

ULTRAPETROL BAHAMAS LTD
Form 6-K
August 14, 2012

FORM 6-K

SECURITIES AND EXCHANGE COMMISSION

Washington, D.C. 20549

REPORT OF FOREIGN PRIVATE ISSUER PURSUANT TO RULE 13A-16 OR 15D-16 UNDER THE
SECURITIES EXCHANGE ACT OF 1934

For the month of August 2012
Commission File Number: 001-33068

ULTRAPETROL (BAHAMAS) LIMITED
(Translation of registrant's name into English)

Ocean Centre, Montagu Foreshore
East Bay St.
Nassau, Bahamas
P.O. Box SS-19084
(Address of principal executive office)

Indicate by check mark whether the registrant files or will file annual reports
under cover of Form 20-F or Form 40-F.

Form 20-F Form 40-F

Indicate by check mark if the registrant is submitting the Form 6-K in paper as
permitted by Regulation S-T Rule 101(b)(1): ____

Note: Regulation S-T Rule 101(b)(1) only permits the submission in paper of a Form 6-K if submitted solely to
provide an attached annual report to security holders.

Indicate by check mark if the registrant is submitting the Form 6-K in paper as permitted by Regulation S-T Rule
101(b)(7): ____

Note: Regulation S-T Rule 101(b)(7) only permits the submission in paper of a Form 6-K if submitted to furnish a
report or other document that the registrant foreign private issuer must furnish and make public under the laws of the
jurisdiction in which the registrant is incorporated, domiciled or legally organized (the registrant's "home country"), or
under the rules of the home country exchange on which the registrant's securities are traded, as long as the report or
other document is not a press release, is not required to be and has not been distributed to the registrant's security
holders, and, if discussing a material event, has already been the subject of a Form 6-K submission or other
Commission filing on EDGAR.

INFORMATION CONTAINED IN THIS FORM 6-K REPORT

Attached hereto as Exhibit 1 are a copy of the Company's report for the six months ended June 30, 2012, containing certain unaudited financial information and Management's Discussion and Analysis of Financial Condition and Results of Operations for the six months ended June 30, 2012 and 2011 (unaudited).

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

ULTRAPETROL (BAHAMAS) LIMITED
(registrant)

By: /s/ Leonard J. Hoskinson
Name: Leonard J. Hoskinson
Title: Chief Financial Officer

Dated: August 14, 2012

CAUTIONARY STATEMENT REGARDING FORWARD LOOKING STATEMENTS

Our disclosure and analysis in this report concerning our operations, cash flows and financial position, including, in particular, the likelihood of our success in developing and expanding our business, include forward-looking statements. Statements that are predictive in nature, that depend upon or refer to future events or conditions, or that include words such as "expects," "anticipates," "intends," "plans," "believes," "estimates," "projects," "forecasts," "will," "may," "should," and similar expressions are forward-looking statements. Although these statements are based upon assumptions we believe to be reasonable based upon available information, including projections of revenues, operating margins, earnings, cash flow, working capital, and capital expenditures, they are subject to risks and uncertainties. These forward-looking statements represent our estimates and assumptions only as of the date of this report and are not intended to give any assurance as to future results. As a result, you should not place undue reliance on any forward-looking statements. We assume no obligation to update any forward-looking statements to reflect actual results, changes in assumptions or changes in other factors, except as required by applicable securities laws. Factors that might cause future results to differ include, but are not limited to, the following:

future operating or financial results;

pending or recent acquisitions, business strategy and expected capital spending or operating expenses, including drydocking and insurance costs;

general market conditions and trends, including charter rates, vessel values, and factors affecting vessels supply and demand;

our ability to obtain additional financing;

our financial condition and liquidity, including our ability to obtain financing in the future to fund capital expenditures, acquisitions and other general corporate activities;

our expectations about the availability of vessels to purchase, the time that it may take to construct new vessels, or vessels' useful lives;

our dependence upon the abilities and efforts of our management team;

changes in governmental rules and regulations or actions taken by regulatory authorities;

adverse weather conditions that can affect production of some of the goods we transport and navigability of the river system on which we transport them;

the highly competitive nature of the ocean-going transportation industry;

the loss of one or more key customers;

fluctuations in foreign exchange rates;

adverse movements in commodity prices or demand for commodities may cause our customers to scale back their contract needs; and

potential liability from future litigation.

In addition to these important factors, other important factors that, in the Company's 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 fluctuations in charter rates and vessel values, changes in demand for dry bulk shipping capacity, changes in the Company's operating expenses, including bunker prices, drydocking and insurance costs, the market for the Company's vessels, availability of financing and refinancing, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, vessels breakdowns and instances of off-hires and other factors. Please see our filings with the Securities and Exchange Commission for a more complete discussion of these and other risks and uncertainties. The information set forth herein speaks only as of the date hereof, and the Company disclaims any intention or obligation to update any forward-looking statements as a result of developments occurring after the date of this communication.

ULTRAPETROL (BAHAMAS) LIMITED

MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS FOR THE SIX MONTHS ENDED JUNE 30, 2012 AND 2011 (UNAUDITED)

The following discussion and analysis should be read in conjunction with the unaudited condensed consolidated financial statements of Ultrapetrol (Bahamas) Limited (the "Company") and subsidiaries for the six months ended June 30, 2012 and 2011 included elsewhere in this report.

Our Company

We are an industrial shipping company serving the marine transportation needs of clients in the geographic markets on which we focus. We serve the shipping markets for grain, forest products, minerals, crude oil, petroleum and refined petroleum products, the general cargo and container trade, as well as the offshore oil platform supply market through our operations in the following three segments of the marine transportation industry.

Our River Business, with 651 barges and 33 pushboats as of June 30, 2012, is the largest owner and operator of river barges and pushboats that transport dry bulk and liquid cargoes through the Hidrovia Region of South America, a large area with growing agricultural, forest and mineral related exports. This region is crossed by navigable rivers that flow through Argentina, Brazil, Bolivia, Paraguay and Uruguay to ports serviced by ocean export vessels. These countries are estimated to account for approximately 54% of world soybean production in 2012, as compared to 30% in 1995. We also own a barge building facility in Punta Alvear, Argentina, which we believe is one of the most modern of its kind in South America and which manufactures barges for our own use as well as for non-related third parties.

Our Offshore Supply Business owns and operates vessels that provide critical logistical and transportation services for offshore petroleum exploration and production companies, in the coastal waters of Brazil and the North Sea. Our Offshore Supply Business fleet as of June 30, 2012, consists of nine Platform Supply Vessels, or PSVs, currently in operation and three under construction in a shipyard in India with deliveries commencing in the fourth quarter of 2012.

Our Ocean Business operates, as of June 30, 2012, eight ocean-going vessels which include four Product Tankers that we employ in the South American coastal trade where we have preferential rights and customer relationships, one Oceangoing Pushboat, one inland tank barge and two container feeder vessels.

We are focused on growing our businesses with an efficient and versatile fleet that will allow us to provide an array of transportation services to customers in several different industries. Our business strategy is to leverage our expertise and strong customer relationships to grow the volume, efficiency, and market share in a targeted manner.

Developments in the three months ended June 30, 2012

On April 25, 2012, we entered into a Barge Building Contract with a non-related third party whereby we agreed to build twenty-four jumbo dry barges to be delivered between July 15, 2012 and January 15, 2013. Such contract also grants the buyer an option, which expires on December 1, 2012, to buy up to a further twenty-four sister barges. In addition, on the same date, one of our subsidiaries entered into a Bareboat Barge Charter agreement with that same non-related third party to charter those twenty-four barges for a period of 10 years, with no purchase option at the end

of the charter period.

On April 30, 2012, the share repurchase program announced on October 24, 2011, for up to a total of \$20.0 million of the Company's common stock expired. No shares were repurchased under such program.

On May 3, 2012, through one of our subsidiaries in our River Business, we completed the acquisition of the 50% in one grain loading terminal in Paraguay, Puerto del Sur S.A. that we did not yet. We now own 100% of such terminal.

On May 9, 2012, we amended the DVB / Natixis facility in our Offshore Supply Business. Under the terms of the amendment, we have extended the availability periods under both tranches of the facility for the first Indian PSV financed through this facility to a range between June 30, 2012 and December 31, 2012. Total commitments under this facility have been reduced to \$64.1 million, leaving available funds for drawdown under the amended facility at \$29.6 million that shall be funded entirely by DVB Bank SE. We have agreed to prepay the \$17.3 million portion funded by Natixis on or before December 31, 2012.

On May 18, 2012, we entered into a Master Agreement whereby we agreed to build and sell from our Punta Alvear yard seven newbuilt jumbo dry barges and seven newbuilt jumbo tank barges to a third party for export to Colombia with deliveries ranging between August and October 2012. The sale proceeds will be \$20.3 million of which 50% have been advanced by the buyer.

On May 20, 2012, the Company paid \$1.8 million plus all interest accrued up to that date to partially prepay the outstanding amounts under our \$13.6 million ten-year secured loan agreement with Natixis Bank secured by one of our Product Tankers. Balance of the loan outstanding after such prepayment was \$7.0 million.

On May 22, 2012, we took delivery our first PSV under construction in India, UP Jade and simultaneously drew down \$5.1 million under the DVB/Natixis facility in connection with the delivery.

On May 23, 2012, we sold office space in Buenos Aires, Argentina, to a non-related third party for \$1.7 million.

On June 26, 2012, our inland tank barge Parana Petrol re-entered into a one-time operation with a non-related third party.

Recent Developments

On July 2, 2012, through a Special Meeting of the Shareholders, our shareholders authorized an amendment to the Second Amended and Restated Memorandum of Association and approved the adoption of the Third Amended and Restated Memorandum of Association and Sixth Amended and Restated Articles of Association. Under such amendments, some by-laws were modified and the authorized capital of the Company was increased to 250 million shares of common stock with par value of \$0.01 per share.

On July 24, 2012, we entered into a Master Agreement whereby we agreed to build and sell from our Punta Alvear yard a second set of seven newbuilt jumbo dry barges and seven newbuilt jumbo tank barges to a third party for export to Colombia with deliveries ranging between December 2012 and May 2013. The sale proceeds will be \$20.3 million.

On August 1, 2012, we amended the DVB Bank SE \$61.3 million facility to re-borrow \$10.0 million to provide additional financing for our PSVs UP Esmeralda, UP Safira and UP Topazio. We drew down the first \$1.7 million under this amendment on August 2, 2012, simultaneously with the payment of the \$4.4 million corresponding to the launching of our UP Pearl, under construction in India.

Factors Affecting Our Results of Operations

We organize our business and evaluate performance by the following business segments: the River Business, the Offshore Supply Business and the Ocean Business. The accounting policies of the reportable segments are the same as those for the unaudited condensed consolidated financial statements. We do not have significant inter-segment transactions.

Revenues

In our River Business, we currently contract for the carriage of cargoes, in the majority of cases, under contracts of affreightment, or COAs. Most of these COAs currently provide for adjustments to the freight rate based on changes in the price of fuel. When transporting containers or vehicles, we charge our clients on a per-trip per-unit basis. In addition, we derive revenues from the sale of new barges built at our Punta Alvear yard to third parties.

In our Offshore Supply Business, we contract substantially all of our capacity under time charters to charterers in Brazil. We may decide to employ our Indian-built PSVs in the North Sea spot and/or term market.

In our Ocean Business, we currently contract our tanker vessels on a time charter basis. We sell space on our container feeder vessels on a per Twenty Foot-Equivalent Unit, or TEU, basis which is very similar to a COA basis as far as recording of revenues and voyage expenses. Some of the differences between time charters and COAs are summarized below.

Time Charter

We derive revenue from a daily rate paid for the use of the vessel, and the charterer pays for all voyage expenses, including fuel and port charges.

Contract of Affreightment (COA)

We derive revenue from a rate based on tonnage shipped expressed in dollars per metric ton of cargo or dollars per TEU, and we pay for all voyage expenses, including fuel and port charges.

Our ships on time charters generate both lower revenues and lower expenses for us than those under COAs. At comparable price levels a time charter and a COA result in approximately the same operating income, although the operating margin as a percentage of revenues may differ significantly.

Time charter revenues accounted for 36% of the total revenues derived from transportation services for the second quarter of 2012, and COA revenues accounted for 64%. With respect to COA revenues, 87% were in respect of repetitive voyages for our regular customers and 13% were in respect of single voyages for occasional customers.

Our container vessels are paid on a rate based on each container shipped and expressed in dollars per TEU. By comparison, these vessels' results are expressed similar to those vessels operating under COA.

In our River Business, demand for our services is driven by agricultural, mining and petroleum related activities in the Hidrovia Region. Droughts and other adverse weather conditions, such as floods, could result in a decline in production of the agricultural products we transport, which would likely result in a reduction in demand for our services. Further, most of the operations in our River Business occur on the Paraná and Paraguay rivers, and any changes adversely affecting navigability of either of these rivers, such as low water levels, could reduce or limit our ability to effectively transport cargo on the rivers.

In our Offshore Supply Business, we currently have eight of our PSVs operating under long-term contracts with Petrobras in Brazil and one PSV operating under a long-term charter with Nexen Petroleum UK Limited in the United Kingdom's sector of the North Sea.

In our Ocean Business, we employed a significant part of our ocean fleet on time charter to different customers during the six months ended June 30, 2012.

Expenses

Our operating expenses generally include the cost of all vessel operating expenses including crewing, spares and stores, insurance, lubricants, repairs and maintenance. Generally, the most significant of these expenses are wages paid to marine personnel, marine insurance costs and the cost of repairs and maintenance. However there are significant differences in the manner in which these expenses are recognized in the different segments in which we operate.

In addition to the vessel operating expenses, our other primary operating expenses include general and administrative expenses related to ship management and administrative functions.

In our River Business, our voyage expenses include port expenses and bunkers as well as charter hire paid to third parties, primarily for certain harbour tugs.

In our Offshore Supply Business, voyage expenses include offshore and brokerage commissions paid by us to third parties which provide brokerage services and bunker costs incurred when our vessels are repositioned between the North Sea and Brazil or from the yard where they have been built to their operating location. All these costs are fully covered by us.

In our Ocean Business, through our container feeder operation, our operating expenses include bunker costs which are fully covered by us, port expenses, Terminal Handling Costs, or THC, incurred in the regular operation of our container feeder service and agency fees paid by us to third parties. It also includes container leasing, storage and insurance expense.

Through our River Business, we own a repair facility for our river fleet at Pueblo Esther, Argentina, a shipyard for building barges and other vessels in Punta Alvear, Argentina, land suitable for the construction of two terminals in Argentina, one grain loading terminal and 50% of an additional grain loading terminal, both in Paraguay. UABL also rents offices in Asunción, Paraguay and Buenos Aires, Argentina and a repair and shipbuilding facility in Ramallo, Argentina, where we operate two floating dry docks, one of which is owned and one which is leased by us.

Through our Offshore Supply Business, we hold a lease for office space in Rio de Janeiro, Brazil. In addition, through Ravenscroft, we own a building located at 3251 Ponce de Leon Boulevard, Coral Gables, Florida, United States. We also own office space and hold a sublease to an additional office at Avenida Leandro N. Alem 986, Capital Federal, Buenos Aires, Argentina, and rent an office in Aberdeen, Scotland.

Foreign Currency Transactions

During the second quarter of 2012, 93% of our revenues were denominated in U.S. dollars. Also, for the six months ended June 30, 2012, 5% of our revenues were denominated and collected in Brazilian reais and 2% were denominated and collected in British pounds. However, 51% of our total revenues were denominated in U.S. dollars but collected in Argentine pesos, Brazilian reais and Paraguayan guaranies. During the six months ended June 30, 2012, the majority of our expenses were denominated in U.S. dollars while 41% of our total out of pocket operating expenses were paid in Argentine pesos, Brazilian reais and Paraguayan guaranies.

Our operating results, which we report in U.S. dollars, may be affected by fluctuations in the exchange rate between the U.S. dollar and other currencies. For accounting purposes, we use U.S. dollars as our functional currency. Therefore, revenue and expense accounts are translated into U.S. dollars at the average exchange rate prevailing on the month of each transaction.

Inflation, Interest Rate, Rates of Exchange Variation and Fuel Price Increases

Inflationary pressures in the South American countries in which we operate may not be compensated by equivalent adjustments in the rate of exchange between the U.S. dollar and the local currencies. Additionally, revaluations of the local currencies against the U.S. dollar, even in the absence of inflation, have an incremental effect on the portion of our operating expenses incurred in those local currencies measured in U.S. dollars. In addition, devaluations of the local currencies which occur within a short period may have a negative effect on our U.S.-dollar accounting of those currencies creating exchange variances which are not immediately reflected in an equivalent reduction of operational costs. Please see Foreign Currency Transactions.

If the London market for dollar loans between banks were to become volatile, the spread between published LIBOR and the lending rates actually charged to banks in the London interbank market could widen. Interest in most loan agreements in our industry has been traditionally based on published LIBOR rates. After the financial crisis of the end of 2008, however, lenders have insisted on loan provisions that entitle them, in their discretion, to replace published LIBOR as the base for the interest calculation with their own cost-of-funds rate. Since then, we have been required to include similar provisions in some of our financings. If our lenders were to use the interest rate on their costs of funds instead of LIBOR in connection with such provisions, our lending costs could increase significantly, which would have an adverse effect on our profitability, earnings and cash flow.

As of June 30, 2012, the Company had \$71.7 million of LIBOR-based variable rate borrowings under its credit facilities with International Finance Corporation, or IFC, and The OPEC Fund for International Development, or OFID, subject to an interest rate collar agreement, designated as cash flow hedge, to fix the interest rate of these borrowings within a floor of 1.69% and a cap of 5.0% per annum.

Additionally, as of June 30, 2012, the Company had other variable rate debt (due 2012 through 2021) totaling \$162.3 million. These debts call for the Company to pay interest based on LIBOR plus a 120-365 basis points margin range. Recently, our facility with DVB and Natixis for the financing of our PSVs under construction in India has, within the terms and conditions contained in the relevant loan agreement, used a cost-of-funds rate in replacement of LIBOR. The interest rates generally reset either quarterly or semi-annually. As of June 30, 2012, the weighted average interest rate on these borrowings was 2.9% per annum.

A 1% increase in both of LIBOR and the cost-of-funds used as base rate by some of our lenders would translate to a \$1.6 million increase in our interest expense per year, which would adversely affect our earnings.

We have included fuel price adjustment clauses in most of our contracts in the River Business. However, we may experience temporary misalignments between the adjustment of fuel in our freight contracts and our fuel purchase agreements (either positive or negative) because one may adjust prices on a monthly basis while the other adjusts prices weekly. Similarly, in some of our trades the adjustment formula may not be one hundred percent effective to reimburse us for fuel price fluctuations. Additionally, as our re-engining and repowering program progresses and more pushboats in our fleet start to consume heavy fuel (as opposed to diesel oil), the adjustment formulas in our transportation contracts will gradually cease to reflect the change in our fuel costs, resulting in gradually larger misalignments between such adjustments and our fuel purchases.

In the Offshore Supply Business, the risk of variation of fuel prices under the vessels' current employment is generally borne by the charterers, since they are generally responsible for the supply and cost of fuel. During their positioning voyage from their delivery shipyard up to their area of operation and if and when a vessel is off-hire for technical or commercial reasons, fuel consumption will be for our account.

In our Ocean Business, for those vessels that operate under time charters, inflationary pressures on bunker (fuel oil) costs are not expected to have a material effect on the results of those vessels which are time chartered to third parties, since it is the charterers' responsibility to pay for fuel. When our ocean vessels are employed under COAs, however, freight rates for voyage charters are fixed on a per ton basis including bunker fuel for our account, which is calculated for the voyage at an assumed cost. A rise or fall in bunker prices may have a temporary negative or positive effect on results as the case may be since the actual cost of fuel purchased for the performance of a particular voyage or COA may be higher or lower than the price considered when calculating the freight for that particular voyage. Generally, over the long term, freight rates in the market should be sensitive to variation in the price of fuel. However, a sharp rise in bunker prices may have a temporary negative effect on results since freights generally adjust only after prices have settled at a higher level.

In our container feeder operation, the operation of our two container feeder vessels, M.V. Asturiano and M.V. Argentino, involves some degree of fuel price fluctuation risk since we have to pay for the cost of bunkers and although we can adjust our rates per TEU in connection with these variations, we may not always be able to, or may even be unable to, pass these variations to our customers (either fully or partially) in the future, which could have an adverse effect on our results of operations.

Seasonality

Each of our businesses has seasonal aspects, which affect their revenues on a quarterly basis. The high season for our River Business is generally between the months of March and September, in connection with the South American harvest and typically higher river levels. However, growth in the soy pellet manufacturing, minerals and forest industries may help offset some of this seasonality. The Offshore Supply Business operates year-round, particularly off the coast of Brazil, although weather conditions in the North Sea may reduce activity from December to February. In the Ocean Business, we employ our Product Tankers on time charters so there is no seasonality effect, while our container feeder service experiences a somewhat slower season during the first quarter due to the congestion at the main discharge terminal in Patagonia in connection with the cruise tourist season.

Legal Proceedings

UABL – Ciudad del Este Customs Authority

On September 21, 2005, the local Customs Authority of Ciudad del Este, Paraguay issued a finding that certain UABL entities owe taxes to that authority in the amount of \$2.2 million, together with a fine for non-payment of the taxes in the same amount, in respect of certain operations of our River Business for the prior three-year period. This matter was referred to the Central Customs Authority of Paraguay, or the Paraguay Customs Authority. We believed that this finding was erroneous and UABL formally replied to the Paraguay Customs Authority contesting all of the allegations upon which the finding was based. After review of the entire operations for the claimed period, the Paraguayan Central Tax Authorities, asserting their jurisdiction over the matter, confirmed that the UABL entities did pay their taxes on the claimed period, but held a dissenting view on a third issue (the tax base used by the UABL entities to calculate the applicable withholding tax). The primary case was appealed by the UABL entities before the Tax and Administrative Court, and when summoned, the Paraguayan Tax Authorities filed an admission, upon which the Court on November 24, 2006, confirmed that the UABL entities were not liable for the first two issues. Nevertheless, the third issue continued, and through a resolution which was provided to UABL on October 13, 2006, the Paraguayan Undersecretary for Taxation confirmed that, in his opinion, UABL was liable for a total of approximately \$0.5 million and applied a fine of 100% of that amount. UABL entered a plea with the respective court contending the interpretation on the third issue where it claimed to be equally not liable. On October 19, 2007, we presented a report by an expert highly favorable to our position. On March 26, 2009, the Tax and Administrative Court decided that UABL was not liable for the third issue under discussion (the tax base used by UABL's entities to calculate the applicable withholding tax). On April 2, 2009, the Paraguayan Tax Authorities appealed the Tax and Administrative Courts decision to the Supreme Court. On September 22, 2010, the Paraguayan Supreme Court revoked the March 26, 2009, ruling of the Tax and Administrative Court and confirmed the decision of the Paraguayan undersecretary for taxation which condemned UABL Paraguay S.A. to pay approximately \$605,000 non-withheld taxes, \$685,000 in fines and \$1,251,000 in accrued due interest. We appealed the decision of the Supreme Court, seeking to clarify its ruling based on the Bona Fide basis of the UABL arguments recognized by the Court expressly in its ruling and on this appeal sought to eliminate fines and interest. Finally, in a signed agreement with the Tax Authorities on October 14, 2010, UABL paid the total amount of \$1,294,000 in full and final settlement of the claim and agreed to drop its appeal to the Supreme Court. In parallel with this ruling the Office of the Treasury Attorney initiated an action in respect of the other two issues concerned in this litigation (which had been terminated on November 24, 2006, with the admission of the Central Tax Authorities that no taxes were due for these two issues and the consequent dropping of the action by the plaintiffs) to review certain formal aspects of the case on the grounds that the Paraguay Customs Department did not represent the interests of Paraguay. UABL submitted a defense in relation to the action commenced by the Office of the Treasury Attorney. Subsequently, the Office of the Treasury Attorney filed a response with regard to our defense. The evidentiary stage of the proceedings has concluded and a decision of the Court is pending. Aside from the mentioned procedures, the Customs Authorities of Paraguay have reopened the proceedings against UABL S.A., UABL Paraguay S.A. and Yataity S.A. in connection with the possible reopening of the case pending a decision of the reopening of the case in court. Counsel notified the Customs to hold the proceedings pending a decision of the court and also contest any new investigation into the matter on the grounds that the action is time barred. In one of those reopened proceedings the Customs Authorities of Paraguay made a wrong determination of the taxes owed and fines and upon UABL's request through the submission of a remedy such customs authorities issued a final resolution on August 8, 2012 with a revised adjustment, where they found UABL S.A., UABL Paraguay S.A. and Yataity S.A. liable to pay approximately \$0.4 million subject to a fine of 100% of that amount. Having ended the administrative proceedings, on August 10, 2012 UABL commenced judicial proceedings to obtain a court judgment to rule off the erroneous decision of the Customs Authorities based on the fact that the sum of \$0.4 million was duly paid and that no fine should then be imposed. We have been advised by UABL's counsel in the case that there is only a remote possibility that a judicial court would find UABL liable for any of these taxes or fines

still in dispute or that the final outcome of these proceedings could have a material adverse effect on the Company.

UABL International S.A. – Bolivian Tax Authority

On November 3, 2006, and April 25, 2007, the Bolivian Tax Authority (Departamento de Inteligencia Fiscal de la Gerencia Nacional de Fiscalización) issued a notice in the Bolivian press advising that UABL International S.A. would owe taxes to that authority. On June 18, 2007, legal counsel in Bolivia submitted points of defense to the Bolivian tax authorities. On August 27, 2007 the Bolivian tax authorities gave notice of a resolution determining the taxes (value added tax, transaction tax and income tax) that UABL International S.A. would owe to them in the amount of approximately \$5.8 million (including interest and fines). On October 10, 2007, legal counsel in Bolivia gave notice to the Bolivian tax authorities of the lawsuit commenced by UABL International S.A. to refute the resolution above mentioned. On August 1, 2008, UABL International S.A. was served with a notice informing that the Bolivian Tax Authorities had replied to the lawsuit. On August 22, 2008, a hearing and judicial inspection took place at Puerto Quijano, Bolivia. On August 30, 2008, both parties submitted their arguments to the judge, completing this part of the case. On August 12, 2009, UABL International S.A. was served with a judgment of a Bolivian court ruling on certain taxes allegedly due by UABL International S.A. On August 22, 2009, UABL International S.A. submitted an appeal to the lower court judgment to which Bolivian tax authorities have contested. The Court of appeal confirmed the judgment of the Lower Court. UABL International S.A. has submitted a cassation appeal (an appeal on points of law) which is currently pending before the Bolivian

Supreme Court. On the other hand, on June 26, 2008, the same Bolivian court ordered a preemptive embargo against all barges owned by UABL International S.A. that may be registered in the International Bolivian Registry of Ships, or RIBB. According to local counsel this preemptive embargo under Bolivian law has no effect over the Company's right to use its assets nor does it have any implication over the final decision of the court, the substance of the matter and in this case it is ineffective since UABL International S.A. did not have any assets owned by it registered in the RIBB. Moreover, UABL International S.A. had challenged the judge's decision to place the embargo. On November 15, 2008, the lower court reconfirmed the embargo. UABL International S.A. appealed the decision of the lower court, which was later reconfirmed by a higher court. The shares of UABL International S.A. no longer belong to our Company and we have been advised by local counsel that there is only a remote possibility that we would finally be found liable for any of these taxes or fines and / or that these proceedings will have financial material adverse impact on the consolidated financial position or results of operations of the Company.

UABL Paraguay S.A. – Paraguayan Customs Asuncion

On April 7, 2009, the Paraguayan Customs in Asuncion commenced administrative proceedings against UABL Paraguay S.A. alleging infringement of Customs regulations due to lack of submission of import clearance documents in Paraguay for bunkers purchased between January 9, 2007, and December 23, 2008, from YPF S.A. in Argentina. Since those bunkers were purchased for consumption onboard pushboats, UABL Paraguay S.A. submitted a defense on April 23, 2009, requesting the closing of those proceedings based on the non-infringement of Customs regulations; however the proceedings were not closed. On August 21, 2009, as part of the evidence to be rendered in the Customs proceedings UABL Paraguay S.A. submitted a technical report of the Paraguayan Coast Guard stating that all parcels of bunkers purchased by UABL Paraguay S.A. from YPF S.A. were consumed onboard the push boats. We were advised that the Paraguayan Customs in Ciudad del Este also commenced administrative proceedings against UABL Paraguay S.A. for the same reasons as the Customs in Asuncion, however those proceedings have been suspended. Customs Authorities appraised the bunkers and determined the corresponding import tax and fine in the amount of \$2.0 million. On March 22, 2010, the Customs in Asuncion issued their ruling on the matter imposing a fine of Gs. 54,723,820 (approximately \$11,700), and UABL Paraguay S.A. was going to pay the fine with the aim to end these proceedings but the Director of Customs in Asunción decided to render null that ruling and ordered evidence to be filed in respect of years 2003 to 2006 before issuing the final ruling. In parallel with this ruling the denouncing parties in Ciudad del Este submitted remedies against the decision of Customs in Asuncion arguing that such ruling was taken without bringing both dossiers together. In a similar manner, on September 20, 2010, the Paraguayan Customs in Asuncion received a complaint against UABL Paraguay S.A. alleging infringement of Customs regulations due to lack of submission of import clearance documents in Paraguay for bunkers purchased during 2009 and 2010, from YPF S.A. in Argentina. UABL Paraguay S.A. submitted its defense together with all documents related to the bunker purchases. Our local counsel is of the opinion that remedies will be rejected and therefore that there is only a remote possibility that UABL Paraguay S.A. will finally be found liable for any such taxes or fines and / or that these proceedings will have financial material adverse impact on the consolidated financial position or results of operations of the Company.

Oceanpar S.A. and UABL Paraguay S.A. - Customs investigation in connection with re-importation of barges subject to conversion

Oceanpar S.A. was notified of this investigation on June 17, 2011. The matter under investigation is whether UABL Paraguay S.A. paid all import taxes and duties corresponding to the re-importation of barges submitted to conversion in foreign yards. On June 24, 2011, Oceanpar S.A. and UABL Paraguay submitted the evidence of all payments effected in 2008 corresponding to the re-importation of these barges. Our local counsel has advised that there is only a remote chance that these proceedings will have a material adverse impact on the consolidated financial position or results of operations of the Company.

UABL Paraguay S.A. - Paraguayan Tax Authority

On December 15, 2011, as a result of a previous investigation, the Paraguayan Tax Authorities gave notice that UABL Paraguay S.A. would have improperly used some fiscal credit and suggested some rectifications to be made. The aforementioned tax authorities also informed that UABL Paraguay S.A. may owe taxes due to differences in the rate applied to certain fiscal remittance incomes related to the operation of some barges under leasing. We believe that this finding is erroneous and UABL Paraguay S.A. commenced administrative proceedings on December 23, 2011, in order to refute said findings and formally replied to all of the allegations upon which the finding was made. A decision of the administrative authorities is now pending. The potential amount in dispute has not been calculated yet but it should not exceed approximately \$3.5 million. The proceedings are purely administrative at this point and if the tax authority should decide to insist with their opinion the Company intends to contest the same in a judicial court. Our local counsel has advised that there is only a remote chance that these proceedings, when ultimately resolved by a judicial court, will have a material adverse impact on the consolidated financial position or results of operations of the Company.

Various other legal proceedings involving us may arise from time to time in the ordinary course of business. However, we are not presently involved in any other legal proceedings that, if adversely determined, would have a material adverse effect on us.

Results of Operations

Six months and three months ended June 30, 2012, compared to six months and three months ended June 30, 2011.

The following table sets forth certain unaudited historical statements of operations data for the periods indicated above derived from our unaudited condensed consolidated statements of income expressed in thousands of dollars:

(\$000's)	Three Months Ended June 30,		Six Months Ended June 30,		Percent Change	
	2012	2011	2012	2011		
Revenues						
Attributable to River Business	\$41,744	\$38,535	\$71,128	\$69,811	2	%
Attributable to Offshore Supply Business	18,142	14,994	35,170	27,667	27	%
Attributable to Ocean Business	19,611	16,442	37,737	30,815	22	%
Total revenues	79,497	69,971	144,035	128,293	12	%
Voyage and manufacturing expenses						
Attributable to River Business	(20,951)	(18,839)	(39,852)	(32,117)	24	%
Attributable to Offshore Supply Business	(833)	(807)	(2,046)	(1,691)	21	%
Attributable to Ocean Business	(6,637)	(5,185)	(14,607)	(9,476)	54	%
Total voyage expenses	(28,421)	(24,831)	(56,505)	(43,284)	31	%
Running costs						
Attributable to River Business	(12,658)	(11,498)	(24,108)	(19,806)	22	%
Attributable to Offshore Supply Business	(8,841)	(7,459)	(17,389)	(15,036)	16	%
Attributable to Ocean Business	(8,964)	(8,023)	(16,988)	(14,681)	16	%
Total running costs	(30,463)	(26,980)	(58,485)	(49,523)	18	%
Amortization of dry dock & intangible assets	(1,029)	(1,009)	(2,077)	(2,101)	-1	%
Depreciation of vessels and equipment	(9,530)	(8,368)	(18,974)	(16,476)	15	%
Administrative and commercial expenses	(7,650)	(6,575)	(15,437)	(13,870)	11	%
Other operating income, net	984	1,130	6,748	2,912	132	%
Operating profit (loss)	3,388	3,338	(695)	5,951		
Financial expense and other financial expenses						
Financial expense	(12,154)	(8,205)	(20,240)	(16,763)	21	%
Financial income	38	83	80	245	-67	%
(Loss) on derivatives, net	--	(5)	--	(5)		
Investment in affiliates	(353)	(302)	(666)	(411)	62	%
Other expenses, net	(432)	(185)	(391)	(335)	17	%
Total other expenses	(12,901)	(8,614)	(21,217)	(17,269)	23	%
(Loss) before income taxes	(9,513)	(5,276)	(21,912)	(11,318)	94	%
Income tax benefit (expenses)	4,399	(1,612)	3,140	(3,271)		
Net income attributable to non-controlling interest	276	74	445	56	695	%

Net (loss) attributable to Ultrapetrol (Bahamas) Ltd.	\$(5,390)	\$(6,962)	\$(19,217)	\$(14,645)	31	%
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Revenues. Total revenues from our River Business increased by 8% from \$38.5 million in the three months ended June 30, 2011, to \$41.7 million in the same period of 2012. This \$3.2 million increase results mainly from an increase in the average freight per ton (before adjustment for fuel price variations) generated by a larger proportion of liquid cargo coupled with increases in the price of both liquid and dry cargos; partially offset by a 7% decrease in net tons transported related to the severe drought that impacted soybean production in Paraguay.

Total revenues from our River Business increased 2% from \$69.8 million in the six months ended June 30, 2011, to \$71.1 million in the same period of 2012. This \$1.3 million increase results mainly from an increase in the average freight per ton (before adjustment for fuel price variations) generated by a significant increase in the price of both liquid and dry cargos; partially offset by a 19% decrease in net tons transported related to the severe drought that impacted soybean production in Paraguay as well as low water levels in the Upper Paraguay river during the first quarter of 2012.

Total revenues from our Offshore Supply Business increased 21% from \$15.0 million in the three months ended June 30, 2011, to \$18.1 million in the same period of 2012. This \$3.1 million increase is primarily attributable to a \$2.2 million increase related to the operation of our UP Jasper which entered into service with Nexen Petroleum UK Ltd. on September 29, 2011, to a \$0.6 million combined increase in revenues of our UP Topazio and UP Safira on account of their scheduled drydocks during the second quarter of 2011 and to a \$0.2 million increase in revenues of our UP Agua-Marinha.

Total revenues from our Offshore Supply Business increased by 27% from \$27.7 million in the six months ended June 30, 2011, to \$35.2 million in the same period of 2012. This \$7.5 million increase is primarily attributable a \$3.6 million increase related to the operation of our UP Jasper which entered into service with Nexen Petroleum UK Ltd. on September 29, 2011, to a \$1.4 million increase on account of the full first quarter operation of our UP Turquoise which entered into service with Petrobras on March 12, 2011, to a combined \$1.5 million increase in revenues of our UP Agua-Marinha and UP Topazio on account of their drydocks during the first and second quarter of 2011, respectively, to a \$0.9 million increase in revenues of our UP Rubi which underwent repairs during the first quarter of 2011 and to a combined \$0.1 million increase in revenues of our UP Esmeralda, UP Safira and UP Diamante.

Total revenues from our Ocean Business increased \$3.2 million, from \$16.4 million in the three months ended June 30, 2011, to \$19.6 million in the same period of 2012, or 19%. This increase is mainly attributable to a \$2.9 million combined increase in revenues of our M.V. Asturiano and M.V. Argentino mainly associated to tariff increases and to a \$0.3 million increase in revenues of our Product Tankers Miranda I, Austral and Alejandrina on account of charter rate adjustments in accordance with manning expense increases.

Total revenues from our Ocean Business increased \$6.9 million, from \$30.8 million in the six months ended June 30, 2011, to \$37.7 million in the same period of 2012, or 22%. This increase is mainly attributable to a \$4.0 million increase in revenues of our M.V. Asturiano and M.V. Argentino mainly associated to tariff increases, to a \$3.5 million increase related to the transportation of the barges sold to a third party, to a \$0.5 million increase related to ship management services to third parties and to a \$0.5 million increase related to the adjustments of the charter rates of our Product Tankers Miranda I, Austral and Alejandrina in accordance with manning expense increases which resulted in higher average rates during the first half of 2012 when compared to the same period of 2011; partially offset by a \$1.8 million decrease in revenues of our Amadeo which had 72 offhire days during the first half of 2012 due to its unscheduled drydock.

Voyage and manufacturing expenses. In the three months ended June 30, 2012, voyage expenses of our River Business were \$20.9 million, as compared to \$18.8 million for the same period of 2011, an increase of \$2.1 million, or 11%. This increase is mainly attributable to higher fuel cost per ton and more fuel consumed consistent longer round trips of our iron ore trade as compared to soybean.

In the six months ended June 30, 2012, voyage and manufacturing expenses of our River Business were \$39.9 million, as compared to \$32.1 million for the same period of 2011, an increase of \$7.8 million, or 24%. This increase is mainly attributable to a \$4.3 million increase in fuel cost per ton and more fuel consumed consistent longer round trips of our iron ore trade as compared to soybean, to a \$3.2 million increase related to the manufacturing expenses incurred in the

construction of barges for third parties, and to \$0.3 million in costs incurred in other river operations.

In the three months ended June 30, 2012, voyage expenses of our Offshore Supply Business remained unchanged at \$0.8 million as compared to the same period of 2011.

In the six months ended June 30, 2012, voyage expenses of our Offshore Supply Business were \$2.0 million, as compared to \$1.7 million in the same period of 2011. This increase of \$0.3 million, or 21%, is primarily attributable to a \$0.4 million one-time underperformance charge of two of our PSVs in Brazil, to a \$0.2 million increase related to the operation of our UP Jasper which entered into service with Nexen Petroleum UK Ltd. on September 29, 2011; partially offset by a \$0.2 million bunker and positioning cost incurred by our UP Turquoise in the first half of 2011.

In the three months ended June 30, 2012, voyage expenses of our Ocean Business were \$6.6 million, as compared to \$5.2 million for the same period of 2011, an increase of \$1.4 million, or 28%. This increase is primarily attributable to \$1.4 million increase in voyage expenses related to our M.V. Asturiano and M.V. Argentino.

In the six months ended June 30, 2012, voyage expenses of our Ocean Business were \$14.6 million, as compared to \$9.5 million for the same period of 2011, a \$5.1 million increase, or 54%. This increase is attributable to a \$3.5 million increase related to the transportation costs of the barges sold to a third party, to a combined \$1.6 million increase in voyage expenses attributable to our M.V. Asturiano and M.V. Argentino.

Running costs. In the three months ended June 30, 2012, running costs of our River Business were \$12.7 million, as compared to \$11.5 million in the same period of 2011, an increase of \$1.2 million, or 10%. This increase in costs is mainly attributable to higher crew costs resulting from salary increases and other inflationary pressures not compensated by an equivalent devaluation of the local currencies.

In the six months ended June 30, 2012, running costs of our River Business were \$24.1 million, as compared to \$19.8 million in the same period of 2011, an increase of \$4.3 million, or 22%. This increase in costs is mainly attributable to higher crew costs resulting from salary increases and other inflationary pressures not compensated by an equivalent devaluation of the local currencies.

In the three months ended June 30, 2012, running costs of our Offshore Supply Business were \$8.8 million, as compared to \$7.5 million in the same period of 2011, an increase of \$1.3 million, or 19%. This increase in running costs is mainly attributable to a \$0.6 million increase on account of our UP Jasper which entered into service with Nexen Petroleum UK Ltd. on September 29, 2011, to a \$0.5 million increase mostly related to the crew and maintenance costs of our UP Rubi.

In the six months ended June 30, 2012, running costs of our Offshore Supply Business were \$17.4 million, as compared to \$15.0 million for the same period of 2011, an increase of \$2.4 million, or 16%. This increase in running costs is mainly attributable to a \$1.3 million increase on account of the operation of our UP Jasper which entered into service with Nexen Petroleum UK Ltd. on September 29, 2011, to a \$1.1 million increase related to the full first half operation of our UP Turquoise which entered into operation with Petrobras on March 12, 2011, to a \$0.6 million increase mostly related maintenance costs of our UP Rubi; partially offset by a combined \$0.5 million decrease mostly related to manning costs of our Agua-Marinha and UP Safira which had drydocks during the second quarter of 2011.

In the three months ended June 30, 2012, running costs of our Ocean Business were \$9.0 million, as compared to \$8.0 million in the same period of 2011, an increase of \$1.0 million, or 12%. This variation results mainly from a combined \$0.5 million increase in crew expenses of our M.V. Asturiano and M.V. Argentino coupled with a combined \$0.4 million increase in general expenses in our Product Tankers, both related to the appreciation in real terms of local currencies versus the U.S. dollar.

In the six months ended June 30, 2012, running costs of our Ocean Business were \$17.0 million, as compared to \$14.7 million in the same period of 2011, a \$2.3 million increase, or 16%. This variation results from a \$1.1 million increase in crew expenses of our M.V. Asturiano and M.V. Argentino coupled with a combined \$1.2 million increase in general expenses in our Product Tankers, both related to the appreciation in real terms of local currencies versus the U.S. dollar.

Amortization of drydocking and intangible assets. Amortization of drydocking and intangible assets in the three months ended June 30, 2012, were \$1.0 million, unchanged when compared to the same period of 2011.

Amortization of dry dock and intangible assets in the six months ended June 30, 2012, were \$2.1 million, unchanged when compared to the same period of 2011.

Depreciation of vessels and equipment. Depreciation increased by \$1.1 million, or 13%, to \$9.5 million in the three months ended June 30, 2012, as compared to \$8.4 million in the same period of 2011. This increase is primarily attributable to a \$0.7 million increase associated to the entry into operation of our jumbo barges built at Punta Alvear, Argentina, and by a combined \$0.3 million increase in depreciation of our UP Jasper and UP Jade which were delivered to us on June 10, 2011, and May 22, 2012, respectively.

Depreciation of vessels and equipment increased by \$2.5 million, or 15%, to \$19.0 million in the six months ended June 30, 2012, as compared to \$16.5 million in the same period of 2011. This increase is primarily attributable to a \$1.6 million associated to the entry into operation of our jumbo barges built at Punta Alvear, Argentina, and by a combined \$0.5 million increase in depreciation of our UP Jasper and UP Jade which were delivered to us on June 10, 2011, and May 22, 2012, respectively.

Administrative and commercial expenses. Administrative and commercial expenses were \$7.7 million in the three months ended June 30, 2012, as compared to \$6.6 million in the same period of 2011, an increase of \$1.1 million or 16%. This increase is mainly associated with salary increases and general inflation in local currency not compensated by an equivalent devaluation of such currencies.

Administrative and commercial expenses were \$15.4 million in the six months ended June 30, 2012, as compared to \$13.9 million in the same period of 2011, resulting in an increase of \$1.5 million or 10%. This increase is mainly associated with salary increases and general inflation in local currency not compensated by an equivalent devaluation of such currencies.

Other operating income. Other operating income was \$1.0 million in the three months ended June 30, 2012, as compared to other operating income of \$1.1 million in the same period of 2011. This decrease of \$0.1 million is mainly explained by a \$1.1 million income related to the net result of the sale of dry barges to a third party during the second quarter of 2011, in our River Business, by a \$0.4 million loss of hire insurance of our UP Topazio during the second quarter of 2012, in our Offshore Supply Business, and by a \$0.3 million increase related to insurance claims of our Container Vessels coupled with a combined \$0.1 million loss of hire insurance of our Product Tankers Miranda I and Amadeo, in our Ocean Business.

Other operating income was \$6.7 million in the six months ended June 30, 2012, as compared to other operating income of \$2.9 million in the same period of 2011. This increase of \$3.8 million, or 132%, is mainly explained by a \$3.6 million increase related to the sale of pushboat Cavalier VIII, to a combined \$1.3 million loss of hire insurance of our UP Jasper, UP Turquoise and UP Topazio during the first half of 2012, partially offset by a \$1.1 million decrease in loss of hire insurance of our UP Rubi, in our Offshore Supply Business, and by a combined \$1.4 million loss of hire insurance of our vessels Miranda I, Amadeo, M.V. Asturiano and M.V. Argentino, in our Ocean Business.

Operating profit (loss). Operating profit for the three months ended June 30, 2012, was \$3.4 million, an increase of \$0.1 million, or 3%, from \$3.3 million for the same period of 2011. This increase is mainly attributable to a \$2.0 million increase in our Offshore Supply Business operating profit from \$2.5 million in the second quarter of 2011 to \$4.5 million in the same period of 2012; partially offset by a \$1.2 million decrease in the operating profit of our River Business and to a decrease of \$0.7 million in our Ocean Business operating profit.

Operating loss for the six months ended June 30, 2012, was \$0.7 million, a decrease of \$6.7 million from an operating profit of \$6.0 million for the same period of 2011. This decrease is mainly attributable to a \$9.0 million decrease in our River Business operating profit from a \$3.9 million operating profit in the first half of 2011 to a \$5.2 million operating loss for the same period of 2012, to a \$2.2 million increase in our Ocean Business operating loss from \$1.9 million loss in the first half of 2011 to a \$4.1 million operating loss in the same period of 2012.

Financial expense and other financial expenses. Financial expense and other financial expenses increased to \$12.1 million in the three months ended June 30, 2012, as compared to \$8.2 million in the same period of 2011, a \$3.9 million increase. This increase is mainly attributable to a combined \$2.1 million increase related to exchange rate fluctuations of foreign currencies against the U.S. dollar in our Ocean and River segments and by a \$1.7 million increase related to a reversal in the exchange rate fluctuation tendency on our Offshore Supply segment.

Financial expense and other financial expenses increased to \$20.2 million in the six months ended June 30, 2012, as compared to \$16.8 million in the same period of 2011, a \$3.5 million increase. This increase is mainly attributable to a combined \$1.8 million increase related to exchange rate fluctuations of foreign currencies against the U.S. dollar in our Ocean and River segments, by a \$0.9 million increase related to a reversal in the exchange rate fluctuation tendency on our Offshore Supply segment, and by a \$0.7 million increase related to higher average LIBO rates on higher average loan balances in the first half of 2012 as compared to the same period of 2011.

Income tax benefit (expense). The income tax benefit for the three months ended June 30, 2012, was \$4.4 million compared to an income tax expense of \$1.6 million in the same period of 2011. This \$6.0 million increase is mainly attributable to a \$4.2 million deferred tax provision for unrealized exchange differences in our Brazilian subsidiary due to the devaluation of the Brazilian real and by a combined \$1.8 million increase in the pretax benefit of our Ocean

and River businesses.

The income tax benefit for the six months ended June 30, 2012, was \$3.1 million, compared to an expense of \$3.3 million in the same period of 2011. This \$6.4 million increase is mainly attributable to a \$3.9 million deferred tax provision for unrealized exchange differences in our Brazilian subsidiary due to the devaluation of the Brazilian real and by a combined \$2.5 million increase in the pretax benefit of our Ocean and River businesses.

Liquidity and Capital Resources

We are a holding company and operate in a capital intensive industry requiring substantial ongoing investments in revenue producing assets. Our subsidiaries have historically funded their vessel acquisitions through a combination of bank debt, shareholder loans, cash flow from operations and equity contributions.

The ability of our subsidiaries to make distributions to us may be subject to, among other things, restrictions under our credit facilities and applicable laws of the jurisdictions of their incorporation or organization.

At June 30, 2012, we had aggregate indebtedness of \$519.4 million, consisting of \$180.0 million aggregate principal amount of our 2014 Notes, \$80.0 million aggregate principal amount of our 2017 Convertible Notes, indebtedness of our subsidiary UP Offshore Apoio Maritimo Ltda. under a senior loan facility with DVB Bank AG, or DVB, of \$7.3 million and \$16.4 million under a loan facility with BNDES, indebtedness of our subsidiary UP Offshore (Bahamas) Ltd. of \$50.1 million under two senior loan facilities with DVB and \$35.8 million under an additional senior loan agreement with DVB and Banco Security as co-lenders, indebtedness of our subsidiary Ingestone Holdings Inc. of \$39.6 million under a senior loan facility with DVB and Natixis as co-lenders, indebtedness of our subsidiary Stanyan Shipping Inc. of \$7.0 million under a senior loan facility with Natixis, indebtedness of our subsidiary Hallandale Commercial Corp. of \$6.4 million under a senior loan facility with Nordea Bank, indebtedness of our subsidiaries UABL Barges (Panama) Inc., Marine Financial Investment Corp., Eastham Barges Inc. and UABL Paraguay S.A. of \$57.4 million in the aggregate under two senior loan facilities with IFC, indebtedness of our subsidiary UABL Paraguay S.A. of \$14.3 million under a senior loan facility with OFID, and indebtedness of our subsidiaries UABL Paraguay S.A. and Riverpar S.A. of \$25.0 million under a senior loan facility with IFC and OFID as co-lenders and accrued interest of \$4.6 million.

At June 30, 2012, we had cash and cash equivalents on hand of \$18.1 million.

Operating Activities

In the six months ended June 30, 2012, cash flow used in operations was \$3.3 million compared to \$5.5 million used in operations in the same period of 2011. Net loss for the six months ended June 30, 2012, was \$19.2 million as compared to a net loss of \$14.6 million in the six months ended June 30, 2011, an increase of \$4.6 million.

Cash flow used in operating activities decreased by \$2.2 million to a use of \$3.3 million in the six months ended June 30, 2012, from a cash use of \$5.5 million in that same period of 2011. This decrease in cash flow used in operations is mainly attributable to a \$8.1 million cash provided by increases in liabilities, a \$0.7 million cash provided by decreases in assets; partially offset by a \$2.4 million increase in cash used to fund drydocking expenditures. Finally, the Gross Profit Contribution (defined as hire or freight revenues minus voyage expenses and running costs, or GPC) in our River Business decreased \$10.7 million from \$17.9 million in the six months ended June 30, 2011, to \$7.2 million for the same period in 2012 as a result of the severe drought that affected soybean production in Paraguay and also by the low water levels in the Upper Paraguay river during the first quarter of 2012. Our Ocean Business GPC decreased \$0.5 million to \$6.1 million in the six months ended June 30, 2012, down from \$6.6 million in the same period of 2011. The GPC of our Offshore Supply Business increased by \$4.8 million to \$15.7 million in the six months ended June 30, 2012, up from \$10.9 million in the same period of 2011.

Investing Activities

During the six months ended June 30, 2012, we invested \$7.9 million in the construction of new barges at our Punta Alvear yard, \$7.3 million in the re-engineing and re-powering program, \$1.4 million in our barge re-bottoming program, \$0.6 million in the construction of our pushboat Pampero I, and \$0.2 million in investments in Barranqueras port and \$0.1 million in the construction of a port pushboat, in our River Business; \$7.9 million to fund the advances on two of our three PSVs being built in India and \$0.2 million in enhancements performed on our UP Agua-Marinha and UP Diamante, in our Offshore Supply Business.

Financing Activities

Cash flow provided by Financing Activities increased \$7.4 million from \$1.9 million in the six months ended June 30, 2011, to cash provided of \$9.3 million in the same period of 2012. This increase is mainly attributable to a \$15.0 million decrease in revolving credit facility repayments and by a \$3.3 million increase in net cash provided by other financial activities; partially offset by a \$4.9 million decrease in proceeds from long-term financial debt, by a \$4.1 million increase in scheduled repayments and by a \$1.8 million increase related to a prepayment.

Future Capital Requirements

Our near-term cash requirements are related primarily to funding operations, constructing new vessels, potentially acquiring other assets including second-hand ocean vessels, rebottoming some of our barges, funding the construction of barges in our new shipyard at Punta Alvear, Argentina, refinancing certain of our indebtedness, and replacing the engines in our line pushboats with new engines that burn less expensive heavy fuel oil. We estimate that for the remainder of 2012 the cost of repowering our line pushboats will be around \$4.5 million. We currently estimate that the construction of new vessels that are currently on order in India will require additional funds of approximately \$17.6 million in the remainder of 2012 (provided no late delivery penalties are applied to the shipyard), which will be partially financed with the undrawn proceeds committed under the DVB loan facility. We expect to disburse an aggregate amount of \$0.4 million in drydock expenses in the remainder of 2012.

We may order additional vessels and or incur other capital expenditures which are not discussed above or contemplated at this time. The funds will be disbursed at various times over the next few years and, accordingly, are subject to significant uncertainty. We may in the future incur indebtedness to fund some of our other initiatives, which we are currently funding through our cash flow from operations. We cannot provide assurance that our actual cash requirements will not be greater than we currently expect. If we cannot generate sufficient cash flow from operations, we may obtain additional sources of funding through capital market transactions, although it is possible these sources will not be available to us.

Supplemental Information

The following tables reconcile our EBITDA as defined in the Notes due 2014 and our Adjusted Consolidated EBITDA to our cash flow for the six months ended June 30, 2012 and 2011:

\$(000)	Six Months Ended March 31,	
	2012	2011
Total cash flows (used in) operating activities	(3,297)	(5,535)
Total cash flows (used in) investing activities	(21,952)	(56,820)
Total cash flows provided by financing activities	9,280	1,864
Total cash flows (used in) operating activities	\$ (3,297)	\$ (5,535)
Plus		
Adjustments		
Increase / decrease in operating assets and liabilities	903	9,727
Expenditure for dry docking	3,909	1,559
Income taxes	(3,140)	3,271
Financial expenses	18,117	17,368
Gain on sale of assets	3,557	--
Net income attributable to non-controlling interest	(445)	(56)
(Loss) on derivatives		(5)
Other adjustments	(2,793)	(1,758)
Consolidated EBITDA as defined in the Notes due 2014	\$ 16,811	\$ 24,571
Adjusted Consolidated EBITDA	\$ 16,811	\$ 24,571

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The following tables reconcile our Adjusted Consolidated EBITDA to our segment operating (loss) profit for the six months ended June 30, 2012, and 2011, on a consolidated and a per segment basis:

\$ (000)	Six Months Ended June 30, 2012			
	River	Offshore Supply	Ocean	TOTAL
Segment operating profit (loss)	\$ (5,157)	\$ 8,524	\$ (4,062)	\$ (695)
Depreciation and amortization	10,776	5,233	5,042	21,051
Investment in affiliates / Net loss attributable to non-controlling interest in subsidiaries	(663)	(445)	(3)	(1,111)
Other net	(107)	(5)	(279)	(391)
Segment Adjusted EBITDA	\$ 4,849	\$ 13,307	\$ 698	\$ 18,854
Items not included in Segment Adjusted EBITDA				
Financial income				80
Other financial income				(2,123)
Adjusted Consolidated EBITDA				\$ 16,811

\$ (000)	Six Months Ended June 30, 2011			
	River	Offshore Supply	Ocean	TOTAL
Segment operating profit (loss)	\$ 3,868	\$ 3,962	\$ (1,879)	\$ 5,951
Depreciation and amortization	9,549	4,383	4,645	18,577
Investment in affiliates / Net loss attributable to non-controlling interest in subsidiaries	(405)	(56)	(6)	(467)
(Loss) Gains on derivatives	--	(5)	--	(5)
Other net	(371)	3	33	(335)
Segment Adjusted EBITDA	\$ 12,641	\$ 8,287	\$ 2,793	\$ 23,721
Items not included in Segment Adjusted EBITDA				
Financial income				245
Other financial income				605
Adjusted Consolidated EBITDA				\$ 24,571

The use of the terms "EBITDA as defined in the Notes due 2014" and "Adjusted Consolidated EBITDA" in the current filing rather than EBITDA as has been used in previous filings, is responsive to the US Securities and

Exchange Commission Release No. 34-47226 wherefrom if the measurement being used excludes "non-cash charges" or other similar concepts other than strictly interest, taxes, depreciation and amortization, or were otherwise to depart from the definition of EBITDA as included in the aforementioned release, it should be called "EBITDA as defined in the Notes due 2014" and "Adjusted Consolidated EBITDA" rather than EBITDA.

EBITDA as defined in the Notes due 2014 consists of net income (loss) prior to deductions for interest expense and other financial gains and losses related to the financing of the Company, income taxes, depreciation of vessels and equipment and amortization of drydock expense, intangible assets, financial gain (loss) on extinguishment of debt, premium paid for redemption of preferred shares and certain non-cash charges (including for instance losses on write-downs of vessels). The calculation of EBITDA as defined in the Notes due 2014 excludes from all items those amounts corresponding to unrestricted subsidiaries under the Indenture governing the Company's 9% First Preferred Ship Mortgage Notes due 2014 (the "Indenture") from the time of designation as such. We have provided EBITDA as defined in the Notes due 2014 in this report because we use it to, and believe it provides useful information to investors to evaluate our ability to incur and service indebtedness and it is a required disclosure to comply with a covenant contained in such Indenture. Adjusted Consolidated EBITDA in this filing represents EBITDA as defined in the Notes due 2014 plus EBITDA corresponding to unrestricted subsidiaries designated as such under the terms of the Indenture and other adjustments related to our FFAs. We do not intend for EBITDA as defined in the Notes due 2014 nor Adjusted Consolidated EBITDA to represent cash flows from operations, as defined by GAAP (on the date of calculation) and it should not be considered as an alternative to measure our liquidity. This definition of EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA may not be comparable to similarly titled measures disclosed by other companies. Generally, funds represented by EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA are available for management's discretionary use. Both EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA have limitations as analytical tools, and should not be considered in isolation, or as a substitute for analysis of our results as reported. These limitations include, among others, the following:

EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA do not reflect our cash expenditures, or future requirements for capital expenditures or contractual commitments,

EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA do not reflect changes in, or cash requirements for, our working capital needs,

EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA do not include income taxes, which are a necessary and ongoing cost of our operations,

EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA do not reflect the significant interest expense, or the cash requirements necessary to service interest or principal payments, on our debts,

EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA do not reflect the amortization of dry docking, or the cash requirements necessary to fund the required dry docks of our vessels,

Although depreciation is a non-cash charge, the assets being depreciated will often have to be replaced in the future, and EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA do not, therefore, reflect any cash requirements for such replacements, and

EBITDA as defined in the Notes due 2014 and Adjusted Consolidated EBITDA can be affected by the lease rather than purchase of fixed assets.

Exhibit 1

**ULTRAPETROL (BAHAMAS) LIMITED AND
SUBSIDIARIES**

Condensed Consolidated Financial Statements

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

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ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONDENSED CONSOLIDATED BALANCE SHEETS
(Stated in thousands of U.S. dollars, except par value and share amounts)

	At June 30, 2012 (unaudited)	At December 31, 2011
ASSETS		
CURRENT ASSETS		
Cash and cash equivalents	\$ 18,127	\$ 34,096
Restricted cash	5,190	6,819
Accounts receivable, net of allowance for doubtful accounts of \$887 and \$841 in 2012 and 2011, respectively	41,830	30,993
Operating supplies and inventories	16,670	4,520
Prepaid expenses	6,131	3,212
Other receivables	21,251	26,392
Other current assets	101	101
Total current assets	109,300	106,133
NONCURRENT ASSETS		
Other receivables	21,386	15,370
Restricted cash	1,483	1,483
Vessels and equipment, net	667,141	671,445
Dry dock	7,008	5,088
Investments in and receivables from affiliates	4,397	6,851
Intangible assets	888	976
Goodwill	5,015	5,015
Other assets	11,523	12,573
Deferred income tax assets	4,267	5,353
Total noncurrent assets	723,108	724,154
Total assets	\$ 832,408	\$ 830,287
LIABILITIES AND EQUITY		
CURRENT LIABILITIES		
Accounts payable	\$ 34,980	\$ 32,824
Customer advances	10,264	19
Payables to related parties	5,750	1,158
Accrued interest	4,571	4,769
Current portion of long-term financial debt	40,991	21,504
Other current liabilities	11,842	13,614
Total current liabilities	108,398	73,888
NONCURRENT LIABILITIES		

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Long-term financial debt	478,382	491,489
Deferred income tax liabilities	11,928	12,951
Other liabilities	1,927	1,788
Total noncurrent liabilities	492,237	506,228
Total liabilities	600,635	580,116
EQUITY		
Common stock, \$0.01 par value: 250,000,000 authorized shares; 30,011,628 shares outstanding in 2012 and 2011	339	339
Additional paid-in capital	272,882	272,302
Treasury stock: 3,923,094 shares at cost	(19,488)	(19,488)
Retained earnings (deficit)	(26,036)	(6,819)
Accumulated other comprehensive income (loss)	(2,238)	(2,037)
Total Ultrapetrol (Bahamas) Limited stockholders' equity	225,459	244,297
Noncontrolling interest	6,314	5,874
Total equity	231,773	250,171
Total liabilities and equity	\$ 832,408	\$ 830,287

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements and should be read in conjunction herewith.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONDENSED CONSOLIDATED STATEMENTS OF OPERATIONS (UNAUDITED)

(Stated in thousands of U.S. dollars, except share and per share data)

	For the six-month periods ended June 30,	
	2012	2011
REVENUES	\$ 144,035	\$ 128,293
OPERATING EXPENSES		
Voyage and manufacturing expenses	(56,505)	(43,284)
Running costs	(58,485)	(49,523)
Depreciation and amortization	(21,051)	(18,577)
Administrative and commercial expenses	(15,437)	(13,870)
Other operating income, net	6,748	2,912
	(144,730)	(122,342)
Operating (loss) profit	(695)	5,951
OTHER INCOME (EXPENSES)		
Financial expense	(18,117)	(17,368)
Foreign currency (losses) gains, net	(2,123)	605
Financial income	80	245
Investments in affiliates	(666)	(411)
Other, net	(391)	(340)
Total other income (expenses)	(21,217)	(17,269)
Loss before income taxes	(21,912)	(11,318)
Income taxes benefit (expense)	3,140	(3,271)
Net loss	(18,772)	(14,589)
Net income attributable to noncontrolling interest	445	56
Net loss attributable to Ultrapetrol (Bahamas) Limited	\$ (19,217)	\$ (14,645)
LOSS PER SHARE OF ULTRAPETROL (BAHAMAS) LIMITED - BASIC AND DILUTED		
	\$ (0.65)	\$ (0.50)
Basic and diluted weighted average number of shares	29,568,622	29,545,576

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements and should be read in conjunction herewith.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONDENSED CONSOLIDATED STATEMENTS OF COMPREHENSIVE LOSS (UNAUDITED)

(Stated in thousands of U.S. dollars)

	For the six-month periods ended June 30,	
	2012	2011
Net loss	\$ (18,772)	\$ (14,589)
Other comprehensive income (loss):		
Reclassification of net foreign currency derivative gains to depreciation and amortization	(4)	(4)
Reclassification of net derivative losses on cash flow hedges to interest expense	440	529
Derivative (losses) gains on cash flow hedges	(642)	(999)
Income taxes expense	(206)	(474)
Comprehensive loss	(18,978)	(15,063)
Comprehensive income attributable to noncontrolling interest	440	56
Comprehensive loss attributable to Ultrapetrol (Bahamas) Limited	\$ (19,418)	\$ (15,119)

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements and should be read in conjunction herewith.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONDENSED CONSOLIDATED STATEMENTS OF CHANGES IN EQUITY (UNAUDITED)

(Stated in thousands of U.S. dollars, except share data)

Ultrapetrol (Bahamas) Limited stockholders' equity								
			Additional		Retained	Accumulated		
Balance	Shares	Common	paid-in	Treasury	earnings	other	Noncontrolling	Total
	amount	stock	capital	stock	(deficit)	comprehensive	interest	equity
						income		
						(loss)		
December 31, 2010	29,943,653	\$338	\$271,224	\$(19,488)	\$11,986	\$ (597)	\$ 5,331	\$268,794
Compensation related to restricted stock granted	-	-	580	-	-	-	-	580
Net loss	-	-	-	-	(14,645)	-	56	(14,589)
Other comprehensive loss	-	-	-	-	-	(474)	-	(474)
June 30, 2011	29,943,653	\$338	\$271,804	\$(19,488)	\$(2,659)	\$ (1,071)	\$ 5,387	\$254,311
December 31, 2011	30,011,628	\$339	\$272,302	\$(19,488)	\$(6,819)	\$ (2,037)	\$ 5,874	\$250,171
Compensation related to restricted stock granted	-	-	580	-	-	-	-	580
Net loss	-	-	-	-	(19,217)	-	445	(18,772)
Other comprehensive loss	-	-	-	-	-	(201)	(5)	(206)
June 30, 2012	30,011,628	\$339	\$272,882	\$(19,488)	\$(26,036)	\$ (2,238)	\$ 6,314	\$231,773

The accompanying notes are an integral part of these unaudited condensed consolidated financial statements and should be read in conjunction herewith.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONDENSED CONSOLIDATED STATEMENTS OF CASH FLOWS (UNAUDITED)

(Stated in thousands of U.S. dollars)

	For the six month periods ended June 30,	
	2012	2011
CASH FLOWS FROM OPERATING ACTIVITIES		
Net (loss)	\$ (18,772)	\$ (14,589)
Adjustments to reconcile net (loss) to cash flows (used in) operating activities:		
Depreciation of vessels and equipment	18,974	16,476
Amortization of dry docking	1,989	2,013
Expenditure for dry docking	(3,909)	(1,559)
Amortization of intangible assets	88	88
Gain on sale of assets	(3,557)	-
Debt issuance expense amortization	1,491	988
Net losses from investments in affiliates	666	411
Share - based compensation	580	580
Other	56	(216)
Changes in assets and liabilities:		
(Increase) decrease in assets:		
Accounts receivable	(10,884)	(9,961)
Other receivables, operating supplies and inventories and prepaid expenses	(2,013)	(5,364)
Other	(991)	(185)
Increase (decrease) in liabilities:		
Accounts payable and customer advances	15,911	5,408
Other liabilities	(2,013)	375
Net cash (used in) operating activities	(3,297)	(5,535)
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchase of vessels and equipment	(27,339)	(56,820)
Proceeds from disposal of assets, net	5,562	-
Other investing activities	(175)	-
Net cash (used in) investing activities	(21,952)	(56,820)
CASH FLOWS FROM FINANCING ACTIVITIES		
Scheduled repayments of long-term financial debt	(10,321)	(6,227)
Proceeds from long-term financial debt	18,550	23,450
Revolving credit facility repayments	-	(15,000)
Early repayments of long-term financial debt	(1,849)	-
Other financing activities, net	2,900	(359)
Net cash provided by financing activities	9,280	1,864
Net decrease in cash and cash equivalents	(15,969)	(60,491)
Cash and cash equivalents at the beginning of year	\$ 34,096	\$ 105,570

Cash and cash equivalents at the end of the period	\$	18,127	\$	45,079
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The accompanying notes are an integral part of these unaudited condensed consolidated financial statements and should be read in conjunction herewith.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

NOTES TO UNAUDITED CONDENSED CONSOLIDATED FINANCIAL STATEMENTS

(Stated in thousands of U.S. dollars, except per share data and otherwise indicated)

(Information pertaining to the six-month periods ended June 30, 2012 and 2011 is unaudited)

1. NATURE OF OPERATIONS AND CORPORATE ORGANIZATION

Nature of operations

Ultrapetrol (Bahamas) Limited ("Ultrapetrol Bahamas", "Ultrapetrol", "the Company", "us" or "we") is a company organized and registered as a Bahamas Corporation since December 1997.

We are a shipping transportation company serving the marine transportation needs of our clients in the markets on which we focus. We serve the shipping markets for containers, grain soybean, forest products, minerals, crude oil, petroleum, and refined petroleum products, as well as the offshore oil platform supply market, through our operations in the following three segments of the marine transportation industry. In our River Business we are an owner and operator of river barges and push boats in the Hidrovia region of South America, a region of navigable waters on the Parana, Paraguay and Uruguay Rivers and part of the River Plate, which flow through Brazil, Bolivia, Uruguay, Paraguay and Argentina. The Company also has a shipyard that should promote organic growth and from time to time make external sales. In our Offshore Supply Business we own and operate vessels that provide logistical and transportation services for offshore petroleum exploration and production companies, in the coastal waters of Brazil and the North Sea. In our Ocean Business, we are an owner and operator of oceangoing vessels that transport petroleum products and a container line service in the Argentine cabotage trade.

2. SIGNIFICANT ACCOUNTING POLICIES

a) Basis of presentation and principles of consolidation

The unaudited condensed consolidated financial statements have been prepared in accordance with accounting principles generally accepted in the United States of America ("US GAAP") for interim financial information. The consolidated balance sheet at December 31, 2011, has been derived from the audited financial statement at that date. The unaudited condensed consolidated financial statements do not include all of the information and footnotes required by US GAAP for complete financial statements. All adjustments which, in the opinion of the management of the Company, are considered necessary for a fair presentation of the results of operations for the periods shown are of a normal, recurring nature and have been reflected in the unaudited condensed consolidated financial statements. The results of operations for the periods presented are not necessarily indicative of the results expected for the full fiscal year or for any future period.

The unaudited condensed consolidated financial statements include the accounts of the Company and its subsidiaries, both majority and wholly owned. Significant intercompany accounts and transactions have been eliminated in this consolidation. Investments in 50% or less owned affiliates, in which the Company exercises significant influence, are accounted for by the equity method.

The Company uses the US dollar as its functional currency. Receivables and payables denominated in foreign currencies are translated into US dollars at the rate of exchange at the balance sheet date, while revenues and expenses are translated using the average exchange rate for each month. Certain subsidiaries enter into transactions denominated in currencies other than their functional currency. Changes in currency exchange rates between the functional currency and the currency in which a transaction is denominated are included in the unaudited condensed consolidated statement of operations in the period in which the currency exchange rate changes.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

b) Accounting standards recently adopted

On January 1, 2012, we adopted an update issued by the Financial Accounting Standards Board, or FASB to existing guidance on the presentation of comprehensive income. This update requires the presentation of the components of net loss and other comprehensive income (loss) either in a single continuous statement or in two separate but consecutive statements. The requirement to present reclassification adjustments for items that are reclassified from other comprehensive income (loss) to net income (loss) on the face of the financial statement has been deferred by the FASB. Net loss and other comprehensive income (loss) has been presented in two separate but consecutive statements for the current reporting period and prior comparative period in our unaudited condensed consolidated financial statements.

c) Earnings (loss) per share

Basic earnings (loss) per share is computed by dividing the net earnings (loss) by the weighted average number of common shares outstanding during the relevant periods net of shares held in treasury. Diluted earnings (loss) per share reflects the potential dilution that could occur if securities or other contracts to issue common shares result in the issuance of such shares. In determining dilutive shares for this purpose the Company assumes, through the application of the treasury stock and if-converted methods, all restricted stock grants have vested, all common shares have been issued pursuant to the exercise of all outstanding stock options and all common shares have been issued pursuant to the conversion of all outstanding convertible notes.

For the six-month periods ended June 30, 2012 and 2011, the Company had a net loss and therefore the effect of potentially dilutive securities was antidilutive and the following securities were not included in shares outstanding for purposes of computing diluted earnings (loss) per share.

For the six-month periods ended June 30, 2012 and 2011, the Company excluded from the computation of diluted earnings (loss) per share of Ultrapetrol (Bahamas) Limited 13,051,000 shares for the potential conversion of all outstanding convertible notes, as the effect of their inclusion in the computation would have been antidilutive.

For the six-month periods ended June 30, 2012 and 2011, the Company excluded from the computation of diluted net earnings (loss) per share of Ultrapetrol (Bahamas) Limited 680,000 and 705,000 share awards, respectively, as the effect of their inclusion in the computation would have been antidilutive.

For the six-month periods ended June 30, 2012 and 2011, the Company excluded from the computation of diluted net earnings (loss) per share of Ultrapetrol (Bahamas) Limited options to purchase 348,750 common shares. These options were outstanding during these periods but were excluded because they were antidilutive, as the option exercise price was greater than the average market price of the common share.

d) Comprehensive income (loss)

The components of accumulated other comprehensive income (loss) in the unaudited condensed consolidated balance sheets were as follows:

	At June 30, 2012	At December 31, 2011
Unrealized net losses on interest rate collar	\$ (1,838)	\$ (1,727)

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Unrealized net losses on interest rate swap	(573)	(482)
Unrealized net gains on EURO hedge	141	145
Accumulated other comprehensive income (loss)	(2,270)	(2,064)
Amounts attributable to noncontrolling interest	(32)	(27)
Amounts attributable to Ultrapetrol (Bahamas) Limited	\$ (2,238)	\$ (2,037)

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ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

e) Operating supplies and inventories

Operating supplies and inventories are carried at the lower of cost or market and consist of the following:

	At June 30, 2012	At December 31, 2011
River barges in progress and raw material related to barge production	\$ 11,251	\$ -
Fuel and supplies	5,419	4,520
	\$ 16,670	\$ 4,520

3. VESSELS AND EQUIPMENT, NET

The capitalized cost of the vessels and equipment, and the related accumulated depreciation at June 30, 2012 and December 31, 2011 were as follows:

	At June 30, 2012	At December 31, 2011
Ocean-going vessels	\$ 127,617	\$ 127,468
River barges and pushboats	405,426	398,391
PSVs	222,818	199,453
Advances for PSV construction	48,851	68,149
Furniture and equipment	10,946	10,458
Building, land, operating base and shipyard	54,572	52,491
Total original book value	870,230	856,410
Accumulated depreciation	(203,089)	(184,965)
Net book value	\$ 667,141	\$ 671,445

For the six-month periods ended June 30, 2012 and 2011, depreciation expense was \$18,974 and \$16,476, respectively.

As of June 30, 2012, the net book value of the assets pledged as a guarantee of our long term financial debt was \$373,000.

On May 23, 2012, we sold an office space in Buenos Aires, Argentina, for \$1,712.

River Business

During February 2012, the Company sold and delivered one river pushboat, for a total sale price of \$3,850 and Ultrapetrol recognized a gain on sale of vessel of \$3,564.

During the six-month period ended June 30, 2012, eight river barges had been built, in our own shipyard in Punta Alvear, Argentina for a total cost of \$8,598.

During 2011, we purchased three pushboats, for a total aggregate purchase price of \$2,900. The Company has also incurred \$2,000 in additional direct costs relating to these acquisitions.

Acquisition of 50% interest in Puertos del Sur S.A.

On April 25 and May 3, 2012, the Company obtained a 100% controlling interest in Puertos del Sur S.A. through its acquisition of its partner's interest for \$250.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

The Company performed a preliminary fair value analysis and the purchase price was allocated to the acquired assets and liabilities based on their fair values resulting in no goodwill being recorded. The preliminary fair value analysis is pending completion of a final valuation for the acquired assets and liabilities.

Offshore Supply Business

On December 21, 2007, UP Offshore (Bahamas) Ltd. (our holding company in the Offshore Supply Business) signed two contracts with a shipyard in China to construct two PSVs. The price for each new PSV to be constructed in China was \$26,400 to be paid in five installments of 20% of the contract price each, prior to delivery. On December 20, 2010 we took delivery of the first Chinese PSV UP Turquoise and on June 10, 2011, we took delivery of the second one, named UP Jasper.

On February 21 and June 13, 2007, UP Offshore (Bahamas) Ltd. (our holding company in the Offshore Supply Business) signed shipbuilding contracts with a shipyard in India for construction of four PSVs with a combined cost of \$88,052, with contracted deliveries extended to 2012 and 2013. The purchase price is to be paid in five installments of 20% of the contract price each, prior to delivery. On May 22, 2012, we paid the fifth installment net of the reduction of \$1,800 in the contract price in connection with the penalty for the late delivery of the PSV UP Jade, and we took delivery of the first Indian PSV UP Jade. As of June 30, 2012, UP Offshore (Bahamas) Ltd. had paid installments on these contracts totaling \$44,026, which are recorded as Advances for PSV construction.

As of June 30, 2012, the Company had remaining commitments of \$22,013 on non-cancellable contracts for the construction of three PSVs in India scheduled for delivery in 2012 and 2013.

Subsequent events

On August 2, 2012, we paid \$4,400 corresponding to the fourth installment of one of our PSVs under construction in India, out of which \$3,450 were drawn down under our loan facilities with DVB Bank.

4. LONG-TERM DEBT

Balances of long-term financial debt at June 30, 2012 and December 31, 2011:

Borrower	Financial institution / Other	Due-year	Current	At June 30, 2012		At December 31, 2011
				Nominal value Noncurrent	Total	Total
Ultrapetrol (Bahamas) Ltd.	P r i v a t e Investors	2014	\$ -	\$ 180,000	\$ 180,000	\$ 180,000
Ultrapetrol (Bahamas) Ltd.	P r i v a t e Investors	2017	-	80,000	80,000	80,000
UP Offshore Apoio Marítimo Ltda.	DVB AG	Through 2016	900	6,400	7,300	7,750
	DVB AG		4,300	31,800	36,100	38,250

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UP Offshore (Bahamas) Ltd.		Through 2016				
UP Offshore (Bahamas) Ltd.	DVB AG	Through 2017	2,000	12,000	14,000	15,000
UP Offshore (Bahamas) Ltd.	DVB SE + Banco Security	Through 2018	3,333	32,500	35,833	37,500
Ingatestone Holdings Inc.	DVB AG + Natixis	Through 2019	18,880	20,720	39,600	31,050
UP Offshore Apoio Marítimo Ltda.	BNDES	Through 2027	1,110	15,263	16,373	16,928
Stanyan Shipping Inc. Hallandale Commercial Corp.	Natixis Nordea	Through 2017 Through 2013	908 1,568	6,092 4,860	7,000 6,428	9,303 7,212
UABL Paraguay S.A.	IFC	Through 2020	2,174	21,739	23,913	25,000
UABL Paraguay S.A.	OFID	Through 2020	1,304	13,043	14,347	15,000
UABL Barges and others	IFC	Through 2020	3,044	30,435	33,479	35,000
UABL Paraguay S.A. and Riverpar S.A.	IFC	Through 2021	882	14,118	15,000	15,000
UABL Paraguay S.A. and Riverpar S.A.	OFID	Through 2021	588	9,412	10,000	-
At June 30, 2012			\$ 40,991	\$ 478,382	\$ 519,373	
At December 31, 2011			\$ 21,504	\$ 491,489		\$ 512,993

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

Senior secured term loan facility with DVB Bank SE (DVB SE) (formerly DVB Bank AG) and Natixis

On June 24, 2008, Ingestone Holdings Inc., as Borrower, and UP Offshore (Bahamas) Ltd., Bayshore Shipping Inc., Gracebay Shipping Inc., Springwater Shipping Inc. and Woodrow Shipping Inc. (all of these our subsidiaries in the Offshore Supply Business) and Ultrapetrol (Bahamas) Limited, as joint and several Guarantors, entered into a senior secured term loan facility of up to \$93,600 consisting of a Tranche A loan facility in the aggregate principal amount of not more than \$60,000 (\$30,000 per Bank) and a Tranche B loan facility in the aggregate principal amount of not more than \$33,600 (\$16,800 per Bank) with DVB SE and Natixis (the "Banks"), as co-lender, to finance the construction and delivery of four PSVs in India.

At March 31, 2012, the advances under Tranche A of the loan were \$34,500 (\$17,250 per Bank).

On May 9, 2012, the Borrower, the Guarantors and the Banks signed a third amendment to the loan agreement. In connection with this amendment, the amount of Natixis' commitment under Tranche A was reduced by \$12,750 to \$17,250 and the amount of Natixis' commitment under Tranche B was reduced by \$16,800 to \$0, the availability period for the first PSV (UP Jade) was extended through June 30, 2012 in respect of the advances of Tranche A and through December 31, 2012 in respect of the advances of Tranche B, and all Advances under Tranche A of the loan made by Natixis or \$17,250 shall be paid on or before December 31, 2012. An amendment fee of 0.25% of the total DVB SE's commitments under the loan was paid.

At June 30, 2012, the aggregate outstanding principal balance of the loan was \$39,600 and the remaining availability under this facility was up to \$24,450.

Subsequent events

On August 2, 2012, we drew down \$1,725 in connection with the fourth installment for the UP Pearl.

Senior secured term loan facility of up to \$61,306 with DVB Bank SE (former DVB Bank AG)

On December 28, 2006 UP Offshore (Bahamas) Ltd. as Borrower, Packet, Padow, UP Offshore Apoio and Topazio Shipping LLC (collectively the owners of our PSVs UP Safira, UP Esmeralda, UP Agua Marinha and UP Topazio) and Ultrapetrol (Bahamas) Limited as Guarantors entered into a senior secured term loan facility of up to \$61,306 with DVB AG for the purposes of providing post delivery re-financing of our PSVs named UP Safira, UP Esmeralda and UP Topazio.

The loan bears interest at LIBOR plus 1.20% per annum with quarterly principal and interest payments and matures in December 2016. The regularly scheduled principal payments are due quarterly and range from \$1,075 to \$1,325, with a balloon installment of \$16,000 in December 2016. If a PSV is sold or becomes a total loss, the Borrower shall prepay the loan in an amount equal to the stipulated value of such PSV, which is initially stipulated in \$18,750 and shall be reduced in the amount of \$388 on each repayment date.

Subsequent events

On August 1, 2012, the Borrower, the Guarantors and DVB SE agreed to amend the loan agreement to permit the Borrower to re-borrow \$10,000. This amount shall be available in three advances in the amount of \$1,725 (on or before August 8, 2012), \$1,725 (on or about October 30, 2012) and \$6,550 (on or before December 31, 2012), bears interest at LIBOR plus 3.50% per annum and matures \$5,000 the earlier of delivery of our PSV UP Pearl and

February 28, 2013 and \$5,000 the earlier of delivery of our PSV UP Onyx and June 30, 2013.

A commitment fee is payable based on the average undrawn amount of \$10,000 at a rate of 1.75% per annum commencing on August 1, 2012.

On August 2, 2012, the Company drew down the first advance for \$1,725.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

Senior secured term loan with Natixis of up to \$13,616

On January 29, 2007, Stanyan Shipping Inc. (a wholly owned subsidiary in the Ocean Business and the owner of the Alejandrina) drew down an amount of \$13,616 under a loan agreement with Natixis (the "Lender") to provide post-delivery financing secured by the vessel. The loan, which matures in February 2017, shall be repaid by 40 equal quarterly installments of \$227 with a balloon installment of \$4,536. The loan accrues interest at 6.38% per annum for the first five years of the loan and LIBOR plus 1.20% per annum thereafter.

On May 2, 2012, we prepaid \$1,849 outstanding under this senior secured loan. At June 30, 2012, the outstanding principal balance of the loan was \$7,000.

5. COMMITMENTS AND CONTINGENCIES

The Company is subject to legal proceedings, claims and contingencies arising in the ordinary course of business. When such amounts can be estimated and the contingency is probable, management accrues the corresponding liability. While the ultimate outcome of lawsuits or other proceedings against the Company cannot be predicted with certainty, management does not believe the costs of such actions will have a material effect on the Company's consolidated financial position or results of operations.

a)UABL – Ciudad del Este Customs Authority

On September 21, 2005 the local Customs Authority of Ciudad del Este, Paraguay issued a finding that certain UABL entities owe taxes to that authority in the amount of \$2,200, together with a fine for non-payment of the taxes in the same amount, in respect of certain operations of our River Business for the prior three-year period. This matter was referred to the Central Customs Authority of Paraguay.

After review of the entire case the Paraguayan Central Tax Authorities who have jurisdiction over the matter have confirmed the Company has no liability in respect of two of the three matters at issue, while they held a dissenting view on the third issue. Through a Resolution which was notified to UABL on October 13, 2006 the Paraguayan Undersecretary for Taxation has confirmed that, in his opinion, the Company is liable for a total of approximately \$500 and has applied a fine of 100% of this amount. On November 24, 2006, the court confirmed that UABL were not liable for the first two issues. The Company has entered a plea with the respective court contending the interpretation on the third issue under consideration where the Company claims to be equally non-labile.

On March 26, 2009, the Tax and Administrative Court decided that UABL was not liable for the third issue under discussion (the tax base used by UABL's entities to calculate the applicable withholding tax). On April 2, 2009, the Paraguayan Tax Authorities appealed the Tax and Administrative Court decision. On September 22, 2010 the Paraguayan Supreme Court revoked the March 26, 2009, ruling of the Tax and Administrative Court and confirmed the decision of the Paraguayan Undersecretary for Taxation.

For the year ended December 31, 2010 the Company recorded a charge totaling \$1,294 for the full and final settlement of this claim.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

In parallel with this ruling the Office of the Treasury Attorney has initiated an action in respect of the other two issues concerned in this litigation (which had been terminated on November 24, 2006, with the admission of Central Tax Authorities that no taxes were due for these two issues and the consequent dropping of the action by the plaintiffs) to review certain formal aspects of the case on the grounds that the Paraguay Customs Department did not represent the interests of Paraguay. UABL submitted a defense in relation to the action commenced by the Office of the Treasury Attorney. Subsequently, the Office of the Treasury Attorney filed a response with regard to our defense. The evidentiary stage of the proceedings has concluded and a decision of the court is pending. Aside from the mentioned procedures, the Customs Authorities of Paraguay have reopened the proceedings against UABL S.A., UABL Paraguay S.A. and Yataity S.A. in connection with the possible reopening of the case pending a decision of the reopening of the case in court. Counsel notified the Customs to hold the proceedings pending a decision of the court and also contest any new investigation into the matter on the grounds that the action is time barred. In one of those proceedings the customs authorities of Paraguay made a wrong determination of the taxes owe and fines and upon UABL's request through the submission of a remedy such customs authorities issued a final resolution on August 8, 2012 with a revised adjustment, where they found UABL S.A., UABL Paraguay S.A. and Yataity S.A. liable to pay approximately \$400 subject to a fine of 100% of that amount. Having ended the administrative proceedings, on August 10, 2012 UABL commenced judicial proceedings to obtain a court judgment to rule off the erroneous decision of the customs authorities based on the fact the sum of \$400 was duly paid and that no fine should then be imposed. We have been advised by UABL's counsel in the case that there is only a remote possibility that a judicial court would find UABL liable for any of these taxes or fines still in dispute or that the final outcome of these proceedings could have a material adverse impact on the consolidated financial position or results of operations of the Company.

UABL Paraguay S.A. - Paraguayan Customs Asunción

On April 7, 2009, the Paraguayan Customs in Asunción commenced administrative proceedings against UABL Paraguay S.A. alleging infringement of Customs regulations (smuggling) due to lack of submission of import clearance documents in Paraguay for some bunkers purchased between January 9, 2007 and December 23, 2008 from YPF S.A. in Argentina. Since those bunkers were purchased for consumption on board pushboats, UABL Paraguay S.A. submitted a defense on April 23, 2009, requesting the closing of those proceedings based on the non-infringement of Customs regulations; however the proceedings were not closed. On August 21, 2009, as part of the evidence to be rendered in the Customs proceedings UABL Paraguay S.A. submitted a technical report of the Paraguayan Coast Guard stating that all parcels of bunkers purchased by UABL Paraguay S.A. from YPF S.A. were consumed onboard the push boats. We were advised that the Paraguayan Customs in Ciudad del Este also commenced administrative proceedings against UABL Paraguay S.A. for the same reasons as the Customs in Asuncion; however those proceedings have been suspended. Customs Authorities appraised the bunkers and determined the corresponding import tax and fine to be \$2,000. On March 22, 2010 the Customs in Asuncion issued their ruling on the matter imposing a fine of Gs. 54.723.820 (approximately \$12), and UABL Paraguay S.A. was going to pay the fine with the aim to end these proceedings but the Director of Customs in Asunción decided to render null that ruling and ordered evidence to be filed in respect of years 2003 to 2006 before issuing the final ruling. In parallel with this ruling the denouncing parties in Ciudad del Este submitted remedies against the decision of Customs in Asuncion arguing that such ruling was taken without bringing both dossiers together. In a similar manner, on September 20, 2010 the Paraguayan Customs in Asuncion received a complaint against UABL Paraguay S.A. alleging infringement of Customs regulations due to lack of submission of import clearance documents in Paraguay for bunkers purchased during 2009 and 2010, from YPF S.A. in Argentina. UABL Paraguay S.A. submitted its defense together with all documents related to the bunker purchases.

Our legal counsel is of the opinion that remedies will be rejected and therefore that there is only a remote possibility that UABL Paraguay S.A. will finally be found liable for any such taxes or fines and / or that these proceedings will

have financial material adverse impact on the consolidated financial position or results of operations of the Company.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

Oceanpar S.A. and UABL Paraguay S.A. - Customs investigation in connection with reimportation of barges subject to conversion

Oceanpar S.A. was notified of this investigation on June 17, 2011. The matter under investigation is whether UABL Paraguay S.A. paid all import taxes and duties corresponding to the reimportation of barges submitted to conversion in foreign yards. On June 24, 2011 Oceanpar S.A. and UABL Paraguay S.A. submitted the evidence of all payments effected in 2008 corresponding to the reimportation of these barges. Our local counsel has advised that there is only a remote possibility that these proceedings will have a material adverse impact on our consolidated financial position or results of operations of the Company.

UABL Paraguay S.A. - Paraguayan Tax Authority

On December 15, 2011, as a result of a previous investigation, the Paraguayan Tax Authorities gave notice that UABL Paraguay S.A. would have improperly used some fiscal credit and suggested some rectifications to be made. The aforementioned tax authorities also informed that UABL Paraguay S.A. may owe taxes due to differences in the rate applied to certain fiscal remittance incomes related to the operation of some barges under leasing. We believe that this finding is erroneous and UABL Paraguay S.A. commenced administrative proceedings on December 23, 2011, in order to refute the said findings and formally replied to all of the allegations upon which the finding was made. A decision of the administrative authorities is now pending. The potential amount in dispute has not been calculated yet but it should not exceed approximately \$3,500. The proceedings are purely administrative at this point and if the tax authorities should decide to insist with their opinion the Company intends to contest the same in a judicial court. Our local counsel has advised that there is only a remote chance that these proceedings, when ultimately resolved by a judicial court, will have a material adverse impact on our consolidated financial position or results of operations of the Company.

b) Tax claim in Bolivia

On November 3, 2006 and April 25, 2007, the Bolivian Tax Authority ("Departamento de Inteligencia Fiscal de la Gerencia Nacional de Fiscalización") issued a notice in the Bolivian press advising that UABL International S.A. would owe taxes to that authority. On June 18, 2007, legal counsel in Bolivia submitted points of defense to the Bolivian tax authorities.

On August 27, 2007 the Bolivian tax authorities gave notice of a resolution determining the taxes (value added tax, transaction tax and income tax) that UABL International S.A. would owe to them in the amount of approximately \$5,800 (including interest and fines). On October 10, 2007, legal counsel in Bolivia gave notice to the Bolivian tax authorities of the lawsuit commenced by UABL International S.A. to refute the resolution above mentioned.

On August 1, 2008, UABL International S.A. was served with a notice informing that the Bolivian Tax Authorities had replied to the lawsuit started by us. On August 22, 2008 a hearing and judicial inspection took place at Puerto Quijano, Bolivia. On August 30, 2008 both parties submitted their arguments to the judge, completing this part of the case. On August 12, 2009, UABL International S.A. was served with a judgment of a Bolivian court ruling on certain taxes allegedly due by UABL International S.A. On August 22, 2009, UABL International S.A. submitted an appeal to the lower court judgment to which Bolivian tax authorities have contested. The Court of appeal confirmed the judgment of the Lower Court. UABL International S.A. has submitted a cassation appeal (an appeal on points of law) which is currently pending before the Bolivian Supreme Court.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

On June 26, 2008, the same Bolivian court ordered a preemptive embargo against all barges owned by UABL International S.A. that may be registered in the International Bolivian Registry of Ships, or RIBB. According to Company's local counsel this preemptive embargo under Bolivian law has no effect over the Company's right to use its assets nor does it have any implication over the final decision of the court, the substance of the matter and in this case it is ineffective since UABL International S.A. did not have any assets owned by it registered in the RIBB. Moreover, UABL International S.A. had challenged the judge's decision to place the embargo. On November 15, 2008, the lower court reconfirmed the embargo. UABL International S.A. appealed the decision of the lower court, which was later reconfirmed by a higher court. The shares of UABL International S.A. no longer belong to our Company and we have been advised by legal counsel that there is only a remote possibility that we would finally be found liable for any of these taxes or fines and / or that these proceedings will have financial material adverse impact on the consolidated financial position or results of operations of the Company.

6. FINANCIAL INSTRUMENTS

The fair value of an asset or liability is the price that would be received to sell an asset or transfer a liability (an exit price) in the principal or most advantageous market for the asset or liability in an orderly transaction between market participants on the measurement date. The Company utilizes a fair value hierarchy that maximizes the use of observable inputs and minimizes the use of unobservable inputs when measuring fair value and defines three levels of inputs that may be used to measure fair value. Level 1 inputs are quoted prices in active markets for identical assets or liabilities. Level 2 inputs are observable inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly or indirectly, including quoted prices for similar assets or liabilities in active markets, quoted prices in markets that are not active, inputs other than quoted prices that are observable for the asset or liability, or inputs derived from observable market data. Level 3 inputs are unobservable inputs that are supported by little or no market activity and are significant to the fair value of the assets or liabilities.

The Company's liabilities as of June 30, 2012 that are measured at fair value on a recurring basis are summarized below:

	Level 1	Level 2	Level 3
Current liabilities:			
-Interest rate collar (included in other liabilities)	-	636	-
-Interest rate swap (included in other liabilities)	-	252	-
Noncurrent liabilities:			
-Interest rate collar (included in other liabilities)	-	1,232	-
-Interest rate swap (included in other liabilities)	-	695	-

The estimated fair value of the Company's other financial assets and liabilities as of June 30, 2012 were as follows:

	Carrying amount	Estimated fair value
ASSETS		
Cash and cash equivalents	\$ 18,127	\$ 18,127
Restricted cash (current and noncurrent portion)	6,673	6,673

LIABILITIES

Long term financial debt (current and non-current portion – Note 4) (1)	\$ 519,373	\$ 462,173
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(1)The fair value of long term financial debt is measured using Level 2 fair value inputs.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

The carrying value of cash and cash equivalents and restricted cash approximates fair value. The fair value of long-term financial debt was estimated based upon quoted market prices or by using discounted cash flow analyses based on estimated current rates for similar types of arrangements. Generally, the carrying value of variable interest rate debt, approximates fair value. It was not practicable to estimate the fair value of the Company's investments in 50% owned companies because of the lack of quoted market prices and the inability to estimate fair value without incurring excessive costs. Considerable judgment was required in developing certain of the estimates of fair value and accordingly the estimates presented herein are not necessarily indicative of the amounts that the Company could realize in a current market exchange.

7. DERIVATIVE INSTRUMENTS AND HEDGING STRATEGIES

Liabilities arising from outstanding derivative positions are included in the accompanying unaudited condensed consolidated balance sheets as other liabilities, as follows:

	At June 30, 2012	
	Current other liabilities	Noncurrent other liabilities
Derivatives designated as hedging instruments		
Interest rate collar (cash flow hedge)	\$ 636	\$ 1,232
Interest rate swap (cash flow hedge)	252	695
	\$ 888	\$ 1,927

	At December 31, 2011	
	Current other liabilities	Noncurrent other liabilities
Derivatives designated as hedging instruments		
Interest rate collar (cash flow hedge)	\$ 582	\$ 1,145
Interest rate swap (cash flow hedge)	251	643
	\$ 833	\$ 1,788

The Company evaluates the risk of counterparty default by monitoring the financial condition of the financial institutions and counterparties involved, by primarily conducting business with large, well-established financial institutions and international traders, and diversifying its counterparties. The Company does not currently anticipate nonperformance by any of its counterparties.

CASH FLOW HEDGE

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

INTEREST RATE COLLAR AGREEMENT

On May 7, 2010, through UABL Limited, our holding subsidiary in the River Business, we entered into an interest rate collar transaction with International Finance Corporation (IFC) through which we expect to hedge our exposure to interest volatility under our financings with IFC and OFID from June 2010 to June 2016. The initial notional amount is \$75,000 (subsequently adjusted in accordance with the amortization schedule under these financings), with UABL Limited being the USD Floor Rate seller at a floor strike rate of 1.69%, and IFC being the USD Cap Rate seller at a cap strike rate of 5.00%. This contract qualifies for hedge accounting and as such changes in its fair value are included in other comprehensive income (loss) in the unaudited condensed consolidated financial statements. The fair value of this agreement equates to the amount that would be paid or received by the Company if the agreement were cancelled at the reporting date, taking into account current and prospective interest rates and creditworthiness of the Company.

As of June 30, 2012, the total notional amount of the interest rate collar is \$71,739.

INTEREST RATE SWAP AGREEMENTS

On December 16, 2010, through UP Offshore (Bahamas) Ltd., our holding subsidiary in the Offshore Supply Business, we entered into an interest rate swap transaction with Banco Security through which we expect to hedge our exposure to interest volatility under our financing with Banco Security and DVB Bank SE from December 2010 to December 2018. The initial notional amount is \$5,000 (subsequently adjusted in accordance with the amortization schedule under this financing) with UP Offshore (Bahamas) Ltd. paying a fixed interest rate of 3.67% and receiving a variable interest rate based on LIBOR on the notional amount.

As of June 30, 2012, the total notional amount of the interest rate swap is \$4,375.

Additionally, on June 14, 2011, through UP Offshore (Bahamas) Ltd., our holding subsidiary in the Offshore Supply Business, we entered into a second interest rate swap transaction with Banco Security through which we expect to hedge our exposure to interest volatility under our financing with Banco Security and DVB Bank SE from June 2011 to December 2018. The initial notional amount is \$5,000 (subsequently adjusted pro rata in accordance with the amortization schedule under this financing) with UP Offshore (Bahamas) Ltd. paying a fixed interest rate of 3.122% and receiving a variable interest rate based on LIBOR on the notional amount.

As of June 30, 2012, the total notional amount of the interest rate swap is \$4,583.

These contracts qualify for hedge accounting and as such changes in its fair value are included in other comprehensive income (loss) in the unaudited condensed consolidated financial statements. The fair value of these agreements equate to the amount that would be paid or received by the Company if the agreement were cancelled at the reporting date, taking into account current and prospective interest rates and creditworthiness of the Company.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

8. INCOME TAXES

The Company operates through its subsidiaries, which are subject to several tax jurisdictions, as follows:

a) Bahamas

The earnings from shipping operations were derived from sources outside the Bahamas and such earnings were not subject to Bahamian taxes.

b) Panama

The earnings from shipping operations were derived from sources outside Panama and such earnings were not subject to Panamanian taxes.