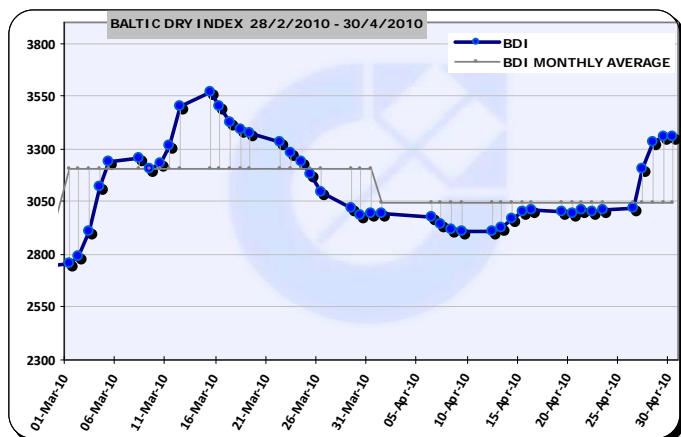


17th Week - Dry Cargo Market "Highlights" – 26/4/2010 until 30/4/2010

The *Baltic Dry Index* closed on Friday the 30th of April 2010 positively at **3354** points with an overall weekly gain of **11.32%** or **341** points. (Last Friday's the 23rd of April 2010 closing value was **3013** points). The index seems to have been pushed up by the Cape index, after enjoying a 4 week stabilization period. The Baltic Dry Index overall gain represents the whole Dry bulk sector that is showing positive strong signs.



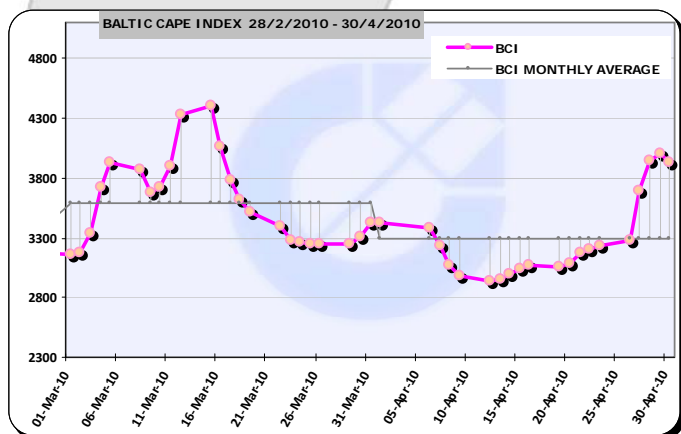
better ending plot than Homer's 10 year *Odyssea*"...!!! It is up to us the workforce of Greece to roll our sleeves up and move one gear up our productivity.

Unfortunately the Baltic Exchange motto which stands for clear Shipping ethics: "Our word is our bond"... could be rephrased into the Greek Economic Crisis and be... "Our word is their bonds"....!!!

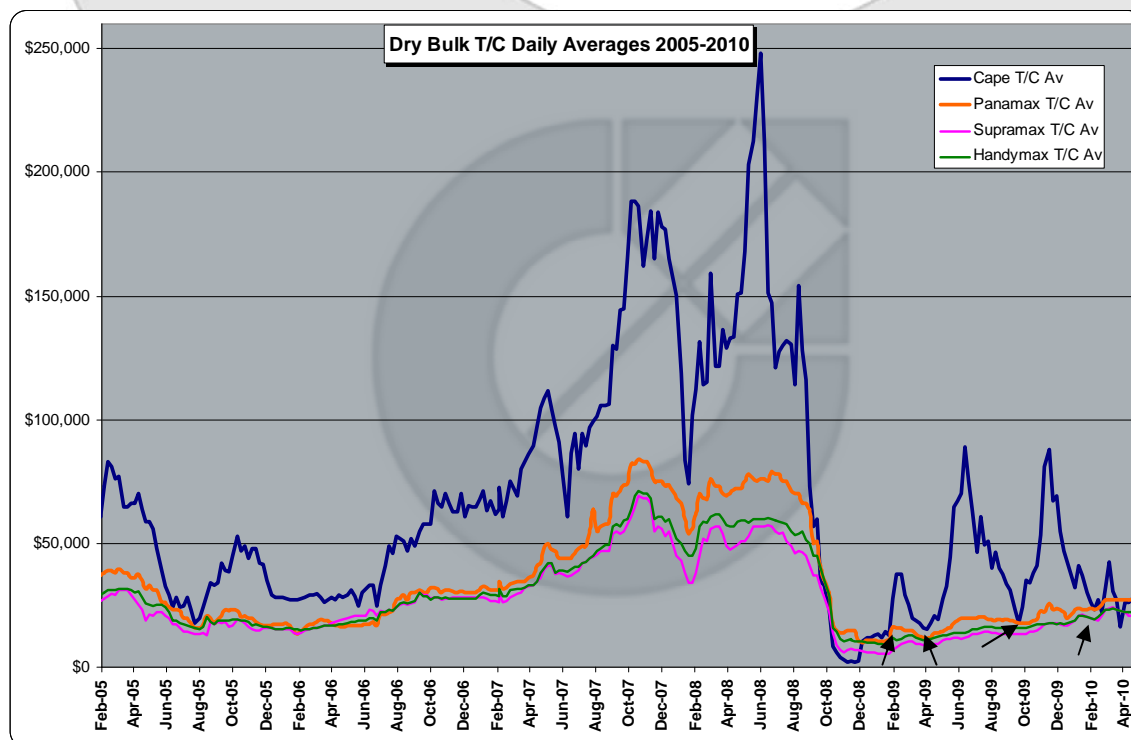
In summary form: (week 09) BDI, **gain, 11.32%**, BCI, **gain, 21.56%**, BPI, **gain, 3.81%**, BSI, **gain, 2.22%**, BHI, **gain, 0.37%**

CAPE SIZE MARKET

The *Baltic Cape Index (BCI)* closed on Friday the 30th of April 2010 just below the 4k mark, at **3936** points posing a very interesting expected weekly **gain** of **21.56%** or **698** points over previous week's closing on Friday the 23rd April which was **3238** points. It is interesting to note that this positive weekly up rise has brought the BCI well above the monthly average which currently stands at 3125 points. It is the third week of gains for the BCI, and this acceleration was somewhat expected.



Why was this expected and anticipated? Well we had observed a statistic that during 2009, post Oct 2008 crisis, that whenever the cape daily average touched/matched that of its smaller sisters then it shot up again. This is an interesting anomaly that lately exists in the dry bulk market that seems to trigger the fundamentals to correct it quite rapidly.



Capes indeed, historically receive far higher rates than their smaller size segments, and that is clearly evident in the data we have provided in the chart from 2005 until say end of 2008. Post Economic Crisis, the Capesize rates have expanded and contracted three times. In contrast, the Panamax and Supramax rates have steadily created an underlying base

increasing gradually forming a strong upward moving trend which is considered as "healthy" and "secure".

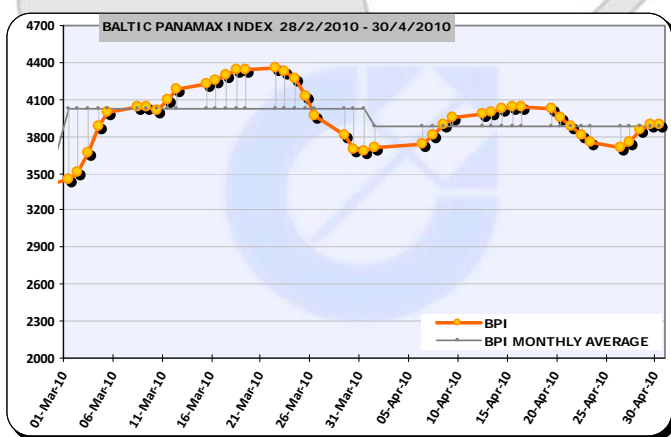
After April 2009, when the Cape Average touched bottom, we saw at least two spikes that were triggered from when the Cape daily average converged and was matched if not beaten by the daily average of the smaller size segments the Panamax and Supramax sectors. Latest Cape figures are seriously and well below that even of the Handymax vessels. So an easy question based on our assumption is will the Capes Spike up again? The answer is YES. The fundamentals tell us that the Steel demand in China that leads the Iron-Ore Demand/Supply "tug of war" is there strong, and although China has reduced its iron ore imports from India due to an increase in excise duty and low grade imports into the country, overall trade has picked up, causing BDI to remain steadily in the range of 3k. The past 2-3 weeks we have seen the Chinese Iron/Ore importers with the backing of the CISA, to be playing a nerve racking tactical cold-war game with the giant Miners and Iron/Ore exporters. We strongly believe it is time that the flow returns to the normal levels and this "artificial" scarcity and shortage in the demand that was triggered partly as a boycott threat, cum pressure, will be resolved soon. It is not a common secret after IMF released last week the latest word growth figures, that China's GDP growth estimate for 2010 is in double figures of 10%, and recent trade figures show that the imports of Iron/Ore will exceed in volume those of 2009 by 7%. Capes WILL BE in demand once more, and the correction will push the BDI to higher levels.

We had mentioned last 2-3 weeks that we felt very optimistic about the future of the cape sector. This week was very positive, as we saw 2, 12 month fixtures at \$35,000 day and \$34,500 per day (M/V "China Progress" & M/V "Navios Stellar"), a relet that was taken by Classic Maritime through Cosco at \$50,000 per day (M/V "Sivota") and the Louis Dreyfus fixture of the M/V "Mystic" for 4-6 months at \$49,000 day. Atlantic market improved, with fixtures from Brazil to China up by 40% with spot fixtures reaching \$60,000 per day, while Australia to China trade is up by 25% with fixtures in the region of \$35-\$37k per day.

The Capesize T/C average rate calculated every week by N. Cotzias Shipping Consultants from this week T/C fixtures followed the rise of the index & went up this week by a solid **10.75%**, reaching the expected 35k mark at **\$35,281**. Previous week's T/C figure was **\$31,856**. Period demand is increasing, and unlike last week's, we had a high number of reported cape fixtures of **twentythree (23)** units that were fixed on T/C this week. The Charterers are locking themselves into longer contracts to secure lower costs in a market that shows good dynamics. The daily min/max rate as seen in our fixtures report for was **improved** over last week from **\$23,500** (M/V "Anangel Solidarity", 161545 dwt, built 1993, dely retro Lanshan 26 Apr, redely Taiwan, \$23500, CSE, for a trip via Australia - STX Pan Ocean relet) up to **\$65,000** (M/V "Braverous", 170115 dwt, built 2009, dely Port Talbot spot, redely PMO, \$65000, Kleimar, for a trip via Narvik & Al Jubail).

Only Cape sold this week was the M/V "Kazusa", 227183dwt 1988 built Mitsui – Japan sold for \$22.5mil to undisclosed buyers.

PANAMAX MARKET



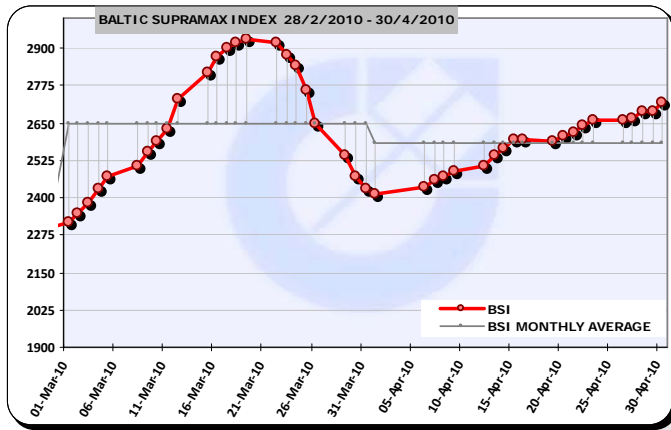
■ The **Baltic Panamax Index (BPI)** closed on Friday the 30th of April 2010 just below the 4,000 point mark at **3900** which represents a good **gain** of **3.81%** or **143** points compared to **3757** points which was last Friday the 23rd April 2010 closing.

The Yearly average of the BPI currently stands slightly down at **3733** points. The Panamax T/C average rate as calculated by N. Cotzias Shipping Consultants, went **down** by **-0.64%** to **\$31,330** from **\$31,533** which was last week's Panamax T/C av. This week we saw another holding back, in last week's upward trend, and the Panamaxes were softened. Grain traders had some decent export cargoes but the Atlantic basin was at lower levels of last week, and moved in the \$30-\$31k per day mark. In the Pacific market, we had no real change over last week. Maybe the

dynamics in the Cape market will lead to some added steam in the Panamax sector. Some period fixtures worth pointing out were the M/V "Celerina" for 18 months by Praktika at \$24,000 per day, while the M/V "Mass Prosperity" chartered by Glencore for 5-7 months at \$28,000 per day. A good number of **seventyseven (77)** Panamax vessels similar to last week, were being chartered this week on Period and T/C's and this shows the steady momentum and demand by Charterers. The daily rates as seen in our separate fixtures report for Panamaxes this week, with **reduced** levels compared to last week ranged from **\$16,000** (M/V "Xin Sheng", 62267 dwt, built 1980, dely Zhuhai 30 Apr/4 May, redely S.Korea, \$16000, Chart Not Rep, for a trip via Indonesia) up to **\$44,000** for the (M/V "Nord Luna", 76700 dwt, built 2009, dely retro Vado 23 Apr, redely Singapore-Japan rge, \$44000, CTP, for a trip via US Gulf and the M/V "Megalahari", 76633 dwt, built 2004, dely Cape Passero 4/8 May, redely Japan, \$44000, MOSK, for a trip via Tubarao)

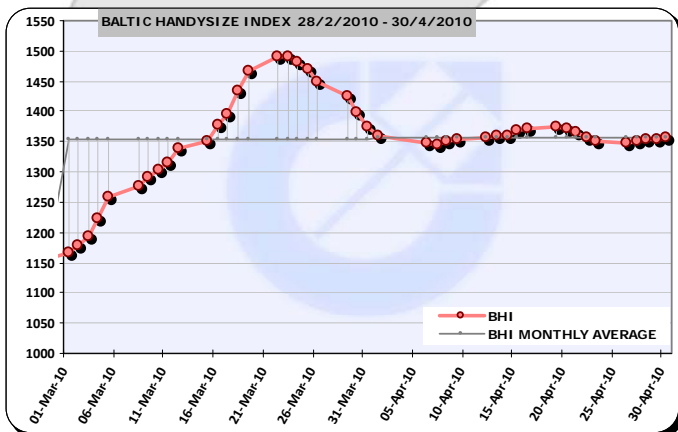
Sale and Purchase In the panamax sector, Chinese buyers dominated the market this week with the M/V "Zagreb" 80300dwt built 2008 China that was sold for \$39.5mil to Chinese buyers while the M/V "Pioneer Sky" 81600dwt built 1983 Italy was sold to Chinese also for \$9.1mil. The M/V "Peoria" 70293dwt built 1996 Sanoyas Japan was sold for \$23mil with a bareboat charter at \$14,000/day, until Sep 2010 to Chinese unknown buyers. The M/V "Cemtex Leader" 67,647dwt built 1989 China was sold for \$13.2mil to Chinese Buyers with Dely July 2010.

SUPRAMAX MARKET



Demand for Supra's is remaining good, and we had a similar to last week's number of **twenty (20)** Supramaxes that were on T/C this week. The daily rates (differential of Highest – Lowest weekly T/C figure) in the fixtures reported this week, for Supramaxes were **improved** over last week and ranged from **\$8,000** (M/V "**Kavo Emerald**", 56868 dwt, built 2010, dely Shanghai end April, redely East Coast Mexico, \$8000, Pacnav, for a trip via Nopac) up to **\$45,000** (M/V "**Delos Ranger**", 53800 dwt, built 2008, dely Cristobal early May, redely Cont-Med approx, \$45000, Ultrabulk, for a trip via USGulf).

HANDYSIZE MARKET



\$28,947 which was last week's average. The Handies are still earning a decent return and their time charter daily rates can be seen as a very respectful one however compared to the levels earned by Supras and Panamax there was an anomaly as the differential was very slight.

A rather low number of only **four (4)** only Handymax vessel were reported on T/C this week with their weekly T/C daily rates for Handy sized vessels ranging on **improved** levels than last week from **\$18,500** (M/V "**New Harmony**", 45304 dwt, built 1995, dely Kaohsiung spot, redely China, \$18500, Chinese chrtr, for a trip via SE Asia) up to **\$46,000** (M/V "**Jin Qiang**", 47324 dwt, built 1998, dely Cristobal early May, redely Cont-Med, \$46000, STX Pan Ocean, for a trip via North Coast South America).

In the smaller Handymax, activity for older ladies only...! This week we had the sale of the M/V "**Noni**" 44300dwt built 1996 Brod. Uljanik Croatia that went for \$18.8mil to buyers from Bangladesh. The M/V "**Velebit**" 42200dwt built 1990 in Japan to German buyers for \$13.3mil (the ss/dd is due in Jul 2010 and a T/C is attached until Oct 2010 at \$12,750/day). In Addition the M/V "**Benarita**" 40600dwt built 1984 Sanoyas – Japan was sold for \$8.75mil to undisclosed buyers. Greek controlled M/V "**Steel Glory**" 39,345dwt built 1984 Namura was sold to compatriot Greeks for \$9mil and the M/V "**Constantinos G**" 37,940dwt built 1983 Hyundai was sold for \$7.1mil to Chinese buyers. Chinese buyers snatched the M/V "**Med Trust**" 48,320dwt built 1990 Split for \$11.35mil through a judicial sale in Hong Kong. The M/V "**Desert Trader**" 42,294dwt built 1985 in Mitsubishi Japan was sold for a fair price of \$10.5mil as its S/S was just passed. The M/V "**Salta**" 37500dwt built 2010 China, sold for \$27mil to undisclosed understand vessel has a T/C Attached at an unknown rate nor duration.

In the smaller size segment of the Handysize we had the sale of the M/V "**C.S. Star**" 32,874dwt built 2000 Kanda S.B. that went for \$20.3mil to undisclosed buyers while the M/V "**Rubin Pearl**" 26,472dwt built 1994 Imabari S.B. sold for \$15.75mil to either Turkish buyers or as per most reports, Chinese buyers who once more dominate the sale and purchase scene of smaller older secondhand units. Finally the M/V "**Moon River**" 28,494dwt built 2002 Kanda was sold to Japanese buyers for a firm \$24.7mil.

▀ The **Baltic Supramax Index (BSI)**, closed on Friday the 30th of April 2010, at **2715** points a **gain** of a good **2.22%** or **59** points based on the previous **2656** points we had last Friday the 23rd April 2010 closing. This week we saw a 4th week of rising BSI which is very clearly and strongly based. The yearly average for the BSI currently stands slightly up at **2452** points. For this week the Supramax Time Charter average rate calculated by NCSC is **down** at **\$29,071** or **-1.45%** based on **\$29,499** which was last week's Supramax average. In the Supramax charter market the activity was still good, but lower than previous week. Only one period charter for 12 months and this was at reduced levels. The M/V "Favorita" was chartered by STX Panocean at \$22,500 per day.

▀ The **Baltic Handysize index (BHI)** closed on Friday the 30th of April 2010 again on a flatliner condition...!!! This week similar to all 4 previous ones, it closed practically unchanged at **1356** points and this represents a mere percentage loss of **0.37%** or a gain of **5** points. The BHI seems stable enough for 4 weeks around the 1350 level.

In the Handies charter market and more specifically in the Handymax vessels we saw a drop in the charter activity and a further stabilization trend in the charter rates. The yearly average for the BHI currently stands at **1250** points. As we mentioned the BHI looks alarmingly stable at a level that is not bad. This week's Handysize Time Charter that is calculated by NCSC went **up** by a mere **0.26%** this week to **\$29,022** from