



Fearnleys Weekly Report

Activity level

VLCC	Suezmax	Aframax	P.E. of Suez	P.W. of Suez
Stable	Firming	Mixed	Slower	Soft

	Last week	Prev. week
VLCCs fixed all areas last week:	54	45
VLCCs avail. in MEG next 30 days:	134	129

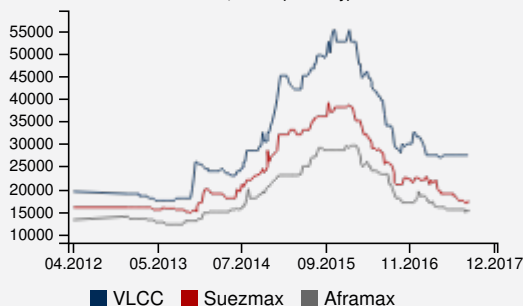
Rates

DIRTY (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / West	VLCC	23.50	23.00	23.00	60.00
MEG / Japan	VLCC	43.00	42.00	42.00	96.50
MEG / Singapore	VLCC	44.00	43.00	43.00	96.00
WAF / FEAST	260,000	50.00	50.00	48.00	97.50
WAF / USAC	130,000	65.00	62.50	52.50	117.5
Sidi Kerir / W Me	135,000	75.00	70.00	62.50	117.5
N. Afr / Euromed	80,000	70.00	82.50	70.00	190.0
UK / Cont	80,000	85.00	85.00	85.00	117.5
Caribs / USG	70,000	87.50	90.00	82.50	215.0

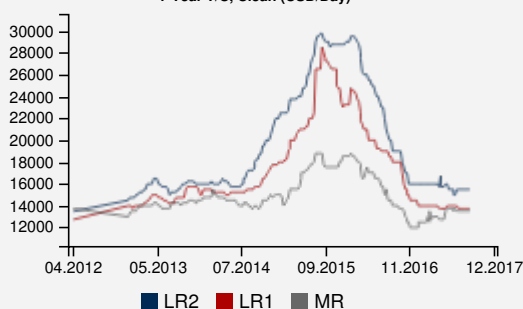
CLEAN (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / Japan	75,000	117.5	125.0	80.00	155.0
MEG / Japan	55,000	130.0	132.5	100.0	150.0
MEG / Japan	30,000	145.0	142.5	120.0	167.5
Singapore / Japan	30,000	160.0	150.0	130.0	180.0
Baltic T/A	60,000	105.0	105.0	100.0	155.0
UKC-Med / States	37,000	115.0	117.5	115.0	210.0
USG / UKC-Med	38,000	72.00	72.50	72.00	150.0

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

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



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



TANKERS

Crude

The week has been pretty similar to the last couple of weeks for the Vlcc's. Insufficient volumes to avoid the constant attacks from charterers to squeeze the rates even lower. With earnings, at least for Meg/East at sub \$10k/day rates may have found a bottom. Further upside in the near term however appears to be an up-hill struggle. For Wafr/East resistance appear more unanimous among owners as many are hesitant to lock in the longer voyages with present earnings. Suezmax owners have been resilient in not allowing rates to erode any further with TD20 having been hovering between w65 and w67.5 dependant on voyage. The tactic of fixing as close to vessel open dates as possible is currently the theme and this has allowed the position list for end August dates to just tick over. There are signs that early September dates could be under a little pressure but slow activity is tempering that. The Bsea has seen some positivity with a slight increase in rates for end August dates with the market peaking at w85. The underlying trend for the week ahead is steady but owners sentiment is bubbling underneath the surface as steady med and black sea fixing activity under the radar is keeping people on their toes. We are a month off the fourth quarter which is traditionally a healthier period which if this so it could be welcomed by many after a challenging summer. The North Sea and Baltic Aframax market have not changed at all since last week. Southwold delays remain in force due to bad weather, but have had little effect on the market apart from thinning the list of spot ships ever so slightly. However, rates should remain flat moving into September. In the Med and Bsea rates have hit a new low. Starting the week off with almost 35 prompt ships in the area, rates could only go one way. For the first time this year we saw less than w70 being done, and we are now very close to red numbers for the Owners. Slow cargo activity, combined with an extremely long tonnage list, do not give us much hope for the week to come.

Product

East of Suez: The LR2 surge came to a halt late last week, and with charterers not willing to play ball, owners were happy to settle with last done in fear of having poked the bear just one time too many. Having started this week with holidays in the east, we have experienced a bit of land slide in rates with W117,5 having been repeated for MEG/Japan. The short term outlook does not prove well for owners which need to bring out their stick one more time and hope that the bear won't bite... LR1s managed to squeeze a couple of more points out of the charterers last week. However, they have too felt the wrath of charterers looking for payback and as such find themselves earning the same money they did one week ago. MRs still late to the party and certainly not the first to leave, as was the case last week, with the sentiment still looking quite firm. West of Suez: It has been a very quiet week for LR2s and LR1s in the West. One coated suezmax (LR3) trading clean was fixed for a Baltic/east run with naphta in what appear to be a non-existing market for the time being. MRs experiencing a mixed sentiment for the time being with rates varying between last done levels for modern, well approved tonnage and handicapped tonnage forced to give rebates in order to keep them sailing. Shell stated earlier this week that they expect their Pernis refinery in Rotterdam to get back online by the end of August which hopefully will help the MRs gain some ground in the time to come.

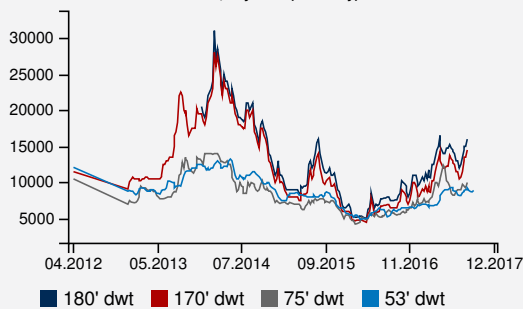


Fearnleys Weekly Report

Activity level

Capesize	Panamax		Supramax	
Strong	Strong		Slow	
Rates	This week	Last week	Low 2017	High 2017
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	33 000	26 200	12 000	35 000
Tubarao / R.dam (Iron ore)	7.80	6.70	4.00	8.25
Richards Bay/R.dam	6.90	5.80	4.00	7.60
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	11 500	10 500	5 600	14 800
TCT Cont / F. East	18 000	16 500	11 600	21 000
TCT F. East / Cont	3 600	3 200	2 500	8 600
TCT F. East RV	10 000	8 500	2 500	12 000
Murmansk b.13-ARA 15/25,000 sc	7.25	7.00	5.00	7.45
SUPRAMAX (usd/day)				
Atlantic RV	8 500	8 250	8 250	12 000
Pacific RV	7 500	7 600	3 900	9 200
TCT Cont / F. East	15 000	12 800	12 000	18 000
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	16 000	15 000	10 250	16 500
Capesize 170,000 dwt	14 500	13 500	8 650	14 500
Panamax 75,000 dwt	10 000	9 250	7 250	12 400
Supramax 53,000 dwt	8 900	8 700	6 600	9 300
Baltic Dry Index (BDI):	1207	1050	n/a	n/a

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



Activity level

COASTER	15-23,000 cbm		82,000 cbm	
Low	Low		Moderate	
LPG Rates				
* Excl. waiting time, if any				
SPOT MARKET (usd/month)*	This week	Last week	Low 2017	High 2017
VLGC / 84,000	255 000	180 000	180 000	765 000
LGC / 60,000	380 000	380 000	350 000	500 000
MGC / 38,000	420 000	420 000	420 000	550 000
HDY / 22,000	360 000	370 000	360 000	550 000
ETH / 10,000	445 000	445 000	445 000	540 000
SR / 6,500	400 000	400 000	400 000	450 000
COASTER Asia	195 000	195 000	190 000	195 000
COASTER Europe	165 000	170 000	110 000	195 000
LPG/FOB prices (usd/tonne)		Propane	Butane	ISO
FOB North Sea / ANSI		384.5	378.5	
Saudi Arabia / CP		420.0	460.0	
MT Belvieu (US Gulf)		386.9	404.3	444.2
Sonatrach : Bethioua		400.0	410.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2017	High 2017
East of Suez 155-165'cbm	39 000	40 000	25 000	40 000
West of Suez 155-165'cbm	43 000	43 000	29 000	52 000
1 yr TC 155-165'cbm	34 000	34 000	31 000	35 000

DRY BULK

Capesize

The long anticipated boost in the Cape market did arrive this week. Increased Chinese steel prices have pushed iron ore prices and demand up. The Cape fleet growth is diminishing and with a strong demand for Brazil loaders, the available spot tonnage have been limited. The timecharter rates have gone from an average of very low 10k to now being close to the USD 20,000 mark. The main driver is the Brazil market, where the amount of cargoes are increasing as seasonally expected. The timecharter rate for a fronthaul from Atlantic to Pacific is presently catching 32-33,000 daily. Vessels in the Pacific is fixing around USD 20,000 and increasing. It is a strong optimism for the rest of the year.

Panamax

It has been a new active week for the Panamaxes, despite a holiday-disrupted week. Tight supply of tonnage, especially in the north Atl is pushing FH rates close to 19k's and straight TA rates abt mid 11k's. Baltic rounds are paying abt mid 12k's. A booming Cape market has led to Cape splits talk in the Atl which is a positive factor going forward. The activity in Asia remain positive and a transpacific RV is now paying in the range mid 10k's. Generally, the outlook for the Panamaxes remain positive going forward. There is still a lot of expectations in the FFA market, Oct is priced at high 10k's, while Q4 is now priced close to 11k's on the P4TC index.

Supramax

A very quiet start to the week with holidays in several countries. USG still bringing good results supported by a tight tonnage available in the area, Supras have fixed around 20k/day. Same from ECSA around 12-13k / daily +bb while ultras on bh, ie to Cont via USG received around 12k/daily. Usual scrap runs haven't had any changes hence still paying 9.5-10k/day. Nickle ore rounds via Philippines back to China is getting fixed around high USD 8k. Supras are getting paid in the high 9k + 240 gbb delivery Safr with coal back to Pakistan/India. Steel trips from N.China to Seasia are trading in the low USD 6k.

GAS

Chartering

The activity in the market for the Very Large Gas Carriers (VLGCs) have been somewhat active compared to previous weeks with a handful of fixtures concluded. In the East the major Owners have indicated they have reached their limit and told the market they will not charter out their ships at the low levels of late. As such, and with the help of trader relets being fixed away for end August dates the Baltic VLGC index has increased all week. Having said that, the increase week-on-week has only been by a little more than a dollar or just above \$1,500 per day on time charter equivalent basis (T/C/E). In the West one fixture was concluded early in the week, and another market player returned to the market mid-week as an already fixed vessel was running late. The Market levels in the West have increased quite significantly over the past couple of weeks, but it remains to be seen if the premium is sustainable as the recent quote attract more candidates than for previous cargo quotes.



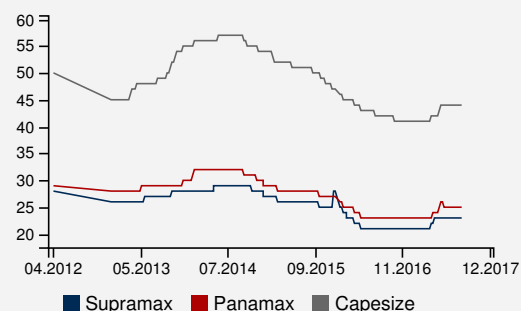
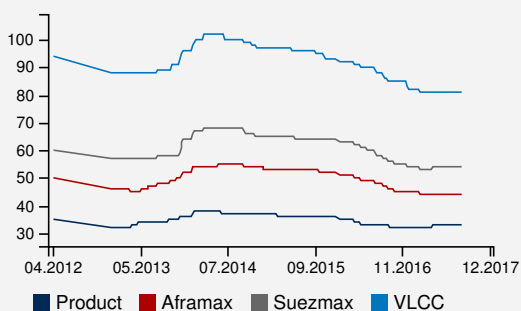
Fearnleys Weekly Report

Activity level

Tankers	Dry Bulkers	Others
Low	Low	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	44.00	44.00	41.00	44.00
Panamax	82'dwt	25.00	25.00	23.00	25.50
Supramax	64'dwt	23.00	23.00	21.00	23.00
LNGC	170'cbm - MEGI	184.5	184.5	184.0	184.5



Market brief

	This week	Last week	Low 2017	High 2017
Rate of exchange				
USD/JPY	110.7	109.7	109.0	117.6
USD/KRW	1 137	1 135	140.9	1 206
USD/NOK	7.95	7.96	7.89	8.66
EUR/USD	1.17	1.17	1.04	1.19

Interest rate

	This week	Last week	Low 2017	High 2017
LIBOR USD 6 mnths	1.45	1.45	1.32	1.46
NIBOR NOK 6 mnths	0.93	0.93	0.93	1.29

Commodity prices

	This week	Last week	Low 2017	High 2017
Brent spot (USD)	50.90	52.54	46.15	56.77

Bunker prices

	This week	Last week	Low 2017	High 2017
Singapore				
380 CST	308.0	316.0		345.0
180 CST	342.0	322.0		360.0
Gasoil	470.0	480.0		505.0
Rotterdam				
380 HSFO	292.0	299.0		310.0
180 CST	322.0	331.0		339.0
Diesel	452.0	462.0		475.0

NEWBUILDING

No newbuilding contracts to report this week.

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Aulac Angel	10 198	2003	Undisclosed	Undisclosed	
MT	Oana	6 474	2008	Undisclosed	2,80	
BC	Ocean Promise	51 687	2010	Undisclosed	12,00	
BC	Calypso	18 233	1995	Undisclosed	Undisclosed	