

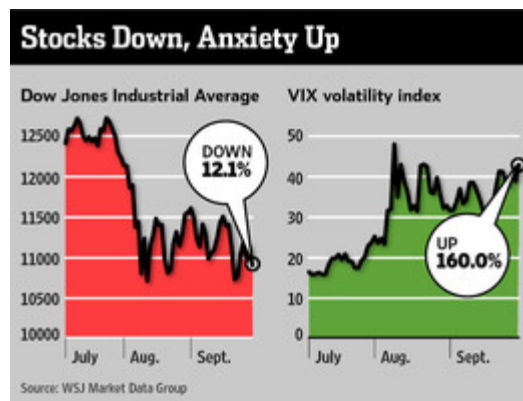


## PERIOD AND SALES REPORT FOR SEPTEMBER 2011

### Economic Conditions

According to the IMF, the euro-zone economy is edging closer to a renewed bout of recession, with manufacturers and service providers reporting a decline in activity as consumers cut back spending. The effects of the euro-zone debt crisis are spreading to the currency bloc's core countries and banks, and another economic recession in Europe can't be ruled out. This has prompted the International Monetary Fund to call on the European Central Bank to cut its key interest rate, reversing two hikes in April and July that now seem misguided. The IMF is still forecasting European growth of 2.3%, down from 2.4% in 2010, and by 1.8% in 2012. It expects inflation to decline from 4.2% in 2011 to 3.1% in 2012.

Ben Bernanke has emphasized that one of the many problems facing the U.S. is the problem in Europe. Investors globally have grown alarmed about the risk of financial chaos spreading from Europe, where banks are exposed to the shaky finances of Greece and other countries such as Italy, Portugal and Ireland. Bernanke said the Fed would try to keep markets stable by providing abundant short-term credit to banks that need it and also make dollars available to other central banks as it has been doing since the 2008 crisis. But he said there wasn't anything the Fed could do to fix Europe's problems. The slow and potentially stalled U.S. economy is also a cause for concern.



Private businesses in the U.S. added slightly more jobs than expected in September. But large companies cut jobs and thanks mostly to two enterprises cutting staff, layoff announcements last month jumped to the highest number in more than two years. Private-sector jobs in the U.S. rose by 91,000 this month, according to a national employment report published by payroll giant Automatic Data Processing Inc. and consultancy Macroeconomic Advisers. The September unemployment rate is expected to remain at 9.1%. The jobless rate has been 9.0% or more since April 2011, a sign of how labor markets are running out of steam. In another job-related report, U.S. employers announced plans to trim 115,730 workers from the payrolls last month. Last month's total is the highest since April 2009, when 132,590 job cuts were announced. 80,000 of these cuts, or nearly 70% of last month's total, came from just two organizations: Bank of America and the United States Army.

Global stock markets suffered a dismal quarter. The Dow Jones fell 12.1% in the third quarter, its worst performance since the first quarter 2009. Volatility was abundant this quarter. On the last day of the

quarter, the Dow plunged 240.60 points to 10913.38, after big gains earlier in the week. That was the 18th time the Dow moved by more than 200 points in the quarter. In August, it swung by more than 400 points in four consecutive days. The onslaught of bad news, coupled with periodic flashes of optimism, led to one of the most volatile periods ever for stocks. Investors fled to safe havens. U.S. Treasury debt had its best quarter since the first quarter of 2008. Treasury's maturing in 10 years or more returned 23% during the quarter, according to Barclays Capital index data. The yield on the 10-year note tumbled 1.23 percentage points during the quarter, touching a record low of 1.71 percent in September. In currencies, the Japanese yen and U.S. dollar also rose.

The selloff capped a dismal quarter marked by anxiety about the European sovereign-debt crisis, a U.S. economy flirting with a double-dip recession, and signs that hitherto fast-growing economies such as China are slowing down. Even some famed safe havens failed to perform, gold tumbled toward the end of the quarter, and the Swiss franc also dropped.

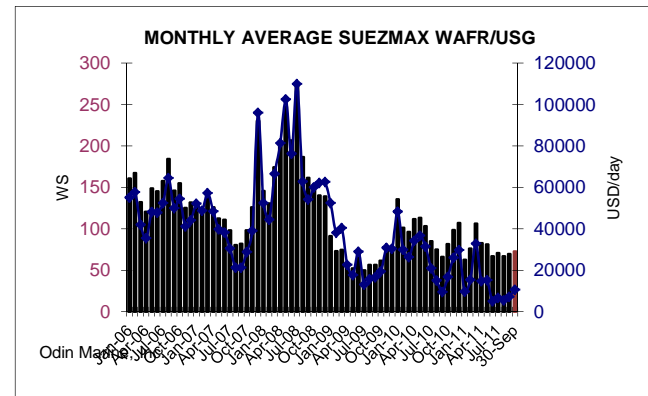
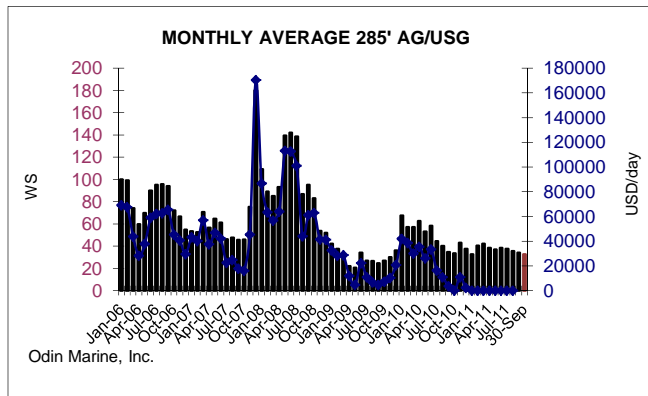
## **TANKERS**

### **TIME CHARTER MARKET**

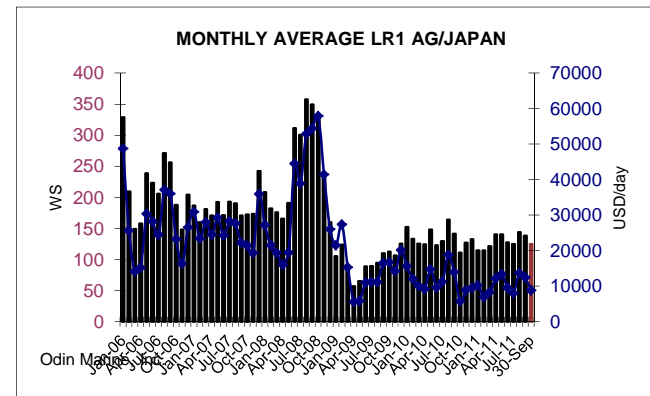
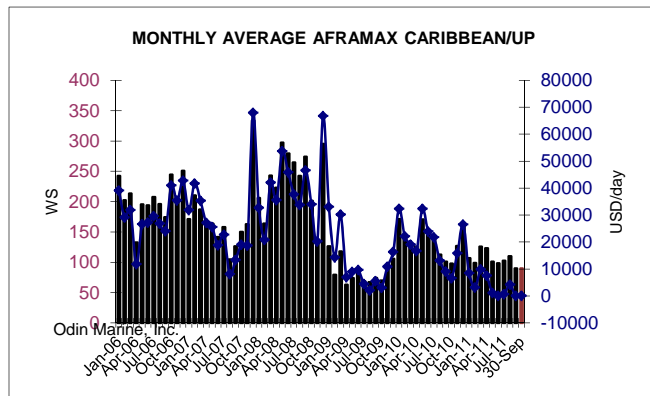
The very cautious mood continued in the tanker period market. We again recorded very limited activity. The majority of active Charterers have a cargo system on the back of the time charter commitments. The LR1 and MR pools remain somewhat active but the rates have to be extremely attractive for them to take a prompt position on any tonnage. Others left the market for time being.

Early in the month IOC fixed on subs MT Smiti for 12 months at \$20,000 per day, with MEG-India delivery. With persistent lack of inquiry and lack of earnings on spot markets, we are likely to see the rates brake in to high teens on the next deal. Ecopetrol quoted the VLCC requirement for floating storage with delivery Covenas for 12 months with the laycan extended from October 25-November 15. Offers are due October 5.

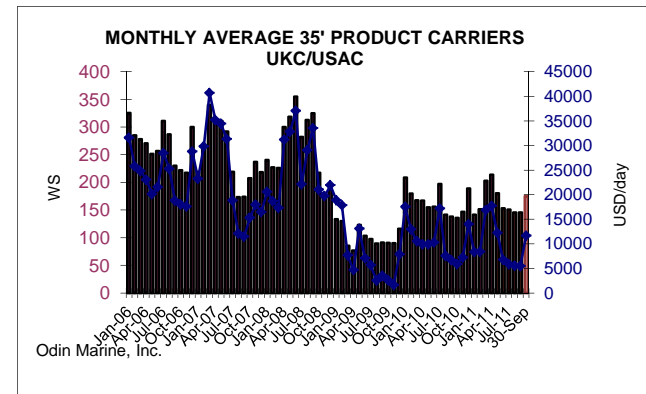
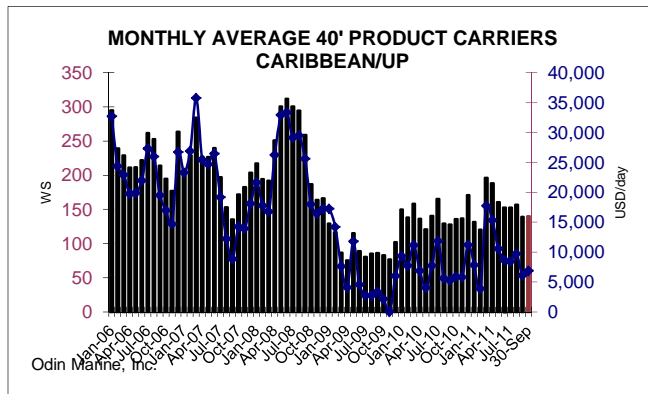
Other than Petrobras's extensions on five of the existing timecharters, the Suezmax segment is at a standstill. Charterers with even remote interest have pulled out of the market, where as rates starting with \$16' was difficult to justify. The spike on the spot market at the end of the month may return some short-term fixing ...



Most Aframax activity focused on the short coverage. The rates remained in the low teens. Owners are also starting to adjust their expectations on the medium-long term coverage; however we are yet to see any transactions concluded, other than Petrobras extensions of the already existing timecharters. Elka's two LR2's, Elka Appolon and Elka Aristotle, were extended for three years at \$17,900 per day.



MR's remained relatively active but guarded on fixing abundant tonnage. Enormous interest received from Owners on the recent market calls, pressured the medium term rates further. The short term interest, 1-6 months, is relatively healthy but all is based on the spot cargo requirements. Depending on delivery conditions, Charterers are trying to discount rates as much as 10-20% from a twelve-month mark. Petrobras, after fixing on subjects one handysize vessel for 3 years at region \$13,000 per day, reentered the market for the MR coverage. Flopec also quoted the market for their usual dpp trade for up to 40,000dwt vessels, basis 1 or 2 years with delivery Ecuador.



Below please find time charter fixtures recorded in September.

<u>VESSEL NAME</u>	<u>DWT</u>	<u>CBM</u>	<u>BLT</u>	<u>PERIOD (MONTH)</u>	<u>HIRE</u>	<u>DELIVERY</u>	<u>D/HULL-CLB</u>	<u>CHARTERERS</u>	<u>COMMENT</u>
<b><u>VLCC</u></b>									
SMITI	302,159	324,710	2005	12	\$20,000	AG-INDIA	D/HULL	IOC	
<b><u>SUEZMAX</u></b>									
SUMMIT SPIRIT	149,999	167,456	2008	36		D/C	D/HULL	PETROBRAS	
PINNACLE SPIRIT	160,390	167,456	2008	36		D/C	D/HULL	PETROBRAS	
SILIA T	164,286	173,941	2002	36	\$21,000	D/C	D/HULL	PETROBRAS	
ALASKA	163,250	173,803	2006	36	\$21,000	D/C	D/HULL	PETROBRAS	
ARCHANGEL	163,216	173,737	2006	36	\$21,000	D/C	D/HULL	PETROBRAS	
NATALY	147,067	155,684	1993	12	\$16,000		D/HULL	NORVIC	SUBS
<b><u>AFRAMAX</u></b>									
ELKA APPOLON	104,831	120,669	2005	36	\$17,900	D/C	D/HULL	PETROBRAS	
ELKA ARISTOTLE	94,143	113,373	2003	36	\$17,900	D/C	D/HULL	PETROBRAS	
TRIDENT STAR	105,998	113,309	2003	1-3	RNR		D/HULL	TEEKAY	
NISSOS KYTHNOS	115,500	127,000	2011/09	6	\$14,750	EX YARD SAMSUNG	D/HULL	TESORO	
KHAWR ALADID	106,061	115,567	2006	6+6+6+6	\$12,000		D/HULL	SCORPIO	COATED
OCEAN UNICORN	108,943	124,975	2009	36	\$17,500		D/HULL	ENOC	
<b><u>PANAMAX</u></b>									
TORM ESTRID	74,999	82,052	2004	1-3	\$14,000	WAFR	D/HULL	VALESKA	STORAGE
<b><u>MR/HANDY</u></b>									
VELEBIT	52,554	56,190	2011	12	\$13,250		D/HULL	STENAWECO	
VINJERAC	52,554	56,190	2011	12	\$13,250	EX YARD CROATIA	D/HULL	STENAWECO	
POMER	52,610	56,190	2011	3+3	\$		D/HULL	KOCH	
EBONY	47,300	52,810	2004	3	\$8,500		D/HULL	KOCH	EX VEGOIL
MATTHEOS I	45,999	49,986	2004	24	\$12,000 + p/s		D/HULL	LAURIN	
MARKOS I	45,557	49,986	2005	24	\$12,000 + p/s		D/HULL	LAURIN	

LOUKAS I	45,557	49,986	2005	24	\$12,000 + p/s		D/HULL	LAURIN	
IOANNIS I	45,557	49,986	2006	24	\$12,000 + p/s		D/HULL	LAURIN	
EDITH KIRK	37,255	41,401	2004	12	\$11,750	D/C	D/HULL	ANDROMEDA	
GALISSAS	50,067	52,119	2008	24+12	\$14,500 + \$15,500		D/HULL	TRAFIGURA	
ADAMAS I	50,122	52,119	2009	24+12	\$14,500 + \$15,500		D/HULL	TRAFIGURA	
NORIENT STAR	40,435	46,820	2008	12	\$12,000		D/HULL	BP	
MAERSK CHRISTIANSBRO	44,885	50,892	1996	3	\$13,300		D/HULL	PDVSA	
KRITI AMETHYST	45,614	50,750	1996	12	\$13,000		D/HULL	PDVSA	
HANDYTANKERS SPIRIT	34,671	36,767	2007	3	\$12,250		D/HULL	PDVSA	

## **SALE AND PURCHASE ACTIVITY**

For the larger tanker segments it was for the most part a quiet month. There was some older tonnage sold, but hardly any modern tonnage changing hands. Values have been falling for modern tonnage and most Owners are not willing to accept the prices. When we do see more modern tonnage being sold, expect prices to be lower than last done, especially for the larger classes.

Petrobras has been busy this month, picking up four older VLCC's which will be converted into FPSO's. They first purchased the Titan Aries 302,493 dwt built 1993 (double sided), the Titan Ocean 284,497 dwt built 1991 (single hull) and the Titan Orion 284,497 dwt built 1992 (single hull), for USD 72.7 million en bloc. It is then reported that Petrobras purchased the Titan Seema 275,546 dwt built 1993 (single hull), for USD 25 million.

With a rare suezmax sale, Hellespont has sold the Hellespont Trust 147,261 dwt, built 1999 Samsung, to NATS for USD 24.45 million. As there have only been five other suezmax sales this year, there is not much to compare to. Back in June, the Cap Laurent 146,645 dwt built 1998 Samsung, was negotiating for around USD 25 million but this sale ultimately failed. This shows a drop in the market, as the Cap Laurent is a year older. Timecharter rates for suezmaxes have been falling all year long and values have slowly followed.

There were no aframax or panamax sales to report this month. There were, however, a few MR transactions. The only modern MR to be sold this month, was the High Century 48,710 dwt built 2006 Iwagi (epoxy coated), which went to Nathalin for about USD 27.5 million. This was actually a good price the sellers received, as they had been hoping to achieve the USD 28 million level. Champion Tankers have once again been active, picking up two more Sovcomflot MR's. They purchased the Timashevsk 40,584 dwt built 1996 and the Tula 40,395 dwt built 1997, for USD 10.75 million each. Sovcomflot have been active selling off these type of vessels over the past few years, with Champion picking up three last year and now two this year.

It's worth mentioning the 19,000 dwt chemical tanker market has remained a popular sector, with many sales taking place. Over the past seven months, eleven stainless steel 19,000 dwt chemical tankers have been sold. MTMM have been active in this sector, taking four vessels this year. Their most recent purchase was the Golden Marine 19,790 dwt built 2010 Fukuoka, which they purchased for USD 28.5 million. Prices for these ships have remained relatively stable. In August, the Pacific Luna 19,999 dwt built 2010 Utkilen, was sold for USD 28-29 million.

Below please find sale transactions recorded in September.

<u>VESSEL NAME</u>	<u>DWT</u>	<u>BUILT</u>	<u>S-D/HULL</u>	<u>YARD</u>	<u>COATED</u>	<u>PRICE \$/M</u>	<u>BUYERS</u>	<u>COMMENTS</u>
TITAN ARIES	302,493	1993	D/SIDED	DAEWOO		\$72.7*	PETROBRAS	*ENBLOC, FOR CONVERSION
TICEN OCEAN	284,497	1991	S/HULL	HYUNDAI		*	PETROBRAS	FOR CONVERSION
TITAN ORION	284,420	1992	S/HULL	HYUNDAI		*	PETROBRAS	FOR CONVERSION
TITAN SEEMA	275,546	1993	S/HULL	HITACHI		\$25.00	PETROBRAS	FOR CONVERSION TO FPSO
HELLESPONT TRUST	147,261	1999	D/HULL	SAMSUNG		\$24.45	NATS	
HIGH CENTURY	48,710	2006	D/HULL	IWAGI	EPOXY CTD	\$27.50	NATHALIN	
TIMASHEVSK	40,584	1996	D/HULL	BROD. 3 MAJ	EPOXY CTD, IMO III	\$10.75	CHAMPION TANKERS	
TULA	40,584	1997	D/HULL	BROD. 3 MAJ	EPOXY CTD, IMO III	\$10.75	CHAMPION TANKERS	
THELEMA T	40,395	1990	D/HULL	JOZO L. MOSOR	EPOXY CTD, IMO III	PNR	GERMAN BUYERS	
ISABEL KNUITSEN	22,377	2000	D/HULL	NAVAL GIJON	ST/ST, IMO II/III	\$45*	SINOCHEM	*ENBLOC
MARIA KNUITSEN	22,110	2001	D/HULL	NAVAL GIJON	ST/ST, IMO II/III	*	SINOCHEM	
ROYAL STELLA	19,998	2009	D/HULL	SEKWANG	MARINELINE, IMO II	\$19.80	LION SHIPPING	SOLD AT AUCTION
ROYAL ORION	19,998	2009	D/HULL	SEKWANG	MARINELINE, IMO II	\$19.80	LION SHIPPING	SOLD AT AUCTION
GOLDEN MARINE	19,790	2010	D/HULL	FUKUOKA		\$28.50	MTMM	
SPRING URSA	16,026	1997	D/HULL	SHIN KURUSHIMA	ST/ST, IMO II/III	\$8.85	UNDISCLOSED	
CLIPPER CARIBE	14,246	2005	D/HULL	ASAKAWA	ST/ST, IMO II/III	\$15.00	DE POLI TANKERS	
SEONGHO VENUS	13,127	10/2011	D/HULL	SEKWANG	EPOXY CTD, IMO II	\$14.00	ABC MARITIME	
SAMHO CORDELIA	13,098	2008	D/HULL	SAMHO TONGYOUNG	EPOXY CTD, IMO II	\$13.00	EUROPEAN BUYERS	SOLD AT AUCTION
SICHEM PANDORA	9,214	1994	D/HULL	HYUNDAI	EPOXY CTD, IMO II, ICE 1A	\$4.00	GREEK BUYERS	
SICHEM PADUA	9,214	1993	D/HULL	HYUNDAI	EPOXY CTD, IMO II, ICE 1A	\$4.00	GREEK BUYERS	
STOLT AYAME	9,070	1991	D/HULL	ASAKAWA	ST/ST, IMO II/III	\$3.50	UNDISCLOSED	
HOWA	8,298	2002	D/HULL	FUKUOKA	ST/ST, IMO II/III	\$9.20	PHILIPPINES BUYRES	
QASEH	7,000	2007	D/HULL	LINHAI HONGSHENG	EPOXY CTD	\$4.50	UNDISCLOSED	
AUDACITY	3,778	1997		SINGMARINE		\$3.90	AFRICAN BUYERS	
NECATI S	3,343	1999		FASECO	EPOXY CTD, IMO III	PNR	S. KOREAN BUYERS	

## BULK CARRIERS

### TIME CHARTER MARKET

#### Cape B/C

It was another month of improvements for the capes as spot market picked up, but this didn't carry over into the timecharter market. There was not one timecharter fixture for longer than seven months. In August, 12 month timecharter rates had plummeted to as low as USD 12,000 pd, about the same as a panamax and even a supramax. Though nothing was fixed this month, 12 month timecharter rates pushed up to almost USD 18,000 pd. This is most likely a temporary spike, which is what most charterers are figuring, so they sat back and didn't fix anything long-term.

The shorter term charter rates show the difference from last month and this. In August a 4/6 month timecharter was paying about USD 14-15,000 pd. Rates picked up to about USD 18,500 pd in September.

The drybulk indices picked up across the board for a second month in a row. After a strong turn around in August, this month the BCI gained 538 points, or 21%, to close the month at 3,136 points (-71 points on the day). These are the highest levels so far this year. The BCI has been fluctuating between 1,000 and 2,500 points all year and finally broke above these levels last month. There was positive movement in the index for most of the month, but cooled off over the last week. The index should soften some more in the early part of October as the Chinese are on holiday.

#### **A quick comparison to last month's reported period HIGHS!**

<i>2010</i>	<i>5 years</i>	<i>3 years</i>	<i>2 years</i>	<i>1 year</i>
<b>August</b>	<b>No Fixtures</b>	<b>No Fixtures</b>	<b>\$14,000</b>	<b>\$15,000</b>
<b>September</b>	<b>No Fixtures</b>	<b>No Fixtures</b>	<b>No Fixtures</b>	<b>No Fixtures</b>

#### Panamax B/C

The panamax timecharter market actually did pick up this month as spot rates showed some improvement. Though all timecharters were done towards the first half of the month when rates were just starting to come up. Timecharter rates did pick up from last month but not by much. That's only because of the upward moves in the spot markets.

The Samjohn Liberty 74,761 dwt built 1998 NKK, was fixed to Swiss Marine for 11/13 months at USD 13,500 pd. The Sakizaya Wisdom 75,700 dwt built 2011 Oshima, was fixed to a Grain house for USD 13,250 pd.

The BPI also had a second month of gains following the cape market. The BPI gained 98 points, or 6%, to finish the month at 1,726 points (+21 points on the day). The majority of days throughout the month saw positive movement, except for during the third week, when things cooled down. However, by the last week of the month, the index picked back up again and showed some strength going into October.

**A quick comparison to last month's period HIGHS:**

<i>2011</i>	<i>5 yr</i>	<i>2 yrs</i>	<i>1 yr</i>	<i>5/7 mos</i>
<b>August</b>	<b>No Fixtures</b>	<b>No Fixtures</b>	<b>\$13,000</b>	<b>\$13,000</b>
<b>September</b>	<b>No Fixtures</b>	<b>No Fixtures</b>	<b>\$13,500</b>	<b>\$14,000</b>

**Supramax/Handy-max B/C**

Supramax timecharter rates have strengthened a little this month as spot rates increased. Levels are at or above those of panamax. As rates showed some strengthening, Charterers stepped back as there were not many long-term timecharter fixtures reported this month.

There was however, one vessel fixed for two years, the longest fixture of the year. The Helian Cruiser 57,000 dwt built 2011 Shanghai, reported fixed to Olam for 2 years at USD 12,600 pd. For 12 months timecharters, rates picked up from their lows in August when ships were being fixed in the mid USD 12,000's. The New Spirit 48,183 dwt built 2002 Oshima, was fixed to Dreyfus for 12 months at USD 13,700 pd. The Sveti Dujam 52,113 dwt built 2010 Brodosplit, was fixed to Suisse Atlantique for 12 months at USD 13,000 pd.

The BSI gained 117 points, or 8.5%, to close the month at 1,499 points (+2 points on the day). The month started off on a weak note which carried over from August. After a week though, the index turned around and posted positive gains for the rest of the month. Sentiment remained strong going into October, so expect to see the index gain some more ground.

Below please find period time charter fixtures recorded in September.

<b>Vessel Name</b>	<b>DWT</b>	<b>Built</b>	<b>Yard</b>	<b>Delivery</b>	<b>Period</b>	<b>Redelivery</b>	<b>Dates</b>	<b>Hire</b>	<b>Charterers</b>	<b>Comments</b>
<b><u>Capesize</u></b>										
Pontotriton	177,947	2007	Shanghai Waigaoqiao	Lianyungang	5/7 mos	Wwide	9/23/2011	\$18,500	Swiss Marine	
<b><u>Panamax</u></b>										
Glory One	73,180	2002	Namura	Lanshan	14/16 mos	Wwide	9/8/2011	\$12,000		
Yasa H Mehmet	83,482	2011	Sanoyas	Mizushima	12 mos	Wwide	9/25/2011	BPI + 6%	Cargill	
Samjohn Liberty	74,761	1998	NKK	Kashima	11/13 mos	Wwide	9/25/2011	\$13,500	Swiss Marine	
Tai Prosperity	77,747	2006	CSBC	Singapore- Japan	11/13 mos	Wwide	11/11/2011	\$13,300		
Sakizaya Wisdom	75,700	2011	Oshima	Oshima	11/13 mos	Wwide	9/20/2011	\$13,250	Grain House	

Blue Matterhorn	81,500	2011		Mokpo	12 mos	Wwide	9/20/2011	\$12,350	Bunge	
<b>Handymax</b>										
Helian Cruiser	57,000	2011	Shanghai	Shanghai	2 yrs	Wwide	12/1/2011	\$12,600	Olam	
New Spirit	48,183	2002	Oshima	China	12 mos	Wwide	9/5/2011	\$13,700	Dreyfus	
Sveti Dujam	52,113	2010	Brodosplit	South China	12 mos	Wwide	9/20/2011	\$13,000	Suisse Atlantique	

## **SALE AND PURCHASE ACTIVITY**

### **Cape B/C**

As the capesize spot and timecharter market started to pick up this month, so did the number of transactions. Values have started to come down, so buyers were keener to pick up tonnage. The Begonia 180,265 dwt built 2005 Imabari, was sold to Winning Shipping for USD 36 million. Prices for capes have come down significantly over the summer. Though there haven't been any similar sales of capes in a while, values have come down some 18% since the beginning of the summer.

The Sanko Partner 180,000 dwt delivery September 2011 Imabari, was sold to Cyprus Maritime for USD 48 million. This vessel was originally negotiating at USD 43-45 million last month, but Sanko's board did not approve of these levels. After renegotiating the vessel was sold for a firmer price.

The Harmonious 174,350 dwt built 2007 Shanghai Wagaoqiao, was sold to Dutch buyers for USD 38.5 million. A similar vessel, the Heng Shan 174,145 dwt built 2006 Shanghai Wagaoqiao, was sold to Hong Kong based buyers for USD 36 million. These levels are basically in line with the market, given that they are Chinese built. The ten year old Lowlands Prosperity 169,150 dwt built 2001 Hyundai, was sold to Oldendorff for USD 28.5 million. This is right in line with our valuation for a ten year old cape.

### **Panamax B/C**

Pressure on prices picks up. With the panamax spot and timecharter market remaining weak, the effect on prices is starting to take shape. There was a lack of modern vessels being sold, while those that are changing hands are doing so at lower levels.

There was one modern kamsarmax sold this month. The Triton Osprey 81,448 dwt built 2007 Universal, was sold to Mykonos Shipping for USD 28 million. This is a significant drop from the Tsuneishi resale 82,000 dwt which was sold for USD 39 million at the beginning of August. Today we would value a resale at region USD 35 million.

In the panamax there was only one semi-modern vessel sold this month and again at a weaker price. The Maddalena D'Amato 74,716 dwt built 2001 Hudong, was sold to Chinese buyers for USD 18 million. She is Chinese built so that takes a little off the value. We would value a non-Chinese built ten year old panamax at region USD 21 million. Last month the one year older Cyclades 75,681 dwt built 2000 Sanoyas, was sold for USD 20.6 million.

### **Supramax/Handy-max B/C**

The supramax/handymax sector was active again this month. Values have varied greatly depending on where the vessels were built. Precious Shipping has picked up three Chinese built resales at an attractive price of USD 26.5 million each. The three ships are the Helga Selmer, Thomas Selmer and the Ida Selmer all 57,000 dwt with delivery in 2011 from Taizhou Sanfu. We put non-Chinese built supramax resales in the region of USD 29 million. Values have fallen over the past few months. For example two 56,000 dwt Hyundai Mipo resales were sold in June for USD 33 million. By comparison, the Wiking 57,000 dwt 2011 Hangong, was sold for a firmer price of USD 27.5 million.

The Freedom Lily 56,056 dwt built 2005 Mitsui, was sold to Chinese buyers for USD 25 million and the Sunny Globe 55,715 dwt built 2005 Oshima, was sold for USD 25 million. Both of these were able to fetch stronger prices as they were built at more well-known Japanese yards.

Below please find sale transactions recorded in September.

<b><u>VESSEL NAME</u></b>	<b><u>DWT</u></b>	<b><u>Built</u></b>	<b><u>Yard</u></b>	<b><u>Gear</u></b>	<b><u>M/E</u></b>	<b><u>Mil/USD</u></b>	<b><u>BUYERS</u></b>	<b><u>COMMENTS</u></b>
<b><u>Cape size</u></b>								
Begonia	180,265	2005	Imabari	gless	BnW 6S70MC-C	\$36.00	Winning Shipping	
Sanko Partner	180,000	9/2011	Imabari	gless	BnW 6S70MC-C	\$48.00	Cyprus Maritime	
Harmonious	174,350	2007	Shanghai Waigaoqiao	gless	BnW 6S70MC	\$38.50	Dutch buyers	
Heng Shan	174,145	2006	Shanghai Waigaoqiao	gless	BnW 6S70MC	\$36.00	Hong Kong buyers	
Lowlands Prosperity	169,150	2001	Hyundai	gless	BnW 6S70MC	\$28.50	Oldendorff	
C. Oasis	165,693	1996	CSBC	gless	BnW 6S70MC	\$17.00	KAMCO	
Suma	149,380	1994	CSBC	gless	BnW 5L80MC-E	\$14.50	Sea Star Management	done in July, dely this month
<b><u>Panamax</u></b>								
Triton Osprey	81,448	2007	Universal	gless	BnW 7S50MC-C	\$28.00	Mykonos Shipping	
Maddalena D'Amato	74,716	2001	Hudong	gless	BnW 5S60MC-C	\$18.00	Chinese buyers	
Toro	73,035	1995	Samsung	gless	BnW 6S60MC	\$14.65	JSK	failed in July
Pequot	70,153	1996	Sumitomo	gless	SULZER 6RTA62	\$14.80	Chinese buyers	
Triden Endeavor	68,788	1990	Hyundai	gless	BnW 6S60MC	\$10.00	European buyers	
Magnetic Isle	68,461	1996	Imabari	c 4x30	SULZER 6RTA62	\$15.40	Undisclosed	
Alkman	66,221	1985	Namura	gless	SULZER 5RTA68	\$8.00	Fezhou Fengda Shipping	OBO

<b>Handymax</b>								
Helga Selmer	57,000	2011	Taizhou Sanfu	c 4x30	BnW 6S50MC-C7	\$26.50	Precious Shipping	
Thomas Selmer	57,000	2011	Taizhou Sanfu	c 4x30	BnW 6S50MC-C7	\$26.50	Precious Shipping	
Ida Selmer	57,000	2011	Taizhou Sanfu	c 4x30	BnW 6S50MC-C7	\$26.50	Precious Shipping	
Wiking	57,000	2011	Hangong	c 4x35	BnW 6S50MC-C	\$27.50	Chinese buyers	
Freedom Lily	56,056	2005	Mitsui	c 4x30	BnW 6S50MC-C	\$25.00	Trade Fortune	
Sunny Globe	55,715	2005	Oshima	c 4x30	BnW 6S50MC-C	\$25.00	Undisclosed	
Pearl Venus	53,679	1991	Mitsubishi	c 3x14	mitsubishi 6UEC52LS	\$11.00	Indonesian buyers	chip carrier
Young Spring	53,023	2002	Oshima	c 4x30	BnW 6S50MC-C	\$22.50	Indonesian buyers	negotiating
Sanko Summit	50,655	1999	Namura	c 4x30	mitsubishi 6UEC60LSII	\$17.00	Undisclosed	negotiating
Sea Hope	48,512	1998	Sanoyas	c 4x25	SULZER 6RTA48T	\$16.50	Tianjian Guodian	
Poseidon V	41,373	1984	Nipponkai	c 5x25	BnW 6L67GB-E	\$5.50	Indonesian buyers	
<b>Handy size</b>								
Alhandra	38,888	1985	I.H.I.	c 4x25	SULZER 6RTA58	\$6.50	Greek buyers	
De Shan	37,489	1984	Mitsubishi	c 1x30, c 3x12	SULZER 6RTA58	\$5.10	Chinese buyers	
African Altair	37,000	2011	Shangdong Huahai			\$23.60	Oldendorff	
Triton	34,000	2011	21st Century	c 4x30		\$26.00	Transman Shipmanager, Greece	sold by yard, Greek owner cancelled, not much supervision
21st C. NB	34,000	2011	21st Century	c 4x30		\$26.00	Transman Shipmanager, Greece	
Clipper Kikushio	32,347	2006	Kanda	c 4x30	mitsubishi 6UEC52LA	\$23.75	Ocean Longevity	
Aladdin Rainbow	32,260	1999	Kanda	c 4x30	mitsubishi 6UEC50LSII	\$16.00	Turkish buyers	
New Alliance	27,904	1996	Hakodate Dock	c 4x30	mitsubishi 6UEC52LA	\$13.00	Turkish buyers	
Lord Byron	25,694	1985	Imabari	c 3x25	BnW 5L50MC	\$5.70	Russian buyers	

## DEMOLITION

Demo prices saw an upward push this month, before falling back down. Price pretty much started and ended the month at the same levels. India and Bangladesh remained on the top, paying similar levels throughout the month. They started at USD 525/ldt, spiked upto about USD 540/ldt before finishing the month back around USD 525/ldt. Pakistan didn't see much activity this month as prices remained around USD 515/ldt throughout the month. China once again watched from the outside as prices actually declined about USD 15/ldt over the course of the month. They finished the month paying

about USD 450/ldt. Over the course of the month there was an abundant about of vessels sold for scrap. This has been the busiest month so far this year. This can be attributed to the end of the monsoon season and buyers coming back from holidays. Steel prices have also remained firm with some improving demand. Optimism was in the air and also a driving force. That all changed over the second half of the month as prices came back down. Turmoil in the world stock markets put pressure on steel prices and the Indian rupee. Debt fears and banking delays are also on the minds of the buyers, as they take a cautious look at the markets. Bangladesh is also experiencing delays in beaching's, which is also slowing down those buyers adding new tonnage. The pickup in scrapings can also be attributed to poor shipping markets. This month saw an increase of tankers being scrapped, especially for VLCC's. There were three VLCC's and one VLCC which was being used as a floating storage unit were scrapped.

Below please find demolition sale transactions recorded in September.

<u>VESSEL NAME</u>	<u>TYPE</u>	<u>DWT</u>	<u>BUILT</u>	<u>YARD</u>	<u>LDT/LT</u>	<u>\$/LDT</u>	<u>BUYERS</u>	<u>COMMENTS</u>
RUHR N	OBO	305,840	1987	CSBC	42,685 LDT	\$525.00	BANGLADESH	
KINGSWAY	OBO	76,324	1985	A.E.S.A.	16,644 LDT	\$510.00	INDIA	
BW ARA	MT	294,739	1982	I.H.I.	40,900 LDT	\$520.00	UNDISCLOSED	AS IS MALAYSIA
TAKAMA	MT	266,285	1987	MITSUBISHI	32,309 LDT	\$520.00	UNDISCLOSED	AS IS MALAYSIA
TINOS	MT	260,039	1988	MITSUBISHI	33,097 LDT	\$538.00	BANGLADESH	
SHEN NON II	MT	152,847	1991	CSBC	25,545 LDT	PNR	UNDISCLOSED	
IRON MONGER 3	MT	100,031	1990	ONOMICHI	16,125 LDT	\$546.00	PAKISTAN	
MAYON SPIRIT	MT	98,507	1992	ONOMICHI	16,688 LDT	\$515.00	UNDISCLOSED	AS IS SINGAPORE
COASTAL VENUS	MT	95,848	1991	NAMURA	14,307 LDT	\$525.00	UNDISCLOSED	AS IS SINGAPORE
SKIPJACK	MT	83,962	1988	B&W	14,898 LDT	\$542.00	PAKISTAN	
OURANOS	MT	69,071	1983	ZALIV	16,240 LDT	\$520.00	UNDISCLOSED	
ESTRECHO DE MAGALLAN	MT	68,157	1991	KERTCH	15,991 LDT	\$440.00	UNDISCLOSED	AS IS CHILE
18 DE MARZO	MT	55,787	1977	HORTEN VERFT	11,900 LDT	\$185.00	MEXICO	AS IS VERA CRUZ
INDRA	MT	33,115	1994	ADMIRALTY	10,830 LDT	\$610.00	INDIA	INCL 150 TONS OF ST/ST
KOREA SUNNYHILL	MT	30,264	1976	NAMURA	7,861 LDT	\$472.00	CHINA	
JAG PARI	MT	29,139	1982	NKK	8,636 LDT	\$510.00	INDIA	AS IS COLOMBO
TITAN CHIOS	FSU	265,551	1986	MITSUMI	30,637 LDT	\$520.00	PAKISTAN	
V AUSTRALIA	BC	166,058	1984	ASTANO	27,851 LDT	\$515.00	UNDISCLOSED	AS IS SINGAPORE
EVER BRIGHT	BC	148,982	1987	ASTANO	24,480 LDT	\$535.00	INDIA	
V EUROPE	BC	139,496	1982	KAWASAKI	19,204 LDT	\$525.00	BANGLADESH	
DIAS	BC	134,964	1988	FINCANTIERI	20,928 LDT	\$530.00	INDIA	
RIVA	BC	132,016	1981	MITSUMI	17,661 LDT	\$520.00	BANGLADESH	
SEA AGILITY	BC	89,557	1987	KAWASAKI	14,488 LDT	\$410.00	CHINA	
HISTRIA DIAMOND	BC	85,114	1989	SANTIERUL NAVAL	20,546 LDT	PNR	INDIA	

HEBEI RAINBOW	BC	82,513	1983	mitsubishi	15,157 LDT	\$543.00	BANGLADESH	
HAU JIN YUAN	BC	72,539	1976	WILTON-FIJENOOR	11,934 LDT	\$524.00	INDIA	
EAST SUNRISE 8	BC	69,737	1981	KASADO	12,452 LDT	\$455.00	CHINA	
ALBA	BC	64,711	1983	I.H.I.	11,057 LDT	\$530.00	INDIA	
LONG SON	BC	63,993	1981	B&W		\$462.00	CHINA	
PAGANE	BC	54,158	1982	GALATZ	14,750 LDT	\$505.00	PAKISTAN	
ST. ANNA	BC	53,292	1986	OKEAN	13,330 LDT	\$548.00	INDIA	
ALAKNANDA	BC	47,222	1986	DAEWOO	10,712 LDT	\$470.00	UNDISCLOSED	AS IS KAKINADA
HEROIC	BC	41,538	1982	NIPPONKAI	8,792 LDT	\$460.00	CHINA	
IBAD	BC	41,513	1982	mitsubishi	12,250 LDT	\$462.00	CHINA	
SUNHILL	BC	39,796	1986	MITSUI	10,172 LDT	\$465.00	CHINA	
KADMOS	BC	38,913	1983	CANECO	10,291 LDT	\$490.00	CHINA	
JI QING MEN	BC	37,586	1984	EMAQ-VEROLME	10,078 LDT	\$520.00	INDIA	
MENTOR	BC	34,947	1983	A.E.S.A.	7,747 LDT	PNR	PAKISTAN	
HOOTAN	BC	33,856	1976	OSAKA	7,668 LDT	PNR	INDIA	
POWSTANIEC STYCNIOWY	BC	32,800	1986	STOCZ. SZCZECIN	8,277 LDT	\$520.00	INDIA	
GLORY I	BC	30,910	1981	SUNDERLAND	6,693 LDT	\$505.00	BANGLADESH	
PRINCESS YASMINE	BC	27,656	1978	SASEBO		PNR	INDIA	
WIN EXPRESS	BC	27,603	1977	SANOYAS	6,145 LDT	\$445.00	CHINA	
WALES II	BC	27,419	1975	HAKODATE DOCK	6,566 LDT	\$505.00	INDIA	
MARGARITA M.	BC	27,307	1977	TSUNEISHI	6,550 LDT	\$524.00	BANGLADESH	
DON LEANDRO	BC	26,933	1975	NAMURA	6,773 LDT	\$352.00	INDIA	AS IS CHILE
FU JIN	BC	25,844	1977	KANASASHI	6,718 LDT	\$460.00	CHINA	
SALEMA S	BC	25,809	1981	VARNA	6,324 LDT	\$529.00	INDIA	
HENG SHUN MEN	BC	25,075	1981	HYUNDAI	5,757 LDT	\$517.00	INDIA	
RANA	BC	24,715	1979	NKK	5,350 LDT	\$510.00	PAKISTAN	
MERAKI	BC	23,853	1980	WATANABE	5,850 LDT	PNR	INDIA	
NOBLESSE	BC	20,692	1979	CSBC	5,498 LDT	\$512.00	INDIA	
RIGA SAILOR	BC	14,204	1975	STOCZNIA GDANSK	5,438 LDT	\$505.00	INDIA	

Please do not hesitate to call us for further details.

Best Regards,

**ODIN MARINE GROUP, LLC**

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