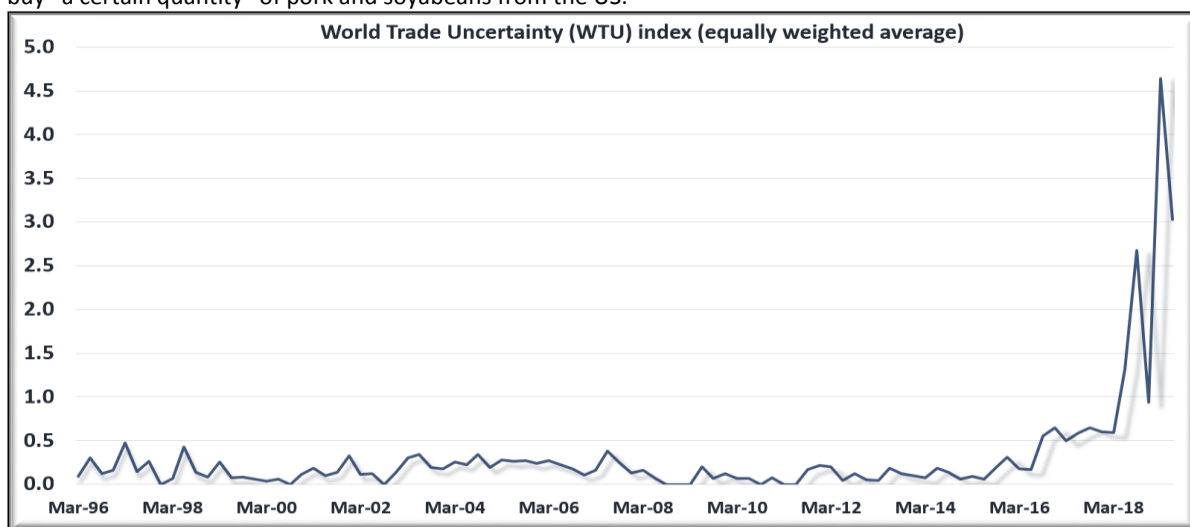
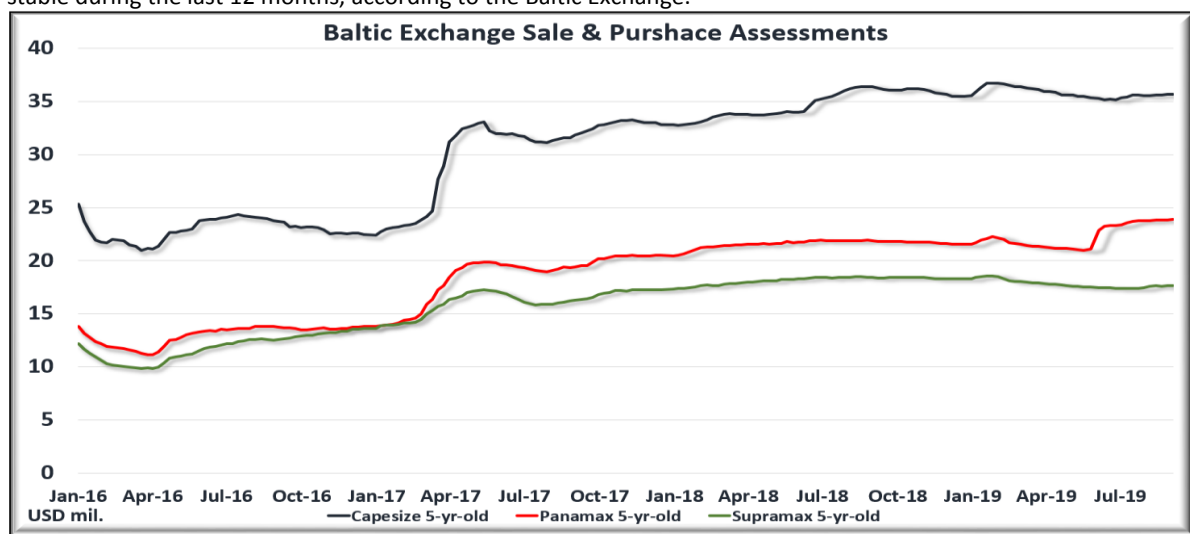


Rising trade uncertainty is cited as a driving factor for “sluggish global growth” in the latest issue of the IMF’s World Economic Outlook, which describes the state of the world economy. However, in contrast with the well-defined Baltic indices, what “uncertainty” might actually mean can be much vaguer. Trying to be more specific, the IMF constructs quarterly indices of economic uncertainty – the World Uncertainty Index (WUI) – for 143 countries from 1996 onwards using frequency counts of “uncertainty” (and its variants) in the quarterly Economist Intelligence Unit (EIU) country reports. Globally, the Index spikes near the 9/11 attack, SARS outbreak, Gulf War II, Euro debt crisis, El Niño, European border crisis, UK Brexit vote and the 2016 US election. Uncertainty spikes tend to be more synchronized within advanced economies and between economies with tighter trade and financial linkages. The level of uncertainty is significantly higher in developing countries and is positively associated with economic policy uncertainty and stock market volatility, and negatively with GDP growth. The index shows increased uncertainty starting around the third quarter of 2018, coinciding with a heavily publicized series of tariff increases by the United States and China. It then declined in the fourth quarter of 2018 as US and Chinese officials announced a deal to halt the escalation of tariffs at the G-20 meeting in December in Buenos Aires. It significantly spiked again in the first quarter of 2019 following a substantial expansion of American tariffs on imports from China on March 1, according to the IMF. However, lately, President Trump stressed that he would consider doing an “interim deal” with China, on an attempt to reduce tensions with Beijing. Making a rare goodwill gesture towards Beijing this week, Trump postponed the increase in existing tariffs on \$250bn worth of Chinese goods for a couple of weeks. Beijing, following closely the latest developments, said it would cancel additional tariffs on imports of soybeans and pork, encouraging companies to buy “a certain quantity” of pork and soybeans from the US.



For the shipping community, any increase in the trading activity and the subsequent decrease in the World Trade Uncertainty (WTU) Index is more than welcome. Uncertainty itself can affect the economy on both the micro and macro level. In reference to the former, among other reasons, the ongoing economic conflict between the world’s two largest economies might have a negative bearing on investors’ sentiment, not letting the dry bulk asset prices move higher. In particular, setting aside the five-year-old Panamaxs, Capesizes and Supramaxes remained relatively stable during the last 12 months, according to the Baltic Exchange.



Although the BDI, along with the whole industry, is used to tread uncharted territories, some calmer seas might actually be needed ahead of the 2020 United States presidential election.

Freight market 120yrs ago (page 12): “There seems more diversity of profitable employment offering than ever before, which will enable Owners to maintain rates for a long time yet to come on a profitable level...”

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

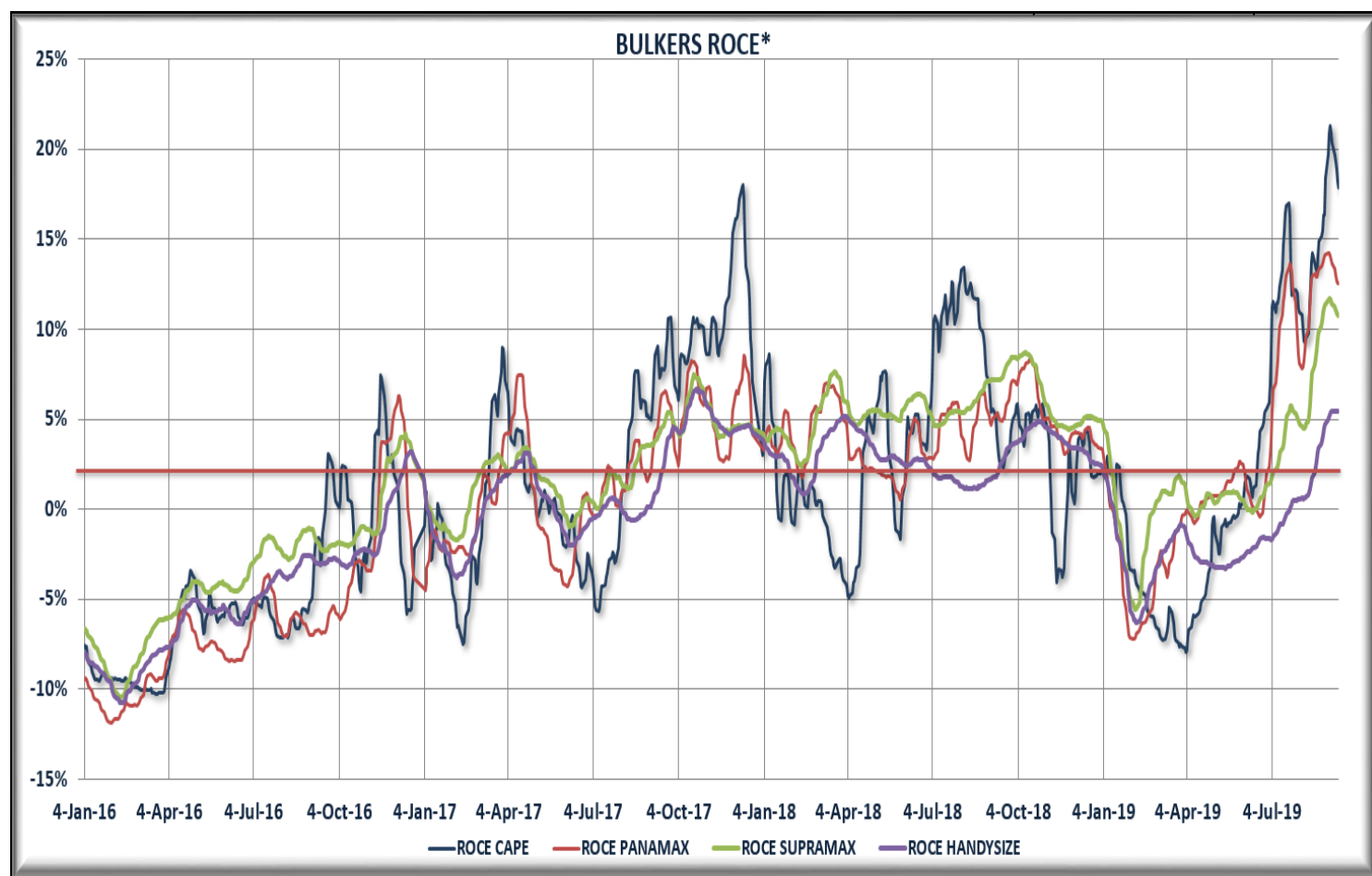
Email:

research@doric.gr

Dry Cargo Spot Market

Following four weeks of significant gains, the Baltic Dry Index didn't manage to overcome the gravitational force, balancing 6.1% lower W-o-W. In particular, the BDI concluded at 2312 points, losing 150 points on a weekly basis. Being under mild pressure, the Baltic Capesize lay at 4547 points, or -8.1% W-o-W. The Baltic Panamax Index registered losses for the second week in a row, finishing at 2133 points. The geared segments appeared to be unwilling to move higher, with Supramaxes lingering at 1299 points and Handies at 691 points, or down 2.9% and marginally up 0.3% W-o-W respectively.

At the box office, the after depreciation returns on capital employed of all bulkers kept laying at very healthy levels, albeit lower than previously reported. In particular, Capesize ROCE moved lower, finishing at 17.9% for the week. Panamax ROCE lost 106 bps, hovering at 12.6%. With Baltic TC indices losing steam, Supra ROCE went down to 10.7%, at the same time as Handy returns was finishing the week slightly higher at 5.5%.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
9-Sep-19	2422	\$36,121	\$17,556	\$15,010	\$10,051
10-Sep-19	2393	\$35,664	\$17,315	\$14,883	\$10,065
11-Sep-19	2366	\$35,183	\$17,171	\$14,794	\$10,067
12-Sep-19	2331	\$34,434	\$17,051	\$14,726	\$10,059
13-Sep-19	2312	\$33,996	\$17,077	\$14,675	\$10,049
12-month High	2518	\$38,014	\$18,116	\$15,233	\$10,067
12-month Low	595	\$3,460	\$4,435	\$4,837	\$4,198
12-month Avg	1273	\$15,816	\$11,165	\$10,163	\$7,422
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.

Reporting a 7.9% weekly decrease, the Baltic **Capesize** Index hovered at \$33,996 daily. Having lost some \$4,000 within the last seven trading days, Capes moved further away from their recent multi-year highs of \$38,014 daily.

In the East, the Pacific indices moved sideways, but overall sentiment remained firm with the expectation that the seaborne activity will revive. But, with this week's typhoons halting most of Chinese ports' operations, congestion will loosen up eventually and most believe that activity will pick up again. Actually, the Chinese iron ore imports reached two-year highs during August, jumping 4.2% from July and 6.2% from a year earlier to 94.85M metric tons and strengthening the overall optimism. This week though, the C5 closed just below \$11pmt with very few fixtures reported. On the other hand, the expectation for regaining this week's losses is mainly due to the fact that, tonnage supply seems balanced with the present demand in the east, supporting a further increase in freight rates. On T/C basis, the Pacific route C10_14 slowed down after picking up to all time highs at \$34,108 daily on early September, closing today at \$30,868 daily. The C14 index, China-Brazil round voyage closed a tick less, at \$30,230 daily, whereas the strengthened Brazilian ore exports are not losing in strength but in pace.

Following Vale SA's January tailings dam disaster causing human casualties, the national mining association in Brazil has adopted the Towards Sustainable Mining initiative covering all aspects of modern industry including safety and health, environmental standards and the industry's accountability towards its sector associates. Subsequently the recent upturn in Brazilian iron ore exports and the Atlantic tonnage keeping thin – especially during September – has made Cape players confident that the market will not drop any further. Despite a solid slowdown in both activity and gains, with the bunker prices moving up, most support the idea that these past two weeks' drop in freight rates was not so alarming but only a mere correction of a better market anticipated to come. The benchmark c3 indeed lost its steam, losing approximately \$3.5pmt from this month's highs, closing at \$25.89 pmt. In the spot market, September loaders have seen bids reaching up to mid \$29 pmt but the index for forward dates (i.e. 1st half October) remains under pressure at a discounted 26 \$/mt. On T/C basis, the C9_14 index closed at \$58,025 daily, losing approximately \$5,000 daily since early September. Similarly, the T/A index C8_14 softened as well, closing at \$38,200 daily.

No period fixtures reported this week, whilst the paper market remained flattish.

Representative Capesize Fixtures							
Vessel	Cargo	Load Port	Discharge Port	Laycan	Freight	Charterers	Load/Disch Rate
KWK Providence	170,000 10% coal	Takoradi	Qingdao	25/30 Sept	\$30.50 pmt	TMI	scale/30,000c
Anglo TBN	150,000 10% coal	Samarinda	Mundra	25/29 Sept	\$9.00 pmt	Jiangsu Steamship	15,000c/40,000c
Five Ocean TBN	140,000 10% coal	Newcastle	Dangjin	25/29 Sept	\$15.50 pmt	KEPCO tender	scale/22,500c
Emperor	160,000 10% coal	P.Bolivar	Rotterdam	28/07 Oct	\$14.10 pmt	ECTP	50,000c/35,000c
in chart option to disch Iskenderun @ \$15.30 pmt at d/r 25,000 shinc							
TBN	170,000 10% iore	P.Hedland	Qingdao	24/26 Sept	\$10.65 pmt	BHP Billiton	80,000c/30,000c
TBN	170,000 10% iore	Dampier	Qingdao	26/28 Sept	\$10.75 pmt	Rio Tinto	90,000c/30,000c

Trending downwards for the second week in a row, the **Panamax** sector ended the week at BPI Average levels of \$ 17,077 daily, with all major routes concluding lower than last week's closing. However, the Friday's positive reaction injected some moderate optimism in the market.

In the Pacific, prompt tonnage had to accept lower bids in order to find employment, while few more coal stems that came in the market mid-week were not sufficient to maintain rates at last done levels. Grains from north Pacific, once again remained absent with rumors of an LME fixing below \$14,000 basis delivery North Japan for a trip to China and a Panamax fixing at mid-teens for a trip via Nopac to SEASIA. From Australia, the 'CL Tianjing' (81,315dwt, 2016) was reported with delivery Shanghai 10 Sept for a trip to Taiwan at \$17,500 with K Line. For Indonesia loading to Taiwan, Norden took the 'Asia Graeca' (73,902dwt, 2004) with delivery Philippines 13-18 Sept at \$16,000 daily and the 'Orient Prima' (76,596dwt 2005) was fixed with delivery Hong Kong 12-15 Sept for a trip to Japan at \$18,000 daily with Daichi. On the South Africa front, Oldendorff covered their chrome ore stem to China with the 'Diane' (78,992dwt, 2011) with prompt delivery Haldia at \$20,000.

In the Atlantic basin, rates from ECSA also moved downwards, although cargo volume is still there for Fronthaul trips, plus few stems appeared towards the end of the week for trips to Cont/Med bringing a promising note for the week to come. The 'Yasa H. Mehmet' (83,482dwt, 2011) was linked to Cofco for a trip via ECSA with Aps delivery 29th Sept for a trip to Singapore -Japan range at \$18,600 plus \$860,000 ballast bonus and the 'Navios Herakles I' (82,036dwt, 2019) was rumored to have fixed with retroactive delivery Singapore 5th Sept for a similar run at a daily rate of \$19,500. From the Black Sea, early in the week was reported that the 'Toba' (81,800dwt, 2015) achieved \$36,000 daily with delivery Eren 12th Sept for a trip with coal to Vietnam with minimum 52 days duration, but activity slowed down further on. In the North Atlantic, the 'GNG Concord' (75,397dwt, 2012) was reported with spot delivery Amsterdam for a trip via Murmansk and option to load via USEC and redelivery Skaw-Gibraltar range at \$20,000 with Cargill, while the 'SBI Parapara' (81,227dwt, 2017) with delivery USG 25-30 Sept for a trip to Skaw-Gibraltar range at \$21,000 plus \$400k ballast bonus.

On the period desk, the 'CL Dalian' (81,700dwt, 2014) with delivery Phu My 9-12 Sept was reported securing employment for 7 to 9 months and redelivery worldwide at \$15,000 daily to an unknown charterer.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
CL Tianjing	81,315	2016	Shanghai	10 Sept	Taiwan	\$17,500	K Line	via Australia
Asia Graeca	73,902	2004	Mauban	13-18 Sept	Taiwan	\$16,000	Norden	via Indonesia
Orient Prima	76,596	2005	Hong Kong	12-15 Sept	Japan	\$18,000	Daichi	via Indonesia
Diane	78,992	2011	Haldia	Prompt	China	\$20,000	Oldendorff	via South Africa
Yasa H. Mehmet	83,482	2011	ECSA	29 Sept	Spore-Jpn	\$18,600 + \$860,000 bb	Cofco	via ECSA
Navios Herakles I	82,036	2019	Retro Spore	5 Sept	Spore-Jpn	\$19,500	Cnr	via ECSA
Toba	81,800	2015	Eren	12 Sept	Vietnam	\$36,000	Averton	coal via B.Sea - min 52 d dur
GNG Concord	75,397	2012	Amsterdam	Spot	Skaw- Gibraltar	\$20,000	Cargill	via Murmansk opt. USEC
SBI Parapara	81,227	2017	USG	25-30 Sept	Skaw- Gibraltar	\$21,000 + \$400,000 bb	Cnr	via USG
CL Dalian	81,700	2014	Phu My	9-12 Sept	WorldWide	\$15,000	Cnr	7-9 Months

Losing 2.8% on a weekly basis, the Baltic **Supramax** index balanced at \$14,675 on this Friday's closing.

A rather subdued tone was observed in the Pacific for the Supras-Ultras, with limited period activity having surfaced. Despite a noticeable volume of cargoes from north and middle China destined for India-PG, rates continued to slide. The 'Venture Pearl' (55,639 dwt, 2012) gone at \$10,250 basis delivery Lianyungang for trip with bulk ferts to WCI. As regards NoPac, despite the lack of fresh cargoes, rates remained firm. The 'Navios Kypros' (55,222 dwt, 2003) was fixed at \$12,650 basis delivery Mizushima for a trip with potash via NoPac to China, while a 63K tonner allegedly was fixed at \$14,500 dop Busan for a grain trip via NoPac to Chittagong. SEAsia remained relatively steady, with rates hovering at slightly lower levels than "last done" in some cases. The 'Great Pioneer' (63,409 dwt, 2015) concluded at \$13,500 basis delivery Zhanjiang for trip with coal via Indo to Thailand whilst the 'Densa Tiger' (55,092 dwt, 2010) was fixed at \$12,500 basis Indo for trip with coal to India. Further south, Aussie was not so active. However, the 'Neo Beachwood' (61,418 dwt, 2011) achieved \$15,750 basis delivery Philippines for a trip via EC Aussie to Indo. Rates in the Indian Ocean and the PG were robust. The 'Wadi Feran' (57,282 dwt, 2011) was fixed at \$15,250 basis delivery Vizag for trip with iron ore to China. From the WCI, the 'Scarabe' (60,100 dwt, 2015) scored \$21,500 basis delivery Kandla for trip via PG back to WCI with petcoke. South Africa, closely tied to ECSA, started off strongly but as the week progressed rates eased. The 'Olympic Peace' (55,709 dwt, 2009) was fixed at \$15,600+500k gbb basis delivery Saldanha Bay for trip with iron ore to China. The 'Nathan Brandon' (56,489 dwt, 2013) was fixed \$14K basis Mumbai for a coal trip via Richards Bay to PG-WC India range.

Having reached multi-year highs on most sub-indices over the last couple of months, we now see that the Atlantic is stabilizing with a very slight tendency to correct. The S1C_58 route (USG trip to China/S.Japan) showcased this trend by a \$468 weekly decrease. Nevertheless, the majority owners remain confident for a strong Q4. Fixture-wise, the 'Rainbow' (52,050 dwt, 2004) fixed a strong \$32,500 daily basis delivery Port Arthur for a trip to India. On transatlantic trades, figures ranged from \$20,000 for small and older Supras up to \$25,000 for modern Ultramaxs. Further south, it was heard that a Mitsui 56 got \$16,500 daily plus \$650,000 ballast bonus basis delivery ECSA for a trip to the Far East. Little was reported on fixtures from the Continent, however rates seemed to hold close to "last done" levels and tonnage supply remained somewhat limited. The Black Sea remained strong, supported by strong demand for grain charters. The 'Seven Lady' (51,241 dwt, 2009) secured \$29,000 daily basis delivery Elefsis for a trip to Singapore Japan range, while the 'Vega Aquarius' (56,865 dwt, 2010) opted for repositioning to USG at \$13,500 daily basis delivery Canakkale.

Little was heard on period charters, which some might read a sign that rates have reached a state of saturation.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Venture Pearl	55,639	2012	Lianyungang	09-11 Sep	WC India	\$10,250	Minmetals	via China
Navios Kypros	55,222	2003	Mizushima	09-10 Sep	China	\$12,650	Pacbasin	via NoPac
Great Pioneer	63,409	2015	Zhanjiang	18-20 Sep	Thailand	\$13,500	cnr	via Indonesia
Neo Beachwood	61,418	2011	Philippines	prompt	Indonesia	\$15,750	JSSSC	via Australia
Wadi Feran	57,282	2011	Vizag	prompt	China	\$15,250	Bainbridge	via EC India
Scarabe	60,100	2015	Kandla	10-11 Sep	WC India	\$21,500	Pan Ocean	via PG
Olympic Peace	55,709	2019	Saldanha Bay	prompt	China	\$15,000+\$500,000 gbb	Thoresen	via Saldanha Bay
Rainbow	52,050	2004	Port Arthur	prompt	India	\$32,500	cnr	
Seven Lady	51,241	2009	Elefsis	prompt	Spore-Japan	\$29,000	cnr	via Bl.Sea
Vega Aquarius	56,865	2010	Canakkale	prompt	USG	\$13,500	cnr	

Mild correction in the Far East – "Bumpy or just Rebounding?" in the Atlantic for the **Handysize**.

Since mid-August, market in the east is quite healthy, with daily and steady improvement. In spite of that, the 37th week ended with an obvious softer tone due to the limited supply of cargo ex Australia and the holidays in S.Korea, China and Japan. Our view is that this slowdown is not permanent and many solid fixtures prove that. For the 3rd consecutive year, it seems there is a limited export activity for ferts cargoes ex China. On the single trips front, the "Eco Dynamic" (32,000dwt, 2005) open in Surabaya on the 16th of September secured \$12,250 dop for WC Aussie grains to S.China. In the same area, the "Pan Edelweiss" (32,000dwt, 2009) open in Cilacap on the 16th of September fixed at \$12,000 dop for salt ex Australia to Taiwan. In the north, K-Line took the "Glorius Fuji" (38,000dwt, 2013), open in Yantai on the 10th of September, for a trip with clinker ex Japan to Kwinana at \$8,500 dop.

The week in most areas of the Atlantic started rather slow, mostly because Charterers were stupefied by the continuous rise of the market the past weeks. Things somehow stabilized mid-week and even saw a small rebound by the end of it. So, all in all, we saw in ECSA a 35,092 dwt fixing a trip from Brazil to Baltic at \$18,250 and heard rumours of a 37,000dwt fixing almost \$24,000 from P. Mole to WCSA. And in USG we heard of a nice 38,220dwt fixing a trip via Caribs to Far East at \$22,000 from Norfolk. Continent followed in suit with handy Owners seeing quite a few options to choose from. As a result, rates picked up, and rates were in excess of \$14,000 for the usual France to Algeria and trips down to E. Med too. And further south in the Med, rates apparently were all in five digits, with a 32,269dwt fixing from Milos to Continent at \$10,500 and a 31,921dwt from inside the Bl. Sea \$12,250 for a trip to Morocco.

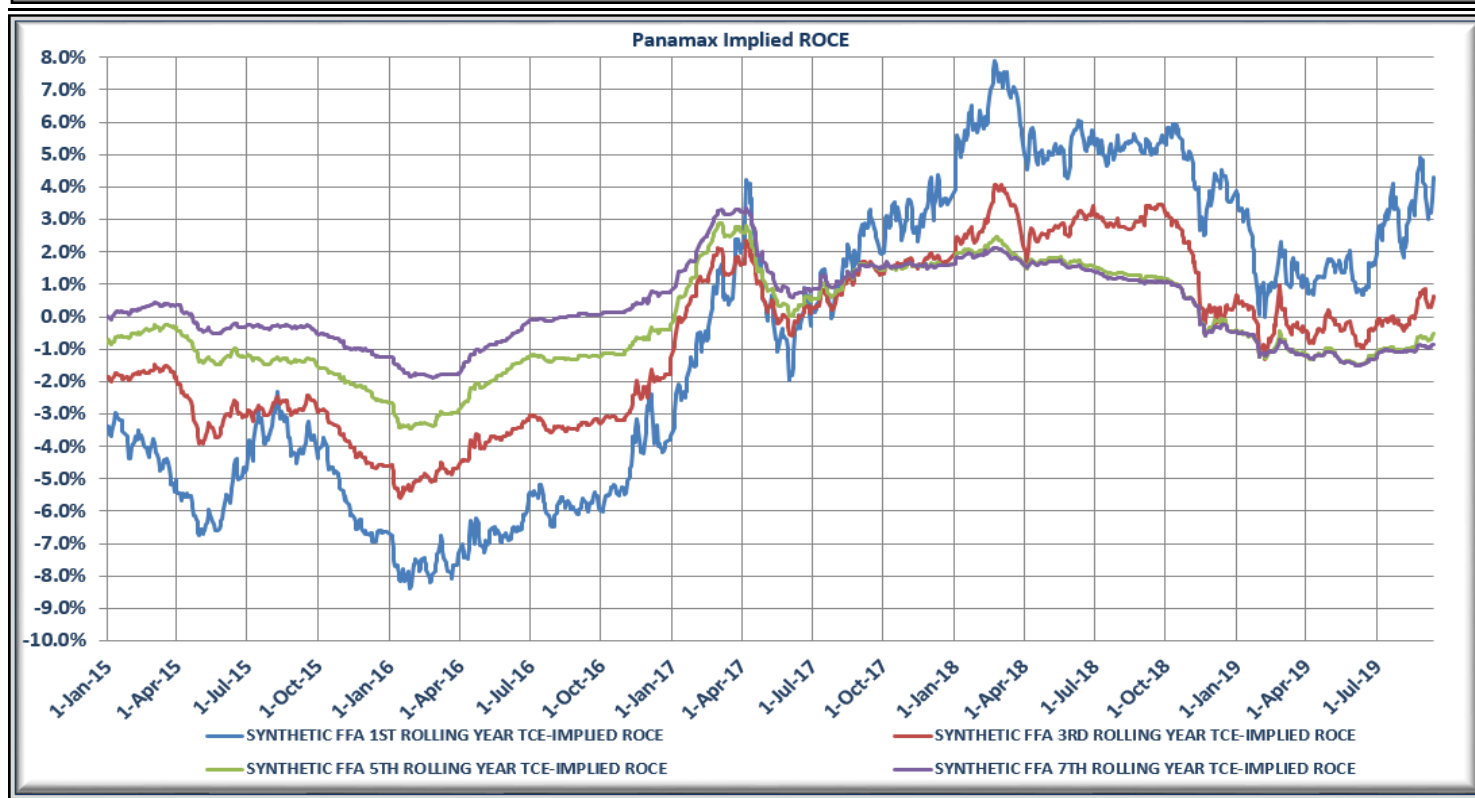
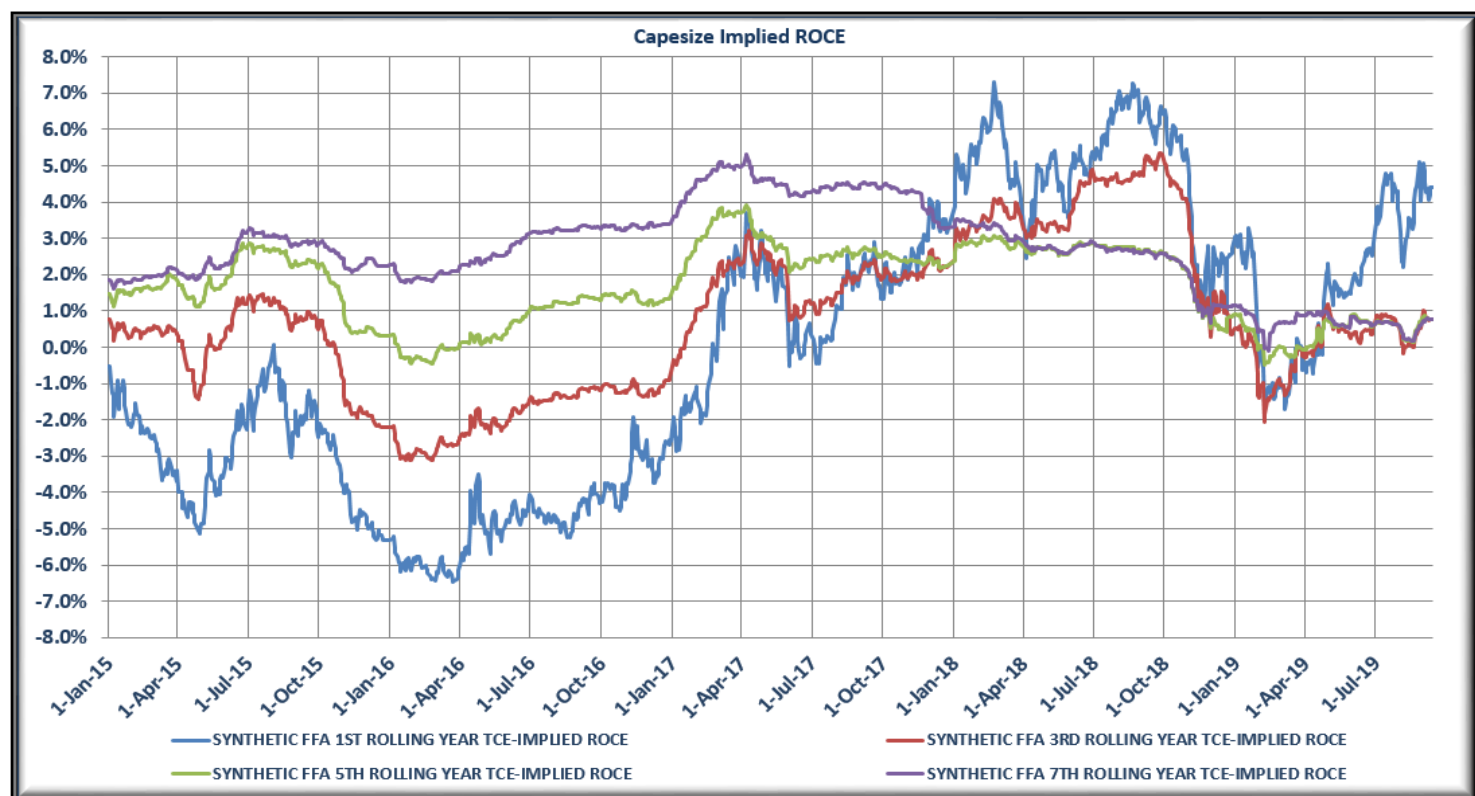
On the period front, the "Maratha Prudence" (32,000dwt, 2012) open in Surabaya on the 20th of September fixed at \$9,850 dop for 5 to 7 months period (vsl is grabber). Furthermore, the 'Kingfisher D' (2002, 28,425dwt) was fixed for a SP within Atlantic around \$11,000 from Spanish Med.

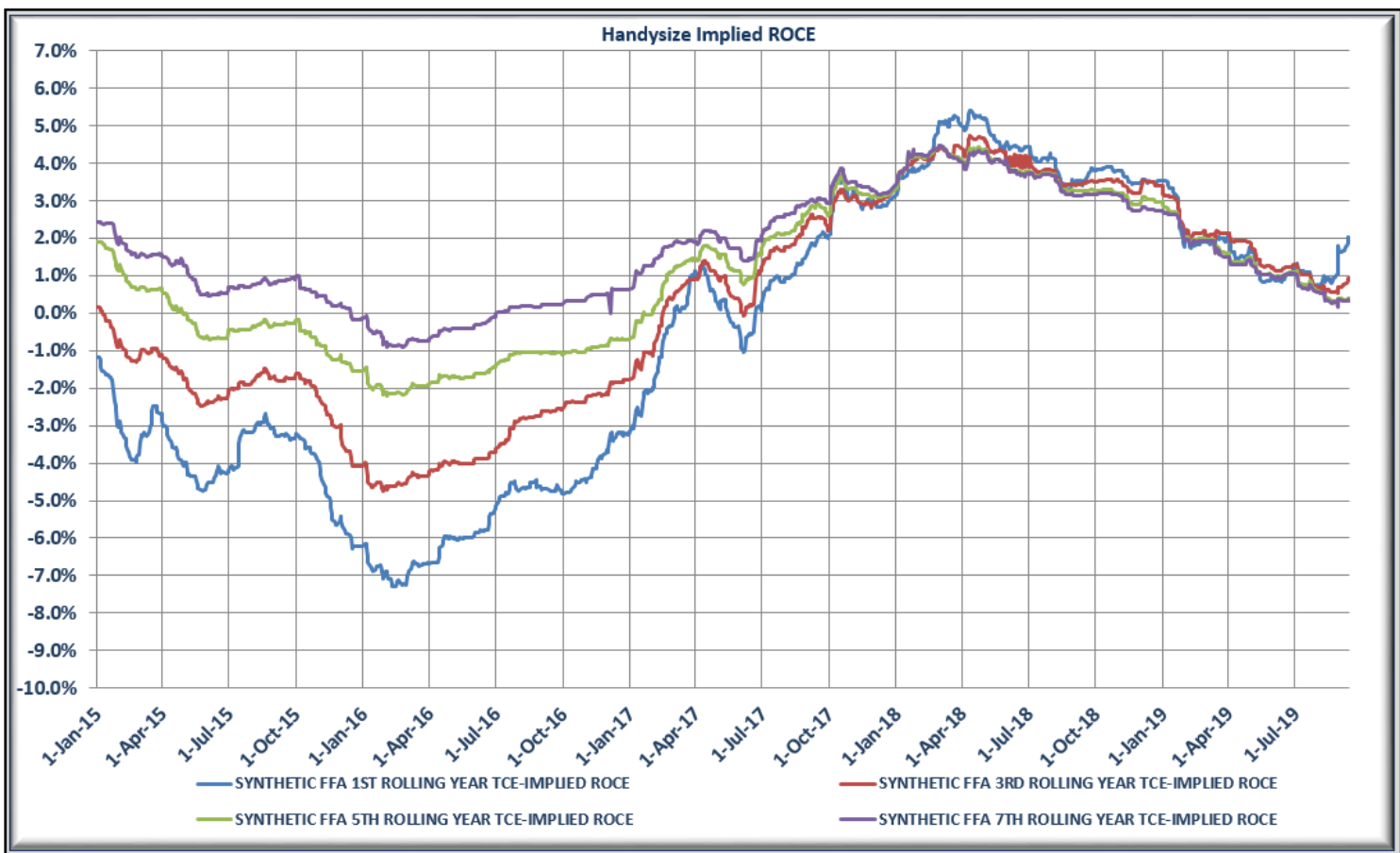
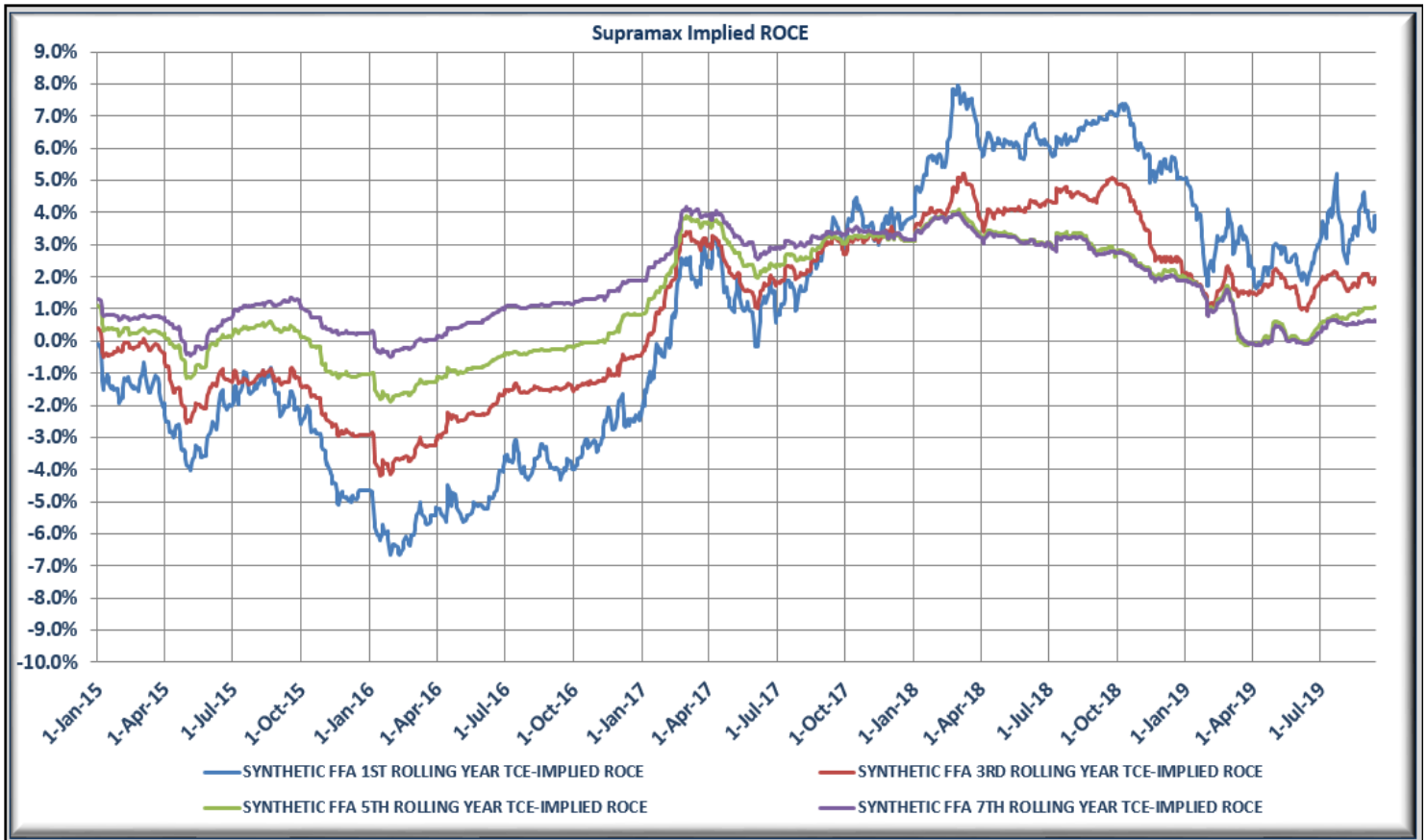
Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Maratha Prudence	32,000	2012	Surabaya	20-Sep	spore/jpn	\$9,850	cnr	5/7 months period
Eco Dynamic	32,000	2005	Surabaya	16-Sep	south China	\$12,250	cnr	grains viaAussie
Pan Edelweiss	32,000	2009	Cilacap	16-Sep	taiwan	\$12,000	cnr	salt via Aussie
Glorius Fuji	38,000	2013	Yantai	10-Sep	Kwinana	\$8,500	K-Line	clinker ex China
Merel D	35,092	2016	Santos	prompt	Brake	\$18,250	Cargill	
Conception Light	32,250	2007	La Pallice	prompt	Wafrika	\$14,150	Sealift	
Horizon	30,192	2007	Rdam	prompt	Algeria	\$14,900	cnr	grains from Rouen
Clipper Bettina	38,221	2012	Norfolk	prompt	Feast	\$22,000	Centurion	via Caribs
Lord Wellington	31,921	2005	Nikolaev	prompt	Morocco	\$12,250	Cofco	
Ionian Spire	32,269	2008	Milos	prompt	Continent	\$10,500	cnr	

FFA Market

Mixed signals from the forward market this week, with the Cape paper remaining unchanged and all other contracts moving higher. In particular, the prompt months of the Cape curve trended sideways, with October contracts lingering lower at \$26,492 and November higher at \$25,304 daily. Reporting five-digit gains, the front end of the Panamax curve trended upwards, with October contracts ending at \$15,733 and November at \$14,725 daily. Following the Panamax lead, Supramax forward market lay at October levels of \$13,888 and November of \$12,538 daily. Lastly, prompt Handy contracts moved higher to October levels of \$9,313 daily.

In this context, Capesize first rolling year implied ROCE lost 10 bps down to 4.3%, at the same time as Panamax returns were balancing substantially higher at 4.2%. Supramax implied ROCE lingered at 3.9% and Handy at 2%, or up 40 bps and 30 bps respectively.





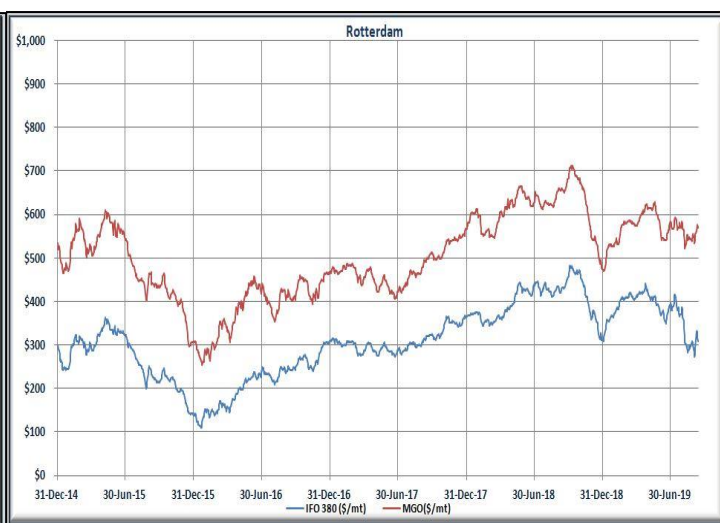
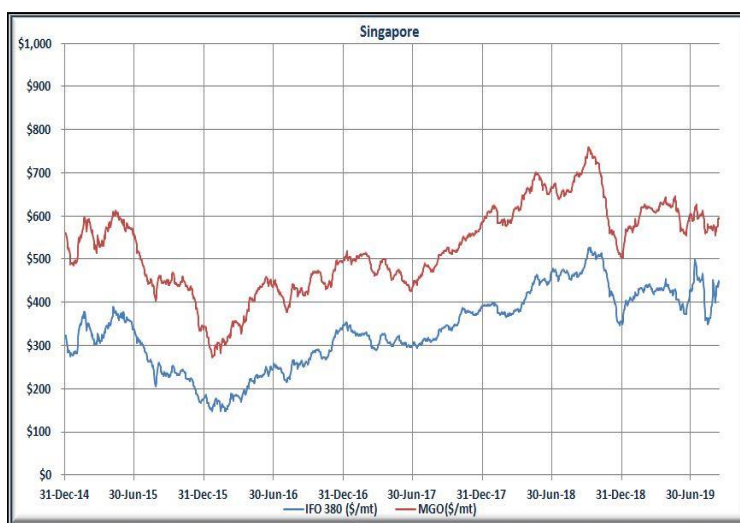
BFA Cape 5TC									
Date	Sept (19)	Oct (19)	Nov(19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
9-Sep-19	\$31,475	\$26,117	\$24,250	\$24,679	\$15,092	\$13,942	\$15,982	\$13,758	\$13,733
10-Sep-19	\$31,987	\$26,183	\$24,842	\$25,106	\$15,250	\$14,000	\$16,090	\$13,750	\$13,742
11-Sep-19	\$32,617	\$26,654	\$25,213	\$25,543	\$15,521	\$14,179	\$16,234	\$13,750	\$13,742
12-Sep-19	\$32,638	\$26,613	\$25,204	\$25,521	\$15,642	\$14,108	\$16,249	\$13,758	\$13,750
13-Sep-19	\$32,775	\$26,492	\$25,304	\$25,532	\$15,763	\$14,033	\$16,247	\$13,758	\$13,758
Week High	\$32,775	\$26,654	\$25,304	\$25,543	\$15,763	\$14,179	\$16,249	\$13,758	\$13,758
Week Low	\$31,475	\$26,117	\$24,250	\$24,679	\$15,092	\$13,942	\$15,982	\$13,750	\$13,733
Week Avg	\$32,298	\$26,412	\$24,963	\$25,276	\$15,454	\$14,052	\$16,160	\$13,755	\$13,745

BFA Panamax 4TC									
Date	Sept (19)	Oct (19)	Nov(19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
9-Sep-19	\$16,500	\$14,629	\$13,642	\$13,683	\$10,504	\$10,529	\$10,397	\$8,471	\$8,454
10-Sep-19	\$16,383	\$14,396	\$13,558	\$13,571	\$10,450	\$10,442	\$10,348	\$8,488	\$8,463
11-Sep-19	\$16,921	\$14,929	\$13,958	\$14,004	\$10,738	\$10,642	\$10,528	\$8,525	\$8,496
12-Sep-19	\$17,463	\$15,871	\$14,850	\$14,795	\$11,146	\$10,913	\$10,795	\$8,550	\$8,508
13-Sep-19	\$17,338	\$15,733	\$14,725	\$14,703	\$11,075	\$10,908	\$10,755	\$8,554	\$8,504
Week High	\$17,463	\$15,871	\$14,850	\$14,795	\$11,146	\$10,913	\$10,795	\$8,554	\$8,508
Week Low	\$16,383	\$14,396	\$13,558	\$13,571	\$10,450	\$10,442	\$10,348	\$8,471	\$8,454
Week Avg	\$16,921	\$15,112	\$14,147	\$14,151	\$10,783	\$10,687	\$10,565	\$8,518	\$8,485

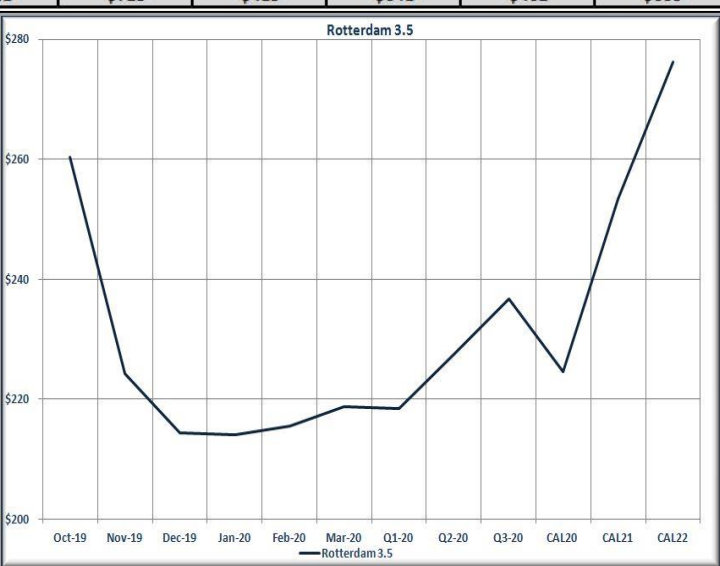
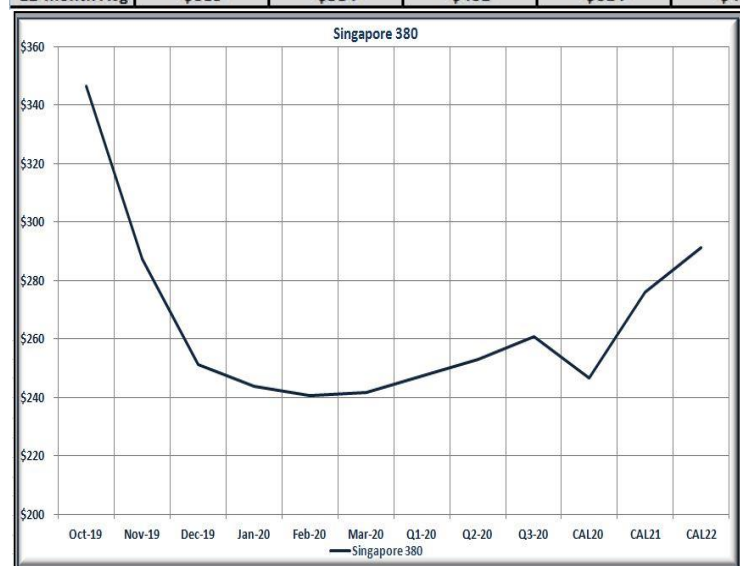
BFA Supra 10TC									
Date	Sept (19)	Oct (19)	Nov(19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
9-Sep-19	\$14,154	\$12,954	\$11,888	\$11,940	\$9,150	\$10,158	\$9,800	\$8,592	\$8,563
10-Sep-19	\$14,246	\$13,013	\$11,992	\$12,017	\$9,133	\$10,142	\$9,771	\$8,583	\$8,554
11-Sep-19	\$14,454	\$13,371	\$12,179	\$12,247	\$9,075	\$10,133	\$9,750	\$8,592	\$8,546
12-Sep-19	\$14,629	\$13,929	\$12,542	\$12,646	\$9,233	\$10,225	\$9,925	\$8,600	\$8,567
13-Sep-19	\$14,717	\$13,888	\$12,538	\$12,629	\$9,263	\$10,238	\$9,961	\$8,604	\$8,563
Week High	\$14,717	\$13,929	\$12,542	\$12,646	\$9,263	\$10,238	\$9,961	\$8,604	\$8,567
Week Low	\$14,154	\$12,954	\$11,888	\$11,940	\$9,075	\$10,133	\$9,750	\$8,583	\$8,546
Week Avg	\$14,440	\$13,431	\$12,228	\$12,296	\$9,171	\$10,179	\$9,841	\$8,594	\$8,559

BFA Handysize TC									
Date	Sept (19)	Oct (19)	Nov(19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
9-Sep-19	\$9,588	\$9,119	\$8,875	\$8,840	\$7,513	\$8,313	\$7,738	\$7,500	\$7,500
10-Sep-19	\$9,600	\$9,138	\$8,894	\$8,859	\$7,525	\$8,313	\$7,738	\$7,500	\$7,500
11-Sep-19	\$9,688	\$9,200	\$8,975	\$8,929	\$7,563	\$8,350	\$7,775	\$7,500	\$7,500
12-Sep-19	\$9,713	\$9,325	\$9,063	\$9,042	\$7,650	\$8,375	\$7,813	\$7,513	\$7,513
13-Sep-19	\$9,713	\$9,313	\$9,050	\$9,029	\$7,650	\$8,388	\$7,800	\$7,506	\$7,506
Week High	\$9,713	\$9,325	\$9,063	\$9,042	\$7,650	\$8,388	\$7,813	\$7,513	\$7,513
Week Low	\$9,588	\$9,119	\$8,875	\$8,840	\$7,513	\$8,313	\$7,738	\$7,500	\$7,500
Week Avg	\$9,660	\$9,219	\$8,971	\$8,940	\$7,580	\$8,348	\$7,773	\$7,504	\$7,504

Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
9-Sep-19	\$332	\$563	\$437	\$576	\$381	\$683	\$336	\$617	\$406	\$631
10-Sep-19	\$329	\$577	\$446	\$584	\$388	\$692	\$348	\$632	\$410	\$630
11-Sep-19	\$315	\$575	\$436	\$592	\$382	\$694	\$348	\$634	\$405	\$626
12-Sep-19	\$309	\$569	\$448	\$593	\$384	\$689	\$346	\$632	\$401	\$623
13-Sep-19	\$311	\$571	\$450	\$595	\$386	\$691	\$348	\$634	\$403	\$625
12-month High	\$483	\$712	\$526	\$759	\$529	\$798	\$510	\$768	\$750	\$767
12-month Low	\$272	\$469	\$347	\$502	\$327	\$665	\$308	\$545	\$290	\$539
12-month Avg	\$389	\$584	\$432	\$614	\$421	\$725	\$419	\$641	\$402	\$639



Singapore	13-Sep-19	Week max	Week low	Week Avg	RTDM 3.5	13-Sep-19	Week max	Week low	Week Avg
Oct-19	\$346.3	\$346.3	\$298.2	\$317.4	Oct-19	\$260.3	\$260.3	\$230.2	\$244.6
Nov-19	\$287.3	\$287.3	\$251.7	\$268.1	Nov-19	\$224.3	\$228.6	\$208.7	\$218.3
Dec-19	\$251.3	\$254.8	\$233.2	\$244.1	Dec-19	\$214.3	\$221.6	\$204.7	\$211.4
Jan-20	\$243.8	\$250.1	\$232.2	\$240.5	Jan-20	\$214.1	\$220.6	\$205.7	\$211.9
Feb-20	\$240.8	\$248.3	\$232.7	\$239.8	Feb-20	\$215.6	\$222.1	\$208.7	\$214.4
Mar-20	\$241.6	\$249.1	\$234.7	\$241.6	Mar-20	\$218.8	\$224.3	\$212.4	\$217.6
Q4-19	\$295.0	\$295.0	\$261.0	\$276.5	Q4-19	\$233.0	\$233.9	\$214.5	\$224.8
Q1-20	\$247.5	\$252.3	\$231.5	\$244.0	Q1-20	\$218.5	\$223.2	\$207.8	\$215.0
Q2-20	\$253.0	\$258.3	\$239.0	\$250.4	Q2-20	\$227.5	\$230.7	\$218.8	\$224.5
Q3-20	\$261.0	\$265.0	\$247.5	\$258.0	Q3-20	\$236.7	\$238.9	\$228.7	\$234.1
CAL20	\$246.7	\$259.8	\$244.3	\$249.8	CAL20	\$224.7	\$236.8	\$222.3	\$227.5
CAL21	\$275.9	\$285.3	\$274.3	\$278.6	CAL21	\$253.4	\$263.8	\$251.8	\$256.5
CAL22	\$291.2	\$294.3	\$283.3	\$288.8	CAL22	\$276.2	\$285.8	\$274.6	\$279.0

Dry Bulk S&P Market

A look at the calendar tells us we're approaching the Fall Equinox, but the market has us thinking the summer is rolling on, with market activity and stability enduring, marked mainly by firm charter rates, a plethora of sales candidates and a number of SnP transactions.

Starting with the big boys, another Caper made news this week, with the "Azul Challenge" (203,277 dwt, blt 2004, Universal, Japan) being reported sold rgn \$17 mio to F.E buyers with drydock due first half 2020. The last 2 capers reported were younger, Chinese-blts ships, so taking into account both this ship's age and Japanese pedigree, the number looks about right.

Moving down the totem pole to the Panamaxs, deals went through sans age discrimination and still in line with the market for both old and young ships alike. On the younger side of the spectrum, the "Sea Rising" (76,243 dwt, blt 2012, Yangfan, China) is said to have been sold for \$14 mio. Two older ships reported this week were the "YM Virtue" (76,610 dwt, blt 2003, Imabari, Japan), sold for \$7.4 mio with DD due 03/2020 and the vintage "Pacific Knight" (68,461 dwt, blt 1996, Imabari, Japan) reported at \$6.5 mio; the latter mimicking last week's report of a mid-1990's blt Pmax being sold (i.e. the "Harvest Moon" (73K/1996, Korea)

The Ultramaxs were represented this week by an en bloc deal (albeit on long subs) involving the "Naess Intrepid", "Naess Absolute", "Naess Endurance", and "Naess Courageous" (4 x 63,600 dwt, blt 2015, Jiangsu, China); the vsls were purportedly committed on subs until October at \$18.7 mio each to Chinese buyers, all BWTS-fitted, but with their respective SSs/DDs due early 2020. The en bloc figure looks logical given last week's "Hantong Trader I" and II (1 yr older) done at similar levels. A number of Supras were rumored to have been concluded this week, representing both Chinese and Japanese yards. The "Nord Explorer" (58,803 dwt, blt 2009, Tsuneishi Cebu) was reported sold at mid-high \$12's mio to Greeks, while the "Pintail" (56,880 dwt, blt 2011, Zhejiang Yangfan) and "Scoter" (58,837 dwt, blt 2012 Zhejiang Yangfan, China) sold for \$10.8 and \$11.3 mio, respectively, to Chinese buyers; all in line with recently concluded deals for similar tonnage. The "K. Opal" and "K. Garnet" (55k dwt, blt 2010, IHI, Japan) found a new home with Greek buyers at a nice buying price of \$12.5 mio each en bloc.

The recent Handysize trend of both old and young vessels getting love persists. This week the pattern was carried on by the sale of the "Elvira Bulker" (31,858 dwt, blt 2011, Muroran, Japan) at rgn \$10.25 mio to Greeks (on pace with the C.S. Star reported last week at similar levels) and the older "Elena K" (28,378 DWT, BLT 2000, Naikai, Japan) sold rgn \$4.5 mio to AG buyers, likewise at her relative market levels.

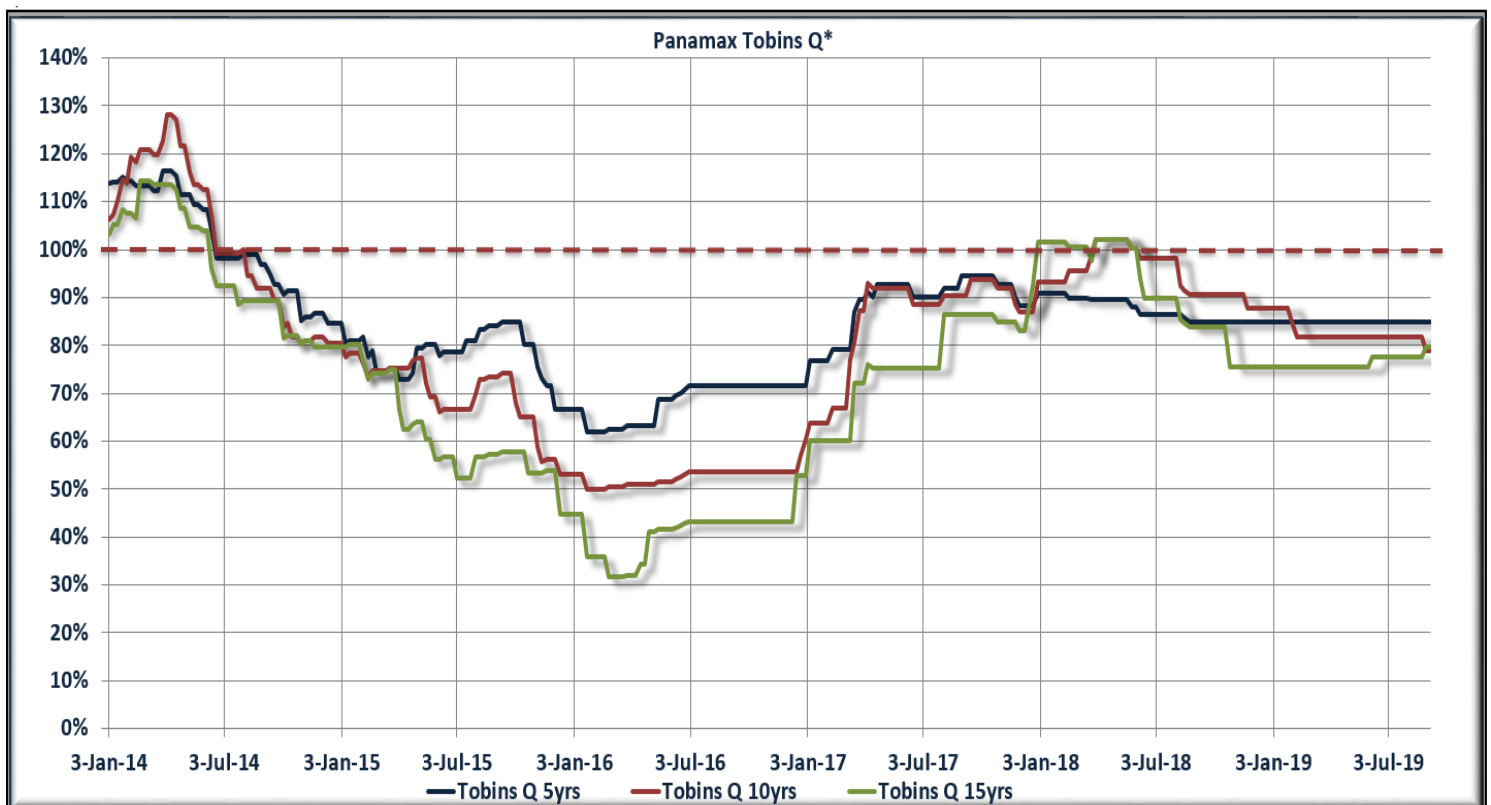
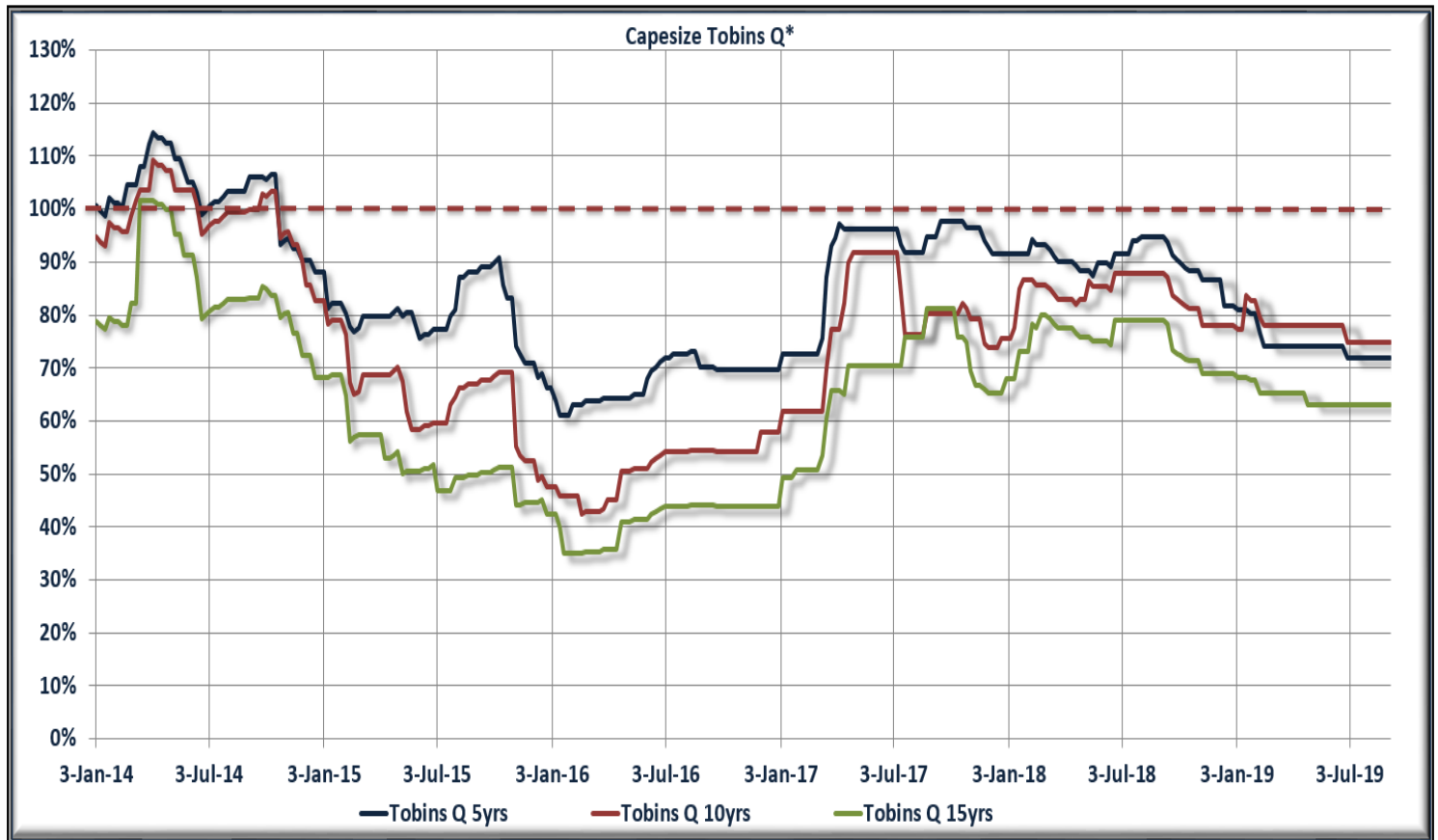
It seems the positive vibes have spilled over into the new building arena, most likely driven by the recent robust market. It may be still be too soon to tell if this market is here to stay, or even improve - mini cycles are always just around the corner; so shipowners may need to practice prudence and keep a careful grip on the NB reins for now. [4+4] 40k dwt bulkers (dolphin 38 design, ice 1c) ex Taizhou Kouan, China with delivery 2021-2022 were ordered by German outfit Vogemann for \$24 mio each. Additionally, 3 x 82k dwt Kamsarmax have been ordered ex Yangzi Mitsui, Chin with delivery in 2021, one of which was placed by Japanese interests, with prices not yet known.

Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
Bulk Success	176,021	2014	Jinhai/China	24	Singaporean buyers	
Harriette N	176,213	2011	SWS/China	high 23	Chinese buyers	
Alam Permai	87,052	2005	Ihi/Japan	10.8	Chinese buyers	
Key Pacifico	81,812	2015	Tsuneishi/Japan	mid 20	Chinese buyers	
Bahia	82,025	2012	Tsuneishi/Japan	19.3	Chinese buyers	
Yarrowonga	82,624	2008	Tsuneishi/Japan	13.5	Undisclosed	
Clipper Victory	77,119	2015	Imabari/Japan	low 20	Greek buyers	
Sea Rising	76,243	2012	Yangfan/China	11.5	Greek buyers	
YM Virtue	76,610	2003	Imabari/Japan	7.4	Indian buyers	
Vitarage	75,921	2001	Kanasashi/Japan	6.5	Chinese buyers	
Harvest Moon	73,040	1996	Samsung/Japan	4.5	Chinese buyers	
Pacific Knight	68,461	1996	Imabari/Japan	6.5	Chinese buyers	C 4 x 30
Shin Kurushima Toyohashi 3732	61,000	2019	Shin Kurushima/Japan	28	Japanese buyers	C 4 x 30,7
Naess Absolute	63,654	2015	China Shipping/China	18.5	Chinese buyers	C 4 x 30
Scoter	56,837	2012	Yangfan/China	11.3	Chinese buyers	C 4 x 30
Nord Explorer	58,803	2009	Tsuneishi Cebu/Pphines	excess 12.5	Greek buyers	C 4 x 30
Lady Mary	52,027	2001	Tsuneishi Cebu/Pphines	5.2	Chinese buyers	C 4 x 30/Class suspended-overdue surveys
Paolo U	48,227	1997	Oshima/Japan	4.4	Chinese buyers	C 4 x 25
Xing Yuan Hai	34,443	2015	Namara/Japan	17	Undisclosed	C 4 x 30
C.S. Star	33,000	2011	Kanda/Japan	10.3	Greek buyers	C 4 x 30,5
Sentosa Bulker	32,755	2010	Jiangmen Nanyang/China	22	Undisclosed	C 4 x 31
Nord Tokyo	28,343	2009	Imabari/Japan	7.7	Undisclosed	
Team Tango	23,573	2001	Shin Kurushima/Japan	high 4	Undisclosed	C 4 x 30.5

*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.

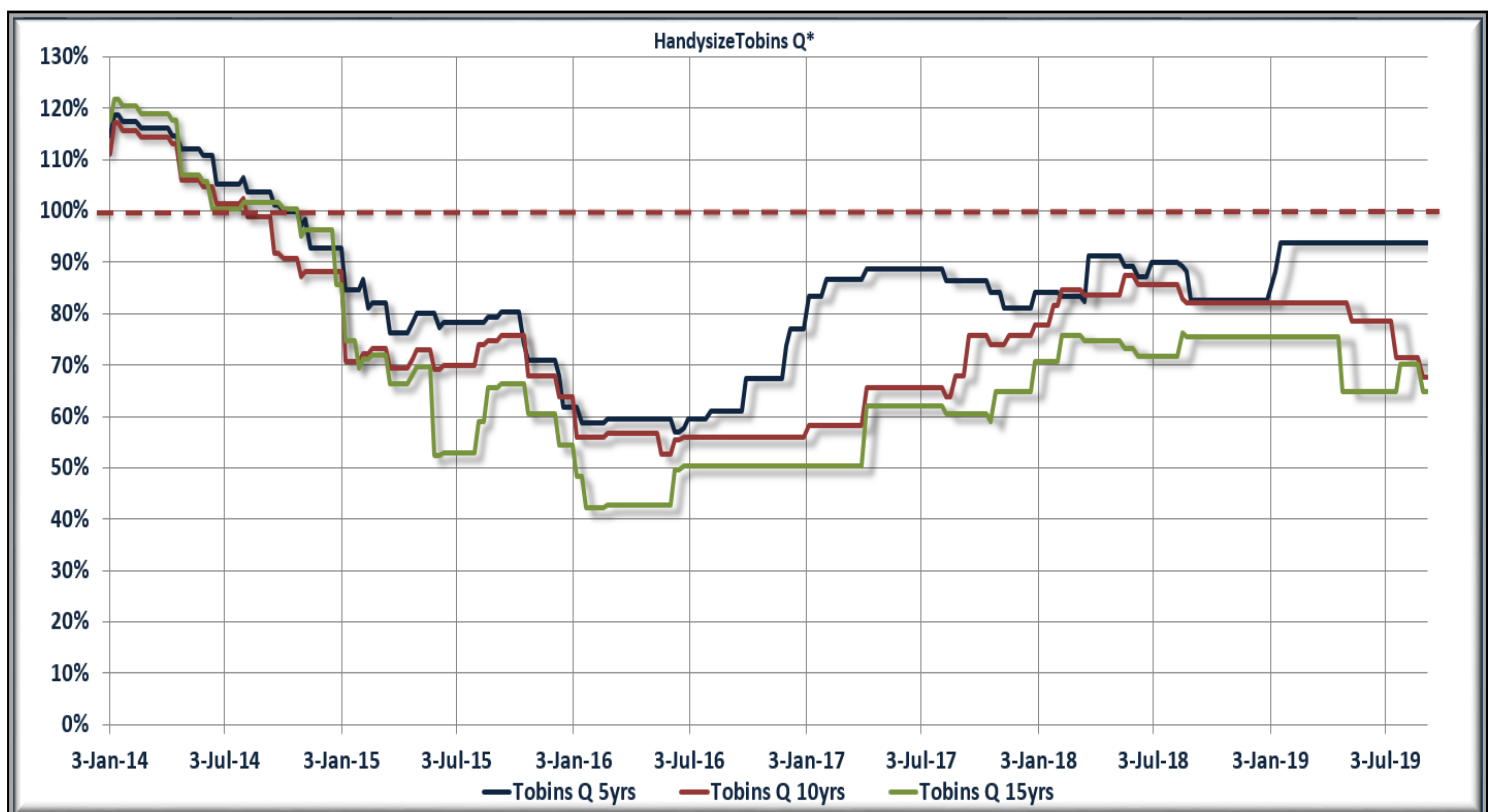
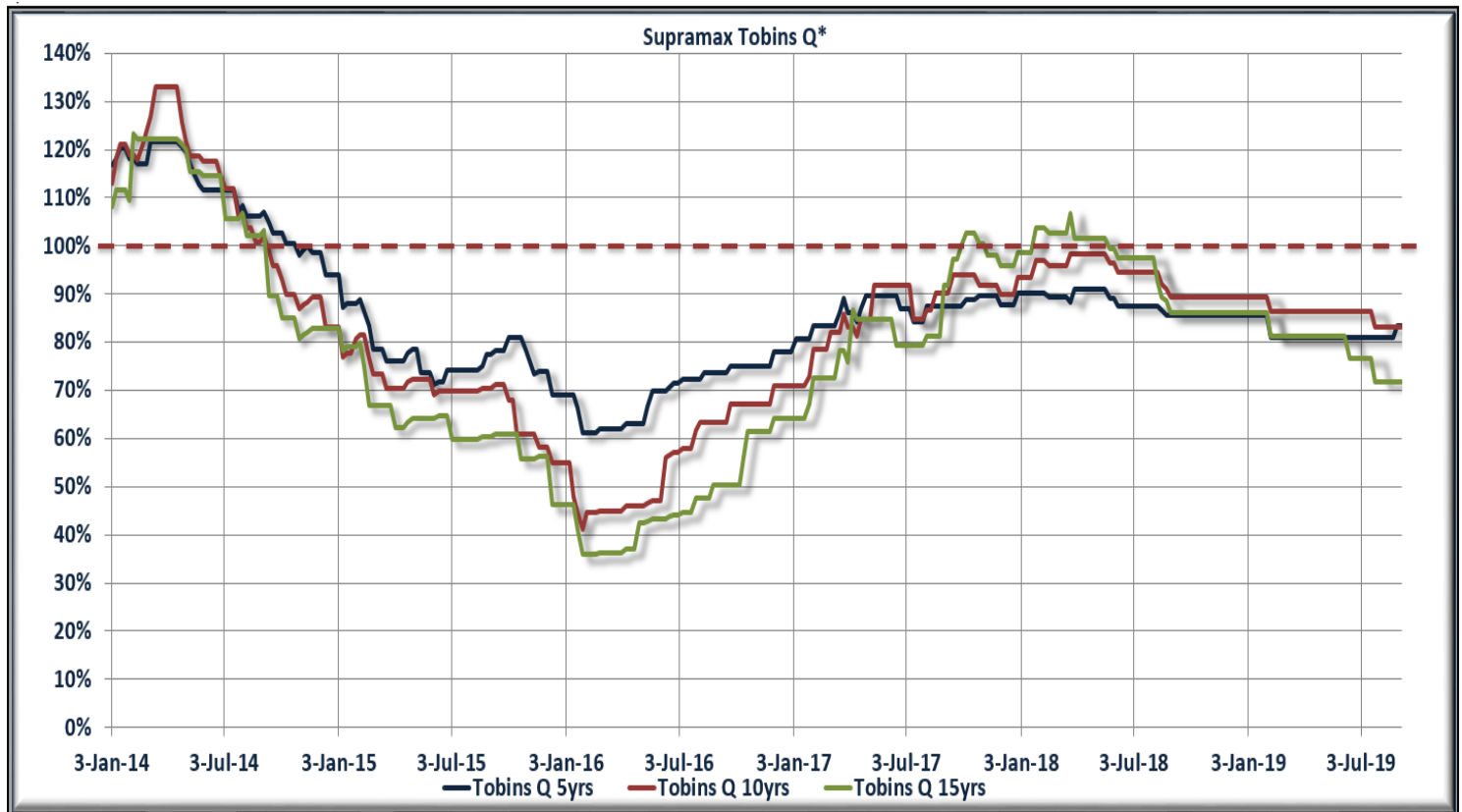
Tobin's Q* Capesize-Panamax

Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
Current ratio	72%	75%	63%	85%	79%	80%
12months High	91%	84%	73%	85%	91%	84%
12months Low	72%	75%	63%	85%	79%	76%
12months Avg	78%	78%	66%	85%	84%	77%



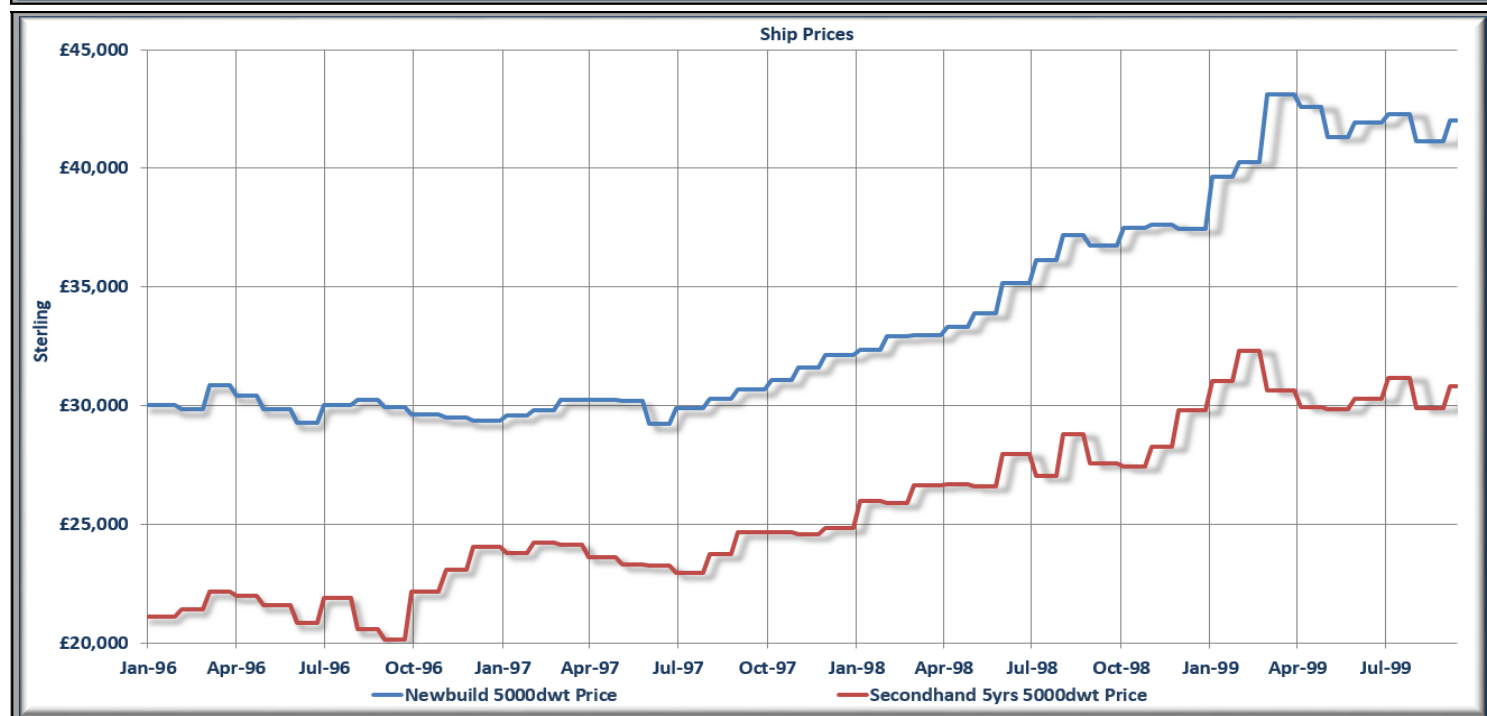
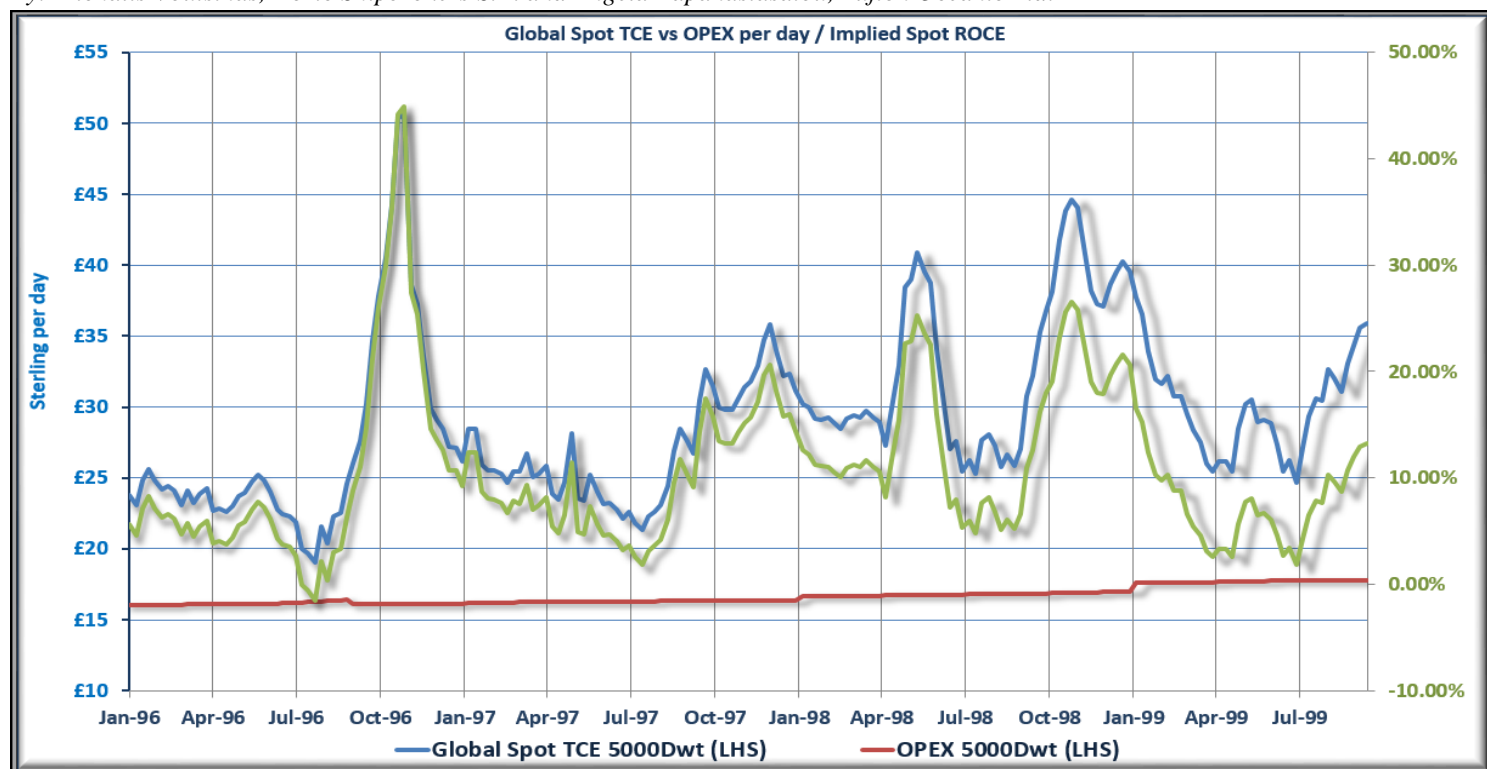
Tobin's Q* Supramax-Handysize

Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
Current ratio	83%	83%	72%	94%	68%	65%
12months High	86%	89%	86%	94%	82%	76%
12months Low	81%	83%	72%	83%	68%	65%
12months Avg	83%	87%	81%	90%	79%	72%



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	Aug-01	Jul-01	Jun-01
Implied Spot Roce	13.3%	13.0%	10.2%	6.6%	3.7%
Global Spot TCE	£35.86	£35.56	£32.60	£29.33	£26.46
BlackSea Round	£35.86	£35.46	£32.42	£28.13	£25.89
East Round	£38.71	£42.02	£38.06	£37.46	£31.53
Med Round	£34.12	£32.78	£29.79	£27.38	£24.60
US Round	£36.24	£36.72	£35.80	£32.49	£28.85
River Plate Round	£44.50	£42.74	£41.80	£37.99	£35.31

S&P Market (5,000dwt)	Current week	Previous week	Aug-01	Jul-01	Jun-01
NB	£42,030	£42,030	£41,147	£42,286	£41,911
SH 5yrs old	£30,809	£30,809	£29,879	£31,148	£30,272
SH 10yrs old	£23,604	£23,604	£22,761	£23,999	£23,245
SH 15yrs old	£17,798	£17,798	£16,942	£18,310	£17,593

*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 River Plate business, the markets generally have been quiet. There seems more diversity of profitable employment offering than ever before, which will enable Owners, by an independent attitude, to maintain rates for a long time yet to come on a profitable level. Against this, however, the cost of working has very materially increased. On many boats built some years ago these expenses have advanced to the extent of 15 per cent., and probably more, and this independent of the enormously increased cost of bunkers. Boats which could be insured for 8 guineas per cent are now uninsurable under 9 guineas, and more often even 10 guineas per cent and with less favourable conditions. Stores are dearer, while wages of firemen and sailors show a considerable advance. Bunker coal is also fully 25 per cent dearer than only two years ago. What tramp Owners have now mostly to fear is not so much the increase of working expenses or the great advance in the cost of new tonnage, but the gigantic strides in competition which the liners are making. The liners have almost entirely driven tramps out of the Eastern trade, bar rice and Java business, and completely so as far as outward general cargo business is concerned. The Canadian trade is now slowly being absorbed, the tramps doing but little of the St. Lawrence business, bar the carrying of deal and timber cargoes to ports not provided yet by regular lines. The next trade that is likely to disappear is grain and general cargo business, etc, from the U.S Lines are being run in all directions, provided with large and fast boats, which are seriously affecting the trade for tramps, not only from the Atlantic grainports but from the Gulf ports. Take, for instance, the cotton trade from Galveston. A few years ago certain important Charterers had to cover all their requirements by coming on the market for "tramp" tonnage; now they have lines running which cause it to be of rare occurrence for them to have to charter an "outside" boat. These are only instances of what is generally going on.

The characteristic of the freight market has again been the continued boom in River Plate homeward rates, some splendid fixtures having been effected. For instance, as high as 26s has been paid from Buenos Ayres or La Plata for U.K Cont p.p; and from the San Lorenzo limit 29s has been obtainable to choice ports and on berth terms for October; Outward rates from Wales to the lower ports have dropped to 9s 9d, this rate having been accepted.

The American market is showing evident signs of weak-mess, tonnage being offered too freely. Berth grain rates from the Northern range to p.p for September loading are 23 7½d to 2s 9d, for October 3s 1½d to 3s 3d is obtainable; On the C.f.o basis September boats are nominally worth 3s 3d to 3s 4½d ; for October 3s 6d is obtainable, and for November, December, and January 3s 6d to 3s 7½d; Cotton rates for October loading from the Atlantic ports are about steady at 40s to 41s 3d to Liverpool or Bremen, basis 1s 6d port charges and one day for every 100 n.r. tons. Phosphate rates are firm. From Tampa, etc, 21s to 22s is quoted for U.K. Cont, and for the South ports 23s 9d, Baltic 25s to 26s 3d. Net charter rates from Galveston, New Orleans, Pensacola, and Mobile are fairly steady at 17s 9d to 18s 3d for October, and 18s for November and December loading.

The Black Sea market is only barely steady, berth rates from Odessa, etc, for L.H.A.R. being 10s 6d, and for October loading nominally 11s ; from Nicolaieff 1s above these rates is quoted.

The Azoff market is steady, berth rates for L.H.A.R., etc, for September loading being 12s 6d to 12s 9d and for October 13s to 13s 6d.

There is little or nothing doing from the Danube, Charterers being indisposed or unable to pay the equivalent of the rates offering from the Black Sea and Azoff.

The Mediterranean and Adriatic market is firm, several good fixtures having been effected. From Smyrna to E.C U.K 13s to 13s 3d has been paid for September loading, and further tonnage is wanted. Ore rates are firm from Greece to U.K, Antwerp, or Rotterdam ; for p.p 10s 3d to 10s 6d is obtainable, but we think nearer 11s 6d to 12s will have to be offered to attract Owners.

Coal rates from Wales to the Mediterranean keep steady as follows: to Marseilles 10 fcs, to Algiers 9 fcs, to Genoa, Naples, Leghorn, etc 8s 3d to 8s 6d, to Alexandria and Port Said 10s 3d to 10s 6d, to Constantinople, the Piraeus etc 8s 6d. Simiral rates are also obtainable from the E.C ports.

On the S&P front, the newbuilding market moved sideways. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £42,000 whereas a ten-year-old of the same dwt and specification at £23,600.