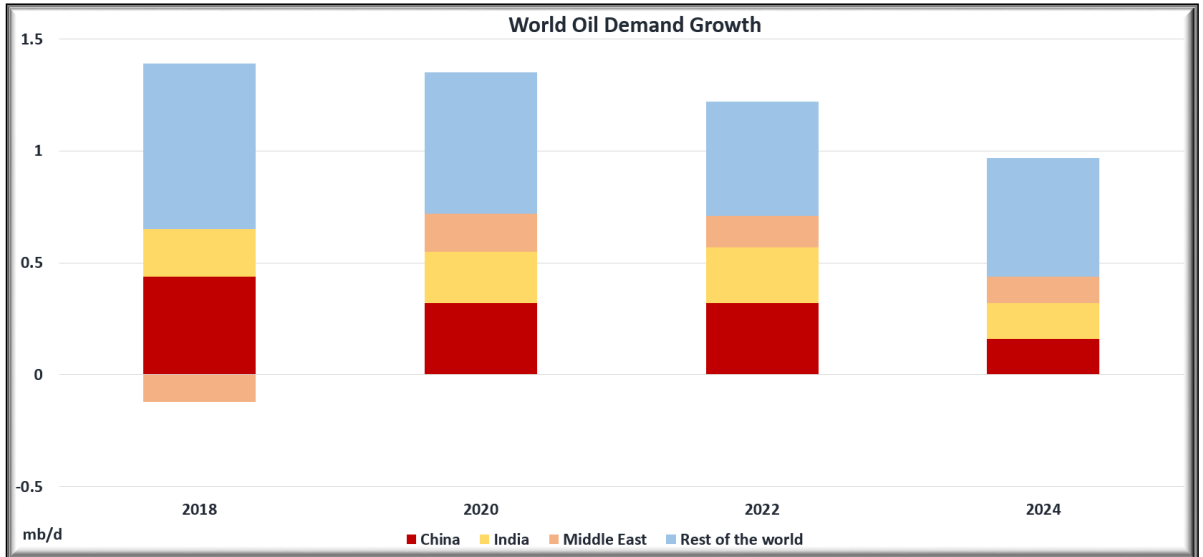
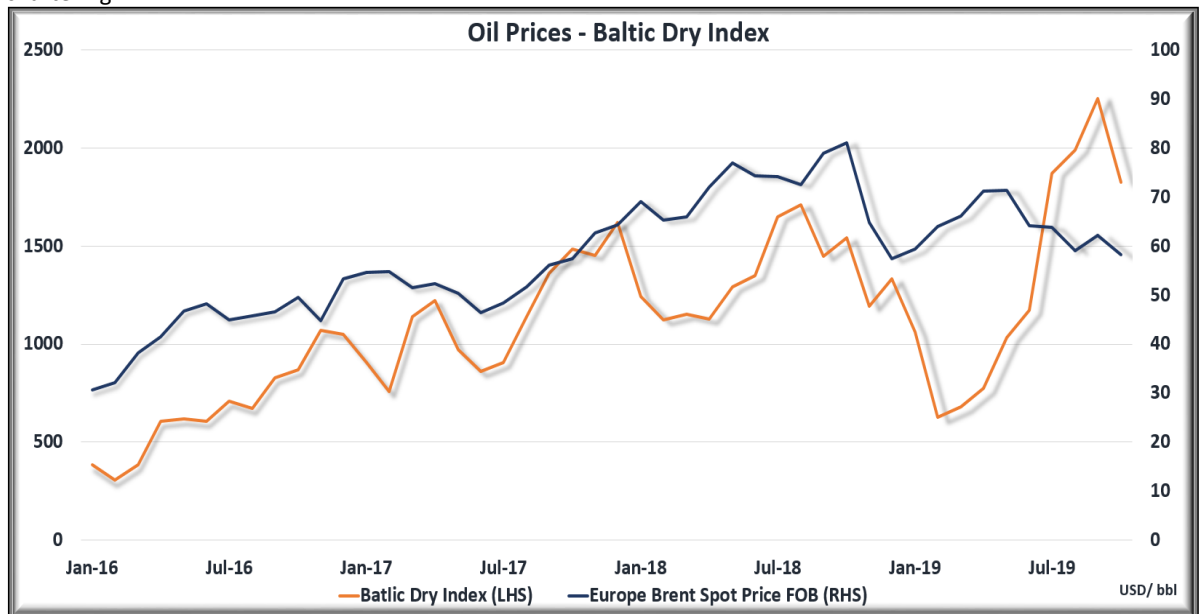


It has been almost 150 years since John D. Rockefeller founded Standard Oil and there has not been a single week during this whole period without headlines referencing developments in the oil industry. The second week of October of the current year was not an exemption to the above, with both macro analyses and geopolitical events making the front pages in economic press. In reference to the former, the International Energy Agency chopped its oil demand growth forecasts for the next two years, due to concerns for the path of global economy. In particular, for both 2019 and 2020, IEA has cut the headline oil demand growth number by 0.1 mb/d. However, the reduction for 2019 mainly reflects a technical adjustment due to new data showing higher US demand in 2018 which has depressed this year's growth number. This year is seeing two very different halves, according to the Paris-based body. In H1 2019, global growth was only 0.4 mb/d but in H2 2019 it could be as high as 1.6 mb/d with recent data supporting this estimation. Non-OECD demand growth in July and August was 1 mb/d and 1.5 mb/d, respectively, with Chinese demand growing solidly by more than 0.5 mb/d y-o-y. For 2020, a weaker GDP growth forecast has seen oil demand outlook cut back to a still solid 1.2 mb/d.



Source: IEA, Doric Research

However, it was the tactical moves in the geopolitical chess board this week that overshadow any analysis for the future prospects of oil industry. In particular, an Iranian-owned oil tanker was struck by two missiles off the Saudi port of Jeddah on Friday, further escalating tension between Iran and Saudi Arabia. Adding to this, the US sanctions on a leading Chinese owner and the right conditions have been created for the AG/Japan main tanker trading route to skyrocket to some \$300,000 daily, tempting many dry cargo chartering brokers to look for crash courses for tanker chartering.



Source: Baltic Exchange, IEA, Doric Research

Setting aside the steep rise on tanker rates, both oil and the Baltic Dry index reported gains during the 41st week of the year. Following a period of softer tone, "black gold" jumped 2 per cent following the latest news from the Red Sea whilst the barometer of dry bulk sector increased 9 per cent after the return of Chinese market participants from their holidays back to their stations. Most importantly though for their long-term prospects, both surged on high hopes for a trade war truce.

Freight market 120yrs ago (page 12): "Comparatively little chartering has been affected since the last report, as Owners generally have set their demands so far above the limits of Charterers that business has not been possible..."

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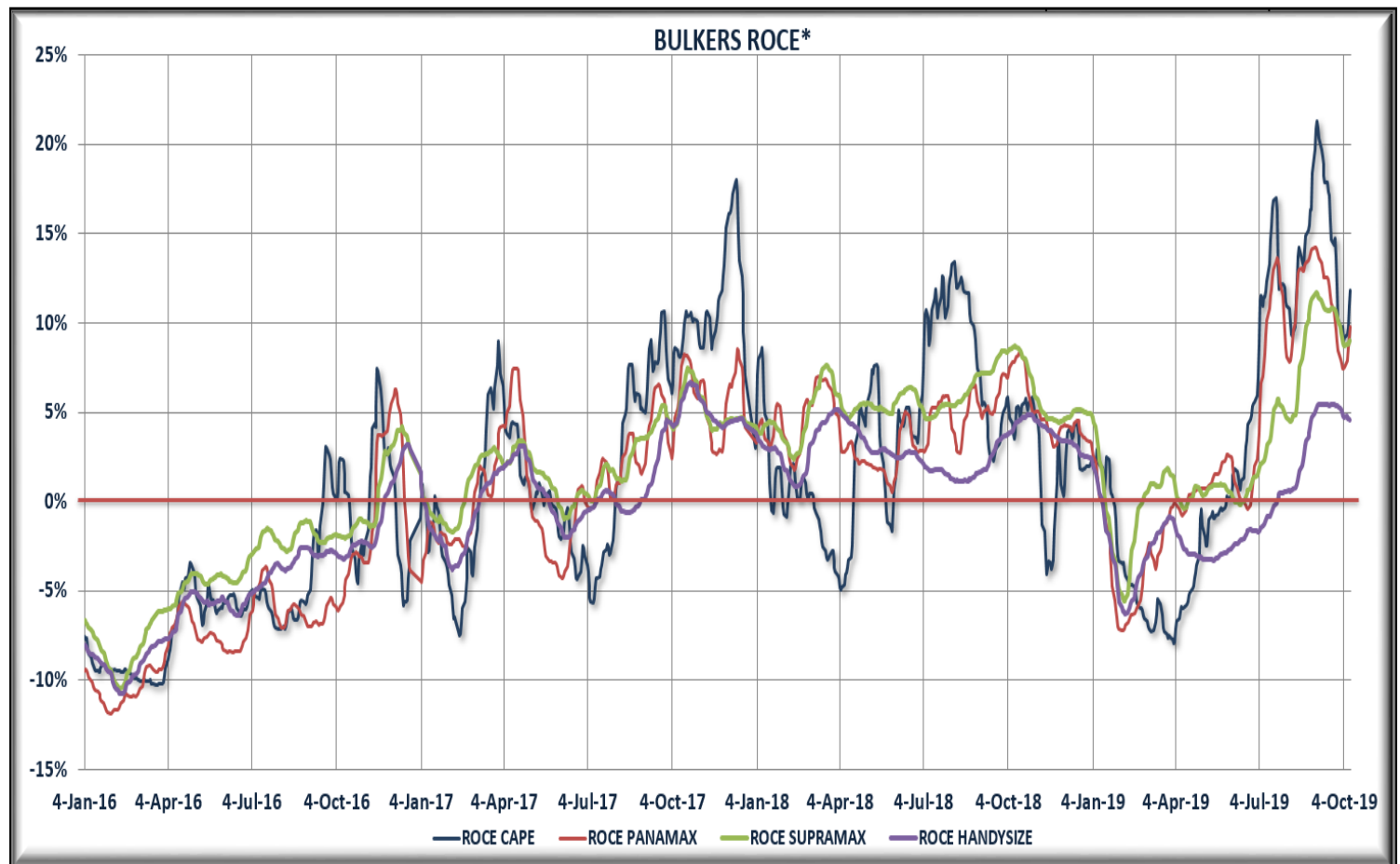
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Dry Cargo Spot Market

Capesizes took a step back this Friday, not letting the Baltic Dry Index return above the 2000-point mark. In any case, reporting 8.9% increase on a weekly basis, the Baltic Dry Index finished the week higher at 1924 points. With a similar weekly increase as the general index, the Baltic Capesize Index balanced at 3290 points on this Friday's closing. The Baltic Panamax Index trended strongly upwards to 1916 points, or up 10.7% W-O-W. Geared segments moved sideways, without any meaningful change. The Baltic Supramax Index went marginally up to 1218 points, or higher 1.6% W-o-W. The Baltic Handy Index lost some of its steam, balancing at 658 points.

At the box office, the after depreciation returns on capital employed of gearless segments touched double-digits whilst those of geared ones remained very close to previously reported. In particular, Capesize ROCE hovered at 11.6% and Panamax ROCE at 10%, or up 244 and 246 basis points on a weekly basis respectively. Supramax ROCE increased to 9.1%, at the same time as Handy ROCE was moving lower to 4.5%.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
7-Oct-19	1770	\$23,689	\$14,007	\$13,420	\$9,665
8-Oct-19	1801	\$24,128	\$14,453	\$13,426	\$9,611
9-Oct-19	1873	\$25,598	\$14,840	\$13,467	\$9,579
10-Oct-19	1929	\$26,647	\$15,220	\$13,536	\$9,559
11-Oct-19	1924	\$26,382	\$15,355	\$13,602	\$9,526
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	1311	\$16,611	\$11,308	\$10,236	\$7,482
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** segment showed its teeth this week, re-gaining some of its lost ground but closing at a softer tone on Friday. Both spot market and paper showed enhanced potentials compared to last week, with the Baltic T/C average index rounding up at \$26,382 daily, an approximate \$2,700 increase W-O-W.

In the Eastern hemisphere, the Australian FMG headlined this week, switching its interest in global opportunities and making further profitable alliances. Fortescue Metals Group announced its participation in the tender of buying part of the Simandou mine in Guinea. Simandou iron ore mine is among the worlds biggest, containing billions of tonnes of high-grade iron ore. Given the increased sensitivity of the global investment community in environmental issues, higher-grade ore is increasingly in demand. While the Australian government worries about its longer-term economic stability and its iron ore exports, West Australia to Qingdao route moved higher this week, fixing at \$9.50 pmt numerous times. The benchmark C5 index climbed back to \$9.51 pmt levels on Wednesday only to close at a deflated \$9.22 pmt on Friday. T/C fixing was nearly absent, whilst bunker prices/availability wrestle their way over the new cap 2020 implementations. It was reported that 'Anangel Venture' (180,940 dwt, 2016) got \$27,100 daily with retro sailing delivery CJK on 01st October for a mineral round trip via Richards Bay to Youngheung.

Regaining trust is a difficult task and besides strong effort it usually takes a lot of time. Especially when it comes to commercial relations, it can be proven to be a costly process. Ten months have gone by, since Vale S.A. dam collapse. On its attempt to re-gain trust from their investors and the rest of the industry, the mining giant has already paid more than \$6bn for both financial and psychological aid to the victims of 'Córrego do Feijão mine'. Setting aside the backwash of the deadly accident, Tubarao to Qingdao route rebounded this week, paying overall improved rates for end October loaders. The C3 index has gone up to \$23.78 pmt on this week's closing. MV 'Sunbeam' (171,199/00) was reported fixed at \$24.25 pmt with October cancelling dates. Improved front-haul rates provided extra support to the Atlantic tonnage list, at the same time as T/As reported 8.7% weekly gains. The region's major routes as described in C8_14 (Trans/Atlantic), C9_14 (front/haul) and C14 (China/Brazil) showed incredible resilience this week, dragging the weighted T/C Average higher along with them to \$26,382 daily, or up 11% W-O-W.

Short period is lingering at low \$20,000 daily with Pacific delivery, while longer charter – 12 months – falls into mid/high teens, always depending on vessel's age/delivery/specs. On longer period (23 to 25 months) KOCH Shipping was linked to 'Aquaprincess' (182,060 dwt, 2009) at \$18,000 daily with 11 October delivery Zhoushan.

Representative Capesize Fixtures						
Vessel	Load Port	Laycan	Discharge Port	Freight	Charterers	Cargo
NYK TBN	Narvik	05/19 Nov	Qingdao	\$26.75	LKAB	150,000/10 iore
TBN	Dampier	25/26 Oct	Qingdao	\$9.45	Rio Tinto	170,000/10 iore
Dong-A Astrea	Ponta Da Madeira	15/29 Oct	Fos	\$8.50	ArcelorMittal	170,000/10 iore
Sunbeam	Tubarao	31 Oct	Qingdao	\$24.25	Trafigura	170,000/10 iore
Ssangyong TBN	Richards Bay	20/29 Oct	Youngheung	\$15.99	KEPCO (tender)	150,000/10 coal

With all routes trading well above last done levels, the Baltic **Panamax** Index reached \$15,355 daily, gaining circa \$1,500 W-o-W.

In the Pacific basin, rates for Nopac rounds ranged in the mid-teens basis Japan delivery, as in the case of the 'Dione' (81,145 dwt, 2017) which was reported with delivery Kimitsu 4-10 Oct for a trip with grains to Spore-Japan range at \$15,000. Additionally, a KMX, with similar delivery, was heard to have fixed at \$14,400 daily. North Pacific was supported by increased activity coming from USG grains, with charterers bidding nice KMXs around \$16,000 for trips back to China. In that regard, "The coming months will determine the outcome of the year for seaborne US (soybeans) exports, with early signs that exports since 1 September seem to be following the usual pattern of increasing through September ahead of a peak in late October and November," according to Bimco chief analyst Peter Sand. For Australia, the 'Cymona Star' (87,036 dwt, 2006) was fixed with delivery Rizhao 7-8 Oct for a trip to Taiwan at \$14,200 and for direction India the 'Olympic Glory' (84,091 dwt, 2011) was fixed with delivery Qingdao 8-10 Oct for a trip via EC Aussie at \$16,500. Demand for Indonesian coal also picked up, with Pmxs fixing in the \$14k region basis south China delivery. Norden took the 'Yun Mi Feng' (75,421 dwt, 2011) basis delivery Zhuhai for a trip to Philippines at \$14,000, and the 'Gng Concord' (75,337 dwt, 2014) was heard to have fixed for a trip to S.China basis delivery Hong Kong at \$14,500 daily. Stronger rates also seen from South Africa with LDC taking the Clia (92,968 dwt, 2012) with delivery WC India 9th Oct for a trip to Singapore-Japan range at \$17,000 daily.

In the Atlantic region, Charterers had to pay up to secure tonnage for F/H runs via ECSA for end Oct / Beg Nov shipments, with Fractal fixing the 'Olympic Galaxy' (81,383 dwt, 2009) basis delivery Aps ECSA end Oct for a trip to Singapore-Japan range at \$18,000 plus 800,000 bb. For similar eta, the 'Princess Katherine' (76,436 dwt, 2004) was fixed at \$17,000 plus 700 bb, whilst for a trip to Med the 'Sbi Carioca' (81,262 dwt, 2015) was linked to Cargill with delivery Praia Mole 12-13 Oct via Ponta de Madeira and Egypt Med with redelivery Passero-Canakkale range at \$23,000 daily. USG grains also paid a premium as in the case of the well described 'Graecia Aeterna' (81,001 dwt, 2014) which was fixed with prompt delivery Cape of Good Hope for a trip to Singapore-Japan range at \$16,000 plus 560,000 bb with Ausca.

In terms of period deals, the 'Hakuta' (82,165 dwt, 2011) was linked to Diamond Bulk Carriers with delivery Baihai 9-14 Oct for 8 to 11 months period and worldwide redelivery at \$13,400 daily and the 'Zhong Chang Zhou Shan' (75,409 dwt, 2013) with North China delivery 11-16 Oct was fixed for min 5 to about 7 months period at \$12,500 with Tongli Singapore.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Dione	81,145	2017	Kimitsu	4-10 Oct	Singapore-Japan	\$15,000	Cnr	via Nopac
Cymona Star	87,036	2006	Rizhao	7-8 Oct	Taiwan	\$14,200	Cnr	via Australia
Olympic Glory	84,091	2011	Qingdao	8-10 Oct	India	\$16,500	LSS	via Ec Australia
Yun Mi Feng	75,421	2011	Zhuhai	11 Oct	Philippines	\$14,000	Norden	via Indonesia
Gng Concord	75,337	2014	Hong Kong	14 Oct	S.China	\$14,500	Cnr	via Indonesia
Clia	92,968	2012	Tuna	9 Oct	Singapore-Japan	\$17,000	LDC	via S.Africa
Olympic Galaxy	81,383	2009	ECSA	End Oct	Singapore-Japan	\$18,000 + 800K bb	Fractal	via ECSA
Princess Katherine	76,436	2004	ECSA	End Oct	Singapore-Japan	\$17,000 + 700K bb	Cnr	via ECSA
Sbi Carioca	81,262	2015	Praia Mole	12-13 Oct	Passero - Canakkale	\$23,000	Cargill	via PDM and Egypt Med
Graecia Aeterna	81,001	2014	COGH	Prompt	Singapore-Japan	\$16,000 + \$560K	Ausca	via Usg option ECSA
Hakuta	82,165	2011	Beihai	9-14 Oct	World wide	\$13,400	Diamond Bulk Carrier	8-11 Months
Zhong Chang Zhou Shan	75,409	2013	Cjk	11-16 Oct	World wide	\$12,500	Tongli	min 5 / abt 7 months

With a marginal 1.0% weekly increase, the Baltic **Supramax** index hovered at \$13,602 daily.

With Chinese players back from holidays, we saw activity picking up again. NoPac was steady to firm. The 'Baltic Hornetta' (63,550 dwt, 2014) fixed Nopac/China with potash at \$12,250, with delivery Lanshan and another Ultra fixed \$12,5K, delivery Yangtze River, for a similar run with grains to SEAsia. Aussie was quite active with usual ores and grains. The 'Anne' (55,747 dwt, 2011) open Nantong fixed a trip via Aussie to Spore-Japan at \$12K. Rates for trips to India or PG ex N.China were hovering circa \$9K/\$10K. SEAsia was firm with steady cargo flow. The 'Mystic Eagle' (63,301 dwt, 2013) fixed at \$12K with delivery CJK for a trip via Indo to China with coal and the 'Great Pioneer' (63,409 dwt, 2015) fixed DOP Kohsichang via Indo to S.China with coal at \$15K. Nickel ore is still on the top of the list of high paying cargoes in the area. The 'Lucy Ocean' (56,969 dwt, 2010) open Xiamen failed on subs for a trip via Indo redel China with nickel ore at \$17K, basis delivery Xiamen. The Indian Ocean is still weak and colourless with 'Ivs Naruo' (60,030 2014) fixing a trip from S.Africa trip to FEast at \$14K+\$400K bb. PG was quite healthy and solid with 'Sam Hawk' (57,598 dwt, 2013) open Bin Qasim fixing \$16,5K for clinker via Karachi to Chittagong and a TESS58 getting \$13,750 delivery WCI for petcoke via PG to ECI. India is keeping momentum with Ultras fixing \$18K for trip via WCI to China with salt while ECI seems that losing steam. The 'Iron Lady V' (57,324 dwt, 2011) fixed \$12,5K basis delivery Paradip for trip to China with iron ore. The market is looking positive currently and owners are pushing for higher rates. Furthermore, we are seeing some fresh backhaul enquiries which improve the sentiment further.

In the Atlantic, rates continued to slide. However, as the week is approaching its end, it seems that the market may have met its resistance point and Owners are hopeful that the correction of the last few weeks is coming to an end. Among limited information that surfaced from the USG, it was heard that the 'Crowned Eagle' (55,940 dwt, 2008) got \$12,750 daily basis delivery USG for a trip to NCSA. It was also heard today that a slightly larger unit agreed \$12,750 on similar trade basis delivery Mississippi. Moving on to ECSA, there were several reports of Ultramaxs being on subjects at \$17K + \$700K bb. It was understood though, that most of these deals didn't get through. Rates for transatlantic trades originated from ECSA hovered near the \$20k mark. From the Continent, the 'Fu Quan Shan' (56,621 dwt, 2013) got \$17,500 daily basis delivery St. Petersburg for scrap via Baltic to Turkey, showing that market is maintaining a healthy supply/demand balance locally. The Black Sea lost some ground, as levels for short employment dropped below the mid-teens mark. The 'West Bay' (52,451 dwt, 2004) was fixed at \$14,250 daily basis delivery Canakkale for a trip to Spain. Meanwhile, S1B_58 (Canakkale via Med/Bsea Feast) lost \$1,050 w-o-w, being assessed today at \$26,493.

In line with the current instability on rates, no period fixtures were reported.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Baltic Hornet	63,550	2014	Lanshan	Prompt	China	\$12,500	cnr	Potash via Nopac
Anne	55,747	2011	Nantong	Prompt	Singapore-Japan range	\$12,000	cnr	via Australia
Ivs Naruo	60,030	2014	South Africa	Prompt	Far East	\$14,000+\$400K bb	cnr	
Sam Hawk	57,598	2013	Bin Qasim	Prompt	Chittagong	\$16,500	cnr	via Karachi
Iron Lady V	57,324	2011	Paradip	Prompt	China	\$12,500	cnr	iron ore
Crowned Eagle	55,940	2008	usg	Prompt	NCSA	\$12,750	Bunge	
Fu Quan Shan	56,520	2013	St. Petersburg	Prompt	Turkey	\$17,500	White Lake	Scap cargo
West Bay	52,451	2004	Canakkale	Prompt	Spain	\$14,250	Cofco	

Arrhythmia in the Far East – "Flat (Broke Love) Market" in the Atlantic for the **Handysize**.

In the Pacific, after almost two weeks of holiday celebrations throughout far eastern countries the market is struggling to find its pace. Although the return of the Chinese market participants was evident in the Supramax and Panamax segments, same cannot be said for the Handysize. Owners struggled to find alternative employment for their ship but they were not always successful, leading to an increased number of spot vessels. In the North, 'Ravni Kotari' (34,000 dwt, 2010) open in CJK on the 5th of October fixed at \$7,750 dop for a coal shipment via CIS to Taiwan. From the South, 'Crane Island' (32,000 dwt, 2011) open in Singapore on the 8th of October was agreed at \$8,700 dop for a salt requirement from Australia to Malaysia-Indonesia. Finally, on the period front, the 37,000 dwt Penghu Sw, built in 2011, which was open in Hong Kong on the 5th of October was covered at \$9,800 dop for 7-9 months period. The upcoming dramatic changes on bunker specs have started affecting the physical market as the dawn of 2020 approaches. It remains to be seen what lies ahead for the next two months.

Bachman-Turner Overdrive in the 70's were signing "Is not enough to cover what we are willing to start" ... fixing our ships, the Owners continued. 'Flat' is the feeling most people were getting from most areas in the Atlantic this past week, maybe apart the Med/Bl. Sea area. In ECSA, problems in the River Plate, is causing a headache to everybody, and rates dropped as quickly as the draft did, so we heard rates for 35,000dwt to Continent as low as \$15K and the usual grains to WCSA paying as low as \$20K for the same size. USG followed in suit, on an already lower level, with very limited fresh cargo out on the market, the arbitrage opportunities for the players in the area were equally limited, leaving traditional Owners scrambling to fix. Continent again was a bit more subdued this week. Some scrap movements and the usual fertilizer stems, could hardly push the rates up. Some serious premium was paid only for a fertilizer cargo destined to S. E. Asia. The Med was again the exception that proved the rule, all active and with plenty fresh cargoes. Inter-Med trips were paying rates within \$13K's for larger Handies and we saw \$12K to be done for 28,000dwt. The feeling is that this will continue for most of Q4, maybe not as 'exciting' as it was last year. It remains to be seen.

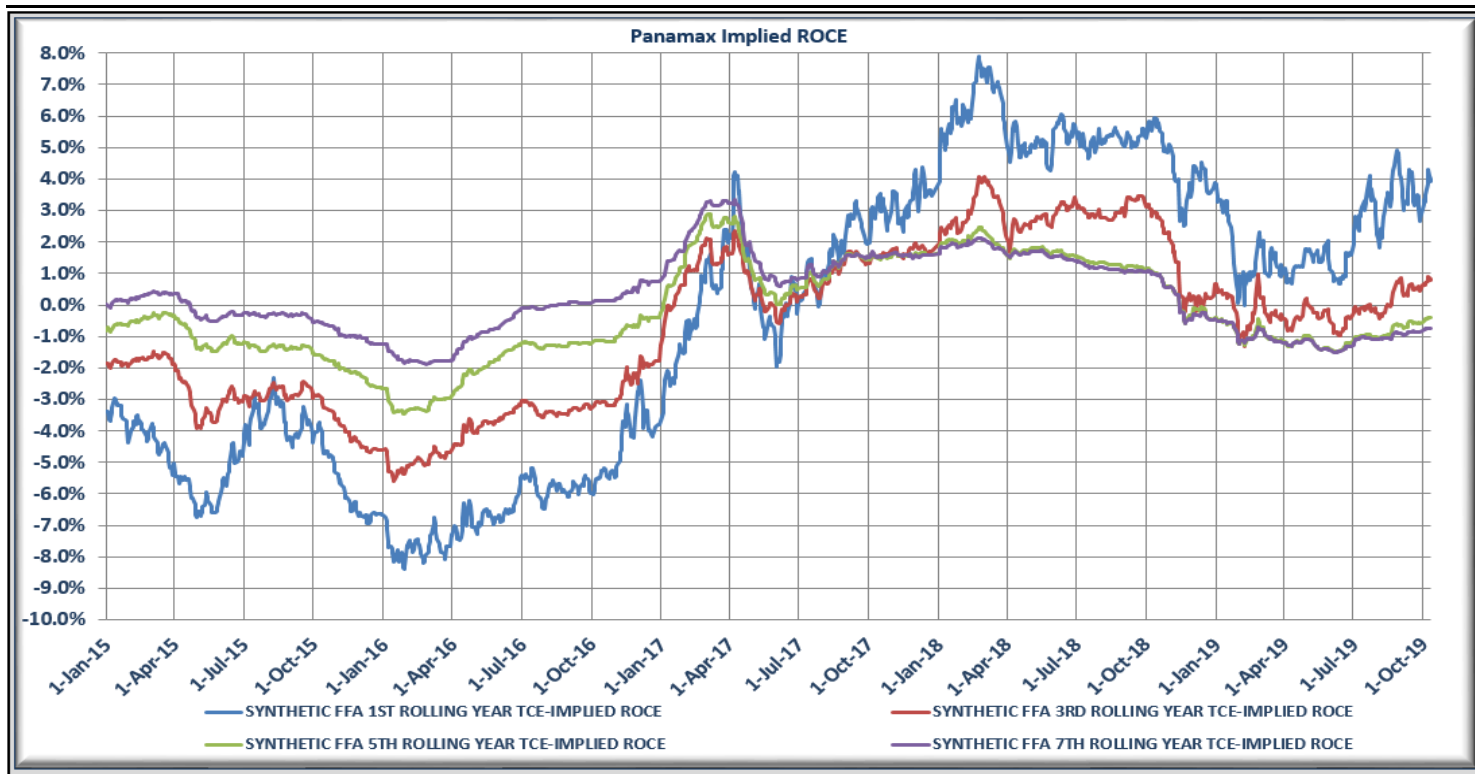
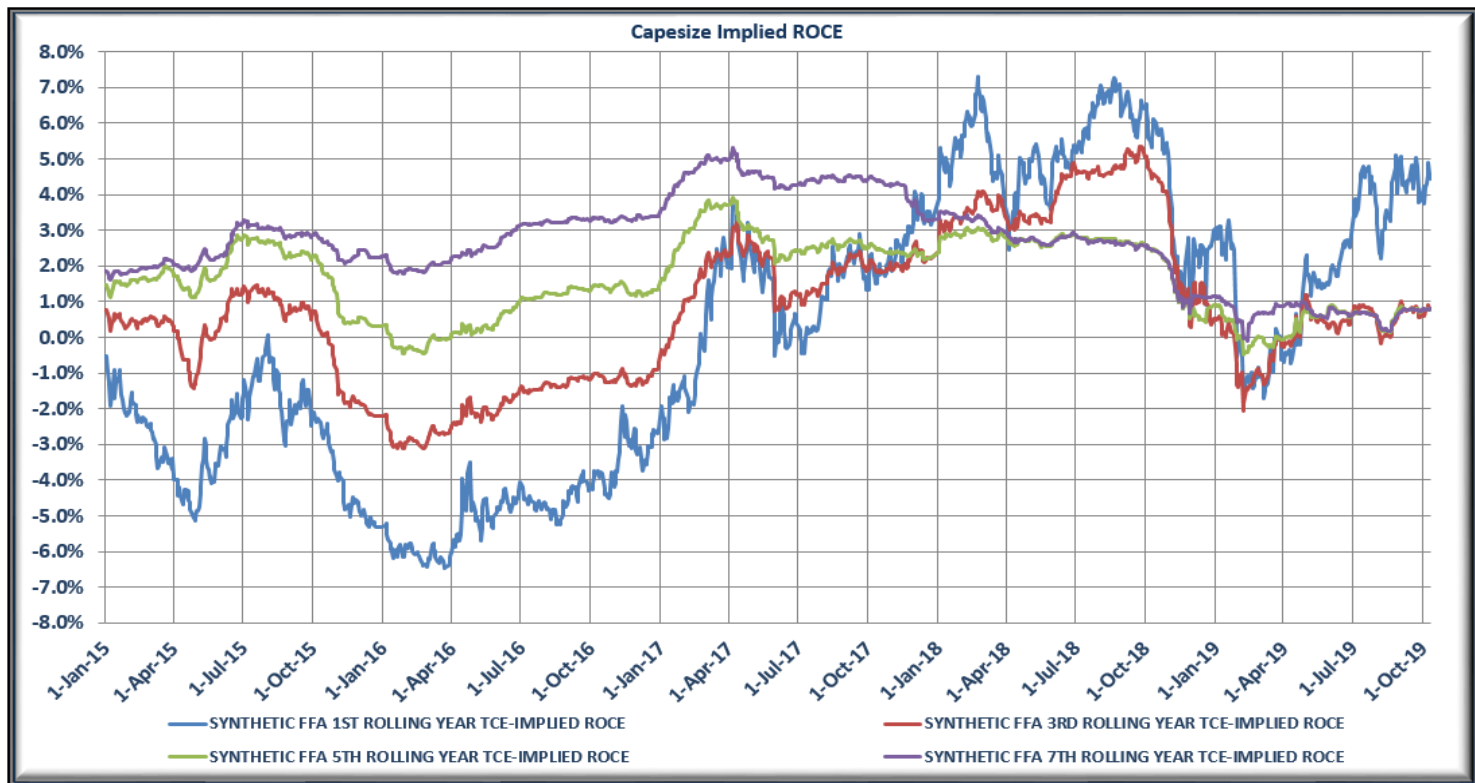
On the period desk, 'Double Diamond' (2011, 33,145dwt) fixed a short period within Atlantic at \$10,500 from W. Africa.

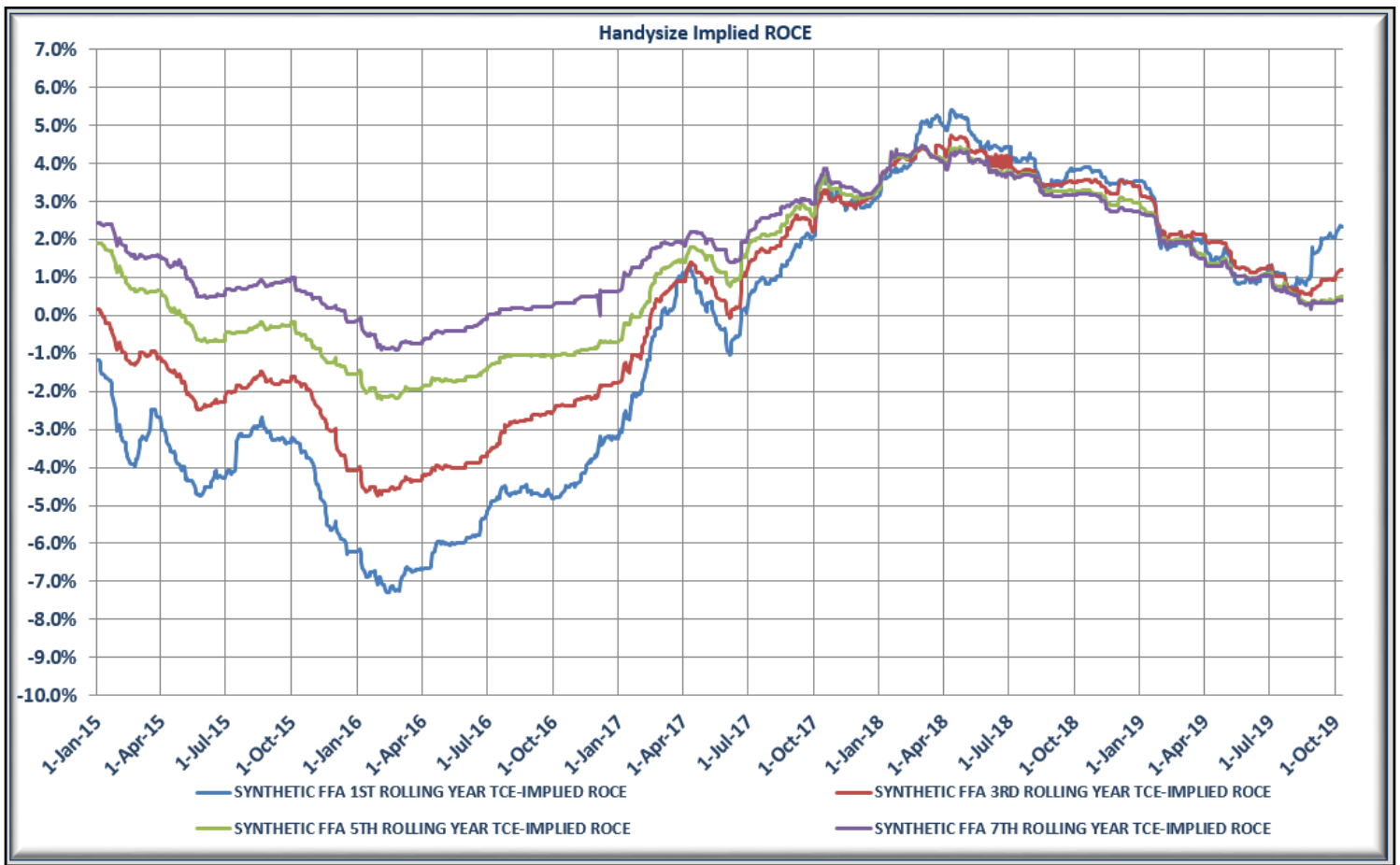
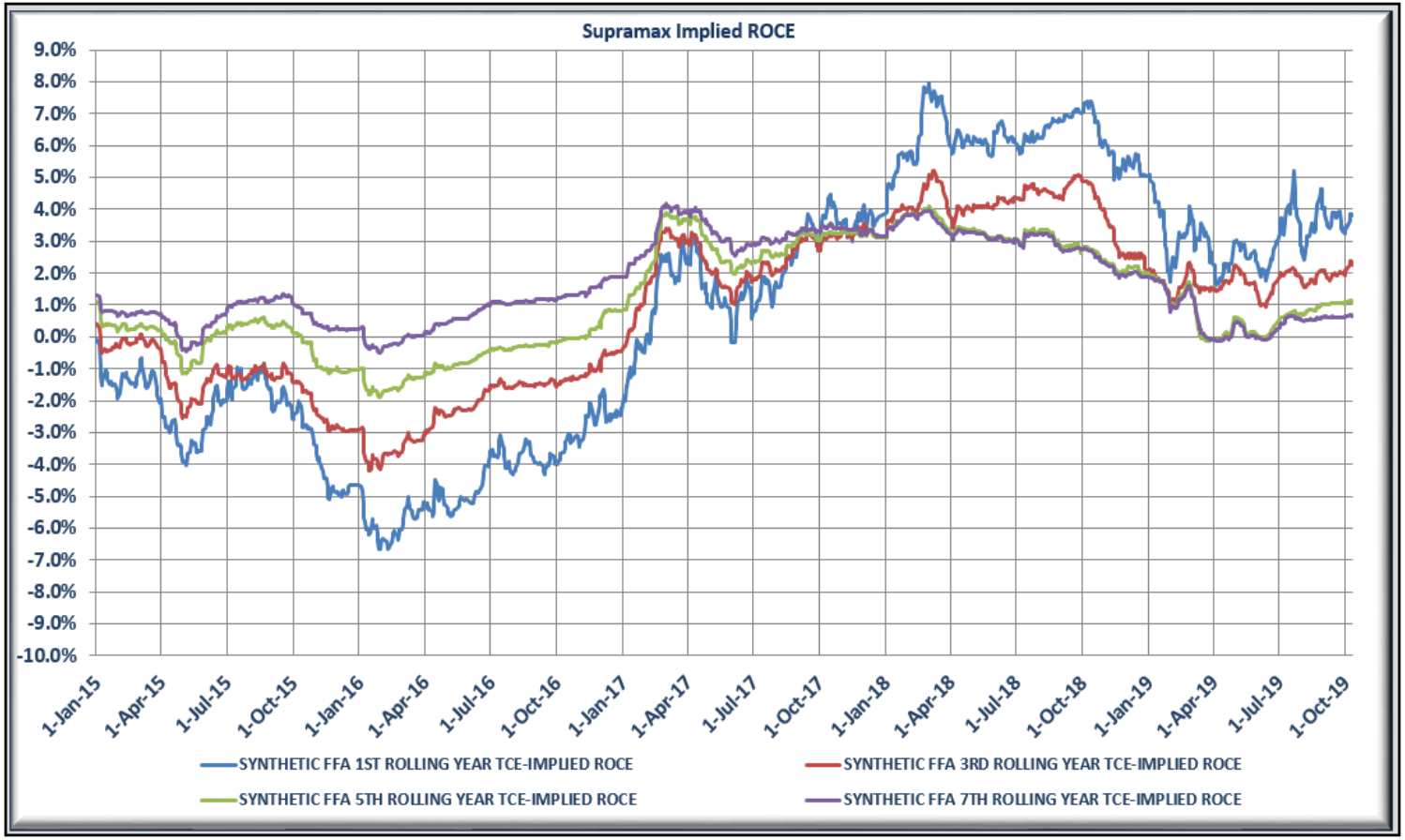
Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Ravni Kotari	34,000	2010	CJK	prompt	Taiwan	\$7,750	cnr	coal via cis
Crane Island	32,000	2011	Singapore	prompt	Seasia	\$8,700	cnr	salt via Australia
Belle Plaine	35,484	2014	N.Palmira	prompt	WCSA	\$20,000	Norden	
Crimson Majesty	38,035	2013	Santos	prompt	Continent	\$16,000	JL	
Baltic Cove	34,402	2010	Rdam	prompt	Emed	\$15,250	cnr	scrap
Predator	28,348	2013	Iskenderun	prompt	Morocco	\$12,000	cnr	
Atlantic Emblem	29,637	2011	Cartagena	prompt	SEAsia	\$14,500	cnr	ferts via Baltic
PenghuS W	37,000	2001	Hong Kong	prompt	ww	\$9,800	cnr	7-9 months period

FFA Market

Following the lead of the spot market, the front ends of all forward curves balanced well above last week's levels. In sync with the BCI, the prompt months of the Capesize trended upwards, with November contracts ending at \$25,846 and December at \$24,914 daily. The front end of the Panamax curve reported significant gains, with November balancing at \$14,771 and December at \$13,721 daily. On the same wavelength, Supramax forward market moved higher, with November hovering at \$13,050 and December at \$12,036 daily. Prompt Handy contracts ended higher as well, ending at November levels of \$9,238.

Given the aforementioned movements, Capesize first rolling year implied ROCE went higher to 4.5% this week at the same time as that of Panamax was balancing considerably higher at 3.9%. Geared segments implied ROCEs advanced their levels as well, with Supramax moving up to 3.8% and Handy remaining almost stable at 2.3%.





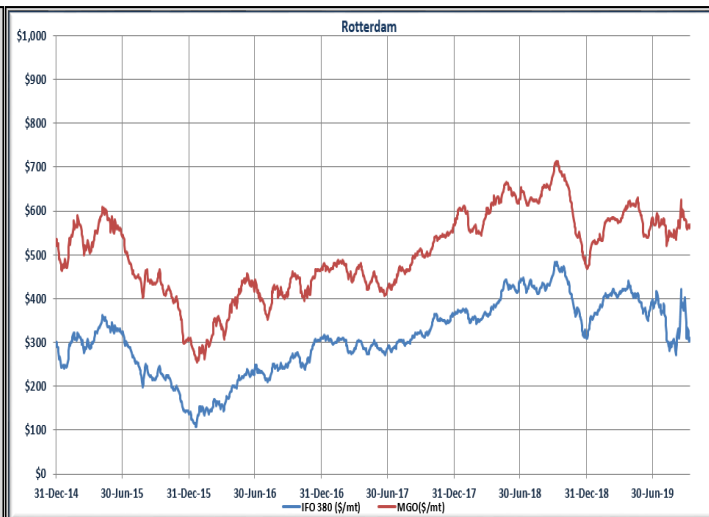
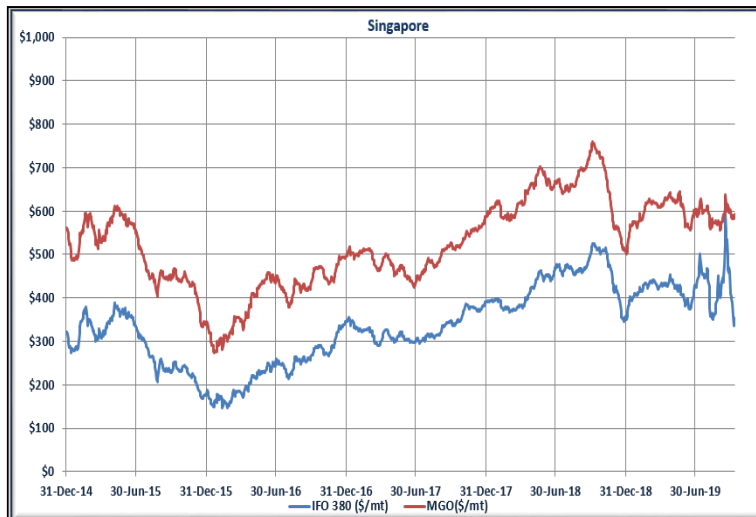
BFA Cape 5TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
7-Oct-19	\$24,368	\$24,979	\$24,964	\$24,770	\$16,636	\$14,132	\$16,487	\$13,679	\$13,679
8-Oct-19	\$25,205	\$26,079	\$25,736	\$25,673	\$16,929	\$14,364	\$16,653	\$13,700	\$13,700
9-Oct-19	\$26,389	\$27,186	\$26,364	\$26,646	\$17,182	\$14,775	\$16,888	\$13,700	\$13,700
10-Oct-19	\$25,746	\$26,404	\$25,475	\$25,875	\$16,800	\$14,504	\$16,627	\$13,693	\$13,693
11-Oct-19	\$25,282	\$25,846	\$24,914	\$25,348	\$16,746	\$14,436	\$16,590	\$13,707	\$13,707
Week High	\$26,389	\$27,186	\$26,364	\$26,646	\$17,182	\$14,775	\$16,888	\$13,707	\$13,707
Week Low	\$24,368	\$24,979	\$24,914	\$24,770	\$16,636	\$14,132	\$16,487	\$13,679	\$13,679
Week Avg	\$25,398	\$26,099	\$25,491	\$25,662	\$16,859	\$14,442	\$16,649	\$13,696	\$13,696

BFA Panamax 4TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
7-Oct-19	\$14,689	\$14,486	\$13,514	\$14,230	\$11,143	\$10,961	\$10,885	\$8,593	\$8,546
8-Oct-19	\$15,325	\$15,100	\$14,096	\$14,840	\$11,329	\$11,229	\$11,071	\$8,607	\$8,554
9-Oct-19	\$15,193	\$15,089	\$13,982	\$14,755	\$11,161	\$11,107	\$10,954	\$8,600	\$8,550
10-Oct-19	\$15,096	\$14,804	\$13,736	\$14,545	\$11,079	\$11,071	\$10,901	\$8,600	\$8,550
11-Oct-19	\$15,136	\$14,771	\$13,721	\$14,543	\$11,071	\$11,007	\$10,878	\$8,600	\$8,550
Week High	\$15,325	\$15,100	\$14,096	\$14,840	\$11,329	\$11,229	\$11,071	\$8,607	\$8,554
Week Low	\$14,689	\$14,486	\$13,514	\$14,230	\$11,071	\$10,961	\$10,878	\$8,593	\$8,546
Week Avg	\$15,088	\$14,850	\$13,810	\$14,583	\$11,157	\$11,075	\$10,938	\$8,600	\$8,550

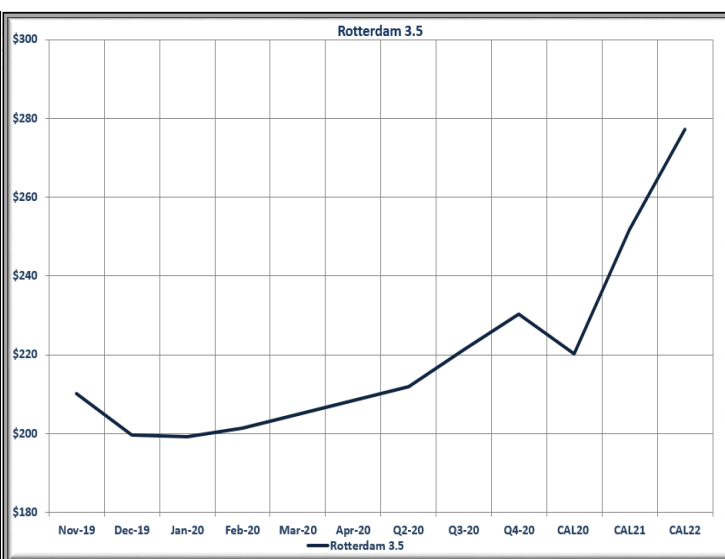
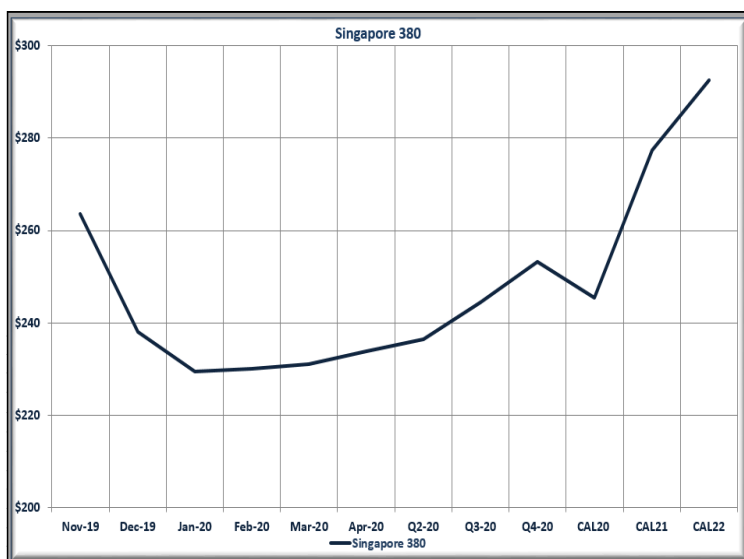
BFA Supra 10TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
7-Oct-19	\$13,629	\$12,564	\$12,086	\$12,760	\$9,432	\$10,143	\$9,984	\$8,625	\$8,561
8-Oct-19	\$13,850	\$13,011	\$12,196	\$13,019	\$9,554	\$10,225	\$10,062	\$8,625	\$8,568
9-Oct-19	\$13,836	\$13,107	\$12,154	\$13,032	\$9,514	\$10,236	\$10,047	\$8,632	\$8,561
10-Oct-19	\$13,764	\$13,043	\$12,036	\$12,948	\$9,536	\$10,218	\$10,036	\$8,625	\$8,557
11-Oct-19	\$13,743	\$13,050	\$12,036	\$12,943	\$9,529	\$10,211	\$10,025	\$8,611	\$8,557
Week High	\$13,850	\$13,107	\$12,196	\$13,032	\$9,554	\$10,236	\$10,062	\$8,632	\$8,568
Week Low	\$13,629	\$12,564	\$12,036	\$12,760	\$9,432	\$10,143	\$9,984	\$8,611	\$8,557
Week Avg	\$13,764	\$12,955	\$12,102	\$12,940	\$9,513	\$10,207	\$10,031	\$8,624	\$8,561

BFA Handysize TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
7-Oct-19	\$9,581	\$9,250	\$8,838	\$9,223	\$7,925	\$8,500	\$7,875	\$7,500	\$7,500
8-Oct-19	\$9,594	\$9,275	\$8,863	\$9,244	\$7,988	\$8,525	\$7,906	\$7,506	\$7,506
9-Oct-19	\$9,588	\$9,256	\$8,838	\$9,227	\$7,988	\$8,525	\$7,906	\$7,500	\$7,500
10-Oct-19	\$9,588	\$9,244	\$8,825	\$9,219	\$7,963	\$8,525	\$7,906	\$7,500	\$7,500
11-Oct-19	\$9,588	\$9,238	\$8,825	\$9,217	\$7,963	\$8,519	\$7,906	\$7,500	\$7,500
Week High	\$9,594	\$9,275	\$8,863	\$9,244	\$7,988	\$8,525	\$7,906	\$7,506	\$7,506
Week Low	\$9,581	\$9,238	\$8,825	\$9,217	\$7,925	\$8,500	\$7,875	\$7,500	\$7,500
Week Avg	\$9,588	\$9,253	\$8,838	\$9,226	\$7,965	\$8,519	\$7,900	\$7,501	\$7,501

Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
7-Oct-19	\$327	\$563	\$361	\$589	\$334	\$677	\$396	\$611	\$419	\$606
8-Oct-19	\$308	\$569	\$335	\$585	\$317	\$670	\$378	\$611	\$423	\$616
9-Oct-19	\$302	\$562	\$335	\$583	\$313	\$679	\$372	\$615	\$423	\$613
10-Oct-19	\$307	\$564	\$349	\$589	\$319	\$681	\$356	\$612	\$414	\$617
11-Oct-19	\$310	\$567	\$352	\$591	\$322	\$683	\$359	\$618	\$419	\$621
12-month High	\$483	\$712	\$594	\$759	\$529	\$798	\$510	\$768	\$750	\$767
12-month Low	\$272	\$469	\$335	\$502	\$313	\$665	\$308	\$545	\$290	\$539
12-month Avg	\$382	\$577	\$429	\$605	\$414	\$720	\$417	\$634	\$401	\$633



Singapore	11-Oct-19	Week max	Week low	Week Avg	RTDM 3.5	11-Oct-19	Week max	Week low	Week Avg
Nov-19	\$263.6	\$263.6	\$239.9	\$251.4	Nov-19	\$210.1	\$211.5	\$201.4	\$208.2
Dec-19	\$238.1	\$238.1	\$223.1	\$231.6	Dec-19	\$199.6	\$199.9	\$191.9	\$197.4
Jan-20	\$229.6	\$229.9	\$220.9	\$226.8	Jan-20	\$199.3	\$199.9	\$191.9	\$197.3
Feb-20	\$230.1	\$230.4	\$221.6	\$227.5	Feb-20	\$201.3	\$201.9	\$193.9	\$199.1
Mar-20	\$231.1	\$232.6	\$223.9	\$229.4	Mar-20	\$204.8	\$204.9	\$196.9	\$202.3
Apr-20	\$233.8	\$235.6	\$226.9	\$232.1	Apr-20	\$208.3	\$208.3	\$200.1	\$205.6
Q1-20	\$230.2	\$231.0	\$222.1	\$227.9	Q1-20	\$201.8	\$202.2	\$194.2	\$199.5
Q2-20	\$236.5	\$238.2	\$229.4	\$234.7	Q2-20	\$211.8	\$211.8	\$203.5	\$208.9
Q3-20	\$244.5	\$246.0	\$237.4	\$242.3	Q3-20	\$221.3	\$221.3	\$213.0	\$218.2
Q4-20	\$253.2	\$255.0	\$246.4	\$251.2	Q4-20	\$230.3	\$230.3	\$222.0	\$227.1
CAL20	\$245.4	\$245.4	\$232.5	\$239.2	CAL20	\$220.2	\$220.2	\$208.5	\$214.9
CAL21	\$277.4	\$277.4	\$264.0	\$270.8	CAL21	\$251.9	\$251.9	\$239.0	\$244.6
CAL22	\$292.7	\$292.7	\$279.3	\$286.1	CAL22	\$277.2	\$277.2	\$265.8	\$271.0

Dry Bulk S&P Market

In 2nd hand activity, it was business as usual for the Supra-up-to-Kmax segments, as they continue to narrate a 'stable fable', with deals being concluded at market levels. The Dolce (76,525 dwt, blt 2007, Imabari) was sold to Greek interests at \$11.5 mio, on pace with the Chance (76k dwt, blt 2004, Japan), recently reported at mid-\$9's mio. The Anogyra and Lefkoniko (ca 57k dwt, blt 2010/2011, Jiandong, China) were sold en bloc at \$20 mio, on par with the sale of the year-older Universal Barcelona at low \$10s with SS/DD due. The Darya Mahesh (56,056 dwt, blt 2008, Mitsui) was sold at \$12.5 mio to China with SS freshly passed, in stride with the Torenia (56k dwt, blt 2007) concluded at \$11.3 mio in early October. The vintage Tai Health (51,008 dwt, blt 2001, Oshima) sold for \$6.6 mio, matching levels achieved lately by early 2000s blt ships.

Moving on, two emerging trends are noteworthy. Firstly, there seems to be a shift in the age of vsls garnering interest from buyers with a big chunk of purchase enquiries now focused on older, mid-2000s blt ships. Beyond mere enquiries, older ships are seeing plenty of actual 2nd hand action, depicted by the recent onslaught of vintage (mid-late 90s to early 2000s blt) Handysize bulkers being reported sold. Perhaps older units have become more realistic assets for buyers trying to navigate the rough waters of today's market – a market that started the 1st half of the year on a low note, only to percolate in the 3rd quarter and make its way into the last quarter on a choppy gait. Secondly, and specific to the Handy sector, a few years ago, as China began to emerge not only as a player but as a presence in shipbuilding, owners were reluctant to turn their attention in that direction. Rather, buyers concentrated/relied on more established builders, primarily Japan and Korea. However, as the old adage goes, "Everything has its price. It's just what you're willing to pay for it." As the price tags Chinese-blt ships were wearing became more enticing, buyers started to give more consideration to them and before long, the discount (along with gradual improvement in quality and design) allowed China to infiltrate the market, both on the 2nd hand as well as newbuilding fronts.

We are presently witnessing the same pattern form for the Imabari 28Ks, which in the last year or two have been shun by some, especially by traditional Handy owners/operators. Despite their Japanese pedigree and almost universally-recognized quality, many have moved away from them and on to larger Handies (e.g. 33K Kandas and 37-38k dwt vsls ex Korea (SPP) and Japan, inter alia) owing to their inability to accommodate the larger parcels that have become more commonplace within the Handy segment. As demand for something slides, so does its value/price; and as a result, Imabari 28Ks are enjoying a resurgence and have been at the forefront of the 2nd hand sales reports for the last few months.

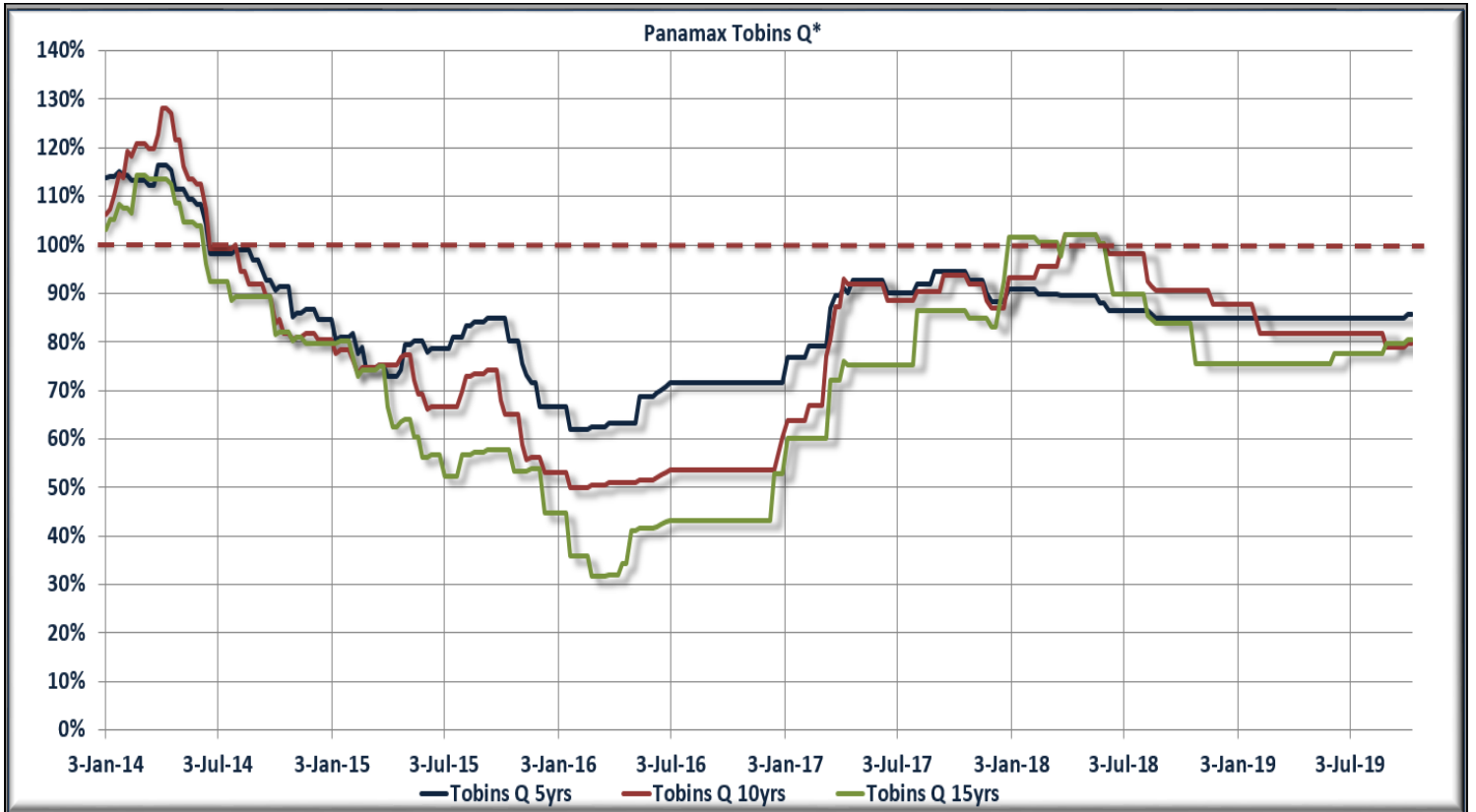
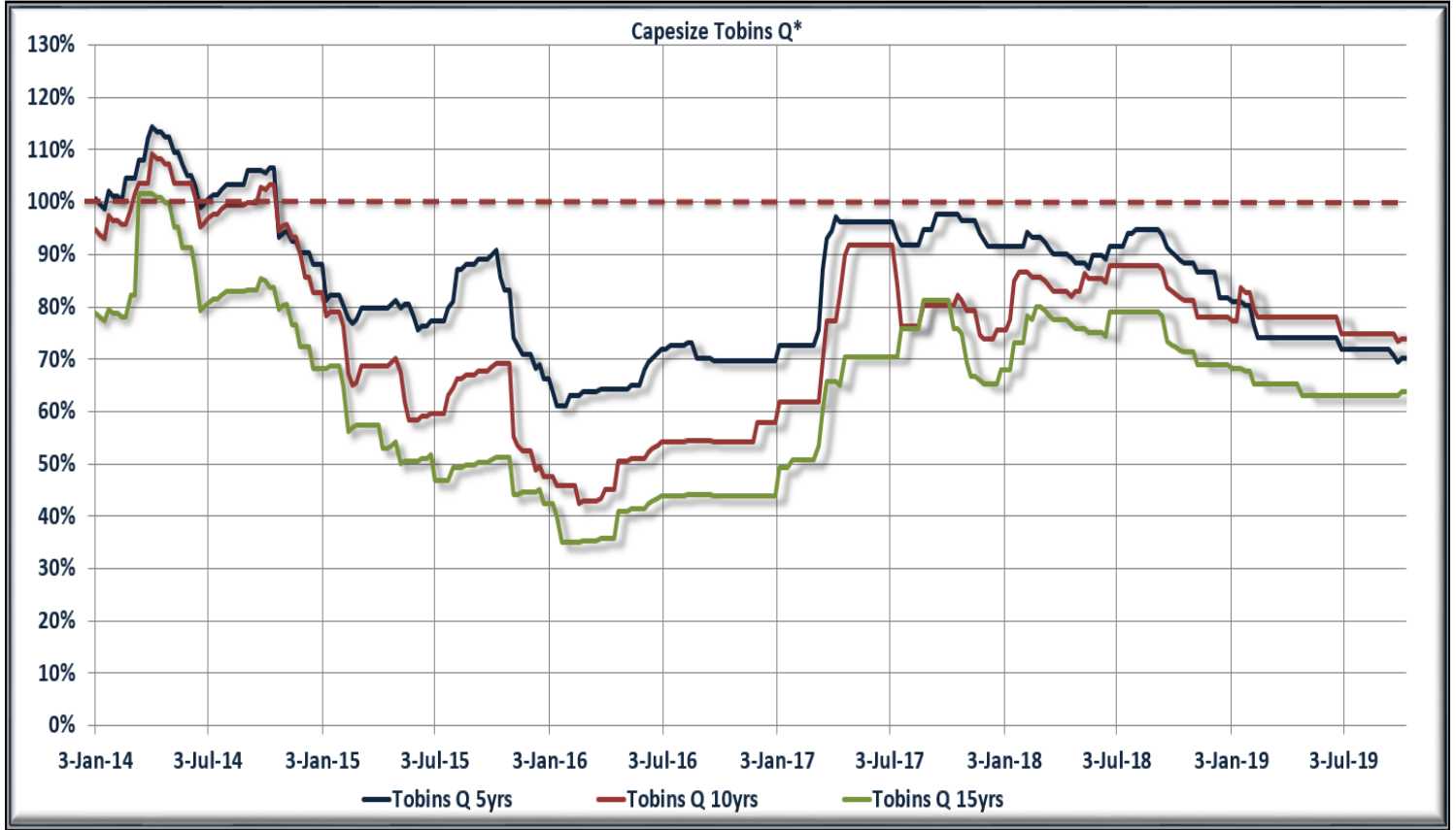
This week echoed the above trend with yet another sale of an Imabari 28k, namely the Seacliff (28,343 dwt, blt 2009, Imabari), sold rgn \$7.7 mio with SS/DD passed and BWTS fitted. In addition to the sale of the vintage logger Anodos (28,075 dwt, blt 2000, Bohai) at a fitting \$4.25 mio, word of a few 33K made news with the OHBS Lowlands Scheldt (33,178 dwt, blt 2011, Kanda) sold rgn low-mid \$10's mio to Greeks, the Global Endeavor (32,139 dwt, blt 2008, Hakodate) sold at \$8.75 mio to Vietnamese and the V Red Knot (32,700 dwt, blt 2003, Kanda) concluded at \$6.3 mio with F.E.buyers, all of which are in line with 'last dones' for similar vsls.

Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
Azul Integra	203,272	2004	Universal/Japan	15.8	Chinese buyers	SS due
Corsier	181,074	2016	Imabari/Japan	42.5	Undisclosed buyers	
Frontier Voyager	179,778	2012	Tsuneishi Cebu/Ppphines	low 24	Undisclosed buyers	
Aristofanis I	177,477	2005	Mitsui Chiba/Japan	16.65	South Korean buyers	
Lowlands Brilliance	169,631	2002	Samho/S.Korea	mid-high 10	South Korean buyers	
Jo Jin Maru	98,697	2012	Tsuneishi Zhousan/China	19.8	Undisclosed buyers	
John Wulff	93,282	2010	Yangfan/China	12.5	Greek buyers	
Duke Orsino	91,439	2005	Oshima/Japan	11.3	Undisclosed buyers	
Falcon Trader	81,895	2016	Tsuneishi Zhousan/China	25	Undisclosed buyers	
Trustn Trader I	82,293	2015	Oshima/Japan	25	Undisclosed buyers	
Mild Sea	81,684	2013	Qingdao Beihai/China	mid-high 16	Undisclosed buyers	
Dolce	76,525	2007	Imabari/Japan	11.5	Undisclosed buyers	
Chance	75,926	2004	Tsuneishi/Japan	9.65	Undisclosed buyers	bss SS passed
Little Prince	74,133	2001	Namura/Japan	high 6	Greek buyers	
Ergina Luck	73,976	1999	Tsuneishi/Japan	6.1	Undisclosed	SS passed
Guo Qiang 8	63,378	2018	Guangzhou Huangpu/China	23	Omani buyers	C 4 x 30
SBI Puma	63,542	2014	Chengxi/China	18.5	Chinese buyers	SS due
King Island	57,631	2015	Tsuneishi/Japan	20.5	Undisclosed buyers	C 4 x 30 / cash - shares deal
Lefkoniko	56,810	2011	Jiangdong/China	10	Undisclosed buyers	C 4 x 30
Torenia	56,049	2007	Mitsui/Japan	11.3	Undisclosed buyers	C 4 x 30
Dubai Ambassador	56,060	2004	Mitsui Tamano/Japan	8.5	Undisclosed buyers	C 4 x 30
Iyo Wind	53,569	2008	Iwagi Zosen/Japan	10.3	Greek buyers	C 4 x 31
Ribbon	53,206	2005	Imabari/Japan	8.9	Undisclosed buyers	C 4 x 30.5
NPS Ocean Star	53,074	2003	Oshima/Japan	7.75	Undisclosed buyers	C 4 x 30
Harvest Rising	46,678	1996	Mitsui Tamano/Japan	4.3	Chinese buyers	C 4 x 30.5
Saldanha Bay	35,947	2015	Shikoku/Japan	18.6	Undisclosed buyers	C 4 x 30,5 / cash-shares deal
Seas 11	37,200	2013	Zhenjiang Ouhua/China	11	Undisclosed buyers	C 4 x 30
Lowlands Scheldt	33,178	2011	Kanda/Japan	10.65	Greek buyers	C 4 x 30.5/on subs
Global Endeavor	32,139	2008	Hakodate/Japan	8.6	Vietnamese buyers	C 4 x 30
V Red Knot	32,700	2003	Kanda/Japan	6.3	Undisclosed buyers	C 4 x 30.5
Maritime Coaction	28,282	2008	I-S Shipyard/Japan	7.5	Undisclosed buyers	C 4 x 30
Ocean Exporter	28,461	2002	Imabari/Japan	high 4	Chinese buyers	C 4 x 30.5
Baru Satu	16,190	2001	Shin Kochi/Japan	4.6	Undisclosed buyers	C 3 x 30.5
Gazi	23,829	1995	Naikai Zosen-Setoda/Japan	2.7	Chinese buyers	C 4 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.

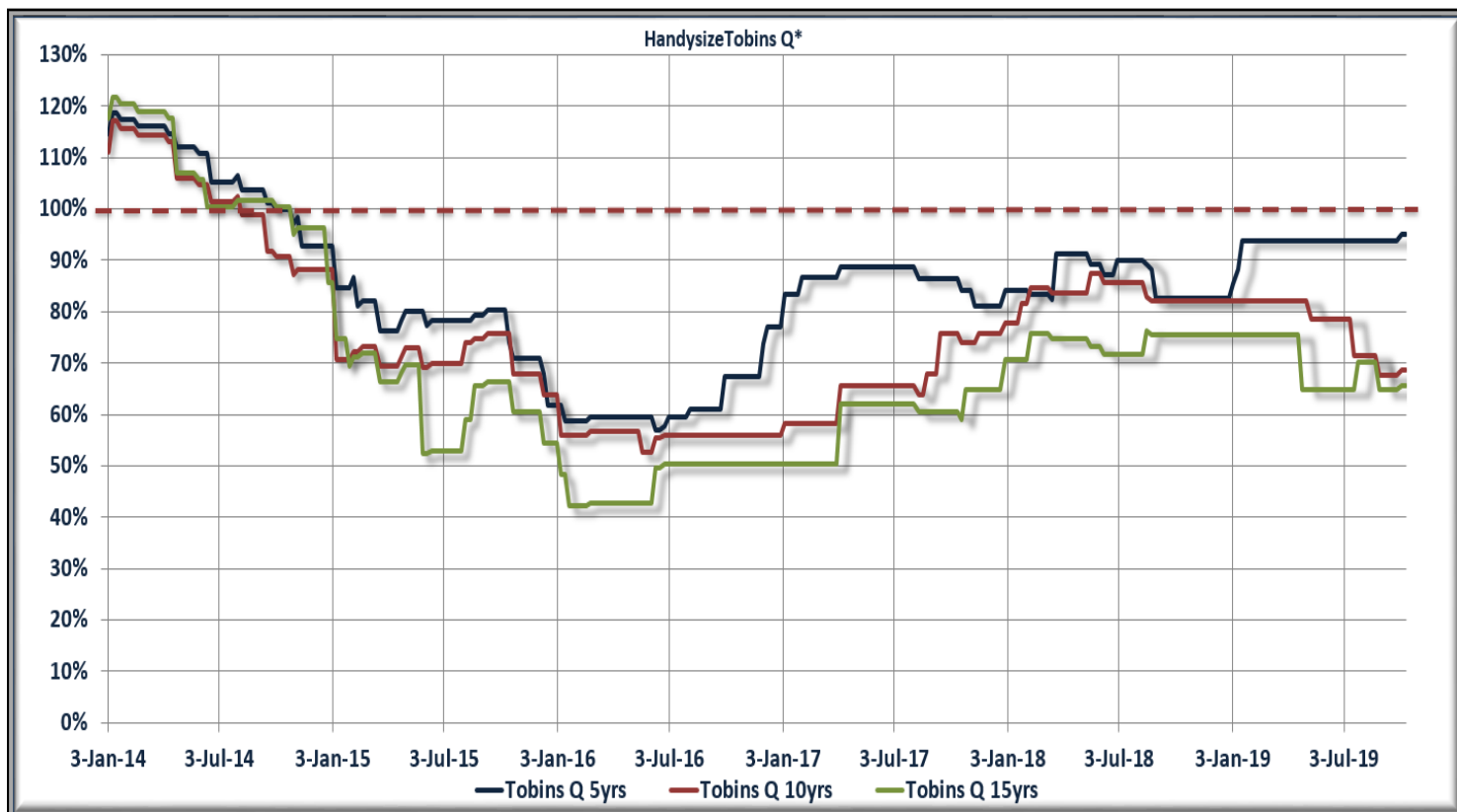
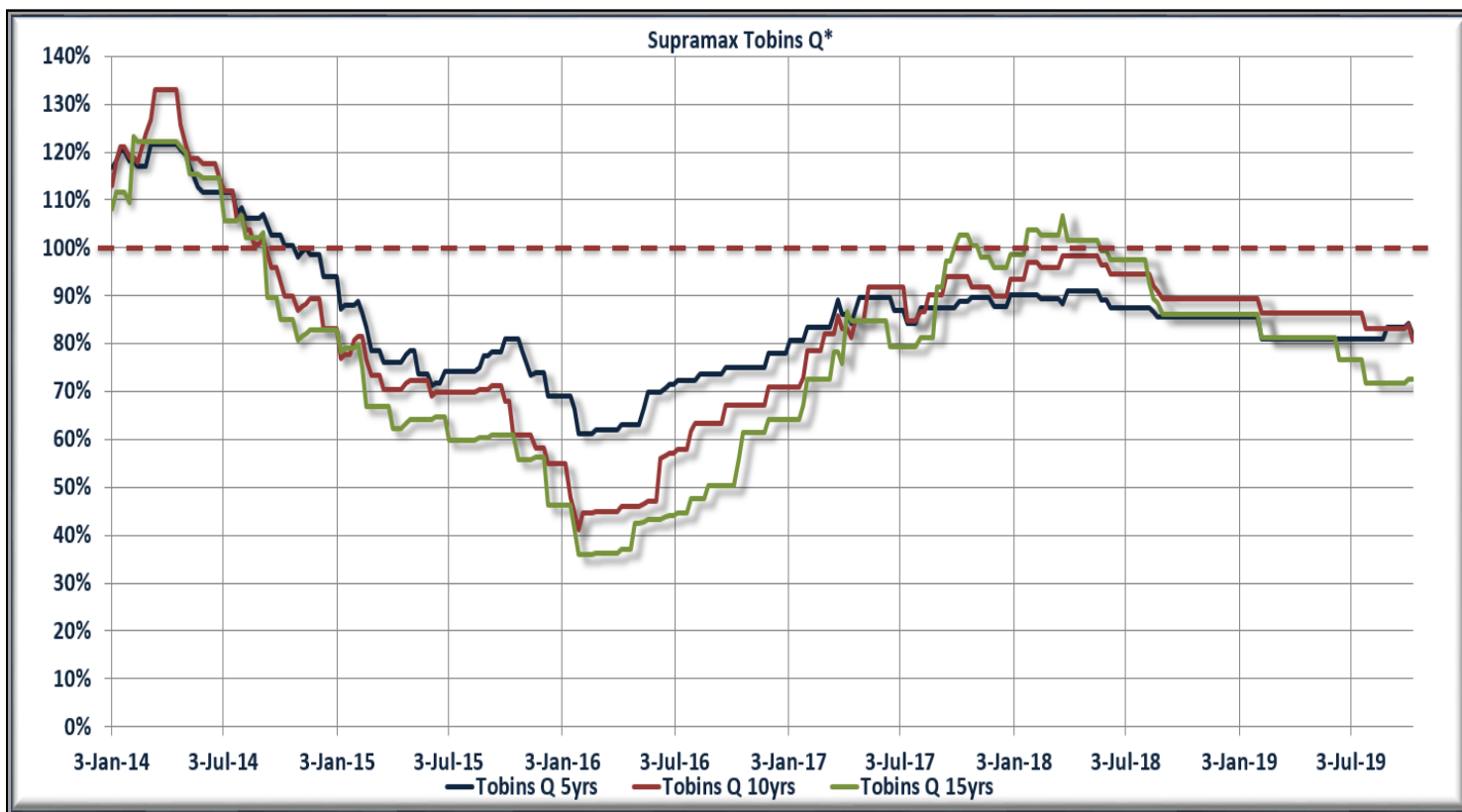
Tobin's Q* Capesize-Panamax

Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
Current ratio	70%	74%	64%	86%	80%	80%
12months High	88%	84%	71%	86%	91%	84%
12months Low	69%	73%	63%	85%	79%	76%
12months Avg	76%	77%	65%	85%	84%	77%



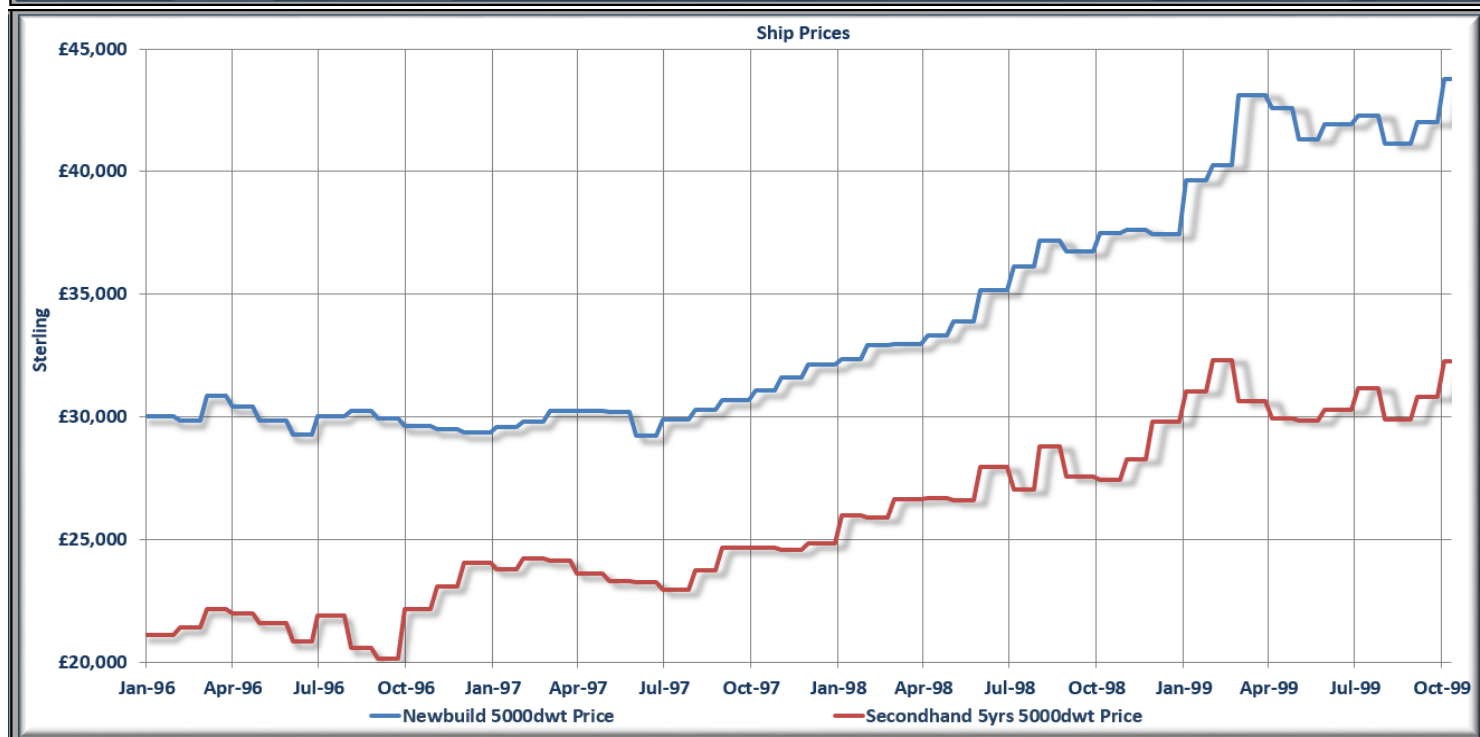
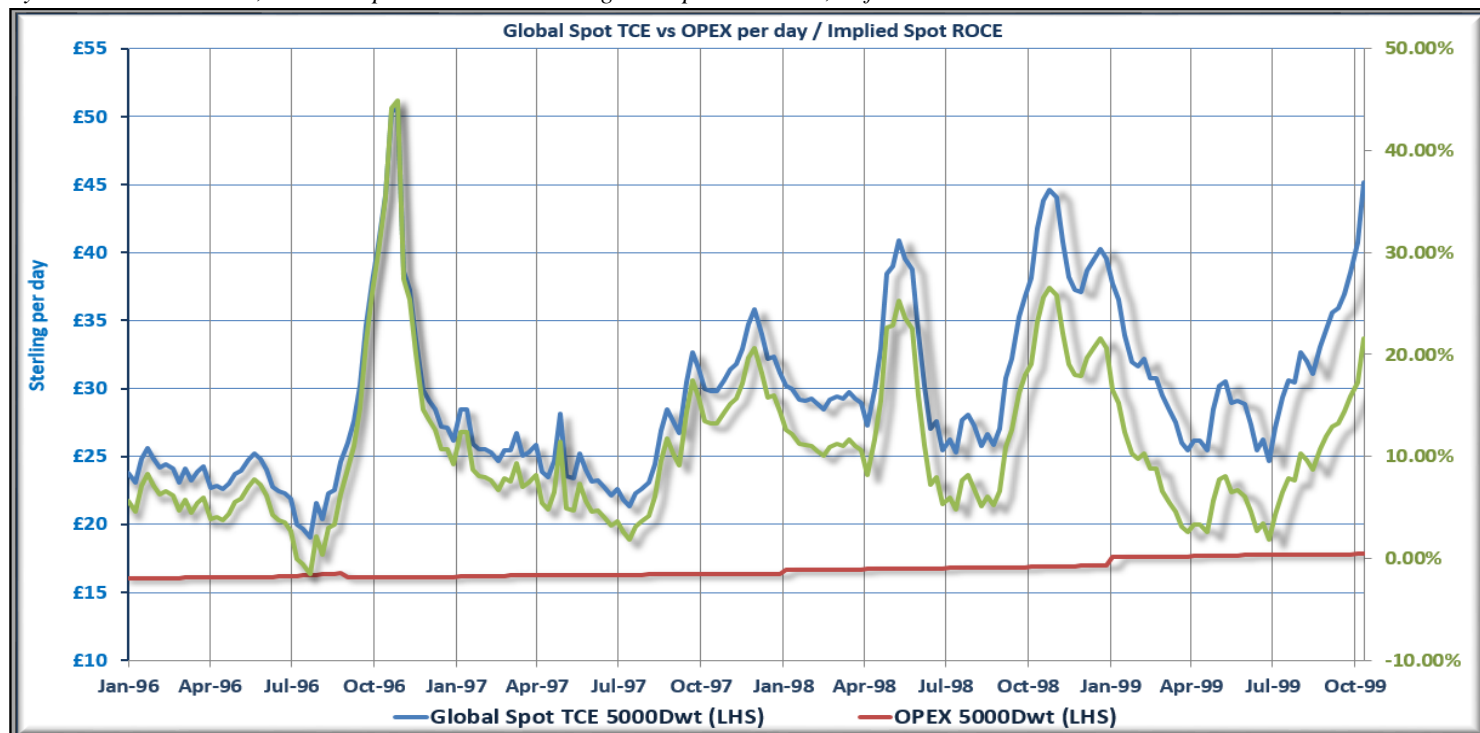
Tobin's Q* Supramax-Handysize

Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
Current ratio	82%	81%	72%	95%	69%	66%
12months High	86%	89%	86%	95%	82%	76%
12months Low	81%	81%	72%	83%	68%	65%
12months Avg	83%	87%	80%	91%	78%	71%



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	Sep-01	Aug-01	Jul-01
Implied Spot Roce	21.6%	17.3%	14.1%	10.2%	6.6%
Global Spot TCE	£45.10	£40.70	£36.68	£32.60	£29.33
BlackSea Round	£46.37	£41.64	£37.02	£32.42	£28.13
East Round	£47.48	£44.44	£41.48	£38.06	£37.46
Med Round	£41.66	£37.93	£33.94	£29.79	£27.38
US Round	£46.09	£39.23	£36.49	£35.80	£32.49
River Plate Round	£49.48	£43.26	£43.93	£41.80	£37.99

S&P Market (5,000dwt)	Current week	Previous week	Sep-01	Aug-01	Jul-01
NB	£43,782	£43,782	£42,030	£41,147	£42,286
SH 5yrs old	£32,278	£32,278	£30,809	£29,879	£31,148
SH 10yrs old	£24,952	£24,952	£23,604	£22,761	£23,999
SH 15yrs old	£19,189	£19,189	£17,798	£16,942	£18,310

*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...

Comparatively little chartering has been affected since the last report, as Owners generally have set their demands so far above the limits of Charterers that business has not been possible. Of course the wide differences in present ideas as to rates between owners and charterers will be soon adjusted, for trade cannot stand still while superfluous "sparring" is going on. War or no war, the Government has taken up sufficient tonnage to cause the scales of supply and demand to oscillate in owner's favour, but not so much so as to warrant them in demanding the sensational rates talked about, as for instance from Cardiff to Rio 20s was asked by some exultant owners, when at the same time others would have freely taken 16s had it been offered. We intimated last week that there would be an enormous demand for tonnage to the Canaries and Madeira and consequently a material advance in rates. This has been the case, for as high as 10s 6d has been paid for Las Palmas, which is magnificent business; but it has brought out so many boats that charterers have been enabled to drop the rates for Las Palmas, Teneriffe and Madeira to about 9s 6d. Mediterranean rates have advanced considerably, the Port Said contingent probably having suffered the most, for to obtain tonnage 13s 6d has freely been forthcoming, while for Marseilles 13½ fcs has been paid 11s to Genoa, and proportionately good rates for other ports. This must mean a heavy loss to the coal and freight contractors, for it is quite certain they never calculated on having to pay within 2s 6d or more of such rates. The loss of say, 3s per ton on a few cargoes will soon run into a serious amount. The Government has paid 27s 6d from Cardiff for Simonstown, which can be repeated, while for the Eastern stations it is offering some good rates. The homeward markets, although firmer and rates higher all round, have not yet fully responded; but we believe the rise will have to come, and this before very long. If this only starts from the U.S the boom the boom will be general, and there is no telling to what limit it may extend. Another point that is seldom considered by owners is that while their boats are running on time-charter, in many cases thousands of miles away, they are out of their control, and no matter how diligent a captain may be in protecting his owners' interests, it is impossible in the majority of cases to adequately do this and at the same time keep within the terms of the charter. We have heard of boats that have been on time-charter to foreign charterers re-delivered with their tanks leaking, decks damaged and also leaking, stanchions and beams broken and bent; in fact, five years' running for owners would not have resulted in so much wear and tear.

The Black Sea market is firmer all round. Berth rates from Odessa, etc, for L.H.A.R are 12s 6d to 13s, and from Nicolaieff 13s 6d. On charter handy boats from the full range are worth 12s 3d to 12s 9d n.c. There is a little demand for tonnage from the Danube to A.R at 13s 6d to 14s; for Bombay 27s 6d is quoted as being positive business.

Mediterranean business is firm. From Smyrna to U.K 13s to 13s 6d is quoted. From Alexandria handy October boats are fixable for the U.K at 13s orders, 12s direct; for November loading 12s 6d and 11s 6d is offering. From the San Lorenzo limit on o.c October/November boats are worth 30s to 31s 3d; From Bahia Blanca 27s 6d o.c is offering. There appears to be some inquiry for forward tonnage; for January and February loading boats are fixable from the San Lorenzo limit at 25s o.c Outward rates from Wales to Buenos Ayres have fluctuated wildly, 13s to 14s having been paid, while we hear that tonnage is now obtainable under 13s, but there are very fast takers.

The American market is firmer, but the advance in rates is only insignificant. From the Northern range berth rates for October/November to p.p have advanced to 3s 6d per quarter, but with charterer's option of the heavy grain and oat combination at 3s 1½d to 3s 3d and 2s 7½d to 2s 9d. On the Cfo basis October/November and also December boats of up to 14,000 qrs, 10 per cent, are fixable at 3s 9d to 3s 10½d. On the net charter basis October boats are worth 17s 6d, November 18s 6d, December 18s. Cotton rates are very dull. From the Atlantic ports for October/November loading for Liverpool or Continent are 37s 6d to 40s.

The Government has taken up an enormous quantity of tonnage at fine rates running up to 20s, which has resulted in the chartering of tramp tonnage to fill the places of the liners taken away from their regular sailings. Some fine modern boats have been fixed for 4 months at from 8s 9d to 9s 3d. There will be a few boats chartered for general cargoes from London, also from Wales with coal, that will be available for homeward employment; but considering the time probably many weeks, there is very little likelihood of the homeward markets being inundated with tonnage coming from South Africa. Especially does this apply to River Plate business, for unless owners start with enough bunker coal to reach South Africa and to take them from there to Argentina and back to St. Vincent, they will not be able to compete for such business.

On the S&P front, the newbuilding market moved sideways. A typical newbuilding 5,000dwt British-build steamer is currently at the market for £43,750 whereas a five-year-old of the same dwt and specification at £32,250.