



Fearnleys Weekly Report

Week 32 - August 9, 2023

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01 Tankers

VLCC

At the time of writing, a certain Korean cargo working 25-27 laycan and they are usually market setters (as in down). They have been assisted by a fresh MEG/China run on subs at WS 47, and likely any other charterers will now await a result - see what they do and hang off the coat tails. Plenty of ships fixing away off market, but also plenty to offer in (10 offers on recent stems). Yesterday's Bitr sat at WS 48 and change, but next done will slice a few points off that. Still, only just over 100 fixtures for the month, so volume to come, but the cuts are likely starting to bite.

An active Atlantic, with mid Sept USG stems holding the market up at USD 8.3m to Ningbo. Wafr a touch softer, with TD15 down to WS 53.5 level and a softer MEG will push more vessels West. Petrobras working now, but with prompter dates, not inundated with offers. Owners perhaps not willing to fix out their Q4 at these numbers. We will see.



Activity on Suezmax have gone drastically down the last couple of weeks. Mostly due to oil being shipped on other sizes (especially V's), but also some production issues in Wafr, especially Forcados. At the same time, tonnage list in the West have been building up, and there have been a shift in balance East/West. It does seem like we have hit the bottom around low-mid WS 60's in Wafr, as we have seen a bit more activity ex Brazil and USG this week. The East is looking fairly balanced still. MEG rates have remained decent even with the West dropping like a stone, due to a shorter list of tonnage in the area. Going forward we expect rates in the West to slightly improve, although this will not happen overnight.

Aframax

Aframax rates in the North Sea area hit bottom levels due to slow activity and the tonnage list building up for 2nd decade loading dates. Some owners are ballasting towards the USG, but we need to see some of the early positions be fixed away before we might see some improvement in rates. We have seen healthy activity levels in Med/BSea for mid-month dates. List looks somewhat tighter, and owners been holding back for higher freight levels rather than just rolling with a repeat of last done - this again has resulted in a slight uptick in freight levels in the area. We expect the area to remain steady/firm in the current fixing window.

Rates

Dirty

(Spot WS 2023, Daily Change)

[Click rate to view graph](#)

MEG/WEST

280'

31

-0.5▼

MEG/Japan

280'

50

0>



MEG/Singapore

49

280'

0 >

WAF/FEAST

53.5

260'

1 ^

WAF/USAC

62.5

130'

-2.5 v

Sidi Kerir/W Med

75

135'

-2.5 v

N. Afr/Euromed

95

80'

-2.5 v

UK/Cont

95

80'

-10 v

Caribs/USG

95

70'

-10 v

1 Year T/C
(USD/Day, Weekly Change)



VLCC

\$36,500

Modern

\$0 >

Suezmax

\$36,000

Modern

\$0 >

Aframax

\$42,000

Modern

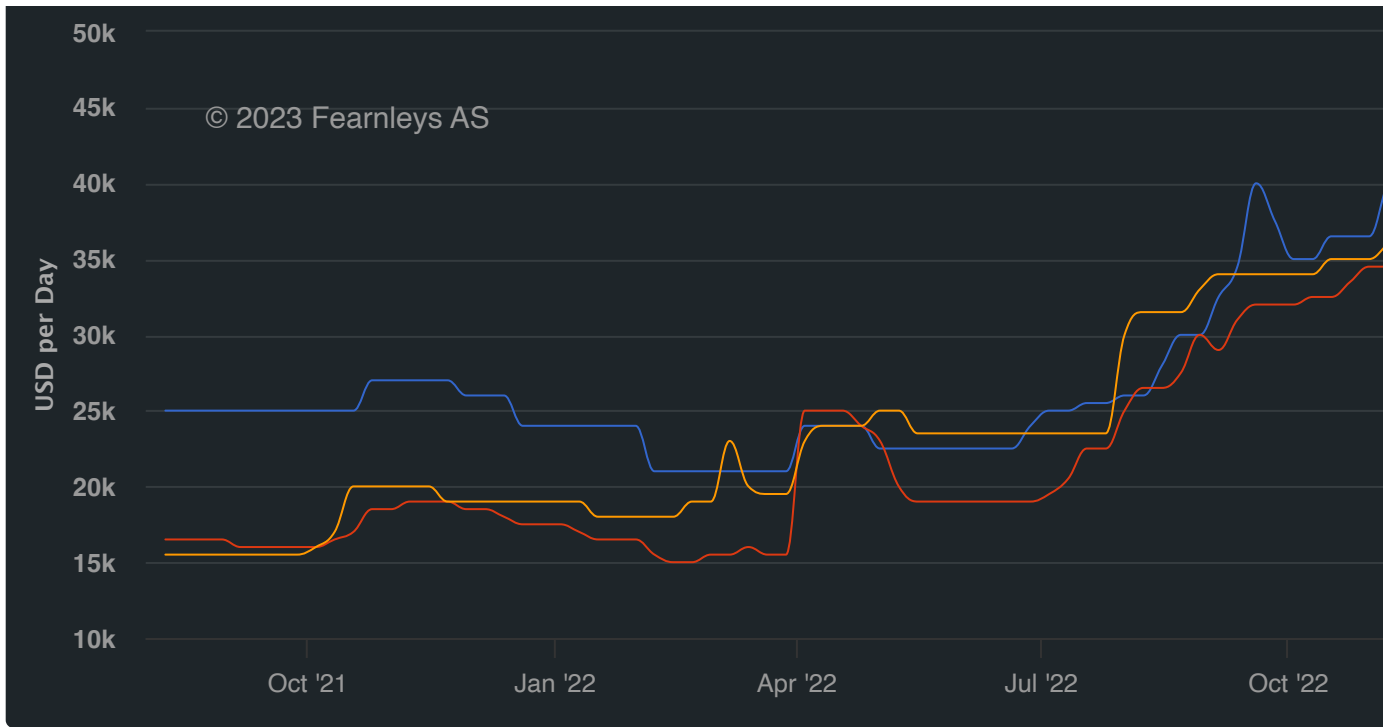
-\$1,000 v**VLCCs**[Click rate to view graph](#)

Fixed in all areas last week

48**-15 v**

Available in MEG next 30 days

157**-1 v****1 Year T/C Crude**



02 Dry Bulk

Capesize

Capesize overall, average value coming off some USD 500 to present USD 14,500. The C5 market has improved on back of the cyclones, having affected port operations and ships at sea. T/C levels in the Pacific are unchanged from last week. In the South Atlantic, the majors have been busy and are expected to be so also for the near future. Freight rates being fixed are around USD 20,50 being up from low USD 20,00 last week. The T/C rates in the Atlantic have been coming off, after a positive spike last weeks, number of new cargoes has been limited.

Panamax



prompt/spot tonnage. The Baltic volumes for mineral have been very active within August loader adding extra tightness to North Continent tonnage. ECSA, after the recent pause we are seeing more September inquiries after with better levels exchanges resulting further improvement.

Supramax

Supramax market stabilized, and BSI closed by 3 points for the first time after many days of negative gains. The Baltic 10TC average closed at USD 7,580 yesterday. With Singapore National holiday today, we see less inquiry in Far East. Atlantic is more positive with some better fixture reporting in South Atlantic with more cargoes surfacing in ECSA. In the Pacific, an Ultramax asking above USD 10,000 pd for Pacific RV. A smaller Supra 53,000 dwt was rumored fixed basis delivery Indo a trip redelivery CJK-North China in the mid USD 10,500 pd. Even though some may say that USG market is improving, we still see very low fixtures of Ultramax 63,000 dwt fixed USD 9,000 pd for TCT loading Miss River redly NCSA. Solid fixture was reported from ECSA M/V CMB FLORIS fixed close to USD 14,500 pd plus USD 450,000 GBB.

Rates

Capesize

(USD/Day, USD/Tonne, Daily Change)

[Click rate to view graph](#)

TCE Cont/Far East

\$38,125

\$312^

Australia/China

\$8.31

-\$0.07^

Pacific RV



Panamax

(USD/Day, USD/Tonne, Daily Change)

[Click rate to view graph](#)

Transatlantic RV

\$11,755

\$520

TCE Cont/Far East

\$20,809

\$379

TCE Far East/Cont

\$3,415

\$241

TCE Far East RV

\$8,529

\$333

Supramax

(USD/Day, USD/Tonne, Daily Change)

[Click rate to view graph](#)

Atlantic RV

\$7,555

\$66

Pacific RV



TCE Cont/Far East

\$10,150

\$158 ▲

1 Year T/C (USD/Day, Weekly Change)

[Click rate to view graph](#)

Newcastlemax

\$18,500

208'

\$0 ➤

Kamsarmax

\$13,500

82'

\$500 ▲

Ultramax

\$12,500

64'

\$0 ➤

Capesize

\$14,500

180'

\$0 ➤

Panamax

\$12,000

75'

\$500 ▲



\$10,500

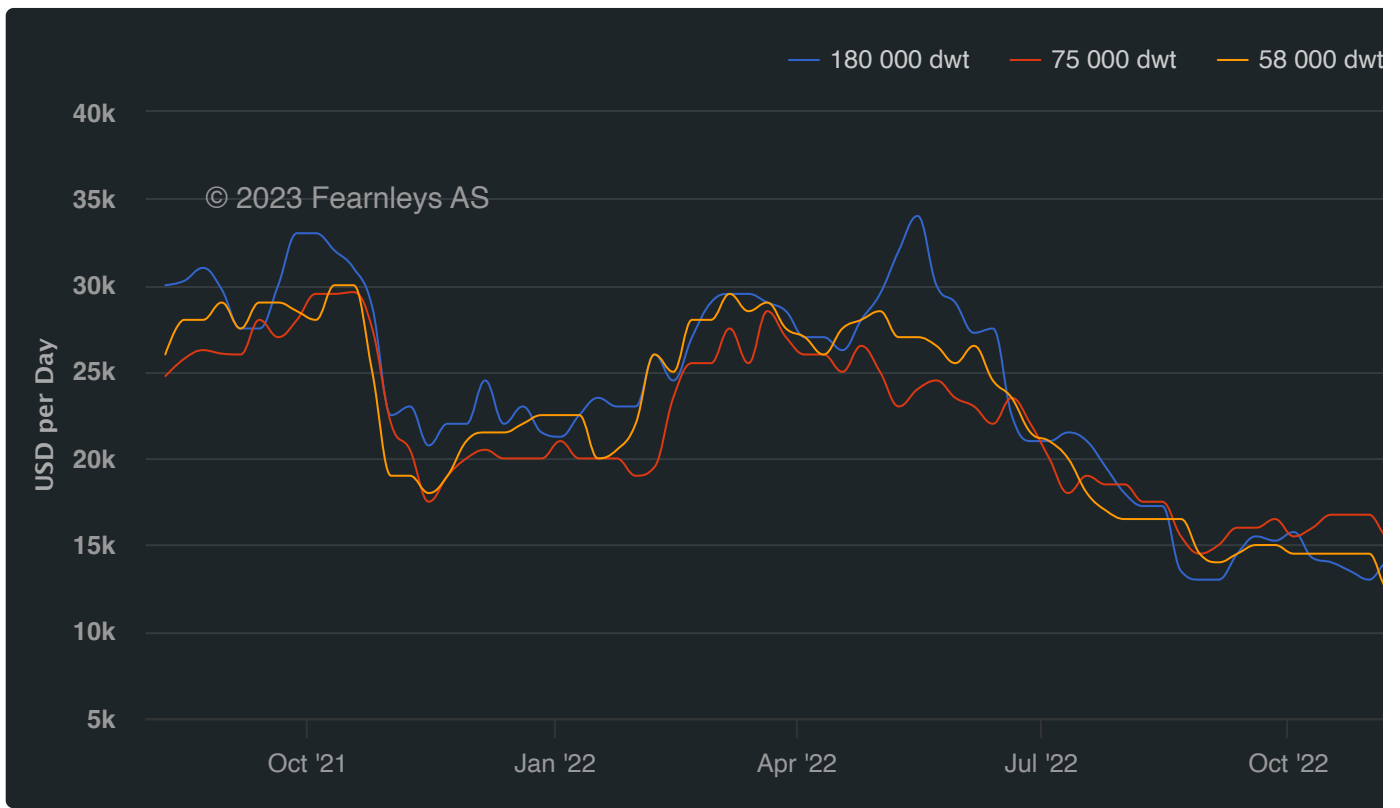
\$0 >

Baltic Dry Index (BDI)

\$1,144

\$2 ^

1 Year T/C Dry Bulk



03 Gas



EAST


With most of the action so far this week being focused in the West, the East remains relatively quiet. Singapore is off for a National day on Wednesday while Japan has a national holiday on Friday. This together with a populous position list has so far led to a pretty slow week in the East market. Adnoc is likely to release their acceptances tomorrow, but the current market balance is not forcing charterers to rush into far forward fixing, and we do expect some more cargoes to be fixed on August dates before the focus fully shifts into Sept laycan in the East.

WEST

Fixing activity in the US market is largely focused around the first two decades of September and currently we have seen around fourteen to fifteen vessels fixed. Gradually though, a tendency to book last decade's September cargoes is building momentum on the back of Panama congestion and typhoons in the Eastern hemisphere lurking around the corner, leaving the market relatively date dependent and in search of firm itineraries. We expect the market to keep its current pace going forward despite seeing some shipping length in the first half of the month posing an imminent threat of waiting time for the owner, which is largely due to a lack of shipping inquiries and slim to none FOB availability. Freight rates remain flat across the board at around mid to mid/high USD 160's H/C and mid/high USD 90's for H/F.

LPG Rates

Spot Market (USD/Month, Weekly Change)

 [Click rate to view graph](#)

VLGC

\$2,600,000

84'

\$0 >

LGC

\$1,500,000

60'

\$0 >



MGC

38'

\$1,200,000**-\$150,000**▼

HDY SR

20-22'

\$850,000**\$10,000**▲

HDY ETH

17-22'

\$910,000**\$0** >

ETH

8-12'

\$520,000**\$0** >

SR

6.5'

\$460,000**\$0** >

COASTER Asia

\$280,000**\$0** >

COASTER Europe

\$315,000**-\$25,000**▼

LPG/FOB Prices (Propane)

(USD/Tonne, Weekly Change)



FOB North Sea/Ansi

\$470.5

\$0 >

Saudi Arabia/CP

\$470

\$0 >

MT Belvieu (US Gulf)

\$380


\$5 ^

Sonatrach/Bethioua

\$470

\$0 >

LPG/FOB Prices (Butane)
(USD/Tonne, Weekly Change)

 Click rate to view graph

FOB North Sea/Ansi

\$446

\$0 >

Saudi Arabia/CP

\$460

\$0 >

MT Belvieu (US Gulf)



Sonatrach/Bethioua

\$465

\$0 >

LNG Rates

Spot Market

(USD/Day, Weekly Change)

[Click rate to view graph](#)

East of Suez 155-165k CBM

\$75,000

\$6,000 ^

West of Suez 155-165k CBM

\$100,000

\$27,500 ^

1 Year T/C 155-165k TFDE

\$103,000

-\$2,000 v

04 Newbuilding



Tank Activity

Slow

Dry Bulk Activity

Slow

Other Activity

Moderate

Prices

VLCC	300'
\$124	\$0 >

Suezmax	150'
\$82	\$0 >

Aframax	110'
\$65	\$0 >

Product	50'
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Newcastlemax

\$66

210'

\$0 >

Kamsarmax

\$36.5

82'

\$0 >

Ultramax

\$34.5

64'

\$0 >

LNGC (MEGI) (cbm)

\$259

170'

\$0 >

05

Sale & Purchase

Prices



Capesize	\$	\$
Kamsarmax	\$	\$
Ultramax	\$	\$

Wet	5 yr old	10 yr old
VLCC	\$	\$
Suezmax	\$	\$
Aframax / LR2	\$	\$

06

Market Brief

Exchange Rates

USD/JPY

143.02

1.37^

USD/NOK

10.32

0.17^



1,318.6

11.2^

EUR/USD

1.09

-0.01v

Interest Rates

LIBOR USD (6 month)

5.2%

0 >

NIBOR NOK (6 month)

3.12%

0 >

Commodity Prices

Brent Spot

\$86

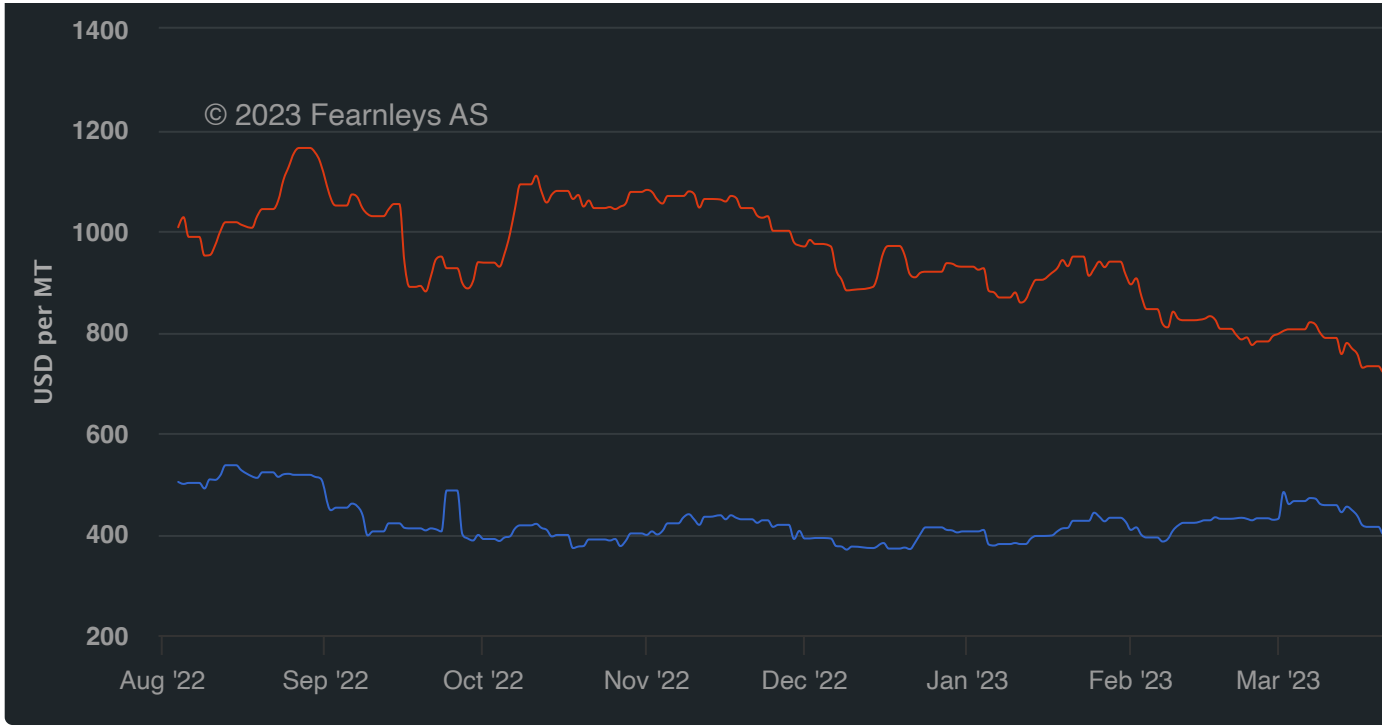
\$0.5^

Bunker Prices

Singapore

380 CST

**MGO****\$887****-\$10**▼**Spread MGO/380 CST****\$328****\$2.5**▲**Rotterdam****380 CST****\$567.5****\$1**▲**MGO****\$872****-\$19.5**▼**Spread MGO/380 CST****\$304.5****-\$20.5**▼



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All rates published in this report do not necessarily reflect actual transactions occurring in the market. Certain estimates may be based on prevailing market conditions. In some circumstances, rates for certain vessel types are based on theoretical assumptions of premium or discount for particular vessel versus other vessel types.'

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