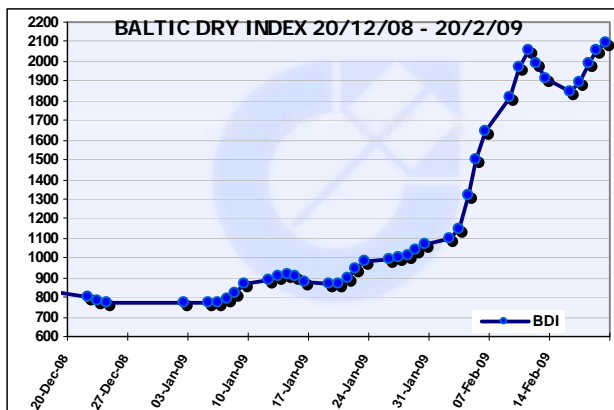


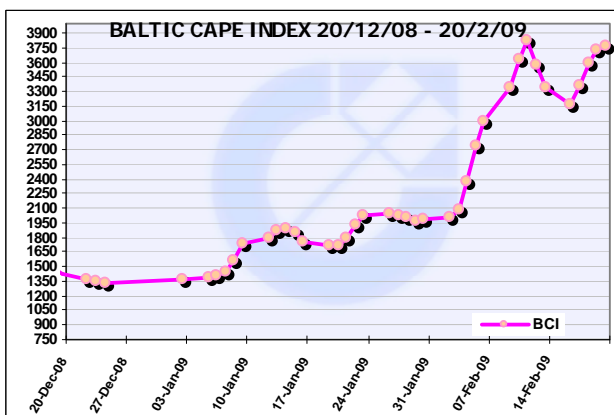
8th Week - Dry Cargo Market “Highlights”

The dry Market finally overcame the downward trend of the second half of the previous week and seems to have established an upward trend in all sections by the end of this week. Nevertheless, it is too early indeed to conclude that we are in front of a bullish Market. This trend can be seen as market correction, based on some solid and material medium/short term market fundamentals.



Some other sellers, seeing that the freight market had given them that extra “dosh”, pulled vessels from the secondhand Sale and Purchase market and entered in short/medium period charters. The market movements made it very difficult for us analysts to identify some kind of a pattern or trend and tendencies... which is partly good... because it gives us all some daily elements of surprise and pumps-up our adrenaline rush... to levels we can cope with.

CAPE SIZE MARKET



The Baltic Exchange Dry Index (BDI) gained about 11%, or 197 points this week, up from 1908 on 13th Feb., breaking once more the psychological limit of 2000 index points during the week (19th Feb). The BDI closed at 2,099 points on Friday the 20th of Feb 2009.

The sale and purchase market has shown a moderate activity this week. Both Buyers & Sellers attitude – reaction was linked with the volatile freight market and in a way followed the indices movements. Some buyers became skeptical that prices under negotiation had already been marked-up following the freight market, and some others continued with their negotiated deals at what they could consider good price levels. On the other hand Sellers, being tied up in lengthy negos with slow moving buyers had the dilemma to break the deals and move on to fresh-ones at possibly some higher price levels, or continue with existing deals.

The Baltic Cape Index (BCI) gained about 13%, or 433 points this week, to 3,768 (20 Feb.), up from 3,335 on 13 Feb, continually being pushed up by renewed demand for capesize vessels, as this demand is linked with the activity in the steel industry and the heavily dependent imports of Iron Ore.

The T/C average rate for Capesize vessels slightly rose to \$29,898 during this week, from \$29,560 which was last week’s average.

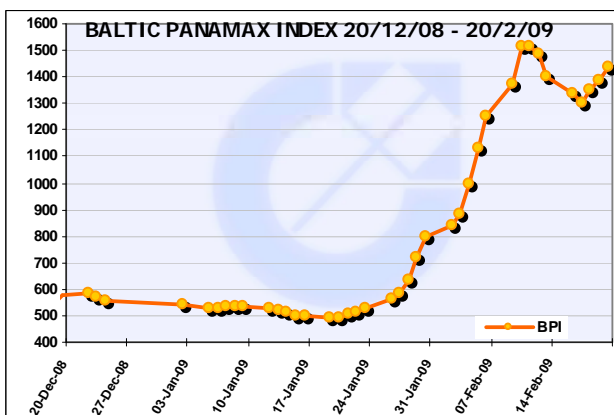
This week’s daily rates for Capesizes ranged from \$ 9,250 (M/V “Katerina Warrior” 170k/97 blt / Swiss Marine) up to \$ 40,000 (M/V “Cape Trust” 177k/06 blt / Swiss Marine).

The Atlantic market of Capes remained tight although we saw some signs of elevated demand, due to the increased volumes of iron ore shipments. We clearly see a possibility for higher freight rate levels, so we may expect Cape rates to reach mid \$30k’s.

China, the biggest worldwide steel producer and consumer, increased its steel production after the government financial support plan and increased imports of Iron Ore, driving the global freight rates. However the Chinese spot steel prices fell 4.7% on a second consecutive week due to an absence of strong demand in steel products.

Regarding the Sales activity of the past week we had no sold Capes to report.

PANAMAX MARKET



The Panamax Market followed a mixed downward and upward movement. The Baltic Panamax Index (BPI) gained almost 2.86%, or 40 points this week, to 1,439 (20 Feb.), up from 1,399 on 13 Feb. This week’s valley at 1,305 points reached on Tuesday 17th Feb.

The Panamax T/C average rate went up this week to \$11,359 from \$10,954 which was last week’s Panamax average. The daily rates, as seen in the reported fixtures for panamaxes this week, ranged from \$3,000 (M/V “Tina M” 63k/82 blt / Uniwell) up to \$27,000 (M/V “Prem Aparna” 73k/01 blt / Charterer Not Reported).

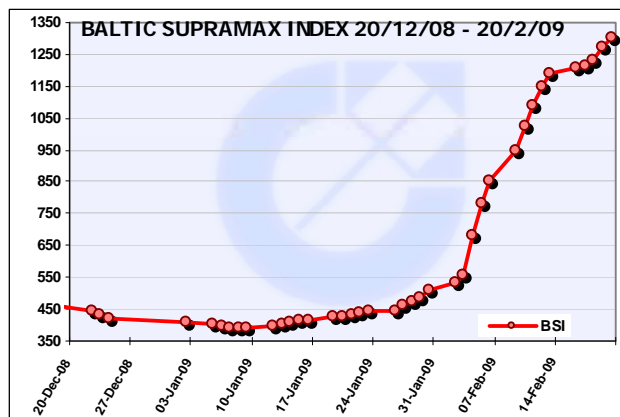
In Atlantic Region round trip rates range circa \$12k- \$13k, while in the Pacific Region round trip the rates averaged circa \$18k

levels, while in Black Sea were in \$12k- \$13k region.

Regarding the Panamax sales activity of the past week we had only 3 sales, the M/V “Stoikos” (Maymar Marine / Greece) 67k/85 Blt- Imabari, which was sold for \$50.00m to Greek buyers, the M/V “Bellflower” (Orient Line KK / Japan) 76k/04 – Tsuneishi Blt which was renegotiated at \$6.00m to Greek buyers. The M/V “Nyk Procyon” (NYK/ Singapore) 60k/95 – Ishikawajima Blt which was sold for \$10.5m to Japanese buyers.

SUPRAMAX & HANDYMAX MARKET

The “Sky Rocketing” trend that started from the beginning of the month remained daily in this sector. The Handy / Supramax market showed a continuous positive reaction this week. The Baltic Supramax Index (BSI) increased daily to 1,300 points (20 Feb.). This represents a 9.24% increase from the closing of 1,190 we had last Friday (13th Feb).



The BSI has gained more than 190% in less than a month. The freight rates remain firm despite the charterers’ expectations’ declining, offering higher confidence levels to the Owners.

The Supramax T/C average rate went up to \$11,457, from \$10,705 which was last week’s Supramax average a level which is very close to the above mentioned Panamax average. The daily rates for Supramaxes ranged from \$6,000 (M/V “CaptainYannis L” 43k/95 blt / Dynamix Faith) up to \$23,900 (M/V “Genco Warrior” 55k/04 blt / Pacific Bas.).

There is a strong demand for tonnage in both Continent and Black Sea regions. In the Black Sea the rates range from \$26k - \$28k for the voyages to Far East while for Continent the rates ranged somewhere in \$18k region.

The Baltic Handymax index (BHI) closed on Friday the 20th at 532 points. In total it increased by 57 points up from 475 which was last week’s figure (still more than 13% gained within this week!). The Handymax Time Charter average was also up from last month and was calculated to be \$10,920 per day from \$10,058 which was last week’s average. This week’s daily rate charters ranged from \$6,500 (M/V “Mori Maiden” 38k/84 blt / Charterer Not Reported) up to \$20,000 (M/V “Star Providence” 40k/85 blt / Charterer Not Reported).

Regarding the Handies’ and Supras’ Sales activity of the past week we saw that the M/V “Mystras” (Helicon Shipping) 48k/01 - Sanoyas Built was sold for \$20.50 mil usd to Turkish buyers, the M/V “Mutsushio” (Daewoo Maritime / Korea) 50k /02 - Kawasaki Built was sold for \$21.50m to Massoel, the M/V “Discovery II ” 32k/84 - Szczecin Built was sold for \$2.30m to Elyros Bulk, the M/V “Planica ” 42k/84 was sold for \$4.25m to Chinese buyers, the M/V “Starling ” 38k/84 was sold for \$3.5mil to Chinese buyers, the M/V “Megalohari ” Japan Blt 37k/84 was sold for \$4.95m to Chinese buyers and the M/V “Orient Carp ” 35k /99 Japan blt was sold for \$15mil.

DEMOLITION MARKET

Following the same trend from the previous week, we had also a very good number of demolition deals which took place this week across all segments of vessels. The demolition price levels are marginally softer than the previous week, mainly as a result of Indian and Pakistani breakers trying to reduce their exposure levels before the upcoming Indian Elections and budget.

The Demolition average price was \$259.7/ldt, and best price offered was for the M/V “Golden Bridge” \$ 275/ldt/India. Other interesting facts we can give you, are Bangladesh average scrap price of \$254/ldt, China \$232/ldt, India \$243/ldt, Pakistan \$264/ldt and Turkey \$190/ldt.

This week’s demolition sales report the following deals: the M/V “Lucky Lady” 27k DWT / 6.3k LDT / 1975 sold at \$263 per LDT in Pakistan, the M/V “Cape Moreton” 23k DWT / 8.4k LDT / 1982 sold at \$250 per LDT in China, the M/V “Lady Josephine” 33k DWT / 6.0k LDT /1978 sold at \$250 per LDT in Bangladesh, the M/V “Fort George” 14k DWT / 5.6k LDT / 1975 sold at \$250 per LDT in India, the Container Vessel “Golden Bridge” 22k DWT / 7.5k LDT / 1984 sold for \$275 per LDT to India, the M/V “Borc” 28k DWT / 10k LDT / 1972 sold at \$270 per LDT in India, the M/V “Ellisponos” 31k DWT / 7.1k LDT / 1981 sold at \$265 per LDT in Pakistan, the M/V “Gem” 27k DWT / 6.4k LDT / 1977 sold at \$261 per LDT in India and the Container vessel “Emirates Wats” 44k DWT / 16.6k LDT / 1982 sold as is Singapore for 255 for final destination Alang of India.