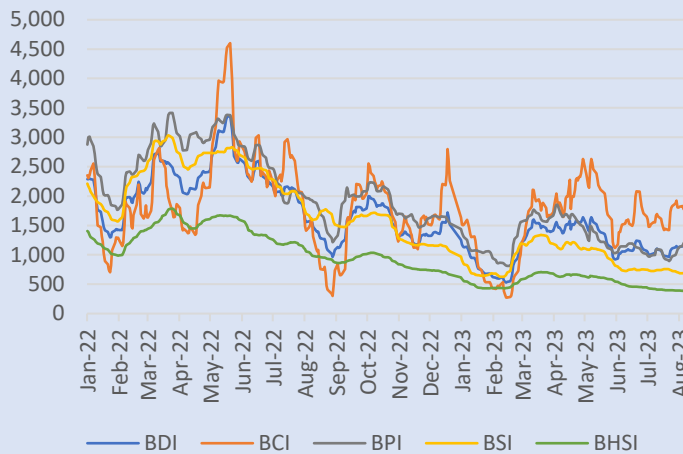




SECONDHAND SALES - DRY

Baltic Indices

	18-Aug	WoW%
BDI	1,237	9.6%
BCI	1,598	0.4%
BPI	1,542	15.3%
BSI	879	20.7%
BHI	469	14.1%



Baltic TC Average Earnings

	18-Aug	WoW
Capesize	13,255	55
Panamax	13,876	1,839
Supramax	9,674	1,666
Handysize	8,449	1,053

The BDI surged on Thursday to its highest level since May's end to finally record a correction and conclude the week at **1,237** points. Notably, the panamax and supramax segments led this upward movement. The panamax index (BPI) continued trending upwards, climbing to 1,542 points, maintaining a notable streak of 18 consecutive sessions of gains – the longest in over three months.

Capesize: Throughout the week, the sector witnessed varying sentiments in both basins with holidays in key regions and ample cargo flows impacting the market. The Pacific region maintained a steady level of activity and positive sentiment, but the increasing tonnage supply somewhat restricted further rate improvements. The Atlantic market initially lacked momentous activity, yet the upbeat sentiment from the prior week continued resulting in the market picking up speed mid-week with the improved dynamics serving to enhance the overall outlook especially in C3 and C17 routes, although some anticipate a correction in the coming days. Capesize 1y TC rate increased at \$15,000 / day.

kamsarmax/panamax: In the Atlantic, tight tonnage list sustained in the North part compounded by Panama Canal delays, fostering further gains for transatlantic and fronthaul routes, while in the South, similar dynamics were observed leading to incremental improvements due to the steady enquiry levels for September dates. Asia too experienced positive activity with ongoing limited tonnage supply, prompted continuous rate improvements. Kamsarmax 1y TC rate increased at \$14,000 / day.

Ultramax/supramax: The week commenced with restrained levels of activity as widespread holidays in key regions impacted the market but tight tonnage availability in key areas contributed to the upward trend. The Atlantic remained steady, sustaining positive momentum in the US Gulf and EC South America mainly due to the firm demand for ultramax vessels. In Asia, overall positivity from the previous week persisted with increased fresh enquiry. Ultramax 1y TC rate also gained at \$12,000 / day.

Handysize: Positive sentiment persisted in both basins, translating into continuous rate improvements driven by tonnage scarcity and sustained demand. The Mediterranean sustained its firm activity while similarly the US Gulf saw increased enquiry and the South Atlantic continued its upward trend due to the limited tonnage supply. Similarly, tight supply in Asia persisted prompting rate improvements and a positive sentiment. For a 38K handy, 1y TC rate remained concluded positive at \$11,000 / day.

While the summer stillness continues, the dry bulk secondhand market was characterized by somewhat subdued levels of activity recently. Nevertheless, there has been a notable level of transactions recorded over the weeks 32 and 33, predominantly focusing on larger and mid geared-sized vessels.

Starting off with the **capesses**, several units have changed hands recently, including a couple of older deals that surfaced as well. Greek sellers offloaded the **MV "Ariadne"** (180,010 dwt, blt 2009, DSME, SS/DD/BWTS 2/24) for region **21s mil** while, another Greek-owned vessel, the **MV "Cape Agamemnon"** (179,221 dwt, blt 2010, Sungdong, SS 7/25 DD 12/23) was sold without further details emerging. The scrubber-fitted **MV "Mount Apo"** (175,800 dwt, blt 2012, Jiangsu Rongsheng, SS 4/27 DD 4/24) was acquired by German buyers for **\$24.75 mil**, while in another transaction involving Greek sellers, the BWTS & scrubber-fitted **MV "Maran Fortune"** (174,272 dwt, blt 2005, SWS, SS/DD 8/25) was sold with no more details known yet. Finally, the **MV "Chiming"** (170,578 dwt, blt 2002, Sasebo, SS 4/27 DD 4/25) was sold to clients of GMS.

A pair of **post-panamaxes** sold en bloc this week, as Indonesian buyers are reported to be behind the en bloc acquisition of the BWTS-fitted **MV "MBA Giovanni"** (93,361 dwt, blt 2010, Jiangsu Newyangzi, SS/DD 4/25) & **MV "MBA Rosaria"** (93,326 dwt, blt 2011, Jiangsu Newyangzi, SS/DD 7/25) for **\$16.75 mil** each.



SECONDHAND SALES - DRY

Continuing with the **kamsarmaxes**, the BWTS-fitted **MV "Navios Southern Star"** (82,224 dwt, blt 2013, Tsuneishi SB, SS 4/28 DD 4/26, Tier I) was sold to Greek buyers for **mid/high 21s mil**. In addition, the BWTS-fitted **MV "Alam Kekal"** (82,079 dwt, blt 2018, Oshima, SS/DD 10/23) is rumored to have been committed for a price in the region of **\$31.0 mil**.

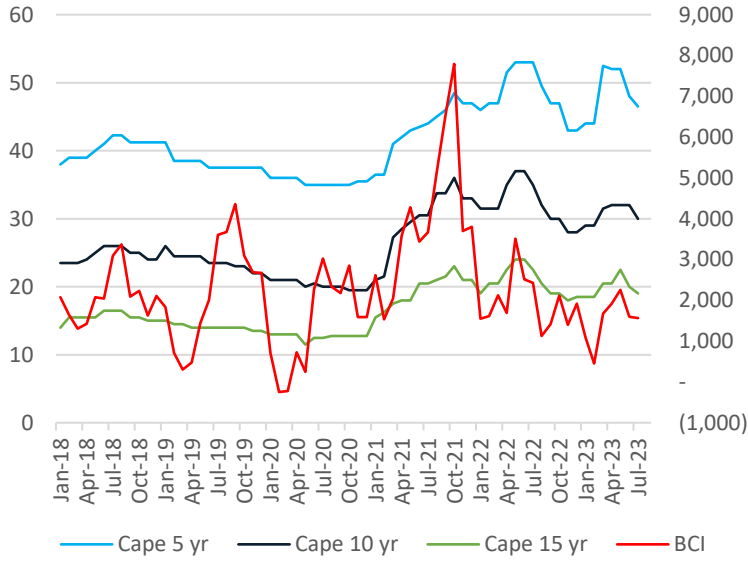
Moving down to the **ultramax & supramax** segments, clients of Norden have reportedly sold the BWTS & scrubber-fitted **MV "Nord Amazon"** (64,499 dwt, blt 2020, Oshima, SS/DD 7/25) for a price in the region of **\$32.0 mil** to Greek buyers and the **MV "SSI Formidable"** (63,510 dwt, blt 2017, Jinling SY, SS 7/27 DD 1/26) is reported sold at region **\$27.0 mil**. Furthermore, clients of Unity are behind the purchase of the BWTS-fitted **MV "Nord Everest"** (60,436 dwt, blt 2016 Oshima, SS 5/26 DD 6/24) for **\$24.5 mil** and Greek sellers are rumored to have sold the BWTS-fitted **MV "Pythagoras"** (56,135 dwt, blt 2012, Mitsui, SS 03/27 DD 07/25) on private terms. Finally the BWTS-fitted **MV "Cape Trafalgar"** (55,757 dwt, blt 2014, JMU, SS/DD 7/24) was sold for region **\$24.0 mil** basis a 2-year BBHP scheme.

Concluding with the smaller sizes, Clients of Tomini Shipping proceeded with yet another sale, as the BWTS-fitted **MV "Tomini Norte"** (37,983 dwt, blt 2016, AVIC Weihai, SS 9/26 DD 10/24) & **MV "Tomini Ghibli"** (37,896 dwt, blt 2016, SS 5/26 DD 5/24) were purchased en bloc by Greek buyers for **mid \$17s mil** each. It is worth mentioning that same Owners sold the **MV "Tomini Bora"** (37,985 dwt, blt 2016, Zhejiang Ouhua, SS 1/26 DD 1/24) for \$19.5 mil and the BWTS-fitted **MV "Tomini Zonda"** (37,976 dwt, blt 2016, Zhejiang Ouhua, SS 8/26 DD 8/24) for \$19.36 mil in June and July respectively. Finally, the BWTS-fitted **MV "Bulk Trader"** (37,845 dwt, blt 2018, AVIC Weihai, SS 1/28 DD 11/25) was sold to Greek buyers for region **\$20s mil** basis period TC until 2/24 at \$12,500/day.

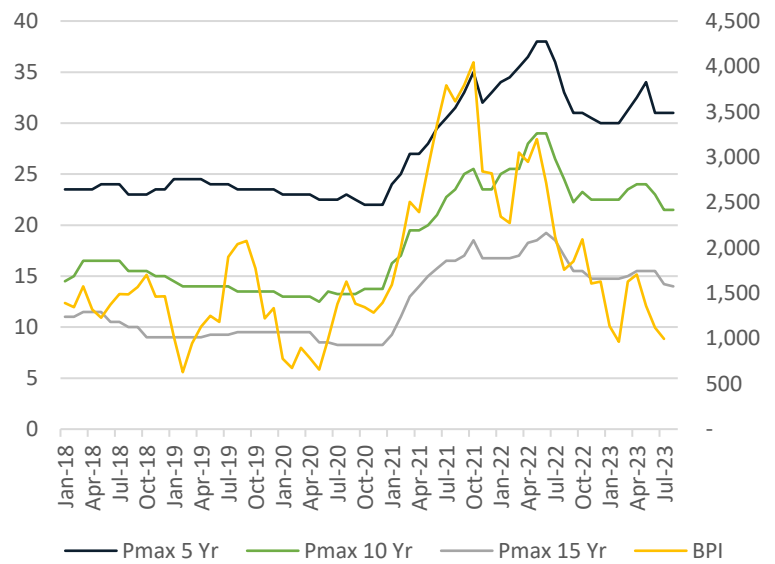


SECONDHAND SALES - DRY

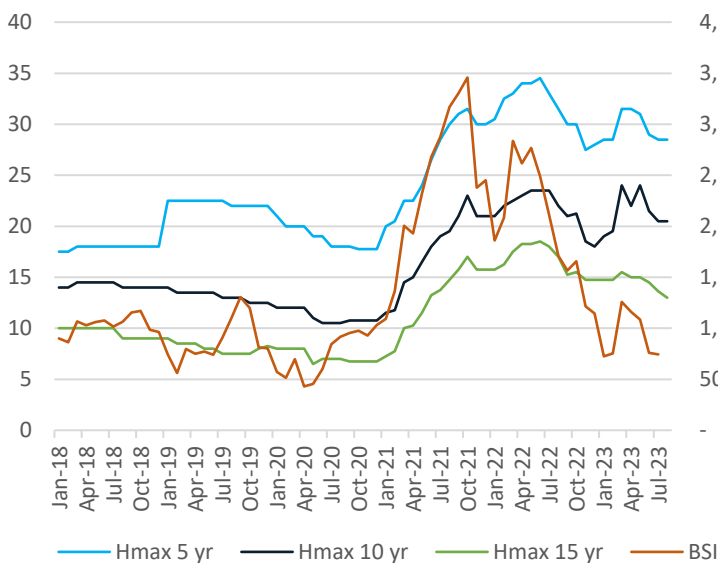
Secondhand average prices (\$ mil) - Capesize



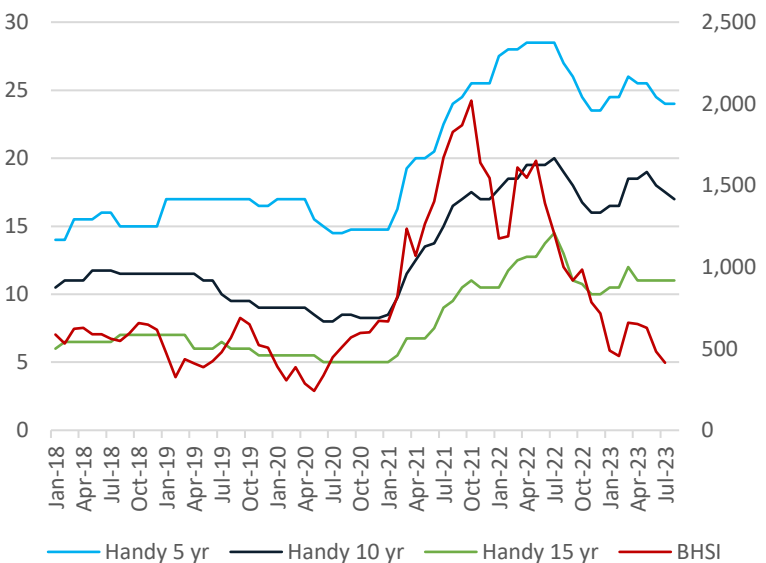
Secondhand average prices (\$ mil) - Panamax



Secondhand average prices (\$ mil) - Handymax



Secondhand average prices (\$ mil) - Handysize

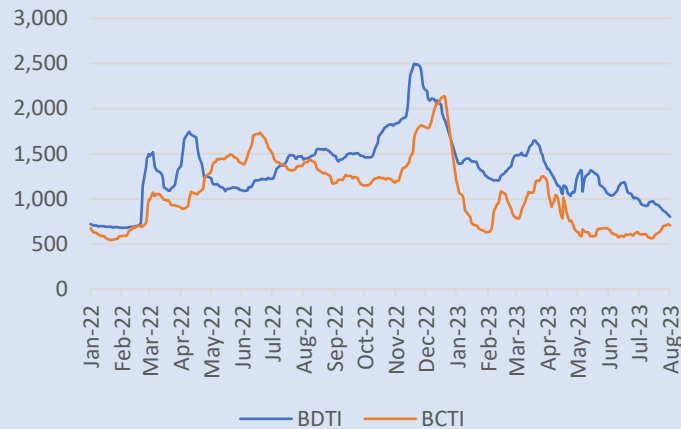




SECONDHAND SALES - WET

Baltic Indices

	18-Aug	%WoW
BDTI	803	0.1%
BCTI	772	15.1%



After several consecutive weeks of ascent, the trajectory of rising oil prices is set to shift this week recording a three-session decline due to renewed concerns over China's economic growth and US interest rates. Brent crude traded at region \$84.00 pb, while WTI at mid \$80s pb. Although recent focus had been on supply disruptions due to the continues production cuts from OPEC+ members and global inventory drawdowns, China's economic data has reignited worries about oil demand, even as domestic related figures remain firm. Furthermore, the anticipation of further interest rate hikes in the US has revived the bearish sentiment.

On the whole, it was a relatively subdued week for **VLCCs**, further influenced by several public holidays. The ME Gulf - US Gulf route gradually declined to WS 26.22 and ME Gulf - China concluded at WS 46.21, translating to TCE of \$18,700/day. In the Atlantic, rates for West Africa - China hovered around the WS 51 point, equating to a TCE of \$26,300/day, while the US Gulf - China route experienced a modest increase to \$8.29 mil, with TCE of \$31,400/day. In **suezmaxes** West Africa-Continent route, demand improved a bit last week, leading to rates reaching WS 67.91 and the TCE to \$13,900/day. Rates for the Black Sea-Mediterranean moved sideways at WS 74.3 with TCE of approximately \$9,900/day. Meanwhile, the Middle East market continued its soft activity, with rates for the Basrah-Med route remaining around the WS 67.5 point. **Aframax** rates in the North Sea-Continent route have remained persistently low for another week, with the market currently standing at WS 95.7 points. In the Mediterranean region, the TD19 route experienced a positive shift and increased to W105.33 from last week's W101.17. In the Atlantic, the TD25 rates inched up marginally to the WS 118 mark and the Caribbean market displayed heightened activity, with rates for TD9 surging by 19.3 points to WS 118.44. The **MR** segment witnessed a robust activity this week, particularly in the ME Gulf region, where rates surged significantly. The TC17 route demonstrated an impressive gain of 48.57 points, reaching WS 265.71, equating to \$30,900/day TCE. Also, UK-Continent rates surged by more than 26 points to WS 198.5, reaching levels not seen since June and the US Gulf-Continent rates also experienced significant gains, rising by 26.67 points to WS 166.67 mark.

During the past two weeks, the wet secondhand purchase activity remained muted, although buying appetite seemed to be improve a bit, while expectations point towards sustained softness in the coming days, a customary trend during the ongoing summer period. Overall, the recorded transactions experienced a persistent decline in volume, notably lacking substantial sales of units on the larger end of the range.

Topping the list we have the BWTS & scrubber-fitted **suezmax MT "Monte Toledo"** (150,611 dwt, blt 2004, Universal, SS/DD 5/24, Cap 1 rated) which was transferred to Nigerian buyers for a price in the region of **\$35.5 mil**.

In the **afamax/LR2**, although the BWTS-fitted **MT "Sea Senior"** (109,647 dwt, blt 2006, Dalian, SS 12/26 DD 10/25, Cap 1) was reported sold at **\$35.0 mil** we understand that the sale failed and the **MT "Sea Luck III"** (105,869 dwt, blt 2003, Hyundai Samho, SS/DD BWTS 10/23) changed hands with no further details.

A segment down, Swedish owners offloaded two of their three remaining **LR1s** to undisclosed buyers, namely the **MT "Stena Progress"** (65,125 dwt, blt 2009, Split, SS/DD 9/24, Ice class 1B, epoxy-coated) & **MT "Stena Premium"** (65,055 dwt, blt 2011, SS 6/26 DD 8/24, Ice class 1B, epoxy-coated).

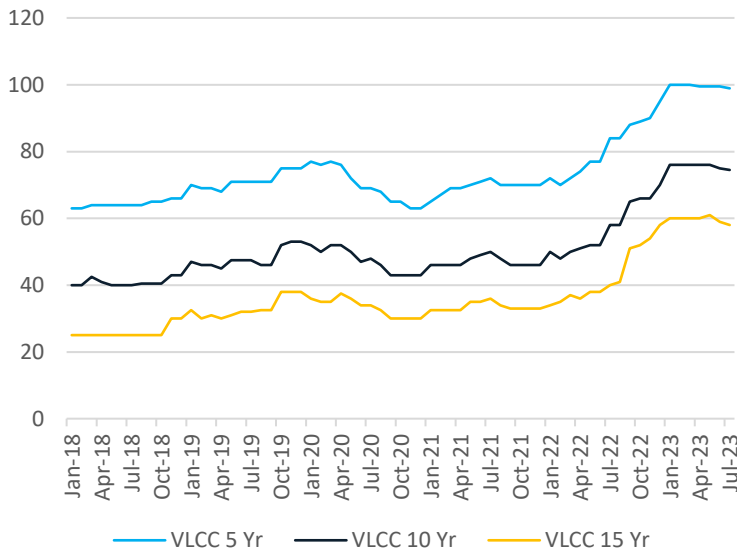
In the **MRs**, the **MT "Pro Jade"** (46,757 dwt, blt 2003, Hyundai Mipo, SS/DD 11/23) sold for **\$12.0 mil** while the **MT "Celsius Roskilde"** (46,105 dwt, blt 2009, Hyundai Mipo, SS/DD 8/24) changed hands for **\$25.0 mil**. Finally, the **MT "Yong Xin"** (44,954 dwt, blt 2000, Hanjin HI Pusan, SS 7/26 DD 8/24, Zinc-coated) also sold on private terms.

On the **chemical sector**, Clients of Celsius shipping persisted in offloading assets from their fleet as it was reported that they sold en bloc the Japanese-built **MT "Celsius Birdie"** (25,400 dwt, blt 2009, Fukuoka, SS/DD 9/24, StSt) & **MT "Celsius Eagle"** (25,390 dwt, blt 2010, Fukuoka, SS 6/25 DD 7/23, StSt) for a price in the region of **\$52-53 mil**.

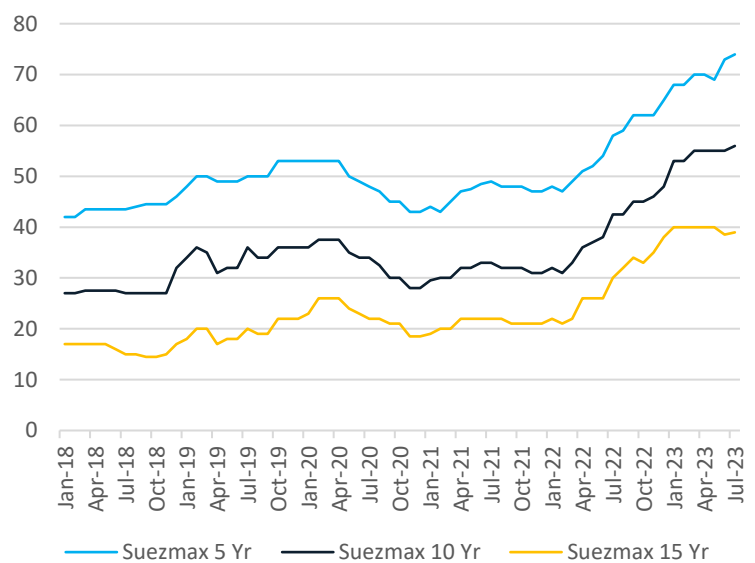


SECONDHAND SALES - WET

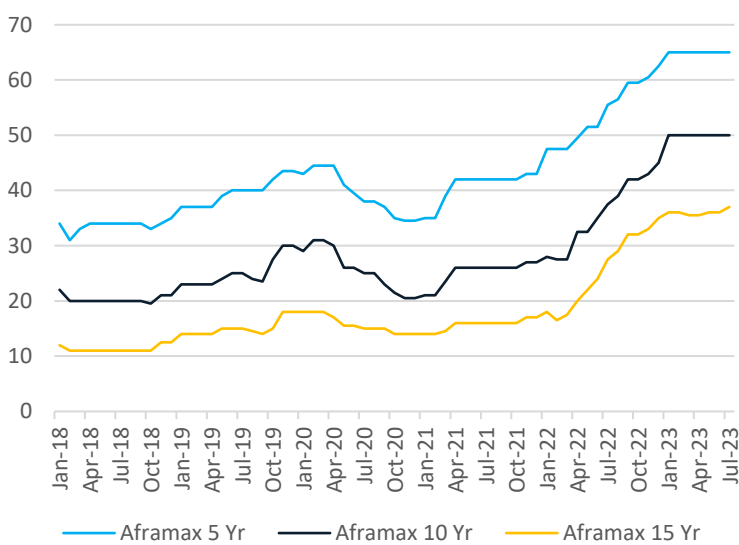
Secondhand average prices (\$ mil) - VLCC



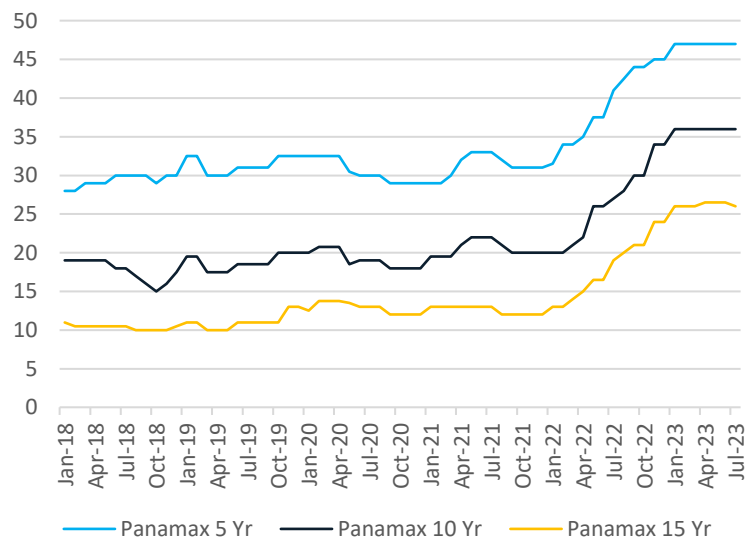
Secondhand average prices (\$ mil) - Suezmax



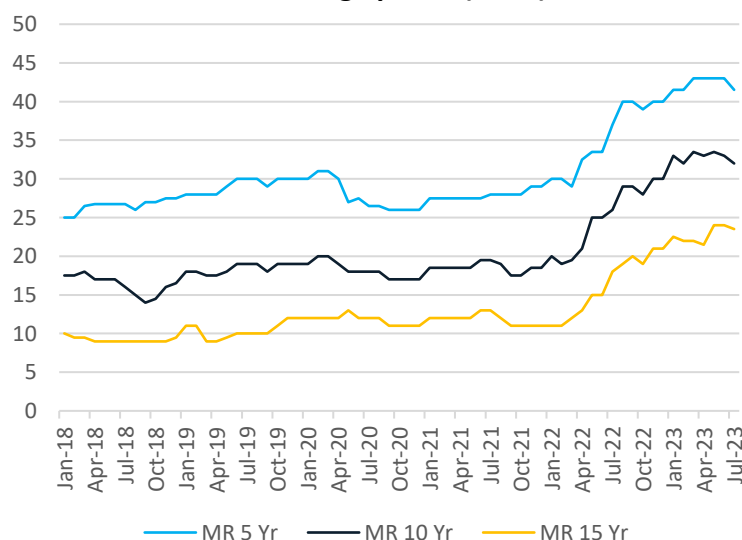
Secondhand average prices (\$ mil) - Aframax



Secondhand average prices (\$ mil) - Panamax



Secondhand average prices (\$ mil) - MR





SECONDHAND AVERAGE PRICES (USD MILLION)

Bulkers			
Type	5 YRS OLD	10 YRS OLD	15 YRS OLD
CAPE SIZE	46.5	27.5	19.0
KAMSARMAX / PANAMAX	31.0	21.5	14.0
ULTRAMAX / SUPRAMAX	28.5	20.5	13.0
HANDYSIZE	24.0	17.0	11.0

Tankers			
Type	5 YRS OLD	10 YRS OLD	15 YRS OLD
VLCC	99.0	74.0	57.5
SUEZMAX	74.0	56.0	39.0
AFRAMAX/LR2	65.0	50.0	37.0
PANAMAX/LR1	47.0	36.0	25.0
MR	41.5	32.0	23.5



SECONDHAND SALES

BULK CARRIERS

Name	DWT	Built	Yard	\$/Mil	Buyers	Comments
MV "Ariadne"	180,010	2009	DSME	region 21s	Undisclosed	SS/DD/BWTS 2/24
MV "Cape Agamemnon"	179,221	2010	Sungdong	22.5	Undisclosed	SS 7/25 DD 12/23
MV "Mount Apo"	175,800	2012	Jiangsu Rongsheng	24.75	Clients of Peter Döhle Schiffahrts	SS 4/27 DD 4/24, scrubber-fitted
MV "Maran Fortune"	174,272	2005	SWS	-	Undisclosed	SS/DD 8/25, BWTS & Scrubber-fitted
MV "Chiming"	170,578	2002	Sasebo	-	clients of GMS	old sale, SS 4/27 DD 4/25
MV "MBA Giovanni"	93,361	2010	Jiangsu Newyangzi	16.75 each	Clients of Samudera	en bloc, SS/DD 4/25, BWTS-fitted
MV "MBA Rosaria"	93,326	2011				SS/DD 7/25, BWTS-fitted
MV "Navios Southern Star"	82,224	2013	Tsuneishi	mid/high 21s	Greek	SS 4/28 DD 4/26, BWTS-fitted
MV "Nord Amazon"	64,499	2020	Oshima	region 32s	Clients of Meadway Shipping	SS/DD 7/25, BWTS & Scrubber-fitted
MV "Hanton Trader III"	63,800	2014	Jiangsu Hantong	20.4	Chinese	committed, SS/DD 11/24, BWTS-fitted
MV "SSI Formidable"	63,510	2017	Jinling SY	27.0	Undisclosed	SS 7/27 DD 1/26
MV "Nord Everest"	60,436	2016	Oshima	mid 24s	Clients of Unity	SS 5/26 DD 6/24, BWTS-fitted
MV "Pythagoras"	56,135	2012	Mitsui	low-mid 18s	Undisclosed	SS 3/27 DD 7/25, BWTS-fitted
MV "Cape Trafalgar"	55,757	2014	JMU	region 24	Undisclosed	SS/DD 7/24, BWTS-fitted, basis 2yr BBHP scheme
MV "RHL Monica"	53,542	2008	Iwagi Zosen	-	clients of Guritas Lintas Samudera	old sale, SS/DD 11/23
MV "KK Mineral"	45,429	2017	Tsuneishi Zhoushan	region 22s	Chinese	SS 2/27 DD 7/25, OHBS
MV "Tomini Norte"	37,983	2016	AVIC Weihai	mid 17s each	Greek	SS 9/26 DD 10/24, BWTS-fitted
MV "Tomini Ghibli"	37,896					SS 5/26 DD 5/24, BWTS-fitted
MV "Bulk Trader"	37,845	2018	AVIC Weihai	region 20s	Greek	SS 1/28 DD 11/25, BWTS-fitted, basis TC until 2/24 at \$12,500/day

TANKERS

Name	DWT	Built	Yard	\$/Mil	Buyers	Comments
MT "Monte Toledo"	150,611	2004	Universal Tsu	35.5	Nigerian	SS/DD 5/24, BWTS & scrubber-fitted
MT "Sea Luck III"	105,896	2003	Hyundai Samho	-	Undisclosed	SS/DD BWTS 10/23
MT "Lila Alabama"	72,514	2004	Samsung HI	18.0	Greek	Old sale, renamed to "Lio T", SS/DD 6/24, Epoxy-coated
MT "Stena Progress"	65,125	2009	Split	-	Undisclosed	SS/DD 9/24, Ice class 1B, epoxy-coated
MT "Stena Premium"	65,055	2011				SS 6/26 DD 8/24, Ice class 1B, epoxy-coated
MT "Zarya"	65,079	2006	Split	-	Undisclosed	old sale, SS 5/26 DD 6/24, Epoxy-coated, Ice Class 1B
MT "SW Southport I"	46,992	2004	STX	-	Clients of Sea Trade Marine	old sale, renamed to "Osaka", SS/DD 10/23, epoxy-coated



TANKERS

Name	DWT	Built	Yard	\$/Mil	Buyers	Comments
MT "Pro Jade"	46,757	2003	Hyundai Mipo	12.0	Undisclosed	SS/DD 11/23
MT "Celsius Roskilde"	46,105	2009	Hyundai Mipo	25.0	Undisclosed	SS/DD 8/24
MT "Yong Xin"	44,954	2000	Hanjin HI Pusan	-	Undisclosed	SS 7/26 DD 8/24, Zinc-coated
MT "Celsius Birdie"	25,400	2009	Fukuoka	region 52-53	Undisclosed	en bloc, SS/DD 9/24, StSt
MT "Celsius Eagle"	25,390	2010				SS 6/25 DD 7/23, StSt
MT "Wawasan Bluefin"	19,997	2008	Shin Kurushima	18.5	Undisclosed	SS/DD 8/23, StSt
MT "Hong Hai 6"	16,826	2012	Jiujiang Yinxing	12.25	Undisclosed	SS 6/27 DD 8/25, Epoxy-coated
MT "AT Honor"	10,813	2005	Nokbong	7.3	Undisclosed	SS 12/25 DD 1/24, epoxy-coated

LNG/LPG TANKERS

Name	CBM	Built	Yard	\$/Mil	Buyers	Comments
MT "Tenna Kosan"	5,777	1998	Hyundai HI	-	Middle Eastern	SS/DD 10/23, Ice class 1B

CONTAINERS

Name	TEU	Built	Yard	\$/Mil	Buyers	Comments
MV "YM Warranty"	14,220	2019	Imabari	102 each	Clients of Yang Ming	SS/DD 3/24
MV "YM Wellspring"	14,220	2019				SS/DD 3/24
MV "YM Wellbeing"	14,220	2018				SS/DD 10/23
MV "Wadi Alrayan"	3,013	2000	Daewoo HI	-	Undisclosed	SS/DD 6/25, Ice Class II
MV "Ariana"	2,732	2006	Stocznia Gdynia	-	Clients of MSC	SS 6/26 DD 6/24, Ice Class II
MV "X-Press Irazu"	1,740	2007	GWS	11.0	Undisclosed	SS 2/27 DD 3/25, Ice Class II
MV "A Aso"	1,060	2009	Hakata Zosen	-	Clients of Transimex	SS/DD 10/24
MV "Acacia Virgo"	1,022	2007	Jingjiang	-	Russian	SS 7/27 DD 8/25

General Cargo / ConRO

Name	DWT	Built	Yard	\$/Mil	Buyers	Comments
MV "Vandon Oak"	7,385	1997	Nishi	2.05	Turkish	SS 7/25, DD due, Logs-fitted



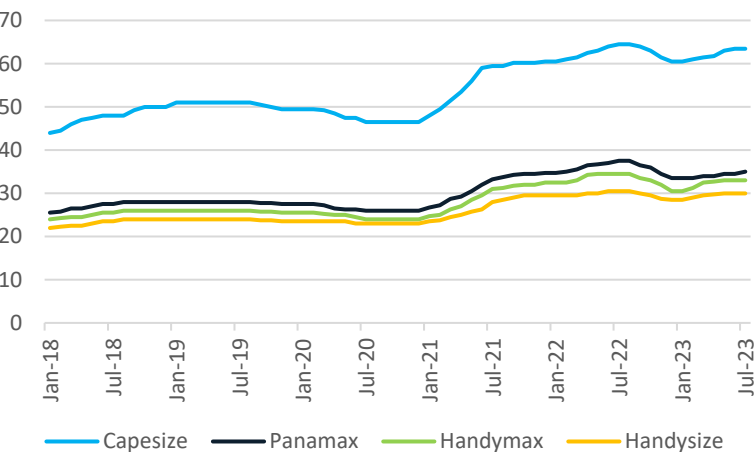
NEWBUILDINGS

In spite of the prevailing sentiment across the secondhand markets and the customary summer lull, the newbuilding sector persisted in experiencing significant levels of engagement, albeit with a slight deceleration. Over the two previous weeks, a restrained number of fresh orders were secured, mostly for tankers, following by bulkers, PCTCs and a notable containership deal, all occurring within a backdrop of persistently elevated price levels.

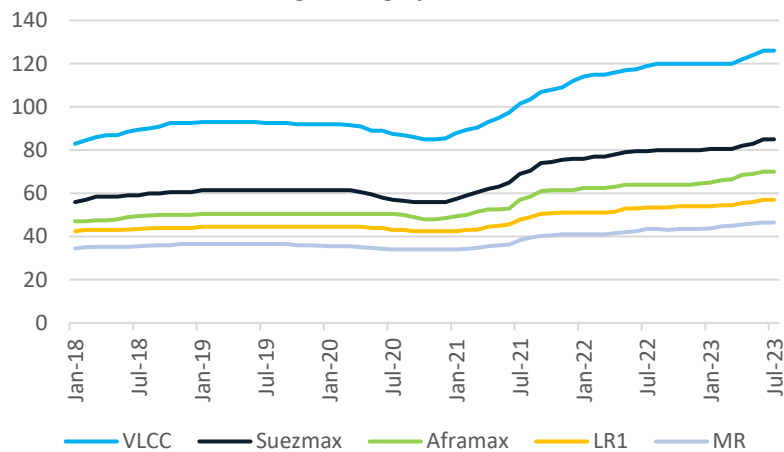
In the dry bulk sector Cido Shipping placed three deals with two different Chinese yards for a total of 12 vessels comprising of eight 82,000 dwt kamsarmax and four 64,000 dwt ultramax units for a combined total price of more than \$410 mil.

In the tanker sector, Greek Owners continued to place newbuild orders. Kyklades Maritime is said to have inked a deal with JMU for a pair of suezmaxes while Laskaridis Maritime is also rumored to have ordered a 115,000 dwt LR2 unit at Yangzijiang. Also, Evalend returned to Yangzijiang for a pair of 75,000 dwt LR1s and finally, an affiliate of TMS Tankers ordered a pair of 50,000 dwt units at the Chinese Chengxi shipyard.

Newbuilding average prices – Dry Bulk



Newbuilding average prices – Tankers



NEWBUILDING CONTRACTS

Type	Size	Buyer	Yard	Delivery	Price	Units	Comments
Bulker	82,000 dwt		Jiangsu New Hantong	2025-2026	\$35m pv	4	
Bulker	82,000 dwt	Cido Shipping	New Dayang	2026	\$35m pv	4	
Bulker	64,000 dwt		Jiangsu New Hantong	2025-2026	\$33m pv	4	
Tanker	158,000 dwt	Eastern Pacific Shipping	New Times	2025-2026	\$87m pv	2	LNG dual-fuelled
Tanker	157,000 dwt	Kyklades Maritime	JMU	-	\$81-82m pv	2	
Tanker	115,000 dwt	Laskaridis Maritime	Yangzijiang	1H 2026	xs \$60m	1	
Tanker	75,000 dwt	International Seaways	K Shipbuilding	2025	\$57.5m pv	2	LNG-ready, scrubber-fitted
Tanker	75,000 dwt	Evalend Shipping	Yangzijiang	Q2 2026	xs \$50m pv	2	
Tanker	50,000 dwt	An Tankers (TMS Tankers)	Chengxi	2025-2026	\$42m pv	2	
Tanker	49,800 dwt	Hafnia	GSI	2025-2026	\$50m pv	4	methanol dual-fuelled, long-term TC to TotalEnergies



NEWBUILDINGS

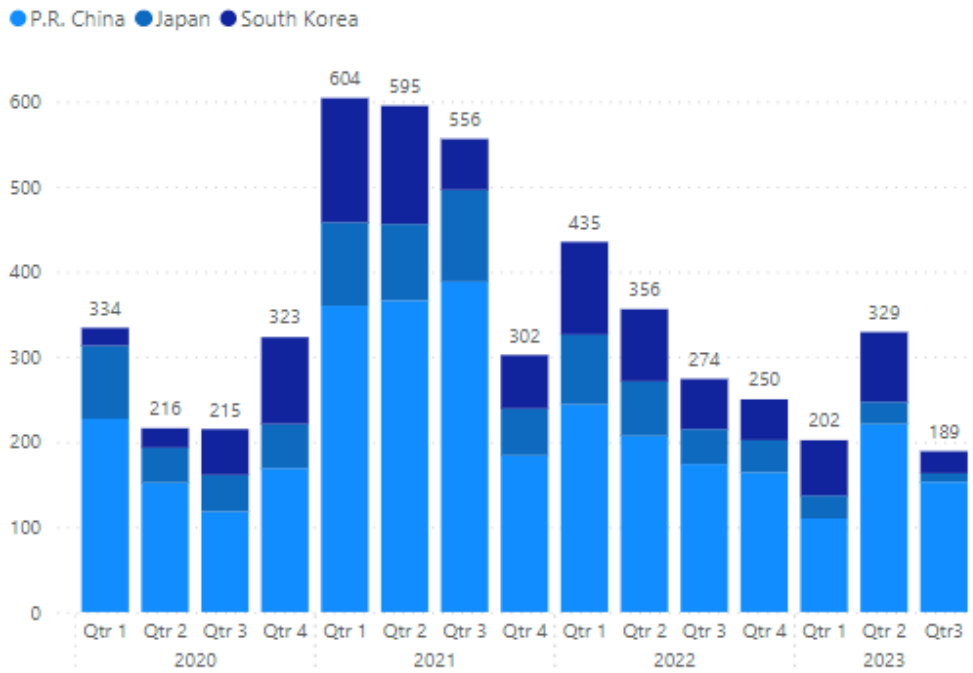
NEWBUILDING CONTRACTS

Type	Size	Buyer	Yard	Delivery	Price	Units	Comments
Tanker	25,900 dwt	Xingtong Shipping	Wuchang	2025	-	2	Stainless steel
Tanker	18,500 dwt	EGPN	Wuhu	2026	\$30m pv	2	options exercised, Stainless steel
Container	10,300 teu	MSC	Zhoushan Changhong	2026-2027	\$130m pv	10	LNG dual-fuelled, Methanol & Ammonia- ready
PCTC	9,350 ceu	Wallenius Wilhelmsen	CSC Jinling	2026-2027	-	4+8	LOI, methanol-capable & ammonia-ready
PCTC	7,000 ceu	Eastern Pacific Shipping	CSC Jinling	2026	\$90m pv	4	old order, LNG dual fuelled
MPP	38,000 dwt	HMM	Huangpu Wenchong	2025-2026	\$52m pv	4	scrubber-fitted

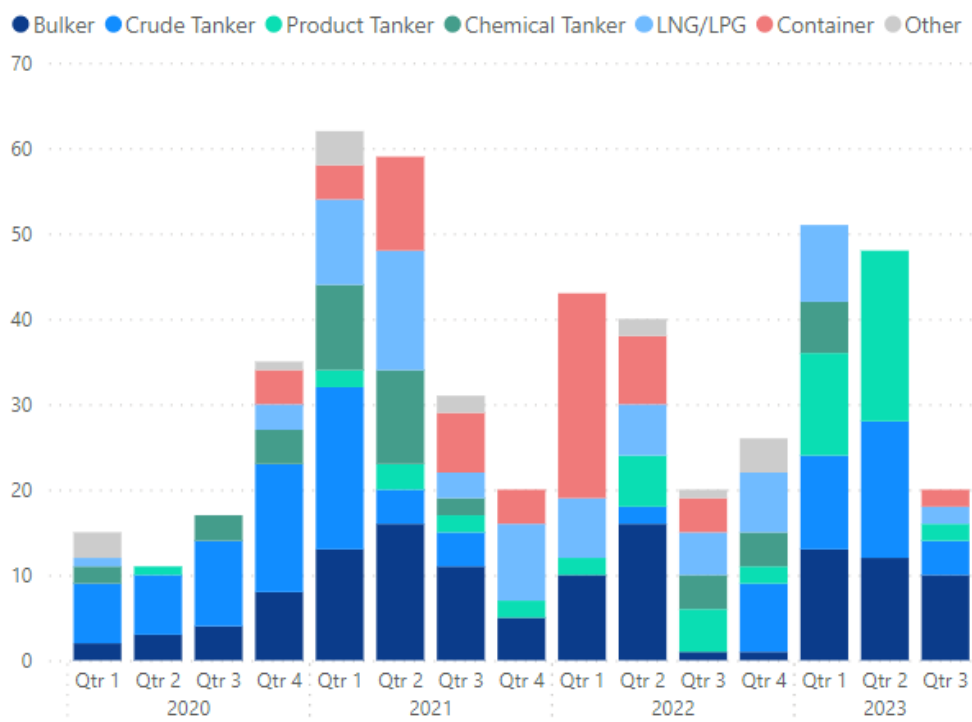


NEWBUILDINGS

Total NB orders in the main SB markets (No)



Total orders from Greek Owners by ship type





DEMOLITIONS

The ship recycling markets in the sub-continent have experienced yet another week of negative sentiment, although there appears to be a noteworthy buying appetite despite that local steel prices are moving south for quite a while. Sizable tonnage availability is still tight at this point, characterized by a shortage of vessels which are up for acquisition and a minimal number of recorded transactions, impacted, inter alia, by the noticeable decrease in prices, which fall to below \$500/LDT in some cases, down from the \$600/LDT levels seen prior to the summer season.

Fundamentals in Bangladesh are unchanged with the country still facing significant challenges regarding the LCs and payment approvals, resulting in the local market struggling against the neighboring ones both in terms of price levels and tonnage. On the other hand, despite India's stability in financing matters, price levels remain unimpressive as local buyers are in a more favoring position compared to the rest. Meanwhile, Pakistan is showing positive signs for a while now, with local buyers starting to engage more in discussions following the recent approvals of limited number of LCs.

Indicative Scrap Prices			
	US\$/ldt		
	Bulkers	Tankers	Containers
India	490	510	530
Bangladesh	500	520	540
Pakistan*	510	530	550
Turkey	300	310	320

*subject to LC approval

DEMOLITION SALES

Type	Name	DWT	LDT	Built	Buyers	(US\$ /ldt)	Comments
Bulker	Lila Ningbo	175,775	24,181	2002	Indian	-	
Bulker	BH Mally	73,867	9,379	1997	Undisclosed	465	"As is", including 200 tons bunkers
Container	MSC Erminia	56,152	17,694	1993	Indian	505	3,720 teu, HKC recycling
Bulker	Green Bay	54,442	-	1999	Bangladeshi	-	
Bulker	An Yue	45,194	7,966	1996	Undisclosed	475	"As is"
Container	Heng Hui 2	44,510	11,835	1993	Undisclosed	550	"As is", 3,469 teu
Bulker	Tecumseh	29,984	8,016	1973	Undisclosed	-	
Container	MSC Lana II	29,337	10,351	1999	Indian	520	1,835 teu, HKC recycling
Container	Sol Straits	22,900	7,808	1997	Indian	590	1,730 teu, Including 250 tons bunkers
G.Cargo	Tessa	4,300	2,461	1978	Bangladeshi	560	
RoPax	Tai Hwa	2,296	4,043	1989	Undisclosed	460	"As is"

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