



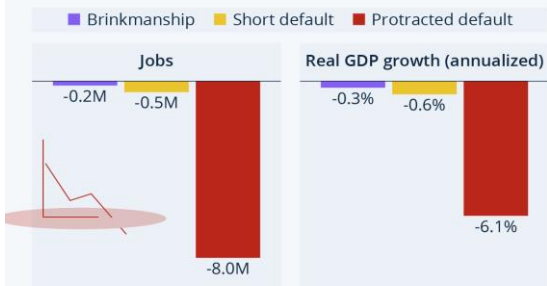
CONTENTS

2. Dry Cargo Chartering
Settled Markets
3. Dry Cargo S&P
Full Steam Ahead
4. Tankers
Ice in Demand

... Congress : Playing with Fire ...

Default an 'Entirely-Avoidable Economic Catastrophe'

Estimated economic effects of different debt ceiling outcomes in the U.S. in Q3 2023



Source: White House Council of Economic Advisers

statista

Source : Statista

POINTS OF VIEW

The US Congress is flirting with disaster over its routine partisan standoff over the debt ceiling, risking that America will default on its debt. Other countries can only look on at this absurd charade and wonder why the world's leading power would willingly dice with economic Armageddon. The political theatre is demeaning and weakens a democratic system from within that is already under constant attack from without. Biden is already ruining the US economy and yet Republicans want a piece of the action. As if to reinforce this determined pitch at declinism, a former US president, who is standing for re-election, has lost a civil sexual abuse case and is liable for \$5 million in damages.* He also faces criminal inquiries in New York State, Georgia and Washington, DC. He is the performing monkey to his base's organ grinder, that is happy to follow someone who reflects its own lack of a moral and ethical compass, and one who perfectly embraces its own sense of outraged victimhood. The US has 334 million people and yet it cannot elect a president fit for the office. The 2024 choice is between a geriatric and a criminal-in-waiting. Opponents of the US and the West can only smirk at this self-inflicted harm and rejoice, emboldened by the perceived rectitude of their own repressive systems that would never tolerate such shameful displays of weakness. A case in point was Putin's Victory Day display in Moscow this week that tried so hard to make a triumph out of failure. The Dad's Army procession of military Dinky Toys was led by a sole WWII era T34 tank with marching soldiers made up of new cadets. The slightly more modern hardware, and the grown-up soldiers, were smouldering in the Donbas, the undeniable evidence of a failing military operation.

Economic decline is everywhere as central banks, led by the Fed, play chicken with the precipice, going as close as they can to the edge without toppling over into a recessionary abyss. Higher interest rates are cooling demand and inflation is falling as commodity prices drop.[^] Rising wages are encouraging the shirkers back into the workforce, easing tight labour markets. This tough love is as unpopular as it is needed but is the remedy of higher interest rates causing too many nasty side-effects? We face an uncomfortable few months as global demand is intentionally suppressed until the inflationary curve is pointing down. Then interest rates can be eased back, relieving pressure on banks, companies, households and the national debt. We may even get the long-awaited demand surge, as we strive to recover, and beat, pre-pandemic levels of economic activity, when finally we can toast the end of the downturn. April import-export figures from China are disappointing. China's crude oil imports came in at 10.36m-bpd in April, down 2.01m-bpd m-o-m and down 0.15m-bpd y-o-y. The pullback is put down to high inventories, Opec cuts, feeble long-haul jet fuel demand, elevated refinery maintenance and weak domestic demand. Brent has fallen 13% from a 12 April peak of \$87.50 to \$75.75 pb today. The VLCC-TCE fell to a 2023 low of \$8,890 pd on Wednesday.

The picture is not much better on the dry cargo front. China's coal imports came in at 40.7mt in April, down 0.5mt m-o-m, but up 17.1m (72%) y-o-y when China was in lockdown. Iron ore imports were at 90.4mt, down 9.8mt (-10%) m-o-m and up 4.3mt (5%) y-o-y. Soybean imports came in at 7.3mt, up 0.4mt (6%) m-o-m but down 0.8mt (-10%) y-o-y. Collectively, these commodity imports were 138.4mt in April, down 9.8mt (-7%) m-o-m and up 20.7mt (18%) y-o-y. There is no disguising the slowdown when factoring in the base effects. China's iron ore imports have been elevated as port stockpiles are lower, as are import prices. Steelmaking is running hot and above demand, while steel prices are falling and both domestic and export demand is weak. Despite these facts, the BCI-TCE surged to a 2023 high of \$21,814 pd on Wednesday. This is a commendable performance but, as China's property woes continue, and as infrastructure spending is no longer as steel intensive, it is hard to see this being sustained in the short term. Baby steps are being taken in the West to source some Chinese goods from other countries, even if they might be made by Chinese factories in those other places.[^] Equally, China and its allies are making quicker progress on diversifying trading currencies beyond the US dollar. This is symptomatic of the fast-cooling Sino-US relationship and the polarisation of national opinions over Ukraine. Meanwhile, Italy is thinking of pulling out of its 2019 BRI deal which will have default implications for other nations on the wrong side of what was presented as compassionate finance.^{^^}

*Judge Lewis Caplan decided juror names be kept secret for fear of "harassment or worse". This is NYC, and it was not a mob trial.

His 48-minute on-camera deposition was self-incriminating on many counts. His advisers had best keep him out of court rooms.

**All-items CPI inflation came in at 4.9% y-o-y in April down from a peak of 9.1% in June 2022. Higher rates are having an impact.

[^]China is cancelling more US grain purchases and buying cheaper Brazilian grains, aligning its purchases with the revitalised BRICS.

^{^^}The populist Five Star Movement took BRI finance in 2019 during its latest debt crisis. Now it must chose between the US & China.

In Africa, burdened by surging US interest rates, billions of dollars of PRC loans to Sudan, Zambia, Angola, Ethiopia & Kenya are at risk.

Dry Cargo Chartering

Capsize markets strengthened midweek before tailing off as trading came to a close. Overall timecharter averages were up to \$20,367, an increase of \$599. Baltic Exchange average freight prices for major routes were as follows: Tubarao-Rotterdam approximately \$10.75 pmt, Brazil-China approximately \$22.20 pmt, West Aussie-China around \$8.95 pmt, RSA-China circa \$16.10 pmt. Coal fixtures this week included an Olam TBN chartered by Golden Bricks for 130,000 mtons 10% Newcastle to Fangcheng at \$14.70 pmt, and Vale fixing Corinthian Phoenix for 170,000 mtons 10% Teluk Rubiah to Qingdao at \$8.15 pmt. Ore deals included Maria D fixing 170,000 mtons 10% Sudeste to China at \$22.95 pmt, and Vale fixing 150,000 mtons 10% Sohar to Sokhna at \$6.90 pmt. On T/C *Genco Tiberius* (175,874-dwt, 2007) fixed delivery CJK 12/13 May for a trip via Australia to Singapore-Japan at \$26,000, and Santa Barbara (179,492-dwt, 2015) was taken on by Smart Gain delivery Taicang for period until minimum 10 October to maximum 10 December 2024 at \$21,250.

The lack of enquiry has contributed to the growing number of open tonnages in both basins. **PSTC** closed at \$12,619 down by \$893 since last reported 5th May. In the Pacific, *JY Hongkong* (81,150-dwt, 2019) open Rizhao was fixed for a prompt Australian round trip in the mid \$12,000's with Richland, whilst *Crystal Sea* took scrubber fitted *Hampton Sky* (82,002-dwt, 2021) open Tanshan for a prompt trip via Australia for redelivery in India at low \$12,000's. It was also reported *Msxt Emily* (85,268-dwt, 2022) open Singapore was fixed for a prompt trip via South Africa for redelivery in the Far East at \$15,000 with Reachy. In the North Atlantic, *Feng Huang Feng* (75,396-dwt, 2012) open North Coast South America was fixed for a trip to Skaw-Gibraltar at \$20,000 with Olam. On the front haul, *Amoy Sunny* (76,598-dwt, 2006) open Singapore was fixed for a trip via East Coast South America for redelivery in Singapore-Japan range at \$13,500 and similarly, *Ionic Katana* (82,936-dwt, 2005) was fixed for a trip from East Coast South America to South East Asia at \$17,000 and \$700,000 ballast bonus. On voyage, SAIL fixed a TBN ship for their 80,000 mtons 10% coal lift Gladstone to Visakhapatnam for 1/10th June at \$15.75 pmt.

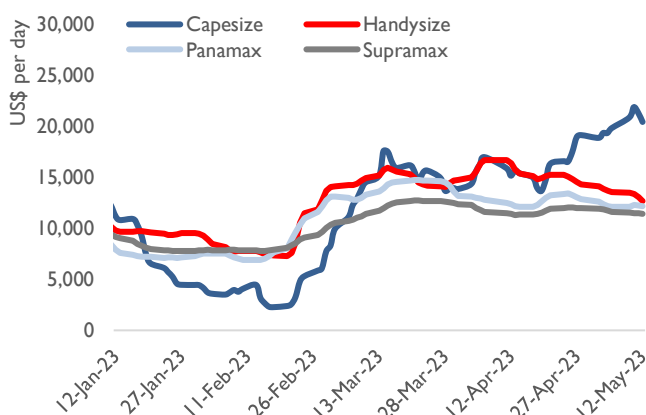
Supramax market continued to idle along this week. The market is relatively evenly balanced and currently waiting on something to ignite the trend one way or another. The tonnage supply seems healthy at the moment but the orders has been sufficient to service the demand. The sentiment might be slightly negative still, but there is potential for the market to improve should an influx of cargo come along. The S10TC closed at \$12,160 up by \$107 (0.89%) since reported last week 5th May. In the Pacific, *Great Pioneer* (63,411-dwt, 2015) fixed delivery Qinzhou prompt dates for a trip with clinker to Bangladesh at \$16,250, AMC covered *Zhou Shan Hai* (56,987-dwt, 2009) delivery CJK 10th May for a trip via Philippines with nickel ore to China at \$10,000 whilst *Heilan Journey* (56,900-dwt, 2011) fixed delivery Gresik 14-15th May for a trip via Indonesia to

North China at \$14,000 and Chinaland took *Bold Voyager* (56,118-dwt, 2010) delivery Dalian 15th May for a trip via Tianjin to the Mediterranean at \$9,500. Whilst in the Indian, Uniwell fixed *Federal Ibuki* (63,386-dwt, 2018) delivery Visakhapatnam 5-10th May for a trip via East Coast India to China at \$10,750, whilst *Cofco* covered *Texel Island* (61,453-dwt, 2012) delivery Durban 23-25th May for a trip with grains to Japan at \$20,000 plus \$200,000 gbb and Norden took *DSI Pegasus* (60,508-dwt, 2015) delivery Port Elizabeth prompt dates for a trip to the Far East at \$19,000 plus \$190,000 gbb. And in the Atlantic, Norden fixed *Swan* (53,487-dwt, 2006) delivery Egyptian Mediterranean prompt dates for a trip with clinker to Tema at \$12,500.

Handysize activity levels in the Atlantic dropped this week, the BHSI closed \$11,371 down \$234 from last week. Continent and Mediterranean markets softened with limited fresh inquiry and a back log of tonnage. *Western Maple* (32,492-dwt, 2010) heard fixed \$13,000 basis delivery passing Skaw for a trip to the Mediterranean. Scrap rates fluctuated around low teens for runs off the Continent to Turkey. Grains from North France fixed to West Mediterranean & Moroccan ports were fixed in the 10,000's USD/per day. In the Black Sea, *Kourou Pride* (34,146-dwt, 2011) open Kromon fixed via Varna, redelivery Algeria, Spanish Med, and Portugal with Grains at \$10,000. Maxima took a small handy basis delivery West Africa via Paranagua, redelivery West Africa at \$10,500. East Coast South America sat on the fence, whilst the rest of the Atlantic watched on. Nova Marine fixed, *Rostrum America* (40,007-dwt, 2022) open Santos for a trip to Morocco-Mediterranean range at \$18,500. *Devbulk Saliha* (30,142-dwt, 2011) fixed to the Baltic basis delivery Itaqui for a trip at \$14,000. Over in the East, early signs of positivity returning to Pacific, with a steady flow of enquiry. A slight improvement in enquiry levels for both Australia and North China- Japan region. Short-term optimism for tonnage also seen in Southeast Asia. *Olympia Logger* (33,263-dwt, 2010) opening in Geelong fixed for a trip via Adelaide to South East Asia with grains at \$15,500. *Boston Harmony* (38,561-dwt, 2015) opening in CJK was heard to have fixed for a trip to East Coast Central America at around \$10,000 but no further detail emerged. From the East Coast India, *HPC Future* (32,701-dwt, 2010) was reported fixed for a coastal run delivery Gangavaram via Visakhapatnam redelivery East Coast India at \$10,500 with Bulk Asia. Signs of positivity returned to the Pacific handy market with a steady flow of enquiry remaining. Some observed slight improvement in enquiry levels for both Australia and the North China-Japan region. Short-term optimism for tonnage was also seen in South East Asia. *Olympia Logger* (33,263-dwt, 2010) open Geelong was fixed for a trip via Adelaide to South East Asia with grains at \$15,500. *Boston Harmony* (38,561-dwt, 2015) open CJK was heard to have fixed for a trip to East Coast Central America at around \$10,000 but no further detail emerged. *HPC Future* (32,701-dwt, 2010) was reported fixed for a coastal run delivery Gangavaram via Visakhapatnam redelivery East Coast India at \$10,500 with Bulk Asia.

Representative Dry Cargo Market Fixtures

Vessel	DWT	Built	Delivery	Date	Redelivery	Rate (\$)	Charterers	Comment
Genco Tiberius	175,874	2007	CJK	12/13 May	Singapore-Japan	\$26,000	Cnr	Via EC Australia
Star Vega	98,681	2011	Dandong	1 May	South Korea	\$11,000	Cnr	Via EC Australia, Scrubber fitted
Cepheus Ocean	82,072	2015	Kashima	4 May	Singapore-Japan	\$15,250	MOL	Via Nopac
Shi Dai 10	75,414	2012	EC South America	21 May	Singapore-Japan	\$16,500	Cnr	+\$650,000 bb
Feng Huang Feng	75,396	2012	NC South America	20/30 May	Skaw-Gibraltar	\$20,000	Olam Intl	-
Star Lutas	61,347	2016	Kaohsiung	10/11 May	Vietnam	\$12,500	Cnr	Via Indonesia
DSI Pegasus	60,508	2015	Port Elizabeth	Ppt	Far East	\$19,000	Norden	+\$190,000 bb
Zhou Shan Hai	56,987	2009	CJK	10 May	China	\$10,000	AMC	Via Philippines
Olympia Logger	33,263	2010	Geelong	Ppt	SE Asia	\$15,500	Cnr	Via Adelaide
Devbulk Saliha	30,142	2011	Itaqui	Ppt	Baltic	\$14,000	Cnr	-



Exchange Rates	This week	Last week
JPY/USD	135.36	134.23
USD/EUR	1.0860	1.1020

Brent Oil Price	This week	Last week
US\$/barrel	74.65	74.42

Bunker Prices (\$/tonne)	This week	Last week
Singapore IFO	450.0	439.0
VLSFO	565.0	560.0
Rotterdam IFO	430.0	423.0
VLSFO	525.0	517.0

12 May 2023

Dry Bulk S&P

Another busy week in the Dry S&P market, with sales reported across all the major sizes.

A handful of Capesizes have changed hands this week. The *Tasik Melati* (180k-dwt, 2004 Koyo) invited offers and is believed to be committed somewhere in the low \$16m range. Elsewhere, UAE based buyers are understood to have concluded an enbloc deal for two vessels owned by Acheon Navigation, *Victorius/Olympius* (171k-dwt, 2004 Hyundai) for \$17m per vessel. Formosa Plastics Marine Corp are the last of the Capesize sellers this week, having sold their scrubber fitted mini-cape *FPMC B 103* (104k-dwt, 2011 STX Dalian) to Jakarta based PT Landseadoor Shipping for \$24.5m.

Greek owners, Lomar Shipping have been linked to an enbloc deal of four Chinese Kamsarmax's this week. The ships in question are the Shagang Steel owned, *Sweet Lydia/Sweet Venus* (79k-dwt, 2012 Jinhai) and the *Sweet Irina/Sweet Melissa* (79k-dwt, 2011 Jinhai) with the enbloc price reportedly \$67.2m. In other Kamsarmax news, the *Xin Han* (82k-dwt, 2013 Dalian) called for offers this week. We understand there was a large amount of interest, likely due to her

being equipped with a modern electronic engine. Ten parties offered on the day, with the highest being in slight excess of \$23m.

Modern Ultramax's remain in high demand with three vessels sold this week alone. Firstly, South Korean owners, Pan Ocean are understood to have purchased the scrubber fitted *Vokaria* (63k-dwt, 2020 COSCO Yangzhou) for a price in the low-mid \$30m range. Following this, G20 Ocean have sold their wide-beam Mitsui 66 design, *Bulk Electra* (66k-dwt, 2015 Mitsui) for \$27m and lastly, UAE based Safeen have been linked to purchase of *Mount Athos* (63k-dwt, 2014 Jiangsu New Hantong) for \$25.5m. This vessel has a TC attached to Drylog at 112% of the BSI58 index, which runs until end 2024.

Finally, in the Handysize sector, a number of units have been sold this week. Indian buyers have been linked to the sale of *Ithaca Stockholm* (35k-dwt, 2010 Nantong Jinghua) for \$11m whilst Syrian interests have paid \$14.4m for the Greek owned, *Mardinik* (33k-dwt, 2011 21st Century).

Reported Dry Bulk Sales

Vessel	DWT	Built	Yard	Gear	Buyer	Price	Comment
Victorius	171,314	2004	Hyundai	-	UAE Based	\$17.00m	
Olympius						p/v	
FPMC B 103	106,668	2011	STX Dalian	-	Landseadoor Shipping	\$24.50m	Scrubber Fitted
Claire Z	93,313	2009	Jiangsu New Yangzijiang	-	Chinese	\$16.40m	
Sweet Lydia	79,469	2012	Jinhai	-	Lomar	\$16.80m	p/v
Sweet Venus	79,452						
Sweet Irina	79,467	2011					
Sweet Melissa	79,445						
Bulk Electra	66,604	2015	Mitsui	4x30t	-	\$27.00m	DD due 11/23
Mandarin Dalian	56,604	2010	Jiangsu Hantong	4x36t	-	\$14.00m	DD due 09/23
Ithaca Stockholm	35,033	2010	Nantong Jinghua	4x30t	Indian	\$11.00m	DD due 12/23
Mardinik	33,918	2011	21st Century	4x31t	Syrian	\$14.40m	DD due 11/23



Tanker Commentary

As we approach the mid point of May the Northern hemisphere winter is supposed to be over. Despite this, there is still notable demand for ice class tonnage. Three of the four tankers in our sales table above 15k-dwt all have ice class showing Buyers value the ability to trade in ice affected ports. Chinese Buyers are linked with the purchase of *Lumen N* (63,599-dwt, 2008, STX). Apart from this sale, names and nationalities of Buyers for the other tankers listed remains uncertain at the time of writing.

The price reported of the non-iced vessel, *MTM Colorado* (51,319-dwt, 2004 STX) was a slight step up on the most recent comparable sale from a fortnight ago. *Bahri Jasmine* (49,000-dwt, 2005 Daewoo) which was reported sold for just 500k more despite being a year younger.

Reported Tanker Sales

Vessel	DWT	Built	Yard	Buyer	Price	Comment
Amoroza	159,168	2001	HHI	-	\$30.00m	BWTS Fitted
Lumen N	63,599	2008	STX	Chinese	\$22.25m	Epoxy Coated, Ice IA
MTM Colorado	51,319	2004	STX	-	\$18.00m	
Blue Trader	37,270	2005	HMD	-	\$18.00m	SS/DD Freshly Passed Ice IB
Ayane	16,971	2010	Turkter	-	\$15.00m	Ice IA
Super Hero	14,984					
Super Infinity	15,004	2009	STX Braila			
Super Eastern	12,825			-	\$9.00m p/v	
Super Forte	12,814	2010	STX Busan			

Should you have any queries about the content of this report or require any services of Hartland Shipping Services, please contact:

**Hartland Shipping Services Ltd,
London**

Tel: +44 20 3077 1600
Email: chartuk@hartlandshipping.com
Email: snpuk@hartlandshipping.com
Email: consult@hartlandshipping.com

**Hartland Shipping Services Ltd,
Shanghai**

Tel: +86 212 028 0618
Email: newbuild@hartlandshipping.com

**Hartland Shipping Services Pte. Ltd,
Singapore**

Tel: +65 6702 0400
Email: chartops.sg@hartlandshipping.com

© Copyright Hartland Shipping Services Ltd 2023. ALL RIGHTS RESERVED.

No part of this publication may be reproduced, stored in a retrieval system, or transmitted, on any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Hartland Shipping Services Ltd.

All information supplied in this paper is supplied in good faith, Hartland Shipping Services Limited does not accept responsibility for any errors and omissions arising from this paper and cannot be held responsible for any action taken, or losses incurred, as a result of the details in this paper. This paper is distributed to the primary user of the delivery email account and may NOT be redistributed without the express written agreement of Hartland Shipping Services Limited. The primary user may make copies for his or her exclusive use.