



TANKERS

CHARTERING

Crude

Steady VLCC activity ex Meg have reduced the overhang of available tonnage and due to owners increased resistance, charterers recently had to turn to older units trying to avoid rates to move upwards. Levels have however firmed up for the MEG/East voyages for tonnage less than 15 years and owners maintain their bullish sentiment towards the end of the week for end May laycans. With some 100 deals so far concluded for May, speculations go for the number remaining. More activity have also been seen in the Atlantic, but rates remain stable. The recent lack of activity for Suezmax in West Africa, brought the rates down to a new low. The current tonnage surplus and low interest from Charterers, enabled a Major to secure coverage at WS 52,5 for a voyage from West Africa to USG. The MED and Black Sea Suezmax market remains slow and once tested, current rate levels should soften further. The Nsea Aframax market continued to be slow and rates declined further. In the Baltic it seems the market bottomed out at ws 57.5 which has been the going rate for a while in this area. In the Med / Bsea low activity combined with a tonnage build up has pushed rates for standard cross Med down to low world scale 70's although some fluctuations has been evident for alternative load ports and voyages. Rates in the Caribs increased last week mainly due to delays and a more active market for first 15 days of May.

Product

What was perhaps expected as a quiet, short week completely backfired and took the market by surprise when the TA-runs shot up 25 points by mid-week to around ws170 UKC/USAC bss 37kt. The upwards momentum is irrefutable and charterers find it hard to hold back at the moment. We don't see any improvement for LR1 vs!; they're still dead flat at around ws95 Baltic/USAC+WAFR bss 60kt. Cross-UKC trade is in the doldrums for the smaller units with Handies fetching ws122.5 bss 30kt and Flexis ws165 bss 22kt. We've seen a slow firming on the backhauls which has climbed up to ws80 USG/UKC-MED bss 38kt. This could continue to go further with the front-haul being as firm as it currently is. Short-term outlook firm on both sides of the Atlantic. Not many changes in the LR2 rates East over the last 2 weeks, as demand for and supply of vessels into the MEG area have been well balanced. Rates in the LR2 segment are unchanged at WS 90, but LR1 owners have really struggled the last week as vessels has built up over the period leaving several vessels in ppt position, and owners have accepted as low as WS 100 basis 55,000 MT for a voyage MEG to Japan. We have seen less inter Far East MR activity resulting rates to drop further down to WS 137,5 basis 30,000 MT for a voyage Singapore to Japan. We expect rates to slide sideways in the coming week with a softening tendency as the position lists looks to change more into charterers favor.

ACTIVITY LEVEL

VLCC	Suezmax	Aframax	P. E. of Suez	P. W. of Suez	
Firmer	Weakening	Mixed	Slow	Firm	
RATES					
		This Week	Last Week	Low 2013	High 2013
DIRTY (Spot WS)					
MEG / West	VLCC	18.0	18.0	17.5	25.0
MEG / Japan	VLCC	37.5	33.0	30.0	43.0
MEG / Singapore	VLCC	37.5	35.0	30.5	44.0
WAF / USG	260,000	37.5	40.0	35.0	46.0
WAF / USAC	130,000	55.0	57.5	52.5	67.5
Sidi Kerir / W Me	135,000	65.0	67.5	57.5	72.5
N. Afr / Euromed	80,000	70.0	72.5	70.0	105.0
UK / Cont	80,000	77.5	77.5	77.5	100.0
Caribs / USG	70,000	105.0	95.0	82.5	117.5
CLEAN (Spot WS)					
MEG / Japan	75,000	90.0	90.0	80.0	110.0
MEG / Japan	55,000	100.0	110.0	92.5	140.0
MEG / Japan	30,000	137.5	145.0	125.0	177.5
Singapore / Japan	30,000	150.0	145.0	125.0	170.0
Baltic T/A	60,000	95.0	97.5	95.0	150.0
UKC-Med / States	37,000	167.5	150.0	135.0	192.5
USG / UKC-Med	38,000	80.0	75.0	60.0	115.0
1 YEAR T/C (usd/day) (theoretical)					
VLCC	(modern)	18,000	18,000	18,000	19,000
Suezmax	(modern)	15,500	15,750	15,500	16,000
Aframax	(modern)	13,250	13,250	13,250	14,000
LR2	105,000	16,500	16,000	14,500	16,500
LR1	80,000	15,000	15,000	13,750	15,000
MR	47,000	14,250	14,000	13,000	14,250
VLCCs fixed all areas last week:	34	previous week:	52		
VLCCs avail. in MEG next 30 days:	95	last week:	105		

SALE AND PURCHASE

Vessel	Size	Built	Buyer	Price	Comm.
Jag Leela	105 148	1999	Indonesian	10,50	
Olympic Serenity	96 733	1991	Middle Eastern	8,00	
Polar	72 807	2005	Undisclosed	15,00	
Kurushio/Orange Express	47 999	2005	Navios	16,50	Each Enbloc
Hallinden	45 990	2008	Greek	20,50	
Glory Express	45 728	2006	Undisclosed	18,60	
Bolero	44 999	1996	Far Eastern	10,00	
Bow Engineer	30 086	2006	Odfjell	23,00	

DRY BULK

CHARTERING

Handy

The atlantic market started to pick up with new orders. The USG-Feast was at USD 20k and Black sea-feast was at USD 12k. The pacific mkt remained stable as chrtrs rating ships on APS basis against owners ideas on dop. India now been fixed around USD 12k bss Singapore position. WCI-China was bit busy with cargoes like salt, grains, iron ore and rates were around USD 11k whereas ECI-China was quiet and rates were USD 6k respectively. RBCT rounds fixed at USD 8k dop eci. Short period activity was limited and rate for large eco supra was around USD 9500.

Panamax

The Atlantic has been sliding down over the last week, with many ships competing for the same business. But now it seems to stabilise, a tary now goes around usd 9000 per day. The fronthaul market has been pretty flat the last week. We see some bauxite fronthaul cargoes in addition to the normal seasonal East Coast South American grain. But it seems there are enough ships for everyone, and in ECSA we are back to an aps market, the going rate is arnd usd 15500 daily +550K ballast bonus. The pacific is weak as well. Indonesia rounds are now also covered on aps basis, and normal pacific rounds are now below usd 8k daily. Period market has been silent lately, many of the takers we saw for 1 year period or longer a few weeks ago seem to have disappeared and owners ideas are pushed down with little fixing being done for periods longer than 6 months. 1 year should be quiet around usd 8750 daily.

Capesize

After a long period with flat rates, levels have finally improved. West Australia is up to USD 7, 6 and for spot dates BHP has been paying USD 8, 35. Excess USD 9,000 has been fixed for a pacific round. However this seems difficult to repeat with slower activity as we are approaching the holidays. Atlantic remains steady without serious improvement and coal cargoes remaining scarce. Period activity was expected to pick up in line with the pacific spot market, but no significant change in either rates or number of fixtures.

ACTIVITY LEVEL

	Capesize Stronger	Panamax Stable	Handysize Low		
		This Week	Last Week	Low 2013	High 2013
RATES					
CAPESIZE (usd/day, usd/tonne)					
TCT Cont/Far East (172' dwt)		20,600	19,800	18,000	23,500
Tubarao / R.dam (Iron ore)		7.70	7.16	6.80	8.90
Richards Bay/R.dam		6.50	6.30	6.10	7.40
PANAMAX (usd/day, usd/tonne)					
Transatlantic RV		8,500	8,500	6,000	10,250
TCT Cont / F. East		15,000	15,000	12,800	18,000
TCT F. East / Cont			300.00		682.00
TCT F. East RV		7,700	8,000	3,700	10,500
Murmansk b.13-ARA 15/25,000 sc		7.55	7.60	7.00	7.90
Murmansk b.13-L.pool 15/25,000 sc		8.35	8.55	7.75	8.70
HANDYSIZE (usd/day)					
Atlantic RV		10,900	11,050	8,690	12,500
Pacific RV		7,400	7,700	4,900	9,200
TCT Cont / F. East		14,000	14,000	10,770	14,250
1 YEAR T/C (usd/day)					
Capesize	150,000 dwt	8,500	8,250	7,600	9,000
Capesize	170,000 dwt	10,500	10,500	9,100	10,750
Panamax	75,000 dwt	8,750	9,000	7,000	9,500
Handysize	53,000 dwt	9,000	9,000	8,300	9,250
Baltic Dry Index (BDI):		This Week: 892		Last week: 863	

SALE AND PURCHASE

Vessel	Size	Built	Buyer	Price	Comm.
Brilliant River	154 249	1994	Chinese	9,00	
Cape Europe	149 425	1993	Chinese	8,30	
STX Dalian D2051	82 787	2012	Greek	25,00	
Wuhu Xinlan W1021	82 500	2013	Undisclosed	25,00	
Ever Young	73 081	1995	Undisclosed	6,20	
FGM Iron	68 461	1996	Chinese	8,50	
Yangzhou Dayang DY4013	63 500	2013	Greek	25,00	
GL Primera	58 758	2007	Turkish	18,50	
Valente Ace	56 678	2008	Greek	20,50	
Oshima Zosen 10705	55 700	2013	Oceanbulk	26,00	
Ultra Paguera	53 609	2003	Undisclosed	15,30	
Glory Sanye	45 216	1994	Undisclosed	6,50	
Orient Tribune	33 500	2011	US-based	19,00	
Good Providence	30 192	2007	Undisclosed	10,75	
Mount Fisher	28 473	2002	Greek	11,75	
Ideal Bulker	28 460	1994	Undisclosed	5,70	
Sunrise Misen	18 922	2006	Undisclosed	8,20	

**GAS****CHARTERING**

The VLGC owners have been busy showing their muscles lately. They know they have been few and they obviously have been aware when charterers have been squeezed on dates. Therefore spot rates have shot up into the mid, high USD 50's pmt for the index voyage Ras Tanura/Chiba. There were a handful MEG/India fixtures, too, and they were all at considerably higher TCE equivalents. The Baltic VLGC index has hurried in catching up with the relatively few peak fixtures and has reached mid USD 50's, too. The latest MEG/Far Easy fixture equal some USD 27,000 per day on a modern VLGC with current bunker prices. In the shortish term we believe the mid USD 50's (or even higher) MEG/Far East is sustainable, as there are comparatively few available vessels over the next month concurrent with what seems to be a recovered cargo market which allows for arbitrage (read: longhaul voyages West to East). However, this industry tends to surprise its players over and over again and the horizon is not too far away in reality. Sigh..

ACTIVITY LEVEL

COASTER	15-23,000 cbm	82,000 cbm
Active	Moderate	Moderate

RATES This Week Last Week Low 2013 High 2013

SPOT MARKET (usd/month***)	This Week	Last Week	Low 2013	High 2013
82.000 cbm / FR	840,000	530,000	280,000	840,000
57.000 cbm / FR	950,000	950,000	900,000	950,000
35.600 cbm / FR	725,000	725,000	725,000	850,000
20.000 cbm / SR*	910,000	880,000	880,000	930,000
10.000 cbm ETH**	560,000	560,000	550,000	570,000
6.500 cbm / SR	440,000	440,000	440,000	470,000
COASTER Europe	280,000	280,000	145,000	320,000
COASTER Asia	235,000	235,000	235,000	245,000

* 20,000 cbm s/r reflects average spot market, LPG and Petchems (segment 15,000 / 23,000 cbm)

** 10,000 cbm eth reflects average spot market, Petchems and LPG (segment 8,200 / 12,500 cbm)

*** Excl. waiting time, if any

LNG This Week Last Week Low 2013 High 2013

SPOT MARKET (usd/day)	This Week	Last Week	Low 2013	High 2013
East of Suez 138-145' cbm	95,000	98,000	95,000	125,000
West of Suez 138-145' cbm	95,000	98,000	95,000	130,000
1 yr TC 138-145' cbm	95,000	99,000	95,000	120,000

LPG/FOB prices (usd/tonne)	Propane	Butane	ISO
FOB North Sea / ANSI	627.50	703.00	
Saudi Arabia / CP	735.00	775.00	
MT Belvieu (US Gulf)	496.38	569.77	555.78
Sonatrach : Bethioua	620.00	715.00	

SALE AND PURCHASE

Vessel	Cbm	Type	Built	Buyers	Price	Misc
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No reportable sales this week

DEMOLITION

Vessels sold for demolition	VLCC/VLOO	SUEZMAX	CAPE/OBO
Year to date 2013:	6	2	13
Year to date 2012:	8	8	19
2012 total:	16	14	56

SOLD FOR DEMOLITION

Vessel name	Size	Ldt	Built	Buyer	Price
BC Waterford	149 513	18 450	1990	Pakistani	440
BC Zhushui 9	64 442	11 624	1984	Chinese	375
BC Hua Jin Song	64 211	11 829	1988	Chinese	360
CONT Hanjin Colombo	62 742	18 780	1995	Indian	470
CONT Maersk Malacca	55 971	22 244	1990	Indian	452
CONT MSC Natalia	43 403	15 301	1986	Indian	545
BC Pacific Peal	38 771	10 599	1981	Indian	455
CONT E.R. Canberra	35 980	11 780	1996	Undisclosed	458
CONT E.R. Brisbane	35 966	11 780	1996	Undisclosed	428
BC Koupi	34 119	7 257	1983	Bangladeshi	440
TWN Austanger	30 173	7 526	1985	Pakistani	434
TWN Xiang Rong Men	18 235	8 308	1988	Indian	437
CONT HMS Laurence	18 155	6 895	1985	Indian	440
CONT MSC Annick	16 768	6 763	1988	Indian	440
CONT Markella	9 410	4 040	1993	Indian	440
RORO Wloclawek	7 359	7 656	1987	Indian	435

NEWBUILDING**GENERAL COMMENT**

Only few ships reported this week. HMD introducing a new series of 87,000 dwt bulkers. The ships was reported at USD 33.5 mill, and will be delivered end of 2016. Prices are still sliding sideways, with yards chasing buyers for new ECO friendly ship designs.

ACTIVITY LEVEL

Tankers	Dry Bulkers	Others
Low	Slower	Slower

Average Far Eastern Prices

PRICES (mill usd)		This Week	Last Week	Low 2013	High 2013
VLCC	300'dwt	88.0	88.0	88.0	88.0
Suezmax	150'dwt	57.0	57.0	57.0	57.0
Aframax	110'dwt	45.0	45.0	45.0	46.0
Product	47'dwt	33.0	33.0	32.0	33.0
Capesize	180'dwt	48.0	47.0	45.0	48.0
Panamax	76'dwt	28.0	28.0	27.5	28.0
Handymax	56'dwt	26.0	26.0	25.5	26.0

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Owner	Del	Mills	Comm.
BC	3	87000 dwt	HMD	na	2016	33,5	
BC	4+4	180000 dwt	Rongsheng	Golden Union	2015		
MPP	2	27000 dwt	Taizhou Kouan	PCL	2014		
CO	2	9000 teu	Hyundai Samho	Embricos	2014	81	
CO	3	2500 teu	Guangzhou Wenchong	Red. Nord	2015	29	
LPG	2+3	84000 cbm	HHI	Seacor	2014		

MARKET BRIEF

Rate of exchange	This Week	Last Week	Low 2013	High 2013
JPY/USD	98.79	97.66	86.97	99.60
KRW/USD	1082.35	1101.28	1058.73	1135.97
NOK/USD	5.77	5.83	5.47	5.92
USD/EUR	1.32	1.31	1.28	1.35

Interest rate	This Week	Last Week	Low 2013	High 2013
Eurodollar 12 mths	0.70	0.71	0.70	0.84
EuroNOK 12 mths	1.96	2.01	1.96	2.33

Commodity prices	This Week	Last Week	Low 2013	High 2013
Brent spot (USD)	104.00	103.57	98.95	118.75

Bunker prices	This Week	Last Week	Low 2013	High 2013
Singapore				
180 CST	637.00	619.00	612.00	675.00
380 CST	627.00	613.00	600.00	665.00
Gasoil	876.00	854.00	836.00	995.00
Rotterdam				
180 CST	628.00	612.00	595.00	667.00
380 CST	597.00	588.00	575.00	645.00
Diesel	850.00	836.00	820.00	1000.00

