



Fearnleys Weekly Report

Activity level

VLCC	Suezmax	Aframax	P.E. of Suez	P.W. of Suez
Firm	Firm	Mixed	-	-
Last week				Prev. week
VLCCs fixed all areas last week:				52
VLCCs avail. in MEG next 30 days:				116

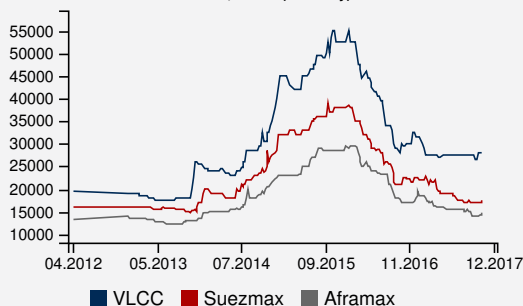
Rates

DIRTY (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / West	VLCC	29.00	28.50	20.00	60.00
MEG / Japan	VLCC	70.00	73.00	39.00	96.50
MEG / Singapore	VLCC	71.00	74.00	40.00	96.00
WAF / FEAST	260,000	72.50	73.00	46.00	97.50
WAF / USAC	130,000	85.00	80.00	52.50	117.5
Sidi Kerir / W Me	135,000	95.00	92.50	62.50	117.5
N. Afr / Euromed	80,000	155.0	140.0	70.00	190.0
UK / Cont	80,000	120.0	125.0	85.00	125.0
Caribs / USG	70,000	110.0	137.5	82.50	215.0

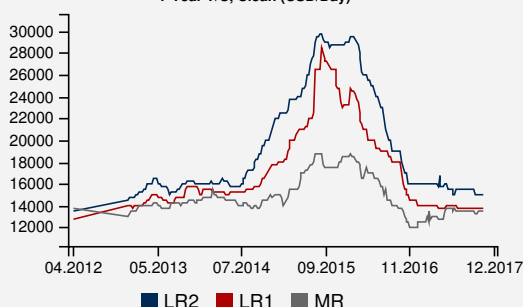
CLEAN (Spot WS)		This week	Last week	Low 2017	High 2017
MEG / Japan	75,000	112.5	115.0	80.00	155.0
MEG / Japan	55,000	107.5	120.0	100.0	150.0
MEG / Japan	30,000	158.0	155.0	120.0	175.0
Singapore / Japan	30,000	170.0	175.0	130.0	215.0
Baltic T/A	60,000	97.50	97.50	85.00	155.0
UKC-Med / States	37,000	97.50	100.0	97.50	210.0
USG / UKC-Med	38,000	72.50	75.00	70.00	150.0

1 YEAR T/C (USD/day) (theoretical)		This week	Last week	Low 2017	High 2017
VLCC	(modern)	28 000	28 000	26 500	30 000
Suezmax	(modern)	17 500	17 000	17 000	22 800
Aframax	(modern)	14 750	14 250	14 000	18 500
LR2	105,000	15 000	15 000	15 000	16 750
LR1	80,000	13 750	13 750	13 750	14 000
MR	47,000	13 500	13 500	12 500	13 750

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



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



TANKERS

Crude

Despite a slight pause for VLCC in activity and rates appearing to stagnate, activity has resumed in full and as usual lately for all the major VLCC routes. Confidence therefore quickly restored among owners who have their minds firmly set to push rates further. Charterers working hard to try to curb the enthusiasm, but till over the winter will find it a hard struggle. A firmer sentiment has been the main driver for the Suezmaxes over the past week, even during a quieter period during the latter part of last week owners managed to hold ground keeping TD 20 in the w85/87.5 range with their eye on a busier week ahead. As this current week has progressed the delays in the Bosphorus have been creeping up creating a squeeze on tonnage availability off early 2nd decade dates and numerous ports in the med have weather delays contributing to tonnage uncertainty, so far in the Black sea we have seen 140 x w105 paid, this pressure in turn is spilling onto the Med market. Whilst in Wafr owners are offering limited numbers of ships and are pushing for TD20 to pay w90 plus in the short term. The outlook for the week ahead is positive for Suezmax owners. Owners operating in the Nsea and Baltic market have enjoyed quite decent rates the last week. As a result of some replacement jobs caused by bad weather and ullage problems at strategic ports, owners have maintained their firm position. A balanced position list combined with more cargoes looking for coverage in the 1st decade, we don't expect rates to come off dramatically in the short term. In the Med and Bsea we had a quiet end to last week followed by a quiet start to the Monday. The tonnage list also increased significantly. However this had NO effect on the owners plan to push this market further upwards. The firm trend has been supported by a healthy cross Med activity and poorly timed market quotes. Let us hope this momentum will continue into 2nd decade fixing window.

Product

EAST OF SUEZ Yet another dull and uneventful week in the Middle East Gulf and with charterers firmly in the driver seat rates have slid further. The biggest drop has come for the LR1's which today have to accept ws 107,5 level for a voyage to the east, down about ws15 points. LR2 rates have only marginally dropped to ws112,5 today. Rates for moving cargoes to the Continent is almost unchanged at USD 1,8 mill for LR2's and USD 1,3 mill for LR1's. The MR trade from this region has been maintained during this week at ws157,5 for a voyage from west coast India to Japan. A little bit mixed in the Far east with the short haul voyage from south Korea to Japan increased from lumpsum USD 315' to USD 325' whilst the MR voyage from Singapore to Japan has dropped ws5 points to ws170 level. WEST OF SUEZ More or less the same situation in the Atlantic where the market time being seems balanced and unfortunately owners do not seem to have any immediate chance to improve earnings, which today are very low. A straight MR Trans-Atlantic voyage is still at ws100 level and the back haul voyage from U.S gulf is not helping since this rate is also unchanged from last week at ws72,5 level. For owners triangulating in the Atlantic earnings is around only USD 4.000 per day. Rate for an LR1 trading from the Continent to west Africa is still at ws100 level. Unfortunately last week's gain for the LR2's loading in the Mediterranean for Far East have been wiped out this week and we are back at the USD 1,750 mill mark. Handies both on the Continent and in the Mediterranean have not been able to maintain rates and have had to accept an ws5 Points drop on the Continent and a ws15 point drop in the Mediterranean, rates today are at ws130 and ws135 respectively



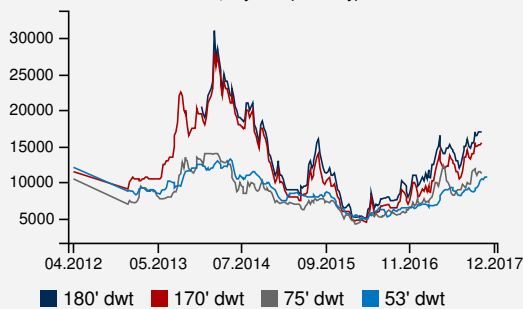
Fearnleys Weekly Report

Activity level

Capesize	Panamax	Supramax
Active	Weakening	Slower

Rates	This week	Last week	Low 2017	High 2017
CAPESIZE (usd/day, usd/tonne)				
TCT Cont/Far East (180' dwt)	33 000	32 000	12 000	35 000
Tubarao / R.dam (Iron ore)	10.20	9.00	4.00	10.20
Richards Bay/R.dam	9.50	9.00	4.00	9.50
PANAMAX (usd/day, usd/tonne)				
Transatlantic RV	11 500	13 000	5 600	14 800
TCT Cont / F. East	19 000	20 000	11 600	21 000
TCT F. East / Cont	6 200	5 800	2 500	8 600
TCT F. East RV	13 500	14 000	2 500	14 000
Murmansk b.13-ARA 15/25,000 sc	7.75	8.00	5.00	8.00
SUPRAMAX (usd/day)				
Atlantic RV	13 000	12 500	8 250	13 000
Pacific RV	11 000	10 500	3 900	11 000
TCT Cont / F. East	19 000	20 000	12 000	20 000
1 YEAR T/C (usd/day)				
Capesize 180,000 dwt	17 000	17 000	10 250	17 000
Capesize 170,000 dwt	15 500	15 200	8 650	15 500
Panamax 75,000 dwt	11 250	11 500	7 250	12 400
Supramax 53,000 dwt	10 650	10 750	6 600	10 750
Baltic Dry Index (BDI):	1573	1566	n/a	n/a

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



Activity level

COASTER	15-23,000 cbm	82,000 cbm
Low	Low	Mixed

LPG Rates

* Excl. waiting time, if any

SPOT MARKET (usd/month)*	This week	Last week	Low 2017	High 2017
VLGC / 84,000	540 000	560 000	180 000	765 000
LGC / 60,000	500 000	500 000	350 000	500 000
MGC / 38,000	420 000	420 000	420 000	550 000
HDY / 22,000	350 000	350 000	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	240 000	240 000	190 000	240 000
COASTER Europe	230 000	230 000	110 000	230 000

LPG/FOB prices (usd/tonne)

	Propane	Butane	ISO
FOB North Sea / ANSI	514.5	505.5	
Saudi Arabia / CP	575.0	580.0	
MT Belvieu (US Gulf)	494.3	481.9	497.0
Sonatrach : Bethioua	525.0	520.0	

LNG

SPOT MARKET (usd/day)	This week	Last week	Low 2017	High 2017
East of Suez 155-165'cbm	52 000	50 000	25 000	52 000
West of Suez 155-165'cbm	60 000	51 000	29 000	60 000
1 yr TC 155-165'cbm	42 000	41 000	31 000	42 000

DRY BULK

Capesize

The Cape market continue on a general strong note, though with high volatility especially on the west Australia/China route. Bad weather in China discharge ports have created a lot of delayed vessels, which the west Australian shippers had to find substitute vessels for. This created a strong demand for spot tonnage and freight rates increased sharply to above USD 9 pmt level. After spot requirement covered and weather improved, there sentiment changed and the freight rates went down close to USD 8 pmt mark. The Brazil and South Africa market are more steady on a firm trend. The market do in general keep strong and it is an optimistic view of the future, for now.

Panamax

Activity in the Panamax market has slowed down quite substantially the last week. Lack of fresh cargoes in both hemispheres and a growing tonnage list is putting pressure on the freight rates. In the Atlantic region the TA market has dropped to mid 11k's, while fronthaul's are being fixed in the 18 to 20k's depending on duration. Activity in the Pacific was good until Monday, but was also affected by the softer trend in the market thereafter. A transpacific RV is now priced at mid 13k's. The expectations for both hemispheres remain weak in the coming days. FFA's, Nov is trading high 12k's, while Q4 is now priced at mid 12k's on the P4TC index.

Supramax

By mid-week the market has been relatively quiet in the Pacific basin as well, but still some healthy rates being achieved on the different routes. For Indo/China rounds Supras achieving around high USD 14k with Spore delivery, while Indo/Thailand trip has been concluded around mid USD 11k with delivery S.China. N.Ore runs are fixing around USD 13k via Philippines back to S.China, while trips from WCI to China is paying arnd mid/high USD 14k. Atl still showing good rates besides USG, where rates have taken slight downturn, fhaul now paying around 23k daily, supras to cont/med go around 17k. Usual scrap runs cont/med went now ca 17k daily. More cargoes supported Black Sea, where fhaul is now paying 19k

GAS

Chartering

The VLGC market has maintained the positive momentum in the West with a handful of concluded fixtures at rates in the mid/low USD 60's basis Houston/Chiba via Panama off December dates. More December loadings are expected to be covered going forward. The east of Suez market has been relatively quiet so far this week. Rates on the concluded fixtures are hoovering around USD 30-31,50 level.



Fearnleys Weekly Report

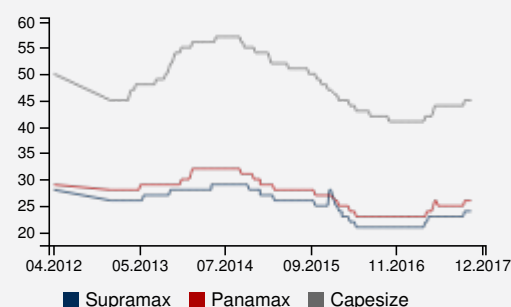
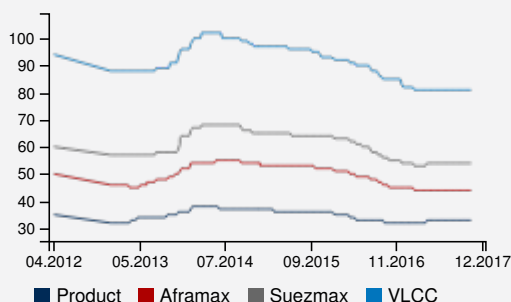
Activity level

Tankers	Dry Bulk	Others
Moderate	Moderate	Slow

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
Panamax	82'dwt	25.50	25.50	23.00	25.50
Supramax	64'dwt	23.50	23.50	21.00	23.50
LNGC	170'cbm - MEG	184.5	184.5	184.0	184.5



Market brief

	This week	Last week	Low 2017	High 2017
Rate of exchange				
USD/JPY	113.6	112.9	108.9	117.6
USD/KRW	1 127	1 130	140.9	1 206
USD/NOK	8.03	7.95	7.77	8.66
EUR/USD	1.18	1.18	1.04	1.20
Interest rate				
LIBOR USD 6 mths	1.57	1.55	1.32	1.57
NIBOR NOK 6 mths	0.91	0.90	0.86	1.29
Commodity prices				
Brent spot (USD)	58.06	58.46	46.15	58.46
Bunker prices				
Singapore 380 CST	343.0	350.0		350.0
180 CST	370.0	380.0		380.0
Gasoil	521.0	525.0		525.0
Rotterdam 380 HSFO	324.0	328.0		328.0
180 CST	352.0	350.0		352.0
Diesel	502.0	522.0		527.0

NEWBUILDING

In the LNG segment, Japanese owners have ordered a FSRU at Samsung, equipped with the yards newly developed in-house regasification system. We see that the bulk market continues to improve, where two owners, Polaris and Navibulgar, declared their options. Polaris added five more VLOC's and Navibulgar added two Handymaxes. In the Tanker segment, we see an order for ten Shuttle Tankers with ARC7 ice-class for Rosneft at Zvezda Shipyard.

NEWBUILDING CONTRACTS

Type	No	Size	Yard	Buyer	Del	Price	Comm
BC	2	45,000 dwt	Yangzijiang	Navibulgar	2019/2020		Declared options
CHEM	10	9,000 dwt	Ningbo Xinle	Shanghai Dinheng Shipping			
FSRU	1	170,000 cbm	Samsung	Japanese Owner		\$ 221 m	
PT	2	6,500 dwt	Pha Rung	BS Shipping			Increased Series
TANK	10	42,000 dwt	Zvezda	Rosneft	2023		ARC7 Ice-Class
VLGC	2	84,000 cbm	Hyundai Heavy	Vitol	2019		Declared options
VLOC	5	325,000 dwt	Hyundai Heavy	Polaris Shipping		\$ 80 m	Declared options / LNG-ready vessels

SALE AND PURCHASE TRANSACTIONS

Type	Vessel	Size	Built	Buyer	Price	Comm.
MT	Fujikawa	299 984	2004	Dynacom	27,2	
MT	Gener8 Argus	159 901	2000	NGM Energy	10,70	
BC	Chouly	182 618	2016	TCC Group	45,00	
BC	SBI Monterey	180 513	2016	Golden Ocean	86,00	
BC	Sea Behike	180 491	2016			
BC	Yangze Navigation	93 236	2010	Italian	16,00	
BC	Guan Hai 228	82 500	2011	Chinese	15,10	Auction sale
BC	Chengyang Eminence	76 117	2013	Technomar	16,00	
BC	Yangfan BC64K-BG03	64 000	2018	Celcius Shipping	60,00	Deal is including 2 NB's dely 2020
BC	Yangfan BC64K-DM04	64 000	2018			
BC	Yangfan BC64K-PM02	64 000	2018			
BC	Smolensk	57 000	2012	Far Eastern	13,00	
BC	GH Phar Lap	57 000		Chinese	26,40	
BC	GH Secretariat	57 000				
BC	Neptune Pioneer	55 921	2007		12,50	
BC	Ten Hang	35 000	2011	Chinese	8,00	
BC	Galene M	33 158	2011	European	12,50	
BC	IVS Kite	32 556	2002	Undisclosed	6,60	
BC	Laser Ace	28 416	2007	Greek	high 7's	

DEMOLITIONS

Sold for demolition

Vessel name	Size	Ldt	Built	Buyer	Price
CONT Hyundai Highness	68 379	23 034	1996	Undisclosed	410
MT Genmar Minotaur	96 226	14 658	1995	Indian	385
MT Evita	66 895	13 085	1993	Bangladeshi	410
REEF Bealtic Mercury	11 067	5 962	1987	Undisclosed	374
CONT Kulthara	12 855	4 591	1998	Bangladeshi	376
GC Lyra	5 076	1 763	2004	Bangladeshi	340