



# ATHENIAN SHIPBROKERS S.A.

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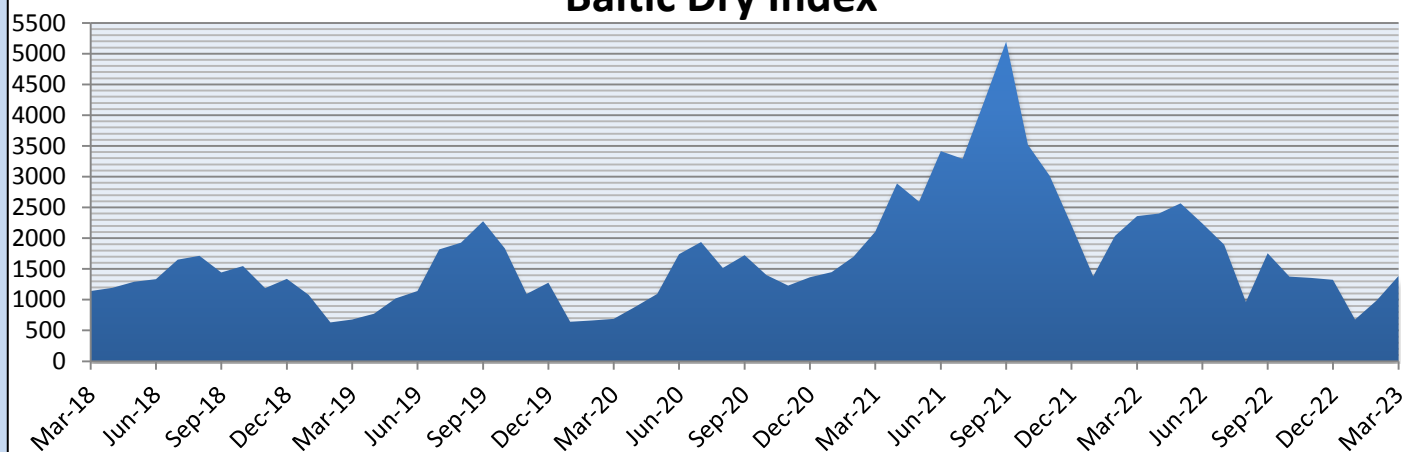
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**MAR 2023**

## MONTHLY REPORT

### Baltic Dry Index



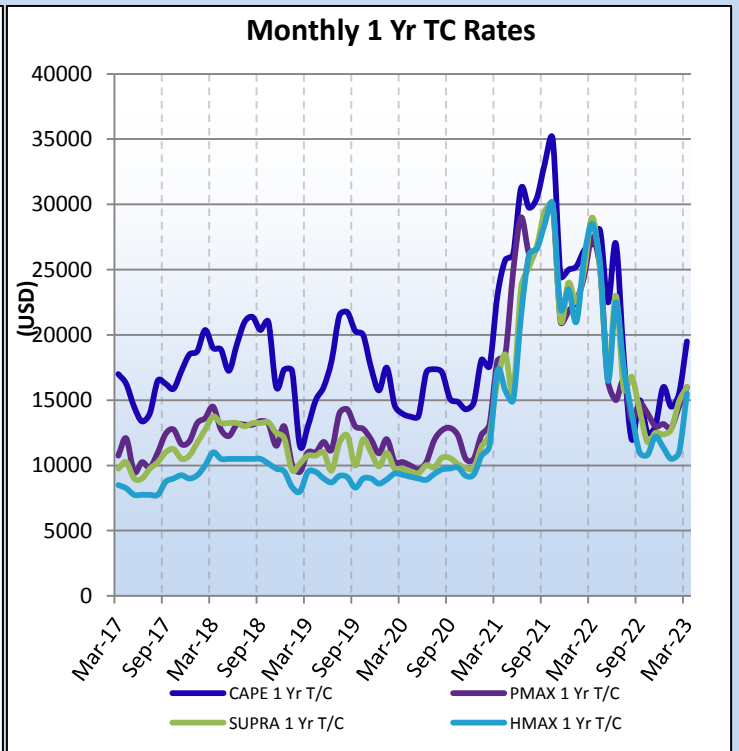
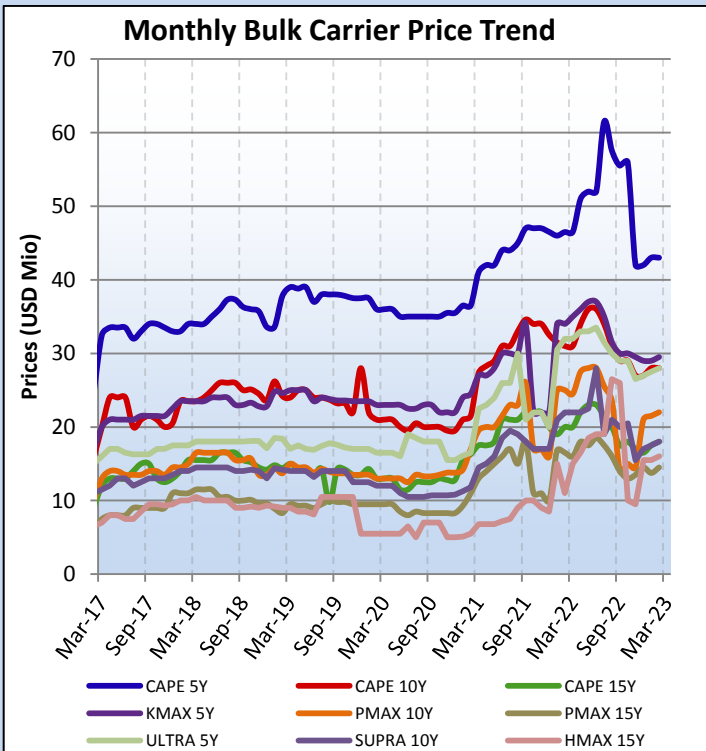
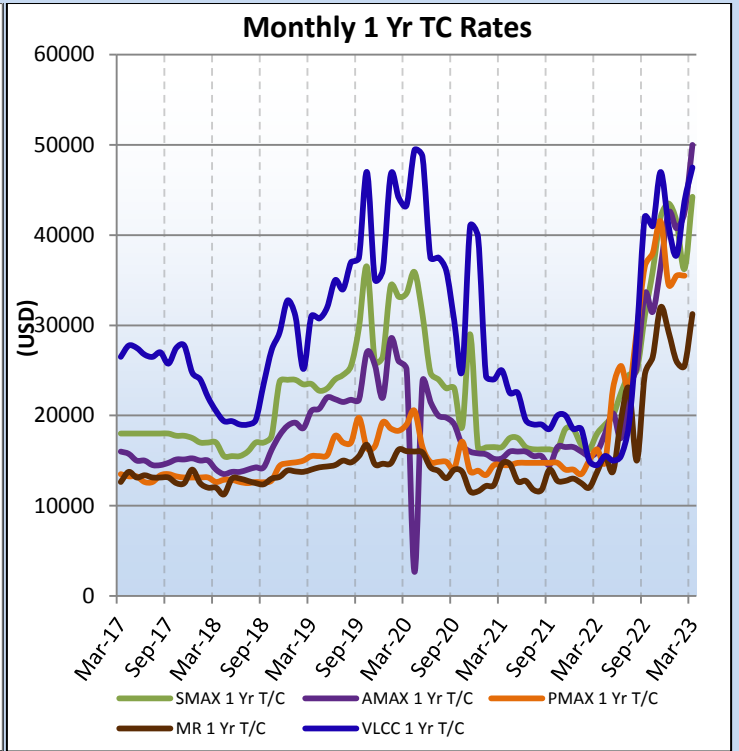
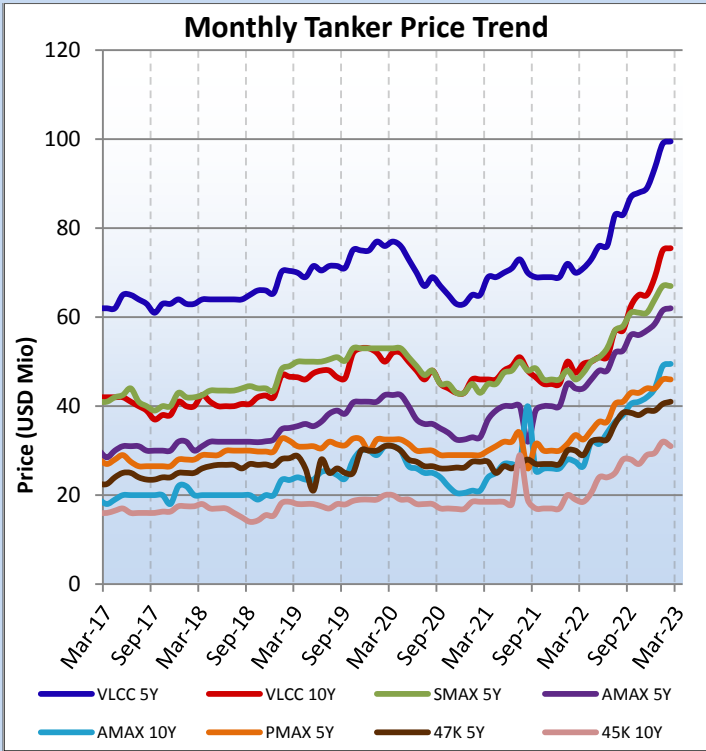
### PRICES TANKERS (\$ MIO)

* Prices reflect Year's End	2017	2018	2019	2020	2021	2022	MAR-23
<b>VLCC 5Y</b>	64	63	75	63	69	93.5	99.5
<b>VLCC 10Y</b>	41	40	53	43	45	69	75.5
<b>SUEZMAX 5Y</b>	43	42	53	42	46	64	67.5
<b>AFRAMAX 5Y</b>	32	32	41	42.5	40	58.5	62
<b>AFRAMAX 10Y</b>	22	22	30	28.3	26	44	49.5
<b>PANAMAX 5Y</b>	28	28	30	29.5	30	44	46.5
<b>51K 5Y</b>	25	27.5	30	26.5	27	39	41
<b>47K 10Y</b>	17.5	16.5	19	17.5	17	29.5	22.5

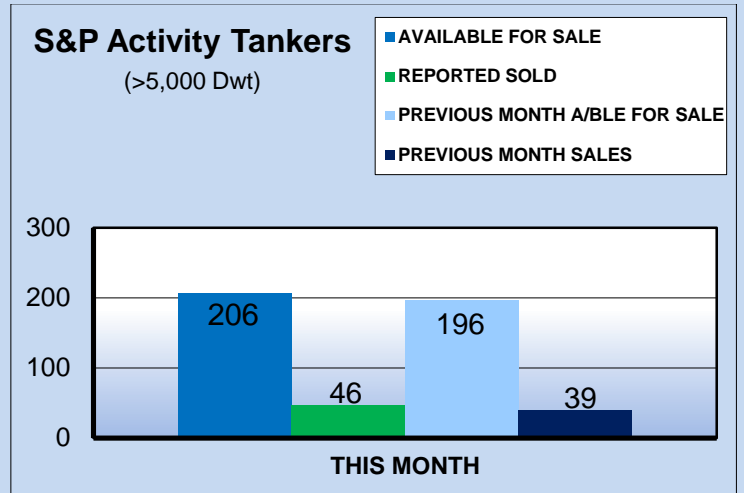
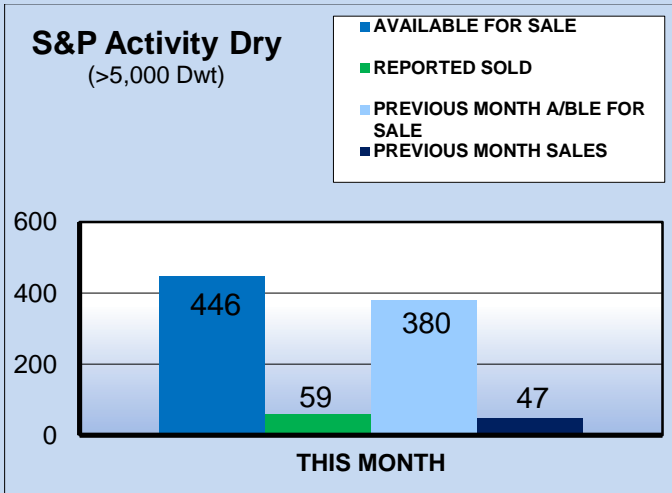
### PRICES BULKERS (\$ MIO)

* Prices reflect Year's End	2017	2018	2019	2020	2021	2022	MAR-23
<b>CAPE SIZE 5Y</b>	33	33	37.5	35.3	46.5	42	53
<b>CAPE SIZE 10Y</b>	20.5	23.5	22	19	32.5	27	32
<b>CAPE SIZE 15Y</b>	13	14	13.5	12	20	16.5	20
<b>KAMSARMAX 5Y</b>	22.5	23.5	23.5	21.8	32	29	32
<b>KAMSARMAX 10Y</b>	14.5	14.5	13.5	13.5	22	21	23.5
<b>PANAMAX 15Y</b>	11	9	9.5	8.8	16	14.5	15.5
<b>PANAMAX 20Y</b>	6.5	6.5	6	5.7	10	9.5	11
<b>ULTRAMAX 5Y</b>	17.5	18	17	17.3	29	27	31
<b>SUPRAMAX 10Y</b>	13.5	14	12.5	10.5	20	17	20.5
<b>HANDY 37K 5Y</b>	14.3	15	16.7	14.5	24	22	25.5
<b>HANDY 37K 10Y</b>	10.5	11.8	9.2	8.7	17	15.5	17.5

## SECOND HAND SALES & CHARTER FIXTURE TRENDS

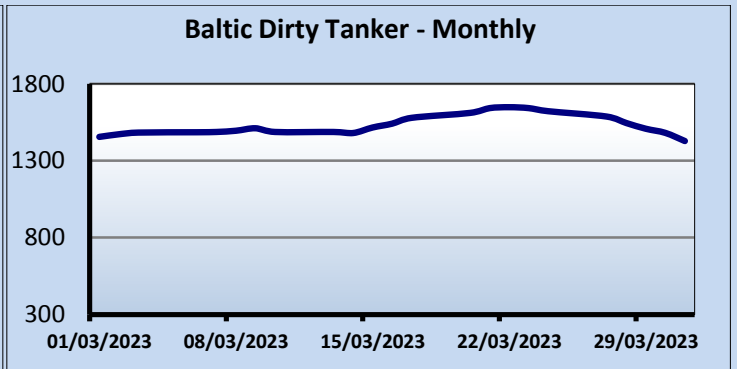
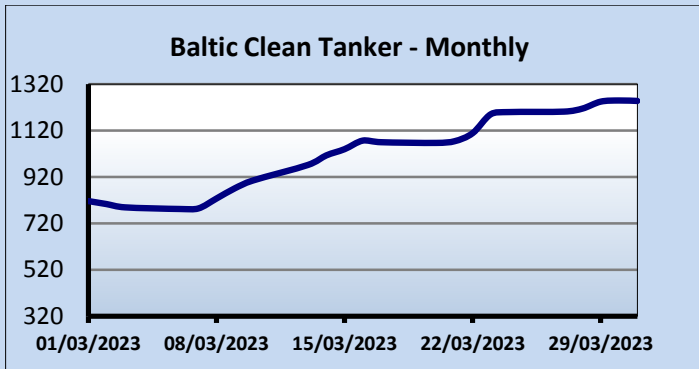
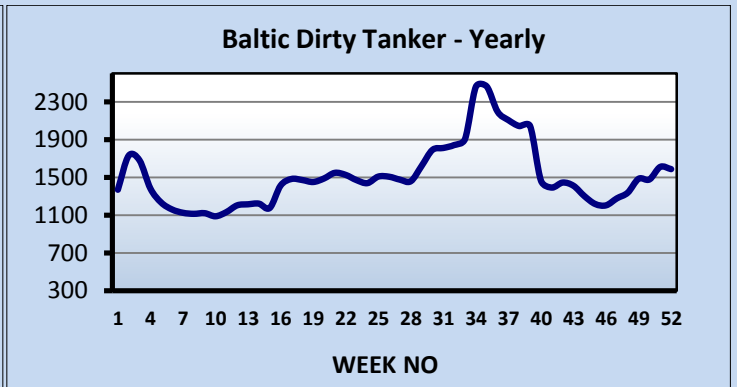
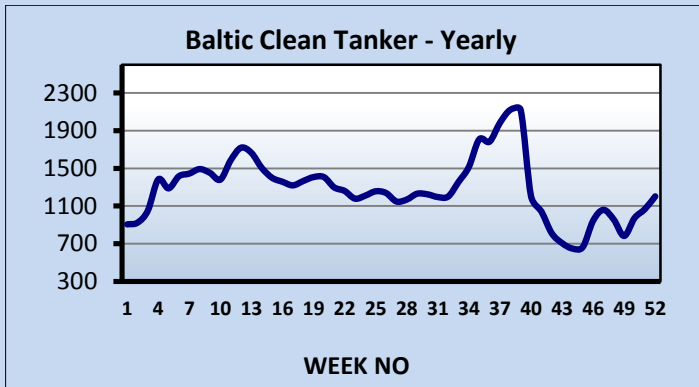


**SECOND HAND TONNAGE MARKET**



\* Excluding demolition sales

Ship Type	Sale and Purchase Market						
	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Total
<b>BULK</b>	66	36	29	33	34	59	257
<b>TANK</b>	50	30	41	36	39	46	242
<b>GAS</b>	14	7	4	10	8	4	47
<b>CONT</b>	6	2	3	9	13	10	43
<b>TWEEN/MPP</b>	0	0	0	0	0	0	0
<b>REEF</b>	1	2	0	0	0	0	3
<b>RORO</b>	0	3	2	0	0	2	7
<b>FERRY</b>	0	0	0	0	0	0	0
<b>CRUISE</b>	0	0	0	0	0	1	1
<b>Total</b>	<b>137</b>	<b>80</b>	<b>79</b>	<b>88</b>	<b>94</b>	<b>122</b>	<b>600</b>



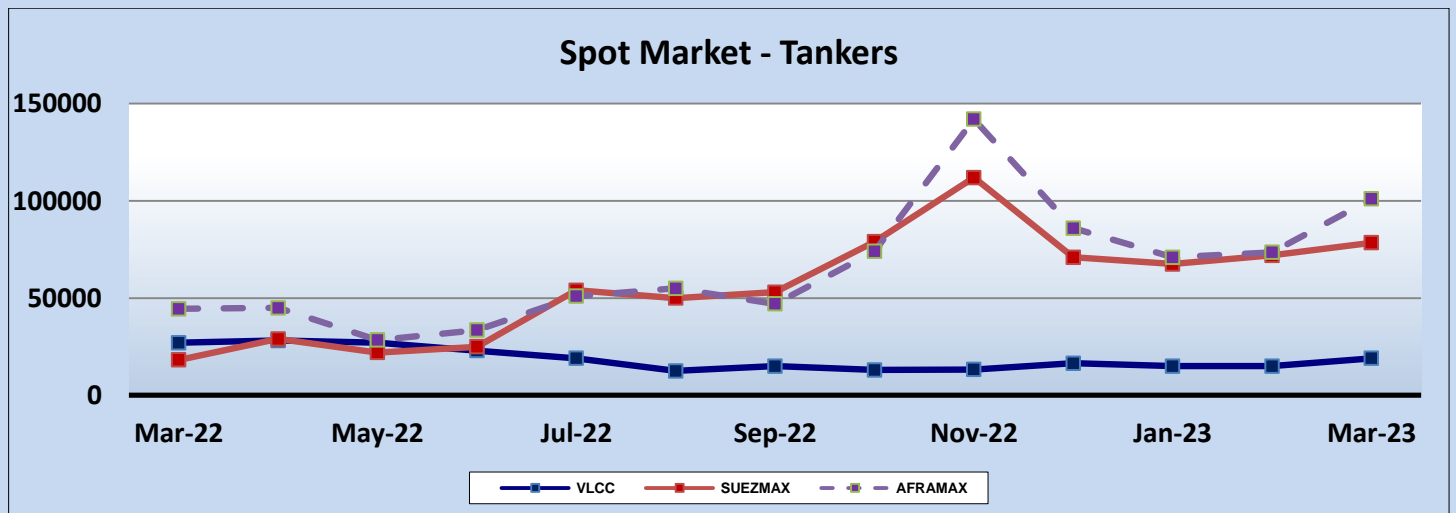
**TANKER SALES**

<b>NAME</b>	<b>DWT</b>	<b>BLT</b>		<b>PRICE \$ (MIO)</b>	<b>BUYER</b>
<b>BW OPPORTUNITY</b>	<b>276,736</b>	<b>1989</b>	<b>KOREA</b>	<b>125</b>	<b>UNDISCLOSED</b>
<b>MTM MANILA</b>	<b>46,839</b>	<b>2003</b>	<b>KOREA</b>	<b>44.4</b>	<b>ENBLOC BSS</b>
<b>MTM MUMBAI</b>	<b>46,818</b>	<b>2003</b>	<b>KOREA</b>		
<b>MTM YANGON</b>	<b>46,818</b>	<b>2003</b>	<b>KOREA</b>		<b>SINGAPOREAN</b>
<b>NORD SKATE</b>	<b>51,332</b>	<b>2009</b>	<b>KOREA</b>	<b>24.5</b>	<b>UNDISCLOSED</b>
<b>DESAILLY</b>	<b>50,192</b>	<b>2009</b>	<b>KOREA</b>	<b>22.5</b>	<b>UNDISCLOSED</b>
<b>AFRA ROYAL</b>	<b>115,948</b>	<b>2010</b>	<b>PHILLIPINES</b>	<b>43</b>	<b>UNDISCLOSED</b>
<b>LIMNIA</b>	<b>309,960</b>	<b>2009</b>	<b>JAPAN</b>	<b>61</b>	<b>SINGAPOREAN</b>
<b>TRADEWIND PASSION</b>	<b>7,739</b>	<b>2008</b>	<b>CHINA</b>	<b>5.6</b>	<b>UNDISCLOSED</b>
<b>ATRIA</b>	<b>37,583</b>	<b>2011</b>	<b>KOREA</b>	<b>23</b>	<b>NAVALMED</b>
<b>STREAM ARCTIC</b>	<b>19,998</b>	<b>2018</b>	<b>JAPAN</b>	<b>136</b>	<b>ENBLOC BSS</b>
<b>STREAM BALTIC</b>	<b>19,999</b>	<b>2019</b>	<b>JAPAN</b>		
<b>STREAM ATLANTIC</b>	<b>19,998</b>	<b>2019</b>	<b>JAPAN</b>		
<b>STREAM PACIFIC</b>	<b>19,999</b>	<b>2019</b>	<b>JAPAN</b>		<b>ACE TANKERS</b>
<b>PENINSULA IX</b>	<b>17,906</b>	<b>2019</b>	<b>KOREA</b>	<b>26</b>	<b>UNDISCLOSED</b>
<b>MAERSK MICHIGAN</b>	<b>47,047</b>	<b>2003</b>	<b>JAPAN</b>	<b>14.5</b>	<b>MIDDLE EASTERN</b>
<b>LILA HONG KONG</b>	<b>159,149</b>	<b>2003</b>	<b>CHINA</b>	<b>31</b>	<b>CHINESE</b>
<b>NEUTRON RAY</b>	<b>50,386</b>	<b>2005</b>	<b>KOREA</b>	<b>18.1</b>	<b>UNDISCLOSED</b>
<b>ENERGY CHAMPION</b>	<b>70,681</b>	<b>2005</b>	<b>KOREA</b>	<b>19.3</b>	<b>CL. OF BEKS SHIPMANAG.</b>
<b>EUROVOYAGER</b>	<b>159,342</b>	<b>2005</b>	<b>KOREA</b>	<b>37</b>	<b>UNDISCLOSED</b>
<b>ATHINA LI</b>	<b>318,658</b>	<b>2005</b>	<b>KOREA</b>	<b>56</b>	<b>UNDISCLOSED</b>
<b>YUFUSAN</b>	<b>311,359</b>	<b>2005</b>	<b>JAPAN</b>	<b>50</b>	<b>FAR EASTERN</b>
<b>LILA RHINE</b>	<b>51,271</b>	<b>2007</b>	<b>KOREA</b>	<b>22.5</b>	<b>TURKISH</b>
<b>KASSOS I</b>	<b>319,247</b>	<b>2007</b>	<b>KOREA</b>	<b>61</b>	<b>UNDISCLOSED</b>
<b>EVIAN</b>	<b>48,676</b>	<b>2006</b>	<b>JAPAN</b>	<b>18</b>	<b>MIDDLE EASTERN</b>
<b>OCEAN LII</b>	<b>45,672</b>	<b>2007</b>	<b>CHINA</b>	<b>21.5</b>	<b>UNDISCLOSED</b>

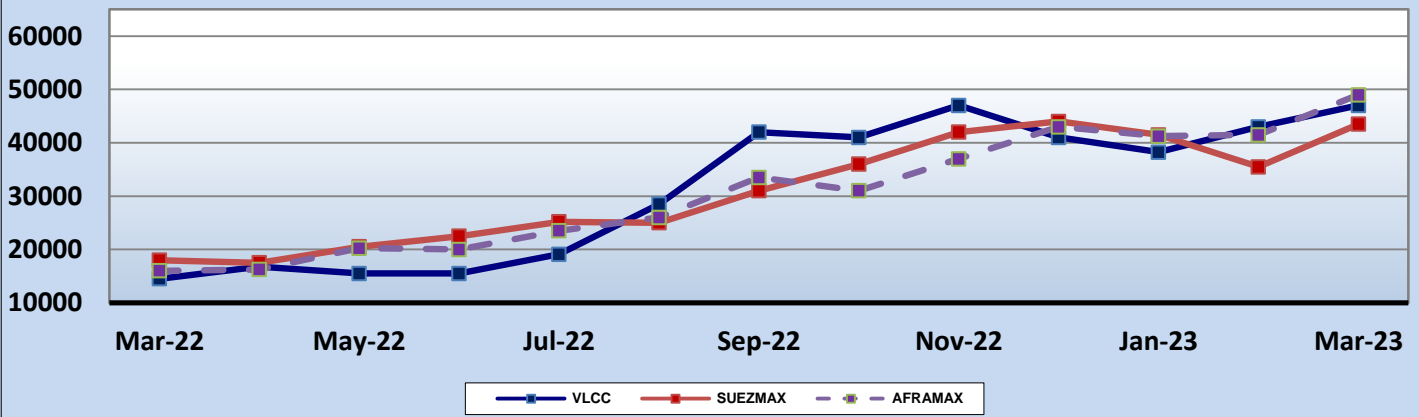
<b>SAND SHINER</b>	<b>73,715</b>	<b>2006</b>	<b>CHINA</b>	<b>23.25</b>	<b>GREEK</b>
<b>SPRUCE EXPRESS</b>	<b>51,218</b>	<b>2006</b>	<b>KOREA</b>	<b>19</b>	<b>GREEK</b>
<b>SEAMUSE</b>	<b>48,673</b>	<b>2007</b>	<b>JAPAN</b>	<b>21.7</b>	<b>UNDISCLOSED</b>
<b>RIDGEBURY MERCURY</b>	<b>46,938</b>	<b>2008</b>	<b>KOREA</b>	<b>21</b>	<b>UNDISCLOSED</b>
<b>STAR PROSPERITY</b>	<b>115,098</b>	<b>2009</b>	<b>JAPAN</b>	<b>41</b>	<b>UNDISCLOSED</b>
<b>NORDIC HUMBOLDT</b>	<b>37,602</b>	<b>2008</b>	<b>KOREA</b>	<b>15</b>	<b>GREEK</b>
<b>PYXIS MALOU</b>	<b>50,667</b>	<b>2009</b>	<b>KOREA</b>	<b>24.8</b>	<b>UK</b>
<b>PRO ALLIANCE</b>	<b>105,348</b>	<b>2008</b>	<b>KOREA</b>	<b>38.25</b>	<b>GREEK</b>
<b>UTVIKEN</b>	<b>37,872</b>	<b>2009</b>	<b>KOREA</b>	<b>40</b>	<b>ENBLOC BSS</b>
<b>INVIKEN</b>	<b>37,873</b>	<b>2009</b>	<b>KOREA</b>		<b>EUROPEAN</b>
<b>CHEM POLARIS</b>	<b>19,859</b>	<b>2008</b>	<b>JAPAN</b>	<b>19.7</b>	<b>CL. OF TOLANI GROUP</b>
<b>HAFNIA HUDSON</b>	<b>76,574</b>	<b>2007</b>	<b>CHINA</b>	<b>48</b>	<b>ENBLOC BSS</b>
<b>HAFNIA DANUBE</b>	<b>76,543</b>	<b>2007</b>	<b>CHINA</b>		<b>UNDISCLOSED</b>
<b>JEMMA</b>	<b>38,402</b>	<b>2008</b>	<b>CHINA</b>	<b>18</b>	<b>TURKISH</b>
<b>MAJORIE K</b>	<b>49,995</b>	<b>2013</b>	<b>KOREA</b>	<b>96.9</b>	<b>ENBLOC BSS</b>
<b>JULIA L</b>	<b>49,995</b>	<b>2013</b>	<b>KOREA</b>		
<b>GLADYS W</b>	<b>49,995</b>	<b>2013</b>	<b>KOREA</b>		<b>TORM</b>
<b>KS CLOVER</b>	<b>12,835</b>	<b>2009</b>	<b>KOREA</b>	<b>10.5</b>	<b>POSEIDON SA</b>
<b>CHEMICAL ATLANTIK</b>	<b>15,081</b>	<b>2018</b>	<b>TURKEY</b>	<b>-</b>	<b>ENBLOC BSS</b>
<b>PREVEZE 1</b>	<b>15,081</b>	<b>2018</b>	<b>TURKEY</b>		<b>CL. OF STOLT TANKERS BV</b>
<b>COSBRIGHT LAKE</b>	<b>299,079</b>	<b>2003</b>	<b>CHINA</b>	<b>39.5</b>	<b>FAR EASTERN</b>
<b>ROSY</b>	<b>20,610</b>	<b>2008</b>	<b>CHINA</b>	<b>-</b>	<b>UNDISCLOSED</b>
<b>JO KARI</b>	<b>47,128</b>	<b>2007</b>	<b>KOREA</b>	<b>22</b>	<b>TURKISH</b>
<b>NORVIKEN</b>	<b>37,874</b>	<b>2010</b>	<b>KOREA</b>	<b>24</b>	<b>UNDISCLOSED</b>
<b>NORDIC GENEVA</b>	<b>73,766</b>	<b>2009</b>	<b>CHINA</b>	<b>23.5</b>	<b>UNDISCLOSED</b>
<b>PTI DANUBE</b>	<b>49,999</b>	<b>2017</b>	<b>KOREA</b>	<b>41</b>	<b>TRAFIGURA BEHEER BV</b>
<b>WISBY ATLANTIC</b>	<b>49,614</b>	<b>2017</b>	<b>CHINA</b>	<b>86.5</b>	<b>ENBLOC BSS</b>
<b>WISBY PACIFIC</b>	<b>49,686</b>	<b>2017</b>	<b>CHINA</b>		<b>UNDISCLOSED</b>

### GAS SALES

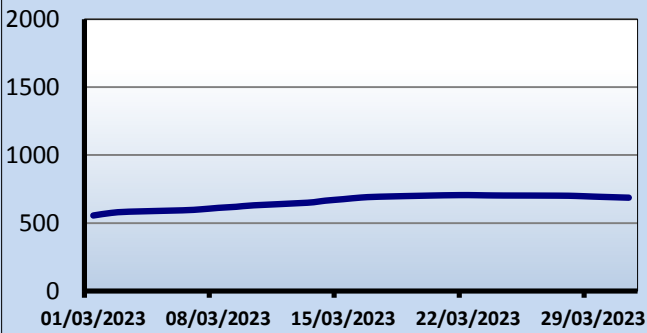
<b>NAME</b>	<b>DWT</b>	<b>BLT</b>		<b>CBM</b>	<b>PRICE \$ (MIO)</b>	<b>BUYER</b>
<b>GASLOG ATHENS</b>	<b>78,957</b>	<b>2006</b>	<b>KOREA</b>	<b>142,100</b>	<b>55</b>	<b>UNDISCLOSED</b>
<b>RODBERG</b>	<b>23,292</b>	<b>1998</b>	<b>JAPAN</b>	<b>20,510</b>	<b>15</b>	<b>UNDISCLOSED</b>
<b>GASLOG SYDNEY</b>	<b>82,010</b>	<b>2013</b>	<b>KOREA</b>	<b>82,010</b>	<b>284</b>	<b>ENBLOC BSS</b>
<b>GASLOG SARATOGA</b>	<b>81,855</b>	<b>2014</b>	<b>KOREA</b>	<b>81,855</b>		<b>CL. OF CDB LEASING</b>
<b>GAS BERYL</b>	<b>53,010</b>	<b>2010</b>	<b>JAPAN</b>	<b>78,595</b>	<b>59</b>	<b>FORESIGHT GROUP</b>



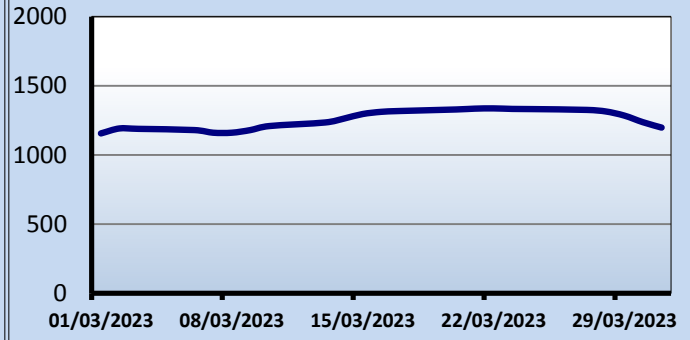
### Period Market - Tankers 1 Year T/C



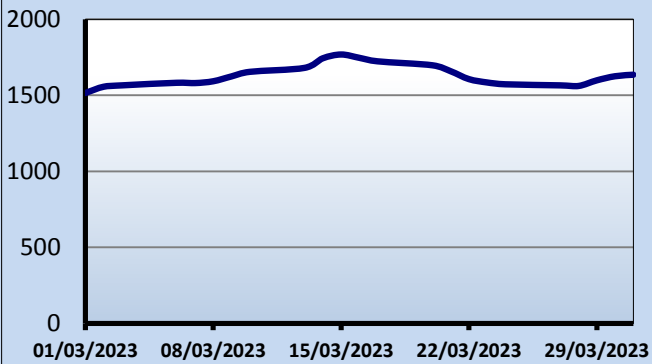
#### Baltic Handysize



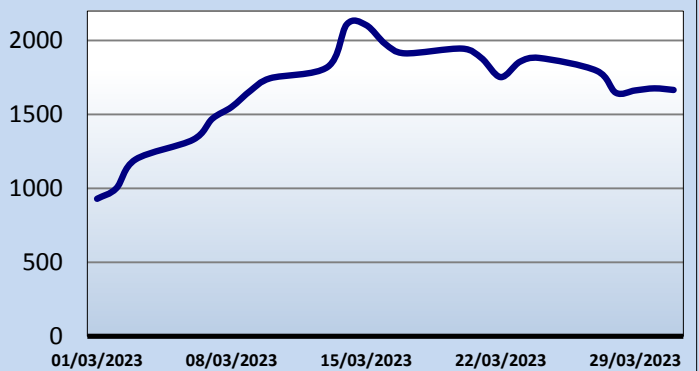
#### Baltic Supramax



#### Baltic Panamax



#### Baltic Capesize

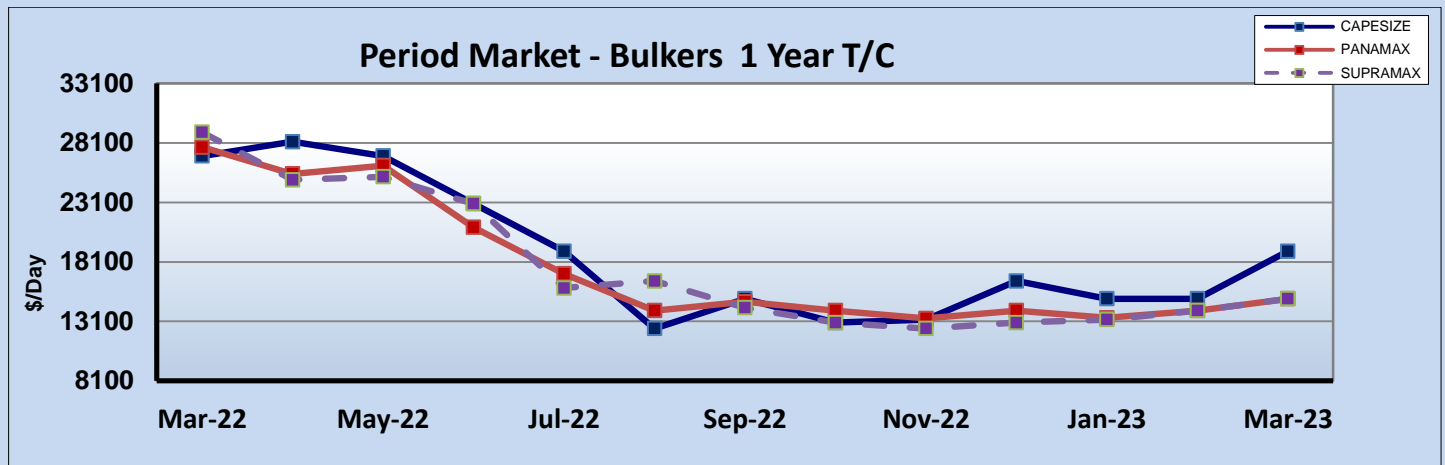
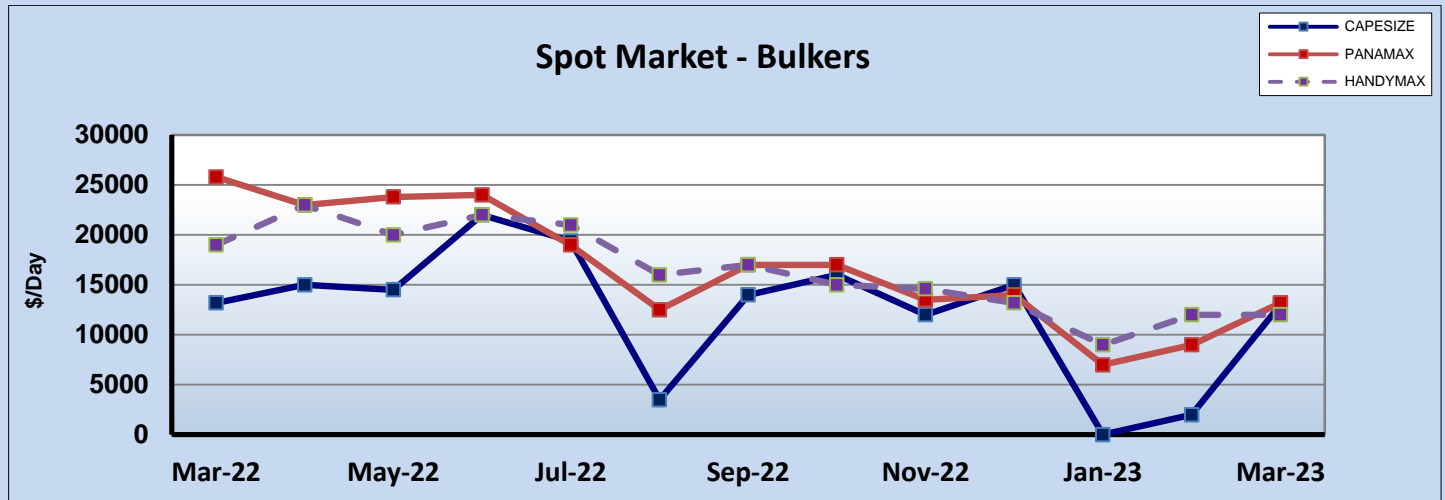


### BULKER SALES

NAME	DWT	BLT		GEAR	PRICE \$ (MIO)	BUYER
ELLIE M	52,510	2001	JAPAN	4x30.5	8	UNDISCLOSED
WORLDERA-1	51,024	2001	JAPAN	4x30	8	UNDISCLOSED
EFROSSINI	75,003	2012	JAPAN	-	22.5	UNDISCLOSED
MERCHANT THREE	28,364	2012	JAPAN	4x30.5	13.2	UNDISCLOSED
TAIBO	35,112	2011	CHINA	4x30	10.5	UNDISCLOSED
CIELO DI VALPARAISO	39,232	2015	CHINA	4x30	20	UNDISCLOSED
GALLEON	28,294	2014	JAPAN	4x30.5	14	GREEK

<b>CIELO DI ANGRA</b>	<b>39,202</b>	<b>2015</b>	<b>CHINA</b>	<b>4x30</b>	<b>20</b>	<b>MACS MARITIME</b>
<b>IVS PINEHURST</b>	<b>57,811</b>	<b>2015</b>	<b>PHILLIPINES</b>	<b>4x35</b>	<b>23</b>	<b>GREEK</b>
<b>MAESTRO PEARL</b>	<b>36,920</b>	<b>2015</b>	<b>JAPAN</b>	<b>4x36</b>	<b>20.5</b>	<b>UNDISCLOSED</b>
<b>BOREAS VENTURE</b>	<b>43,389</b>	<b>2016</b>	<b>CHINA</b>	<b>4x30</b>	<b>23</b>	<b>SUISSE ATLANTIQUE</b>
<b>SOHO PRINCIPAL</b>	<b>63,229</b>	<b>2016</b>	<b>CHINA</b>	<b>4x36</b>	<b>26.3</b>	<b>GERMAN</b>
<b>NAVIOS FELIX</b>	<b>181,221</b>	<b>2016</b>	<b>JAPAN</b>	<b>-</b>	<b>40.7</b>	<b>NAVIOS MAR. PARTN. LP</b>
<b>ASTON</b>	<b>63,614</b>	<b>2020</b>	<b>CHINA</b>	<b>4x30</b>	<b>30</b>	<b>U.S. INTERESTS</b>
<b>MP THE BRUSCHI</b>	<b>208,214</b>	<b>2020</b>	<b>CHINA</b>	<b>-</b>	<b>121</b>	<b>ENBLOC BSS</b>
<b>MP THE VRABEL</b>	<b>208,286</b>	<b>2021</b>	<b>CHINA</b>	<b>-</b>		<b>TOMINI SHIPPING</b>
<b>CRUX</b>	<b>32,744</b>	<b>2002</b>	<b>JAPAN</b>	<b>4x30.5</b>	<b>7.7</b>	<b>UNDISCLOSED</b>
<b>JAEGER</b>	<b>52,483</b>	<b>2004</b>	<b>PHILLIPINES</b>	<b>4x30</b>	<b>9.3</b>	<b>CHINESE</b>
<b>PATRONUS</b>	<b>30,587</b>	<b>2007</b>	<b>INDIA</b>	<b>4x30</b>	<b>7.5</b>	<b>TURKISH</b>
<b>SUN GLOBE</b>	<b>58,790</b>	<b>2007</b>	<b>PHILLIPINES</b>	<b>4x30</b>	<b>14.1</b>	<b>CHINESE</b>
<b>OCEAN CROSS</b>	<b>53,617</b>	<b>2007</b>	<b>CHINA</b>	<b>4x36</b>	<b>9.9</b>	<b>INDONESIAN</b>
<b>CHS CREATION</b>	<b>174,110</b>	<b>2006</b>	<b>CHINA</b>	<b>-</b>	<b>17</b>	<b>CHINESE</b>
<b>ELIZABETH LI</b>	<b>180,184</b>	<b>2007</b>	<b>JAPAN</b>	<b>-</b>	<b>17.8</b>	<b>UNDISCLOSED</b>
<b>IRIS EXPRESS</b>	<b>58,785</b>	<b>2007</b>	<b>PHILLIPINES</b>	<b>4x30</b>	<b>14.3</b>	<b>CHINESE</b>
<b>IGNAZIO</b>	<b>58,126</b>	<b>2010</b>	<b>PHILLIPINES</b>	<b>4x30</b>	<b>15.5</b>	<b>TURKISH</b>
<b>GOLDEN FENG</b>	<b>169,232</b>	<b>2009</b>	<b>KOREA</b>	<b>-</b>	<b>46</b>	<b>ENBLOC BSS</b>
<b>GOLDEN SHUI</b>	<b>169,333</b>	<b>2009</b>	<b>KOREA</b>	<b>-</b>		<b>GREEK</b>
<b>GF ORIENT</b>	<b>57,295</b>	<b>2011</b>	<b>CHINA</b>	<b>4x30</b>	<b>13.5</b>	<b>CHINESE</b>
<b>ECOPACIFIC</b>	<b>57,696</b>	<b>2010</b>	<b>CHINA</b>	<b>4x30</b>	<b>14.8</b>	<b>UNDISCLOSED</b>
<b>XIN JIN HAI</b>	<b>180,406</b>	<b>2009</b>	<b>CHINA</b>	<b>-</b>	<b>23</b>	<b>CHINESE</b>
<b>NORDIC SKAGEN</b>	<b>33,741</b>	<b>2010</b>	<b>KOREA</b>	<b>4x30</b>	<b>12.5</b>	<b>UNDISCLOSED</b>
<b>SUPRA ONIKI</b>	<b>57,022</b>	<b>2010</b>	<b>CHINA</b>	<b>4x35</b>	<b>13</b>	<b>INDONESIAN</b>
<b>IVS SENTOSA</b>	<b>32,701</b>	<b>2010</b>	<b>CHINA</b>	<b>4x30.5</b>	<b>11</b>	<b>GREEK</b>
<b>AQUAHAHA</b>	<b>179,023</b>	<b>2012</b>	<b>PHILLIPINES</b>	<b>-</b>	<b>56.4</b>	<b>ENBLOC BSS</b>
<b>AQUATONKA</b>	<b>178,733</b>	<b>2012</b>	<b>PHILLIPINES</b>	<b>-</b>		<b>NORDEN</b>
<b>SCHELDE CONFIDENCE</b>	<b>38,225</b>	<b>2011</b>	<b>JAPAN</b>	<b>4x30.5</b>	<b>17.2</b>	<b>GREEK</b>
<b>OCTBREEZE ISLAND</b>	<b>38,278</b>	<b>2011</b>	<b>JAPAN</b>	<b>4x30.5</b>	<b>15.4</b>	<b>UNDISCLOSED</b>
<b>DONA TARA</b>	<b>81,323</b>	<b>2011</b>	<b>KOREA</b>	<b>-</b>	<b>21.1</b>	<b>GREEK</b>
<b>SEA PLAIN I</b>	<b>32,663</b>	<b>2011</b>	<b>CHINA</b>	<b>4x30.5</b>	<b>11.2</b>	<b>HONG KONG</b>
<b>GLOVIS MAGELLAN</b>	<b>56,582</b>	<b>2013</b>	<b>CHINA</b>	<b>4x35</b>	<b>15</b>	<b>GREEK</b>
<b>CHS SPLENDOR</b>	<b>170,000</b>	<b>2006</b>	<b>JAPAN</b>	<b>-</b>	<b>17.5</b>	<b>MIDDLE EASTERN</b>
<b>MULAN</b>	<b>176,279</b>	<b>2005</b>	<b>JAPAN</b>	<b>-</b>	<b>16</b>	<b>CHINESE</b>
<b>ES SAKURA</b>	<b>76,596</b>	<b>2007</b>	<b>JAPAN</b>	<b>-</b>	<b>14.8</b>	<b>UNDISCLOSED</b>
<b>CASTLE</b>	<b>53,477</b>	<b>2009</b>	<b>CHINA</b>	<b>4x35</b>	<b>11.6</b>	<b>UNDISCLOSED</b>
<b>CARMENCITA</b>	<b>58,773</b>	<b>2009</b>	<b>PHILLIPINES</b>	<b>4x30</b>	<b>16</b>	<b>UNDISCLOSED</b>
<b>AVIS SUN</b>	<b>57,000</b>	<b>2010</b>	<b>CHINA</b>	<b>4x36</b>	<b>11.2</b>	<b>PELITA BARA SAMUDERA</b>
<b>AMIS ORCHID</b>	<b>58,120</b>	<b>2012</b>	<b>PHILLIPINES</b>	<b>4x30</b>	<b>19</b>	<b>UNDISCLOSED</b>
<b>EASTERN BEGONIA</b>	<b>58,018</b>	<b>2010</b>	<b>CHINA</b>	<b>4x36</b>	<b>14.8</b>	<b>GREEK</b>
<b>BALTIC PEARL</b>	<b>37,227</b>	<b>2014</b>	<b>CHINA</b>	<b>4x30</b>	<b>16.4</b>	<b>UNDISCLOSED</b>
<b>BLUMENAU</b>	<b>81,652</b>	<b>2012</b>	<b>CHINA</b>	<b>-</b>	<b>19.8</b>	<b>W MARINE INC</b>
<b>HADAR</b>	<b>28,236</b>	<b>2012</b>	<b>JAPAN</b>	<b>4x30.5</b>	<b>13.2</b>	<b>UNDISCLOSED</b>
<b>HUI XIN 9</b>	<b>75,658</b>	<b>2012</b>	<b>CHINA</b>	<b>-</b>	<b>17.8</b>	<b>UNDISCLOSED</b>
<b>WULIN</b>	<b>39,049</b>	<b>2014</b>	<b>CHINA</b>	<b>4x30</b>	<b>60.75</b>	<b>ENBLOC BSS</b>
<b>ERISORT</b>	<b>39,763</b>	<b>2014</b>	<b>CHINA</b>	<b>4x36</b>		
<b>ERRADALE</b>	<b>39,757</b>	<b>2014</b>	<b>CHINA</b>	<b>4x36</b>		<b>UNDISCLOSED</b>
<b>DAIWAN CHAMPION</b>	<b>34,393</b>	<b>2015</b>	<b>JAPAN</b>	<b>4x30</b>	<b>19.7</b>	<b>UNDISCLOSED</b>
<b>IKAN KERAPU</b>	<b>78,020</b>	<b>2015</b>	<b>JAPAN</b>	<b>-</b>	<b>25.5</b>	<b>GREEK</b>
<b>MAGIC MOON</b>	<b>76,602</b>	<b>2005</b>	<b>JAPAN</b>	<b>-</b>	<b>13.95</b>	<b>KC MARITIME</b>
<b>CLIPPER PALMA</b>	<b>34,399</b>	<b>2010</b>	<b>KOREA</b>	<b>4x35</b>	<b>13.35</b>	<b>TURKISH</b>
<b>ASALI</b>	<b>57,255</b>	<b>2010</b>	<b>KOREA</b>	<b>4x30</b>	<b>17</b>	<b>UNDISCLOSED</b>
<b>SUPER ODEGAARD</b>	<b>55,628</b>	<b>2011</b>	<b>JAPAN</b>	<b>4x30</b>	<b>18</b>	<b>GREEK</b>
<b>AMIS LEADER</b>	<b>58,107</b>	<b>2010</b>	<b>CHINA</b>	<b>4x30</b>	<b>18</b>	<b>UNDISCLOSED</b>
<b>ROSEBANK</b>	<b>177,029</b>	<b>2010</b>	<b>CHINA</b>	<b>-</b>	<b>23</b>	<b>UNDISCLOSED</b>
<b>STAR BOREALIS</b>	<b>179,678</b>	<b>2011</b>	<b>PHILLIPINES</b>	<b>-</b>	<b>65</b>	<b>ENBLOC BSS</b>
<b>STAR POLARIS</b>	<b>179,546</b>	<b>2011</b>	<b>PHILLIPINES</b>	<b>-</b>		<b>NORDEN</b>

<b>JIA TAI HE</b>	<b>35,045</b>	<b>2012</b>	<b>CHINA</b>	<b>4x30</b>	<b>12.7</b>	<b>TURKISH</b>
<b>TR INFINITY</b>	<b>77,113</b>	<b>2015</b>	<b>JAPAN</b>	<b>-</b>	<b>25.5</b>	<b>NEWPORT SA</b>
<b>MP THE HARRISON</b>	<b>208,283</b>	<b>2021</b>	<b>CHINA</b>	<b>-</b>	<b>126</b>	<b>ENBLOC BSS</b>
<b>MP THE VINATIERI</b>	<b>208,213</b>	<b>2021</b>	<b>CHINA</b>	<b>-</b>		<b>TMS DRY</b>



#### CONTAINER SALES

<b>NAME</b>	<b>DWT</b>	<b>BLT</b>		<b>GEAR</b>	<b>TEU</b>	<b>PRICE \$ (MIO)</b>	<b>BUYER</b>
<b>TS MUMBAI</b>	<b>68,047</b>	<b>2003</b>	<b>KOREA</b>	<b>-</b>	<b>5,680</b>	<b>55</b>	<b>ENBLOC BSS</b>
<b>TS DUBAI</b>	<b>72,807</b>	<b>2007</b>	<b>JAPAN</b>	<b>-</b>	<b>6,350</b>	<b>-</b>	<b>MSC</b>
<b>NORTHERN DEBONAIR</b>	<b>42,183</b>	<b>2007</b>	<b>CHINA</b>	<b>-</b>	<b>3,534</b>	<b>14.8</b>	<b>CHINESE</b>
<b>GSL AMSTEL</b>	<b>13,760</b>	<b>2008</b>	<b>CHINA</b>	<b>2x45</b>	<b>1,118</b>	<b>-</b>	<b>CL OF CONTSHIPS MAN.</b>
<b>NORTHERN JUSTICE</b>	<b>108,836</b>	<b>2010</b>	<b>KOREA</b>	<b>-</b>	<b>8,814</b>	<b>51</b>	<b>MSC</b>
<b>NAVIGARE COLLECTOR</b>	<b>119,262</b>	<b>2018</b>	<b>CHINA</b>	<b>-</b>	<b>11,000</b>	<b>81</b>	<b>D OLTSMANN REEDEREI</b>
<b>XINGANG EXPRESS</b>	<b>21,813</b>	<b>1996</b>	<b>JAPAN</b>	<b>-</b>	<b>1,498</b>	<b>5</b>	<b>CHINESE</b>
<b>BUXHANSA</b>	<b>33,995</b>	<b>1998</b>	<b>KOREA</b>	<b>1x30 2x40</b>	<b>2,456</b>	<b>6.5</b>	<b>UNDISCLOSED</b>
<b>TS HONGKONG</b>	<b>20,643</b>	<b>2006</b>	<b>CHINA</b>	<b>-</b>	<b>1,574</b>	<b>8.2</b>	<b>MIDDLE EASTERN</b>
<b>G BOX</b>	<b>21,700</b>	<b>2018</b>	<b>CHINA</b>	<b>2x40</b>	<b>1,714</b>	<b>20.5</b>	<b>FAR EASTERN</b>
<b>LOUISA SCHULTE</b>	<b>23,175</b>	<b>2008</b>	<b>CHINA</b>	<b>2x45</b>	<b>1,740</b>	<b>11.5</b>	<b>UNDISCLOSED</b>
<b>AMOLIANI</b>	<b>80,163</b>	<b>2013</b>	<b>KOREA</b>	<b>-</b>	<b>6,881</b>	<b>60</b>	<b>CMA CGM</b>
<b>TS LAEMCHABANG</b>	<b>23,476</b>	<b>2016</b>	<b>CHINA</b>	<b>1x45</b>	<b>1,756</b>	<b>-</b>	<b>ENBLOC BSS</b>
<b>TS HAIPHONG</b>	<b>23,512</b>	<b>2016</b>	<b>CHINA</b>	<b>1x45</b>	<b>1,756</b>	<b>-</b>	<b>UAE</b>



**Ro-Pax / Fast Ferries SALES**

<i>NAME</i>	<i>GT</i>	<i>BLT</i>		<i>Pax</i>	<i>PRICE \$ (MIO)</i>	<i>BUYER</i>
-	-	-	-	-	-	-

**CRUISE SALES**

<i>NAME</i>	<i>GT</i>	<i>BLT</i>		<i>Pax</i>	<i>PRICE \$ (MIO)</i>	<i>BUYER</i>
AEGEAN GODDESS	55,877	1994	ITALY	1,623	-	CL. OF CELESTYAL CRU.

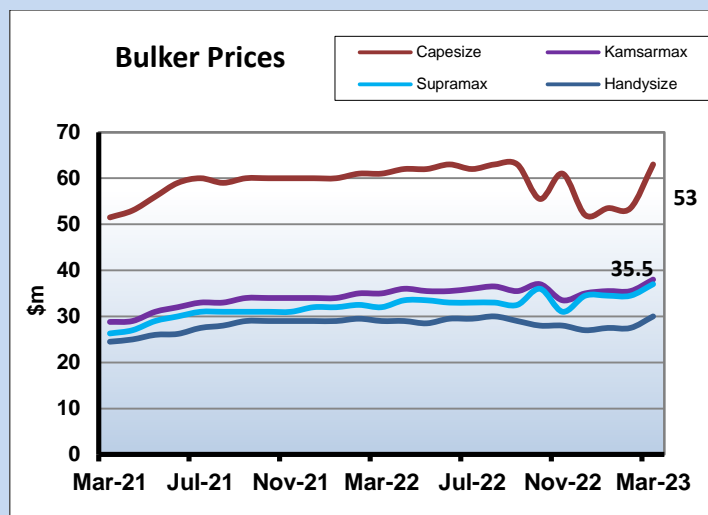
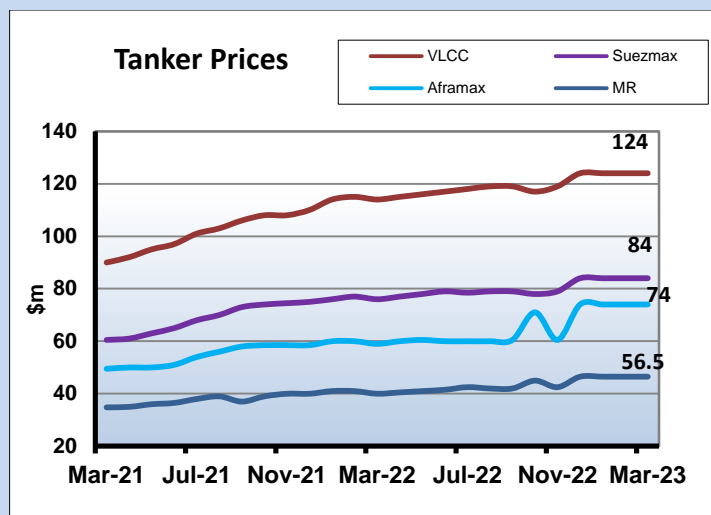
**Ro-Ro SALES**

<i>NAME</i>	<i>GT</i>	<i>BLT</i>		<i>Pax</i>	<i>PRICE \$ (MIO)</i>	<i>BUYER</i>
ELIANA MARINO	18,265	2000	GERMANY	12	13.25	MSC
STRAITSMAN	13,906	2005	NETHERLANDS	400	-	CL. OF CONDOR FERR.
CLEMENTINE	23,986	1997	JAPAN	12	13.4	CL. OF ATTICA GROUP
GOTLANDIA LI	6,554	2006	ITALY	780	-	CL. OF GOLDEN STAR FE.

**OFFSHORE SALES**

<i>NAME</i>	<i>GT</i>	<i>BLT</i>		<i>BOLL. PULL</i>	<i>PRICE \$ (MIO)</i>	<i>BUYER</i>
LEWEK ANTARES	3,599	2011	INDIA	-	4.3	CL. OF SHINFOX ENERGY
MAC CENTAURUS	3,601	2014	CHINA	-	-	UNDISCLOSED
TC LAM SON	1,939	2007	INDONESIA	-	-	UNDISCLOSED
FAR SABRE	2,750	2008	ROMANIA	-	-	UNDISCLOSED
PEARL ARK 2	3,665	2009	CHINA	-	-	BRAZILIAN

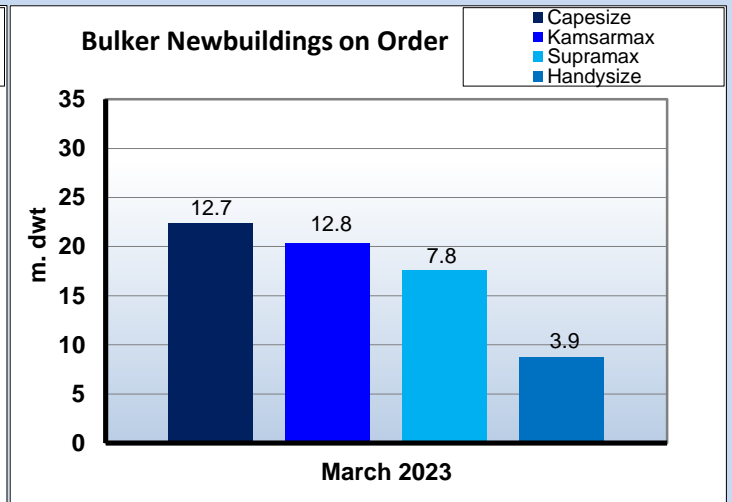
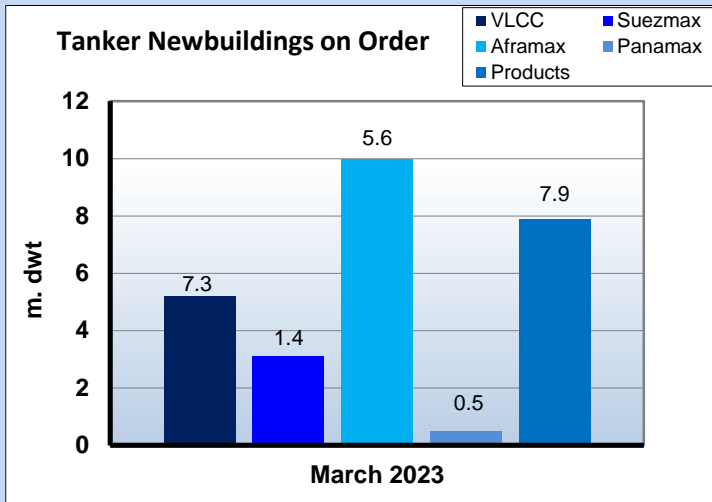
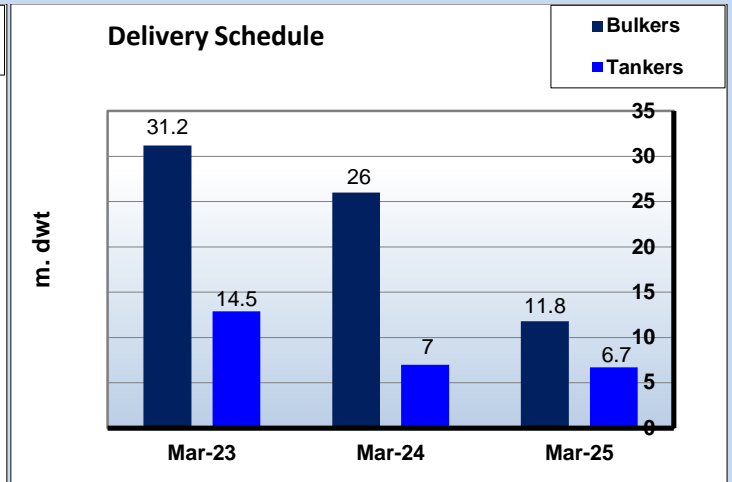
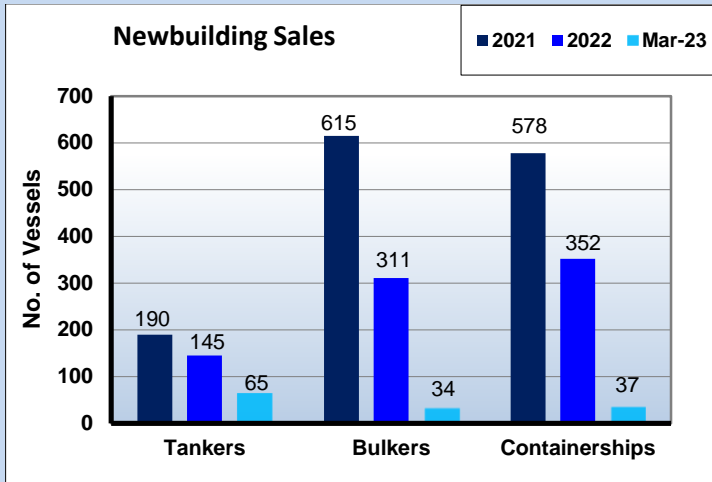
## NEW BUILDING MARKET AND REPORTED CONTRACTS



Dry Bulk Orderbook				
Ship Type	m.Dwt 2023	2024	2025+	Total No. Ships
Capesize	10.6	7.2	4.6	114
Kamsarmax	10.1	7.2	3.0	249
Supra/Hmax	6.9	8.0	2.7	281
Handies	3.5	3.6	1.6	263
<b>Total</b>	<b>31.2</b>	<b>26.0</b>	<b>11.8</b>	<b>907</b>

Tanker Orderbook				
Ship Type	m.Dwt 2023	2024	2025+	Total No. Ships
ULCC/VLCC	4.6	0.0	0.6	17
Suezmax	1.1	1.1	0.9	20
Aframax	4.4	3.1	2.4	87
Panamax	0.1	0.0	0.3	6
MR + Small	2.7	2.8	2.4	209
<b>Total</b>	<b>14.5</b>	<b>6.4</b>	<b>5.5</b>	<b>339</b>

LPG Orderbook				
Ship Type	,000cb 2023	2024	2025+	Total No. Ships
VLGC	3,773	1,360	2,645	86
LGC	0	45	90	3
MR	626	316	36	26
Handy	99	70	15	30
Small	16	5	0	8
<b>Total m.Dwt</b>	<b>4,515</b>	<b>1,797</b>	<b>2,786</b>	<b>153</b>



DWT in Thousands	Newbuilding Historical Prices (\$m)													
	Mar-23	2022	2021	2020	2019	2018	2017	2016	2010	2005	2000	1995	1990	1985
<b>Tankers</b>														
320 DWT <sup>1</sup>	124	124	110	85.5	95.6	92.4	81.5	84.5	104.8	120	76.5	85.3	87.4	38.2
170 DWT <sup>1</sup>	84	84	75	57	71.7	60.6	55	54.5	66.3	71.5	52.5	54	66.1	28.2
115 DWT <sup>1</sup>	74	74	58.5	46.5	55.1	48.1	44	44.5	56	58	41.5	43.3	53.2	18.1
50 DWT <sup>1</sup>	46.5	46.5	40	34	38.8	36.7	33.8	32.5	36.1	43	29.5	33.2	32.1	13.3
<b>Bulkers</b>														
185 DWT <sup>1</sup>	63	51.5	46.5	51.8	50.4	44	42	46	57.2	58.5	40.5	42.3	60.2	29.3
83 DWT <sup>1*</sup>	38	35	26	30.6	28.1	25.5	24.5	25.7	34.3	36	22.5	27.9	30	13.4
64 DWT*	37	34	24	27.4	26.2	24	22.3	24.1	31.1	31	20.5	24.1	25.3	12.4
35 DWT*	30	27	23	22.6	23.9	22	19.5	20.3	26.3	25.5	15	19.2	21.3	9.7
	<sup>1</sup> Before 2001 sizes to read 280,000 - 140,000 - 95,000 - 40,000 respectively for tankers and 150,000 - 69,000 for Bulkers <sup>2</sup> Single Hull <sup>3</sup> 30,000 DWT +Prior 2017 to read 73 - 76k dwt, 45k dwt & 30k dwt													
	(note: above is for vessels built Japan / Korea, you should also consider US\$ / Yen / Won relation for the years mentioned)													

**Newbuilding Orders**

<b>TYPE</b>	<b>DWT</b>	<b>BUILDER</b>	<b>DELIVERY</b>	<b>PRICE \$</b>	<b>OWNER</b>	<b>NOTES</b>
<b>BULK</b>	<b>63,550</b>	<b>NANTING XIANGYU</b>	<b>2025</b>	<b>-</b>	<b>GUANGXI JINHANG</b>	<b>-</b>
<b>BULK</b>	<b>63,550</b>	<b>NANTING XIANGYU</b>	<b>2025</b>	<b>-</b>	<b>JUHE SHIPPING</b>	<b>-</b>
<b>BULK</b>	<b>63,500</b>	<b>NANTING XIANGYU</b>	<b>2025</b>	<b>-</b>	<b>CZBANK LEASING</b>	<b>-</b>
<b>BULK</b>	<b>63,550</b>	<b>NANTING XIANGYU</b>	<b>2025</b>	<b>-</b>	<b>CZBANK LEASING</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>HYUNDAI SAMHO HI</b>	<b>2027</b>	<b>255</b>	<b>NIPPON YUSEN KAISHA</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>HYUNDAI SAMHO HI</b>	<b>2027</b>	<b>255</b>	<b>NIPPON YUSEN KAISHA</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>HYUNDAI SAMHO HI</b>	<b>2027</b>	<b>255</b>	<b>NIPPON YUSEN KAISHA</b>	<b>-</b>
<b>HVY L/CRANE</b>	<b>-</b>	<b>SHANGHAI ZHENHUA</b>	<b>JAN 2025</b>	<b>-</b>	<b>CRCC HARBOUR</b>	<b>-</b>
<b>HVU L/CRANE</b>	<b>-</b>	<b>SHANGHAI ZHENHUA</b>	<b>FEB 2025</b>	<b>-</b>	<b>HUAXIA LEASING</b>	<b>-</b>
<b>HVY L/CRANE</b>	<b>-</b>	<b>SHANGHAI ZHENHUA</b>	<b>SEP 2024</b>	<b>-</b>	<b>HUAXIA LEASING</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD VUNG TAU</b>	<b>JUN 2028</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD VUNG TAU</b>	<b>JAN 2028</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD BRATTVAAG</b>	<b>JUN 2027</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD BRATTVAAG</b>	<b>JAN 2027</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD VUNG TAU</b>	<b>FEB 2026</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD VUNG TAU</b>	<b>JUN 2025</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD BRATTVAAG</b>	<b>MAR 2025</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>VARD BRATTVAAG</b>	<b>JAN 2025</b>	<b>-</b>	<b>EDDA WIND</b>	<b>-</b>
<b>C.U &amp; FP LAY</b>	<b>-</b>	<b>VARD BRATTVAAG</b>	<b>OCT 2024</b>	<b>-</b>	<b>UNKNOWN</b>	<b>-</b>
<b>MAINTENANCE</b>	<b>-</b>	<b>CONST. FREIRE</b>	<b>NOV 2024</b>	<b>-</b>	<b>BRIGGS MARINE</b>	<b>-</b>
<b>LPG</b>	<b>35,000</b>	<b>HYUNDAI MIPO</b>	<b>OCT 2025</b>	<b>73.39</b>	<b>UNKNOWN</b>	<b>-</b>
<b>LPG</b>	<b>35,000</b>	<b>HYUNDAI MIPO</b>	<b>AUG 2025</b>	<b>73.39</b>	<b>UNKNOWN</b>	<b>-</b>
<b>PRODUCTS</b>	<b>114,000</b>	<b>SHANGHAI WAIGA.</b>	<b>NOV 2025</b>	<b>62.60</b>	<b>PERFORMANCE SHIP.</b>	<b>-</b>
<b>PCC</b>	<b>20,000</b>	<b>GSI NANSHA</b>	<b>2026</b>	<b>-</b>	<b>COSCO CAR CARRIERS</b>	<b>-</b>
<b>PCC</b>	<b>20,000</b>	<b>GSI NANSHA</b>	<b>2026</b>	<b>-</b>	<b>COSCO CAR CARRIERS</b>	<b>-</b>
<b>PCC</b>	<b>20,000</b>	<b>GSI NANSHA</b>	<b>2026</b>	<b>-</b>	<b>COSCO CAR CARRIERS</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>DAEWOO (DSME)</b>	<b>JUN 2027</b>	<b>256.24</b>	<b>UNKNOWN</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>DAEWOO (DSME)</b>	<b>MAR 2027</b>	<b>256.24</b>	<b>UNKNOWN</b>	<b>-</b>
<b>RFR FISH C.</b>	<b>13,000</b>	<b>NINGBO DONGHE SY</b>	<b>MAY 2024</b>	<b>-</b>	<b>UKNNOWN CHINESE</b>	<b>-</b>
<b>RFR FISH C.</b>	<b>13,000</b>	<b>NINGBO DONGHE SY</b>	<b>FEB 2024</b>	<b>-</b>	<b>UNKNOWN CHINESE</b>	<b>-</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2026</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2026</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2026</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2026</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2026</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>145,000</b>	<b>NIHON SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>ONE</b>	<b>SCRUB FIT</b>
<b>CONT</b>	<b>9,000</b>	<b>COCHIN SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>SAMSKIP HF</b>	<b>-</b>
<b>CONT</b>	<b>9,000</b>	<b>COCHIN SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>SAMSKIP HF</b>	<b>-</b>
<b>CONT</b>	<b>9,000</b>	<b>COCHIN SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>SAMSKIP HF</b>	<b>-</b>
<b>CONT</b>	<b>9,000</b>	<b>COCHIN SHIPYARD</b>	<b>2025</b>	<b>-</b>	<b>SAMSKIP HF</b>	<b>-</b>
<b>LPG</b>	<b>60,000</b>	<b>HYUNDAI HI (ULSAN)</b>	<b>AUG 2026</b>	<b>103.60</b>	<b>AMPTC</b>	<b>-</b>
<b>LPG</b>	<b>60,000</b>	<b>HYUNDAI HI (ULSAN)</b>	<b>MAY 2026</b>	<b>103.60</b>	<b>AMPTC</b>	<b>-</b>
<b>BULK</b>	<b>210,000</b>	<b>COSCO HI</b>	<b>OCT 2-25</b>	<b>-</b>	<b>CARDIFF MARINE</b>	<b>SCRUB FIT</b>

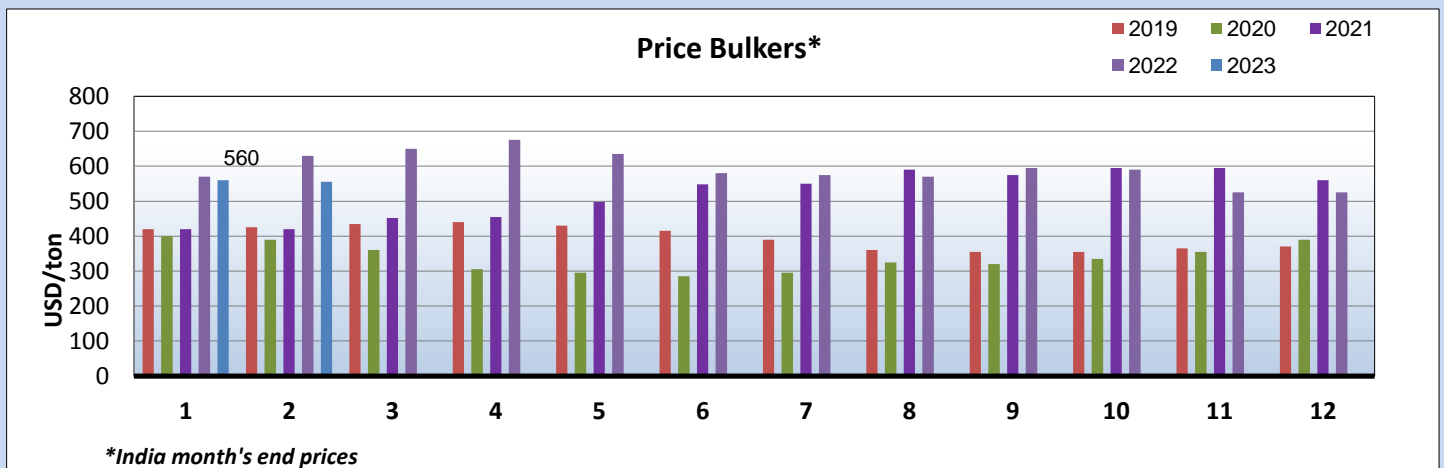
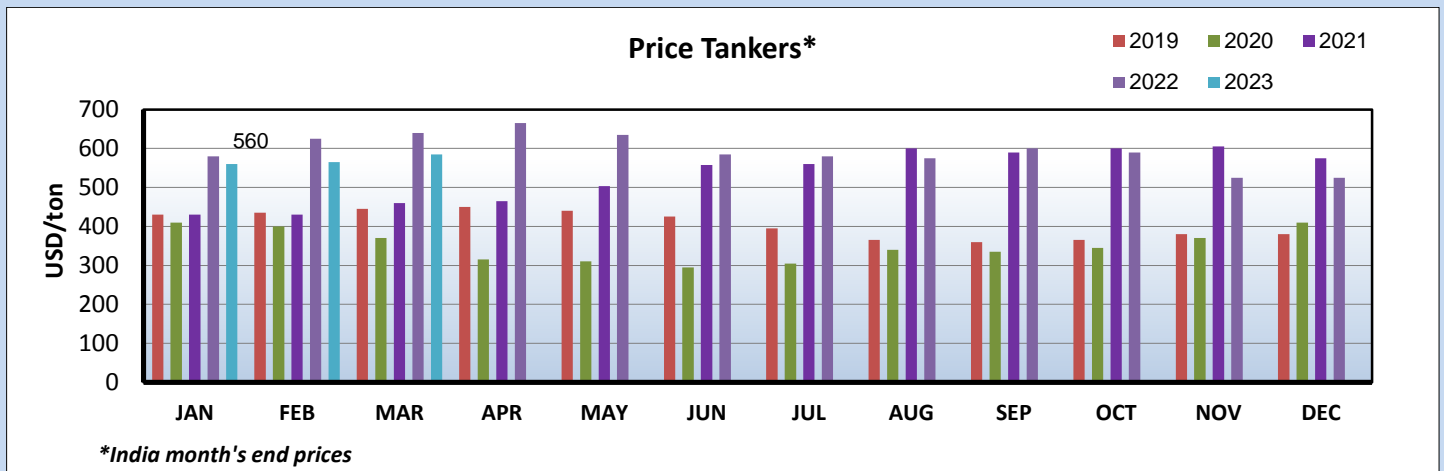
<b>BULK</b>	<b>210,000</b>	<b>COSCO HI</b>	<b>OCT 2-25</b>	<b>-</b>	<b>CARDIFF MARINE</b>	<b>SCRUB FIT</b>
<b>METHNL BUNK</b>	<b>6,500</b>	<b>CMJL (NANJING)</b>	<b>2025</b>	<b>-</b>	<b>CONSORT BUNKERS</b>	<b>-</b>
<b>METHNL BUNK</b>	<b>6,500</b>	<b>CMJL (NANJING)</b>	<b>2025</b>	<b>-</b>	<b>CONSORT BUNKERS</b>	<b>-</b>
<b>METHNL BUNK</b>	<b>6,500</b>	<b>CMJL (NANJING)</b>	<b>2025</b>	<b>-</b>	<b>CONSORT BUNKERS</b>	<b>-</b>
<b>METHNL BUNK</b>	<b>6,500</b>	<b>CMJL (NANJING)</b>	<b>2025</b>	<b>-</b>	<b>CONSORT BUNKERS</b>	<b>-</b>
<b>CSOV</b>	<b>-</b>	<b>DAMEN GORINCHEM</b>	<b>MAR 2025</b>	<b>-</b>	<b>PURUS MARINE</b>	<b>-</b>
<b>PCC</b>	<b>30,000</b>	<b>CMHI (JIANGSU)</b>	<b>MAR 2026</b>	<b>-</b>	<b>CHR MERCHANTS SHPG</b>	<b>BAT-HYBRD</b>
<b>PCC</b>	<b>30,000</b>	<b>CMHI (JIANGSU)</b>	<b>SEP 2025</b>	<b>-</b>	<b>CHR MERCHANTS SHPG</b>	<b>BAT-HYBRD</b>
<b>CHEM &amp; OIL</b>	<b>9,200</b>	<b>WUCHANG SB GROUP</b>	<b>2024</b>	<b>-</b>	<b>SC SHIPPING</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>9,200</b>	<b>WUCHANG SB GROUP</b>	<b>2024</b>	<b>-</b>	<b>SC SHIPPING</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>50,000</b>	<b>HYUNDAI MIPO</b>	<b>NOV 2025</b>	<b>-</b>	<b>UNKNOWN</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>50,000</b>	<b>HYUNDAI MIPO</b>	<b>AUG 2025</b>	<b>-</b>	<b>UNKNOWN</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>50,000</b>	<b>HYUNDAI MIPO</b>	<b>MAY 2025</b>	<b>-</b>	<b>UNKNOWN</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>50,000</b>	<b>HYUNDAI MIPO</b>	<b>FEB 2025</b>	<b>-</b>	<b>UNKNOWN</b>	<b>-</b>
<b>PRODUCTS</b>	<b>115,000</b>	<b>HYUNDAI VIETNAM SB</b>	<b>JAN 2026</b>	<b>67.51</b>	<b>UNKNOWN</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>JIANGNAN SY GROUP</b>	<b>JUL 2027</b>	<b>-</b>	<b>TPSH LEASING</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>JIANGNAN SY GROUP</b>	<b>MAR 2027</b>	<b>-</b>	<b>TPSH LEASING</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>HYUNDAI SAMHO HI</b>	<b>MAR 2027</b>	<b>259.52</b>	<b>UNKNOWN</b>	<b>-</b>
<b>LNG</b>	<b>96,000</b>	<b>HYUNDAI SAMHO HI</b>	<b>JAN 2027</b>	<b>259.52</b>	<b>UNKNOWN</b>	<b>-</b>
<b>LPG</b>	<b>56,000</b>	<b>KAWASAKI HI SAK.</b>	<b>2026</b>	<b>-</b>	<b>KUMIAI NAVIGATION</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>18,500</b>	<b>MAWSEI SB (MAWEI)</b>	<b>2025</b>	<b>-</b>	<b>UNION MARITIME</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>18,500</b>	<b>MAWSEI SB (MAWEI)</b>	<b>2025</b>	<b>-</b>	<b>UNION MARITIME</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>18,500</b>	<b>MAWSEI SB (MAWEI)</b>	<b>2025</b>	<b>-</b>	<b>UNION MARITIME</b>	<b>-</b>
<b>CHEM &amp; OIL</b>	<b>18,500</b>	<b>MAWSEI SB (MAWEI)</b>	<b>2025</b>	<b>-</b>	<b>UNION MARITIME</b>	<b>-</b>

## DEMOLITION MARKET

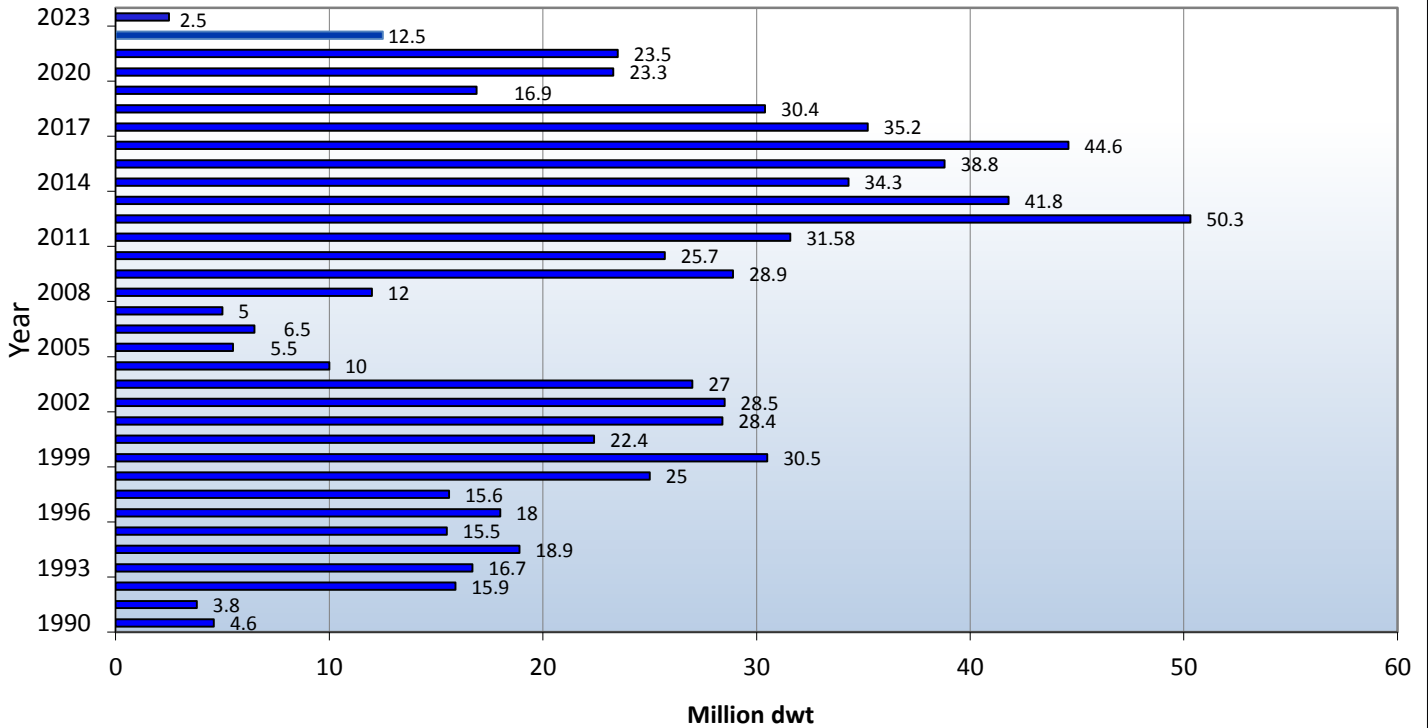
### \* MONTH'S END PRICES

Demolition Prices		
	Gen Cargo	Tanker
<b>India</b>	<b>590/lt Ldt</b>	<b>585/lt Ldt</b>
<b>Bangladesh</b>	<b>630/lt Ldt</b>	<b>635/lt Ldt</b>
<b>Pakistan</b>	<b>550/lt Ldt</b>	<b>555/lt Ldt</b>
<b>Turkey</b>	<b>340/lt Ldt</b>	<b>345/lt Ldt</b>

### Demolition Historical Data

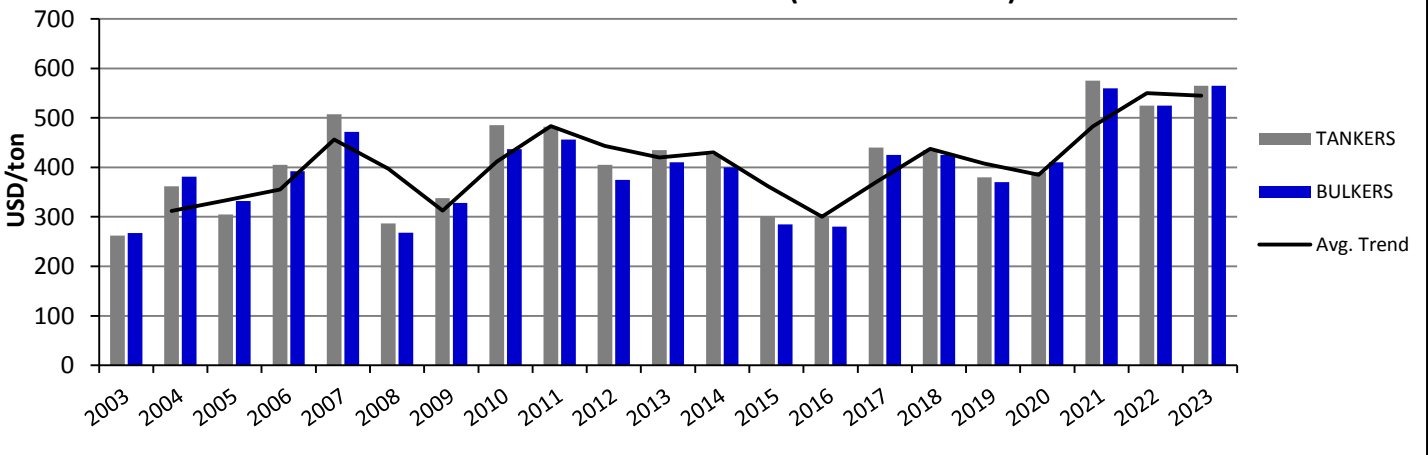


### Total Demolition (Dwt)



\* Bss reported sales

### Historical Demolition Prices (India Year's End)



### HISTORICAL DEMOLITION PRICES (\*Indian Year's End)

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	CURR
<b>WET</b>	<b>302</b>	<b>405</b>	<b>507</b>	<b>287</b>	<b>338</b>	<b>485</b>	<b>482</b>	<b>405</b>	<b>435</b>	<b>425</b>	<b>300</b>	<b>300</b>	<b>440</b>	<b>435</b>	<b>380</b>	<b>410</b>	<b>575</b>	<b>525</b>	<b>565</b>
<b>DRY</b>	<b>332</b>	<b>392</b>	<b>472</b>	<b>268</b>	<b>328</b>	<b>437</b>	<b>456</b>	<b>375</b>	<b>410</b>	<b>400</b>	<b>285</b>	<b>280</b>	<b>425</b>	<b>425</b>	<b>370</b>	<b>390</b>	<b>560</b>	<b>525</b>	<b>565</b>

**India**

<i>TYPE</i>	<i>NAME</i>	<i>DWT</i>	<i>BLT</i>	<i>LDT</i>	<i>PRICE \$/LDT</i>	<i>COMMENTS</i>
BULK	LEVANT HORIZON	6,917	1997	-	585	-
GAS	GRACE ENERGY	67,024	1989	-	684	-
TANK	OCEAN LADY V	45,425	1991	-	-	-
GAS	MONET	3,201	1995	-	-	-
TUG	HALUL 20	1,273	2002	-	-	-
TUG	HALUL 21	1,273	2003	-	-	-
CONT	MSC VERONIQUE	60,900	1989	21,520	550	-

**Bangladesh**

<i>TYPE</i>	<i>NAME</i>	<i>DWT</i>	<i>BLT</i>	<i>LDT</i>	<i>PRICE \$/LDT</i>	<i>COMMENTS</i>
BULK	HAI CHANG	47,574	1995	7,465	-	-
CONT	VASI STAR	23,064	1996	-	-	-
BULK	SUNNY VOYAGER	171,509	2001	-	610	-
BULK	SUN BULK	28,572	1997	7,553	-	-
TANK	SALAMIS	39,999	1998	9,238	660	-

**Pakistan**

<i>TYPE</i>	<i>NAME</i>	<i>DWT</i>	<i>BLT</i>	<i>LDT</i>	<i>PRICE \$/LDT</i>	<i>COMMENTS</i>
TANK	MADINA 1	4,831	1979	1,700	-	-

**Turkey**

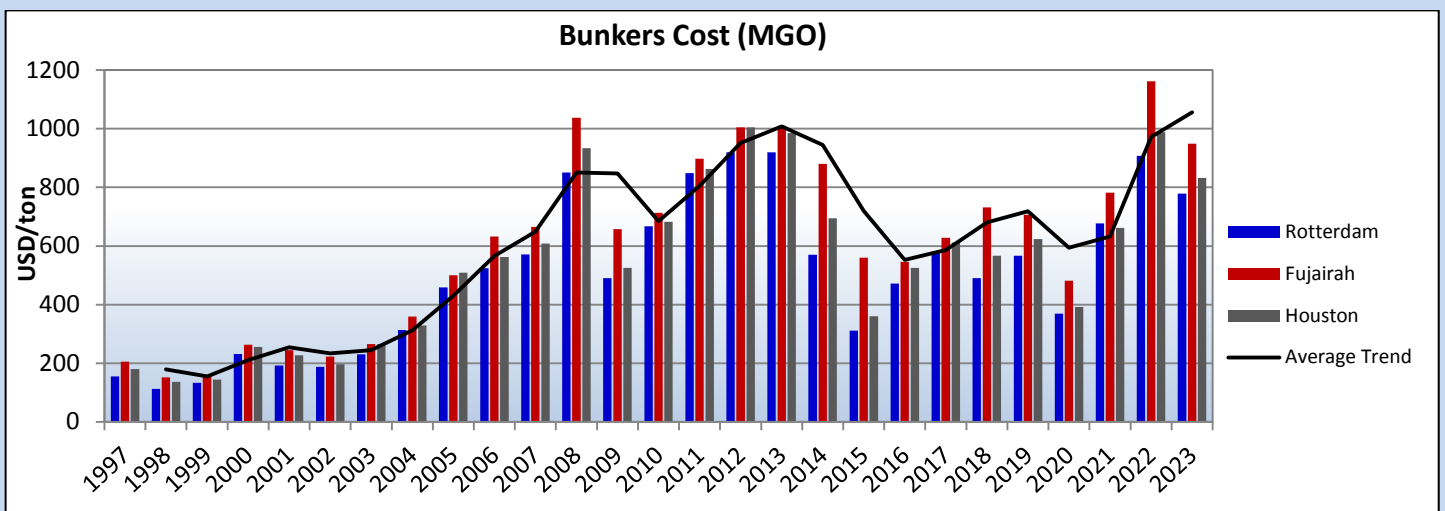
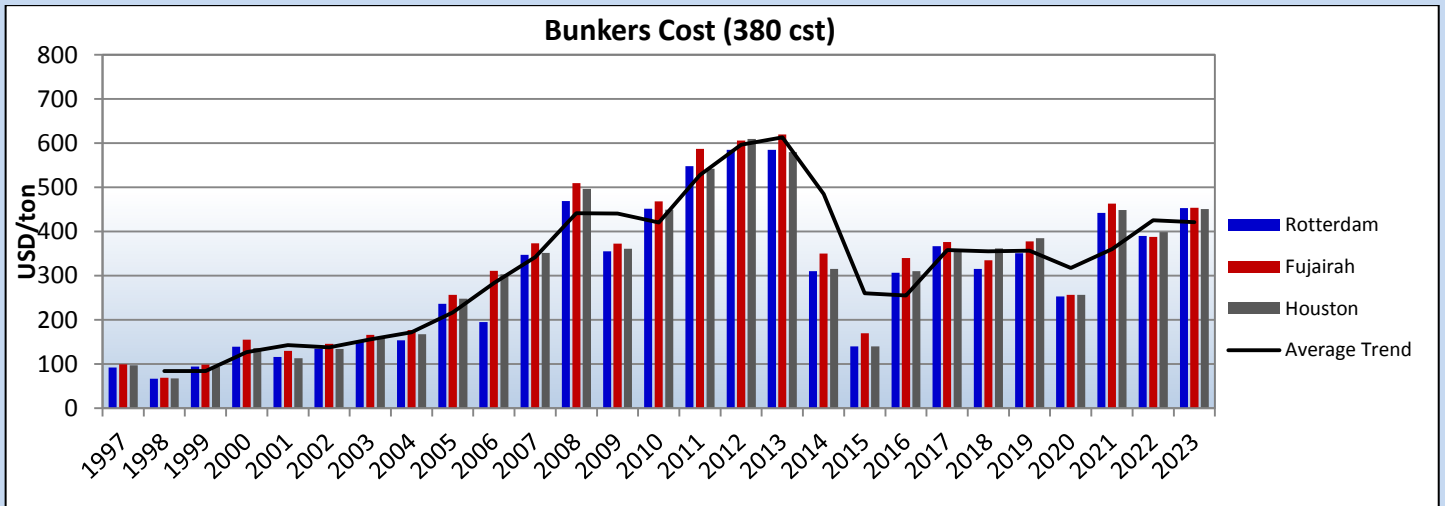
<i>TYPE</i>	<i>NAME</i>	<i>DWT</i>	<i>BLT</i>	<i>LDT</i>	<i>PRICE \$/LDT</i>	<i>COMMENTS</i>
BULK	ORION V	4,054	1973	-	-	-
BULK	SPIRIDON LI	4,054	1973	-	-	-
RORO	AMEDEO MATA CENA	800	1986	-	-	-
RORO	STAR N	1,199	1965	3,170	-	-
RORO	TRAMOLA-2	2,780	1977	-	-	-

**Other**

<i>TYPE</i>	<i>NAME</i>	<i>DWT</i>	<i>BLT</i>	<i>LDT</i>	<i>PRICE \$/LDT</i>	<i>COMMENTS</i>
BULK	YU HAI XING	15,860	1995	-	585	-
GAS	VIET DRAGON 68	55,361	1982	-	600	-
REEF	SHUN HANG	3,788	1982	-	400	-
REEF	SHUN HANG LENG 1	6,538	1988	-	400	-
REEF	XIN RUI	2,695	1992	-	400	-
BULK	SUNLIGHT	172,572	2000	-	575	-
BULK	AGIA TRIAS	185,820	2002	-	569	-
BULK	HUANG SHAN	175,980	2003	23,976	614	-
TUG	DIAVLOS FORCE	1,983	1983	-	-	-
TANK	MENA	45,425	1991	9,920	-	-



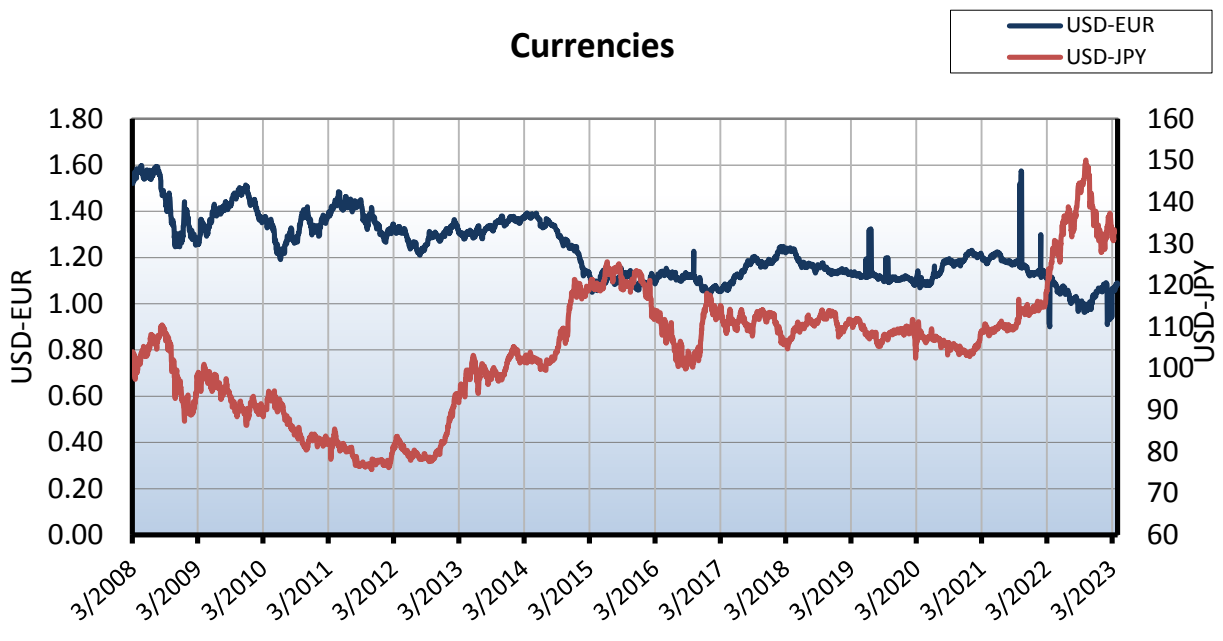
## HISTORICAL BUNKER PRICES



	<b>HISTORICAL BUNKER PRICES</b>					
	<b>Rotterdam</b>		<b>Fujairah</b>		<b>Houston</b>	
	<b>380 cst</b>	<b>MGO</b>	<b>380 cst</b>	<b>MGO</b>	<b>380 cst</b>	<b>MGO</b>
<b>2003</b>	<b>151</b>	<b>230.4</b>	<b>166.3</b>	<b>265.2</b>	<b>160.2</b>	<b>265.1</b>
<b>2004</b>	<b>154</b>	<b>313.4</b>	<b>176.7</b>	<b>359.3</b>	<b>167.3</b>	<b>328.7</b>
<b>2005</b>	<b>236</b>	<b>458.4</b>	<b>256.6</b>	<b>500.1</b>	<b>248.3</b>	<b>508.5</b>
<b>2006</b>	<b>195</b>	<b>524.1</b>	<b>310.9</b>	<b>631.8</b>	<b>303</b>	<b>562.3</b>
<b>2007</b>	<b>347</b>	<b>571.3</b>	<b>373.7</b>	<b>664.7</b>	<b>351.8</b>	<b>608.6</b>
<b>2008</b>	<b>469</b>	<b>850.7</b>	<b>509.4</b>	<b>1037.7</b>	<b>496.8</b>	<b>933.2</b>
<b>2009</b>	<b>355</b>	<b>490.6</b>	<b>372.8</b>	<b>657</b>	<b>360.7</b>	<b>525</b>
<b>2010</b>	<b>452</b>	<b>667.1</b>	<b>468.2</b>	<b>712.9</b>	<b>449.3</b>	<b>683</b>
<b>2011</b>	<b>548</b>	<b>848.6</b>	<b>587.5</b>	<b>897.5</b>	<b>542.1</b>	<b>862.4</b>
<b>2012</b>	<b>585</b>	<b>920</b>	<b>606</b>	<b>1005</b>	<b>610</b>	<b>1005</b>
<b>2013</b>	<b>585</b>	<b>920</b>	<b>620</b>	<b>1010</b>	<b>580</b>	<b>985</b>
<b>2014</b>	<b>310</b>	<b>570</b>	<b>350</b>	<b>880</b>	<b>315</b>	<b>695</b>
<b>2015</b>	<b>140</b>	<b>311</b>	<b>170</b>	<b>560</b>	<b>140</b>	<b>360</b>
<b>2016</b>	<b>307</b>	<b>472</b>	<b>340</b>	<b>546</b>	<b>310</b>	<b>525</b>
<b>2017</b>	<b>367</b>	<b>579</b>	<b>376</b>	<b>627.5</b>	<b>356</b>	<b>612</b>
<b>2018</b>	<b>315</b>	<b>490</b>	<b>335</b>	<b>732</b>	<b>362</b>	<b>567</b>
<b>2019</b>	<b>290.4</b>	<b>607.2</b>	<b>290.3</b>	<b>760.3</b>	<b>342</b>	<b>647.8</b>
<b>2020</b>	<b>302</b>	<b>426</b>	<b>312</b>	<b>474</b>	<b>296</b>	<b>461.75</b>
<b>2021</b>	<b>442.5</b>	<b>677</b>	<b>463</b>	<b>782</b>	<b>449</b>	<b>661.5</b>
<b>31-03-23</b>	<b>453.2</b>	<b>779.7</b>	<b>454</b>	<b>949.5</b>	<b>451.2</b>	<b>832.2</b>

# MARKET INDICATORS

## Currencies



## Brent Oil



	GBP	CAD	EUR	JPY	CHF	USD	AUD
GBP	1	0.5966	0.8804	0.0061	0.8828	0.8089	0.5407
CAD	1.6761	1	1.4757	0.0102	1.4795	1.3557	0.9063
EUR	1.1358	0.6777	1	0.0069	1.0026	0.9187	0.6141
JPY	133.4200	98.4141	145.1743	1	145.6550	133.4200	89.1913
CHF	1.1327	0.6757	0.9967	0.0069	1	0.9160	0.6123
USD	1.2363	0.7376	1.0885	0.0075	1.0914	1	0.6685
AUD	1.8498	1.1034	1.6277	0.0112	1.6331	1.4959	1

\* 31/03/2023 values

### STOCK WATCH

NAME	TICKET	THIS MONTH*	LAST MONTH	CHANGE %	52w HIGH	52w LOW
Capital Product Partners	CPLP	13.27	14.46	-8.23%	18.93	11.93
Diana Shipping Inc.	DSX	3.84	4.62	-16.88%	6.89	3.36
Dynagas LNG Partners LP	DLNG	2.84	3.19	-10.97%	4.49	2.08
Eagle Bulk Shipping Inc.	EGLE	45.15	65.27	-30.83%	78.75	40.13
Euroseas Ltd.	ESEA	18.79	19.26	-2.44%	34.50	16.88
Costamare Inc.	CMRE	9.28	10.50	-11.62%	17.63	8.55
Navios Maritime Holdings	NM	1.79	2.8	-36.07%	4.78	1.53
GasLog Ltd.	GLOG	24.10	24.75	-2.63%	26.40	21.94
Safe Bulkers Inc.	SB	3.67	3.75	-2.13%	5.12	2.35
Star Bulk Carriers Corp.	SBLK	20.69	24.51	-15.59%	33.99	16.85
Stealthgas Inc.	GASS	2.61	2.96	-11.82%	4.18	2.15
TEN Inc.	TNP	19.15	23.78	-19.47%	24.78	8.40
TOP Ships Inc.	TOPS	0.8886	0.76	16.92%	21.20	0.75
Danaos Corporation	DAC	53.65	58.17	-7.77%	104.50	51.10

\* 31/03/2023 closing values

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Disclaimer: Information and data that appear in this report have been obtained from various sources which are believed to be correct and reliable. However, Athenian Shipbrokers S.A. does not guarantee their accuracy or completeness and therefore cannot be held liable for any loss incurred as a result of reliance in any way whatsoever on the information contained herein.

**Kind Regards,**



**ATHENIAN SHIPBROKERS S.A.**