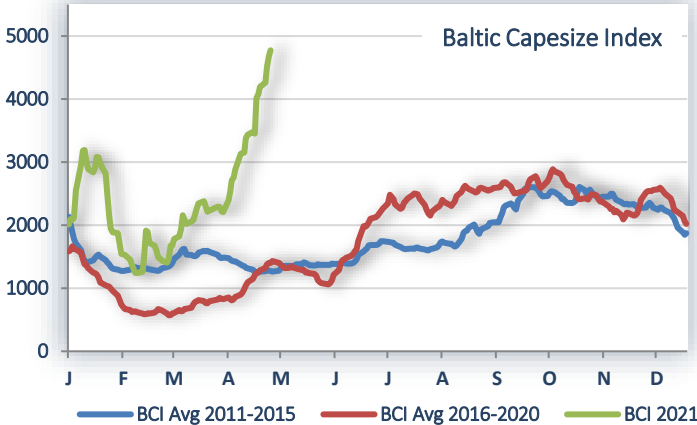


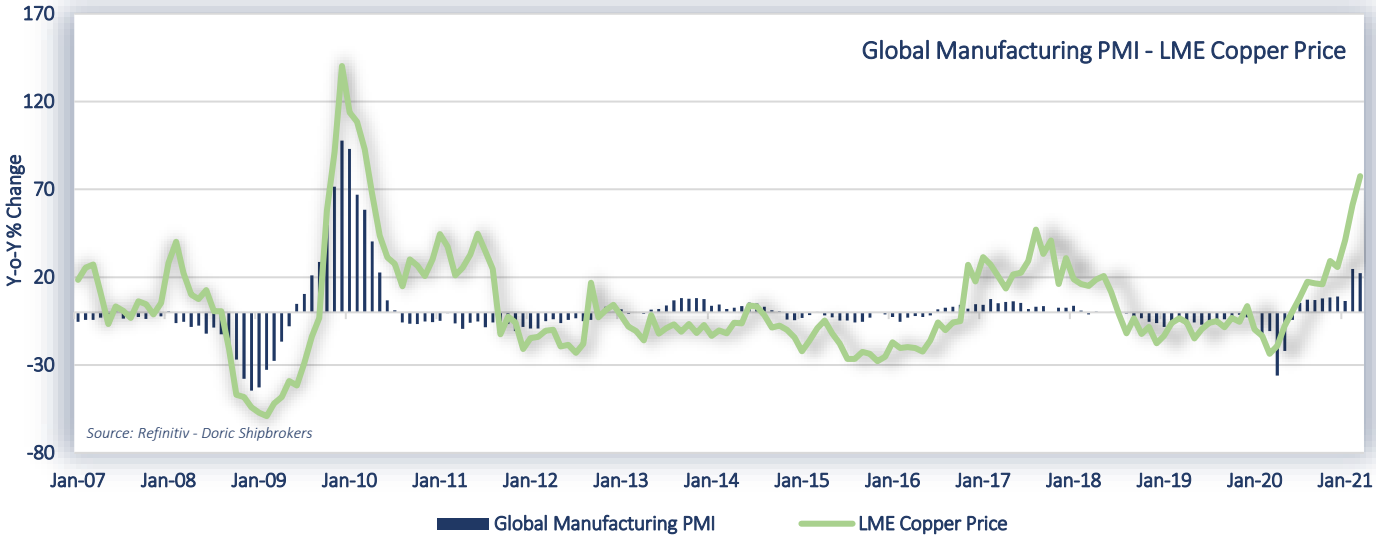
Following last week World Bank's semi-annual rosy Commodity Markets Outlook, copper prices soared during the seventeenth trading week, touching ten-year maxima. An amalgamation of concerns about supplies from Chile, sliding inventories, a lower dollar and expectations of stronger demand from top consumer China sent pinkish-orange metal prices materially higher. The rally in copper, which has more than doubled in price from its recent covid-lows, has been fuelled by a widely-held belief that demand for the flotilla leader metal will receive a massive boost, not just from vast post-pandemic stimuli, but also from a worldwide push for decarbonisation. In tandem, conditions in the global manufacturing sector continued to brighten at the end of the first quarter, despite the potential for growth to be stymied by rising cost inflationary pressures and supply-chain disruptions, according to J.P. Morgan. In fact, the J.P. Morgan Global Manufacturing PMI rose to 55.0 in March, a 121-month high and its best reading since February 2011. The level of the PMI was supported by stronger growth of output, as well as new orders and employment. PMI readings were above 50.0 – signalling improvement – in 23 out of the 27 surveys for which March data were available. Additionally, manufacturing production increased at one of the quickest rates over the past decade, underpinned by the strongest expansion of incoming new work for just over a decade. International trade flows also picked up pace, with growth of new export business the steepest since January 2018. In this context, "Dr Copper" – reputed to have a "PhD in economics" because of its ability to predict turning points in the global economy – approached the \$10,000-mark on the London Metal Exchange mid-week, only to lose some of its steam today. Looking forward though, the recent rally in copper prices is likely to stall in the second half of the year as top consumer China reins in stimulus spending, a Reuters poll showed today. The cash copper contract on the London Metal Exchange is expected to average \$8,800 a tonne in the third quarter, a median forecast of 25 analysts showed, or down 11% from yesterday's closing price. It has to be noted that the aforementioned forecast is still up 17% from the respective January poll. Whilst the bellwether metal has made its intentions clear that global growth will keep up the pace, the recent Reuters poll seems to have second thoughts, or at least to some extent.

On the other hand, the pacesetter in dry bulk spectrum didn't hesitate at all to pour gasoline on the fire. With BCI TCA hovering at multi-year maxima of \$39,589 on this Thursday closing, Capesizes were reminiscent of their inherent snooty nature. Having their value doubled in just twenty-one trading days, the capricious segment balanced today at levels last seen in late September 2013. Indicative of the strength of the current Capesize momentum is the fact that the second-best late April daily closing in the last five years was \$17,713 in 2018, or some 55.3% lower than this Thursday closing. Furthermore, the comparison of today's balancing levels with the respective averages of 2011-2015 and 2016-2020 is stressing that the largest bulkers have steamed the extra mile, leaving Covid-19 and Brumadinho dam disaster behind.



Looking forward and whilst market is trying to comprehend whether fundamentals have become fitter, rosier or burgeoning, previous period prodigious stimuli along with seasonality are willing to give any extra time needed to that end.

With BCI TCA hovering at multi-year maxima of \$39,589 on this Thursday closing, Capesizes were reminiscent of their inherent snooty nature.



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Capesize

In another frenetic week, Capesize Baltic indices continue pushing higher, injecting further optimism in the market. With TCA hovering at multi-year highs of \$39,589 per day on this Thursday closing, Vivaldi's Spring was the most common background music in the Cape desks during the seventeenth week of this trading year.



Pacific

In the east, the benchmark C5 (West Australia/China) index concluded at \$13.19 pmt, touching a seven-year high. Increased activity witnessed with Rio Tinto paying really close to index levels on more than one occasion. In the case of "Lin Jie" (177,359 dwt, 2003), the Australian miner paid \$12.90 pmt for 170,000 mts / 10% out of Dampier to Qingdao for 14 May loading on the early side of the week, depicting a solid remaining week to come. On T/C basis, C10_14 (Pacific RV) index steamed further north, surpassing the \$40K-mark and closing today at \$40,200 daily. Both in the spot and commodity markets there is an overwhelming joyous sentiment marked with enviable gains. Chinese iron ore prices touched fresh highs on Tuesday, reaching \$195.31 per tonne. Similarly Chinese steel futures rose as well, amidst high demand for less polluting high-grade iron ore and Chinese steel mills' increased output. Sentiment was also buoyed after data showed profits at industrial firms in China, the world's top producer and exporter of steel products, surged 92% in March from a low base a year ago. On top of that, World Steel Association stressed that world steel demand will grow 5.8% this year to exceed pre-pandemic levels.

Against these developments though, China will exempt temporary import tariffs for some steel while removing export tax rebates for most of its steel products, the finance ministry said on Wednesday. Meanwhile, Beijing will also raise temporary export tariffs for high-purity pig iron and ferrochrome to 15% and 20%, respectively. It remains to be seen to what extent these changes are going to affect the spot market.

Atlantic

In the Atlantic, market secured additional gains across the board, with the front-haul index C3 (Tubarao/Qingdao) trending higher to \$29.06 pmt and balancing at a 20-month high. Vale Dubai, was linked to a t/a voyage, fixing a "CL tbn" at \$21.70 for a 150,000 mts of iron ore ex Tubarao 15/24 May to Misurata, securing a premium over the C2 index (Tubarao/Rotterdam). Both C8_14 (T/A round) and C9_14 (F/haul) indices moved strongly upwards. In particular, C8_14 index touched a seven-year high at \$41,300 daily at the same time as Front-haul C9_14 index was reaching some \$63,700 daily. It has to be noted that today's closing of the FH index exceeded the respective one of 1st April by \$30,000, being at its highest since the index first launched back in late February 2014. In the commodity news, Iron ore major Vale SA reported solid results amidst strong demand for steel, especially from China as well as other markets. In particular, the Brazilian miner fetched a premium for its iron ore fines and pellets of \$8.30 per tonne in the first quarter, well above the \$4.30 in the fourth quarter. Given that, Vale reported a net income of \$5.55 billion, well above forecasts representing a momentous rise in annual and quarterly terms. Additionally, the miner estimates a solid production of about 315 to 355 million tonnes of iron ore this mineral year and close to 450 million tonnes by 2022. Only two years after the Brumadinho dam collapse and one year after coronavirus lockdowns and logistics' disruptions, the company has set out to exceed pre-pandemic levels of total output.

No period deals reported this week.

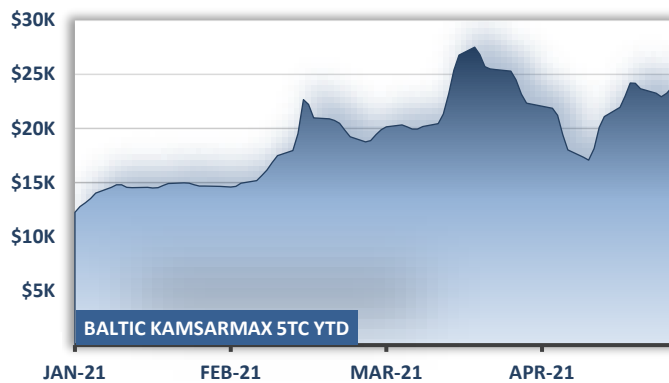
With TCA hovering at multi-year highs of \$39,589 per day on this Thursday closing, Vivaldi's Spring was the most common background music in the Cape desks during the seventeenth week of this trading year.

Representative Capesize Fixtures

Vessel Name	Loading Port	Laydays	Discharge Port	Freight	Charterers	Comment
Lin Jie	Dampier	14-May	Qingdao	\$12.90	Rio Tinto	170,000/10% iore
Anglo tbn	Saldanha Bay	18/25 May	Qingdao	\$19.60	Ore & Metals	170,000/10% iore
CCL tbn	Tubarao	15/24 May	Misurata	\$21.70	Vale Dubai	150,000 iore

Panamax

After an indolent start, the Panamax market picked up the pace with the P82 Average trading just above last week's closing at \$23,785.



Pacific

In the commodity news of the Pacific, China's seaborne coal demand may be reduced in the next two months, as according to South China's Huangpu customs coal import quotas for the second quarter of this year will be exhausted in the next month. However, tight domestic coal supplies and high demand coming for the summer months, might force Beijing to allocate more import quotas. In the spot market most Charterers have taken a step back prior the holidays, although rates remained firm, and strong fixtures reported mainly for Indonesia and Australia loading. The P3A_82 (Pac rv) Index traded higher at \$26,428 and the P5A_82 (Indo rv) Index at \$27,807. For a North Pacific round the 'Seaduty' (82,449 dwt, 2008) was reported with premium delivery Kushiro 30 April for a trip to Spore/Jpn at \$26,750 with Oceanways and for a quick trip via N.China to Japan a modern Kmx was heard to be on subs at \$30,000 daily. For Australia loading, a NB eco Kmx is believed to have achieved \$30k region basis CJK for a trip to India whilst earlier in the week for the same run the 'Sakizaya Star' (82,400 dwt, 2020) basis CJK 1 May was fixed at \$28,000 with Tata Nyk.

For a trip to China with bauxite the 'Jin Wen Feng' (93,696 dwt, 2012) was linked to Rio Tinto basis delivery Bayuquan 27-28 April for a trip via Weipa at \$27,500. Further South, the 'Konkar Venture' (82,099 dwt, 2015) was fixed with delivery Batangas 2-7 May for a trip to Taiwan at \$30,000 daily and for a trip to Japan the 'Global Bonanza' (74,916 dwt, 2012) with delivery Vietnam 4-5 May was fixed at \$31,000 with NYK.

Atlantic

In the Atlantic commodity news, Brazil soybean exports are on track for an all-time April high, with 14.6 million mt of soybeans exported in the first four weeks. In the spot market, with the P6_82(ECSA rv) index at \$25,600, the 'June Loong' (82,250 dwt, 2012) was reported with delivery Port Dickson 6 May for a trip via ECSA to Spore-Jpn at \$26,000 with Cardinal but eventually failed on subjects and the 'Crimson Ark' (81,765 dwt, 2016) was fixed with delivery WCI 28-30 April for the same run at \$28,500. In the North Atlantic, action was limited, with the P1A_82 (T/A rv) Index dropping 8.7% since last week's closing, at \$19,435 and the P2A_82 (F/H Index) down 2.4% at \$33,400. For a trip via NCSA the 'Elsa S' (80868 dwt, 2015) was fixed basis 14-19 May arrival and redelivery Skaw-Gib at \$34,000 to Golden Ocean and for a trip out via the USG the 'Livia Rose' (81,828 dwt, 2018) was fixed with delivery Immingham 3 May at \$32,000. From the Black Sea region, Russia is considering reducing its exports tax on soybeans from 30% to 20% and reducing the minimum level per tonne from \$199 to \$100. For fronthaul runs with grains few deals were rumoured in the mid 30's basis delivery Port Said and for a petcoke run the 'Wadi Tiba' (80,533 dwt, 2011) was fixed with delivery Egypt beg May at \$36,000 to Evomarine.

On the period front, Tongli was linked with the 'Electra' (87,146 dwt, 2013) basis delivery Jingtang 29 April for a trading period min 10 Feb / max 10 April at \$21,000.

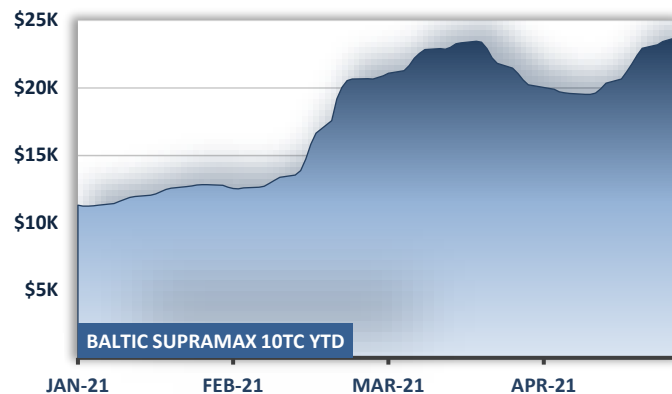
In the Atlantic commodity news, Brazil soybean exports are on track for an all-time April high, with 14.6 million mt of soybeans exported in the first four weeks.

Representative Panamax Fixtures

Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
Seaduty	82,449	2008	Kushiro	30-Apr	Spore-Jpn	\$26,750	Oceanways	via Nopac
Sakizaya Star	82,400	2020	Cjk	01-May	India	\$28,000	Tata Nyk	via Ec Australia
Jin Wen Feng	93,696	2012	Bayuquan	27-28 Apr	China	\$27,500	Rio Tinto	via Weipa
Konkar Venture	82,099	2015	Batangas	2-7 May	Taiwan	\$30,000	cnr	via Indonesia
Global Bonanza	74,916	2011	Phu My	4-5 May	Japan	\$31,000	NYK	via Indonesia
Crimson Ark	81,765	2016	Jaigarh	28-30 Apr	Spore-Jpn	\$28,500	cnr	via ECSA
Elsa S	80,868	2015	aps NCSA	14-19 May	Skaw-Gib	\$34,000	Golden Ocean	via NCSA
Livia Rose	81,828	2018	Immingham	03-May	Spore-Jpn	\$32,000	Bunge	via USG & COGH
Wadi Tiba	80,533	2011	Egypt	3-10 May	China	\$36,000	Evomarine	via B.Sea
Electra	87,146	2013	Jingtang	29-Apr	World-Wide	\$21,000	Tongli	min 10 Feb / 10 April

Supramax

Supramax rates gained some extra strength thanks to a slight boost that came from the Pacific. It is worth noting that this week the BSI 10 TCA reached beyond its previous high that was recorded on March 22nd. Nevertheless, the possibility of a correction is becoming visible as the Atlantic is losing its tempo while the Far East is probably nearing its full short-term potential.



Pacific

In the Pacific, competition among charterers intensified as the abundance of backhaul activity is not allowing tonnage supply to recover while demand is steadily growing. The disappearance of customary discounts on repositioning trips to the Atlantic is a clear demonstration of Owners' preference to keeping their units in the area. The hypothesis that this new pattern is here for the long run will soon be put to the test, as a recent decision by the Chinese Government to remove temporary import tariffs as well as export tax rebates on several categories of steel products in an effort to prioritize domestic supply over trade balance will inevitably disturb the current equilibrium. Fixture-wise, the 'FLC Longivity' (56,785 dwt, 2009) was fixed at \$26,000 daily basis delivery Ningde for a trip via Indonesia to China and the 'FJ Viola' (61,174 dwt, 2020) open Caofeidian secured \$29,000 for a NoPac round. It was also heard that a 58,000 tonner open in North China got \$27,000 for a backhaul trip and that an Ultramax got \$30,000 basis delivery such China for a trip via Australia to Bangladesh.

The Indian Ocean maintained a steady pace. The 'Bao Progress' (56,729 dwt, 2011) was fixed basis delivery Chittagong for a trip via EC India to China at \$27,000 daily. From the PG, the 'Star Colomba' (56,530 dwt, 2012) got \$32,500 basis delivery Dammam for a trip to Bangladesh. As expected, South Africa continued to offer sufficient incentive to ballasters. The 'Erietta' (61,166 dwt, 2015), open Bin Qasim, was heard to be on subjects at 17,000 daily plus \$700,000 ballast bonus basis delivery Richards bay for a trip back to Pakistan.

Atlantic

In a different mood, the Atlantic trended sideways and owners' objective in most of its sub-markets is to secure employment at 'last done' levels. From the USG, the 'Pacific Achievement' (61,414 dwt, 2016) was fixed for grains to China at over \$29,000 basis delivery Brownsville. It was also rumoured today that the 'Andromeda' (61,501 dwt, 2011) was on subjects for a transatlantic trip to the Continent at \$19,000 basis delivery SW Pass. The South Atlantic too has started correcting as rates for ECSA-Far East trips have slipped slightly below the \$20,000 plus \$1 million ballast bonus mark. The 'Spirit of Seatrek' (63,132 dwt, 2015) opted for employment within the basin and was heard to be on subjects at \$28,000 basis delivery Itaguaí for a trip via Upriver to the Continent. The European submarkets appeared stable. On a scrap run from via St. Petersburg to Eastern Mediterranean, the 'Tai Shine' (61,473 dwt, 2012) got \$21,000 basis delivery Gdynia. Further east, the 'Agapi S' (62,415 dwt, 2012) got \$18,750 daily basis delivery Canakkale for a trip via Black Sea to ARAG and the 'Victoria May' (58,634 dwt, 2016) was fixed for a trip via Black Sea to Vietnam at \$30,500 basis delivery Canakkale.

Period activity has slow down slightly and is focused on short duration deals. The 'Ella' (52,454 dwt, 2003) was reportedly fixed for 2-3 laden legs at \$25,000 basis delivery Chaozhou and redelivery within Singapore-Japan range.

The disappearance of customary discounts on repositioning trips to the Atlantic is a clear demonstration of Owners' preference to keeping their units in the area.

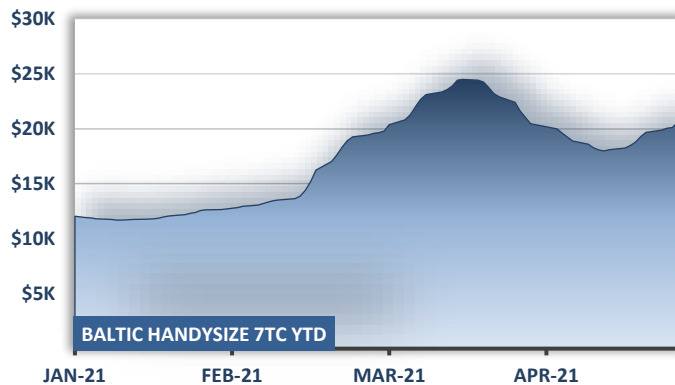
Representative Supramax Fixtures

Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
FLC Longivity	56,785	2009	Ningde	prompt	China	\$26,000	Tongli	via Indonesia
FJ Viola	61,174	2020	Caofeidian	prompt	China	\$29,000	cnr	via NoPac
Bao Progress	56,729	2011	Chittagong	prompt	China	\$27,000	cnr	via EC India
Star Colomba	56,530	2012	Dammam	prompt	Bangladesh	\$32,500	cnr	via PG
Erietta	61,166	2015	Richards Bay	prompt	Pakistan	\$17,000 + \$700k bb	Lighthouse Navi	heard on subs
Pacific Achievement	61,414	2016	Brownsville	prompt	China	\$29,000	Comerge	int. grains
Andromeda	61,501	2011	SW Pass	07-May	Continent	\$19,000	cnr	int. pellets
Spirit of Seatrek	63,132	2015	Itaguaí	prompt	ARAG	\$28,000	cnr	heard on subs
Thai Shine	61,473	2012	Gdynia	prompt	East Med	\$21,000	Whitelake	via St. Petersburg
Agapi S	62,415	2012	Canakkale	prompt	ARAG	\$18,750	Evomarine	via BSEA
Ella	52,454	2003	Chaozhou	5-6 May	Spore-Japan	\$25,000	cnr	fixed for 2-3 LL

Handysize

A week full of mixed sentiment ending for the Handysize.

The week that started rather slow, today seems that it has turned around again and closing with a bit of a bang. At the beginning of the week a lot of Charterers seemed to be playing the 'Easter Holidays' card and bet on that for a slower week, trying to press the numbers down, at least in the Atlantic. As it seems they succeeded partially, mostly because some of them tried to sweep off the market for period tonnage, which in turn gave a positive and optimistic note to Owners who put the brakes on the down slide. As a result, and with the big help of the East, the 7TC kept adding on the mood of last week and breached over \$20,000 and improved by 4.3% at \$20,545. A quick trip to memory lane shows that we are 377% higher than the same day last year. Especially some of the Far East routes were more than 6 times lower than today!



Pacific

As mentioned earlier Far East kept pushing upwards on the rates all past week, ending today 6.3% higher than the closing of Friday. Especially the HS5 climbed higher by \$1,977 since Friday and leading all the handy indices at \$25,071! Hire rates kept rising during this strong week, and cargoes for every possible direction were fixed at numbers that amazed even the hardest of audience. What can you say when \$24,000 are fixed for a trip to Continent, or \$31,000 for a trip to USWC? All other fixtures and rumours heard were in the \$20,000's regardless delivery, size or destination. Like a 37,000dwt ship that fixed a fertilizer cargo to Chile at \$21,500 from N. China. From where we are sitting we cannot see a reason for the firm market to change next week.

Atlantic

A somehow different picture was painted in the Atlantic this past week. Today it was the day that the drop stopped, especially in the 2 Skaw-Passero rates and so far kept the 'average' change of the Atlantic at 1.5% higher. More specifically the Continent market inched forward barely keeping on a 'positive' mood. Here with Easter holidays slowing down most of the Baltic, it was easy to have this outcome in the market. All fixtures heard were related to the indices, but regardless we heard of a 30,000dwt which fixed from Dunkirk a trip via Baltic to W. Africa at a nice \$21,000. Next week we might see the 'rebound' to be continued. Across the pond in the USG, the index managed to add \$543 or 3.4% on its value, and some more activity was present. Among others we heard of a large handy fixing a fertilizer cargo from Florida down to ECSA at rates that calculated in the \$15,000's from ECCA. Next week we expect market to keep inching upwards. South in the ECSA, market had a 'hick up' early in the week, but managed to find its stepping today. On the strength of Monday the index managed to add \$400 on its value, or 1.9%. The low River Parana draft is giving a bit of an anxiety in the market and it was a 'black swan' effect that not many have thought about. Nevertheless we heard of a 33,700dwt ship which fixed a logs cargo from Argentina to China at \$37,000. Next week chances are that market will remain steady. And finally in the Med/Bl. Sea area, there was a rush of fresh cargo supply and some positive fixtures have surfaced. Like a rumour of a large handy fixing a cargo from Bl. Sea to Tunisia and managing to get away with \$19,500 from Canakkale. Maybe next week we will see an even better market there. It was another busy week for the period market. As we said earlier the Operators are always on the look-out for more tonnage it seems. This week the strongest numbers we heard came from the Far East, like rumours of a large handy fixing a short period from China at \$24,000 and the 'Izumo Hermes' (37,301 dwt, 2020) which fixed short period from CJK at \$23,000.

A quick trip to memory lane shows that the 7TC are 377% higher than the same day last year.

Representative Handysize Fixtures								
Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
Interlink Fortuity	38,743	2017	S. Korea	prompt	Continent	\$24,000	cnr	
Basic Challenger	36,936	2014	Phu My	prompt	USWC	\$31,000	cnr	blk cement
Yangtze Brilliance	32,456	2011	Zhangzhou	prompt	SE Asia	\$25,000	cnr	blk cement via USG
Sea Bliss	38,147	2014	Recalada	prompt	Skaw-Passero	\$21,000	Clipper	
IVS Kinglet	33,132	2011	Aratu	prompt	Peru	\$21,000	Norvic	grains via Plate
Podhale	38,995	2005	Barranquilla	prompt	St. Lawrence	\$18,000	cnr	alumina via VDC
Sopot	39,035	2019	Savannah	prompt	UK/Continent	\$20,000	Norden	
Amyntor	28,236	2009	Teesport	prompt	EC Mex	\$13,000	Dreyfus	ferts
Aurelia	23,641	2009	Redcar	prompt	Med/Bl. Sea	\$12,000	Oldendorff	steels via Baltic
Everest K	35,065	2009	Piraeus	prompt	NCSA	\$18,000	cnr	steels via Bl. Sea

Sale & Purchase

As Orthodox Easter nears its apex, the market, too, is hovering at its peak. The 'highs' achieved and stability retained over the last few weeks has allowed owners to leave their posts in a relaxed mood. Enquiries, sales candidates, and transactions continue to not discriminate, covering mid-age Capes as well as elderly handies. And with the freight market trucking along, active as well as hesitant players are scanning the market, looking for opportunities to invest. In reference to the demolition market, it came as no surprise that the list of scrapping candidates is quite thin. Conversely, as far as the new building market goes, interest for new orders was more vivid. In the secondhand market main stage, bwts and scrubber fitted cape "Eibhlin" (180k dwt, Universal, Japan, 2011) was reported sold for \$ 30.5 mio to undisclosed interests; back in mid April we same aged Korean built Kumiai Shagang had been gone for \$26.8 mio. Sisters "Leopold LD" and "Simon LD" (179k dwt, Tianjin Xingang, China, 2014) were committed to European buyers for \$ high mio European (including TC). Older unit "Lowlands Orchid" (176k dwt, Universal, Japan, 2005) obtained \$15.5 mio with her delivery being scheduled for Sept/Oct 2021.

In the Kmax/Pmax segment who enjoyed the lion's share of this week's report, "BW Canola" (82k dwt, Oshima, Japan, 2014) changed home for \$ 24mio; ship has bwts installed and TC attached. In line with the above Greek buyers paid \$ 22 mio for "Peak Proteus" (82k dwt, Tsuneishi, Japan, 2013). Elsewhere, "Four Coal" (76k dwt, SPP, S. Korea, 2014) found -Greek- takers at \$ 21 mio whereas PRC built "Brahms" (75k dwt, Penglai, China, 2011) changed hands for a competitive \$ 14.5 mio. With regard to older tonnage, bwts fitted "Unity" (74k dwt, Namura, Japan, 2001) was sold for a strong \$ 8.2 mio; "Rosalia D'amato" (74k dwt, Hudong, China, 2001) obtained \$ 5.5 mio, can't be used however as a benchmark as was a distressed sale. Moving down to the geared tonnage, three Ultamax deals

have come to light this week; "Guo Qiang 8" (63k dwt, Guangzhou, China, 2018) was committed for \$ 23 mio to HK based bwts fitted, while, purportedly clients of Genco secured the electronic m/e "Serena R" (63k dwt, Yangfan, China, 2016) against \$ 20.5 mio – both ships fitted with bwts. Similarly "Sage Amazon" (63k dwt, Yangzhou Gayang, China, 2012) changed home for \$ 17.4 mio. As a reminder back in mid April we had seen the GH Northern Dancer (63k dwt, New Times, China, 2017) fetching \$ 21.75 mio. Large BWTS fitted Supramax "K Spinel" (59k dwt, Hyundai Mipo, S. Korea, 2011) was reported sold for \$ 14.5 mio to Chinese buyers, tick north to the levels achieved by one year younger sister "Oriental Angel" last week. Indonesian buyers purportedly paid a firm \$ 14 mio for bwts fitted Tess58 "Medi Segesta" (58k dwt, Tsuneishi, Cebu, 2009) – this is a significant upturn compared to last done. No love has been lost for smaller with the "S'Hail Al Doha" (52k dwt, Tsuneishi, Cebu, 2002) fetching a firm \$ 7.8 mio.

On a final note in the workhorses of the segment, we came across two "under the radar" deals; "Kohinoor" (32k dwt, Kanda, Japan, 2010) changed hands for a price in the region of \$ 11 mio with her surveys passed and bwts fitted, while "Fuzeyya" (32k dwt, Hakodate, Japan, 2012) ended up to Greek interests for \$ 12.5 mio, both in par with recent reported activity in similar tonnage. Elsewhere, vintage Handy "Mir" (28k dwt, Imabari, Japan, 1990) was sold via auction to Chinese buyers for tick excess \$ 2 mio.

And with the freight market trucking along, active as well as hesitant players are scanning the market, looking for opportunities to invest.

Reported Recent S&P Activity						
Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
MP the Harrison	208,000	2021	Jiangsu Newyangzi/China	mid 54	Chinese buyers	
Grand Venture	206,296	2005	Imabari/Japan	16	Greek buyers	
Leopold LD	179,816	2014	Tianjin Xingang/China	mid/high 20	Undisclosed buyers	oincl T/C
Cape Ray	177,853	2007	SWS/China	rge 16	Undisclosed buyers	on T/C till October 2021
Lowlands Orchid	176,193	2005	Universal/Japan	mid 15	Undisclosed buyers	bss delivery September-October 2021
Eibhlin	182,307	2011	Universal/Japan	mid 30	Undisclosed buyers	Scrubber fitted
Linda Dream	180,180	2007	Imabari/Japan	high 20	Chinese buyers	
Jin Hua Feng	93,738	2013	Shanhaiguan/China	14.3	Chinese buyers	Tier II
Bottiglieri Challenger	93,353	2010	Jiangsu Newyangzi/China	15.2	Undisclosed buyers	BWTS fitted
Xiao May	85,200	2021	Chengxi/China	mid 28	Undisclosed buyers	
Peak Proteus	82,158	2013	Tsuneishi Tadotsu/Japan	22	Greek buyers	Tier I & not BWTS fitted
Nord Sirius	78,095	2012	Shin Kurushima/Japan	19.8	Greek buyers	
Brahms	75,003	2001	Penglai Zhongbai/China	mid 14	Undisclosed buyers	
Cemtex Venture	73,594	2006	Jiangnan/China	12	Undisclosed buyers	BWTS fitted
Rosalia D'Amato	74,716	2001	Hudong-Zhonghua/China	5.6	Chinese buyers	damaged
Guo Qiang 8	63,376	2018	Guangzhou Huangpu/China	23	Undisclosed buyers	C 4 x 30 / Tier II - BWTS fitted
Sage Amazon	63,227	2012	Yangzhou Dayang/China	17.4	Undisclosed buyers	C 4 x 35 / Tier II
Oriental Angel	59,941	2012	Hyundai/S.Korea	excess 14.5	Undisclosed buyers	Tier II & BWTS fitted
K Spinel	59,905	2011	Hyundai/S.Korea	15	Chinese buyers	BWTS fitted
Hua Rong 5	52,713	2012	Zhejiang Donghong/China	11.34	Chinese buyers	C 4 x 30
S'Hail Al Doha	52,455	2002	Tsuneishi Cebu/Philippines	7.8	Chinese buyers	C 4 x 30
Sweet Brier	49,507	2008	Tsuneishi/Japan	low 10	Undisclosed buyers	C 3 x 14.7 / wood ship carrier - BWTS fitted
Alam Sinar	36,320	2014	Shikoku/Japan	14.9	Undisclosed buyers	C 4 x 30.5 / BWTS fitted
Voge Mia	36,866	2011	Hyundai/S.Korea	mid 14	Undisclosed buyers	C 4 x 30.5
Kohinoor	32,309	2010	Kanda Zosensho	10.95	Undisclosed buyers	BWTS fitted
Glorious Sawara	28,339	2009	Imabari/Japan	9	Undisclosed buyers	C 4 x 31
Nordic Bulker	28,458	2002	Imabari/Japan	5.8	Undisclosed buyers	C 4 x 31 / BWTS fitted
Mir	28,493	1990	Imabari/Japan	2.02	Chinese buyers	C 4 x 30.5 / auction sale
Genius Star III	13,567	2006	Murakami/Japan	5	Undisclosed buyers	C 2 x 30

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