

Monday, 14th of April 2025

Sale & Purchase Market Activity - Week 15, 2025

Dry Bulk

| Name | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers |
|-----------------|--------|------|---|----------|--------------------------------|-------------|-------------|
| SHUN FU DA | 82,849 | 2006 | Tsuneishi Corp - Fukuyama HS | MAN-B&W | | region 11.5 | Undisclosed |
| SANTA MARIA | 75,825 | 2008 | Jiangsu Rongsheng Shipbuilding Co Ltd - Rugao JS | MAN-B&W | | 10.5 | Chinese |
| MAPLEGATE* | 63,449 | 2019 | Iwagi Zosen Co Ltd - Kamijima EH | MAN-B&W | 4 X 30.7t CRANE | 63 | Indonesian |
| OAKGATE* | 60,407 | 2018 | Oshima Shipbuilding Co Ltd - Saikai NS | MAN-B&W | 4 X 30t CRANE | | |
| AMIS WISDOM III | 61,527 | 2011 | Shin Kasado Dockyard Co Ltd - Kudamatsu YC | MAN-B&W | 4 X 30.5t CRANE | region 17.5 | Greek |
| EMMANUEL C | 58,837 | 2008 | Tsuneishi Group (Zhoushan) Shipbuilding Inc - Daishan County ZJ | MAN-B&W | 4 X 30t CRANE | 11.8 | Chinese |
| IMKE SELMER | 55,869 | 2011 | IHI Marine United Inc - Kure HS | Wartsila | 4 X 30t CRANE 4 X 35t CRANE | N/A | Undisclosed |
| EQUINOX SEAS | 52,009 | 2003 | Brodosplit - Brodogradiliste doo - Split | B&W | 4 X 35t CRANE | 8.45 | Undisclosed |
| BUNUN HERO | 37,811 | 2015 | Shimanami Shipyard Co Ltd - Imabari EH | MAN-B&W | 4 X 30.5t CRANE | 18.5 | Turkish |
| SEASTAR VENTURE | 32,500 | 2012 | Zhejiang Hongxin Shipbuilding Co Ltd - Taizhou ZJ | MAN-B&W | 4 X 30t CRANE | 9.2 | Undisclosed |



Member of BIMCO & the Baltic Exchange

Monday, 14th of April 2025

Sale & Purchase Market Activity - Week 15, 2025

Containers

| Name | TEU | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers |
|-------------------------|-------|--------|------|--|------------|---------------|----------------|-------------|
| SSG EDWARD A. CARTER JR | 3,739 | 51,087 | 2001 | Samsung Heavy Industries Co Ltd - Geoje | Sulzer | 2 X 45t CRANE | 27 | Undisclosed |
| PROTOSTAR N | 2,742 | 37,904 | 2007 | Aker MTW Werft GmbH - Wismar | Mitsubishi | | 19 | Undisclosed |
| XIN XIN TIAN 2 | 2,483 | 33,662 | 2007 | Naikai Zosen Corp - Onomichi HS (Innoshima Shipyard) | MAN-B&W | | 25 | Undisclosed |
| TASMAN STRAIT* | 1,713 | 22,314 | 2008 | CSBC Corp, Taiwan - Keelung | MAN-B&W | 2 X 40t CRANE | region 17 each | Undisclosed |
| TORRES STRAIT* | 1,713 | 22,314 | 2008 | CSBC Corp, Taiwan - Keelung | MAN-B&W | 2 X 40t CRANE | | |
| A SUWA | 1,096 | 11,817 | 2024 | Kyokuyo Shipyard Corp - Shimonoseki YC | | | 25 | Undisclosed |
| NORDIC HAMBURG | 1,036 | 13,000 | 2010 | Jiangdong Shipyard - Wuhu AH | MaK | | 13 | Undisclosed |
| DIANA J | 974 | 11,005 | 2006 | Detlef Hegemann Rolandwerft GmbH & Co. KG - Berne | MaK | 2 X 45t CRANE | 9.7 | Undisclosed |



Member of BIMCO & the Baltic Exchange

Monday, 14th of April 2025

Sale & Purchase Market Activity - Week 15, 2025

Tankers

| Type | Name | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers |
|----------------------------|---------------|---------|------|--|----------|------------------------------|--------------|-------------|
| VLCC | NIERUS | 317,972 | 2003 | Hyundai Heavy Industries Co Ltd - Ulsan | B&W | | excess 30 | Chinese |
| VLCC | HANSIKA | 298,495 | 2006 | Universal Shipbuilding Corp - Nagasu KM (Ariake Shipyard) | MAN-B&W | Scrubber | 46 | Chinese |
| MR2 | DAI AN | 50,530 | 2007 | SPP Shipbuilding Co Ltd - Tongyeong | Wartsila | IMO II/III | 14.75 | Undisclosed |
| Chemical / Oil Products | DH HONESTY | 13,148 | 2021 | Nantong Tongbao Shipbuilding Co Ltd - Rugao JS | Wartsila | IMO II Stainless Steel | 20.5 | Undisclosed |
| Chemical / Oil Products | SONGA KARI | 13,148 | 2008 | 21st Century Shipbuilding Co Ltd - Tongyeong | MAN-B&W | IMO II | 10.8 | Far Eastern |



Member of BIMCO & the Baltic Exchange

Monday, 14th of April 2025

Ship Recycling Market Activity - Week 15, 2025

| Type | Name | DWT | Year | Yard | LDT | US \$ mil | US \$ mil Per / Tone | Buyers |
|------|--------------------|---------|------|--|--------|-----------|-------------------------|--------------------|
| BC | FIRSTEC | 34,074 | 1997 | Imabari Shipbuilding Co Ltd - Marugame KG (Marugame Shipyard) | | 3.38 | 425 | As is Hong kong |
| BC | NEPTUNE STAR 25 | 25,398 | 1996 | Imabari Shipbuilding Co Ltd - Imabari EH (Imabari Shipyard) | 5,471 | | | Pakistan |
| BC | DSM STAR | 23,645 | 2008 | Chengxi Shipyard Co Ltd - Jiangyin JS | 8,110 | 3.63 | 448 | Pakistan |
| CV | GLUON | 7,196 | 1995 | Hakata Zosen K.K. - Imabari | | | | India |
| CV | ALASA | 7,073 | 1998 | J.J. Sietas KG Schiffswerft GmbH & Co. - Hamburg | 2,992 | | | Turkey |
| GC | IRKUTSK | 3,146 | 1979 | Estaleiros Navais de Viana do Castelo S.A. - Viana do Castelo | 1,604 | 0.433 | 270 | Turkey |
| T | AURO | 111,006 | 2005 | Hyundai Samho Heavy Industries Co Ltd - Samho | 20,008 | | | India |
| T | KING HUNG No. 2 | 2,259 | 1981 | Kurinoura Dockyard Co Ltd - Yawatahama EH | | | | Bangladesh |



⋮
⋮
⋮

Member of BIMCO & the Baltic Exchange

⋮
⋮
⋮



Weekly S&P Assessments as published by the Baltic Exchange (BSPA) on: 11th April, 2025

| Route | Description | Size MT | Value \$ | Change \$ |
|-------------|-------------------------|---------|----------|-----------|
| VLCC | VLCC, 5 years old | 305,000 | 109.462 | -0.023 ↓ |
| VLCC | VLCC, 10 years old | 305,000 | 81.859 | -0.055 ↓ |
| SUEZMAX | Suezmax, 5 years old | 158,000 | 78.394 | -0.030 ↓ |
| SUEZMAX | Suezmax, 10 years old | 158,000 | 61.818 | -0.074 ↓ |
| AFRAMAX | Aframax, 5 years old | 115,000 | 65.125 | -0.350 ↓ |
| AFRAMAX | Aframax, 10 years old | 115,000 | 51.319 | -0.522 ↓ |
| MR_PROD_TKR | MR Tanker, 5 years old | 51,000 | 41.764 | -0.174 ↓ |
| MR_PROD_TKR | MR Tanker, 10 years old | 51,000 | 32.843 | 0.246 ↑ |
| CAPE SIZE | Capesize, 5 years old | 180,000 | 60.318 | 0.299 ↑ |
| CAPE SIZE | Capesize, 10 years old | 180,000 | 41.534 | -0.063 ↓ |
| PNMX_(DRY) | Panamax, 5 years old | 82,500 | 32.320 | -0.036 ↓ |
| PNMX_(DRY) | Panamax, 10 years old | 82,500 | 23.045 | -0.404 ↓ |
| SUPRAMAX | Ultramax, 5 years old | 63,500 | 31.283 | 0.418 ↑ |
| SUPRAMAX | Ultramax, 10 years old | 63,500 | 22.725 | 0.033 ↑ |
| SUPER_HANDY | Supramax, 5 years old | 58,328 | 26.600 | 0.029 ↑ |
| SUPER_HANDY | Supramax, 10 years old | 58,328 | 19.994 | 0.009 ↑ |
| HANDYSIZE | Handysize, 5 years old | 38,200 | 25.030 | -0.079 ↓ |
| HANDYSIZE | Handysize, 10 years old | 38,200 | 17.943 | 0.136 ↑ |

DSPA

3,607 6 ↑

TSPA

7,369 -14 ↓

Baltic Indices/Average Earnings – 14 April 2025

| | | | |
|-------------------------|------|-------|--------------------|
| Baltic Dry Index:1093 | 1282 | (+08) | |
| Baltic Capesize Index: | 1827 | (+24) | (TCA\$/day 15,148) |
| Baltic Panamax Index: | 1190 | (+04) | (TCA\$/day 10,712) |
| Baltic Supramax Index: | 936 | (-03) | (TCA\$/day 09,802) |
| Baltic Handysize Index: | 577 | (-05) | |

For the 38k dwt Bulker - (TCA \$/day 10,389)

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



BS EN ISO 9001:2008 Certified



Weekly S&P Assessments as published by the Baltic Exchange (BSRA) on: 11th April, 2025

Dry Recycling Index

6,351 57 ↑

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|----------|--------------|---------------|
| BC-BDESH-LRG | Large Bulk Carrier, Bangladesh | 20,001+ | 461.667 | 4.042 ↑ |
| BC-IND-LRG | Large Bulk Carrier, India | 20,001+ | 449.167 | 3.459 ↑ |
| BC-PAK-LRG | Large Bulk Carrier, Pakistan | 20,001+ | 444.333 | 3.666 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|---------------------------------|--------------|--------------|---------------|
| BC-BDESH-MED | Medium Bulk Carrier, Bangladesh | 9,001-20,000 | 466.542 | 4.125 ↑ |
| BC-IND-MED | Medium Bulk Carrier, India | 9,001-20,000 | 451.917 | 3.459 ↑ |
| BC-PAK-MED | Medium Bulk Carrier, Pakistan | 9,001-20,000 | 446.750 | 4.500 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|-------------|--------------|---------------|
| BC-BDESH-SML | Small Bulk Carrier, Bangladesh | 5,000-9,000 | 468.458 | 5.625 ↑ |
| BC-IND-SML | Small Bulk Carrier, India | 5,000-9,000 | 452.167 | 2.542 ↑ |
| BC-PAK-SML | Small Bulk Carrier, Pakistan | 5,000-9,000 | 449.083 | 6.208 ↑ |

TSRA

11,331 96 ↑

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|----------|--------------|---------------|
| TKR-BDESH-LRG | Large Tanker, Bangladesh | 30,001+ | 470.125 | 3.542 ↑ |
| TKR-IND-LRG | Large Tanker, India | 30,001+ | 456.542 | 3.542 ↑ |
| TKR-PAK-LRG | Large Tanker, Pakistan | 30,001+ | 454.417 | 3.750 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|---------------------------|---------------|--------------|---------------|
| TKR-BDESH-MED | Medium Tanker, Bangladesh | 15,001-30,000 | 475.000 | 4.583 ↑ |
| TKR-IND-MED | Medium Tanker, India | 15,001-30,000 | 460.667 | 3.459 ↑ |
| TKR-PAK-MED | Medium Tanker, Pakistan | 15,001-30,000 | 457.708 | 5.375 ↑ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|--------------|--------------|---------------|
| TKR-BDESH-SML | Small Tanker, Bangladesh | 7,000-15,000 | 476.792 | 3.625 ↑ |
| TKR-IND-SML | Small Tanker, India | 7,000-15,000 | 462.208 | 2.583 ↑ |
| TKR-PAK-SML | Small Tanker, Pakistan | 7,000-15,000 | 460.292 | 5.334 ↑ |

"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."

