



Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	47	50
VLCCs avail. in MEG next 30 days:	135	130

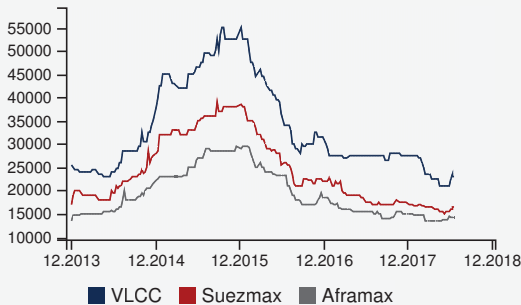
Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	20.00	21.00	16.00	23.50
MEG / Japan	VLCC	50.00	52.00	35.00	57.50
MEG / Singapore	VLCC	50.00	52.00	35.50	58.00
WAF / FEAST	260,000	50.00	54.00	37.50	57.50
WAF / USAC	130,000	70.00	70.00	50.00	75.00
Sidi Kerir / W Me	135,000	70.00	70.00	55.00	87.50
N. Afr / Euromed	80,000	80.00	77.50	75.00	145.0
UK / Cont	80,000	102.5	125.0	90.00	125.0
Caribs / USG	70,000	110.0	110.0	80.00	145.0

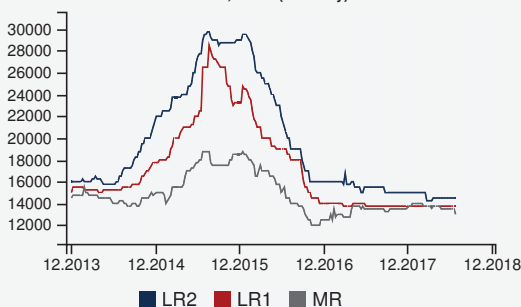
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	97.50	97.50	80.00	120.0
MEG / Japan	55,000	120.0	120.0	90.00	120.0
MEG / Japan	30,000	112.5	112.5	110.0	140.0
Singapore / Japan	30,000	125.0	120.0	120.0	147.5
Baltic T/A	60,000	75.00	80.00	75.00	145.0
UKC-Med / States	37,000	110.0	100.0	100.0	165.0
USG / UKC-Med	38,000	90.00	67.50	67.00	135.0

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	23 000	23 000	21 000	27 500
Suezmax	(modern)	16 500	16 500	15 000	17 000
Aframax	(modern)	14 250	14 250	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	13 000	13 500	14 000

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



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



TANKERS

Crude

The activity has been very good the past week ex MEG for VLCCs. However, the tonnage build-up from the week before has resulted in softer rates. If to have a similar month volume wise as June there should be at least 60 deals left for the month, and the owners left with ships in position are constantly looking for the one factor to inch the rates up a notch. However, activity in USG/CBS and West Africa has halted and does not aid the MEG/East market for the time being, but the bunker prices in Singapore are up and could eventually be the decisive factor of turning rates around in owners' favour. Suezmaxes have experienced a week of healthy cargo activity, especially from the Mediterranean/Black Sea and Americas. However, due to sufficient tonnage availability, rates stayed flat. Due to higher bunker prices we might see higher World Scale rates, however we expect net earnings to stay at today's level in the near future. In the North Sea and Baltic, the market was looking soft going into this week. It was a decent amount of tonnage around, and owners were willing to break ws80 for Baltic loading. This made charterers go out to secure a low rate, but with over five cargoes working in the North Sea at the same time owners sensed a re-bounce and stood their ground. It is still tight for North Sea cargoes working in the 10-15 window, but after those are done we believe market will stabilize around current levels. In the Mediterranean/Black Sea, it has been pretty busy, especially from the Black Sea, but dates are being worked too far forward, and even with the key port Trieste working at half capacity, owners are struggling to push rates anywhere. With Libya now struggling again, and Black Sea dates running away from owners, we fear there is a very quiet period going forward in this market.

Product

EAST OF SUEZ Thankfully soccer players in the World cup are able to provide some excitement these days in contrast to the shipping market in the Middle East Gulf, where there is nothing happening. Rates for both LR2s and LR1s for Far East discharge is unchanged from last week at ws97.5 and ws120, respectively. For voyages going westwards, rate for LR2 is still at USD 1.85 million, whilst LR1s have seen rate improve to USD 1.7 mill. For the MRs in the region, it has also been a quiet week with rate for west coast India to Japan still at ws12.5. A slightly more positive sentiment in the Far East where we have seen the short haul voyage from South Korea to Japan increase to USD 255k this week, and the traditional voyage from Singapore to Japan has gained ws5 points to ws125. WEST OF SUEZ A little bit more mixed in the Atlantic with owners of MRs having a fairly good week. The straight transatlantic voyage has increased ws10 points to ws110 and the back haul cargo from the US Gulf has added some ws25 points last week. And as a result, the daily return for a vessel triangulating has almost doubled to USD 6750. Unfortunately, the other sizes are still under some pressure and rates have slipped somewhat. LR1s trading from the Continent to west Africa have seen the rate drop ws5 points to ws75 level today. Their bigger sisters loading in the Mediterranean for Far East discharge is still fixing around the USD 1.7 mill mark. For handies trading on the Continent and in the Mediterranean, the market has been very quiet and rates in both segments are unchanged at ws130 this week.



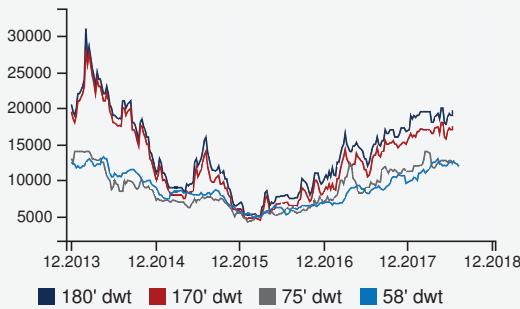
Fearnleys Weekly Report

Activity level

Capesize	Panamax	Supramax
Active	Slow	Weakening

Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	42 500	32 400	18 000	42 500
Tubarao / R.dam (Iron ore)	10.00	9.60	5.30	10.00
Richards Bay/R.dam	9.00	8.20	5.40	10.00
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	10 000	9 500	7 100	13 750
TCT Cont / F. East	18 000	17 800	15 000	19 500
TCT F. East / Cont	5 100	5 100	4 300	5 200
TCT F. East RV	9 900	10 200	9 000	13 750
Murmansk b.13-ARA 15/25,000 sc	7.60	7.35	6.40	8.55
SUPRAMAX (usd/day)				
Atlantic RV	11 000	11 000	11 000	16 000
Pacific RV	9 750	10 750	8 000	12 500
TCT Cont / F. East	17 000	16 800	16 000	20 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	19 700	19 000	17 000	20 000
Capesize 170,000 dwt	17 500	17 000	15 750	18 000
Panamax 75,000 dwt	12 800	12 400	11 250	14 000
Supramax 58,000 dwt	11 950	12 250	10 000	13 000
Baltic Dry Index (BDI):	1567	1309	n/a	n/a

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



DRY BULK

Capesize

Better times for the big ships - mainly due to tight supply and markedly increased demand on front haul and transatlantic trades, but not without assistance from healthy west Australia export volumes. Average daily earnings for standard 180k-tonners up more than 40 pct w-o-w, to come in at almost USD 23k. Transatlantic business seeing the sharpest rise - up a handsome 60 pct and presently standing at close to USD 27,500. The main conference trade and tonnage-mile provider China-Brazil-China is up some 35 pct in earnings to USD 22-23k. Period focus has been on the shorter durations supported by ffa values, with representative fixtures including modern 181k dwt open China prompt done at USD 23,300 for 7-9 months.

Panamax

After last week's downward pointing curves, we have experienced firming rates in the Atlantic although it seems summer is upon us with little activity. The Atlantic market has been much influenced by the strong Capesize market, which again has led to Cape splits into Pmax cargos. TA's are now paying around 10k. In the Pacific, we have seen a sliding market with rounds being discounted around USD 300 from last week. Front hauls are able to fetch around 18k. Period market is still fairly active with a post Pmax recently reported at USD 15,500 for about 1-year trading.

Supramax

The Atlantic keeping low profile with rates still under pressure. USG seemed to have touched its bottom, some petcoke runs were done around 15-16k to Med. Supra from ECSA to Med with grains paid owners USD 13k. Trip from Cont to Med with fertz was done around USD 10,500 and usual scrap run from Cont to E.Med ca USD 12k. A further negative development in the Pacific market this week with softening rates. Indo/China coal rv paying owners around high USD 10,000 bss Spore delivery. Indo coal to India has been fixed around USD 11,000, while Nopac rv is paying around USD 9000 bss passing Busan. Cis coal rv is getting fixed in the mid USD 9000 and N.China to SE Asia is paying in the low USD 8000.

Activity level

COASTER	15-23,000 cbm	82,000 cbm
Soft	Firming	Increasing

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	585 000	455 000	105 000	585 000
LGC / 60,000	400 000	400 000	375 000	550 000
MGC / 38,000	475 000	465 000	430 000	475 000
HDY SR / 20-22,000	415 000	415 000	395 000	450 000
HDY ETH / 17-22,000	700 000	700 000	700 000	770 000
ETH / 8-12,000	450 000	450 000	440 000	480 000
SR / 6,500	430 000	430 000	370 000	430 000
COASTER Asia	290 000	290 000	250 000	320 000
COASTER Europe	290 000	280 000	280 000	385 000

LPG/FOB prices (usd/tonne)

	Propane	Butane	ISO
FOB North Sea / ANSI	527.0	520.0	
Saudi Arabia / CP	555.0	570.0	
MT Belvieu (US Gulf)	505.4	548.1	574.6
Sonatrach : Bethioua	530.0	540.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2018	High 2018
East of Suez 155-165'cbm	60 000	70 000	35 000	80 000
West of Suez 155-165'cbm	75 000	85 000	44 000	85 000
1 yr TC 155-165'cbm	80 000	80 000	52 000	80 000

GAS

Chartering

After a range of fixtures this week, the July vessel line-up in the MEG is rather limited, and in fact, there are still some uncovered cargoes during last decade July. Consequently, the Baltic has gained momentum and vessels are being fixed in the high USD 30's per ton. The pending August acceptances will start to come out from next week onwards, thus, the focus is likely to remain on last decade July dates for now. We do also expect to see more trader relets coming available in August, and it will be interesting to see what sort of impact this could have on freight market going forward. Adding to an active MEG market and the tight vessel supply, four west African cargo tenders are being worked for the time being and as such are boosting owner's expectations for increased freight. High bunker prices are still eating into owners' actual earnings and current Baltic is actually at the same TCE level to that of low USD 30's seen a year ago. The US market has been relatively quiet so far this week and the celebration of July 4th will not change that.



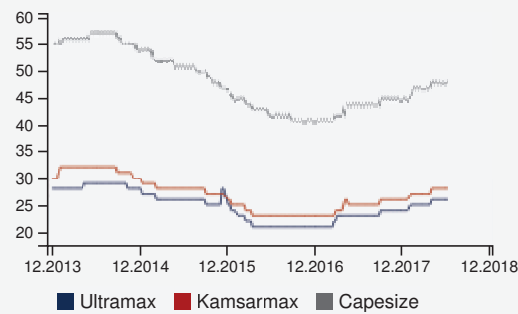
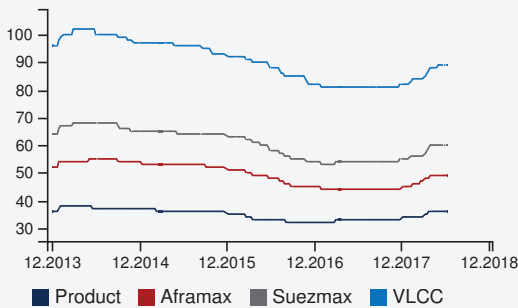
Activity level

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	89.00	89.00	82.00	89.00
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	48.00	48.00	45.00	48.00
Kamsarmax	82'dwt	28.00	28.00	26.00	28.00
Ultramax	64'dwt	26.00	26.00	24.00	26.00
LNGC	170'cbm - MEG1	185.0	185.0	184.5	185.0



Market brief

	This week	Last week	Low 2018	High 2018	
Rate of exchange					
USD/JPY	110.5	110.4	105.8	112.2	
USD/KRW	1 115	1 116	1 061	1 116	
USD/NOK	8.12	8.14	7.68	8.21	
EUR/USD	1.16	1.16	1.15	1.25	
Interest rate					
LIBOR USD 6 mnths	2.51	2.50	1.84	2.52	
NIBOR NOK 6 mnths	1.17	1.17	0.89	1.24	
Commodity prices					
Brent spot (USD)	77.88	77.50	62.46	78.70	
Bunker prices					
Singapore	380 CST	463.0	464.0	360.0	464.0
	180 CST	473.0	482.0		490.0
	Gasoil	651.0	648.0	554.0	698.0
Rotterdam	380 HSFO	434.0	429.0		441.0
	180 CST	459.0	456.0		469.0
	Diesel	626.0	625.0	527.0	667.0

NEWBUILDING

Newbuilding activity remains stable. Greek owner, Empire Navigation, placed an order for 4+4 MRs at Hyundai Mipo with delivery 2020. Although no price reported, it is assumed that MR prices in Korea are at about 36-37 mill. In addition, Mipo also received an order for 4x feeder container carriers of 1800 TEU, the order was placed by Nissen Kaiun with delivery in 2020. Long term client of Jiangsu New YZJ, Norwegian T. Klaveness, declared yet another option for combination carriers, also with delivery in 2020.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
Comb. Carrier	1	83,500 dwt	Jiangsu New Yangzijiang	Torvald Klaveness	2020		
CONT	4	1,800 teu	Hyundai Mipo	Nissen Kaiun	2019		
CONT	2	2,400 teu	Jiangsu Yangzijiang	SITC	2020	\$ 29 m	
Cruise	1	16,000 gt	Vard	Hapag-Lloyd Cruises	2021		230 PAX / Expedition cruise
TANK	4	50,000 dwt	Hyundai Mipo	Empire Navigation	2020		+ 4 options

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Mabrouk	159 313	2003	Waruna	14,00	
MT	BM Bonanza	105 614	2007	Greek	16,80	
MT	Axel	50 090	2010	Greek	16,60	
MT	Ocean Coral	45 858	2000	Far Eastern	6,00	
MT	Nord Farer	40 083	2005	Nigerian	11,50	
MT	Sun Aster	10 329	1996	Middle Eastern	3,60	
BC	Mastro Nikolas	53 609	2003	Chinese	9,50	
BC	Kavo Aetos	52 384	2003	Chinese	9,45	
BC	Chikusa	17 366	2006	Undisclosed	6,50	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT AL Shegaya	310 513	42 441	1998	Pakistani	420