



TANKERS

CHARTERING

Crude

Even though the VLCC market was slow prior to the Easter holidays, the charterers' stratagem of securing tonnage during the holiday period resulted in higher rate levels which was probably not quite what charterers had hoped would happen when they undertook to fix during the holidays. With a number of April cargoes still uncovered and with charterers now looking to also cover early May positions, this firmer trend could prevail for the time being. Rates in the Suezmax market in WAF remained flat in the wake of the Easter holidays, and activity has yet to pick up. Suezmaxes in the Med/Bsea saw the market remain steady but with no particular trend in evidence. With a long Easter lull in activity, virtually all Aframax markets were over-tonnaged and rates appeared to be in decline. Nonetheless, Aframax activity in the Med/Bsea at the time of writing suddenly picked up, and with a large number of cargoes making an abrupt appearance in the market we may see a surge in rates in this area.

Product

A voyage UKC/States was reported fixed at ws175 basis 37,000 m/t for prompt loading. There is rather sparse MR availability on the Continent up to the middle of April, but then it is expected that rates will soften as tonnage will be more plentiful. With the naphtha arb for F.East discharge wide open, LR's were engaged in quite firm trade for UKC loading. We saw LR1s recently fixed at usd 1.525 million for a UKC/Japan voyage whilst ws122.5 seems to be the going rate for Baltic/USAC voyages basis 60,000 m/t. Handy rates for cross NWEurope were at the ws200 level basis 22,000 m/t. In the Caribs upcoast rates softened further to ws137.5 basis 38,000 m/t whilst backhaul voyages to the UKC/Med remained at the ws90 level basis the same quantity although inquiry was limited. The market in the F.East remained weak. The latest fixtures for LR2s MEG/Japan are reported at ws105 basis 75,000 m/t loading end April. LR1 rates on the same route remained at the ws120-125 level basis 55,000 m/t loading mid April. The MR market Spore/Japan was dull and with a going rate of ws122.5 basis 30,000 m/t this provided a TC equivalent of approximately zero on a round voyage basis.

ACTIVITY LEVEL

VLCC	Suezmax	Aframax	P. E. of Suez	P. W. of Suez
Firm	Stable	Stable	Low	Low

RATES		This Week	Last Week	Low 2010	High 2010
DIRTY (Spot WS)					
MEG / West	VLCC	57.5	55.0	50.0	75.0
MEG / Japan	VLCC	87.5	77.5	65.0	127.5
MEG / Singapore	260,000	90.0	77.5	65.0	130.0
WAF / USG	260,000	77.5	77.5	70.0	135.0
WAF / USAC	130,000	90.0	87.5	82.5	167.5
Sidi Kerir / W Me	135,000	100.0	105.0	80.0	170.0
N. Afr / Euromed	80,000	102.5	100.0	90.0	190.0
UK / Cont	80,000	105.0	110.0	102.5	195.0
Caribs / USG	70,000	107.5	135.0	107.5	195.0
CLEAN (Spot WS)					
MEG / Japan	75,000	105.0	105.0	105.0	145.0
MEG / Japan	55,000	122.5	125.0	120.0	155.0
MEG / Japan	30,000	150.0	155.0	150.0	210.0
Singapore / Japan	30,000	122.5	125.0	122.5	165.0
Baltic T/A	60,000	122.5	122.5	122.5	160.0
UKC-Med / States	37,000	167.5	165.0	157.5	210.0
Caribs / USNH	38,000	137.5	145.0	135.0	165.0

1 YEAR T/C (usd per day) (theoretical)					
VLCC	(modern)	38,500	37,500	32,500	40,000
Suezmax	(modern)	23,500	23,500	23,000	29,000
Aframax	(modern)	17,500	17,500	17,500	18,500
LR2		105,000	17,750	17,750	18,250
LR1		80,000	16,500	16,250	16,750
MR		47,000	12,000	11,500	12,250

VLCCs fixed all areas last week:	45	previous week:	38
VLCCs avail. in MEG next 30 days:	71	last week:	63

SALE AND PURCHASE

Vessel	Size	Built	Buyer	Price	Comm.
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No sales to report.

DRY BULK

CHARTERING

Handy

Little fresh interest early this week after the holidays. The BSI saw yesterday a positive increase of 26 points which bodes well for the rest of the week. Today we see more activity. Atl. markets remain firm and our outlook is that these conditions are set to continue. With the Grain season kicking off ex ECSA, Supras get healthy rates of usd 35k + 500k BB bss dely N.Brazil to F.East or usd 35k bss dely S.Afr. Trips via Baltic to E.Med pays usd 33k for h.maxes. A quiet USG for the last weeks - rates fell from usd 50k+ levels to low 40's for trips to the F.East. The Bl.Sea remains firm and tonnage is tight. The F.East market started firming during the last week. For Pac. rounds Supras can achieve low/mid 20's - NOPAC mid 20's, for Indo/India coal trips they were fixed in the mid/high teen's. For short period Supras were fixed for low/mid 20's. Iron ore trips from WCIIndia to China is quiet, Supras trading in the very low/mid 30's, for Rich.Bay rounds Supras were fixed at mid 20's.

Panamax

The activity in the Panamax market came to a halt and volume was low during the Easter holidays. Despite the softening Cape segment Panamax levels maintained relatively strong with Atlantic r/v done at low 30000s and fronthaul still at healthy low/mid 40000/day. Some fresh requirements in the Pacific and ECSA grain longhauls kept Far East positions just around the 30000 mark although a few NOPAC and Far East positions were caught at the high 20's after Easter. With a period market still alive and FFA - Q2 in particular gaining strength, Panamax may still have potential to move up short term forward.

Capesize

There has been anticipated an improvement in rates just after Easter for the last couple of months. But we are still waiting. There was however a spike last week with fronthaul close to USD 28 and Australia r/v close to USD 11 pmt. Due to lack of activity and general uncertainty, rates are now further down and fronthaul rates currently in the 26 region and Australia to China very low USD 10s. The news that China will stop all purchase of iron ore from the big three creates further uncertainty; whether they actually will go ahead - and further, what will be the impacts. Although there is more tonnage around and lack of requirements, the general sentiment still expects improved rates within the near future.

ACTIVITY LEVEL

Capesize	Panamax	Handysize
Low	Low	Low

RATES	This Week	Last Week	Low 2010	High 2010
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (172' dwt)	47,300	48,000	41,500	59,000
Tubarao / R.dam (Iron ore)	12.51	12.86	12.51	15.50
Richards Bay/R.dam	11.95	12.39	11.24	14.75

PANAMAX

Transatlantic RV	31,500	30,100	24,825	37,800
TCT Cont / F. East	43,000	41,600	34,500	47,600
TCT F. East / Cont	18,500	18,200	16,000	23,972
TCT F. East RV	29,500	28,000	15,900	32,000
Murmansk b.13-ARA 15/25,000 sc	12.55			14.20
Murmansk b.13-L.pool 15/25,000 sc	14.00			15.85

Murmansk/Rotterdam and Murmansk/Liverpool rates calculations are always based on Wednesday's Baltic TARV index value as reported

HANDYSIZE

Atlantic RV	25,000	25,000	23,000	35,000
Pacific RV	22,000	22,000	15,000	30,000
TCT Cont / F. East	40,000	40,000	35,000	45,000

1 YEAR T/C (usd per day)

Capesize	150,000 dwt	29,750	30,000	27,500	33,000
Capesize	170,000 dwt	32,750	33,000	30,000	39,000
Panamax	75,000 dwt	26,000	26,900	23,500	27,500
Handysize	53,000 dwt	24,000	22,000	15,000	24,000

Baltic Dry Index (BDI):	This Week: 2947	Last week: 2998
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SALE AND PURCHASE

Vessel	Size	Built	Buyer	Price	Comm.
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Hebei Eagle	170,603	1985	Chinese	12.00	
Arabella	75,563	2001	Indians	33.80	
Ocena Ranger	32,409	1983	Undisclosed	5.50	
Patriot	31,383	2002	Greeks	24.20	
Darya Sur	29,891	1997	Greeks	17.00	
Shanhaiguan 029	29,800	2010	HK	54.00	en bloc
Shanhaiguan 030	29,800	2011	HK		en bloc

**GAS****CHARTERING**

Despite the East holidays' break the more positive momentum was kept in the VLGC market, and the spot market was set at minimum USD 30 per ton for the index voyage Ras Tanura to Chiba. By the look of it only a handful of vessels are available to load in the MEG within April therefore it will not be a big surprise if the east fleet is sold out before we get to the end of the month. Wouldn't that be a nice change? It is too early to speculate about the potential of the spot market over the next couple of months, but the upside is at current bigger than the downside in our opinion. For the first time in exactly 18 months (since 10th October 2008) the Baltic VLGC index has landed above the USD 30 barrier. The West market was not equally inspiring, ample supply of empty VLGCs and more than ample supply of idle LGCs have slowed rates and activity down.

ACTIVITY LEVEL

COASTER	15-23,000 cbm	82,000 cbm
Firmer	Moderate	Firming

RATES This Week Last Week Low 2010 High 2010

SPOT MARKET

82,000 cbm / FR	350,000	350,000	195,000	350,000
57,000 cbm / FR	395,000	395,000	395,000	500,000
35,600 cbm / FR	480,000	480,000	480,000	540,000
20,000 cbm / SR*	550,000	550,000	550,000	600,000
10,000 cbm ETH**	480,000	480,000	460,000	480,000
6,500 cbm / SR	525,000	525,000	480,000	650,000
COASTER Europe	305,000	305,000	195,000	370,000
COASTER Asia	225,000	225,000	210,000	225,000

* 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)

LPG/FOB prices	Propane	Butane	ISO
FOB North Sea / ANSI	643.50	672.00	
Saudi Arabia / CP	725.00	715.00	
MT Belvieu (US Gulf)	604.36	678.73	726.73
Sonatrach : Bethioua	640.00	660.00	

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 2010:	10	5	0
Year to date 2009:	1	2	3
2009 total:	8	2	5

SOLD FOR DEMOLITION

Vessel name	Size	Ldt	Built	Buyer	Price
MT Kardiah I	266,590	42,941	1977	Bangladeshi	410 as is
5 x CV enbloc	500-900 TEU	28,000 tot	0	India/Pakistan	422
MT CE-Pacific	115,592	16,240	1988	Bangladeshi	475 as is
CV Bella I	2,192 TEU	15,511	1983	Bangladeshi	438 as is
MV Pacific Sun	34,005	7,113	1976	Indian	435
LPG Barnes Bridge	15,063 cbm	6,686	1982	Indian	510 incl 400mt Ni
MV Bering Sea	440,480 cbft	6,314	1975	Indian	450
MT Kadriah II	29,998	6,107	1988	Bangladeshi	420
MV Fu Yang	22,245	5,417	1980	Indian	430
2 x MT enbloc	5,848	2,985	86	India/Pakistan	422
MT Kamee	6,731	2,271	1984	Bangladeshi	450

NEWBUILDING**GENERAL COMMENT**

Activity is picking up as we are entering second quarter. Most of the large Korean shipyards have now filled up the gaps in their production schedules in 2011 and 2012. Talks of higher steel prices and potential strengthening of the Korean Won and the Chinese RMB might cause increase in newbuilding prices as well.

ACTIVITY LEVEL

Tankers	Dry Bulkers	Others
Active	Active	Moderate

Average Far Eastern Prices

PRICES		This Week	Last Week	Low 2010	High 2010
VLCC	300'dwt	97.5	97.5	95.0	97.5
Suezmax	150'dwt	63.0	63.0	61.0	63.0
Aframax	110'dwt	51.0	51.0	50.0	51.0
Product	47'dwt	35.5	35.5	34.5	35.5
Capesize	180'dwt	56.0	56.0	55.0	56.0
Panamax	76'dwt	35.5	35.5	35.0	35.5
Handymax	56'dwt	30.0	30.0	30.0	30.0

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Owner	Del	Mill\$	Comm.
BC	2	57700 dwt	STX	Dusung Shipping.	2011-12		
BC	1	180000 dwt	Hanjin	Star Bulk Carriers	2011	53.5	
BC	3	206000 dwt	Waigaoqiao	OceanFreight.	2012-13	68	
PC	4+4	37000 dwt	Hyundai Mipo	Socatra	2010-12		
MT	2	157700 dwt	Samsung	Viken	2012	63	
MT	1	157700 dwt	samsung	Centrofin	2011	62.5	Option declared
ro/ro pax.	2	1600 lm	Volkswertf Stralsund	Scandlines GMBH	2012		

MARKET BRIEF

Rate of exchange	This Week	Last Week	Low 2010	High 2010
JPY/USD	93.70	93.35	88.75	93.70
KRW/USD	1120.60	1139.25	1102.44	1160.20
NOK/USD	5.97	6.00	5.62	6.02
USD/EUR	1.33	1.34	1.33	1.46

Interest rate

Eurodollar 12 mnths	0.93	0.91	0.84	0.97
EuroNOK 12 mnths	2.82	1.19	1.19	3.02

Commodity prices

Brent spot (USD)	85.64	79.71	72.12	85.64
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Bunker prices

Singapore	180 CST	487.00	505.00	458.00	510.00
	380 CST	474.00	495.00	450.00	505.00
	Gasoil	719.00	722.00	605.00	722.00
Rotterdam	180 CST	490.00	475.00	437.00	490.00
	380 CST	460.00	450.00	426.00	470.00
	Diesel	690.00	680.00	575.00	690.00

