



## CAPE SIZE

The market held strong in the previous week. The sentiment remained positive with all routes being talked higher during the whole week with the exception of Friday.

A quiet start to this week, even for a Monday, with nothing reported on the C3 and C5 key routes, without which the market was lacking direction, as both Owners and Charterers withheld bids and offers resulting to a complete standoff. After the falls at the end of last week, Owners felt that probably a floor have been reached and the feeling was that it would take a day or two before we would see which way the wind will blow. Tuesday hopes for more activity were fulfilled, with charterers out for tonnage in both basins. Activity on C3 and C5 routes returned to normal, albeit at lower rates than seen previously. Charterers appeared to have the upper hand, with further pressure on these routes. C3 in particular lost just over \$1.00, though there were reports of Vale fixing below this. In the Atlantic there were reports of bids on the Bolivar to Rotterdam C7 route, reportedly at above Friday's index numbers, however no further information surfaced. Tuesday we saw a large number of cargoes with some hoping this will push the market higher. Vale was linked to a number of fixtures at ranges from \$25.80 to excess of \$26.00, however exact details remained under wraps. Reports also surfaced of a Tubarao to Gijon & Dunkirk 11-20 July loading done at \$15.00 plt. An extremely quiet Monday in Asia too, with a rumor of a \$11.00 bid on C5 but no further details. Tuesday the C5 market was falling throughout the day, with early reports of Roy Hill covering a July 5-9 loading from Port Hedland to Qingdao firstly at \$10.50 and then at \$10.10 and subsequent reports of fixtures below \$10.00 but this remained unconfirmed. Rio Tinto agreed \$10.50 for a July 9-11 loading from Port Hedland to Qingdao and in late trading, the charterer also covered a July 9-11 stem at \$10.10 plt. On timecharter Ultrabulk

fixed a 2010-built 175,401 dwt caper July 1-5 delivery Gangavaram on a trip with chrome ore via South Africa to China at \$45,500 daily. On the oil front, trade activity in the Asian crude oil market was likely to ease this week after a flurry of activity in the week ended June 18 demonstrated healthy demand and well-supported spot trading levels for both sweet and sour crude grades. The recent increase in Chinese independent refineries' demand for straight-run fuel oil as an alternative feedstock was competing with the Middle East's demand for the grade in the third quarter of this year, market traders based in the Middle East said. Crude prices moved sharply higher June 21, underpinned by global demand recovery hopes and a pause in talks to revive the Joint Comprehensive Plan of Action that could see US sanctions lifted on Iranian oil. Crude prices settled lower June 22 as the market searched for its next driver after pushing to fresh multiyear highs. China's latest round of import quotas likely to prompt caution in H2 crude buying China's second batch of crude import quota allocations has created uncertainty over the total volume that qualified independent refineries will be allowed to import for the full calendar year 2021, which is likely to make them cautious in their procurement activities in the coming months, according to market sources.

The market got off to a slow start mid-week, but in the early afternoon we saw a decided uptick in inquiry and fixing in the Atlantic. Pacific trading was once again very dull. Most ore majors were absent, with only Rio Tinto seen to be actively fixing. In the Atlantic there were rumors of a fronthaul being fixed delivery Rotterdam at \$65,000, though further details were not available. Tata covered their Narvik to Port Talbot cargo at \$8.45 and NYK their Seven Islands to Kawasaki for 14-20 July at \$33.00. Also CSN was heard to have fixed their CSN/Qingdao 29 June-5 July at \$26.50. It was

This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to and we emphasize that it is a statement of information collected from various market sources. All particulars above are from information given to us and such information as we have been able to obtain from relevant references in our possession but we can accept no responsibility and we bear no liability for any loss or damage incurred to any persons acting upon this report.

### Carriers Chartering Corp. S.A.

Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700

Email Address: [capespmx@carriers.gr](mailto:capespmx@carriers.gr), [handy@carriers.gr](mailto:handy@carriers.gr), [snp@carriers.gr](mailto:snp@carriers.gr)

[www.carrierschartering.gr](http://www.carrierschartering.gr)



a quiet and uneventful Wednesday in the East, with only Rio Tinto in the market who were heard to have fixed for 8th July dates in the region \$10.45/50 though no further details surfaced.

Approaching the end of the week there was a big volume of cargoes in the North Atlantic with some firm numbers have been reported as fixed and subsequently failed. A sign that the market was falling.

The Pacific after a slow start of the week saw more activity however of the major miners only Rio Tinto was in the market again. The C3 Brazil to China route gained was up, with Vale and other charterers in the market. The C5 West Australia to China route also rose with prompt dates at a discount. In the Atlantic NCSC have covered their Puerto Bolivar to Hadera 15-24 July stem in excess \$19.00. Mittal also fixed Itagui to Fos at \$13.00, and Cargill fixed their Punta Ubu to Ijmuiden also at \$13.00. TKS covered their Nouadibou to Rotterdam for 5-19 July at \$9.40 and CSE fixed its mid- July Seven Islands/Far East at \$32.00 basis 1.25% total. There was a notable activity on C17 with Ore & Metals awarding their Saldanha Bay to Qingdao 19-24 July tender at \$18.87 fio whilst IMR covered a 20-24 loading

at around \$21.35 fio basis maximum \$80,000 d/a. Also Salgitter fixed their smaller lift of 130,000/10 tons from Saldanha Bay to Hansaport for 15-24 July at \$13.50 basis 1.25% ttl. Elsewhere CSE fixed their Port Cartier to Luoyu for 5-12 July at \$33.00 fio basis 1.25% total and TKSE its Nouadhibou/Rotterdam 5-19 July stem at \$9.25 fio. In Asia Kepco awarded its Newcastle to Ha Dong 15-19 July coal tender at \$17.65. On C5 there were lots of rumors with numbers ranging from \$11.00 to \$11.25 however confirmation was lacking. It only emerged that NYK recently covered its 8-17 July loading at \$10.50 whilst Netbulk awarded their 20-31 July tender at \$12.00 basis maximum d/a \$80,000 and 1.25% total commissions. On timecharter Panocean fixed a 2009-built 179,329 dwt vessel retro Yeosu 19 June for a trip via EC Australia redelivery South Korea around \$23,000 daily and Deyesion a 2004-built 175,085 dwt caper delivery Fangcheng end June for a trip via Indonesia redelivery Zhoushan \$29,000 daily.

Despite an infusion of new business over the course of the week, trading appeared to have peaked and consequently next week remains a question mark.

## PANAMAX

Previous week had a subdued finish in the Atlantic giving charterers a chance to take a breather from the rapid gains we had seen over the week. In the Pacific, after a very busy week with incredible gains, it came as no surprise that we also had a quiet end. This was underlined by a big sell off on the FFA market, albeit one which recovered a touch as Friday went on. Going forward, the feeling was that the market had still something to give.

A poor start of this week for the sector as the cooling off feel witnessed back end of previous week, continued into Monday, with charterers withdrawing from the market, anticipating a further easing of rates. On top of it our national holiday here also kept a lid on activity. Tuesday weaker rates and a softer tone continued to be seen throughout. In the Atlantic talk of the frontHauls finding some support with better

bids was unclear whether this was for shorter duration business compared with the route criteria. Elsewhere, there remained little fresh demand and rates continuing to falter. In East, Charterers for Australia and Nopac rounds were sharply down. An excess of available tonnage was weighing on the market. In the Atlantic a 2010-built 82,168 dwt kamsarmax Passero spot was fixed for a trip via Black sea redelivery Far East at \$59,000 daily basis a 40 days minimum duration. Tuesday was slightly more active with more North Continent fixing compared to recent weeks. In the North Atlantic, tonnage list was slightly longer than last week however the offers were still high and only the very spot ships were willing to fix market levels for trans-Atlantic, but a couple of operators were present to take vessels for legs which added some support. The frontHaul was well bid and supported following continued NC South

This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to and we emphasize that it is a statement of information collected from various market sources. All particulars above are from information given to us and such information as we have been able to obtain from relevant references in our possession but we can accept no responsibility and we bear no liability for any loss or damage incurred to any persons acting upon this report.

### Carriers Chartering Corp. S.A.

Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700

Email Address: [capespmsx@carriers.gr](mailto:capespmsx@carriers.gr), [handy@carriers.gr](mailto:handy@carriers.gr), [snp@carriers.gr](mailto:snp@carriers.gr)

[www.carrierschartering.gr](http://www.carrierschartering.gr)



America bids at least around last done, if not better levels. Further South, EC South America for end July seemed softer view less activity and owners were not getting much traction for this arrival, however similarly the spread was large and fixing levels were realistically around last done. Bunge fixed a 2010-built 79,677 dwt panamax June 28 delivery La Coruna for a trip via NC South America redelivery Skaw-Gibraltar at \$28,000 daily. Voyage business heard that ArcelorMittal covered their July 1-10 ore loading from Tubarao to Ghent at \$21.50 fio. In Asia, EC South America reports had a 2103-built 81,721 dwt kamsarmax delivery passing Sunda Strait 4 July a round trip in the region of \$33,000 daily but little else came to light and a scrubber fitted 2006-built 82,295 dwt vessel Gopalpur 22 June was rumored fixed for a trip to Iran at \$35,500 daily. Tuesday proved another sluggish day in the Pacific as we were seeing bids in the mid-high \$20K levels, nowhere near to the 30K plus levels consistently fixed last week. Owners' resistance was being tested as fresh demand remained minimal and consequently a number of nearby ships started to reduce rates. With FFA still declining, momentum continued to slide in charterers' favor. Tuesday was another day of limited information surfacing. Seatrans were linked with a 2013-built 81,700 dwt kamsarmax CJK spot for a NoPac round at \$28,000 daily, whereas ADMI was said to have fixed & failed a 2013 80,559 dwt vessel Bahodopi early July for a trip via EC South America redelivery Singapore-Japan at \$30,600 daily. Voyage business reported SAIL awarded its July 11- 20 coal tender from Dalrymple Bay to Visakhapatnam at \$29.20 fio. Period news involved Viterra taking a 2017-built 81,668 dwt kamsarmax from South Korea 10-15 June for 32/35 months trading at 117% against the BPI74 4-tc index. There was still period interest on Tuesday. In the Atlantic, Oldendorff fixed a 2010-built 79,471 dwt vessel July 10 delivery Aarhus for 7-9 months trading redelivery worldwide at \$28,000 daily plus a bonus of \$800,000.

Atlantic trading was steadier mid-week, with some upside potential.

In the North several vessels disappeared from the market either fixed or placed on subjects, although details had yet to be reported.

Longer tonnage lists in the East kept a lid on any rate recovery. As a result Australian round trips were being concluded at lower rates.

A number of ships were picked off late Tuesday night in the North Atlantic, resulting in a shorter tonnage list on Wednesday's opening. Consequently, the bids quickly came back, coupled with some renewed period interest and a strong rally on FFAs only reinforced the firmer sentiment. Further South, fixing volumes also improved from an EC South America market which initially looked quite well supplied for July loading, however this quickly turned into a market where the momentum was back firmly with owners. Cargill took a 2009-built 76,619 dwt panamax June 25 delivery Rotterdam for a trip via NC South America to Far East at \$41,500 daily. In the North, a the scrubber fitted 2016- built 84,806 kamsarmax Gdynia 29 June was placed on subjects for a Baltic round however details remained under wraps.

In Asia we saw a slight improvement in the volume of fixing and rates exchanged. It was evident that even with the slight increase of demand; charterers remained hesitant to improve from their previous bids. Gradually more spot ships continued to edge closer to the bid.

NoPac grain fixtures remained thin in volume. The reach from EC South America demand helped to stabilize the Pacific, giving the market an overall flat tone. With renewed period interest on the back of FFAs, a further stabilization was expected. PCL took a 2017-built 85,001 dwt kamsarmax June 20 delivery retro-Yantai for a trip via EC Australia redelivery India at \$32,250 daily. A 2020-built 81,093 dwt vessel was fixed June 22 delivery Dangjin for a trip via EC Australia redelivery Singapore/ Japan at \$32,000 daily. No word on the charterer involved. NYK was linked with a 2010-built 93,260 dwt post panamax June 25-27 delivery Huanghua for a short trip via North China redelivery Japan at \$31,500 daily. In addition a 2001-built 74,249 dwt panamax agreed \$26,000 daily with unnamed charterers June 25-28 delivery Kunsan for a trip via CIS Pacific redelivery China. NoPac business included Cofco Agri taking a 2005-built 76,752 dwt panama June 24-27 delivery Kunsan for a NoPac round at \$26,000 daily, whilst a 2016-built 81,060 dwt kamsarmax CJK 23-24 June went on the same route at \$32,000 daily. HMM booked a 2011-built 79,445 dwt panama June 24 delivery Quanzhou for a trip via Indonesia redelivery Malaysia at \$25,000 daily. EC South America continued to absorb tonnage from

*This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to and we emphasize that it is a statement of information collected from various market sources. All particulars above are from information given to us and such information as we have been able to obtain from relevant references in our possession but we can accept no responsibility and we bear no liability for any loss or damage incurred to any persons acting upon this report.*

### Carriers Chartering Corp. S.A.

Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700

Email Address: [capespmx@carriers.gr](mailto:capespmx@carriers.gr), [handy@carriers.gr](mailto:handy@carriers.gr), [snp@carriers.gr](mailto:snp@carriers.gr)

[www.carrierschartering.gr](http://www.carrierschartering.gr)



Asia. Cargill fixed a 2013-built 76,854 dwt panamax July 3-10 delivery passing Singapore for an EC South America round at \$30,000 daily, whilst a 2004-built 76,801 dwt vessel went to undisclosed charterers June 29-30 also delivery passing Singapore at the same rate. Voyages in the basin reported KEPCO awarded its 6-15 July tender from Newcastle to Samcheonpo at \$22.23. The charterer also awarded a July 3-7 tender from Tarahan to Yonghung at \$15.25 fio.

Approaching the week-end rates took an upward turn as charterers finally started to put in the market their cargoes from EC South America. North Atlantic trades picked up too and rates firmed on the limited tonnage available. Despite the influx of new business, details of much of the concluded business had yet to emerge. Pacific trading was less active, with only limited cargoes from Australia and for NoPac. There was still an ongoing interest for period.

In the Atlantic, North Atlantic market not as active, however quite a number of fixtures concluded at again stronger numbers. The tonnage supply became even tighter, with very few ships left for June dates in the North Continent and also in the Mediterranean. Most owners increased their offers again by quite a bit, leaving a rather wide spread against charterers bids ahead quite carefully. EC South America was definitely busier, with decent fixing volume and focus on late July arrivals, with rates moving further north.

Out of the Atlantic, Olam fixed a 2004-built 76,417 dwt scrubber- fitted panamax June 27-28 delivery Cape Passero for a trip via NC South America redelivery Singapore-Japan at \$39,000 daily. Aquatrade took a 2008-built 75,750 dwt panamax July 1-5 delivery Gibraltar for a trip via the Amazon River to the Continent at \$30,000 daily. Bunge was linked with a 2006-built 76,585 dwt vessel June 27 delivery Singapore on a trip via East Coast South America and redelivery Singapore/Japan range at about \$28,500 daily.

In the East, the market was dominated by the activity from EC South America. It seems Taiwanese coal demand has replaced the same function from the Japanese last week. Indonesian demand, although relatively healthy, had minimal impact on rates. With NoPac providing little activity and a continued

slow down for India coal demand, in order for the Pacific to be self-reliant and maintain current levels we will need to see fresh demand outside of EC South America. The Pacific heard that a 2020-built 81,982 dwt kamsarmax fixed June 25-30 delivery Jakarta for a trip via EC South America redelivery Singapore-Japan at \$35,000 daily. No word on the charterer involved. A 2008-built 82,354 dwt kamsarmax went also to an unnamed charterer June 13 delivery retro-passing Sunda Strait for a trip via EC South America redelivery Singapore-Japan at \$33,950 daily. Bunge was linked with a 2006-built 76,585 dwt panamax June 27 delivery Singapore for the same trip at \$28,500 daily. The charterer also fixed a 2012-built 81,108 dwt kamsarmax June 5-6 delivery Singapore on the same run at \$31,000 daily. In addition Oldendorff took a 2010-built 82,206 dwt kamsarmax June 25 delivery Singapore at \$32,250 daily. Cargill was also active, taking a 2010-built 75,506 dwt panamax June 25-30 delivery Tuticorin also for a trip via EC South America redelivery Singapore-Japan at \$30,875 daily, a 2013-built 76,854 dwt vessel July 3-10 delivery Singapore at \$29,750 daily and a 2007-built 75,527 dwt vessel at \$29,000 daily June 17 delivery retro-Paradip. Polaris fixed a 2012-built 75,458 dwt panamax June 23 delivery Qinzhou on the same route at \$27,000 daily. From EC Australia Koch was reported to have booked a 2016-built 81,067 dwt kamsarmax June 26-28 delivery CJK for a trip via EC Australia redelivery India at \$33,500 daily and Starbulk was linked with a 2012-built 81,523 dwt vessel for June 28 delivery CJK also for a trip via EC Australia redelivery Singapore/Japan at \$28,000 daily. Finally on the same run an undisclosed charterer reportedly fixed a 2012-built 78,092 dwt panamax June 26-29 delivery Campha at \$27,000 daily.

Elsewhere Panocean fixed a 2014-built 81,805 dwt kamsarmax June 23 delivery Shanwei for a trip via Indonesia to South Korea at \$27,000 daily. For voyages in the East, KEPCO awarded its July 10-14 coal tender from Balikpapan to Dangjin at \$14.44 plt.

Period business saw Bunge taking a 2011-built 75,019 dwt panama June 27-July 3 delivery Singapore for 6-8 months trading at \$28,500 daily.

An impressive finish of the week promising an active next week.

*This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to and we emphasize that it is a statement of information collected from various market sources. All particulars above are from information given to us and such information as we have been able to obtain from relevant references in our possession but we can accept no responsibility and we bear no liability for any loss or damage incurred to any persons acting upon this report.*

### Carriers Chartering Corp. S.A.

Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700

Email Address: [capespmx@carriers.gr](mailto:capespmx@carriers.gr), [handy@carriers.gr](mailto:handy@carriers.gr), [snp@carriers.gr](mailto:snp@carriers.gr)

[www.carrierschartering.gr](http://www.carrierschartering.gr)





**SUPRAMAX – HANDYMAX – HANDYSIZE****EAST COAST SOUTH AMERICA / WEST AFRICA**

A typically dull but steady week comes to an end for supramax/ ultamax size, with extremely limited fixtures reported out of the W.Africa/ ECSA region, despite this however the market sentiment remained positive throughout the week. Supramaxes ex West Africa were getting paid around \$40,000/ \$41,000 plus 250.000 bb for trips to China, while Ultramaxs were getting paid around \$31,000/ \$32,000 for trips

to Continent/ Baltic. Contrastingly, the handysize sector was able to shed more light on the health of the region as more fixtures had come to light. Trips via ECSA to east med were paying around \$32,000/ \$33,000 whilst the trips to west med were paying around \$29,000/ \$30,000. Trips to continent were paying around \$25,000/ \$26,000.

**MEDITERRANEAN/ CONTINENT / BLACK SEA**

Sentiment remained strong in many areas and market continued to rise with all routes making sizable steps upwards in Cont/ Med/ Black Sea area and rising numbers on both trips and period appeared this week.

Handysizes saw another day of upward movement for both rates and index routes.

A 38,000 was believed to have been placed on subjects for a trip basis delivery Fos via Damietta to the Mississippi River at \$28,000.

Black Sea business for supramax/ ultramax size was described as top-rates.

Mediterranean was said to have remained firm with the Black Sea region seeing a balance of tonnage and requirement so healthy numbers were being discussed for trips to West Africa, but little surfaced.

A 61wt was heard to have been failed for a trip to West Africa some said at around \$50,000. A 52dwt open also east Mediterranean was closer working a similar direction but no further details surfaced.

The western part of the Mediterranean was also seeing more cargo including more requirements of fertilizers and clinker.

A 37dwt for delivery Algeria on a trip with

redelivery Brazil at \$24,500 daily.

More steel cargoes and fertiliser cargoes hit the market and rates were firm in Continent.

On the Continent period rates were climbing having an effect on the trips rates, with rumors of upper \$20,000 now being fixed on larger handys for trips into the US Gulf.

A 38/39,000 has been fixed for a trip from the Continent to US Gulf at \$28,000 alternative in Charters option Redelivery US East Coast at \$30,000. Also a 45dwt open Immingham was rumored to have been fixed basis delivery DOP for a trip to the US Gulf at \$27,500.

A 38dwt open in Oran with prompt dates, was rumored to have been fixed for a trip via Bilbao to North Coast South America with an intended cargo of Clinker at \$30,000 to Cofco.

On the period found a 35dwt open Bilbao rumored that clean fixed at \$26,500 for minimum 4 months with Atlantic redelivery.

On the supramax sector a Chinese 57,000 open Ireland was linked to a scrap run to the east Mediterranean at \$34,000 whilst a 55dwt in Arag fixed at \$37,500 for usual scrap run to Turkey.

*This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to and we emphasize that it is a statement of information collected from various market sources. All particulars above are from information given to us and such information as we have been able to obtain from relevant references in our possession but we can accept no responsibility and we bear no liability for any loss or damage incurred to any persons acting upon this report.*

**Carriers Chartering Corp. S.A.**

Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700

Email Address: [capespmx@carriers.gr](mailto:capespmx@carriers.gr), [handy@carriers.gr](mailto:handy@carriers.gr), [snp@carriers.gr](mailto:snp@carriers.gr)

[www.carrierschartering.gr](http://www.carrierschartering.gr)



## FAR EAST/ INDIA

(\*\*Below info on the basis of an average 58k dwt vessel - basis our views/feeling/information on the market)

Market's sentiment improved further this week, with India/South Africa playing the leading role in this rally. An eco-58 could secure around \$36,000/ \$37,000 levels basis Singapore for a coal shipment via Indonesia back to West Coast of India or closer to \$39,000/ \$40,000 if for shipments ex Indonesia destined to China. Pacific rounds have been paying around \$29,000/ \$30,000 basis CJK subject to the cargo/duration and eventual destination – while rumor has it that a 55 achieved \$33,000 for a South Africa round back to China, hence looks like the strong Indian ocean is about to boost

once again sentiment in Far East. Supras opening WCI could get around \$42,000/ \$43,000 for trips via PG to Vietnam while iron ore via ECI to China would also pay in the area of \$42,000/ \$43,000 levels. Ballasters could secure around \$19,500 plus \$950,000 basis Afspas Richards Bay for coal to WCI, more like \$20,000 plus \$1,000,000 if for ECI, around \$18,500 plus \$850,000 for Pakistan while levels have been fluctuating around \$35,000/ \$36,000 basis ECI for a long trip via South Africa to China. On the period front, levels have been moving around \$29,000/ \$30,000 basis North China for 4/6 months period or closer to \$36,000/ \$37,000 if basis WCI, always subject to flexibility offered.

---

## FFA

The week started for cape softer and panamax volatile. Tuesday was volatile and even though started for both sizes softer after index all losses were quickly erased and day ended supported. Mid of the week had its ups and

downs for cape and panamax started slower and softer soon turned positive. Thursday was overall firm for both sizes with the week ending active with good volume.

---

*This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to and we emphasize that it is a statement of information collected from various market sources. All particulars above are from information given to us and such information as we have been able to obtain from relevant references in our possession but we can accept no responsibility and we bear no liability for any loss or damage incurred to any persons acting upon this report.*

---

### Carriers Chartering Corp. S.A.

Kaplanon 7 & Massalias Street, 106 80 Athens, Greece | Telephone: +30-210 3668700

Email Address: [capespmx@carriers.gr](mailto:capespmx@carriers.gr), [handy@carriers.gr](mailto:handy@carriers.gr), [snp@carriers.gr](mailto:snp@carriers.gr)

[www.carrierschartering.gr](http://www.carrierschartering.gr)

