

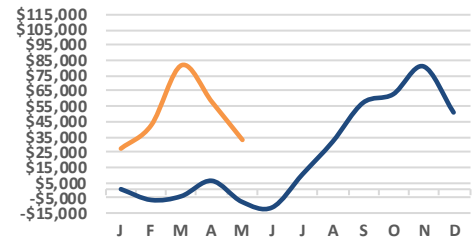
WEEKLY MARKET REPORT



Week 20 • May 19, 2023

Issue WM20-23

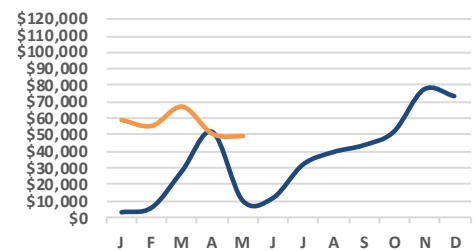
VLCC: It proved an interesting week in the VLCC sector, as TD3 and TD15 rates showed signs of firming with both rates rising to ws55. US Gulf rates, on the other hand, showed indications of a softer bias in line with the falling Aframax and Suezmax sectors which had been buoying rates on the larger class. While sufficient supply remains to cover demand, the question for June US Gulf export volumes is in question. While March saw a record number of VLCC fixtures from the US Gulf with fifty (50) fixtures, April dropped to twenty-four (24) and June has seen twenty-five (25) thus far.



VLCC Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$32,729 MTD '23 v. CY '22: +517%

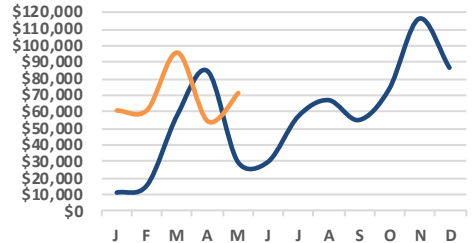
SUEZMAX: A quiet end to the week as the bullish sentiment from last week's run-up has lost a bit of its steam as a result of a lack of fresh inquiries surfacing in West Africa and the Americas. Fundamentals appear to be inching back towards a more balanced state as limited demand coupled with a replenishing tonnage list has helped ease rates back down to ws125 for WAFR>UKC after briefly touching the mid-ws130's earlier in the week. In the Americas, inquiries were fairly limited to end the week as rates seem poised to face a slight downward correction in correlation to diminishing sentiment from the softer Aframax sector. Suezmax rates for USG>UKCM slipped down 10 points on the week to ws110 levels (basis 145,000mt) while Covenas>USG rates remain elevated at ws185 levels (basis 150,000mt) but are untested. The USG>EAST rates slipped down to \$6.2m levels for Singapore and Long East at \$6.8m levels but could face additional downward pressure next week off the back of a slightly softer VLCC market. BDTI- TD20 ended the week settling at ws126.00, which is down 7.75 points from this time last week.



Suezmax Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$49,055 MTD '23 v. CY '22: +398%

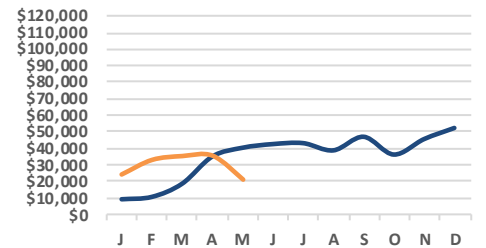
AFRAMAX: The market witnessed another robust week in the US Gulf, with rates approaching year-to-date highs. Cargoes originating from the East Coast of Mexico reached a peak of ws405, resulting in owners earning approximately \$160,000 per day. Meanwhile, cargoes bound for Europe commanded ws280 towards the end of the week. The combination of a tighter list and last week's rally enabled owners to maintain their advantageous position for most of the week. Currently, charterers hold an optimistic outlook, hoping to explore the market's potential for later dates as they seek to secure ships from a more extensive list. However, it remains to be seen whether their strategy will yield the desired outcomes before the weekend. Anticipate rates to face testing early next week, albeit with some resistance from owners. Across Europe, the market remained relatively stable, hovering around the levels observed at the end of the week. While sentiment remained positive, activity subdued towards the week's close. Expect a similar sentiment to prevail at the start of next week, particularly if the US Gulf market begins to ease.



Aframax Average Earnings* MTD 2023 v. CY 2022

MTD '23 Avg/Day: \$71,649 MTD '23 v. CY '22: +141%

MR: "Flat" can be the word to best describe the market on both sides of the Atlantic this week. Increased ballasters and weakened export volume on the Continent, keep things in "neutral" as owners were unable to lift rates off their floor. TC2 began and ended the week virtually unchanged at a stagnant ws125 (basis 37,000mt). More cargo flow will obviously be necessary for any real improvement. An abundance of US Gulf tonnage was too much to create any real change despite healthier activity levels. TC14 rates maintained ws82.5 (basis 38,000mt) before seeing ws90 placed on subjects which later failed. Cargoes into Brazil and Chile were few and far between keeping rate calls close to ws145 (basis 38,000mt) and \$1.9m. Short hauls hovered around \$500,000 to the Caribbean and USG>EC Mexico slid below \$300,000 before facing some stabilization. Friday did bring some fresh glimmers of hope, as it appears front-end tonnage has quietly been fixed away, signifying the worst for owners may now be behind them.



MR Average Earnings* MTD 2023 v. CY 2022

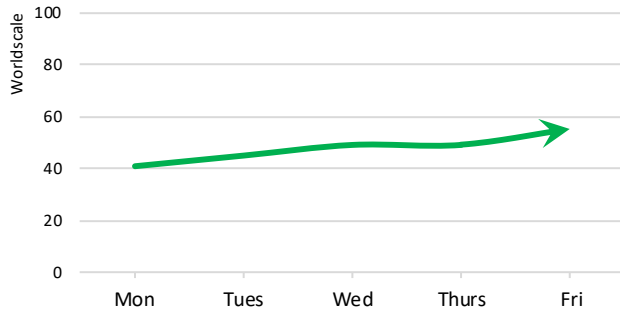
MTD '23 Avg/Day: \$21,345 MTD '23 v. CY '22: -47%

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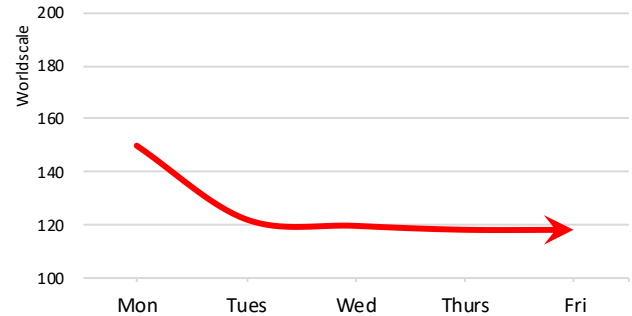
TANKER ROUTES (13kts L B)	Week 19 WS L\$	Week 20 WS L\$	Week 19 TCE**	Week 20 TCE**	*Week 19 Bunkers VLSFO \$558/MTD	**Week 20 Bunkers VLSFO \$565/MTD
VLCC						
AG>USG • 280,000 (dwt)	32.00	32.40	--	--		
AG>SPORE • 270,000	40.20	48.10	\$22,636	\$33,809	Time Charter 1 Year v. 3 Years (\$ day): \$42,000 \$38,000	
AG>JPN • 265,000	41.60	47.80	\$24,906	\$33,632		
AG>CHINA • 270,000	42.20	48.70	\$21,478	\$30,451		
WAFR>CHINA • 260,000	43.90	52.80	\$25,967	\$37,839	# Ships Trading: 892	
USG>SPORE-AG	5.89m	7.37m	\$63,629	\$84,022	% Fleet on Order: 1.8%	
AG>USG/USG>SPORE-AG	--	--	\$58,476	\$70,419	Ships to Breakers: No Activity	
VLCC Average Earnings⁺	--	--	\$25,198	\$35,905		
SUEZMAX						
WAFR>USG • 130,000	98.00	123.00	\$44,147	\$61,934	Time Charter 1 Year v. 3 Years (\$ day): \$42,000 \$34,000	
WAFR>UKC • 130,000	107.00	127.50	\$44,120	\$58,416		
BSEA>MED • 140,000	124.00	129.50	\$68,895	\$73,627		
CBS>USG • 150,000	111.00	196.50	\$67,509	\$146,563		
USG>UKC • 145,000	101.00	127.00	\$50,246	\$71,548	# Ships Trading: 603	
CBS>USG/USG>UKC-WAFR	--	--	\$68,832	\$112,956	% Fleet on Order: 2.7%	
AG>USG • 140,000	67.50	72.00	\$39,504	\$43,515	Ships to Breakers: No Activity	
USG>SPORE	6.05m	6.50m	--	--		
AG>USG/USG>SPORE-AG	--	--	\$66,789	\$73,258		
Suezmax Average Earnings⁺	--	--	\$47,058	\$61,760		
AFRAMAX						
N.SEA>UKC • 80,000	131.50	152.00	\$55,062	\$72,855	Time Charter 1 Year v. 3 Years (\$ day): \$41,000 \$36,000	
BALT>UKC • 100,000	N/A	N/A	N/A	N/A		
CBS>USG • 70,000	260.00	369.00	\$90,521	\$140,928		
USG>UKC • 70,000	224.00	275.00	\$67,903	\$89,220	# Ships Trading: 658	
CBS>USG/USG>UKC-NSEA	--	--	\$124,800	\$170,197	% Fleet on Order: 4.1%	
MED>MED • 80,000	162.50	180.50	\$59,770	\$69,915	Ships to Breakers: No Activity	
AG>SPORE • 80,000	176.50	178.00	\$52,143	\$52,530		
Aframax Average Earnings⁺	--	--	\$72,351	\$94,741		
PANAMAX						
CBS>USAC(USG) • 50,000	218.00	307.00	\$49,585	\$78,664	Time Charter 1 Year v. 3 Years (\$ day): \$40,000 \$33,000	
MED>USG • 55,000	200.00	207.00	\$47,553	\$49,778		
ECU>USWC • 50,000	395.00	396.00	\$104,105	\$104,237	# Ships Trading: 55	
USG>CBS • 50,000	218.00	307.00	\$43,009	\$69,397	% Fleet on Order: 0.0%	
Panamax Average Earnings⁺	--	--	\$57,824	\$76,315	Ships to Breakers: No Activity	
LR2						
AG>JPN • 75,000	151.30	125.50	\$39,571	\$28,608	Time Charter 1 Year v. 3 Years (\$ day): \$42,000 \$33,000	
AG>UKC	3.74m	3.49m	\$42,682	\$37,632		
MED>JPN	2.96m	2.76m	\$24,500	\$20,777	# Ships Trading: 436	
AG>UKC-MED>JPN-AG	--	--	\$41,331	\$36,502	% Fleet on Order: 12.4%	
LR2 Average Earnings⁺	--	--	\$40,157	\$31,237	Ships to Breakers: No Activity	
LR1						
AG>JPN • 55,000	176.50	162.70	\$35,967	\$31,562	Time Charter 1 Year v. 3 Years (\$ day): \$41,000 \$33,000	
AG>UKC	3.40m	3.21m	\$41,680	\$37,734		
UKC>WAFR • 60,000	122.00	113.70	\$24,199	\$21,071	# Ships Trading: 391	
AG>UKC/UKC>WAFR-AG	--	--	\$42,714	\$38,619	% Fleet on Order: 0.8%	
LR1 Average Earnings⁺	--	--	\$39,341	\$35,090	Ships to Breakers: No Activity	
MR						
UKC>USAC • 37,000	136.00	125.50	\$13,161	\$10,677	Time Charter 1 Year v. 3 Years (\$ day): \$32,000 \$25,000	
USG>UKC • 38,000	94.00	83.50	\$4,798	\$2,264		
USG>UKC/UKC>USAC(USG)	--	--	\$14,854	\$11,595	# Ships Trading: 1,942	
USG>CBS (Pozos Colorados)	555k	500k	\$15,742	\$11,969	% Fleet on Order: 5.9%	
USG>CHILE (Coronel)	1.97m	1.86m	\$33,170	\$29,768	Ships to Breakers: No Activity	
CBS>USAC(USG) • 38,000	142.50	135.00	\$19,549	\$17,492		
WCIND>JPN-ROK>SPORE-WCIND	--	--	\$35,727	\$40,401		
MR Average Earnings⁺	--	--	\$20,915	\$19,370		
HANDYSIZE						
MED>EMED • 30,000	149.90	144.20	\$27,190	\$24,982	Time Charter 1 Year v. 3 Years (\$ day): \$27,000 \$20,000	
SPORE>JPN • 30,000	233.20	231.80	\$27,433	\$27,026		
Handysize Average Earnings⁺	--	--	\$27,345	\$26,290	# Ships Trading: 547	
					% Fleet on Order: 2.7%	
					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).

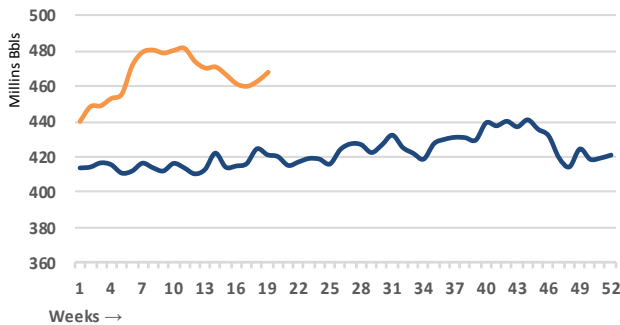
THE WEEK IN CHARTS



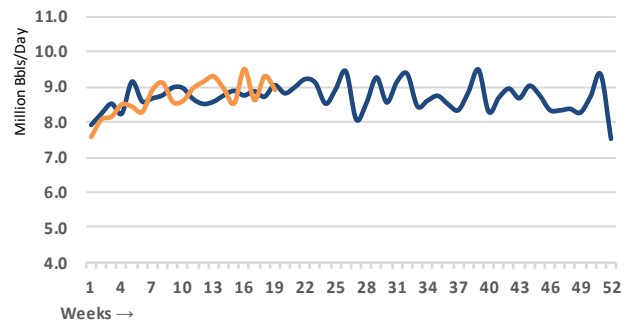
Global Climber of the Week: VLCC (AG>Japan | 270,000mt) | **+34%**



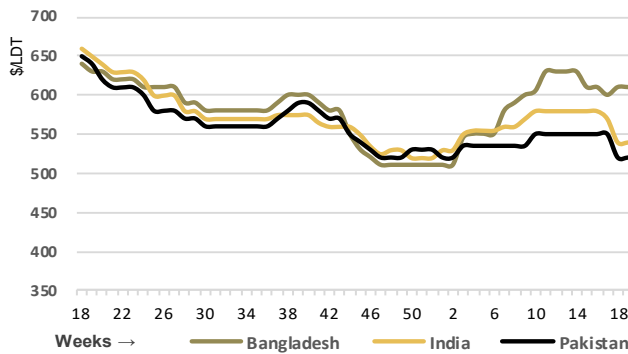
Global Decliner of the Week: LR2 (AG>Far East | 75,000mt) | **-21%**



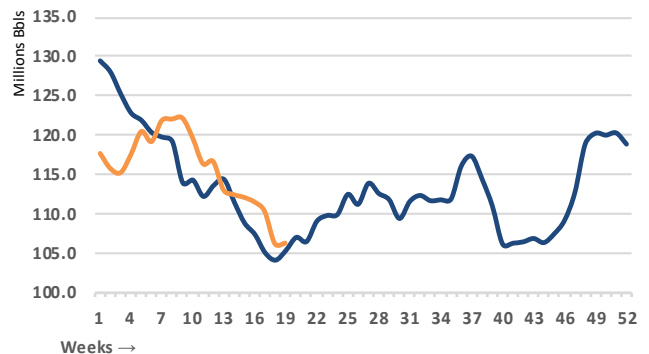
US Crude Oil Stocks (EIA) WTD '23 v. CY '22
Last Week: 467.6m bbls Last Week '23 v. '22: +11.1%



US Gasoline Demand (EIA) WTD '23 v. CY '22
Last Week: 8.908m bbls/day Last Week '23 v. '22: -1.3%



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



Charley's Chart of the Week: Weekly US Distillate Fuel Oil Stocks (EIA)
WTD '23 v. CY '22
Last Week: 106.233m bbls Last Week '23 v. '22: +0.9%

Charles R. Weber Company, Inc. (Stamford)
1055 Washington Blvd.
Stamford, CT 06901
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