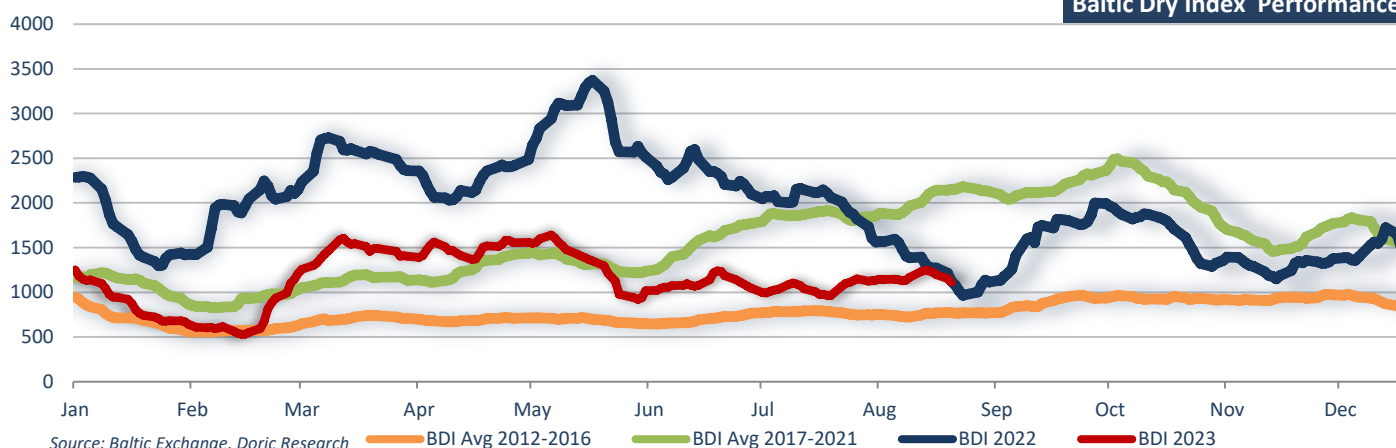


"Having spent a good part of the current trading year competing with the splendid 2021 performance, Baltic Dry Index had a first-six-month average of 2279 points – very similar to the one of the previous year. However, July and August had a very different story to narrate. Whilst last year, spot market during these months was full of confidence, reporting strong gains week after week, it kept losing steam one year later, leading to an end-of-August closing of just 965 points this Wednesday." was the opening paragraph of Doric's Weekly Insight twelve months ago.

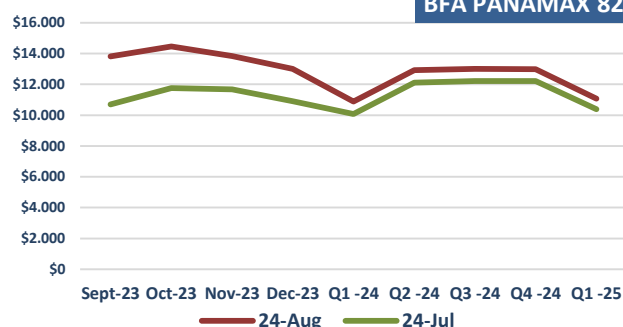
Fifty-two weeks later, the gauge of activity in the dry bulk spectrum, Baltic Dry Index, balanced at 1080 points on this Friday's closing, just a few points lower year-on-year. However, the path leading to the present value was anything but similar to last year's. Whilst BDI peaked at 3369 points in late May 2022, the general Baltic index managed to touch just 1640 points so far this year. On average terms, the first seven-month of 2022 came in at 2245 points, materially higher than the 1140 points of the current trading year. Whilst shipping industry anticipated a good old stimulus from Beijing following the post-Covid era, modest interest rate cuts and vague promises of support for debt-mired property developers have failed to restore sentiment. Foremost on every investor's and shipping practitioner's wishlist is a desire to see China's government spend again, regardless of the risk of rising debt. Most analysts think the economy needs much more than the 4 trillion yuan China threw at it in the 2008 crisis, and it should go to local governments and banks.

Whilst the capesizes are still looking for any indication for a large liquidity injection or a generous fiscal stimulus from Beijing, the rest of the pack reported significant gains during August. In particular, the workhorses of the grain trades trended strongly upwards in the last four weeks, ending today at BPI82 TC levels of \$13,041 daily or up \$4,987 month-on-month. In sync, Supramaxes lay at \$9,993 daily, reporting \$1,715 gains on a monthly basis. The small and flexible Handies balanced at \$9,122 daily on this Friday's closing, or some 26.8 percent higher month-on-month. In the FFA spectrum, the latest mini rally in the spot market values pushed the forward curves higher as well. Indicatively, the front end of the Panamax curve stands \$2,000 above where it was a month ago. Similarly but less intensely, the other curves have also tilted to the upside.

The latest uptick of Baltic indices was not only heartening but also imperative.

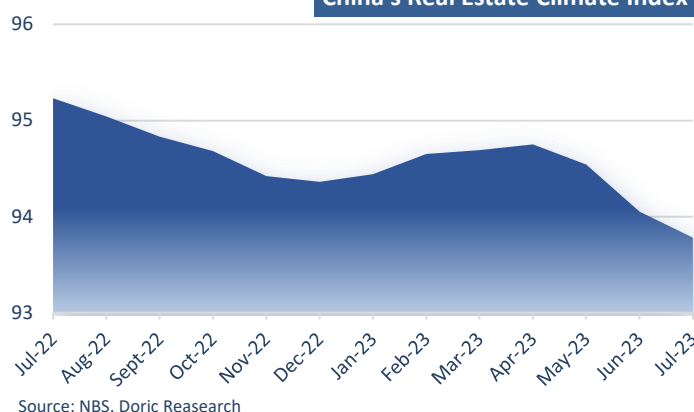


BFA PANAMAX 82



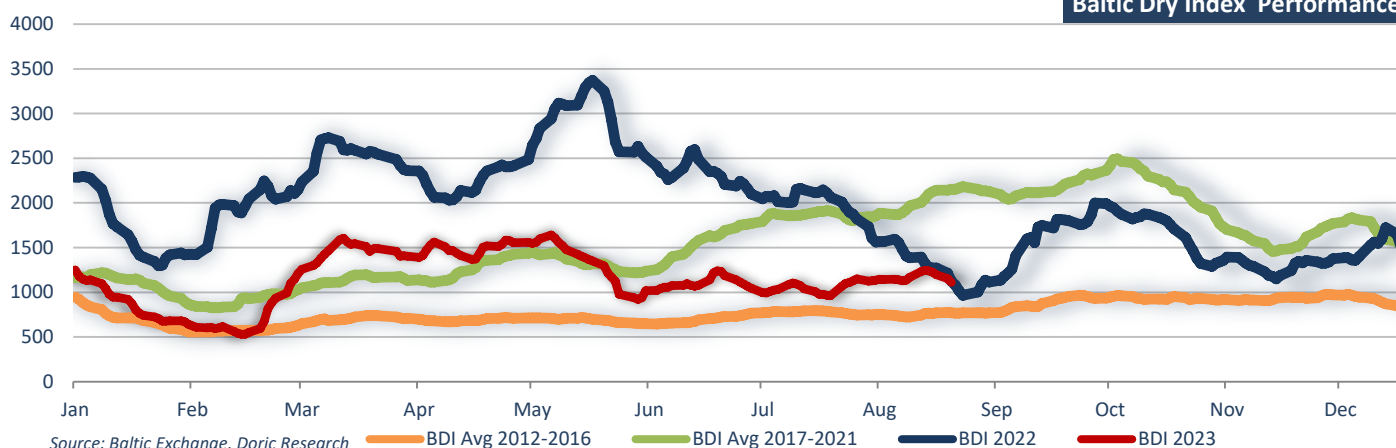
In spite of the improved market sentiment of late, concerns are still running high about the slowdown of China's property sector. From January to July, the investment in real estate development was 6,771.7 billion yuan, a year-on-year decrease of 8.5 percent. Among them, the investment in residential buildings was 5,148.5 billion yuan, down by 7.6 percent. From January to July, floor space of commercial buildings sold was 665.63 million square meters, a year-on-year decrease of 6.5 percent, of which the floor space of residential buildings sold decreased by 4.3 percent. The sales of commercial buildings were 7,045.0 billion yuan, down by 1.5 percent, of which the sales of residential buildings increased by 0.7 percent. Against this backdrop, China's real estate climate index landed at multi-month lows of 93.78 points.

China's Real Estate Climate Index



With the world's three largest manufacturers, China, EU and the US being all in manufacturing contraction, China's property sector not getting into its stride, and the full rate rise impact to come, the latest uptick of Baltic indices was not only heartening but also imperative.

Baltic Dry Index Performance



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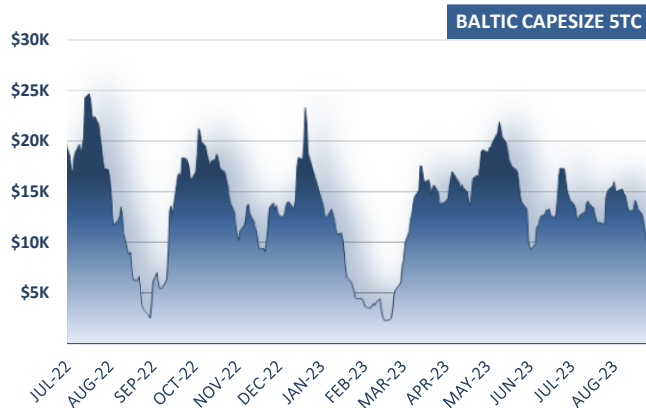
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Capesize

Another dismal week for the Capesize segment. The T/C Average index lost approximately 27% to close at \$9.735 daily. With limited activity from the cargo side there was no support to an already long list of tonnage in both basins. However, on closing Friday a glimmer of hope appeared from the Pacific with C5 and C10 routes closing in light green.



Pacific

The leading C5 (West Australia/China) route closed at \$7.39 pmt, or down by 5.7% W-o-W. Rio Tinto reported fixed a TBN for 170,000/10% mts out of Dampier port to Qingdao for 11/13 September slot at \$7.25 pmt. BHP reported fixed 160,000/10% mts of iron ore out of port of Port Hedland at \$7.50 for similar dates. Vale fixed out of Teluk Rubiah Terminal to Qingdao 170,000/10% on a TBN at \$5.5 pmt for 30 August / 03 September slot. With faded East Australia coal trading the T/C index C10_14 (Pacific round) closed at \$8.823, losing about 20.35% W-o-W. In the commodity news, MySteel reported that China's iron ore backlog dropped 120.3 million tonnes. The volume of iron ore imports stocked at China's major ports dropped by a marginal 0.2% W-o-W on Thursday 24 August. Main cause of this was that fewer iron ore carriers arrived at Chinese ports taking part in the survey (almost 30% drop W-o-W) and a higher discharge volume over the said period.

Atlantic

Atlantic rating went off the wagon this week, with most routes logging losses. The key C3 (Tubarao/Qingdao) route closed at \$19.07 pmt, down by 10.16% on week. M/V "Capricorn Sigma" (181,305 dwt, 2015) was linked to Oldendorff at \$19.00 pmt for 170,000/10% iron ore and 07/18 September loading. C9_14 (f/haul) route closed at \$26,013 daily, losing 15.32% W-o-W. Rio Tinto was reported to have fixed 190,000/10% mts of iron ore out of Seven Islands to Qingdao for 10/16 September dates at \$23.00 pmt, earlier in the week. With the North Atlantic tonnage pool increasing and with no fresh requirements coming out, C8_14 (t/a) route slipped to \$10,063, down by approximately 33% on week. C17 (Saldanha bay/Qingdao) route lost about \$0.70 W-o-W closing at \$14.356 pmt. Ore and Metal was reported to have fixed a TBN for 170,000/10% to perform C17 for 14/19 September at \$13.60 pmt. On the commodity side it was reported that for the period 14 to 20 August, iron ore shipments out of Brazil, edged up for a second week in a row. Iron ore shipments to global destination increased by 3% W-o-W. Vale S.A. volume dropped by 7.5% on week but the remaining iron ore majors topped up their exports during August.

No period deals reported this week. As with the physical market, derivatives followed suit with FFAs drifting lower W-o-W, losing upto 15% value value nearby to 4% further out in the curve.

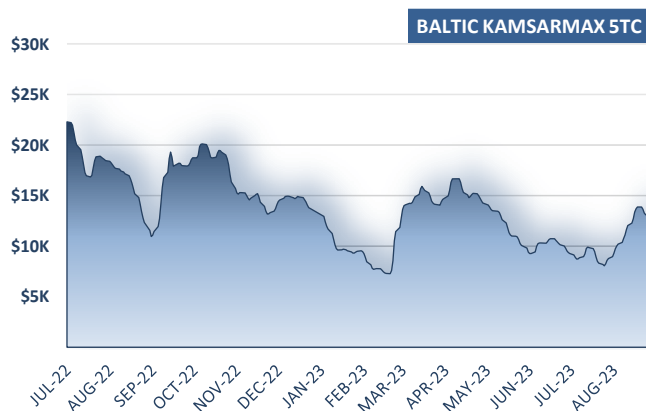
As with the physical market, derivatives followed suit with FFAs drifting lower W-o-W, losing upto 15% value value nearby to 4% further out in the curve.

Representative Capesize Fixtures

Vessel Name	Loading Port	Laydays	Discharge Port	Freight	Charterers	Comment
TBN	Seven Islands	10/16 Sept	Qingdao	\$23.00	Rio Tinto	190,000/10 iron ore
Capricorn Sigma	Tubarao	07/18 Sept	Qingdao	\$19.00	Oldendorff	170,000/10 iron ore
TBN	Dampier	11/13 Sept	Qingdao	\$7.25	Rio Tinto	170,000/10 iron ore
TBN	Saldanha Bay	14/19 Sept	Qingdao	\$13.60	Ore & Metal	170,000/10 iron ore
TBN	Port Hedland	10/12 Sept	Qingdao	\$7.50	BHP	160,000/10 iron ore

Panamax

Being in the front seat in the last four weeks, the workhorses of the staple grain trades concluded today with weekly losses at Panamax 82 Average levels of \$13,041 daily. Being the only segment in the five-digits, Panamaxes have had a quite strong August both in terms of activity and gains.



Pacific

In the Pacific basin, typhoon Doksuri brought some of the heaviest rain on record to northern China. However, in southern China, which accounts for most of the country's total hydroelectric generation, the drought that began in the middle of 2022 persisted, limiting hydro output to 121 billion kilowatt-hours in July 2023, down from 146 billion kWh in the same month a year earlier, and the lowest since 2015. The gap was filled mainly by thermal generation, which increased to a record 600 billion kWh in July 2023, up from 556 billion kWh the year before. To ensure coal-fired generators had sufficient fuel on hand, domestic coal production increased to a record 2,672 million tonnes in the first seven months of 2023, up from 2,562 million tonnes in 2022. Coal imports, mainly from Australia, also surged to a record 261 million tonnes in the first seven months, up from 139 million tonnes in the same period in 2022. In the spot arena though, a softer tone has become apparent this week. With Nopac demand being limited, the North lost some steam, with the P3A_82 (Pac rv) index concluding at \$9,718 daily. For a quick run to India with fertilizers, the 'Sea Taurus' (76,616 dwt, 2004) was fixed from Tianjin 26-30 August via North China at \$9,500 daily with Avenir. From a similar position, the 'Ever Best' (81,717 dwt, 2013) with delivery Zhoushan 28 Aug was fixed for a coal trip via EC Australia to India at \$8,000 daily. Vessels in the South had to reduce their bids to take cover for short Indonesian rounds. The P5_82 (Indo rv) index concluded at \$8,906 daily or 16.6% lower on a weekly basis. For such a run, the 'Bettys Perfection' (76,635 dwt, 2007) was fixed

passing Taichung 25 August for a trip to South China at \$7,000 daily with Chinaland. For a trip to India, the 'Darya Gayatri' (81,874 dwt, 2012) concluded at \$8,000 daily, basis prompt delivery Leizhou.

Atlantic

In the Atlantic commodity news, China's insatiable appetite for grains coupled with ample supply, competitive pricing, and a robust export pace, has propelled Brazil's soybean industry to a remarkable success this year. Brazil shipped 46.6 million tons of soybeans to China during February-July, compared to 36.4 million tons during the respective period a year ago. As of August 17, Brazilian soybean exports has reached 73.9 million tons, the highest on record. With abundant soybean supply, competitive pricing compared to U.S. soybeans, and a robust export pace, Refinitiv maintains Brazil's 2022/23 soybean exports at 93.8 million tons. Shipping a ton of soybeans in 2008 from Iowa to Shanghai was 77% of the price of using Brazil's northern ports, but by March 2023 it was 5% more expensive shipping it from the U.S., according to U.S. Department of Agriculture and Brazil's data. For corn, freight values are very similar. Corn exports through Brazil's northern ports are on track to beat volumes via the most traditional port of Santos for a third consecutive year, according to a Reuters analysis of grain shipping data. Against this backdrop, all eyes were on the leading granary of the Atlantic for yet another week. The main P6_82 (ECSA rv) index concluded 4% lower W-o-W at \$13,670 daily. However, in many cases, Charterers had to pay a premium over and above the aforementioned levels in order to secure tonnage especially for early September windows. For this run, Bunge took the 'ITG Uming 2' (81,361 dwt, 2017) from Vizag 30 Aug – 2 Sept for a trip to Spore-Japan at \$16,000 daily. Furthermore, a rumour surfaced for a very ECO Kmx fixing at \$14,500 daily, basis North China delivery. Whilst ECSA keeps absorbing tonnage, the North Atlantic traded lower, with the P1A_82 (TA rv) index concluding at \$14,720 or 6.8% lower W-o-W. On the fronthaul side the P2A_82 index lay at \$23,077 daily. For a mineral run to Japan, the 'Navios Dolphin' (81,630 dwt, 2017) was fixed with delivery Brest 26 Aug via Puerto Drummond at a solid \$25,750 daily.

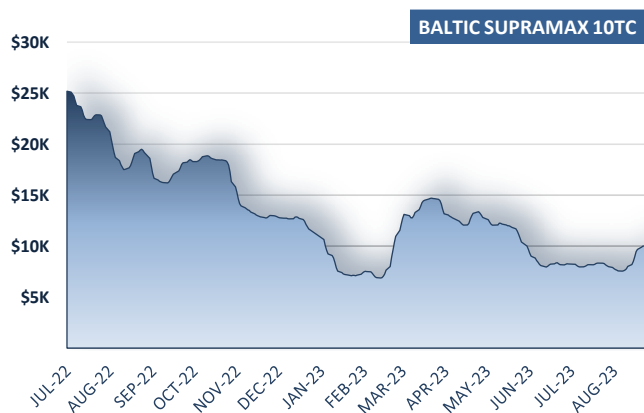
With owners' focus being mainly on the ECSA main stage and the rest of the loading areas not being in a mood to further support the market, period activity was rather limited during the 34th trading week.

China's insatiable appetite for grains coupled with ample supply, competitive pricing, and a robust export pace, has propelled Brazil's soybean industry to a remarkable success this year.

Representative Panamax Fixtures								
Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
Sea Taurus	76.616	2004	Tianjin	26-30 Aug	India	\$9,500	Avenir	via N.China with ferts
Ever Best	81.717	2013	Zhoushan	28 Aug	India	\$8,000	cnr	via Ec Aussie
Bettys Perfection	76.635	2007	pass Taichung	25 Aug	S.China	\$7,000	Chinaland	via Indonesia
Darya Gayatri	81.874	2012	Leizhou	22 Aug	India	\$8,000	cnr	via Indonesia
ITG Uming 2	81.361	2017	Vizag	30 Aug - 2 Sep	Spore/Jpn	\$16,000	Bunge	via ECSA
Navios Dolphin	81.630	2017	Brest	26 Aug	Japan	\$25,750	Jera	via P.Drummond

Supramax

Supramax rates extended the gains of the previous two weeks, albeit at a milder pace and with significant disparity between the two basins as the Pacific started limping backwards. Overall, the BSI 10 TCA gained 3.3% w-o-w ending up this Friday at \$9,993.



Pacific

In the Pacific, a correction became visible early into the week as fresh cargo inquiry decreased, failing to meet owners' expectations. The BSI 3 TCA was assessed today at \$8,854, having contracted by 7% w-o-w thus whipping out almost half of the gains recorded last week. On prompt activity, starting from the Far East, the 'Star Monica' (60,935 dwt, 2015) secured \$11,000 daily basis delivery Pyeongtaek for a trip with logs via New Zealand to China and the 'Jabal Alkawr' (63,581 dwt, 2014) was heard midweek to be on subjects at \$10,000 daily basis delivery Qinzhou for a trip via Indonesia to WC India. Further South, rates were significantly better for units positioned closer to the Indonesia coal export terminals. The 'Bulk Monaco' (63,733 dwt, 2023) scored \$14,000 daily basis delivery Cebu for a trip via Indonesia to SE Asia and the 'Voras' (63,700 dwt, 2023) was reportedly gone at high-14,000's from the same delivery point for a trip via Indonesia to WC India. The Indian Ocean appeared to stay in positive territory in most of its submarkets, with the exception of EC India which remained rather dull. The 'APJ Jad' (52,461 dwt, 2011) was allegedly fixed at \$7,000 basis delivery Tuticorin for a trip via Salalah to EC India with gypsum while the 'Sand Topic' (59,914 dwt, 2017) being better described and positioned in Pipavav, secured \$11,500 for a trip via the Persian Gulf to WC India.

On a backhaul trade, the 'Centurion Signifer' (63,686 dwt, 2023) was heard fixed at \$7,500 daily basis delivery passing Fujairah for a trip via Oman to South Brazil with urea. Lastly, rates in South Africa seemed to improve further. The 'DSI Aquarius' (60,309 dwt, 2016) was rumoured to be on subjects at \$17,000 daily plus \$170,000 ballast bonus basis delivery Port Elizabeth for a trip to China.

Atlantic

In the Atlantic, rates continued to march forward across all of the basin's submarkets, at a fast pace implying that the full short term potential is yet to be reached. From North America, overall demand remained healthy, despite lack petcoke stems whose weekly exports hovered a little above their year-to-date lows. The 'Turicum' (58,097 dwt, 2012) was fixed at \$16,500 daily basis delivery SW Pass for a trip to Singapore-Japan range with grains. Evolution was also positive in the South Atlantic. A Supramax was heard to have been fixed at \$16,000 basis delivery Fazendinha for a trip to Algeria and the 'Van Infinity' (56,693 dwt, 2011), open Lagos, scored \$17,000 basis delivery Owendo for a trip to China. Across the pond, rates leaped forward as fresh demand for European grains enabled owners with positions in the Mediterranean and Continent to up their ideas by over \$1k overnight, for a few days in a row, for trips towards any direction. The corresponding routes S1B_58 (Canakkale via Med/Bsea trip to Far East) and S4B_58 (Skaw-Passero to USG) were by far the best performers of the week, gaining 30.7% and 20.1% respectively. Fixture-wise, an Ultramax was agreed at \$13,750 daily basis delivery French Atlantic for a trip to West Africa and the 'V Noble' (50,433 dwt, 2011) was gone at \$13,000 daily basis delivery Djen Djen for a trip via Bulgaria to Chittagong.

The positive evolution of spot hire rates has also refreshed period interest across both sides of the fence. Several deals of short and long period at fixed or floating rates were reported across the week. Among them, the 'Al Wathba' (63,672 dwt, 2013) was fixed at 115% of the BSI 10 TCA basis delivery Fos for 9-12 months trading and the 'El Matador' (63,379 dwt, 2016) locked \$13,500 daily basis delivery Navlakhi for 7-9 months period.

The positive evolution of spot hire rates has also refreshed period interest across both sides of the fence.

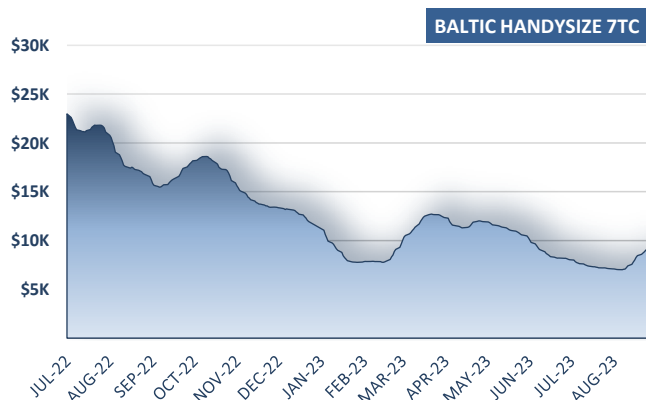
Representative Supramax Fixtures

Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
Star Monica	60.395	2015	Pyungtaek	prompt	China	\$11,000	Pac Basin	via New Zealand
Bulk Monaco	63.733	2023	Cebu	prompt	SE Asia	\$14,000	cnr	via Indonesia
Sand Topic	59.914	2017	Pipavav	prompt	WC India	\$11,500	cnr	via Persian Gulf
Centurion Signifer	63.686	2023	passing Fujairah	prompt	S. Brazil	\$7,500	WBC	via Oman
DSI Aquarius	60.309	2016	Port Elizabeth	prompt	China	\$17,000+\$170k BB	cnr	
Turicum	58.097	2012	SW Pass	prompt	Spore-Japan	\$16,000	Bunge	
Van Infinity	56.693	2011	Owendo	prompt	China	\$17,000	cnr	
V Noble	50.433	2011	Djen Djen	prompt	Chittagong	\$13,000	Agrocorp	via Bulgaria
El Matador	63.379	2016	Navlakhi	3/7 Sept		\$13,500	WBC	period 7/9 months

Handysize

Hopes for a prolonged summer for the Handysize.

If it wasn't for the HS7 route not recording positive movements on Wednesday and Thursday we would be reporting a straight two week increase on all routes on the Handysize. Now that may be a pity in terms of symmetry but nevertheless the big picture is what Owners are focusing on. Since our last report the 7TC average has recorded an increase of \$1,726 pd reviving Owners hopes for a solid 'five digit' market.



Pacific

In the Pacific, although the market ended today positive on all respective routes, has somewhat lost the momentum of last week. In the South, it seems that the majority of prompt requirements loading from Australia were covered by the start of the week. Those remaining are mostly for 10th September onwards. For one such run the 'Obrovac' (34,444 dwt, 2010) was fixed at \$9,950 basis delivery Singapore for an alumina run via Australia to China. Local runs also hovered close to last done levels, if not at a tick less. Indicatively 'Ocean Fortune' (37,595 dwt, 2014) was agreed at \$10,500 basis delivery Tarakan for a staple coal run via Indonesia to China. Up in the North, the focal point was period while rates discussed for trips were reflecting a relative stability there as well. Backhaul trips were offering a premium of about \$2,000 - \$3,000 depending on specs and direction. Market in the Indian subcontinent and the Persian Gulf

finally showed some signs of activity despite reports of an upcoming ban in sugar exports starting from October due to lack of rain and reduced sugar cane yields. From the area, it was reported that 'Hai Phuong 87' (32,071 dwt, 2009) concluded at \$7,500 from Abu Dhabi for a trip with steels via Persian Gulf to Med.

Atlantic

In the Atlantic the feeling was more festive and all routes recorded daily increases. ECSA maintained its frontrunner title adding to the estimated value of the route \$1,439 pd and ending the week at \$13,517 pd. The tonnage list remains relatively light well into early September dates resulting in healthy numbers. One such was the 'SSI Reliance' (36,056 dwt

2015) which managed \$14,750 basis aps Santos for a trip to the Continent. In the USG increase in activity and levels was noted throughout the week especially from North Coast S. America, largely aided by the healthy levels of North Brazil which is always an option for Owners with positions in the Caribs. Across the pond towards the Med/Bl.Sea the lack of prompt available ships was evident and gave several owners the opportunity to discuss dop levels instead of the traditional 'aps Canakkale', even for trips loading from Black Sea. The Continent followed suit with improvements across the board. The 'Nordloire' (37,212 dwt, 2013) was fixed for a trip with grains from Baltic Germany towards US East coast at \$8,500 basis passing Skaw. For those willing to take the risk cargoes from Russia are still in steady flow offering considerable premia.

Healthy activity was noted also in the period desk, especially from Operators who are interested in securing tonnage until the end of the year. 'IVS Thanda' (37,715 dwt, 2015) was purportedly agreed at \$12,000 per day for 2-3 laden legs basis delivery Humen.

Since our last report the 7TC average has recorded an increase of \$1,726 pd reviving Owners hopes for a solid 'five digit' market.

Representative Handysize Fixtures

Vessel Name	Deadweight	Year Built	Delivery	Laycan	Redelivery	Rate	Charterers	Comment
Obrovac	34.444	2010	Singapore	prompt	China	\$9,950	cnr	Alumina via Australia
Ocean Fortune	37.595	2014	Tarakan	prompt	China	\$10,500	cnr	Coal
Hai Phuong 87	32.072	2009	Abu Dhabi	prompt	Med	\$7,500	cnr	steels
SSI Reliance	36.056	2015	Santos	prompt	Continent	\$14,750	cnr	
Nordloire	37.212	2013	Skaw	prompt	USEC	\$8,500	cnr	
IVS Thanda	37.725	2015	Humen	prompt	ww	\$12,000	cnr	2-3 ll's

Sale & Purchase

As the summer season comes to a close and we settle back into a normal pace, it remains to be seen what sentiment forms in the fall. Even with some pundits claiming that at least the handysize segment is making a comeback, many owners are commenting that secondhand prices are not on par with freight rates. They feel that, although prices have come off, they are not reflecting the (persistently) weakened state of affairs. The rebound the industry has been waiting on for most of '23 has not come and more and more players are doubting it will come any time soon. As such, secondhand prices may not be enticing enough for some, especially for the more eclectic buyers honing in on pricier Japanese and Korean tonnage. Chinese vessels provide a cheaper way to satiate buying appetite for those intent on investing. On the other hand, some are getting ready to pull the trigger, confident the bottom is in sight, or that the market won't drop much further.

Some long-time market candidates are now being reported as committed or sold, and in some cases, fixed and failed. And of course, other ships are lingering in the market, unable to find suitors in this struggling market. Plenty of vintage and mid-aged Panamax vessel are circulating for sale. And older handies have seen their price tags slashed quite a bit.

In real action, the "HI Imabari" (206.3k, Imabari, Japan, 2008) was reported sold for \$21.4 mio to Far Eastern buyers with surveys due in October. The "Ilanthe" (180k, Daewoo, S.Korea, 2009) fetched \$21 mio from undisclosed buyers, which is the same price that her sister vessel, the "Ariadne" (180k, Daewoo, S.Korea, 2009), was sold for.

Chinese buyers paid \$12.5 mio for the "Lila Lisbon" (176.4k, Universal, Japan, 2003) with papers due October 2023. The "Yuan Fu Star" (176k, Jiangsu Rongsheng, China, 2011) ended up with Middle Eastern buyers for region \$23 mio with bwts fitted. Finally, the "Mount Apo" (175.8k, Jiangsu Rongsheng, China, 2012) changed hands for \$24.75 mio with bwts/scrubber fitted. Indonesian buyers paid \$20.5 mio for the "Aom Elena" (106.4k, Oshima, Japan, 2010) with surveys due March 2025. The "Navios Southern Star" (82.2k, Tsuneishi, Japan, 2013) was reported sold for \$21.5 mio to Greek buyers with bwts fitted. The "Alam Kekal" (82k, Oshima, Japan, 2018) fetched xs \$30 mio from undisclosed buyers with SS due October 2023. Finally, the "Belo Horizonte" (81.6k, Taizhou, China, 2012) ended up with Greek buyers who paid mid \$17's mio with SS due July 2027 and DD due September 2025. Moving down the ladder to geared tonnage, the eco "Ssi Formidable" (63.5k, Jinling, China, 2017) found a new home for \$27 mio with bwts fitted. On an en bloc basis, greek buyers paid \$46.5 mio for the "Ivs Hayakita" (60.4k, Mitsui, Japan, 2016) and the "Ivs Bosch Hoek" (60.2k, Onomichi, Japan, 2015). The "Pythagoras" (56.1k, Mitsui, Japan, 2012) was reported sold for \$18.2 mio to Greek buyers. On a 2 year bbhp structure, the "Cape Trafalgar" (55.7k, Jmu, Japan, 2014) fetched region \$24 mio with surveys due July 2024. The "Star Globe" (56.8k, Taizhou Kouan, China, 2010) changed hands for \$11.2 mio while the one year older sister vessel "Sky Globe" was reported sold for \$10.7 mio. Finally, the "Windsor Adventure" (55.9k, Mitsui, Japan, 2008) obtained \$13.5 mio from undisclosed buyers with SS due March 2026 and DD due April 2024.

Many owners are commenting that secondhand prices are not on par with freight rates. They feel that, although prices have come off, they are not reflecting the (persistently) weakened state of affairs.

Reported Recent S&P Activity

Vessel Name	DWT	Built	Yard/Country	Price \$Mil.	Buyer	Comments
HI Imabari	206.312	2008	Imabari/Japan	21.4	Far Eastern buyers	SS due 10/23
Ilanthe	180.018	2009	Daewoo/S.Korea	21	Undisclosed buyers	SS due 11/25, DD due 12/23
Lila Lisbon	176.423	2003	Universal/Japan	12.5	Chinese buyers	SS due 10/23
Aom Elena	106.498	2010	Oshima/Japan	20.5	Indonesian buyers	SS due 03/25
Navios Southern Star	82.224	2013	Tsuneishi/Japan	21.5	Greek buyers	Bwts fitted
Alam Kekal	82.079	2018	Oshima/Japan	xs 30	Undisclosed buyers	SS due 10/23
Despina D	76.633	2004	Imabari/Japan	11	Undisclosed buyers	SS due 10/24
Nord Amazon	64.499	2020	Oshima/Japan	32	Greek buyers	Scrubber fitted
Ssi Formidable	63.510	2017	Jinling/China	27	Undisclosed buyers	Eco, bwts fitted
Kambos	63.696	2015	Cosco/China	high 24	Chinese buyers	SS due 06/25
Ivs Bosch Hoek	60.269	2015	Onomichi/Japan	46.5	Greek buyers	
Ivs Hayakita	60.402	2016	Mitsui/Japan			
Star Globe	56.867	2010	Taizhou Kouan/China	11.2	Undisclosed buyers	
Pythagoras	56.135	2012	Mitsui/Japan	18.2	Greek buyers	
Windsor Adventure	55.975	2008	Mitsui/Japan	13.5	Undisclosed buyers	SS due 03/26, DD due 04/24
Kk Mineral	45.429	2017	Tsuneishi Zhoushan/China	22	Undisclosed buyers	SS due 05/27, DD due 07/25, ohbs
Tomini Ghibli	37.896	2016	Avic Weihai/China	region 17.7	Greek buyers	Bwts fitted
Cielo Di Palermo	37.059	2013	Saiki/Japan	17	Undisclosed buyers	SS due 08/27, DD due 08/25
Voge Julie	35.853	2011	Qidong/China	region 12.5	Undisclosed buyers	SS due 12/26, DD due 01/25
Ben Rinnes	35.000	2015	Jns/China	region 16.5	Greek buyers	Bss 2 year index charter to Cargill
Shikoku Island	33.443	2014	Shin Kochi/Japan	19.3	Undisclosed buyers	Bss 2 year bbhp
Pan Daisy	32.978	2009	Taizhou Maple/China	high 9	Undisclosed buyers	
Pan Edelweiss	32.949	2009	Taizhou Maple/China	high 9		
Katya Atk	28.467	2009	Imabari/Japan	10	Undisclosed buyers	SS due 06/25

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