



Fearnleys Weekly Report

Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	42	65
VLCCs avail. in MEG next 30 days:	125	115

Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	18.00	18.00	16.00	23.50
MEG / Japan	VLCC	38.00	37.00	35.00	50.00
MEG / Singapore	VLCC	39.00	39.00	35.50	51.00
WAF / FEAST	260,000	40.00	40.00	37.50	48.50
WAF / USAC	130,000	57.50	57.50	50.00	67.50
Sidi Kerir / W Me	135,000	62.50	62.50	55.00	72.50
N. Afr / Euromed	80,000	90.00	85.00	75.00	110.00
UK / Cont	80,000	97.50	92.50	90.00	107.50
Caribs / USG	70,000	100.00	102.50	80.00	132.50

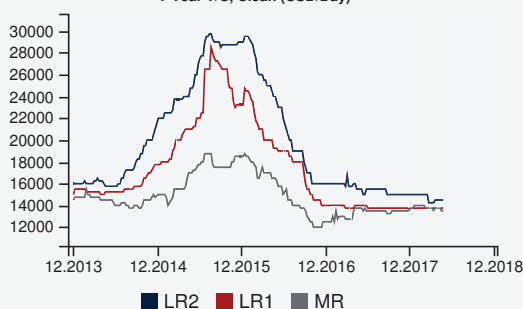
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	85.00	85.00	80.00	120.00
MEG / Japan	55,000	110.00	107.50	90.00	115.00
MEG / Japan	30,000	127.50	127.50	110.00	140.00
Singapore / Japan	30,000	135.00	140.00	130.00	147.50
Baltic T/A	60,000	95.00	95.00	80.00	145.00
UKC-Med / States	37,000	145.00	142.50	112.50	165.00
USG / UKC-Med	38,000	100.00	100.00	80.00	135.00

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	21 000	21 000	21 000	27 500
Suezmax	(modern)	15 500	15 500	15 500	17 000
Aframax	(modern)	13 500	13 500	13 500	15 000
LR2		105,000	14 500	14 500	15 000
LR1		80,000	13 750	13 750	13 750
MR		47,000	13 500	13 500	14 000

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



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



TANKERS

Crude

The general activity for the VLCC's is still far from what is really needed for rates to have much chance to turn around. It is all very much what we had lately with an oversupply of tonnage, virtually for all major VLCC-routes, and lacking volumes. Bunker prices are up sharply which owners will try hard to get the charterers to absorb by paying a little more, but not easily achieved the way things look. A flurry of activity all around the Atlantic coupled with a hefty black sea program for May saw TD20 reach W70 at the end of last week, bringing owners into five digit earnings for certain voyages. A much needed jump in earnings in the money burning industry that is the Suezmax market these days. Unfortunately, their bigger siblings, the VLCCs quickly rushed to charter's rescue, offering cheaper freight on co-loading that would otherwise be loaded on Suezmaxes. As such, the weekend coupled with a slow start to this week due to labour day broke owners momentum and we are now back to last week's levels in West Africa. Despite some floating scenarios on Ekofisk crude and delayed berthing in ports like Rotterdam and Le Havre, the Aframax market in the North Sea and Baltic is hovering around bottom levels with tc earnings close to zero. There is still a decent supply of available tonnage and cargo activity needs to pick up massively before we could see any upswing in rates. In the Med and Black sea we have seen decent activity the last week. Delays in Trieste due to maintenance have helped the owners, but over the weekend we did see more ships coming into fixing position. Unfortunately, we had a quiet start to this week and the market lost some of its momentum. We do expect the market to remain around low 90's/high 80's, as the tonnage list and expected cargoes is looking rather balanced.

Product

EAST OF SUEZ The market in the Middle East Gulf is still balanced and rates for most sizes are only moving sideways. LR1's and LR2's trading to the Far East is still at ws85 for LR2's and ws110 for LR1's, whilst rate for going to the Continent is unchanged for LR2's at USD 1,550 mill the LR1's have been able to secure slightly higher rates and is today paid USD 1,425 mill for their services. The standard MR voyage from west coast India to Japan is also unchanged from last week at ws125. In the Far East the market has been a little bit slower and rates have slid. The rate for the short haul voyage from South Korea to Japan has decline from USD 340' to USD 315' today and the MR voyage from Singapore to Japan is down ws5 point to ws135 today. **WEST OF SUEZ** In the Atlantic the week has been the same as in the East with very little excitement and rates are more or less unchanged From last week. MR's trading to the states is still obtaining ws145 and the back haul rate from the U.S. gulf has not moved and is still ws100 level. This give owners triangulating the same daily return as last week at around USD 12.750 per day. LR1 trading to west Africa is still fixing at ws95 level. For the LR2's the rate from Mediterranean to the Far East has slipped further this week and rate today is around USD 1,575 mill. Handies trading in the Mediterranean and on the Continent is also unchanged from last week at ws 140 and ws165, respectively



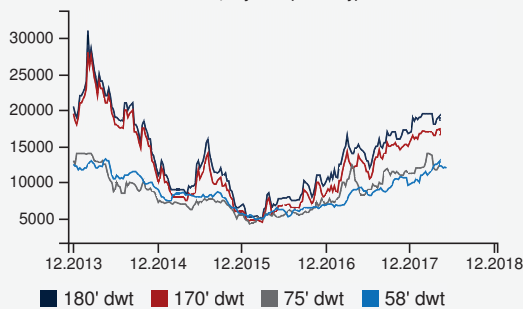
Fearnleys Weekly Report

Activity level

Capesize	Panamax	Supramax
Firming	Mixed	Slow

Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	32 500	33 500	18 000	37 000
Tubarao / R.dam (Iron ore)	8.00	9.00	5.30	10.00
Richards Bay/R.dam	7.00	7.00	5.40	10.00
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	9 200	9 500	9 200	13 750
TCT Cont / F. East	16 500	17 000	16 500	19 500
TCT F. East / Cont	4 700	4 600	4 300	5 200
TCT F. East RV	10 500	9 500	9 000	13 750
Murmansk b.13-ARA 15/25,000 sc	6.40	7.40	6.40	8.55
SUPRAMAX (usd/day)				
Atlantic RV	12 000	12 000	11 500	16 000
Pacific RV	11 250	11 000	8 000	11 250
TCT Cont / F. East	19 000	20 000	16 000	20 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	18 500	19 250	17 000	19 500
Capesize 170,000 dwt	16 500	17 400	16 000	17 400
Panamax 75,000 dwt	12 500	12 500	11 250	14 000
Supramax 58,000 dwt	12 000	12 100	10 000	13 000
Baltic Dry Index (BDI):	1346	1376	n/a	n/a

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



Activity level

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

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	225 000	205 000	105 000	535 000
LGC / 60,000	375 000	375 000	375 000	550 000
MGC / 38,000	450 000	450 000	450 000	470 000
HDY SR / 20-22,000	450 000	450 000	395 000	450 000
HDY ETH / 17-22,000	750 000	750 000	750 000	770 000
ETH / 8-12,000	470 000	470 000	440 000	480 000
SR / 6,500	430 000	430 000	370 000	430 000
COASTER Asia	290 000	290 000	250 000	290 000
COASTER Europe	320 000	320 000	280 000	385 000

LPG/FOB prices (usd/tonne)

	Propane	Butane	ISO
FOB North Sea / ANSI	462.0	455.0	
Saudi Arabia / CP	500.0	505.0	
MT Belvieu (US Gulf)	472.8	453.0	526.4
Sonatrach : Bethioua	470.0	485.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2018	High 2018
East of Suez 155-165'cbm	35 000	35 000	35 000	80 000
West of Suez 155-165'cbm	44 000	44 000	44 000	85 000
1 yr TC 155-165'cbm	52 000	52 000	52 000	56 000

DRY BULK

Capesize

Sentiment again positive for the big ships after a seemingly holiday-related setback, and underlying coal/iron ore trades continue to appear robust. With practically 2 non-trading days included, w-o-w development in daily average earnings is down some 5 pct to come in at USD 17400. Fronthaul again being a major driver and steady/improving from a present USD 32-33k on the cont-brazil-feast run, the pacific rounds are slightly softer in comparison but expected to improve from the present USD 16k to again exceed last week's USD 17k. Healthy period activity/interest, with representative fixtures including 176000 dwt/blt 2011 fetching USD 18500 for 7-10 months, also 171000 dwt/blt 2005 done for 8-10 months at USD 16250.

Panamax

A very slow and quiet week all over, with some days almost lifeless. Holidays in both hemispheres and little activity has again put pressure on the freight rates. However, mid-week we saw a little push of fresh cargoes, many sub-sale cargoes and hopefully they will materialize which is much needed to lift the freight rates going forward together with the firm enquires. TA rates is now priced at low/mid 9k's, while the FH rates is in the range of mid/high 16k's. Little activity in Asia due to golden week has priced the transpacific RV at low/mid 10k's. FFA's, May is priced at high 10k's, while June is at mid 11k's on the P4TC index.

Supramax

As expected a slow and uneventful start to the week with holidays in many countries, however by mid-week some fresh requirements and positions has appeared in the market. Supra from Cont to India were fixed around 18k . Fertz from Cont to Brazil being discussed around 9k. In the Pacific Nickle ore runs via Philippines to China is paying ows around USD 12k while Safr to Wci/Pakistan is paying in the low USD 11k + USD 150k bb. Indo/China coal rounds are paying in the low-mid 12k bss Spore delivery.

GAS

Chartering

Although this week's activity in the market for VLGCs East of Suez is significantly influenced by holidays, there are bits and pieces being concluded. Rates have increased marginally during the course of last week and are now trading at around USD 7,500 per day. In the West, the market has been equally calm as in the East, however, a few deals have been done at rates in the mid/high USD 40's. Currently, the market is trading at close to USD 10,000 per day (transpacific) and USD 12-13,000 per day (transatlantic).



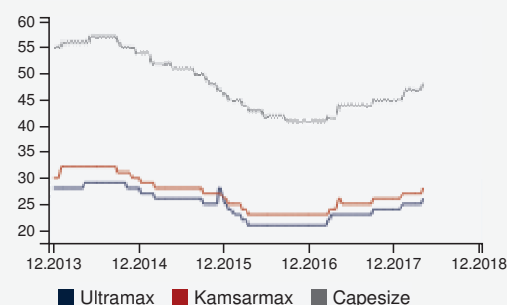
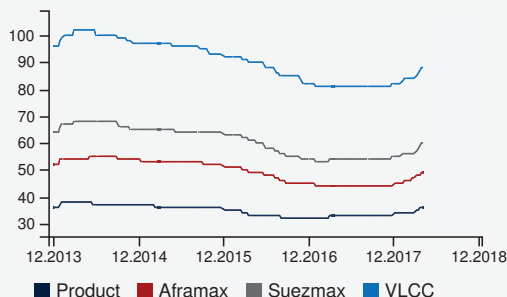
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Activity level

Tankers	Dry Bulkers	Others
Moderate	Moderate	Moderate

Prices

Average Far Eastern Prices					
PRICES (milli usd)		This week	Last week	Low 2018	High 2018
VLCC	300'dwt	88.00	88.00	82.00	88.00
Suezmax	150'dwt	60.00	60.00	55.00	60.00
Aframax	110'dwt	49.00	49.00	44.50	49.00
Product	50'dwt	36.00	36.00	33.50	36.00
Capesize	180'dwt	47.50	47.00	45.00	47.50
Kamsarmax	82'dwt	27.50	27.00	26.00	27.50
Ultramax	64'dwt	25.50	25.00	24.00	25.50
LNGC	170'cbm - MEG	185.0	185.0	184.5	185.0



Market brief

	This week	Last week	Low 2018	High 2018
Rate of exchange				
USD/JPY	109.8	109.2	105.8	112.2
USD/KRW	1 075	1 082	1 061	1 086
USD/NOK	8.09	7.97	7.68	8.10
EUR/USD	1.20	1.22	1.20	1.25
Interest rate				
LIBOR USD 6 mths	2.51	2.50	1.84	2.51
NIBOR NOK 6 mths	1.21	1.23	0.89	1.24
Commodity prices				
Brent spot (USD)	73.20	73.54	62.46	73.54
Bunker prices				
Singapore				
380 CST	421.0	410.0	360.0	421.0
180 CST	453.0	442.0	366.0	453.0
Gasoil	650.0	645.0	554.0	650.0
Rotterdam				
380 HSFO	392.0	379.0	392.0	392.0
180 CST	418.0	406.0	368.0	418.0
Diesel	625.0	621.0	527.0	625.0

NEWBUILDING

This week we saw newbuilding activity in most segments, with 25 firm orders to report. Owners continue to declare options as they see that newbuilding prices are increasing. In the Dry Bulk segment Nisshin Shipping booked five Tier II Ultramaxs at Jiangsu Hantong, the price is reported to about \$ 24 m per vessel, giving the Japanese owner a discount compared to the Tier III vessels. Maersk Tankers declared options for six LR2 vessels at Dalian, with delivery from 2020. Another interesting order in the Tanker segment is Kyklades' order for two more VLCCs at Hyundai, increasing their orderbook at Hyundai to eight VLCCs.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	5	64,000 dwt	Jiangsu Hantong	Nisshin Shipping	2019	abt. \$ 24 m	Tier II
CONT	4	2,750 teu	Huangpu Wenchong	China Navigation Co	2020		
RoPax	1	3,100 lm / 1,000 pax	AVIC Weihai	Stena RoRo	2021		Option declared / Gas-React
RoRo	6	7,800 lm	Jinling	Grimaldi	2020 / 2021		3 ships with Ice Class
TANK	6	114,000 dwt	Dalian	Maersk Tankers	2020 / 2021		Options declared
VLCC	2	318,000 dwt	Hyundai Samho	Kyklades	2020		
VLGC	1	80,000 cbm	Hyundai Heavy	Solvang	2019	abt. \$ 70 m	Old Panama Beam

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Spyros	319 257	2007	Embiricos	34,75	
MT	Sea Equatorial	300 349	1997	Da Hai Shipping	18,5	FSO for Storage
MT	Zirku	105 587	2003	ZPMC	mid 10's	For conversion
MT	BM Breeze	105 387	2008	Petrovietnam	18,00	ss due
MT	Star Express	45 838	2005	Undisclosed	low 11's	
MT	Cape Bird	40 271	2003	undisclosed	8,30	
BC	Big Bang	174 109	2008	Clients of CTM	21,00	
BC	DR Bravo	76 806	2005	Omicron	12,50	
BC	Madeleine	76 561	2006	Pangea Logistics	14,25	
BC	Ten Yoshi Maru	58 110	2011	KC Maritime	16,30	
BC	Requiem	58 018	2010	White Sea Navigation	12,10	
BC	Daxia	56 811	2011	Briese	11,50	
BC	Glory Mercy	37 302	2010	Undisclosed	low 9's	
BC	New Izumo	33 193	2010	Taylor Maritime	12,70	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT Tinos	305 839	43 200	1999	Undisclosed	450
MT Success pioneer XXXV	96 183	14 669	1999	Undisclosed	432
MT Alexia 2	95 773	13 734	1990	Undisclosed	458
MT Brizo	86 549	16 042	1996	Undisclosed	470
MT Mahika	36 457	7 120	1994	Undisclosed	260
MPP Pontica	17 069	4 300	1983	Undisclosed	440