

WEBER WEEKLY TANKER REPORT



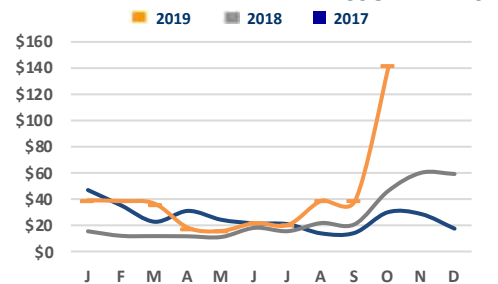
WEEK 42 – 18 October 2019

ISSUE 42 – 2019

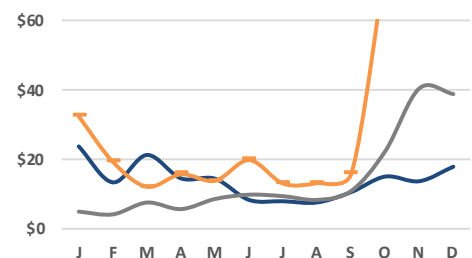
Spot Market	WS/S	TCE	WS/S	TCE
VLCC (13.0 Kts L/B)	Week Ending 11-Oct		Week Ending 18-Oct	
AG>USG 280k	90.50	--	106.50	--
AG>SPORE 270k	176.00	\$167,918	190.00	\$182,982
AG>JPN 265k	169.00	\$166,704	186.00	\$185,654
AG>CHINA 270k	174.00	\$164,798	190.50	\$182,796
WAFR>CHINA 260k	161.00	\$147,606	178.50	\$167,163
USG>SPORE 275k	13.92m	\$126,464	16.04m	\$150,161
AG>USG/USG>SPORE/AG	--	\$189,852	--	\$225,677
<i>VLCC Average Earnings</i>		<i>\$161,335</i>		<i>\$181,473</i>
SUEZMAX (13.0 Kts L/B)				
WAFR>USG 130k	207.50	\$98,212	229.50	\$111,113
WAFR>UKC 130k	214.50	\$93,261	235.50	\$105,062
BSEA>MED 140k	220.50	\$127,783	247.50	\$148,102
CBS>USG 150k	150.00	\$82,266	186.00	\$109,052
USG>UKC 150k	126.00	\$61,591	166.00	\$88,955
CBS>USG/USG>UKC/WAFR	--	\$78,442	--	\$109,600
AG>USG 140k	84.00	\$47,165	190.00	\$112,887
USG>SPORE 130k	6.71m	--	8.80m	--
AG>USG/USG>SPORE/AG	--	\$84,859	--	\$146,123
<i>Suezmax Average Earnings</i>		<i>\$87,356</i>		<i>\$105,913</i>
AFRAMAX (13.0 Kts L/B)				
N.SEA>UKC 80k	186.00	\$80,951	188.00	\$82,240
BALT>UKC 100k	147.40	\$62,617	158.80	\$69,720
CBS>USG 70k	188.00	\$43,358	209.00	\$51,220
USG>UKC 70k	177.00	\$39,664	199.00	\$47,404
CBS>USG/USG>UKC/NSEA	--	\$69,591	--	\$81,148
MED>MED 80k	201.00	\$64,714	206.00	\$67,586
AG>SPORE 70k	176.00	\$41,461	231.00	\$58,827
<i>Aframax Average Earnings</i>		<i>\$58,840</i>		<i>\$66,023</i>
PANAMAX (13.0 Kts L/B)				
CBS>USG 50k	208.00	\$32,097	215.00	\$34,044
CONT>USG 55k	157.00	\$26,927	173.60	\$31,834
ECU>USWC 50k	206.00	\$29,461	218.00	\$31,776
<i>Panamax Average Earnings</i>		<i>\$28,462</i>		<i>\$31,666</i>
LR2 (13.0 Kts L/B)				
AG>JPN 75k	144.50	\$32,029	282.25	\$75,198
AG>UKC 80k	2.59m	\$27,259	3.44m	\$44,269
MED>JPN 80k	2.64m	\$26,589	3.73m	\$46,163
AG>UKC/MED>JPN/AG	--	\$33,360	--	\$53,808
<i>LR2 Average Earnings</i>		<i>\$32,472</i>		<i>\$68,075</i>
LR1 (13.0 Kts L/B)				
AG>JPN 55k	132.00	\$19,227	265.00	\$49,784
AG>UKC 65k	1.82m	\$16,319	3.03m	\$40,202
UKC>WAFR 60k	129.13	\$19,435	199.63	\$38,851
AG>UKC/UKC>WAFR/AG	--	\$23,078	--	\$48,173
<i>LR1 Average Earnings</i>		<i>\$21,153</i>		<i>\$48,979</i>
MR (13.0 Kts L/B)				
UKC>USAC 37k	129.00	\$10,382	162.00	\$16,891
USG>UKC 38k	90.00	\$4,263	119.00	\$10,060
USG>UKC/UKC>USAC/USG	--	\$17,068	--	\$26,580
USG>CBS (Pozos Colorados) 38k	460k	\$13,377	585k	\$21,915
USG>CHILE (Coronel) 38k	1.35m	\$19,862	1.49m	\$24,032
CBS>USAC 38k	127.00	\$12,316	156.00	\$18,391
WCIND>JPN/ROK>SPORE/WCIND	--	\$15,562	--	\$35,070
<i>MR Average Earnings</i>		<i>\$14,369</i>		<i>\$23,695</i>
Handy (13.0 Kts L/B)				
MED>EMED 30k	138.20	\$13,110	177.90	\$24,304
SPORE>JPN 30k	134.50	\$9,528	201.00	\$18,772
<i>Handy Average Earnings</i>		<i>\$10,817</i>		<i>\$20,764</i>

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

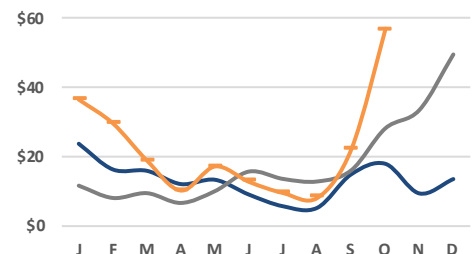
Time Charter Market \$/day (theoretical)	1 Year	3 Years
VLCC	\$55,000	\$39,000
Suezmax	\$40,000	\$30,000
Aframax	\$28,000	\$23,000
LR 1	\$18,000	\$17,000
MR	\$17,000	\$16,000
Handy	\$15,000	\$14,000



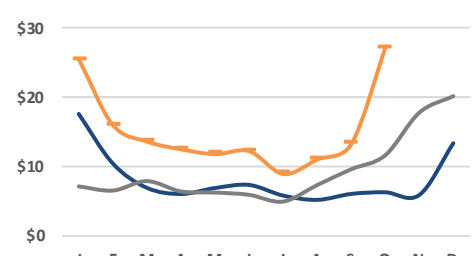
VLCC Average Earnings MTD Average ~\$181,473/Day Month y/y ▲ +207%



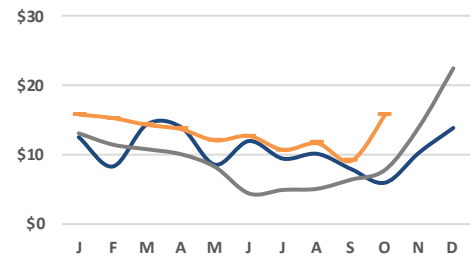
Suezmax Average Earnings MTD Average ~\$105,913/Day Month y/y ▲ +243%



Aframax Average Earnings MTD Average ~\$66,023/Day Month y/y ▲ +101%



Panamax Average Earnings MTD Average ~\$31,666/Day Month y/y ▲ +133%



MR Average Earnings MTD Average ~\$23,695/Day Month y/y ▲ +102%

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SPOT MARKET SUMMARY

VLCC

The Arabian Gulf October 14 – 18

It proved to be a much quieter week in the VLCC sector as eastbound rates came back into orbit after last week's exuberant spike that saw those eastbound levels push into the ws200's and up above ws300. All but, one of those fixtures above ws200 (excl India) have now failed and ws120 was concluded for China discharge.

The excitement last week led to Charterers reaching further ahead than normal and yielded almost 60 fixtures from the AG. This week we saw 10 fresh fixtures from the AG. However, we also saw 10 fixtures from last week that failed – bringing us back into the normal fixing window and essentially spreading those 60 fixtures from last week, over two weeks.

The fundamentals leave ample tonnage in the short term, but as we progress further with uncertainty over some 25-30 COSCO ships, the supply-demand will balance and ultimately put upward pressure on rates. For now we continue to correct south in the short term and lots of speculation continues on how long those ships will be out of play.

Eastbound rates plunged back to the levels seen at the beginning of last week.

Although we did see a ws205 confirmed, the apex of ws325, quickly collapsed as those charterers that entered the market this week saw upwards of 14 offers. The ws300+ assessments from Friday quickly faded as ws145 was concluded multiple times to China, followed by ws120 on a somewhat restricted unit for a voyage to China. The latest comparative fixture was a ws107.5 concluded on West Africa to China business. Similar levels from the AG would yield returns around the \$100,000 per day level. Westbound business was untested, but also saw the record highs (ws170's) fail and are arguably somewhere in the ws70's.

Position list and Cargo Avails

There were 10 fresh fixtures to report this week, bringing the November cargo tally to 30, leaving some 15-20 cargoes to go through the first decade. This compares to a position list with some 40 available vessels over that same period.

Suezmax

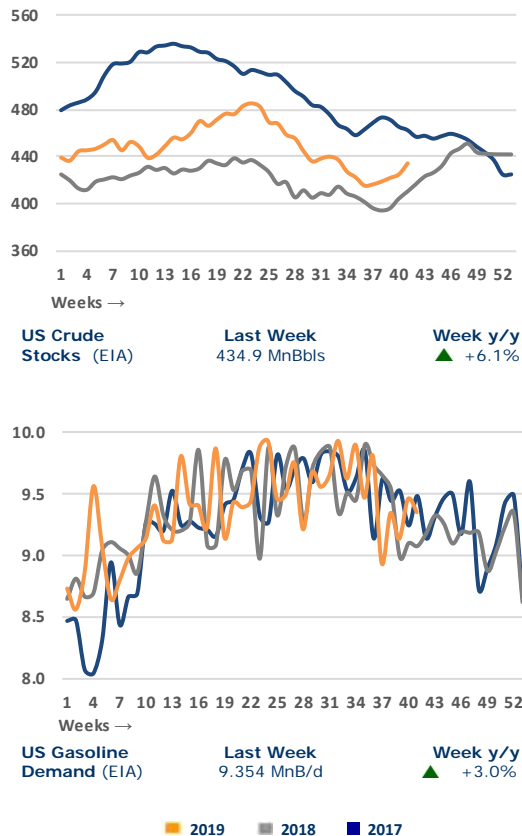
The week has in general been quiet with lower than normal volumes of cargo resulting in declining freight rates across all markets. Today was another slow day and market sentiment is still weakening going in to the weekend yielding further downward pressure which leads us to believe we will have to wait a bit further before the market readjustment is finished and we find a new rate equilibrium.

Spot TCE rates are still very healthy with the average TCE across the different Suezmax markets at around \$70,000 per day but with a lower bias.

Aframax

European markets, although settling a bit this week, remain strong with TCEs netting more than 60k/day for Cross Med and more than 70k/day for Cross UKC. It seems charterers are allowing things to cool off after weeks of rates pushing near or beyond ws200 across all European markets. Despite the market coming off a bit, owners are hopeful that rates will remain strong as we approach the winter months and should resist the market coming off too much.

On the other side, in the USG and Caribs market, rates have held on moving sideways for most of the week. TD25 trades hovered around ws200 while TD9 fluttered near ws210. The market continues to stay strong with fewer ships showing up on the list and enquiry remaining steady. As the week comes to a close, an influx in cargoes began driving rates beyond ws210 Thursday in to Friday and the momentum should carry into next week so long as the activity in the region remains consistent and continues to pick off available tonnage.

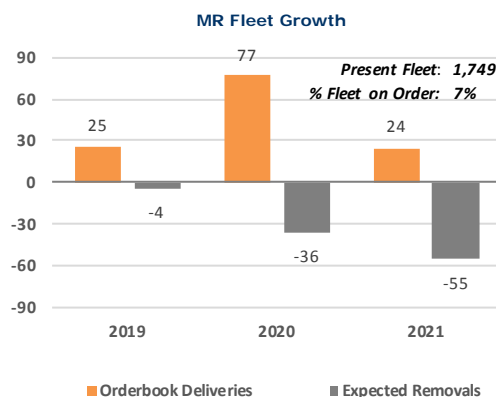
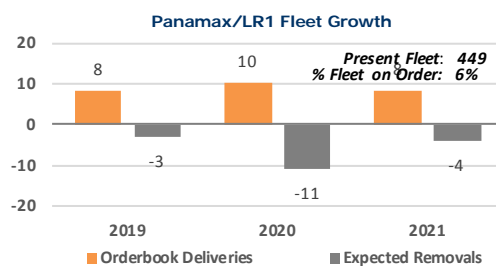
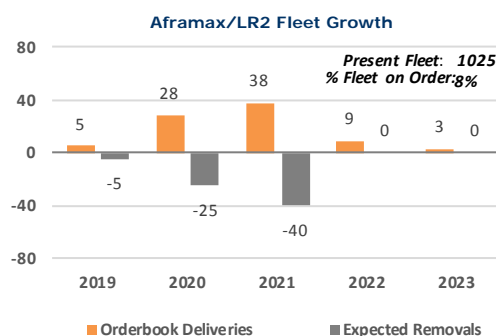
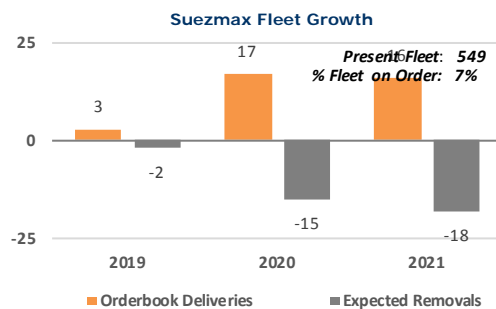
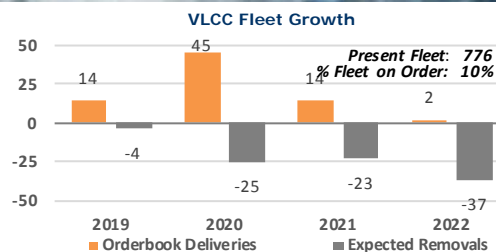
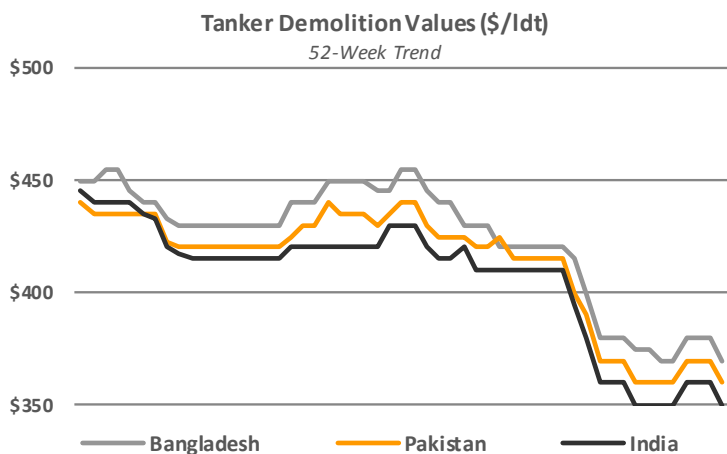
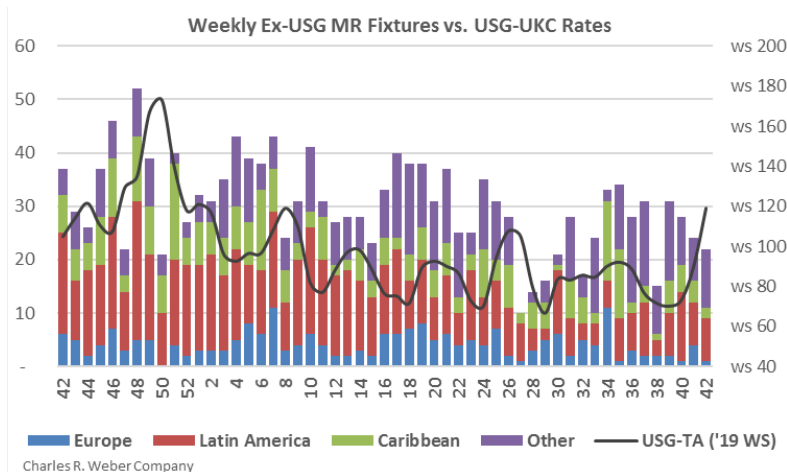


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MR

It's been a wild and wacky week. Sharp increases in the LR2 + LR1 sectors in the AG + Feast has lead the charge worldwide this week and the MR's have been happily riding their coat tails. The CONT market saw a jump of 70 ws points in one day only to see the market corrected down 40-50 points the next day and CONT/USAC settle 37 x ws 160 at the end of the week. However, it's been an eerily week in the USG market. Despite a lengthy position list owners have been resilient and managed to push rates up. The cargo volume ex USG has been disappointing this week aside for several naptha cargos moving USG / FEAST. We end the week at a crossroads with both sides digging in and / or holding back. Stay tuned!



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