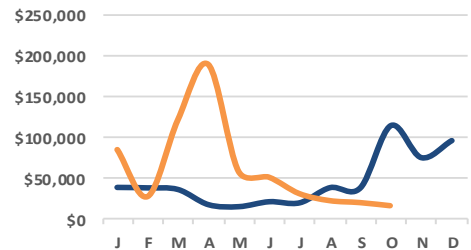
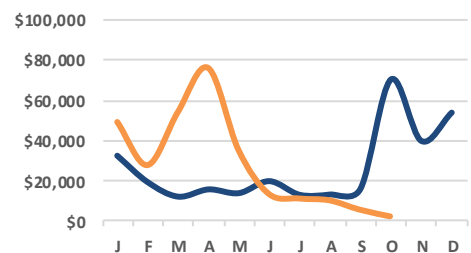


**VLCC:** The sluggish, lackluster trend continued this week on the VLCC front as earnings continued to hover around \$10,000 per day. In fact, over the past 2.5 months (from Aug 1) TD3 has averaged ws30.72, which yields a TCE that just about covers daily operating costs. The COVID-19 crisis continues to weigh on the oil markets and in turn the demand for cargoes and the ships to move them. With Europe seeing a spike in cases, the feared “Second Wave” of the COVID-19 crisis seems to be materializing as predicted. The entrance of cargo inquiries was once again light and charterers were left with enough choices for those fresh cargoes that appeared, thus rates continued flat.

**VLCC Average Earnings\* MTD 2020 v. CY 2019**

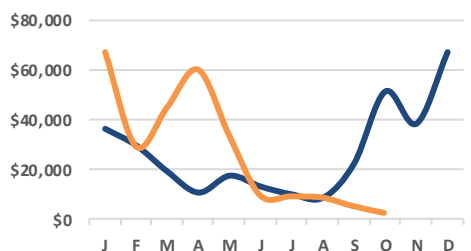
MTD '20 Avg/Day: \$15,496      MTD 20' v. CY '19': -86%

**SUEZMAX:** Another dismal week for the market as rates and TCE returns continue to limp along at YTD lows. Market fundamentals remain very one-sided in favor of charterers as tonnage availability remains ample when compared to expected forward demand in the near term. As a result, the TD20 route slipped down to ws30 pushing TCE levels south for yet another week yielding a return of roughly \$2,100/day (IFO 380) / \$300/day (0.5%). With limited cargo flow surfacing, the Mediterranean market also remains weak and susceptible for continued downward testing as the TD6 route continues to hold around the low ws40's and generating a TCE of only \$1,500/day (IFO 380) / \$663/day (0.5%). In the USG/CBS region, demand was also limited on the week with only a handful of fixtures making the rounds. USG>TA rates stumbled below the ws25 barrier (basis 145,000mt cargo) for the first time this year. The USG>SPORE route continues to teeter around the \$1.9-2.0m levels for the time being; however, with VLCC East rates continuing to slip, expect the Suezmax sector to remain under downward pressure going into next week. BDTI– TD20 ended the week settling at ws30.48 which is down 1.34 points from this time last week.

**Suezmax Average Earnings\* MTD 2020 v. CY 2019**

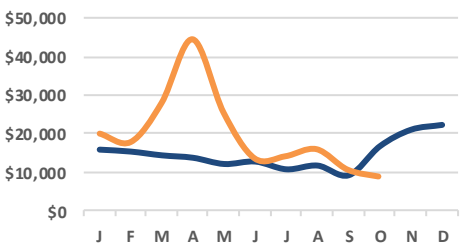
MTD '20 Avg/Day: \$2,569      MTD 20' v. CY '19': -96%

**AFRAMAX:** Unfortunately, the same story line from last week continues in the Americas market with rates remaining flat. Transatlantic routes did see a “whopping” 2.5 point increase this week closing at ws42.5 and E.C. Mexico maintained rates at ws45. Like all the previous weeks, activity was not there to support any rate movement. The list remained heavily oversaturated with prompt ships and should have a chance to rebuild just in time for the start of next week. On the other hand, over in Europe, one market has seen a nice jump in activity. The Cross UKC market is finally starting to pick up as activity has started thinning out the list and giving owners an opportunity to resist the lower levels that had been fixed earlier in the week. The outlook is currently optimistic, and it looks like the momentum should continue into the start of next week. This should drive rates back to some healthier levels. Despite the optimism surrounding the Cross UKC market, Cross Mediterranean trades are still in the trenches, trading at a dismal ws57.5. There was a slight increase in activity; however, like the Americas market, it was not enough to drum up any excitement. With the end of the year closing in, many owners are hopeful that the markets will pick up soon, the question remaining is: *How soon will that happen?*

**Aframax Average Earnings\* MTD 2020 v. CY 2019**

MTD '20 Avg/Day: \$2,550      MTD 20' v. CY '19': -95%

**MR:** Lengthy tonnage lists in Europe helped drag TC2 rates down to ws70 (basis 37,000mt cargo), before stabilizing mid-week. Only after owners were able to opt for a handful of Cross UKC time killer voyages, did the market finally show signs of a brief recovery. Despite some standoffs, the partial overhang of ships began to shrink which caused rates to gradually rise over the course of the week. Levels presently stand at ws80 (basis 37,000mt cargo) with some glimmer of positive momentum to start next week. The U.S. Gulf continued to remain lackluster due to an ongoing lack of demand. Once cargo volumes finally resumed from the latest hurricane, most activity was absorbed by charterer's controlled re-let tonnage. The bit of leftovers however helped sink rates further down to the ws55 (basis 38,000mt cargo) level for TC14 and down to a new low of ws77.5 for TC18. USG/Chile is still holding around lumpsum \$1.0 m and USG>CBS at lumpsum \$250,000. Unfortunately, not much change is on the horizon.

**MR Average Earnings\* MTD 2020 v. CY 2019**

MTD '20 Avg/Day: \$8,940      MTD 20' v. CY '19': -46%

*Whilst every care has been taken in the production of this report, no liability can be accepted for any loss incurred in any way whatsoever by any person who may seek to rely on the information contained herein. All information is supplied in good faith and Charles R. Weber Company, Inc. accepts no responsibility for any and all errors and omissions contained within this report. The information contained herein may not be reproduced without the written permission of Charles R. Weber Research.*

TANKER ROUTES (13kts L B)	Week 41 WS L\$	Week 42 WS L\$	Week 41 TCE*	Week 42 TCE**	*Week 41 Bunkers VLSFO \$332/MTD	**Week 42 Bunkers VLSFO \$327/MTD
<b>VLCC</b>						
AG>USG • 280,000 (dwt)	18.00	18.00	--	--		
AG>SPORE • 270,000	26.00	28.00	\$10,726	\$13,600		
AG>JPN • 265,000	25.00	27.00	\$10,519	\$13,485		
AG>CHINA • 270,000	27.50	29.90	\$10,095	\$13,424		
WAFR>CHINA • 260,000	31.40	31.00	\$17,454	\$17,230		
USG>SPORE-AG	3.84m	4.00m	\$40,803	\$43,709		
AG>USG/USG>SPORE-AG	--	--	\$33,529	\$35,295		
<b>VLCC Average Earnings<sup>+</sup></b>	--	--	\$14,613	\$17,025		
<b>SUEZMAX</b>						
WAFR>USG • 130,000	28.00	25.00	\$2,411	\$575		
WAFR>UKC • 130,000	33.00	30.00	\$1,420	-\$339		
BSEA>MED • 140,000	42.50	40.50	-\$292	-\$1,740		
CBS>USG • 150,000	40.00	39.50	\$8,397	\$7,994		
USG>UKC • 150,000	30.00	28.50	\$2,805	\$1,710		
CBS>USG/USG>UKC-WAFR	--	--	\$5,252	\$4,237		
AG>USG • 140,000	13.00	13.00	-\$2,992	-\$2,835		
USG>SPORE	2.32m	2.00m	--	--		
AG>USG/USG>SPORE-AG	--	--	\$18,372	\$9,615		
<b>Suezmax Average Earnings<sup>+</sup></b>	--	--	\$2,475	\$1,276		
<b>AFRAMAX</b>						
N.SEA>UKC • 80,000	70.00	69.00	\$1,644	\$717		
BALT>UKC • 100,000	39.50	37.60	\$785	-\$671		
CBS>USG • 70,000	48.00	45.00	-\$2,043	-\$3,183		
USG>UKC • 70,000	41.00	42.00	-\$1,494	-\$1,085		
CBS>USG/USG>UKC-NSEA	--	--	\$4,061	\$3,934		
MED>MED • 80,000	57.50	57.50	\$3,522	\$3,686		
AG>SPORE • 80,000	58.50	57.50	\$7,667	\$7,464		
<b>Aframax Average Earnings<sup>+</sup></b>	--	--	\$2,236	\$1,731		
<b>PANAMAX</b>						
CBS>USAC(USG) • 50,000	72.50	72.50	\$7,239	\$7,255		
UKC>USG • 55,000	57.10	54.90	\$3,182	\$2,539		
MED>USG • 55,000	55.00	55.00	\$3,604	\$3,679		
ECU>USWC • 50,000	186.00	190.00	\$35,516	\$36,636		
<b>Panamax Average Earnings<sup>+</sup></b>	--	--	\$5,918	\$5,544		
<b>LR2</b>						
AG>JPN • 75,000	75.00	70.20	\$14,735	\$13,113		
AG>UKC	1.74m	1.66m	\$12,552	\$11,123		
MED>JPN	1.80m	1.68m	\$13,050	\$11,288		
AG>UKC-MED>JPN-AG	--	--	\$17,462	\$15,641		
<b>LR2 Average Earnings<sup>+</sup></b>	--	--	\$15,643	\$13,955		
<b>LR1</b>						
AG>JPN • 55,000	71.90	68.60	\$8,567	\$7,806		
AG>UKC	1.23m	1.20m	\$6,514	\$6,023		
UKC>WAFR • 60,000	102.50	96.00	\$20,250	\$18,363		
AG>UKC/UKC>WAFR-AG	--	--	\$15,487	\$14,312		
<b>LR1 Average Earnings<sup>+</sup></b>	--	--	\$12,027	\$11,059		
<b>MR</b>						
UKC>USAC • 37,000	83.50	72.50	\$5,416	\$3,128		
USG>UKC • 38,000	71.00	56.50	\$3,988	\$960		
USG>UKC/UKC>USAC(USG)	--	--	\$12,312	\$7,969		
USG>CBS (Pozos Colorados)	342k	287k	\$7,102	\$3,498		
USG>CHILE (Coronel)	1.16m	1.03m	\$15,623	\$11,888		
CBS>USAC(USG) • 38,000	104.00	96.00	\$11,548	\$9,803		
WCIND>JPN-ROK>SPORE-WCIND	--	--	\$8,784	\$9,158		
<b>MR Average Earnings<sup>+</sup></b>	--	--	\$9,587	\$7,025		
<b>HANDYSIZE</b>						
MED>EMED • 30,000	69.00	69.40	-\$4,431	-\$4,234		
SPORE>JPN • 30,000	90.50	98.70	\$5,527	\$6,972		
<b>Handysize Average Earnings<sup>+</sup></b>	--	--	\$1,942	\$2,938		

Time Charter 1 Year v. 3 Years (\$|day):  
\$29,500|\$34,000

# Ships Trading: 810  
% Fleet on Order: 9%  
Ships to Breakers: No Activity

Time Charter 1 Year v. 3 Years (\$|day):  
\$22,000|\$23,500

# Ships Trading: 550  
% Fleet on Order: 8%  
Ships to Breakers: No Activity

Time Charter 1 Year v. 3 Years (\$|day):  
\$18,500|\$20,000

# Ships Trading: 1,036  
% Fleet on Order: 10%  
Ships to Breakers: No Activity

Time Charter 1 Year v. 3 Years (\$|day):  
\$14,000|\$15,000

# Ships Trading: 456  
% Fleet on Order: 3%  
Ships to Breakers: Low Activity

Time Charter 1 Year v. 3 Years (\$|day):  
\$19,500|\$20,500

# Ships Trading: 1,036^  
% Fleet on Order: 10%^  
Ships to Breakers: No Activity^

Time Charter 1 Year v. 3 Years (\$|day):  
\$15,500|\$16,000

# Ships Trading: 456°  
% Fleet on Order: 3%°  
Ships to Breakers: No Activity°

Time Charter 1 Year v. 3 Years (\$|day):  
\$14,000|\$14,500

# Ships Trading: 1,760  
% Fleet on Order: 7%  
Ships to Breakers: No Activity

Time Charter 1 Year v. 3 Years (\$|day):  
\$12,500|\$14,000

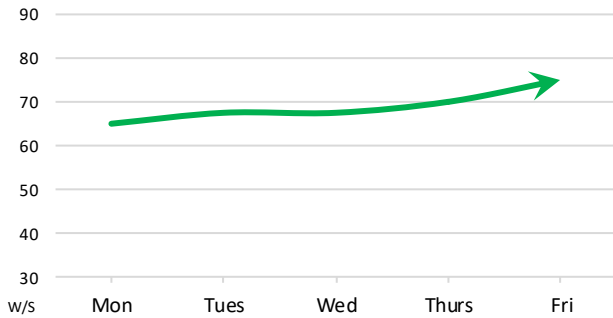
# Ships Trading: 605  
% Fleet on Order: 5%  
Ships to Breakers: No Activity

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

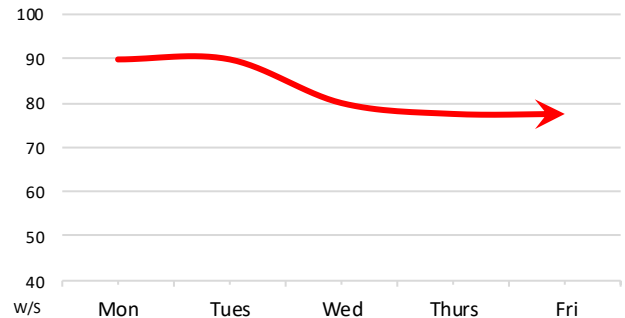
^ Aframax and LR2 fleet numbers are combined for the purposes of these entries.

° Panamax and LR1 fleet numbers are combined for the purposes of these entries.

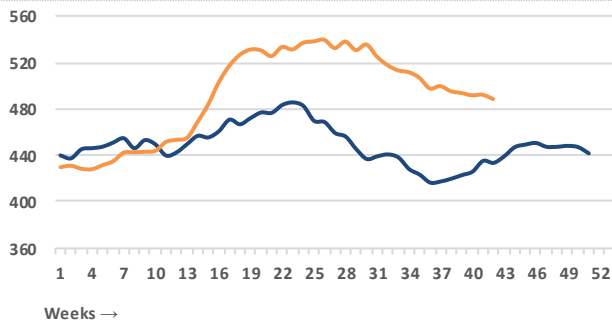
THE WEEK IN CHARTS



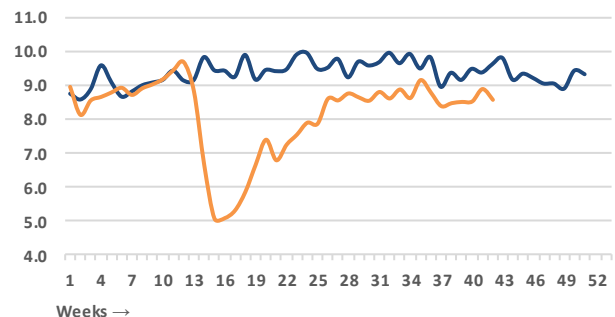
Global Climber of the Week: Aframax (NSEA>UKC 80,000) | +15%



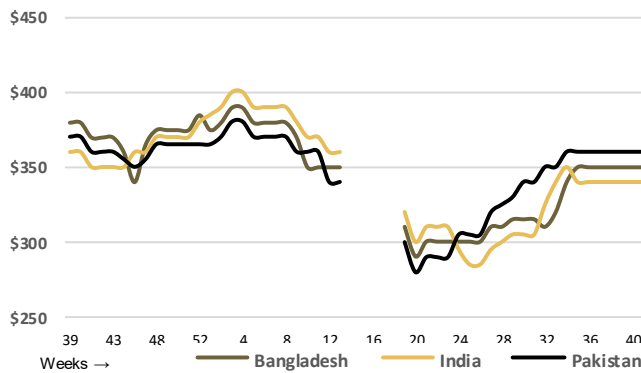
Global Decliner of the Week: MR (USG>Brazil 38,000) | -13%



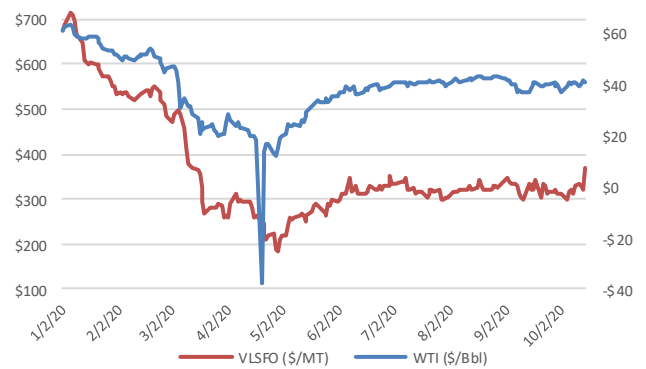
US Crude Oil Stocks (EIA) WTD '20 v. CY '19  
This Week: 489.1m bbls This Week '20 v. '19: +13%



US Gasoline Demand (EIA) WTD '20 v. CY '19  
This Week: 8.576m bbls/day This Week '20 v. '19: -10%



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



Charley's Chart of the Week: Houston VLSFO (\$/MT) v. WTI (\$/Bbl)  
Resulting in a correlation coefficient of 0.77

Charles R. Weber Company, Inc. (Greenwich)  
Greenwich Office Park 3  
Greenwich, CT, 06831  
T: +1 203 629 2300  
E: research@crweber.com  
W: www.crweber.com



Charles R. Weber Company, Inc. (Houston)  
1001 McKinney Street, Suite 475  
Houston, TX, 77002  
T: +1 713 568 7233  
E: research@crweber.com  
W: www.crweber.com