



# Fearnleys Weekly Report

## Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	40	39
VLCCs avail. in MEG next 30 days:	134	129

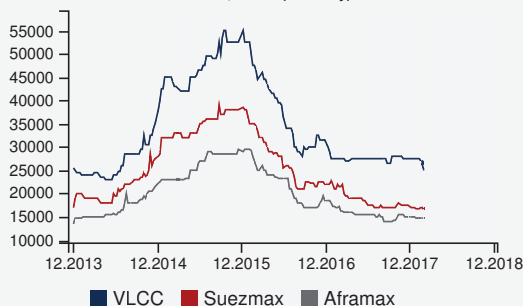
## Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	18.00	19.00	18.00	23.50
MEG / Japan	VLCC	37.50	38.00	37.50	50.00
MEG / Singapore	VLCC	38.50	38.50	38.50	51.00
WAF / FEAST	260,000	41.50	42.50	41.50	48.50
WAF / USAC	130,000	50.00	52.50	50.00	62.50
Sidi Kerir / W Me	135,000	55.00	57.50	55.00	67.50
N. Afr / Euromed	80,000	87.50	90.00	82.50	110.0
UK / Cont	80,000	90.00	90.00	90.00	107.5
Caribs / USG	70,000	102.5	80.00	80.00	132.5

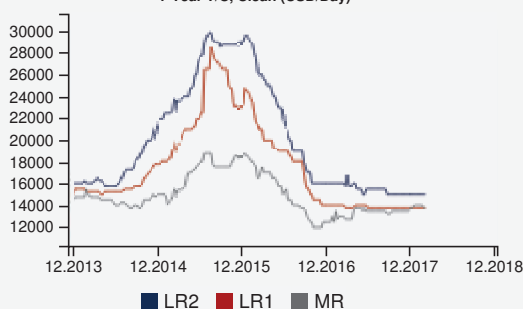
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	82.50	92.50	80.00	92.50
MEG / Japan	55,000	107.5	105.0	90.00	107.5
MEG / Japan	30,000	127.5	130.0	110.0	132.5
Singapore / Japan	30,000	132.5	132.5	130.0	145.0
Baltic T/A	60,000	105.0	105.0	100.0	145.0
UKC-Med / States	37,000	135.0	165.0	135.0	165.0
USG / UKC-Med	38,000	100.0	105.0	80.00	135.0

1 YEAR T/C (usd/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	25 000	26 000	25 000	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	15 000
LR1	80,000	13 750	13 750	13 750	13 750
MR	47,000	13 750	13 750	13 750	14 000

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



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



## TANKERS

### Crude

A quiet week in the VLCC market. With most of the Far Eastern charterers on holidays celebrating the Lunar New Year, along with IP week in London made fresh enquiries hard to come by. The little that has been fixed has not made any noteworthy impact on the current market as the TCE earnings continue to be below opex levels. More activity is needed in order to make the tides turn in owners favour as the tonnage list continue to stay ample in all load areas. For Suezmaxes the 1st decade of March there has been a significant improvement in the volume of cargoes working in Wafr, this has contributed to a more steady market as a level of fluidity has returned. Furthermore the VLCC fixing action in Wafr for the 2nd decade has been light therefore allowing further cargo potential for the Smaxes in the week ahead. The Bsea has been ticking over with TD6 currently around the ws67.5 mark and earnings hovering just about in positive territory. The forward paper for TD20 is still trading ever so slightly up on current levels but tonnage oversupply is still cancelling out any potential for major market upswing, more of the same for the foreseeable future unfortunately. Rates remained unchanged for Aframax trading in the Nsea and Baltic, despite ice developing rapidly in the Gulf of Finland. This is caused by the polar vortex that has split in two, that tends to be associated with some of the coldest air during the winter season. This should not have any impact on the rates for the time being but though, could lead to delays going forward. In the Med and Bsea we might as well copy and paste last week's roundup of the market. Except for the fact that we have moved from Libya end month cargoes to ely decades Bsea lifting, the rates are much the same as last week. Owners are still trying to hold for a couple of more points every time a replacement job comes along, unfortunate it usually doesn't do more than give one lucky owner a 2.5 to 5 ws-points increase on one fixture. We believe the rest of the week will remain the same, but will continue to hope for better times.

### Product

**EAST OF SUEZ** With the Chinese New Year celebrations, IP week in London and Presidents day in the States, activity has been muted and there has been no chance for owners to put pressure on rates. LR2s have not been able to withstand the downward trend seen last couple of weeks and rates have dropped further ws10 points this week to ws82.5 today, but LR1s have actually been able to maintain and even add a couple of points this week and rate paid is around the ws107.5 mark for Far East discharge. Rates for going westwards are slightly higher for LR1s at USD 1.250 mill, whilst LR2s are still at around USD 1.3 mill mark. No change for the standard MR voyage from West Coast India to Japan, which is still at ws127.5. In the Far East, it has been no changes since last week with the short-haul voyage from South Korea to Japan still at USD 280,000 and the straight voyage from Singapore to Japan at ws132.5. **WEST OF SUEZ** Last week the market in the western hemisphere were able to increase rates, but with IP week and Presidents day in the States this week it has been a slow week for owners. The straight Continent to States voyage for an MR has dropped from ws165 to ws135 level today, but the back-haul cargo from US Gulf has gained ws5 points to ws100 today. Unfortunately, the small gain for the back-haul cargoes has not been enough; daily earnings dropped from about USD 17,000 to USD 13,000 today for owners triangulating. LR1s trading to West Africa is unchanged at ws105 level. It seems the sliding rates for the LR2s loading in the Mediterranean for Far East has stopped, and rate is unchanged at USD 1.550 mill. Handies are still trading more or less at same levels as last week in the Mediterranean and on the Continent with ws220 paid on the Continent and ws160 in the Mediterranean.



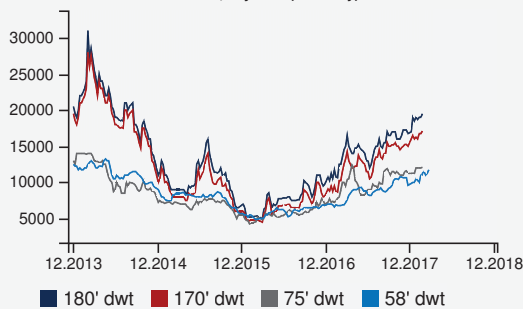
# Fearnleys Weekly Report

## Activity level

Capesize	Panamax	Supramax
Stable	Increasing	Increasing

Rates	This week	Last week	Low 2018	High 2018
<b>CAPESIZE (usd/day, usd/tonne)</b>				
TCT Cont/Far East (180' dwt)	24 500	24 000	23 000	37 000
Tubarao / R.dam (Iron ore)	7.00	8.00	7.00	10.00
Richards Bay/R.dam	7.00	7.80	7.00	10.00
<b>PANAMAX (usd/day, usd/tonne)</b>				
Transatlantic RV	12 000	9 500	9 500	12 750
TCT Cont / F. East	18 000	16 500	16 500	19 000
TCT F. East / Cont	4 550	4 300	4 300	4 750
TCT F. East RV	10 500	9 000	9 000	10 750
Murmansk b.13-ARA 15/25,000 sc	8.05	7.35	7.35	8.30
<b>SUPRAMAX (usd/day)</b>				
Atlantic RV	13 000	12 000	12 000	16 000
Pacific RV	8 700	8 500	8 000	9 750
TCT Cont / F. East	18 000	16 000	16 000	19 500
<b>1 YEAR T/C (usd/day)</b>				
Capesize 180,000 dwt	19 500	19 000	17 000	19 500
Capesize 170,000 dwt	17 100	16 750	16 000	17 100
Panamax 75,000 dwt	12 100	12 000	11 250	12 100
Supramax 58,000 dwt	11 750	11 250	10 000	11 750
<b>Baltic Dry Index (BDI):</b>	<b>1146</b>	<b>1095</b>	<b>n/a</b>	<b>n/a</b>

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



## DRY BULK

### Capesize

Stable with a positive undertone despite Asian holidays, average earnings flat w-o-w at USD 13400. Transatlantic trades, overweighted on indexes, appear the soft spot with rates sliding some 10 pct to come in at USD 12k. Iron ore + coal volumes for early positions support healthy climate for the key Brazil-, South Africa-, and West Australia to Far East trades, where in particular interpacific business stands out as robust and up some 10 pct in value. Market overall in contango as expected this time of year, with consequent notable period interest and activity - representative fixtures include 180kdwt/built 2010 for about 12 months at USD 20500, and 180kdwt/built 2015 for about 12 months at BCI AVE5TC + 20 pct.

### Panamax

As expected, it has been a slow and uneventful week. Chinese New Year last week and subsequent holidays this week has led to very little activity, especially in the Pacific. Nevertheless, despite a quieter week than normal the freight rates have started to increase in both hemispheres the last couple of days, well helped by more fresh cargoes in the market and a general psychological consensus that the freight rates will increase when the Chinese are coming back fully. In the Atl region, the TA market has increased to high 11k's, while front-hauls are being fixed in the 18 to 19k's depending on duration. A transpacific RV is now priced at mid 10k's and we expect the activity to increase further in the coming week.

### Supramax

Slight improvement from Atl with more hope for upcoming weeks. More grain cargoes from Black Sea made fhaul rates better again- 17-18k daily. USG firmer again with fhauls paying 23-24k daily. Cont have got rid of spot tonnage, Supras to India area have fixed around USD 20k daily. There were more cargoes appearing for Q2. Although the Pacific market has been slow during CNY holidays, this week show more activity and positive development on rates. From WCI a Supra obtained around USD 14k for a trip to China while a trip from Fujairah to WCI is payin around USD 12.5k. Supras are achieving around USD 11k delivery S.China for an Indo rv to China and clinker from Vietnam to Bangladesh are paying in the high USD 8k.

## Activity level

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

### LPG Rates

\* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	535 000	405 000	405 000	535 000
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	380 000	385 000	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)	448.1	451.9	484.1
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	60 000	65 000	60 000	80 000
West of Suez 155-165'cbm	65 000	70 000	65 000	85 000
1 yr TC 155-165'cbm	56 000	55 000	55 000	56 000

## GAS

### Chartering

The VLGC market has behaved pretty much as expected over the week, Chinese New Year holidays matched with IP week in London have obviously muted most chartering initiatives. In the East, we did see a mini-rally of inquiries/fixtures (similar to the one exactly 1 month ago) once acceptances in the MEG came out just before the weekend. It didn't change spot rates much, roughly 10% on the BLPG, but more importantly it buffered and turned the softening index at the time. We believe the index will halt in the very low USD 30's, a couple of notches under owners' current ideas, thereafter it will depend on relet avails and contango or backwardation between March and April. In the West, it has been very quiet in the spot market and freight rates have not really changed much over the last couple of weeks.



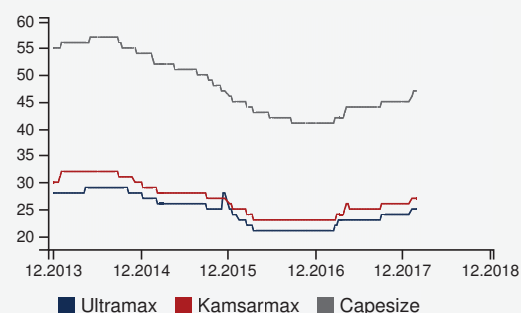
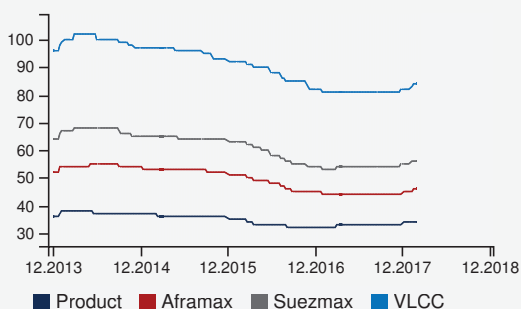
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## Activity level

Tankers	Dry Bulkers	Others
Moderate	Low	Soft

## 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
<b>Rate of exchange</b>				
USD/JPY	107.5	107.5	107.5	112.2
USD/KRW	1 076	1 077	1 063	1 086
USD/NOK	7.83	7.87	7.68	8.10
EUR/USD	1.23	1.24	1.20	1.25

## Interest rate

LIBOR USD 6 mths	2.13	2.06	1.84	2.13
NIBOR NOK 6 mths	1.08	0.98	0.89	1.08

## Commodity prices

Brent spot (USD)	65.17	62.46	62.46	69.94
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## Bunker prices

<b>Singapore</b>				
380 CST	363.0	360.0	360.0	389.0
180 CST	370.0	366.0	366.0	416.0
Gasoil	569.0	554.0	554.0	610.0
<b>Rotterdam</b>				
380 HSFO	353.0	339.0		373.0
180 CST	382.0	368.0	368.0	398.0
Diesel	549.0	527.0	527.0	595.0

## NEWBUILDING

Moderate newbuilding activity this week. In the tanker market both Sinokor and H-Line places orders for two firm VLCCs at Hyundai. This is the first tanker order from H-Line, which has previously been in Dry Bulk and LPG segments. GSI receives an order for 4+4 64,000 gt RoPax vessels from Moby Lines and GNV, to be operated on a new line in the Mediterranean Sea.

## NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	3	52,000 dwt	Oshima	MOL	2021	\$ 24 m	With Scrubbers
CONT	2	15,226 teu	Hyundai	Maersk Line	2019		Options declared
RoPax	2	2,500 PAX / 3,500 Im	GSI	Grandi Navi Veloci	2020/2021		+ 2 options
RoPax	2	2,500 PAX / 3,500 Im	GSI	Moby Lines	2020/2021		+ 2 options
VLCC	2	300,000 dwt	Hyundai	H-Line	2019		
VLCC	2	319,000 dwt	Hyundai	Sinokor	2019		

## SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Huyundai ulsan 3014	318953	2019	Ocean Yield	83,75	Incl. 15yrs BBB and Sellers credit
MT	Huyundai ulsan 3013	318953	2019		83,75	
MT	Huyundai ulsan 3015	318953	2019		83,75	
MT	Huyundai ulsan 3012	318953	2019		83,75	
MT	Front Circassia	306009	1999	Foresight	18,5	
MT	HS Carmen	113 033	2003	Greek	11,30	
MT	Rosa Tomasos	37 000	2003	Far Eastern	8,75	
BC	Silver Road	185 820	2002	Greek	15,70	
BC	South Trader	180 200	2013	Undisclosed	36,50	
BC	Emerald Baisha	81 585	2015	Chinese	22,50	
BC	Emerald Dongji	81 480	2015		22,50	
BC	Cemtex Thrift	80 230	2000	Chinese	xs 10	
BC	Ionian Eagle	74 085	2001	Chinese	9,40	
BC	Da Cheng	57 300	2010	Shanghai Changhang	13,30	
BC	Star Lily	33 248	2008	Taylor Maritime	10,30	
BC	Kumano Lily	32 292	2009		11,20	

## DEMOLITIONS

### Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT Yangtze Star	277 095	21 441	1994	Undisclosed	430
MV Chokang Sunrise	170 475	21 176	1995	Pakistani	480
MT Pacific Pioneer	105 237	16 700	1998	Indian	460