

# WEBER WEEKLY TANKER REPORT



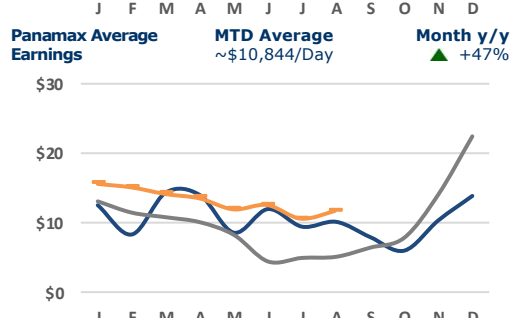
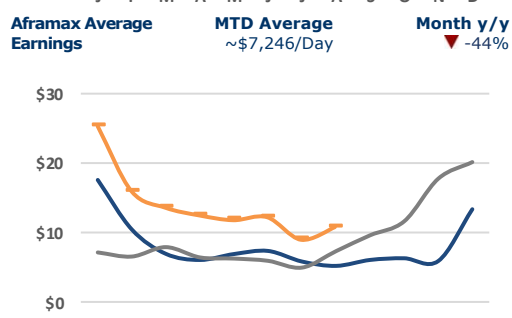
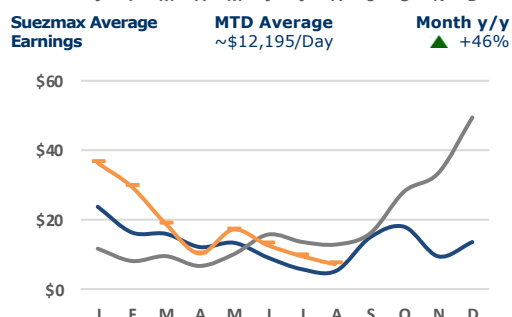
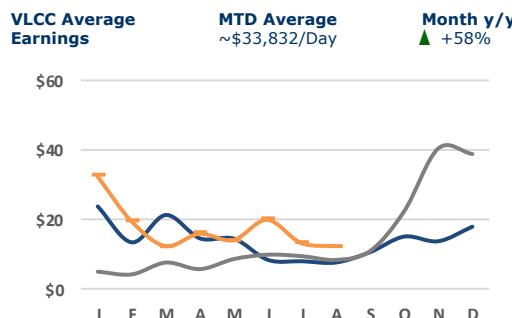
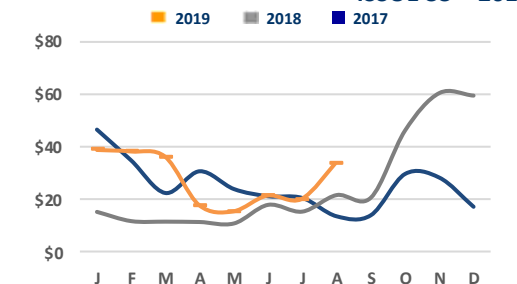
WEEK 33 – 16 August 2019

ISSUE 33 – 2019

Spot Market	WS/IS	TCE	WS/IS	TCE
<b>VLCC</b> (13.0 Kts L/B)	<b>Week Ending 9-August</b>		<b>Week Ending-16 August</b>	
AG>USG 280k	24.5	--	24.1	--
AG>SPORE 270k	50.7	\$30,183	53.0	\$34,377
AG>JPN 265k	49.3	\$30,511	50.4	\$33,389
AG>CHINA 270k	53.3	\$30,503	55.0	\$33,872
WAFR>CHINA 260k	53.5	\$33,689	54.3	\$36,361
USG>SPORE 275k	\$4.97m	\$30,900	5.16m	\$34,838
AG>USG/USG>SPORE/AG	--	\$44,768	--	\$48,168
<b>VLCC Average Earnings</b>		<b>\$32,180</b>		<b>\$35,484</b>
<b>SUEZMAX</b> (13.0 Kts L/B)				
WAFR>USG 130k	56.5	\$13,606	55.0	\$13,855
WAFR>UKC 130k	61.0	\$11,213	57.5	\$10,461
BSEA>MED 140k	69.5	\$14,738	67.5	\$14,232
CBS>USG 150k	57.5	\$14,615	57.5	\$15,455
USG>UKC 150k	40.0	\$3,883	40.0	\$4,791
CBS>USG/USG>UKC/WAFR	--	\$8,893	--	\$9,818
AG>USG 140k	35.0	\$8,177	35.0	\$9,260
USG>SPORE 130k	3.00m	--	2.93m	--
AG>USG/USG>SPORE/AG	--	\$25,435	--	\$25,942
<b>Suezmax Average Earnings</b>		<b>\$12,206</b>		<b>\$12,184</b>
<b>AFRAMAX</b> (13.0 Kts L/B)				
N.SEA>UKC 80k	81.6	\$5,034	84.0	\$6,907
BALT>UKC 100k	54.2	\$3,581	55.7	\$4,664
CBS>USG 70k	72.0	\$2,185	72.5	\$3,179
USG>UKC 70k	68.5	\$3,472	69.5	\$4,622
CBS>USG/USG>UKC/NSEA	--	\$12,140	--	\$13,243
MED>MED 80k	73.0	\$6,420	70.0	\$6,137
AG>SPORE 70k	106.5	\$18,282	104.5	\$18,621
<b>Aframax Average Earnings</b>		<b>\$6,952</b>		<b>\$7,540</b>
<b>PANAMAX</b> (13.0 Kts L/B)				
CBS>USG 50k	110.0	\$8,402	110.0	\$8,979
CONT>USG 55k	92.76	\$9,257	93.5	\$10,129
ECU>USWC 50k	155.0	\$20,078	155.0	\$21,153
<b>Panamax Average Earnings</b>		<b>\$10,458</b>		<b>\$11,230</b>
<b>LR2</b> (13.0 Kts L/B)				
AG>JPN 75k	114.4	\$21,420	110.7	\$21,243
AG>UKC 80k	\$2.08m	\$17,637	2.15m	\$19,865
MED>JPN 80k	\$1.85m	\$13,071	1.93m	\$15,633
AG>UKC/MED>JPN/AG	--	\$20,287	--	\$22,806
<b>LR2 Average Earnings</b>		<b>\$21,042</b>		<b>\$21,764</b>
<b>LR1</b> (13.0 Kts L/B)				
AG>JPN 55k	115.0	\$14,353	108.0	\$13,557
AG>UKC 65k	\$1.76m	\$15,391	1.71m	\$15,134
UKC>WAFR 60k	91.13	\$9,317	85.88	\$8,759
AG>UKC/UKC>WAFR/AG	--	\$17,978	--	\$17,458
<b>LR1 Average Earnings</b>		<b>\$16,166</b>		<b>\$15,507</b>
<b>MR</b> (13.0 Kts L/B)				
UKC>USAC 37k	108.0	\$6,556	96.0	\$4,632
USG>UKC 38k	85.5	\$3,567	84.5	\$3,935
USG>UKC/UKC>USAC/USG	--	\$13,830	--	\$12,589
USG>CBS (Pozos Colorados) 38k	\$459k	\$13,439	463k	\$14,247
USG>CHILE (Coronel) 38k	\$1.22m	\$16,406	1.24m	\$17,506
CBS>USAC 38k	118.5	\$10,748	117.0	\$10,964
WCIND>JPN/ROK>SPORE/WCIND	--	\$14,011	--	\$15,248
<b>MR Average Earnings</b>		<b>\$11,944</b>		<b>\$11,655</b>
<b>Handy</b> (13.0 Kts L/B)				
MED>EMED 30k	111.8	\$5,895	102.3	\$3,826
SPORE>JPN 30K	128.2	\$7,963	127.2	\$8,404
<b>Handy Average Earnings</b>		<b>\$7,218</b>		<b>\$6,756</b>

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
<b>VLCC</b>	\$35,000	\$32,000
<b>Suezmax</b>	\$23,000	\$24,000
<b>Aframax</b>	\$20,000	\$21,500
<b>LR 1</b>	\$16,000	\$17,000
<b>MR</b>	\$14,500	\$16,000
<b>Handy</b>	\$14,000	\$13,500



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## SPOT MARKET SUMMARY

### VLCC

#### The Arabian Gulf August 12-16

Although holidays made for a quiet start in the VLCC sector, activity picked up as the August cargo program in the AG proved to be the busiest of the year, reducing the number of hangover units to the lowest since March. Along with narrowing supply, inquiry picked up as Charterers progressed into the September cargo program to secure tonnage ahead of the weekend.

Eastbound rates for modern tonnage (for AG to China) increased from the low-mid ws50's up into the low ws60's by week's end with a high of ws62.5 concluded for China. The older tonnage followed suit, with the latest fixture to Thailand on a '00 built unit. At current levels, eastbound tce's yield returns above the \$42,000 per day level. Westbound business was inactive, but was arguably on the rise along with eastbound business, moving from the mid to mid-high ws20's. The longer voyage remains preferred as triangulation still shows the highest possible return; AG to the USG followed by USG to Singapore (basis ws26 cc and \$5.25 mil) yields a tce of almost \$51,000 per day over the two voyages.

#### Position list and Cargo Avails

There were 22 fixtures reported this week bringing the August cargo tally to completion with 138 cargoes. Charterers also started their progression into the September program where we have seen 14 fixtures thus far. This leaves another 35 or so cargoes to go through September 10<sup>th</sup>, which compares to a position list with some 50 vessels available over that same period.

### Suezmax

Despite the strength in the VLCCs, the Suezmaxes weren't able to gain any traction this week. Rates moved sideways for the most part, with routes shedding a couple of points here and there. Fuel prices continue to tumble around the world, so TCEs are holding up and, where WS rates didn't change, moved up a bit. The WS rate for USG-UKC has been more or less 40 for almost two weeks. And TCEs are locked in four digit territory at that rate.

TCEs are somewhat better in West Africa and Europe but it's only in the low to mid-teens and WS rates were drifting lower.

All this doom and gloom aside, there's a sense as we end the week that things might be poised to get better next week. Ships seemed to be moving, and things were happening under the radar. The Vs were supportive and the lists might be getting tighter.

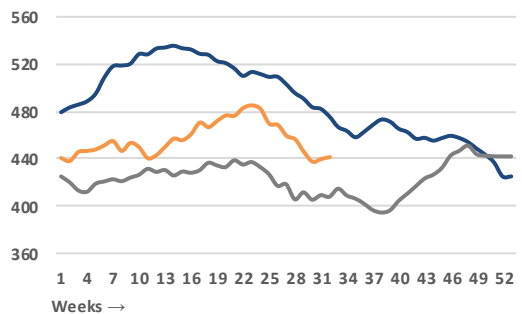
### Aframax

Rates moved more or less sideways this week on both sides of the Atlantic. Where TCEs did improve, it was largely due to cheaper fuel prices working their way through our handy TCE calculators. Regardless, the TCE results remain solidly entrenched in four digit territory.

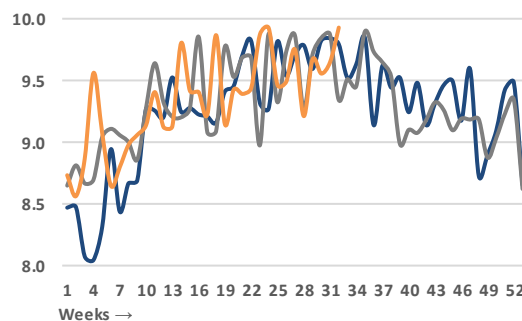
As in the Suezmaxes, there's a slight sense of optimism but it is tempered by the fear that where there are better rates, there will always be more ships to put a damper on things.

### MR

The MR market was not good this week. Of the two outcomes that we raised as possibilities in last week's report, the one that came to pass involved lower fuel prices leading to lower rates. TC2 breached the psychological barrier of WS100 without much trouble and dropped as low as 90WS, and the benchmark route averaged less than \$5K/day TCE for the week.



**US Crude Stocks (EIA)** Last Week 440.5 MnBbls Week y/y ▲ +8.1%



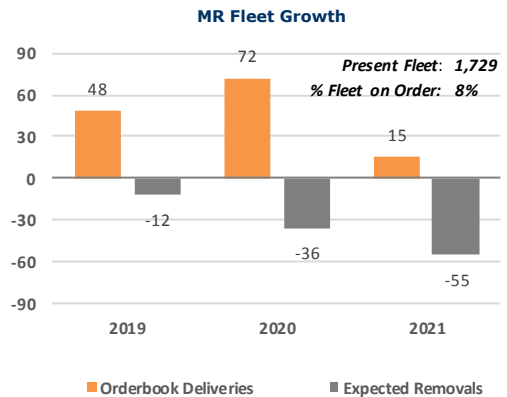
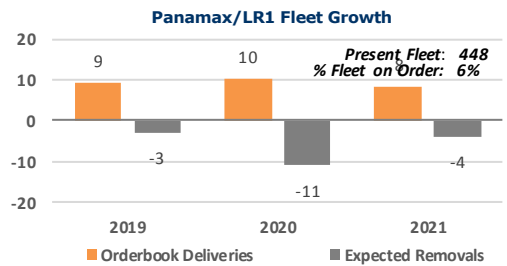
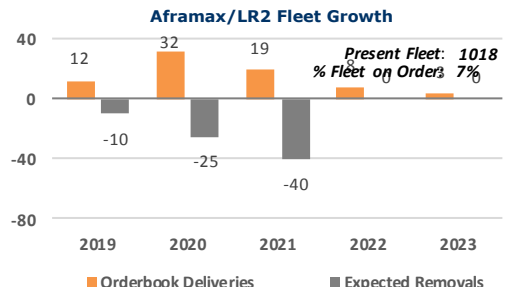
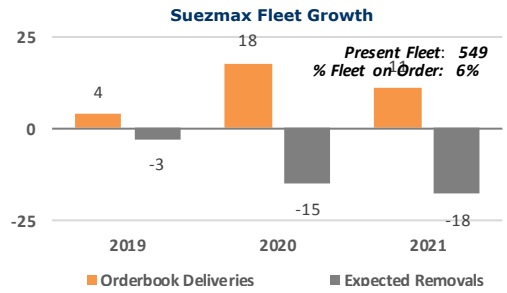
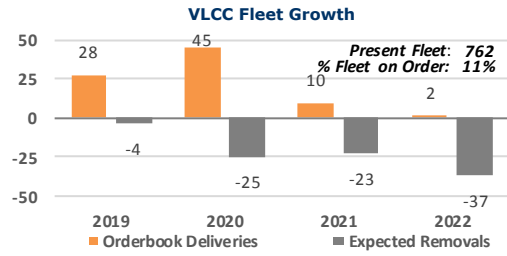
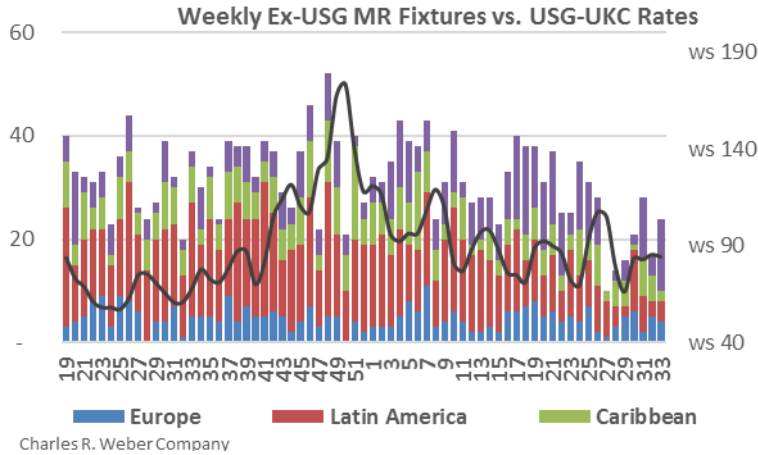
**US Gasoline Demand (EIA)** Last Week 9.651 MnB/d Week y/y ▲ +6.3%

■ 2019 ■ 2018 ■ 2017

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Things were only marginally better in the US Gulf where rates didn't get better, but also didn't get appreciably worse. There's not much to suggest a rosier picture for next week.



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## REPORTED TANKER SALES

Kalymnos – 299,089/'00 – Daewoo  
-Sold around \$25 million for conversion

Cerigo – 299,089/'00 – Daewoo  
-Sold around \$25 million for conversion

CPO Australia – 51,763/'11 – Hyundai Mipo  
-Sale/Leaseback at \$20.75 to Chinese leasing interest

CPO Singapore – 51,737/'11 – Hyundai Mipo  
-Sale/Leaseback at \$20.75 to Chinese leasing interest

CPO Malaysia – 51,762/'11 – Hyundai Mipo  
-Sale/Leaseback at \$20.75 to Chinese leasing interest

CPO New Zealand – 51,717/'11 – Hyundai Mipo  
-Sale/Leaseback at \$20.75 to Chinese leasing interest

Torm Titan – 49,757/'16 – Sungdong  
-Sale/Leaseback at \$32.5 to Japanese leasing interest

Torm Torino – 49,757/'16 – Sungdong  
-Sale/Leaseback at \$32.5 to Japanese leasing interest

Glenda Meredith – 46,147/'10 – Hyundai Mipo  
-Sale/Leaseback at \$19.7 to Mingsheng Financial

Glenda Megan – 47,147/'09 – Hyundai Mipo  
-Sale/Leaseback at \$19.7 to Mingsheng Financial

Alpine Duke – 46,093/'09 – Hyundai Mipo  
-Sold around \$19.0 to Swiftbulk

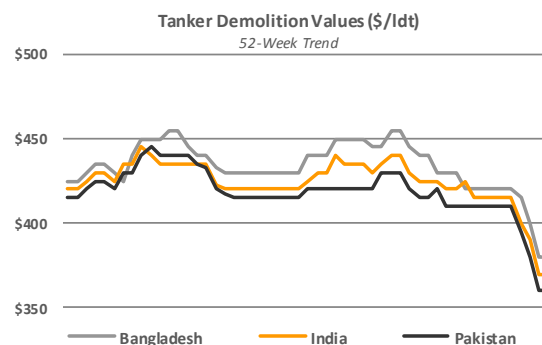
Tambourin – 46,764/'04 – Trogir Shipyard  
-Team Tankers sold at unknown price to unknown buyer

Alice – 39,316/'13 – Guangzhou Shipyard  
-Sold around \$20.0 to Amoretti Armotori

Ami – 39,310/'12 – Guangzhou Shipyard  
-Sold around \$20.0 to Amoretti Armotori

## REPORTED TANKER DEMOLITION SALES

Nothing To Report



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