



CAPE SIZE

Activity was limited previous week in the Pacific and much stronger in the Atlantic, however this also weakened as the week progressed.

Trading got off to a typically slow start Monday. Little information was heard in the Atlantic, with rates trending sideways or slightly off last done. Some upside was seen in the East, with the rates fixed at last done, whilst new offers were at slightly higher levels.

The market improved marginally Tuesday as the Pacific saw a firming of levels out of West Australia with several majors linked against tonnage. Most other routes were largely unaffected other than a small tilting of the scales in to positive sentiment territory. The north Atlantic market registered little activity and subsequently weakened in both Transatlantic and Fronthaul routes.

In the Atlantic it emerged that Friday last Ore & Metals awarded their Saldanha Bay to Qingdao 21-26 July tender at \$20.55 basis 1.25% commissions. No new trades were heard Tuesday although Vale was in the market for second half July loading dates, bid level unknown. Activity was dull and with the C8 and C9 index routes moving down. It emerged that Friday last Arcelor Mittal covered their July 5-14 loading from Port Cartier to Qingdao at \$35.75.

In Asia, Richland covered their C5 full August dates loading at \$13.35. Rumors came in late afternoon of a fixture done above last done levels for 15 July dates but more substantial details were lacking. Rio Tinto booked a July 12-14 loading from Port Hedland to Qingdao at \$12.80. Tuesday we saw a slight improvement with firmer rates reported done from West Australia, as the majors came back into the market in force. Rio Tinto was rumoured to have fixed at \$12.95 their standard Dampier to Qingdao but dates remained unknown. BHP was also heard fixing at \$12.90 their 14-16 July stem from Port Hedland. In addition KEPSCO

awarded its July 15-19 coal tender from Newcastle to Dangjin at \$18.75.

A scorching surge in prices of key commodities has turbo-charged dry bulk shipping. Demand for iron ore, copper and coal driven by a fast recovery from the Covid-19 trade slump particularly in Asia, prompted talk we are heading into a new commodities "supercycle" and lifted freight rates to levels not seen since the 2000s boom.

The market took an abrupt downturn mid-week, with only limited new business on offer and charterers managed to fix below last done, with talk of easier numbers fixed for the key C3 and C5 routes.

In the Atlantic Vale was rumored to have fixed several vessels.

Vessels names mentioned were widely denied leaving little insight into the activity. The charterer was linked to one of the fixtures at mid-\$26 level on their standard Tubarao to Qingdao for 16-31 July loading dates.

In Asia, on C5 Richland was heard to have covered a 15-24 July loading at \$12.00 and Rio Tinto was rumored to have fixed from Dampier at \$12.45 and later \$11.90, on 16- 8 July loading dates.

Elsewhere time charter business reported Five Ocean fixed a 2009-built 182,060 dwt vessel delivery Salaya on 27 June for a trip via Taman redelivery South Korea at \$41,000 daily.

The approach of the weekend brought little joy to Capesize owners.

Charterers succeeded to push rates down despite the injection of some fresh inquiry on most Index routes down across the board. Transatlantic was one of the only regions to remain quiet providing little resistance against the growing negative sentiment. Korean charterers were active for a range of coal cargoes as both West Australia and Brazil routes remained busy for iron ore into China.

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In the Pacific, Korea Line took a 2011-built 176,371 dwt caper spot delivery CJK on a Pacific round at \$33,000 daily. KEPCO awarded its end July coal tender from Newcastle to Hadong at \$19.23 plus its July 16-20 loading from Newcastle to Younghueng at \$16.77 plt. The charterer also tendered for a July 11-20 coal cargo from Vanino to Hadong at \$8.40 plt. On C5 BHP Billiton covered its July 18-20 loading from Port Hedland to Qingdao at \$11.50 plt. Rio Tinto also agreed an even lower \$11.40 for July 16-18 loading also from Port Hedland.

On the period front Pacbulk fixed a 2006-built 206,291 dwt newcastlemax delivery Zhoushan ex dry-dock 10 July/onwards for 7-11 months trading at \$34,500 daily.

The Baltic Cape Index suffered heavy losses this week. BCI dipped 1,511 to 3,510 and BCI 5TC average plunged \$4,242 standing this Friday at \$29,106 daily.

PANAMAX

Previous week saw the BPI making further big gains, with a midweek grain push from EC South America and elsewhere in the Atlantic. Aided by a firmer physical and FFA market, the outlook remained good with the market players taking some cover resulted to a noteworthy period fixing. Trans-Atlantic rates hovered around the \$30,000 mark, whilst fronthaul fixing saw \$41,500 agreed on a panamax for a trip via EC South America redelivery Fareast. Asia by contrast lacked any real spark, but here again rates started to improve midweek also boosted by the EC South America activity.

Trading started the week 26 very actively, with reports of strong demand in both basins. In the Atlantic, index routes made significant gains, particularly for fronthauls or trans-Atlantic rounds. Tight tonnage availability helped heat up the market with fresh inquiry from NC and EC South America. On top of that, trans-Atlantic ore cargo demand flooded in. Pacific business was decidedly quieter, with most owners hoping demand from the Atlantic would mop up tonnage and push rates up. Apparently they proved correct.

Interest in period fixing remained on the table.

The fundamentals in the Atlantic looked extremely firm as we headed into the new week. Tonnage was remarkably tight in the North leading to levels being hiked upwards for both trans-Atlantic and trips out, with some charterers bidding vessels ex Indian Ocean for Continent fronthaul stems. After last week's clear-out ex EC South America, offers in the South were also revised upwards with the

handful of bids seen above last done. The positivity looked set to continue.

Bunge fixed a 2013-built 82,099 dwt kamsarmax basis June 30 delivery Gibraltar for a trip redelivery Skaw-Gibraltar at \$38,000 daily.

In the Pacific the air of bullish sentiment continued, and whilst the market looked typically placid on Monday, charterers began to chase tonnage for both trips and period, on the back of a strong start on derivatives. Initially, the supply side looked a little heavier than last week, and the fresh enquiry sluggish. However, the emergence of increasingly higher bids from the Atlantic appeared to be propelling the rest of the market in an upward trajectory, fueling owners' optimism.

EC South America was again the "Primantona of the market". A 2010-built 74,967 dwt panamax was fixed to a grain house July 3-4 delivery passing Singapore for a round trip at \$31,500 daily and Cofco Agri agreed \$37,000 daily with a 2017-built 81,947 dwt kamsarmax June 26-27 delivery Gangavaram for redelivery Southeast Asia. The charterer also fixed a 2011-built 74,940 dwt panamax mid-June delivery Singapore on the same run at \$27,000 daily, whilst Bunge booked a 2012-built 81,254 dwt kamsarmax June 26 delivery Hazira redelivery Singapore-Japan at \$34,750 daily. Unnamed charterers fixed a 2013-built 81,630 dwt kamsarmax at \$33,500 daily basis June 23 delivery retro-Visakhapatnam redelivery Singapore-Japan, whilst a 2012-built 82,099 dwt kamsarmax went to an undisclosed charterer June 10 delivery retro-Mormugao at

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\$31,000 daily. In addition a scrubber-fitted 2012-built 74,933 dwt panamax was linked to Olam delivery Malaysia 5-8 at a rumored rate of \$31,000 daily but this had yet to be corroborated.

Elsewhere Louis Dreyfus took a 2009-built 83,688 dwt kamsarmax July 2-5 delivery Linkou for a 2 laden legs trip redelivery India-Japan at \$30,000 daily and Tongli fixed a 2012-built 75,051 dwt panamax 27 June Yuhuan for a trip via EC Australia redelivery Taiwan at \$29,000 daily.

From EC South America Olam fixed a 2012-built 82,122 dwt kamsarmax June 29 delivery Port Kelang on a round trip at \$35,000 daily. Voyages in the East reported SAIL awarded its July 15-24 coal tender from Gladstone to Visakhapatnam at \$32.05 and KEPCO its coal tender from Dalrymple Bay to Boryeong 25-24 July at \$22.29 fio.

On the period front, in the Atlantic a 2012-built 79,516 dwt vessel went to Speed Logistics July 5-10 delivery Constantza for 5-7 months trading redelivery worldwide at \$32,000 daily plus \$1,250,000 bonus, whilst Oldendorff booked a 2012-built 82,057 dwt kamsarmax June 28-30 delivery Rotterdam also for 5-7 months but redelivery in the Atlantic at \$32,500 daily. In Asia, Smart Gain took a 2014-built 80,545 dwt vessel July 5-15 delivery Nadahama for 1-years trading redelivery worldwide at \$28,500 daily. Tuesday Cofco Agri fixed a 2021-built 82,300 dwt kamsarmax August 11 delivery Zhoushan for 11-13 months at \$29,500 daily.

Mid-week activity was fairly subdued in the Atlantic, but rates were undeniably firm. The Black Sea had been drawing most of the attention for owners with vessels open India-China range; fixing volumes however had taken a slight breather but with little respite for charterers as owners continued to increase their offers. Activity in the North, although it was slow in comparison to other areas, saw levels remaining robust against an ever shortening tonnage supply within the Skaw-Mediterranean range, whilst fresh cargos continued to hit the market. Levels were expected to improve as fundamentals in all areas remained in owners' favor whilst all loading areas scrambled for tonnage from ever further destinations. Cofco Agri booked a 2009-built 76,739 dwt panamax July 3 delivery

Barcarena for a trans-Atlantic round with redelivery on the Continent at \$50,000 daily.

Atlantic resumed their drive upward Thursday as shorter tonnage lists in Skaw-Mediterranean range forced charterers to source tonnage from the Indian Ocean and Asia. Cargoes from EC South America continued to hit the market and a number of ships were said to have been plucked from the market with little fanfare.

On the contrary Pacific was active, with more cargo coming on line from Australia. Rates remained very well supported on the nearby orders, with charterers trying to stall fixing second half July Pacific stems, in case they chance upon a break in the market. NoPac and US Gulf enquiry appeared slower, but it was evident that there was a certain degree of undercover bidding around. Indonesian demand was abundant, and charterers were seeking out the owners needing to keep duration short, as the bids from the Atlantic continued to be very attractive. For Black Sea originated cargos, Olam fixed a 2005-built 76,498 dwt panamax July 29-August 2 delivery Trincomalee for a trip via the Black Sea to the Persian Gulf at \$38,000 daily and Cargill took a 2009-built 81,397 dwt kamsarmax July 9-16 delivery Krishnapatnam on the same route at \$37,000 daily. Cofco Agri also fixed a 2012-built 79,440 dwt vessel July 1-2 delivery Dong Guan for a trip via the Black Sea to Singapore-Japan at \$34,000 daily with an EC South America option at \$32,500 daily. In addition an unnamed charterer had taken a 2011-built 87,447 dwt kamsarmax June 29 delivery Vung Tau for a trip via the Black Sea to the Far East at \$31,000 daily. From EC South America Cofco Agri fixed a 2012-built 81,403 dwt kamsarmax June 16 delivery retro Phu My for a round trip at \$33,750 daily. On the same run an unidentified charterer took a 2010-built 80,545 dwt vessel at \$32,000 daily July 3-4 delivery Batangas. NYK was also said to have booked a 2012-built 81,403 dwt vessel June 16 delivery retro Phu My for a trip via EC South America back to Singapore-Japan at \$33,750 daily and Panocean a 2001-built 75,106 dwt panamax open July 1-3 CJK on the same run at \$28,000 daily. Elsewhere Norden reportedly fixed a 2009 built 83,688 dwt kamsarmax July 2-5 delivery Linkou for a trip via Indonesia to China at \$31,000 daily and Jera Trading was linked with a 2011-built 87,329 dwt kamsarmax June 29 delivery Taichung for a trip via Indonesia redelivery Japan at \$30,000 daily, followed by an undisclosed charterer with a

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2012-built 79,401 dwt panamax prompt delivery Qinzhou for a trip via Indonesia redelivery Taiwan at \$28,000 daily. Also NYK fixed a 2016-built 84,790 dwt kamsarmax July 2 delivery Yokohama for a trip via EC Australia to Taiwan at \$36,000 daily. For voyages in the East, a September 5-15 barites cargo from Krishnapatnam to the Lower Mississippi River was reported done at \$34.00 plt however with no word on the charterer involved. Otherwise the usual "suspects" were there. SAIL awarded its July 20-29 coal tender from Hay Point to Visakhapatnam at \$33.80 fio and POSCO its 90,000 tons 10% coal tender for July 17-26 from Hay Point to Pohang at \$20.25 plt. In addition KEPCO's coal tender for July 12-16 from Balikpapan to Samcheonpo was awarded at \$15.28 plt. Pacific rounds continued to see firmer rates Thursday as ballasters and fresh inquiry limited available tonnage. Indonesian coal cargoes and interest in period fixing were also helping to lift rates. Trading was calmer but with concluded rates still very solid. Charterers that needed to move were well aware of the levels that they had to pay, but those with time in front of them were resisting where possible. The slight drop in demand over supply had no bearing on the market, given the Atlantic taking any ballaster or prompt ship without hesitation from not just the usual loading areas. Owners remained very optimistic and happy to wait, perhaps until next week, should the market surge again. Cargill fixed a 2012-built 81,507 dwt kamsarmax July 6 delivery Singapore for a trip via the Black Sea redelivery Singapore/Japan at \$38,000 daily and an undisclosed charterer took a 2005-built 75,744 dwt panamax July 3-4 delivery Singapore for a trip via the Black Sea redelivery Iran at \$39,250 daily. Elsewhere a 2008-built 79,964 dwt vessel went to an unnamed charterer June 30-July 1 delivery Paradip for a trip via EC India redelivery China at \$45,000 daily, while after fixing and failing for a trip to Japan a 2012-built 95,755 dwt post panamax was fixed to BG Shipping for July 5-10 delivery Ube for an EC Australia round at \$37,750 daily. Also Klaveness fixed a 2012-built 81,569 dwt kamsarmax July 6-7 delivery Port Dickson for a trip via Indonesia redelivery in the Philippines at \$36,000 daily. Voyages in the East, reported KEPCO awarded its July 16-25 coal tender from Gladstone to Yeongheung at \$23.30 and its July 15-19 from Samarinda to Yeongheung at \$14.95 plt.

Period interest remained alive but the gap perhaps was a little wider with greater expectation on the offers. Comerge fixed a 2020-built 81,688 dwt scrubber-fitted kamsarmax July 3-4 delivery Singapore for 12-14 months trading redelivery worldwide at \$34,000 daily. The scrubber benefit is to the charterer's account and Oldendorff was linked with a 2006-built 77,031 dwt panamax July 3-5 delivery Duqm for 6-8 months trading redelivery worldwide at \$35,000 daily.

The market approached the end of the week with continued infusion of new business likewise over the course of the week, and although trading appeared to have peaked, the sentiment remained positive with all routes being talked higher.

In the Atlantic, Cargill fixed a 2013-built 82,023 dwt kamsarmax delivery Black Sea 10-15 July for a trip with grains to Turkey at \$45,000 daily plus \$160,000 ballast bonus. The charterer also booked a 2020-built 82,000 dwt vessel Imjuiden 2-5 July for a trip via the Baltic redelivery Skaw/Dunkirk at \$45,000 daily and a 2012-built 78,087 dwt panama Immingham 7-11 July for a similar trip via Ust Luga to redelivery Skaw/Ushant at \$46,000 daily, whilst ACB fixed & failed a 2015-built 82,014 dwt kamsarmax San Ciprian 5-6 July also on the same route at \$48,000 daily.

In the Pacific, unnamed charterers fixed a 2011-built 93,217 dwt post panamax Fuzhou 2-4 July for a WC Australia round at \$33,500 daily, whilst Libra booked a 2008-built 82,300 dwt kamsarmax CJK 3-4 July region \$32,500 daily. In addition Rio Tinto fixed a kamsarmax for a trip via Weipa to China for 20-22 July in the low \$30,000s however further details remained vague. EC South America grain fixtures included a 2019-built 81,783 dwt kamsarmax Singapore 8-10 July gone for a round trip at \$38,000 daily, a 2010-built 82,206 dwt vessel retro delivery Singapore 25 June at \$37,500 daily, whilst a 2012-built 75,467 dwt panamax Fangcheng 5-6 July was rumored fixed on the route region \$32,000 daily. Elsewhere Wooyang fixed a 2002-built 74,222 dwt panamax Ningde 1-2 July for a trip via Indonesia with coal to South Korea at \$29,000 daily, Viterra was linked with a 2006-built 82,200 dwt kamsarmax Krishnapatnam 15-18 July for a trip via Black Sea to SE Asia at \$38,500 daily, whilst a 2010-built 93,115 dwt post panamax Phu My 5 July went to unnamed

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charterers for a trip via Richards Bay to Far East at \$34,500 daily. Voyage business heard that a 5,500 mt wheat cargo for 1-10 August loading from NoPac to 2 ports Taiwan was fixed at \$54.95 fio however further details were not available.

On the period front Al Ghurair was linked with a 2019-built 82,027 dwt kamsarmax for 6/8 months trading at \$40,000 daily.

We expect rates will continue increasing next week and overall a more positive feeling is anticipated with healthy fixing activity.

SUPRAMAX – HANDYMAX – HANDYSIZE

EAST COAST SOUTH AMERICA / WEST AFRICA

A rather more enlighten week, considering the previous one, comes to an end. Supramaxes out of ECSA were getting payed around \$40,000/ \$41,000 for trips to West Med whilst vessels which are opening in West Africa could secure around \$32,000 basis delivery dlosp for trips via esca to Continent/Mediterranean.

Trips via West Africa to Continent/Baltic were around \$34,000/ \$35,000. Fronthauls were quite stronger this week, with supramaxes

getting payed around \$25,000/ \$26,000 + \$1.6 mill gbb.

For the Handy size segment, trips via ECSA to Mediterranean range were paying around \$35,000/ \$36,000, however trips to West Mediterranean paying around \$32,000/ \$33,000. Same levels for the trips to West Africa were vessels were getting payed around \$32,000/ \$33,000.

MEDITERRANEAN/ CONTINENT / BLACK SEA

Sentiment remained strong in most areas including the Mediterranean and Continent. The overall picture is a strong market remained for most of routes although midweek some said activity in the Continent and Mediterranean regions had slowed and may have topped out. Stronger numbers where being discussed from east Mediterranean as more enquiry came to light.

Handysizes in Med/Black SEA AREA continued to make gains on good inquiry, lifting the index with them. In the Mediterranean, there was talk of a 28,000-dwt fixing delivery Damietta, for a trip with an intended cargo of Clinker and redelivery Haiti at \$25,000.

A 23,000-dwt open Piraeus was fixed basis delivery DOP via the Mediterranean with redelivery in East Coast South America at \$17,000.

On the supramax/Ultramax sector better levels were fixed for Black Sea to Far East.

A 63,000-dwt open in Turkey fixed for a trip to Abidjan & Douala at \$38,500. Moreover, a 55,000-dwt delivery Constanza fixed for a trip via Black Sea to China at \$46,000 but the highlight of the week was a 61 dwt open Diliskelesi mid-July, which was heard to have been placed on subjects for a fronthaul of about 60 days at \$54,500.

On the period front, a 58,000-dwt open Tuzla was rumoured fixed for 7 to 9 months trading redelivery Atlantic at \$37,000.

The Continent was said to be remaining firm with more fertilizer cargoes coming into the market.

In the handysize from Continent, a 37,000-dwt open Vlissingen was rumored to have been fixed basis delivery DOP for a trip to East Coast South America at \$27,000.

As far the usual scrap run to EMed a 38,000-dwt open Portugal fixed at mid-20s dop.

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Demand for period tonnage was still found in the Atlantic, with a prompt 34,000-tonner reported fixed from N.Spain for 4-6 months and redelivery in the Atlantic (excluding W.Africa) at \$26,250 daily.

FAR EAST/ INDIA

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

Another healthy week for the dry bulk industry is coming to an end, with strong rates maintaining for all routes – just maybe a worth to mention change being a less interesting Indonesia this week, with a slower flow of fresh cargo and hence rates retreating a bit. An eco-58 could get fixed at around \$33,000/ \$34,000 basis Singapore for a coal shipment via Indonesia back to West Coast India or closer to \$34,000/ \$35,000 if for Far East direction. Pacific rounds have been paying around \$30,000/ \$31,000 basis CJK subject to the

Supramax and Ultramax tonnage continued to see good numbers agreed on most routes. Finally a 63,000-dwt open UK rumored that fixed for 1 year \$30,000 nfd.

cargo/duration and eventual destination. An eco-58 could achieve around \$40,000 basis WCI for trips to Bangladesh while rates via South Africa have been fluctuating around \$36,500/37,500 basis ECI for a 70/80-day trip to Far East or closer to \$19,500 plus \$950,000 afsp Richards Bay for coal to Pakistan.

On the period front, a nice 58 could get around \$30,000/ \$31,000 basis CJK for 4/6 months period or closer to \$37,000/ \$38,000 if basis WCI, always subject to actual vessel's design and flexibility.

FFA

The week started softer for cape and this kept on going and the slide continued, panamax was volatile but ended the day bit supported. Tuesday cape started softer but soon improved

and panamax pushed for both ppt and differed contracts. Mid of the week the cape was volatile but soon turned south. Rest of the week both sizes were soft and traded at lower levels.

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