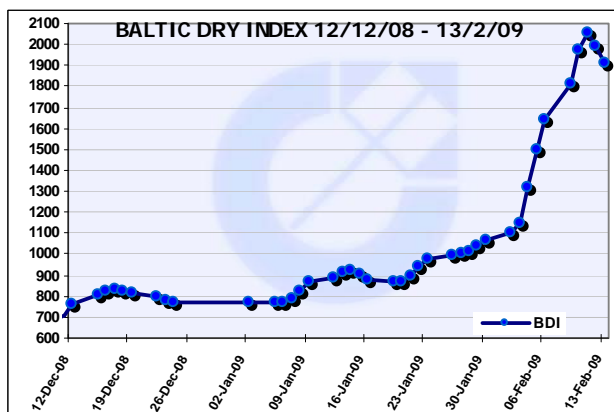


7th Week - Dry Cargo Market “Highlights”

We had mixed upward and downward movements in the dry bulk market this week. Nevertheless and taking into consideration the momentum we had from the previous week, this was quite an interesting week with high activity in the freight market and a good number of Chartering deals.

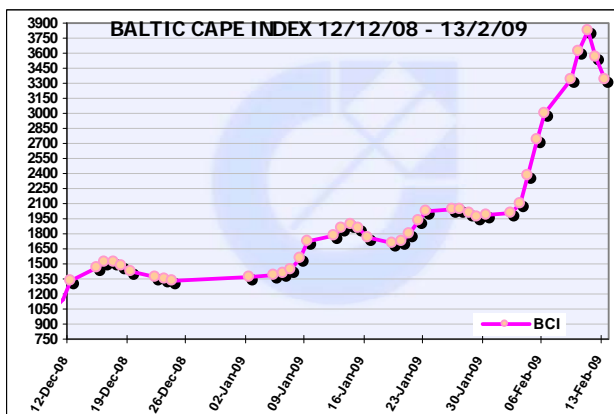


The Baltic Exchange Dry Index (BDI) rose in total by 16% this week, breaking the psychological limit of 2000 index points during the first half of this week (Wed 11th Feb). This was followed by a slow downward correction during the second half. The BDI closed after two days drop, with an overall gain from last week, at 1,908 points on Friday the 13th of Feb 2009.

The sale and purchase market has shown some signs of a few willing buyers to “put a hold” on their buying appetite as they saw some Sellers price ideas being revised upwards, following the upward move of freights. This in connection with the possible liquidation of distressed assets, possible auctions, and some further Sales candidates at forced sales mode, can lead to a softening/sit and wait position for the secondhand sale and purchase market.

CAPESEIZE MARKET

The Baltic Cape Index (BCI) gained about 11%, or 335 points this week, to 3,335 (13 Feb.), up from 2,999 on 6 Feb, continually being pushed up by renewed demand for capesize vessels.



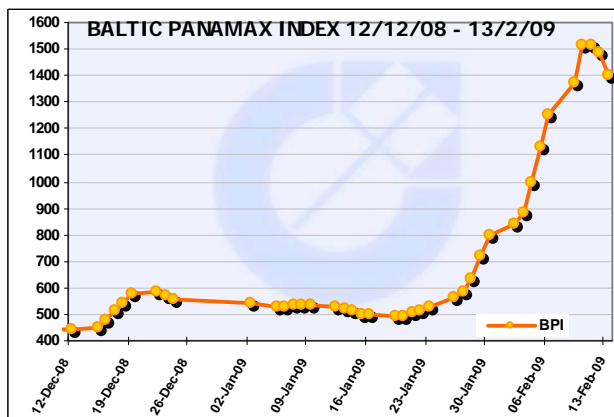
The BCI that is fully correlated with the BDI reached a peak (3822 points) somewhere in the middle of the week and receded towards the end of it. The T/C average rate for Capesize vessels went up to \$30,310 during this week, from \$23,000 which was last week’s average.

This week’s daily rates for Capesizes ranged from \$4,500 (M/V “Lowlands Brilliance” 169k/02 blt / BHP Billiton) up to \$59,000 (M/V “Rubin Phoenix” 171k/97 blt / Coscobulk) which represent the highest levels seen during the last four months. We had a shortage of tonnage in both basins while Chinese iron ore import from Brazil and Australia increased. However we noticed less cargoes of Iron Ore destined to China, which was the main cause of last week’s increase.

It was interesting to see right outside our Piraeus office window, this past Friday noon, one beautiful Greek Major Owner’s Cape vessel passing en-route to be delivered to her new charter, after having just heaved up its anchor from Eleusis Bay Anchorage where she was laid up together with two other sister vessels since Nov 2008...!!!!

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

PANAMAX MARKET



The Panamax Market followed exactly the same trend also. The Baltic Panamax Index (BPI) gained more than 11.8%, or 148 points this week, to 1399 (13 Feb.), up from 1251 on 6 Feb. This week’s peak was 1518 points reached on Tuesday 10th Feb.

The marked increase this week in freight rates for panamaxes in both basins was mainly due to the increased volumes of the iron ore shipment mostly coming from the Australian and Brazilian exporters. The second half of the week became slightly weaker similarly to the Cape market softening.

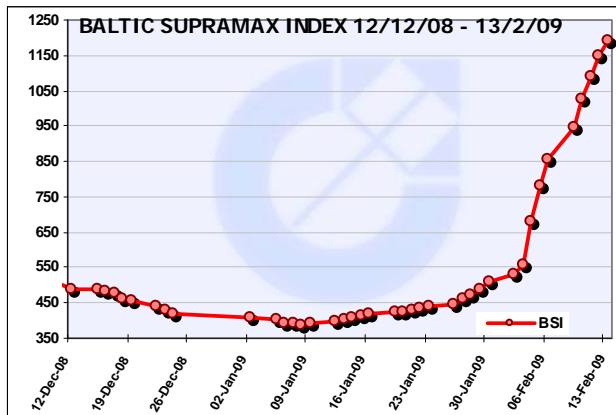
The Panamax T/C average rate went up this week to \$10,954 from \$9,766 which was last week’s Panamax average. The daily rates as seen in the reported fixtures for panamaxes this week ranged from \$5,500 (M/V “Golden Joy” 70k/94 blt / Oldendorff)

up to \$41,000 (M/V “Ocean Minerva” 75k/07 blt / Louis Dreyfus).

In Atlantic Region round trip rates range in \$ 11k- \$14k region while in the Pacific Region round trip the rates averaged in \$ 9k- \$10k region.

Regarding the Panamax sales activity of the past week we only had 3 sales, the M/V “Dimitris Perrotis” (Konkar Shipping / Greece) 65k/84 – Hitachi Blt which was sold for \$5.00m to Chinese buyers, the M/V “Glorious Wind” (Dojima Marine) 72k/97 – Hitachi Blt that was sold \$18.50m to Greek Buyers and the M/V “Toro” (Dryships/Cardiff Marine) 73k/95 – Samsung Blt sold for \$36.00m to Samsun Logix.

SUPRAMAX & HANDYMAX MARKET



Not following the downward turn we had for both the Cape and Pmax market during the second half of this week, the Handy/Supramax market had a continuous positive reaction showing a “Sharp Recovery” this week.. The Baltic Supramax Index (BSI) had increased to 1,190 points (13 Feb.). This represents a 40.0% increase from the closing of 854 we had at the end of last Friday (6 Feb).

We started the month at just above 500 points and have clearly moved beyond the 1100 point mark. This is 110% increase in just 2 weeks! These are very good signs that have given good momentum to the Chartering market for the Supramaxes.

The Supramax T/C average rate went up to \$10,700, a level which is very close to the above mentioned Panamax average. Just for reference last week’s Supramax Charter average was

\$9,544. The daily rates for Handy – Supramaxes ranged from \$7,000 (M/V “Valerie” 56k/08 blt / Uniwell) up to \$27,500 (M/V “Seavenus” 50k/00 blt / Louis Dreyfus). In Atlantic market rates remain firm and range in \$ 12k- \$14k region for F.East trip, while in Pacific market where there was more activity, the rates are weaker and range for a Supramax somewhere in the \$ 6k- \$ 8k region. There is also a strong demand for tonnage in both Continent and Black Sea region.

The Baltic Handymax index (BHI) closed on Friday the 13th at 475 points. In total it was increased by 71 points up from 404 which was last week’s figure. The Handymax Time Charter average was also up from last month and was calculated to be \$10,000 per day from \$9500 which was last week’s average. This week’s daily rate charters ranged \$3,500 (M/V “Sea Bulker” 42k/97 blt / WBC) up to \$17,500 (M/V “Yantian Sea” 45k/95 blt / Oldendorff).

Regarding the Handies and Supra’s Sales activity of the past week the M/V “Jag Riddhi” (Great Eastern Shipping Co India) 47k/97 - Oshima Built was sold for \$16.00m to Chinese buyers, the M/V “Pacific Prosperity” (Hung Fu Shipping Singapore) 47k/98 - Oshima Built was sold for \$38.50m to Fair Sky Shipping & Trading, the M/V “Giorgis Carras ” (Marmaras Navigation Greece) 42k/84 - NipponKai Built was sold for \$4.70m to undisclosed buyers and the M/V “Eleni Ar ” (EF Shipping) 52k/94 - Okean Built was sold for \$12.50m to Indonesian buyers.

DEMOLITION MARKET

Following the same trend from previous week and January in general, we had also a very good number of demolition deals this week across all segments and types and ages of vessels. The demolition price levers are marginally softer than the previous week as a result of Indian and Pakistani breakers trying to reduce their exposure levels before the upcoming Indian Elections and budget. As we saw some Capes being reinstated and recommissioned back in the market, the immediate though of many owners was to “scrap” some of their negotiated scrap-deals! It could be the case that a possible scrap candidate could possibly get another employment... maybe the ship’s “swan’s song”... but the demand for steel intake from the Indian/Pakistan/Bangladesh region is still hot, and always in need of fresh steel to hit their mills... so we don’t see much will stop the scrapping trend. This is vital. We desperately need a large number of ships, in unit numbers and in deadweight carrying capacity to be removed from the market to make room for newer units to operate in a healthier environment and also make the necessary room for the new ships that will be delivered soon from troubled yards... in a troubled market...

The Demolition average price was \$261/ldt, and best price offered was for the LPG Tanker “Norgas Pioneer” \$570/ldt mainly due to stainless steel content. Other interesting facts is Bangladesh average scrap price of \$286/ldt, India \$273/ldt, Pakistan \$255/ldt and Turkey \$185.5/ldt

This week’s demolition sales repor the following deals: the M/V “Balkan” 24k DWT / 7.6k LDT / 1975 & M/V “Vitosha” 26k DWT / 7.2k LDT / 1977 & M/V “Petimata ot RMS” 40 k DWT / 9.6 k LDT / 1978 sold enbloc at \$ 235 per LDT in India, the M/V “Yellowknife” 30k DWT / 7.7k LDT /1984 sold at \$ 262 per LDT in Bagladesh, the M/V “Obs Anita” 16k DWT / 4.1 k LDT / 1979 sold at \$ 240 per LDT in India, the M/V “Rewa” 25k DWT / 5.9 k LDT / 1984 sold at \$ 255 per LDT in India, the M/V “Lok Maheshwari” 27k DWT / 7.4 k LDT / 1986 sold at \$ 255 per LDT in India, the M/V “Akti” 35 k DWT / 7.5 k LDT / 1981 sold at \$ 272 per LDT in India, the M/V “Iran Inabuvat” 19 k DWT / 8.0 k LDT / 1977 sold at \$ 270 per LDT in India, the M/V “Ruen” 14 k DWT / 4.1 k LDT / 1967 & M/V “Musala” 14 k DWT / 4.2 k LDT / 1967 & M/V “Oborishte” 14 k DWT / 4.2 k LDT / 1968 sold at \$ 185 per LDT in Turkey, the M/V “Mira” 32 k DWT / 7.3 k LDT / 1980 sold at \$ 248 per LDT in India, the M/V “Pacific No1” 36 k DWT / 8.2 k LDT / 1975 sold at \$ 255 per LDT in India, the M/V “EEC Atlantic ” 38 k DWT / 7.3 k LDT / 1977 sold at \$ 238 per LDT in India.