Tanker Weekly

22 – 28 Aug 2026

MB SHIPBROKERS
TRUSTED SINCE 1914

Rates & Prices

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

Vessel & Route	Spot Rates		Time Charter Rates				Asset Prices	
	28-Aug-26	Change	1 year	Change	3 years	Change	NB Korea	5-year-old
VLCC (ECO) [Basket]	347,014	20,387	122,500	500	72,500	-500	130.00	157.00
Suezmax (ECO) [Basket]	182,167	-31,429	77,500	500	47,500	-500	90.00	103.00
Aframax (ECO) [Basket]	66,777	-8,457	60,000	1,000	40,000	-	77.00	82.00
LR2 (ECO) [TC1]	138,006	-453	57,500	2,500	40,000	-	79.00	84.00
LR1 (ECO) [TC5]	114,784	3,641	37,500	-	30,000	-	64.00	58.00
MR (ECO) [West]	16,634	-991	28,500	-	23,500	-	52.00	51.00
MR (ECO) [East]	44,240	6,315						
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
Suez Ice Supreme	146,356	2007	Universal	Imeperial Petroleum	Undisclosed	57.00	Scrubber
Minerva Xanthe	50,922	2006	STX	Minerva	Undisclosed	16.00	Ice 1A
Rui Fu Sheng	46,846	2007	Sundong	Chinese	Undisclosed	19.00	

Market Developments

- Brent (USD 89.1/bbl) and WTI (USD 82.9/bbl) are set to fall 5.3% and 4.3% w/w, respectively, despite unresolved US-Iran tensions. On Monday, the US warned countries to cut financial ties with Iran or face secondary sanctions under its “Economic D-Day,” but the Treasury stopped short of imposing penalties. China’s Foreign Ministry responded that its relationship with Iran would not be “disrupted or undermined” by US pressure. Iran continues to attack and blacklist vessels that defy its directives, all while facing mounting domestic fuel shortages. It is also continuing negotiations with Oman on a joint maritime corridor through Hormuz and mine clearance to restore safe navigation. Elsewhere, Russia is preparing to escalate attacks on Ukraine after concluding that peace negotiations have reached a dead end.

- The trend of VLCCs increasingly repositioning towards the Atlantic has partially reversed, with the number of Pacific Basin ballasters heading East of Suez up 15% since August 9. With flows through Hormuz and Bab el-Mandeb still constrained, one explanation is that vessels are positioning for ship-to-ship (STS) transfer opportunities outside these waterways. STS activity has increased lately, helping Hormuz oil flows recover to around 7 mb/d. China has resumed some Middle Eastern crude buying, but only for cargoes outside Hormuz or Bab el-Mandeb. This highlights Chinese buyers’ risk aversion, while suggesting STS could help restore some MEG-China flows.

- Low Middle Eastern flows and Russian fuel export bans continue to tighten refined products supply, particularly in Asia. Asian fuel imports are at 5.59 mb/d in August, 21% below pre-war levels. Singapore diesel and gasoline cracks at USD 70/bbl and USD 20/bbl, respectively, 226% and 159% above pre-war levels. It is also uncertain whether refineries can keep importing crude at current levels. Russian crude exports continue to be disrupted by Ukrainian attacks on Black Sea ports and tankers. China is already buying up most of its Far East grades, prompting India to seek alternative crude supplies from the Middle East, West Africa and even the Americas.

Recent Fixtures

USD/day (rate)

Vessel	DWT	Built	Yard	Period	Rate	Charterer	Notes
Monte Urbasa	156,400	2018	Navantia	12 Months	74,500	ST Shipping	
MH Highlander	114,497	2024	Jiangsu	2 Years	49,000	COSCO	Scrubber
Kk Marlin	77,452	2021	Tsuneishi	5 Years	26,250	ST Shipping	Extension
Sm Falcon	50,017	2017	SHI	2 Years	25,500	Clearlake Shipping	
Challenge Pollux	49,965	2017	HMD	12 Months	27,000	ExxonMobil	Scrubber, extension
Fpmc 33	49,692	2019	GSI	8-10 Months	30,000	Maersk	Scrubber
Cl Marguerite Duras	49,357	2023	NTS	2 Years	26,000	Shell	
Cl George Eliot	49,355	2023	NTS	2 Years	26,000	Shell	
Cl Agatha Christie	49,327	2023	NTS	2 Years	26,000	Shell	
Cl Pearl Buck	49,315	2023	NTS	2 Years	26,000	Shell	
Stingray	39,239	2026	HHI	3-6 Months	24,000	Clearlake Shipping	Del UKC

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