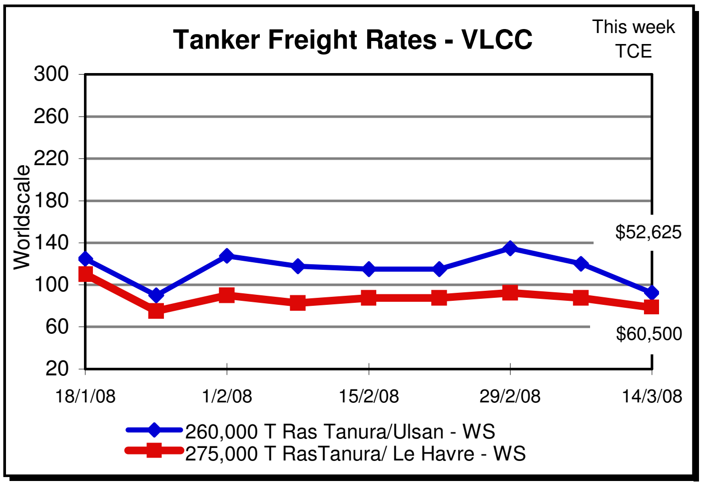
BRS BARRY ROGLIANO SALLES
SHIPBROKERS SINCE 1856

TANKER NEWSLETTER

BRS Tanker Newsletter is a summary for BRS clients of current market trends and developments.

N° 563 - March 14th, 2008

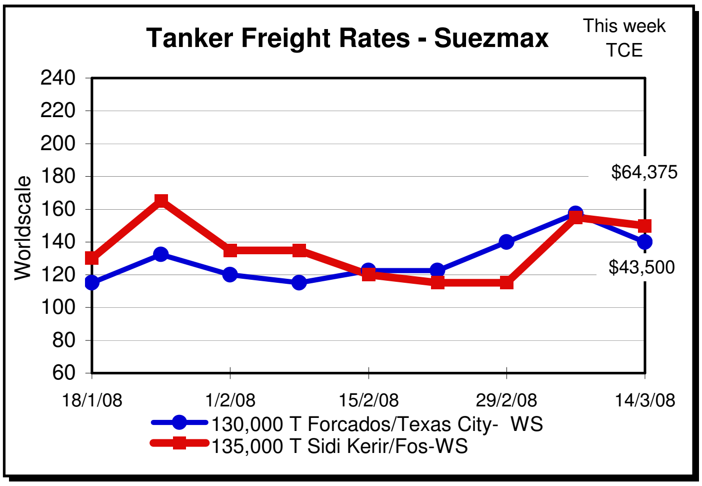
CRUDE



Another quiet week in the Middle East Gulf which despite the emergence of some westbound inquiries for early April, produced an overall soft trend. In a quiet market it was not surprising that rates for **VLCCs** fell, and charterers allowed rates to drift down as tankers owners sat impatiently waiting for demand to pick up again. As a result the plunge was deep, with more than WS25 points lost in a week for Far Eastern options discharge (WS90/92.5 TCE about US$50,000/day). For Western discharge the slip was about WS10 points (today about WS77.5 TCE US$58,000/day). The West Africa zone, though stronger than the MEG, also weakened (WS110 for US Gulf discharge, equal to a drop of 17.5 points), an arithmetical consequence of a falling Suezmax market. How will demand develop in the second quarter? It is difficult to answer this question: OPEC has stated that its members will not reduce their productions quotas… however it is likely that these countries will export less due to lower seasonal demand.

Number of stems covered:	**Number of ships till:**
For March = 92	31st March = 32
For April = 2	14th April = 86

VLCC MEG WS TREND :



With last week culminating in a frenzy, the West Africa **Suezmax** market has now settled back into a more regular rhythm. Following a couple days of calm conditions, rates have dropped to the WS140 level, which nonetheless means returns of approximately US$43,000/day. While the tonnage list remains long enough to cover anticipated volumes, there is a chance that we will see an extra 1 million bbls of activity due to charterers' unwillingness to take VLCCs for Nigeria co-loadings due to the disruptions seen in the last couple of months. The Black Sea/Med market was not particularly active during the course of the week, and even though a couple of early/prompt ships remained available at the end of the week, owners resisted any downward pressure and rates remained buoyant. Next week may bring a further firming as available well-approved tonnage for early March is thin and the early Novo berth 1 cargoes have yet to be worked. At Worldscale 150, returns for a Sidi Kerir to Lavera round voyage reached almost US$65,000/day.

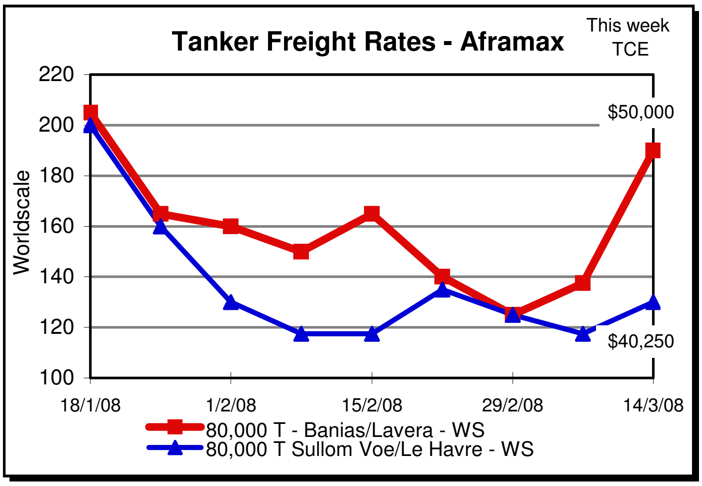
WAF Figures:

Number of stems covered:	**Number of ships till:**
For March = 63	31st March = 6
For April = 13	14th April = 32

SUEZMAX WAF WS TREND :

SUEZMAX MED WS TREND :

Market Trends Market Trends Market Trends



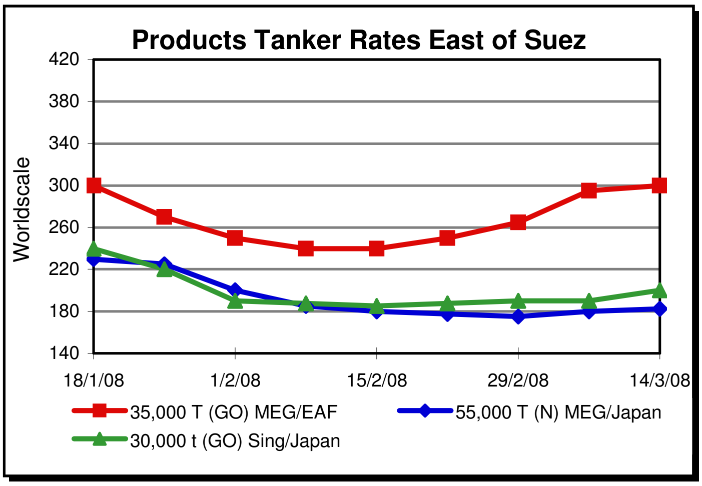
West versus East was this week's motto for the **Aframax** market. Rates went up in the West while the East of Suez is suffering from a lack of demand. Even though demand from the Baltic or North Sea was fairly good this week, rates increased moderately by some 20/30 points to about WS140 for 80,000t (TCE US$45,000/day) and WS140 basis 100,000t from Primorsk. The Mediterranean on the other hand continued its upswing by adding 60 points to the rates. At the time of writing, WS190 was the highest rate reported both from the Med and Black Sea (TCE about US$50,000/day). This major 'jump' was due to a combination of bad weather delays and pre-Easter fixing, which made the market shift into a higher gear. As tonnage is lacking for end March dates, both in Continent and Mediterranean, rates will continue to rise. Caribs/Up freight levels dipped before settling at a firm WS200 basis 70,000t.

AFRAMAX NORTH SEA WS TREND :

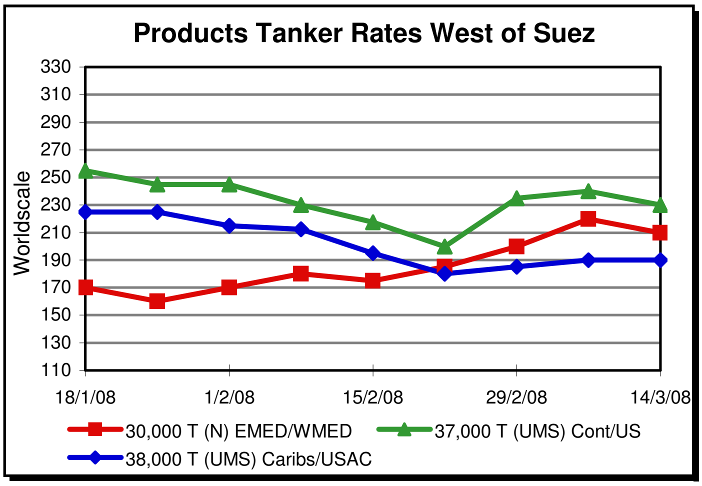
AFRAMAX MED WS TREND :

PRODUCT

Despite a quiet week for trading in the East of Suez market, rates have not dropped but instead have remained stable in all segments and on all routes. The LR2 market was the less active one but Owners managed to keep rates at WS142.5 basis 75,000t despite rumours of ships fixed below WS140. The LR1 was busier and Owners fixed their ships both for short and medium voyages, allowing the market to maintain a level of WS180. The market will look better for Owners in the near future as today's list of available ships is extremely short for March and early April.



The MR East market was the most difficult to predict as activity was very slow this week. But the number of ships delaying at discharge helped sustain rates, with some vessels even achieving over WS300 basis 35,000t on MEG/East Africa distress cargoes but below this number for spot loading. We believe the market will maintain these levels next week unless there is a serious resumption in trading activity. The Far East market has gained 20 points since last week with rates exceeding WS200 for Singapore/Japan and we believe that the market will grow stronger as it seems there is more activity emerging from South Korea.



After an extremely slow week previously, demand increased in the Med but only to a limited extent. Tonnage availability prompted rates to come off although only marginally and cross-Med was WS195/200 and Black Sea/Med WS205/210, always basis 30,000t cargo size.

The clean Handy market in North West Europe was still relatively quiet for local trades at WS200 basis 30,000t cross-UK/Cont and at WS245 basis 22,000t. The clean MR market softened to WS225 at the end of the week basis 37,000t UK/Cont/Transatlantic, 10 points lower than the previous week.

The Caribs clean MR market stagnated at WS190 basis 38,000t.

The Fuel handy market was more active this week, at WS195 for cross-Med, and with a WS30 increase to WS225 for cross-UK/Cont, all basis 30,000t.