



Fearnleys Weekly Report

Activity level

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

	Last week	Prev. week
VLCCs fixed all areas last week:	48	33
VLCCs avail. in MEG next 30 days:	98	99

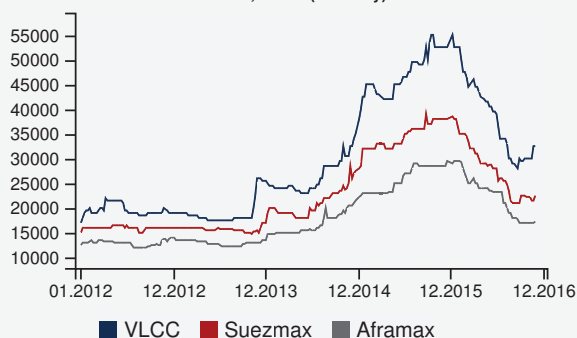
Rates

DIRTY (Spot WS)		This week	Last week	Low 2016	High 2016
MEG / West	VLCC	40.00	39.00	21.00	63.00
MEG / Japan	VLCC	70.00	69.00	32.00	111.5
MEG / Singapore	VLCC	70.00	70.00	33.00	113.5
WAF / FEAST	260,000	70.00	67.00	38.00	113.0
WAF / USAC	130,000	95.00	75.00	35.00	115.0
Sidi Kerir / W Me	135,000	105.0	82.00	42.50	135.0
N. Afr / Euromed	80,000	170.0	190.0	55.00	190.0
UK / Cont	80,000	135.0	125.0	75.00	135.0
Caribs / USG	70,000	135.0	105.0	75.00	145.0

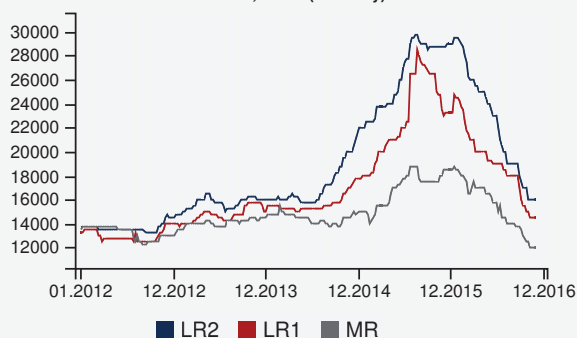
CLEAN (Spot WS)		This week	Last week	Low 2016	High 2016
MEG / Japan	75,000	62.50	62.00	55.00	160.0
MEG / Japan	55,000	75.00	75.00	75.00	150.0
MEG / Japan	30,000	92.50	92.00	92.00	135.0
Singapore / Japan	30,000	102.5	102.0	102.0	150.0
Baltic T/A	60,000	95.00	90.00	55.00	155.0
UK-Med / States	37,000	110.0	110.0	70.00	155.0
USG / UKC-Med	38,000	90.00	90.00	50.00	125.0

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2016	High 2016
VLCC	(modern)	32 500	32 500	28 000	55 000
Suezmax	(modern)	22 500	21 500	21 000	38 500
Aframax	(modern)	17 250	17 000	17 000	29 500
LR2	105,000	16 000	16 000	16 000	29 500
LR1	80,000	14 500	14 500	14 500	24 750
MR	47,000	12 000	12 000	12 000	18 750

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



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



TANKERS

Crude

The 'post-Dubai-parties-activity' is sharply up for the VLCCs. Ships in the North Sea are hovered up on increased demand whilst also activity Wafr/East is up. The MEG activity has been a multitude of ships taken under coa's both East and West with more spot expected. The general sentiment is therefore up with earnings creeping up to mid/high USD 40k/day for the benchmark routes. True to form the activity during the thanksgiving-week is up. Further upside not unthinkable but many find present earnings edible for now. Suezmaxes were given a much needed boost by a rampant Aframax market in the Med and Black Sea, which in turn impacted the million barrel market and by the end of the week TD6 achieved ws112.5 and tce of USD 45,000 pd. Tonnage was picked off and West Africa availability became thin off end 1st decade dates combined with strong sentiment TD20 has pushed upto ws95 off the mid 2nd decade. The outlook is for a firm market as Black Sea delays are increasing and a firm determination from owners to finish the year on a high. For Aframaxes trading in the Baltic rates have been fixed steady at ws100. Cross North Sea pays an even better return than the Baltic at the moment, with earnings at about USD 50,000 per day. Fixing dates have already moved well into 1st decade of December with a steady stream of cargoes. A continued floating storage scenario coupled with some delays in strategic discharge ports keeps us believe that we could see a firmer market moving into 2nd decade of December. After a good two weeks rush in the Med and Black Sea, the market took a small breather Friday and Monday. However, as the tonnage list is still tight, the stem list healthy and turnaround long, the market continues to be strong with a daily return at around USD 43,000. This firm momentum will continue going forward with a possibility of strengthening even further entering next week.

Product

EAST OF SUEZ Unfortunately, it has yet again been a very quiet and uneventful week in the Middle East Gulf. With no difficulties for charterers to find vessels for their cargoes rates has been going nowhere. LR2s are still getting ws62.5 for cargoes going to South Korea/Japan range whilst LR1s are getting ws75 for same destination. For both sizes, this gives owners a daily earning in the region of USD 5/5500 per day. Rates for west destinations is also unchanged from last week at around USD 1.65 mill for LR2 and USD 1.15 mill for LR1. MR rate from west coast India to Japan still ws92.5 level. No more excitement to report from the Far East market where the benchmark voyage from Singapore to Japan with 30,000 tons of cargo still fixes at ws102.5 and the shorthaul voyage from South Korea to Japan still at USD 240,000. WEST OF SUEZ After last week's improvement, rates for MRs this week in the Atlantic have not moved anywhere. A straight Continent to States voyage is today paying ws110 level and the backhaul voyage from U.S. Gulf is still at ws90 level. LR1s trading to West Africa is still around the ws90 mark. Contrary to all other sizes/segment owners of LR2s have finally something to smile about. Due less availability of vessels and a more active naphtha trade from charterers the rate from Mediterranean to Far East has gone from USD 1.4 mill to USD 1.725 mill today. We are still being told that the arb for Far East is open so hopefully rates could at least be maintained or hopefully increased. Handies trading short haul on the Continent is still at ws105 level, whilst handies trading in the Mediterranean has due increased activity from charterers been in pre-Christmas spirit this week with rates going from ws105 to today's ws160 level.



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Activity level

Capesize	Panamax	Supramax
Active	Weakening	Firm

Rates	This week	Last week	Low 2016	High 2016
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	25 000	28 000	6 100	28 000
Tubarao / R.dam (Iron ore)	9.15	9.08	2.00	9.15
Richards Bay/R.dam	8.35	8.00	2.00	8.35
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	15 000	15 000	1 400	15 000
TCT Cont / F. East	17 000	18 000	5 000	18 000
TCT F. East / Cont	3 500	3 000	250.0	3 500
TCT F. East RV	8 000	9 000	1 925	9 000
Murmansk b.13-ARA 15/25,000 sc	7.50	7.60	3.60	7.60
SUPRAMAX (usd/day)				
Atlantic RV	12 500	8 800	2 510	12 500
Pacific RV	5 800	5 400	2 000	7 000
TCT Cont / F. East	14 000	11 200	1 100	14 000
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	11 000	11 000	5 000	11 000
Capesize 170,000 dwt	10 000	10 000	4 500	10 000
Panamax 75,000 dwt	6 750	7 250	4 250	7 250
Supramax 53,000 dwt	6 800	6 900	4 900	6 900
Baltic Dry Index (BDI):	1224	1145	n/a	n/a

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



DRY BULK

Capesize

The past week have been very active, and the rates have continued in their firm trend. The miners want to sell and ship as much as possible of their iron ore at these strong prices. The prices have been touching close to the USD 80 per ton level, and most miners expect that a more normal level will be between USD 40-50 per ton range. Brazil production are strong and Vale are active taking vessels, something which has pushed the Brazil/China route to USD 25,000. The Australian miners are also very active and the Pacific market are paying around USD 17,000. The period market has also been active, though most charterers prefer to fix on an index linked scheme. Fixed rates for 1-year period are now above the 10k mark.

Panamax

From a very firm and active last week, to a clear breather with the players in a holding pattern on both sides. Overall, volumes are down and rates easing off. In the North Atlantic, short rounds are done off market, even a bit forward, at healthy 15-18k or more on T/C, or similar return on voyage. Conventional T/A rounds still firm around 15k, and trips out pays closer to 17k mid-week. The Eastern hemisphere have slowed down considerably, and Chrters are holding back to fix. NOPAC or Aussie rounds down from 9k+ to 8k or less mid-week. The forward curve has been hit hard and lost steam leading to less activity and interest in period. The last done medium period well into the 8k range seems not obtainable today.

Supramax

A positive kick-off in both the Atlantic and the Pacific. Very healthy rates within USG, some supras receiving well over 20k for trips to ECSA. 55k supras are seeing around 20k for trips from USEC to Continent. On fronthaul, supras are being fixed around 13-14k with del in Med. For short period, supra candidates are receiving around 13k with del Atlantic. Impressive rates are also seen within Cont, where South Africa still strong with owners achieving around USD 14-15k for trips East, while trips from ECI to China is paying USD 5.5-6k. Supras for Indo coal trips with delivery S.China back to China is getting paid around USD 6.5k, further in N.China, Supras achieving around USD 6k/low 6k for trips to SE Asia.

Activity level

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

LPG Rates		* Excl. waiting time, if any		
SPOT MARKET (usd/month)*	This week	Last week	Low 2016	High 2016
VLGC / 84,000	380 000	380 000	215 000	1 765 000
LGC / 60,000	375 000	375 000	215 000	1 500 000
MGC / 38,000	525 000	525 000	525 000	1 075 000
HDY / 22,000	530 000	530 000	520 000	920 000
ETH / 10,000	480 000	480 000	460 000	530 000
SR / 6,500	410 000	410 000	400 000	460 000
COASTER Asia	165 000	160 000	142 500	165 000
COASTER Europe	110 000	110 000	110 000	190 000

LPG/FOB prices (usd/tonne)		Propane	Butane	ISO
FOB North Sea / ANSI		346.0	363.5	
Saudi Arabia / CP		390.0	440.0	
MT Belvieu (US Gulf)		274.8	334.6	366.6
Sonatrach : Bethioua		350.0	383.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2016	High 2016
East of Suez 155-165'cbm	32 000	32 000	29 000	36 000
West of Suez 155-165'cbm	45 000	40 000	29 000	45 000
1 yr TC 155-165'cbm	32 000	32 000	29 000	35 000

GAS

Chartering

The market activity in the VLGC market can be said to be mediocre so far this week. In the West, there has been some fixing activity, although not everything has ended in clean fixtures, we have seen 2-3 fixtures done and another on subjects at time of writing, as well as a couple of fresh inquiries. In the East in terms of actual fixtures, the market activity has been somewhat lacklustre so far, however some inquiries are emerging. The rate for the Baltic VLGC benchmark voyage from Ras Tanura to Japan has dropped about 50 cents on a week-on-week basis compared to a much more significant drop of USD 2.7 pmt during last week. This represents a drop of about USD 1300 per day on a time charter equivalent (T/C/E) basis. Yesterday's rate represents a T/C/E of about USD 393,000 pcm, or USD 12,900 per day. We are expecting some November ships to roll over to December line-up in the Middle East, although already seen ships being repositioned west, where which we expect the current and increasing lifting programme will balance out the shortcomings in the East. Thus, we don't expect much moment of near-term future freights in either direction.



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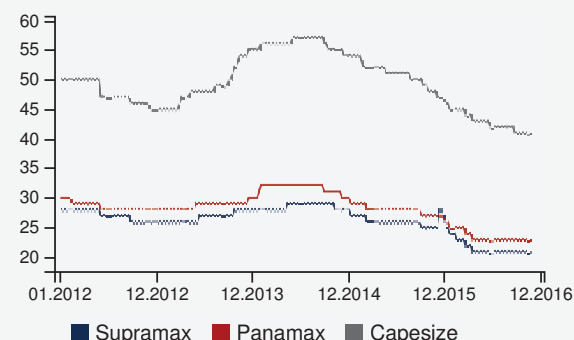
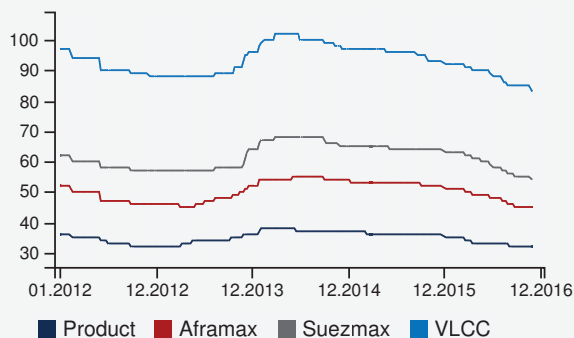
Activity level

Tankers	Dry Bulk	Others
Low	Low	Low

Prices

Average Far Eastern Prices

PRICES (mill usd)		This week	Last week	Low 2016	High 2016
VLCC	300'dwt	82.50	85.00	82.50	92.00
Suezmax	150'dwt	54.00	55.00	54.00	63.00
Aframax	110'dwt	45.00	45.00	45.00	51.00
Product	50'dwt	32.00	32.00	32.00	35.00
Capesize	180'dwt	41.00	41.00	41.00	46.00
Panamax	82'dwt	23.00	23.00	23.00	26.00
Supramax	64'dwt	21.00	21.00	21.00	24.50
LNGC	170'cbm - MEGI	186.0	186.0	186.0	203.0



Market brief

	This week	Last week	Low 2016	High 2016
Rate of exchange				
USD/JPY	112.0	109.3	100.4	118.6
USD/KRW	1 176	1 169	1 090	1 234
USD/NOK	8.60	8.46	8.03	8.96
EUR/USD	1.06	1.07	1.06	1.15

Interest rate				
LIBOR USD 6 mnths	1.28	1.27	0.85	1.28
NIBOR NOK 6 mnths	1.30	1.27	1.05	1.32

Commodity prices				
Brent spot (USD)	48.80	46.66	28.06	52.40

Bunker prices					
Singapore	380 CST	294.0	272.0	145.0	295.0
	180 CST	304.0	279.0	148.0	304.0
	Gasoil	458.0	425.0	265.0	475.0
Rotterdam	380 HSFO	260.0	239.0	107.0	275.0
	180 CST	285.0	264.0		299.0
	Diesel	425.0	392.0	245.0	452.0

NEWBUILDING

Limited ordering activity over the past week, with only some few specialized vessels to report. Shangdong Twin Marine has placed an order for two Semi-sub Heavy Lift Vessels at CIMC Raffles. Vessels will have DP3 positioning system, accommodation for up to 200 persons and lifting capacity of 34,000t each. The two vessels will be used for tandem lifting with focus on the oil&gas decom market. The Dutch owner Oceanwide has placed an order for one Explorer Cruise vessel with capacity for 196 passengers at Brodosplit, Croatia. Vessel delivery planned for 2019, and will be built to Polar Class 6.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
Cruise	1	10000 GT	Brodosplit	Oceanwide	2019		Ice class PC6
Heavy Lift	2	34000 dwt	Yantai Raffles	Shangdong Twin Marine	2019		

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Bow Master	6 046	1999	Utkilen	Undisclosed	
BC	K. Eneadeavor	179 016	2011	Capital	22,00	
BC	K. Ambition	178 929	2012		23,00	
BC	K. Adventure	178 926	2011		22,00	
BC	Mangan Trader III	83 987	2013	Transmed	16,80	
BC	Mangan Trader I	83 987	2013		16,80	
BC	Mangan Tarder II	83 975	2013		16,80	
BC	FH Santos	81 517	1016	Kassian	15,00	
BC	Anastasia C	73 311	2001	Greek	4,90	
BC	K. Amber	58 018	2010	Greek	8,70	
BC	K. Coral	58 015	2010	Greek	8,70	
BC	K. Peridot	56 724	2012	M.T. Maritime Management	8,40	
BC	RHL Catalina	53 553	2002	Greek	4,80	
BC	Cumbria	38 800	2016	China Navigation	15,40	
BC	Galicia	38 800	2016		15,40	
BC	Venezia	38 800	2016		15,40	
BC	Jia Tai	35 112	2011	Undisclosed	Undisclosed	
BC	Palermo	32 770	2010	Undisclosed	6,00	
BC	Maple Fortitude	32 491	2011	Norwegian	6,00	
BC	Sider Caribe	32 283	2009	Undisclosed	8,30	
BC	Santa Pacific	28 520	2000	Allseas Inc.	3,20	
BC	Lake Arafura	28 471	2002	Middle Eastern	4,20	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
CONT APL Agate	64 157	22 965	1997	Indian	276
CONT Katharina S	42 211	15 041	2001	Undisclosed	297
CONT Jumme Trader	33 987	10 539	1998	Pakistani	296
GC Anette	25 568	8 275	2003	Indian	290
GC Vijitra Naree	28 646	6 598	1997	Pakistani	295
MV Amir H	27 652	5 903	1986	Pakistani	288