Genco Shipping & Trading Limited

Goldman Sachs
Global Industrial Conference 2009
November 5, 2009

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 agreement to acquire one drybulk vessel; (xii) the completion of definitive documentation with respect to time charters; (xiii) charterers' compliance with the terms of their charters in the current market environment; 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, 2008 and its reports on Form 10-Q and Form 8-K. This presentation provides information only as of November 5, 2009 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.

Genco Overview

- Founded in December 2004, completed IPO in July 2005
- High quality, modern fleet of 34 vessels
  - Average age of 6.8 years compared to the average age of the world fleet of approximately 15 years
  - Expected delivery of one additional vessel during the fourth quarter of 2009
- Operating strategy since inception
  - Focus on all sectors of drybulk to maximize ROC
  - Maintain substantial percentage of our fleet on time charter with reputable multi-national companies
  - Operate a modern fleet and utilize well-established third party managers
  - Maintain transparency and have management’s interests aligned with shareholders

Management

Peter Georgiopoulos
Chairman

- Over 20 years of experience in the shipping industry
- Chairman and founder of Genco Shipping & Trading Limited
- Chairman and founder of General Maritime Corporation
- Chairman of Aegean Marine Petroleum Network
- Principal of Maritime Equity Management from 1991 to 1997

Gerry Buchanan
President

- Over 40 years of experience in the shipping industry
- Managing director of Wallem from 1996 to 2005
- Responsible for approximately 200 vessels at Wallem
- Prior experience with Canada Steamships Lines of Montreal and Denholm of Glasgow
- Worked in Asia, India and Hong Kong for over 15 years

John C. Wobensmith
Chief Financial Officer

- 16 years of experience in the shipping industry
- CFO since inception
- Significant experience in M&A, equity fund management and capital raising in the maritime industry
- Formerly Senior Vice President of American Marine Advisors and Vice President with First National Bank of Maryland
- Holds CFA designation

High Quality Operations

- Extensive relationships with established drybulk charterers
- These relationships help us to:
  - Stabilize revenue through favorable contract terms
  - Minimize counterparty risk
  - Maximize fleet utilization
- We utilize two leading technical managers
  - Allows access to savings from significant economies of scale
  - In-house technical management staff actively oversees and benchmarks performance of each manager

Selected Customer Relationships

Cargill™
Pacific Basin
THE TORVALD KLAVENESS GROUP
LouisDreyfus
中远散货运输有限公司 COSCO BULK CARRIER CO.,LTD.
HMM
Lauritzen Bulkers A/S

Technical Managers

WALLEM ESTd 1983

Anglo Eastern Group

Diversified and Modern Fleet

A Portfolio Approach to Maximize ROC

- Modern, diversified fleet
  - 8 Capesize
  - 8 Panamax
  - 4 Supramax
  - 6 Handymax
  - 8 Handysize
- Average age of approximately 6.8 years
- Expected charter coverage based on available days
  - 2009: 75%
  - 2010: 45%
- Expected delivery of one additional Capesize vessel
- Took delivery of the Genco Maximus and delivered it to charterer for 3 to 4.5 months at $31,750 per day
- Maintaining a short term chartering strategy

	Vessel Name	Year Built	Dwt
Capesize	Genco Augustus	2007	180,151
	Genco Tiberius	2007	175,874
	Genco London	2007	177,833
	Genco Titus	2007	177,729
	Genco Constantine	2008	180,183
	Genco Hadrian	2008	169,694
	Genco Commodus	2009	169,025
	Genco Maximus	2009	169,025
Panamax	Genco Beauty	1999	73,941
	Genco Knight	1999	73,941
	Genco Vigour	1999	73,941
	Genco Leader	1999	73,941
	Genco Acheron	1999	72,495
	Genco Surprise	1998	72,495
	Genco Thunder	2007	76,588
	Genco Raptor	2007	76,499
Supra	Genco Predator	2005	55,407
	Genco Warrior	2005	55,435
	Genco Hunter	2007	58,729
	Genco Cavalier	2007	53,617
Handymax	Genco Muse	2001	48,913
	Genco Marine	1996	45,222
	Genco Wisdom	1997	47,180
	Genco Carrier	1998	47,180
	Genco Success	1997	47,186
	Genco Prosperity	1997	47,180
Handysize	Genco Explorer	1999	29,952
	Genco Pioneer	1999	29,952
	Genco Progress	1999	29,952
	Genco Reliance	1999	29,952
	Genco Sugar	1998	29,952
	Genco Charger	2005	28,398
	Genco Challenger	2003	28,428
	Genco Champion	2006	28,445

Pro Forma Balance Sheet

Selected Financial Information

09/30/09

(Dollars in thousands)

Balance Sheet	
Cash(1)	**$248,257**
Debt(2)	**$1,327,000**
Shareholders' Equity	**$862,060**
Capitalization	**$2,189,060**
Debt/Capitalization	**61%**

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

(1) September 30, 2009 pro forma cash includes $17.0 million of restricted cash under the terms of our revolving credit facility and takes into effect the repayment of $12.5 million under our revolving credit facility.

(2) September 30, 2009 pro forma debt includes $50.0 million of the current portion of long-term debt and takes into effect the repayment of $12.5 million on October 21, 2009 under our revolving credit facility.

Acquisition Vessel Payment Schedule (Dollars in thousands)

Vessel Name	Expected Delivery (1)	Deposit as % of Purchase Price	Deposit Payment (2)	Payment on Delivery
Metrostar Acquisition Vessels				
Genco Claudius	Q4 2009	20%	24,000	96,000
Total:			**$24,000**	**$96,000**

- The Company intends to use available cash to finance the payment of the Genco Claudius

(1) Estimated based on guidance from the seller and shipyard.
(2) Paid in Q3 2007 following the execution of all definitive documentation for the purchase of the vessel.

Q4 2009 Estimated Break-Even Levels[1]

Daily Expenses by Category	Free Cash Flow[2]	Net Income
Direct Vessel Operating[3]	5,300	5,300
General & Administrative[4]	962	1,250
Management Fees[5]	291	291
Dry Docking [6]	210	-
Interest Expense [7]	5,696	5,730
Depreciation[8]	-	7,662
Daily Break-Even[9]	**12,458**	**20,233**

(1) Breakeven levels are based on an average number of vessels of 34.11 vessels for the fourth quarter of 2009. For purposes of this break-even calculation, we assume that the Genco Claudius will be delivered on December 21, 2009.

(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 2009 budget are higher expenses related to the operation of the Capesize vessels we have taken delivery of as part of the Metrostar acquisition.

(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 the fourth quarter of 2009.

(7) Interest Expense is based on our debt level as of September 30, 2009 of $1,339.5 million outstanding less the repayment of $12.5 million on October 21, 2009. Also included are unused commitment fees, and amortization of deferred financing costs. Of the outstanding amount, $831.2 million is calculated on our weighted average fixed swap rate of approximately 4.30% plus 2.00% margin and the remainder is calculated based on an assumed LIBOR rate of 2.00% plus 2.00% margin. Deferred financing costs as well as capitalized interest expense associated with the deposits on the capesize vessels from the Metrostar acquisition are taken into account.

(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.

Credit Facility Amendment

Amended Revolving Facility

Amount	Up to $1.34 billion
Maturity	July, 2017
Quarterly Amortization	$12.5 million
	20 x $48.2 million starting July 20, 2012
Balloon	$250.6 million
Interest Rate	LIBOR + 2.00%
Date of Closing	July 20, 2007

Highlights

- Collateral maintenance covenant waived until compliance achieved
- Dividend and share buyback programs suspended until compliance achieved
- No additional restrictions imposed on cash
- No pre-established period for waiver
- Ability to use facility for future acquisitions retained

- Swapped a total amount of $831.2 million at an average rate of approximately 4.3% for 2009
- Latest swaps in the amount of $100 million at 2.05% for 5 years and $50 million at 2.45% for 5 years

Genco's Strategy

Maintain

Focus on Drybulk Sector with ROC Approach

Opportunistic Time Charter Strategy

Modern High-Quality Fleet

Cost Efficient Operations

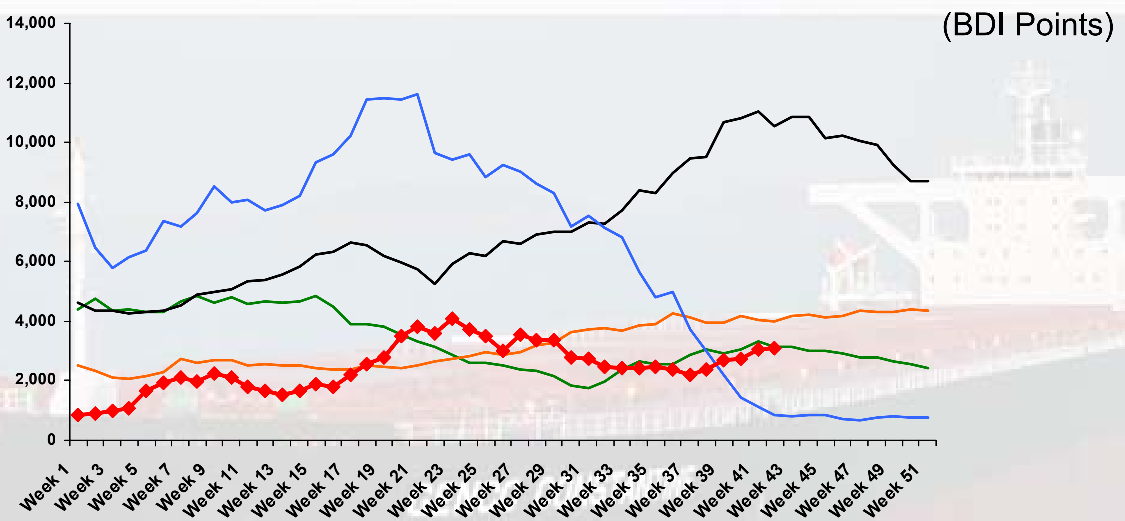
Transparent Operations

Appendix

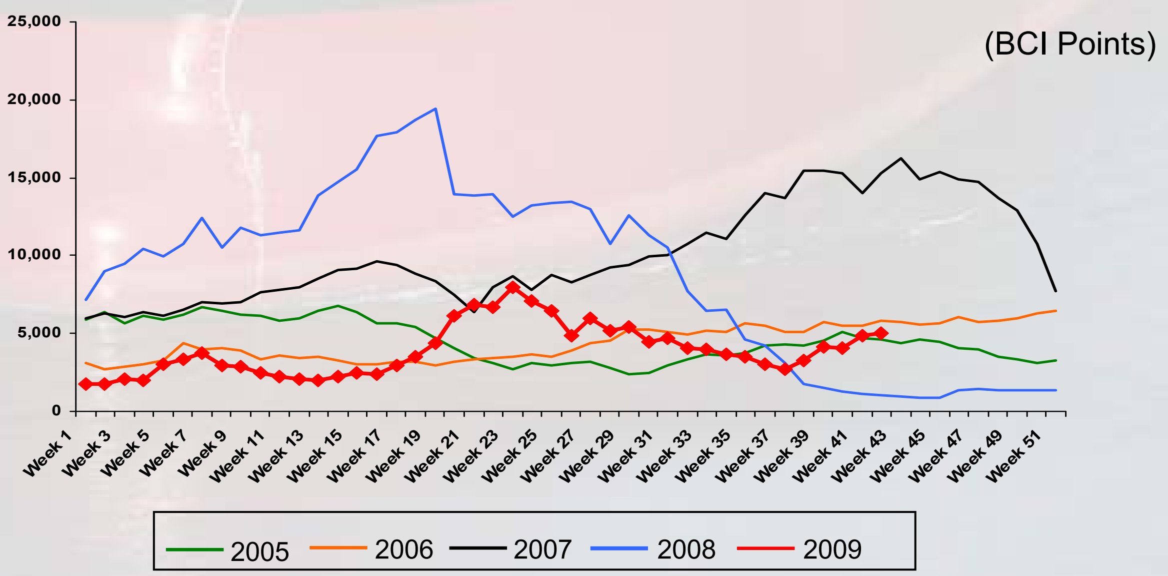
Industry Overview

Drybulk Indices

Baltic Dry Index



Baltic Cape Index



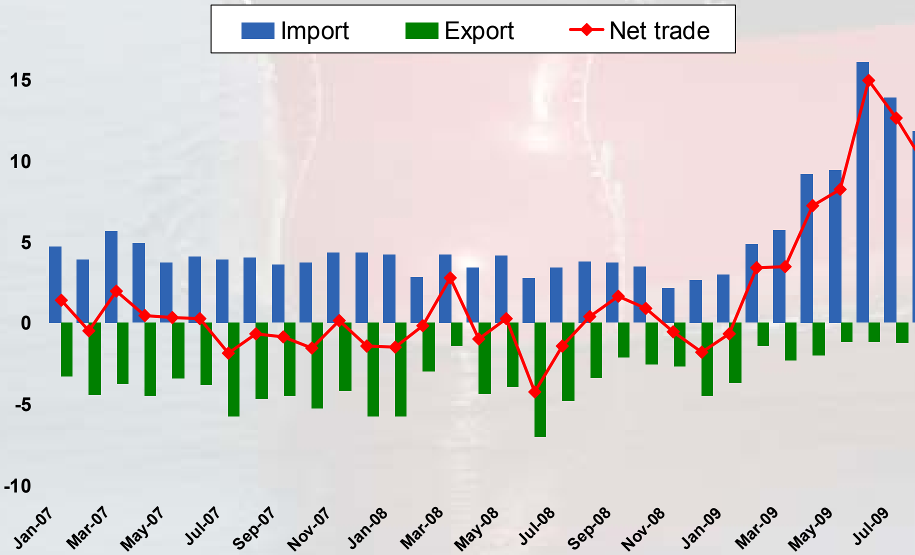
Source: Clarkson's

Demand Side Fundamentals

- Iron ore imports increased 35.7% YOY through September of 2009
- Chinese steel production increased 7.3% YOY through September of 2009
- 52% of steel consumption in China towards construction projects[(1)]
- China a net importer of coal
  - Due to pressures to shut down unsafe coal mines & price arbitrage
  - Inventory levels at main port down 41% to 3.92 mt since July's peaks[(2)]
- Iron ore inventories to approximately 71.5mt implying material consumption[(3)]

Chinese Coal Trade

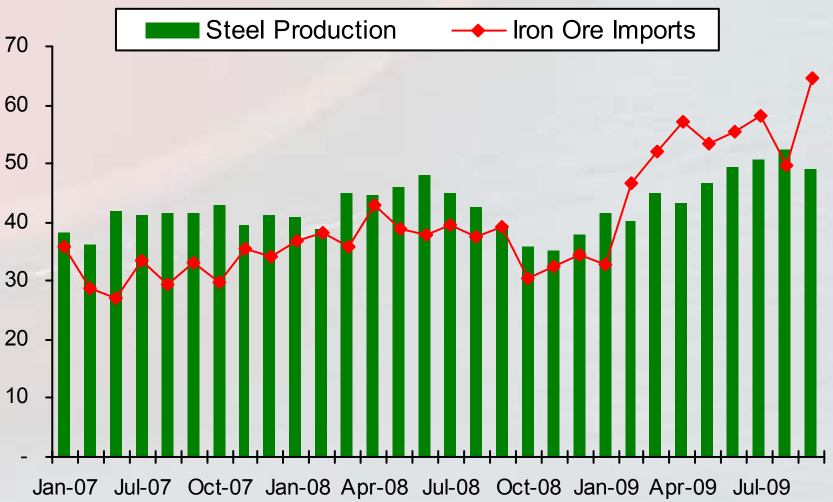
(million tons)



Source: Clarkson's Research Services

Chinese Iron Ore Imports Vs. Steel Production

(million tons)



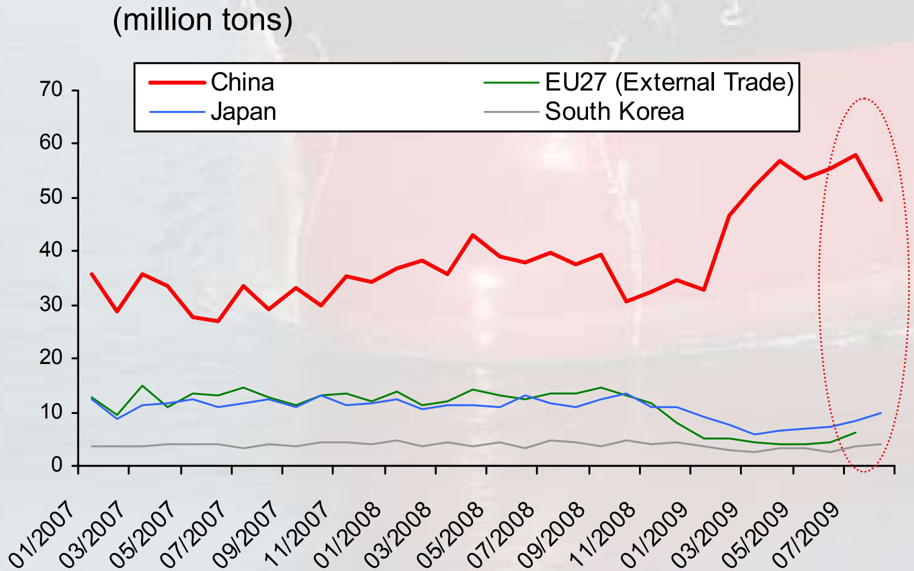
Source: SSY, China Customs Statistics, IISI

Source: (1) JP Morgan Research (2) Chinamining.org (3) ICAP Shipping Research

China Continues to be a Major Factor

- Iron ore imports:
  - China increased approximately 36% YOY[(1)]
  - EU, Japan and South Korea combined decreased approximately 45% YOY
- Coal imports:
  - Chinese imports increased approximately 157% YOY[(1)]
  - EU, Japan and South Korea combined decreased approximately 16% YOY
- Iron ore imports into China driven by both substitution effect and final product demand
- Potential Chinese slowdown will be offset by demand increase in the rest of the world

Iron Ore Imports by Country



(1) Source: Clarkson's Research Services

Apparent Steel Use

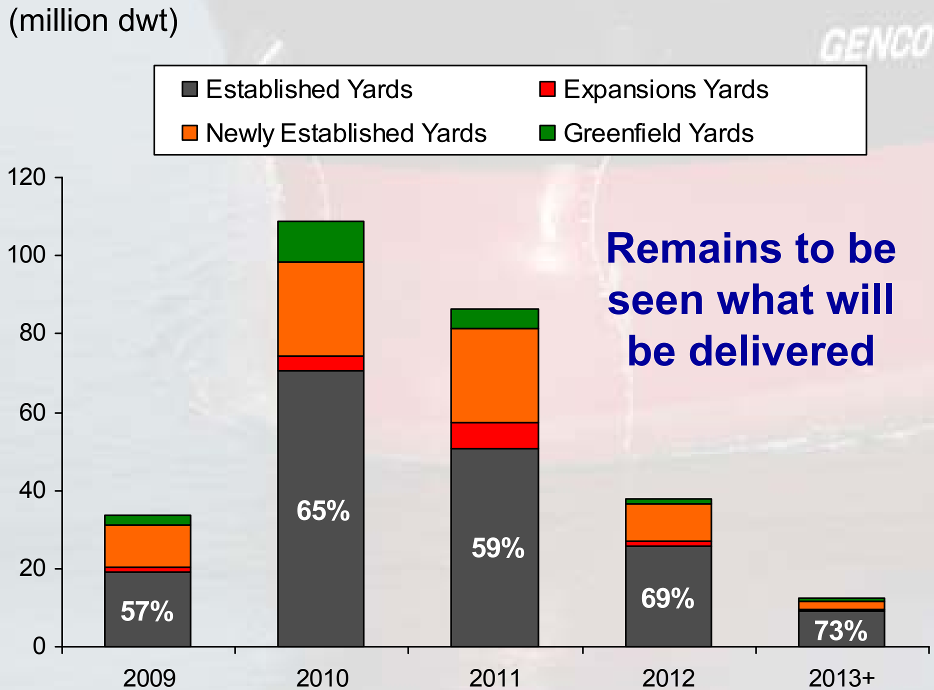
% Change	2009E	2010E
EU – 27	-33%	12%
NAFTA	-36%	17%
Asia & Oceania	5%	8%
Japan	-31%	16%
China	19%	5%
World Exc. China	**-24%**	**13%**
World	**-9%**	**9%**

Source: World Steel Association, JP Morgan

Supply Side Fundamentals

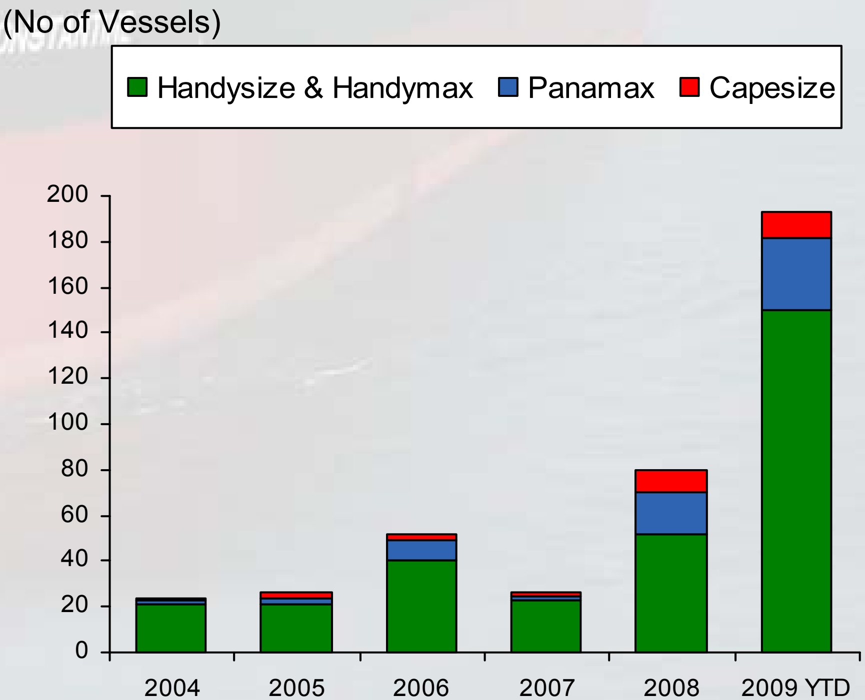
- Approximately 40% of the orderbook at Expansion or Greenfield yards
- Estimated 450 vessel cancellations so far, plus large scale delays
- Estimated 40% slippage of the scheduled 2009 orderbook[(1)]
- 27% of the fleet is greater than 20 years old and will need renewal[(1)]
- 9.5mdwt scrapped through October of 2009

Drybulk Vessel Deliveries by Type[(1)]



(1) Source: Clarkson's Research Services

Drybulk Vessel Scrapping by Type[(3)]

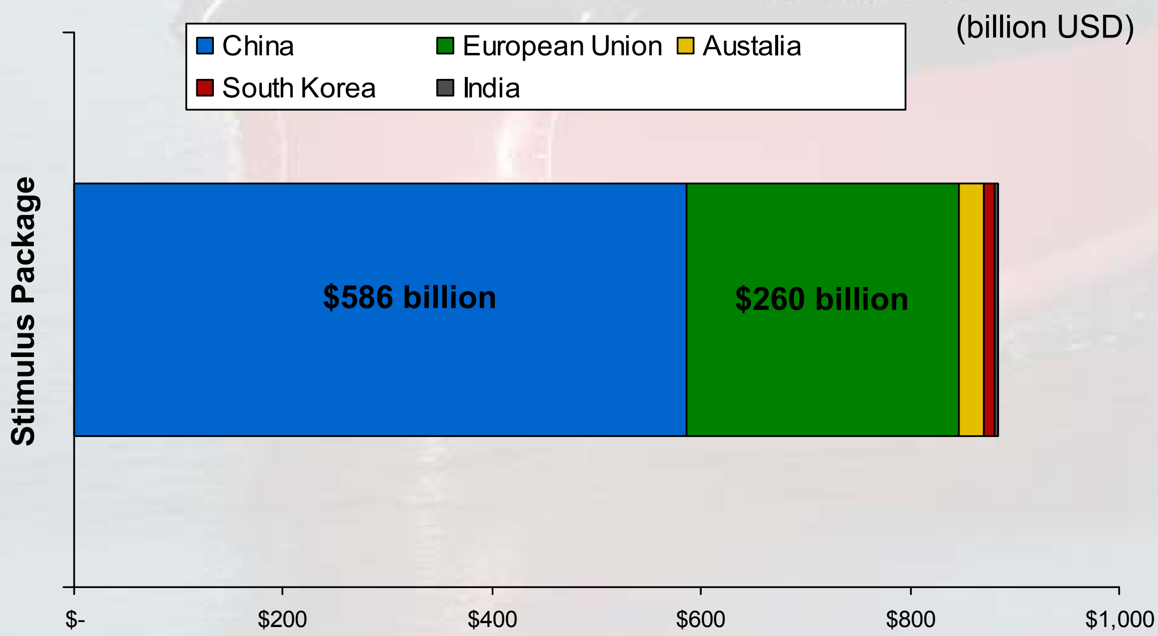


(3) Source: RS Platou

Global Stimulus Plan

- Chinese GDP growth of 8.9% through the third quarter of 2009[1]
- PMI at 55.0 in September, continuing in expansionary territory[2]
- Urban fixed asset investment increased 33% YOY through September of 2009[2]
- Industrial production rose 14% YOY through September of 2009[2]
- Over 6% of China's 7.1% 1H09 GDP growth is attributable to investment activities
  - Infrastructure loans represented 42% of total long term loans in 1H09[3]
- $1.27 trillion of new loans through September of 2009
  - Summer's new loan slowdown primarily due to maturities of short term loans

Stimulus Packages Around the World[4]



China	$586 billion
E.U.	$260 billion
Australia	$24 billion
S. Korea	$11 billion
India	$4 billion

(1) Source: The Wall Street Journal, (2) Source: Bloomberg (3) Source: JP Morgan (4) Source: Reuters, Associated Press

Pro Forma Reconciliation 09/30/09

(Dollars in thousands)

	09/30/09 Actual	Adjustment	09/30/09 Pro Forma
Cash[1]	**$260,757**	**(12,500)**	**$248,257**
Debt[2]	**$1,339,500**	**(12,500)**	**$1,327,000**
Shareholders' Equity	**$862,060**	**-**	**$862,060**
Capitalization	**$2,201,560**	**(12,500)**	**$2,189,060**

(1) September 30, 2009 pro forma cash includes $17.0 million of restricted cash under the terms of our revolving credit facility and takes into effect the repayment of $12.5 million under our revolving credit facility.

(2) September 30, 2009 pro forma debt includes $50.0 million of the current portion of long-term debt and takes into effect the repayment of $12.5 million on October 21, 2009 under our revolving credit facility.

Current Fleet *

Vessel Type	Vessel Name	Year Built	Charterer	Cash Daily Rate (1)	Net Revenue Daily Rate (2)	Charter Expiration (3)
Capesize 8	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
	Genco Hadrian	2008	Cargill International S.A.	65,000(4)		October, 2012
	Genco Commodus	2009	Morgan Stanley Capital Group Inc.	36,000		June, 2011
	Genco Maximus	2009	Cargill International S.A.	31,750		December, 2009
Panamax 8	Genco Beauty	1999	LD Commodities Suisse, Geneva	19,125(5)		February, 2010
	Genco Knight	1999	Swissmarine Services S.A.	16,500(6)		January, 2010
	Genco Leader	1999	Baumarine AS	20,742		November, 2009
	Genco Vigour	1999	C Transport Panamax Ltd.	20,000		November, 2009
	Genco Acheron	1999	Global Chartering Ltd (a subsidiary of ArcelorMittal Group)	55,250		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
	Genco Thunder	2007	Baumarine AS/Klaveness	20,079/20,000 (7)		Dec 09/Apr 10
Supramax 4	Genco Predator	2005	Bulkhandling Handymax AS	SPOT (8)		Nov 09/Apr 10
	Genco Cavalier	2007	Clipper Bulk Shipping NV	16,750		November, 2009
	Genco Warrior	2005	Hyundai Merchant Marine Co. Ltd.	38,750		November, 2010
	Genco Hunter	2007	Pacific Basin Chartering Ltd.	16,000/17,000(9)		Oct 09/Jan 10
Handymax 6	Genco Muse	2001	Global Maritime Investments Ltd.	15,000		November, 2009
	Genco Marine	1996	STX Panocean Co. Ltd.	13,750/15,500(10)		Nov 09/Feb 10
	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(11)		February, 2011
	Genco Prosperity	1997	Pacific Basin Chartering Ltd.	37,000		June, 2011
Handysize 8	Genco Explorer	1999	Lauritzen Bulkers A/S	Spot(12)		January, 2010
	Genco Pioneer	1999	Lauritzen Bulkers A/S	Spot(12)		January, 2010
	Genco Progress	1999	Lauritzen Bulkers A/S	Spot(12)		January, 2010
	Genco Reliance	1999	Lauritzen Bulkers A/S	Spot(12)		October, 2010
	Genco Sugar	1998	Lauritzen Bulkers A/S	Spot(12)		October, 2010
	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, Predator and Thunder. 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, Genco Constantine, and Genco Hadrian 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 and Genco Hadrian has the option to extend the charter for a period of one year. The Genco Constantine has the option to extend the charter for a period of eight months.

(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 commission of 3.75% based on the profit sharing amount due to us is payable out of our share.

(5) We have reached an agreement to charter the vessel for 4 to 6.5 months at a rate of $19,125 per day, less a 5% third-party commission. The vessel is expected to enter into the time charter following the completion of its previous time charter on or about October 29, 2009.

(6) We have extended the short-term time charter for approximately 3.5 to 6.5 months at a rate of $16,500 per day, less a 5% third-party commission. The vessel entered into the time charter following the completion of its previous time charter on October 4, 2009.

(7) We have reached an agreement to charter the vessel for 3.5 to 6 months at a rate of $20,000 per day, less a 5% third-party commission. The vessel is expected to enter into the time charter following the completion of its previous time charter on December 15, 2009.

(8) We entered the vessel into the Bulkhandling Handymax Pool with an option to convert the balance period of the charter party to a fixed rate, but only after January 1, 2009. We extended the charter party by an additional 5 to 7.5 months starting November 5, 2009. In addition to a 1.25% third-party brokerage commission, the charter party calls for a management fee.

(9) We have reached an agreement to extend the time charter contract for this vessel for 3 to 5.5 months at a rate of $17,000 per day less a 5% third-party commission. The extension will begin following the completion of the current time charter on or about October 25, 2009.

(10) We have reached an agreement to extend the time charter contract for this vessel for 3 to 5.5 months at a rate of $15,500 per day less a 5% third-party commission. The extension is expected to commence following the completion of its current time charter on or about November 11, 2009.

(11) 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.

(12) We have reached an agreement to enter these vessels into a spot pool managed by Lauritzen Bulkers beginning at the expiration of their current time charters in August 2009. Under the pool agreement, we can withdraw up to three vessels with three months' notice until December 31, 2009 and the remaining two vessels with 12 months' notice. After December 31, 2009, we can withdraw up to two vessels with three months' notice and the remaining three vessels with 12 months' notice.