

Monday, 30th of June 2025

Sale & Purchase Market Activity - Week 26, 2025

Dry Bulk

| Name | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers |
|------------------------------|---------|------|---|------------|----------------------|-----------------------|-------------|
| OCEAN PROMETHEUS | 203,200 | 2007 | Universal Shipbuilding Corp - Nagasu KM (Ariake Shipyard) | MAN-B&W | | N/A | Undisclosed |
| BULK GINZA | 182,868 | 2020 | Imabari Shipbuilding - Saijo EH (Saijo Shipyard) | MAN-B&W | Scrubber | 64 | Undisclosed |
| PACIFIC EAST | 176,357 | 2012 | Shanghai Waigaoqiao Shipbuilding - Shanghai | MAN-B&W | Scrubber | 27.5 | Undisclosed |
| AZALEA WAVE | 95,584 | 2013 | Koyo Dockyard - Mihara HS | MAN-B&W | | low 17 | Undisclosed |
| ATALANTA | 82,094 | 2010 | Tsuneishi Group (Zhoushan) Shipbuilding Inc - Daishan County ZJ | MAN-B&W | | 15.5 | Greek |
| EXPLORER ASIA* | 81,093 | 2016 | Jiangsu New Hantong Ship Heavy Industry - Yangzhong JS | MAN-B&W | | 40.5 - 41 en bloc | Chinese |
| EXPLORER OCEANIA* | 81,073 | 2015 | Jiangsu New Hantong Ship Heavy Industry - Yangzhong JS | MAN-B&W | | | |
| IVESTOS II | 76,284 | 2004 | Tsuneishi Corp - Fukuyama HS | B&W | | N/A | Undisclosed |
| UTOPIA | 64,499 | 2020 | Oshima Shipbuilding - Saikai | MAN-B&W | 4X30t CRANE Scrubber | 34, basis TC attached | Undisclosed |
| IVS SWINLEY FOREST | 60,492 | 2017 | Sanoyas Shipbuilding Corp - Kurashiki OY | MAN-B&W | 4X31t CRANE | 23,2 | Undisclosed |
| HAKATA QUEEN | 60,481 | 2016 | Mitsui Eng. & SB. Co. Ltd. - Tamano | MAN-B&W | 4X30t CRANE Scrubber | 23 | Undisclosed |
| THOR INTEGRITY | 52,375 | 2001 | Tsuneishi Heavy Industries (Cebu) Inc - Balamban | B&W | 4X33t CRANE | 6.9 | Undisclosed |
| PAX SILVA (woodchip carrier) | 46,900 | 2007 | Sanoyas Hishino Meisho Corp - Kurashiki OY | MAN-B&W | 3X14.7t CRANE | mid 8 | Vietnamese |
| GRANDMA LILA | 34,372 | 2011 | SPP Shipbuilding - Tongyeong | MAN-B&W | 4X35t CRANE | 12.8, old sale | Bulgarian |
| EREN BULBUL | 32,259 | 2002 | Saiki Heavy Industries - Saiki | Mitsubishi | 4X30t CRANE | 5.2 | Syrian |
| CANNY CAROLINE | 32,070 | 2012 | The Hakodate Dock | Mitsubishi | 4X30t CRANE | 12.5 | Undisclosed |
| TRANSEUROPE | 25,041 | 2010 | Ningbo Xinle Shipbuilding | MAN-B&W | 3X30t CRANE | N/A | Undisclosed |
| TRANSOCEAN | 22,983 | 2012 | Zhejiang Hongxin Shipbuilding - Taizhou ZJ | MAN-B&W | 3X30t CRANE | N/A | Undisclosed |

:

:

:

Member of BIMCO & the Baltic Exchange

:

:

:

Monday, 30th of June 2025

Sale & Purchase Market Activity - Week 26, 2025

Containers

| Name | TEU | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers |
|-------------|-------|--------|------|---|---------|--------------|-----------|-------------|
| DELPHINUS C | 4,888 | 65,950 | 2007 | Hyundai Heavy Industries - Ulsan | MAN-B&W | | 30.5 | Undisclosed |
| SLS AZURE | 1,732 | 23,992 | 2000 | Binjiang Shipyard - Yangzhou JS | MAN-B&W | 2 X40t CRANE | 9.2 | Far Eastern |
| XH DOLPHIN | 1,728 | 22,600 | 2013 | Guangzhou Wenchong Shipyard - Guangzhou GD | MAN-B&W | 2 X45t CRANE | 23.2 | Undisclosed |



Member of BIMCO & the Baltic Exchange

Monday, 30th of June 2025

Sale & Purchase Market Activity - Week 26, 2025

Tankers

| Type | Name | DWT | Year | Yard | M/E | Features | US \$ mil | Buyers |
|----------------------------|--------------|--------|------|---|-----------|------------|-----------|-------------------|
| MR2 | PTI HUANG HE | 49,999 | 2016 | SPP Shipbuilding - Sacheon | MAN-B&W | IMO II/III | 32 | Greek |
| Chemical / Oil Products | ADELINE | 13,190 | 1999 | Lindenau GmbH Schiffswerft u. Maschinenfabrik - Kiel | MaK | IMO II | 5.5 | Undisclosed |
| Chemical / Oil Products | DING HENG 2 | 4,199 | 2007 | Zhoushan Dingheng Shipbuilding - Zhoushan ZJ | Guangzhou | IMO II | 4 | Middle Eastern |



Member of BIMCO & the Baltic Exchange

Monday, 30th of June 2025

Ship Recycling Market Activity - Week 26, 2025

| Type | Name | DWT | Year | Yard | LDT | US \$ mil | US \$ mil Per / Tone | Buyers |
|--------|-------------------|--------|------|--|-------|-----------|-------------------------|------------|
| BC | YIN XIU | 28,730 | 1995 | KK Kanasashi - Toyohashi AI | 7,500 | | | China P.R. |
| BC | WINCA | 27,308 | 1994 | Mitsubishi Heavy Industries Ltd. - Shimonoseki | 5,964 | | | Pakistan |
| TANKER | BITUMEN PRINCESS | 5,934 | 1995 | Dae Sun Shipbuilding & Engineering Co Ltd - Busan | 2,680 | | | India |
| GT | GAS SOECHI XXVIII | 4,200 | 1995 | K.K. Tachibana Senpaku Tekko - Anan | 2,180 | | | Bangladesh |



Member of BIMCO & the Baltic Exchange



Weekly S&P Assessments as published by the Baltic Exchange (BSPA) on: 27th June, 2025

| Route | Description | Size MT | Value \$ | Change \$ |
|-------------|-------------------------|---------|----------|-----------|
| VLCC | VLCC, 5 years old | 305,000 | 111.163 | 1.613 ↑ |
| VLCC | VLCC, 10 years old | 305,000 | 82.936 | 1.277 ↑ |
| SUEZMAX | Suezmax, 5 years old | 158,000 | 77.468 | -0.466 ↓ |
| SUEZMAX | Suezmax, 10 years old | 158,000 | 61.232 | -0.318 ↓ |
| AFRAMAX | Aframax, 5 years old | 115,000 | 63.804 | -0.097 ↓ |
| AFRAMAX | Aframax, 10 years old | 115,000 | 50.417 | 0.021 ↑ |
| MR_PROD_TKR | MR Tanker, 5 years old | 51,000 | 40.566 | 0.022 ↑ |
| MR_PROD_TKR | MR Tanker, 10 years old | 51,000 | 30.464 | -0.054 ↓ |
| CAPEXSIZE | Capesize, 5 years old | 180,000 | 61.430 | 0.837 ↑ |
| CAPEXSIZE | Capesize, 10 years old | 180,000 | 43.423 | 0.291 ↑ |
| PNMX_(DRY) | Panamax, 5 years old | 82,500 | 31.525 | 0.055 ↑ |
| PNMX_(DRY) | Panamax, 10 years old | 82,500 | 23.200 | -0.141 ↓ |
| SUPRAMAX | Ultramax, 5 years old | 63,500 | 30.659 | 0.093 ↑ |
| SUPRAMAX | Ultramax, 10 years old | 63,500 | 22.718 | 0.236 ↑ |
| SUPER_HANDY | Supramax, 5 years old | 58,328 | 25.714 | -0.003 ↓ |
| SUPER_HANDY | Supramax, 10 years old | 58,328 | 19.277 | -0.018 ↓ |
| HANDYSIZE | Handysize, 5 years old | 38,200 | 25.321 | 0.090 ↑ |
| HANDYSIZE | Handysize, 10 years old | 38,200 | 17.933 | -0.040 ↓ |

DSPA 3,600 25 ↑

TSPA 7,325 27 ↑

Baltic Indices/Average Earnings – 30 June 2025

| | | | |
|-------------------------|-------|--------|--------------------|
| Baltic Dry Index:1093 | 1,489 | (-32) | |
| Baltic Capesize Index: | 2,111 | (-109) | (TCA\$/day 17.510) |
| Baltic Panamax Index: | 1,500 | (+10) | (TCA\$/day 13.502) |
| Baltic Supramax Index: | 1,012 | (+03) | (TCA\$/day 10.762) |
| Baltic Handysize Index: | 635 | (-01) | |

For the 38k dwt Bulker - (TCA \$/day 11.426)

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



Weekly S&P Assessments as published by the Baltic Exchange (BSRA) on: 27th June, 2025

Dry Recycling Index

5,943 **-89** ↓

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|----------|--------------|---------------|
| BC-BDESH-LRG | Large Bulk Carrier, Bangladesh | 20,001+ | 423.333 | -10.417 ↓ |
| BC-IND-LRG | Large Bulk Carrier, India | 20,001+ | 417.500 | -3.708 ↓ |
| BC-PAK-LRG | Large Bulk Carrier, Pakistan | 20,001+ | 427.083 | -4.584 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|---------------------------------|--------------|--------------|---------------|
| BC-BDESH-MED | Medium Bulk Carrier, Bangladesh | 9,001-20,000 | 426.333 | -13.125 ↓ |
| BC-IND-MED | Medium Bulk Carrier, India | 9,001-20,000 | 423.583 | -2.917 ↓ |
| BC-PAK-MED | Medium Bulk Carrier, Pakistan | 9,001-20,000 | 428.333 | -4.584 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|--------------|--------------------------------|-------------|--------------|---------------|
| BC-BDESH-SML | Small Bulk Carrier, Bangladesh | 5,000-9,000 | 427.500 | -9.708 ↓ |
| BC-IND-SML | Small Bulk Carrier, India | 5,000-9,000 | 424.583 | -3.500 ↓ |
| BC-PAK-SML | Small Bulk Carrier, Pakistan | 5,000-9,000 | 429.583 | -4.167 ↓ |

TSRA

10,619 **-164** ↓

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|----------|--------------|---------------|
| TKR-BDESH-LRG | Large Tanker, Bangladesh | 30,001+ | 431.667 | -10.833 ↓ |
| TKR-IND-LRG | Large Tanker, India | 30,001+ | 427.500 | -5.333 ↓ |
| TKR-PAK-LRG | Large Tanker, Pakistan | 30,001+ | 436.250 | -2.917 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|---------------------------|---------------|--------------|---------------|
| TKR-BDESH-MED | Medium Tanker, Bangladesh | 15,001-30,000 | 435.833 | -12.167 ↓ |
| TKR-IND-MED | Medium Tanker, India | 15,001-30,000 | 430.833 | -6.667 ↓ |
| TKR-PAK-MED | Medium Tanker, Pakistan | 15,001-30,000 | 438.333 | -3.000 ↓ |

| Route | Description | Size LDT | Value \$/LDT | Change \$/LDT |
|---------------|--------------------------|--------------|--------------|---------------|
| TKR-BDESH-SML | Small Tanker, Bangladesh | 7,000-15,000 | 435.417 | -13.333 ↓ |
| TKR-IND-SML | Small Tanker, India | 7,000-15,000 | 433.125 | -4.167 ↓ |
| TKR-PAK-SML | Small Tanker, Pakistan | 7,000-15,000 | 440.250 | -2.250 ↓ |

"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."

