

Monday, 27th of April 2026

Sale & Purchase Market Activity - Week 17, 2026

Dry Bulk

| Name | DWT | Year Built | Yard | Main Engines | Comments | US \$ Mill | Buyers |
|---------------|--------|------------|-----------------|---------------------|-----------------|----------------|-------------|
| CORONA BRAVE | 88.172 | 2006 | Imabari | MAN-B&W 6S60MC | | rgn 13 | Undisclosed |
| ELWAY | 81.911 | 2012 | Jiangsu Eastern | MAN-B&W 5S60MC-C | | 16.2 | Greek |
| PRABHU YUVIKA | 76.310 | 2004 | Sumitomo | MAN-B&W 7S50MC-C | | Undisclosed | Undisclosed |
| PABUR | 76.167 | 2012 | Taizhou Kouan | MAN-B&W 5S60MC-C8 | | 16.5 | Undisclosed |
| AMIS POWER | 64.012 | 2018 | Tsuneishi Cebu | MAN-B&W 6S50ME-B9 | 4 x 36t CRANE | 32.5 | Undisclosed |
| AMSTEL TIGER | 60.454 | 2016 | Oshima | MAN-B&W 6S50ME-B9.3 | 4 x 30t CRANE | high 26 | Undisclosed |
| ASTRA PERSEUS | 58.518 | 2012 | DSME Shandong | MAN-B&W 6S60MC-C8 | 4 x 35t CRANE | 16.8 | Undisclosed |
| SEA CREDENCE | 55.640 | 2010 | Mitsui Tamano | MAN-B&W 6S50MC-C | 4 x 30t CRANE | 16 | Undisclosed |
| VOSCO UNITY | 53.552 | 2004 | Imabari | MAN-B&W 6S50MC-C | 4 x 30.5t CRANE | 8.47 | Japanese |
| VALIANT WAVE | 53.490 | 2005 | Imabari | MAN-B&W 6S50MC-C | 4 x 30.5t CRANE | rgn low/mid 10 | Undisclosed |
| KS GRACE | 36.320 | 2014 | Shikoku | MAN-B&W 6S46MC-C | 4 x 30.5t CRANE | 16.95 | Undisclosed |

Tankers

| Type | Name | DWT | Year Built | Yard | Main Engines | Comments | US \$ Mill | Buyers |
|----------|------------------|---------|------------|-------------------|---------------------|-----------------------------|------------|-------------|
| SUEZMAX | BAKER SPIRIT | 156.929 | 2009 | Jiangsu Rongsheng | MAN-B&W 6S70MC-C | | rgn 53.5 | Undisclosed |
| LR2 | TORM GANGA | 119.950 | 2010 | Hyundai Samho | MAN-B&W 6S70ME-C | | 53 | Chinese |
| MR2 | DAI PHU | 50.530 | 2006 | SPP | Sulzer 7RTA48T-B | | rgn 13.3 | Chinese |
| MR2 | PRO ONYX | 49.999 | 2019 | Hyundai Mipo | MAN-B&W 6G50ME-C9 | Scrubber, Basis TC attached | 40 | Undisclosed |
| MR2 | LEGEND INNOVATOR | 49.990 | 2026 | Taizhou Zhonghang | | Scrubber | 50 | Undisclosed |
| MR2 | CORDOBA | 46.763 | 2007 | Sungdong | MAN-B&W 6S50MC-C | | rgn 17 | Undisclosed |
| MR2 | UOG KYMA | 44.995 | 2011 | Onomichi | MAN-B&W 6S50MC | | 25.5 | Undisclosed |
| CHEM | GINGA SAKER | 20.491 | 2003 | Shin Kurushima | Mitsubishi 6UEC52LA | | 10.8 | Undisclosed |
| CHEM | BRO NISSUM | 16.654 | 2008 | Jiangnan | Wartsila 6L46 | Ice 1A, ML, DPP | 12 | Undisclosed |
| CHEM | NUUK | 16.631 | 2008 | Qiuxin Shipyard | Wartsila 6L46 | Ice 1A, ML, DPP | 12 | Undisclosed |
| SMALL TK | NEONE | 6.137 | 2008 | Aykin Denizcilik | MaK 12M32C | Marineline | 8.3 | Undisclosed |
| SMALL TK | MRC EMIRHAN | 6.128 | 2008 | Aykin Denizcilik | MaK 6M32C | Marineline | 8.3 | Undisclosed |



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Weekly S&P Assessments as published by the Baltic Exchange (BSPA) on: 24TH April 2026

TSPA

8,680 **55** ↑

Tanker

| Route | Description | Size MT | Value \$ | Change \$ |
|-------------|-------------------------|---------|----------|-----------|
| VLCC | VLCC, 5 years old | 305,000 | 136.324 | 0.442 ↑ |
| VLCC | VLCC, 10 years old | 305,000 | 110.519 | 0.434 ↑ |
| SUEZMAX | Suezmax, 5 years old | 158,000 | 89.031 | 0.172 ↑ |
| SUEZMAX | Suezmax, 10 years old | 158,000 | 79.272 | 0.439 ↑ |
| AFRAMAX | Aframax, 5 years old | 115,000 | 75.375 | 1.173 ↑ |
| AFRAMAX | Aframax, 10 years old | 115,000 | 64.413 | 2.017 ↑ |
| MR_PROD_TKR | MR Tanker, 5 years old | 51,000 | 46.480 | 0.438 ↑ |
| MR_PROD_TKR | MR Tanker, 10 years old | 51,000 | 38.033 | 1.003 ↑ |

DSPA

4,210 **16** ↑

Bulker

| Route | Description | Size MT | Value \$ | Change \$ |
|-------------|-------------------------|---------|----------|-----------|
| CAPE SIZE | Capesize, 5 years old | 182,000 | 68.474 | 0.274 ↑ |
| CAPE SIZE | Capesize, 10 years old | 182,000 | 53.525 | 0.515 ↑ |
| PNMX_(DRY) | Panamax, 5 years old | 82,500 | 36.009 | 0.251 ↑ |
| PNMX_(DRY) | Panamax, 10 years old | 82,500 | 29.830 | -0.012 ↓ |
| SUPRAMAX | Ultramax, 5 years old | 63,500 | 35.969 | 0.061 ↑ |
| SUPRAMAX | Ultramax, 10 years old | 63,500 | 28.555 | -0.233 ↓ |
| SUPER_HANDY | Supramax, 10 years old | 58,328 | 23.515 | 0.048 ↑ |
| HANDYSIZE | Handysize, 5 years old | 38,200 | 27.962 | 0.081 ↑ |
| HANDYSIZE | Handysize, 10 years old | 38,200 | 21.851 | 0.153 ↑ |

Baltic Indices/Average Earnings – 27th April 2026

| | | | |
|-------------------------|-------|------|--------------------|
| Baltic Dry Index: | 2,666 | (+1) | |
| Baltic Capesize Index: | 4,282 | (0) | (TCA\$/day 38,837) |
| Baltic Panamax Index: | 1,957 | (-3) | (TCA\$/day 17,617) |
| Baltic Supramax Index: | 1,540 | (+5) | (TCA\$/day 19,468) |
| Baltic Handysize Index: | 802 | (+5) | |

For the 38k dwt Bulker - (TCA \$/day 14,428)



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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 April 2026

Dry Recycling Index

6,282 **14** ↑

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|----------|--------------|---------------|
| BC-BDESH-LRG | Large Bulk Carrier, Bangladesh | 20,001+ | 470.417 | 1.584 ↑ |
| BC-IND-LRG | Large Bulk Carrier, India | 20,001+ | 428.833 | 0.666 ↑ |
| BC-PAK-LRG | Large Bulk Carrier, Pakistan | 20,001+ | 438.917 | 0.834 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|---------------------------------|--------------|--------------|---------------|
| BC-BDESH-MED | Medium Bulk Carrier, Bangladesh | 9,001-20,000 | 474.750 | 1.417 ↑ |
| BC-IND-MED | Medium Bulk Carrier, India | 9,001-20,000 | 436.667 | 0.500 ↑ |
| BC-PAK-MED | Medium Bulk Carrier, Pakistan | 9,001-20,000 | 443.000 | 1.042 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|-------------|--------------|---------------|
| BC-BDESH-SML | Small Bulk Carrier, Bangladesh | 5,000-9,000 | 474.250 | 1.417 ↑ |
| BC-IND-SML | Small Bulk Carrier, India | 5,000-9,000 | 438.333 | 0.666 ↑ |
| BC-PAK-SML | Small Bulk Carrier, Pakistan | 5,000-9,000 | 442.667 | 0.750 ↑ |

TSRA

11,286 **41** ↑

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|----------|--------------|---------------|
| TKR-BDESH-LRG | Large Tanker, Bangladesh | 30,001+ | 484.708 | 3.041 ↑ |
| TKR-IND-LRG | Large Tanker, India | 30,001+ | 441.833 | 1.000 ↑ |
| TKR-PAK-LRG | Large Tanker, Pakistan | 30,001+ | 448.583 | 1.583 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|---------------------------|---------------|--------------|---------------|
| TKR-BDESH-MED | Medium Tanker, Bangladesh | 15,001-30,000 | 486.458 | 1.791 ↑ |
| TKR-IND-MED | Medium Tanker, India | 15,001-30,000 | 447.833 | 0.833 ↑ |
| TKR-PAK-MED | Medium Tanker, Pakistan | 15,001-30,000 | 453.500 | 1.333 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|--------------|--------------|---------------|
| TKR-BDESH-SML | Small Tanker, Bangladesh | 7,000-15,000 | 488.917 | 2.750 ↑ |
| TKR-IND-SML | Small Tanker, India | 7,000-15,000 | 450.417 | 1.167 ↑ |
| TKR-PAK-SML | Small Tanker, Pakistan | 7,000-15,000 | 456.417 | 1.375 ↑ |

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