



Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	45	51
VLCCs avail. in MEG next 30 days:	133	145

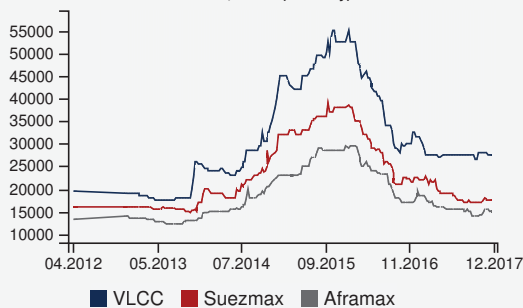
Rates

DIRTY (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / West	VLCC	25.00	26.00	20.00	60.00
MEG / Japan	VLCC	53.00	57.50	39.00	96.50
MEG / Singapore	VLCC	53.00	58.50	40.00	96.00
WAF / FEAST	260,000	60.00	64.00	46.00	97.50
WAF / USAC	130,000	90.00	80.00	52.50	117.5
Sidi Kerir / W Me	135,000	87.00	77.50	62.50	117.5
N. Afr / Euromed	80,000	90.00	75.00	70.00	190.0
UK / Cont	80,000	92.50	87.50	85.00	125.0
Caribs / USG	70,000	170.0	160.0	82.50	215.0

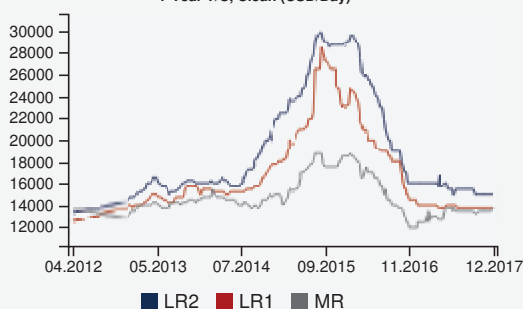
CLEAN (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / Japan	75,000	110.0	110.0	80.00	155.0
MEG / Japan	55,000	135.0	127.5	100.0	150.0
MEG / Japan	30,000	175.0	177.5	120.0	180.0
Singapore / Japan	30,000	185.0	190.0	130.0	215.0
Baltic T/A	60,000	130.0	105.0	85.00	155.0
UKC-Med / States	37,000	170.0	135.0	97.50	210.0
USG / UKC-Med	38,000	105.0	125.0	70.00	150.0

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2017	High 2017
VLCC	(modern)	27 500	27 500	26 500	30 000
Suezmax	(modern)	17 500	17 500	17 000	22 800
Aframax	(modern)	15 000	15 000	14 000	18 500
LR2		105,000	15 000	15 000	16 750
LR1		80,000	13 750	13 750	14 000
MR		47,000	13 750	13 500	12 500

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



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



TANKERS

Crude

The vlcc market has remained slow with charterers drip feeding their cargoes into the market. Rate levels continued to weaken in most of the load areas. Tce ex Meg is rapidly approaching operational costs and hence owners resistance is building but the vessel supply remains ample going forward.... Owners with modern vessels in the east are turning to cargoes in the west with not too much relief to be found so far. A slight improvement in suezmax rates were achieved during last week, it was a long hard battle to get there for owners with the market topping out at w95 for TD20 for end 2nd decade dates. This upward trend was purely driven by bullish sentiment going against the grain of high availability on position lists. However the early part of this week saw charterers employing their starvation tactics with only a sprinkling of cargoes for owners to work. Patience has paid off and we are experiencing a slight slippage of levels as reality bites. Very little to report out of the Bsea region with Turkish Straits delays seemingly steady and sparse action off end month dates holding rates steady for TD6 at w95 levels for now. We expect the fixing activity to pick up over the coming week with the rest of this week remaining, into the next a Steady market outlook prevails. Aframax trading in the Nsea and Baltic have had a week with rates being fixed at bottom levels. Coming into next week we expect the market to firm on the back of a busier Baltic and Nsea program. In the Med and Bsea the cargo activity is still at decent levels. Some Owners are doing their best to push for a couple of extra points, but the list of available tonnage is still long and dates being worked are far forward. Some Owners might be lucky but we believe the market will remain steady for the rest of the week.

Product

EAST OF SUEZ As we are fast approaching the holidays we are not yet seeing the market in the Middle East in any kind of elevated spirits. The market for LR2's are unchanged at ws110 level for a voyage to the Far East whilst the LR1's have been able to increase rate slightly to w135 level. For both sizes rates for a cargoes going to the Continent is almost unchanged at lumpsum USD 1,750 mill for the LR2's and USD 1,350 for LR1's. It has not been enough activity either for the MR's to strengthen the market and they are still paid ws175 level for the voyage from west coast India to Japan. Not a very exciting week in the Far East either with the standard MR voyage from Singapore to Japan today at ws185 down from ws190 and the short haul voyage from south Korea to Japan is today at lumpsum USD 370'. WEST OF SUEZ A more positive tone in the Atlantic this week. The straight Continent to States voyage has improved some ws35 points to ws170 today and even with the drop in rates for the backhaul cargoes from the U.S. gulf to ws105 daily earnings for those able to triangulate is up to about USD 13,500 per day. LR1's have also been popular this last week. With several vessels fixed for the Middle East Gulf discharge those left have seen the rate for West Africa discharge improve about ws30 point to ws130 level. The biggest gain this week has been for LR2's loading from the Mediterranean to the Far East where rates have risen from USD 1,725 mill to close to USD 2,0 mill today. Handies in the Mediterranean have had an uneventful week and vessels are still trading around the ws185 mark. Their sisters on the Continent have been very active and rate have shot up ws40 points to ws180 this week.



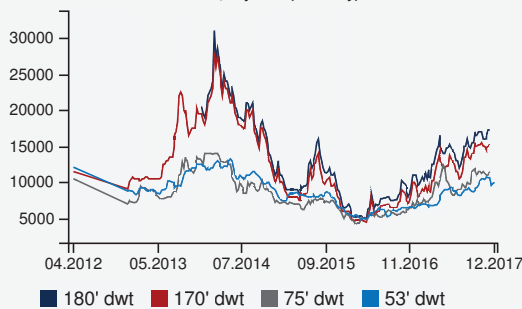
Fearnleys Weekly Report

Activity level

	Capesize	Panamax	Supramax
Firm	Strong	Stable	

Rates	This week	Last week	Low 2017	High 2017
CAPE SIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	41 500	36 500	12 000	41 500
Tubarao / R.dam (Iron ore)	13.00	12.30	4.00	13.00
Richards Bay/R.dam	12.00	11.30	4.00	12.00
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	15 000	12 000	5 600	15 000
TCT Cont / F. East	19 500	17 500	11 600	21 000
TCT F. East / Cont	5 000	4 600	2 500	8 600
TCT F. East RV	11 000	10 000	2 500	14 000
Murmansk b.13-ARA 15/25,000 sc	8.70	7.90	5.00	8.70
SUPRAMAX (usd/day)				
Atlantic RV	13 000	13 000	8 250	13 000
Pacific RV	9 250	9 250	3 900	11 000
TCT Cont / F. East	16 000	16 000	12 000	20 000
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	17 250	17 250	10 250	17 250
Capesize 170,000 dwt	15 250	15 000	8 650	15 500
Panamax 75,000 dwt	11 500	11 000	7 250	12 400
Supramax 53,000 dwt	10 000	10 000	6 600	10 750
Baltic Dry Index (BDI):	1670	1536	n/a	n/a

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



Activity level

	COASTER	15-23,000 cbm	82,000 cbm
	Strong	Stable	Increasing

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2017	High 2017
VLGC / 84,000	474 000	458 000	180 000	765 000
LGC / 60,000	525 000	525 000	350 000	525 000
MGC / 38,000	440 000	430 000	420 000	550 000
HDY / 22,000	370 000	360 000	350 000	550 000
ETH / 10,000	410 000	410 000	410 000	540 000
SR / 6,500	360 000	360 000	360 000	450 000
COASTER Asia	250 000	250 000	190 000	250 000
COASTER Europe	300 000	250 000	110 000	300 000

LPG/FOB prices (usd/tonne)

	Propane	Butane	ISO
FOB North Sea / ANSI	556.5	503.0	
Saudi Arabia / CP	590.0	570.0	
MT Belvieu (US Gulf)	513.8	471.1	490.0
Sonatrach : Bethioua	560.0	530.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2017	High 2017
East of Suez 155-165'cbm	73 000	65 000	25 000	73 000
West of Suez 155-165'cbm	80 000	70 000	29 000	80 000
1 yr TC 155-165'cbm	55 000	55 000	31 000	55 000

DRY BULK

Capesize

The freight market for Capesize vessels continues up in line with firming iron ore prices. Most of the activity and the market benchmark is the west Australia to China route, where the Australian miners are again in need of spot tonnage. Weather delays in part of China have created delays for vessels heading for West Australia. Freight levels hit the USD 10 pmt mark, before stabilizing in the high USD 9's. Brazil to China route also firm, though with more sporadic fixing, levels hovering just above the USD 20 pmt mark. The timecharter market in the Pacific is now estimated at USD 28,000. Despite entering December month, so far no sign of the usual pre-Christmas slowdown.

Panamax

It has been an active week in the Panamax market. After a period with decreasing rates and low activity the sentiment has changed significantly and the market is very strong in both hemispheres, but especially within the Atlantic region. Less tonnage and more cargoes in the north Atlantic has pushed the rates upwards and the TA market is priced at 15k's right now, while FH are being fixed in the 19 to 21k's depending on duration. The activity out of the US Gulf has been a key feature to keep the momentum. More activity in the Pacific has pushed the rates for a transpacific RV to around 11k's. A booming cape market has led to cape splits both in the Atlantic and Pacific which is a positive factor going forward.

Supramax

There has been quite some activity in the Atlantic basin this week, rates out of USG are still firm, trips to Emed gone through at low/mid USD 20,000. There was also done some period activity, 4-6mos was done at high USD 15,000 redly Atlantic. Black sea have also seen a bit more activity but little concluded, fronhaul getting fixed around USD 17k. In the Pacific Nickel ore fixing via Phils to China at USD 8000. Clinker to China at mid USD 10000, trips from China to India fixing at mid USD 8000.

GAS

Chartering

In the market for the VLGCs In the East, things have certainly tightened up. Very much due to the fact that the Indian Oil companies have entered the market with several cargoes and consequentially the line-up of ships for December loading in the MEG is decreasing gradually. The week-on-week change on the Baltic VLGC index has been an upward move of about 1 dollar, representing an increase on Time charter equivalent rates just below 30,000 per month. The Western VLGC market is following suit, with a few days with fog in the Houston ship channel creating a some programming issues for both Owners and Charterers. Most trader relets are fixed out ex USG and owners again asking freight rates of USD low 60s pmt bss Houston / Chiba via Panama.



Fearnleys Weekly Report

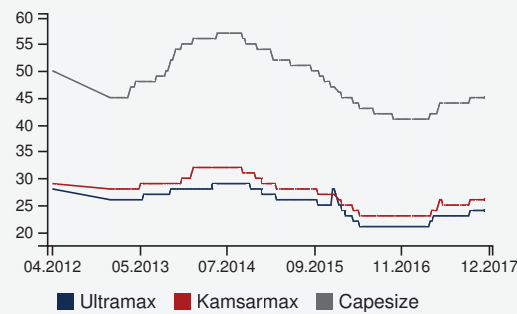
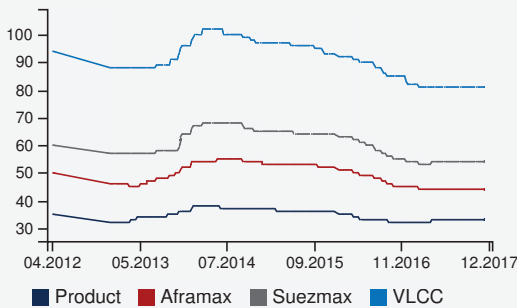
Activity level

Tankers	Dry Bulkers	Others
Moderate	Firm	Low

Prices

Average Far Eastern Prices

PRICES (mill usd)		This week	Last week	Low 2017	High 2017
VLCC	300'dwt	81.00	81.00	81.00	82.00
Suezmax	150'dwt	54.00	54.00	53.00	54.00
Aframax	110'dwt	44.00	44.00	44.00	45.00
Product	50'dwt	33.00	33.00	32.00	33.00
Capesize	180'dwt	45.00	45.00	41.00	45.00
Kamsarmax	82'dwt	26.00	26.00	23.00	26.00
Ultramax	64'dwt	24.00	24.00	21.00	24.00
LNGC	170'cbm - MEG1	184.5	184.5	184.0	184.5



Market brief

	This week	Last week	Low 2017	High 2017
Rate of exchange				
USD/JPY	112.2	111.8	108.9	117.6
USD/KRW	1 093	1 077	140.9	1 206
USD/NOK	8.25	8.24	7.77	8.66
EUR/USD	1.18	1.18	1.04	1.20
Interest rate				
LIBOR USD 6 mnths	1.71	1.66	1.32	1.71
NIBOR NOK 6 mnths	0.85	0.87	0.85	1.29
Commodity prices				
Brent spot (USD)	62.07	63.54	46.15	63.54
Bunker prices				
Singapore	380 CST	368.0	376.0	377.0
	180 CST	398.0	379.0	398.0
	Gasoil	554.0	549.0	563.0
Rotterdam	380 HSFO	341.0	353.0	367.0
	180 CST	369.0	383.0	395.0
	Diesel	533.0	542.0	545.0

NEWBUILDING

High activity within the dry bulk segment, 17 firm orders with 10 options. As expected, most bulkers are ordered at Chinese yards, one at a Japanese yard. Interesting to note is Pan Ocean's order at New Times, the 6 firm VLCC's will be chartered to Vale, LNG-ready. In the tanker segment, Hyundai had a good week with four firm VLCC orders, two from Kyklades and two from Sinokor. Two new cruise orders at Fincantieri from MSC Cruises, the price is reported to be abt. € 900 m per vessel. With abt. 60 cruise vessels on order at present, the cruise segment continues to grow.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	1	20,500 dwt	Fujian Southeast	Fujian Anda	2019		
BC	1	20,500 dwt	Fujian Southeast	Fujian Shenda	2019		
BC	1	63,700 dwt	Tsuneishi	Wisdom Marine	2020		
BC	3	86,000 dwt	Qingdao Wuchuan	Fujian Guohang	2019	abt. \$ 30 m	+ 5 options
BC	5	208,000 dwt	Yangzijiang	China Dev. Bank	2019/2020	\$ 47 m	+ 5 options
Cruise	2	154,000 gt	Fincantieri	MSC Cruises	2021/2023		
VLCC	2	319,000 dwt	Hyundai	Kyklades	2019/2020		+ 2 options
VLCC	2	319,000 dwt	Hyundai	Sinokor			Tier III
VLOC	6		New Times	Pan Ocean	2019/2021	\$ 74 m	LNG-ready

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Flandre	305 688	2004	MODEC	45	Long subs, FPSO project
MT	High Presence	48 700	2005	Undisclosed	14,10	Incl 6yrs TC
MT	EK-Sky	13 786	1999	Undisclosed	7,00	
BC	CPO Europe	179 448	2010	C-P Offen	23,80	
BC	King Robert	169 676	2008	Greek	17,00	
BC	UBC Ottawa	118 000	2011	Oldendorff	20,00	Bank Sale
BC	UBC Odessa	118 000	2011		20,00	
BC	UBC Olimbus	118 000	2011		20,00	
BC	UBC Oristano	118 000	2011		20,00	
BC	Afivos	74 297	2001	Chinese	9,00	
BC	Zagora	73 435	2001		8,80	
BC	Orient Orchid	56 200	2011	DryLog	17,40	Exercised option
BC	Orient Jasmine	5 600	2011		17,60	
BC	Theoxenia	42 648	1997	Undisclosed	2,50	Auction sale
BC	Long Cheer	37 300	2013	Undisclosed	20,00	
BC	Long Lucky	37 300	2012			
BC	Lazeez	31 561	2000	Undisclosed	5,80	
BC	Judi Merey	28 458	1995	Lebanese	High 3's	
BC	Morning Orchid	28 310	2009	Undisclosed	Undisclosed	
BC	Lake Deer	28 225	2011	Undisclosed	9,20	
BC	Sunroad Mtoya	23 186	2011	European	8,50	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
MT New Vision	147 916	22 444	1996	Indian	420
MV Ocean Master	148 723	17 677	1995	Undisclosed	420
MT New Naxos	106 506	17 248	1997	Indian	430
MT Falcon Star	37 642	7 774	1985	Bangladeshi	426
REEF Silver Sea 3	1 835	1 026	1970	Bangladeshi	320