Genco Shipping & Trading Limited

Q2 2008 Earnings Call
July 31, 2008

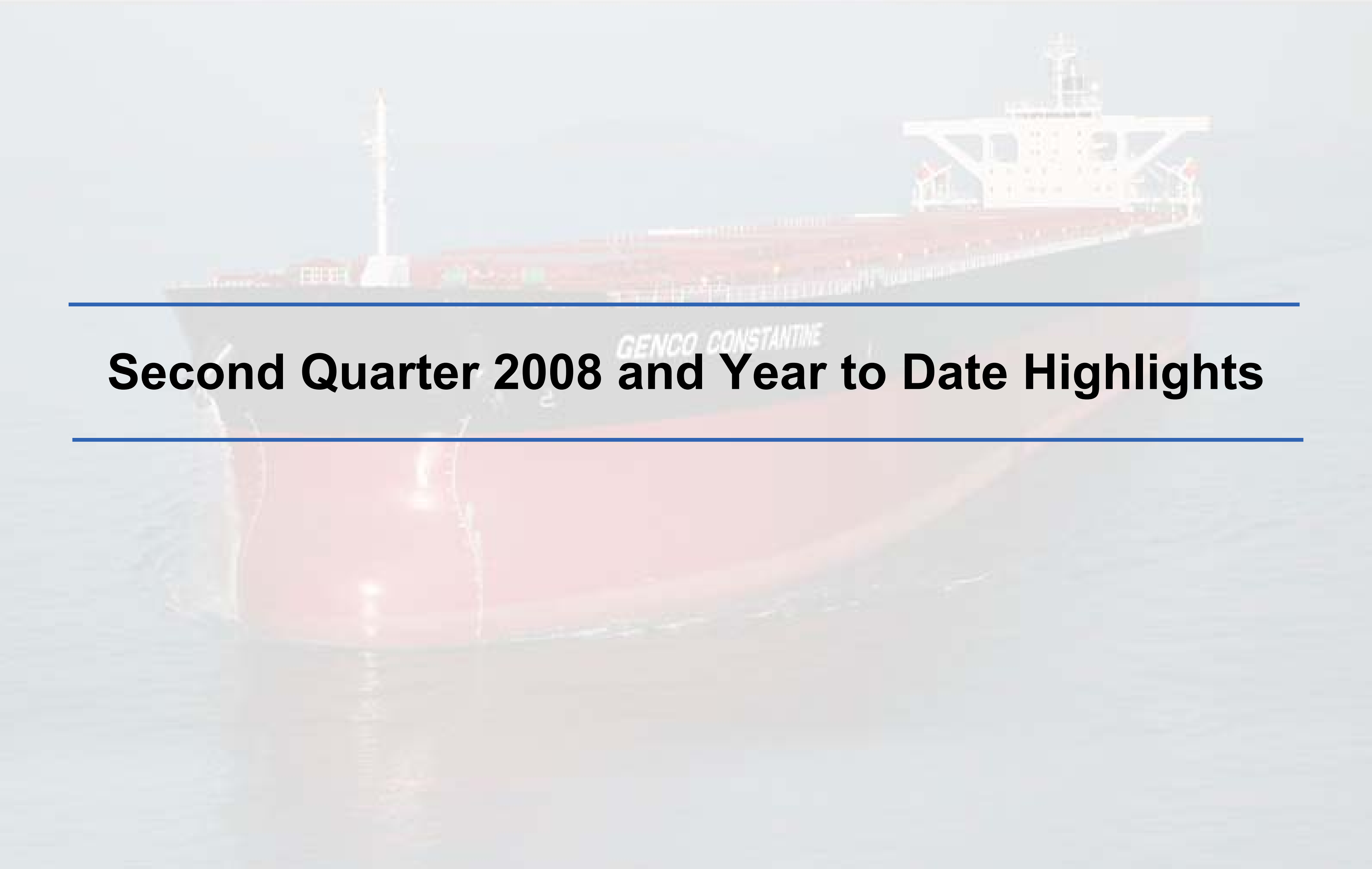
Forward Looking Statements

"Safe Harbor" Statement Under the Private Securities Litigation Reform Act of 1995

This presentation contains forward-looking statements made pursuant to the safe harbor provisions of the Private Securities Litigation Reform Act of 1995. These forward looking statements are based on management’s current expectations and observations. Included among the factors that, in our view, could cause actual results to differ materially from the forward looking statements contained in this presentation are the following: (i) changes in demand or rates in the drybulk shipping industry; (ii) changes in the supply of or demand for drybulk products, generally or in particular regions; (iii) changes in the supply of drybulk carriers including newbuilding of vessels or lower than anticipated scrapping of older vessels; (iv) changes in rules and regulations applicable to the cargo industry, including, without limitation, legislation adopted by international organizations or by individual countries and actions taken by regulatory authorities; (v) increases in costs and expenses including but not limited to: crew wages, insurance, provisions, repairs, maintenance and general and administrative expenses; (vi) the adequacy of our insurance arrangements; (vii) changes in general domestic and international political conditions; (viii) changes in the condition of the Company’s vessels or applicable maintenance or regulatory standards (which may affect, among other things, our anticipated drydocking or maintenance and repair costs) and unanticipated drydock expenditures; (ix) the number of offhire days needed to complete repairs on vessels and the timing and amount of any reimbursement by our insurance carriers for insurance claims including offhire days; (x) the Company’s acquisition or disposition of vessels; (xi) the fulfillment of the closing conditions under, or the execution of customary additional documentation for, the Company’s agreements to acquire a total of 11 drybulk vessels; and other factors listed from time to time in our public filings with the Securities and Exchange Commission including, without limitation, the Company’s Annual Reports on Form 10-K for the year ended December 31, 2007 and its reports on Form 10-Q and Form 8-K. The timing and amount of purchases under the Company’s share repurchase program will be determined by management based upon market conditions and other factors. Purchases may be made pursuant to a program adopted under Rule 10b5-1 under the Securities and Exchange Act. The program does not require the Company to purchase any specific number or amount of shares and may be suspended or reinstated at any time in the Company’s discretion and without notice. Repurchases will be subject to restrictions under the Company’s existing credit facility. Our ability to pay dividends in any period will depend upon factors including the limitations under our loan agreements, applicable provisions of Marshall Islands law and the final determination by the Board of Directors each quarter after its review of our financial performance. The timing and amount of dividends, if any, could also be affected by factors affecting cash flows, results of operations, required capital expenditures, or reserves. As a result, the amount of dividends actually paid may vary. This presentation provides information only as of July 31, 2008 or such earlier date as may be specified in this presentation regarding particular information. The Company has no obligation to update any information contained in this presentation.

Agenda

- Second Quarter 2008 and Year to Date Highlights
- Financial Overview
- Industry Overview



Second Quarter 2008 and Year to Date Highlights

Second Quarter 2008 and Year to Date Highlights

- Net Income of $58.3 million for the second quarter of ’08, excluding the Jinhui dividend
  - Basic earnings per share of $1.96 and diluted of $1.95
- Net Income of $60.9 million for the second quarter of ‘08
  - Basic earnings per shares of $2.05 and diluted of $2.03
- Declared a $1.00 per share dividend based on Q2 2008 results
- On May 28th, 2008, we completed the closing of a $204 million follow-on offering accompanied by a secondary offering
- On May 12th, 2008, we agreed on the acquisition of two Panamax and one Supramax vessel from Bocimar International N.V. and Delphis N.V. for an aggregate purchase price of $257 million
- On June 16th, 2008, we agreed on the acquisition of three Capesize and three Handysize vessels for an aggregate purchase price of $530 million
- Took delivery of the Genco Raptor and the Genco Cavalier, two of the three vessels from the Bocimar acquisition
- Reached time charter agreements for six vessels, including one from the Bocimar acquisition and one from the Metrostar acquisition
- Paid a $1.00 per share dividend for Q1 2008 on May 30th, 2008

Current Fleet *

Vessel Type	Vessel Name	Year Built	Charterer	Cash Daily Rate (1)	Net Revenue Daily Rate (2)	Charter Expiration (3)
Capesize 5	Genco Augustus	2007	Cargill International S.A.	45,263	62,750	December, 2009
	Genco Tiberius	2007	Cargill International S.A.	45,263	62,750	January, 2010
	Genco London	2007	SK Shipping Co., Ltd.	57,500	64,250	August, 2010
	Genco Titus	2007	Cargill International S.A.	45,000(4)	46,250	September, 2011
	Genco Constantine	2008	Cargill International S.A.	52,750(4)		August, 2012
Panamax 7	Genco Beauty	1999	Cargill International S.A.	31,500		May, 2009
	Genco Knight	1999	SK Shipping Ltd.	37,700		May, 2009
	Genco Vigour	1999	STX Panocean (UK) Co. Ltd.	29,000(5)		March, 2009
	Genco Leader	1999	A/S Klaveness Chartering	25,650(6)		December, 2008
	Genco Acheron	1999	ArcelorMittal	55,250(7)		July, 2011
	Genco Raptor	2007	COSCO Bulk Carriers Co., Ltd.	52,800		April, 2012
	Genco Surprise	1998	Hanjin Shipping Co., Ltd.	42,100		December, 2010
Supramax 4	Genco Predator	2005	A/S Klaveness Chartering	58,000		October, 2008
	Genco Cavalier	2007	Samsun Logix	48,500(8)	47,700	July 2010
	Genco Warrior	2005	Hyundai Merchant Marine Co. Ltd.	38,750		November, 2010
	Genco Hunter	2007	Pacific Basin Chartering Ltd.	62,000(9)		June, 2009
Handymax 6	Genco Muse	2001	Norden A/S	47,650		August, 2008
	Genco Marine	1996	NYK Bulkship Europe S.A.	47,000		March, 2009
	Genco Wisdom	1997	Hyundai Merchant Marine Co. Ltd.	34,500		February, 2011
	Genco Carrier	1998	Louis Dreyfus Corporation	37,000		March, 2011
	Genco Success	1997	Korea Line Corporation	33,000(10)		February, 2011
	Genco Prosperity	1997	Pacific Basin Chartering Ltd.	37,000(11)		June, 2011
Handysize 8	Genco Explorer	1999	Lauritzen Bulkers A/S	19,500		August, 2009
	Genco Pioneer	1999	Lauritzen Bulkers A/S	19,500		August, 2009
	Genco Progress	1999	Lauritzen Bulkers A/S	19,500		August, 2009
	Genco Reliance	1999	Lauritzen Bulkers A/S	19,500		August, 2009
	Genco Sugar	1998	Lauritzen Bulkers A/S	19,500		August, 2009
	Genco Charger	2005	Pacific Basin Chartering Ltd.	24,000		November, 2010
	Genco Challenger	2003	Pacific Basin Chartering Ltd.	24,000		November, 2010
	Genco Champion	2006	Pacific Basin Chartering Ltd.	24,000		December, 2010

* Please see following page for footnotes to table

Footnotes to Fleet Table (previous page)

(1) Time charter rates presented are the gross daily charterhire rates before the payments of brokerage commissions ranging from 1.25% to 6.25% to third parties, except as indicated for the Genco Leader in note 6 below. In a time charter, the charterer is responsible for voyage expenses such as bunkers, port expenses, agents' fees and canal dues.

(2) For the vessels acquired with a below-market time charter rate, the approximate amount of revenue on a daily basis to be recognized as revenues is displayed in the column named "Net Revenue Daily Rate" and is net of any third-party commissions. Since these vessels were acquired with existing time charters with below-market rates, we allocated the purchase price between the respective vessel and an intangible liability for the value assigned to the below-market charterhire. This intangible liability is amortized as an increase to voyage revenues over the minimum remaining term of the charter. For cash flow purposes, we will continue to receive the rate presented in the "Cash Daily Rate" column until the charter expires.

(3) The charter expiration dates presented represent the earliest dates that our charters may be terminated in the ordinary course. Except for the Genco Titus, under the terms of each contract, the charterer is entitled to extend time charters from two to four months in order to complete the vessel's final voyage plus any time the vessel has been off-hire. The charterer of the Genco Titus has the option to extend the charter for a period of one year.

(4) These charters include a 50% index-based profit sharing component above the respective base rates listed in the table. The profit sharing between the charterer and us for each 15-day period is calculated by taking the average over that period of the published Baltic Cape Index of the four time charter routes, as reflected in daily reports. If such average is more than the base rate payable under the charter, the excess amount is allocable 50% to each of the charterer and us. A third-party brokerage commission of 3.75% based on the profit sharing amount due to us is payable out of our share.

(5) We have entered into a time charter for 23 to 25 months at a rate of $33,000 per day for the first 11 months, $25,000 per day for the following 11 months and $29,000 per day thereafter, less a 5% third-party commission. For purposes of revenue recognition, the time charter contract is reflected on a straight-line basis at approximately $29,000 per day for 23 to 25 months in accordance with generally accepted accounting principles in the United States, or U.S. GAAP.

(6) For the Genco Leader, the time charter rate presented is the net daily charterhire rate. There are no payments of brokerage commissions associated with this time charter.

(7) We have entered into a time charter agreement with ArcelorMittal for 35 to 37 months at a rate of $55,250 per day less a 5% third-party commission. The vessel is currently in Drydocking and is expected to deliver to its new charterer on or about August 1, 2008.

(8) In completing the negotiation of certain changes we required for novation of the existing charter, we agreed to reduce the daily gross rate and received a rebate from the brokers involved in the vessel sale. Since the vessel was acquired with a below-market rate, we allocated the purchase price between the vessel and an intangible liability for the value assigned to the below-market charterhire.

(9) We have reached an agreement to extend the time charter for an additional 11 to 13.5 months at a rate of $62,000 per day, less a 5% third-party commission. The time charter commenced following the expiration of the vessel's prior time charter on July 21, 2008.

(10) We extended the time charter for an additional 35 to 37.5 months at a rate of $40,000 per day for the first 12 months, $33,000 per day for the following 12 months, $26,000 per day for the next 12 months and $33,000 per day thereafter less a 5% third-party commission. In all cases, the rate for the duration of the time charter will average $33,000 per day. For purposes of revenue recognition, the time charter contract is reflected on a straight-line basis at approximately $33,000 per day for 35 to 37.5 months in accordance with U.S. GAAP.

(11) We recently extended the time charter for an additional 35 to 37.5 months at a rate of $37,000 per day less a 5% third-party commission. The new charter commenced on July 10, 2008, following the expiration of the previous charter.

Acquisition Vessels to be Delivered

Vessel Type	Vessel Name	DWT	Yard	Delivery[1]	Year Built[1]	Charterer	Duration/ Expiration	Cash Daily Rate
Capesize	Genco Hadrian	170,500	Sungdong	Q4 2008	2008	Cargill International S.A.	46 to 62 months from delivery	65,000[2]
	Genco Commodus	170,500	Sungdong	Q2 2009	2009			
7	Genco Maximus	170,500	Sungdong	Q2 2009	2009			
	Genco Aurelius	170,500	Daehan	Q2 2009	2009			
	Genco Claudius	170,500	Sungdong	Q3 2009	2009			
	Genco Julian	170,500	Daehan	Q3 2009	2009			
	Genco Valerian	170,500	Daehan	Q4 2009	2009			
Panamax	Genco Thunder	76,499	Hudong	Q4 2008	2007			
Handysize	Genco Eagle	32,000	Jinse	Q4 2008	2008			
3	Genco Falcon	32,000	Jinse	Q1 2009	2009			
	Genco Hawk	32,000	Jinse	Q1 2009	2009			

(1) Built dates and delivery dates for vessels delivering in the future are estimates based on guidance received from the sellers and respective shipyards.
(2) This charter includes a 50% index-based profit sharing component above the base rate listed in the table. The profit sharing between the charterer and us for each 15-day period is calculated by taking the average over that period of the published Baltic Cape Index of the four time charter routes, as reflected in daily reports. If such average is more than the base rate payable under the charter, the excess amount is allocable 50% to each of the charterer and us. A third-party brokerage commission of 3.75% based on the profit sharing amount due to us is payable out of our share.

Financial Overview

Year to Date Earnings

	Three Months Ended		Six Months Ended	
	June 30, 2008	June 30, 2007	June 30, 2008	June 30, 2007
	(Dollars in thousands, except share and per share data) (unaudited)		(Dollars in thousands, except share and per share data) (unaudited)	
INCOME STATEMENT DATA:				
Revenues	$ 104,572	$ 36,847	$ 196,242	$ 74,067
Operating expenses:				
Voyage expenses	724	1,017	1,468	2,430
Vessel operating expenses	11,187	6,445	22,106	12,834
General and administrative expenses	4,431	3,052	8,842	6,247
Management fees	665	393	1,338	744
Depreciation and amortization	16,748	7,433	32,612	14,619
Gain on sale of vessel	-	-	(26,227)	(3,575)
Total operating expenses	33,755	18,340	40,139	33,299
Operating income	70,817	18,507	156,103	40,768
Other (expense) income:				
Income from short-term investment	2,590	-	2,590	-
(Loss) Income from derivative instruments	(1,315)	(1,594)	(1,380)	(1,594)
Interest income	422	888	975	1,954
Interest expense	(11,615)	(4,080)	(23,402)	(7,570)
Other (expense) income:	$ (9,918)	$ (4,786)	$ (21,217)	$ (7,210)
Net income	$ 60,899	$ 13,721	$ 134,886	$ 33,558
Earnings per share - basic	$ 2.05	$ 0.54	$ 4.61	$ 1.33
Earnings per share - diluted	$ 2.03	$ 0.54	$ 4.58	$ 1.32
Weighted average shares outstanding - basic	29,750,309	25,312,593	29,242,118	25,310,783
Weighted average shares outstanding - diluted	29,957,698	25,456,413	29,436,024	25,439,043

June 30, 2008 Balance Sheet

	June 30, 2008		December 31, 2007	
	(Dollars in thousands) (unaudited)			
BALANCE SHEET DATA:				
Cash	$	95,964	$	71,496
Current assets, including cash		270,895		267,594
Total assets		1,951,696		1,653,272
Current liabilities, including current portion of long-term debt		29,742		70,364
Total long-term debt		989,250		936,000
Shareholder's equity		877,282		622,185

	Three Months Ended				Six Months Ended			
	June 30, 2008		June 30, 2007		June 30, 2008		June 30, 2007	
	(Dollars in thousands) (unaudited)				(Dollars in thousands) (unaudited)			
OTHER FINANCIAL DATA:								
Net cash provided by operating activities					$	131,627	$	47,450
Net cash used in investing activities						(302,000)		(90,401)
Net cash provided by financing activities						194,841		37,105
EBITDA Reconciliation:	(unaudited)				(unaudited)			
Net Income	$	60,899	$	13,721	$	134,886	$	33,558
+ Net interest expense		11,193		3,192		22,427		5,616
+ Depreciation and amortization		16,748		7,433		32,612		14,619
+ Amortization of nonvested stock compensation		1,607		585		3,195		1,171
+ Amortization of value of time charters acquired		(4,761)		461		(11,610)		917
EBITDA(1)		85,686		25,392		181,510		55,881

(1) EBITDA represents net income plus net interest expense, income tax expense, depreciation and amortization, amortization of nonvested stock compensation, and amortization of the value of time charter acquired. EBITDA is a non-U.S. GAAP financial measure included because it is used by management and certain investors as a measure of operating performance. EBITDA is used by analysts in the shipping industry as a common performance measure to compare results across peers. Our management uses EBITDA as a performance measure in consolidating internal financial statements and it is presented for review at our board meetings. EBITDA is also used by our lenders in certain loan covenants. For these reasons, we believe that EBITDA is a useful measure to present to our investors. EBITDA is not an item recognized by U.S. GAAP and should not be considered as an alternative to net income, operating income or any other indicator of a company's operating performance required by U.S. GAAP. EBITDA is not a source of liquidity or cash flows as shown in our consolidated statement of cash flows. The definition of EBITDA used here may not be comparable to that used by other companies.

2nd Quarter Highlights

	Three Months Ended June 30, 2008 (unaudited)	Three Months Ended June 30, 2007 (unaudited)	Six Months Ended June 30, 2008 (unaudited)	Six Months Ended June 30, 2007 (unaudited)
FLEET DATA:				
Total number of vessels at end of period	29	19	29	19
Average number of vessels (1)	28.1	19.0	28.1	19.3
Total ownership days for fleet (2)	2,555	1,729	5,107	3,491
Total available days for fleet (3)	2,536	1,703	5,070	3,434
Total operating days for fleet (4)	2,518	1,668	5,033	3,371
Fleet utilization (5)	99.3%	98.0%	99.3%	98.2%
AVERAGE DAILY RESULTS:				
Time charter equivalent (6)	$ 40,945	$ 21,046	$ 38,419	$ 20,863
Daily vessel operating expenses per vessel (7)	4,378	3,727	4,328	3,677

(1) Average number of vessels is the number of vessels that constituted our fleet for the relevant period, as a measured by the sum of the number of days each vessel was part of our fleet during the period divided by the number of calendar days in that period.

(2) We define ownership days as the aggregate number of days in a period during which each vessel in our fleet has been owned by us. Ownership days are an indicator of the size of our fleet over a period and affect both the amount of revenues and the amount of expenses that we record during a period.

(3) We define available days as the number of our ownership days less the aggregate number of days that our vessels are off-hire due to scheduled repairs or repairs under guarantee, vessel upgrades or special surveys and the aggregate amount of time that we spend positioning our vessels. Companies in the shipping industry generally use available days to measure the number of days in a period during which vessels should be capable of generating revenues.

(4) We define operating days as the number of our available days in a period less the aggregate number of days that our vessels are off-hire due to unforeseen circumstances. The shipping industry uses operating days to measure the aggregate number of days in a period during which vessels actually generate revenues.

(5) We calculate fleet utilization by dividing the number of our operating days during a period by the number of our available days during the period. The shipping industry uses fleet utilization to measure a company's efficiency in finding suitable employment for its vessels and minimizing the number of days that its vessels are off-hire for reasons other than scheduled repairs or repairs under guarantee, vessel upgrades, special surveys or vessel positioning.

(6) We define TCE rates as our net voyage revenue (voyage revenues less voyage expenses) divided by the number of our available days during the period, which is consistent with industry standards. TCE rate is a common shipping industry performance measure used primarily to compare daily earnings generated by vessels on time charters with daily earnings generated by vessels on voyage charters, because charterhire rates for vessels on voyage charters are generally not expressed in per-day amounts while charterhire rates for vessels on time charters generally are expressed in such amounts.

(7) We define daily vessel operating expenses to include crew wages and related costs, the cost of insurance, expenses relating to repairs and maintenance (excluding drydocking), the costs of spares and consumable stores, tonnage taxes and other miscellaneous expenses. Daily vessel operating expenses are calculated by dividing vessel operating expenses by ownership days for the relevant period.

Balance Sheet

Selected Financial Information
Updated Pro Forma 06/30/08
(Dollars in thousands)

Balance Sheet	
Cash(1)	$64,168
Debt(2)	$1,052,150
Shareholders' Equity(3)	$845,486
Capitalization	$1,897,636
Debt/Capitalization	55%

Liquidity Position	
Revolving Credit Facility	$1,377,000
Drawn Portion	(1,052,150)
Undrawn Portion	$324,850
Cash(1)	$64,168
Total Liquidity	$389,018

See the Appendix for a reconciliation of pro forma to actual figures.

(1) June 30, 2008 pro forma cash takes into effect the payment of $31.8 million in dividends on or about August 29, 2008, to all shareholders of record as of August 15, 2008.
(2) June 30, 2008 pro forma debt takes into effect the drawdown of $62.9 million for the 85% balance of the purchase price for the Genco Cavalier.
(3) June 30, 2008 pro forma equity takes into effect the payment of $31.8 million in dividends on or about August 29, 2008, to all shareholders of record as of August 15, 2008.

Acquisition Vessel Payment Schedule (Dollars in thousands)

Vessel Name	Expected Delivery (1)	Deposit as % of Purchase Price	Deposit Payment (2)	Payment on Delivery	Total Price
Metrostar Acquisition Vessels					
Genco Hadrian	Q4 2008	20%	24,200	96,800	121,000
Genco Commodus	Q2 2009	20%	24,200	96,800	121,000
Genco Maximus	Q2 2009	20%	24,000	96,000	120,000
Genco Claudius	Q3 2009	20%	24,000	96,000	120,000
Bocimar Acquisition Vessels					
Genco Thunder	Q4 2008	15%	13,650	77,350	91,000
Six Vessel Acquisition Vessels					
Genco Aurelius	Q2 2009	10%	13,500	121,500	135,000
Genco Julian	Q3 2009	10%	12,400	111,600	124,000
Genco Valerian	Q4 2009	10%	11,200	100,800	112,000
Genco Eagle	Q4 2008	10%	5,300	47,700	53,000
Genco Falcon	Q1 2009	10%	5,300	47,700	53,000
Genco Hawk	Q1 2009	10%	5,300	47,700	53,000
Total:			**$ 163,050**	**$939,950**	**$1,103,000**

(1) Estimated based on guidance from the sellers and respective shipyards.

(2) Paid in Q3 2007 or Q2 2008 following the execution of all definitive documentation for the purchase of the relevant vessel.

Q3 2008 Estimated Break-Even Levels[1]

Daily Expenses by Category	Free Cash Flow[2]	Net Income
Direct Vessel Operating[3]	4,700	4,700
General & Administrative[4]	1,021	1,556
Management Fees[5]	259	259
Dry Docking [6]	952	-
Interest Expense [7]	5,490	4,901
Depreciation[8]	-	6,841
Daily Break-Even[9]	**12,422**	**18,257**

(1) Breakeven levels are based on an average number of vessels of 29.98 vessels for Q3 2008.

(2) Free Cash Flow is defined as net income plus depreciation less capital expenditures, primarily vessel dry dockings, and other non-cash items, namely restricted stock compensation, deferred financing charges, and capitalized interest expenses.

(3) Direct Vessel Operating Expenses is based on management's estimates and budgets submitted by our technical managers. We believe DVOE are best measured for comparative purposes over a 12-month period. Included in the 2008 are higher expenses related to the operation of the Capesize vessels we have taken delivery of as part of the Metrostar acquisition. As previously announced, the Company's expected increase in its 2008 budget reflects the anticipated increased cost for crewing and lubes.

(4) General & Administrative amounts are based on a budget and may vary, including as a result of actual incentive compensation.

(5) Management Fees are based on the contracted monthly rate per vessel for the technical management of our fleet.

(6) Dry Docking represents the budgeted dry docking expenditures for Q3 2008.

(7) Interest Expense is based on our debt level as of June 30, 2008 of $989.2 million outstanding, the drawdown of $62.9 million for the 85% balance of the purchase price for the Genco Cavalier on July 17, 2008 and the anticipated drawdown of $77.3 million for the 85% balance of the purchase price for the Genco Raptor . Also included are unused commitment fees, and amortization of deferred financing costs. Of the outstanding amount, $681.2 million is calculated on our weighted average fixed swap rate of approximately 4.77% plus 0.85% margin and the remainder is calculated based on an assumed LIBOR rate of 3.25% plus 0.85% margin. Deferred financing costs as well as capitalized interest expense associated with the deposits on the capesize and handysize vessels from the Metrostar and six vessel acquisitions are taken into account, and carried interest with respect to our forward currency .

(8) Depreciation is based on the acquisition value of the current fleet, including the vessels to be acquired and amortization of dry docking costs.

(9) The amounts shown will vary based on actual results.

Dividend Declaration & Policy

- Declared a Q2 2008 dividend of $1.00 per share payable on or about August 29, 2008 to all shareholders of record as of August 15, 2008
- Quarterly target rate of $1.00 per share for 2008
- Cash reserves are determined by our Board of Directors
  - Fleet maintenance, renewal and growth
  - Future debt amortization
- Our charter coverage strategy provides us with stable cash flows
- Our dividend policy allows for future acquisitions

Disciplined Asset Growth and T/C Strategy

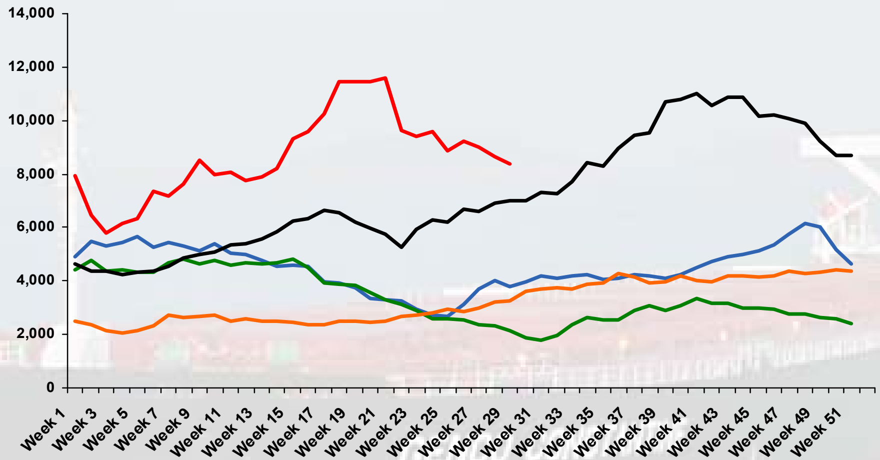
Period	Declared Dividend	
Q3 2005	$0.60	
Q4 2005	$0.60	
Q1 2006	$0.60	
Q2 2006	$0.60	
Q3 2006	$0.60	
Q4 2006	$0.66	▲ 10%
Q1 2007	$0.66	
Q2 2007	$0.66	
Q3 2007	$0.66	
Q4 2007	$0.85	▲ 29%
Q1 2008	$1.00	▲ 18%
Q2 2008	$1.00	
Total:	**$8.49**	

Industry Overview

Drybulk Indices

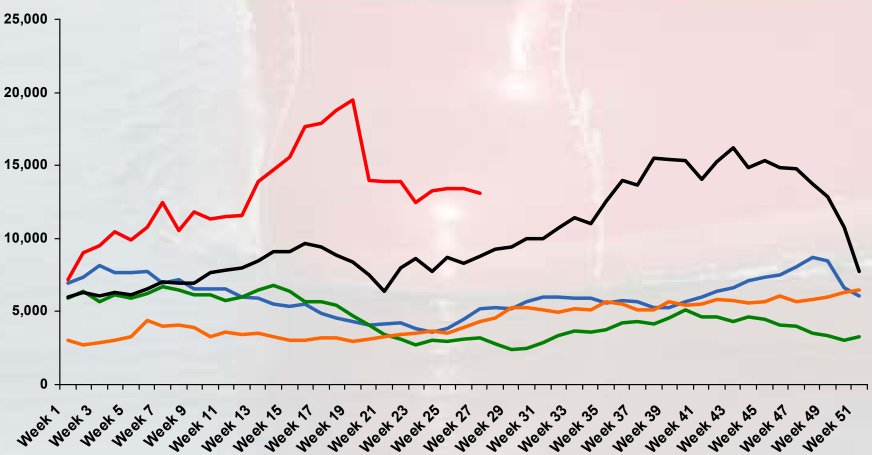
Baltic Dry Index

(BDI Points)



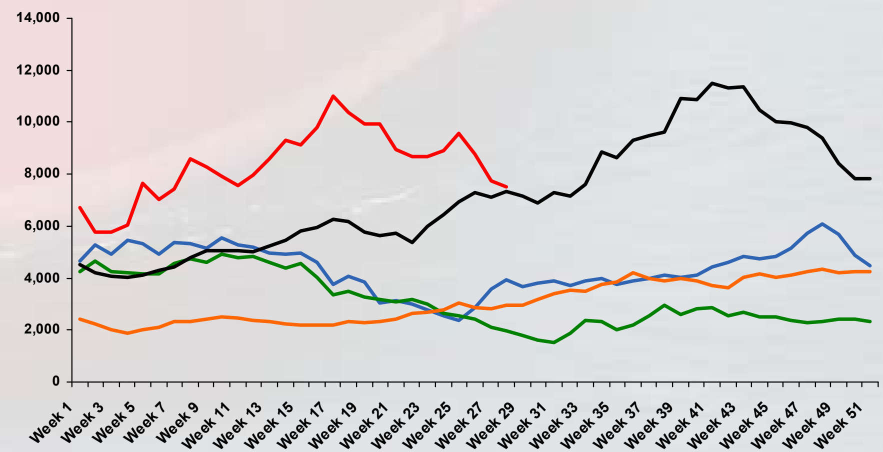
Baltic Cape Index

(BCI Points)



Baltic Panamax Index

(BPI Points)



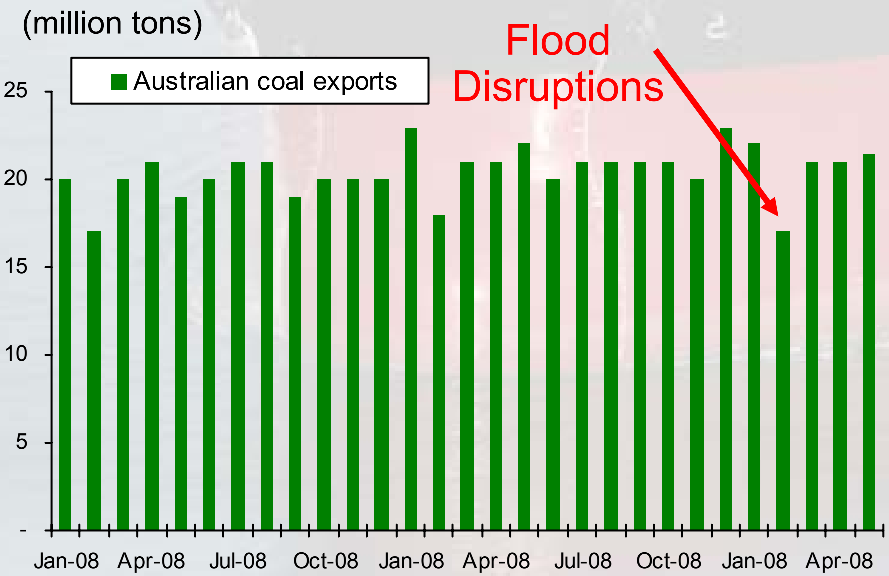
Source: Clarkson’s

2004 2005 2006 2007 2008

Demand Side Fundamentals

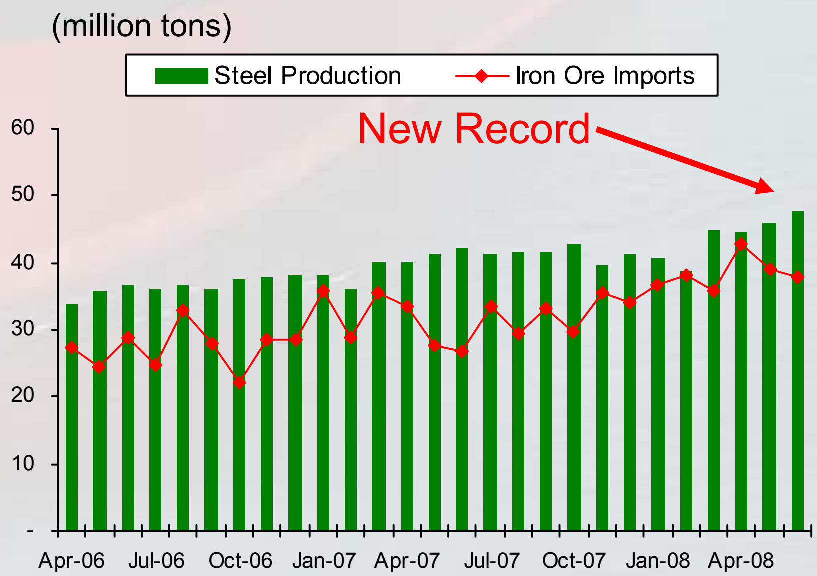
- Continued demand resulted in YOY growth for Chinese steel production at 10% and iron ore imports at 22% through Q2 2008
- Rio Tinto and BHP settled with Baosteel on contract price increases of 80% to 96%
- Increased coal demand expected due to India's growth in both steel production and energy demand
- Higher coal shipments out of US further increase ton miles
- Southern cone grain season timing extended due to Argentinean farmer strikes
- Northern cone grain season expected to pick up during the second half of the year

Australian Coal Exports



Source: SSY Consultancy & Research

Chinese Iron Ore Imports Vs. Steel Production

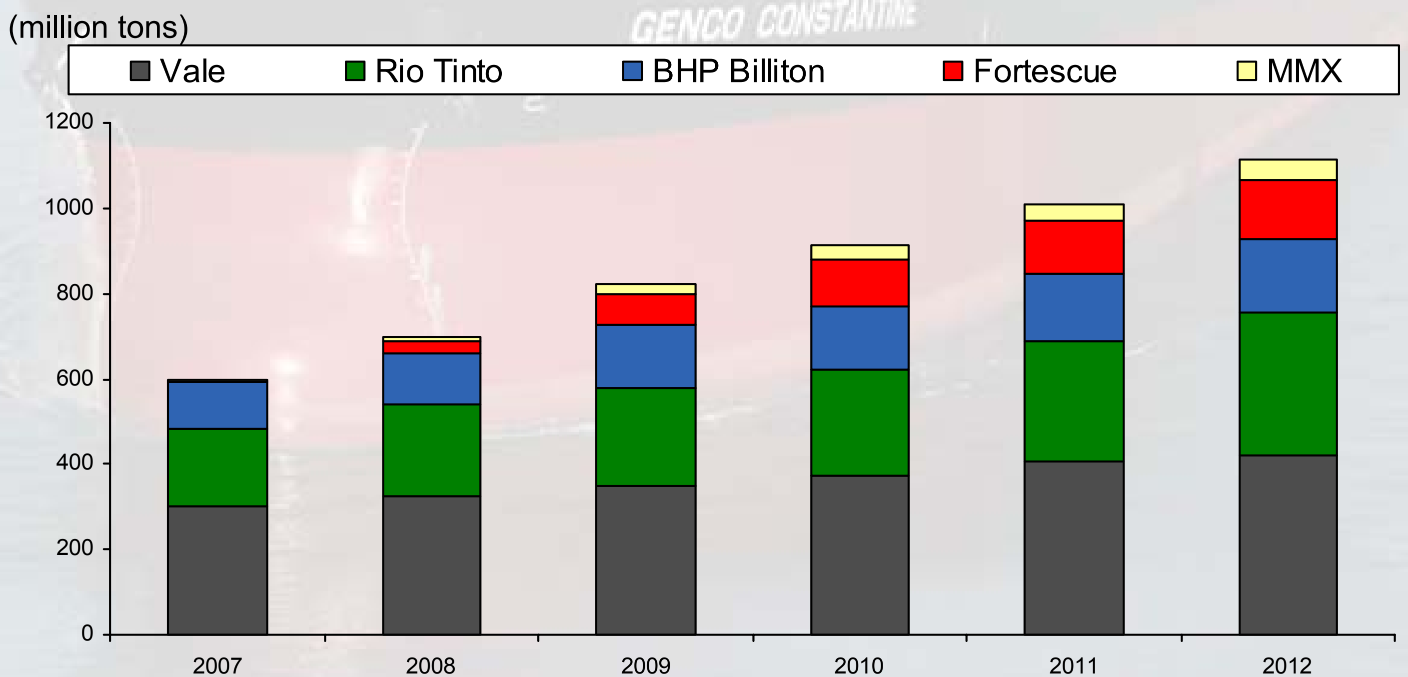


Source: SSY, China Customs Statistics, IISI

Commodity Volume Expansion

- Chinese fixed asset investment rise of 26.3% through June 2008
- Chinese industrial production grows 16.3% through June 2008
- Predicted Chinese GDP growth of 9.7% throughout 2008
- Ongoing Asian investments in Brazilian and Australian mining companies
- Iron ore production of approximately 600 Mt in 2007
  - Potential to grow to 1,110 Mt in 2012

Estimated Iron Ore Production Expansion

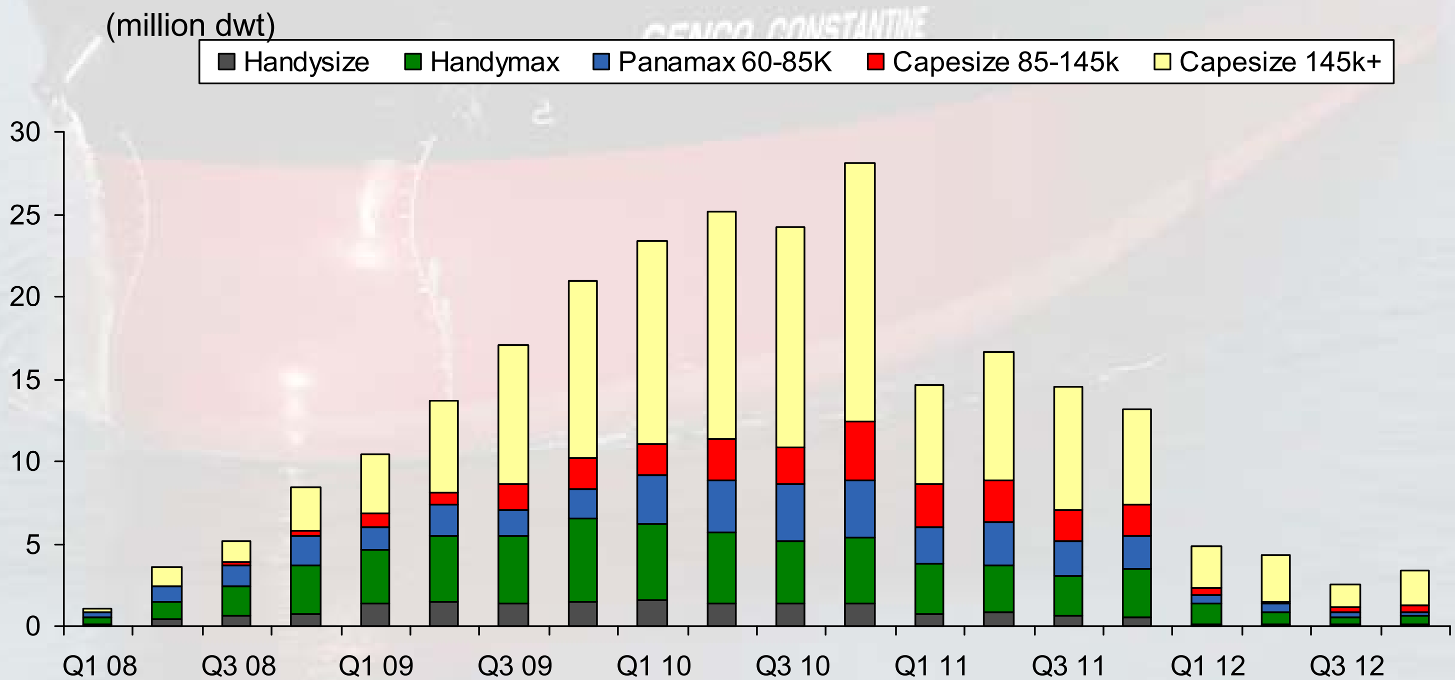


Source: Vale, Rio Tinto, BHP Billiton, Fortescue, MMX, Jefferies Estimates

Supply Side Fundamentals

- 23% of Capesize orders for 2009 delivery and 33% of orders for 2010 being constructed at Greenfield yards[1]
- Credit crunch poses threat to new yards
- Newbuilding delivery delays possible due to engine, crane and other part shortages
- Rising cost of steel has made some newbuildings unprofitable and will not be built by yards
- VLOC Conversions impact not certain
- Over 30% of the fleet is greater than 20 years old and will need renewal[1]

Drybulk Vessel Deliveries by Type[1]



(1) Source: ICAP Hyde

Appendix

Pro Forma Reconciliation 06/30/08

(Dollars in thousands)

	06/30/08 Actual	Adjustment	06/30/08 Pro Forma
Cash[(1)]	$95,964	($31,796)	$64,168
Debt[(2)]	$989,250	$62,900	$1,052,150
Shareholders' Equity[(3)]	$877,282	($31,796)	$845,486
Capitalization	$1,866,532	-	$1,897,636

(1) June 30, 2008 pro forma cash takes into effect the payment of $31.8 million in dividends on or about August 29, 2008, to all shareholders of record as of August 15, 2008.
(2) June 30, 2008 pro forma debt takes into effect the drawdown of $62.9 million for the 85% balance of the purchase price for the Genco Cavalier.
(3) June 30, 2008 pro forma equity takes into effect the payment of $31.8 million in dividends on or about August 29, 2008, to all shareholders of record as of August 15, 2008.