

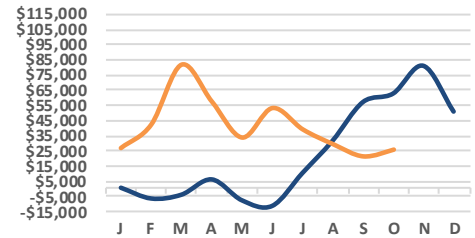
WEEKLY MARKET REPORT



Week 41 • October 13, 2023

Issue WM41-23

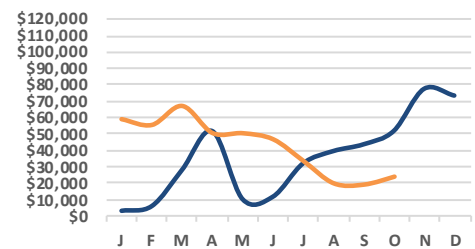
VLCC: An active period in all sectors and classes with TD3 increasing over fifty-five percent, TD15 up almost fifty percent and TD22 pushing towards the \$10 million level. An influx of inquiries left charterers with fewer choices and owners looking to capitalize on the smaller supply of available tonnage. In the Arabian Gulf, charterers were actively finishing up their October cargo programs, ahead of the next week's release of November stem confirmations. While in the Atlantic a surging Suezmax sector led to an uptick in VLCC business from WAF>UKC. All these factors put the market into a frenzy and even at week's end charterers were looking for tonnage with few choices. The sentiment could see some easing if all these ships on subjects do not get confirmed, but if they do, fewer choices will keep the pressure on in the short term.



VLCC Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$25,913 MTD '23 v. CY '22: -59%

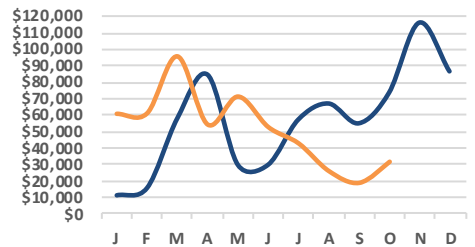
SUEZMAX: A very dynamic week for the sector in the West with significant rate improvements driven by constricting tonnage fundamentals and stronger TCE returns surfacing in alternative tonnage sectors. Suezmax demand remains active, as charterers continue to seek coverage for their remaining end/early November programs while simultaneously attempting to steer clear of owners' fierce resistance by week's end. As a result, the TD20 route finished the week up at ws115 which is up a healthy 40 points on the week-to-week comparison. In the Americas, tonnage availabilities remain very thin coupled with increased demand for USG reverse lighters and a volatile Aframax + VLCC sectors should continue to push Suezmax USG>UKCM trades above ws100 (basis 145,000mt cargo) barrier by earlier next week if tonnage fundamentals remain disjointed. The USG>EAST rates were up once again this week with Singapore discharge commanding \$5.1m levels and Long East at \$5.6m levels and should remain date-sensitive going into next week. BDTI- TD20 ended the week settling at ws116.14, which is up 41.59 points from this time last week.



Suezmax Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$23,523 MTD '23 v. CY '22: -54%

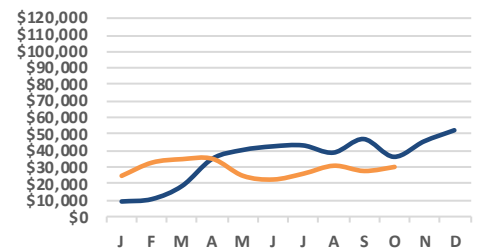
AFRAMAX: The USG/EC Mex/Caribs region continued their 4th quarter rate build with very strong advances in rates for all regions and voyages. Rates for USG>Trans-Atlantic voyages moved up over 70 points in less than a dozen reported fixtures, and sentiment for this trade remains strong going into next week. Short haul moves from EC Mexico to the US Gulf, a preferred voyage for owners in down markets, saw the tables turn with fewer players willing to entertain the short-run voyages while TCE returns jumped much higher for the longer haul voyages. This has caused a lack of tonnage availability for short voyages and STS lightering, and in turn rates for these runs leaped upward as well. At week's end, EC Mex>USG looks to freight at ws225 level, well above Monday's starting point of ws150, and STS lightering more than doubled from \$45,000 per day to just under \$100,000 per day for the same period. We expect this strengthening of rates to continue next week.



Aframax Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$31,635 MTD '23 v. CY '22: -57%

MR: All of the stateside rates along with TC2 started the week off at the highest levels and took a step down each day as the week progressed. TC2 started the week off around ws180 and ended the week around ws155. TC14 started around ws135 levels and ended around ws120. TC18 began the week around mid ws230 levels and finished the week off around ws230. TC21 started at just under \$1.0 million but even with some reasonable activity through the week, it ended at around \$750,000. Most of the routes had some decent activity throughout the week but the number of prompt ships did not help the rates. Hopefully, more cargos will come out at the beginning of next week to help stabilize the rates or send the rates in a different direction.



MR Average Earnings* MTD 2023 v. CY 2022

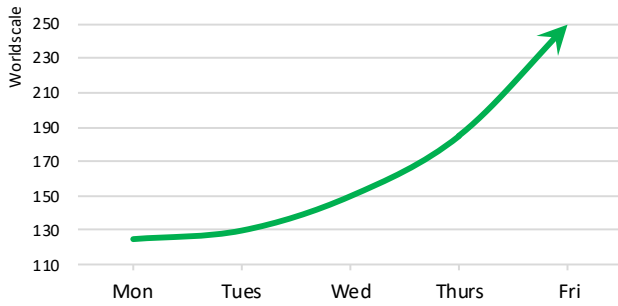
MTD '23 Avg/Day: \$30,151 MTD '23 v. CY '22: -17%

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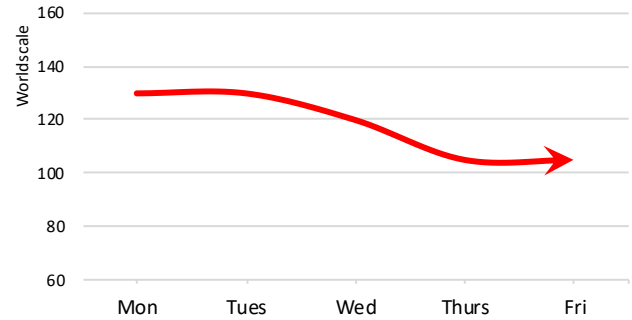
TANKER ROUTES (13kts L B)	Week 40 WS L\$	Week 41 WS L\$	Week 40 TCE**	Week 41 TCE**	*Week 40 Bunkers VLSFO \$656/MTD	**Week 41 Bunkers VLSFO \$647/MTD
VLCC						
AG>USG • 280,000 (dwt)	22.30	24.50	--	--		
AG>SPORE • 270,000	42.10	46.90	\$19,718	\$27,279	Time Charter 1 Year v. 3 Years (\$ day): \$42,000 \$40,000	
AG>JPN • 265,000	44.60	47.90	\$23,515	\$28,914		
AG>CHINA • 270,000	42.30	47.40	\$15,249	\$23,257		
WAFR>CHINA • 260,000	46.50	50.80	\$24,080	\$30,507	# Ships Trading:	899
USG>SPORE-AG	6.61m	7.05m	\$66,110	\$73,816	% Fleet on Order:	1.3%
AG>USG/USG>SPORE-AG	--	--	\$44,536	\$52,018	Ships to Breakers:	No Activity
VLCC Average Earnings⁺	--	--	\$22,929	\$28,897		
SUEZMAX						
WAFR>USG • 130,000	65.00	86.50	\$14,948	\$31,104		
WAFR>UKC • 130,000	70.00	88.50	\$18,290	\$31,196	Time Charter 1 Year v. 3 Years (\$ day): \$36,000 \$32,000	
BSEA>MED • 140,000	72.50	78.00	\$18,326	\$23,674		
CBS>USG • 150,000	66.00	92.00	\$19,345	\$44,321		
USG>UKC • 145,000	61.50	80.50	\$17,858	\$33,429	# Ships Trading:	605
CBS>USG/USG>UKC-WAFR	--	--	\$21,564	\$43,499	% Fleet on Order:	6.8%
AG>USG • 140,000	57.00	65.50	\$24,545	\$33,191	Ships to Breakers:	No Activity
USG>SPORE	4.46m	4.70m	--	--		
AG>USG/USG>SPORE-AG	--	--	\$41,342	\$49,039		
Suezmax Average Earnings⁺	--	--	\$17,948	\$29,098		
AFRAMAX						
N.SEA>UKC • 80,000	98.00	103.00	\$18,632	\$24,146		
BALT>UKC • 100,000	N/A	N/A	N/A	N/A	Time Charter 1 Year v. 3 Years (\$ day): \$43,000 \$35,000	
CBS>USG • 70,000	92.00	145.00	\$7,869	\$33,058		
USG>UKC • 70,000	113.00	168.00	\$15,876	\$39,754		
CBS>USG/USG>UKC-NSEA	--	--	\$34,274	\$71,019	# Ships Trading:	663
MED>MED • 80,000	109.00	119.50	\$25,623	\$31,981	% Fleet on Order:	3.9%
AG>SPORE • 80,000	147.35	161.60	\$36,306	\$42,666	Ships to Breakers:	No Activity
Aframax Average Earnings⁺	--	--	\$24,547	\$38,722		
PANAMAX						
CBS>USAC(USG) • 50,000	143.00	163.00	\$20,652	\$27,779	Time Charter 1 Year v. 3 Years (\$ day): \$40,000 \$35,000	
MED>USG • 55,000	150.00	150.00	\$26,400	\$26,849	# Ships Trading:	55
ECU>USWC • 50,000	385.00	385.00	\$97,758	\$98,115	% Fleet on Order:	0.0%
USG>CBS • 50,000	143.00	163.00	\$17,334	\$23,665	Ships to Breakers:	No Activity
Panamax Average Earnings⁺	--	--	\$33,418	\$38,011		
LR2						
AG>JPN • 75,000	138.90	147.00	\$30,888	\$34,575	Time Charter 1 Year v. 3 Years (\$ day): \$40,000 \$33,000	
AG>UKC	3.73m	3.99m	\$38,693	\$44,074	# Ships Trading:	447
MED>JPN	3.14m	3.22m	\$24,122	\$25,806	% Fleet on Order:	19.0%
AG>UKC-MED>JPN-AG	--	--	\$39,518	\$43,307	Ships to Breakers:	No Activity
LR2 Average Earnings⁺	--	--	\$33,762	\$37,483		
LR1						
AG>JPN • 55,000	155.50	163.50	\$26,722	\$29,420	Time Charter 1 Year v. 3 Years (\$ day): \$32,000 \$27,000	
AG>UKC	3.40m	3.52m	\$38,411	\$41,169	# Ships Trading:	391
UKC>WAFR • 60,000	156.20	155.00	\$33,019	\$32,950	% Fleet on Order:	2.8%
AG>UKC/UKC>WAFR-AG	--	--	\$44,819	\$46,647	Ships to Breakers:	No Activity
LR1 Average Earnings⁺	--	--	\$35,771	\$38,033		
MR						
UKC>USAC • 37,000	189.50	171.50	\$21,421	\$17,894	Time Charter 1 Year v. 3 Years (\$ day): \$25,000 \$22,000	
USG>UKC • 38,000	126.50	129.50	\$8,940	\$10,051		
USG>UKC/UKC>USAC(USG)	--	--	\$23,602	\$22,156		
USG>CBS (Pozos Colorados)	884k	869k	\$34,693	\$34,050	# Ships Trading:	1,955
USG>CHILE (Coronel)	2.77m	2.60m	\$53,132	\$48,734	% Fleet on Order:	7.2%
CBS>USAC(USG) • 38,000	211.00	222.00	\$34,181	\$37,401	Ships to Breakers:	No Activity
WCIND>JPN-ROK>SPORE-WCIND	--	--	\$34,000	\$41,024		
MR Average Earnings⁺	--	--	\$30,267	\$30,035		
HANDYSIZE						
MED>EMED • 30,000	178.50	211.20	\$36,138	\$48,304	Time Charter 1 Year v. 3 Years (\$ day): \$23,000 \$20,000	
SPORE>JPN • 30,000	219.80	236.60	\$22,858	\$26,088	# Ships Trading:	547
Handysize Average Earnings⁺	--	--	\$27,639	\$34,086	% Fleet on Order:	3.1%
					Ships to Breakers:	No Activity

+ "Average Earnings" are weighted proportionally to each size class's worldwide market activity (may include routes not necessarily shown in this report).

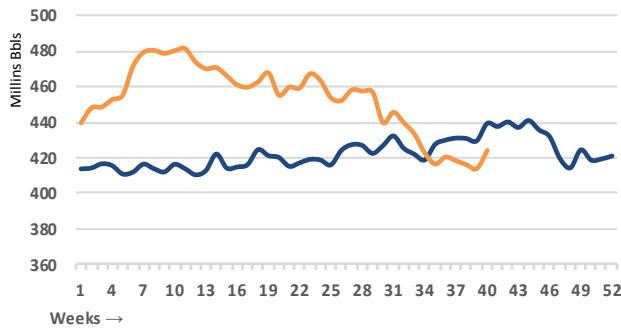
THE WEEK IN CHARTS



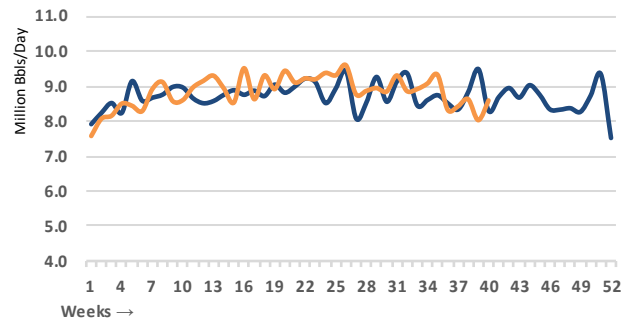
Global Climber of the Week: AFRAMAX (USG>UKC | 70,000mt) | **+100%**



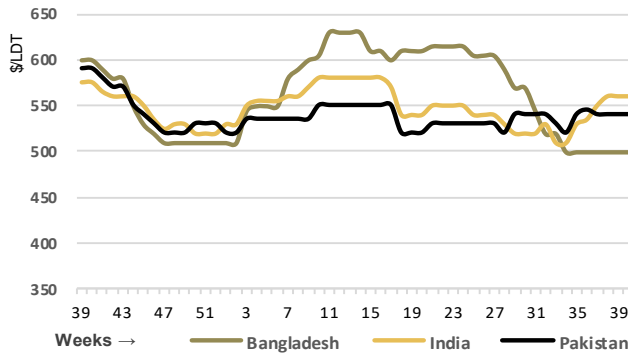
Global Decliner of the Week: MR (ECC>UKC | 38,000mt) | **-19%**



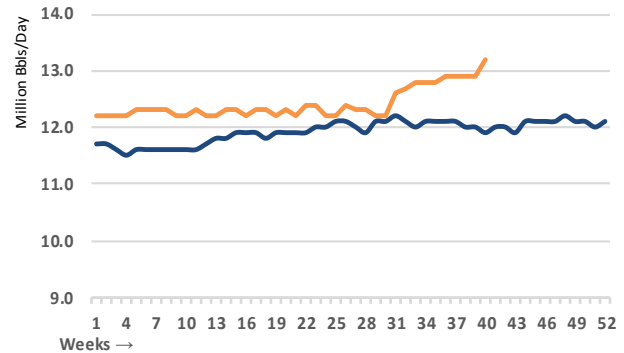
US Crude Oil Stocks (EIA) WTD '23 v. CY '22
Last Week: 424.2m bbls Last Week '23 v. '22: -3.4%



US Gasoline Demand (EIA) WTD '23 v. CY '22
Last Week: 8.5814m bbls/day Last Week '23 v. '22: +3.7%



Tanker Demolition Market, 52-Week Ticker (\$/Ldt)



Charley's Chart of the Week: US Weekly Crude Oil Production (EIA)
WTD '23 v. CY '22
Last Week: 13.2m bbls Last Week '23 v. '22: +10.9%

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