



Fearnleys Weekly Report

Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	41	54
VLCCs avail. in MEG next 30 days:	130	132

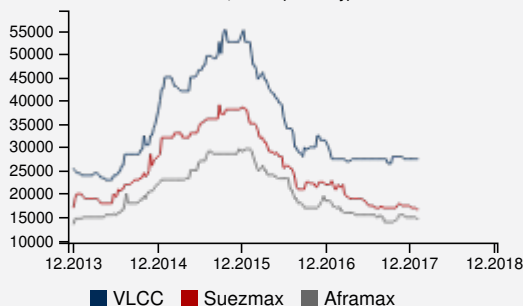
Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	19.00	23.50	19.00	23.50
MEG / Japan	VLCC	43.00	50.00	41.00	50.00
MEG / Singapore	VLCC	44.00	51.00	42.00	51.00
WAF / FEAST	260,000	45.75	48.50	43.75	48.50
WAF / USAC	130,000	50.00	55.00	50.00	62.50
Sidi Kerir / W Me	135,000	60.00	60.00	60.00	67.50
N. Afr / Euromed	80,000	110.0	85.00	82.50	110.0
UK / Cont	80,000	105.0	107.5	92.50	107.5
Caribs / USG	70,000	100.0	120.0	100.0	132.5

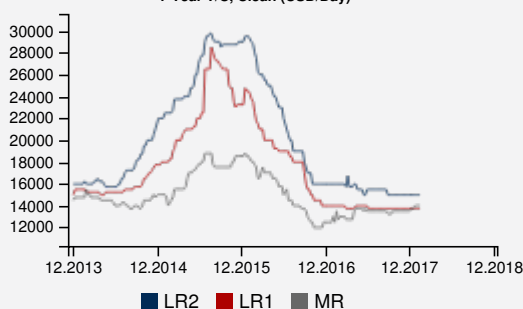
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	85.00	80.00	80.00	85.00
MEG / Japan	55,000	90.00	90.00	90.00	100.0
MEG / Japan	30,000	115.0	110.0	110.0	132.5
Singapore / Japan	30,000	132.5	130.0	130.0	145.0
Baltic T/A	60,000	100.0	125.0	100.0	145.0
UKC-Med / States	37,000	155.0	140.0	140.0	155.0
USG / UKC-Med	38,000	105.0	135.0	105.0	135.0

1 YEAR T/C (usd/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	27 500	27 500	27 500	27 500
Suezmax	(modern)	16 750	16 750	16 750	17 000
Aframax	(modern)	14 750	14 750	14 750	15 000
LR2		105,000	15 000	15 000	15 000
LR1		80,000	13 750	13 750	13 750
MR		47,000	14 000	14 000	14 000

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



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



TANKERS

Crude

The weak winter market continues to weigh on VLCC owners' shoulders, MEG-cargoes are entering the market on a one-by-one basis and hauling in 9-10 offers at the time only to see the charterers asking for less than last done. With last done at the time of writing 270 x ws45 on an ex dd ship MEG/Korea, there are still a good handful of 'compromised' vessels that need to secure employment before the rates may firm again. It has been another challenging week for the Suezmaxes but the market has seemingly found its bottom with TD20 benchmarked at ws52.5. There are several voyage routes now in negative earnings territory with owners having nothing else to give. In Wafra we have seen dates lagging on cargoes and charterers comfortably in the driving seat cherry picking tonnage. Owners are wisely targeting voyages to potential load areas i.e. Rotterdam and USG in order to boost the economics of their next voyage, and a named voyage is a preference over an options cargo right now. It is going to take some intervention from weather or otherwise to delay enough ships in order to work the market out of the doldrums. The Baltic and Nsea market experienced a sudden change of momentum as the Russian Urals loading program which proved to be quite thin due to maintenance. This dampened the bullish sentiment. Going forward we will have a flat market before we will see any strengthening of the rates. In the Med and Bsea we finally saw some end month action with rates being pushed up 10-15 ws-points. Unfortunately, it is likely it will only be a handful owners booking three digit numbers before the market loses the firm sentiment. The reason being that the Suezmaxes are in play at low ws100 levels, the amount of available tonnage building up is substantial, and dates have already been fixed far ahead, especially out of Bsea.

Product

EAST OF SUEZ Another week for owners in the Middle East Gulf where they are unable to find any upward momentum, and rates are flat and earnings low. LR1s and LR2s are still trading at ws90 and ws85 level, respectively, for Far East discharge. Rates for moving cargoes to the Continent are also unchanged from last week at USD 1.4 mill for the LR2s and about USD 1.05 mill for LR1s. MRs are not having any fun either with rates still at ws115 level for a cargo from west coast India to Japan. In the Far East, the MR rates have started to show some fatigue after a short period of upwards momentum. The short haul voyage from South Korea to Japan is at USD 285k, down from USD 290k, whilst the voyage from Singapore to Japan is flattening at ws130 level. **WEST OF SUEZ** No rescue for owners in the western hemisphere either with rates for almost all trades slipping this week. Only exception is the straight MR voyage from Continent to States where the rate has moved from ws140 to ws150, but the backhaul cargo from the US Gulf has slipped from ws135 to ws105 level reducing daily earnings for owners triangulating from USD 18,000 to USD 15,000. After weeks of good rates for LR1s trading in the Atlantic, rates have this week dropped ws25 points to ws100 level for west Africa discharge. Also the LR2s loading Mediterranean for Far East discharge have seen rates drop this week from USD 2.1 mill to USD 1.9 mill today. Handies trading in the Mediterranean have experienced a slowing market, and rates have softened from ws180 to ws170 level today whilst owners trading on the Continent have had an uneventful week and rates still at ws140.



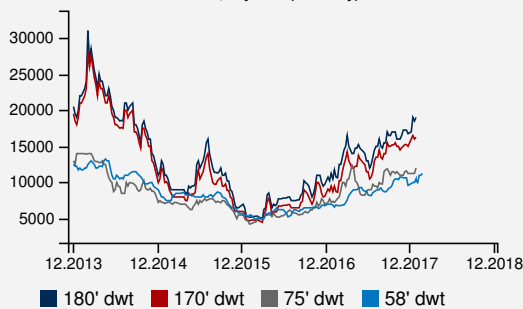
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Activity level

Capesize	Panamax	Supramax
Firmer	Increasing	Active

Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	25 600	26 500	25 600	37 000
Tubarao / R.dam (Iron ore)	8.00	8.00	8.00	10.00
Richards Bay/R.dam	7.00	8.00	7.00	10.00
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	12 750	10 500	10 500	12 750
TCT Cont / F. East	19 000	17 500	17 250	19 000
TCT F. East / Cont	4 750	4 400	4 400	4 750
TCT F. East RV	10 750	9 250	9 250	10 750
Murmansk b.13-ARA 15/25,000 sc	8.30	7.75	7.75	8.30
SUPRAMAX (usd/day)				
Atlantic RV	16 000	15 250	14 600	16 000
Pacific RV	9 750	9 750	8 000	9 750
TCT Cont / F. East	19 500	17 500	16 000	19 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	19 000	18 500	17 000	19 000
Capesize 170,000 dwt	16 250	16 000	16 000	16 500
Panamax 75,000 dwt	12 000	11 250	11 250	12 000
Supramax 58,000 dwt	11 250	11 000	10 000	11 250
Baltic Dry Index (BDI):	1200	1164	n/a	n/a

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



DRY BULK

Capesize

Short-term optimism again prevails for the big ships, as activity on most routes pick up after an uninspiring period. Although average daily earnings are flat w-o-w at USD 13400, the trend is clearly positive in particular for the West Australia- and Brazil to China iron ore volume trades, typically reflected in the transpacific round voyage TC-rate putting on a significant 35 pct during last 5 trading days. Brazil/China mini-coa's have been concluded at fair premiums to spot. Period interest and activity is kept nicely up, especially for index-linked structured deals - exemplified by 2000-built, 170000 dwt, done for a year at BCI AVE5TC less 6 pct, also 179000 dwt, built 2009, fetching BCI AVE5TC plus 6 pct.

Panamax

It has been an active week. After a slow start of the year with decreasing rates and low activity, the sentiment has changed somewhat and the market is firmer in both hemispheres with a lot of period fixings being reported. Less tonnage and more cargoes in the Atlantic has pushed the rates pretty much and the TA market is priced at mid 12k's right now, while FH rates are around mid 19k's. More activity in the Pacific has pushed the rates for a transpacific RV to high 10k's, with South America continue to draw ships from South East Asia combined with good Indonesian volumes and more positive signs on the NoPac trades. FFA's, Feb is trading at low 12k's, while Mar is now priced at low 13k's on the P4TC index.

Supramax

USG fronthauls with grains were still done around USD 23k/day, 1-2k more for petcoke, with believe market softening in the coming week. Supras from Cont to India were fixed around 22k/day (breaching INL), around 18-19k/day for ice free trading. Supras from E.Med to W.Africa were fixed around 9k/day. Fhaul from B.Sea to SE Asia were concluded around 16k/day. Pacific basin continued actively, with several period requirements in the market. Ultras achieving around USD 12k for Indo/China coal rounds with Singapore delivery, while Supras fixing around USD 8k for cis round to Philippines. Nopac rounds has been fixed around low USD 10k on Ultras, and clinker ex Thailand to Philippines are paying around USD 9k on Supras.

Activity level

COASTER	15-23,000 cbm	82,000 cbm
Stable	Mixed	Low

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	490 000	430 000	430 000	520 000
LGC / 60,000	550 000	550 000	550 000	550 000
MGC / 38,000	460 000	460 000	450 000	460 000
HDY SR / 20-22,000	420 000	420 000	395 000	420 000
HDY ETH / 17-22,000	750 000	0.00	750 000	750 000
ETH / 8-12,000	460 000	450 000	440 000	460 000
SR / 6,500	370 000	370 000	370 000	370 000
COASTER Asia	250 000	250 000	250 000	250 000
COASTER Europe	320 000	320 000	280 000	350 000

LPG/FOB prices (usd/tonne)	Propane	Butane	ISO
FOB North Sea / ANSI	537.0	492.5	
Saudi Arabia / CP	590.0	570.0	
MT Belvieu (US Gulf)	442.9	447.3	485.3
Sonatrach : Bethioua	550.0	530.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2018	High 2018
East of Suez 155-165'cbm	80 000	80 000	80 000	80 000
West of Suez 155-165'cbm	85 000	85 000	85 000	85 000
1 yr TC 155-165'cbm	56 000	56 000	56 000	56 000

GAS

Chartering

After last week's rally of 8-10 fixtures for cargoes out of the Middle East for first decade February loading, the dust has settled a bit. Trader relets are once again being promoted and the rates reached last week are again put under pressure. The Baltic freight index had an upward adjustment following the beforementioned fixtures last week, but have been adjusted downwards gradually since then. The market in the West remains rather quiet as the arb is not allowing room for freight at all. The freight rate for the transpacific route from Houston to Chiba via Panama is however only sliding sideways, but this is mainly due to lack of real chartering activity. A West African tender has also been attracting some attention this week, however no award reported at time of writing.



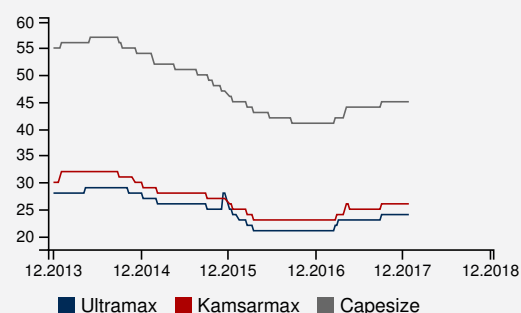
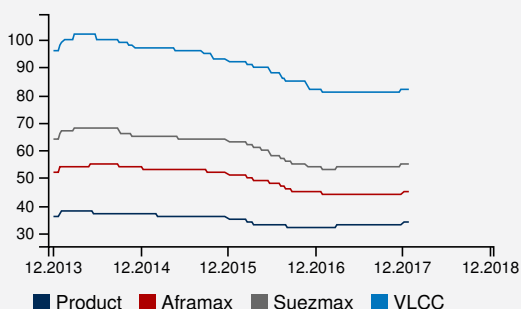
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Activity level

Tankers	Dry Bulkers	Others
Weak	Low	Weak

Prices

Average Far Eastern Prices					
PRICES (mill usd)		This week	Last week	Low 2018	High 2018
VLCC	300'dwt	82.00	82.00	82.00	82.00
Suezmax	150'dwt	55.00	55.00	55.00	55.00
Aframax	110'dwt	44.50	44.50	44.50	44.50
Product	50'dwt	33.50	33.50	33.50	33.50
Capesize	180'dwt	45.00	45.00	45.00	45.00
Kamsarmax	82'dwt	26.00	26.00	26.00	26.00
Ultramax	64'dwt	24.00	24.00	24.00	24.00
LNGC	170'cbm - MEG	184.5	184.5	184.5	184.5



Market brief

	This week	Last week	Low 2018	High 2018
Rate of exchange				
USD/JPY	109.5	110.7	109.5	112.2
USD/KRW	1 070	1 069	1 063	1 070
USD/NOK	7.80	7.88	7.80	8.10
EUR/USD	1.23	1.22	1.20	1.23
Interest rate				
LIBOR USD 6 mnths	1.93	1.90	1.84	1.93
NIBOR NOK 6 mnths	0.95	0.92	0.89	0.95
Commodity prices				
Brent spot (USD)	69.94	68.78	67.00	69.94
Bunker prices				
Singapore 380 CST	388.0	388.0	386.0	389.0
180 CST	393.0	392.0	392.0	416.0
Gasoil	610.0	599.0	593.0	610.0
Rotterdam 380 HSFO	372.0	373.0		373.0
180 CST	397.0	398.0	393.0	398.0
Diesel	595.0	595.0	585.0	595.0

NEWBUILDING

Few newbuilding orders to report this week. The Norwegian owner Fredriksen continue to order Dry Bulkers, Seatankers placed an order for two Kamsarmaxes at DSIC's Shanhaiguan Shipbuilding, with two options. Also, a domestic Dry Bulk order was reported, China Steel Express ordered two firm Newcastlemaxes from CSBC Kaohsiung.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	2	82,000 dwt	Dalian Shipbuilding	Seatankers	2019 / 2020		+ 2 options
BC	2	208,000 dwt	CSBC Kaohsiung	China Steel Express	2020		
Ferry	1	2,000 dwt	Shandong Huanghai SB	Bohai Ferry	2019		+ 1 option

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Ridgebury Alice M	104 075	2003	Greek	11,00	
MT	Team Oslo	13 226	2008	Winson Oil	8,80	
BC	Key Spring	80 596	2012	Greek	22,50	
BC	Saiki 710	60 297	2018	Kasugo Kaiun	25,50	Waive Inspection
BC	DN Millet	58 600	2011	Greek	14,90	
BC	Sea Dias	57 053	2010	Chinese	11,20	
BC	Sea Athena	57 053	2010		11,20	
BC	Tasman Castle	56 868	2011	load Line Marine	11,70	
BC	Ocean Pearl	55 557	2004	Undisclosed	10,30	
BC	Ho Fong	46 762	2001	Chinese	7,60	Ice class
BC	Ocean Quartz	37 194	2012	Undisclosed	12,00	
BC	Nord Shanghai	36 746	2012	Undisclosed	13,40	Ice Class

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT Plata Sunrise	302 193	42 048	1999	Indian	447
MV Innovator	149 298	17 109	1993	Pakistani	490
MV Vadibel	41 098	7 618	1984	Undisclosed	442
GAS Sigloo Hav	14 520	6 971	1989	Indian	745