



Activity level

VLCC	Suezmax	Aframax	P.E. of Suez	P.W. of Suez
Firm	Firmer	Strong	-	-

	Last week	Prev. week
VLCCs fixed all areas last week:	58	74
VLCCs avail. in MEG next 30 days:	110	125

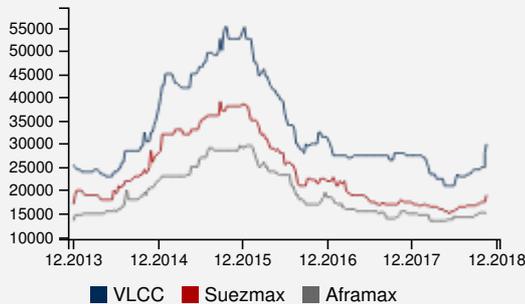
Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	40.00	32.00	16.00	40.00
MEG / Japan	VLCC	100.0	82.00	35.00	100.0
MEG / Singapore	VLCC	100.0	81.00	35.50	100.0
WAF / FEAST	260,000	97.00	77.00	37.50	97.00
WAF / USAC	130,000	107.5	105.0	50.00	107.5
Sidi Kerir / W Me	135,000	115.0	100.0	55.00	115.0
N. Afr / Euromed	80,000	180.0	150.0	75.00	182.5
UK / Cont	80,000	145.0	160.0	90.00	160.0
Caribs / USG	70,000	255.0	260.0	80.00	260.0

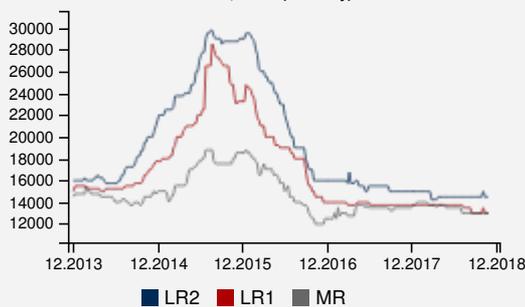
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	0.00	0.00	80.00	120.0
MEG / Japan	55,000	0.00	0.00	90.00	127.5
MEG / Japan	30,000	0.00	0.00	110.0	150.0
Singapore / Japan	30,000	0.00	0.00	120.0	150.0
Baltic T/A	60,000	0.00	0.00	75.00	145.0
UKC-Med / States	37,000	0.00	0.00	100.0	165.0
USG / UKC-Med	38,000	0.00	0.00	67.00	135.0

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	30 000	28 000	21 000	30 000
Suezmax	(modern)	19 000	17 500	15 000	19 000
Aframax	(modern)	15 000	15 250	13 500	15 250
LR2		105,000	0.00	0.00	14 250
LR1		80,000	0.00	0.00	13 000
MR		47,000	0.00	0.00	13 000

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



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



TANKERS

Crude

VLCC: Strong volumes over time combined with a typhoon or two has worked wonders for the sentiment in the VLCC market. Meg/East reached the w100 mark with Waf/East just below, has pushed earnings close to \$50k/pd, levels not seen for a long time. Owners firmly in the driving seat as volumes for virtually all the major VLCC routes continue active whilst tonnage availability in the near term appears thinner than for a long time. Risk to the upside for rates prevail. SUEZMAX: The upward momentum in the West Africa Suezmax market plateaued at the back end of last week as activity tailed off at the end of the 2nd decade. Meanwhile the med and black seas market sentiment remained firm on the back of inclement weather in the ukcm region, delaying ships and causing replacement scenarios at inflated rates over last fixed. Owners have been reluctant to fix ships to the Far East potentially missing out on continued market upside and therefore premium rates have been insisted on for east destinations further driving rates upwards. We are entering the period where black sea delays tend to increase at this time of year and that should keep this market moving in the coming weeks much to owners delight. AFRAMAX: Aframax rates in the Nsea and Baltic experienced a small downward correction at the beginning of this week. This was mainly due to lack of activity and some Owners accepted lower rates to minimize waiting days on their vessels. However, surrounding markets offering an alternative combined with bad weather in the area equipped Owners with sound negotiation power and rates are again firming. In the Med and Black Sea we have had a bit of a rollercoaster this week. Everyone expected the market to come off due to more ships available in the area coupled cargo dates that had been worked quite far forward. We saw ws165 done for both cross med and Bsea/med. But then the bad weather arrived. Resulting in a lot of closed ports and uncertain positions. This pushed the market right back up at ws180. We believe it will remain around current levels for the rest of the week.



Activity level

Capesize	Panamax	Supramax
Stable	Weak	Weak

Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	34 600	34 700	18 000	44 000
Tubarao / R.dam (Iron ore)	10.66	9.90	5.30	11.50
Richards Bay/R.dam	10.33	9.00	5.40	12.30
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	13 000	14 900	7 100	16 000
TCT Cont / F. East	20 000	21 600	15 000	23 000
TCT F. East / Cont	4 600	4 800	4 300	5 200
TCT F. East RV	11 100	12 150	8 300	13 750
Murmansk b.13-ARA 15/25,000 sc	8.80	9.20	6.40	9.70
SUPRAMAX (usd/day)				
Atlantic RV	14 300	14 800	11 000	16 000
Pacific RV	10 250	10 750	8 000	12 500
TCT Cont / F. East	17 500	18 000	16 000	20 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	20 000	20 000	17 000	22 000
Capesize 170,000 dwt	18 000	18 000	15 750	19 250
Panamax 75,000 dwt	12 750	13 500	11 250	14 000
Supramax 58,000 dwt	12 400	12 500	10 000	13 000
Baltic Dry Index (BDI):	1490	1546	n/a	n/a

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



DRY BULK

Capesize

We expect the market peak to occur sometime between late November and mid December due to seasonally higher iron ore shipments. At the moment, FFAs are indicating December will be the top as it trades at 22,700 USD p/d vs 21,600 USD p/d for November. It doesn't seem as if the heights of 2013 will be reached this year but it would be a huge surprise if the peak of last year isn't surpassed.

Panamax

The week started as a continuation of the recent downturn, but signals of a bottom came mid-week as the NoPac round had a slightly positive sentiment. Transatlantic rounds are currently concluded at around USD 13,000, while short front-hauls from the continent reward owners with around USD 20,000 per day. In the east, a transpacific round voyage yields low USD 11,000's. Overall, the BPI index has fallen 145 points to 1524.

Supramax

A very quiet week in the east, where rates discussed lower than last done. Indo coal to China paying around USD 8000 bss S.China delivery, while N.ore rounds via Philippines to China is paying around USD 8500. The Indian ocean also feeling downwards pressure on the rates, although still holding up stronger than the Feast. WCI to China is paying owners around USD 15k, while PG to full India is trading around USD 14000. Atlantic did not excel either, especially USG, where rates dropped to 24k for trip to Far East and 19k got trip to cont/med. A petcoke run to Med was done at low 18k on a 55 dwt vs. Cont was rather slow, ultra was fixed to far east ca 17500 for 70+ days. From Med ultras were fixed ca 24k for a haul.

Activity level

COASTER	15-23,000 cbm	82,000 cbm
Slower	Mixed	Low

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	625 000	840 000	105 000	915 000
LGC / 60,000	625 000	625 000	375 000	650 000
MGC / 38,000	550 000	535 000	430 000	550 000
HDY SR / 20-22,000	440 000	440 000	395 000	450 000
HDY ETH / 17-22,000	730 000	720 000	700 000	770 000
ETH / 8-12,000	450 000	450 000	440 000	480 000
SR / 6,500	450 000	430 000	370 000	450 000
COASTER Asia	275 000	285 000	250 000	320 000
COASTER Europe	400 000	370 000	280 000	400 000

LPG/FOB prices (usd/tonne)

	Propane	Butane	ISO
FOB North Sea / ANSI	607.0	637.0	
Saudi Arabia / CP	540.0	525.0	
MT Belvieu (US Gulf)	452.9	434.3	457.7
Sonatrach : Bethioua	515.0	515.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2018	High 2018
East of Suez 155-165'cbm	175 000	175 000	35 000	175 000
West of Suez 155-165'cbm	175 000	175 000	44 000	175 000
1 yr TC 155-165'cbm	90 000	90 000	52 000	90 000

GAS

Chartering

The VLGC market in the East was largely influenced by softening freight rates and consequently a large drop in the Baltic Index during the course of last week. A handful of spot FOBs were sold from various Middle East suppliers which parallel to the emergence of trader relets led to vessels being fixed in the high USD 30's pmt. Pure owners are not willing to budge and are pertaining to stop the Baltic free fall. The Western market is seeing increasingly more ships available for the month ahead, and we could see prompt open ships in the US Gulf for the first time in months. 1H October loaders in US ended up on shorter haul voyages versus what we have seen in the months prior, where a large amount of the product went to SEA via Panama. As a result we are now seeing many more ships coming open again earlier than what was expected. In combination with a decrease in the amount of fixtures concluded last 3 weeks, we are now anticipating a softening freight market in the weeks ahead.



Fearnleys Weekly Report

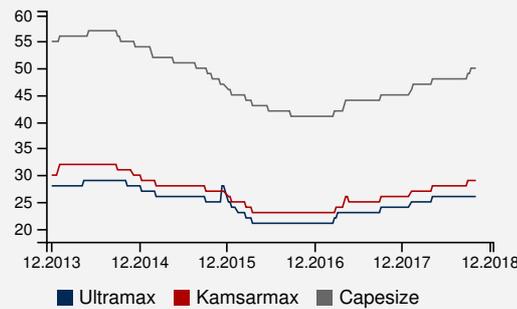
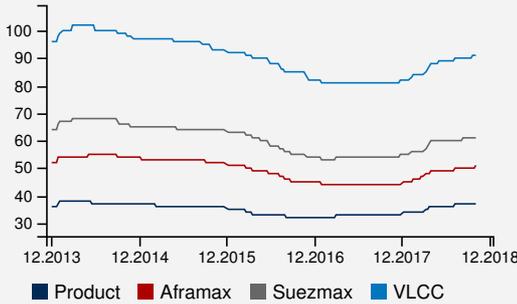
Activity level

Tankers	Dry Bulk	Others
Moderate	Moderate	Moderate

Prices

Average Far Eastern Prices

PRICES (mill usd)	This week	Last week	Low 2018	High 2018	
VLCC	300'dwt	90.50	90.50	82.00	90.50
Suezmax	150'dwt	61.00	60.50	55.00	61.00
Aframax	110'dwt	50.50	50.00	44.50	50.50
Product	50'dwt	36.50	36.50	33.50	36.50
Capesize	180'dwt	50.00	50.00	45.00	50.00
Kamsarmax	82'dwt	28.50	28.50	26.00	28.50
Ultramax	64'dwt	26.00	26.00	24.00	26.00
LNGC	170'cbm - MEGI	187.5	187.5	184.5	187.5



Market brief

	This week	Last week	Low 2018	High 2018	
Rate of exchange					
USD/JPY	113.3	112.6	105.8	114.1	
USD/KRW	1 140	1 134	1 061	1 140	
USD/NOK	8.44	8.32	7.68	8.44	
EUR/USD	1.13	1.14	1.13	1.25	
Interest rate					
LIBOR USD 6 mnths	2.79	2.75	1.84	2.79	
NIBOR NOK 6 mnths	1.30	1.24	0.89	1.30	
Commodity prices					
Brent spot (USD)	76.00	76.48	62.46	85.20	
Bunker prices					
Singapore	380 CST	505.0	491.0	360.0	524.0
	180 CST	537.0	523.0		556.0
	Gasoil	705.0	708.0	554.0	760.0
Rotterdam	380 HSFO	460.0	456.0		486.0
	180 CST	485.0	481.0		511.0
	Diesel	675.0	662.0	527.0	708.0

NEWBUILDING

The order book for cruise vessels continue to increase as Richard Branson controlled Virgin Voyages books another 2,800 pax cruise vessel at Fincantieri. Eastern Pacific keeps up their ordering activity, this week with two firm Aframaxes at Hanjin Subic and two firm MRs at Onomichi. Interesting week in the RoPax segment with Balearia booking a 1,200 pax vessel at compatriot yard Astilleros Armon, the vessel will have Dual-Fuel propulsion and the price has been reported in the rage USD 102 m.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	2	209,000 dwt	Jiangsu Hantong	Oldendorff Carriers	2020	abt. \$ 47 m	+ 2 options
Chem	2	17,500 dwt	Taizhou Kouan	Stenersen	2020		
Cruise	1	110,000 gt / 2,800 pax	Fincantieri	Virgin Voyages	2023	\$ 795 m	Option declared
RoPax	1	1,200 pax / 500 cars	Astilleros Armon (Gijon)	Balearia	2020	abt. \$ 102 m	Dual-Fuel
RoRo	1	2,000 LM	CSSC Huangpu Wenchong	CG Railway	2020		
RoRo	2	2,700 LM	Yantai CIMC Raffles	Bohai Ferry Leasing	2020	abt. \$ 30 m	+ 2 options
TANK	2	7,500 dwt	AVIC Dingheng	GEFO Group	2020		Ice Class 1A
TANK	2	49,000 dwt	Onomichi	Eastern Pacific Shipping	2020		Options declared
TANK	2	114,000 dwt	Hanjin Subic	Eastern Pacific Shipping	2020	abt. \$ 50 m	Scrubber fitted

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	DS Vida	299 097	2003	NGM	22,8	
MT	Pacific Vega	45 951	2010	Transocean	16,30	
MT	Ardmore Defender	37 764	2015	Ocean Yield	25,70	19yrs BBB, 10% Sellers credit
MT	Ardmore Dauntless	37 764	2015		25,30	
BC	Pacific Explorer	177 456	2007	Undisclosed	21,00	
BC	Ocean Clarion	176 952	2009	Berge Bulk	29,00	
BC	SC Lotta	169 057	2009	Marmaras	20,70	
BC	Arch	82 000	2018	Chinese	20,00	
BC	Voge Challenger	79 648	2010	German	13,10	
BC	Ioannis Zafirakis	73 305	2004	Greek	10,20	
BC	Navios Libra II	70 315	1995	Undisclosed	4,60	
BC	Ocean Pankaj	64 000	2018	Pangea Logistics	23,80	
BC	Bulk Avanti	56 024	2006	Far Eastern	12,80	
BC	Bulk Argentina	55 477	2009	UK based	14,90	forward delivery
BC	Nikkei Dragon	52 950	2009	Pangea Logistics	13,05	
BC	Frognaal	52 544	2005	Greek	10,50	delivery Atlantic
BC	Genco Muse	48 913	2001	Chinese	6,70	
BC	Cielo Di Jari	39 202	2016	Gotland	40,00	For conversion to orange juice tankers
BC	Cielo Di Tocopilla	39 202	2014			
BC	Sea Bronze	37 426	2007	Undisclosed	11,50	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
PAX Marella Spirit	4 217	18 234	1983	undisclosed	357
MT Oaktree	46 842	9 002	1993	Bangladeshi	460
CONT Atlantic Star	26 260	7 626	1997	undisclosed	450
CONT UafI Zanzibar	22 386	7 428	1996	Bangladeshi	450
MV Kyriakos	29 926	7 244	1997	Bangladeshi	428
CONT Andaman Star	20 147	6 898	1993	undisclosed	450
CONT Thanlwin Star	20 406	6 830	1995	undisclosed	450
CONT Pathein Star	20 480	6 660	1993	undisclosed	450
CONT Sentosa Star	17 781	5 948	1996	undisclosed	450