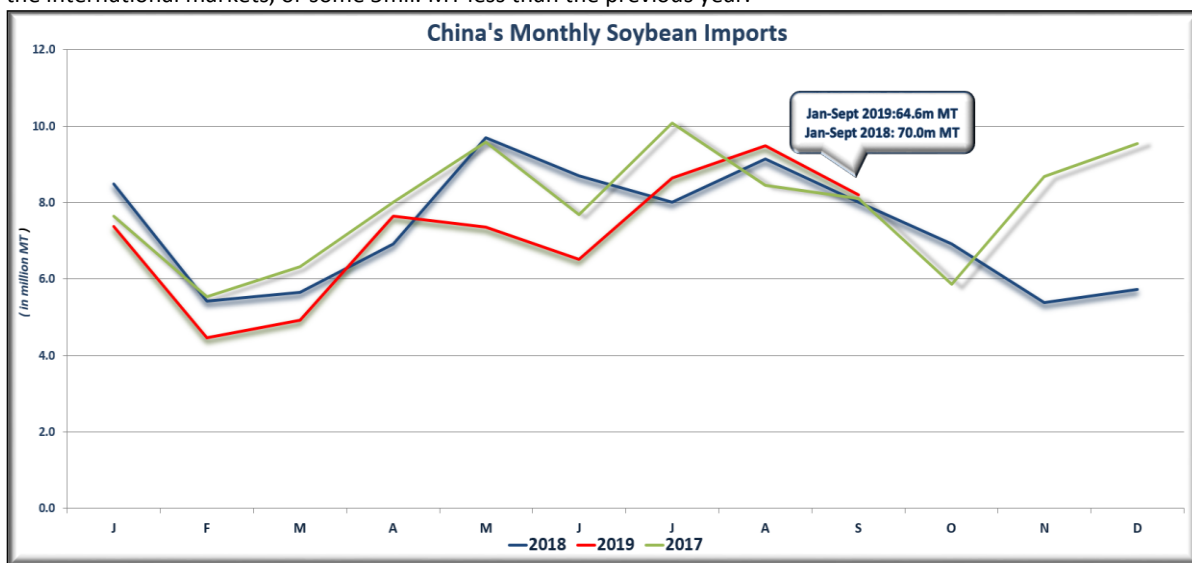
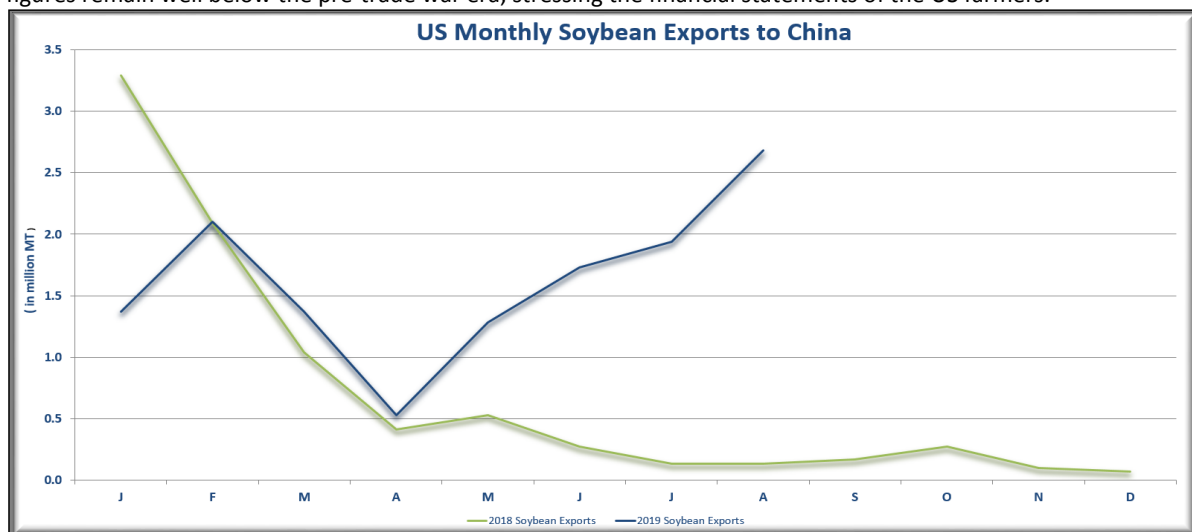


The Green Revolution – attributed to Dr. Norman Borlaug, an American agronomist – is a set of research technology transfer initiatives occurring between 1950 and the late 1960s, that increased agricultural production worldwide. By combining Dr. Borlaug's wheat varieties with new mechanized agricultural technologies, Mexico was able to produce more wheat than was needed by its own citizens, leading to them becoming a net exporter of wheat by the 1960s. Due to the success of the Green Revolution in Mexico, its technologies spread out around the globe in the 1950s and 1960s. The United States, for instance, imported about half of its wheat in the 1940s but after using Green Revolution technologies, it became self-sufficient in the 1950s and net exporter few years later. Most importantly though, in India, being on the brink of mass famine in the early 1960s, the implementation of these techniques developed a new variety of rice, producing more grain per plant. Today, India is one of the world's leading rice producers. In spite of the spread of Green Revolution techniques across many countries, soybeans are the largest and most concentrated segment of global agricultural trade. Two land-abundant countries—Brazil and the United States—supply most soybean exports, whilst China accounts for over 60 percent of global soybean imports. Trying to find Nash Equilibria in this game has never been the easiest exercise due to its duopolistic and quasi-monopsonistic nature. In any case, international trade in soybeans began growing when China liberalized imports to meet demand for protein in animal feed and edible oils. However, following many years of rapid expansion, Chinese imports turned softer in the last couple of years. During the first three quarters of 2019, the world's largest importer bought around 65mil MT from the international markets, or some 5mil. MT less than the previous year.



Source: China Customs, Doric Shipbrokers S.A.

This slowdown in Chinese imports is more obvious in the export data of the US. During the first eight months of 2019, the US exported circa 13mil. MT to China, considerably higher Y-o-Y. However, in spite of the upward trend, these figures remain well below the pre-trade war era, stressing the financial statements of the US farmers.



Source: USDA, Doric Research

Whilst Brazil and China are still discussing a “protocol” for exporting more Brazilian soy and cotton meal to the world’s second largest economy, China and the US seem to be close to an interim agreement to ease trade tensions, injecting optimism in the US soybean market. Even though this development by itself doesn’t seem capable of revolutionize trade patterns, it might actually be proven a multi-billion bonanza for the US farmers just in time for the presidential election year. For midsize bulkers though, it might be a great opportunity to call again some of the most efficient ports of the world.

**Freight market 120yrs ago (page 12):** “Although a weaker tone has characterized the markets generally this week, there has been an abundance of profitable employment offering...”

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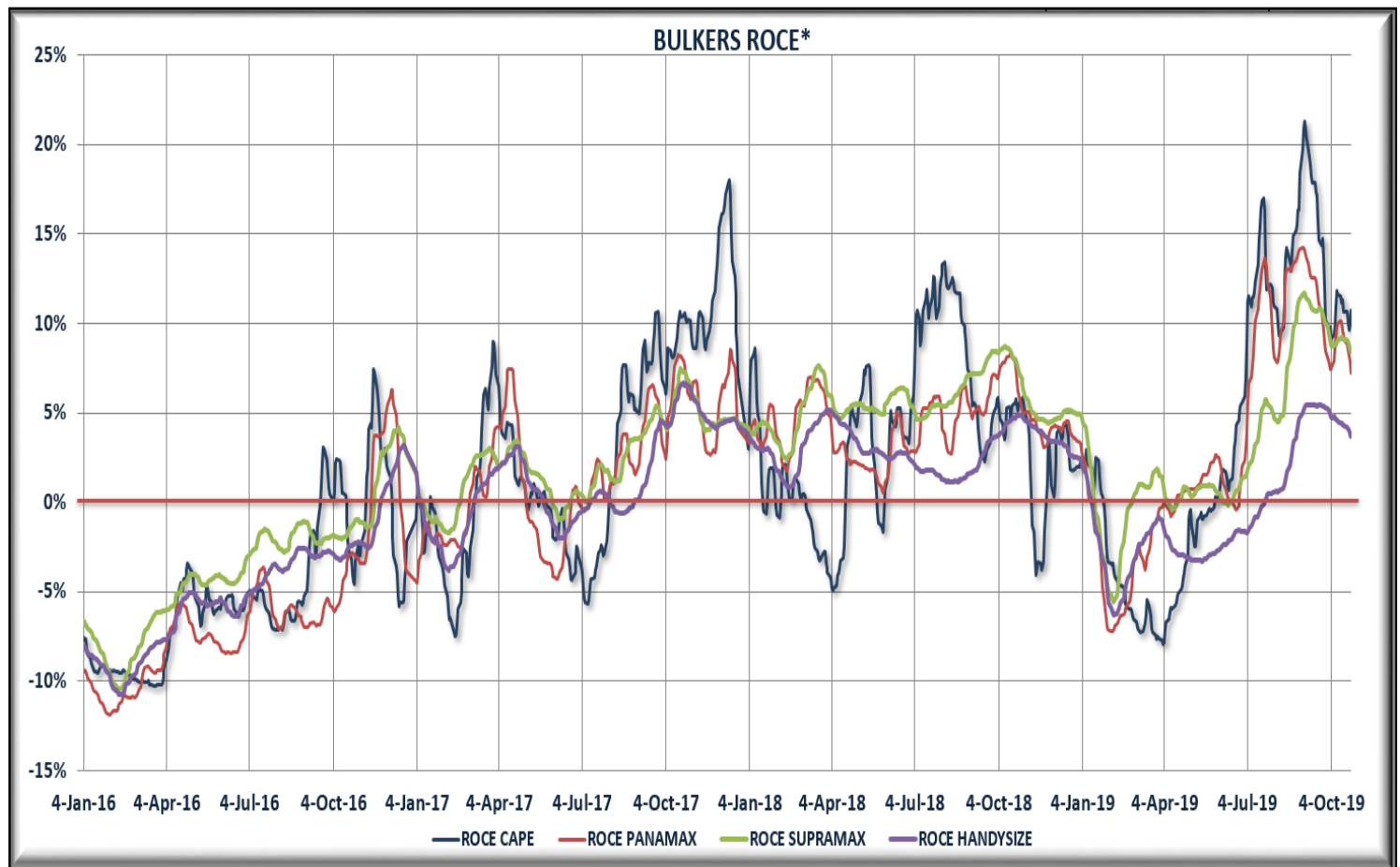
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## Dry Cargo Spot Market

After falling below 1800 points on Thursday, the Baltic Dry index concluded at 1801 points on this Friday's closing, or 2.9% lower W-o-W. In spite of the positive market reaction towards the end of the week, the Baltic Capesize Index didn't manage to surpass last Friday's levels, finishing at 3009 points. Reporting considerable losses of 7.9%, the Baltic Panamax Index balanced at 1695 points, last seen in early July. Following two weeks of marginal gains, the Baltic Supramax Index slid to 1187 points during the forty-third week of the year. In sync, the Baltic Handysize Index drifted lower, ending at 631 points.

At the box office, the after depreciation returns on capital employed of all bulkers lay at single-digit levels, with the Capesize exception. In particular, Capesize ROCE hovered at 10.7% and Panamax ROCE at 7.2%, or down 3 and 183 basis points on a weekly basis respectively. Supramax ROCE moved downwards to 8.4%, at the same time as Handy ROCE was steaming south to 3.7%.



Baltic Freight Indices					
Date	BDI	BCI 5TC	BPI - TCA	BSI - TCA	BHSI - TCA
21-Oct-19	1846	\$25,031	\$14,586	\$13,574	\$9,377
22-Oct-19	1806	\$24,203	\$14,388	\$13,531	\$9,350
23-Oct-19	1779	\$23,740	\$14,194	\$13,446	\$9,294
24-Oct-19	1785	\$24,112	\$14,012	\$13,333	\$9,222
25-Oct-19	1801	\$24,945	\$13,596	\$13,178	\$9,146
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	1322	\$16,848	\$11,333	\$10,253	\$7,470
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.

Closing on a positive note, all **Capesize** indices rebounded after a slow start, yet remaining below last Friday's levels. The BCI 5 TC Average index followed a U-shape, concluding at \$24,945 daily. Iron ore majors, announced their Q3 production results, presenting a feel of great determination to their investors and wiping out some of the pessimism that was building up in the past months.

In the east, C5 (West Australia/Qingdao) index closed a tick above last week's levels at \$9.26 pmt. On the early side of the week, 5/15 November stems were struggling to exceed \$9 pmt, following last week's trend. From mid-week onwards, Pacific indices showed an upward tendency, injecting a moderate optimism in the market. On Friday, Port Hedland reported two fixtures at \$9.20 pmt supporting the aforementioned change of direction. C10\_14 index route (pacific round voyage) following the same pattern, closing marginally higher at \$23,388 daily. For such a run, 'Lowlands Orchid' (176,193 dwt, 2005) fixed at \$26,000 daily, due to her positional delivery at Mailaio. Additionally, overall sentiment improved significantly, as iron ore majors announced their quarterly results. Rio Tinto CEO, J-S Jacques announced that the Pilbara mines are 'driving increased sales of iron ore into robust markets' uttered with a 5% increase in shipments compared to 2018 Q3 and a 10% increase in production compared to q2. BHP Billiton announced that the volume of production from Port Hedland found at 1% comparing to last year, and an approximate 3% quarterly, mainly due to 'maintenance activities'. C14 index closed at \$21,850 daily, with an approximate \$1,250 daily loss W-o-W.

In the Atlantic, the benchmark C3 (Tubarao/Qingdao) balanced at \$20.44 pmt on market's closing. It is worth to be noted that the same index was lingering at \$29.10 pmt on early September. On a positive tone, BHP Billiton's CEO Andrew Mackenzie announced that 'While Group production for the quarter decreased slightly due to the expected impacts of planned maintenance and natural field decline in Petroleum, guidance remains unchanged and we are on track to deliver slightly higher volumes than last financial year.' Furthermore, Vale announced that 'Iron ore fines production reached 86.7 Mt in 3Q19, 35.4% higher than 2Q19. The resumption of Brucutu operations and the partial resumption of the dry processing operations at the Vargem Grande Complex, announced in June and July, respectively, contributed to this result. Vale expects to resume the remaining production of approximately 50 Mt by 2021'. Evidently, Brazilian iron ore production is starting to flame up again, whilst coal trading is pushing rates further north, showing increased excitement compared to early October's traded levels. C8\_14 (T/A round) index climbed to \$26,900 daily, a nearly \$5,400 daily increase within the last three weeks. After three consecutive weeks under pressure, C9\_14 (front-haul) index seems to have reached its bottom, closing at \$48,855 daily.

No period activity reported this week.

Representative Capesize Fixtures						
Vessel	Load Port	Laycan	Discharge Port	Freight	Charterers	Cargo
Seaforce	Sohar	20/29 Oct	Qingdao	\$14.30	Vale	170000/10 iore
Tiger Jiangsu	Acu	15/24 Nov	Qingdao	\$21.25	NYK	170000/10 iore
Classic TBN	Saldanha Bay	15/20 Nov	Qingdao	\$14.75	Ore & Metals	170000/10 iore
TBN	Seven Islands	12/16 Nov	Qingdao	\$27.60	Rio Tinto	170000/10 iore
Oldendorff TBN	Ponta Da Madeira	15/28 Nov	Rotterdam	\$8.75	Rogesa	195000/10 iore
Bulk Mexico	Port Hedland	9/11 Nov	Qingdao	\$9.20	BHP Billiton	170000/10 iore

Despite talks of revival of the U.S. – China route, the support from the rest of the major **Panamax** routes was not enough to push the market in the 'green'. The BPI T/C Average index rounded up at \$13,596 daily on Friday closing, an approximate \$1,150 per day loss W-o-W.

A combination of limited fresh cargoes entering the market this week along with the stretched list of prompt-spot vessels resulted in Pacific rates remaining in the doldrums. With Indian and Singapore markets closed on Friday, the rest of the activity has taken a short break as well. The P3A-03 index lost further ground stopping at \$11,884 per day. There was some spark from Australia, on both voyage and TC basis, but not enough to support the rest of the trading routes. The 75,000/10% coal from Newcastle to EC India was fixing in the \$16s pmt. On TC basis, Australia-India rates were floating around low \$12,000 daily. 'Pedhoulas Farmer' (81,541 dwt, 2012) got a strong \$14,500 daily, for 19-22 October delivery CJK for one such run. Out of Indonesia, coal trading was equally quiet. 'Majorca' (74,477 dwt, 2005) went at \$14,400 daily for 27-30 basis delivery Hong Kong via Indonesia to Japan. Limited prompt enquiry circulated out of NoPac, however US Gulf showed some short-lived stimulus, especially on the early side of the week. Ballasting from CJK, 'Pedhoulas Cedrus' (81,600 dwt, 2018) was reported at \$19,600 daily plus \$960,000 GBB for a grain front-haul, loading on around mid-November at US Gulf.

In the Atlantic, U.S./China talks provided some sort of optimism in the market, but with the nearly absent ECSA support, positive expectations were destined to fail. T/A (P1A\_03) index closed at \$13,455 daily taking a bigger hit comparing to front-haul trades, at a loss of 12.3% W-o-W. P2A\_03 (front-haul) index closed at \$23,486 daily losing a 5.8% W-o-W. 'Diamantina' (82,139 dwt, 2010) fixed at \$16,250 daily plus \$625,000 GBB with 10 November delivery APS EC South America. Across the Atlantic, Continent-Baltic trading activity shortened as the week progressed. 'Cofco 1' (81,531 dwt, 2014) got \$24,000 daily with prompt delivery Gibraltar via Murmansk to China with fertilizers. Black sea front-haul demand seemed steady while Charterers were sourcing loaders mainly from the Arabian Gulf/Indian Ocean areas in an effort to decrease the daily hire rates. Charterer's bids were flirting on and off low \$20,000 daily basis Canakkale, on kamsarmax tonnage.

No period fixtures reported this week.

Representative Panamax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Pedhoulas Farmer	81,541	2012	CJK	19/22 Oct	India	\$14,500	cnr	via Eaus
Majorca	74,477	2005	Hong Kong	27/30 Oct	Japan	\$14,400	Jera Trading	via Indo
Pedhoulas Cedrus	81,600	2018	US Gulf	16 Nov	Singapore-Japan	\$19,600+\$960k gbb	cnr	
Diamantina	82,139	2010	ECSA	10 Nov	Singapore-Japan	\$16,250+\$625k gbb	Olam	
Cofco 1	81,531	2014	Gibraltar	prompt	China	\$24,000	Itiro	via Murmansk
Yasa Unity	75,580	2006	Pakistan	prompt	India	approx \$15,000	Norden	via Mina Saqr/limestone

Losing 3.1% on a weekly basis, the Baltic **Supramax** index balanced at \$13,596 daily.

The Pacific maintained a relatively steady pulse. Despite making a slow start, rates did not drop below “last done”, there is, however, some uncertainty about the weeks to come. Tonnage supply remains high, but for the time being it is being absorbed by a healthy amount of fresh cargo hitting the market. Nopac remained quite active with a steady flow of grains which were paying around \$13K on Ultramaxs for round voyage back to the Far East and around mid-\$13K's for longer trips to Bangladesh. Australia remained steady too. The ‘Bulk Bolivia’ (63,465 swt, 2016), open Fangcheng, fixed trip via Aussie to N. China at a very strong low \$15Ks and the ‘Densa Eagle’ (55,094 dwt, 2010) open Mokpo, South Korea fixed \$10,600 for trip via Australia back to China. The SE Asia continued to lead the Pacific basin with solid cargo flow. The ‘CMB Chikako’ (63,800 dwt, 2016) open Jakarta fixed \$18500 for trip via indo to S.China and the ‘GH Northern Dancer’ (63,025 dwt, 2016) fixed \$13,500 basis delivery Hon Gai, for coal via Indo to China. Having a longer ballast leg, the ‘Xin Rui Hai’ (56,092 dwt, 2012) open Luoyuan, N.China got \$13K for trip via Indo to Vietnam. The Indian Ocean slowed down. Ultramax units were being fixed \$13,5K + \$350K bb for trip via S.Africa to WCI or PG and a Supramax fixed a trip via S.Africa to China at \$14K +\$400K bb. PG was not exciting either with ‘Ash Fortune’ (58,096 dwt 2012) being fixed for trip via Mina Zayed, United Arab Emirates to ECI at \$16K. Nonetheless, an Ultramax secured \$17K for a trip via United Arab Emirates to WCI. India was definitely softer across the board. A small Supramax got \$13,500 for salt via India to China and a Mitsui56 open West India fixed employment via PG to China at \$13,500 daily. On the East Coast, rates declined remarkably with Supramaxes discussing low \$10K's for trips to East. Next week we expect a slow start as Monday is a holiday in Singapore, however, fresh North Pacific enquiries should help keep the sentiment steady.

In the Atlantic the tone was softer across the board. The USG, which has been losing steam since last week, failed to show any resistance and by the end of the week it was dropping at an accelerated pace. The ‘Florentine Oetker’ (63,490 dwt, 2017) was fixed for grains from Mississippi river to Egypt Med at \$16,500 daily. On fronthaul trades, it was heard that a 60k dwt unit got \$24,000 daily basis delivery Mobile for a trip to SE Asia. The South Atlantic held relatively better, with most fixtures being concluded close to ‘last done’ levels. It was heard that the ‘Bulk Costa Rica’ (58,758 dwt, 2012) fixed \$14,100 daily basis delivery Owendo for a trip to Norway. Meanwhile, transatlantic business out of ECSA was still paying around \$20,000 levels on large Supramaxes. Moving on to the Continent, due to anemic fresh cargo inquiry, owners had to compete harder to secure their next employment and rates were on average about \$1k less compared to one week ago. The ‘Lowlands Angel’ (61,239 dwt, 2019) fixed \$15,000 daily for scrap from Ghent to East Med. Information from the Black Sea was limited. Nonetheless, it was heard that a 63,000 tonner fixed a healthy \$28,000 daily basis delivery Canakkale for a trip to Bangladesh.

There were no reports on period fixtures this week.

Representative Supramax Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Bulk Bolivia	63,465	2016	Fangcheng	Prompt	N.China	low \$15,000	cnr	
Densa Eagle	55,094	2010	Mokpo	Prompt	China	\$10,600	cnr	via Ausitralia
CMB Chikako	63,800	2016	Jakarta	Prompt	South China	\$18,500	cnr	via Indonesia
Xin Rui Hai	56,092	2012	Louyuan	Prompt	Vietnam	\$13,000	cnr	via Indonesia
Florentine Oetker	63,490	2017	Mississippi	Prompt	Egypt Med	\$16,500	cnr	intention grains
Bulk Costa Rica	58,758	2012	Owendo	Prompt	Norway	\$14,100	cnr	
Lowlands Angel	61,239	2019	Ghent	Prompt	East Med	\$15,000	XO Shipping	intention scrap

Poor demand in the Far East – “Where is Q4 exactly?” in the Atlantic for the **Handysize**.

Beyond a shadow of a doubt, the last four weeks in the Far East have not been joyful at all for owners. We cannot say that the supply side is affecting the market. That is the reason behind the, only, marginal daily drop of indices. The key factor for the whole picture of the regional market is that there is limited ‘demand’ for vessels. A quick look on recent fixtures illustrates the above. ‘Cielo di Pisa’ (32,000 dwt, 2008) open at Ulsan on the 21<sup>st</sup> of October fixed at \$7,500 dop for a slag run via Naoshima to Thailand. The ‘Himawari K’ (37,000 dwt, 2015) open in Toyohashi Japan on the 21<sup>st</sup> of October fixed at \$8,000 dop for steels ex South Korea to Indonesia. Mv ‘Olivia’ (32,000 dwt, 2013) open in Thailand on the 22<sup>nd</sup> of October fixed 2 laden legs at \$8,750 dop. Finally, ‘Bright Ocean’ (37,000 dwt, 2015) open at Kohsichang on the 22<sup>nd</sup> of October fixed at \$8,250 dop for concentrates via Australia to North China. In the Persian Gulf and the Indian subcontinent, market remains firm mostly due to lack of available tonnage. Lately more and more owners avoid trading in the dangerous waters of West Coast India and Persian Gulf.

Most owners in the Atlantic where crooning the Pet Shop Boys’ song from the mid80’s ‘I come here looking for money... Now you’ve left me with nothing... What have I done to deserve this?’ Especially in ECSA and USG, we saw a slowdown of the market and tonnage stacking up. More specifically, trips to Continent were done at \$16K from Santos for very good 39,000dwt unit. Several trips going into USG/Caribs were done at \$14K for mid-size handies. That was something that left most people wondering, since USG lately is not what one would call ‘reposition’. Especially when a 39,000dwt could barely get \$11,750 for a trip to E.C. Mexico, and a 36,000dwt fixed a trip to Morocco at \$12,500 from Houston. Continent this week, bounced back a bit, but just a bit. Enough to see a 33,000dwt fixing a scrap trip at \$12,500 and what rumour has it, an Algeria round voyage via Rouen paying \$10,350 for a 33,000dwt ship. Med was stable this week, but at least at levels that make some sense to owners still. When 28,000 dwt is fixing \$11K from Canakkale for inter-Med trip and 34,000 dwt around \$13,000, then there is not much to complain about. At least for now. On the period desk, ‘Seas I’ (2012, 37,293dwt) fixed about a year period at \$10,500 from USG, with redelivery Atlantic.

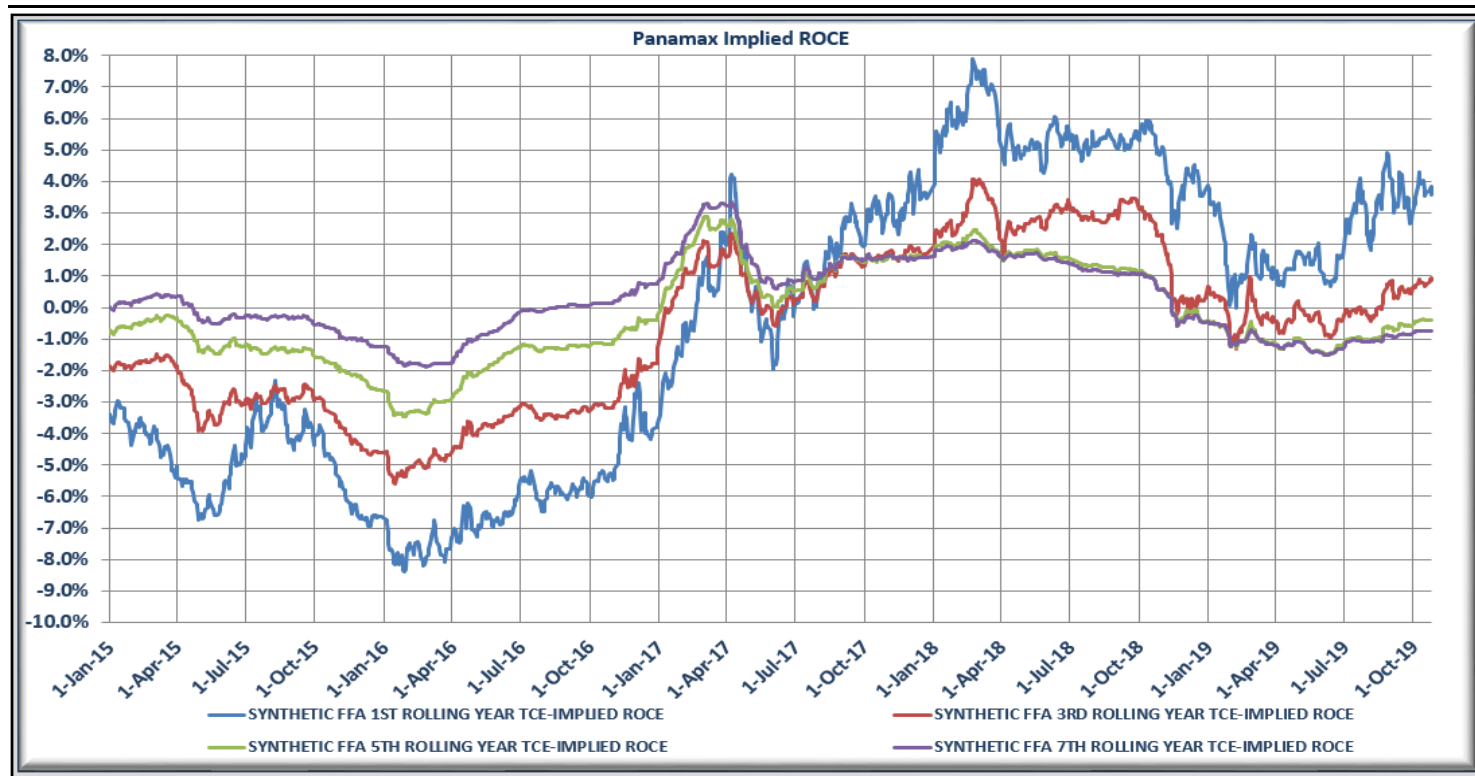
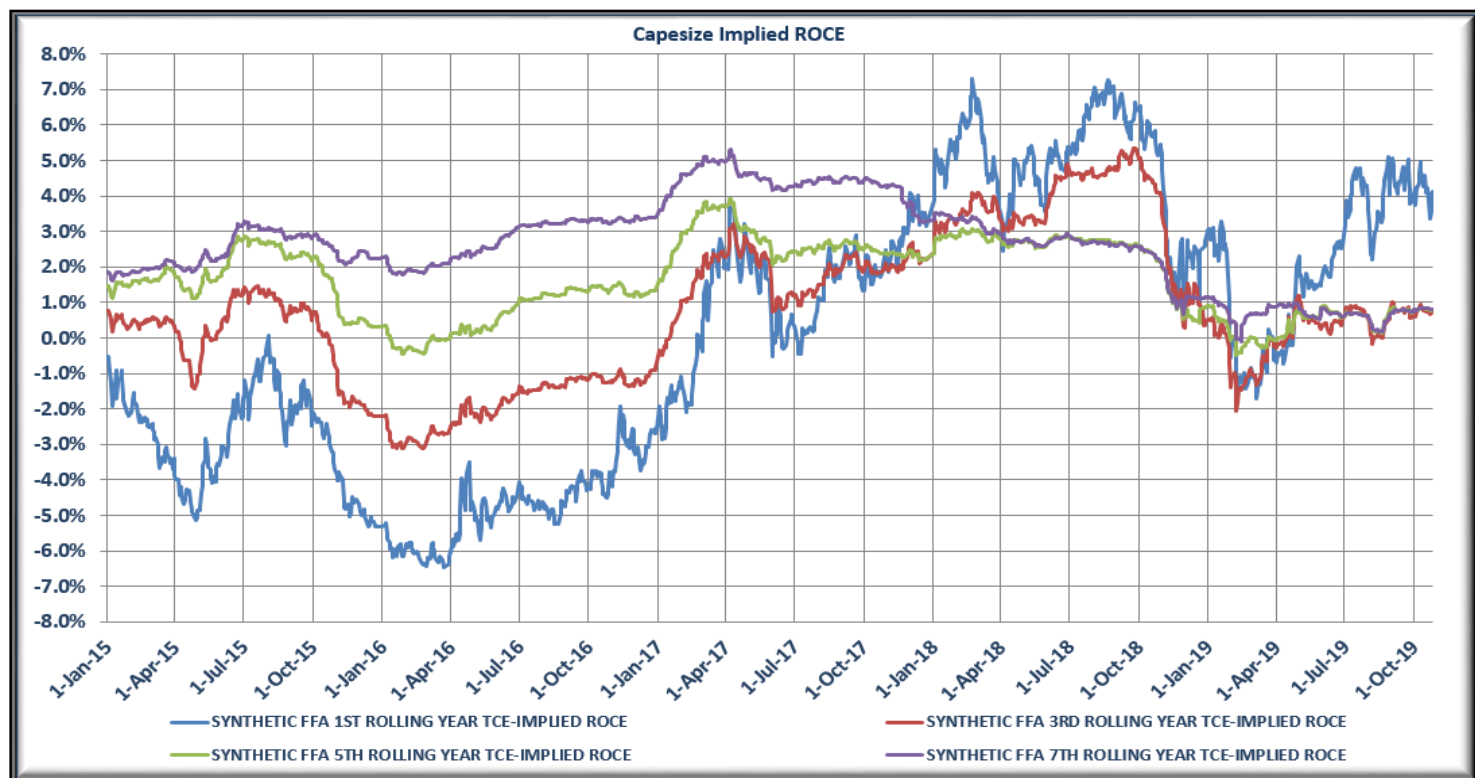
Representative Handysize Fixtures								
Vessel	DWT	Built	Delivery	Date	Re-del	Rate	Charterers	Comment
Cielo di Pisa	32,000	2008	Ulsan	prompt	Thailand	\$7,500	cnr	Slag via Japan
Himawari K	37,000	2015	Toyohashi	prompt	Indonesia	\$8,000	cnr	Steels viaS.Korea
Olivia	32,000	2013	Thailand	prompt	ww	\$8,750	cnr	2 laden legs
Bright Ocean	37,000	2015	Kohsichang	prompt	N.China	\$8,250	cnr	Concentrates viaAustralia
La Fresnais	39,875	2018	Santos	prompt	Continent	\$16,000	cnr	
Ionic Huntress	34,062	2012	P. Mole	prompt	Caribs	\$14,000	Weco	
MS Atlantic	33,200	2010	Ghent	prompt	Emed	\$12,500	cnr	scrap via UK
Strategic Alliance	39,848	2014	SWPass	prompt	ECMex	\$11,750	cnr	
Aquitania	35,938	2012	Houston	prompt	Morocco	\$12,500	AMP	grains
Kyalami	28,202	2014	Canakkale	prompt	N.Spain	\$11,000	cnr	
Puma	34,972	2017	Canakkale	prompt	Egypt	\$13,000	MB Shipping	coal

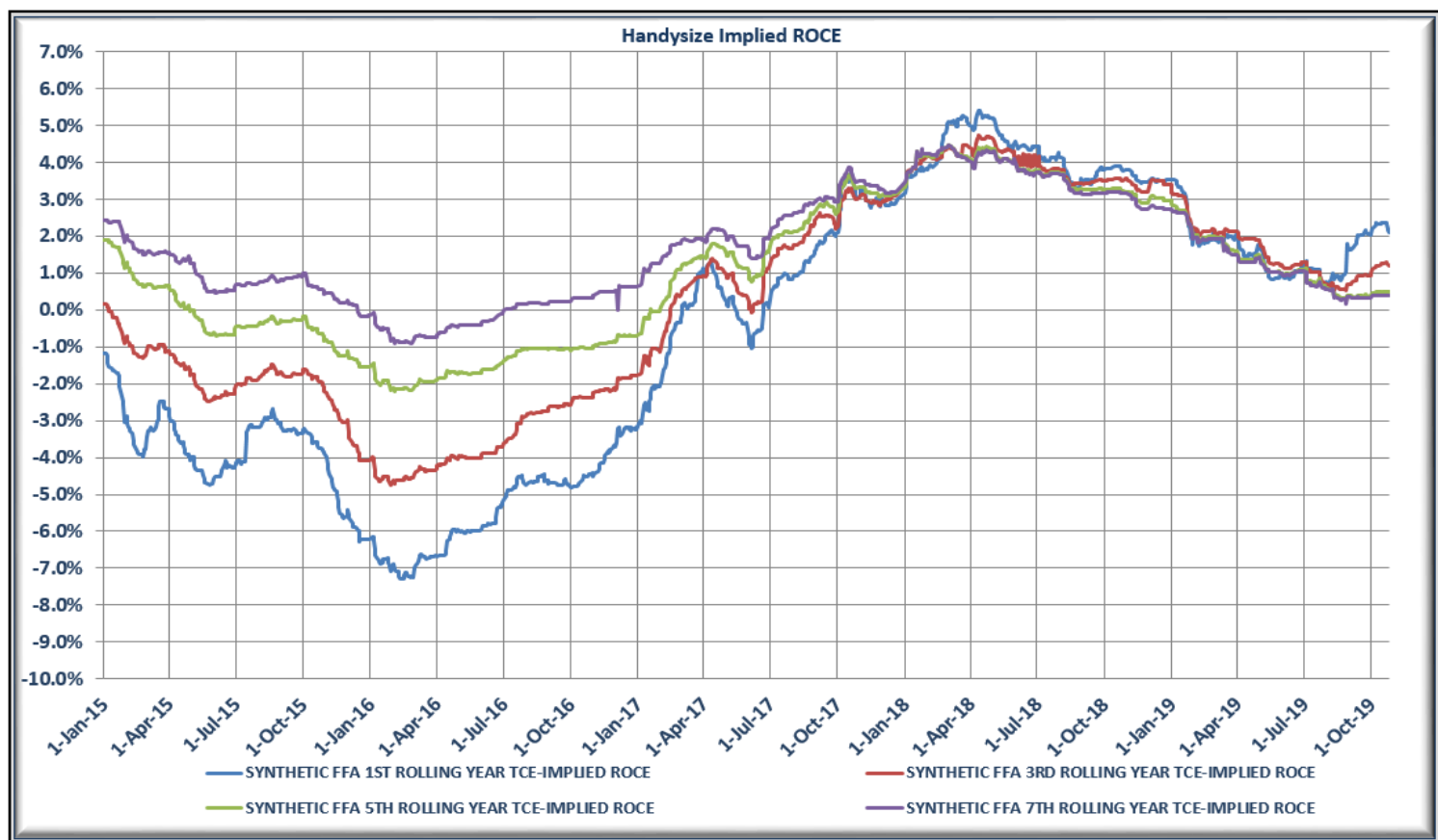
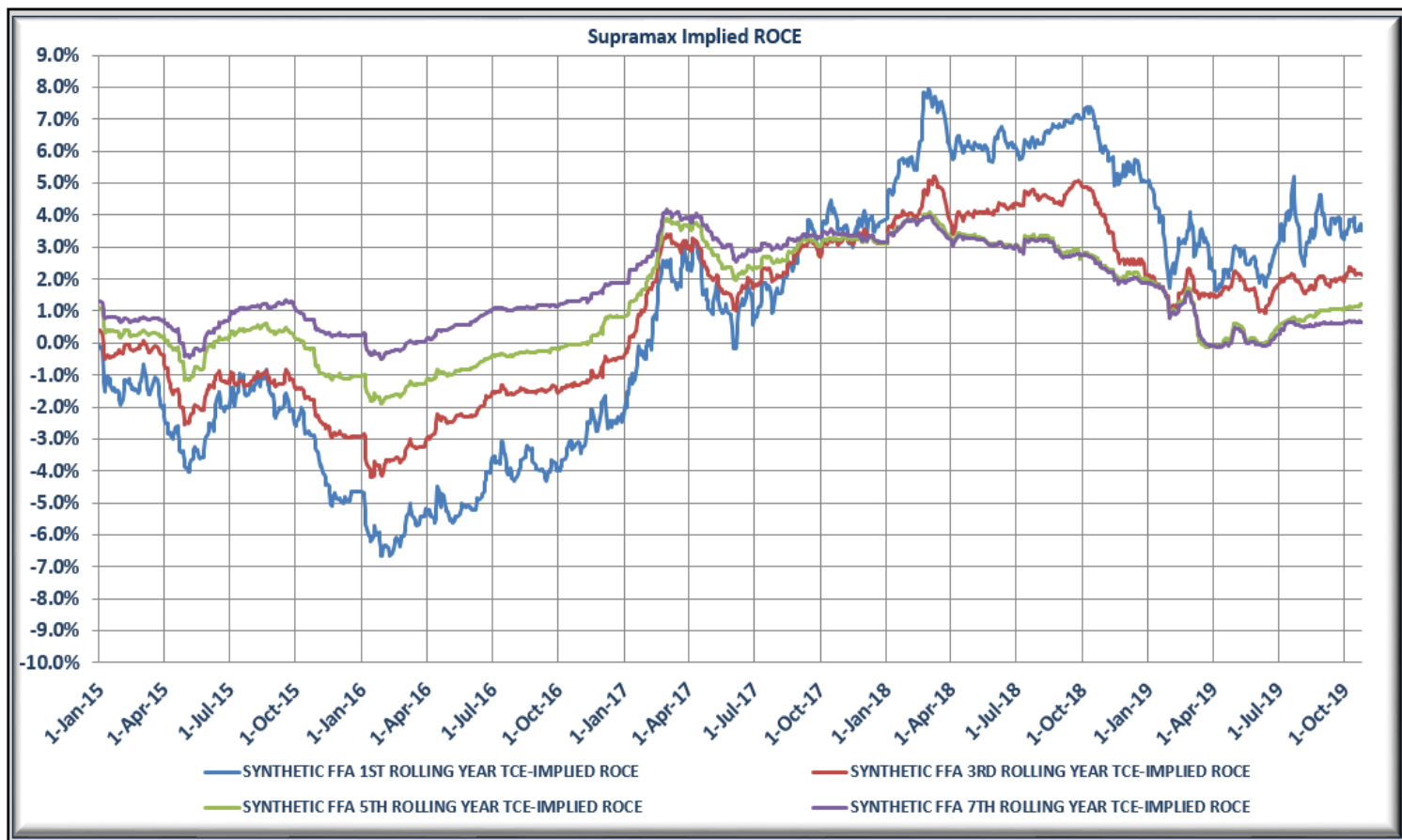


## FFA Market

Being in the red for yet another week, the forward market followed the lead of the “real action”, concluding lower. Indicatively, towards the same direction with the spot market, the prompt months of the Capesize went down, with November contracts ending at \$23,664 and December at \$23,868 daily. The front end of the Panamax curve moved further down, with November balancing at \$12,796 and December at \$12,754 daily. Without significant changes, Supramax forward market stood just below previously week’s closing, with November lingering at \$12,454 and December at \$11,468 daily. On the same wavelength, prompt Handy contracts ended lower at November levels of \$9,000.

In that regard, Capesize first rolling year implied ROCE went down to 4.1% this week at the same time as that of Panamax was balancing lower at 3.6%. Geared segments implied ROCEs trended mostly sideways, with Supramax balancing at 3.5% and Handy losing circa 30 basis points at 2.1%.





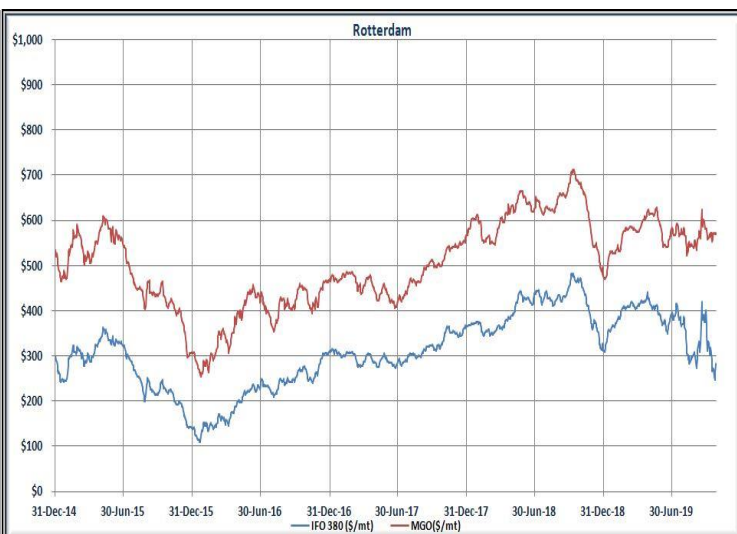
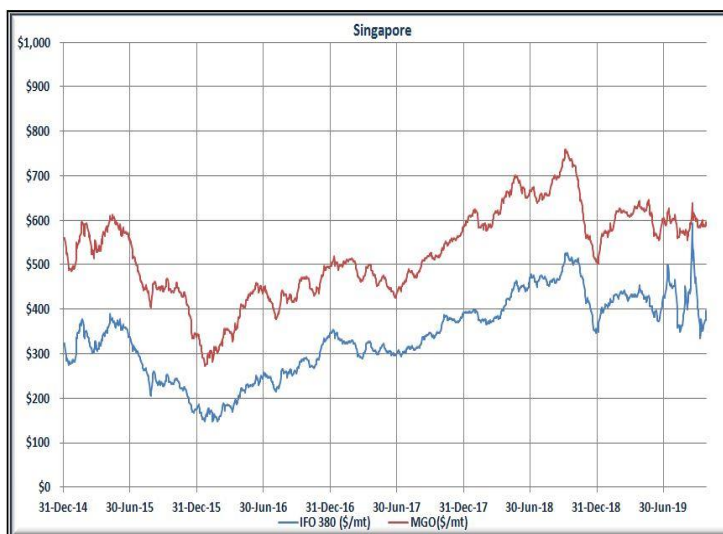
BFA Cape 5TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
21-Oct-19	\$24,171	\$22,846	\$23,211	\$23,410	\$15,932	\$13,918	\$16,122	\$13,682	\$13,686
22-Oct-19	\$23,857	\$20,789	\$21,493	\$22,047	\$15,450	\$13,711	\$15,821	\$13,636	\$13,636
23-Oct-19	\$24,079	\$21,739	\$22,350	\$22,723	\$15,532	\$13,789	\$15,869	\$13,636	\$13,636
24-Oct-19	\$24,336	\$23,325	\$23,589	\$23,750	\$16,064	\$14,150	\$16,254	\$13,664	\$13,664
25-Oct-19	\$24,521	\$23,664	\$23,868	\$24,018	\$16,086	\$14,111	\$16,269	\$13,682	\$13,671
Week High	\$24,521	\$23,664	\$23,868	\$24,018	\$16,086	\$14,150	\$16,269	\$13,682	\$13,686
Week Low	\$23,857	\$20,789	\$21,493	\$22,047	\$15,450	\$13,711	\$15,821	\$13,636	\$13,636
Week Avg	\$24,193	\$22,473	\$22,902	\$23,190	\$15,813	\$13,936	\$16,067	\$13,660	\$13,659

BFA Panamax 4TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
21-Oct-19	\$14,393	\$13,332	\$12,832	\$13,519	\$11,011	\$11,168	\$10,938	\$8,593	\$8,554
22-Oct-19	\$14,386	\$13,389	\$13,121	\$13,632	\$11,039	\$11,157	\$10,929	\$8,593	\$8,554
23-Oct-19	\$14,389	\$13,239	\$12,979	\$13,536	\$11,111	\$11,282	\$10,980	\$8,593	\$8,554
24-Oct-19	\$14,404	\$13,336	\$13,129	\$13,623	\$11,150	\$11,343	\$11,008	\$8,593	\$8,554
25-Oct-19	\$14,382	\$12,796	\$12,754	\$13,311	\$10,946	\$11,218	\$10,892	\$8,586	\$8,554
Week High	\$14,404	\$13,389	\$13,129	\$13,632	\$11,150	\$11,343	\$11,008	\$8,593	\$8,554
Week Low	\$14,382	\$12,796	\$12,754	\$13,311	\$10,946	\$11,157	\$10,892	\$8,586	\$8,554
Week Avg	\$14,391	\$13,218	\$12,963	\$13,524	\$11,051	\$11,234	\$10,949	\$8,592	\$8,554

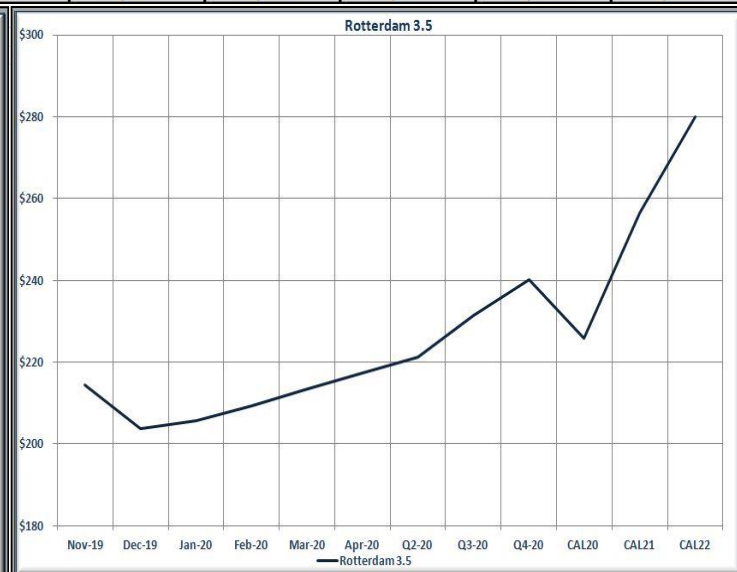
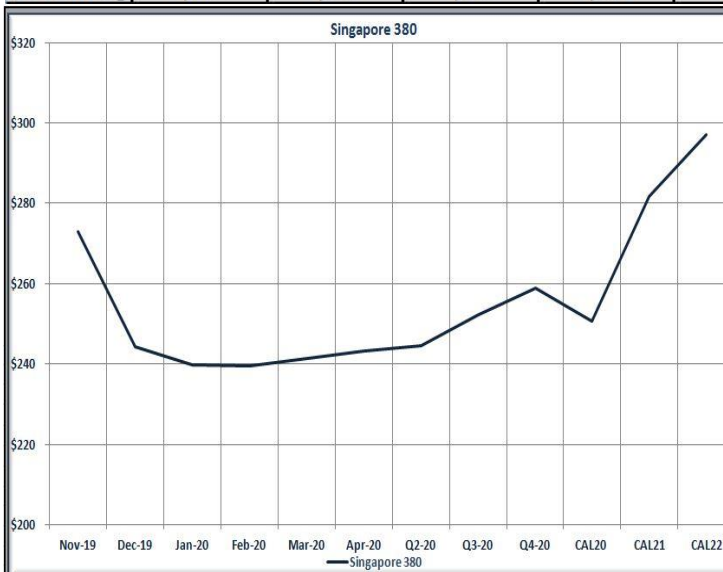
BFA Supra 10TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
21-Oct-19	\$13,432	\$12,711	\$11,429	\$12,524	\$9,411	\$10,121	\$9,943	\$8,643	\$8,557
22-Oct-19	\$13,446	\$12,807	\$11,646	\$12,633	\$9,496	\$10,175	\$9,997	\$8,657	\$8,561
23-Oct-19	\$13,443	\$12,871	\$11,832	\$12,715	\$9,554	\$10,243	\$10,032	\$8,682	\$8,557
24-Oct-19	\$13,436	\$12,818	\$11,746	\$12,667	\$9,543	\$10,268	\$10,039	\$8,689	\$8,557
25-Oct-19	\$13,382	\$12,454	\$11,468	\$12,434	\$9,375	\$10,182	\$9,973	\$8,689	\$8,546
Week High	\$13,446	\$12,871	\$11,832	\$12,715	\$9,554	\$10,268	\$10,039	\$8,689	\$8,561
Week Low	\$13,382	\$12,454	\$11,429	\$12,434	\$9,375	\$10,121	\$9,943	\$8,643	\$8,546
Week Avg	\$13,428	\$12,732	\$11,624	\$12,595	\$9,476	\$10,198	\$9,997	\$8,672	\$8,556

BFA Handysize TC									
Date	Oct (19)	Nov (19)	Dec (19)	Q4 (19)	Q1 (20)	Q2 (20)	Cal 20	Cal 24	Cal 25
21-Oct-19	\$9,625	\$9,269	\$8,838	\$9,244	\$8,000	\$8,538	\$7,944	\$7,500	\$7,500
22-Oct-19	\$9,600	\$9,275	\$8,844	\$9,240	\$7,963	\$8,500	\$7,938	\$7,500	\$7,500
23-Oct-19	\$9,538	\$9,113	\$8,781	\$9,144	\$7,900	\$8,450	\$7,913	\$7,506	\$7,506
24-Oct-19	\$9,531	\$9,100	\$8,781	\$9,138	\$7,900	\$8,444	\$7,913	\$7,506	\$7,506
25-Oct-19	\$9,513	\$9,000	\$8,675	\$9,063	\$7,863	\$8,413	\$7,900	\$7,500	\$7,500
Week High	\$9,625	\$9,275	\$8,844	\$9,244	\$8,000	\$8,538	\$7,944	\$7,506	\$7,506
Week Low	\$9,513	\$9,000	\$8,675	\$9,063	\$7,863	\$8,413	\$7,900	\$7,500	\$7,500
Week Avg	\$9,561	\$9,151	\$8,784	\$9,166	\$7,925	\$8,469	\$7,922	\$7,502	\$7,502

## Bunker Market



	Rotterdam		Singapore		Fujairah		Gibraltar		Houston	
Date (\$/mt)	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO	IFO 380	MGO
21-Oct-19	\$254	\$572	\$375	\$587	\$310	\$682	\$320	\$622	\$335	\$626
22-Oct-19	\$247	\$570	\$376	\$585	\$308	\$676	\$308	\$616	\$324	\$619
23-Oct-19	\$267	\$572	\$375	\$588	\$310	\$674	\$313	\$616	\$312	\$617
24-Oct-19	\$279	\$570	\$393	\$593	\$315	\$680	\$326	\$626	\$310	\$621
25-Oct-19	\$282	\$572	\$396	\$596	\$320	\$683	\$328	\$630	\$313	\$622
12-month High	\$473	\$690	\$594	\$737	\$519	\$797	\$510	\$748	\$750	\$745
12-month Low	\$247	\$469	\$335	\$502	\$306	\$665	\$308	\$545	\$290	\$539
12-month Avg	\$375	\$572	\$424	\$599	\$406	\$715	\$410	\$629	\$396	\$627



Singapore	25-Oct-19	Week max	Week low	Week Avg	RTDM 3.5	25-Oct-19	Week max	Week low	Week Avg
Nov-19	\$272.9	\$276.9	\$261.2	\$268.6	Nov-19	\$214.4	\$215.9	\$185.2	\$204.2
Dec-19	\$244.4	\$245.7	\$229.2	\$238.2	Dec-19	\$203.7	\$204.9	\$181.5	\$195.6
Jan-20	\$239.9	\$240.7	\$223.2	\$232.9	Jan-20	\$205.7	\$206.7	\$183.5	\$197.5
Feb-20	\$239.7	\$240.2	\$223.5	\$232.6	Feb-20	\$209.4	\$210.2	\$187.0	\$201.2
Mar-20	\$241.4	\$241.7	\$225.5	\$234.2	Mar-20	\$213.4	\$214.2	\$191.0	\$205.4
Apr-20	\$243.2	\$243.4	\$227.5	\$236.3	Apr-20	\$217.4	\$218.2	\$195.2	\$209.6
Q1-20	\$240.3	\$240.8	\$224.1	\$233.2	Q1-20	\$209.5	\$210.3	\$187.1	\$201.4
Q2-20	\$244.6	\$246.3	\$230.6	\$238.6	Q2-20	\$221.3	\$222.1	\$199.1	\$213.7
Q3-20	\$252.3	\$254.3	\$238.6	\$246.6	Q3-20	\$231.5	\$232.6	\$210.1	\$224.4
Q4-20	\$258.8	\$263.6	\$248.1	\$255.4	Q4-20	\$240.3	\$242.3	\$220.6	\$234.4
CAL20	\$250.6	\$250.6	\$227.2	\$241.1	CAL20	\$225.8	\$225.8	\$201.7	\$216.1
CAL21	\$281.8	\$281.8	\$260.7	\$275.0	CAL21	\$256.6	\$256.6	\$237.0	\$249.5
CAL22	\$297.1	\$297.1	\$276.0	\$290.2	CAL22	\$280.1	\$280.8	\$260.7	\$273.7



## Dry Bulk S&P Market

The newbuilding market remained subdued for yet another week, while demolition activity bubbled (albeit a short-lived surge, in all likelihood). The second hand arena continued to ride the wave of movement seen over the last few months.

The M/V Real Happiness (76,602 dwt, blt 2005, Imabari, JPN) sold to Greeks in the low \$10s mio, on par with other recently sold JPN-blt 76K's, e.g. the 'Chance' (blt 2004), done at \$9.65 mio with SS passed, and the 'Dolce' (blt 2007) concluded at \$11.5 mio. Earlier in the year, we saw a plethora of transactions concerning P'maxes (and to a lesser extent, K'maxes). Presently, however, as we move down the size 'totem pole', things seem to take on a bell-shape figure, with much of the overall activity having transpired primarily within the Supra and Handysize segments. Since the 'high's' seen this past July-August regarding chartering rates, it appears that the Supras and Handies have been more stable earners than the larger bulkers - something reflected, at least presently/in the short run, by current 2nd hand activity.

It was an action-packed week for Supras(Ultras), with a flurry of rumored transactions spanning the entire age spectrum. The M/V Adventure III (62,534 dwt, blt 2019, Oshima, JPN) changed hands for \$27.5 mio, reflecting both market levels for young Ultras along with the premium a Japan-blt ship fetches (compared to vsls built in China - the M/V Guo Qiang 8 (63k dwt, blt 2019) was recently reported sold at \$23 mio). The M/V Suprastar (57,000 dwt, blt 2011, Qingshan, China) found a new home with Chinese buyers in the low \$10s mio, right in stride with the Lefkoniko (57k dwt, blt 2011, China), which was sold for \$10 mio. The M/V Stove Phoenix (55,840 dwt, blt 2007, Kawasaki, JPN) went in the low \$11s mio to Indonesian buyers, quite similar to the levels recently achieved by the Torenia (56k dwt, blt 2007). The M/V Eternal Triumph (55,830 dwt, blt 2012, Imabari, Japan) reportedly went for a fitting \$14 mio. Greek owner, Star Bulk, is said to have offloaded 2 Supras this week, both at market levels: namely, the M/V Star Cosmo (52,246 dwt, blt 2005, Jiangyang, China), bought by Greeks for \$6.4 mio, with SS/DD due; and the M/V Star Epsilon (52,402 dwt, blt 2001, Tsuneishi, JPN) sold to PG buyers at \$6.5 mio.

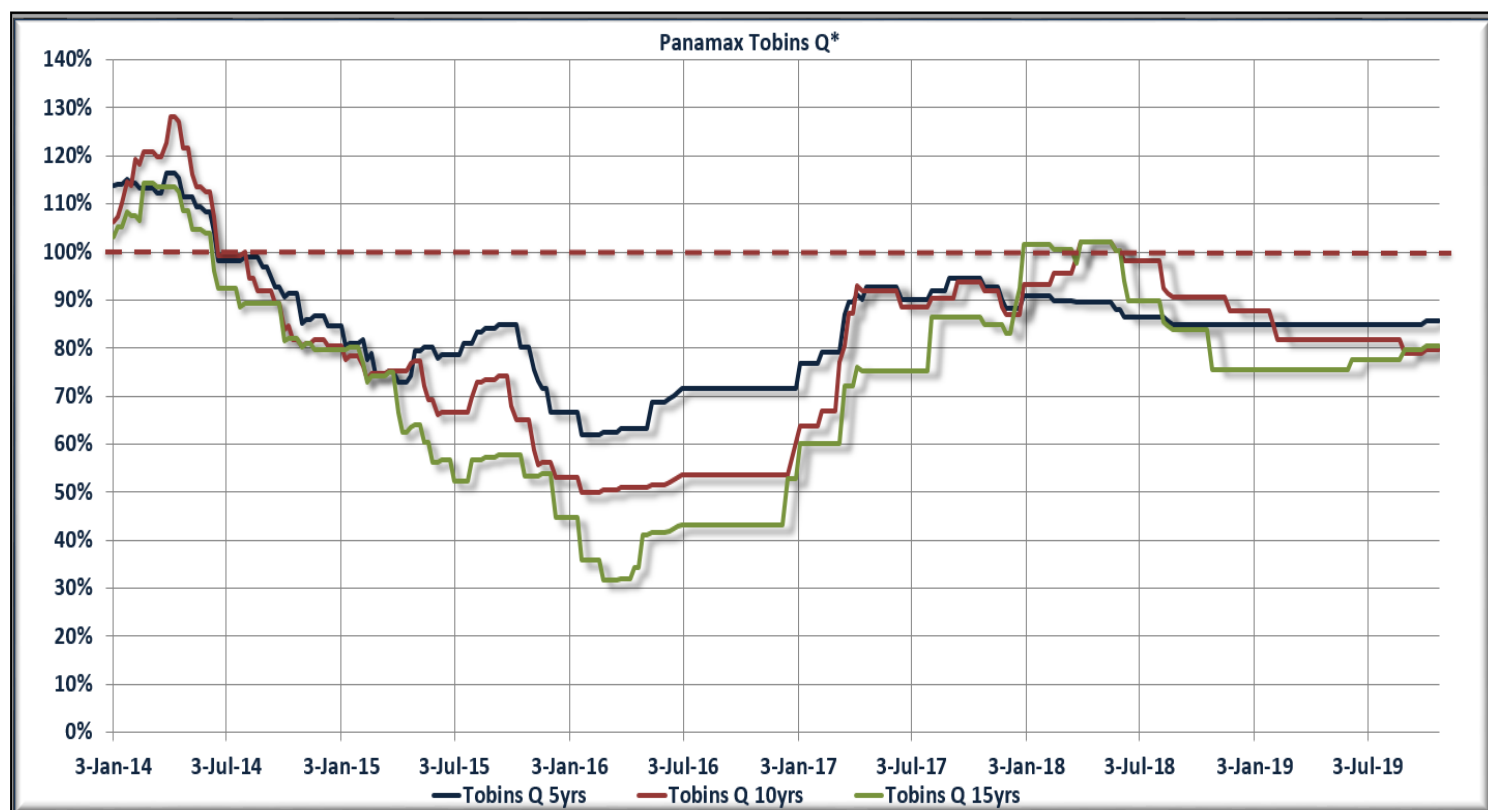
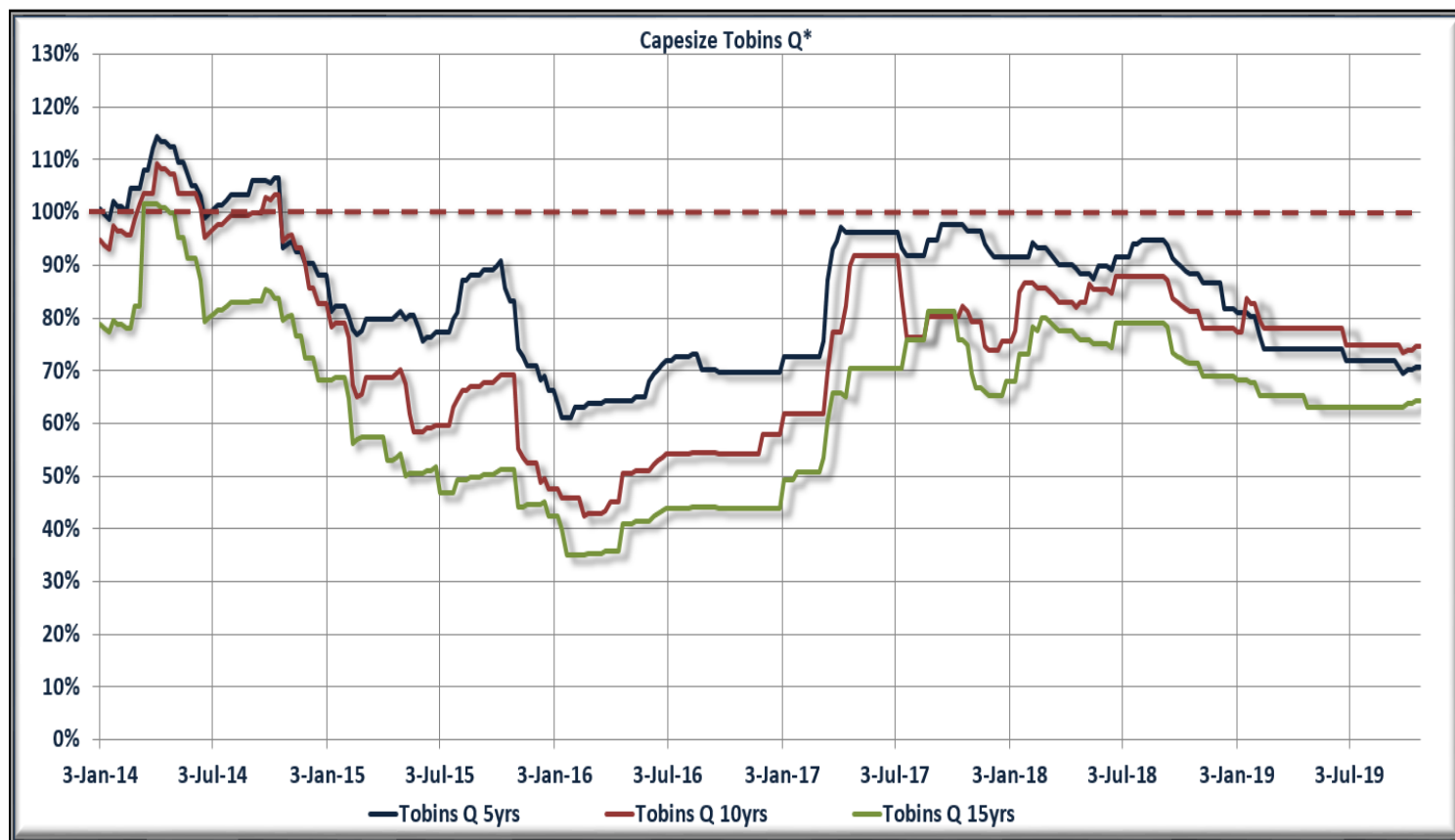
The handysize bulkers continued their impressive run in the 2nd hand market with ships in excess of 10 years old garnering interest and vintage vessels still commanding buyers' attention. The deals reported this week were concluded at market levels with no shortage of comparable 'last done's'. The M/V Fortune Bay (28,671 dwt, blt 2006, Shin Kochi, JPN) sold for \$6.5 mio, in line with the Maritime Coaction (blt 2008) at \$7.5 mio. The M/V Panforce (28,200 dwt, blt 2004, Imabari, JPN) sold in the mid-high \$5's mio, on pace with the Genco Champion (2 yrs younger) done in the mid \$6's mio. The older 'Ho Bao' (23,649 dwt, blt 2001, Shin Kochi, JPN) and 'Forza' (28,564 dwt, blt 1997, Kanda, JPN) were both matched with Chinese suitors for low \$4s mio and low \$3s mio, respectively, numbers reflecting present market levels for such vsls given the recent sale of the 'Ocean Exporter' (28k dwt, blt 2002) done in the high \$4s mio.

Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
New Times 0120813	208,000	2019	New Times/China	47	Norwegian buyers	13-ys BBB/less \$5.0m to sellers credit
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	
Trustn Trader I	82,293	2015	Oshima/Japan	25	Undisclosed buyers	
Mild Sea	81,684	2013	Qingdao Beihai/China	mid-high 16	Undisclosed buyers	
Mangarella	82,654	2009	Tsuneishi/Japan	15.65	Greek buyers	
Dolce	76,525	2007	Imabari/Japan	11.5	Undisclosed buyers	
Chance	75,926	2004	Tsuneishi/Japan	9.65	Undisclosed buyers	bss SS passed
Oregon	74,204	2002	Oshima/Japan	7.9	Undisclosed buyers	
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
Shiny Halo	61,496	2011	Shin Kasado/Japan	16.5	Undisclosed buyers	C 4 x 31/ BWTS fitted
King Island	57,631	2015	Tsuneishi/Japan	20.5	Undisclosed buyers	C 4 x 30 / cash - shares deal
Centenario Blu	56,200	2011	Mitsui Tamano/Japan	13.7	Greek buyers	C 4 x 30
Stove Phoenix	55,840	2007	Kawasaki/Japan	11.3	Indonesian buyers	C 4 x 30,5
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
Grasshopper	53,146	2002	Imabari/Japan	6.4	Chinese buyers	C 4 x 30
Star Epsilon	52,402	2001	Tsuneishi/Japan	6.5	Undisclosed buyers	C 4 x 30
Baolong	46,658	1998	Mitsui Tamano/Japan	4.3	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
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
King Sugar	28,196	2010	I-S Shipyard/Japan	7.2	Greek buyers	C 4 x 30.7
Maritime Coaction	28,282	2008	I-S Shipyard/Japan	7.5	Undisclosed buyers	C 4 x 30
Fortune Bay	28,671	2006	Shin Kochi Jyuko/Japan	6.5	Undisclosed buyers	C 4 x 31
Panforce	28,200	2004	Imabari/Japan	5.5	Chinese buyers	C 4 x 30/ Logger
Ocean Exporter	28,461	2002	Imabari/Japan	high 4	Chinese buyers	C 4 x 30.5
Annelisa	18,673	2008	Yamanishi/Japan	8	Undisclosed buyers	C 4 x 30
Baru Satu	16,190	2001	Shin Kochi/Japan	4.6	Undisclosed buyers	C 3 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.

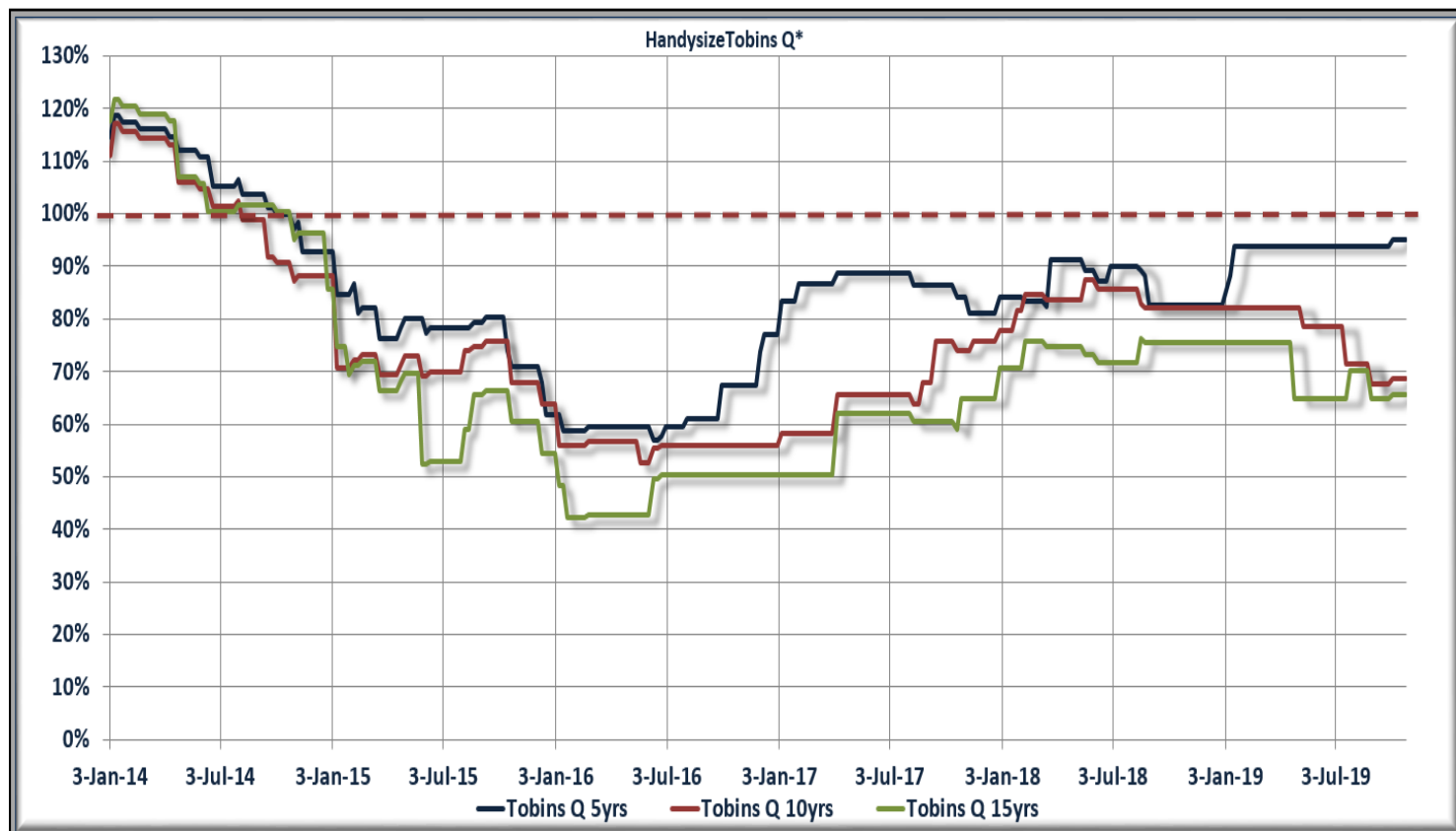
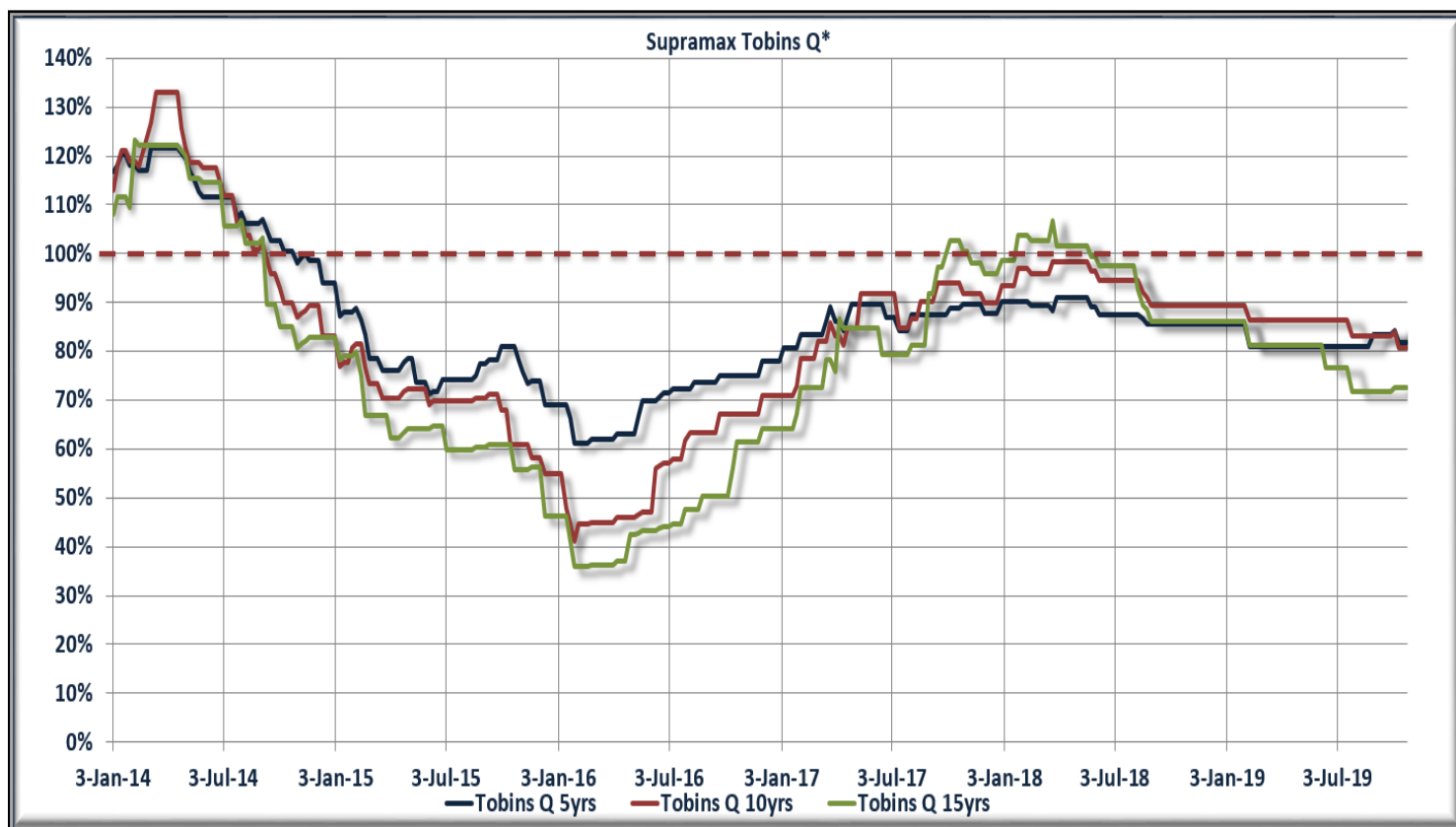
Tobin's Q\* Capesize-Panamax

Date	Capesize 5yrs	Capesize 10yrs	Capesize 15yrs	Panamax 5yrs	Panamax 10yrs	Panamax 15yrs
<b>Current ratio</b>	71%	75%	64%	86%	80%	80%
<b>12months High</b>	88%	84%	71%	86%	91%	80%
<b>12months Low</b>	69%	73%	63%	85%	79%	76%
<b>12months Avg</b>	76%	77%	65%	85%	83%	77%



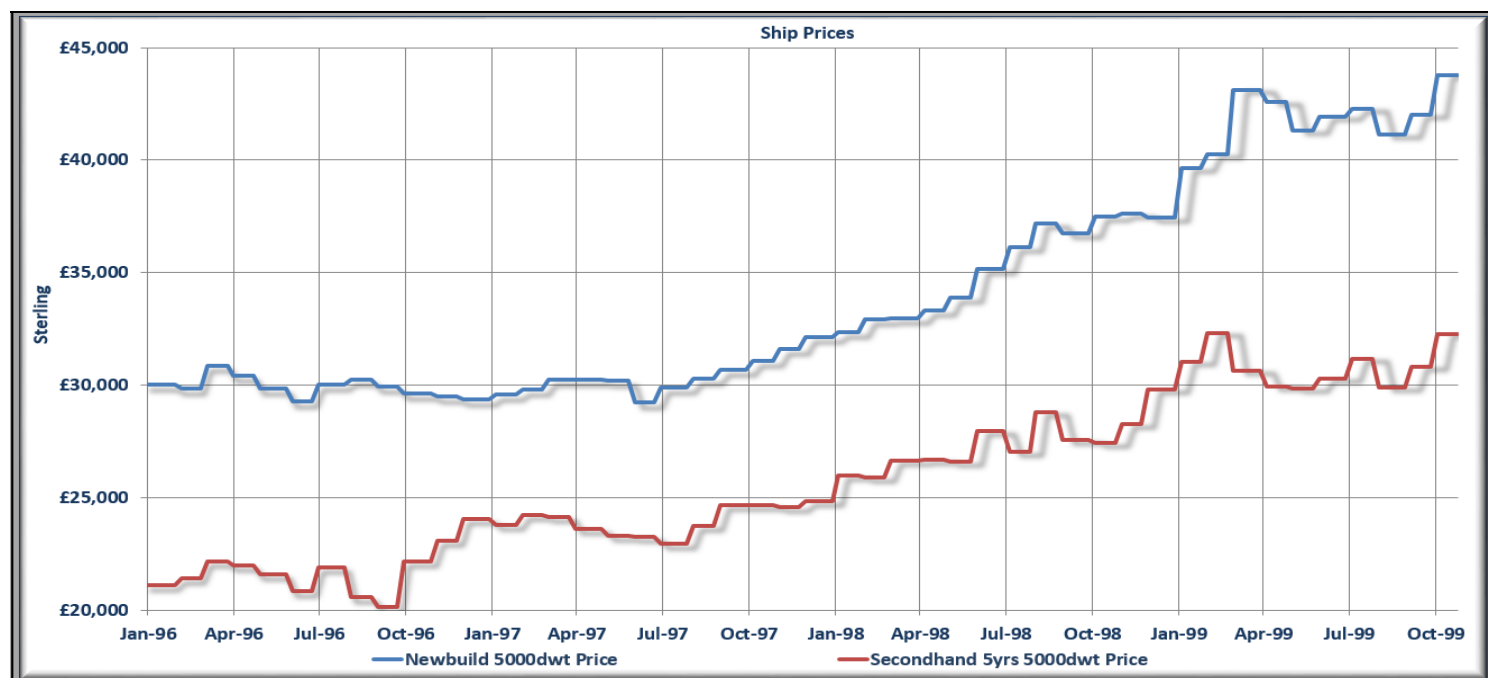
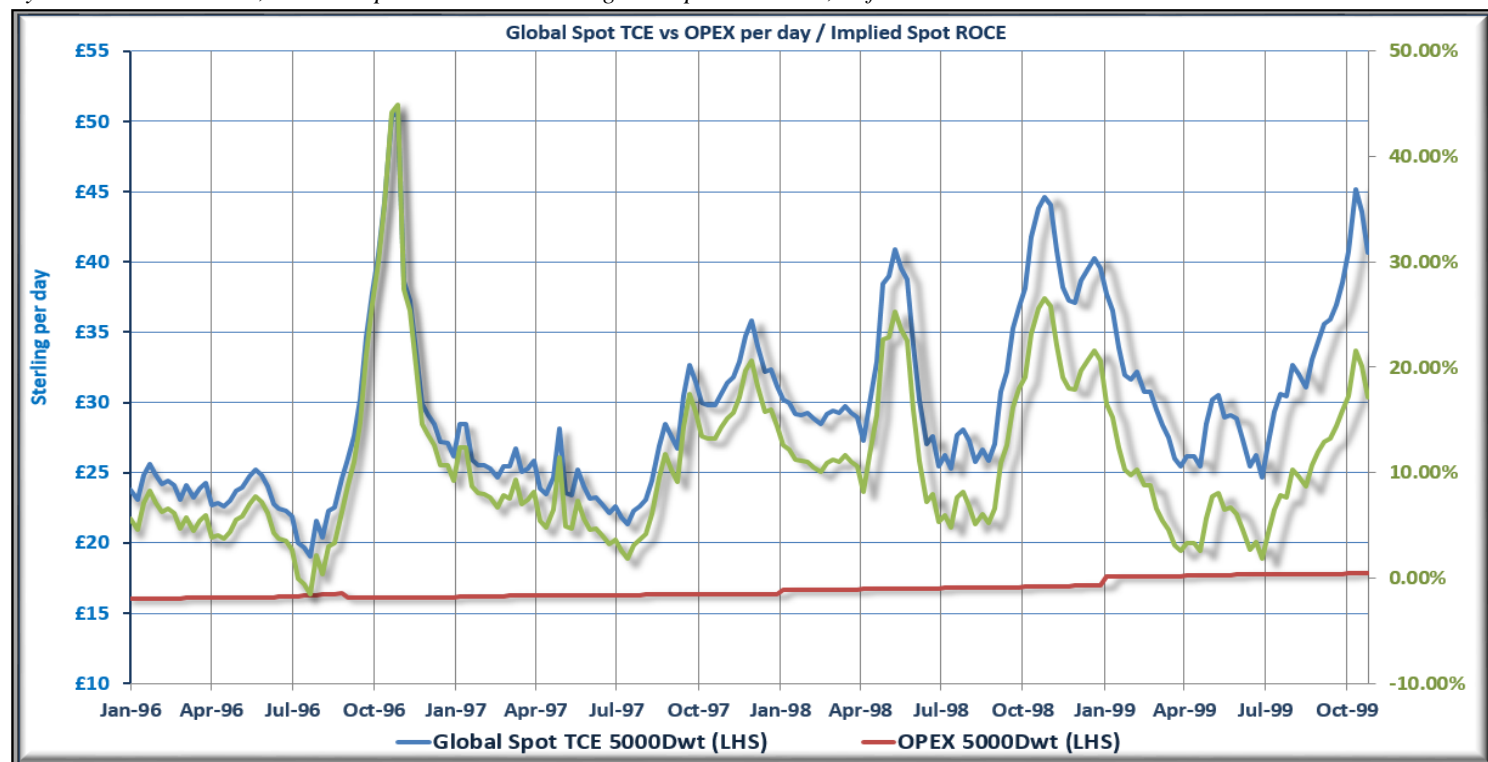
Tobin's Q\* Supramax-Handysize

Date	Supramax 5yrs	Supramax 10yrs	Supramax 15yrs	Handysize 5yrs	Handysize 10yrs	Handysize 15yrs
<b>Current ratio</b>	82%	81%	72%	95%	69%	66%
<b>12months High</b>	86%	89%	86%	95%	82%	76%
<b>12months Low</b>	81%	81%	72%	83%	68%	65%
<b>12months Avg</b>	83%	86%	80%	92%	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	Nov-01	Oct-01	Sep-01
Implied Spot Roce	17.2%	20.1%	14.1%	10.2%	6.6%
Global Spot TCE	£40.58	£43.57	£36.68	£32.60	£29.33
BlackSea Round	£41.33	£44.86	£37.02	£32.42	£28.13
East Round	£46.27	£46.82	£41.48	£38.06	£37.46
Med Round	£36.43	£39.46	£33.94	£29.79	£27.38
US Round	£44.85	£46.19	£36.49	£35.80	£32.49
River Plate Round	£44.08	£48.61	£43.93	£41.80	£37.99

S&P Market (5,000dwt)	Current week	Previous week	Nov-01	Oct-01	Sep-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...

Although a weaker tone has characterized the markets generally this week, there has been an abundance of profitable employment offering, and this is likely to continue well into next year. In regard to the lower homeward rates that have been taken during the last few days, it must be observed that in many cases this is the result of Owners being over-anxious to combine their outward and homeward charters so as to make certain of employment providing a good profit on the round. Some Owners, for instance, have their boats fixed out from Wales, e.t.c, at magnificent rates, such as 13s 6d to Alexandria and Port Said; they can afford to fix back from Alexandria at apparently low rates, and yet leave a fine result on the voyage. Then, again, the recent spurt in coal rates to the Plate and Rio de Janeiro (the latter rate being quite 2s 6d per ton better than was current only a few weeks ago) has warranted those owners who have thus secured top rates out to fix back from the Plate at current quotations, which are somewhat lower than the best rates yet paid. Boats have been chartered for Colombo for October/November and December loading at rates varying down from about 19s to 16s 6d. From this it would appear that Owners are wrong in fixing ahead for December loading at such a heavy reduction on the prompt rate; Prompt boats outward have been very valuable, but for backward loading Charterers have been indifferent, refusing to pay extravagant rates. What the fixers ahead need to consider is the future cost of coal supplies. The ultimate contract prices, whatever they may be, are sure to be such as will take a great deal of gilt off the Eastern employment that Owners are now accepting out and home.

The Black Sea market is weak, berth rates from Odessa, Sulina, etc, for L.H.A.R. being 10s to 10s 3d, Hamburg 10s 9d, while for the Mediterranean 12½ to 13 fcs is offering. There is a little business doing from the Danube, berth rates for A.R. being 13s to 13s 3d, but with the option of shipping grain and/or wood. Azoff business is very quiet, berth rates for L.H.A.R. , etc., being 12s 9d to 13s 3d. For the Mediterranean 13½ to 14 fcs is offering, excluding Spain.

Mediterranean business is active, but generally at lower rates. From Alexandria berth rates for London or Hull are now only nominally 7s to 7s 6d ; on charter we doubt if over 11s and 10s could be obtained. From Spain 11s is offering for Philadelphia or Baltimore, and from Huelva to the U.S Atlantic ports 13s 6d to 14s is quoted. Bilbao rates are about steady as follows: Glasgow 7s 6d, Middlesbrough 7s 6d, Tyne 7s 3d, Rotterdam 7s 3d.

American market is weaker, tonnage having been too freely offered out. Berth grain rates to p.p from the Northern ports for November/December loading are 3s 3d to 3s 4½d, and for January 3s 3d. On the C.f.o basis November/December boats are fixable at 3s 9d to 3s 10½d, and for January/February at 3s 6d. Berth grain rates from New Orleans or Galveston to p.p are as follows: November 4s to 4s 1½d, December 4s 1d, January 3s 10d. From the Gulf 45s to 46s 3d is quoted for Liverpool or Continent, and from the Atlantic ports 37s 6d to 38s 9d.

The River Plate market is steady. From the San Lorenzo limit November boats are worth 29s to 30s o.c. From the lower ports November boats are worth 26s o.c, and from Bahia Blanca 27s. Owners contemplating sending their boats down from Rio to the Plate should bear in mind that there is six days' quarantine, and from Santos, etc., ten days' quarantine, while in case of sickness on board this would be indefinitely increased. From Wales to the Plate 12s is quoted, and for Rio 14s to 14s 6d;

There is not much change to report in the Eastern market. From Calcutta 30s to 31s 3d is quoted for jute to p.p. U.K Cont. or Mediterranean for November loading; Outward rates have fluctuated a good deal, October/November tonnage having been fixed from Wales to Colombo at from 18s 6d to 19s and for December/January at 16s 6d; rates are now easier at 17s 3d to 17s 6d for November and 16s for December, 15s 6d January/February.

Coal rates from Wales to the Mediterranean have kept fairly steady on the basis of 12 fcs. To Marseilles and 10s 6d to 10s 9d to the West Italian ports, 12s to 12s 3d to Port Said, 12s 3d to 12s 9d to Alexandria, 11s 3d to 11s 6d to Smyrna. For Las Palmas or Teneriffe 8s 3d to 8s 6d is quoted, and for Cape Verds 9s 6d to 9s 9d, Bermuda 10s 6d.

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.