



Fearnleys Weekly Report

Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	58	42
VLCCs avail. in MEG next 30 days:	128	125

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	42.00	38.00	35.00	50.00
MEG / Singapore	VLCC	43.00	39.00	35.50	51.00
WAF / FEAST	260,000	43.50	40.00	37.50	48.50
WAF / USAC	130,000	57.50	57.50	50.00	67.50
Sidi Kerir / W Me	135,000	77.50	62.50	55.00	77.50
N. Afr / Euromed	80,000	87.50	90.00	75.00	110.00
UK / Cont	80,000	92.50	97.50	90.00	107.50
Caribs / USG	70,000	100.00	100.00	80.00	132.50

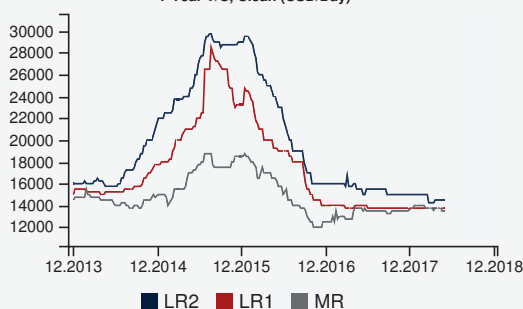
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	75.00	85.00	75.00	120.00
MEG / Japan	55,000	55.00	110.00	55.00	115.00
MEG / Japan	30,000	35.00	127.50	35.00	140.00
Singapore / Japan	30,000	30.00	135.00	30.00	147.50
Baltic T/A	60,000	60.00	95.00	60.00	145.00
UKC-Med / States	37,000	37.00	145.00	37.00	165.00
USG / UKC-Med	38,000	38.00	100.00	38.00	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)	13 750	13 500	13 500	15 000
LR2	105,000	14 500	14 500	14 250	15 000
LR1	80,000	13 750	13 750	13 750	13 750
MR	47,000	13 500	13 500	13 500	14 000

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



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



TANKERS

Crude

A much more active week for the VLCC's and Americas/East the most active. A slight turnaround in optimism among owners in general and rates a bit firmer for the major VLCC-routes. Earnings are however virtually flat, and low, due to the sharply increased bunker-prices. More of the same will be needed, i.e. steady and increased demand over time to dampen the tonnage supply to all major load areas. I.e. somewhat more positive undertones but much more 'work' needed for rates to strengthen further. The Suezmaxes in West Africa were extremely busy last week in the 2nd decade, an active North Sea market also contributed to a building firmer sentiment as ships were rapidly snapped up by Charterers, some owners started to offer in for cargoes at levels that were unpalatable for Charterers who then looked to coload VLCC's in order to avoid paying up more than they needed too. Further pressure has been added by the ever increasing bunker prices with some owners not being able to make sense of voyages in the ECA zones with high fuel prices being factored in. The Black sea has been ticking over with TD6 currently peaking at ws 85 for 3rd decade dates. The week ahead has a steady outlook as Charterer look to tidy up for May dates. Beyond that the summer months beckon with further challenges to overcome. This week in the North Sea and Baltic Aframax market started off rather slow due to Bank Holiday in London. Rates kept moving sideways at bottom levels this week, though at a marginally higher level compared to last month, due to higher bunker costs. Cargo levels are still down in both markets and we do not expect any big changes in rates moving forwards. In the med and bsea we are facing a rather balanced tonnage list at the moment. Cargo activity has been good, but still not good enough to move this market towards three digits. The black sea program is looking pretty thin for Aframax end-month, but with the latest activity, especially from Libya, we hope the market will remain in mid/high w80's for the week to come.

Product

EAST OF SUEZ Yet another week has passed with very little excitement and rates have more or less moved sideways. LR2's have been able to scramble together a few points since last week and is today fixing at ws90 whilst LR1's are still at ws110 for Far East destinations. For west destinations owners are still getting paid in the region of USD 1,550 mill for LR2's and USD 1,450 mill for the LR1's. It has been an uneventful week also for MR's who are still fixing from west coast India to Japan at ws125 level. In the Far East it has also been a quiet week with very little change in rates and the MR voyage from Singapore to Japan is still at ws132.5 and the short haul voyage from south Korea to Japan is today at lumpsum USD 310.000 level. WEST OF SUEZ Not much to boast about in the western hemisphere either with rates for most segments going nowhere, except for LR1's trading from the Continent to west Africa which have been pressured to accept a drop in rates from ws95 to ws85 and still it looks a little bit shaky for the owners. MR's trading to the States are still being fixed at ws140 level and the back haul cargo ex U.S. gulf is still at ws100. Daily return for owners triangulating is around the USD 12.250 per day mark. Rate for LR2's fixing from the Mediterranean to the Far East is still in the USD 1,575 mill region. For the Handies the markets in the Mediterranean and on the Continent has this week gone in opposite directions. In the Mediterranean the market is unchanged at ws140 level whilst owners on the Continent have seen rates drop ws15 points To ws150.

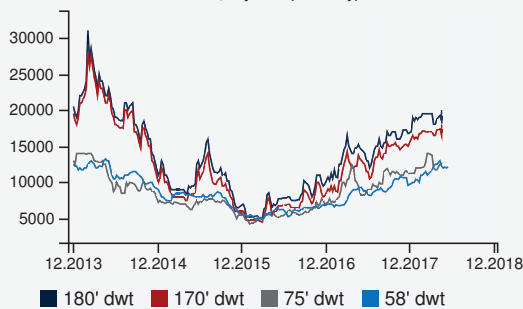


Fearnleys Weekly Report

Activity level

Capesize	Panamax		Supramax	
Firm	Mixed		Slow	
Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	34 700	32 500	18 000	37 000
Tubarao / R.dam (Iron ore)	9.50	8.00	5.30	10.00
Richards Bay/R.dam	8.40	7.00	5.40	10.00
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	8 500	9 200	8 500	13 750
TCT Cont / F. East	16 000	16 500	16 000	19 500
TCT F. East / Cont	4 700	4 700	4 300	5 200
TCT F. East RV	11 000	10 500	9 000	13 750
Murmansk b.13-ARA 15/25,000 sc	7.30	6.40	6.40	8.55
SUPRAMAX (usd/day)				
Atlantic RV	11 500	12 000	11 500	16 000
Pacific RV	12 000	11 250	8 000	12 000
TCT Cont / F. East	18 000	19 000	16 000	20 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	20 000	18 500	17 000	20 000
Capesize 170,000 dwt	18 000	16 500	16 000	18 000
Panamax 75,000 dwt	12 750	12 500	11 250	14 000
Supramax 58,000 dwt	12 150	12 000	10 000	13 000
Baltic Dry Index (BDI):	1465	1346	n/a	n/a

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



Activity level

COASTER	15-23,000 cbm		82,000 cbm	
Moderate	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	225 000	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	740 000	750 000	740 000	770 000
ETH / 8-12,000	460 000	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)		442.9	439.4	484.1
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	37 000	35 000	35 000	80 000
West of Suez 155-165'cbm	45 000	44 000	44 000	85 000
1 yr TC 155-165'cbm	55 000	52 000	52 000	56 000

DRY BULK

Capesize

Good activity the last week with rates continuing to move up in both basins, with stronger gains seen in the Pacific than in the Atlantic. The BCI5TC index have moved over 20,000 USD p/d which have raised estimates for May considerably as FFAs are priced at 19,400 USD p/d currently after being priced at just 11,500 USD p/d a month ago. Expectations are for the market to remain around current firm levels in the coming months, although one should not be surprised to see the index dip below 10,000 USD p/d during the Summer as part of the usual volatile swings of the Capesize market...

Panamax

Another week that must be categorized as relatively slow without major changes. After a holiday-disrupted week with little new fresh cargoes especially in the N-Atl the rates have been under pressure again on the transatlantic round voyages. TA rates has dropped to mid/high 8k's, while the FH rates is in the range of low 16k's. The activity in the east has been more positive compared to the Atl market with relatively good volumes been reported fixed the last couple of days. Transpacific RV is now priced in the range low 11k's. The expectations about renewed activity from ECSA is much needed to lift the current rate levels in both basins. FFA's, June is priced at mid 11k's, while Q3 is at low 12k's on the P4TC index.

Supramax

Slow week due to numerous holidays around the world. Rates were still softening in Atl. Tonnage is building up in Continent. Supras from Cont to Brazil were now fixed around 8k. Ultras from Med to USG concluded around 8k to. Lack of fresh requirements from USG and ECSA. Fronthaulls from USG were achievable at low 20s. From ECSA to Far East Ultras could be fixed around USD 14k daily. By mid-week Seasia market saw some improvements in rates, however Feast remained flat. Indo/China coal trips paying arnd USD 13k and for s.period levels are around high USD 12k in Seasia. N.ore runs paying smaller Supras around USD 12k, while nopac rv's paying in the mid-high USD 12k.

GAS

Chartering

It has been a relatively quiet week on shipping east of Suez thus far, mostly because of pending acceptances for June program. However, we saw one Western oil major fixing a vessel at around \$24pmt yesterday for last decade May loading MEG. We still also expect to see further 2-4 spot cargoes from Indian charterers for similar period in May, but at the same time there are also available ships around from Indian owners. While shipping length from owners in the East still remain relatively long for balance of May/beginning of June, there are also few potential trader relets being shown for same timing. However some might also slip into own programs depending on the pending acceptance dates. There are a few cargo enquiries being looked at in the West. Owners' freight ideas are in the low/mid USD 50's bss Houston/Chiba via Panama for end May and beginning June loaders, albeit we have yet to see any concluded fixture breaking USD 50 pmt over the last month or so. There is a MarkWest tender due today for a cargo loading 28-29 May which is receiving some interest from the shipping market. In addition, US inventory stats parallel to crude- and FEI movement will be closely watched today.



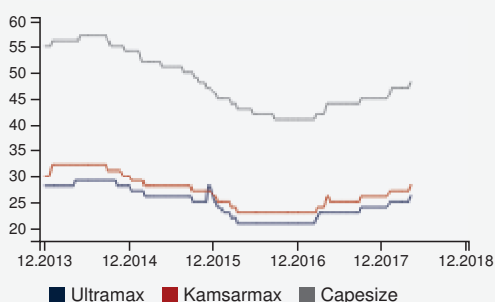
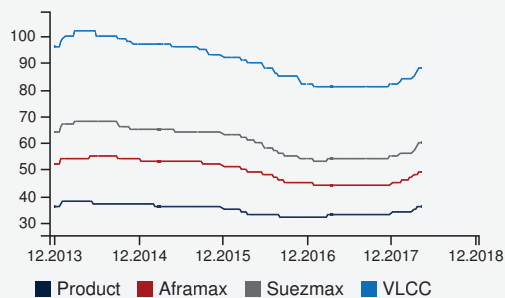
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Activity level

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	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	47.50	45.00	47.50
Kamsarmax	82'dwt	27.50	27.50	26.00	27.50
Ultramax	64'dwt	25.50	25.50	24.00	25.50
LNGC	170'cbm - MEGI	185.0	185.0	184.5	185.0



Market brief

	This week	Last week	Low 2018	High 2018
Rate of exchange				
USD/JPY	109.7	109.8	105.8	112.2
USD/KRW	1 079	1 075	1 061	1 086
USD/NOK	8.07	8.09	7.68	8.10
EUR/USD	1.19	1.20	1.19	1.25

Interest rate

LIBOR USD 6 mnths	2.52	2.51	1.84	2.52
NIBOR NOK 6 mnths	1.20	1.21	0.89	1.24

Commodity prices

Brent spot (USD)	77.48	73.20	62.46	77.48
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Bunker prices

Singapore	380 CST	438.0	421.0	360.0	438.0
	180 CST	470.0	453.0	366.0	470.0
	Gasoil	675.0	650.0	554.0	675.0
Rotterdam	380 HSFO	414.0	392.0		414.0
	180 CST	441.0	418.0	368.0	441.0
	Diesel	647.0	625.0	527.0	647.0

NEWBUILDING

A good week in the Boxship sector with both Costamare and Shoen Kisen ordering five firm 12,000 teu vessels on the back of a long term timecharter to Yang Ming, both owners have two options. Zodiac Maritime declared options for four more 14,300 teu vessels at Hyundai.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	1	64,000 dwt	Cosco Dalian	Okouchi Kaiun	2019		
BC	1	64,000 dwt	Cosco Dalian	Fukuji Kisen	2019		
BC	2	82,000 dwt	Jinling	AVIC International Leasing	2019		
CONT	5	12,000 teu	Jiangsu Yangzijiang	Costamare	2020 / 2021		+ 2 options
CONT	5	12,000 teu	Imabari	Shoen Kisen	2020		+ 2 options
CONT	4	14,300 teu	Hyundai	Zodiac Maritime	2020	abt. \$ 25.5 m	Options declared / Dual-fuel re

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Rokkasan	300 257	2003	Avin	21	
MT	United Emblem	161 724	2010	Delta tankers	27,85	
MT	United Seas	110 295	2008	Avin	xs 20	Auction
MT	Alexandros M	48 706	2000	Indian	8,00	
BC	Sonia	177974	2009	KSC	26	
BC	Amakusa island	81 887	2005	Undisclosed	13,00	
BC	Sage Caledonia	58 086	2013	Far Eastern	18,50	
BC	Santa Vista	38 206	2011	Inui Global	14,50	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT Kymolos	298 324	42 773	1998	Undisclosed	429
MT Seakay Spirit	125 133	24 414	1979	Undisclosed	382