

Sale & Purchase Market Activity – Week 30

Monday, 29th of July 2024

Dry Bulk

| Name | DWT | Year | Yard | M/E | Features | US\$ mill | Buyers | BWTS |
|-------------------|---------|------|------------------------------------------------------------|---------------|-----------------|------------------------------------------------------|----------------|------|
| FOMENTO TWO | 206.960 | 2017 | Daehan Shipbuilding Co Ltd - Hwawon (Haenam Shipyard) | MAN-B&W (ECO) | Scrubber | 60, with charter until Q3 next year at 130% of index | Pan Ocean | |
| SEA TRIUMPH | 181.415 | 2012 | Koyo Dockyard Co Ltd - Mihara HS | MAN-B&W | | rgn 36 | Undisclosed | Y |
| HERUN GLOBAL | 181.056 | 2016 | Shanghai Waigaoqiao Shipbuilding Co Ltd | MAN-B&W (ECO) | | mid 49 | Greek | Y |
| HL BALTIMORE | 177.489 | 2006 | Mitsui Eng. & SB. Co. Ltd., Chiba Works - Ichihara | MAN-B&W | | 22, TC back at USD 21K/day for 9/11 months | Far Eastern | Y |
| GREAT NAVIGATOR | 176.303 | 2006 | Universal Shipbuilding Corp - Tsu ME | MAN-B&W | | 19 | Chinese | Y |
| XING DE HAI | 82.204 | 2017 | Oshima Shipbuilding Co Ltd - Saikai NS | MAN-B&W (ECO) | | 37 | Indian | |
| YU QIANG | 81.608 | 2012 | No 4807 Shipyard of PLA - Fu'an FJ | MAN-B&W | FS Ice Class II | 17.5 | Greek | Y |
| ALIYAH PERTIWI | 73.461 | 2001 | Tsuneishi Shipbuilding Co Ltd - Fukuyama HS | B&W | 4 X 30t CRANE | 8 | Chinese | Y |
| CENTURY ZHENGZHOU | 63.550 | 2024 | Nantong Xiangyu Shipbuilding & Offshore Engineering Co Ltd | MAN-B&W (ECO) | 4 X 30t CRANE | 38.3 | North European | |
| SWANSEA | 63.310 | 2015 | Yangzhou Dayang Shipbuilding Co Ltd | MAN-B&W | 4 X 35t CRANE | 25.5 | Greek | Y |
| HEILAN CRUISER | 56.922 | 2012 | Shanghai Shipyard Co Ltd - Shanghai | MAN-B&W | 4 X 35t CRANE | xs 14 | Far Eastern | Y |
| IONIC STORM | 56.032 | 2005 | Mitsui Eng. & SB. Co. Ltd., Chiba Works - Ichihara | MAN-B&W | 4 X 30t CRANE | low 13 | Greek | Y |
| VIMC GREEN | 47.271 | 1997 | Oshima Shipbuilding Co Ltd - Saikai NS | Mitsubishi | 4 X 30t CRANE | N/A | Undisclosed | Y |
| SEA SMILE | 38.109 | 2012 | Shimanami Shipyard Co Ltd - Imabari EH | MAN-B&W | 4 X 30.5t CRANE | 17 | Undisclosed | Y |

:: Member of BIMCO and the Baltic Exchange ::

Sale & Purchase Market Activity – Week 30

Monday, 29th of July 2024Container

| Name | DWT | TEU | Year | Yard | M/E | Features | US \$ mil | Buyers |
|-------------------|--------|-------|------|---------------------------------------|----------|----------|----------------------|--------|
| KMARIN ATLANTICA* | 66.347 | 4.582 | 2013 | Hyundai Samho Heavy Industries Co Ltd | Wartsila | | en - bloc at 53 each | MSC |
| KMARIN AZUR* | 66.347 | 4.622 | 2013 | Hyundai Samho Heavy Industries Co Ltd | Wartsila | | | |

Tanker

| Type | Name | DWT | Year | Yard | M/E | Features | US\$ mil | Buyers | BWTS |
|----------|-------------------|--------|------|---------------------------------------------------|---------|------------|---------------|-------------|------|
| MR2 | GREEN SEA | 50.927 | 2014 | Dae Sun Shipbuilding & Engineering Co Ltd - Busan | MAN-B&W | IMO II/III | 38.75 | Undisclosed | Y |
| MR2 | GRACE LEO | 47.409 | 2009 | Onomichi Dockyard Co Ltd - Onomichi HS | MAN-B&W | | 28.5 | Undisclosed | Y |
| MR2 | NCC TABUK | 45.963 | 2006 | Hyundai Mipo Dockyard Co Ltd - Ulsan | MAN-B&W | IMO II | rgn 22 | Undisclosed | |
| MR1 | SUGAR | 42.721 | 2002 | Hyundai Mipo Dockyard Co Ltd - Ulsan | B&W | IMO II/III | mid 14 | Undisclosed | Y |
| Chemical | BRAVELY SINCERITY | 14.445 | 2010 | Yangzhou Kejin Shipyard Co Ltd | MAN | IMO II | mid / high 14 | Undisclosed | Y |

:: Member of the Hellenic Shipbrokers Association ::

Ship Recycling Market Activity – Week 30

Monday, 29th of July 2024

“No Demo Activity to Report”

Weekly Sale & Purchase Assessments As Published By The Baltic Exchange (BSPA) on: 26th July 2024

Baltic Sale and Purchase Assessments

26/Jul/2024

11:00

London

| Route | Description | Size (MT) | Value | Change |
|-------------|-------------------------|------------|----------------|----------|
| VLCC | VLCC, 5 years old | 305,000 mt | 109.923 \$ mil | -0.045 ↓ |
| SUEZMAX | Suezmax, 5 years old | 158,000 mt | 83.300 \$ mil | 0.018 ↑ |
| AFRAMAX | Aframax, 5 years old | 115,000 mt | 72.873 \$ mil | 0.083 ↑ |
| MR_PROD_TKR | MR Tanker, 5 years old | 51,000 mt | 46.422 \$ mil | 0.007 ↑ |
| CAPE SIZE | Capesize, 5 years old | 180,000 mt | 59.790 \$ mil | 0.103 ↑ |
| PNMX_(DRY) | Panamax, 5 years old | 82,500 mt | 37.515 \$ mil | 0.205 ↑ |
| SUPRAMAX | Ultramax, 5 years old | 63,500 mt | 35.254 \$ mil | 0.06 ↑ |
| SUPER_HANDY | Supramax, 5 years old | 58,328 mt | 29.057 \$ mil | 0.014 ↑ |
| HANDYSIZE | Handysize, 5 years old | 38,200 mt | 28.396 \$ mil | 0.017 ↑ |
| VTSPA10 | VLCC, 10 years old | 305,000 mt | 83.616 \$ mil | 0.012 ↑ |
| STSPA10 | Suezmax, 10 years old | 158,000 mt | 67.583 \$ mil | -0.021 ↓ |
| ATSPA10 | Aframax, 10 years old | 115,000 mt | 59.208 \$ mil | 0.053 ↑ |
| MTSPA10 | MR Tanker, 10 years old | 51,000 mt | 38.586 \$ mil | 0.16 ↑ |
| CDSPA10 | Capesize, 10 years old | 180,000 mt | 43.417 \$ mil | 0.194 ↑ |
| PDSPA10 | Panamax, 10 years old | 82,500 mt | 29.619 \$ mil | 0.01 ↑ |
| UDSPA10 | Ultramax, 10 years old | 63,500 mt | 28.131 \$ mil | 0.053 ↑ |
| SDSPA10 | Supramax, 10 years old | 58,328 mt | 23.740 \$ mil | -0.01 ↓ |
| HDSPA10 | Handysize, 10 years old | 38,200 mt | 21.283 \$ mil | -0.058 ↓ |

Dry Sale and Purchase Index

3,869 9 ↑

Tanker Sale and Purchase Index

7,813 2 ↑

Baltic Indices/Average Earnings – 29 July 2024

| | | | |
|-------------------------|------|-------|--------------------|
| Baltic Dry Index: | 1797 | (-11) | |
| Baltic Capesize Index: | 2582 | (-32) | (TCA\$/day 21.411) |
| Baltic Panamax Index: | 1792 | (0) | (TCA\$/day 16.132) |
| Baltic Supramax Index: | 1383 | (-03) | (TCA\$/day 15.216) |
| Baltic Handysize Index: | 759 | (0) | |

Fr the 38k dwt Bulker - (TCA \$/day 13.670)

Weekly Recycling Indices As Published By The Baltic Exchange (BSRA) on: 26th July 2024

Baltic Ship Recycling Dry Assessments

26/Jul/2024
11:00
London

Dry Recycling Index

7,069 -84 ↓

| Route | Description | LDT (LT) | Value | Change |
|--------------|---------------------|---------------|---------------------------------|----------|
| BC-BDESH-LRG | Delivery Bangladesh | 20001 & above | 507.417 \$/long ton light displ | -5.75 ↓ |
| BC-IND-LRG | Delivery India | 20001 & above | 497.333 \$/long ton light displ | -6.5 ↓ |
| BC-PAK-LRG | Delivery Pakistan | 20001 & above | 499.542 \$/long ton light displ | -5.541 ↓ |

| Route | Description | LDT (LT) | Value | Change |
|--------------|---------------------|--------------|---------------------------------|----------|
| BC-BDESH-MED | Delivery Bangladesh | 9001 - 20000 | 514.833 \$/long ton light displ | -5 ↓ |
| BC-IND-MED | Delivery India | 9001 - 20000 | 504.250 \$/long ton light displ | -6.583 ↓ |
| BC-PAK-MED | Delivery Pakistan | 9001 - 20000 | 506.583 \$/long ton light displ | -6.584 ↓ |

| Route | Description | LDT (LT) | Value | Change |
|--------------|---------------------|-------------|---------------------------------|----------|
| BC-BDESH-SML | Delivery Bangladesh | 5000 - 9000 | 516.833 \$/long ton light displ | -4.834 ↓ |
| BC-IND-SML | Delivery India | 5000 - 9000 | 505.833 \$/long ton light displ | -6.25 ↓ |
| BC-PAK-SML | Delivery Pakistan | 5000 - 9000 | 507.375 \$/long ton light displ | -6.625 ↓ |

Baltic Ship Recycling Tanker Assessments

26/Jul/2024
11:00
London

Tanker Recycling Index

12,538 -124 ↓

| Route | Description | LDT (LT) | Value | Change |
|---------------|---------------------|---------------|---------------------------------|----------|
| TKR-BDESH-LRG | Delivery Bangladesh | 30001 & above | 511.417 \$/long ton light displ | -5.25 ↓ |
| TKR-IND-LRG | Delivery India | 30001 & above | 505.833 \$/long ton light displ | -2.417 ↓ |
| TKR-PAK-LRG | Delivery Pakistan | 30001 & above | 508.000 \$/long ton light displ | -5.75 ↓ |

| Route | Description | LDT (LT) | Value | Change |
|---------------|---------------------|---------------|---------------------------------|----------|
| TKR-BDESH-MED | Delivery Bangladesh | 15001 - 30000 | 520.333 \$/long ton light displ | -7.167 ↓ |
| TKR-IND-MED | Delivery India | 15001 - 30000 | 512.208 \$/long ton light displ | -4.375 ↓ |
| TKR-PAK-MED | Delivery Pakistan | 15001 - 30000 | 513.500 \$/long ton light displ | -6.333 ↓ |

| Route | Description | LDT (LT) | Value | Change |
|---------------|---------------------|--------------|---------------------------------|----------|
| TKR-BDESH-SML | Delivery Bangladesh | 7000 - 15000 | 523.542 \$/long ton light displ | -6.208 ↓ |
| TKR-IND-SML | Delivery India | 7000 - 15000 | 514.750 \$/long ton light displ | -4.417 ↓ |
| TKR-PAK-SML | Delivery Pakistan | 7000 - 15000 | 518.833 \$/long ton light displ | -5.834 ↓ |

"Whilst care has been taken in the production of this Sale & Purchase Report all information (which includes all assessments and/or additional data and is hereafter referred to as "information") is for general use and not designated to be used for a specific purpose. The information contains market data that was derived from the shipping industry. Although we take meticulous care to avoid any errors and omissions in the information contained herein, the accuracy of the same can by no means be guaranteed nor we bear any liability whatsoever, for any third party who seeks to rely on or use the information."