



# Fearnleys Weekly Report

## Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	45	59
VLCCs avail. in MEG next 30 days:	133	136

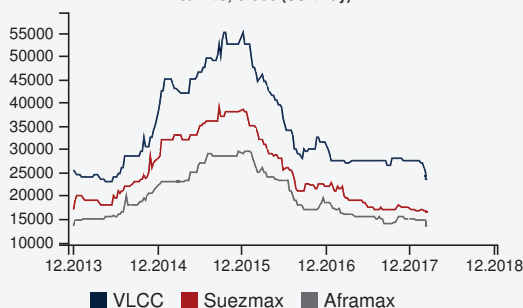
## Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	16.00	17.50	16.00	23.50
MEG / Japan	VLCC	35.00	37.50	35.00	50.00
MEG / Singapore	VLCC	35.50	38.00	35.50	51.00
WAF / FEAST	260,000	37.50	40.00	37.50	48.50
WAF / USAC	130,000	67.50	52.50	50.00	67.50
Sidi Kerir / W Me	135,000	65.00	57.50	55.00	67.50
N. Afr / Euromed	80,000	80.00	95.00	80.00	110.00
UK / Cont	80,000	100.0	100.0	90.00	107.5
Caribs / USG	70,000	90.00	107.5	80.00	132.5

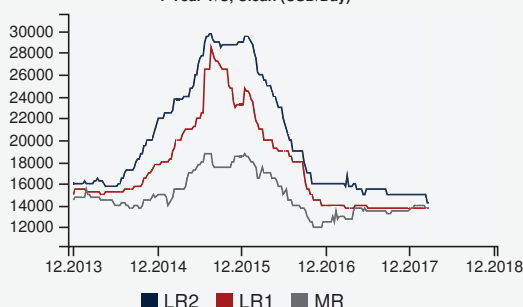
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	120.0	105.0	80.00	120.0
MEG / Japan	55,000	115.0	115.0	90.00	115.0
MEG / Japan	30,000	135.0	122.5	110.0	135.0
Singapore / Japan	30,000	140.0	135.0	130.0	145.0
Baltic T/A	60,000	110.0	105.0	100.0	145.0
UKC-Med / States	37,000	140.0	155.0	135.0	165.0
USG / UKC-Med	38,000	120.0	110.0	80.00	135.0

1 YEAR T/C (usd/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	23 500	23 500	23 500	27 500
Suezmax	(modern)	16 500	16 500	16 500	17 000
Aframax	(modern)	13 500	13 500	13 500	15 000
LR2	105,000	14 250	14 250	14 250	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

There are precious few changes to the VLCC market the last week. I.e. volumes stable, but far from sufficient to change the oversupply of tonnage, for all the major VLCC routes. Options for owners are few and far between and boils down to accept earnings down towards to zero USD/day or simply elect not engage at all. Either option hardly edible nor sustainable over time. In the meantime, resilience and simply patience will be put to serious tests. It was an improved week in the Suezmax market with decent volume in Wafr clearing out ships for the early 3rd decade, rates have seemingly peaked at ws70 for Ukcmm discharge with earnings back at just over USD 10,000/day. The Bsea also saw moderate improvement on the back of the Wafr momentum with TD6 breaking through the ws75 barrier although current market is now showing signs of a slightly softer tone. Eastern ballasters have had plenty of choice of cargoes in the MEG with an active Kharg programme keeping the list ticking over. The week ahead has a more steady/soft feel as end 3rd decade Wafr dates are coming to an end. Rates in the Nsea and Baltic moved sideways from last week, but could easily move further as soon as 3rd decade cargoes gets into play. Ice delays on its own is still not sufficient to make this market move, so owners really need to make a final stand if we will have any significant ice premium this season. In the Med and Bsea we are scraping the bottom and the tce's usually end up in red unless you use your optimist-calculator. The cargo activity has been decent, but it's the amount of available tonnage that have pushed rates down to an unbearable level. At the time of writing, the tonnage list is looking healthier as charterers have gone out and secured cheap rates for their cargoes. However, we now expect some quiet days before we yet again have to man ourselves up and fight for higher numbers.

### Product

**EAST OF SUEZ** Since our last report, from the Middle East Gulf the LR1s have been trading mostly flat at ws115 for Far East discharge. On the other hand, the LR2s have had a much more exciting week and owners have been able to demand higher rates, and they have increased with ws15 points to ws120 level today. For west discharge the current lumpsum rate for LR2s are at about USD 1.7 mill whilst the LR1s are being paid close to USD 1.3 mill. After weeks in the doldrums, MRs have this week shown strength and rates have move from ws122.5 to ws135 today. Owners in the Far East have also had a good week with improved rates. The short haul voyage from South Korea to Japan has moved from USD 300,000 to USD 365,000 and the straight MR voyage from Singapore to Japan has added ws5 points this week to ws140 level.

**WEST OF SUEZ** Also a little bit mixed in the west this week. The straight Continent to States voyage has dropped about ws15 points to ws140 level this week, but the backhaul voyage from the US Gulf has gained ws10 points to ws120 level. This means daily earnings for owners triangulating are more or less unchanged from last week at around USD 16,250. LR1s trading to west Africa have been able to marginally move rates upwards ws5 points. After weeks of declining rates, and on the back of increased rates in the Middle East Gulf, LR2s have seen the freight from Mediterranean to Far East move from USD 1.475 mill to USD 1.6 mill level today. Handies trading on the Continent have seen rates slide for several weeks after the peak of ws220 mid-February to ws155 today. In the Mediterranean, the market is still flat and ws150 level is going level.



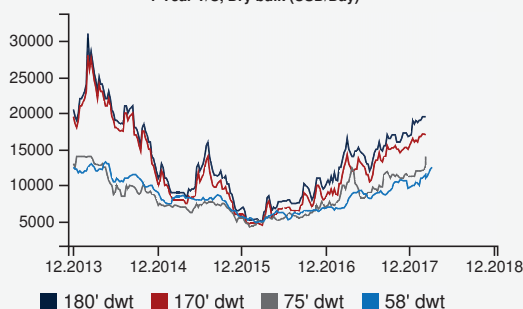
# Fearnleys Weekly Report

## Activity level

Capesize	Panamax	Supramax
Slower	Active	Firm

Rates	This week	Last week	Low 2018	High 2018
<b>CAPESIZE (usd/day, usd/tonne)</b>				
TCT Cont/Far East (180' dwt)	23 000	23 300	23 000	37 000
Tubarao / R.dam (Iron ore)	6.80	7.00	6.80	10.00
Richards Bay/R.dam	6.70	7.00	6.70	10.00
<b>PANAMAX (usd/day, usd/tonne)</b>				
Transatlantic RV	13 250	13 250	9 500	13 250
TCT Cont / F. East	19 000	19 000	16 500	19 000
TCT F. East / Cont	5 000	4 900	4 300	5 000
TCT F. East RV	12 750	11 500	9 000	12 750
Murmansk b.13-ARA 15/25,000 sc	8.55	8.45	7.35	8.55
<b>SUPRAMAX (usd/day)</b>				
Atlantic RV	14 000	13 500	12 000	16 000
Pacific RV	11 000	9 900	8 000	11 000
TCT Cont / F. East	19 500	19 500	16 000	19 500
<b>1 YEAR T/C (usd/day)</b>				
Capesize 180,000 dwt	19 500	19 500	17 000	19 500
Capesize 170,000 dwt	17 000	17 100	16 000	17 100
Panamax 75,000 dwt	14 000	12 750	11 250	14 000
Supramax 58,000 dwt	12 500	12 250	10 000	12 500
<b>Baltic Dry Index (BDI):</b>	<b>1191</b>	<b>1192</b>	<b>n/a</b>	<b>n/a</b>

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



## DRY BULK

### Capesize

Disappointing week so far with dropping rates in all basins. Both the north and south Atlantic market have been struggled with very limited activity. Quite a bit of owners taken their vessel towards Brazil expecting a stronger market for end of March and beginning of April, but the rates have dropped and the number of cargoes are scarce. South Africa market have basically been non-existing, which also put press on owners who decided to ballast. Freight rates on Brazil/China now down to mid USD 15 pmt level. Pacific is still active, but enough tonnage around, and with an Atlantic market which is not attractive, the owners willing to discount for short west Aussie RV, which now down close to USD 6 pmt mark.

### Panamax

A mixed week with a lot of volatility and different activity level from day to day, but in general there has been a positive sentiment, especially during the last couple of days with increasing freight rates in both hemispheres. Period interest remained robust with strong numbers being reported. A 75k was reported fixed for 9 to 12 months at a strong 14,500\$ daily. On the spot biz in the Atl, TA and FH rates are respectively at levels around mid 13k's and 19k's, while Baltic rounds continue to pay a high premium due to the ice conditions and last done is 22k for a Baltic RV on an ice classed LME. The sentiment in Asia is strong and a transpacific RV is now priced at mid 12k's with steady enquiry from all areas.

### Supramax

The market is still going strong in the Pacific, with Ultra fixing high USD 13k+375k bb for S.Afr to ECI while nickel ore runs via Philippines to China are paying Supras around mid USD 11k. Aussie rounds are paying in the USD 13k's, while Spore trip to WCI/Pakistan range has been fixed around USD 13k. Similarly to Far East market, the Atl performed well nearly all areas. More fhaul enquires from Bl.Sea, same were done around USD 20k daily. Inter-Med business were concluded around USD 12k levels. USG petcoke trips to Far East still paying around 23-24k daily. Cont stayed more stable, where backhaul to Brazil were fixed around 7k. Both basins seeing continuous period interest for both short and longer period.

## Activity level

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

### LPG Rates

\* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	415 000	455 000	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	420 000	400 000	370 000	420 000
COASTER Asia	250 000	250 000	250 000	250 000
COASTER Europe	320 000	370 000	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)	389.5	437.1	452.4
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	40 000	45 000	40 000	80 000
West of Suez 155-165'cbm	60 000	60 000	60 000	85 000
1 yr TC 155-165'cbm	56 000	56 000	55 000	56 000

## GAS

### Chartering

The VLGC market in the West has been awfully quiet this week, mainly due to the conference in Tokyo taking away most players from the market scene. A couple of trader relets have been done transpacific ex US Gulf. In the East, the market has been limited to a couple of Indian inquiries which led to two sub-fixtures this week. Otherwise the market has been at a complete standstill. The Baltic VLGC index has been stable in the high USD 20's pmt throughout the week, reflecting a time charter equivalent in the low USD 400,000's pcm.



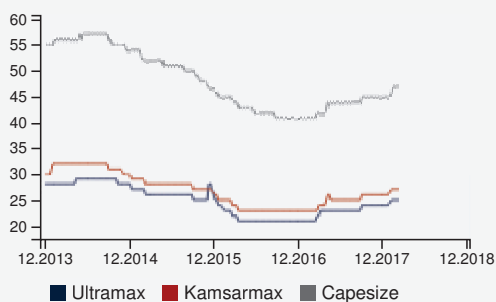
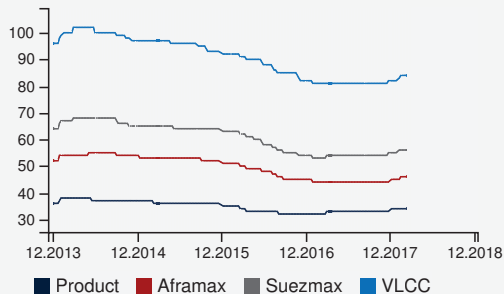
# Fearnleys Weekly Report

## Activity level

Tankers	Dry Bulkers	Others
Moderate	Moderate	Active

## 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	46.00	45.50	44.50	46.00
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 - MEG1	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	105.8	107.0	105.8	112.2
USD/KRW	1 069	1 079	1 063	1 086
USD/NOK	7.79	7.87	7.68	8.10
EUR/USD	1.24	1.22	1.20	1.25
<b>Interest rate</b>				
LIBOR USD 6 mnths	2.24	2.20	1.84	2.24
NIBOR NOK 6 mnths	1.14	1.11	0.89	1.14
<b>Commodity prices</b>				
Brent spot (USD)	65.52	66.80	62.46	69.94
<b>Bunker prices</b>				
Singapore 380 CST	365.0	371.0	360.0	389.0
180 CST	372.0	402.0	366.0	416.0
Gasoil	566.0	592.0	554.0	610.0
Rotterdam 380 HSFO	349.0	351.0		373.0
180 CST	374.0	379.0	368.0	398.0
Diesel	545.0	566.0	527.0	595.0

## NEWBUILDING

Healthy ordering activity for newbuildings this week. Yangzijiang had a good week with firm orders and options declared for nine bulk carriers. LMZ Shipping firmed up two Kamsarmaxes, while Ocean Longevity declared their options for two Kamsarmaxes. China Development Bank Leasing also declared options at Yangzijiang, for five Newcastlemaxes. In the tanker segment DSME has received orders for five VLCCs. Apollo ordered three VLCCs with scrubbers at DSME, reported price was USD 86.5 m. Battery ferries are becoming more popular as Fjord1 firms up seven ferries. In the cruise segment Viking Cruises and Fincantieri have reached an agreement for six more vessels delivered in the years from 2024 to 2027. Pantheon firmed up a pair of VLCCs as well as a pair of LNGCs at DSME.

## NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	2	82,000 dwt	Yangzijiang	LMZ Shipping	2019	abt. \$ 25.5 m	Tier II
BC	2	82,000 dwt	Yangzijiang	Ocean Longevity	2019		Options declared
BC	5	208,000 dwt	Jiangsu New Yangzijiang	China Development Bank Leasing	2019/2020	\$ 47 m	Options declared
Cruise 2	180 Pax		Vard	Ponant	2020		Expedition Cruise
Cruise 6			Fincantieri	Viking Cruises	2024 / 2027		
Cruise 1	5,000 Pax		Meyer Werft	AIDA Cruises	2023		
Ferry 5	50 Cars		Havyard	Fjord1	2019		Battery Propulsion
Ferry 2	80 Cars		Cemre	Fjord1	2019		Battery Propulsion
LNGC 2	170,000 cbm		DSME	Pantheon	2019	abt. \$ 182 m	
LNGC 1	174,000 cbm		Samsung HI	Cardiff	2019	\$ 184 m	+ 1 option
LPG 1	6,500 cbm		Jinling	China Merchants Group	2020		
LPG 1	6,500 cbm		Jinling	Najing Yangyang	2020	abt. \$ 31 m	
PCTC 1	2,300 ceu		Jinling	Anji Automotive Logistics	2019		
VLCC 2	300,000 dwt		DSME	Pantheon Tankers	2019		Tier III
VLCC 3	318,000 dwt		DSME	Apollo	2020		Scrubbers Installed

## SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Mistral	306 278	2000	Undisclosed	20,5	
MT	Pacific Rainbow	45 986	2008	Greek	16,25	
BC	Agenor	82 000	2016	New Yangtze Navigation	13,70	Auction sale of unfinished hull
BC	Archon	82 000	2018	Zhejiang Hongxin Shipping	13,10	Auction sale of unfinished hull
BC	Sea Ace	81 755	2012	Greek	18,40	
BC	Eleftheria	76 099	2001	Chinese	9,40	
BC	Jiangsu Hongqiang HQ109	64 000	2018	Eddie Steamship	23,30	
BC	BW Durum	61 491	2016	Navigare Capital Partners	25,00	Incl 1yr TC back at USD 12000

## DEMOLITIONS

### Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT Pacific Sunrise	105 176	16 761	1998	Undisclosed	490
MV Balkar trust	41 180	9 664	1997	Pakistani	459
GC Esi Anax	11 957	4 473	2001	Undisclosed	457
CONT Sinokor Incheon	3 016	2 560	1987	Undisclosed	562