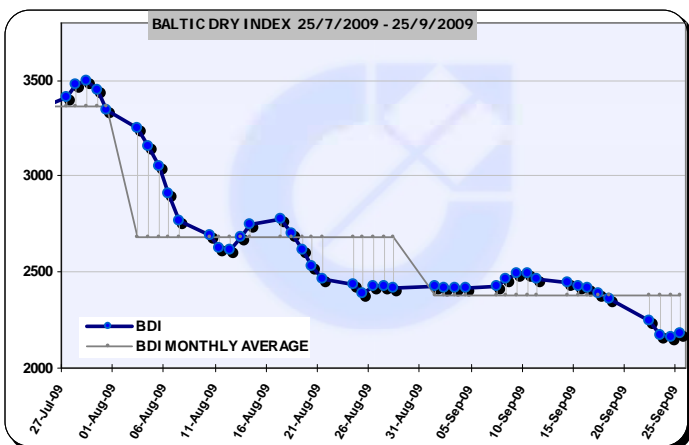


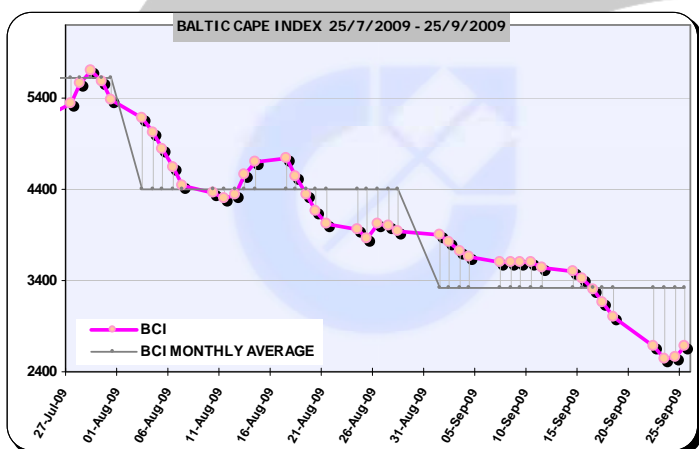
## 39<sup>th</sup> Week - Dry Cargo Market "Highlights"

➤ The **Baltic dry index (BDI)** closed on Friday the 25<sup>th</sup> of September 2009, at **2183** points with a loss of **-7.34%** or 173 points



### CAPE SIZE MARKET

➤ The **Baltic Cape Index (BCI)** closed on Friday the 25<sup>th</sup> September 2009 well below the 3,000 points mark at **2,677** points with another heavy loss of **-11.0%** or **-331** points. Previous week's closing was 3008. The yearly average of the BCI currently stands at 3325 points but the overall trend is still on a heavy decline since April 2009.

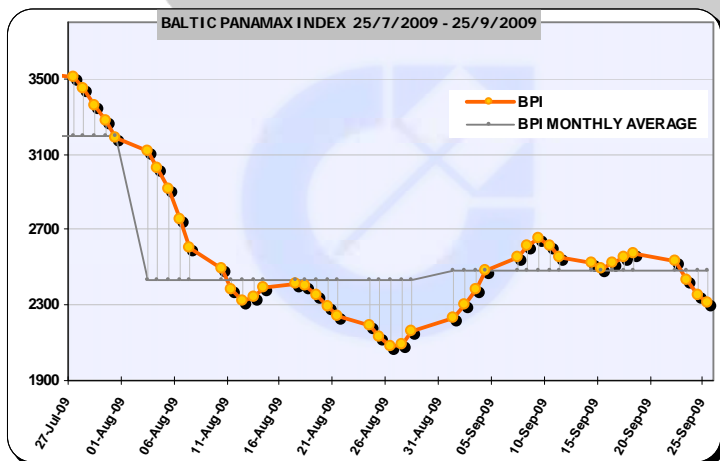


Discussions with the Chinese about iron ore pricing for 2010 are scheduled to begin next month, even though no benchmark prices have been set for this year. The talks are looming as China's iron ore imports slump, falling 15 per cent in August to 49.6 million tonnes, the lowest level this year, as the country produces a growing glut of steel thanks to overcapacity in the sector. It is the usual cause that overproduction is the main reason for the 18 per cent correction in spot steel prices during the past five weeks.

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 decreased by **-5.03%**, to **\$35,266** during this week, from \$37,135 which was last week's average. For one more week, a limited amount of only Five (5) cape T/C fixtures were reported this week, and the daily rates as seen in our separate fixtures report for Cape this week, high/low margins ranged from \$11,500 (M/V **"Grand Spartounta"** 134k/89blt/Uniwell – for a T/C trip via India) up to \$31,500 (M/V **"SA Fortius"** 171k/01blt/Coscobulk – for 3/5 mos trading).

### PANAMAX MARKET

➤ The **Baltic Panamax Index (BPI)** stopped its upward "escape" from the falling patterns, and closed on Friday the 25<sup>th</sup> of September at **2,317** which is **down by -9.91%** or **-255** points less than 2572 points which was last Friday's the 18<sup>th</sup> of Spetember closing.



For this running week the Cotzias calculated Panamax T/C average rate, for one more week went marginall up by **0.74%** this week to **\$19,381** from \$19,238 which was last week's Panamax average. Looking at units chartered on period this week we see an never seen before record number of 71 Panamax vessels that were chartered on Period and T/C's.

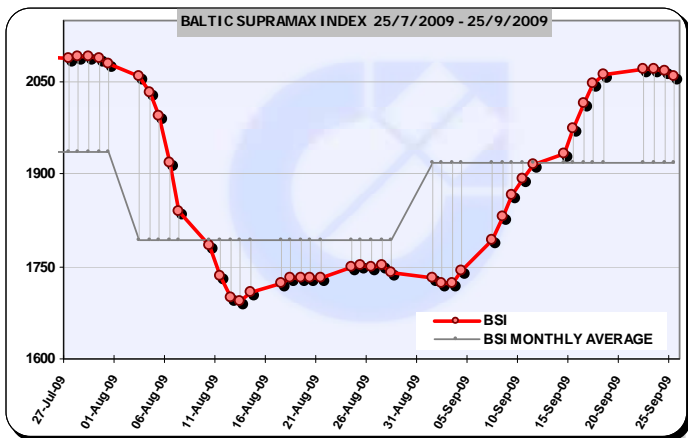
The daily rates as seen in our separate fixtures report for Panamaxes this week, with improved high/low margins and ranged from \$6,000 (M/V **"Hui Ping"** 69.2k/94blt/ Norden for a trip via Indonesia) up to \$32,500 for the (M/V **"Tai Progress"** 77k/04blt/ HMM – STX Panocean relet for a trip via USEC and the M/V **"Feng Guang Hai"** 69k/91blt/

Undisclosed Charterer for a trip via Black Sea).

The sale of M/V **"Jacaranda"** 74k/99 blt Japan was sold for \$27mil which indicates a 2-3mil usd improvement in the sale rates.

## SUPRAMAX & HANDYMAX MARKET

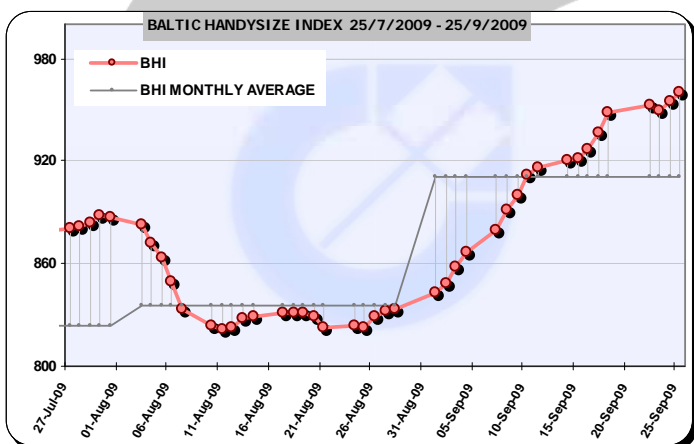
➤ The Baltic Supramax Index (BSI) closed again just above the psychological mark of 2000 points at **2058** points on Friday the 25<sup>th</sup> of September 2009. It has lost this week **-0.24%** or **-5** points based on the previous closing of 2063 points we had last Friday the 18<sup>th</sup> of September 09.



This Month's Supramax Time Charter Cotzias rate average is calculated up at **\$19,469** or **-1.65%** down from \$19,796 which was last week's Supramax average. As stated last week the supramax market is a market with the lowest average age of vessels and also this week has shown considerable increase in the number of chartered vsls as well as rates.

A good number of **24** Supramaxes were on T/C this week, which in terms of volume/rate is greatly improved over previous week's stats. The daily rates in the fixtures reported this week, for Supramaxes ranged from \$9,000 (for the M/V

**"Port Macau"** 58.6k/08blt/ Oldendorff for a T/C trip) up to \$39,000 (for the M/V **"Boron Navigator"** 50k/01 blt / ED&F Man Shipping a T/C trip)



➤ The Baltic Handysize index (BHI) continued for 3<sup>rd</sup> consecutive week, and has achieved once more a record level for 2009. It closed on Friday the 25<sup>th</sup> September 2009 up at **960** points and this represents a gain of **1.27%** or **12** points.

Following the phenomenal rise of the index for more than three weeks this week's Handysize Time Charter calculated by NCSC went up by **0.08%** this week to **\$18,131** from \$18,116 which was last week's average. Even lower than last week, 3 Handymax vessels were reported on T/C this week and the weekly T/C daily rates fixtures for Handy sized vessels ranged from \$14,500 (for the M/V **"Gundulic"** 45k/97 blt / Undisclosed charterer for 3/5 mos trading) up to \$34,500 (for the M/V **"Emir Aksoy"** 47k/98 blt / Grieg-Star – Cargill relet for a T/C trip via cape of Good Hope).

**DEMOLITION MARKET** – The scrap market is overcapacitated and has come to a near halt. A greatly reduced number of BC/MPP/Tween units have gone for demo, and owners/sellers for scrap candidates adopt the wait and see stance that in general is prevailing in the ship Sale and Purchase markets.

However we still feel that the reduced activity of the past week will be the trend of the following weeks as it is almost fairly obvious that the extra large capacities that all scrap dealers had taken in during August has definitely created an overcapacity of excess inward tonnage for the scrap yards to absorb.

Scrap sales for week 39:

NAME	TYPE	YEAR	BUILT	DWT	LDT	PRICE	BREAKER
DONETSK	RORO	1984	RUSSIA	5,500	6,466		INDIA
KATYA	RORO	1980	RUSSIA	4,605	5,921		INDIA
HEBEI EXPRESS	BC	1984	ROMANIA	65,204	17,700		INDIA
ELLAJ	RORO	1977	NORWAY	7,200	5,974	\$338	INDIA
CANOPUS	BC	1976	OSAKA	34,320	7,668		CHINA

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