



NYSE	EXM	Shares Outstanding	81,314,417
Recent Price (08/05/10)	\$6.00	Market Capitalization	\$487.9 Million
52 Week Price Range	\$4.59-\$9.95	Fiscal Year Ends	December 31
Average Daily Volume(3m)	1,276,570	Next Results Due	November 2010



Company Profile

Excel is an owner and operator of dry bulk carriers and a provider of worldwide seaborne transportation services for dry bulk cargoes, such as iron ore, coal and grains, as well as bauxite, fertilizers and steel products. Excel owns a fleet of 40 vessels and, together with seven Panamax vessels under bareboat charters and one Capesize vessel that operates through a joint venture in which it participates by 71.4%, operates 48 vessels (six Capesize, 14 Kamsarmax, 21 Panamax, two Supramax and five Handymax vessels) with a total carrying capacity of approximately 4.0 million DWT. Excel's Class A common shares have been listed since September 15, 2005 on the New York Stock Exchange (NYSE) under the symbol EXM and, prior to that date, were listed on the American Stock Exchange (AMEX) since 1998.

For more information about the Company, please go to our corporate website www.excelmaritime.com.

The Company has a number of competitive strengths within the industry:

Experienced Management Team:

The Company's management team has significant experience in operating dry bulk carriers and in all aspects of commercial, operational and financial areas of the business. Through experienced management the Company promotes a focused marketing effort as well as tight quality and cost controls, in conjunction with effective operations and safety monitoring.

Strong Customer Relationships:

The Company and its wholly owned subsidiary, Maryville Maritime Inc., have established strong relationships with charterers as a result of the superior operation of the fleet, which constantly enhances the Group's reputation for dependability. Both Excel Maritime's as well as Maryville's long established track records allow for the optimization of net chartering revenues while, at the same time, minimize counterparty risk.

Cost Efficient Operations:

Technical management, as well as the sale and purchase function, is done in house by Maryville Maritime Inc., which also provides its services to outside parties. Together with a proactive preventative maintenance program, both ashore and at sea, and by employing professional well trained masters, officers and crews, the Company has been able to minimize off-hire periods, effectively manage insurance costs and control overall operating expenses. Maryville carries the distinction of being the first ship management company in Greece to receive simultaneous ISM and ISO Safety and Quality Systems Certification in February 1996, for the safe operation of dry cargo vessels.

Business Strategy:

The Company's strategy focuses on fleet expansion and renewal. The acquisition candidates are chosen based on selected financial and technical criteria. In terms of fleet deployment strategy, the Company seeks to employ the majority of its fleet in the medium and long term time charter markets, while operating the remainder of its vessels in the spot and short term time charter markets. The company anticipates that this strategy will result in better opportunities and greater transparency of earnings. From time to time management will change the fleet deployment strategy according to the prevailing and expected charter market conditions.

Blue Chip Customers



Dividend Policy:

The Board retains the discretion to declare quarterly dividends that deviate from the quarterly dividend guidance, taking into consideration legal restrictions, such as those under Liberian law; covenants and other restrictions under the Company's revolving credit facility and any future debt instruments; and changing market conditions.

The Company announced that it has temporarily suspended its dividend going forward on February 17, 2009. The dividend policy is constantly reviewed and re-assessed by the Board on a quarterly basis.

Financial Highlights:

(Dollars in thousands, except per share data) Fiscal Year Ending December 31 st	Second Quarter Ended June 30, 2010	Six Months Ended June 30, 2010	2009 Year	2008 Year	2007 Year	2006 Year	2005 Year
Voyage Revenues	107,007	211,252	391,746	461,203	176,689	123,551	118,082
Depreciation & Amortization	31,242	61,643	123,411	98,753	27,864	28,453	20,092
Total Operating Expenses (incl. deprec. & amort)	94,941	181,600	355,343	298,470	94,202	82,588	70,759
Income from Operations	103,071	188,604	397,615	44,322	90,298	41,521	75,546
Net Income (Loss)	78,919	146,215	339,782	(55,914)	81,704	28,414	67,540
Fully diluted Earnings Per Share	\$0.95	\$1.78	\$4.85	\$(1.53)	\$4.09	\$1.42	\$3.63
Weighted average no of shares, diluted	82,685,340	82,091,338	69,999,760	37,003,101	19,965,676	19,947,411	18,599,876
Cash, including Restricted Cash		147,365	159,498	134,792	258,672	101,289	88,762
Total Fixed Assets		2,731,110	2,732,797	2,895,337	528,630	438,401	466,192
Total Assets		3,095,680	3,130,182	3,316,809	813,499	545,055	559,421
Total Debt		1,211,949	1,256,446	1,477,117	354,480	217,919	262,816
Stockholders' equity		1,643,789	1,486,272	1,053,398	442,208	315,869	286,385

Fleet Profile:

Fleet data for the	Second Quarter 2010	Twelve Months 2009	Twelve Months 2008	Twelve Months 2007	Twelve Months 2006
Avg. # of vessels during the period	47.7	47.2	38.6	16.5	17
Total available days for fleet	4,115	16,878	13,724	5,646	5,934
Total calendar days for fleet	4,339	17,229	14,134	6,007	6,205
Fleet utilization	94.8%	98%	97%	94%	96%

Fleet in the Water	No of Vessels	Total DWT	Average Age
Capesize 100,001-199,000 dwt	6*	1,036,803	5.7 yrs
Kamsarmax 80,000 – 85,000 dwt	14	1,152,895	4.0 yrs
Panamax 60,001-80,000 dwt	21	1,532,047	13.1 yrs
Supramax 55,000 – 60,000 dwt	2	108,773	5.3 yrs
Handymax 30,001-50,000 dwt	5	209,612	20.3 yrs
FLEET TOTAL	48*	4.0 Million*	10.0 yrs

• It does not include M/V Hope (tbn Mairaki), a capesize vessel of 180,000 DWT, scheduled to be delivered in the fourth quarter of 2010



MV Christine, Capesize 180,000 DWT,
Built: 2010 in Japan

Recent Developments:

08/05/10	Excel Maritime Reports Results for the Second Quarter and Six Month period ended June 30, 2010
06/02/10	Excel Maritime Enters into a one year Time Charter Agreement for M/V Happy Day
05/05/10	Excel Maritime Reports Results for the First Quarter Ended March 31, 2010
04/30/10	Excel Maritime Announces Delivery of Newbuild Capesize M/V "Christine" and Secures M/V "Fortezza" under New Time Charter
03/29/10	Excel Maritime Appoints New Chief Operating Officer and New Chief Financial Officer
03/04/10	Excel Maritime Enters into Time Charter Agreements for Four Panamax Vessels
02/24/10	Excel Maritime Reports Results for the Fourth Quarter and Year ended December 31, 2009

Corporate Actions:

07/01/10	Total amount of \$46.0 million was paid as notified on June 30, 2010, while, an amount of \$12.0 million was transferred in a pledged account to fund future capital expenditures for M/V Hope (tbn Mairaki)
06/30/10	Excel Maritime notified its major lenders of its intention to make an additional payment of \$28.0 million, on top of its regular installment of \$18.0 million due on July 1, 2010, under its \$1.4 billion credit facility.
04/30/10	The vessel M/V Christine, a Capesize vessel of 180,000 dwt, was delivered from the shipyard and commenced employment under a time charter until February 2016.
04/26/10	Christine ShipCo LLC entered into a bank loan agreement for the post-delivery financing of the vessel M/V Christine in the amount of \$42.0 million.
03/31/10	Entities affiliated with the family of the Chairman of Excel's Board of Directors exercised 1,428,572 warrants to purchase 1,428,572 shares of our class A common stock.
02/11/10	Hope ShipCo LLC entered into a new loan agreement for the pre and post delivery financing of M/V Hope. The drawdown of the loan will be in various installments following the vessel construction progress through November 2010..

Analyst Coverage:

CANTOR FITZGERALD, Natasha Boyden	DAHLMAN ROSE & Co., Omar Nokta	DEUTSCHE BANK, Justin B. Yagerman	DnBNOR MARKETS, Henrik With
FBR CAPITAL MARKETS, Robert MacKenzie	Fearnley Fonds ASA, Rikard Vabo	JEFFERIES & Co., Douglas Mavrinc	MORGAN STANLEY, Ole Slorer
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Matters discussed in this Corporate FactSheet may constitute forward-looking statements. Forward-looking statements reflect our current views with respect to future events and financial performance and may include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts. The forward-looking statements herein are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, management's examination of historical operating trends, data contained in our records and other data available from third parties. Although Excel Maritime Carriers Ltd believes that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, Excel Maritime Carriers Ltd cannot assure you that it will achieve or accomplish these expectations, beliefs or projections. Important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the strength of world economies and currencies, general market conditions, including changes in charter hire rates and vessel values, changes in demand that may affect attitudes of time charterers to scheduled and unscheduled dry-docking, changes in Excel Maritime Carriers Ltd operating expenses, including bunker prices, dry-docking and insurance costs, or actions taken by regulatory authorities, potential liability from pending or future litigation, domestic and international political conditions, potential disruption of shipping routes due to accidents and political events or acts by terrorists. Risks and uncertainties are further described in reports filed by Excel Maritime Carriers Ltd with the US Securities and Exchange Commission.