

WEBER WEEKLY TANKER REPORT



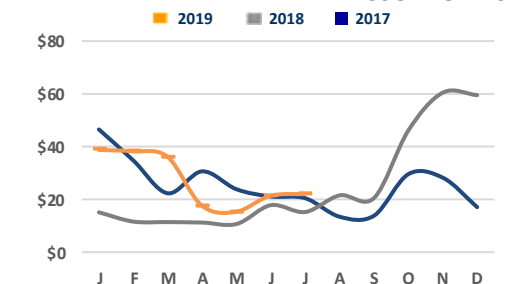
WEEK 28 – 12 July 2019

ISSUE 28 – 2019

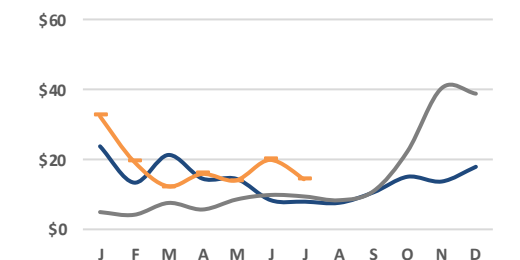
Spot Market	WS/S	TCE	WS/S	TCE
VLCC (13.0 Kts L/B)	Week Ending 05-July		Week Ending 12-July	
AG>USG 280k	21.0	--	20.0	--
AG>SPORE 270k	47.88	\$24,149	45.5	\$19,282
AG>JPN 265k	46.0	\$23,755	43.8	\$18,939
AG>CHINA 270k	49.75	\$23,745	46.9	\$18,471
WAFR>CHINA 260k	47.5	\$25,943	47.0	\$22,870
USG>SPORE 270k	\$4.52m	\$24,506	\$4.14m	\$17,878
AG>USG/USG>SPORE/AG	--	\$34,115	--	\$28,407
<i>VLCC Average Earnings</i>		<i>\$24,255</i>		<i>\$20,173</i>
SUEZMAX (13.0 Kts L/B)				
WAFR>USG 130k	64.38	\$16,124	56.0	\$10,690
WAFR>UKC 130k	68.13	\$13,129	60.5	\$8,345
BSEA>MED 140k	79.38	\$21,433	75.0	\$18,046
CBS>USG 150k	62.5	\$16,644	58.5	\$13,102
USG>UKC 150k	45.0	--	40.0	\$1,541
CBS>USG/USG>UKC/WAFR	--	\$20,462	--	\$6,771
AG>USG 140k	44.38	--	38.5	--
USG>SPORE 130k	\$2.95m	--	\$2.62m	--
AG>USG/USG>SPORE/AG		\$19,043	--	\$18,620
<i>Suezmax Average Earnings</i>		<i>\$18,235</i>		<i>\$11,111</i>
AFRAMAX (13.0 Kts L/B)				
N_SEA>UKC 80k	88.25	\$9,117	88.5	\$9,067
BALT>UKC 100k	63.47	\$8,670	63.78	\$8,620
CBS>USG 70k	73.75	\$1,356	67.5	\$1,420
USG>UKC 70k	68.75	--	65.0	--
CBS>USG/USG>UKC/NSEA	--	\$23,504	--	\$8,363
MED>MED 80k	102.21	\$18,062	86.56	\$10,269
AG>SPORE 70k	117.63	\$20,005	110.4	\$16,324
<i>Aframax Average Earnings</i>		<i>\$12,789</i>		<i>\$7,853</i>
PANAMAX (13.0 Kts L/B)				
CBS>USG 50k	120	\$9,760	110.0	\$6,921
CONT>USG 55k	90.0	\$7,264	90.0	\$6,808
ECU>USWC 50k	155.0	\$18,873	155.0	\$18,410
<i>Panamax Average Earnings</i>		<i>\$9,533</i>		<i>\$8,096</i>
LR2 (13.0 Kts L/B)				
AG>JPN 75k	95.13	\$13,542	83.0	\$8,327
AG>UKC 80k	\$2.03m	\$15,106	\$1.94m	\$12,731
MED>JPN 80k	\$1.67m	\$8,157	\$1.64m	\$6,859
AG>UKC/MED>JPN/AG	--	\$16,313	--	\$14,396
<i>LR2 Average Earnings</i>		<i>\$14,465</i>		<i>\$10,348</i>
LR1 (13.0 Kts L/B)				
AG>JPN 55k	100.13	\$9,417	94.63	\$6,987
AG>UKC 65k	\$1.67m	\$12,248	\$1.64m	\$11,190
UKC>WAFR 60k	92.13	\$8,196	90.5	\$7,221
AG>UKC/UKC>WAFR/AG	--	\$15,540	--	\$14,370
<i>LR1 Average Earnings</i>		<i>\$12,443</i>		<i>\$10,679</i>
MR (13.0 Kts L/B)				
UKC>USAC 37k	144.38	\$12,730	132.0	\$10,023
USG>UKC 38k	103.75	\$6,042	79.0	\$923
USG>UKC/UKC>USAC/USG	--	\$20,782	--	\$14,454
USG>CBS (Pozos Colorados) 38k	\$535k	\$17,525	\$430k	\$10,207
USG>CHILE (Coronel) 38k	\$1.33m	\$18,322	\$1.19m	\$13,904
CBS>USAC 38k	137.5	\$13,643	123.0	\$8,758
WCIND>JPN/ROK>SPORE/WCIND	--	\$12,394	--	\$11,556
<i>MR Average Earnings</i>		<i>\$13,967</i>		<i>\$11,504</i>
Handy (13.0 Kts L/B)				
MED>EMED 30k	151.88	\$16,490	169.2	\$20,494
SPORE>JPN 30k	124.38	\$6,931	122.5	\$5,257
<i>Handy Average Earnings</i>		<i>\$10,372</i>		<i>\$10,742</i>

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

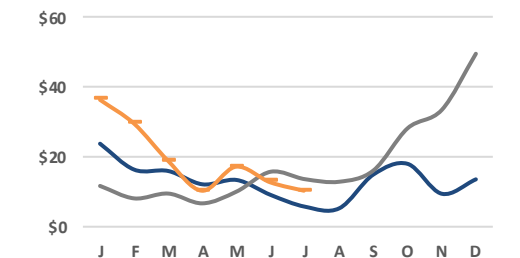
Time Charter Market \$/day (theoretical)	1 Year	3 Years
VLCC	\$35,000	\$32,500
Suezmax	\$23,000	\$25,000
Aframax	\$20,000	\$21,500
LR 1	\$16,500	\$17,000
MR	\$14,500	\$16,000
Handy	\$14,000	\$13,500



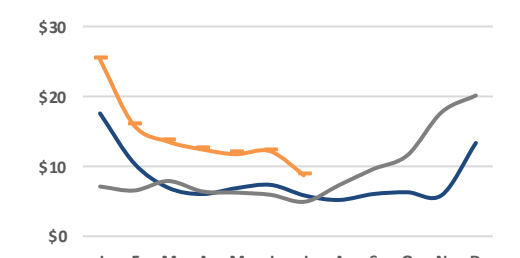
VLCC Average Earnings MTD Average ~\$22,214/Day Month y/y ▲ +46%



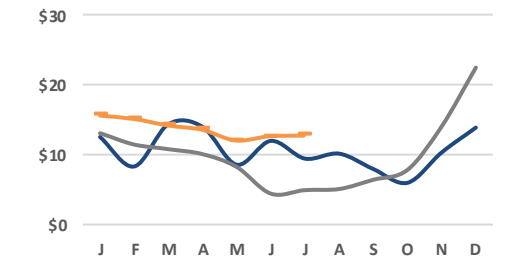
Suezmax Average Earnings MTD Average ~\$14,216/Day Month y/y ▲ +51%



Aframax Average Earnings MTD Average ~\$10,366/Day Month y/y ▼ -24%



Panamax Average Earnings MTD Average ~\$8,815 /Day Month y/y ▲ +76%



MR Average Earnings MTD Average ~\$12,736/Day Month y/y ▲ +159%

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SPOT MARKET SUMMARY

VLCC

The Arabian Gulf (AG) Market 9-12 Jul 2019

It was a lackluster week in the VLCC sector as the dearth of fresh inquiry, coupled with the over-supply of tonnage, once again put further downward pressure on sentiment. While rates showed little movement, we saw bunker prices increase almost \$40/ton through the week and that alone brought tce's to China down over \$2,000 per day. Those fresh cargoes that appeared saw large audiences including multiple units of older vintage, ex drydock and ex scrubber fitted.

Eastbound rates showed little change over the week, hovering in the mid-high ws40's, on modern tonnage, for the most active route to China. Preferred business to Korea softened into the low ws40's, the latest fixture at ws43. Distressed tonnage saw levels dip below the ws40 level, 37.5 concluded for preferred business to Korea on a 2002 built unit. At current levels, business to China yields a return of about \$17,500 pdpr. Westbound business was inactive, although remains preferred for positioning purposes. Rates to the USG via the cape were untested, but held at ws20 level as triangulation shows a tce of about \$25,300 per day over the two voyages (basis ws20 and \$4.0 mil)

Position List and Cargo Avails:

There were 24 fresh fixtures to report this week, bringing the August cargo tally 108 fixtures, leaving another expected 15-20 cargoes to go. This compares to a position list with some 50 available ships over that same period, including many ex dry-dock, ex scrubber and older vintage.

Suezmax

Suezmax rates were uniformly poor this week, but the Atlantic basin rose above the rest in terms of poorness. The average TCE for the benchmark TD20 route in WAF this week dropped a little over 35% to around \$8,300 / day and is probably below op-ex for most owners. It goes without saying that all the other WAF load rates and their associated triangulation moves suffered similarly.

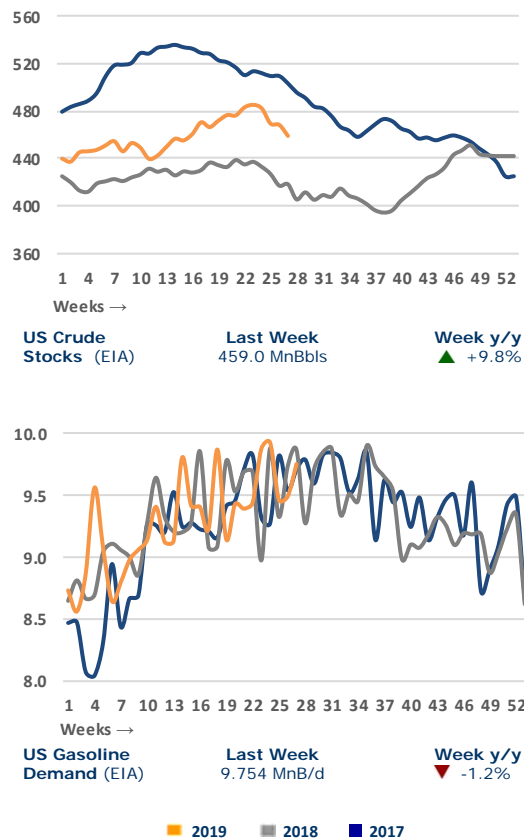
The U.S. Gulf was uninspired as well and rates there are flirting with negative territory. As we closed out the week, Tropical Storm Barry was closing in on New Orleans and a good bit of the crude production in offshore U.S. Gulf had been taken off line. In years past, any kind of sustained shutdown would have resulted in a surge of crude cargoes into the Gulf. We'll have to wait until after the storm clears if that dynamic is a thing of the past, and any shortfall ends up being covered by U.S. production at the expense of exports. Obviously, the two scenarios imply a divergent result for shipping rates.

The Black Sea managed to hang on to decent rates even if it was fairly quiet. With all the other regional markets struggling at around op-ex, it's hard to believe that TD6 will sustain current rates without a surge of cargoes.

Aframax

Rates in the Aframax markets sputtered a bit when compared to last week's WS and TCE numbers. All routes fell short in sustaining what were already not great rates and thus, made this week's average TCE a great deal lower. Specifically, the CBS-USG/USG-UKC triangulation plummeted to a TCE of \$8,363, a 64% drop from last week's \$23,504. In addition, the cross MED WS assessments for the week dropped 16 points, which resulted in a TCE around \$10K/day.

With regards to the USG, a flurry of fixtures later in the week showed promise for a rally in prices as it soaked up a fair amount of ships. Despite the activity, rates didn't move a jot. We'll see if there's any follow through next week that might actually drive some improvement. Complicating things is Tropical Storm Barry, which should have cleared New Orleans by Monday. Depending on damage and outages, rates may respond to the aftermath, either positively or by remaining stagnant.



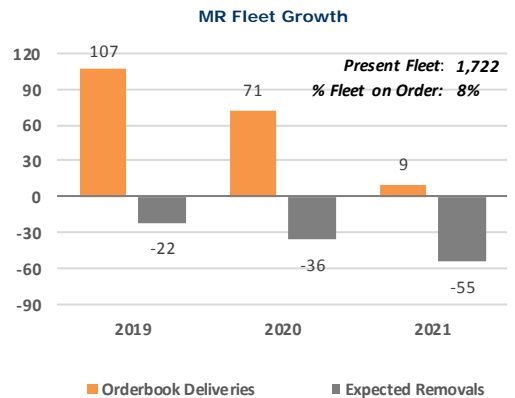
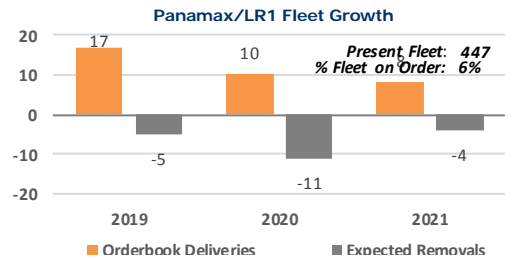
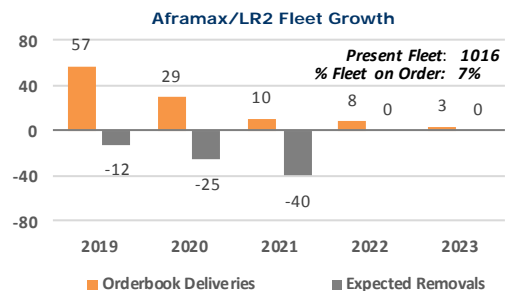
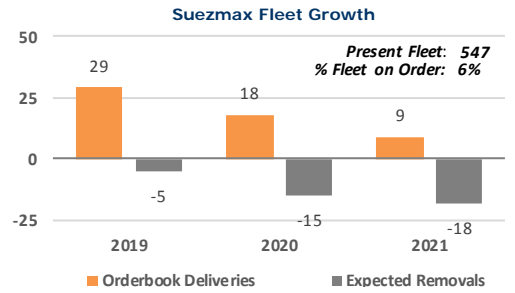
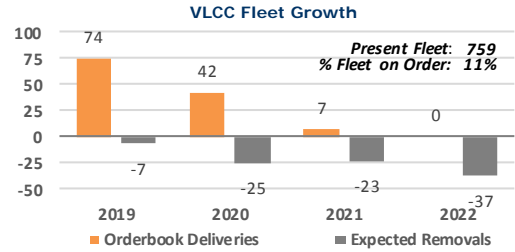
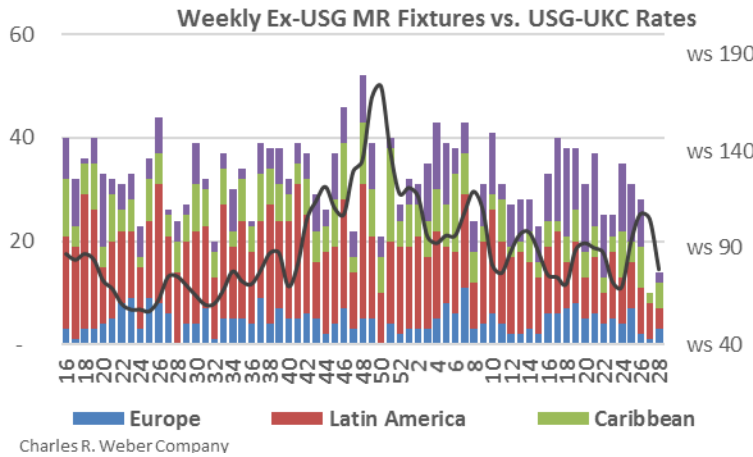
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MR

We're in uninspiring times for the MR sector as rates began a steady decline at the start of the week which just wouldn't let up. A lack of true demand for transatlantic business combined with a preference for LR tonnage on WAF imports to allow the long MR list in NW Europe to grow even longer. TC2 voyages have fallen to WS 120 and the prospects are not lovely for next week.

The MR markets in the US Gulf labored under a similar burden of tonnage far in excess of open enquiry. Last done levels started falling early in the week as owners took lower rates for the vast majority of the benchmark voyages. TC14 currently stands at around WS 70-72.5, while the ever-popular runs to Latin America are approaching YTD lows of WS 120 and \$1.1 million, respectively. That said, a rise in bunker prices and the threat from Tropical Storm Barry could staunch the bleeding next week. Or not.



REPORTED TANKER SALES

Ridgebury Eagle- 309,064/'02-Samsung Heavy-Geoje
-Sold for \$29 million to Yinson

Apollonia- 309,021/'03-Samsung Heavy-Geoje
-Sold for \$31 million to Yinson

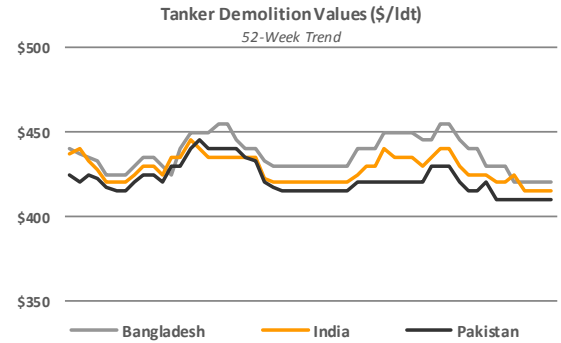
Aquarius Wing-299,990/'05-IHI Marine
-Sold for \$35,3 million to Transmed Maritime

Biendong Melody-45,937/'04-Shin Kurushima Onishi
-Sold for \$9 million to Benetech Shipping

Global Spirit- 45,303/'99-Minaminippon
-Sold for \$7.85 million to Unknown Chinese

REPORTED TANKER DEMOLITION SALES

NOTHING TO REPORT



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