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MARKET REPORT

28-AUGUST-2026



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DRY BULK

MARKET REPORT

Date: 28TH AUGUST 2026



CAPE SIZE

Finish Firmer Across Both Basins

The Capesize market closed the week decisively stronger, with the BCI 182 5TC jumping \$6,294 from Monday to \$48,399.



BCI 182 5TC
\$6,294 to \$48,399.



PACIFIC

- Miner activity remained the backbone of support, with three C5 miners active.
- Early WA/China offers mid-upper \$16s.
- Fixtures heard: Miner at \$16.20
- Another just below \$16.00
- C5 index settled at \$16.180, up 0.635

ATLANTIC

- The C3 index rose 0.959 to \$38.364.
- South Brazil & WAFR saw improving sentiment:
 - Bids edging toward \$37.50
 - Offers holding above \$38.00
 - Fresh C3 fixture at \$38.50, repeated later in the day.

PANAMAX

Positive Week, Quiet Finish

The Panamax market eased into a slower Friday, partly influenced by the upcoming UK holiday.



P5TC
\$202 to \$20,834



- P5TC added \$202 to close at \$20,834, nearly \$2,000 above last week.
- Charterers showed less appetite to chase Owners' higher offers, while Owners held firm — resulting in a natural end-week standoff.
- A 82,000 dwt (2013) reportedly fixed North China → India with urea at \$15,000, though details remained thin.

SUPRAMAX

Mixed week, Slight Lift

The Supramax market continued its slow grind higher, with the 11TC closing at \$20,819, up \$30 on the day.



11Tc
\$20,819



KEY FIXTURES

- Mv Ultramax 62,000/10 grains – del New Orleans 9/15 Sep, trip to ARAG, \$36.00 fio – Olam
- Mv Nord Bay 64,228 DWT (2025) – del Jacksonville 1/3 Sep, voyage basis (unconfirmed)
- Mv Ultra OL 63,722 DWT (2025) – del Cape Henry 5 Sep, trip to Croatia, intention coal, \$31,000 – XO
- Mv Armonia 58,609 DWT (2013) – del Barranquilla 29 Aug, on subs, SW Pass → Med, grains, rate unreported – Bunge
- Mv Delmax66 66,565 DWT (2026) – del SW Pass 2 Sep, trip to Med, grains, \$34,500 – Bunge
- Mv Uma Naree 63,688 DWT (2020) – del Barranquilla 2 Sep, on subs, New Orleans → Atlantic Colombia, grains, ADM

HANDYSIZE

Quiet but Steady

The Handysize market ended the week on a subdued note, though the 7TC still nudged up \$6 to \$15,855.



7TC
+\$6 to \$15,855



Asia

- Handy fixed **South China/Australia RV** at \$17,350.
- Rising NOPAC tonnage weighed on sentiment.

India / Middle East

- **40,000 dwt** in North Asia fixed **WC India** at high \$19,000s.

US Gulf

- Remained **firm**, supported by strong fundamentals.

Continent

- Continued to **soften**, with limited fresh enquiry.

WEEKLY FERTILIZER MARKET UPDATE

SULPHUR

MARKET REPORT

Date: 28TH AUGUST 2026



EXECUTIVE SUMMARY

The global sulphur market is expected to remain firm to bullish, although regional price divergence is becoming increasingly pronounced.

The market continues to be shaped by restricted Middle East availability, elevated freight and insurance costs, and ongoing uncertainty around Strait of Hormuz movements. Qatar Energy maintained its August QSP at \$880/MT FOB Ras Laffan/Mesaieed, while ADNOC maintained its August OSP at \$980/MT FOB Ruwais for the Indian subcontinent.

At the same time, China has shown signs of softer physical pricing recently. The Shandong port sulphur index fell 7.20% on 27 August to RMB 6,300/MT, indicating that domestic Chinese availability and buyer resistance are beginning to put pressure on the Asian market.

Overall, the market remains structurally tight, but the next move will depend heavily on whether Middle East cargoes can move more freely through Hormuz and whether Chinese buyers accept current high replacement costs.



MARKET HIGHLIGHTS

CHINA	INDIA	MIDDLE EAST	INDONESIA & SOUTHEAST ASIA	BRAZIL
- China continues to influence global sulphur sentiment through its large phosphate and sulphuric-acid demand base. - Domestic benchmark values remain very high versus historical levels, although the latest daily indication showed a slight decline. - Import buyers are expected to remain cautious and focused on prompt needs, while any strengthening in domestic values could quickly support CFR indications.	- India remains a major demand centre because of phosphate fertilizer and sulphuric-acid production. - Importers are expected to cover essential requirements, but buying interest is price-sensitive at current high CFR levels. - East Coast and West Coast delivered prices are likely to remain elevated, particularly where cargoes include higher freight or insurance premiums.	- The Middle East remains the key supply and price-setting region for global sulphur. - August indications show ADNOC maintaining a high official selling price for Ruwais material, Qatar Energy holding its Qatar sulphur price steady, and KPC reducing Kuwait sulphur pricing from July levels. - Despite some producer-level variation, the overall Gulf price structure remains elevated because buyers continue to price in shipping risk, insurance costs and limited prompt flexibility.	- Indonesia and Southeast Asia remain structurally dependent on imported sulphur, particularly for sulphuric acid used in nickel processing and industrial applications. - Demand remains supportive, but buyers are monitoring replacement costs carefully because high sulphur prices directly affect operating costs for acid and HPAL-related production.	- Brazil remains a major sulphur-consuming market because of its phosphate fertilizer industry. - Delivered prices are expected to stay high tomorrow as Brazilian buyers compete with Asian consumers for available tonnes. - Demand remains fundamentally positive, but affordability is becoming a constraint at elevated CFR levels.



PRICES

Market	Tone	Price
Middle East FOB	Firm	\$920-\$980/MT
Qatar August OSP FOB	Firm	\$880/MT
CFR China – Granular	Firm	\$1,050-1,150/MT
CFR India – Granular	Firm	\$990-\$1,080/MT
CFR Indonesia	Firm	\$1,110-\$1,150/MT
CFR North Africa – Granular	Firm	\$1,050-\$1,150/MT
CFR Southern Africa	Firm	\$1,170-\$1,280/LT
CFR Brazil	Firm	\$1,000-\$1,150/MT



MARKET OUTLOOK

The sulphur market is expected to remain firm to slightly bullish.

The immediate market direction remains more dependent on Gulf supply availability and shipping conditions than on underlying consumption. Until Middle Eastern exports normalize, sulphur is likely to retain a significant geopolitical risk premium. Recent market commentary confirms that prices have remained firm despite limited weekly movement because Hormuz-linked restrictions continue to constrain supply.



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PETCOKE

MARKET REPORT

Date: 28TH AUGUST 2026



EXECUTIVE SUMMARY

The global petroleum coke (petcoke) market is expected to remain firm to slightly bullish. The main support comes from tight availability of certain grades, elevated energy costs and continued logistical uncertainty in the Middle East. At the same time, US Gulf petcoke has faced strong competition for buyers, keeping high-sulphur prices under pressure. Argus recently reported that US Gulf-origin petcoke prices had dropped sharply as traders competed aggressively for buyers. The market is therefore becoming increasingly grade- and origin-specific. High-sulphur fuel-grade petcoke remains relatively competitive against coal, while lower-sulphur and anode-grade material continues to command a significant premium. India is showing signs of renewed buying interest. It reported that Indian cement producers have started switching back toward petcoke from thermal coal as the economics become more attractive.

MARKET HIGHLIGHTS

MIDDLE EAST	CHINA	USA/US GULF	INDIA	BRAZIL
- The Middle East remains an important supply and logistics risk region. Petcoke availability from Gulf refineries can be affected by shipping restrictions, insurance costs and route disruption. - Any prolonged constraint through Gulf export routes would be supportive for delivered values into India and Asia, especially where buyers have limited alternative origins. - The region is best assessed as a risk premium factor rather than a single price-setting benchmark.	- China remains a major producer, consumer and importer of petroleum coke. - The market is split between fuel-grade demand from cement and industrial users and higher-quality low-sulphur material for aluminium anodes. - Domestic and imported prices remain quality-sensitive, with low-sulphur, low-metal and calcined grades continuing to attract premiums. - China is assessed as stable to firm, but high feedstock costs may continue to pressure anode producer margins.	- The US Gulf remains one of the most important export origins for internationally traded fuel-grade petcoke. - Market tone is mixed: broader quarterly assessments have shown higher North American values, but fuel-grade high-sulphur export cargoes have faced buyer competition and affordability pressure. - US Gulf values are expected to remain stable to firm for lower-sulphur or better-quality cargoes, while high-sulphur fuel-grade material remains more exposed to coal substitution economics and freight-sensitive demand.	- India remains a key demand centre for fuel-grade petcoke, especially in cement and industrial fuel applications. - Import demand is supported by petcoke's relative value versus thermal coal, but buyers remain very price sensitive. - Delivered prices will depend heavily on sulphur level, HGI, volatile matter, calorific value, origin and vessel size. - Indian CFR levels are expected to remain stable to firm, with US-origin and Middle East-origin cargoes competing mainly on specification and freight economics.	- Brazil and South America remain relevant for both industrial fuel demand and aluminium-related petcoke flows. - Brazilian quarterly price references remain among the higher published regional indications, reflecting import costs, logistics and industrial demand. - Low-sulphur South American material can become more attractive when Gulf or US supply is disrupted. - Brazil is expected to remain stable to firm, with delivered values sensitive to freight and grade.

PRICES

Market	Tone	Price
China CFR 8.5% S	Stable-Firm	\$125-\$140/MT
China CFR 6.5% S	Stable-Firm	\$120-\$135/MT
CFR India – US 6.5% S	Firm	\$120-\$135/MT
CFR India – US 4.5% S	Firm	\$130-\$140/MT
CFR India – Middle East HS	Stable-Firm	\$90-\$110/MT
US Gulf 6.5% S Petcoke FOB	Firm	\$75-\$80/MT
US Gulf 4.5% S Petcoke FOB	Stable-Firm	\$80-\$85/MT
Brazil / South America CFR	Stable-Firm	\$450-480/MT
South Korea import reference	Firm/High quality mix	\$610-\$640/MT



MARKET OUTLOOK

The market is expected to remain relatively balanced. Petcoke is unlikely to experience a broad-based price surge, but the downside is also limited by improving Indian demand and continued geopolitical/logistical risks. High-sulphur US Gulf petcoke remains the most price-sensitive segment, while lower-sulphur grades should retain a premium.



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UREA

MARKET REPORT

Date: 28TH AUGUST 2026



EXECUTIVE SUMMARY

The international urea market remained stable to firm this week, supported by the continued disruption surrounding the Strait of Hormuz and increasingly elevated European natural gas prices, which are providing a strong underlying cost floor. With RCF's 1.7 million MT Indian tender now largely behind the market, attention has shifted towards Brazil as the next major source of demand. Market sentiment is also being supported by expectations that India may return with another tender towards the end of September for October shipment. Meanwhile, the continued absence of substantial export volumes and constrained Middle East logistics are limiting global availability. Availability from China and Southeast Asia is preventing prices from moving aggressively higher. Chinese and Malaysian cargoes remain particularly competitive, creating a ceiling for regional prices.

MARKET HIGHLIGHTS

MIDDLE EAST

- The Middle East remains the central export region for global urea trade, with regional supply disruption and Strait of Hormuz-related concerns continuing to affect Brazil, India and Europe.
- Granular urea FOB Middle East is assessed as firm, with futures references near the low-\$400s/MT but physical spot indications varying by producer, loading window, destination and contract terms.

INDIA

- India remains the most important near-term demand driver because recent procurement activity has provided support to international urea values.
- Import interest is expected to remain firm, although prices may be capped if Chinese export supply remains available in meaningful volumes.

CHINA

- China is increasingly important for international urea availability, and expected Chinese participation in Indian procurement can limit further upside by increasing spot supply.
- Export policy remains the largest uncertainty: a wider export window would pressure values, while renewed restrictions would support FOB China and global replacement costs.

BRAZIL

- Brazil remains a major importer and continues to face seasonal procurement needs, while Middle East disruption and supply uncertainty can tighten replacement values.
- CFR Brazil is expected to remain stable to firm, with buyer affordability becoming a limiting factor if offers move higher.

USA

- The US Gulf urea market remains linked to domestic agricultural demand, barge values, ammonia pricing and natural-gas economics.
- NOLA-related values are expected to remain stable, with limited movement unless inland application demand strengthens or export replacement values rise.

PRICES

Market	Tone	Price
FOB China - Granular	Soft-Stable	\$380-\$400/MT
FOB China — Prilled	Soft-Stable	\$355-\$375/MT
CFR India — Granular	Stable-Firm	\$380-\$400/MT
FOB Middle East — Granular	Stable-Firm	\$360-\$400/MT
FOB Egypt — Granular	Firm	\$460-\$480/MT
CFR Brazil — Granular	Firm	\$425-\$450/MT
FOB US Gulf / NOLA — Granular	Stable	\$385-\$405/MT
CFR Northwest Europe — Granular	Stable-Firm	\$430-\$460/MT
CFR Southeast Asia	Firm	\$410-\$440/MT
CFR East Africa	Firm	\$425-\$455/MT



MARKET OUTLOOK

The urea market is currently balanced but firmly supported. The absence of some Middle Eastern volumes is tightening the supply side, while elevated European gas prices are establishing a strong production-cost floor.

However, China and Southeast Asia continue to provide competitive supply, preventing an aggressive price rally.

Unless Chinese and Southeast Asian supply increases substantially, the market is expected to maintain a firm underlying tone, with further upside potential if India returns aggressively to the market or Middle East logistical disruptions persist.



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PHOSPHATE

MARKET REPORT

Date: 28TH AUGUST 2026



EXECUTIVE SUMMARY

Global processed phosphate markets continued to soften this week, as severe affordability constraints and limited liquidity forced suppliers to become increasingly flexible on pricing. The principal pressure on the market is affordability rather than improving supply. Buyers remain reluctant to commit at current price levels, encouraging producers and traders to offer greater flexibility to generate liquidity and clear inventories. Despite weaker demand, the supply side remains extremely tight. Chinese phosphate exports remain restricted, Saudi Arabian shipments continue to face logistical limitations, while production cuts in the US, Morocco and Brazil have further constrained availability. Overall, the phosphate market is expected to remain firmly supported despite the recent correction, with prices likely to decline gradually rather than experience a significant collapse.

MARKET HIGHLIGHTS

MIDDLE EAST

- Saudi Arabia remains an important global phosphate exporter through its integrated mining and fertilizer industry.
- However, Middle Eastern phosphate supply is exposed to the same logistical risks affecting sulphur, ammonia and other fertilizer commodities.
- Any disruption to Gulf shipping can increase delivered phosphate costs even without a major change in producer FOB prices.

INDIA

- India remains one of the most important DAP import markets globally.
- The planned 60,000 MT Ma'aden DAP shipment through Duqm for India in late August/early September provides additional supply but does not materially change the wider tightness in the market.

CHINA

- Chinese phosphate exports remain one of the biggest variables for the global market.
- Any meaningful increase in Chinese DAP/MAP exports would provide additional supply to international markets and could moderate prices, particularly in Asia.
- However, restrictions on Chinese phosphate exports have significantly reduced the availability of Chinese material in international markets during 2026, leaving India and other buyers more dependent on Middle Eastern, North African and other suppliers.

BRAZIL

- Brazil continues to be a major driver of global phosphate demand, particularly for MAP.
- Argus identifies the Brazil MAP CFR assessment as a leading benchmark for 11-52 MAP west of Suez, reflecting Brazil's importance as the world's largest MAP importer by a considerable margin.
- Buying interest remains present, although buyers are increasingly sensitive to high replacement costs.

MOROCCO

- Morocco remains the most important integrated phosphate-producing region, with substantial phosphate-rock resources and large-scale production of phosphoric acid, DAP and MAP.
- The region continues to benefit from strong replacement values for phosphate fertilizers, while high sulphur costs are increasing the cost of phosphoric-acid production.



PRICES

Market	Tone	Price
DAP FOB China	Export-sensitive	\$720-\$750/MT
DAP CFR India	Firm	\$750-\$810/MT
DAP Middle East FOB	Firm	\$830-\$880/MT
DAP Saudi Arabia FOB	Firm	\$830-\$880/MT
DAP Northeast Asia CFR	Firm	\$840-\$870/MT
DAP Egypt FOB	Firm	\$905-\$925/MT
DAP FOB Morocco / North Africa	Firm	\$750-\$780/MT
DAP / MAP CFR Brazil	Stable-Firm	\$750-\$810/MT



MARKET OUTLOOK

The phosphate market enters with a firm underlying structure. The combination of high sulphur costs constrained raw-material availability, lower production expectations and continued Indian/Brazilian demand should limit downside risk. The most important near-term variable remains the interaction between Indian DAP procurement, Chinese exports and Middle Eastern sulphur/shipping availability.



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POTASH

MARKET REPORT

Date: 28TH AUGUST 2026



EXECUTIVE SUMMARY

The global potash market remains stable to firm, supported by solid underlying demand, relatively disciplined producer supply and continued uncertainty around logistics and global fertilizer trade flows.

Argus continues to identify Brazil, Southeast Asia, India and China as key MOP markets. Its weekly potash service covers MOP and SOP across the major global trading hubs, including Brazil CFR, Southeast Asia CFR, China CFR, NOLA FOB and Vancouver FOB.

The strongest support is currently coming from South and Southeast Asian demand, while Brazil remains an important structural buyer. Argus' January outlook expected Brazilian MOP demand to remain stable or slightly higher than the 13.5 million tonnes imported in 2025, with relatively low stocks entering 2026.

MARKET HIGHLIGHTS

CHINA

- China domestic potassium chloride was quoted at about 3,465 yuan/MT, with regional import and domestic references ranging broadly from roughly 2,930 yuan/MT to 3,300 yuan/MT depending on port, purity and origin.
- China remains both a large consumer and a strategic market for potash, with demand linked to grain, oilseed and specialty-crop fertilizer use.
- The tone is stable, with regional values varying by inventory position and import replacement cost.

INDIA

- India's latest standard MOP contract was concluded at approximately: USD 383/MT CFR India.
- This represented a substantial increase from the previous contract level and demonstrated that producers were able to secure higher prices despite strong competition between origins.
- India remains an important benchmark for the international MOP market, particularly because contract settlements influence pricing expectations across Asia.

BRAZIL

- Brazil granular potassium chloride was indicated around \$390/MT CFR, making it one of the stronger import references in the current market.
- A separate Brazil granular MOP history also showed recent weekly mid-levels near \$405/MT CFR earlier in 2026.
- Demand is seasonally important because Brazil is a major soybean, corn and sugarcane fertilizer consumer, but buyers remain cautious where local crop margins and financing conditions limit affordability.

CANADA

- Canada remains the key global potash export origin, and Vancouver FOB was indicated near \$322/MT in the latest international potassium chloride reference.
- Canada, Russia and Belarus together account for most recoverable reserves and production capacity, making supply concentration a central market factor.
- Vancouver-linked MOP is assessed as stable, with values supported by reliable supply but capped by softer seasonal demand.

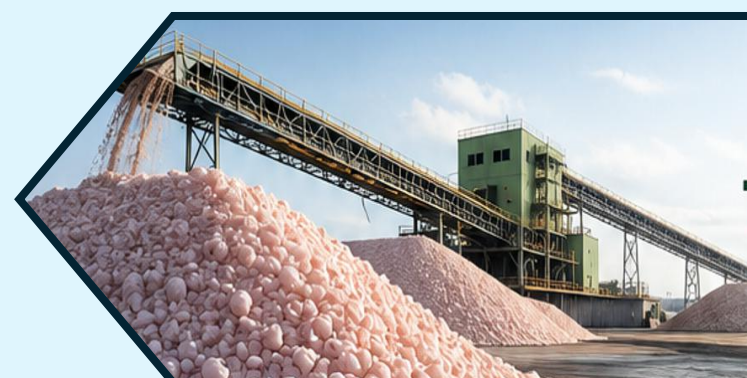
SOUTHEAST ASIA

- Southeast Asia remains the highest published international potassium chloride indication in the latest reference, at around \$400/MT CFR.
- The Southeast Asia CFR standard MOP assessment is widely used in spot negotiations across Indonesia, Malaysia, Vietnam and Thailand.
- The tone is stable to firm relative to other regions, supported by plantation-crop demand and import dependence.



PRICES

Market	Tone	Price
MOP China CFR – Standard Contract	Stable	\$345/MT
MOP India CFR – Standard Contract	Firm	\$380/MT
MOP Brazil CFR – Granular	Firm	\$400-\$415/MT
MOP Southeast Asia CFR – Standard	Firm	\$390-\$410/MT
MOP Vancouver FOB – Standard	Stable-Firm	\$305-\$330/MT
MOP Vancouver FOB – Granular	Firm	\$320-\$340/MT
MOP South Africa CFR – Granular	Firm	\$415-\$435/MT
FOB Northwest Europe — MOP	Firm	\$550-\$610/MT



MARKET OUTLOOK

The potash market is expected to remain Stable to slightly soft, with some softening pressure as major buying seasons wind down and supply remains available. The base case is for prices to hold near current indications, with CFR Southeast Asia and CFR Brazil remaining the firmest delivered references. A bullish scenario would require stronger Brazilian or Southeast Asian buying, logistics disruption, reduced export availability from major origins or higher freight. A bearish scenario would require continued demand slowdown, lower freight, increased producer availability or more aggressive seller competition.



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AMMONIA

MARKET REPORT

Date: 28TH AUGUST 2026



EXECUTIVE SUMMARY

The global ammonia market remains firm to bullish, with the market continuing to be influenced by Middle East supply disruptions, elevated freight and insurance costs, and restricted vessel movements through the Strait of Hormuz. Although some regional markets have seen improved availability, the loss or delayed movement of Middle Eastern and Iranian ammonia volumes continues to provide underlying support.

Argus has noted that the ammonia market is expected to remain relatively tight over the medium term, with supply disruptions taking time to replace. The market remains highly regionalised. East-of-Suez prices are being moderated by softer Chinese and Asian availability, while west-of-Suez markets remain better supported by European gas costs and constrained Atlantic supply. European production economics are also providing a strong cost floor. High natural-gas prices continue to make European ammonia production expensive, increasing the region's dependence on imports.

MARKET HIGHLIGHTS

MIDDLE EAST

- The Middle East remains one of the top global ammonia production and export regions, and its FOB assessment is widely referenced across east-of-Suez markets.
- Middle East suppliers serve major import markets including India, South Korea, Taiwan and China, making the region a key benchmark for global sentiment.
- The tone is stable to soft, with lower Asian indications pressuring netbacks but freight, logistics and supply concentration limiting aggressive downside

CHINA

- China is providing some counterweight to the broader bullish market.
- Improved domestic availability and relatively softer Asian demand have limited the ability of suppliers to increase prices aggressively.
- However, Chinese availability is not sufficient to fully offset the disruption to Middle Eastern supply.

EUROPE

- Europe remains the highest-cost regional ammonia market in the latest monthly references, with August 2026 values shown near \$0.70/kg.
- European ammonia remains supported by natural-gas feedstock costs, import dependence and downstream nitrate demand, but the lower Tampa settlement and softer Asian trend are likely to cap further upside today.

SOUTHEAST ASIA

- Asian ammonia prices remained under pressure, with rumours of lower offers from Southeast Asia and continued debate about whether the market is reaching a price floor.
- Southeast Asian FOB and East Asian CFR indications are assessed as soft to stable, with lower Indian business setting the near-term price direction.
- If Chinese exports slow, downside pressure could ease.

INDIA

- India remains the key short-term demand indicator east of Suez, with recent spot activity reported into India at lower levels.
- This has weakened regional sentiment, but steady downstream fertilizer demand and purchase-cover need mean the market may be close to a near-term floor if sellers resist further reductions.



PRICES

Market	Tone	Price
China CFR	Stable	\$305-\$345/MT
India CFR	Firm	\$480-\$520/MT
Middle East FOB	Firm	\$730-\$770/MT
Southeast Asia CFR	Firm	\$645-\$685/MT
Northwest Europe CFR	Firm-Bullish	\$640-\$660/MT
US Gulf CFR	Firm	\$610-\$640/MT
North Africa FOB	Firm	\$500-\$560/MT



MARKET OUTLOOK

The ammonia market is expected to remain under mild downward pressure following the lower Tampa settlement and weaker East of Suez indications. The base case is for prices to stabilize near current levels, with Asia trying to find a floor and Europe remaining relatively supported by feedstock costs. A bullish scenario would require stronger Indian buying, reduced Southeast Asian availability, higher gas prices or logistical constraints. A bearish scenario would require another lower Indian deal, increased Southeast Asian offers, softer downstream demand or further weakness in Tampa-linked sentiment.



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WEEKLY FIXTURE REPORT

INDIAN OCEAN/PG

- Mv. Dominator 63,700 DWT (2021) – del DOP Kandla ppt, tct, redel Feast, \$17,000
- Mv. Jag Radha 58,133 DWT (2009) – del Fujairah ppt, fixed inter Oman Gulf trip, \$24,000
- Mv. Star Nicole 81,120 DWT (2013) – del Tuticorin 21/22 Aug, trip via Oman, redel India, intention limestone, \$20,250
- Mv. Wei He 79,474 DWT (2012) – del Krishnapatnam 27 Aug, trip via EC South America, redel SE Asia, intention grains, \$20,500
- Mv. Auriga Star 81,795 DWT (2020) – del Krishnapatnam 24/29 Aug, trip via EC South America, redel Singapore–Japan, \$25,000 (*scrubber for Charterers*)
- Mv. Safesea Sindoor 80,717 DWT (2010) – del Dhamra 25 Aug, trip via EC South America, redel Singapore–Japan, \$16,500
- Mv. Jag Ajay 82,094 DWT (2016) – del Haldia 3/7 Sep, trip via EC South America, redel Singapore–Japan, \$25,000
- Mv. Aquavita Eternity 80,929 DWT (2021) – del retro Singapore 24 Aug, trip via EC South America, redel Singapore–Japan, \$22,000
- Mv. Fiesta 80,554 DWT (2013) – del retro Butterworth 25 Aug, trip via EC South America, redel Singapore–Japan, \$22,900
- Mv. Cymona Pride 78,056 DWT (2014) – del retro Port Qasim 12 Aug, trip via EC South America, redel Singapore–Japan, \$24,000
- Mv. Violetta K 82,139 DWT (2010) – del retro Krishnapatnam 20 Aug, trip via EC South America, redel Singapore–Japan, \$22,750
- Mv. Richland Singapore 82,037 DWT (2022) – del Paradip 28/29 Aug, trip via EC South America, redel Singapore–Japan, \$25,700
- Mv. Nestor S 75,033 DWT (2011) – del Vizag 24 Aug, trip via EC South America, redel Singapore–Japan, \$19,000

CHINA / KOREA / JAPAN

- Mv. Nikitis 57,000 DWT (2010) – del APS CJK, open HK, tct w/clinker & vehicles to WAF, \$17,250
- Mv. Star Helsinki 63,600 DWT (2015) – del DOP Spore ppt, tct via Thailand w/woodpellets, redel Cont, \$15,650
- Mv. Sea Spirit 53,600 DWT (2007) – del DOP Tieshan ppt, tct w/clinker, redel Chittagong, \$21,000
- Mv. SMX vsl – del DOP Zhuhai ppt, tct w/steels, redel Phils, \$14,000
- Mv. SMX vsl – del NChina ppt, tct w/steels, redel USG/Caribs, \$11,500 for 65 days
- Mv. Pan Poseidon 63,231 DWT (2020) – del Tianjin ppt, trip Bangladesh w/slag, \$23,000
- Mv. FW Venus 64,192 DWT (2023) – del CJK ppt, tct via China, redel W.Africa w/steels/gens/vehicles, ~\$21,000
- Mv. SSI Prudent 63,869 DWT (2022) – del Nansha ppt, tct via S.China, redel Chile, \$19,000 first 70 days / \$21,500 thereafter
- Mv. Ocean Belinda 40,112 DWT (2025) – del Kwangyang 30 Aug/2 Sep, 1 year, \$17,000 (*also listed under Period*)
- Mv. Darya Ruchi 82,557 DWT (2022) – del Rizhao 23/27 Aug, trip via NoPac, redel Singapore–Japan, \$19,000
- Mv. Tong Shun 81,162 DWT (2014) – del Tianjin 27/29 Aug, trip via Yantai, redel Dangjin, \$13,800
- Mv. Grace Mild 75,563 DWT (2001) – del Hong Kong 21 Aug, trip via Indonesia, redel South China, \$13,500
- Mv. Maera 75,403 DWT (2013) – del Quanzhou 24/26 Aug, trip via Indonesia, redel Philippines, \$12,500
- Mv. Aquaman 75,243 DWT (2001) – del Go Gia 22/23 Aug, trip via Indonesia, redel South China, \$12,700
- Mv. Yong Fa Men 74,470 DWT (2001) – del South China in direct continuation, trip via Indonesia, redel South China, \$13,000
- Mv. Yi Li 72,080 DWT (1997) – del Ningbo 21 Aug, trip via Indonesia, redel South China, \$12,100
- Mv. SSI Prudent 63,869 DWT (2022) – del Nansha prompt, trip via South China, redel Chile, \$19,000 first 70 days / \$21,500 thereafter
- Mv. Pan Poseidon 63,231 DWT (2020) – del Tianjin prompt, trip redel Bangladesh, intention slag, \$23,000
- Mv. Kaan Aksoy 61,113 DWT (2022) – del Shanghai 24 Aug, trip via NoPac, redel New Caledonia, intention sulphur, \$19,000
- Mv. Phoenix 56,568 DWT (2012) – del Rizhao prompt, trip redel Chittagong, intention limestone, \$18,500
- Mv. Golden Kennedy 84,978 DWT (2015) – del Jingtang 27/28 Aug, trip via WC Canada, redel Singapore–Japan, \$20,000
- Mv. Mont Fort 82,113 DWT (2012) – del Nantong 25 Aug, trip via NoPac, redel Singapore–Japan, \$19,000
- Mv. Antwerpia 81,429 DWT (2012) – del Fujian 2/4 Sep, trip via West Australia, redel South China, intention grains, \$16,000 – Refined Success
- Mv. GNS Honour 81,398 DWT (2011) – del Xiamen 28 Aug/2 Sep, trip via EC Australia, redel Singapore–Japan, \$18,500
- Mv. HC Victory I 75,480 DWT (2012) – del Dongguan 29 Aug, trip via Indonesia, redel SE Asia, \$15,000
- Mv. Avax 75,399 DWT (2006) – del CJK 30 Aug/3 Sep, trip via Indonesia, redel India, intention coal, \$14,000
- Mv. Shen Hua 805 75,347 DWT (2014) – del Lumut 26 Aug, trip via Indonesia, redel South China, intention coal, \$17,500
- Mv. Jin Chuan Men 63,747 DWT (2025) – del Mongla prompt, trip redel North China, \$14,500
- Mv. Eva Shanghai 63,683 DWT (2021) – del Kaohsiung 2/3 Sep, trip via Indonesia, redel India, \$23,000
- Mv. Fuhai 52,223 DWT (2005) – del Gresik prompt, trip redel North China, \$17,000
- Mv. Venus History 95,652 DWT (2011) – del Mizushima 30 Aug, trip via EC Australia, redel Singapore–Japan, \$22,000
- Mv. Ever Best 81,719 DWT (2013) – del Kimitsu 30/31 Aug, trip via NoPac, redel Singapore–Japan, intention grains, \$20,000
- Mv. Aqualibra 63,948 DWT (2018) – del Nanjing end Aug, trip via NoPac, redel SE Asia, \$19,500
- Mv. GLBS Olympia 63,691 DWT (2026) – del Busan/Yosu 3/5 Sep, trip via NoPac, redel SE Asia, \$21,000
- Mv. Berge Catherine 63,654 DWT (2020) – del Kitimat 21/23 Sep, trip via NoPac, redel SE Asia, \$22,000 + 400k BB
- Mv. Josco Dezhou 61,657 DWT (2014) – del passing Singapore prompt, trip via Philippines, redel China, \$20,000
- Mv. Belguardian 61,070 DWT (2021) – del passing Ningde prompt, trip redel Bangladesh, \$22,500
- Mv. Josco Fuzhou 58,705 DWT (2012) – del Luoyuan prompt, trip via Philippines, redel China, intention nickel ore, \$19,500
- Mv. Navios Coral 84,904 DWT (2016) – del Yeosu 2 Sep, trip via EC Australia, redel Singapore–Japan, intention coal, \$21,500
- Mv. Sudety 82,138 DWT (2013) – del Kobe 7/9 Sep, trip via NoPac, redel Singapore–Japan, \$20,500 (recent)
- Mv. Chang Yang Jia Sha 76,662 DWT (2002) – del Yangjiang 26 Aug, trip via Indonesia, redel South China, intention coal, \$14,500
- Mv. Harlequin 40,636 DWT (2023) – del Onsan 3/5 Sep, trip redel SE Asia, \$18,500



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SE ASIA

- Mv. Desert Challenger 61,300 DWT (2017) – del DOP Tanjung Priok 30 Aug, tct via Indo, redel Bdesb, \$26,000
- Mv. Bao Chang 56,100 DWT (2010) – del DOP Spore 30 Aug, tct via Indonesia w/coal, redel China, \$15,000
- Mv. Vosco Ocean 58,159 DWT (2013) – del Spore 26/28 Aug, tct via Indo, redel China, \$15,750 – PPT
- Mv. St-Cergue 60,696 DWT (2017) – del PSG Spore, tct via Indo w/coal, redel Bangladesh, mid \$26,000's
- Mv. Royal Arkan 53,206 DWT (2008) – del Brunei 28 Aug/2 Sep, tct via Indo, redel Brunei, \$17,000
- Mv. Vosco Ocean 58,159 DWT (2013) – del Singapore 26/28 Aug, trip via Indonesia, redel China, \$15,750
- Mv. Royal Arkan 53,206 DWT (2008) – del Brunei 28 Aug/2 Sep, trip via Indonesia, redel Brunei, \$17,000
- Mv. Manta Melek 33,622 DWT (2011) – del Phu My, trip to China at DOP, \$12,000
- Mv. Iron Maiden 36,371 DWT (2014) – del Cebu, multiple legs, high \$17,000's
- Mv. Phoenix Sky 37,948 DWT (2022) – del Surabaya, multiple legs, \$19,000
- Mv. Pan Amber 38,220 DWT (2012) – del Phu My, multiple legs, \$17,500 (1st leg cement to USWC)
- Mv. Tai Horizon 39,839 DWT (2026) – del Singapore, multiple legs, \$19,000
- Mv. Dejima Confidence 40,426 DWT (2025) – del Weda 20/24 Aug, trip via Australia redel Japan, \$20,500
- Mv. Royal Image 55,975 DWT (2008) – del passing Singapore, trip via Indonesia redel Bangladesh, \$20,000
- Mv. Zhong Chang 228 57,041 DWT (2011) – del Ho Chi Minh, trip redel Philippines, intention clinker, \$16,500
- Mv. Nami One 57,353 DWT (2011) – del Bataan, trip via Chittagong redel Penang, intention clinker, \$16,000
- Mv. Doric Trident 57,859 DWT (2016) – open Cebu 26 Aug/01 Sep, on subs, trip via Indonesia redel WCI, \$23,000
- Mv. Indigo Breeze 60,430 DWT (2017) – del Koh Sichang, trip redel Chittagong, intention clinker, \$25,000
- Mv. Genco Magic 63,497 DWT (2014) – del Surabaya, trip via Indonesia redel Thailand, \$22,000
- Mv. Pacific Advance 63,507 DWT (2015) – del Singapore 19/20 Aug, trip via Indonesia redel Thailand, \$23,000
- Mv. African Pheasant 63,507 DWT (2019) – del Sarangani 21/22 Aug, trip redel Bangladesh, \$25,500
- Mv. Elbe Point 63,546 DWT (2025) – del Map Ta Phut, trip via Indonesia redel WCI, intention coal, \$19,500
- Mv. Astro Sirius 63,562 DWT (2019) – del Kendari 21/22 Aug, trip via EC Australia redel Japan, intention coal, \$21,000
- Mv. Darya Jiya 64,670 DWT (2025) – del Kauswagan 22/26 Aug, 3/5 mos period, redel WW, \$21,000
- Mv. Belmonte 81,344 DWT (2014) – del Koh Sichang 25/28 Aug, trip via Indonesia, redel India, intention coal, \$17,000
- Mv. Ocean Spring 33,633 DWT (2010) – del Jakarta 6/7 Sep, trip via West Australia, redel Singapore–Japan, \$15,000
- Mv. An Hai Confidence 37,405 DWT (2012) – del Pomalaa 26/28 Aug, trip via Indonesia, redel Taiwan, intention clinker, \$15,000
- Mv. Xin Hai Tong 805 81,805 DWT (2012) – del Tanjung Bin 31 Aug, trip via Indonesia, redel Singapore–Japan, \$17,900
- Mv. Chang Yang Jin Sha 76,662 DWT (2002) – del Yangjiang 26 Aug, trip via Indonesia, redel South China, \$14,500
- Mv. Star Mistral 63,351 DWT (2014) – del Puerto Quetzal 26/27 Aug, trip redel Philippines, \$22,000
- Mv. Pride of Yasna 56,019 DWT (2006) – del Chittagong prompt, trip via Indonesia, redel India, \$16,000
- Mv. AP Astarea 57,552 DWT (2012) – del Bataan 2/3 Sep, trip via Philippines, redel Bahudopi, \$21,000

BALTIC/CONTINENT

- Mv. C Hunna 61,700 DWT (2012) – del APS Arag, 23 Aug, tct via Cont w/crap, redel EMed, \$21,500
- Mv. SSI Meral 37,200 DWT (2011) – del DOP Liverpool ppt, tct via Germany w/steels, redel EMed, \$19,400
- Mv. C Hunna 61,683 DWT (2012) – del APS ARAG ppt, tct via EMed w/scrap, redel EMed, \$21,500 (*updated rate*)
- Mv. IVS Isogo 60,317 DWT (2014) – del Raahe 25 Aug, trip via Baltic, redel Mombasa, \$21,000 (*recent*)
- Mv. Chrysoula S 37,786 DWT (2015) – del Bilbao 29 Aug, trip via Murmansk, redel Klaipeda, intention ferts, \$17,000
- Mv. ES Honesty 37,052 DWT (2014) – del Skaw prompt, trip redel Matadi, \$16,500
- Mv. K Sukret 33,814 DWT (2014) – del Skaw prompt, trip via Baltic, redel Luanda, \$15,850

USG/USEC/NCSA

- Hearing Handy vsl – del USG, trip via SW Pass redel Cont, intention wood pellets, \$19,000
- Mv. Tanzanite 56,835 DWT (2010) – open USG, on subs, trip to NCSA, \$20,000
- Mv. Ozgur Aksoy 58,410 DWT (2011) – open New Orleans 24 Aug, on subs, trip to NCSA, intention grains, \$22,000
- Mv. Lacta 58,713 DWT (2010) – del New Orleans, trip redel EC Mexico, intention grains, \$20,000
- Hearing UMX vsl – del USG end Aug, trip EMed, intention grains, \$32,000
- Mv. Orion Trader 63,753 DWT (2025) – del Houston early Sep, trip redel India–Japan, intention petcoke, \$34,000
- Mv. China Spirit 35,097 DWT (2013) – del St. Lawrence, trip to Morocco, \$19,500
- Mv. DSI Altair 60,309 DWT (2016) – del USEC 20/25 Aug, trip redel N.Spain, intention grains, \$28,000
- Mv. DSI Pollux 60,446 DWT (2015) – open New York, fixed/failed, trip del New Orleans to Japan, intention grains, \$31,000
- Mv. Omishima 63,526 DWT (2024) – del Portsmouth 17/18 Aug, on subs, trip via St. John to Brazil, \$21,500
- Mv. Vassos 82,018 DWT (2022) – del US Gulf mid-Sep, trip redel China, intention grains, \$32,750
- Mv. Summer Lady 58,609 DWT (2013) – del SW Pass prompt, trip redel UK–Continent, intention grains, \$27,000
- Mv. Lowlands Sun 63,913 DWT (2022) – del EC Mexico 2 Sep, trip via Carbosan, redel Singapore–Japan, intention coal, \$27,500
- Mv. Boliche 62,534 DWT (2020) – del Chesapeake 30/31 Aug, trip redel UK–Continent w/woodpellets, \$29,500
- Mv. Sveti Dujam 52,096 DWT (2010) – del Beaumont 5/10 Sep, trip redel Indonesia, intention petcoke, \$22,000

AUSTRALIA / NEW ZEALAND

- 40,000 DWT vsl – del DOP Malaysia ppt, tct via Aus, redel SEA, \$19,200



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ECI

- Mv. Pas Blue Wave 31,889 DWT (2010) – open Colombo 18/21 Aug, trip to Vietnam, intention steels, \$8,750
- Mv. AM Progress 32,306 DWT (2012) – open ECI, trip to UK, intention steels, at DOP \$14,500
- Mv. Glorieuse 38,338 DWT (2012) – open ECI, trip to Italy, intention steels; via COGH \$13,750, via GOA \$16,000 + 125k AP
- Mv. APJ Shirin 56,594 DWT (2012) – open Krishnapatnam 24/28 Aug, trip via Indonesia redel India, \$16,000
- Mv. Ageri 56,754 DWT (2012) – open Chittagong 15 Aug, trip via Indonesia to WCI, intention coal, at DOP \$16,000
- Mv. Crimson Grace 61,133 DWT (2017) – open Chittagong 20/21 Aug, inter ECI coastal, \$20,000
- Mv. Aquastar 61,225 DWT (2016) – open Krishnapatnam 18/19 Aug, trip via ECI to China, intention iron ore, at DOP \$13,000
- Mv. Evangelia D 61,517 DWT (2014) – sailed Chittagong 11 Aug, del Richards Bay 28 Aug, trip redel Sri Lanka, \$23,500 + 235k BB
- Mv. Lady 63,194 DWT (2015) – open Krishnapatnam 12 Aug, del passing Singapore, trip via Indonesia to WCI, intention coal, \$21,500
- Mv. African Isabelle 63,500 DWT (2022) – open Krishnapatnam 24 Aug, trip via Indonesia to India at DOP, \$20,000
- Mv. Josco Shunzhou 63,565 DWT (2025) – in ballast ex Chittagong, del passing Singapore, trip via Indonesia redel WCI, \$21,000 (others heard \$20,500 basis del Chittagong)
- Mv. Centurion Romulus 64,618 DWT (2025) – open Chittagong 25/27 Aug, trip via Indonesia to WCI at DOP, \$20,500

WCI

- Mv. Jag Radha 58,133 DWT (2009) – open Fujairah, fixed inter Oman Gulf trip at DOP, \$24,000
- Mv. Jahan Moni 55,496 DWT (2008) – open Port Qasim 18 Aug, trip to Bangladesh, \$15,000
- Mv. Oceanbeauty 57,041 DWT (2013) – open Kandla 15/17 Aug, trip redel Chittagong, \$14,500
- Mv. SW Mistral I 58,110 DWT (2011) – open Navlakhi 18/20 Aug, trip via Kandla redel Chittagong, \$15,500
- Mv. Josco Guangzhou 61,326 DWT (2020) – open Kandla, trip via S.Africa redel China, intention manganese ore, \$15,000
- Mv. Amis Brave 61,467 DWT (2013) – open Mumbai 23/26 Aug, trip to Anyer, \$14,500
- Mv. Geodream 61,501 DWT (2011) – open Hazira 25 Aug, trip via S.Africa to India at DOP, \$14,000
- Mv. CMB Jordaens 63,447 DWT (2019) – open Mumbai 24/28 Aug, on subs, trip via WCI to FEast, intention salt, \$16,600
- Mv. Dominator 63,652 DWT (2021) – open Kandla 20/23 Aug, trip redel S.Korea, intention salt, \$17,000

FAR EAST

- Hearing 35k vsl – del Japan, trip to Thailand, intention slag, \$16,900
- Mv. EM Ruby 54,768 DWT (2009) – del Yangjiang, trip via Philippines redel China, intention nickel ore, \$19,000
- Mv. Unity Melody 55,705 DWT (2012) – del Soma, trip to Taiwan, \$17,000
- Mv. Sun Vil II 56,042 DWT (2013) – del Rizhao, trip to W.Africa, intention bagged cement, first 65 days \$14,000
- Mv. Dayang Jinlan 56,469 DWT (2012) – open CJK 28 Aug, on subs, 6/7 mos period, \$15,000
- Hearing 57k vsl – del CJK, trip to W.Africa, intention clinker & generals (on deck), \$17,250
- Mv. Zhe Hai 525 57,283 DWT (2011) – del Shanwei 21 Aug, trip via Indonesia to S.China, intention nickel ore, \$17,000–18,000
- Mv. Mission Revival 57,763 DWT (2017) – del Kaohsiung, trip via NoPac redel Singapore–Japan, \$16,500
- Mv. TJ Pelicans 58,628 DWT (2025) – open Qinzhou 26 Aug, on subs, multiple legs, \$19,500
- Mv. Equinox Dawn II 60,456 DWT (2015) – del Nansha, trip via N.Vietnam to WCSA, intention bagged cement, \$18,000
- Mv. Gramba 61,233 DWT (2021) – del Dalian ex DD 21/26 Aug, 10/13 mos period, redel WW, \$19,000
- Mv. Selena 63,464 DWT (2020) – del Guangzhou, trip via Indonesia to USG, \$14,300
- Mv. Yuan Hai Qing Han 63,776 DWT (2025) – del Qinzhou 27/28 Aug, 8/10 mos period, redel WW, \$20,750
- Mv. Tai Strength 64,458 DWT (2021) – del Quanzhou 19/20 Aug, 6/8 mos period, redel WW, \$21,000

SOUTH & EAST AFRICA

- Mv. Norse Evolution 66,300 DWT (2023) – del APS Saldanha Bay, open RBCT ppt, tct, redel China, \$25,000 + 250k bb (*scrubber for owners' benefit*)
- Mv. Kiran Caribbean 63,400 DWT (2015) – del APS Richards Bay, open Kandla ppt, tct w/coal, redel Pakistan, \$24,000 + 240k bb
- SMX vsl – del APS Mombasa, tct, redel China, \$14,150
- Mv. Devbulk Saliha 31,018 DWT (2011) – del Mombasa, trip via Richards Bay redel Cont, mid-low teens
- Hearing SMX vsl – del Mombasa, trip to China, \$14,000–14,250
- Mv. Akij Pearl 56,060 DWT (2005) – del Mombasa 22/27 Aug, trip via Nacala redel Pakistan, \$20,000–21,800
- Mv. Pacific Talisman 61,418 DWT (2016) – del Port Elizabeth, trip to Dunkirk, intention manganese ore, APS \$22,000
- Mv. Berlinda 63,242 DWT (2015) – del Mombasa 21 Aug, trip redel Pakistan/India at DOP, \$20,500
- Mv. Norse Evolution 66,305 DWT (2023) – del Port Elizabeth, trip via Saldanha Bay redel China, \$25,000 + 250k BB
- Mv. Genco Constellation 63,310 DWT (2017) – del Richards Bay, trip to Marmara Sea, \$22,000
- Hearing 64k vsl – del Maputo, trip to ARAG, APS \$21,000
- Mv. Star Opal 64,726 DWT (2025) – del Maputo 20 Aug, trip redel Pakistan, APS \$25,000 + 250k BB (others heard \$24,000 + 240k BB)
- Mv. Ocean Artemis 93,103 DWT (2011) – del Tanjung Bin 5 Sep, trip via South Africa, redel Singapore–Japan, intention coal, \$20,250
- Mv. Doukato 85,123 DWT (2019) – del passing Port Louis 29 Aug, trip via EC South America, redel SE Asia, \$25,000 + 350k BB
- Mv. Santa Emilia 77,134 DWT (2014) – del EC South America 8/12 Sep, trip redel Singapore–Japan, \$21,000 + 1,000,000 BB

RED SEA

- Mv. Chang Shen Hai 56,971 DWT (2010) – del Yanbu 13 Aug, tct via Aqaba, redel Paradip, \$18,000
- Mv. Fareast Harmony 56,756 DWT (2012) – open Djibouti 18/21 Aug, trip via Salalah redel ECI, \$14,800 + 50k AP

NOPAC/WCCA/WCSA

- Mv S. Selim 63,400 DWT (2016) – del DOP CJK 27 Aug, tct via NOPAC, redel CJK, \$18,750



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SOUTH ASIA

- Mv. Crimson Grace 61,133 DWT (2017) – del Chittagong 20/21 Aug, fixed inter EC India coastal trade, \$20,000
- Mv. African Isabelle 63,688 DWT (2022) – del Krishnapatnam 24 Aug, tct via Indo, redel India, abt \$20,000
- Mv. Aquastar 61,225 DWT (2016) – del Krishnapatnam 18/19 Aug, tct via EC India, redel China w/iron ore, \$13,000
- Mv. CMB Jordaens 63,447 DWT (2019) – del Mumbai 24/28 Aug, trip via WC India, redel Singapore–Japan, intention salt, \$16,600
- Mv. Vosco Jubilant 57,903 DWT (2014) – del Toledo 27 Aug, trip redel Bangladesh, intention clinker, \$24,000

WEST AFRICA

- Mv. Epos 63,100 DWT (2015) – del DOP Dakar 25 Aug, tct, redel Sohar/Fuj range, \$30,250
- Mv. Friederike Schulte 40,058 DWT (2015) – open Casablanca 19/20 Aug, on subs, trip via Pecem redel USG, intention steels, \$18,500
- Mv. Van Hui 63,876 DWT (2023) – del Tema 15/17 Aug, trip via Owendo redel India, intention manganese ore, \$27,000
- Mv. Star Peace 79,025 DWT (2011) – del Las Palmas 25 Aug, trip via US East Coast, redel Indonesia, intention coal, \$26,100
- Mv. ES Honesty 37,052 DWT (2014) – del Skaw prompt, trip redel Matadi, \$16,500
- Mv. K Sukret 33,814 DWT (2014) – del Skaw prompt, trip via Baltic, redel Luanda, \$15,850

ECSA/WCSA

- UMX vsl – del APS ECSA, tct, redel Cont/Med, \$24,000
- Mv. CL Kiwami 66,300 DWT (2025) – del APS ECSA, open Tema ppt, tct, redel SEA, \$19,250 + 925k bb
- Mv. Spar Electra 63,200 DWT (2018) – del DOP Vitoria 30 Aug, tct via Septiba, redel Altamira–Tampa rgn, \$24,100
- SMX vsl – del APS ECSA, tct, redel Cont/Med, \$20,150
- Mv. Mallika Naree 30,195 DWT (2008) – del Recalada, trip redel W.Africa, \$16,750

MED/BLACK SEA/MOROCCO

- Mv. Stellina 26,052 DWT (2014) – del Naples, trip via Brazil redel Fujairah, \$9,500
- Mv. C Tiger 35,693 DWT (2011) – del Iskenderun, trip redel NCSA–USG, \$9,850
- Mv. Darya Mahi 39,760 DWT (2024) – del Jakarta 16/20 Aug, short period, \$19,500
- Mv. Maro Maro 61,134 DWT (2022) – open Ashdod, fixed/failed, trip del Canakkale to Savannah, intention cement, \$17,000
- Mv. Dubai Ocean 64,418 DWT (2025) – del Iskenderun, trip via Black Sea (excl RU/UA) via GOA redel Singapore–Japan, \$27,500
- Mv. Asian Progress 64,684 DWT (2025) – in ballast ex Piraeus, del passing Gibraltar, trip via N.Brazil to Med, \$24,000
- Mv. Safeen Al Safa 81,874 DWT (2012) – del Gibraltar 26/27 Aug, trip via NC South America, redel Gibraltar, \$20,500
- Mv. Santa Irini 77,119 DWT (2015) – del Imjuiden 2/7 Sep, trip via Hamburg & Yanbu, intention grains, redel Gibraltar, \$23,000
- Mv. Gutian Trust 55,180 DWT (2003) – del Diliskeles 26/27 Aug, trip via Morocco, redel Pakistan, \$17,000

PERIOD FIXTURE

- Mv. Dayang Jinlan 56,500 DWT (2012) – del DOP CJK 28 Aug, 6–7 mos, redel WW, \$15,000
- 56,000 DWT vsl – del DOP NChina ppt, 2 LL's, redel Feast, \$16,500
- Mv. Paolo Topic 59,914 DWT (2016) – del Mao Ta Phut 26/27 Aug, min 5–abt 7 mos, \$21,500
- Mv. Asian Prominence 62,466 DWT (2017) – del Lanshan 25/27 Aug, 5–7 mos, \$22,750
- Mv. Van Hannah 63,926 DWT (2023) – del Chiwan 13/15 Sep, on subs for 1 year, \$20,500
- Mv. Ocean Belinda 40,112 DWT (2025) – del Kwangyang 30 Aug/2 Sep, 1 year, \$17,000 – linked to GMT
- Mv. Leto 81,297 DWT (2010) – del Shibushi 10 Sep, direct continuation, 12–14 months, redel worldwide, \$18,000
- Mv. Asian Prominence 62,466 DWT (2017) – del Lanshan 25/27 Aug, 5–7 months, redel worldwide, \$22,750
- Mv. GW Elite 82,177 DWT (2012) – del Yangjiang 27/31 Aug, 6–8 mos, redel worldwide, \$18,500
- Mv. Ammoxostos 82,114 DWT (2024) – del Kinwan 4/10 Sep, 12–14 mos, redel worldwide, \$22,250
- Mv. Guo Hai Lian 638 75,491 DWT (2014) – del Hong Kong 28 Aug, 5–7 mos, redel worldwide, \$17,500
- Mv. W-Lion 63,308 DWT (2014) – del Port Qasim 28/29 Aug, 10–13 mos, redel worldwide, \$19,000
- Mv. Punta Del Chileno 82,050 DWT (2025) – del China 29 Sep/2 Oct, 2 years, redel worldwide, \$20,050 (*scrubber 50/50*)
- Mv. Lestari Kuala Lumpur 82,000 DWT (2026) – del Maoming 5 Sep, 9–11 mos, redel worldwide, \$21,000
- Mv. Tan Fu Ming Sheng 76,022 DWT (2012) – del Hong Kong 31 Aug, 4–6 mos, redel worldwide, \$16,000



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