500	EMR	

Trending sideways, the **Handysize** finished this week at \$6,523 daily.

For the Handies in the East, the general feeling and sentiment remain negative. With the first six months of 2019 ending this weekend we can say that all the expectations the market had, until now, for a healthy year, were subverted. The blend of the geopolitical turmoil with the general economic uncertainty does not allow much confidence to be built for the rest of the year. In the spot market things are still grim. MV 'Blessing SW' (29,747 dwt, 2010) open in Kashima on the 24<sup>th</sup> of June was fixed at \$6,750 dop for a trip with grains via NoPac to Japan. Mv 'Htk Neptune' (37,426 dwt, 2007) open in CJK on the 26<sup>th</sup> of June was agreed at \$7,500 dop for a petcoke run via Yangtze River to the Persian Gulf. In SeAsia, mv 'Port Alfred' (29,678 dwt, 2005) open at Bangkok on the 24<sup>th</sup> of June was concluded at \$6,500 dop for a sugar trip from Thailand to Indonesia. In the Australian front, 'Ikan Jenahar' (31,755 dwt, 2010) open at Cigading on the 23<sup>rd</sup> of June fixed at \$6,500 dop for a West coast Australia to China alumina trip. In the Persian Gulf the market has yet to find balance however participants have started adjusting to the new extra war risk insurance premia that were implemented only last week.

It was a rather active in the Atlantic region with many reported fixtures and generally fairly improved rates. The Atlantic Handysize routes climbed up every single day of the week with USG leading the race, reaching \$8,686 today from \$8,314 at the closing of business last Friday. A 38k dwt allegedly fixed a 12-18 days trip from USG to EC Mexico with petcoke at a thriving \$25,000, although no further details emerged. In ECSA the 'Western Aida' (37,452 dwt, 2012) fixed basis aps North Brazil to Atlantic Colombia with grains at a good \$12,500 to WBC while the 'Alma Shina' (29,942 dwt, 2002) fixed \$10,250 basis Praia Mole to Bilbao with Weco, yet another strong rate considering her size and age. In the Mediterranean-Black Sea area the 'Ocean Happiness' (37,572 dwt, 2017) fixed aps Tuapse with steels to Usg-Ncsa at \$6,000 with WBC. The 'Great Reward' (31,785 dwt, 2011) fixed \$8,000 basis Canakkale with grains to West Mediterranean and the 'Western Paris' (38,800 dwt, 2015) fixed basis Casablanca to East Mediterranean petcoke at \$13,100. Continent was probably the softest area this week in terms of activity however we saw 'Cielo di Virgin Gorda' (39,202 dwt, 2015) fixing a strong \$8,500 for 40 days and \$10,500 thereafter for trip to USG basis Immingham delivery.

On the period front, the 'Monterey Bay' (36,887 dwt, 2013) open at Nola 1-4 July, fixing \$11,000 for 3-5 months and redelivery Atlantic.

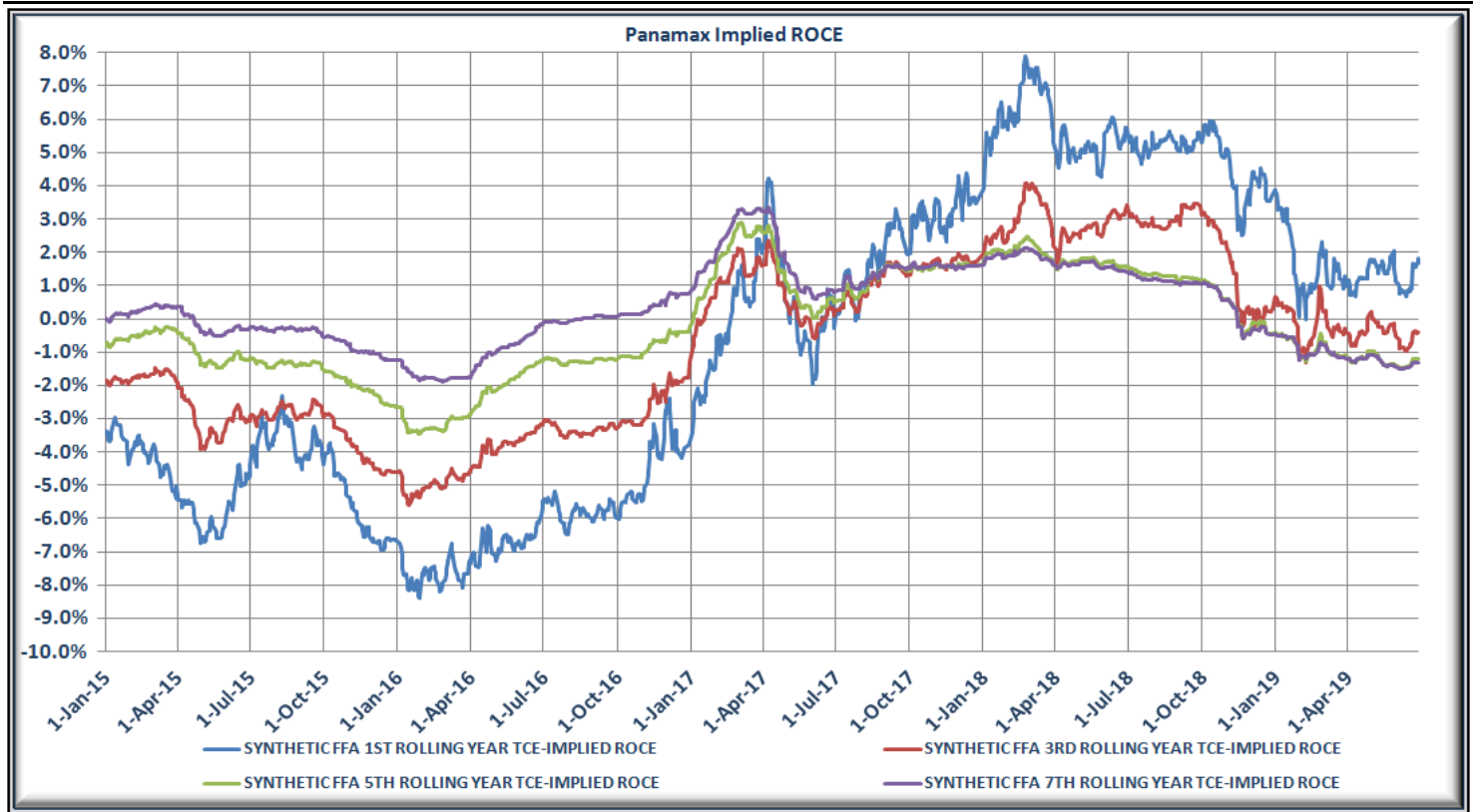
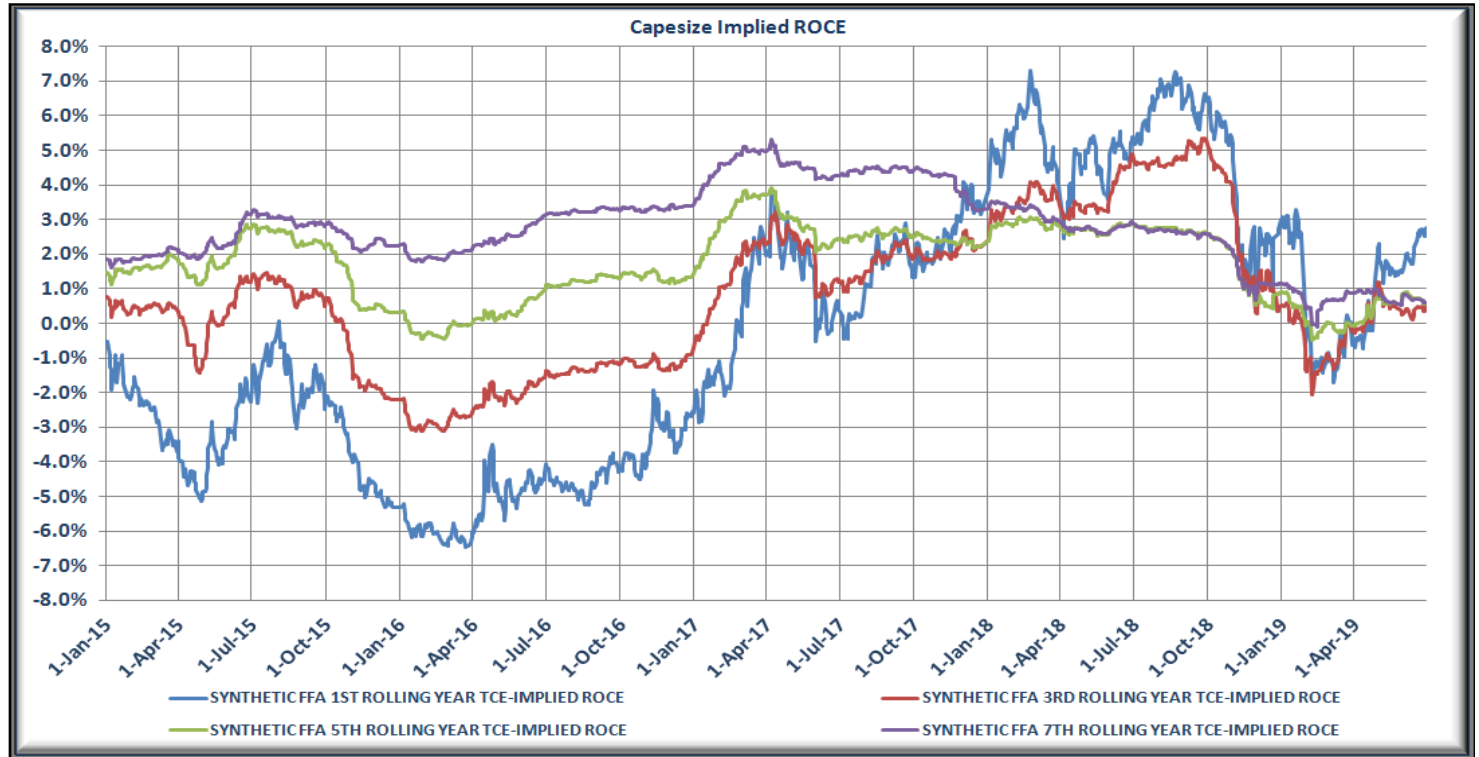
Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Blessing SW	29,747	2010	Kashima	prompt	Japan	\$6,750	cnr	grains via Nopac
HTK Neptune	37,426	2007	CJK	prompt	PG	\$7,000	cnr	petcoke
Port Alfred	29,678	2005	Bangkok	prompt	Indonesia	\$6,500	cnr	sugar
Ikan Jenahar	31,755	2010	Cigading	prompt	China	\$6,500	cnr	alumina via W.Australia
Monterey Bay	36,887	2013	Nola	prompt	Atlantic	\$11,000	Weco	short period 3-5 months
Western Aida	37,452	2012	North Brazil	prompt	Atl Colombia	\$12,500	Western Bulk	grains
Alma Shina	29,942	2002	Praia Mole	prompt	Bilbao	\$10,250	Weco	grains
Ocean Happiness	37,572	2017	Tuapse	prompt	Usg/Ncsa	\$6,000	Western Bulk	steels
Great Reward	31,785	2011	Canakkale	prompt	West med	\$8,000	Cnr	grains
Western Paris	38,800	2015	Casablanca	prompt	East Med	\$13,100	Cnr	petcoke
Cielo di Virgin Gorda	39,202	2015	Immingham	prompt	Usg/Ncsa	\$8,500 40d/\$10,500 bal	cnr	various



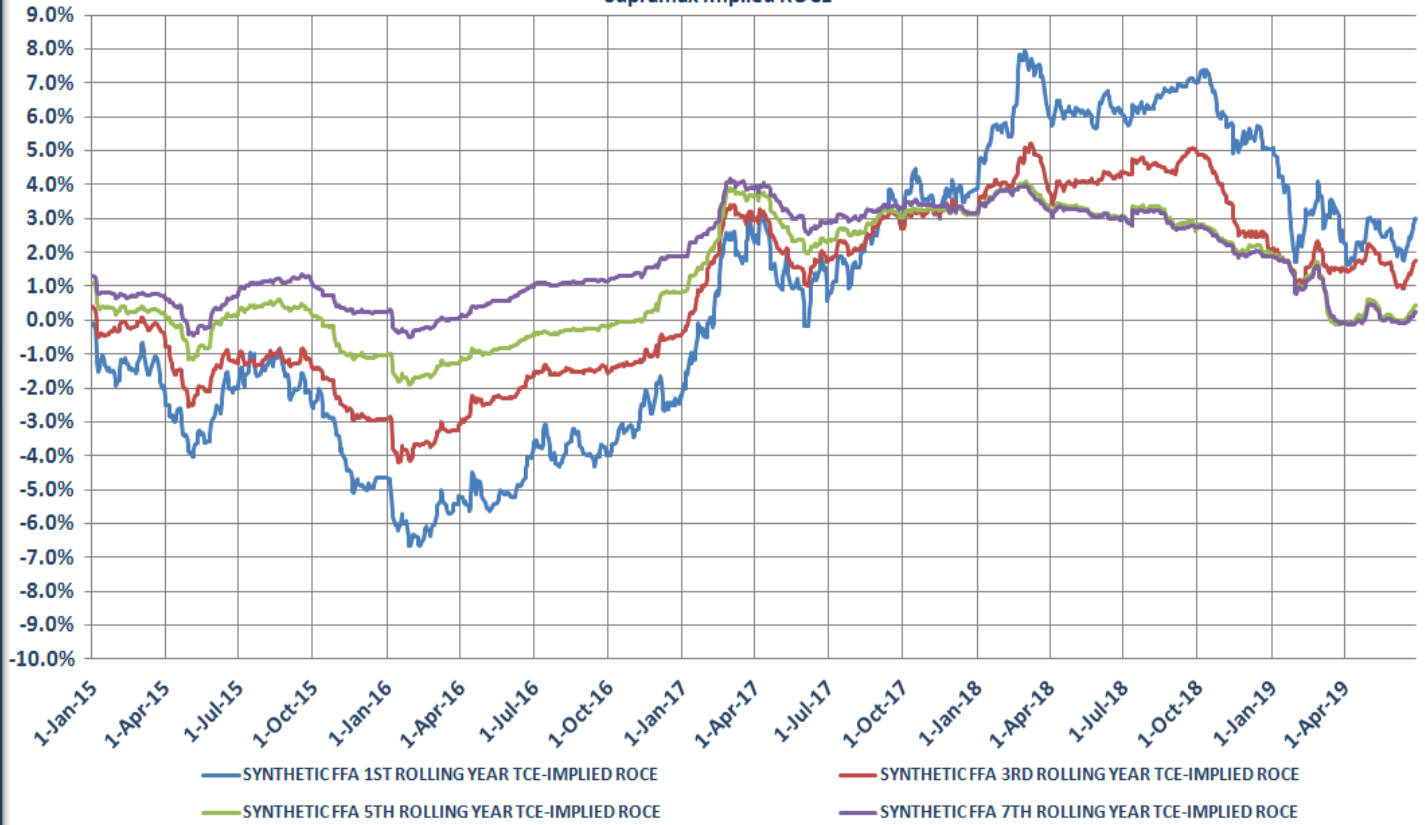
## FFA Market

Setting aside the Handysize segment, the forward curves of the sector moved further up during the 26th week of the year. In line with the spot market, the prompt months of the Capesize reported gains, with July contracts balancing at \$18,317 and August at \$17,996. The front end of the Panamax curve went marginally higher, with July contracts ending at \$10,867 and August at \$11,063 daily. Towards the same direction, Supramax forward market balanced higher, with July hovering at \$9,829 and August at \$10,550 daily. Lastly, prompt Handy contracts reported marginal losses at July levels of \$7,100 daily.

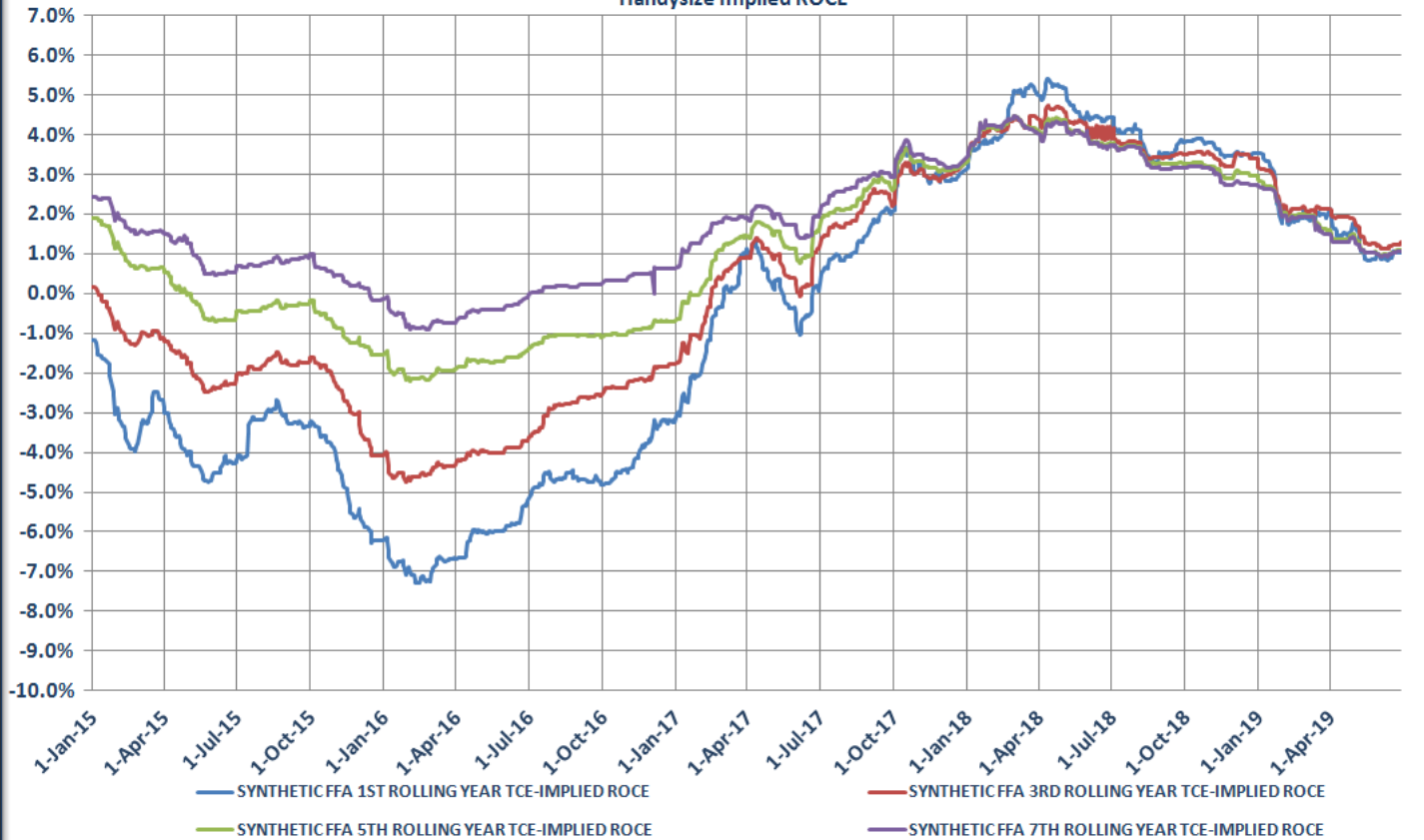
Against these movements, Capesize first rolling year implied ROCE went 10 bps higher to 2.8%, whilst Panamax returns were balancing higher at 1.8%. Supramax implied ROCE lingered at 3.0% and Handy at 1.0%, or up 60 bps and down 10 bps respectively.



Supramax Implied ROCE



Handysize Implied ROCE



**BFA Cape 5TC**

Date	Jul (19)	Aug (19)	Sept (19)	Q3 (19)	Q4 (19)	Q1 (20)	Cal 20	Cal 24	Cal 25
24-Jun-19	\$18,188	\$17,942	\$18,067	\$18,066	\$19,058	\$13,067	\$15,032	\$13,617	\$13,608
25-Jun-19	\$18,292	\$17,933	\$18,021	\$18,082	\$18,988	\$13,096	\$15,014	\$13,592	\$13,604
26-Jun-19	\$18,029	\$17,808	\$17,908	\$17,915	\$18,825	\$13,046	\$14,934	\$13,511	\$13,531
27-Jun-19	\$17,733	\$17,642	\$17,767	\$17,714	\$18,775	\$13,017	\$14,900	\$13,511	\$13,531
28-Jun-19	\$18,317	\$17,996	\$18,079	\$18,131	\$19,088	\$13,213	\$15,106	\$13,538	\$13,550
Week High	\$18,317	\$17,996	\$18,079	\$18,131	\$19,088	\$13,213	\$15,106	\$13,617	\$13,608
Week Low	\$17,733	\$17,642	\$17,767	\$17,714	\$18,775	\$13,017	\$14,900	\$13,511	\$13,531
Week Avg	\$18,112	\$17,864	\$17,968	\$17,982	\$18,947	\$13,088	\$14,997	\$13,554	\$13,565

**BFA Panamax 4TC**

Date	Jul (19)	Aug (19)	Sept (19)	Q3 (19)	Q4 (19)	Q1 (20)	Cal 20	Cal 24	Cal 25
24-Jun-19	\$10,308	\$10,775	\$10,879	\$10,654	\$10,879	\$8,925	\$9,376	\$8,238	\$8,213
25-Jun-19	\$10,492	\$10,775	\$10,829	\$10,699	\$10,783	\$8,908	\$9,342	\$8,238	\$8,204
26-Jun-19	\$10,604	\$10,904	\$10,938	\$10,815	\$10,858	\$8,933	\$9,342	\$8,238	\$8,204
27-Jun-19	\$10,704	\$10,900	\$10,933	\$10,846	\$10,842	\$8,917	\$9,329	\$8,238	\$8,204
28-Jun-19	\$10,867	\$11,063	\$11,021	\$10,983	\$10,958	\$9,033	\$9,393	\$8,233	\$8,208
Week High	\$10,867	\$11,063	\$11,021	\$10,983	\$10,958	\$9,033	\$9,393	\$8,238	\$8,213
Week Low	\$10,308	\$10,775	\$10,829	\$10,654	\$10,783	\$8,908	\$9,329	\$8,233	\$8,204
Week Avg	\$10,595	\$10,883	\$10,920	\$10,799	\$10,864	\$8,943	\$9,356	\$8,237	\$8,207

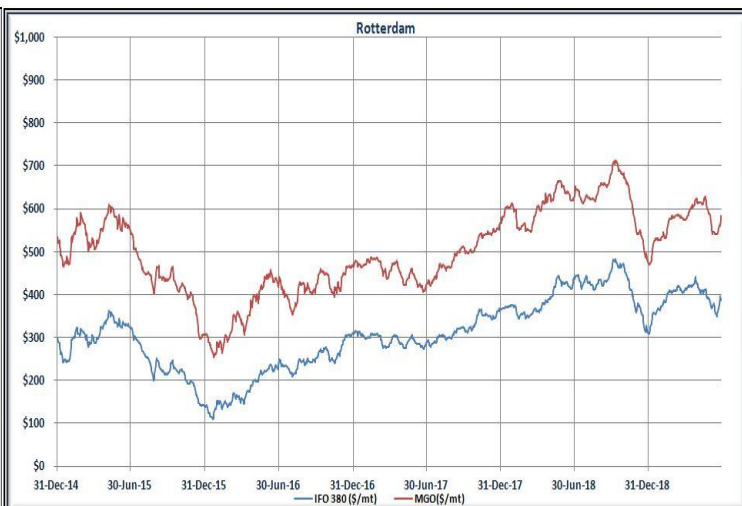
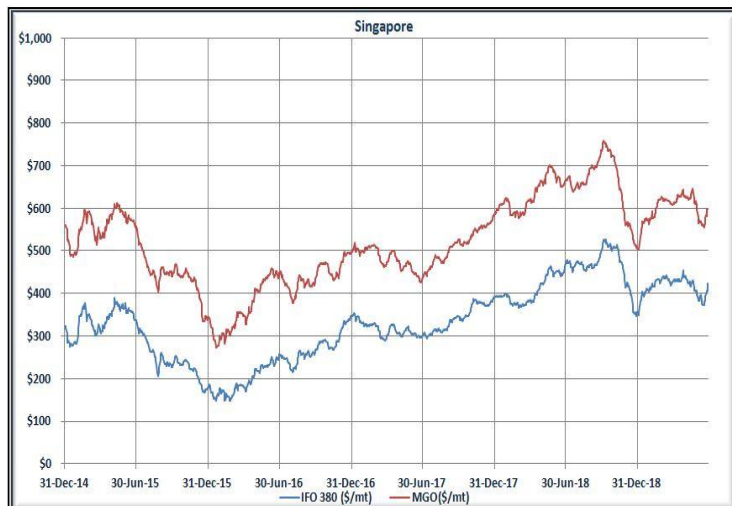
**BFA Supra 10TC**

Date	Jul (19)	Aug (19)	Sept (19)	Q3 (19)	Q4 (19)	Q1 (20)	Cal 20	Cal 24	Cal 25
24-Jun-19	\$9,654	\$10,313	\$10,496	\$10,154	\$10,413	\$8,688	\$9,633	\$8,296	\$8,258
25-Jun-19	\$9,754	\$10,363	\$10,563	\$10,227	\$10,408	\$8,717	\$9,625	\$8,313	\$8,275
26-Jun-19	\$9,829	\$10,429	\$10,654	\$10,304	\$10,438	\$8,742	\$9,700	\$8,338	\$8,308
27-Jun-19	\$9,863	\$10,492	\$10,729	\$10,361	\$10,479	\$8,750	\$9,704	\$8,346	\$8,317
28-Jun-19	\$9,829	\$10,550	\$10,767	\$10,382	\$10,471	\$8,754	\$9,713	\$8,363	\$8,333
Week High	\$9,863	\$10,550	\$10,767	\$10,382	\$10,479	\$8,754	\$9,713	\$8,363	\$8,333
Week Low	\$9,654	\$10,313	\$10,496	\$10,154	\$10,408	\$8,688	\$9,625	\$8,296	\$8,258
Week Avg	\$9,786	\$10,429	\$10,642	\$10,286	\$10,442	\$8,730	\$9,675	\$8,331	\$8,298

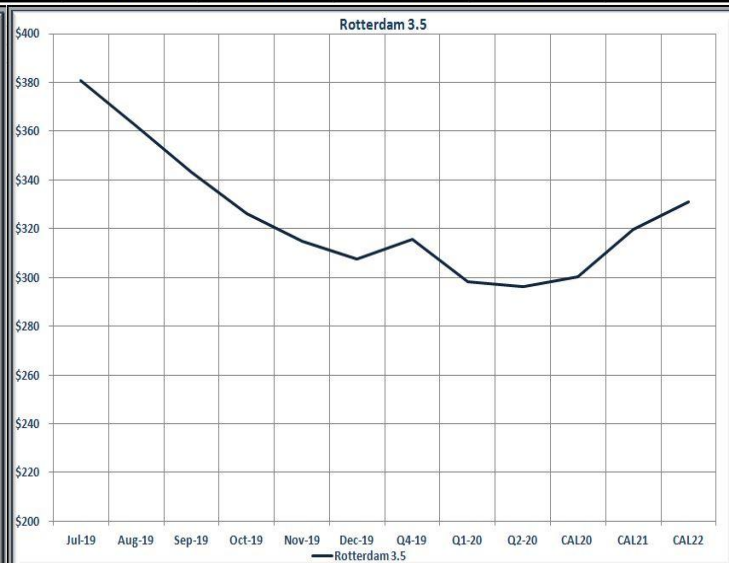
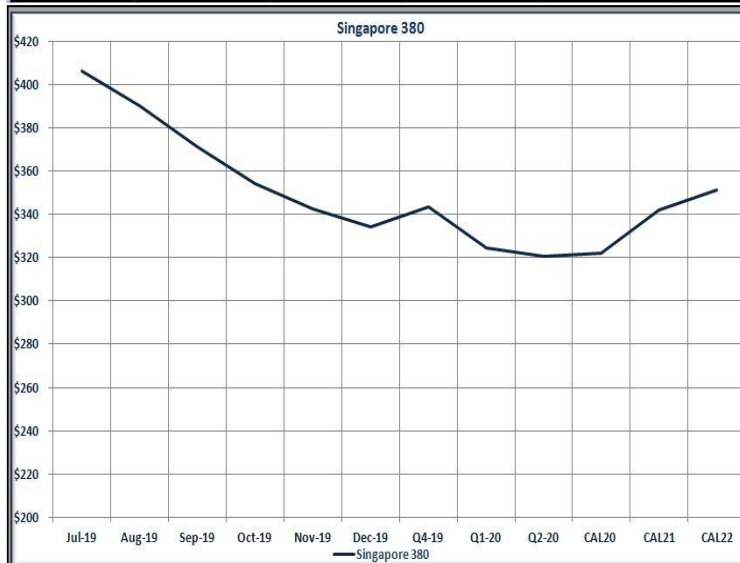
**BFA Handysize TC**

Date	Jul (19)	Aug (19)	Sept (19)	Q3 (19)	Q4 (19)	Q1 (20)	Cal 20	Cal 24	Cal 25
24-Jun-19	\$7,163	\$7,500	\$7,875	\$7,513	\$8,313	\$7,400	\$7,956	\$7,875	\$7,875
25-Jun-19	\$7,163	\$7,500	\$7,875	\$7,513	\$8,313	\$7,400	\$7,956	\$7,875	\$7,875
26-Jun-19	\$7,163	\$7,500	\$7,875	\$7,513	\$8,313	\$7,400	\$7,956	\$7,875	\$7,875
27-Jun-19	\$7,163	\$7,500	\$7,863	\$7,508	\$8,313	\$7,400	\$7,956	\$7,875	\$7,875
28-Jun-19	\$7,100	\$7,463	\$7,819	\$7,461	\$8,288	\$7,400	\$7,981	\$7,875	\$7,875
Week High	\$7,163	\$7,500	\$7,875	\$7,513	\$8,313	\$7,400	\$7,981	\$7,875	\$7,875
Week Low	\$7,100	\$7,463	\$7,819	\$7,461	\$8,288	\$7,400	\$7,956	\$7,875	\$7,875
Week Avg	\$7,150	\$7,493	\$7,861	\$7,502	\$8,308	\$7,400	\$7,961	\$7,875	\$7,875

## Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
24-Jun-19	\$377	\$560	\$402	\$589	\$386	\$698	\$399	\$614	\$389	\$600
25-Jun-19	\$394	\$565	\$402	\$582	\$393	\$698	\$413	\$611	\$388	\$608
26-Jun-19	\$397	\$560	\$406	\$597	\$396	\$708	\$419	\$613	\$389	\$609
27-Jun-19	\$387	\$575	\$406	\$597	\$396	\$708	\$425	\$626	\$401	\$618
28-Jun-19	\$390	\$583	\$424	\$597	\$410	\$703	\$431	\$633	\$408	\$618
12-month High	\$483	\$712	\$526	\$759	\$529	\$798	\$510	\$768	\$750	\$767
12-month Low	\$309	\$469	\$347	\$502	\$336	\$666	\$352	\$545	\$328	\$539
12-month Avg	\$407	\$598	\$440	\$629	\$436	\$733	\$437	\$657	\$417	\$653



Singapore	28-Jun-19	Week max	Week low	Week Avg	RTDM 3.5	28-Jun-19	Week max	Week low	Week Avg
Jul-19	\$406.0	\$406.0	\$387.1	\$399.0	Jul-19	\$381.0	\$381.0	\$360.3	\$372.3
Aug-19	\$390.0	\$390.0	\$375.4	\$385.2	Aug-19	\$362.0	\$362.1	\$345.0	\$355.7
Sep-19	\$371.3	\$371.9	\$360.4	\$368.0	Sep-19	\$343.3	\$343.6	\$329.0	\$338.3
Oct-19	\$354.0	\$355.1	\$347.1	\$352.4	Oct-19	\$326.0	\$326.4	\$314.3	\$322.4
Nov-19	\$342.5	\$343.9	\$337.6	\$341.7	Nov-19	\$314.8	\$315.3	\$304.8	\$312.1
Dec-19	\$334.0	\$335.6	\$330.6	\$333.8	Dec-19	\$307.5	\$308.6	\$298.3	\$305.3
Q3-19	\$389.1	\$389.1	\$374.3	\$384.1	Q3-19	\$362.1	\$362.1	\$344.8	\$355.4
Q4-19	\$343.6	\$344.4	\$337.5	\$342.4	Q4-19	\$315.6	\$317.0	\$308.5	\$313.9
Q1-20	\$324.6	\$327.4	\$321.8	\$324.7	Q1-20	\$298.1	\$301.0	\$294.0	\$297.8
Q2-20	\$320.6	\$324.2	\$318.0	\$320.9	Q2-20	\$296.1	\$299.5	\$292.3	\$295.9
CAL20	\$322.2	\$324.4	\$319.0	\$322.1	CAL20	\$300.2	\$302.4	\$292.9	\$298.6
CAL21	\$342.2	\$344.4	\$339.0	\$342.1	CAL21	\$319.7	\$321.9	\$312.4	\$318.1
CAL22	\$351.2	\$353.4	\$348.0	\$351.1	CAL22	\$331.0	\$333.1	\$323.6	\$329.4



## Dry Bulk S&P Market

Ralph Waldo Emerson was quoted as saying, "Bad times have a scientific value. These are occasions a good learner would not miss". The last decade has certainly shown us that our industry has experienced more than its fair share of tough times. The new status quo in shipping brought on by the financial crunch years ago, along with the glut of vessels pumped into the market, is one of more measured movement and a "slow and steady wins the race" mindset. That doesn't mean that there aren't glimpses of the good ole' days with periods of spiked activity, risk-taking moves and maneuvers based on optimism. Zooming in on the first half of the year we saw the bigger sizes feeling the pressure and taking hits. However, based on recent activity in the 2nd hand market - taking into account both deals concluded as well as enquiries floating around - it would seem we may be in the midst of moves being made on speculation that better times lie ahead. The Panamax segment continues to hold center stage. The impetus is perhaps twofold, with China's appetite for vintage ships not waning (seen by the sustained flurry of deals reported involving Chinese buyers) and the increased interest - demand portrayed by enquiries in the market; the latter falling in line with a sentiment of optimism for the 2nd half of the year perhaps. The deals reported this week show stability across all sizes.

The post-panamax 'Ocean Ruby' (92,5k/Cosco Dalian/2010) went to European buyers at around \$13.2 mill, in line with the sale of the 'Royal Maybach' (93k/Yangfan/2010) 2 weeks ago, also done in the \$13s. Within the Panamax segment, 'Tai Progress' (77k/CSBS Taiwan/2004), was sold at circa \$7.5 mill to Chinese buyers. It's worth mentioning that she was sold having freshly passed her SS and BWTS fitted, a reason she fetched about \$1 mil more than the 'Thetis' (74k/China/2004) got last week. The 'Banzaï' (74k/Namura/2002) was sold in the region of \$7 mill to Chinese interests and this falls in stride with the recently reported 'Rodon Amarandon' (74k/ 2001), done at mid-\$6 mill.

Moving down to the Supras, the 'Suse' (57k/Hantong/2011) found Greek takers in the high \$10 mill, fetching a bit more than the 1-year older 'Vil Baltic' concluded last week. The 'Lake Dynasty' (55k/Mitsui/2009) went for \$13.3 mill to Bangladeshi suitors, while the 'Pistis' (52k/Tsuneishi/2004, SS/DD DUE 08/2019) was sold to Chinese buyers at \$7.5 mill, both ships with their SS/DD just over the horizon and both deals in line with recent 'last dones'. The vintage Handymaxes continue to find new homes at lasting levels with the 'Odigitria' (46k/Mitsui/2001, DD DUE 08/2019) sold in the high \$5's mill and the 'Star Masaya' (42,7k/IHI/1998) concluded at \$4.2 mill both to Chinese buyers. In the Handysize segment, a deal was concluded on behalf of Greek buyers, with the 'Daiwan Brave' (34,3k/Namura/2014) going for \$15 mill, a price reflective of her Japanese pedigree and all the extra fixings, namely, SS/DD freshly passed 04/2019 and BWTS fitted.

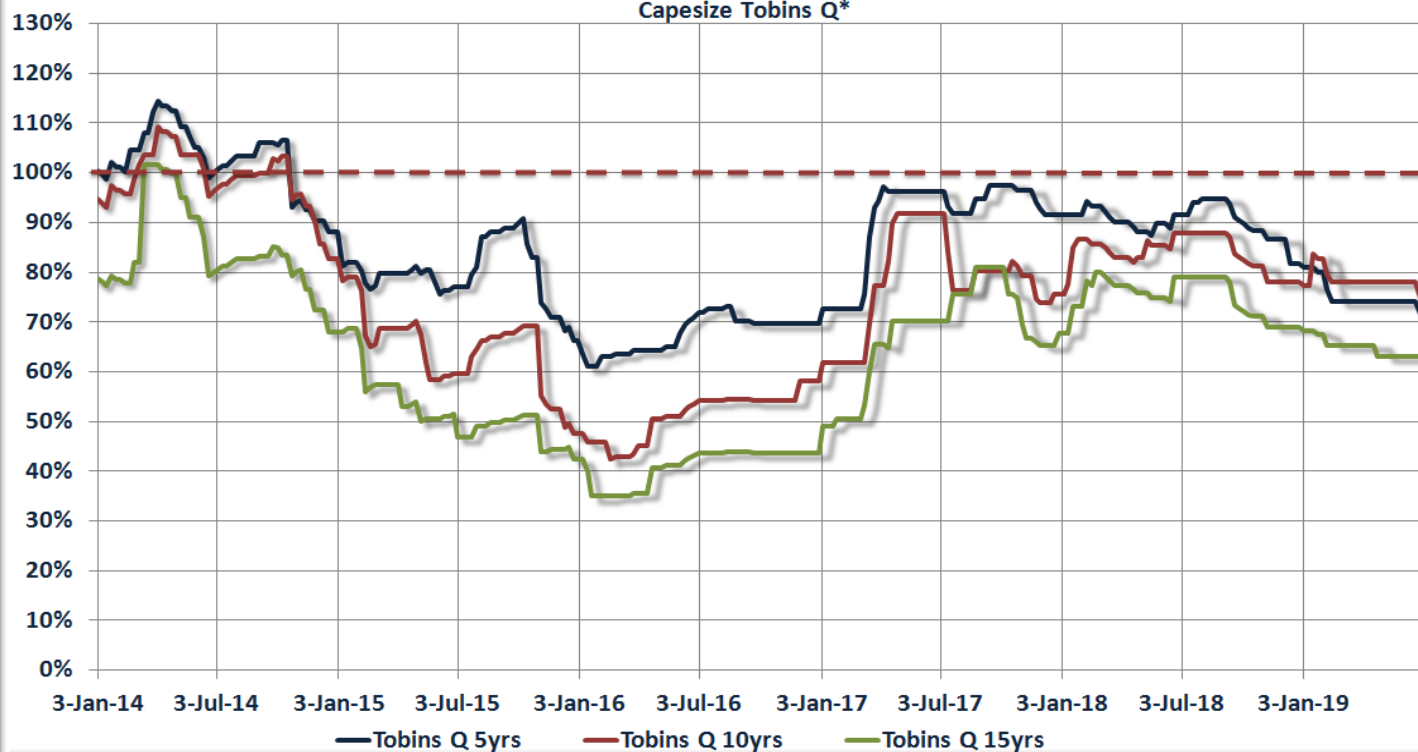
Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
2 N/B Capes 210k New Times	210,000	2020-2021	New Times/China	45	S.Korean buyers	Options Tier Iii Scrubber Fitted, 5 Yr Coa To Vale
Netadola	208,998	2017	Jiangsu New Yangzijian/China	50	Greek buyers	
Pacific Glory	233,694	2004	Imabari/Japan	14.5	Undisclosed	
Iron Fritz	176,298	2003	Universal/ Japan	12	Chinese buyers	
Agtr Ambition	99,000	2019	Tsuneishi Group Zhoushan/China	34	Undisclosed	
2+2 N/B Pmax 95k Gsi	95,000	2021	GSI/China	38	Undisclosed	10 Yrs Coa
Ocean Ruby	92,500	2010	Cosco Dalian/China	13.2	Euporean buyers	
Brilliant Century	91,879	2002	Imabari/Japan	8.2	Chinese buyers	
Alam Pintar	87,052	2005	IHI/Japan	low 9	Undisclosed	
4 N/B Kmax Cosco	81,200	2020	Cosco Yangzhou/China	27	Chinese buyers	
Sasebo Sasebo Kmax 854	84,700	2019	Sasebo/Japan	32	Undisclosed	
Key Navigator	81,995	2014	Tsuneishi/Japan	xs 24	Undisclosed	
Lake Dahlia	78,802	2009	Sanoyas/Japan	13.8	Greek buyers	
Chris	76,629	2006	Imabari Marugame/Japan	10.7	Undisclosed	
An Ho	77,834	2004	China/Taiwan	high 6	Undisclosed	
Thetis	73,624	2004	Jiangna/China	6.4	undisclosed	
Rodon Amarandon	74,090	2001	Namura Imari/Japan	6.6	Chinese buyers	
Ocean Favour	72,400	1998	Sasebo/Japan	6.2	Undisclosed	
Zeyno	63,064	2014	Yangzhouu Dayang/China	19.5	Undisclosed	C 4 x 36
Ultra Innovation	61,188	2016	Tadotsu/Japan	24	Greek buyers	C 4x31 with 12mos TCB (index linked)
Suse	56,925	2011	Hantong/China	10.8	Greek buyers	C 4 x 35
Bulk Pegasus	58,736	2009	Tess Cebu/Japan	12.3	Greek buyers	C 4 x 30
Las Tortolas	50,633	2011	Oshima/Japan	12.3	Undisclosed	C 4 x 30
Niton Cobalt	52,471	2004	Tsuneishi/Japan	High 7	Undisclosed	C 4 x 30
Hector	52,512	2002	Kanasashi HI/Japan	6.5	Chinese buyers	C 4 x 31
Victoria	46,841	1997	Daedong/Korea	4.2	Undisclosed	C 4 x 25
Star Masaya	42,717	1998	IHI/ Japan	low 4	Chinese buyers	C 4 x 30
Alkyon	36,056	2015	Jinling/China	xs 12	Undisclosed	C 4 x 31 / Auction Sale
Cielo Di Amalfi	37,322	2007	Saiki/Japan	10.2	Undisclosed	C 4 x 30,5
Rhl Novare	31,754	2011	Mawei/China	8	Greek buyers	C 4 x 30
Three Rivers	29,975	2010	Yangzhou/China	8.3	Undisclosed	C 3 x 30
Nord Tokyo	28,343	2009	Imabari/Japan	7.8	Undisclosed	C 4 x 31
Beagle Vi	18,320	2001	Shikoku/Japan	4.7	Undisclosed	C 3 x 30

\*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.

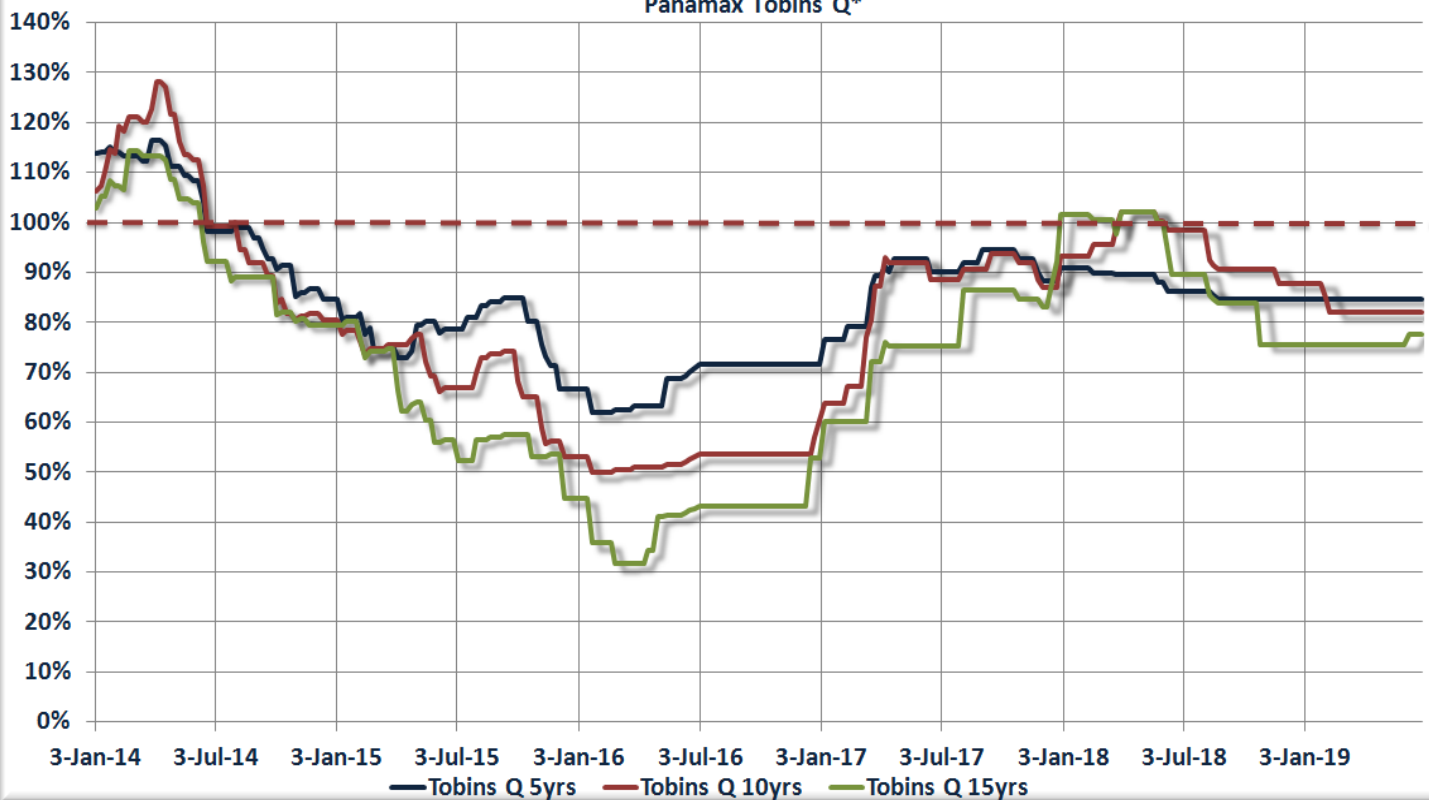
Tobin's Q\* Capesize-Panamax

Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
<b>Current ratio</b>	72%	75%	63%	85%	82%	78%
<b>12months High</b>	95%	88%	79%	86%	98%	90%
<b>12months Low</b>	72%	75%	63%	85%	82%	76%
<b>12months Avg</b>	83%	81%	70%	85%	87%	79%

Capesize Tobins Q\*

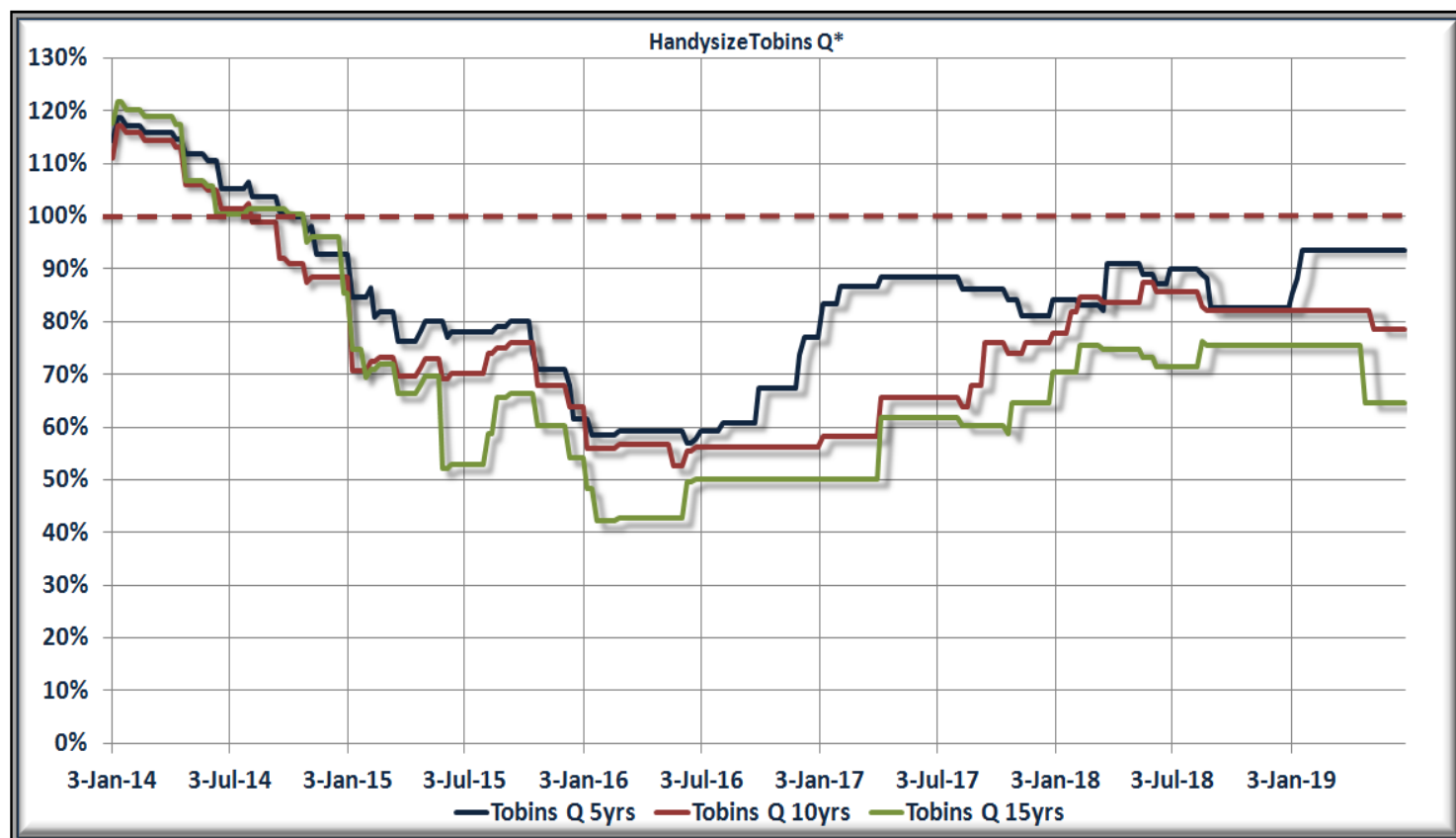
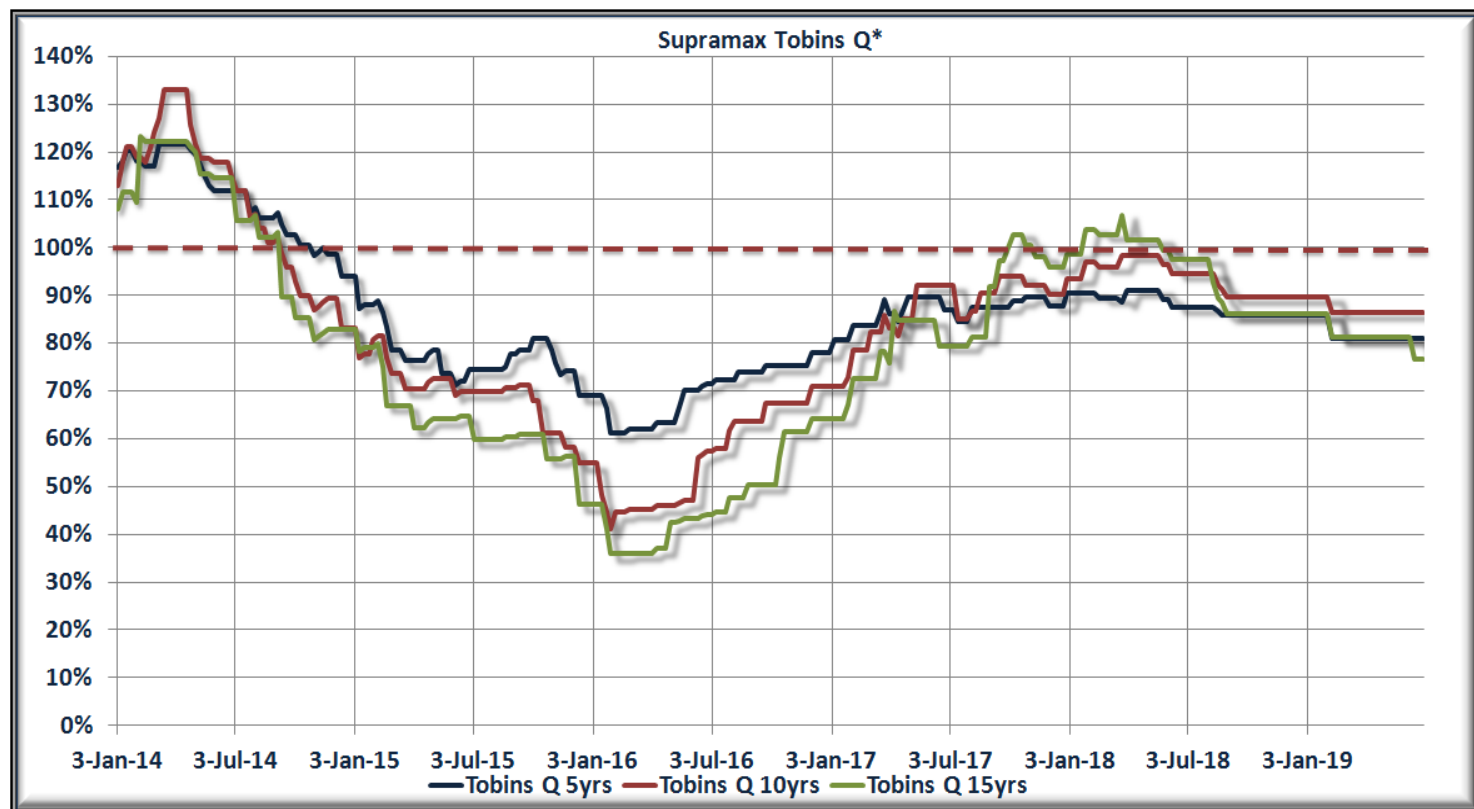


Panamax Tobins Q\*



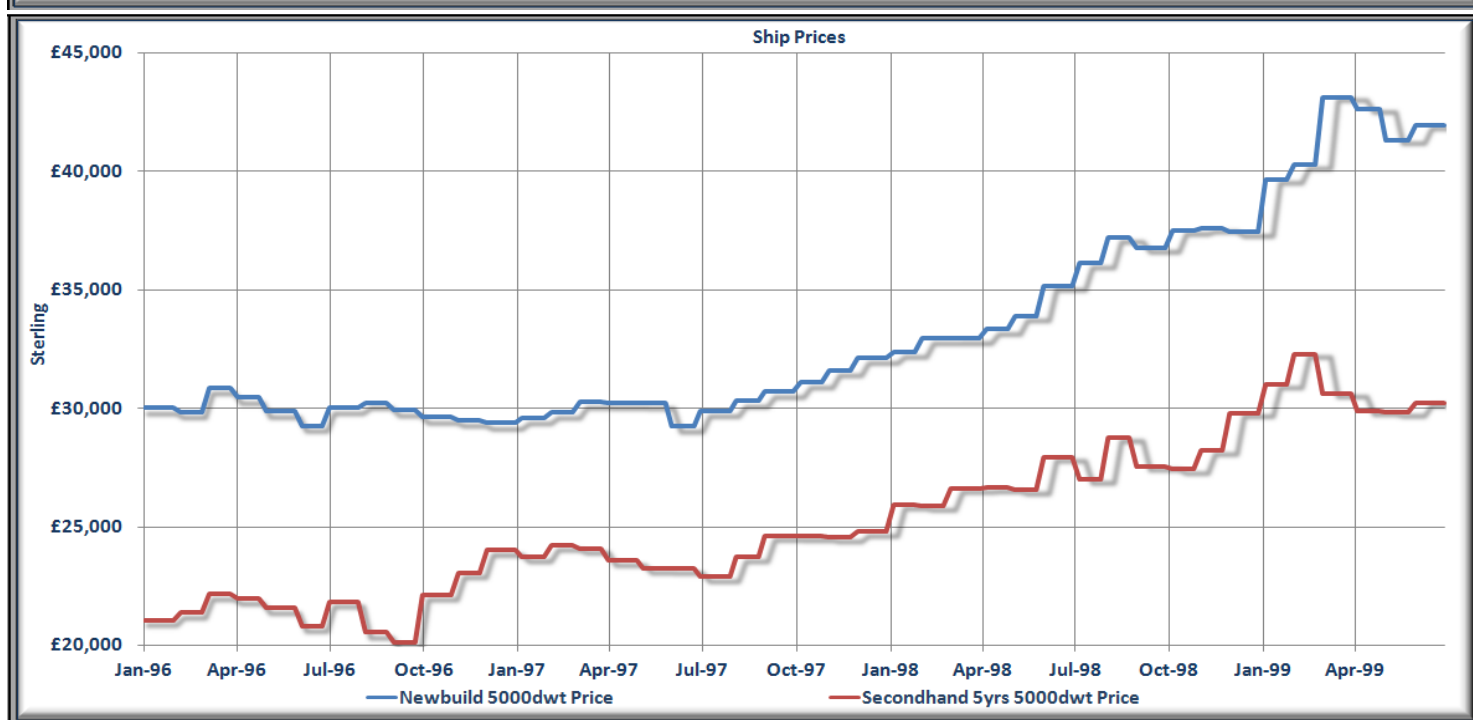
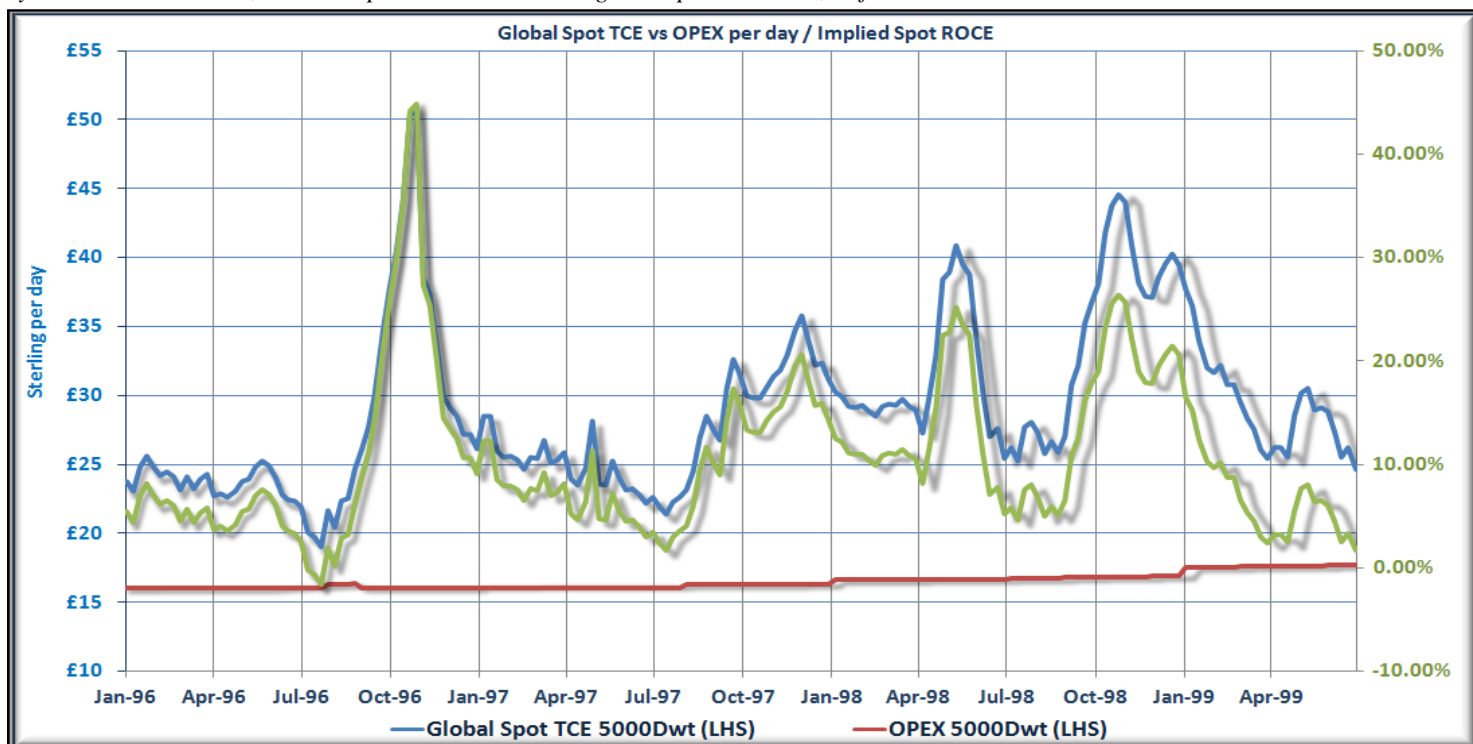
Tobin's Q\* Supramax-Handysize

Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
Current ratio	81%	86%	77%	94%	78%	65%
12months High	87%	94%	98%	94%	86%	76%
12months Low	81%	86%	77%	83%	78%	65%
12months Avg	84%	89%	85%	89%	82%	73%



## 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-01	Jun-01	May-01
Implied Spot Roce	1.8%	3.5%	7.2%	3.7%	4.5%
Global Spot TCE	£24.60	£26.21	£29.61	£26.50	£27.28
BlackSea Round	£22.81	£25.09	£29.85	£27.08	£27.05
East Round	£33.89	£31.46	£32.74	£30.65	£33.77
Med Round	£23.38	£25.49	£27.42	£23.96	£24.54
US Round	£27.26	£27.58	£31.29	£26.28	£31.68
River Plate Round	£32.60	£33.50	£35.26	£29.41	£30.31

S&P Market (5,000dwt)	Current week	Previous week	Jul-01	Jun-01	May-01
NB	£41,911	£41,911	£41,301	£42,603	£43,100
SH 5yrs old	£30,272	£30,272	£29,837	£29,910	£30,645
SH 10yrs old	£23,245	£23,245	£22,900	£23,022	£23,763
SH 15yrs old	£17,593	£17,593	£17,306	£17,500	£18,349

\*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...

With the exception of the Eastern and River Plate markets, which continue firm and active, chartering has been almost at a standstill, which shows that tonnage is, and will be for some weeks to come, in excess of the demand. It would be most impolitic to send any boats up to Constantinople for orders unfixed home in face of such fixtures (made with the last few days) as Sulina to London 6 9d, Azoff 9s 6d n.c, Danube 9s 9d n.c or any – while even berth rates exhibit far greater “slaughter”. To come home with ore from Greece at 7s 3d, with 1s 10d per ton off this rate for loading and discharging the ore, to say nothing of charterers’ commissions, port charges, etc, can scarcely bring the voyage out without a loss, unless owners should have been so fortunate as to have secured a good outward coal freight. Ore rates from Spain, etc, on full terms are comparatively no better, and in some cases even worse. No doubt some owners would run their boats from Italy, etc, to the U.S in ballast had US freights any attraction ; but even here again they are confronted with a miserable market from the Northern ports, while from the Gulf the rates are such that only large carriers could entertain the business, for example 13s 6d to 13s 9d net charter, or 96s 3d to 97s 6d from Pensacola to U.K Cont. Another point indicative of an over-supply of tonnage is the condition of the coal freights generally. Rates for the Mediterranean are on the basis of 7s 7½d for Genoa, and 9s 6d for Venice. Westwards they show even more depression, one or two boats having been accepted at as low as 6s for Las Palmas or Teneiffe, with about 1s 3d off for discharging, etc. A boat loading say 3,000 tons at 6s, makes a gross freight of £900, but by the time the Cardiff and discharging expenses are deducted, together with charterers’ commissions and dispatch-money, there is left only about £450 for about twenty-two days’ work, out of which working expenses absorb about £300, and the coal bill, say, 100 tons at 10s £50, leaving only about £100 for contingencies. If it is said that the employment is better than lying up, it must be retorted that we are not yet down to that level of depression; profitable employment can still be found-but not carrying coal about for nothing. We hear that 9s has been accepted for Byenos Ayres, the lowest rate accepted for about twelve months; we believe, however, that the record is about 7s 9d. Rates can hardly go as low as this again, for owners found that “ballast” would have been preferable. Rates to the East are also depressed, as we doubt if over 11s to 11s 3d could be obtained for Aden, Perim, Bombay or Ceylon. Owners are naturally looking forward with interest to see what American cotton freights are likely to go to this autumn. It is reported that a good deal of defective seed has been planted, and the prospects are not looked on by the trade as altogether encouraging. These statistics may not have much to do with the freight market at present, beyond that they show that the development in cotton growing has not kept pace with that in “tramp” building.

The Black Sea market is in the same deplorable condition. Berth rates from Odessa, etc, for L.H.A.R are nominally 6s but we doubt if much over an average of 4s per unit could be got. On charter form the full range 7s 3d to 7s 9d n.c is quoted. From the Danube berth rates for A.R are only 8s 6d to 9s nominally ; on charter the last fixture appears to be at 9s 9d nc, with options. One or two handy boats have been fixed from the Azoff on the basis of 9s 6d any, with Northern options.

Very little business is doing from the Mediterranean. From Greece to U.K or Rotterdam 7s to 7s 3d is quoted from Spain to U.K or Continent 8s 6d to 9s on full terms has been accepted.

The American market is disappointing, grain berth rates from the Northern range to p.p being 2s 4½, with the option of part oats at 1s 9d per qr. From the Gulf ports 17s to 17s 6d is quoted for U.K Cont. There is still a fair demand for timber tonnage from the Gulf ports, many cargoes having been sold to the U.K; for July/August loading 95s to 97s 6d is obtainable for the U.K, and for the Continent 97s 6d to 100s, possibly 102s 6d for the French Atlantic ports. A few boats have been fixed from B.N.A for deals at low rates.

The River Plate market continues strong, berth rates from the San Lorenzo limit for July/August being 22s to 22s 6d and for the August/September 20s to 21s. On charter July boats of 3,000 tons, 10 per cent, are worth 24s to 24s 6d, less 4s; for August 23s is quoted, and 22s to 22s 6d for September.

The Eastern market has been active, some comparatively good rates having been forthcoming. From Calcutta 25s deadweight basis has been paid for U.K Cont, and can be repeated for July/August loading. From Kurrachee July boats are worth 18s 9d to 19s ; for August loading 18s 6d is quoted, and has been paid. From Bombay prompt rates to U.K Cont are 18s to 18s 6d ; for July/August 17s to 17s 6d is quoted.

On the S&P front, the newbuilding market moved sideways. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £41,900 whereas a ten-year-old of the same dwt and specification at £23,250.