Tanker Weekly

4– 10 Apr 2026

MB SHIPBROKERS
TRUSTED SINCE 1914

Rates & Prices

USD/day (rates), USD Mn (prices)

Vessel & Route	Spot Rates		Time Charter Rates				Asset Prices	
	10-Apr-26	Change	1 year	Change	3 years	Change	NB Korea	5-year-old
VLCC (ECO) [Basket]	238,409	17,197	110,000	1,500	67,500	500	130.00	135.00
Suezmax (ECO) [Basket]	206,807	-46,707	75,000	2,000	52,500	-1,000	90.00	86.00
Aframax (ECO) [Basket]	179,636	-43,278	65,000	3,000	40,000	-1,000	77.00	73.00
LR2 (ECO) [TC1]	140,151	35,793	60,000	4,000	40,000	-	79.00	75.00
LR1 (ECO) [TC5]	109,999	35,450	40,000	1,500	30,000	-	64.00	53.00
MR (ECO) [West]	73,589	3,323	30,000	-	23,500	-	50.00	46.00
MR (ECO) [East]	56,350	6,264						

Changes are Fri vs. Fri — MB spot rates — All vessels non-scrubber. IMO 3 for MR — Eco-design, tier III and no scrubber

Recent Sales

USD Mn (price)

Vessel	DWT	Built	Yard	Seller	Buyer	Price	Notes
Stena Surprise	158,491	2012	Sungdong	Stena	Undisclosed	High 60s	Scrubber
Asia Ascend	115,444	2004	Samsung	Prospective Maritime	Chinese Buyers	32.50	

Market Developments

- Brent (USD 96.5/bbl) and WTI (USD 98.5/bbl) declined more than 10% this week following the ceasefire announcement, with price movement primarily reflecting a shift in market sentiment rather than an easing of underlying physical tightness. Supply disruptions remain significant, with an estimated 7.5 mb/d of Persian Gulf production shut in during March, increasing to 9.1 mb/d in April. Global imports from the Persian Gulf have fallen sharply to below 2 mb/d, while global onshore inventories have drawn by approximately 10 mb/d, broadly offsetting lost Middle East supply, including rerouted volumes.

- The impact remains regionally uneven, with Asia and the Middle East experiencing the most pronounced dislocation, losing approximately 21% of import volumes since early March. At the same time, Brent's premium to Dubai has widened, reflecting constrained East–West arbitrage driven by longer voyage distances, elevated bunker costs, and increasing VLCC inefficiencies.

- Despite the ceasefire, there are no clear signs of normalization in flows through the Strait of Hormuz. Transit remains heavily restricted, with Iran requiring prior approval, imposing routing constraints, and limiting crossings to approximately 12 vessels per day. Actual transit activity remains minimal, with only a small number of vessels, primarily sanctioned or high-risk cargoes, having passed through the Strait since the ceasefire.

- In the past few days, exports through Hormuz have declined to approximately 1.5 mb/d, or around 8% of normal levels, while total Persian Gulf flows, including pipeline redirections, are estimated at 6.8 mb/d, or roughly 29% of normal. Additional downside risks remain, including reported disruptions to the Saudi East-West pipeline, which could further reduce export capacity.

Source: Reuters

Recent Fixtures

USD/day (rate)

Vessel	DWT	Built	Yard	Period	Rate	Charterer	Notes
C. Creator	299,995	2020	Daewoo	6 Months	RNR	Admic	HOB relet, Scrubber
Navig8 Prestige Jkb	109,995	2019	New Times	5 Months	72,000	Mercuria	Suncor relet, Scrubber
Blackcomb Spirit	108,914	2010	Hudong	12 Months	72,500	Clearlake Shipping	Failed
Clearocean Music	49,703	2018	Vinashin	8-12 Months	30,400	Suncor	Asyad relet
Clearocean Music	49,703	2018	Vinashin	9-12 Months	RNR	Union Maritime	Suncor relet, rate: high 30's
Innovator	38,999	2026	HHI	3-6 Months	RNR	Cargill	Del ex yard
Yas	50,251	2009	SPP	9-12 Months	37,500	Cargill	Del passing Trinidad
Pis Timor	49,999	2026	HHI	12 Months	26,750	Louis Dreyfus	Del ex yard, August