

Q4 2006 Results

February 13, 2007



# The Fleet

Vessel	Dwt	Built	Employment
Camden	298,000	1995	5 years t/c MISC, end date March 2009
Chelsea	298,000	1995	Spot
Mayfair	298,000	1995	Spot
Ti Qingdao (ex. Kensington)	298,000	1995	3 years t/c TIL, end date Feb – May 2007 Thereafter 4 years t/c Frontline Ltd.
Ti Ningbo (ex Hampstead)	298,000	1996	3 years t/c TIL end date March – June 2007 Thereafter 5 years t/c Frontline Ltd.

# Profit & Loss

2005 Oct-Dec	2006 Oct-Dec	INCOME STATEMENT <i>(in thousands of \$)</i>	2006 Jan-Dec	2005 Jan-Dec <i>(audited)</i>
<b>30,134</b>	<b>24,460</b>	<b>Operating revenues</b>	<b>105,728</b>	<b>100,179</b>
		<b>Operating expenses</b>		
4,097	5,722	Voyage expenses	20,015	16,459
4,322	3,523	Ship operating expenses	15,835	17,211
178	350	Administrative expenses	1,492	988
4,315	4,315	Depreciation	17,121	17,120
<b>12,912</b>	<b>13,910</b>	<b>Total operating expenses</b>	<b>54,463</b>	<b>51,778</b>
<b>17,222</b>	<b>10,550</b>	<b>Net operating income</b>	<b>51,265</b>	<b>48,401</b>
		<b>Other income/(expenses)</b>		
140	358	Interest income	1,383	959
(1,506)	(1,752)	Interest expense	(6,881)	(5,310)
(4)	(3)	Other financial items	(50)	(83)
<b>(1,370)</b>	<b>(1,397)</b>	<b>Total other expenses</b>	<b>(5,548)</b>	<b>(4,434)</b>
<b>15,852</b>	<b>9,153</b>	<b>Net income</b>	<b>45,717</b>	<b>43,967</b>
17,100	17,100	Average number of ordinary shares outstanding (000's)	17,100	17,100
\$0.93	\$0.53	Earnings per share (\$)	\$2.67	\$2.57

# Income on time charter basis

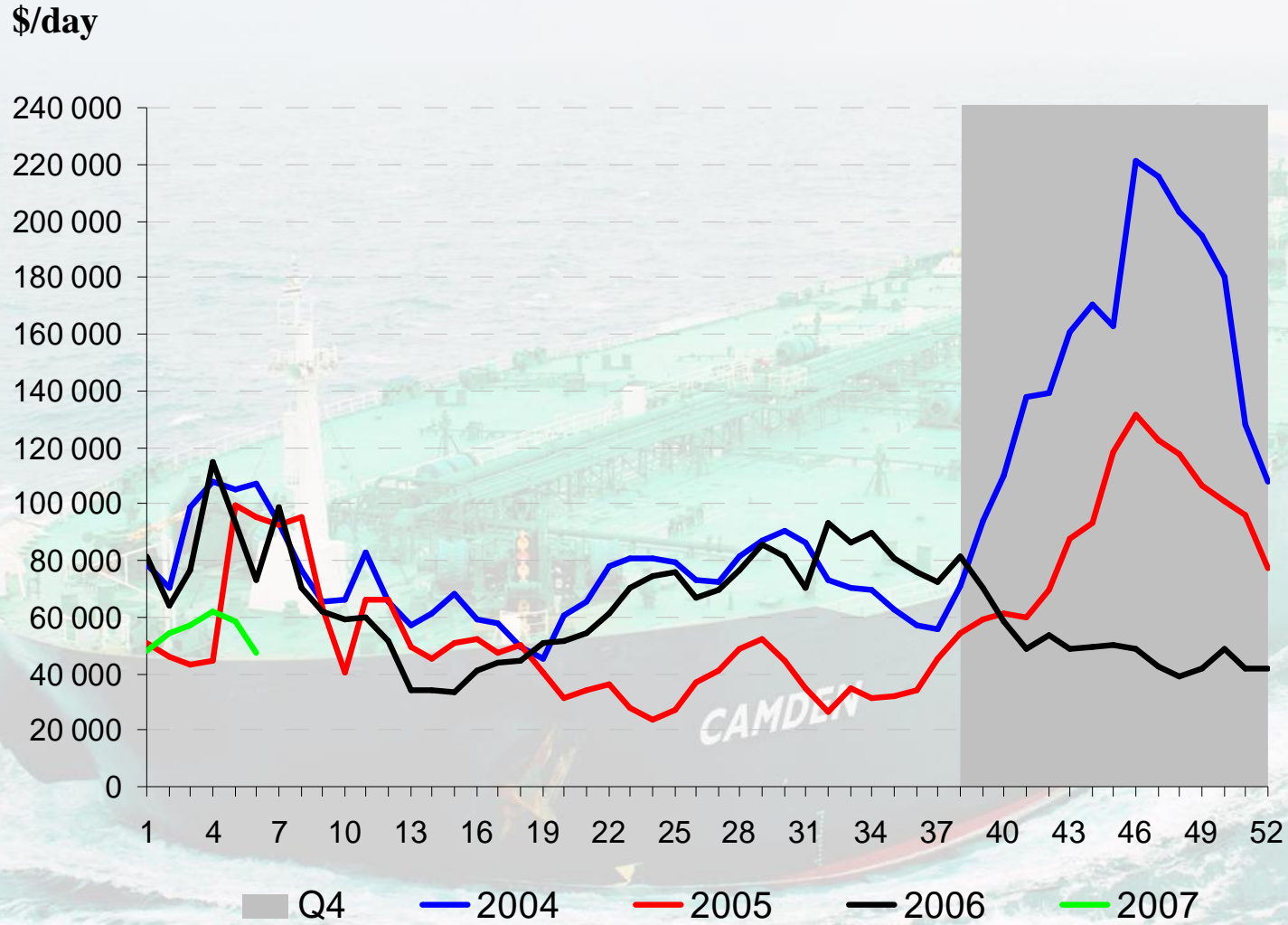
Time Charter Equivalent earnings  
(\$ per day per vessel)

2006 Q4	2006 Q3	2006 Jan -Dec
41 700	52 900	48 000

# Balance Sheet

<b>BALANCE SHEET</b> <i>(in thousands of \$)</i>	<b>2006</b> <b>Dec 31</b>	<b>2005</b> <b>Dec 31</b> <i>(audited)</i>
<b>ASSETS</b>		
<i>Short term</i>		
Cash and cash equivalents	8,538	12,634
Restricted cash	10,000	10,000
Other current assets	14,723	15,096
<i>Long term</i>		
Vessels, net	267,949	285,070
Deferred charges and other long-term assets	289	359
<b>Total assets</b>	<b>301,499</b>	<b>323,159</b>
<b>LIABILITIES AND STOCKHOLDERS' EQUITY</b>		
<i>Short term</i>		
Short term debt and current portion of long-term debt	11,211	11,200
Other current liabilities	13,098	7,726
<i>Long term</i>		
Long term interest bearing debt	98,000	109,200
Stockholders' equity	179,190	195,033
<b>Total liabilities and stockholders' equity</b>	<b>301,499</b>	<b>323,159</b>

# VLCC – Weekly Earnings



# Supply of VLCCs

<u>Building year</u>	(No. of vessels)	
	VLCCs 200,000+ dwt	ULCCs *) 320,000 + dwt
1978-81	1	0
1982-84	3	0
1985-87	14	0
1988 or later	461	4
Fleet as at December 29, 2006	<b>479</b>	<b>4</b>
<u>On order</u>		
2007	30	
2008	39	
2009	58	
2010	32	
2011	2	
Total on order	<b>161</b>	<b>0</b>

\*) Each ULCC representing an average of approx 440,000 Dwt

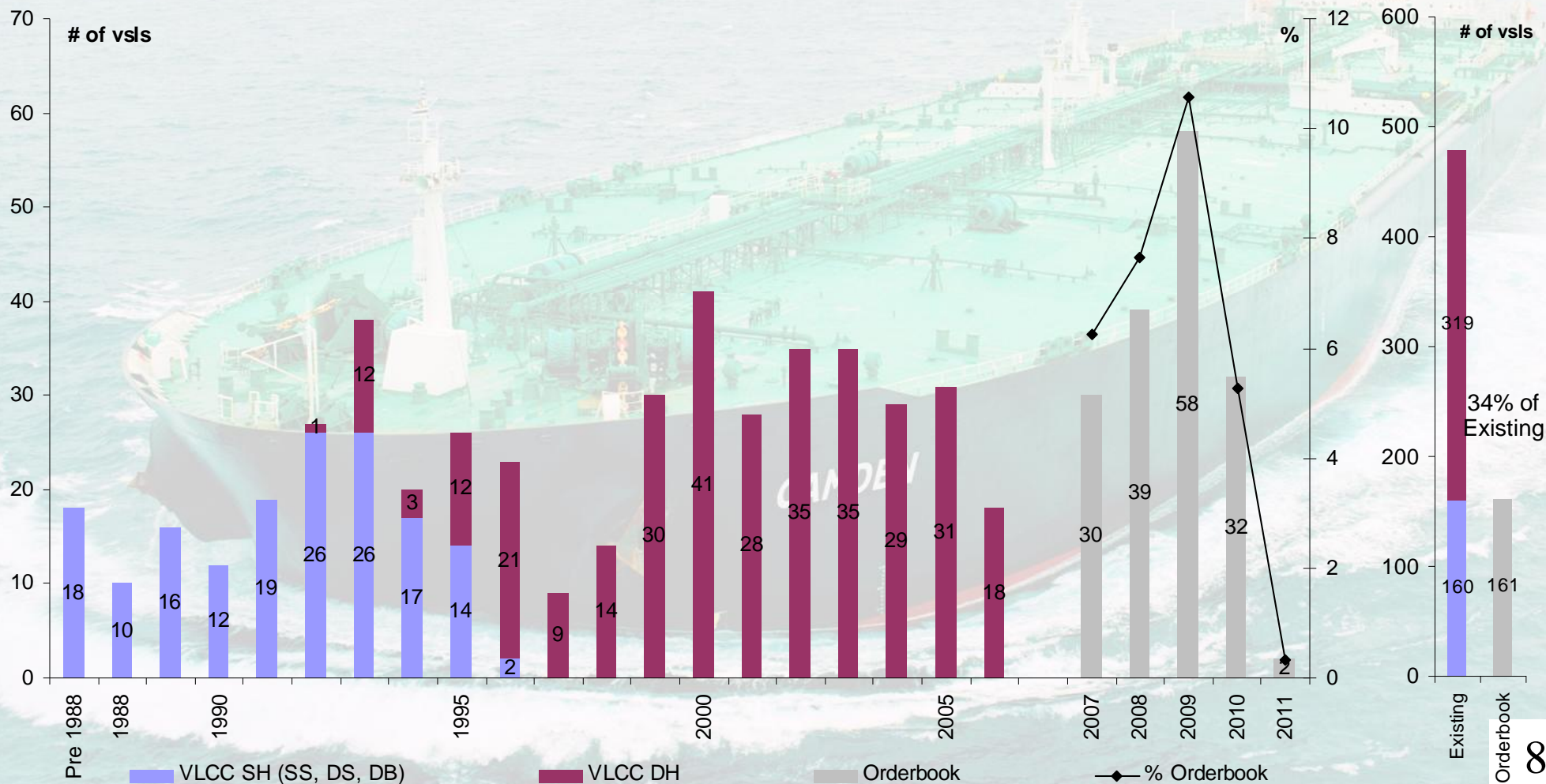
# VLCC Fleet – Age Profile

## Existing fleet

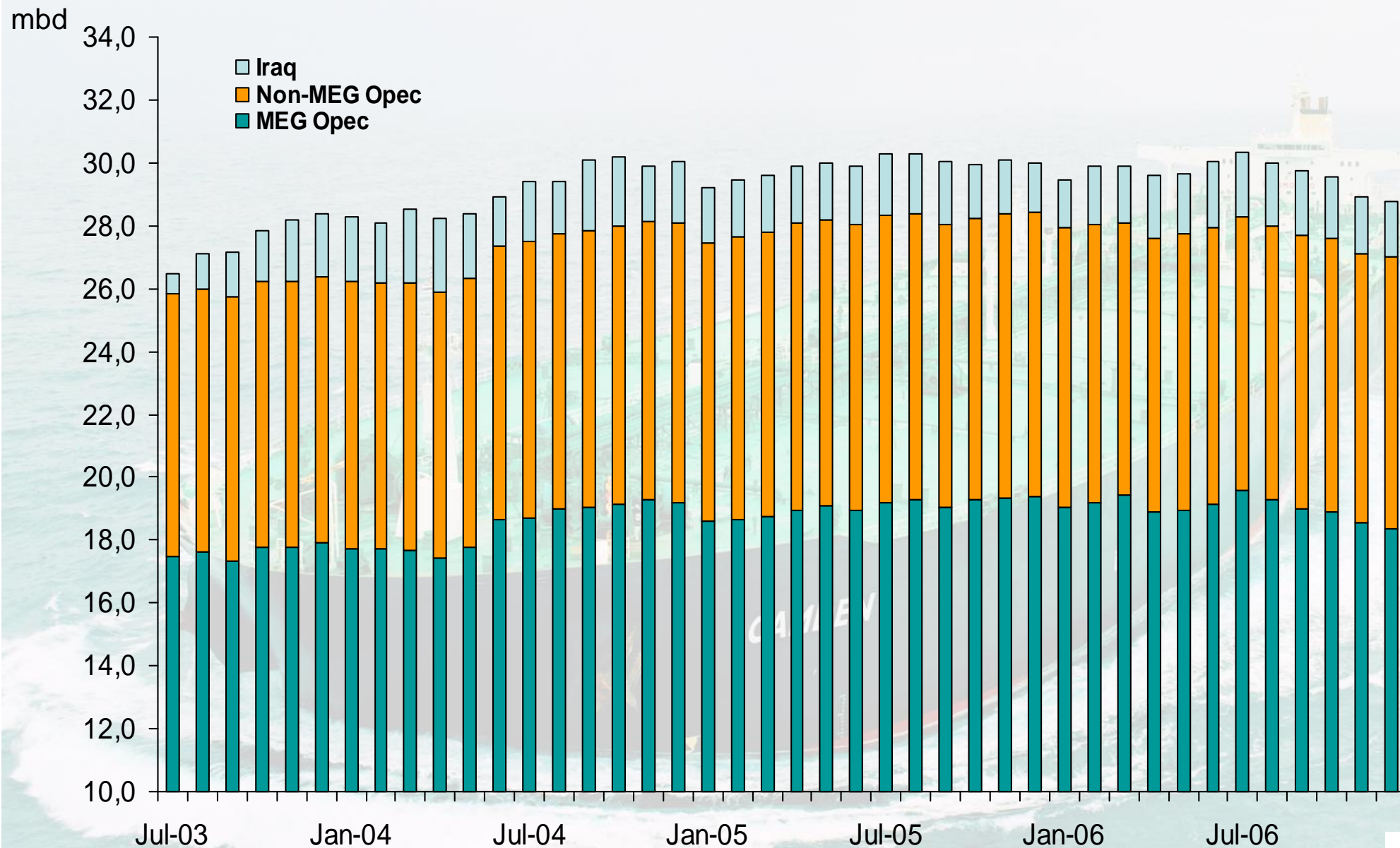
- 18 VLCCs delivered in 2006
- 160 SH vs 319 DH

## Orderbook

- Total orderbook at 161 VLCCs
- 79 VLCCs ordered in 2006



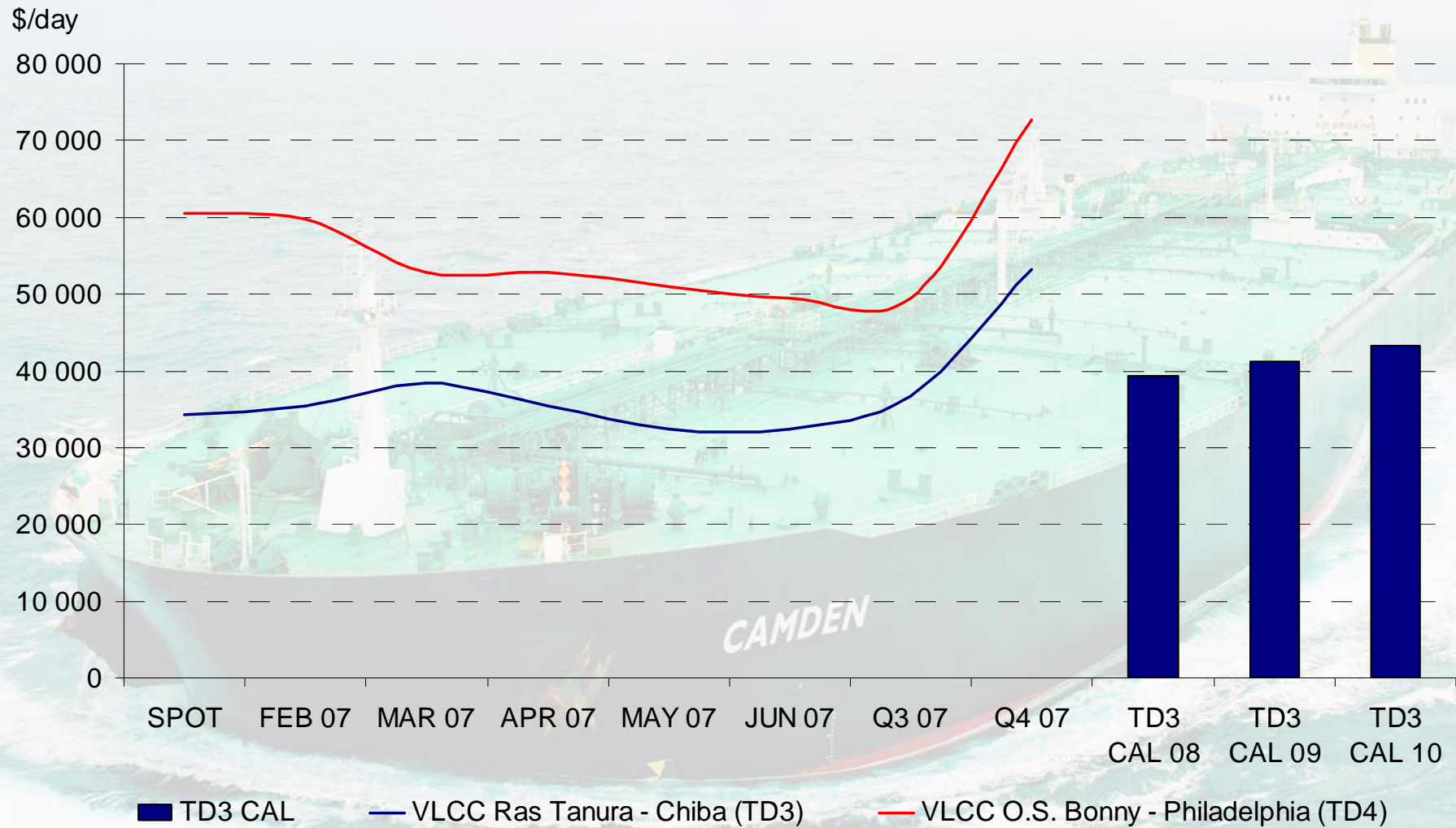
# OPEC Oil Production



MEG-Opec; Saudi Arabia, Iran, Kuwait, UAE, Qatar, Neutral Zone

Source: IEA, PF Bassøe

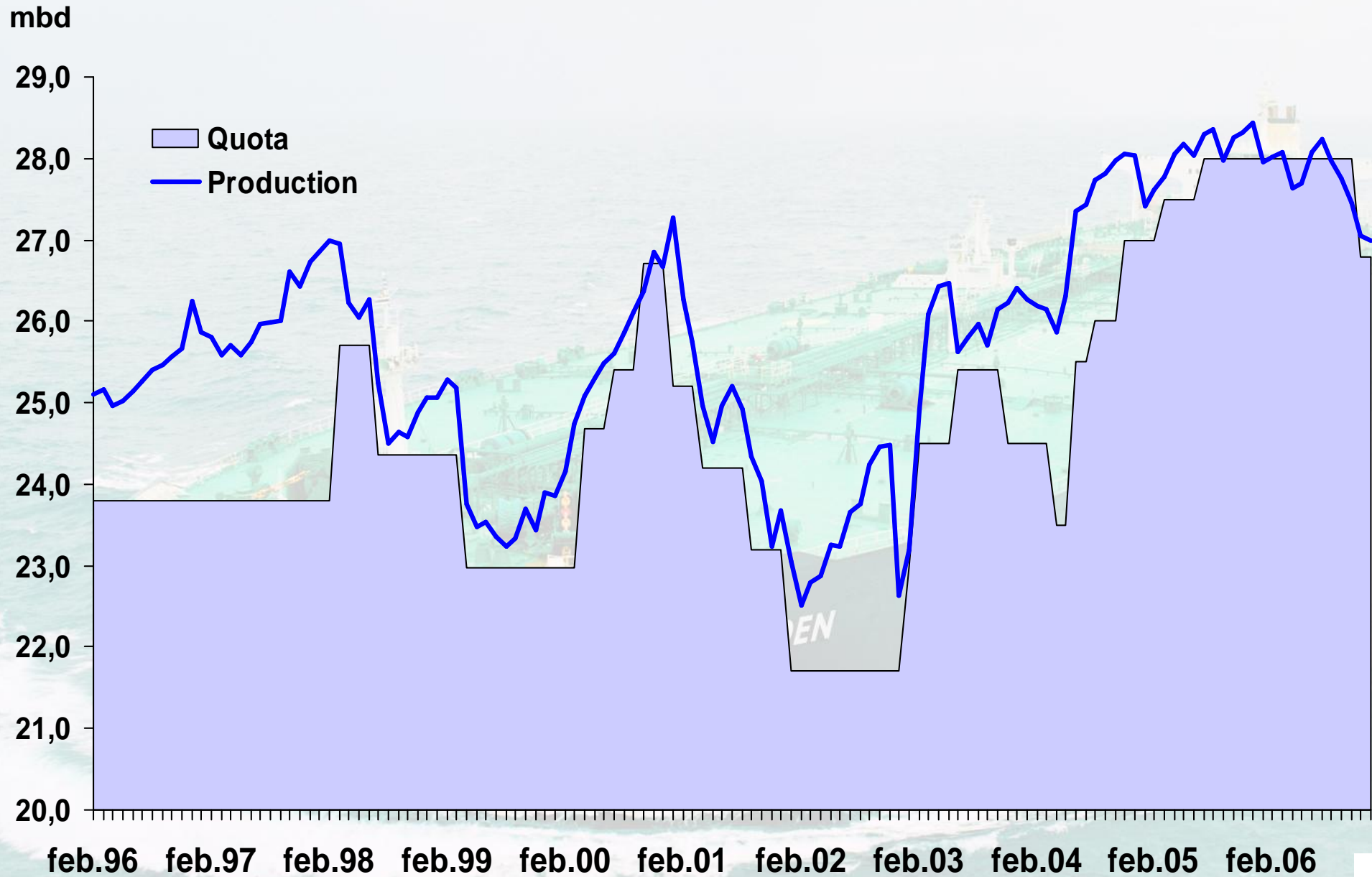
# Current FFA Market



An aerial photograph of the oil tanker CAMDEN, a large dark-hulled vessel with a green deck, sailing on the open sea. The ship's name 'CAMDEN' is clearly visible on the side. The deck is equipped with various structures, including a prominent white mast and a bridge. The ship is moving through the water, leaving a white wake behind it.

# Appendixes

# OPEC-10 (ex Iraq): Production vs. Quotas



# Vessel Prices

