



Fearnleys Weekly Report

Activity level

VLCC	Suezmax	Aframax	P.E. of Suez	P.W. of Suez
Soft	Stable	Mixed	Soft	Stable

	Last week	Prev. week
VLCCs fixed all areas last week:	46	42
VLCCs avail. in MEG next 30 days:	129	128

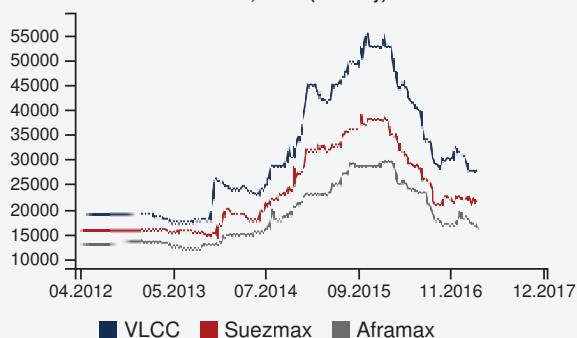
Rates

DIRTY (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / West	VLCC	30.00	33.00	30.00	60.00
MEG / Japan	VLCC	59.00	70.00	59.00	96.50
MEG / Singapore	VLCC	60.00	71.00	60.00	96.00
WAF / FEAST	260,000	61.50	71.00	61.50	97.50
WAF / USAC	130,000	82.50	77.50	70.00	117.5
Sidi Kerir / W Me	135,000	80.00	77.50	75.00	117.5
N. Afr / Euromed	80,000	117.5	107.5	95.00	190.0
UK / Cont	80,000	102.5	100.0	95.00	110.0
Caribs / USG	70,000	135.0	142.5	100.0	215.0

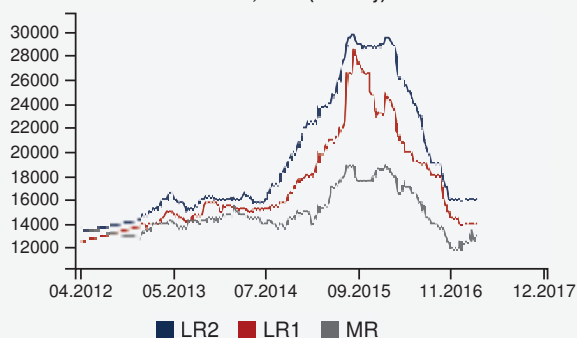
CLEAN (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / Japan	75,000	105.0	120.0	80.00	155.0
MEG / Japan	55,000	115.0	125.0	107.5	150.0
MEG / Japan	30,000	135.0	135.0	135.0	167.5
Singapore / Japan	30,000	150.0	150.0	150.0	180.0
Baltic T/A	60,000	120.0	120.0	110.0	150.0
UK-Med / States	37,000	130.0	130.0	130.0	200.0
USG / UKC-Med	38,000	105.0	100.0	80.00	127.5

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2017	High 2017
VLCC	(modern)	27 500	27 500	27 500	30 000
Suezmax	(modern)	21 500	21 500	21 000	22 800
Aframax	(modern)	16 250	17 250	16 250	18 500
LR2	105,000	16 000	16 000	16 000	16 000
LR1	80,000	14 000	14 000	14 000	14 000
MR	47,000	13 000	13 000	12 500	13 500

1-Year T/C, Crude (USD/Day)



1-Year T/C, Clean (USD/Day)



TANKERS

Crude

Some very quiet days with VLCC tonnage building up in the MEG, leaving multiple choices for the charterers when they decided it was time to dip their toes in. Inevitably, rates corrected down sharply MEG/East, which also pulled Wafr/East down accordingly. Earnings dipped below USD 20k/day, and only sharply increased volumes in all areas necessary to avoid rates remaining under pressure as we embark on the spring months. Suezmaxes in West Africa experienced a week with steady activity with most fixing being under the radar. There was an element of doubt as to the actual direction and the position lists gradually began to squeeze and as this week has progressed we have seen sentiment building as owners sense charterers are facing a different picture in the early third decade. Td20 earnings are closing in on \$15,000/day at ws85 levels. The Med and Bsea operated in a more transparent manner over the past week with a more steady feel. Enquiry for longer ton-mile voyages going east picked up but didn't prove enough to move rates on the standard routes cross-Med. Charterers are currently on their toes as owners try to force rates up but patience will be the key to hold rates in check. North Sea and Baltic is looking tighter on Aframax, and owners are starting to hold back and push for higher rates. This is mainly caused by a whopping 71 crude cargoes ex Baltic in March. In addition, several ice class vessels going down to Med. Furthermore, there has been a lot of east enquiry on fuel as the arb is open. In the Med and Bsea we have found ourselves in a bit of a limbo market. All the fundamentals for the market to firm up have been present. Turkish Strait is frequently closed, Bsea program is quite busy and the tonnage list is looking thinner. However, one factor is outlining the difference between hot and not, and that is oil company relets willing to fix at competitive numbers. That being said, we do believe this market have the potential to firm in the near future as both Novo and CPC will be quite busy cargo wise.

Product

EAST OF SUEZ The market in the Middle East Gulf is still soft and rates have been slipping further this week, and with the spot tonnage list in the area growing it might take a little while before the market will be turning. LR2 rates are today sitting around the ws105 level, down from last week's ws120, and the LR1s have seen the rate drop 10 ws points to ws115, for Far East discharge. Also for west destinations, owners have had to accept lower rates, and today Lr2s are paid around USD 1.525 mill and LR1s around USD 1.150 mill, a reduction of about USD 175,000 and USD 75,000, respectively, from last week. Fortunately, the classic MR voyage from West Coast India to Far East is unchanged at ws135. In the Far East, the benchmark voyage from Singapore to Japan with 30,000 tons is unchanged at ws150, and the short haul voyage from South Korea to Japan have increased from USD 260,000 to USD 275,000 this week. **WEST OF SUEZ** No real excitement either to report from the western hemisphere but at least owners have been able to maintain current rate levels, but remember we are at low rate levels. MRs doing the classic trans-Atlantic voyage from the Continent are still obtaining ws130 level, and if owners are able to combine with a backhaul cargo from US Gulf to Continent they still earn about USD 11,000 per day. For the LR1s charterers are still paying owners ws130 for West Africa discharge, which is also unchanged from last week. LR2s fixing from the Mediterranean to Far East is getting around USD 2.050 mill for their services. For the handies trading in the Mediterranean, rate have increased about ws10 points this week to ws145, whilst the handies on the Continent have seen the rate unchanged around ws180 level.



Fearnleys Weekly Report

Activity level

Capesize	Panamax	Supramax
Slow	Firming	Mixed

Rates	This week	Last week	Low 2017	High 2017
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	15 400	15 250	12 000	21 750
Tubarao / R.dam (Iron ore)	5.52	5.65	5.10	8.00
Richards Bay/R.dam	5.16	5.15	4.70	7.25
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	7 800	6 800	6 800	11 000
TCT Cont / F. East	13 500	12 000	12 000	14 500
TCT F. East / Cont	3 100	2 900	2 500	3 100
TCT F. East RV	8 500	8 000	5 000	8 500
Murmansk b.13-ARA 15/25,000 sc	6.30	6.00	6.00	7.00
SUPRAMAX (usd/day)				
Atlantic RV	11 000	10 200	9 400	12 000
Pacific RV	7 300	7 000	3 900	7 300
TCT Cont / F. East	13 000	13 000	12 000	14 000
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	12 500	12 500	10 250	12 500
Capesize 170,000 dwt	10 250	10 250	8 650	10 250
Panamax 75,000 dwt	8 900	8 000	7 250	8 900
Supramax 53,000 dwt	8 200	7 600	6 600	8 200
Baltic Dry Index (BDI):	871	806	n/a	n/a

1-Year T/C, Dry bulk (USD/day)



DRY BULK

Capesize

The Cape market continue to be volatile. After last week's strong activity and increase in rates where West Australia to China freight rates hit above USD 6 pmt, this week the market has taken a tumble and we are down below the USD 5.5 pmt mark again. TCT market for a Pacific round has taken a beating from above 10k down to 8k level. The Brazil to China market have been quiet, but it is not unexpected as it is seasonally rainy season and shippers do use this time for maintenance. There is still good interest for period tonnage and rates are still good compared to present spot levels. This do indicate that there is a cautious optimism about the dry market going forwards.

Panamax

As we enter the last month of Q1, the bullish feeling continues and the expectations for a strong Q2 remain high in both hemispheres. In the Pacific, Kamsarmaxes were fixed at USD 9500 bss dly Japan and the same rate was fixed for short period dly SE Asia for a regular LME. The TA market has been more volatile but mid-week we see signs of improving rates with more cargo entering the market. ECSA hovers around USD 10,250+525,000 APS for Kmax and the tone remains positive as more cargoes are expected to come out for end of March/beg April. This was well illustrated from FFA's as March traded at a stronger USD 9300 (+400); Q2 produced a healthier USD 9950 (+350) and Cal 18 printed a firmer USD 9450 (+100).

Supramax

Holiday mode within Atl i.e. very few movements but rates remained still positive, mostly in the USG region where tight tonnage supported freight levels. Some Ultras fixed around 14k to NCSA. Supras from ECSA to Cont with grain obtained ca 11k and similar rates for Ultras to SE Asia - i.e. 12k+bb. Trips from Bl.Sea to E.Med saw 6-7k. Pacific remains strong and active this week, although the increase in rates is somewhat slowing down. Indo/China coal rounds is being fixed at around mid 10k bss Spore delivery, same round to India is fixed at around low 11k on Ultras. Nopac RVs are fixed around low/mid 8k for Ultras and mid/high 7k for Supras, N.China/Korea rates are being fixed at around 7k for trips to SE Asia.

Activity level

COASTER	15-23,000 cbm	82,000 cbm
Stable	Stable	Moderate

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2017	High 2017
VLGC / 84,000	450 000	400 000	400 000	670 000
LGC / 60,000	425 000	425 000	385 000	500 000
MGC / 38,000	515 000	520 000	515 000	550 000
HDY / 22,000	525 000	530 000	525 000	550 000
ETH / 10,000	520 000	520 000	520 000	540 000
SR / 6,500	440 000	440 000	420 000	440 000
COASTER Asia	190 000	190 000	190 000	190 000
COASTER Europe	150 000	140 000	110 000	150 000

LPG/FOB prices (usd/tonne)	Propane	Butane	ISO
FOB North Sea / ANSI	408.5	449.0	
Saudi Arabia / CP	480.0	600.0	
MT Belvieu (US Gulf)	335.4	390.7	402.4
Sonatrach : Bethioua	405.0	490.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2017	High 2017
East of Suez 155-165'cbm	31 000	33 000	31 000	38 000
West of Suez 155-165'cbm	39 000	44 000	39 000	52 000
1 yr TC 155-165'cbm	33 000	33 000	33 000	35 000

GAS

Chartering

After a fairly active IP week for the VLGC market, with bits and pieces being done, the follow-up week has started equally active. There are discussions going on both for cargo and for shipping, a few ships has been booked for India, and another two-three ships has been fixed (or on subs) for regular MEG/East voyages. We have seen the Baltic VLGC index adding some USD 2/mt (WOW) which reflects an increase just below USD 2,000 per day, on time charter equivalent basis (T/C/E). In the western markets, we have seen a similar number of fixtures, both for trans-Pacific voyages as well as trans-Atlantic. With trader relets more or less gone, head owners have been quick to restore freight rates to previous levels at around USD 30/mt for USG/NWE and very high USD 50s/low 60s for USG/East via Panama. Such levels reflects T/C/E levels some 10-12,000 per day above that of the Baltic route.



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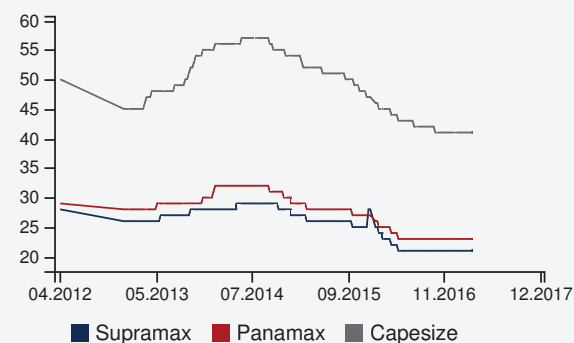
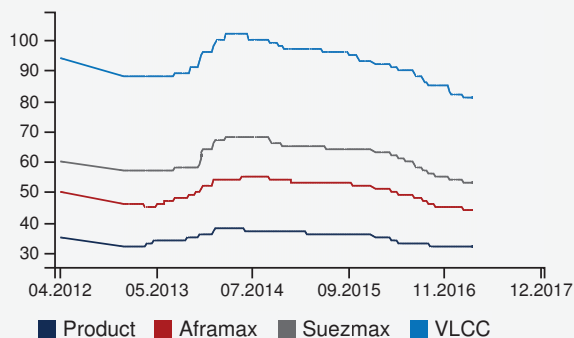
Activity level

Tankers	Dry Bulk	Others
Slow	Slow	Slow

Prices

Average Far Eastern Prices

PRICES (mill usd)		This week	Last week	Low 2017	High 2017
VLCC	300'dwt	81.00	81.00	81.00	82.00
Suezmax	150'dwt	53.00	53.00	53.00	54.00
Aframax	110'dwt	44.00	44.00	44.00	45.00
Product	50'dwt	32.00	32.00	32.00	32.00
Capesize	180'dwt	41.00	41.00	41.00	41.00
Panamax	82'dwt	23.00	23.00	23.00	23.00
Supramax	64'dwt	21.00	21.00	21.00	21.00
LNGC	170'cbm - MEGI	184.0	184.0	184.0	184.5



Market brief

	This week	Last week	Low 2017	High 2017
Rate of exchange				
USD/JPY	113.9	113.1	111.9	117.6
USD/KRW	1 144	1 142	1 142	1 206
USD/NOK	8.42	8.38	8.22	8.65
EUR/USD	1.05	1.05	1.04	1.08
Interest rate				
LIBOR USD 6 mnths	1.37	1.36	1.32	1.37
NIBOR NOK 6 mnths	1.20	1.20	1.15	1.29

Commodity prices

Brent spot (USD)	56.77	55.99	54.30	56.77
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Bunker prices

Singapore	380 CST	328.0	324.0	314.0	345.0
	180 CST	334.0	327.0	321.0	360.0
	Gasoil	505.0	500.0	479.0	505.0
Rotterdam	380 HSFO	307.0	302.0	295.0	310.0
	180 CST	331.0	330.0	317.0	339.0
	Diesel	472.0	475.0	427.0	475.0

NEWBUILDING

No newbuilding contracts to report this week. Yard prices seems to be moving sideways, however with steel and material prices on an upward trend.

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Daewoo Resale	300 000	2017	Frontline	77,5	Linked to NB-contract
MT	Daewoo Resale	300 000	2017		77,5	
MT	New York Star	73 869	2006	Norstar Shipping	14,50	
MT	Caribbean Orchid	19 998	2009	Pan ocean	17,50	Stst
MT	Eastern mermaid	8 906	2004	Vietnamese	9,00	Stst
BC	Kapetan Trader II	81 767	2013	Greek	15,00	
BC	Kapetan Trader I	81 713	2013		15,00	
BC	Kapetan Trader III	81 713	2013		15,00	
BC	Canon Trader II	81 711	2013		15,00	
BC	Yangfan BC64K-PM02	63 800	2017	Undisclosed	19,80	
BC	Medi Cork	63 800	2017	Undisclosed	19,80	
BC	Zhe Hai 167	57 000	2011	Shanghai Shenlong Shipping	9,70	Auction sale
BC	Jin Heng	55 091	2010	Minyi Tianjin Ship Leasing	11,90	
BC	Jin Feng	57 700	2011		10,50	
BC	Jin Mao	54 768	2009		12,80	
BC	Jin Shun	54 768	2009		12,80	
BC	Evanthia	43 229	1996	Undisclosed	3,50	
BC	Evdoxia	43 210	1996		3,50	
BC	Zhe Hai 162	33 400	2009	Li Chunzhen	7,30	Auction sale
BC	Zhe hai 156	23 527	2009	Tanshan Dongfeng Shipping	4,90	Auction sale
BC	Paul	23 494	1998	Undisclosed	2,60	
BC	Ikan Tamban	18 951	2006	Undisclosed	5,10	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
CONT ANL Waratah	67 310	20 601	2006	Undisclosed	340
CONT MSC Natalia	49 238	15 878	1997	Indian	334
CONT MSC Patricia	49 308	15 808	1997	Indian	334
CONT Marina	47 230	14 465	1992	Undisclosed	329
CONT Bosun	35 977	12 654	2001	Undisclosed	317
CONT RR Europe	33 900	10 311	2002	Undisclosed	260
CONT MSC Antonia	33 864	8 616	1985	Indian	332
CONT Lissy Schulte	23 001	7 834	1995	Indian	335
MV Yao Fu	21 649	4 699	1986	Bangladeshi	292
CONT Colombo	6 491	3 206	1990	Undisclosed	260