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Form 20-FÂ ~ Form 40-FÂ ~ INFORMATION CONTAINED IN THIS FORM 6-K REPORT Attached to this report on Form 6-K as Exhibit 99.1 is a copy of the press release issued by Castor Maritime Inc. (the â€œCompanyâ€) on December 2, 2024 announcing the Companyâ€™s entry into an agreement relating to the sale of the M/V Ariana A. The information contained in this report on Form 6-K and Exhibit 99.1 attached hereto are hereby incorporated by reference into the Companyâ€™s registration statements on Form F-3 (File Nos. 333-236331, 333-240262 and 333-254977). SIGNATURES Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized. CASTOR MARITIME INC. Dated: December 2, 2024 By: /s/ Petros Panagiotidis Â Petros Panagiotidis Â Chairman, Chief Executive Officer and Â Chief Financial Officer EX-99.1 2 ef20039374_ex99-1.htm EXHIBIT 99.1 Â Castor Maritime Inc. Announces the Sale of the M/V Ariana A for a Price of \$16.5 Million Limassol, Cyprus, December 2, 2024 â€“ Castor Maritime Inc. (NASDAQ: CTRM), (â€œCastorâ€ or the â€œCompanyâ€), a diversified global shipping company, announces that on November 13, 2024, it entered, through a separate wholly-owned subsidiary, into an agreement with an unaffiliated third party for the sale of the M/V Ariana A, a 2005-built 2,700 TEU containership vessel, for a price of \$16.5 million. The vessel is expected to be delivered to its new owner during the first quarter of 2025. The Company expects to record during the first quarter of 2025 a net loss of approximately \$3.3 million from the sale of the M/V Ariana A, excluding any transaction-related costs. About Castor Maritime Inc. Â Castor Maritime Inc. is an international provider of shipping transportation services through its ownership of oceangoing cargo vessels. Â Castor owns a fleet of 13 vessels, with an aggregate capacity of 0.9 million dwt, consisting of four Kamsarmax dry bulk vessels, five Panamax dry bulk vessels, one Ultramax dry bulk vessel, two 2,700 TEU containership vessels, including the M/V Ariana A, and one 1,850 TEU containership vessel. Â For more information, please visit the Companyâ€™s website at www.castormaritime.com. Information on our website does not constitute a part of this press release. Â Cautionary Statement Regarding Forward-Looking Statements Â Matters discussed in this press release may constitute forward-looking statements. We intend such forward-looking statements to be covered by the safe harbor provisions for forward-looking statements contained in Section 27A of the Securities Act of 1933, as amended (the â€œSecurities Actâ€) and Section 21E of the Securities Exchange Act of 1934, as amended (the â€œExchange Actâ€). Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. We are including this cautionary statement in connection with this safe harbor legislation. The words â€œbelieveâ€, â€œanticipateâ€, â€œintendâ€, â€œestimateâ€, â€œforecastâ€, â€œprojectâ€, â€œplanâ€, â€œpotentialâ€, â€œwillâ€, â€œmayâ€, â€œshouldâ€, â€œexpectâ€, â€œpendingâ€ and similar expressions identify forward-looking statements. The forward-looking statements in this press release are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, our managementâ€™s examination of current or historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these forward-looking statements, including these expectations, beliefs or projections. In addition to these important factors, other important factors that, in our view, could cause actual results to differ materially from those discussed in the forwardâ€looking statements include generally: the effects of the spin-off of our tanker business, our business strategy, expected capital spending and other plans and objectives for future operations, dry bulk and containership market conditions and trends, including volatility in charter rates (particularly for vessels employed in short-term time charters or index linked period time charters), factors affecting supply and demand, fluctuating vessel values, opportunities for the profitable operations of dry bulk and container vessels and the strength of world economies, changes in the size and composition of our fleet, our ability to realize the expected benefits from our past or future vessel acquisitions, our ability to realize the expected benefits of vessel acquisitions, increased transaction costs and other adverse effects (such as lost profit) due to any failure to consummate any sale of our vessels, our relationships with our current and future service providers and customers, including the ongoing performance of their obligations, dependence on their expertise, compliance with applicable laws, and any impacts on our reputation due to our association with them, our ability to borrow under existing or future debt agreements or to refinance our debt on favorable terms and our ability to comply with the covenants contained therein, in particular due to economic, financial or operational reasons, our continued ability to enter into time or voyage charters with existing and new customers and to re-charter our vessels upon the expiry of the existing charters, changes in our operating and capitalized expenses, including bunker prices, dry-docking, insurance costs, costs associated with regulatory compliance, and costs associated with climate change, our ability to fund future capital expenditures and investments in the acquisition and refurbishment of our vessels (including the amount and nature thereof and the timing of completion thereof, the delivery and commencement of operations dates, expected downtime and lost revenue), instances of off-hire, due to vessel upgrades and repairs, fluctuations in interest rates and currencies, including the value of the U.S. dollar relative to other currencies, any malfunction or disruption of information technology systems and networks that our operations rely on or any impact of a possible cybersecurity breach, existing or future disputes, proceedings or litigation, future sales of our securities in the public market and our ability to maintain compliance with applicable listing standards, volatility in our share price, including due to high volume transactions in our shares by retail investors, potential conflicts of interest involving affiliated entities and/or members of our board of directors, senior management and certain of our service providers that are related parties, general domestic and international political conditions or events, including armed conflicts such as the war in Ukraine and the conflict in the Middle East, acts of piracy or maritime aggression, such as recent maritime incidents involving vessels in and around the Red Sea, sanctions, â€œtrade warsâ€, global public health

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