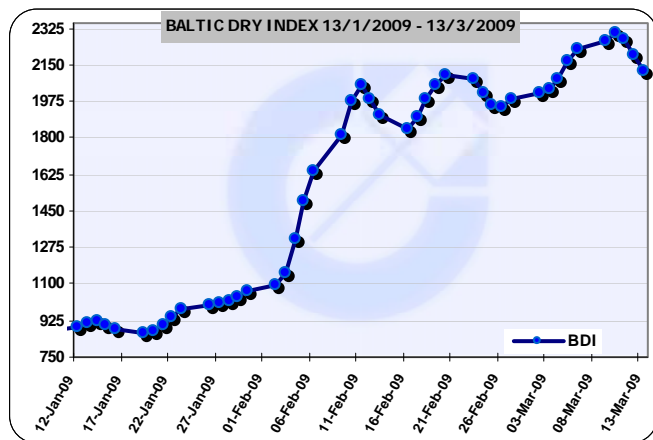


11th Week - Dry Cargo Market "Highlights"

The main trend of the Dry Bulk Market followed a downturn movement for the week ending 13th March 2009. Despite the good performance in smaller segments of tonnage, the only positive sign in the Dry Market Sector, the whole picture of the market was discouraging.

The Baltic Exchange Dry Index (BDI) fell about -4.63 % or 133 points this week, down from 2,255 on 6th of March, closing at 2,122 points on Friday the 13th of March 2009. The Dry Sector remains a highly volatile Market and the BDI continue to be "unstable", unless a certain amount of new cargos will cover the available increasing supply of tonnage in a steady basis in future.



Some negative signs about Australia's iron ore producers future could be seen last week, as the two Giants, BHP Billiton and Rio Tinto and Brazil's Vale, were still negotiating hard with their Chinese import customers and mainly speaking with China's major steel-maker, Baosteel, over the much awaited annual iron ore contract prices. This price fixing is important as the rest of iron ore producers and other Chinese steel mills will then settle their own contracts based on those fixed terms. Usually the annual trade Agreements is reached somewhere well before Easter time, but

we should note that last year's talks dragged on for longer than usual as BHP and Rio Tinto haggled for prices to account for the lower cost of shipping iron ore from Australia compared with the cost of shipping from Brazil.

However what is important to note, is that according to the latest reported figures, China's iron ore stockpiles this month increased by approx 9% to approx 60 million tonnes. This reported increase in iron ore supplies comes as Chinese steel mills make further production cutbacks. According to reports, it is said that around 20 blast furnaces in the city of Tangshan have stopped production in the last weeks. The combination of rising stockpile supplies and a slow-down in demand will lead to a crunch in iron ore miners and at the same time will give some more bargaining power to the steel makers. There are some rumors, that the Chinese industry would only accept and conclude iron ore prices at 2007 levels. If that is true that could mean price levels of around 50% less than last year's traded figures!!

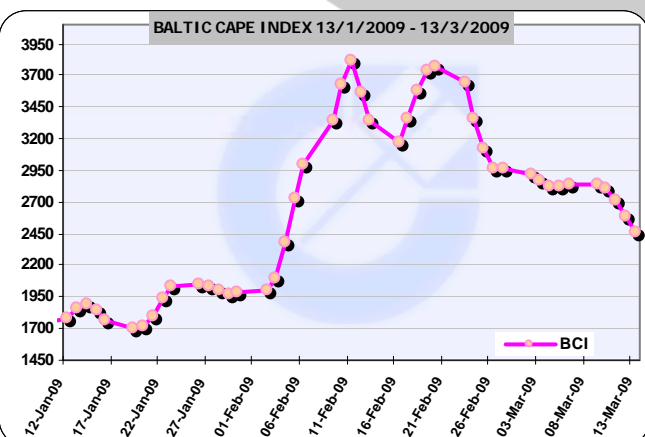
According to the Mr. Zhu, the President of Shougang Iron & Steel China's 6th largest Steel maker, "a halving in current rates would be a fair outcome for both sides of the negotiations". "The price should give miners some profit room for their sustainable development, and it should also be in a range the steel mills can bear," he said.

"A price that hurts the interest of one side will lead to disorder in the industry."

The above mentioned statement in **BOLD could and should** also be applied to every trade deal that will take place during this ongoing Global Financial Crisis. We can take this one step further and apply it directly to our industry, as Charterer's will have to understand that a price level that a shipowner will not even cover his daily OPEX will just lead them eventually to rule alone in a totally disordered industry! Daily freight levels that will enable owners to at least cover their daily operating expenses will enable every owner to maintain their ships in operation and this will at least keep the ball rolling at healthy levels that can be the solid foundations of an improved market.

The moderate / slightly downturn trend characterized the sale and purchase market activity this week. The prices remain steady with Buyers and Sellers also remain hesitant in concluding a deal.

CAPESIZE MARKET



The Baltic Cape Index (BCI) declined about -13.56%, or 385 points this week, and closed at 2,454 (13th of March), down from 2,839, on 6th of Feb mostly due to Iron Ore demand declined, as steelmakers looking to cut production.

Regarding the Iron Ore imports, China imported 46.75 mil tons in Feb. 2009, hitting a new high, in opposition with the backdrop of its steel products exports which hit a new monthly low since 2005. Adding to the rumours we have mentioned in the beginning of this report, and according to the last report of ANZ, the Australia and New Zealand Bank, the contract price of iron ore may drop 40 percent in 2009, surprising the expectation of iron ore suppliers. In this report ANZ state that "Thanks to large-scale government

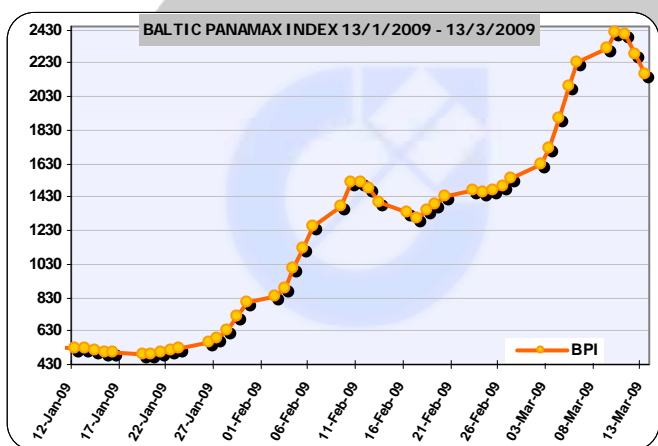
investment plans, the price of steel products in China is obviously higher than on the international market at present, which will make China's steel products export very difficult". Up to now, steel price in China has dropped for four consecutive weeks, and some small and more medium-sized steel plants have planned suspending/temporizing their production. Also the Indian Iron Ore Market seems to be slowing down.

This Month Capesize T/C average rate which is calculated by N. Cotzias Shipping from all T/C fixture data that are reported slightly rose to \$30,625 during this week, from \$30,000 which was last week's average. The daily rates as seen in our separate fixtures report for Capesizes this week, ranged from \$ 23,500 (M/V "Anangel Legend" 161 k / 96 blt /BHP Biliton) up to \$39,000 (M/V "Castillo de Catoira" 174k / 05 blt / Cargill).

The activity in Pacific basin remains weak. After a short upturn (the shipments from Dampier seemed to have recovered) of the Cape rates early this week, the market especially in W Australia. China route slide back, while the activity in Brazil continues to be strong with a steady flow of Vale's cargos to keep the rates in Brazil. China route stayed at the previous week levels.

Regarding the Sales activity of the past week we had the following two sales, the M/V "Lady Madonna" 142 k / 90 – Nkk Corp Blt which was sold for \$21.00m to TMT/Taiwan and the M/V "Mineral Viking" 173 k / 01 – Nkk Corp Blt which was sold for \$48.00m to Noble Group/China.

PANAMAX MARKET



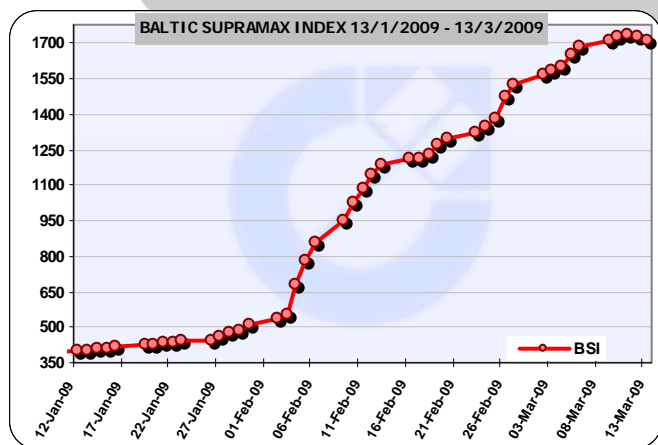
The Panamax Market followed a overall downward movement this week. The Baltic Panamax Index (BPI) declined about -3.23 %, or 72 points this week, and closed at 2,158 (13th of March), up from 2,230 on 6th of March.

This Month Cotzias calculated Panamax T/C average rate went up this week to \$16,984 from \$15,923 which was last week's Panamax average. The daily rates as seen in our separate fixtures report for Panamaxes this week, ranged from \$6,100 (M/V "Harmony Falcon" 66 k / 07 blt / Charterer Not Reported) up to \$40,000 (M/V "Surywati" 69 k / 96 blt / Charterer Not Reported).

In the Atlantic Region round trip rates increased about \$4.5k and range in the \$21k region while in the Pacific and India Region, market rates went up around \$5k and range for a Pacific round trip in the \$16k region. In T/C trip from Continent to F. East the Panamax rates range in \$29k region due mostly to the shortage of tonnage, while the in reverse T/C trip the Panamax rates range in the \$9k region.

Regarding the Panamax sales activity of the past week we had the sale of the M/V "Greta R" 68.7 k / 89 – Hyundai Built which was sold for \$9.4m to Chinese buyers and the resale of M/V "Tsuneishi Tadotsu 1520" 82 k / 09 – Tsuneishi Tadotsu Built which was sold for \$36.60 m to Undisclosed buyers (This vessel most probably had been contracted back in 2006/7 for around 50-60mil USD!)

SUPRAMAX & HANDYMAX MARKET



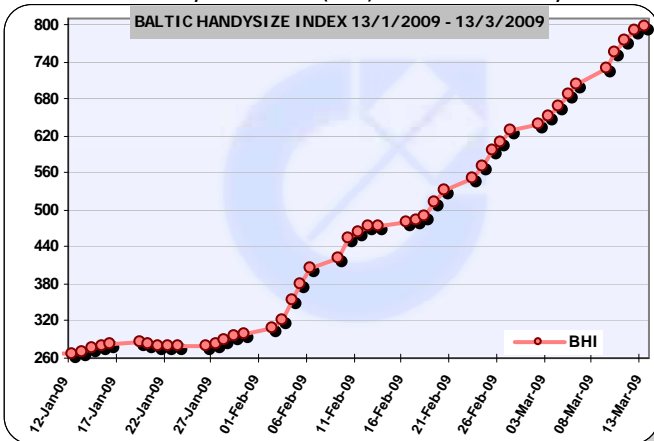
The Handy/Supramax market showed a "speed-bump" shaped reaction this week. The Baltic Supramax Index (BSI) increased to 1713 at the opening of this week and after some ups and downs, closed marginally lower at 1,710 points on 13th March 2009. This represents a 1.30 % increase from the closing of 1,688 we had end of last Friday (6th of March).

However, the BSI as can be seen in our accompanying graph, has gained more than 100% in less than a month. The freight rates remain firm almost in all segments. There was a strong demand for tonnage in Atlantic region, attracting available tonnage from other areas like MEG, F. East, and South East Asia, with the rates range in \$31k region for voyages from Continent to Far East. In Atlantic Region round trip rates increased about \$6k and range in

\$29k region while in the Pacific Region round trip rates increased about \$4.5k and range in \$12k region. Black sea freight market remains firm due to lack of available tonnage in the region.

The Supramax size Time Charter Cotzias Calculated average rate went up to \$18,390 from \$17,681 which was last week's Supramax average. The daily rates for Supramaxes ranged from \$7,000 (M/V **"Attar"** 43k/94blt / SXT Pan Ocean) up to \$41,000 (M/V **"Star Delta"** 52k/00blt / Carbofer for a trip Black Sea).

The Baltic Handysize index (BHI) closed on Friday 13th of March at 796 points. In total it increased by 92 points up from 704 which was last week's closing figure. This Month's Handysize Time Charter average was calculated to be \$17,276 from \$18,477 which was last week's average. This week's T/C daily rates for Handysizes ranged from \$9,500 (M/V **"C.S. Star"** 33k/00blt / Austbulk) up to \$25,000 (M/V **"Sringswood"** 37k/84blt / Charterer Not Reported).



Regarding the Handies and Supra's Sales activity of the past week the M/V **"Spring Hawk"** 47k/98 – Japan Built was sold for \$17.28 m to Greek buyers, the M/V **"Thor Venture"** 42k/86 – Korean Built was sold for \$2.7m to Greek & Indonesian buyers, the M/V **"Lisa J"** 40.5k/85 - Osaka Built was sold for \$6.00m to undisclosed buyers, the M/V **"Pacific Hope"** 38.8k/91 – IHI Kure Built was sold for \$8.75m to Greek buyers, the M/V **"Prairie Sky"** 45k/95 - Hakodate Muroran Built was sold for \$15.00m to Indonesian

buyers, the M/V **"Mutsushio"** (Daewoo Maritime / Korea) 50.3k/02 - Kawasaki Heavy Industry Built was sold for \$21.50m to Massoel / Switzerland, the M/V **"Thia Chryssoula"** (EF Shipping / Greece) 52k/90 - OKEAN Built was sold to undisclosed buyers in private terms, the M/V **"Nord Voyager"** 53.4k/06 Imabari Blt was sold to TMT Co Ltd / Taiwan buyers, in private terms, the M/V **"Chalkidon"** 38k/85 - Hashihama Zosen Built was sold for \$5.00m to UAE buyers, the M/V **"Atlantic ID"** 26k/86 - Usuki Saiki Built was sold for \$5.30m to Greek buyers and the M/V **"Demetrios Polemis "** 28k/08 - Shimanami Built was sold for \$23.25m to Greek Buyers too.

DEMOLITION MARKET



The supply for tonnage for scrap slightly fell the previous week and the average prices offered by scrap dealers remained steady. The total tonnage of the demolition of Dry Bulk carriers exceeded 300,000 dwt this week.

From the start of the year we have had 109 Bulk carriers sent to the breakers, and more than 4.4million Bulk Carrier DWT carrying capacity withdrawn from the market. Average age of Bulk carriers withdrawn is 30.5 years.

Total 2008 figures for Bulk carriers were 76 units of 4million DWT!!!!!! In less than 3 months we have surpassed the annual figures of 2008.

The Demolition Bulk carriers average price was \$ 266.17 / ldt, and best price offered was for the M/V **"Svyataya Yelizaveta"** at \$ 275 / ldt. Other interesting facts are Bangladesh average scrap price of \$277 / ldt, India average scrap price of \$ 267.8 / ldt, Pakistan average scrap price of \$ 277 / ldt and China average scrap price of \$ 220 / ldt.

This week's demolition sales report the following deals:

India market: The M/V **"Joudi"** 35.2 k DWT / 8.7 k LDT / 1980 sold at \$ 269 per LDT, the M/V **"Daria I"** 34.2 k DWT / 5.24 k LDT / 1971 sold at \$ 262 per LDT, the M/V **"Svyataya Yelizaveta"** 54.7 k DWT / 12.8 k LDT / 1974 sold at \$ 275 per LDT, also the M/V **"Sunrise Ocean"** 23.8 k DWT / 5.9 k LDT / 1977 sold in private terms.

Bangladesh market: The M/V **"Kyriakos M"** 34.4 k DWT / 1976 sold in private terms.

Pakistan Market: The M/V **"Suthathip Naree"** 25.4 k DWT / 6.12 k LDT / 1983 sold in private terms.

China Market: The M/V **"Sun Express"** 29.8 k DWT / 7.12 k LDT / 1977 sold at \$ 220 per LDT.