



Fearnleys Weekly Report

Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	60	45
VLCCs avail. in MEG next 30 days:	125	125

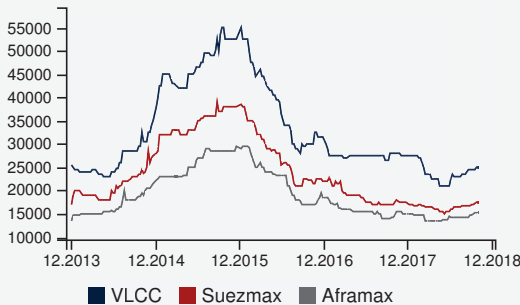
Rates

DIRTY (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / West	VLCC	32.00	30.00	16.00	32.00
MEG / Japan	VLCC	86.00	83.00	35.00	86.00
MEG / Singapore	VLCC	85.00	82.00	35.50	85.00
WAF / FEAST	260,000	82.00	80.00	37.50	82.00
WAF / USAC	130,000	97.50	105.00	50.00	105.00
Sidi Kerir / W Me	135,000	97.50	100.00	55.00	100.00
N. Afr / Euromed	80,000	182.5	112.5	75.00	182.5
UK / Cont	80,000	100.0	105.0	90.00	125.0
Caribs / USG	70,000	130.0	150.0	80.00	155.0

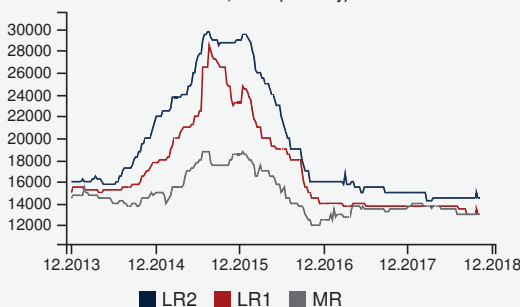
CLEAN (Spot WS)		This week	Last week	Low 2018	High 2018
MEG / Japan	75,000	100.0	102.5	80.00	120.0
MEG / Japan	55,000	127.5	125.0	90.00	127.5
MEG / Japan	30,000	120.0	120.0	110.0	150.0
Singapore / Japan	30,000	122.5	120.0	120.0	150.0
Baltic T/A	60,000	117.5	117.5	75.00	145.0
UKC-Med / States	37,000	130.0	135.0	100.0	165.0
USG / UKC-Med	38,000	110.0	90.00	67.00	135.0

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2018	High 2018
VLCC	(modern)	25 000	25 000	21 000	27 500
Suezmax	(modern)	17 500	17 500	15 000	17 500
Aframax	(modern)	15 250	15 250	13 500	15 250
LR2		105,000	14 500	14 500	15 000
LR1		80,000	13 000	13 000	13 750
MR		47,000	13 000	13 000	14 000

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



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



TANKERS

Crude

VLCC: After the rush of activity the past two weeks, with earnings pushing up towards and over \$40k/day for VLCCs. This week, has seen charterers focusing on older and more challenged tonnage for early November dates. There is still resistance out there, especially from owners with modern tonnage, and the balance of the 1st decade November window might prove more promising for owners in order to gain momentum as we move in to the traditionally more active winter months. SUEZMAX: Last week ended on a quiet note in West Africa after a substantial rally in rates over the past week. This week have started off quite active, clearing out the remaining cargoes for October dates with rates hovering around the ws100 mark for ukcm discharge. Good activity level in all areas still persists and with few natural candidates left for WAFR, we could see rates firm in the near future. Anyone looking to charter a ship for an east bound voyage have to dig deep in their pockets as weather and safe itineraries are hard to come by in the Americas. There is accumulating resistance among owners in the Atlantic to send their ships east and rates have increased substantially as such from already high levels. AFRAMAX: In the North Sea and Baltic rates have continued to move upwards this week. Quite a few vessels are bound to discharge outside the area and as a result supply of tonnage is very tight in the end October and early November fixing window. Compared to last week, Owners are currently enjoying double earnings in the Baltic and North Sea with further upward pressure on rates. Watch this space. In the Med and Black Sea we continue to see a downward trend in the rates. The list of available tonnage is still too long, and owners are doing their best to keep the market at three digits. However, surrounding markets are looking strong and could attract some of the med-positions. The Black Sea program is looking decent for November, and this combined with expected weather delays at this time of year, could give Owners better returns going forward.

Product

EAST OF SUEZ It has been a week with good activity in the Middle East Gulf but still owners are having problems increasing rates. In fact rate for east destinations are almost unchanged from last week at ws100 for LR2's and ws127,5 for LR1's. For west destinations rates have eased somewhat and USD 1,85 mill and USD 1,4 mill is paid for LR2's and LR1's respectively. Rate levels for MR's in the region has not moved much either and the west coast India to Japan voyage is still being covered around the ws120 mark. A fairly uneventful week also in the Far East. The short haul voyage from south Korea to Japan is still being covered at USD 225' and Singapore to Japan is still been fixed around ws122,5. WEST OF SUEZ For MR's in the Atlantic it has been a positive week, although the rate for straight trans-Atlantic has dropped about ws10 points the backhaul rate has improved ws20 points lifting daily return for a triangulation voyage from about USD 8.000 daily to today's USD 11.000 daily. Unfortunately it has not been much change in levels for LR1's fixing to west Africa where fixtures are still being concluded around ws117,5 level. Only minor changes in rate obtained for LR2's loading in the Mediterranean for Far East discharge where rate is till at about USD 1,950 mill. for Handies trading on the Continent it has been a good week for owners who been able to improve rates from ws150 to ws165 level. In the Mediterranean rate are more or less unchanged around ws155 level.

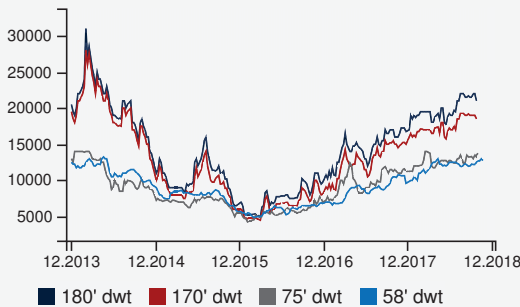


Activity level

	Capesize	Panamax	Supramax
	Moderate	Mixed	Slower

Rates	This week	Last week	Low 2018	High 2018
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	35 000	34 000	18 000	44 000
Tubarao / R.dam (Iron ore)	7.90	7.40	5.30	11.50
Richards Bay/R.dam	7.70	7.40	5.40	12.30
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	16 000	15 000	7 100	16 000
TCT Cont / F. East	23 000	22 000	15 000	23 000
TCT F. East / Cont	5 100	5 150	4 300	5 200
TCT F. East RV	13 400	13 700	8 300	13 750
Murmansk b.13-ARA 15/25,000 sc	9.70	9.05	6.40	9.70
SUPRAMAX (usd/day)				
Atlantic RV	14 800	15 052	11 000	16 000
Pacific RV	11 000	11 700	8 000	12 500
TCT Cont / F. East	18 500	18 000	16 000	20 500
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	21 000	21 000	17 000	22 000
Capesize 170,000 dwt	18 500	18 500	15 750	19 250
Panamax 75,000 dwt	13 750	13 500	11 250	14 000
Supramax 58,000 dwt	12 750	13 000	10 000	13 000
Baltic Dry Index (BDI):	1554	1493	n/a	n/a

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



Activity level

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

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2018	High 2018
VLGC / 84,000	915 000	835 000	105 000	915 000
LGC / 60,000	6 500 000	650 000	375 000	6 500 000
MGC / 38,000	520 000	510 000	430 000	520 000
HDY SR / 20-22,000	430 000	440 000	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	285 000	285 000	250 000	320 000
COASTER Europe	350 000	320 000	280 000	385 000

LPG/FOB prices (usd/tonne)

	Propane	Butane	ISO
FOB North Sea / ANSI	607.5	637.5	
Saudi Arabia / CP	655.0	655.0	
MT Belvieu (US Gulf)	521.0	518.7	529.9
Sonatrach : Bethioua	625.0	655.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2018	High 2018
East of Suez 155-165'cbm	150 000	120 000	35 000	150 000
West of Suez 155-165'cbm	150 000	100 000	44 000	150 000
1 yr TC 155-165'cbm	90 000	90 000	52 000	90 000

DRY BULK

Capesize

Mostly positive but still mixed signals for the big ships, as volumes and levels concluded still do not match with forecasts and expectations. Despite announced production records in Q4 for major iron ore miners and consequent hot market consensus, we are still in break-even territory for most modern units. Average daily earnings up w-o-w by some 9 pct, but only to come in at a very modest USD 18k/day. Early units are, however, silently picked for the main brazil/china route, and at this pace we may see considerable improvements from present fronthaul value of USD 35kpd soon. Aussie/Far East trades just about contribute to stability, whilst paper values at moment give little support for much period to be concluded.

Panamax

A slow start to the week with Coaltrans in Barcelona supposedly limiting activity. In the atlantic, firm numbers have been reported, even though participants are mixed in their evaluations. A transatlantic round voyage is currently concluded at around USD 16,000, while short fronthauls from the continent yields around USD 23,000. In the Pacific Basin, there have been mixed feelings with a slowing activity from Australian minerals and a firm NoPac trade. In effect, the transpacific round is down to around the mid USD 13,000's. Overall the BPI index is up 47 points to 1796.

Supramax

By mid-week the Pacific market has started to come off, with sliding period rates. S.China trip via Indo to India was fixed around USD 10k, while from N.China same direction is paying around USD 8000. The Indian ocean still seeing firm levels, where short periods are being discussed in the high USD 14k's and from PG to Seasia supras are seeing around low USD 14k.

GAS

Chartering

The Eastern VLGC market have remained rather calm after the release of the ADNOC acceptances, and now as usual, the market is waiting for the Saudi dates which come out slightly later than normal. In other words, the market remains as is, with little activity to report. Only one Chinese company is buying Nov FOBs in MEG at the moment, due to Iran sanctions, but without any particular effect on the market sentiment in general. The Owners are also waiting for Saudi to move, but the question now is how many have Saudi term FOB in November. Although only halfway through the week, the US market has seen a couple of November cargoes changing hands which subsequently created some spot shipping demand. Houston/Chiba via Panama freight remains steady at around USD 83 per ton or a TCE USD 1mill per month and we expect owners to try to maintain same going forward. The position list is slowly but surely shrinking and we are likely to see a handful more end November fixtures.



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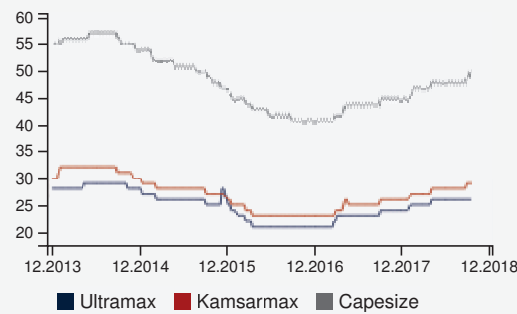
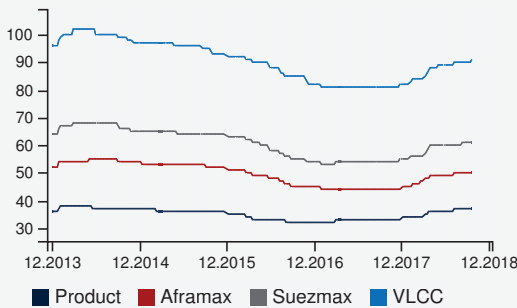
Activity level

Tankers	Dry Bulkers	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	90.00	82.00	90.50
Suezmax	150'dwt	60.50	60.50	55.00	60.50
Aframax	110'dwt	50.00	50.00	44.50	50.00
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	112.0	113.2	105.8	114.1	
USD/KRW	1 125	1 137	1 061	1 137	
USD/NOK	8.20	8.20	7.68	8.43	
EUR/USD	1.16	1.15	1.13	1.25	
Interest rate					
LIBOR USD 6 mnths	2.65	2.62	1.84	2.65	
NIBOR NOK 6 mnths	1.22	1.20	0.89	1.24	
Commodity prices					
Brent spot (USD)	79.60	85.10	62.46	85.20	
Bunker prices					
Singapore	380 CST	514.0	524.0	360.0	524.0
	180 CST	546.0	556.0		556.0
	Gasoil	730.0	750.0	554.0	760.0
Rotterdam	380 HSFO	466.0	486.0		486.0
	180 CST	491.0	511.0		511.0
	Diesel	692.0	707.0	527.0	708.0

NEWBUILDING

More activity to report in the LPG sector, as three Japanese owners book five small scale LPG carriers in total, all at domestic yards. In the LNG sector Thenamaris declared an option for a large carrier at Hyundai, while another Greek owner booked a large LNG carrier at Samsung, both LNG carriers are for delivery in 2021, price not revealed.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	2	120,000 dwt	Huangpu Wenchong	CSSC Leasing	2020		Options declared / TC to Cargill
CONT	1	15,000 teu	Hyundai	Eastern Pacific Shipping	2020		Option declared
LNGC	1	174,000 cbm	Hyundai	Thenamaris	2021		Option declared / X-DF
LNGC	1	174,000 cbm	Samsung	Greek	2021		
LPGC	3	1,800 cbm	Shin Kurushima Dockyard	liono Kaiun	2020		
LPGC	1	3,500 cbm	Shitanoe Zosen	Tabuchi Kaiun	2019		
LPGC	1	8,700 cbm	Asakawa Shipbuilding	Komaya Shipping	2020		

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
BC	Bulk Asia	181000	2014	Singaporean	40	
BC	AOM Milena	76600	2009	Chinese	16	
BC	EISHO	74930	2012	Greek	18.5	
BC	Splendeur	33400	2008	undisclosed	11	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
Armada Ulysses	310000	40712		Bangladeshi	400
Spero	107200	16717		Indian	417