



Fearnleys Weekly Report

Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	39	56
VLCCs avail. in MEG next 30 days:	129	147

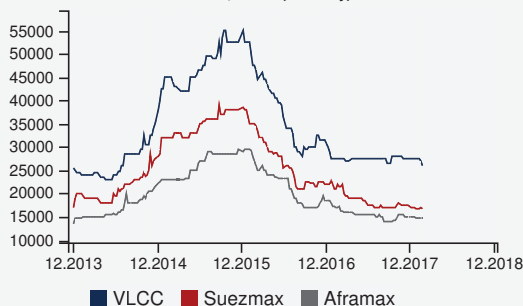
Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	19.00	19.00	18.50	23.50
MEG / Japan	VLCC	38.00	38.50	38.00	50.00
MEG / Singapore	VLCC	38.50	39.00	38.50	51.00
WAF / FEAST	260,000	42.50	42.50	42.50	48.50
WAF / USAC	130,000	52.50	55.00	50.00	62.50
Sidi Kerir / W Me	135,000	57.50	67.50	57.50	67.50
N. Afr / Euromed	80,000	90.00	95.00	82.50	110.0
UK / Cont	80,000	90.00	90.00	90.00	107.5
Caribs / USG	70,000	80.00	85.00	80.00	132.5

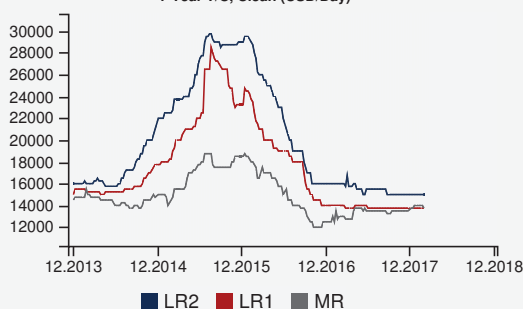
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	92.50	92.50	80.00	92.50
MEG / Japan	55,000	105.0	100.0	90.00	105.0
MEG / Japan	30,000	130.0	117.5	110.0	132.5
Singapore / Japan	30,000	132.5	132.5	130.0	145.0
Baltic T/A	60,000	105.0	120.0	100.0	145.0
UKC-Med / States	37,000	165.0	145.0	140.0	165.0
USG / UKC-Med	38,000	105.0	80.00	80.00	135.0

1 YEAR T/C (usd/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	26 000	27 000	26 000	27 500
Suezmax	(modern)	16 750	17 000	16 750	17 000
Aframax	(modern)	14 750	14 750	14 750	15 000
LR2	105,000	15 000	15 000	15 000	15 000
LR1	80,000	13 750	13 750	13 750	13 750
MR	47,000	13 750	14 000	13 750	14 000

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



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



TANKERS

Crude

For VLCC-owners the times are a bit of a struggle. Volumes are simply insufficient for most major routes. Tonnage has consequently built up for some time and earnings are experiencing further set-backs, for MEG/East way below USD 10k/day for the older types and a mere USD 10k/day for the Eco types with same type earnings for Wafr/East. Even Americas/East is off with ships starting to pile up. With Lunar New Year just upon us activity is likely to slow further, if even possible. Few remedies for much change on the horizon. The saviour for the Suezmax owners over the past week has been the relief in the bunker prices, which has allowed earnings to creep back into positive territory. Rates for TD20 have been hovering in the ws55 to ws57.5 range very much dependent on destination, the very end month window became a game of patience as charterers wore down owners allowing dates to lag. The Med has seen plenty of action but there has been some aggressive fixing producing paltry returns around the USD 4k/day mark. The volume of cargoes in Wafr for March is showing improvement on previous months which is encouraging, however the forward paper curve does not indicate sufficient upside to trouble charterers. Rates in the Nsea and Baltic for Aframax remained more or less unchanged from last week. Owners can only hope for that the upcoming Baltic program will be busier than expected. We are also experiencing increased activity in the Nsea on Suezmaxes and VLCCs. This will in turn have a negative impact on the Aframax market as it will be translated into less cargoes for this size. In the Med and Bsea we have seen a steady flow of cargoes recently, however the amount of tonnage looking for employment is still too great. At the time of writing, Libya stands for most of the action as the Bsea program is covered for the month. Rates are hovering around ws90, and with the returns we see on these levels it will be hard to push it further down. So, we expect the market to remain steady for the rest of the week.

Product

EAST OF SUEZ With Chinese New Year celebrations ongoing this week the market in the Middle East Gulf seems without any impulses. Rates are more or less unchanged from last week for the LR1s and LR2s at ws92.5 for the LR1s and ws105 for LR2s, for Far East discharge. Same goes for westward destinations where lumpsum USD 1.175 mill is being paid for LR1s and lumpsum USD 1.350 for the bigger vessels. For MRs it has been a little bit more positive week, and rate for West Coast India to Japan has increased ws15 points to ws130 level today. In the Far East, the short haul voyage from South Korea to Japan is still at 280,000 and the straight MR voyage from Singapore to Japan is unchanged at ws132.5 level. **WEST OF SUEZ** In contrast to the Far East the West have seen a more positive trend this week. The straight MR Continent to States voyage has improved from ws145 to about ws165 today, and the back-haul cargo from US Gulf has gained ws5 point this week. This give owners who are triangulating daily earnings in the region of USD 17,000 per day. LR1s trading from the Continent to West Africa have been able to stop the decline, and have been able to push rates up ws5 points to ws105. Rate for LR2s loading in the Mediterranean for Far East discharge is still declining, and is today at about lumpsum USD 1.55 mill. Handies trading in the Mediterranean have more or less had a flat week and rate is still around the ws160 mark, whilst the Handies on the Continent have seen a slight improvement and is today concluding business in the ws220 region.



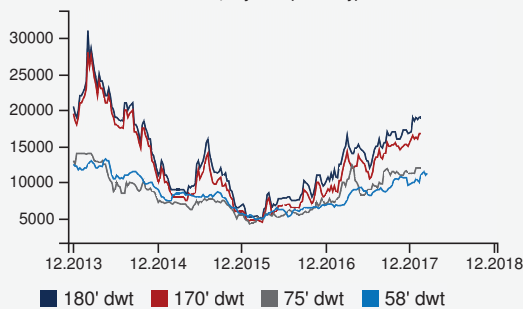
Fearnleys Weekly Report

Activity level

Capesize	Panamax	Supramax
Active	Mixed	Weak

Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	24 000	23 000	23 000	37 000
Tubarao / R.dam (Iron ore)	8.00	7.00	7.00	10.00
Richards Bay/R.dam	7.80	7.00	7.00	10.00
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	9 500	10 500	9 500	12 750
TCT Cont / F. East	16 500	17 000	16 500	19 000
TCT F. East / Cont	4 300	4 400	4 300	4 750
TCT F. East RV	9 000	9 000	9 000	10 750
Murmansk b.13-ARA 15/25,000 sc	7.35	7.75	7.35	8.30
SUPRAMAX (usd/day)				
Atlantic RV	12 000	12 500	12 000	16 000
Pacific RV	8 500	8 500	8 000	9 750
TCT Cont / F. East	16 000	16 000	16 000	19 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	19 000	19 000	17 000	19 000
Capesize 170,000 dwt	16 750	16 750	16 000	16 750
Panamax 75,000 dwt	12 000	12 000	11 250	12 000
Supramax 58,000 dwt	11 250	11 000	10 000	11 500
Baltic Dry Index (BDI):	1095	1097	n/a	n/a

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



Activity level

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

LPG Rates				
SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	405 000	420 000	405 000	520 000
LGC / 60,000	550 000	550 000	550 000	550 000
MGC / 38,000	470 000	470 000	450 000	470 000
HDY SR / 20-22,000	450 000	450 000	395 000	450 000
HDY ETH / 17-22,000	770 000	770 000	750 000	770 000
ETH / 8-12,000	480 000	480 000	440 000	480 000
SR / 6,500	370 000	370 000	370 000	370 000
COASTER Asia	250 000	250 000	250 000	250 000
COASTER Europe	385 000	375 000	280 000	385 000
LPG/FOB prices (usd/tonne)				
		Propane	Butane	ISO
FOB North Sea / ANSI		470.0	474.5	
Saudi Arabia / CP		525.0	505.0	
MT Belvieu (US Gulf)		464.3	396.4	438.3
Sonatrach : Bethioua		475.0	485.0	
LNG				
SPOT MARKET (usd/day)	This week	Last week	Low 2018	High 2018
East of Suez 155-165'cbm	65 000	69 000	65 000	80 000
West of Suez 155-165'cbm	70 000	70 000	70 000	85 000
1 yr TC 155-165'cbm	55 000	55 000	55 000	56 000

DRY BULK

Capesize

A week where everyone focusing on covering their requirements before the Chinese New Year holidays kick in. It has been good activity, but rates have slightly dropped on the shorter routes; West Australia to China route are presently at mid USD 6 pmt level. Brazil/China route have increased from high USD 15 pmt level to mid USD 16 pmt. The expectation is positive for the longer term, hence owners are willing to discount their rate for shorter duration business. There is strong interest in medium and long period tonnage, and the rates remain high. For the next week it is expected to be slower volumes, but most believe market will continue firm despite holidays.

Panamax

With holidays and the Chinese New Year around the corner there is little evidence that the soft trend in the freight rates we have seen in the recent weeks will turn around in the next few days. Limited activity and lack of fresh cargoes in both hemispheres, combined with a growing tonnage list is putting pressure on the freight rates. In the Atlantic region, the TA market has dropped to ard mid 9k's, while fronthauls are being fixed in the 16 to 17k's depending on duration. A transpacific RV is now priced at 9k's and we expect the activity to be very limited in the next few days with further decrease in the freight rates. FFA's, March is trading at low 12k's, while Apr is now priced at mid 13k's on the P4TC index.

Supramax

One more sluggish week within the Atlantic with no certain improvements seen. Fertilizers from Baltic to India were fixed around USD 19k/day. Ultras from USG to EMed were concluded at ca USD 19-20k/day, but also smaller Supras were employed around USD 16k/day for trip to WMed. Slight improvement for hauls for USG which were done at low USD 20k/day. Another slow week in the Pacific with limited activity and rates going sideways to negative. Indo coal rounds with delivery S.China is paying Ultras around USD 9k, while Supras achieving around same levels for Nopac rounds. The short period market is paying around low USD 11k for Supras bss del Feast for 5/7 mos and low USD 12k bss delivery MEG.

GAS

Chartering

Rates in the East have been under pressure lately and currently a range of trader relets have been fixed or are on subs at around USD 27-28 pmt for end Feb/early March loading. The number of open vessels in MEG is shrinking for end February and early March though and are more in control of pure owners. The market in the West has been awfully quiet this week, and with no help from the product market at all, it seems market players are more keen to rid their shipping positions rather than to use them for loading own cargoes. The difference in freight ideas between the main ship owners versus the trader relets is rather significant. As a result, the "west premium" has been coming under pressure, and is currently somewhere around 12-14% for the transpacific freight routes and 22-23% for the transatlantic. Both calculated against the Baltic freight index (Ras Tanura to Chiba). Two VLGCs, both of them built 1990, have just been sold for demolition at much higher prices than what we saw on previous sales in the last couple of years. Although the two vessels now sold hardly will be replaced by more modern vessels (as they both were employed in niche business), we can only hope that other owners follow and speed up scrapping of older VLGCs. That would be most welcome for the fleet balance going forward.



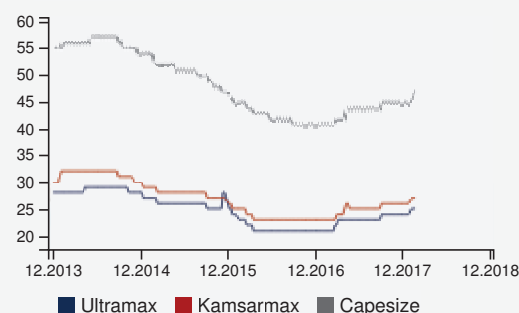
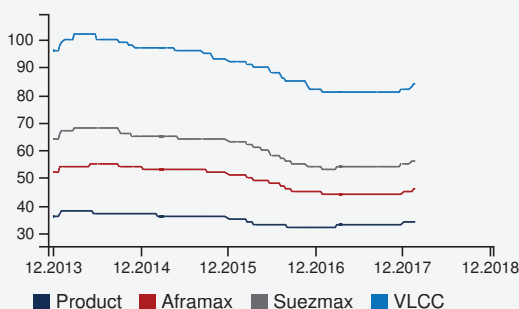
Fearnleys Weekly Report

Activity level

Tankers	Dry Bulkers	Others
Low	Moderate	Moderate

Prices

Average Far Eastern Prices					
PRICES (mill usd)		This week	Last week	Low 2018	High 2018
VLCC	300'dwt	84.00	84.00	82.00	84.00
Suezmax	150'dwt	56.00	56.00	55.00	56.00
Aframax	110'dwt	45.50	45.50	44.50	45.50
Product	50'dwt	34.00	34.00	33.50	34.00
Capesize	180'dwt	46.50	46.50	45.00	46.50
Kamsarmax	82'dwt	27.00	27.00	26.00	27.00
Ultramax	64'dwt	24.50	24.50	24.00	24.50
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	107.5	109.3	107.5	112.2
USD/KRW	1 077	1 086	1 063	1 086
USD/NOK	7.87	7.83	7.68	8.10
EUR/USD	1.24	1.23	1.20	1.25

Interest rate

	This week	Last week	Low 2018	High 2018
LIBOR USD 6 mths	2.06	1.99	1.84	2.06
NIBOR NOK 6 mths	0.98	0.94	0.89	0.98

Commodity prices

	This week	Last week	Low 2018	High 2018
Brent spot (USD)	62.46	66.83	62.46	69.94

Bunker prices

	This week	Last week	Low 2018	High 2018
Singapore				
380 CST	360.0	381.0	360.0	389.0
180 CST	366.0	386.0	366.0	416.0
Gasoil	554.0	593.0	554.0	610.0
Rotterdam				
380 HSFO	339.0	362.0		373.0
180 CST	368.0	387.0	368.0	398.0
Diesel	527.0	570.0	527.0	595.0

NEWBUILDING

Interest in containers are picking up as we see 12 firm container orders this week, eight for Evergreen and four for Eastern Pacific. Also, it is reported that Yang Ming Marine will contract ten 11,000 teu vessels and ten 2800 teu vessels. DFDS firmed up an order for two RoPax vessels at Guangzhou, with scrubbers to be installed. In the LNG segment, BW LNG ordered two firm LNG carriers at Korea's DSME, the price is reported to USD 183 million per vessel.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	2	63,000 dwt	Cosco	Union Maritime	2019		+ 1 option
BC	1	82,000 dwt	Taizhou Kouan	W Marine	2020		
BC	2	82,000 dwt	Dalian Shipbuilding	Seatankers	2019	abt. \$ 25 m	Options declared
Cruise	1	3,000 Pax	Meyer Turku	TUI Cruises	2023		
CONT	4	2,700 teu	Shanhaiguan	Eastern Pacific	2020		+ 4 options
CONT	8	12,000 teu	Samsung HI	Evergreen	2021	abt. \$ 94 m	
LNGC	2	173,400 cbm	DSME	BW LNG	2020	\$ 183 m	
PT	2	50,000 dwt	Hyundai Mipo	Marinvest	2019		Methanol Carriers
RoPax	2	4,500 Im / 600 Pax	GSI	DFDS	2021	abt. \$ 148 m	With Scrubbers

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Princimar Equinox	19 900	2011	Wilmar	15,20	Stst
MT	Martina	11 137	1998	Falzon	4,00	
BC	Tansanit	92 500	2011	Interocean	17,20	
BC	Vika	74 461	1999	Middle Eastern	8,00	
BC	Angel B	58 679	2008	New horizon	14,15	
BC	Aquamarin	57 000	2012	Chinese	12,10	
BC	F. F Wish	45 719	1997	Undisclosed	5,00	
BC	Tabernacle Star II	23 716	1995	Far Eastern	3,20	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT Plata pioneer	300 144	38 964	1999	Undisclosed	440
CONT New Jersey	65 123	22 002	2006	Indian	470
MT Basilia	106 852	17 418	1992	Undisclosed	458
GAS SeaDolphin	50 743	16 365	1990	Undisclosed	446