



CONTENTS

2. Dry Cargo Chartering
A Golden Week
3. Dry Cargo S&P
A Handy Turn
4. Tankers S&P
Right Here, Right Now

Consumer Sentiment Near Record Low as Prices Stay High

Monthly Index of Consumer Sentiment in the United States*



*The index is based on five questions on personal finances, business conditions and buying attitudes.
Source: University of Michigan Surveys of Consumers

statista

Source: Statista

*Early 2000s events: 9/11, Afghanistan, US recession, Iraq hit confidence and ship ordering just as PRC demand surged. Orders boomed, then came the 2008 GFC.

^The official Saudi-backed Yemeni government has taken back control of the Red Sea port of Mokha in a huge counter-offensive against the Iran-backed Houthis.

Mokha was critical to Houthi control of the Bab el-Mandeb. The resumed civil war sees Yemen/KSA aiming to get control of BEM and increase safer transits.

**17 ships, mostly tankers, have been reported hit in the strait since 29 Sep, a big increase. As more tankers get through, more are getting hit by the IRGC.

The blockade comes at enormous cost to the US. It is sending a third aircraft carrier group, USS Theodore Roosevelt, adding 10,000 more sailors & marines.

^^Amin Nasser, Aramco CEO, told the Energy Intelligence Forum in the UK on Monday that global oil stocks have fallen from 10 to 6 billion barrels since Feb 28.

Much of the remaining 6bn barrels in storage is considered either unavailable or operationally untouchable. Replenishment will create a new source of demand.

Nasser estimates that commercial and strategic stock rebuild will create 2m-bpd of additional demand, over and above normal consumption, for 18 months.

Availability problems are less crude and more middle distillates and oil tankers. Brent at \$100 & diesel at \$200 a barrel as much global refining capacity is off-line.

POINTS OF VIEW

In the 2000s, following China's entry to the WTO in Dec 2001, we enjoyed a demand-led dry bulk shipping boom, driven by none other than China.* It collapsed after the failure of Lehman Bros. on 15 Sep 2008. Thanks Hank! The BDI rose to an all-time high of 11,793 points on 20 May 2008 before plunging 94% to 663 on 5 Dec. This compares with an all-time BDI low of 290 on 11 Feb 2016. Lehman's demise caused a breakdown in the trading system as it spread counterparty risks to other banks as no-one knew who they could trust any more. Trading houses that were active in the dry bulk commodity trades could not open letters of credit and the trading system and shipping market jammed up. We had another boom-bust cycle (this time in reverse) during Covid with a BDI low of 393 on 14 May 2020 – not long after China entered a 3-year lockdown – as supply chains and shipping were disrupted by the disease affecting factory output, crew changes, quarantine and port congestion. As countries gradually emerged from lockdowns, tremendous pent-up demand was unleashed which drove the BDI, and other indices, to a post Covid high of 5,650 on 7 Oct 2021, a 14.4x trough to peak rise. It was mostly a supply-led boom as Covid interfered with the efficient operation of cargo trading and goods output as well as midstream shipping operations. It morphed into a demand-driven boom. Today we have another, but different, supply-driven boom. Wars in Europe and the Middle East have rendered the Middle East Gulf, Red Sea and Black Sea unsafe for shipping, not that shipping is much deterred. The present boom is universal, transcending shipping sectors, as demand remains robust and ton-miles have been added as ships detour around war zones by taking longer routes home. All shipping sectors have been unwitting beneficiaries of war.

During these boom-bust cycles shipping has shown resilience and an uncanny ability to adapt quickly to challenges. The real action today is in crude oil tankers, led by VLCCs, as crude tries to escape war zones and replacement supply is sought from Atlantic sources. Refining output is up in the US, but down in the MEG and Russia, meaning more crude to export. Term charter and futures rates imply that a prompt delivery resale VLCC is worth about \$250m, although nothing has been done at that level, yet. Yesterday, the Baltic's VLCC TCE hit an astonishing record high of \$937,767 daily. The main source of disruption since the Iran war started has been Iran's effective closure of the Strait of Hormuz, reinforced by recent attacks, historically considered a doomsday scenario, although not by President Trump. The Red Sea is also a danger zone as Iran-backed Houthis target shipping and Saudi oil and port infrastructure, just as Iran attacks ships transiting Hormuz.^ Iran's control of Hormuz is not total as the US Navy enforces a blockade of ships leaving Iranian ports, crippling Iran's oil exports, while also providing protection to convoys using the southern Omani route. Given the IRGC's diminished radar coverage, tankers are getting through at night, lights out, AIS off.** But neither is US Navy protection 100% effective as Iran is still striking many exiting laden tankers. LSEG Data & Analytics declared on Monday that crude oil exports from the Middle East rose above pre-war levels on 4 out of 7 days in the last week of September: 24, 27, 28 & 29, averaging 19.5 to 22.5m-bpd, according to Kpler, compared to 19m-bpd pre-war, despite a sharp increase in tanker attacks.

The tanker S&P market has been set alight by the Gulf oil exporters scrambling to secure prompt tankers in the region to shuttle their crude from the MEG to the Gulf of Oman. From there, ship-to-ship transfers to ocean-going ships enable oil to be shipped on to all points east of Suez. With cargo values either side of \$200m the purchase price of tankers in the region is fluid, as oil must be outed. Inefficiencies and delays involved in arranging convoys and STS transfers have reduced the effective size of the compliant VLCC trading fleet, hence a shortage. Apart from detours to avoid war zones, enforcement of sanctions and interdictions of Russian and Iranian tankers has tightened the market. Consolidation of the VLCC segment by the huge pre-war buying spree of the Sinokor-MSK partnership has concentrated VLCC control in fewer hands and hardened the resolve of tanker owners to hold out for higher freight rates. Global oil stocks have dwindled leading Saudi Aramco's CEO to declare on Monday that they are now "scarily thin" and could take two years to rebuild.^ The TCEs keep rising, as do actual and theoretical values. Sellers hardly dare name a price in case they undersell, leading NOCs and oil traders to pay up to secure the tankers they need to get their oil to market. Brokers are struggling to make benchmark assessments of where freight rates and asset values lie. With them being so high, the question on everyone's mind is, how long will it last? The trick may be in not being too greedy and hedging one's position with a varied strategy, taking profits while still staying in the game. It is easier for big fleet owners, and they are all active. China, that held back 5-6m-bpd of crude imports earlier in the war, thankfully helping to stabilise the global oil market, is back in buying mode as it, like others, needs to restock at market prices. It is a matter of national security, the highest priority. And remember, winter is coming.

Dry Cargo Chartering

It was a Golden Week for some, while Panamax and Supramax rates edged slightly higher, Handysizes held steady with continued healthy period interest, but Capes continued to dip. The BDI closed this Friday at 2,917, down 231 from last week while the BCI finished at \$39,363, down \$6,368 over the same period. Despite the recent softening, **Capesize** earnings remain very healthy overall, with the index consistently over \$30k/day since early April. The Atlantic remains the weaker basin, with the C3, Brazil to Qingdao route freight falling from the low \$37s to around \$33, weighed down by a lengthy ballaster list and demand shifting to November dates. The Pacific was busier, although the rate impact was modest, the C5 route from Western Australia improved from \$13.95 into the upper \$14s midweek before easing to \$14.15-\$14.20 today.

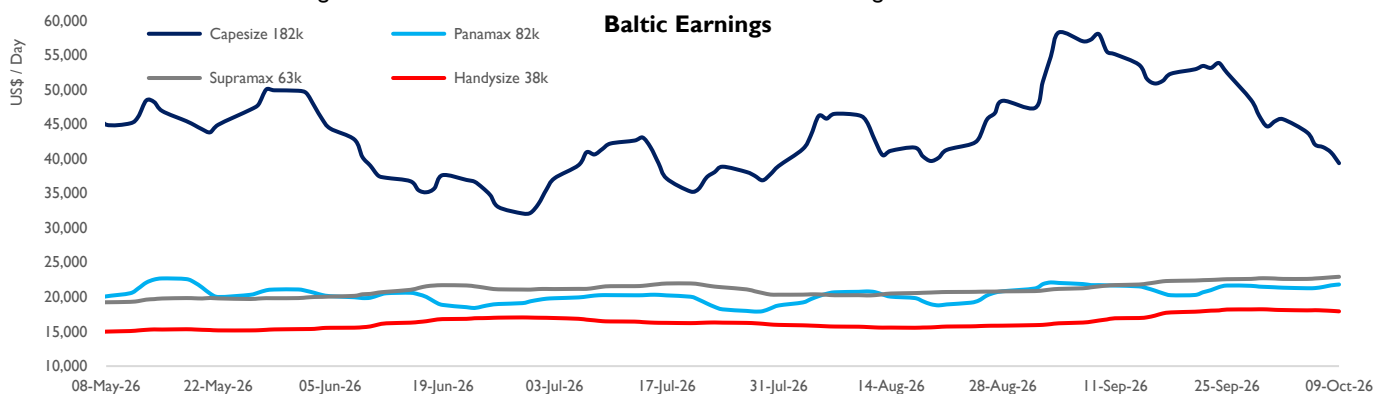
The BPI ended the week at \$21,813, \$464 higher than last Friday. The **Panamax** sentiment turned more bullish following a quiet start. Trans-Atlantic demand was the main driver, with a 76,000-dwt vessel fixing basis delivery East Coast South America at \$35,000. The Pacific was initially subdued due to the holidays, before fresh enquiry emerged from Australia and the North Pacific.

The BSI finished the week at \$22,929, slightly up \$310 since last week. The **Supramax** market remained firm, with Continent scrap fixtures continuing to be the highlight of the Atlantic. A 63,000-dwt vessel was fixed for delivery at Tyne for a scrap cargo to the East Mediterranean at \$38,000. Cargoes out of East Coast South

America remained competitive, with a 63,000-dwt vessel fixed from Santos to South Korea with grain at \$19,250 plus a \$925,000 ballast bonus. In the Pacific, market levels rose steadily throughout the week, mainly driven by North Pacific grain demand. A 61,000-dwt vessel was fixed from North China at \$25,000 for a round voyage. There was also sustained period interest, with a 64,000-dwt vessel open in North China fixed for a minimum period of four to about six months at \$23,500.

The BHSI closed today \$17,926, slipping \$191 since last Friday. The **Handysize** market closed on a mixed but stable note. The Continent and Mediterranean remained balanced, with rates holding close to last done levels despite some fresh cargo enquiry in the Mediterranean. A 31,000-dwt vessel fixed for a trip from Casablanca via Morocco to Bangladesh at \$18,500. The South Atlantic gained momentum as the week progressed, underpinned by healthy cargo demand and a tightening tonnage list. In contrast, the US Gulf cooled, with rates coming under pressure amid limited enquiry and a long list of available vessels. A 40,000-dwt vessel was fixed for a trip from Upriver to the Continent in the low \$30,000s, while a 38,000-dwt vessel secured a trip from Savannah to the UK-Continent with wood pellets at \$21,000. Golden Week holidays interrupted activity in the Pacific Handy market. Despite the slower pace of activity, rates held steady with sentiment remaining largely flat. Period interest remained healthy with a 41,000-dwt vessel open south China fixing for 4-6 months at \$20,250.

Baltic Earnings



Representative Dry Cargo Market Fixtures

Vessel	DWT	Built	Delivery	Date	Redelivery	Rate (\$)	Charterers	Comment
Pyrros	82,000	2026	EC South America	29/30 Oct	Singapore-Japan	\$22,650	Bunge	\$1,265,000 ballast bonus
Seaduty	81,479	2020	Bahodopi	15/16 Oct	South Korea	\$21,500	Cnr	Via EC Australia \$300,000 ballast bonus
Aqua Lady	76,492	2004	EC South America	2/5 Nov	Skaw-Spain	\$35,000	LDC	-
GNS Horizon	75,656	2005	Nantong	9/14 Oct	Singapore-Japan	\$17,500	Cnr	Via NoPac
Tourliani	74,940	2012	EC South America	6 Nov	Skaw-Passero	\$33,650	Cefetra	-
Ios	63,638	2024	Meral	Mid Oct	Thailand	\$26,000	Cnr	Via Indonesia
Tai Success	61,486	2013	Bataan	Ppt	Philippines	\$22,250	Cobelfret	Via Indonesia
Errikos	56,591	2014	Singapore	6/8 Oct	US Gulf	\$14,250	Cnr	\$14,250 first 70 days, \$19,000 thereafter
Iron Maiden	36,372	2014	Panjin	7/8 Oct	SE Asia	\$17,000	Cnr	-
Lila Houston	32,581	2010	Luoyuan	8/10 Oct	Mediterranean	\$20,000	Cnr	Via GOA

Exchange Rates	This week	Last week	Bunker Prices (US\$/tonne)	This week	Last week
1 USD	158.28 JPY	157.84 JPY	Singapore HSFO	808.5	753.5
1 USD	0.8930 EUR	0.8883 EUR	VLSFO	908.0	876.5
Brent Oil Price	This week	Last week	Rotterdam HSFO	665.0	628.5
USD per barrel	103.79	102.88	VLSFO	728.0	700.0

9 October 2026

Dry Bulk S&P

Activity in the drybulk market this week has been largely dominated by sales of Handysize tonnage. Perhaps rising values of larger geared or Panamax tonnage are causing buyers to seek value elsewhere. Alternatively, it could just be a fallow week.

Japanese owners invited offers on *Locomotion* (38,046-dwt, 2013 Shimanami) on Monday. This has been reported sold at \$19.6m. By comparison *Ansac Price* (37,094-dwt, 2013 Onomichi - OHBS) sold for \$18.5m in early September demonstrating how values in this sector are trending upwards.

Two Korean built Handies have been sold at \$13m each. *Marem* (34,505-dwt, 2012 SPP) with her surveys due early next year and *Doris* (34,505-dwt, 2011 SPP) with surveys freshly passed. The differing survey position cancelling out any premium that would be expected for the younger ship. By comparison, Chinese built *Amarella* (35,212-dwt, 2011 Nantong Changqingsha) sold at the end of September for \$12m with surveys freshly passed.

Elsewhere, ice-classed ZBB *Serenity* (37,302-dwt, 2010 Huatai Heavy) has found buyers at \$12m. A notable increase against similar sized Ice-classed *CS Calla* (37,482-dwt, 2011 Tianjin Xingang) which achieved \$11m in mid-September.

The outlier to what is otherwise a market in ascendency is *Ekaterini V* (173,555-dwt, 2012 Bohai) which has been picked up by Far Eastern buyers for \$35m with surveys due in January. This has sold a large discount to last week's sale of *Golden Myrtalia* (177,979-dwt, 2011 SVS) which sold in excess of \$40m. This will be partly due to the smaller deadweight and quality of yard, however the price still seems light.

Reported Dry Bulk Sales

Vessel	DWT	Built	Yard	Gear	Buyer	Price	Comment
Ekaterini V	173,555	2012	Bohai	Gearless	Far East	\$35.00m	
Locomotion	39,046	2013	Shimanami	C 4x30T		\$19.60m	Invited offers 5/10
Marem	34,148	2012	Dae Sun	C 4x30T	Greek	\$13.00m	Surveys due
Doris	34,505	2011	SPP	C 4x35T	Greek	\$13.00m	Surveys passed
ZBB Serenity	37,302	2010	Huatai Heavy	C 4x30T		\$12.00m	Ice IC



Tanker Commentary

The extraordinary show continues in the crude tanker market. There have been a number of sales to report this week, at prices you would have been laughed at for even suggesting two months ago. It is all about taking tonnage, as prompt as possible, ideally in the Middle East, but VLCC rates in the Atlantic are now well north of \$500k/day too.

Firstly, the vintage VLCC *Vieira* (306,999-dwt, 2002 Hyundai, scrubber) has sold for \$75m showing a healthy bump in pricing compared to *Xi Xiu* (299,996-dwt, 2003 Samsung) which sold for \$60m in mid-September. This may seem extraordinary price for a 24-year old ship, but just two months of trading at current rates in the Middle East would probably be enough to write her down to scrap.

Suezmaxes have chased VLCC values upwards with Dynacom selling *Tataki* (149,992-dwt, 2010 New Times) for \$95m. This is the

14th Suezmax transaction we have reported since the start of September, with the first sale being *Speedway* (158,594-dwt, 2017 Hyundai Samho) which was done for low \$100m.

Advantage tankers are rumoured to have sold *Advantage Atom* (116,014-dwt, 2011 Samsung) for \$52.5m with delivery in Q1 2027. Two weeks ago the older *Euro Integrity* (150,291-dwt, 2009 Hyundai HI) sold for a much stronger \$60m, as it had prompt delivery. This neatly highlights the value in vessels available right now.

In the product space, the price increases are much less extreme than their crude counter parts. Turkish owners are reportedly behind the LRIs *Bluebird* and *Starling* (74,033-dwt, 2016 New Times, Wartsila) which achieved \$55m each. The last eco LRIs to change hands were *Marlin Hestia* and *Marlin Hera* (74,260-dwt, 2017 Sundong) in July for \$49m each.

Reported Tanker Sales

Vessel	DWT	Built	Yard	Buyer	Price	Comment
Vieira	306,999	2002	Hyundai		\$75.00m	Scrubber
Tataki	149,992	2010	New Times		\$95.00m	Scrubber
LXH	151,174	2004	Samsung		\$61.50m	Shuttle Tanker
Yellow Trader	158,609	2011	DSME		\$60.00m	
Advantage Atom	116,014	2011	Samsung		\$52.50m	Q1 27 Delivery
Bluebird	74,074	2016	New Times	Yasa	\$55.00m	Epoxy, Wartsila
Starling	74,033	2016	New Times	Yasa	\$55.00m	Epoxy, Wartsila
Asian Phoenix	72,782	2006	Dalian		\$20.00m	

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 21 2028 0618

Email: newbuild@hartlandshipping.com

Hartland Shipping Services Pte. Ltd, Singapore

Tel: +65 8223 4371

Email: chartops.sg@hartlandshipping.com

© Copyright Hartland Shipping Services Ltd 2026. 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.