

SALES & PURCHASE MARKET REPORT

Second-hand Market

Bulk Carriers Reported Sold

| NAME | TYPE | DWT | BUILT | YARD | PRICE | BUYERS | COMMENTS |
|------------------|------|---------|-------|------------------------------|---------|-------------|----------|
| CAPE DREAM | BC | 179,250 | 2011 | Hyundai Heavy Inds - Ulsan | 28.00 | EUROPEAN | |
| OTSL ARTEMIS | BC | 177,736 | 2008 | Shanghai Jiangnan Changxing | 49.00 | GREEK | |
| OTSL ATHENA | BC | 174,109 | 2007 | Shanghai Waigaoqiao Shbldg | EN BLOC | | |
| HELLENIC C | BC | 81,805 | 2014 | Jiangsu Eastern HI | 20.00 | UNDISCLOSED | |
| ATLANTIC HORIZON | BC | 75,709 | 2006 | Sanoyas Hishino Meisho Corp | 12.30 | VIETNAMESE | |
| MH OSLO | BC | 63,050 | 2023 | New Dayang Shipbuilding | 32.50 | UNDISCLOSED | |
| LISTA | BC | 55,868 | 2011 | IHI Marine United - Yokohama | 16.80 | VOSCO | |
| BRIGHT KOWA | BC | 51,156 | 2012 | Imabari Shbldg - Imabari | 16.00 | UNDISCLOSED | |
| FOUR NABUCCO | BC | 34,403 | 2010 | SPP Shipbuilding - Tongyeong | 11.80 | UNDISCLOSED | |
| AGEAN SPIRE | BC | 33,401 | 2008 | Shin Kochi | 11.80 | UNDISCLOSED | |
| GLOBAL AGLAIA | BC | 33,158 | 2016 | Shin Kurushima Onishi | 19.00 | JAPANESE | |
| VICTORIA HARBOUR | BC | 29,100 | 2011 | Yangzhou Nakanishi Shbldg | 22.00 | UNDISCLOSED | |
| UNI CHALLENGE | BC | 29,078 | 2012 | Yangzhou Nakanishi Shbldg | EN BLOC | | |

Tankers / LPG Vessels Reported Sold

| NAME | TYPE | DWT | BUILT | YARD | PRICE | BUYERS | COMMENTS |
|---------------|--------|---------|-------|------------------------------|-----------|-------------|-----------|
| MARAN ARIES | TANKER | 320,871 | 2006 | Daewoo Shipbuilding & Marine | 45.00 | CHINESE | |
| MAERSK BERING | TANKER | 29,057 | 2005 | Guangzhou Shipyard Intl Co | HIGH 15'S | CHINESE | |
| SONGA BREEZE | TANKER | 19,999 | 2009 | Fukuoka Shipbuilding | 24.80 | UNDISCLOSED | ST. STEEL |
| KIISLA | TANKER | 14,750 | 2004 | Viana Do Castelo | - | UNDISCLOSED | |
| SUULA | TANKER | 14,665 | 2005 | Viana Do Castelo | - | UNDISCLOSED | |

Container / Ro-Ro / General Cargo Vessels Reported Sold

| NAME | TYPE | DWT | BUILT | YARD | PRICE | BUYERS | COMMENTS |
|---------------|------|-----|-------|------|-------|--------|----------|
| NONE REPORTED | | | | | | | |

Demolition Market

| NAME | TYPE | DWT | LDT | BUILT | YARD | PRICE/LDT | BUYERS | COMMENTS |
|---------------|------|---------|--------|-------|---------------|-----------|-------------|-----------|
| LADY CEDROS | BC | 151,249 | 17,823 | 1998 | Nippon Kokan | 467 | UNDISCLOSED | |
| JIMEI SHUNHAO | BC | 91,443 | 14,894 | 1995 | Mitsubishi HI | 460 | UNDISCLOSED | AS IS UAE |

Newbuilding Market

| TYPE | NO | SIZE | YARD | DEL | MIL\$ | OWNERS | COMMENTS |
|------|----|------------|-----------------|---------|------------|---------------|----------------|
| BC | 4 | 64,000 DWT | Imabari | 2028/29 | 46.5 EACH | PACIFIC BASIN | DUAL FUEL |
| BC | 3 | 45,000 DWT | Yangzijiang | 2027 | 200 TOTAL | NAVIBULGAR | |
| BC | 3 | 33,000 DWT | Yangzijiang | 2026 | | NAVIBULGAR | |
| CV | 4 | 7,900 TEU | HJ Shipbuilding | 2026/27 | 108.5 EACH | TMS | METHANOL READY |

BALTIC INDICES & STOCK EXCHANGE

BSPA as reported (5 years old Vessels)

| BSPA as reported (5 years old Vessels) | | | | BDA | | | | |
|--|-----------|--------------|-----------|------------|--------|---------------|--------------|-----------|
| Size | Size (MT) | Price in \$m | Sentiment | Type | Place | LDT (LT) | Price \$/LDT | Sentiment |
| VLCC | 305000 | 110.297 | ↑ | TANKERS | SUBCON | 15000 - 25000 | 476.63 | ↑ |
| AFRAMAX | 115000 | 72.358 | ↑ | | | | | |
| MR PRODUCT | 51000 | 38.019 | ↑ | CONTAINERS | SUBCON | 6000 - 10000 | N/A | |
| CAPE SIZE | 180000 | 60.037 | ↑ | | | | | |
| PANAMAX | 82500 | 34.735 | ↑ | BULKERS | SUBCON | 7000 - 12000 | 469.94 | ↑ |
| SUPRAMAX | 58328 | 28.254 | ↑ | | | | | |

Sale and Purchase Index

| TYPE | Value | TYPE | Value |
|------|--------|------|---------|
| DSPA | 3.760* | DSRA | 6.540* |
| BSPA | | TSRA | 11.584* |
| TSPA | 7.776* | BSRA | |

Recycling Index

Newbuilding Index

| TYPE | Value |
|------|--------|
| BNBI | |
| DNBI | 5.089* |
| TNBI | 7.790* |

Dry BC Baltic Indices

| Date | BALTIC DRY INDEX BDI | BALTIC CAPE INDEX BCI | BALTIC PMX INDX BPI | BALTIC SUPRAMAX BSI | BALTIC HANDYSIZE BHSI |
|----------|----------------------|-----------------------|---------------------|---------------------|-----------------------|
| This WK | 1298 | 1973 | 1009 | 979 | 657 |
| Week Ch. | -231 | -640 | -59 | -5 | -11 |
| Previous | 1529 | 2613 | 1068 | 984 | 668 |

Dry BC Baltic Time Charter Weighted Average routes

| Date | CAPE 180K T/C AVE in \$ | TESS 82K T/C AVE in \$ | LME 74K T/C AVE in \$ | SUPRA 63K T/C AVE in \$ | HANDY 38K T/C AVE in \$ |
|----------|-------------------------|------------------------|-----------------------|-------------------------|-------------------------|
| This WK | 16363 | 9079 | 7743 | 12374 | 11817 |
| Week Ch, | -5310 | -535 | -424 | -70 | -202 |
| Prev, WK | 21673 | 9614 | 8167 | 12444 | 12019 |

Dry BC Time Charter Period indicative ideas (on Average)

| Date | CAPE 180k in \$ | KAMSAR 82k in \$ | PANAMAX 76k in \$ | UMAX in \$ | SUPRA TESS 58k \$ | HANDY 32k in \$ |
|-------|-----------------|------------------|-------------------|--------------------------|--------------------------|-----------------|
| SHORT | 15,000 | 10,500 | 9,500 | ATL 13,500 PAC 13,500 | ATL 11,500 PAC 11,500 | N/A |
| 1-YR | 20,000 | 11,500 | 10,500 | ATL 13,000 PAC 13,000 | ATL 12,000 PAC 12,000 | N/A |
| 2-YRS | N/A | N/A | N/A | N/A | N/A | N/A |
| 5-YRS | N/A | N/A | N/A | N/A | N/A | N/A |

| Date | Baltic DIRTY Tanker Index | Baltic CLEAN Tanker Index | VLCC TCE in \$ | SUEZ TCE in \$ | AFRA TCE in \$ | MR ATLANTIC TC routes in \$ |
|----------|---------------------------|---------------------------|----------------|----------------|----------------|-----------------------------|
| This WK | 890 | 620 | 30.129 | 32.929 | 26.469 | 22.688 |
| Week Ch. | -15 | -85 | -3787 | 6726 | -170 | -5784 |
| Previous | 905 | 705 | 33.916 | 26.203 | 26.639 | 28.472 |

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 Email Address: snp@carriers.gr, capespms@carriers.gr, handy@carriers.gr

BALTIC INDICES & STOCK EXCHANGE

Greek-Listed Companies Traded in the US Stock Exchange

| TICKER | TITLE OF SHARE | LAST TRADED | CHANGE | PAST WEEK | MARKET CAP | EPS | P/E |
|----------------------|----------------------------------|-------------|--------|-----------|------------|--------|--------|
| CMRE | Costamare Inc. | 13.20 | -1.09 | 14.29 | 1.595B | 3.01 | 4.49 |
| CPLP | Capital Product Partners L.P. | - | - | - | - | - | - |
| DAC | Danaos Corporation | 79.38 | -6.53 | 85.91 | 1.535B | 28.89 | 2.89 |
| DLNG | Dynagas LNG Partners LP | 4.66 | 0.18 | 4.48 | 171.498M | 0.9600 | 4.28 |
| DSX | Diana Shipping Inc. | 1.78 | -0.36 | 2.14 | 222.831M | 0.0500 | 1.93 |
| ESEA | Euroseas Ltd. | 38.10 | -2.4 | 40.50 | 271.215M | 16.28 | 2.99 |
| GASS | StealthGas Inc. | 5.43 | -0.62 | 6.05 | 203.547M | 1.77 | 3.59 |
| GLBS | Globus Maritime Limited | 1.60 | 0.1 | 1.50 | 32.932M | 0.3300 | -40.00 |
| LPG | Dorian LPG Ltd. | 24.47 | -1.27 | 25.74 | 1.047B | 5.87 | 6.26 |
| NMM | Navios Maritime Partners L.P. | 48.44 | -3.36 | 51.80 | 1.444B | 13.17 | 2.70 |
| PXS | Pyxis Tankers Inc. | 3.77 | -0.31 | 4.08 | 40.771M | 2.7900 | 2.58 |
| SB | Safe Bulkers, Inc. | 3.87 | -0.3 | 4.17 | 413.231M | 0.9000 | 5.53 |
| SBLK | Star Bulk Carriers Corp. | 17.32 | -1.31 | 18.63 | 2.069B | 2.93 | 3.81 |
| SHIP | Seenergy Maritime Holdings Corp. | 8.08 | -0.26 | 8.34 | 166.577M | 2.39 | 3.10 |
| TNP | - | - | - | - | - | - | - |
| TOPS | Top Ships Inc. | 7.59 | -0.26 | 7.85 | 35.113M | -13.56 | 3.47 |

Quote of the day: "Time is the most valuable thing a man can spend." Theophrastus 371 BC – 287 BC, Ancient Greek Philosopher and Naturalist.

Carriers Chartering S&P Department

This report is performed to the best of our knowledge based on the market conditions prevailing at the time mentioned. The report relates solely to the date/place referred to and we emphasize that it is a statement of information collected from various market sources. All particulars above are from information given to us and such information as we have been able to obtain from relevant references in our possession but we can accept no responsibility and we bear no liability for any loss or damage incurred to any persons acting upon this report.

