

Sale & Purchase Market Activity – Week 1

Tuesday, 7th of January 2025

Dry Bulk

| Name | DWT | Year | Yard | M/E | Features | US\$ mill | Buyers | BWTS |
|--------------------------|--------|------|---|------------|--------------------|-------------------------|-------------|------|
| BETTYS DREAM | 82.641 | 2008 | Tsuneishi Holdings Corp Tsuneishi Shipbuilding Co - Fukuyama HS | MAN-B&W | | 12.8 | Chinese | Y |
| RU MENG LING | 81.487 | 2010 | Universal Shipbuilding Corp - Maizuru KY | MAN-B&W | | mid 15 | Greek | Y |
| PAN CLOVER | 81.177 | 2012 | New Century Shipbuilding Co Ltd - Jingjiang JS | MAN-B&W | 4 X 35t CRANE | 16.5 | Undisclosed | Y |
| MYTHOS | 74.195 | 2004 | Namura Shipbuilding Co Ltd - Imari SG | B&W | | 8.5 | Vietnamese | Y |
| GLBS MAGIC | 64.195 | 2024 | Nantong COSCO KHI Ship Engineering Co Ltd (NACKS) | MAN-B&W | 4 X 30t CRANE | 25, Sale and BB Back | Japanese | |
| QING DAO GANG DA GANG | 56.444 | 2012 | Qingshan Shipyard - Wuhan HB | MAN-B&W | 4 X 30t CRANE | high 12 | Chinese | Y |
| HIBISCUS | 48.610 | 2002 | The Hakodate Dock Co Ltd | Mitsubishi | 4 X 30t CRANE | 7.4 | Chinese | Y |
| MOMO GLORY | 28.222 | 2014 | I-S Shipyard Co Ltd - Imabari EH | MAN-B&W | 4 X 30.5t CRANE | 12.5 | Greek | Y |

Container

| Name | DWT | TEU | Year | Yard | M/E | Features | US \$ mil | Buyers |
|-------------|--------|-------|------|--|---------|---------------------|--|-------------|
| TASMAN | 67.902 | 5.468 | 2000 | Kvaerner Warnow Werft GmbH - Rostock | Sulzer | | xs 30 | MSC |
| SOFIA I | 63.059 | 5.086 | 2010 | Shanghai Jiangnan Changxing Heavy Industry Co Ltd | MAN-B&W | Ice Strengthened | 41, TC until 5/2025 at 26,850 pd | Chinese |
| CUL QINGDAO | 35.220 | 2.433 | 2023 | Jiangsu Newyangzi Shipbuilding Co Ltd - Jingjiang JS | B&W | | N/A | Greek |
| AS FENJA | 17.281 | 1.223 | 2005 | Peene-Werft GmbH - Wolgast | MAN-B&W | | 8.5 | Chinese |
| KOTA TENAGA | 10.701 | 802 | 2002 | Dae Sun Shipbuilding & Engineering Co Ltd - Busan | B&W | 2 X 40t CRANE | 4.2 | Undisclosed |

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OPTIMA
SHIPPING SERVICES

Sale & Purchase Market Activity – Week 1

Monday, 7th of January 2025

Tanker

| Type | Name | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers | BWTS |
|------------------------|------------|--------|------|------------------------------|----------|-----------------------------|-----------|-------------|------|
| Chemical / Oil Product | DH HONESTY | 13.148 | 2021 | Nantong Tongbao Shipbuilding | Wartsila | IMO II STST ICE CLASS II | 25.6 | Undisclosed | Y |

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Ship Recycling Market Activity – Week 1

Tuesday, 7th of January 2025

| Type | Name | DWT | Year | Yard | LDT | US \$ mil | US \$ mil Per / Tone | Buyers |
|------|---------------|---------|------|---|--------|-----------|----------------------|-------------|
| VLCC | ITAUGUA | 300.361 | 1997 | Mitsubishi Heavy Industries Ltd. - Nagasaki | 48.100 | 21.5 | 477 | India |
| AFRA | ENZO | 105.477 | 1999 | Hyundai Heavy Industries Co Ltd - Ulsan | 17.398 | | N/A | India |
| MR2 | RIALTO | 47.358 | 1998 | 'Uljanik' Brodogradiliste dd - Pula | 9.696 | 4.6 | 476 | India |
| GT | HL PYEONGTAEK | 71.041 | 1995 | Hanjin Heavy Industries Co Ltd - Busan | 28.809 | | | As is Korea |
| CV | MSC ESHA F | 12.854 | 1993 | MTW Schiffswerft GmbH - Wismar | 4.950 | 2.4 | 492 | India |
| GC | MIRAI | 4.869 | 1982 | K.K. Imai Seisakusho - Kamijima | 1.483 | | | Bangladesh |

Weekly Sale & Purchase Assessments As Published By The Baltic Exchange (BSPA) on: 3rd January 2025

Baltic Sale and Purchase Assessments

03/Jan/2025
11:00
London

| Route | Description | Size MT | Value \$ | Change \$ |
|-------------|-------------------------|---------|----------|-----------|
| VLCC | VLCC, 5 years old | 305,000 | 109.678 | 0.034 ↑ |
| VTSPA10 | VLCC, 10 years old | 305,000 | 82.709 | -0.219 ↓ |
| SUEZMAX | Suezmax, 5 years old | 158,000 | 81.123 | 0.179 ↑ |
| STSPA10 | Suezmax, 10 years old | 158,000 | 65.097 | -0.091 ↓ |
| AFRAMAX | Aframax, 5 years old | 115,000 | 71.170 | 0.124 ↑ |
| ATSPA10 | Aframax, 10 years old | 115,000 | 56.168 | -0.199 ↓ |
| MR_PROD_TKR | MR Tanker, 5 years old | 51,000 | 45.511 | -0.064 ↓ |
| MTSPA10 | MR Tanker, 10 years old | 51,000 | 36.875 | -0.104 ↓ |
| CAPE SIZE | Capesize, 5 years old | 180,000 | 59.286 | 0.097 ↑ |
| CDSPA10 | Capesize, 10 years old | 180,000 | 40.620 | -0.088 ↓ |
| PNMX_(DRY) | Panamax, 5 years old | 82,500 | 34.344 | 0.099 ↑ |
| PDSPA10 | Panamax, 10 years old | 82,500 | 24.328 | -0.151 ↓ |
| SUPRAMAX | Ultramax, 5 years old | 63,500 | 32.965 | 0.072 ↑ |
| UDSPA10 | Ultramax, 10 years old | 63,500 | 24.229 | -0.215 ↓ |
| SUPER_HANDY | Supramax, 5 years old | 58,328 | 27.678 | 0.065 ↑ |
| SDSPA10 | Supramax, 10 years old | 58,328 | 20.750 | -0.083 ↓ |
| HANDYSIZE | Handysize, 5 years old | 38,200 | 26.775 | 0.057 ↑ |
| HDSPA10 | Handysize, 10 years old | 38,200 | 18.823 | -0.115 ↓ |

DSPA 3,702 8 ↑

TSPA 7,687 7 ↑

Baltic Indices/Average Earnings – 7 January 2025

| | | | |
|-------------------------|------|-------|--------------------|
| Baltic Dry Index: | 1025 | (-28) | |
| Baltic Capesize Index: | 1218 | (-72) | (TCA\$/day 10.102) |
| Baltic Panamax Index: | 1061 | (0) | (TCA\$/day 09.547) |
| Baltic Supramax Index: | 856 | (-11) | (TCA\$/day 10.814) |
| Baltic Handysize Index: | 532 | (-07) | |

Fr the 38k dwt Bulker - (TCA \$/day 9.581)

*New described capesize bc (182k dwt) of max 10 years old.

Weekly Recycling Indices As Published By The Baltic Exchange (BSRA) on: 3rd January 2025

Dry Recycling Index

6,499 0 →

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|----------|--------------|---------------|
| BC-BDESH-LRG | Large Bulk Carrier, Bangladesh | 20,001+ | 468.167 | 0.500 ↑ |
| BC-IND-LRG | Large Bulk Carrier, India | 20,001+ | 461.417 | 0.000 → |
| BC-PAK-LRG | Large Bulk Carrier, Pakistan | 20,001+ | 452.000 | -1.167 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|---------------------------------|--------------|--------------|---------------|
| BC-BDESH-MED | Medium Bulk Carrier, Bangladesh | 9,001-20,000 | 477.167 | 0.500 ↑ |
| BC-IND-MED | Medium Bulk Carrier, India | 9,001-20,000 | 468.250 | 0.917 ↑ |
| BC-PAK-MED | Medium Bulk Carrier, Pakistan | 9,001-20,000 | 457.833 | -0.334 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|-------------|--------------|---------------|
| BC-BDESH-SML | Small Bulk Carrier, Bangladesh | 5,000-9,000 | 479.083 | -0.334 ↓ |
| BC-IND-SML | Small Bulk Carrier, India | 5,000-9,000 | 471.917 | 0.917 ↑ |
| BC-PAK-SML | Small Bulk Carrier, Pakistan | 5,000-9,000 | 458.500 | -0.333 ↓ |

TSRA

11,506 1 ↑

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|----------|--------------|---------------|
| TKR-BDESH-LRG | Large Tanker, Bangladesh | 30,001+ | 475.250 | 2.083 ↑ |
| TKR-IND-LRG | Large Tanker, India | 30,001+ | 467.167 | 0.000 → |
| TKR-PAK-LRG | Large Tanker, Pakistan | 30,001+ | 458.000 | -1.167 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|---------------------------|---------------|--------------|---------------|
| TKR-BDESH-MED | Medium Tanker, Bangladesh | 15,001-30,000 | 481.917 | 1.000 ↑ |
| TKR-IND-MED | Medium Tanker, India | 15,001-30,000 | 473.000 | 0.083 ↑ |
| TKR-PAK-MED | Medium Tanker, Pakistan | 15,001-30,000 | 462.250 | -1.500 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|--------------|--------------|---------------|
| TKR-BDESH-SML | Small Tanker, Bangladesh | 7,000-15,000 | 486.667 | -0.583 ↓ |
| TKR-IND-SML | Small Tanker, India | 7,000-15,000 | 477.000 | 1.500 ↑ |
| TKR-PAK-SML | Small Tanker, Pakistan | 7,000-15,000 | 467.167 | -2.000 ↓ |

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