



Crude Tanker Comments

VLCCs remain steady, with next done achieving marginally higher levels than last, and still plenty of demand compared to what August is usually like. The AG is nicely busy for both east- and westbound voyages. TD3C is now back up to just shy of WS 60, having recouped the ground lost in the past week or so.

WAF is quieter in comparison, but it is heating up and also here rates have reached again end-July levels. The Americas are very busy, with both the USG and Brazil seeing activity for both east and west bound. TD22 climbed to USD 7.4 Mn, but the sky is the limit really as we expect the bulk of US SPR releases coming online in October and, at the time of writing, just September stems are being worked.

Slow days continue for the Suezmaxes in WAF amid little enquiry and the inevitable, incremental, tonnage build-up. After an inactive first half of the week, activity picked up slightly in the second half, but unfortunately this was not enough to stop rates' slide downwards, with TD20 now at around WS 122.5 levels.

Also, the AG remains quiet with little to report. TD23 is now trading in the WS 62 levels, and with only one stem in the woodwork, it will be difficult to stop the ongoing softening.

Rates for Aframax in the Med have slumped over the course of the week, with the quiet end to last week following into this. Tonnage has built up significantly and a surprisingly few ships are ballasting across the Atlantic to take advantage of the strong USG markets. Sentiment has softened further on the news that there are CPC production issues and, as a result, TD19 is down to WS 175 levels, a drop of roughly 20 points since last week.

Sentiment in the North has also softened, although not to the same extent. Tonnage is healthy, but less abundant and rates in the North Sea has ticked over, with TD7 flat on the week at WS 185 levels. Enquiry for TA voyages remains prominent and more ships are expected to ballast across the Atlantic. TD17 is similarly unchanged, with Baltic/UKC (Russia) assessed at WS 210.

Product Tanker Comments

LR2s in the AG have been floundering for the majority of week but, as of Friday, we have a stable disposition with WS 215 being repeated yesterday for TC1, which matches up with what was also agreed on Monday. Owners have been effective in keeping sentiment as stable as they could despite the scarcity of cargoes to work with.

On the LR1s, charterers have found enough avenues at their disposal to find enough competitive ships to cover their cargoes at flat freight levels. A re-emergence of local contractual liftings has only contributed to some more tightness on the front end of the list, but without enough cargo to properly move things on this week, we can only really conclude that these markets are steady at best. TC5 would be assessed at around WS 260 -265. A lot of owners are looking to keep their vessels local to bide time in the hope that more lucrative longer haul stems will come alive once again.

It was another week of fighting fire as far as MR owners in the Middle East were concerned. Freight levels for TC17 dropped to WS 285. However, it's not all doom and gloom as the end of the week has seen several fresh stems enter the market and cleared the list a bit - we have seen WS 305 on subjects for a prompt TC17. There are still several uncovered cargoes, and owners will be looking to push upwards off the back of this.

The North Asia MRs have a steady week throughout. All the cargoes that came about were quickly covered, and looking at the offers seen this week, it is clear that owners are optimistic as we go forward. Korea/Oz was put on subject multiple times at WS 370-372. Korea/USWC traded at USD 2.8 Mn. Most of the tonnage has been cleared out up till 25th and, therefore, potential for an uptick is very likely if there is more cargo volume coming online next week. Singapore MRs have been relatively quiet all week and the tonnage list is getting longer and longer. It is only a matter of time before charterers start taking advantage of such low freight markets. For now, TC7 was repeated at WS 370, and X-Singapore is at USD 475k levels.

It was a slower week with less overall enquiry for the West MRs, as the tonnage list has started to open out and rates have softened down to WS 335 for TC2. With the US market correcting down, we expect to see a number of ballast positions heading to Europe out past 20 August. Handies have ticked over this week, still trading at WS 500 ex-Russian Baltic and WS 250-255 for X-UKC.

Med Handies had a strong week. Plenty of fixing activity and a tightening list meant that rates shot upwards by circa 100 WS points for TC6, finishing the week at over WS 350. Owners are bullish and things should stay buoyant as we go into the next week.

		BDTI	BCTI	
		1469	1435	
Δ W-O-W		↑Firmer	↑Firmer	
BDA				
(USD/LDT)	TKR/LRG	TKR/MED	TKR/SML	
This week	566.4	567.5	569.3	
Δ W-O-W	-11.2	-11.0	-11.0	
BALTIC TCE DIRTY				
	Route	Qnt	\$ / Day	W-O-W
TD1	ME Gulf / US Gulf	280,000	-9,467	↑Firmer
TD3C	ME Gulf / China	270,000	16,973	↑Firmer
TD6	Black Sea / Med	135,000	63,519	↑Firmer
TD8	Kuwait / Sing.	80,000	36,875	↑Firmer
TD9	Caribs / US Gulf	70,000	76,208	↑Firmer
TD14	Asia / Australia	70,000	46,440	↑Firmer
TD17	Baltic / UKC	100,000	73,967	↑Firmer
TD20	WAF / Cont	130,000	30,206	↓Softer
BALTIC TCE CLEAN				
	Route	Qnt	\$ / WS	W-O-W
TC1	ME Gulf / Japan	75,000	39,365	↓Softer
TC2	Cont / USAC	37,000	36,026	↓Softer
TC5	ME Gulf / Japan	55,000	40,154	↓Softer
TC6	Algeria / EU Med	30,000	WS 347.5	↑Firmer
TC7	Sing. / ECA	30,000	38,797	↓Softer
TC8	ME Gulf / UKC	65,000	57.88	↓Softer
TC9	Baltic / UKC	30,000	WS 499.64	↑Firmer