

Monday, 27th of January 2025

Sale & Purchase Market Activity - Week 4, 2025

Dry Bulk

| Name | DWT | Year | Yard | M/E | Features | US\$ mill | Buyers | BWTS |
|-------------------|------------|-------------|---|------------|-----------------|------------------------------|---------------|-------------|
| GLOBAL ENTERPRISE | 176.768 | 2010 | Namura Shipbuilding Co Ltd - Imari SG | MAN-B&W | Scrubber | 29 | HMM | Y |
| ANAIS | 76.015 | 2002 | Tsuneishi Shipbuilding Co Ltd - Fukuyama HS | B&W | | high 5 | Chinese | Y |
| FAME | 75.912 | 2004 | Tsuneishi Corp - Fukuyama HS | B&W | | 8.6 | Undisclosed | Y |
| CMB RUBENS | 63.514 | 2018 | Shin Kasado Dockyard Co Ltd - Kudamatsu YC | MAN-B&W | 4 X 30.7t CRANE | 27.6 | Far Eastern | Y |
| PRABHU MIHIKAA | 55.557 | 2005 | Oshima Shipbuilding Co Ltd - Saikai NS | B&W | 4 X 30t CRANE | low 10 | Vietnamese | Y |
| SEACON YOKOHAMA | 13.515 | 2023 | Murakami Hide Zosen K.K. - Imabari | MAN-B&W | 2 x Cranes | 19.9, bss delivery Jan' 2026 | Singaporean | |



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Sale & Purchase Market Activity - Week 4, 2025

Containers

| Name | DWT | TEU | Year | Yard | M/E | Features | US \$ mil | Buyers |
|-----------|--------|-----|------|------------------------------------|---------|---------------|-----------|----------|
| ASIAN ACE | 23.395 | 2 | 2005 | Guangzhou Wenchong Shipyard Co Ltd | MAN-B&W | 2 X 45t CRANE | rgn 9.5 | European |



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Sale & Purchase Market Activity - Week 4, 2025

Tankers

| Type | Name | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers | BWTS |
|----------------|-----------------|---------|------|---|---------|----------|-----------|-------------|------|
| SUEZ | NORDIC APOLLO | 159.988 | 2003 | Samsung Heavy Industries Co Ltd - Geoje | B&W | | 22.5 | UK based | |
| AFRA | CRUDE CENTURION | 112.863 | 2010 | New Times Shipbuilding Co Ltd - Jingjiang JS | MAN-B&W | | high 33 | Undisclosed | Y |
| Chemical / Oil | ALMA MARINE | 9.057 | 2010 | Titan Quanzhou Shipyard Co Ltd - Hui'an County FJ | MAN | IMO II | 8.5 | Turkish | Y |



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Ship Recycling Market Activity - Week 4, 2025

| Type | Name | DWT | Year | Yard | LDT | US \$ mil | US \$ mil Per / Tone | Buyers |
|------|------------------|--------|------|---|--------|-----------|----------------------|------------------------|
| T | MARTHA OPTION | 13.940 | 1993 | Shin Kurushima Dockyard Co. Ltd. - Akitsu | 3.868 | 2.55 | 660 | As is Where is Balewan |
| BC | LEENA | 22.050 | 1994 | Saiki Heavy Industries Co Ltd | 5.552 | 2.4 | 441 | India |
| GT | HYUNDAI GREENPIA | 71.684 | 1996 | Hyundai Heavy Industries Co Ltd - Ulsan | 30.457 | 19.3 | 653 | As is Singapore |



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Weekly S&P Assessments as published by the Baltic Exchange (BSPA) on: 24th January, 2025

| Route | Description | Size MT | Value \$ | Change \$ |
|-------------|-------------------------|---------|----------|-----------|
| VLCC | VLCC, 5 years old | 305,000 | 109.271 | 0.011 ↑ |
| VTSPA10 | VLCC, 10 years old | 305,000 | 81.958 | -0.084 ↓ |
| SUEZMAX | Suezmax, 5 years old | 158,000 | 80.594 | -0.091 ↓ |
| STSPA10 | Suezmax, 10 years old | 158,000 | 64.021 | -0.147 ↓ |
| AFRAMAX | Aframax , 5 years old | 115,000 | 70.115 | -0.158 ↓ |
| ATSPA10 | Aframax, 10 years old | 115,000 | 54.792 | -0.104 ↓ |
| MR_PROD_TKR | MR Tanker, 5 years old | 51,000 | 44.587 | -0.131 ↓ |
| MTSPA10 | MR Tanker, 10 years old | 51,000 | 34.948 | -0.191 ↓ |
| CAPE SIZE | Capesize, 5 years old | 180,000 | 58.506 | -0.304 ↓ |
| CDSPA10 | Capesize, 10 years old | 180,000 | 39.259 | -0.379 ↓ |
| PNMX_(DRY) | Panamax, 5 years old | 82,500 | 33.183 | -0.423 ↓ |
| PDSPA10 | Panamax, 10 years old | 82,500 | 23.763 | -0.320 ↓ |
| SUPRAMAX | Ultramax, 5 years old | 63,500 | 31.561 | -0.796 ↓ |
| UDSPA10 | Ultramax, 10 years old | 63,500 | 22.982 | -0.472 ↓ |
| SUPER_HANDY | Supramax, 5 years old | 58,328 | 27.014 | -0.279 ↓ |
| SDSPA10 | Supramax, 10 years old | 58,328 | 20.080 | -0.287 ↓ |
| HANDYSIZE | Handysize, 5 years old | 38,200 | 25.936 | -0.303 ↓ |
| HDSPA10 | Handysize, 10 years old | 38,200 | 18.259 | -0.254 ↓ |

DSPA 3,616 -33 ↓

TSPA 7,614 -9 ↓

Baltic Indices/Average Earnings – 27 January 2025

| | | | |
|-------------------------|-----|-------|--------------------|
| Baltic Dry Index:1093 | 761 | (-17) | |
| Baltic Capesize Index: | 958 | (-25) | (TCA\$/day 07.946) |
| Baltic Panamax Index: | 759 | (-15) | (TCA\$/day 06.827) |
| Baltic Supramax Index: | 629 | (-10) | (TCA\$/day 05.917) |
| Baltic Handysize Index: | 398 | (-13) | |

Fr the 38k dwt Bulker - (TCA \$/day 7.160)

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



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: BS EN ISO 9001:2008 Certified :
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Weekly S&P Assessments as published by the Baltic Exchange (BSRA) on: 24th January, 2025

Dry Recycling Index

6,357 **-90** ↓

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|----------|--------------|---------------|
| BC-BDESH-LRG | Large Bulk Carrier, Bangladesh | 20,001+ | 457.417 | -7.416 ↓ |
| BC-IND-LRG | Large Bulk Carrier, India | 20,001+ | 453.333 | -5.417 ↓ |
| BC-PAK-LRG | Large Bulk Carrier, Pakistan | 20,001+ | 445.000 | -4.167 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|---------------------------------|--------------|--------------|---------------|
| BC-BDESH-MED | Medium Bulk Carrier, Bangladesh | 9,001-20,000 | 463.250 | -8.750 ↓ |
| BC-IND-MED | Medium Bulk Carrier, India | 9,001-20,000 | 457.917 | -7.875 ↓ |
| BC-PAK-MED | Medium Bulk Carrier, Pakistan | 9,001-20,000 | 447.333 | -5.167 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|-------------|--------------|---------------|
| BC-BDESH-SML | Small Bulk Carrier, Bangladesh | 5,000-9,000 | 464.167 | -9.833 ↓ |
| BC-IND-SML | Small Bulk Carrier, India | 5,000-9,000 | 459.500 | -8.250 ↓ |
| BC-PAK-SML | Small Bulk Carrier, Pakistan | 5,000-9,000 | 448.833 | -4.167 ↓ |

TSRA

11,285 **-152** ↓

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|----------|--------------|---------------|
| TKR-BDESH-LRG | Large Tanker, Bangladesh | 30,001+ | 465.167 | -7.666 ↓ |
| TKR-IND-LRG | Large Tanker, India | 30,001+ | 457.667 | -6.916 ↓ |
| TKR-PAK-LRG | Large Tanker, Pakistan | 30,001+ | 451.583 | -4.000 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|---------------------------|---------------|--------------|---------------|
| TKR-BDESH-MED | Medium Tanker, Bangladesh | 15,001-30,000 | 470.167 | -7.833 ↓ |
| TKR-IND-MED | Medium Tanker, India | 15,001-30,000 | 464.417 | -6.666 ↓ |
| TKR-PAK-MED | Medium Tanker, Pakistan | 15,001-30,000 | 455.333 | -3.334 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|--------------|--------------|---------------|
| TKR-BDESH-SML | Small Tanker, Bangladesh | 7,000-15,000 | 473.333 | -9.417 ↓ |
| TKR-IND-SML | Small Tanker, India | 7,000-15,000 | 466.833 | -6.834 ↓ |
| TKR-PAK-SML | Small Tanker, Pakistan | 7,000-15,000 | 458.667 | -5.166 ↓ |

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