

WEBER WEEKLY TANKER REPORT



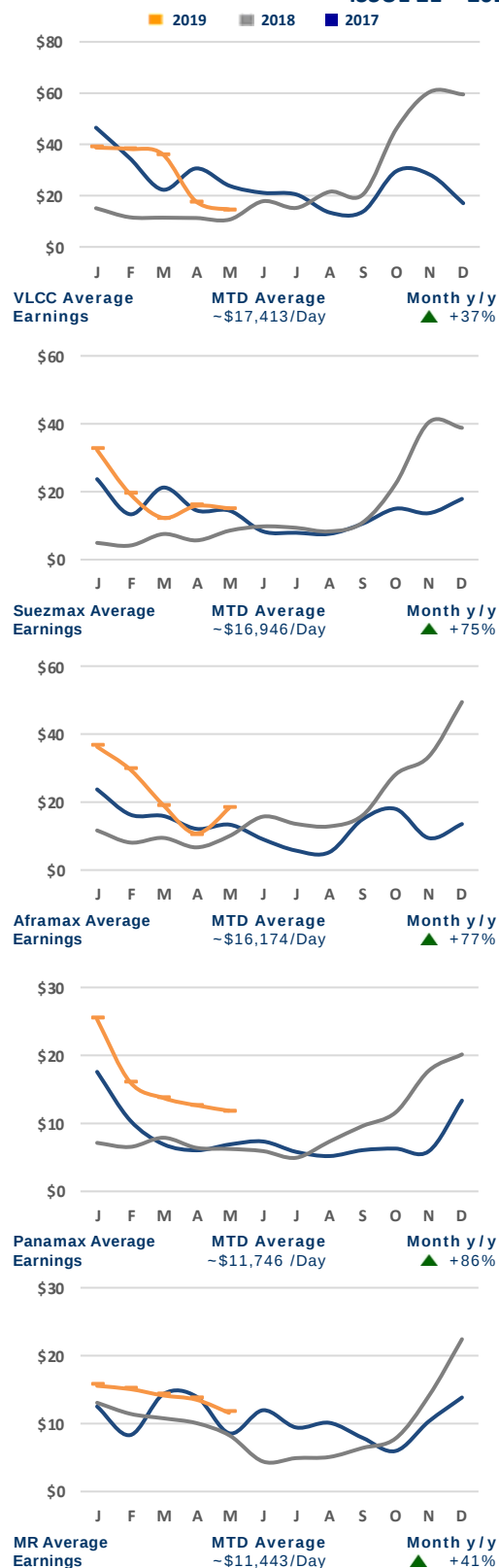
WEEK 21 – 24 May 2019

ISSUE 21 – 2019

Spot Market	WS/LS	TCE	WS/LS	TCE
VLCC (13.0 Kts L/B)		17-May		24-May
AG>USG 280k	18.0	--	18.0	--
AG>SPORE 270k	39.3	\$14,784	40.8	\$16,526
AG>JPN 265k	37.8	\$14,543	39.2	\$16,184
AG>CHINA 270k	39.7	\$12,424	41.4	\$14,473
WAFR>CHINA 260k	39.6	\$15,029	42.1	\$18,334
USG>SPORE 270k	\$3.65m	\$13,734	\$4.08m	\$17,886
AG>USG/USG>SPORE/AG	--	\$21,685	--	\$26,617
VLCC Average Earnings		\$14,965		\$17,413
SUEZMAX (13.0 Kts L/B)				
WAFR>USG 130k	56.5	\$11,850	54.3	\$9,909
WAFR>UKC 130k	61.5	\$9,638	59.3	\$7,855
BSEA>MED 140k	75.0	\$17,579	74.5	\$16,812
CBS>USG 150k	55.5	\$11,981	54.5	\$41,747
USG>UKC 130k	45.2	--	43.0	--
CBS>USG/USG>UKC/WAFR	--	\$21,894	--	\$44,083
AG>USG 140k	31.6	--	33.5	--
USG>SPORE 130k	\$2.44m	--	\$2.48m	--
AG>USG/USG>SPORE/AG	--	\$26,061	--	\$29,591
Suezmax Average Earnings		\$15,415		\$16,946
AFRAMAX (13.0 Kts L/B)				
N.SEA>UKC 80k	115.0	\$27,906	100.0	\$16,817
BALT>UKC 100k	89.5	\$26,167	73.0	\$13,801
CBS>USG 70k	111.0	\$15,908	98.0	\$12,517
USG>UKC 70k	91.0	--	84.5	--
CBS>USG/USG>UKC/NSEA	--	\$27,145	--	\$19,415
MED>MED 80k	110.5	\$20,194	111.0	\$21,807
AG>SPORE 70k	112.5	\$19,199	110.5	\$17,779
Aframax Average Earnings		\$22,923		\$16,174
PANAMAX (13.0 Kts L/B)				
CBS>USG 50k	130.0	\$12,212	133.0	\$12,517
CONT>USG 55k	100.0	\$10,164	100.0	\$9,605
ECU>USWC 50k	157.0	\$19,823	155.0	\$18,903
Panamax Average Earnings		\$12,055		\$11,746
LR2 (13.0 Kts L/B)				
AG>JPN 75k	107.5	\$18,728	107.8	\$17,554
AG>UKC 80k	\$2.27m	\$20,100	\$2.29m	\$19,647
MED>JPN 80k	\$1.86m	\$7,790	\$1.83m	\$10,646
AG>UKC/MED>JPN/AG	--	\$20,832	--	\$20,225
LR2 Average Earnings		\$19,428		\$18,443
LR1 (13.0 Kts L/B)				
AG>JPN 55k	118.1	\$14,361	117.3	\$13,399
AG>UKC 65k	\$1.77m	\$13,826	\$1.76m	\$13,795
UKC>WAFR 60k	84.4	\$957	83.7	\$5,622
AG>UKC/UKC>WAFR/AG	--	\$15,082	--	\$15,474
LR1 Average Earnings		\$14,722		\$14,437
MR (13.0 Kts L/B)				
UKC>USAC 37k	108.5	\$5,779	107.5	\$5,127
USG>UKC 38k	92.5	\$3,934	90.0	\$3,051
USG>UKC/UKC>USAC/USG	--	\$10,594	--	\$13,282
USG>CBS (Pozos Colorados) 38k	\$445k	\$11,585	\$414k	\$9,213
USG>CHILE (Coronel) 38k	\$1.26m	\$16,311	\$1.23m	\$15,225
CBS>USAC 38k	126.5	\$11,470	125.0	\$10,805
WCIND>JPN/ROK>SPORE/WCIND	--	\$15,851	--	\$16,681
MR Average Earnings		\$11,431		\$11,443
Handy (13.0 Kts L/B)				
MED>EMED 30k	143.2	\$13,795	163.2	\$19,043
SPORE>JPN 30k	135.0	\$8,230	130.0	\$7,155
Handy Average Earnings		\$10,233		\$11,435

Average Earnings weighted proportionally to regional activity share of each size class' worldwide market (including routes not necessarily shown above).

Time Charter Market \$/day (theoretical)	1 Year	3 Years
VLCC	\$34,000	\$35,000
Suezmax	\$23,500	\$25,000
Aframax	\$20,500	\$22,000
Panamax	\$16,500	\$17,000
MR	\$14,500	\$16,000
Handy	\$13,500	\$13,500



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SPOT MARKET SUMMARY

VLCC

The Arabian Gulf (AG) Market 20-24 May 2019

This week saw a slight uptick in rates in the Arabian Gulf (AG) VLCC sector, as sentiment picked up on the back of a busier start to the June cargo program. While May yielded one of the lowest monthly cargo tallies in the last five years, the first decade of June is already ahead of this year's average pace of first decade stems (over the first four months, Jan – April). Add to this a busier Atlantic Basin sector and you had pressure slowly develop, despite the continued over-supply of available tonnage.

Eastbound rates increased moderately from ws40 into the low ws40's on modern tonnage, for the most active route to China. This puts returns for the modern vessels at about \$16,000 per day, while the older, distressed units trade slightly lower; returns hovering around daily operating costs.

Westbound business dipped slightly, as it remains preferred for positioning purposes. Rates to the USG via the cape dipped slightly to the ws17 level as triangulation shows a tce of about \$26,900 per day over the two voyages (basis ws17 and \$4.1 mil)

Position List and Cargo Avails:

There were 30 fresh fixtures to report this week bringing the tally for the June cargo program to 54, all but seven within the first decade. The 47 fixtures over the first ten days of June outpaced any individual decade from May and was a main driver that kept sentiment stronger this week. The pace points to another 35 anticipated cargoes through the middle decade of June which compares to a position list with some 57 units available over that same period.

Next Week Forecast:

As we look ahead to next week little change is expected in the current sentiment – activity should increase but supply is still ample, which is likely to limit any potential gains.

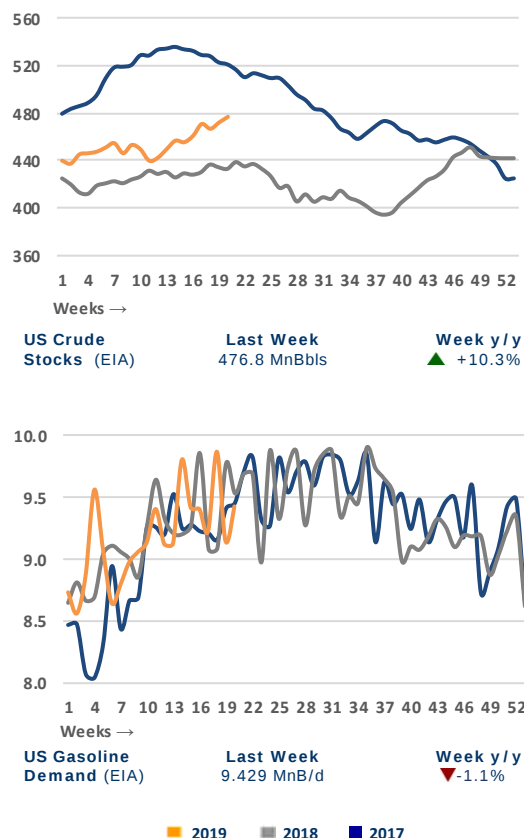
Suezmax

West Africa Suezmax rates were moderately softer this week as charterers have been patient covering their first half June programs. The result is a bloated tonnage list to end the week. With disjointed fundamentals, charterers were able to keep TD20 rates capped at ws60 for most of the week - TCE of ~\$7,800/day. Mediterranean rates only witnessed a slight uptick despite a significant increase in demand for Black Sea barrels for Far East discharges. TD6 traded 2.5 points higher from last week to ws75 which yields an average of ~\$16,400/day.

In the USG & Caribbean market, however, supply and demand are beginning to show signs of improvement; Far East rates remain relatively flat while the up-coast and TA routes were weaker week over week. USG / TA rates were back down below the ws40 barrier once again down to ws37.5 basis 145k MT. The USG-SPORE route is holding around \$2.5m (1:1) lump sum to end the week. BDTI - TD20 ended the week settling at 58.66 which is down (-0.66) from this time last week.

Aframax

Aframax rates at the tail end of last week experienced significant downward pressure, and many owners started the week hoping to at least hold the line and maintain levels in the triple digit territory. As the week progressed, inactivity aided an accumulation of prompt tonnage. Charterers smelled weakness and again went on the offensive, testing owners' limits and returning levels to sub ws100. The week finished at a low of ws85. Despite a mid-week burst of activity, the damage had been done and owners, already weary, appeared to be content to take last done levels. With that, the market appearing to have found its bottom at ws85 levels. Now, though, there's a glimmer of hope for the owners. A handful of vessels are scheduled for TA, which should clear out a reasonable amount of tonnage. Next week being a short week, the hope from their side is that the clear out will stop levels from slumping any further.



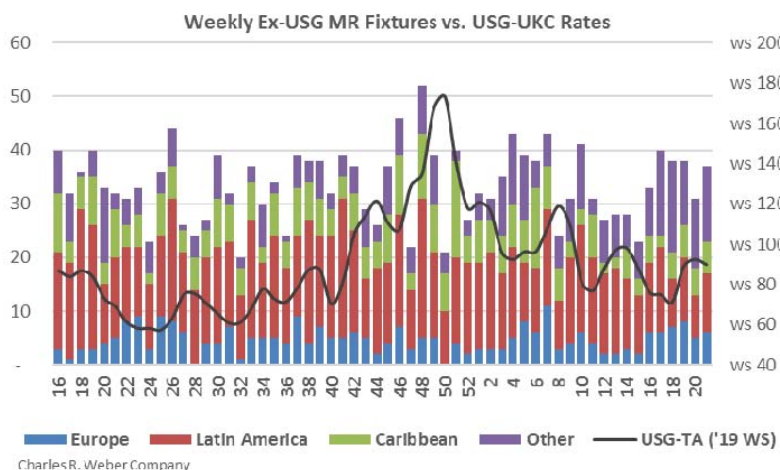
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MR

MR rates in the Atlantic basin this week told a tale of two markets. On the Cont it was the best of times while in the U.S. Gulf it was the worst of times. If we're honest, that may be overstating things, but let not nuance impede our literary reference.

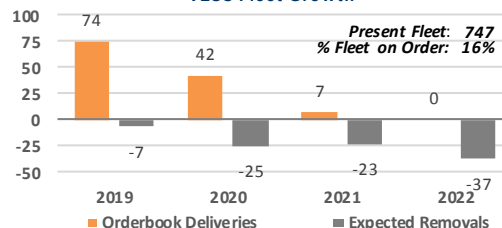
In seriousness, directionally, TC2 did pick up a bit and U.S. Gulf rates did continue the slow decline that began two weeks ago. Interestingly, the TC2 June paper contract finished the week well bid, trading from 126 up to 131. While the spot market strengthened to 110 WS this week, it remains to be seen if there is to be follow through after the long weekend in the U.S. and the U.K. The TC2 paper market's optimism might be justified, but we here are inclined to be more cautious.



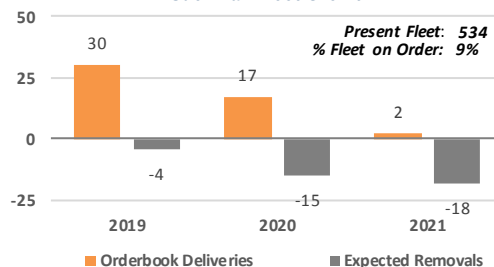
REPORTED TANKER SALES

Celsius			Hyundai		Unknown
Penang	37,255	2004	Mipo	\$8.00	Indonesian
Celsius			Hyundai		Unknown
Perth	37,217	2004	Mipo	\$8.00	Indonesian
Eagle			Samsung		Unknown
Beaumont	99,448	1996	Heavy	\$8.20	Unknown
			Hyundai		
Brightoil			Heavy		
Glory	319,819	2012	Unsan	\$58.00	Delta Tankers
Lagan	7,197	2008	Spain	\$4.00	Middle Eastern
Glenda			Hyundai		
Megan	47,147	2009	Mipo	\$17.00	Celsius Shipping

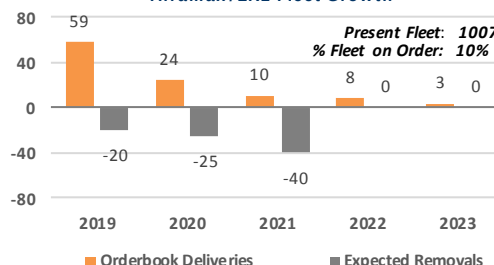
VLCC Fleet Growth



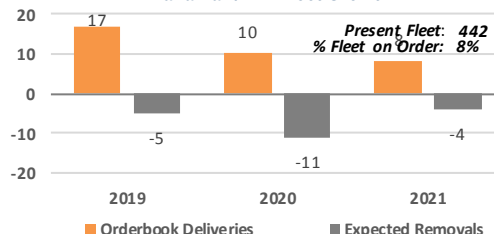
Suezmax Fleet Growth



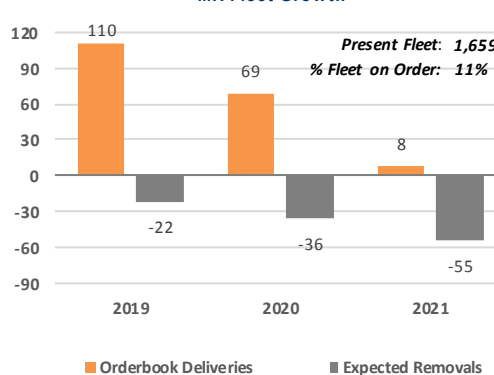
Aframax / LR2 Fleet Growth

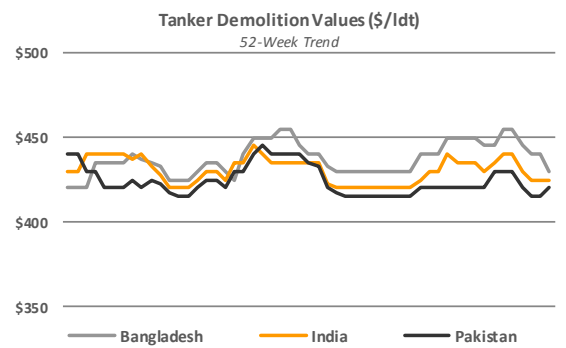
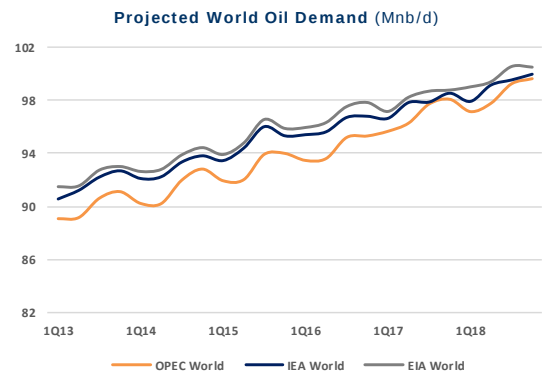
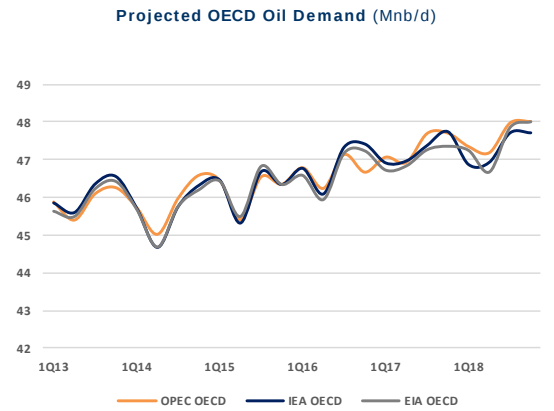


Panamax / LR1 Fleet Growth



MR Fleet Growth





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