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WEEKLY SALES

VESSEL NAME	ТҮРЕ	LWT	YEAR / PLACE OF BUILT	RATE	DELIVERED / AS-IS	VESSEL IMAGE
MODEC VENTURE 11	FPSO	29,157 LT	1992 JAPAN	USD 427 LESS 3%	AS-IS LABUAN GAS-FREE FOR HOT WORKS	- Alexander
BERGE DENALI	VLOC	32,640 LT	1992 SOUTH KOREA	USD 462 LESS 3%	DELIVERY TO CHATTOGRAM WITH 1000 MT OF BUNKER	Contraction Contraction
ORISSA	BULK CARRIER/ TRANSHIPPER	19,017 LT	1979 ITALY	USD 415 PLUS 1%	AS-IS GOA, INDIA WITH 600 TONS OF BUNKER	
GOONZARAN	BULK CARRIER	17,742 LT	1994 SOUTH KOREA	USD 427 NETT	AS-IS KOREA WITH 790 MT OF BUNKER	
RIG 124	DRILLING RIG, JACK UP	7,880 LT	1980 JAPAN	USD 3.10 MIL NETT ON EN-BLOC BASIS	AS-IS EGYPT	
СОМЕТ	DRILLING RIG, JACK UP	5,964 LT			AS-IS EGYPT	





MARKET COMMENTARY

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INDIA MARKET

Steady sentiments among ship recyclers at Alang. Local prices are witnessed volatile fluctuations this week. No significant sales reported in scrap of imported origin, Both cash buyers and recyclers from this region, in large numbers, attended the Tradewinds ship recycling forum at Hong Kong.



BANGLADESH MARKET

Presently, it is the strongest market for ship recycling business within the Asian sub-continent. Since the local market is contributing to supplies, the import of foreign originated scrap is witnessing a downtrend on availability of surplus raw material. Moreover, recyclers are actively looking for new



PAKISTAN MARKET

tonnage buying

Ship recycling business continues to be on stand-by mode. Government is planning to increase the electricity rates further affecting the steel industry. Internal matters are adding more fuel to adverse situations here. At the moment we cannot comment, when and how the market will regain stability.

GENERAL COMMENTS

Bangladesh is coming out to be a strong market within the ship recycling industries, as the yards are being able to achieve healthy numbers and with the absence of Pakistan in the business, yards are now interested to invest money in their facility and upgrade themselves as per HKC

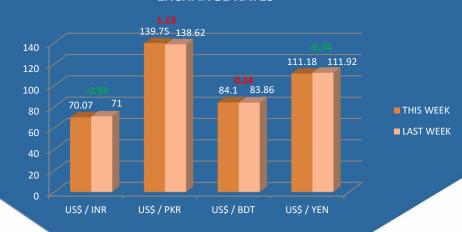
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EXCHANGE RATES







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