Tanker Weekly

25 Apr – 1 May 2026

MB SHIPBROKERS
TRUSTED SINCE 1914

Rates & Prices

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

Vessel & Route	Spot Rates		Time Charter Rates				Asset Prices	
	1-May-26	Change	1 year	Change	3 years	Change	NB Korea	5-year-old
VLCC (ECO) [Basket]	206,388	-28,548	106,000	-4,000	64,500	-1,500	130.00	140.00
Suezmax (ECO) [Basket]	123,694	-3,056	75,000	-	48,000	-2,000	88.50	88.00
Aframax (ECO) [Basket]	111,262	4,177	62,500	-	40,000	-	77.00	77.00
LR2 (ECO) [TC1]	153,315	-2,778	60,000	-	40,000	-	79.00	79.00
LR1 (ECO) [TC5]	121,450	-12,931	40,000	-	30,000	-	64.00	59.00
MR (ECO) [West]	53,709	-1,899	30,000	-	23,500	-	50.00	49.00
MR (ECO) [East]	62,285	-2,895						

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
Baker Spirit	159,929	2009	Jiangsu Rongsheng	Teekay	Undisclosed	54.00	
Torm Ganga	119,950	2010	Hyundai Samho	Torm	Chinese	53.00	Scrubber
Southern Reverence	108,534	2018	Tsuneishi	Nissen Kaiun	Undisclosed	75.00	Scrubber
Pusaka Borneo	108,459	2018	Tsuneishi	Mitsui	Eurotankers	76.00 – 78.00	Scrubber
Antalya	49,999	2016	SPP	Besiktas	European	40.00	TC attached USD 18.75 k/d until Nov 2026.

Market Developments

- Oil markets are pricing a prolonged disruption to Persian Gulf exports, with the US and Iran showing no signs of progress on lifting their dual blockade. Brent has rallied to a 4-year high of USD 111.5/bbl and WTI to USD 105/bbl as hopes for a durable settlement and Strait reopening fade. The UAE has left OPEC, signaling intent to ramp up output without constraint once geopolitical conditions allow, but such a decision would only begin to impact global supply in the medium term. The worst impacts on oil-importing economies arguably still lie ahead with crude and product inventories drawing down at the current pace. Past oil crises suggest the full hit to activity and employment typically takes 3-6 months to materialize.

- Two months into the Hormuz blockade, oil prices are materially lower than one would expect considering 18 mb/d of crude and products were initially cut off from global markets. China has absorbed the bulk of the shock as oil imports have fallen at least 6 mb/d from pre-war levels, even as onshore crude inventories continued to build at 800 kb/d. Rerouting of MEG crude through Yanbu and Fujairah is delivering 4 mb/d of sustained compensation while Atlantic Basin and Americas exports are running 5 mb/d above January, led by crude, diesel, LPG and naphtha. Roughly half is sourced from storage (including US SPR releases) and not incremental production. These offsets have masked the supply loss but are unlikely to hold. Chinese imports cannot keep falling, Atlantic Basin volumes lean heavily on stocks, and a renewed wave of Asian buying looks imminent. The marginal cost of adjustment is rising, and oil prices should grind higher as long as a reopening of the Strait remains a distant prospect.

- European diesel and jet fuel will be tight through summer. UK inventories may fall to critically low levels, raising rationing risks, while airline cuts already imply a significant drop in European jet demand. Goldman Sachs estimates jet fuel losses of around 500 kb/d, with 50% offset by US and West African flows, particularly Dangote, leaving a 250 kb/d shortfall. Diesel losses are expected to be covered by inventories in the short term.

Source: Reuters

Recent Fixtures

USD/day (rate)

Vessel	DWT	Built	Yard	Period	Rate	Charterer	Notes
Sti Rambla	109,999	2017	Sungdong	15-16 Months	56,000	COSCO	Scrubber, Vitol relet
Sea Scorpion	46,000	2026	Xiamen	3-5 Months	35,000	Vitol	German Tanker relet, del ex yard