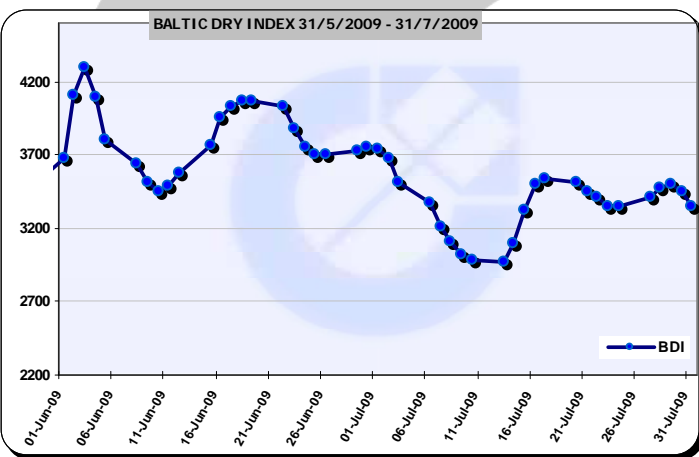


31st Week - Dry Cargo Market "Highlights"

We saw that the commodity markets, and in particular, Gold and Silver continued their rallies last week. Gold traded as high as 955.8 on Friday, up over 50.00 in just two weeks. Silver soared to 13.940 on Friday. The prior week it had been as low as 1244. Platinum is up, Corn too, Soybeans have flown in-line with most financial markets, while Oil surges increasing more than 5%. As we had mentioned last week about the Banks being still surprisingly out of the greater Shipping Industry picture and in the absence of Bank Finance, the equity markets have become the "go to" source of capital for companies of all sizes. Although dilutive, getting the cash with the added benefit of deleveraging the balance sheet is a great combination in these times.

The "equities" investors surely see signs of economic hope. Companies are reporting profits again, the rate of unemployment is not as steep and many economic reports indicate that the World Economy is starting to turn around. But we should seriously share deep concerns about the possibility of inflation returning, as well as the prospect of another economic shock to the world financial system re-occurring. If we take into our fundamental prediction model the signs that the Oil markets also give us we could describe this present economic recovery as a "dead cat bounce" in a longer-term economic view. Just because the rate of decline is not as steep as it was a few months ago, jobs are still being lost, business are still going out of business, and homes are still being foreclosed in record numbers. The bottom line is that, despite the optimism and the assurances of Federal Reserve Board Chair Ben Bernanke and others, this is still not a time to be overly speculative with your money. In fact, it may be time to consider ways to hedge your current investments, and protect your current assets, as equities have now recovered nearly one-third of the amount they fell between October 2008 and March 2009.

➤ **The Baltic dry index (BDI)** closed on Friday the 31st of July 2009, nearly where it stood last week. It gained a very mere **+0.15%** which is just **+5** points during this current week. The Baltic Dry Index closed at **3,350** points (closing figure of Friday 24th



July was 3345 points). As we have noted for the past 2-3 weeks, the BDI seems to have stabilized just over/under 3400 point mark.

Equity markets are providing some hot cash for Listed Shipping Companies. If this cash does not go straight down the hole in the owners' pockets and they manage prudently to use the proceeds to pay down part of their debt rather than go on a shopping spree, this would surely be a good thing. That would leave mainly the Chinese to buy all the overpriced and unneeded newbuilding vessels being constructed in their yards. After all, they are the only ones who can afford them and still have loads of cash (post stimulus package) there for their fleet expansion which is still undergoing a serious momentum increase. Only this month (July 2009) the Chinese have purchased 26 Dry Cargo Vessels

and have increased their carrying capacity by 1.4million tones of deadweight. Here we are talking about a really insatiable appetite for tonnage!!

Oil in both markets (WCI and Brent) jumped above \$70 usd per barrel, as economic data raises economic recovery hope and finally the Dollar slips as risk sentiment improves. In general corporate earnings suggested that the global economy is slowly recovering, though inventories data showed that the U.S. crude demand remains weak (*140million barrels of Crude oil and refined products are stored offshore We have seen the sales of many tankers that have been sold for conversion to FPSO or FSO's and have been stationed in strategic points and as storage capacity on land was becoming more expensive and scarce, surplus fuel has been kept onboard tankers at sea. Many traders on speculation or just by simply taking the commercial risk have been keeping crude for a later delivery either this coming winter or later, when oil spot prices will be higher.*)

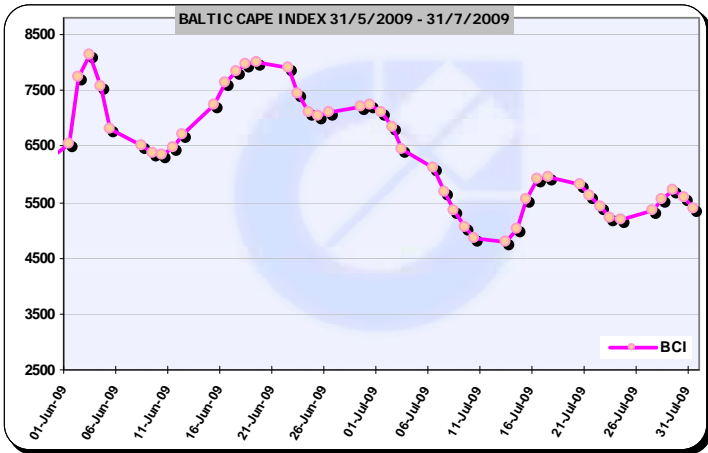
In London, Brent prices rose this week by \$1.41 to \$70.26 a barrel on the ICE Futures exchange. Also for week 31, Wall Street made a great rally sending to all more hopes of recovery, while China soothed global markets by reaffirming a loose monetary policy. Both S&P500 and Dow Jones closed on Friday 31st July at their highest points of 2009, 987.48 for the S&P and 9171.61 for the Dow Industrial. European equities closed at their highest in nearly nine months and Britain's FTSE100 ended close to a seven-month high. MSCI's all-country world index gained 1.5 percent, spurred by strong or better-than-expected corporate results and improving data. The rally is "partly due to positive earnings reports this week, a pick-up in commodity prices and also from investors who missed the recent advance.

In our shipping troubled D'Amato di Navigazione has filed this week for court protection. However and according to their spokeswoman: "*This procedure has nothing to do with bankruptcy but it is a guarantee for the creditors, who will be satisfied thanks to the business continuity and the conduct of regular operations in the manner and within the terms agreed,*".

We have seen that a substantial number of Timecharters that are lately re-entering in our database as relets, or sublets. Charterers lock the vessel at a "reasonable" "lowish" rate and relet the vessel (hopefully) for a profit. So far the plunged freight markets have offered quite a large number of some successful and profitable relet deals. Some of these latest deals will be pinpointed herebelow in each size/segment relevant section. It is worth noting that Charters of a longer than normal duration have been concluded, and periods of 11/13 months and 2 or 3 years trading are quite common especially in the Cape Sector.

CAPE SIZE MARKET

➤ The **Baltic Cape Index (BCI)** during week 31 increased by abt **+4.16%** and went up by **+215** points during this past week. The BCI moved downward every day and closed at **5,385** points on Friday 31st July 2009, up from 5,170 which was last Friday's (24th of July) closing figure.



Asian demand from both outside and inside China is starting to grow and we see an increase in the steel production. We had reported last week about the rise in Chinese imports earlier this year which was spurred by mine closures in China. Iron ore spot prices have returned this week to abt US\$100 per ton and at the same time Brazilian giant Vale signals further variations to the benchmark pricing system. Both Rio Tinto and BHP Billiton were restrained on the prospects of sustained demand and economic growth in recent quarterly reports, but Vale, the world's biggest iron ore producer, did not show such caution as they have predicted clearly that the markets had reached the bottom..!! Vale stated that: "the transition to a new phase in

which the reaction to the global financial crisis is starting to bear fruit, leading to a gradual lessening in risk aversion, declining costs and to the beginning of a recovery in demand and prices of minerals and metals".

According to Metal Bulletin, the spot prices for 63.5 per cent grade iron ore into China were touching \$US100 per ton for the first time in 2009. We can compare these prices with the benchmark prices of about \$US75 including freight that Rio and BHP settled with some of their major customers. Chinese domestic steel prices have increased strongly, thanks to the government stimulus package, which is the essential driver for iron ore import prices. BHP also disclosed this week revealed that they are planning to continue to move iron ore pricing away from the traditional annual talks. In addition BHP has managed to convince the majority of their customers with whom they have settled contracts this year to abandon the traditional annual pricing for a mix of quarterly negotiated, index-based and spot pricing deals. *(The annual pricing system goes back some decades, and begun to show its weaknesses last year when for the first time Rio and BHP were able to secure higher before-shipping prices than Vale. This definitely reflected Australia's closer proximity to Asia, but Rio's move to sell up to 10 per cent of its iron ore contracts on higher priced spot markets last year during the boom, and the subsequent decision of some steel mills to turn to spot markets when prices tanked, further weakened support for the system.)* This week, Vale, which like Rio was still expected to announce any price settlements this year with China, announced a new sales strategy. Vale has put in place new marketing policies, including a more flexible pricing scheme that has proven to be very important for its business with China. Vale has been offering prices inclusive of freight at a price calculated to be at least 20% lower than last year's contract since the first quarter. BHP said it had signed 23% of its contracted trade volumes at the annual benchmark and about 30% at non-traditional pricing.

This week's Capesize T/C average rate calculated by N. Cotzias Shipping Consultants from all T/C fixture data that are reported during the current running month increased by **+2.5%**, to **\$56,800** during this week, from \$55,421 which was last week's average. The daily rates, as seen in our separate fixtures report for Capesizes this week, which had around 10 cape vessels reported on Timecharter and their daily earnings ranged from \$40,000 p/d (M/V **"Andros Warrior"** 171k/86blt / Vitol for a trip via West Australia) up to \$92,000 p/d (M/V **"Mona River"** 171k/00blt / Shourong for a trip via Marvik).

CAPE S under RELET

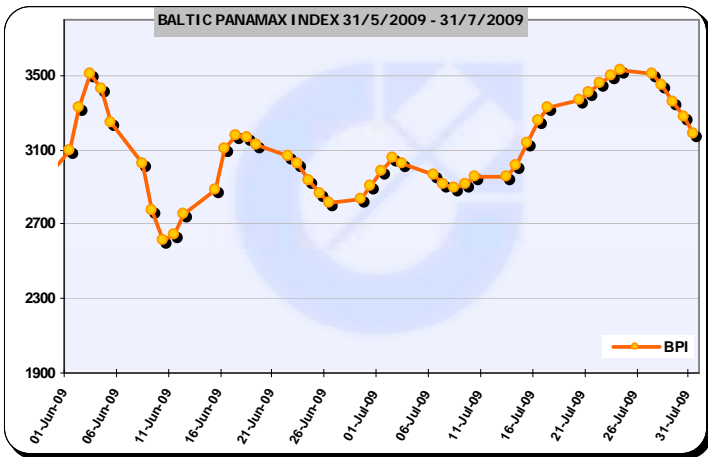
VSL NAME	DWT	BLT	DELY	REDELY	RATE	CHARTERER	NOTES	DATE	DAILY PROFIT
Anangel Vision	171,810	2007	China Aug/Sept 2009	worldwide	\$35,000	Louis Dreyfus	22/24 months trading	2/7	\$23,000
Anangel Vision	171,810	2007	Zhangjiang 4/6 Aug	China	\$58,000	BHP Billiton	Louis Dreyfus relet - Trip via Whyalla	30/7	
Ocean Cosmos	171,191	2000	Sines 7/12 July transatlantic round	Skaw-C Passero	\$66,000	Classic Maritime	option redely Spore/Jpan \$85000	7/7	\$19,000
Ocean Cosmos	171,191	2000	Sines 9/11 July	PMO approx	\$85,000	Cargill	Classic Maritime relet - trip via Narvik option Seven Islands & PG	10/7	
Aquabella	161,010	1995	Cape Passero 9/11 May	worldwide	\$28,000	Cosbulk	4/6 mos trading - STX Pan Ocean relet	23/4	\$22,000
Aquabella	161,010	1995	Zhangjiang 7/10 Aug	China	\$50,000	Seawin	Cosbulk relet - trip via West Australia	29/7	

The **"Anangel Vision"** 171k/2007 built was chartered in early June 2009 by Louis Dreyfus for \$35,000/day and was sublet to BHP Billiton for \$58,000/day on the 30th of July 2009. This leaves **LD** with a good daily profit of **\$23,000/day**. The **"Ocean Cosmos"** 171k/2000 built was chartered in early July by Classic Maritime for \$66,000/day and was sublet to Cargill 3 days later for \$85,000/day, earning **CM** a profit of **\$19,000/day**, while the **"Aquabella"** 161k/1995 built was chartered earlier this year (April 2009) by Cosbulk for \$28,000/day in line with the daily rates of that period and was sublet to Seawin 4 days ago, for a good \$50,000 per day for a trip via West Australia. This gives the **Chinese charterer** a very attractive profit of **\$22,000/day**.

Only one Cape was reported sold this week, despite the many deals of the previous week. The smaller sized cape reported sold this week was the **"CSE Courage"** 135k/84blt – China Shipbuilding Corporation built, for \$8.5mil to Undisclosed Buyers.

PANAMAX MARKET

➤ The Baltic Panamax Index (BPI) was the big gainer of last week (week30), and in contrast to that the big loser of this current week (week 31). It lost everyday equal amounts (2-3% daily loss) and in total on Friday the 31st of July closed at **-3,183** which is **down by -9.7%** or **-341** points less than 3524 points which was last Friday's the 24th of July closing.



For this running week the Cotzias calculated Panamax T/C average rate, went up marginally by **+0.87%** this week to **\$23,849** from \$23,645 which was last week's Panamax average and again we can still clearly note that for seven consecutive weeks the average rate for PMX vessels has stabilized around the 24k-23k mark. Lower levels in terms of units chartered on period, as this week only 46 Panamax vessels were chartered on Period and T/C's. Lower than average figures which exceed 50 PMX vessels per week.

The daily rates as seen in our separate fixtures report for Panamaxes this week, were improved high/low margins and ranged from \$14,000 (M/V **"Iron Vassilis"** 82k/06blt/ Daeyang for a trip via Indonesia) up to \$49,000 for the (M/V **"Prem Vasha"** 82k/06blt/ Richstone for a T/C trip).

PANAMAX vessels under RELET

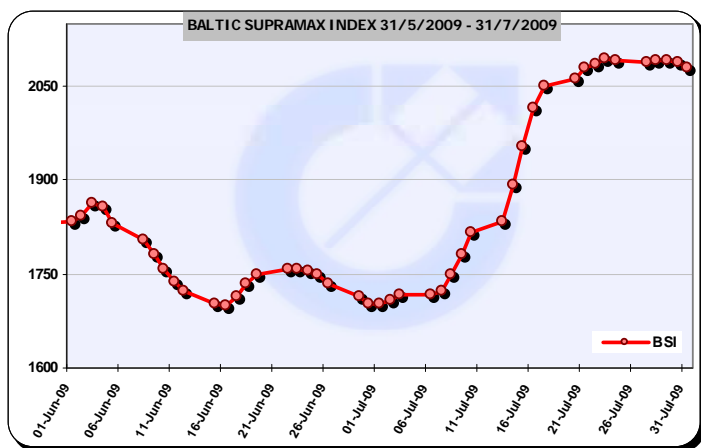
VSL NAME	DWT	BLT	DELY	REDELY	RATE	CHARTERER	NOTES	DATE	DAILY PROFIT
Star of Dubai	83,611	2008	China 20/30 July	Worldwide	\$17,000	Rizzo-Bottiglieri-De Carlini	1 year trading	21/5	\$7,750
Star of Dubai	83,611	2008	Fangcheng spot	Worldwide	\$24,750	Swiss Marine	Rizzo- Bottiglieri-De Carlini Armatori Spa relet 5/7 mos trading	23/7	
Mineral Star	76,286	2006	Cape Passero 26/28 Apr	Worldwide	\$18,000	Swiss Marine	4/6 mos trading	30/4	\$7,000
Mineral Star	76,286	2006	Phu My 3/5 Aug	Singapore /Japan	\$25,000	Norden	Swiss Marine relet – trip via Indonesia	30/7	
Baltia	75,775	2005	S.Korea 16/18 May	Worldwide	\$17,500	Farenco	Delulemar relet – 4/6 mos trading	19/5	\$14,250
Baltia	75,775	2005	Civitavecchia 10/15 July	Worldwide	\$31,750	Chart not rep	Farenco Relet–bop 10 Nov–10 Dec	2/7	
Dione	75,172	2001	Xinsha 15/25 May	Worldwide	\$14,250	CTP	3/5 mos trading	6/5	\$10,750
Dione	75,172	2001	PMO 7/10 Aug	Worldwide	\$25,000	Komrowski Bulk Shipping	CTP relet 45/70 days trading	22/7	
Iolcos Unity	74,476	2006	Singapore 25/30 Apr	Singapore Japan	\$15,500	Bunge	Trip via EC South America	23/4	\$12,000
Iolcos Unity	74,476	2006	Surabaya 15/25 July	China	\$27,500	Oldendorff	Bunge Relet – trip via Indonesia	2/7	
Scythia Graeca	74,133	2002	Singapore	Worldwide	\$7,500	Cargill	4-6 mos trading	26/4	\$9,700
Scythia Graeca	74,133	2002	Taichung ppt	S. China	\$17,200	Danzas	Cargill relet – trip via Indonesia	9/7	
Calm Seas	74,047	1999	Porto Torres 13/15 Mar	Worldwide	\$24,000	TMT	4/6 mos trading	6/3	\$14,000
Calm Seas	74,047	1999	Gijon 9/15 July	China	\$38,000	Pacific Bulk	TMT relet - trip via Brazil option Orinoco	8/7	
Anangel Omonia	73,519	1996	Cape Passero 15/17 May	Worldwide	\$21,000	Komrowski	4/6 mos trading	14/5	\$11,000
Anangel Omonia	73,519	1996	Hamburg 10/12 Aug	Worldwide	\$32,000	Bunge	Komrowski relet – min 60 days/15 Nov	23/7	
Pole	73,409	1997	Redcar 25/27 July	Worldwide	\$25,000	Rizzo-Bottiglieri-De Carlini	11/13 mos trading	23/7	\$9,500
Pole	73,409	1997	Redcar 25 July 5 Aug	Jorf Lasfar	\$34,500	Cargill	Rizzo-De Carlini-Bottiglieri Armatori relet – trip via Murmansk	24/7	In one day!!!

The **"Star of Dubai"** 83k/2008 built was chartered in late May 2009 by Rizzo-Bottiglieri-De Carlini Armatori Spa. For 1 year at \$17,000/day and was sublet to Swiss Marine for \$24,750/day on the 23rd of July 2009. This leaves the **Italian Charterer** with a good daily profit of **\$7,750/day**. The **"Mineral Star"** 76k/2006 built was chartered in early May 2009 by Swiss Marine for \$18,000/day and was sublet to Norden yesterday for \$25,000/day, earning **SM** a profit of **\$7,000/day**, while the **"Baltia"** 75.7/2005 built was chartered mid May 2009 by Farenco for \$17,500/day and was sublet to Undisclosed Charteres who will pay Farenco a good \$31,750 per day for keeping the vessel employed practically until end of this year. This gives **Farenco** a very attractive profit of **\$14,250/day**. Table above describes nearly all important sublet we have identified, but the one that catches the eye is the **"Pole"** 73.4k/1997 built that was chartered on the 23rd July 2009 by Italian Charterer Rizzo-Bottiglieri-De Carlini Armatori Spa for \$25,000/day and was relet to Cargill the next day (24th July 2009) for \$34,500. In such a quick turnaround deal **RBdCA** will be making a profit of **\$9,500** usd /day for...!!!

Just like the Capes, in the Panamax sector only one sale this week: the oldish lady M/V **"Bestec"** 72k/ 76blt – Wilton Fijenoord Netherlands built, sold Undisclosed Buyers for a P&C Price.

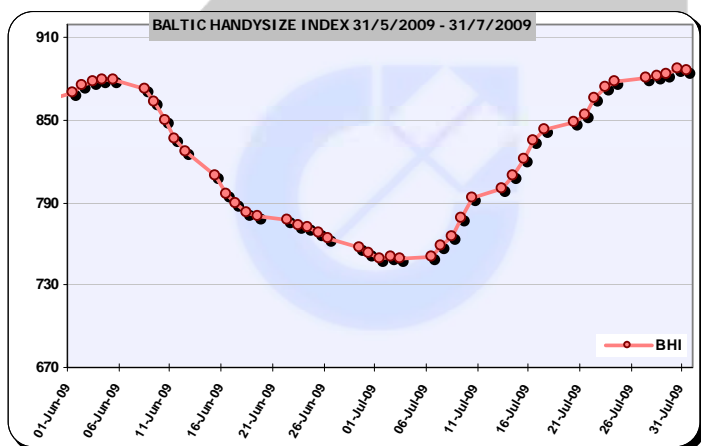
SUPRAMAX & HANDYMAX MARKET

➤ The Baltic Supramax Index (BSI) closed marginally down at **2081** points on Friday the 31st July 2009. We can say that it has stabilized for two weeks around the 2050 figure. This week it lost **-0.48%** or just **10** points based on the previous closing of 2,091 points we had last Friday, 24th July 09.



This Month's Supramax Time Charter Cotzias rate average is calculated at **\$21,819** or **+0.87%** up from \$21,631 which was last week's Supramax average. 12 Supramaxes were on T/C this week, which in terms of volume is a good number. The daily rates in the fixtures reported this week, for Supramaxes ranged from \$17,250 (for the M/V **"Manna"** 55.7k/05 blt/ Jaldhi for a trip via Indonesia) up to \$29,500 (for the M/V **"Komatsushima Star"** 55.5k/09 blt / JKI Shipping for a trip via East Coast South America with a Ballast Bonus fo 400,000USD).

➤ The Baltic Handysize index (BHI) continued the rise it started on 6th July 2009, and for 25 consecutive days it has risen. It closed on Friday 31st July 2009 up at **887** points (which is the highest of the year 2009). During week 31 it gained in mere **+0.91%** or **8** points. What is important to note is the daily average of the Handymax vessels is up 19% from the start of the month. This clearly proves the point we made last week, that charterers are facing a serious shortage of immediately available bulk carriers of this size at least in the Atlantic trading region and have given the opportunity to Handymax owners to gain bargaining power and push harder for a better deal. (Only 7 Handymax T/C were reported this week and this clearly show the unavailability of tonnage)



This week's Handysize Time Charter went up by **+6.5%** this week to **\$18,274** from \$17,164 which was last week's average. This week's T/C daily rates fixtures has much improved for Handy sized vessels and ranged from \$16,750 (for the M/V **"Sea Rose"** 45.7k/95 blt / Island View Shipping for a trip via South Africa) up to \$32,000 (for the M/V **"United Stars"** 44k/95 blt / Undisclosed Charterer for T/C trip via Continent).

Regarding the Handies' and Supras' Sales activity of the past week we saw only one vessel reported sold: the Marmaras Controlled, M/V **"Panormos"** 37k/84blt – Ishikawajima Harima Japan built, sold for \$4.4mil to Chinese Buyers. This vessel at first glance might seem as if she was undersold, but bear in mind that she has a Pielstick Main Engine and low caliber gear C5x15T.

SUPRAMAX & HANDYMAX under RELET

VSL NAME	DWT	BLT	DELY	REDELY	RATE	CHARTERER	NOTES	DATE	DAILY PROFIT
Tenki Maru	58,758	2009	Ex yard Japan 20/25 April 09	Worldwide	\$11,000	WBC	1 year Trading	9/4	\$10,000
Tenki Maru	58,758	2009	Mundra 13/16 July	Singapore Japan	\$21,000	Chart Not Rep	WBC relet – trip via EC S America	10/7	
Jin An	50,786	2000	Port Said 4/5 July	Atlantic	\$16,000	Copanship	3/5 mos trading	2/7	\$5,000
Jin An	50,786	2000	Gibraltar 11/12 July	Atlantic	\$21,000	Meridian Bulk	Copanship relet	10/7	

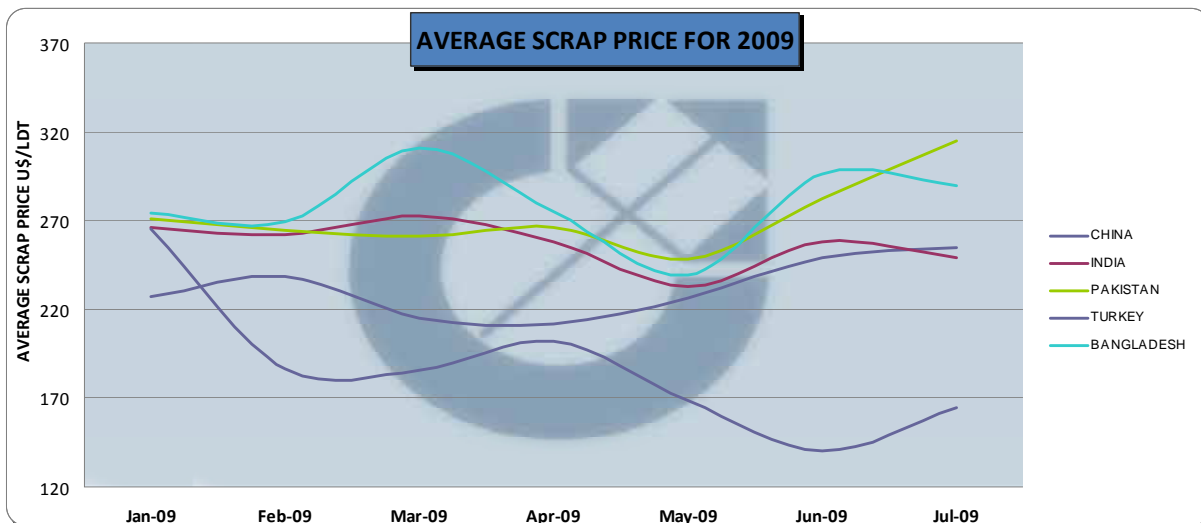
The **"Tenki Maru"** 58.8k/2009 built was chartered in early April straight from the Yard by WBC for 1 year at \$11,000/day and was sublet on the 10th July 2009 to Undisclosed Charterer for \$21,000/day. This leaves **WBC** with a good daily profit of **\$10,000/day**. The **"Jin An"** 50.8k/2000 built was Chartered by Copanship early July for \$16,000/day and a week later was sublet to Meridian Bulk for \$21,000/day. This gives **Copanship** with a daily profit of **\$5,000/day**.

DEMOLITION MARKET

The demo market continuing to mainly "consume" Roro's Vehicles Carriers, Container ships, reefers, small bulkers, very few Tankers, and lately a very small amount of Bulklers. 591 units have been withdrawn from the market in total until 31st July 2009.

402 dry cargo vessels have been scrapped (298 Bulklers, 16 Tweens, 85 MPP's and 3 Singledeckers) – 115 Container Vessels – 82 RORO (Mainly Car Carriers). In the Tanker market, 71 wet tonnage vessels have been withdrawn (3 VLCC's, 48 Tankers, 3 OBO's and 17 Gas Carriers (LNG/LPG)). 2 Passenger ferries and 19 reefers pack up the lot of the 591 units scrapped in 2009! It is

amazing that quite a number of people complain that the scrap intake is not really helping the Shipping industry to breathe... as much as they wanted or expected...!!! India has absorbed more than 290 vessels, while Bangladesh come 2nd with 115 units (taking most of the tankers thought) and China 3rd with 103 units. Pakistan has only taken 57 units for scrap but in terms of LDT it seems that they have attracted larger units, the opposite of Turkey that has absorbed mainly smaller sized units.



BREAKER - STATISTICS FOR 2009				DRY		WET	
BREAKER	UNITS	LDT TAKEN	av \$	UNITS	LDT	UNITS	LDT
CHINA	103	1,068,013	\$203	99	1,026,740	4	41,273
INDIA	293	2,554,317	\$258	269	2,261,571	24	292,746
BANGLADESH	115	1,220,883	\$284	83	854,371	32	366,512
TURKEY	12	57,756	\$187	11	56,656	1	1,100
PAKISTAN	57	503,683	\$208	50	424,139	7	79,544
OTHER/CASH/AS IS	11	77,146	\$150	8	60,014	3	17,132
TOTAL	591	5,481,798	\$215	520	4,683,491	71	798,307

STATISTICS	BULKERS / SD	TANK/ OBO/GAS	CONT/ TWEEN/MPP	REEFER	RORO PAX CRUISE, OTHER	TOTAL
UNITS	201	71	216	19	84	591 SHIPS
%	34.0%	12.0%	36.5%	3.2%	14.2%	100.0%
LDT	1,825,365	798,307	1,977,306	129,899	750,921	5,481,798 LDT
DWT	8,785,519	3,414,719	5,181,728	204,945	1,012,085	18,598,996 DWT
USD	\$396,095,921	\$205,977,087	\$408,648,824	\$26,230,310	\$103,984,791	\$1,140,936,933
AVERAGE AGE	30.7 Years	26.9 Years	28.9 Years	27.6 Years	29.3 Years	28.7 Years

Dry Cargo ships scrapped during week 31 of 2009:

HEDWIG	BC	1983	HYUNDAI HEAVY INDS	156,252	30,377	\$308	BANGLADESH	SHE WAS REPORTED SOLD AS HEDWIG OLDENDORFF IN MAR 2009 FOR 308USD/LDT TO BANGLADESH BREAKERS - SELLERS ARE OLDENDORFF GERMANY
SEA-LAND ACHIEVER	CONT	1984	DAEWOO SHIPBUILDING	58,943	18,553	-	CHINA	SELLERS ARE A P MOLLER DENMARK
SEA-LAND QUALITY	CONT	1985	DAEWOO SHIPBUILDING	58,869	18,542	-	CHINA	SELLERS ARE A P MOLLER DENMARK
QINGDAO STAR	CONT	1985	INCHON ENGINEERING	32,934	8,587	\$269	CHINA	SELLERS ARE OFER GROUP ISRAEL
EAGLE PIONEER	CONT	1982	HAKODATE MURORAN	30,254	8,100	\$236	INDIA	SELLERS ARE GENKAI CAPITAL MANAGEMENT JAPAN
TIKEIBANK	TWEEN	1983	VALMET OY HELSINKI	22,942	11,577	-	BANGLADESH	SELLERS ARE WEIR A - UK
MSC LEANNE	TWEEN	1980	A WARSKIEGO STOCZNI	20,128	9,348	\$250	INDIA	SELLERS ARE MSC SHIPMANAGEMENT HK LTD. CHINA
PACIFIC EXPLORER	RORO	1978	IMABARI MARUGAME	17,800	13,287	\$282	BANGLADESH	PURE CAR CARRIER - SELLERS ARE CSAV CHILE
PIONEER TRADER	MPP	1980	IHI KURE	17,159	4,350	-	INDIA	SELLERS ARE MARACHART SHIPPING GREECE
GREEN MORAL	CONT	1976	HAYASHIKANE	16,929	6,480	\$250	INDIA	SELLERS ARE GREEN FEEDER LINES LTD SRI LANKA
GOLDEN KEY	BC	1978	HYUNDAI SHIPBUILDING	16,560	4,650	-	BANGLADESH	SELLERS ARE PENDULUM SHIPPING GREECE - OPEN HATCH BULKER
MURGASH	BC	1967	HITACHI ZOSEN INN	13,902	4,230	\$250	INDIA	SELLERS ARE BULGARE NAVIGATION BULGARIA
MSC AURORA	CONT	1971	LUBECKER FLENDER	11,911	6,327	\$255	INDIA	SELLERS ARE MSCSWISS
CRYSTAL ORCHID	REEFER	1979	FLENDER	10,819	5,874	\$266	INDIA	SELLERS ARE LAGOALOMAR SHIPPING GREECE
CARIBBEAN TRAILER	RORO	1972	TRONDHEJMS	1,626	1,769	-	AS IS	AS IS DELY CANARY ISLANDS - SELLERS ARE ARMAS NAVIERA CANARY ISLANDS

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