



Activity level

VLCC	Suezmax	Aframax	P.E. of Suez	P.W. of Suez
Firm	Increasing	Mixed	Active	Stable

	Last week	Prev. week
VLCCs fixed all areas last week:	58	41
VLCCs avail. in MEG next 30 days:	133	135

Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	19.00	18.00	16.00	23.50
MEG / Japan	VLCC	47.50	41.00	35.00	50.00
MEG / Singapore	VLCC	47.50	41.00	35.50	51.00
WAF / FEAST	260,000	46.00	43.00	37.50	48.50
WAF / USAC	130,000	70.00	62.50	50.00	70.00
Sidi Kerir / W Me	135,000	85.00	80.00	55.00	85.00
N. Afr / Euromed	80,000	145.0	100.0	75.00	145.0
UK / Cont	80,000	110.0	92.50	90.00	110.0
Caribs / USG	70,000	120.0	102.5	80.00	132.5

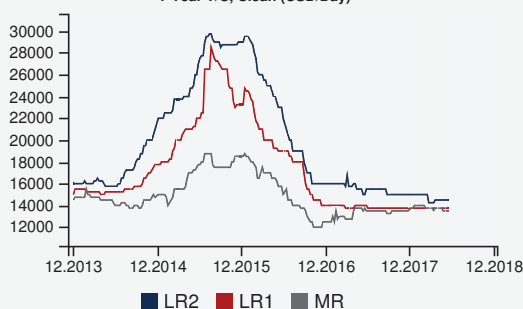
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	97.50	90.00	80.00	120.0
MEG / Japan	55,000	115.0	110.0	90.00	115.0
MEG / Japan	30,000	130.0	125.0	110.0	140.0
Singapore / Japan	30,000	133.0	132.5	130.0	147.5
Baltic T/A	60,000	82.50	85.00	80.00	145.0
UKC-Med / States	37,000	130.0	125.0	112.5	165.0
USG / UKC-Med	38,000	82.50	87.50	80.00	135.0

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)	15 000	15 000	15 000	17 000
Aframax	(modern)	13 750	13 750	13 500	15 000
LR2		105,000	14 500	14 250	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

Another week with relatively high activity for the VLCC's for all the major VLCC - routes. Owners have tried hard to push rates up to cover at least some of the sharply inflated bunker prices world wide. Rates have corrected up and resistance is increased but far from easy to get full compensation for the bunker prices. At mid week a number of cargoes remain open but charterers, who can, will turn to the 'older ladies' to avoid paying up. The battle continues but earnings still remain very soft for the VLCC's. The Suezmax market has seen a minor rally of sorts with the Aframax market spiking in the med and black sea and Suezmaxes taking part cargoes thus the position lists began to tighten. Confidence has built amongst owners and this has seemingly spilled onto West Africa where the Force Majeure at Bonny and stem delays at Forcados have slowed the flow of cargoes likely pushing delayed stems into the third decade which could likely prolong the current firming. East ballasters are currently targeting the med and are willing to ballast through the Suez canal to take advantage of the flow of med and black sea cargoes. The week ahead looks interesting and has potential to push further, next week will be condensed due to the public holiday in London this could benefit owners. Rates for Aframax in the North Sea and Baltic remains more or less unchanged from last week. Where we go from here seems to be rather divided; on one side you have Owners hoping for a knock on effect from the Med, and on the other side Charterers think it will come off a few point as too many ships about. Bearing that in mind, we'll probably move sideways for another week. In the med and bsea we have finally got the peak we were hoping for. A rush of cargoes 1st decade from black sea combined with end-month activity from Libya really stressed charterers, and with too many cargoes in the market at once we saw levels up to w150 was done. We expect this market to stay firm around these levels for the rest of the week.

Product

EAST OF SUEZ A much awaited upturn in rates this week in the Middle East Gulf for all sizes. LR2's, trading to the Far East have been able to secure rates at ws97,5 and their little sister the LR1's have seen rates rise from ws110 to ws115. Rates for Continent discharge has also improved, for the LR2's rate is today at about USD 1,825 and USD 1,625 for LR1's up some USD 200.000 since last week for both sizes. Even MR's trading to Japan have seen a slight uptick in rates to w130. In the Far East the market has not improved in the same way and rates are almost unchanged from last week. The short haul voyage from south Korea to Japan is still at USD 310' whilst the MR voyage from Singapore to Japan is at ws132,5 WEST OF SUEZ Rates for owners trading in the Atlantic have been a mixed this week. The straight trans Atlantic voyage for an MR has gained ws5 points this week to ws130 but the back haul cargo from the U.S. Gulf has dropped ws5 point to ws 82,5 level. Daily earnings for owners triangulating has dropped from USD 8.250 daily to USD 7.250 today, this partly also due to increased bunker prices. LR1's fixing from the Continent to west Africa is still around the ws82,5 mark. LR2's loading in the Mediterranean for Far East discharge has now it seems flattened out at around USD 1,450 mill level. Handies trading on the Continent and in the Mediterranean there has been very little changes and rates are still around ws140/145 level in both areas.



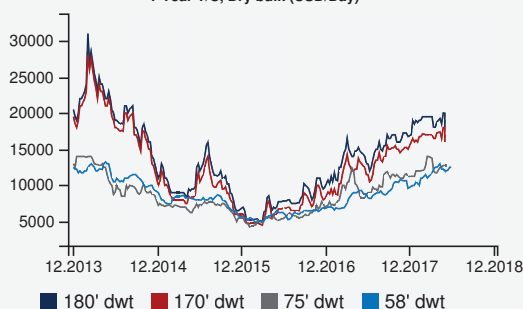
Fearnleys Weekly Report

Activity level

Capesize	Panamax	Supramax
Slow	Weakening	Mixed

Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	23 600	34 250	18 000	37 000
Tubarao / R.dam (Iron ore)	8.00	9.10	5.30	10.00
Richards Bay/R.dam	7.60	8.30	5.40	10.00
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	7 600	8 000	7 600	13 750
TCT Cont / F. East	15 500	15 600	15 500	19 500
TCT F. East / Cont	4 750	4 750	4 300	5 200
TCT F. East RV	11 500	11 500	9 000	13 750
Murmansk b.13-ARA 15/25,000 sc	7.20	7.15	6.40	8.55
SUPRAMAX (usd/day)				
Atlantic RV	11 000	11 500	11 000	16 000
Pacific RV	12 500	12 500	8 000	12 500
TCT Cont / F. East	17 500	17 500	16 000	20 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	18 000	20 000	17 000	20 000
Capesize 170,000 dwt	16 000	18 000	16 000	18 000
Panamax 75,000 dwt	12 750	12 750	11 250	14 000
Supramax 58,000 dwt	12 500	12 500	10 000	13 000
Baltic Dry Index (BDI):	1162	1403	n/a	n/a

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



Activity level

COASTER	15-23,000 cbm	82,000 cbm
Slower	Stable	Firm

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	315 000	240 000	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	730 000	740 000	730 000	770 000
ETH / 8-12,000	450 000	460 000	440 000	480 000
SR / 6,500	430 000	430 000	370 000	430 000
COASTER Asia	290 000	320 000	250 000	320 000
COASTER Europe	320 000	290 000	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)	491.7	476.8	736.7
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	39 000	38 000	35 000	80 000
West of Suez 155-165'cbm	50 000	47 000	44 000	85 000
1 yr TC 155-165'cbm	58 000	56 000	52 000	58 000

DRY BULK

Capesize

The past week has been volatile, including relatively big negative adjustments in rates upto USD 2500 in one day. The largest drops have mainly been seen on the fronthaul, presently valued at 23500 dly and the c3 presently at 16,6 pmt. With the summer approaching, the volatility for sure is expected to last, although the sentiment remains positive.

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 north Atlantic the rates have been under pressure again on the transatlantic round voyages. TA rates has dropped to mid 7k's, while the FH rates is in the range of mid 15k's. The activity in the east has been more positive compared to the Atlantic market with relatively good volumes been reported fixed, but more negative in the last couple of days with decreasing freight rates. Transpacific RV is now priced in the range mid 11k's. FFA's, June is priced at low 11k's, while Q3 is at mid 12k's on the P4TC index.

Supramax

A quite start to the week in Pacific, where rates remained relatively stable by mid-week. Indo/India is paying supras around low USD 13k bss Spore delivery, while nickel ore trips is fixing around same levels via Philippines to China. Rates still dropping within Atl. Cont supported by numerous cargoes, but rates still lower than last done. Supra from Cont to Brazil employed ca 8k levels and to Se Asia around 17k. Supras from ECSA to Med 13k and to MEG around 12k + bb. Ultras seeing 14k for same. Sluggish market in Med and B Sea where fhauls were done not more than high 16k.

GAS

Chartering

The momentum in the Eastern VLGC freight market from last week has continued into this week, and shipping availability for current fixing window (1H June) remains relatively tight. The last few deals done in the East have all been done around high \$20s Baltic (compared to \$25-26pmt levels last week), and main Owners ideas for current fixing window is in the \$30s pmt. Time of writing there are still 2-3 uncovered freight requirements for 1H June out in the market, and it will be interesting to see what levels these gets fixed at. The Western VLGC market has tightened further on the back of the rather high fixing activity during last week. The result has been a remarkably shorter list of available vessels, which has given owners a chance to increase ideas significantly, and in-turn pushed West premiums to levels not seen for several months. Based on current charter levels, the Transatlantic market is trading at a time charter equivalent (TCE) rates of around \$28,000 per day, and around \$20,000 per day for the Transpacific route via Panama.



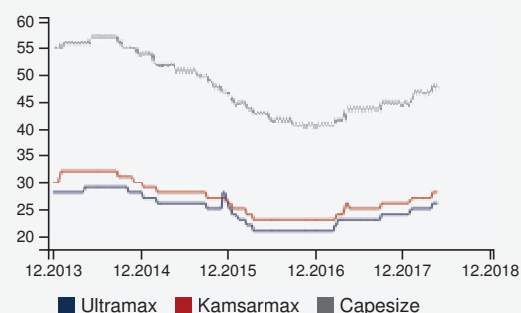
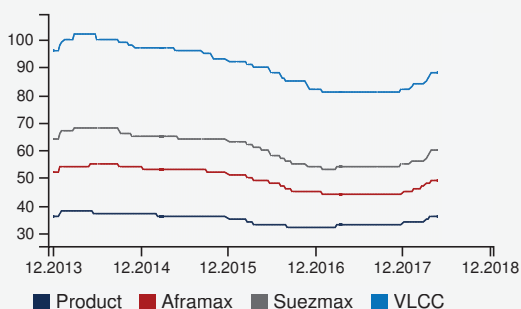
Fearnleys Weekly Report

Activity level

Tankers	Dry Bulkers	Others
Moderate	Moderate	Low

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 - MEG	185.0	185.0	184.5	185.0



Market brief

	This week	Last week	Low 2018	High 2018
Rate of exchange				
USD/JPY	110.1	110.1	105.8	112.2
USD/KRW	1 078	1 078	1 061	1 086
USD/NOK	8.09	8.11	7.68	8.11
EUR/USD	1.17	1.18	1.17	1.25

Interest rate

LIBOR USD 6 mnths	2.50	2.49	1.84	2.52
NIBOR NOK 6 mnths	1.17	1.19	0.89	1.24

Commodity prices

Brent spot (USD)	78.70	78.20	62.46	78.70
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Bunker prices

Singapore	380 CST	458.0	447.0	360.0	458.0
	180 CST	490.0	479.0	366.0	490.0
	Gasoil	698.0	690.0	554.0	698.0
Rotterdam	380 HSFO	441.0	426.0		441.0
	180 CST	469.0	453.0	368.0	469.0
	Diesel	667.0	657.0	527.0	667.0

NEWBUILDING

The ordering activity is stable in the two largest segments, Tank and Dry Bulk. Also, there have been reported interest in LNG-fuelled Newcastlemaxes from a South-Korean owner.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	6	63,500 dwt	Nantong Xiangyu	Nisshin Shipping	2020	\$ 23 m	Tier II / + 3 options
BC	1	63,590 dwt	Shin Kasado	Helikon Shipping	2019		
TANK	4	49,000 dwt	Hyundai Mipo	Yasa Shipping	2019		
TANK	4	51,000 dwt	STX	ClearOcean Tankers	2019		
TANK	2	115,000 dwt	Daehan	ClearOcean Tankers	2019		

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
BC	Golden Spring	83 730	2008	Uniseas	16,50	
BC	Geraldine Manx	58 470	2010	Pacific Basin	15,50	
BC	Magnum Force	53 630	2008	Chinese	10,00	
BC	Azizi	52 544	2001	Chinese	8,50	
BC	Alithini	50 296	2001	Chinese	8,50	
BC	Cielo Di Tokyo	37 296	2008	Middle Eastern	12,00	
BC	Clipper Lasco	28 371	2004	Vietnamese	6,80	
BC	UBC Baton Rouge	24 034	1998	Elamira	4,80	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT DS Tina	298 824	45 476	2000	Undisclosed	Undisclosed
MT Amba Bhakti	106 697	16 244	1997	bangladeshi	438
MV SMT Bontrup	44 016	14 289	1979	Indian	435
MV Algoma Olympic	33 794	9 042	1976	Turkish	Unidisclosed
MV Hekmeh	13 790	4 846	1992	Undisclosed	450