



WEEKLY 36.2009

Transformations in the ethylene market

Everyone knows the ethylene market is under transformation, with the Middle East emerging as a forceful exporter. In addition, there are record capacity additions to be absorbed, amidst global ethylene demand disappearing because of the economic setback. This results in lower operating margins and increased competition among ethylene producers, putting pressure on the least performing plants. Some will survive while other will perish, but one thing is certain: the Middle East will shape the trading patterns of the small gas market and potentially provide strong momentum for freight rates.

Apart from propylene (around 3.2mio ton in 2008), VCM (3.1mio ton) and butadiene/butylenes (1.5mio ton), ethylene (5mio ton) is the main small gas transported by dedicated ethylene carriers. Shipping is still mainly a by-product in the petrochemical sector as most plants trade to cover imbalances. The estimated seaborne transport of around 5mio ton only represents 4% of the 115mio ton demand. The only region that appeared some years ago as a notable exporter is the Middle East. This region is clearly expanding its petrochemical complex and thereby exploiting its feedstock cost advantage. The below table shows that the step up in capacity last year was almost entirely realized in the Middle East, on equal account of Iran and Saudi Arabia.

Regional ethylene capacity breakdown 2008

	Start	End	% change
Asia-Pacific	33	33,3	1 %
Eastern Europe	8,5	8,5	0 %
Middle East	12,3	19,3	57 %
North America	35,7	35,4	-1 %
South America	5	5	0 %
Western Europe	24,4	24,9	2 %
Total	118,9	126,4	6 %

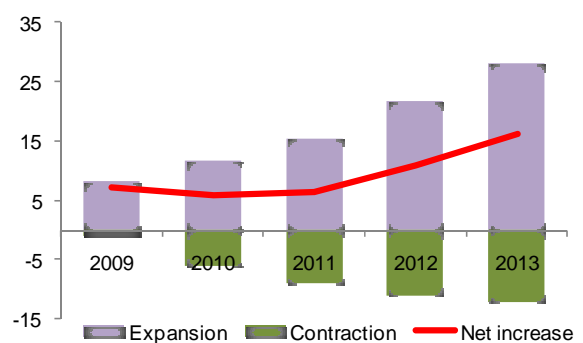
Source: Oil & Gas, CMAI (mio ton)

Despite the economic downturn kicking in, it is remarkable that almost no ethylene plants were closed

down during 2008. Rather, it was new capacity that was delayed as only 7mio ton extra capacity was delivered of the anticipated 17mio ton. With demand at around 115mio ton, the average plant utilization was hovering at about 90%. The question now is how the supply demand balance will evolve. Although it is reported that much ethylene production capacity will be added in coming years, there are as usual sizeable project delays.

In the chart below, we have assumed that 75% of the reported new capacity additions will materialize. Even under this assumption, ethylene capacity would be built out by 25mio ton or 20% during the period 2009-2013. Most of the expansions are on account of China (20%), Saudi Arabia (19%), Iran (10%) and Qatar (10%). It is striking that 45% is to be realized in the Middle East, a market that is not in the position to consume all of this additional output domestically.

Ethylene capacity development 2009-2013



Source: Oil & Gas, CMAI (mio ton)

All of the new crackers are relatively big and because of economies of scale are able to perform at lower unit costs than older and smaller crackers. Most of the old crackers are located in developed regions such as North America, Western Europe and Japan. Even in an optimistic demand scenario, it is almost a certainty that global operating levels of ethylene crackers will subside due to the massive supply expansion. It is therefore expected that because of dented margins, a lot of the oldest crackers cannot but halt operation. The estimated contraction in capacity is shown by the green



bars with the US subject to the largest closures denoted in mio ton (44% of total closures) in contrast to Asia (33%) and Europe (22%). As there are basically no new production plants under construction, these regions will become dependent on imports.

Hence, the story fits and trading patterns will change in the coming lustrum with more long-haul traffic going from developing to developed regions. Even the smallest change can have large implications on the seaborne ethylene market as this market is strikingly small. On the supply side, it remains to be seen to what extent the ethylene fleet will be expanded. The ethylene fleet is currently abt 1mio Cbm while the orderbook only amounts to 230k Cbm or 22% of the current fleet – a number that has come down from 40%. Be prepared for the next wave!

Have a nice continued week!

Steve Engelen



DRY CARGO

'Madoff investors would have been better off and far more skeptical had the SEC never investigated or conducted examinations.' Jacob Frenkel (attorney with Shulman Rogers)

SUPERMAX

Supermax Pacific

We can say the Pacific is confused, hard to define and range trading. We started the week concerned of overall weakening with one 52 fixed del N China via Indonesia to India at very low 9ks (with options for Pacific) but in the latter half of the week one 52k fixed a long Nopac rv around 13k levels del N China. For the long Pacific trip and short period on the prompt positions we have seen a tightening in recent days although the reality is that this segment is finely balanced with full visibility difficult as always. Tonnage supply keeps everyone guessing, for near positions several ships have disappeared for own cargo, dry dock or delay however at the same time tonnage not shown to the market and New Buildings keep coming. Additionally strength in USG is affecting demand side for Pacific as some Charterers are rating vessels delivery China / Japan for loading USG for either a long trip back or short period. Due to these demand support factors some 52 dwts in Pacific are today being encouraged to 16 and up to 16,500 for short period.

Meantime forward cargoes are being booked at discounted rates, Indo / WC India in October around USD 13 and RBCT / India at 18/19 levels for Nov. Supermaxes on WC India are rating in a range from 16-19k for RBCT RV, with one charterer rating 16-17k for trips via Black Sea to PG redel PMO. EC is weaker with one 52 fixed for a RBCT rv at USD12,750 as reported below.

Supermax futures are neither here nor there with marginal gains this week, we would have thought futures and indices to be rising more, however, the mixed bag of fixtures is preventing a confident direction for now.

Some interesting fixtures this week:

'RAINBOW' 2009 58,470 dwt dely Zoushan spot trip redel India USD13,750 daily

'NANTOR' 2009 53,100 dwt dely Xingang spot trip via Indonesia redel India approx USD9,000 daily

'KANG SHUN' 2004 55,566 dwt dely NJapan spot trip via USGulf redel India USD13,500 daily 1st 45 days USD15,500 balance - KC Shipping

'JIN YI' 2007 55,500 dwt dely Kohsichang 7/9 Sep trip via Indonesia redel India approx USD15,000 daily - WBC

'BULK NEPTUNE' 2009 55,671 dwt dely aps Gladstone 11/16 Sep trip redel India abt USD14,500 daily + abt USD300,000 bb - DOT

'OCEAN PRELATE' 2002 52,433 dwt dely Chennai 10/12 Sep trip via SAfrica redel India approx USD12,750 daily - Crossbridge

'WESTERN SANTIAGO' 1997 46,637 dwt dely Kandla spot trip via Black Sea redel Bangladesh approx USD15,500 daily - Cargill

'MANDARIN SKY' 2009 56,930 Yantai tct ia Nopac redel Manzanillo rumoured below 10k to WBC

Supermax Atlantic

The Atlantic supermax market has been one of the bright spots for a few weeks and despite the market being depressed East of Suez where rates are falling the super index has risen 60 points over the past week purely on strength of North Atlantic. The number of fixtures reported though would not suggest a great deal of activity. There has however been a few vessels fixed from East Coast South America to the middle east in the mid-high 20's plus ballast bonus of around 400,000 for the mid September position which has been very tight but with more tonnage ballasting from the Indian ocean one would expect this market to ease for end September. Further north there has again been a lack of tonnage in the USG AND North Coast South America with a number of charterers being forced to take smaller units as illustrated by K.Gold 1996 43,764 dwt dely Angola 7/9 September trip via North Brazil and Bahrein redel PMO approx USD20,500 daily. Charterers looking for tonnage in the Med where even looking at the PG or West Coast India, not unusual for East Med or Black Sea loading but this was from West Med. Supermaxs securing region USD16,000/16,500 del PMO for trips via Med back to the Middle East.

Bunker prices in Singapore 04.09.2009

380 CST: USD 430 180CST: USD 437 MDO: USD 567 MGO: USD 577

SMX (max. 15 yr. old craned grabber)	Last Week (USD/day)	This week (USD/day)
T/A r/v	21,000	21,000
Pac. r/v	11,900	12,500



Cont./F.East	30,000	31,000
F.East/Europe	6,850	6,500
12 mos T/C 52,000 dwt	16,250	16,450

PANAMAX**Panamax Pacific**

Lots of ballasters into the USG allowed the Basin to get rid of few ships, which slightly pushed the market up. However, the market remains fragile and it is difficult to forecast any significant improvement on a short term.

Some interesting fixtures:

'DOUBLE PROGRESS' 2007 88,000 dwt dely WC India 2/4 Sept trip via Brazil redel Japan USD20,750 daily - cnr

'FAIR LADY' 2005 76,608 dwt dely Kawasaki 7/11 Sep trip via EC Australia redel Japan USD16,000 daily - Norden

'NAIAS' 2006 73,664 dwt dely Taiwan 6/8 Sep trip via Australia redel Spore-Japan rge USD15,750 daily - STX Panocean

'TORM PACIFIC' 2009 76,200 dwt dely Oshima 2/5 Sep trip via NoPac redel Spore-Japan rge USD17,000 daily - Transglobe

'HEBEI EXPRESS' 1984 64,897 dwt dely Mailiao spot trip via Indonesia redel China USD10,000 daily - cnr

'SHI DAI 6' 1994 69,180 dwt dely Kashima 15/20 Sep trip via US Gulf redel Spore-Japan rge USD15,750 daily - STX Pan Ocean

'ORIENTAL SUN' 1989 72,651 dwt dely Kashima 10/12 Sept trip via US Gulf redel China USD19,250 daily - Louis Dreyfus

'LEGIONY POLSKIE' 1991 73,505 dwt dely Ulsan 8/10 Sep trip via EC Australia redel Brazil USD6,350 daily - United

Period

Charterers were ready to secure positions on a medium and longer term this week, and Owners were attracted by levels that seemed fairly good over the last months.

Some interesting fixtures:

'F.D. SALVATORE POLLO' 2007 74,405 dwt dely Redcar ppt 4/6 mos t/c redel wwide USD27,000 daily - United

'CAPITOLA' 2001 74,816 dwt dely Jorf Lasfar mid Sep balance period 7/9 mos redel wwide USD26,500 daily - Deiuemar

'KM IMABARI' 2009 76,500 dwt dely Lanshan 14/16 Sep 12/14 mos t/c redel wwide USD20,000 daily - Aquavita

'POSEIDON' 2002 74,900 dwt dely Shanghai 16/23 Sept 4/6 months trading redel worldwide USD19,000 daily - Cargill

Panamax Atlantic

Strong demand from NCSA, USG and a constant Baltic market helped the market improve continuously throughout the week. General feeling for the upcoming week is very positive, especially for prompt trips East.

Some interesting fixtures:

'STAR OF RBD' 2008 83,000 dwt dely Bridgeport 22 Sep trip via Norfolk redel Cont USD22,500 daily + USD400,000 bb - Morgan Stanley

'ANTONIS G. PAPPADAKIS' 1995 73,506 dwt dely Ghent 7/10 Sept trip via Port Cartier redel Piombino USD25,000 daily - GMI

'GOLDEN STRENGTH' 1999 75,500 dwt dely Auginish 10/12 Sept transatlantic round redel Skaw-Cape Passero USD24,000 daily - CTP

'GRACE FUTURE' 2006 75,381 dwt dely Antwerp 5/7 Sep trip via Baltic redel Continent USD24,000 daily - Oldendorff

'SEAFLOWER' 1995 69,128 dwt dely Piraeus 10/15 Sept trip via Black Sea redel Aden-PMO USD35,000 daily - Alfred C.Toepfer

'THEOTOKOS' 1984 72,000 dwt dely Port Said spot trip via Black Sea redel China int ore USD20,000 daily - Vista

'GENERAL GUISAN' Oldendorff relet 1999 73,050 dwt dely Cape Passero 3/4 Sept trip via US Gulf redel Singapore-Japan rge USD31,000 daily - Cargill

'NORD ORION' 2006 75,318 dwt dely Pori 10/12 Sep trip via Kokkola redel China USD34,000 daily

Modern Panamax	Last Week (USD/day)	This Week (USD/day)
T/A r/v	18,000	24,000
Pac. r/v	13,500	16,000
Trip Atl./F.East	28,000	32,000
Trip F.East/Atl.	9,000	10,000
12 mos. T/C	17,000	18,000



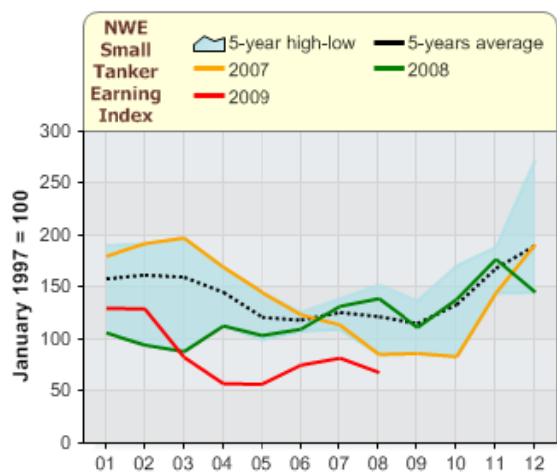
CAPE SIZE

Capesize	Last Week (USD/mt)	This Week (USD/mt)
Tubarao/Beilun-Baoshan	29.50	29.00
Richards Bay/Rotterdam	13.00	12.00
Tubarao/Rotterdam	14.00	13.50
Bolivar/Rotterdam	15.00	14.00
Dampier/Beilun-Baoshan	11.50	10.50
Gladstone/Rotterdam	19.25	18.50
	USD/day	USD/day
Del.Cont.-Med. TCT F.East	57,000	55,000
Del. Gib-Hbg T/A r/v	38,000	33,000
Del.China-Jpn TCT Cont.-Med.	19,000	17,000
F.East r/v	37,000	32,000
One year T/C 170,000 dwt	35,000	32,000

TANKERS

SMALL (5/15,000 DWT) N.W.E.

Last week the Clean intermediate market remained calm, with similar trading levels. On the Dirty cargoes, however, there was an increase in the activity and freight rates did move accordingly. The dirty segment in North West Europe has always been more volatile than the Clean segment, and last week was another proof of that. We do not expect the rates on Clean to have a similar development on the short term, and that the Dirty segment will fall back to previous levels once the sudden activity falls back to the activity level we have seen earlier this year.



CLEAN

Again, a week has passed without any major changes to product tanker rates. However, rates did change slightly with the majority of activity happening in the East. Both LR1s and handysize vessels seem to have come more in demand; tightening the list of available

vessels in the region. Simultaneously, many product tankers are cut off from trading in the market as they are engaged as floating storage. A large 25 % of the LR2s are currently expected to be employed as storage tankers, the majority of these holding diesel on European coastlines. LR1s are now trading for WS 100 on the important MEG/Japan route, WS5 more than last week, and a nice 2 000 USD/day build in earnings. The LR1s are probably trading the lighter products of the barrel; Japan and surrounding countries are currently busy supplying China with petrochemicals made from naphta. We also note a small uptick in handysize rates on both Spore/Japan and MEG/Japan routes. Vessels are trading for WS 85 and 100 on the respective routes, both offering 5 points more to owners than last week. West of Suez, activity is still depressed with an increasing number of ships competing over the same cargoes. However, trans-Atlantic rates actually built, but earnings are still weak and moving around 4 000 USD/day, a small build mostly due to reduced bunker costs. Cross-UKC rates firmed insignificantly to WS 120 from WS 119 while Caribbean rates built by WS 90, finally pulling earnings out of negative territory.

Outlook: Firmer

Outlook: HANDY CLEAN	Last week (WS)	This week (WS)	Average earnings This week (USD/day)
37,000 Cont/USAC	81	83	4 050
25,000 Cross UKC	119	120	4 350
27,500 Med/UKCM	110	107,5	6 200
28,500 Caribs/USAC	85	90	450
33,000 MEG/Japan	95	100	5 100
30,000 Spore/Japan	80	85	1 600
PANAMAX CLEAN			
70,000 Cont/USAC	70	70	13 650
55,000 MEG/JAPAN	95	100	12 700

DIRTY

The big issue this week is the upcoming OPEC meeting in Vienna. Although the Cartel is expected to keep volumes low, it is interesting to note that Saudi Arabia has decreased their official selling prices to the US for October. Normally, this would lead to increased shipments as traders are believed to take advantage of the increased discount. However, until any upswing is seen, rates are left at dismal levels. VLCC trading West from the MEG are currently trading in the WS 25 area, a further 3 points drop from last week's WS 28. WS 25 corresponds to only 3 300 USD/day. Things are not brighter in the Eastbound direction; rates are actually



dropping on reduced Asian interest. MEG/Japan VLCCs are now trading for WS 31, corresponding to only 4 350 USD/day. Needless to say, activity is depressed in the MEG, and unfortunately, business is not busier in West Africa. After a nice upturn three weeks ago, rates have fallen back and million-barrel vessels are trading for WS 48 on the WAF/USGC spot market. WS 48 corresponds to 8 500 USD/Day on the WAF/USGC route. Rates are also softening in the Med where suezmaxes are trading for WS 60 relative to WS 73 as of last week. This corresponds to a 8 250 USD/day plunge from last week's 19 750 USD/day. Aframax rates on the NSea/USAC route held up relatively well; a WS 2 build was noted to WS 75, corresponding to 11 900 USD/day. However, vessels were only given WS 68 on the NSea/UK-Cont route. This corresponds to 7 950 USD/day, 750 USD/day less than last week. In the Caribbean, rates moved down again. The Caribbean aframax market fell back to WS 66 from WS 71, offering 5 600 USD/day to owners. Simultaneously, panamaxs in the region are trading for only WS 75, depressing daily earnings to 3 150 USD/day. Some more activity is expected the coming week in both suezmax and aframax markets, but demand has to pick up in order to eat off enough oversupply to cater for increasing rates.

Outlook: Steady

Outlook: VLCC/ULCC	Last week (WS)	This week (WS)	Average earnings This week (USD/day)
MT 290,000 MEG/Continent	28	25	3 300
MT 250,000 MEG/S.Korea/Jpn	31	31	4 350
SUEZMAX			
MT 130,000 W.Afr./USG	63	48	8 500
MT 130,000 Sidi Kerir/Lavera	73	60	11 500
AFRAMAX			
80,000 N.Sea/USAC	75	75	11 900
80,000 N.Sea/UK-Cont.	67	68	7 950
80,000 MEG/Singapore	63	68	9 100
70,000 Caribs/USAC-G	67	66	5 600
PANAMAX			
50,000 Caribs/USG	84	75	3 150

GAS

VLGC

We were three colleagues arriving at Oslo Airport Wednesday's noon. As we walked towards the Airport Express train, costing USD 25 to the city center, we noticed that there was an endless queue of taxis waiting outside at the stand. The fixed price for a taxi from the airport to downtown Oslo is NOK 700 or about USD 100. The cost of petrol for this trip is about USD 13. We walked over to the first taxi and offered him USD 15, a generous offer from people knowing the LPG transport industry we thought. We even argued that this would put his car in a much better position for his next ride. To our big surprise no one took our offer, some even got mad!

While crude prices are coming down, LPG prices are coming up! The Saudi CP was posted this week with USD 565 and USD 595 respectively for propane and butane, up another USD 75 from August CP. We saw another spot sale from Saudi Aramco this week with 44' tons 50/50 loading Yanbu end September concluded at USD 578/606. There have been spot sales from Iran as well and KPC issued a tender for 44' tons loading Mina Al Fahal Sep 17/18.

It has been a hectic week in the shipping market with a fair amount of spot fixtures concluded, as reported below. The Baltic index has climbed almost 2 USD from last Friday to USD 27.125 and we have seen several spot fixtures concluded well above this level. The list of available vessels in the Middle East Gulf for the balance of September looks, from an owner's point of view, better than the last couple of months.

However, keep in mind that IFO 380 costs USD 438.50 in Fujairah; - there is still no big money in LPG shipping!

NH3

The ammonia market remains fairly stable, at least West of Suez with US prices stable at USD 325 Cfr Tampa and USD 330 Cfr US Gulf. Yuzhnyy Fob stable at USD 260/265. East of Suez the ammonia market is tighter with last done on spot for delivery mid September at USD 270. Netback sale to India is around USD 230.

Fertecon report that the numbers for 1st half 2009 indicate a general downturn in trade volumes of around



15 % compared to last year, while Russian and Ukraine export are down by 41 % !

Below 20.000 Cbm

In the NWE coaster market we have not seen much spot activity this week. Only a few concluded fixtures have been reported. There is good availability of prompt pressurized ships, but less semi refs to be found on near dates. Both oil majors and traders with own tonnage, are promoting length in their fleets.

LNG

US gas prices at Henry Hub fell this week to USD 2.2458/mmBtu compared to USD 2.7627/mmBtu. This is the lowest since February 2002. Forward prices for next year are also down with the winter months around USD 5/mmBtu.

Working gas storage increased with another 3,323 Bcf by end august. Current levels of working gas in storage remain significantly above both the historical levels, with current stocks exceeding the 5-year average by 17.8 percent and last year's levels by 17.3 percent. The latest report indicates that the volumes of natural gas in storage continue to outpace historical levels. With 9 weeks remaining in the current injection season, current working gas in storage is only 242 Bcf shy of the all-time high of 3,565 Bcf reached at the end of October 2007. At 3,323 Bcf, current storage is only 76 Bcf lower than the available gas in storage at the beginning of last year's heating season.

SALE & PURCHASE

TANK MARKET

In our last weekly, we reported that Metrostar might have resold one of their Hyundai HI VLCCs to clients of TMT. It is now confirmed that Metrostar's Hyundai HI hull no 2000 (ex. Crude Gulf - 317,550 dwt Bt 2009) is sold to clients of NJ Goulandris in the region of USD 98 million for delivery ex yard within October. This is the second transaction between NJ Goulandris and Metrostar. In beginning of July NJ Goulandris purchased the Suezmaxes CRUDE DELTA and CRUDE EPSILON (165,000 dwt Bt 2009/2010 Hyundai HI) en bloc for about USD 70 million each.

The single hull VLCC 'ORPHEUS ORCHID' (258,080 dwt Bt 1992 Mitsubishi Nagasaki) is reported sold for USD 16 million to clients of Sinokor (Korea) for conversion. Similarly, the double sided 'SUNRISE V' (264,164 dwt Bt 1991 Mitsubishi

Nagasaki) is reported sold to Vale (Brazil) in the region of USD 18 million. We understand the latter sale might have been concluded a couple of weeks ago.

The product tanker 'MERIOM WAVE' (38,875 dwt Bt 2004 Guangzhou Shipyard) is now confirmed sold to clients of Ultragas for USD 25 million.

BULK MARKET

We have experienced a somewhat quiet week in the dry sale and purchase market as we have only one Panamax sale to report this week. 'VANCOUVER VICTORY' (64,236 Mtdwt Bt 1981 Hitachi Zosen - Nagasu) is reported sold to Chinese interest for USD 5.2 million.

In the Handymax sector 'NOA' (43,590 dwt Bt 1985 Tsuneishi Shbldg - Fukuyama) is reported sold to Bangladeshi buyers for USD 7.7 million, while the one year older 'XANADU' (42,312 dwt Bt 1984 Mitsui Chiba Ichihara), with SS/DD passed, only achieved USD 6.8 million.

The 80ies built Handies 'BLED' (34,947 dwt Bt 1983 Aesa Sevilla), 'THAMISA NAREE' (34,072 dwt Bt 1982 Mitsubishi Shimonoseki) and 'KANOK NAREE' (33,024 dwt Bt 1985 Mitsubishi Shimonoseki) are all reported sold in the region of USD 4-5 million each.

Some interesting fixtures since our last report:

TANK

'Hyundai HI hull # 2000' (ex. Crude Gulf) - 317,550 dwt Bt 2009 Hyundai Heavy Industries. Crude Oil Tanker. Class: NV. MAN-B&W 6S90MC-C - 39,890 BHP at 76 Rpm. Reported sold to clients of NJ Goulandris in the region of USD 98.00 Mill

'SUNRISE V' - 264,164 dwt Bt 1991 Mitsubishi Nagasaki. Crude Oil Tanker. Class: NK. Mitsubishi 9UEC75LSII - 29,798 BHP at 76 Rpm. Reported sold to clients of Vale for USD 18.00 Mill

'ORPHEUS ORCHID' - 258,080 dwt Bt 1992 Mitsubishi Nagasaki. Crude Oil Tanker. Class: NK. Mitsubishi 6UEC85LSII - 27,100 BHP at 74 Rpm. Reported sold to clients of Sinokor for USD 16.00 Mill

'MERIOM WAVE' - 38,875 dwt Bt 2004 Guangzhou Shipyard Intl Co Ltd. IMO: III - Epoxy coated Oil Products Tanker. Class: RI. B&W 6S46MC-C - 10,710 BHP at 129 Rpm. Reported sold to clients of Ultragas Group for USD 25.00 Mill

BULK

'VANCOUVER VICTORY' - 64,236 dwt Bt 1981 Hitachi Zosen - Nagasu. Class: LR. Ho: 7 Ha: 7. B&W



7L67GFCA - 15,200 BHP at 119 Rpm. Reported sold to Chinese interests for USD 5.20 Mill

'NOA' - 43,590 dwt Blt 1985 Tsuneishi Shbldg - Fukuyama. Class: NK. Ho: 5 Ha: 5. 4 x 25 tons cranes. B&W 6L60MCE - 9,680 BHP at 100 Rpm. Reported sold to Bangladeshi interests for USD 7.70 Mill

'XANADU' - 42,312 dwt Blt 1984 Mitsui Chiba Ichihara. Class: NV. Ho: 5 Ha: 5. 4 x 25 tons cranes. B&W 6L67GFCA - 11,000 BHP. Reported sold to Undisclosed Interests for USD 6.80 Mill

'BLED' - 34,947 dwt Blt 1983 Aesa Sevilla. Class: LR. Ho: 5 Ha: 5. 4 x 16 tons cranes. B&W 5L67GFCA - 10,900 BHP. Reported sold to Greek interests for USD 4.50 Mill

'THAMISA NAREE' - 34,072 dwt Blt 1982 Mitsubishi Shimonoseki. Class: LR. Ho: 5 Ha: 5. 4 x 25 tons cranes. Mitsubishi 6UEC60/150H - 10,800 BHP. Reported sold to Undisclosed Interests for USD 4.00 Mill

'KANOK NAREE' - 33,024 dwt Blt 1985 Mitsubishi Shimonoseki. Class: NK. Ho: 5 Ha: 5. 4 x 25 tons cranes. Mitsubishi 6UEC52L - 7,730 BHP. Reported sold to Egyptian interests for USD 4.95 Mill

'ISLAND TRIANGLE' - 27,563 dwt Blt 1984 Hitachi Zosen - Maizuru. Class: AB. Ho: 5 Ha: 5. 4 x 25 tons cranes. Sulzer 6RTA58 - 9,600 BHP. Reported sold to Chinese interests for USD 4.35 Mill

MPP

'SAFMARINE LISBON' - 12,680 dwt Blt 1984 Neptun Schiffswerft. Class: LR. Ho: 3 Ha: 5. 5 x 40 tons derricks. MAN K9Z60/105E - 9,000 BHP. Reported sold to Undisclosed Interests for USD 2.50 Mill

'CAPITAL QUEEN' - 8,689 dwt Blt 1995 Shin Kurushima Imabari. Class: KR. Ho: 2 Ha: 2. 2 x 30 tons cranes, 2 x 25 tons derricks. B&W 5L35MC - 4,400 BHP. Reported sold to Korean interest for USD 5.75 Mill

Best regards,

Lorentzen & Stemoco AS