

Market Valuation Certificate

Vessel Name

Issue Date 09 Jun 2020 Category Simple Vessel
 Issued To ***** Valuation Date 08 Jun 2020

All valuations in this certificate are in US Dollars (USD) subject to the Disclaimer attached.

Market Value
\$.**m**

Vessel Details

| | | | |
|--------|---------------------|--------------------|---|
| Name | ***** | DWT | **, ** MT |
| Ex | *****, *****, ***** | LDT | **, ** MT |
| Type | CAPE SIZE BC | Gross Tonnage | **, ** |
| Owner | *****, Country | Built | Date, Company, Country |
| IMO | ***** | LOA / Beam / Draft | 292.0m / 45.0m / 18.4m |
| MMSI | ***** | Main Engine | MAN B&W 6S70MC6 16,860 kW @ 91 RPM Low Speed Diesel |
| Flag | Liberia | Geared | No |
| Status | Live | Class | NKK |

Previous 10 Sales in Sector

| SALE DATE | PRICE | SOLD NAME | TYPE | SIZE | BUILT | YARD |
|-------------|----------|------------------------|--------------|-------------|-------|-----------------------------------|
| 08 Jun 2020 | \$**.**m | Cape Agnes | CAPE SIZE BC | 181,500 DWT | 2010 | Koyo Dock |
| 26 May 2020 | \$**.**m | Cape Baltic | CAPE SIZE BC | 177,500 DWT | 2005 | Mitsui Ichihara |
| 29 Apr 2020 | \$**.**m | China Steel Excellence | CAPE SIZE BC | 175,800 DWT | 2002 | CSBC Kaohsiung |
| 13 Mar 2020 | \$**.**m | Lancelot | CAPE SIZE BC | 177,000 DWT | 2010 | New Times Shipbuilding |
| 13 Mar 2020 | \$**.**m | Percival | CAPE SIZE BC | 178,100 DWT | 2010 | New Times Shipbuilding |
| 27 Feb 2020 | \$**.**m | Norfolk | CAPE SIZE BC | 164,200 DWT | 2002 | CSBC Kaohsiung |
| 24 Feb 2020 | \$**.**m | Mineral Hokkaido | CAPE SIZE BC | 180,200 DWT | 2008 | Imabari |
| 21 Feb 2020 | \$**.**m | Aquajoy | CAPE SIZE BC | 171,000 DWT | 2003 | Sasebo |
| 03 Feb 2020 | \$**.**m | Shinyo Alliance | CAPE SIZE BC | 176,300 DWT | 2005 | Universal |
| 23 Jan 2020 | \$**.**m | Aquacarrier | CAPE SIZE BC | 175,900 DWT | 2011 | Jin Hai Intelligent Manufacturing |

Glossary

| | |
|------------------------------------|--|
| Age | Age of a vessel at the time of sale. |
| Built | Year in which the vessel was delivered from its shipyard. |
| Category | Indicates whether the valuation is for a single vessel or portfolio of vessels. |
| Certificate Number | Unique identification code for each valuation certificate. |
| Features | A property of a vessel that has been given a score e.g. builder. |
| Historical Values | Market values of the vessel or portfolio prior the Issue Date. These are expressed for the first day of each month displayed. |
| Monthly Values | Are as at 1st of the month. |
| Name | Current name of vessel or portfolio. |
| Previous 10 Sales in Sector | The previous 10 (ten) sales prior to the valuation date (in the same sector as the valued vessel). |
| Price | Approximate price, in US Dollars (USD), at which a vessel was sold. |
| Sale Date | Approximate date on which a vessel was sold. |
| Size | Cargo carrying capacity of the vessel in units appropriate to the Type (e.g. DWT, TEU, CBM, CUFT, etc.). |
| IMO | International Maritime Organisation vessel identification number. |
| Issue Date | Date of creation of the valuation certificate. |
| Issued To | The individual and organisation the certificate is issued to. |
| Market Value | An estimate of fair market price, in US Dollars (USD), as at the valuation date only and is based on the price VesselsValue estimates as its opinion in good faith that the vessel would obtain in a hypothetical transaction between a willing buyer and a willing seller on the basis of prompt charter free delivery at an acceptable worldwide delivery port, for cash payment on standard sale terms. Please see disclaimer below for more information. |
| Sold Name | Name under which a vessel was sold. |
| Status: | |
| Cancelled | Newbuilding terminated prior to launch. |
| Dead | Scrapped or lost. |
| Launched | Newbuilding on the water but not yet delivered. |
| Live | Existing vessel trading or laid up. |
| Newbuild | On order or under construction. |
| Type | Type of vessel (e.g. VLCC, Capesize, etc.) |
| Valuation Date | Date for which valuation of the vessel or portfolio applies. This can be the same date as the Issue Date (in the case of a current valuation) or it can be prior to the Issue Date (in the case of a historical valuation). |
| Yard | Shipyard in which the vessel was built. |

Algorithms

The model is calibrated using confirmed sales prior to the date of valuation. Sales in circumstances which make them unreflective of fair market value (e.g. with charter) are excluded. Calibration is performed by computational algorithms which automatically adjust the parameters of the mathematical functions to best fit the sales data using multiple, nonlinear, constrained and weighted regression analysis. The software is run daily to ensure valuations reflect the latest sales and earnings information.

Methodology

The vessel's market value is estimated using five factors; Type, Features, Age and Cargo Capacity, and Freight Earnings.

Type

Each vessel type is modelled independently.

Features

Relative scores are assigned to all features recorded in the vessel database.

Age and Cargo Capacity

The nonlinear dependences of value on age and cargo capacity are modelled using mathematical functions with adjustable parameters which allow them to assume a variety of shapes. Constraints are imposed on these parameters by application of economic principles and broking expertise.

Freight Earnings

Time charters, spot freight rates and forward freight agreements are used to create indicators of freight market sentiment for each vessel type. Signal processing techniques are applied to these indicators to maximise their correlation with vessel values.

Disclaimer

In accordance with your request and subject to our Terms and Conditions (set forth at www.vesselsvalue.com/terms), we have made an assessment of the vessels by applying the Methodology described in the certificate. Any changes or corrections or altering of the methodology could result in different valuations for the same vessel on the same valuation date but on different issue dates.

The Market Value provided is an estimate of fair market price, in US Dollars (USD) and is based on the price that the vessel would obtain in a hypothetical transaction between a willing buyer and a willing seller on the basis of prompt, charter free delivery at an acceptable worldwide delivery port, for cash payment under normal commercial terms. For the purposes of that opinion it is assumed that the vessel is in good, sound and seaworthy condition, free of maritime liens and all debts whatsoever, fully classed to the requirements of her present classification society, free of class recommendations, with clean and valid trading certificates, and where relevant to type and age of vessel with full oil majors, Rightship and any other relevant approvals in place.

VesselsValue Ltd has neither made a physical inspection of the vessel(s) nor inspected her class records. All statements made in these valuations are derived from technical and other relevant information available to VesselsValue Ltd at the date of the valuation and based on these assumptions. Any person contemplating entering a transaction of any nature whatsoever or otherwise having regard to these valuations should satisfy himself by inspection of the vessels and their records, or other independent means as to the correctness of statements made in these valuations.

The estimated Market Value and Demolition Value are for the valuation date only and no assurance is given that the value will be sustained or is realisable in any actual transaction.

The vessels have been valued individually. If two or more vessels were to have been placed on the market at the same time, no assurance is given that the amount realisable would have been equal to the total of the individual values.

If the Market Value is lower than the Demolition Value the latter is displayed and denoted by a 'd'. The Demolition Value provided is an estimate of fair demolition market price in US Dollars (USD). It is calculated by multiplying the lightweight in long tons by the current demolition price, assuming delivery to a vessel breaking yard in the Indian subcontinent as at the valuation date only, based on a hypothetical transaction between a willing seller and a willing demolition cash buyer on standard demolition sale terms, with delivery at the vessel breaking anchorage, and that the vessel is in good, sound and seaworthy condition with all machinery and items onboard and in working condition, free of maritime liens and all debts whatsoever and in the case of tankers in a gas free for man entry only condition.

No person other than the named addressee of this valuation shall have any rights whatsoever against VesselsValue Ltd as arising out of or relating to this valuation under the Contract (Rights of Third Parties) Act 1999 or otherwise.