

Market firm but volatile

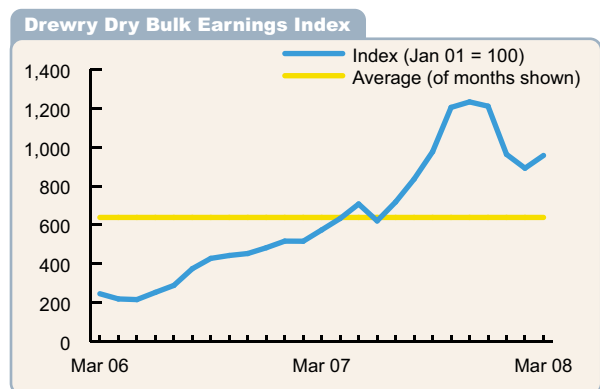
March started with a bright outlook as iron ore cargoes returned to the market at the end of February following the conclusion of the negotiations between Vale and Baosteel. The Baltic Dry Index (BDI) opened the month at 7,878 points (after closing at 7,613 points the previous month). In the first two weeks of trading the Index climbed steadily to 8,624 points fuelled by tight supply. But then the Index dipped steeply to 7,619 points as uncertainty returned with the Easter break. After the holidays, the market resurgence was propelled by the Capesize sector, with the Index finally closing the month at 8,081 points.

Despite the high volatility, overall the dry bulk sector enjoyed a firm month. The Drewry Earnings Index increased by 7% m-o-m. Rates across all the major trading routes moved in a positive direction in March, as compared to the previous month. Period chartering activity, although only restricted to short term charters, increased across the sectors and were concluded at firm rates.

Supported by the freight market, activity on the asset market also received a boost. Newbuilding prices are still holding steady despite the slowdown in activity since the beginning of this year. But the secondhand prices moved up significantly this month as vessels as old as 30 years exchanged hands. This explains why no tonnage has made its way to the scrap yards yet, with S&P market still offering an option to these older vessels. On the demolition market, offered prices experienced a sudden spike this month as they crossed the US\$600/ldt mark. Bangladeshi breakers tried to cover for the previous months of inactivity, but with local steel prices coming down, these high price levels are not expected to be retained for long.

	TCE Earnings (\$pd)			
	2007	2008*	2008 Feb	2008 Mar
Capesize	118,120	128,400	121,740	138,485
Panamax	64,070	89,800	84,050	86,105
Handymax	34,450	35,680	41,060	40,285
Handy	17,175	18,640	19,330	13,580

* Average - Year to Date



Our view

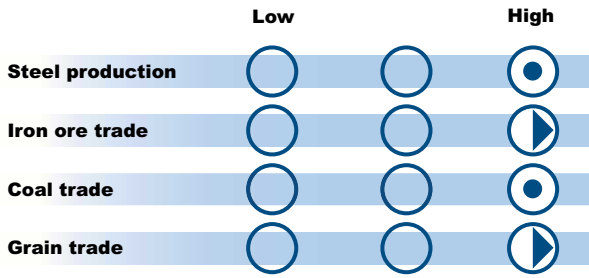
With the end of the first quarter of 2008, the tone of the dry bulk market seems to be set for the rest of the year. A highly volatile market marked with wide fluctuations is expected to categorise the dry bulk market. Beyond 2009, many owners are finding solace in the much talked about inability of greenfield yards to deliver on time and thus averting a situation of overtonnage. But this is a faint hope for averting a tonnage crisis.



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Market Indicators



Seaborne Dry Bulk Trade (Mt)

	2008 ^(F)	1Q08 ^(F)	2Q08 ^(F)	3Q08 ^(F)	4Q08 ^(F)
Iron Ore	828.5	206.0	200.8	207.3	214.4
Steam Coal	569.2	144.4	135.1	145.4	144.2
Coking Coal	236.0	55.9	60.1	59.7	60.4
Grain	278.6	61.4	63.6	73.2	80.5
Minor Bulks	1,912.3	467.7	459.5	485.6	499.5
Total Trade	3,824.6	935.5	919.1	971.1	998.9

(R) Revised Data (P) Provisional Data (F) Forecast Data

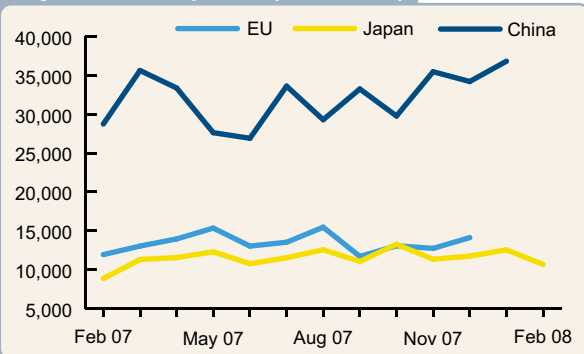
Constrained commodity supply

In Argentina, farmers went on indefinite strike, completely blocking exports of grains and soyameals from the country. The protest was started in response to the new sliding tax scale introduced by the Government on 11 March, which would replace the existing fixed tax. This would make levies on soya exports significantly higher at current prices. Farmers strangled the flow of the farm products to the cities and the ports by establishing road blocks.

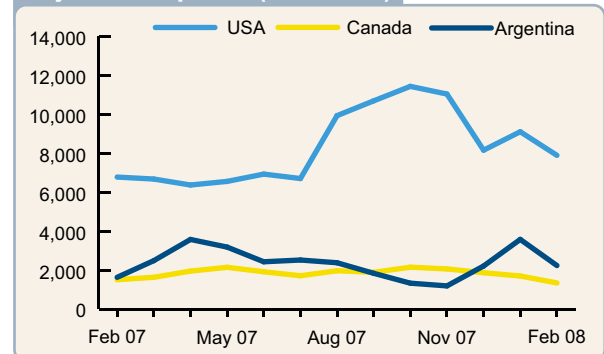
Many exporters declared force majeure as the strike paralysed the supply of agriproducts to major importers in Europe and China. Ships waiting to load at ports remained idle and freight rates in the Atlantic basin took a significant hit. Argentina is among the world's top four grain exporters and has been one of the main beneficiaries of the global surge in commodity prices due to its record harvest. The strike ended on 28 March, as the farmers agreed to negotiate with the Government. Exports are expected to return to their normal levels shortly.

On the iron ore negotiations front, a conclusion is yet to be reached between the Australian miners and the Chinese steelmakers. In early April the Chinese authorities released about two million tonnes of Australian iron ore stranded at its ports since last February. The cargo was being held as a result of the stalled price talks between the two parties. Meanwhile, there is news that the smaller Chinese steel mills are considering ending the dispute on their own in order to reach an agreement with Rio Tinto and BHP-Billiton. The lack of unity between Baosteel and the smaller units could play to the favor of the miners.

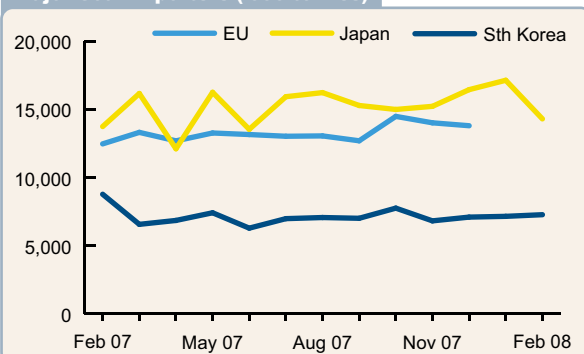
Major Iron Ore Importers ('000 tonnes)



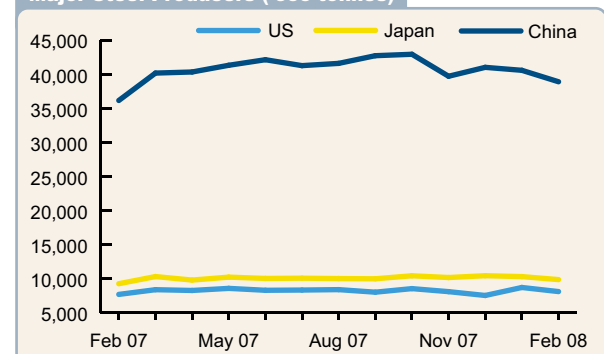
Major Grain Exporters ('000 tonnes)



Major Coal Importers ('000 tonnes)



Major Steel Producers ('000 tonnes)

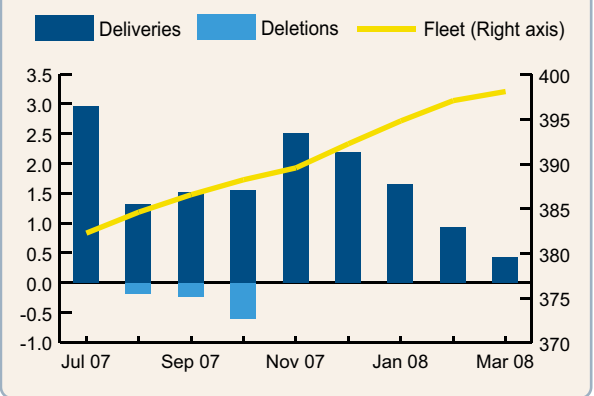


Total Dry Bulk Fleet: March 2008

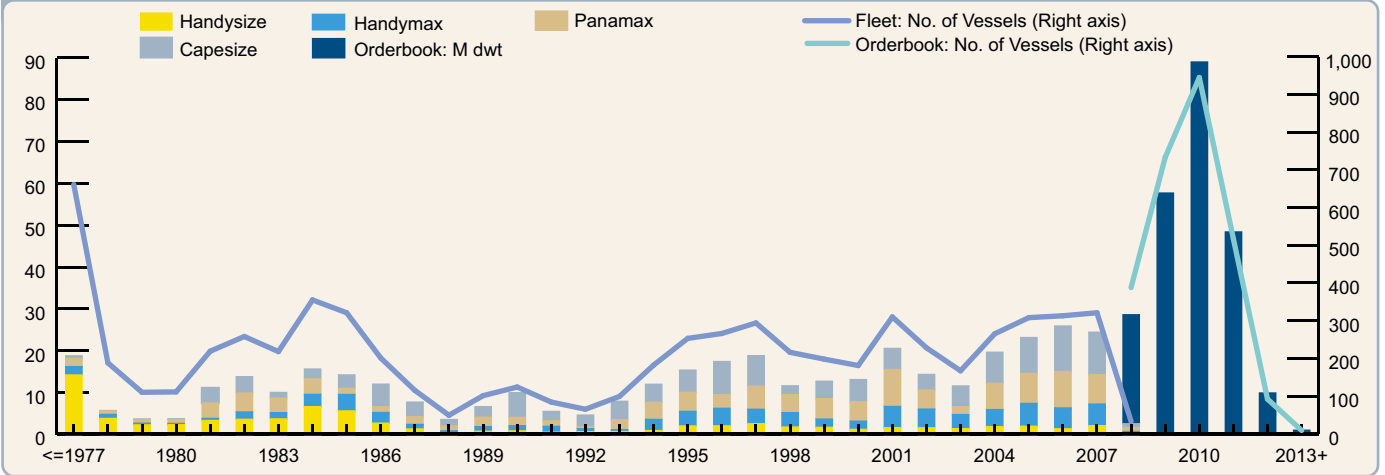
Size (^{'000 dwt})	Total		
	No.	Dwt	Fleet Size
10-40	2,929	78,239,684	▶
40-60	1,608	77,421,174	▶
60-80	1,336	95,628,246	▶
80-110	175	15,259,621	▶
110-200	667	109,516,881	▶
200+	99	22,043,760	▶
Total	6,814	398,109,366	▶

legend Position ○ Rising ▶ Falling ◀ Static ●

Fleet Development (^{'000 dwt})



Fleet Age Profile and Orderbook Delivery Schedule (M dwt)



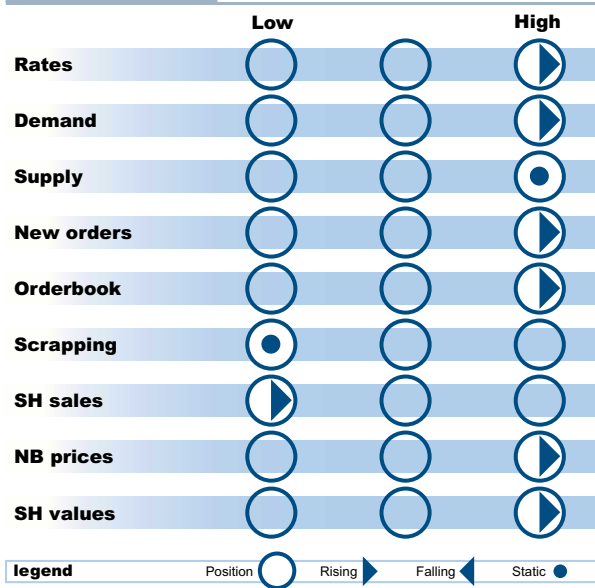
Total Dry Bulk Fleet & Orderbook: March 2008

Size (^{'000 dwt})	Existing Fleet		Orderbook										% of Fleet Dwt
	No.	Dwt	2008		2009		2010		2011+		Total		
10-40	2,929	78,240	115	3,299	215	6,578	200	6,423	122	4,080	652	20,380	26.0
40-60	1,608	77,421	142	7,641	245	13,642	238	13,445	157	8,925	782	43,654	56.4
60-80	1,336	95,628	57	4,248	47	3,471	63	4,672	39	2,723	206	15,115	15.8
80-110	175	15,260	35	2,985	85	7,429	160	13,775	134	11,677	414	35,867	235.0
110-200	667	109,517	24	4,216	118	20,684	261	44,601	118	18,980	521	88,480	80.8
200+	99	22,044	15	3,635	23	5,859	23	6,035	48	12,936	109	28,465	129.1
Total	6,814	398,109	388	26,024	733	57,664	945	88,951	618	59,322	2,684	231,961	58.3

Major Dry Bulk Builders

Size (^{'000 dwt})	10-40		40-60		60-100		100-150		150-200		200+		Total	
	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt
Japan	147	4,427	153	8,298	82	5,775	147	12,523	67	11,689	70	17,173	666	59,886
China	318	9,986	450	25,438	96	7,240	199	17,706	247	40,198	34	9,712	1,344	110,280
S. Korea	136	4,475	53	3,057	0	0	68	5,637	178	31,416	5	1,580	440	46,166
Others	51	1,492	126	6,860	28	2,100	0	0	29	5,177	0	0	234	15,630
Total	652	20,380	782	43,654	206	15,115	414	35,867	521	88,480	109	28,465	2,684	231,961

Market Indicators

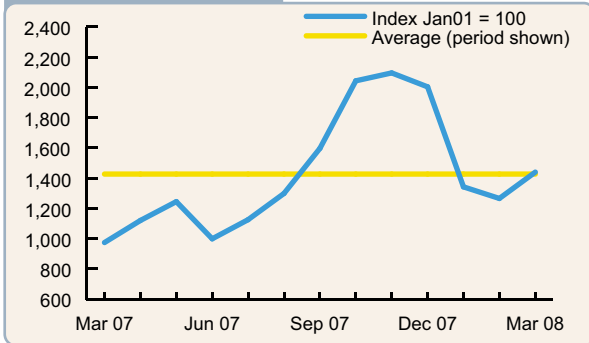


Capesize sector

The Capesize sector, after closing February on a firm note, continued its ascent at the beginning of March. The Baltic Capesize Index (BCI) opened the month at 11,423 points and peaked at 12,625 points. But thereafter, excessive tonnage coupled with limited activity before the Easter break, eroded the gains. As a result, the Index lost nearly 2,700 points from its peak value of the month. However the announcement by the Brazilian ports that they were to hold up cargoes made charterers run for cover. Thus the market witnessed a flurry of activity at month end and the Index finally closed at 11,993 points.

Newbuilding activity increased marginally this month and the focus on VLOCs returned. Zodiac placed an order for two 320,000dwt bulkers at STX shipyard at US\$125.0m each, with expected delivery in 2010. Hyundai Heavy Industries (HHI) secured an order for four 180,000dwt vessels from German container company E.R. Schiffahrt at US\$100.0m each.

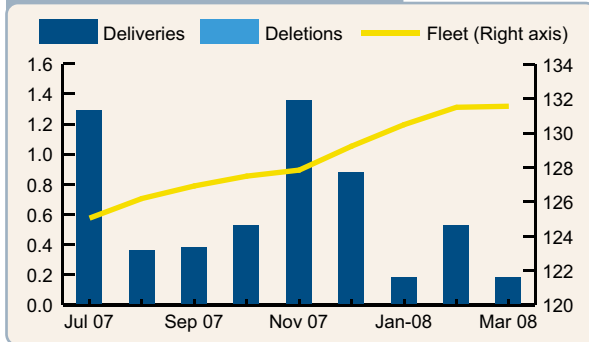
Capesize Earnings Index



Capesize Rates (\$pd)

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
Tubarao-Rttdam (\$/dwct)	32.5	30.9	31.8	28.7	32.1
Tubarao-China (\$/dwct)	59.2	65.4	64.0	62.4	69.8
WAus-China (\$/dwct)	24.3	26.4	25.4	25.1	28.5
Pt Bolivar-ARA (\$/dwct)	33.3	32.0	32.9	29.8	33.1
Fronthaul Trip	148,215	160,460	156,460	153,059	171,850
Transpacific Trip	112,010	118,340	112,765	112,401	129,850
Time Charter (1yr)	102,875	143,330	125,000	145,000	160,000
Time Charter (3yr)	74,000	90,000	75,000	95,000	100,000

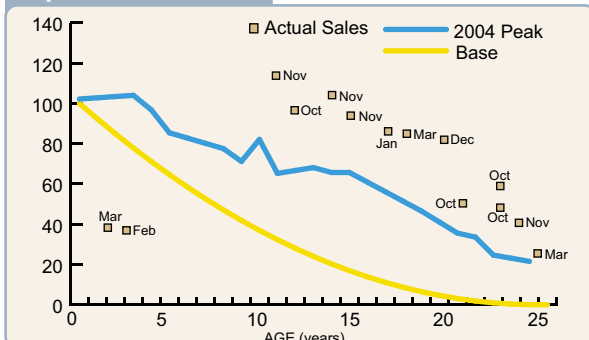
Capesize Fleet Development - m dwt



Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
NB Price \$M					
170,000 dwt	83.9	97.2	97.0	97.0	97.5
220,000 dwt	87.1	100.3	100.0	100.0	101.0
SH Price \$M					
170,000 dwt (5yr)	105.7	131.0	128.0	126.0	139.0
170,000 dwt (10yr)	88.4	108.3	106.0	104.0	115.0
150,000 dwt (10yr)	74.6	89.8	89.0	87.5	93.0
SH 5yr % of NB	125.1%	134.8%	132.0%	129.9%	142.6%
Scrap Value \$M	12.7	15.2	13.5	14.9	17.1

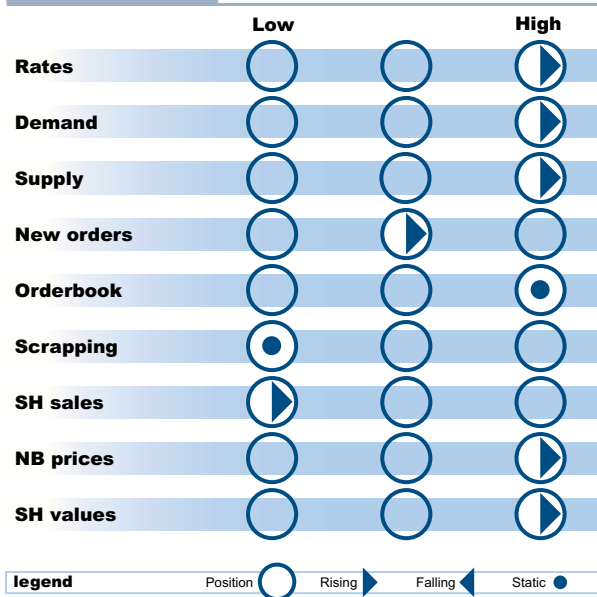
Capesize Asset Monitor



Investment Returns

	Mar 2008 Newbuild	Mar 2008 Secondhand (5yr)
Cost - \$M	97.5	139.0
Operating Costs - \$pd	6,525	6,525
Required TC Rate - for 10% IRR \$pd	42,300	51,000
Current Rate - T/C \$pd	160,000	160,000
Current Rate of Return (IRR) %	32.32%	39.72%
Sensitivity (+/- \$1,000 T/C rate)	0.14%	0.29%

Market Indicators

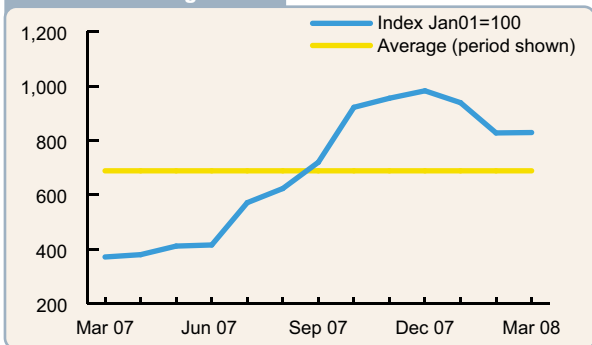


Panamax sector

The Panamax market followed the footsteps of the Capesize and the Baltic Panamax Index peaked at 8,630 points (after opening at 7,613 points). But here activity did not pick up post the Easter holidays mainly due to the farmers strike in Argentina. That said, activity on the period market remained firm especially for short term charters. For 3-5 months charter, the 2003 built Belisland (76,602 dwt) was chartered at US\$82,000pd by Swiss Marine. One year charters moved up by nearly 9% over the month to reach US\$76,000pd.

The volatility on the freight market did not seem to hamper activity on the asset market. On the newbuilding market, Chinese Jiangsu Eastern shipyard received an order for four 80,300 dwt bulkers from Croatian ship owner Atlantska Plovidba. The company has already taken delivery of two Panamax sister ships from the same shipyard. Meanwhile, Marlow Navigation sold its 1997 built Fujian and the 1996 built Hainan, to an unknown Middle Eastern buyer at a discounted price of US\$34.0m each.

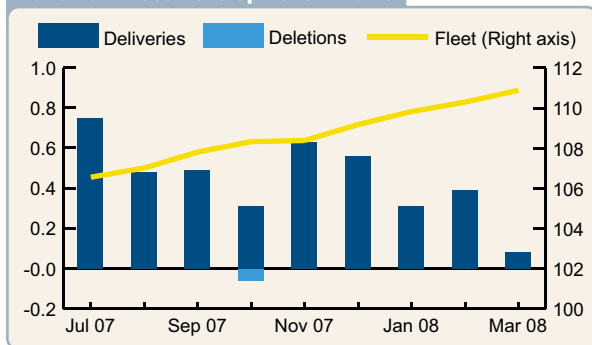
Panamax Earnings Index



Panamax Rates (\$pd)

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
US Gulf-Japan (\$/dwct)	81.4	113.2	123.0	106.0	110.7
E.Aus-Japan (\$/dwct)	32.6	36.3	38.5	31.2	39.1
Richards Bay-Med (\$/dwct)	37.2	35.6	36.1	30.7	39.9
TA Trip	59,820	73,770	70,680	71,397	79,230
TP Trip	54,960	51,670	47,410	44,740	62,850
India/-/FE	54,625	71,670	68,000	72,000	75,000
Time Charter (1yr)	52,230	67,670	57,000	70,000	76,000
Time Charter (3yr)	38,605	49,330	43,000	51,000	54,000

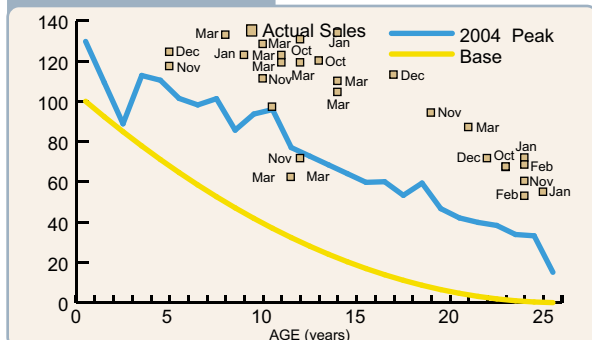
Panamax Fleet Development - M dwt



Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
NB Price \$M					
75,000 dwt	46.6	53.8	53.0	54.0	54.5
95,000 dwt	50.2	57.7	57.5	57.5	58.0
SH Price \$M					
75,000 dwt (5yr)	63.1	77.3	77.5	75.0	79.5
75,000 dwt (10yr)	55.7	65.8	66.0	63.5	68.0
SH 5yr % of NB	133.7%	143.7%	146.2%	138.9%	145.9%
Scrap Value \$M	5.4	6.5	5.8	6.3	7.3

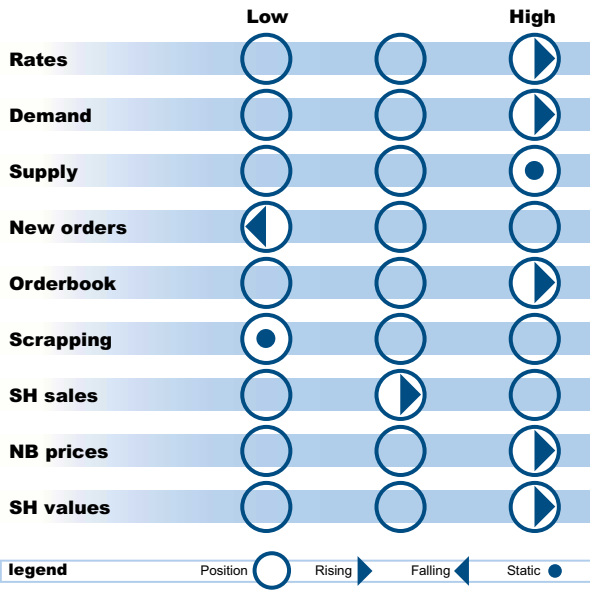
Panamax Asset Monitor



Investment Returns

	Mar 2008 Newbuild	Mar 2008 Secondhand (5yr)
Cost \$M	54.5	79.5
Operating Costs \$pd	5,745	5,745
Required TC Rate - for 10% IRR \$pd	25,850	31,400
Current Rate - T/C \$pd	76,000	76,000
Current Rate of Return (IRR) %	28.17%	31.66%
Sensitivity (+/- \$1,000 T/C rate)	0.29%	0.46%

Market Indicators

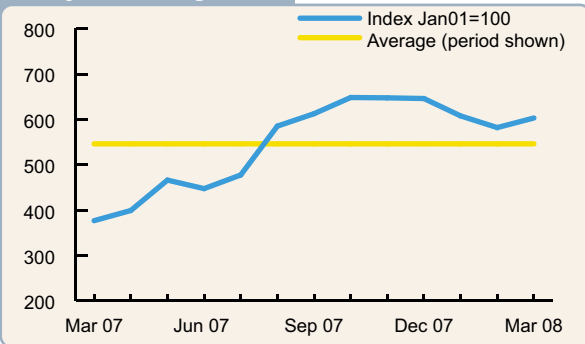


Handymax sector

The Baltic Supramax Index (BSI) rose steadily until mid month it reached 5,394 points. Chartering levels remained strong prior to the Easter holidays. But the farmers' strike in Argentina resulted in a complete halt to exports from the country and severely affected the sector. The Index closed the month at 4,827 points. Before the slowdown, fixtures on the India-China route were reporting in excess of US\$100,000pd.

On the newbuilding market, Vietnamese shipyard Hyundai Vinashin bagged orders for six 58,000 dwt bulkers from two different owners, with delivery scheduled for 2010 and 2011. This yard had contracted an order for 10 bulkers of the same design late last year by a German shipowner. Activity on the secondhand market increased and two bulkers as old as 30 years (of 40,500 dwt and 53,500 dwt) exchanged hands this month. Greek buyers took the 2005 built Nord Wave (53,500 dwt) for a very firm price of US\$72.0m.

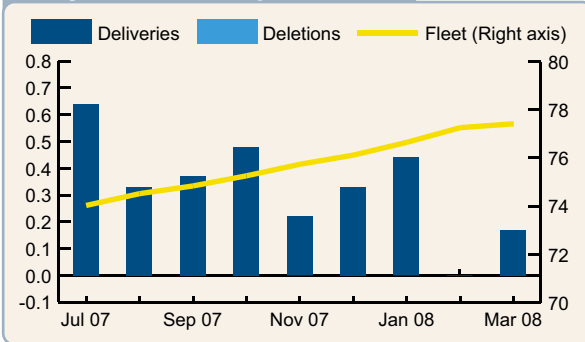
Handymax Earnings Index



Handymax Rates (\$pd)

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
Cont/-/FE	47,770	62,500	65,740	59,823	61,950
TP Trip	44,670	43,970	37,750	41,060	53,115
FE/-/Cont	44,715	40,660	35,165	38,173	48,655
US Gulf/Cont	68,630	77,200	90,025	68,951	72,635
Time Charter (1yr)	43,945	57,330	51,000	57,000	64,000
Time Charter (3yr)	33,670	38,000	36,000	38,000	40,000

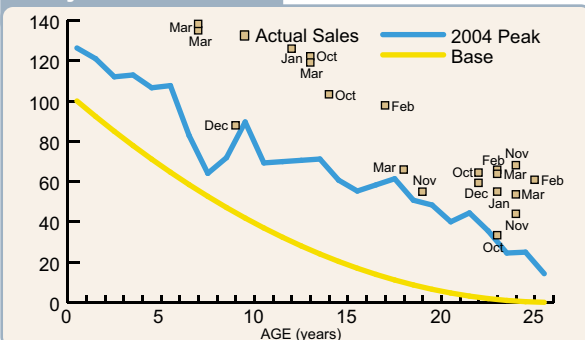
Handymax Fleet Development - m dwt



Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
NB Price \$M					
55,000 dwt	40.7	46.3	46.0	46.0	47.0
SH Price \$M					
45,000dwt (5yr)	50.4	60.3	60.0	58.0	63.0
55,000dwt (5yr)	54.1	65.3	65.0	63.0	68.0
SH 5yr % of NB	122.9%	130.2%	130.4%	126.1%	134.0%
Scrap Value \$M	4.4	5.3	4.8	5.2	5.9

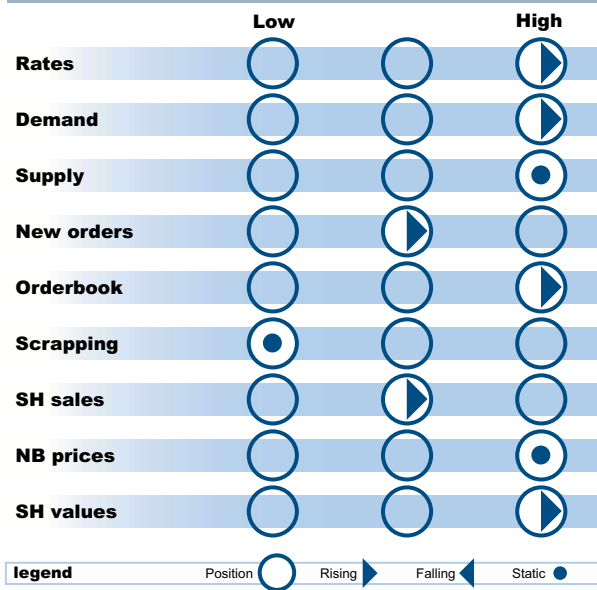
Handymax Asset Monitor



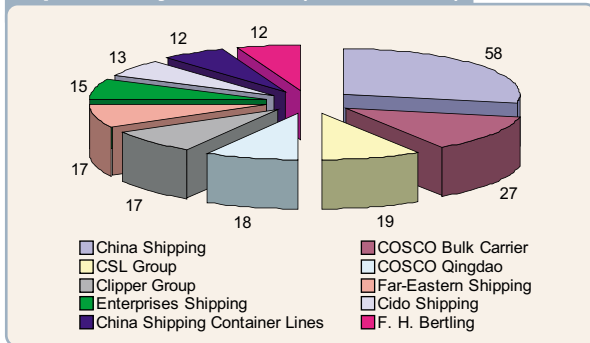
Investment Returns

	Mar 2008 Newbuild	Mar 2008 Secondhand (5yr)
Cost - \$M	47.0	63.0
Operating Costs - \$pd	5,255	5,255
Required TC Rate - for 10% IRR \$pd	22,600	25,700
Current Rate - T/C \$pd	64,000	64,000
Current Rate of Return (IRR) %	27.56%	33.43%
Sensitivity (+/- \$1,000 T/C rate)	0.33%	0.58%

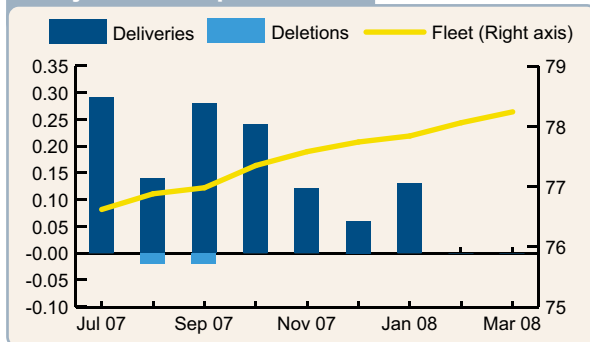
Market Indicators



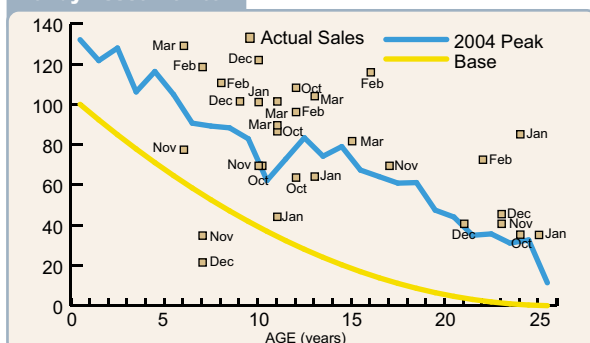
Top Ten Handysize Owners (No. of Vessels)



Handy Fleet Development - M dwt



Handy Asset Monitor



Handysize sector

And the Handysize market followed in line with the Handymax sector. The Baltic Handysize Index (BHSI) opened March at 2,355 points and peaked at 2,546 points. With the slowdown in activity and excessive tonnage availability, the Index dropped to close the month at 2,417 points. However one year period rates moved up by 9% over the month to reach \$31,000pd.

On the newbuilding market, Jinse received an order for 10 Supramax vessels, of 32,000 dwt each, from Turkish ship owner Aktif Denizcilik. Aktif had earlier placed the order with Dhumi Heavy Industries shipyard in South Korea. However due to the global credit crunch crisis, the yard has closed down before constructing even a single ship. SPP received an order for five 34,800 dwt bulkers from DD Shipping at US\$40.0m, with delivery scheduled in 2011/12. On the S&P market, Algoma Central bought three 38,000dwt bulkers, over 20 years of age, from Viken Shipping in an enbloc deal of US\$38.0m.

Handy Rates (\$pd)

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
TA Trip	27,065	24,210	28,080	20,310	24,240
TP Trip	31,005	33,693	33,190	29,380	38,510
Time Charter (1yr)	23,020	28,500	26,000	28,500	31,000
Time Charter (3yr)	21,920	24,833	23,500	25,000	26,000

Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Jan	2008 Feb	2008 Mar
NB Price \$M					
30,000dwt	33.2	37.8	37.5	38.0	38.0
SH Price \$M					
28,000 dwt (10yr)	28.4	32.2	32.5	31.0	33.0
37,000 dwt (15yr)	26.5	35.2	33.0	35.0	37.5
SH 10yr % of NB	85.1%	85.0%	86.7%	81.6%	86.8%
Scrap Value \$M	2.4	2.9	2.6	2.8	3.2

Investment Returns

	Mar 2008 Newbuild	Mar 2008 Secondhand (10yr)
Cost - \$M	38.0	33.0
Operating Costs - \$pd	4,670	4,670
Required TC Rate - for 10% IRR \$pd	18,750	16,500
Current Rate - T/C \$pd	31,000	31,000
Current Rate of Return (IRR) %	17.68%	28.02%
Sensitivity (+/- \$1,000 T/C rate)	0.55%	1.16%

Dry Bulk Stocks - Snapshot

Company	Country	Price*	% Monthly change	52 Week High	52 Week Low	P/E Ratio	Last week Avg Vol	Market Cap (M USD)
Chowgule Steamships Limited	India	35.30	-31.5%	104.55	20.55	2.72	97,565	30
Cosco Corporation Ltd	Singapore	3.47	-16.2%	8.20	2.57	23.08	25,387,200 ●	5,447
First Steamship Co. Ltd	Taiwan	71.00	5.2%	103.00	34.50	52.99	4,017,889	558
Inui Steamship	Japan	1,318.00	-20.9%	3,360.00	751.00	7.18	1,279,900	365
Jinhui Shipping Transport	Norway	48.20	-14.3%	86.00	32.60	9.29	237,610	783
Precious Shipping Public Co Ltd	Thailand	23.90	-13.9%	41.25	21.30	5.96	1,151,480	771
U-Ming MarineTransport Corporation	Taiwan	90.00	4.4%	123.50	53.30	16.03	10,613,225 ●	2,561

Predominantly Dry Bulk Companies**

Company	Country	Price*	% Monthly change	52 Week High	52 Week Low	P/E Ratio	Last week Avg Vol	Market Cap (M USD)
Algoma Central Corporation	Canada	128.00	4.9%	148.00	118.00	12.29	92	491
China Shipping Haisheng 'A'	China	16.10	-28.1%	25.42	8.16	27.27	5,005,875	1,110
D/S Norden	Denmark	505.00	-8.3%	700.00	263.50	6.41	238,193	4,768
Daichi Chuo Kisen Kaisha	Japan	711.00	-13.4%	1,221.00	333.00	12.24	10,661,000 ●	1,462
Eidsiva Rederi	Norway	29.00	-3.3%	44.00	29.00	37.13	n/a	n/a
Hanjin Shipping Co. Ltd	S.Korea	39,800.00	7.7%	63,500.00	29,250.00	18.80	741,429	3,209
Korea Line Corporation	S.Korea	181,500.00	-10.4%	297,000.00	56,800.00	5.49	177,739	2,039
Ningbo Marine 'A'	China	11.72	-24.4%	16.60	7.03	27.00	n/a	n/a
Sincere Navigation Corporation	Taiwan	61.60	-2.8%	79.90	46.70	10.85	5,193,475	972

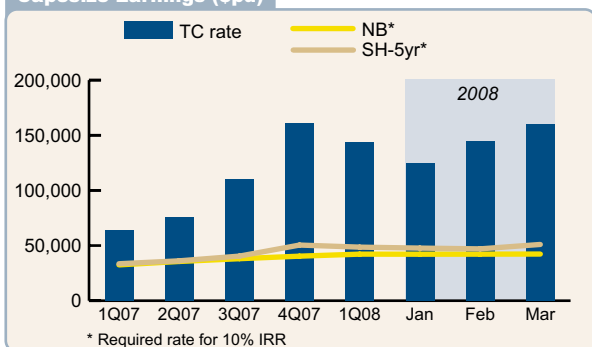
* All prices in local currencies as on 28th March 2008

** Dry bulk tonnage more than 2/3rd of owned tonnage

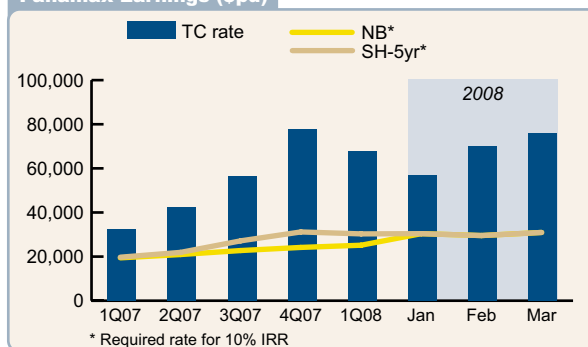
● ● ● Three most active companies - by the number of shares traded in the last week irrespective of the price and market cap

Earnings for 10% IRR ** for Newbuild & Secondhand Vessels

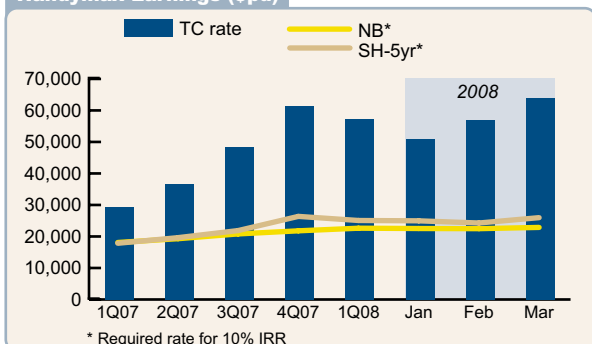
Capesize Earnings (\$pd)



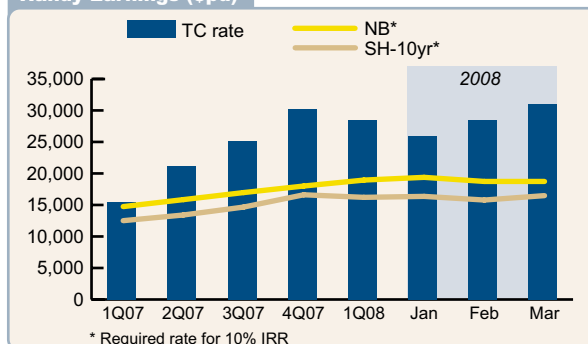
Panamax Earnings (\$pd)



Handymax Earnings (\$pd)



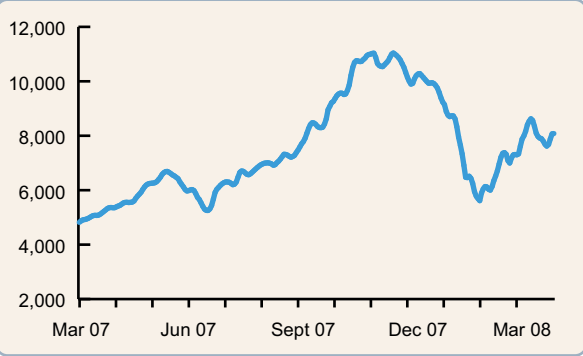
Handy Earnings (\$pd)



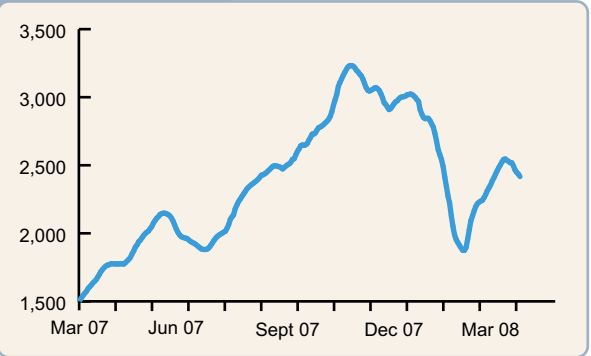
** For IRR assumptions : refer to page 13

indices and ffas

Baltic Indices: BDI



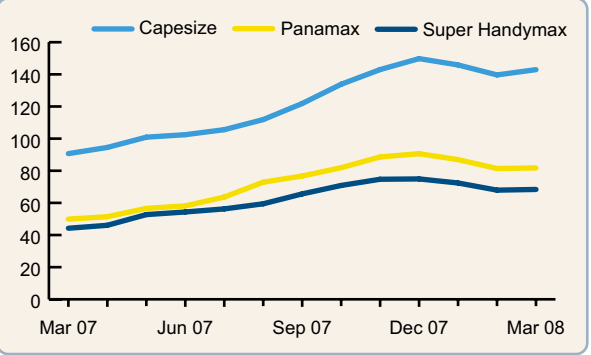
Baltic Indices: BHSI



Baltic Indices: BCI



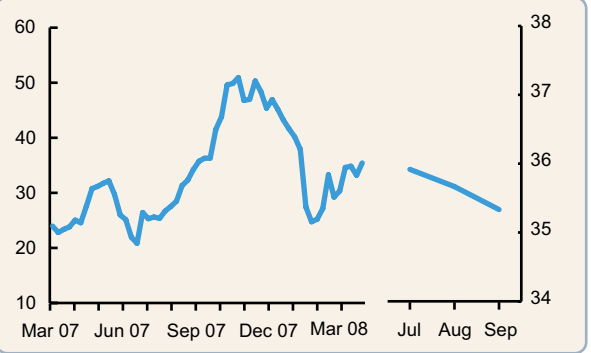
Baltic Ship Valuation Assessment



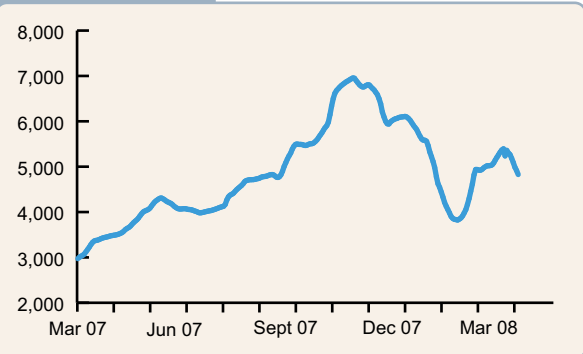
Baltic Indices: BPI



BFA C4 Richards Bay/Rotterdam



Baltic Indices: BSI



BFA P2a Fronthaul Trip



Source: All indices - The Baltic Exchange

Fleet Supply

	2006		2007		2008*		Feb		Mar	
	No	'000 Dwt	No	'000 Dwt	No	'000 Dwt	No	'000 Dwt	No	'000 Dwt
Fleet Size - End period										
10-40,000	2,847	76,168	2,910	77,736	2,929	78,240	2,923	78,061	2,929	78,240
40-60,000	1,496	71,396	1,584	76,118	1,608	77,421	1,605	77,261	1,608	77,421
60-80,000	1,284	91,647	1,325	94,775	1,336	95,628	1,334	95,461	1,336	95,628
80-110,000	131	11,454	165	14,408	175	15,260	170	14,843	175	15,260
110-200,000	629	102,771	658	107,917	667	109,517	663	108,804	667	109,517
200,000+	77	17,349	96	21,307	99	22,044	99	22,044	99	22,044
Total	6,464	370,785	6,738	392,260	6,814	398,109	6,794	396,474	6,814	398,109

Orderbook

10-40,000	279	8,086	574	17,703	652	20,380	634	19,793	652	20,380
40-60,000	310	16,696	728	40,503	782	43,654	767	42,797	782	43,654
60-80,000	121	9,156	204	15,004	206	15,115	212	15,575	206	15,115
80-110,000	131	11,394	386	33,440	414	35,867	411	35,612	414	35,867
110-200,000	116	20,522	479	81,921	521	88,480	509	86,315	521	88,480
200,000+	67	16,527	106	27,967	109	28,465	110	28,674	109	28,465
Total	1,024	82,380	2,477	216,537	2,684	231,961	2,643	228,766	2,684	231,961
% Fleet		22.2%		55.2%		58.3%		57.6%		58.3%

New orders

10-40,000	133	3,865	273	9,971	80	2,573	26	880	33	1,013
40-60,000	151	8,216	439	26,280	99	5,631	28	1,585	18	1,036
60-80,000	24	1,828	77	6,238	27	2,061	4	312	3	235
80-110,000	38	3,327	199	19,803	27	2,335	0	0	5	414
110-200,000	68	12,018	322	58,261	67	11,289	20	3,524	19	3,367
200,000+	14	4,094	45	14,063	15	4,136	0	0	6	1,560
Total	428	33,347	1,355	134,614	315	28,025	78	6,301	84	7,625

Deliveries**

10-40,000	49	1,341	82	2,038	6	180	0	0	0	0
40-60,000	50	8,796	93	4,995	13	720	0	0	3	167
60-80,000	9	1,868	45	3,414	7	535	3	231	1	76
80-110,000	91	4,873	40	3,480	6	500	2	162	0	0
110-200,000	62	4,705	32	5,663	6	1,069	3	534	1	178
200,000+	48	4,080	20	4,264	0	0	0	0	0	0
Total	309	25,663	312	23,855	38	3,003	8	927	5	421

Deletions

10-40,000	31	790	10	232	0	0	0	0	0	0
40-60,000	2	105	0	0	0	0	0	0	0	0
60-80,000	9	611	1	61	0	0	0	0	0	0
80-110,000	0	0	1	80	0	0	0	0	0	0
110,000+	2	296	0	0	0	0	0	0	0	0
Total	44	1,802	12	374	0	0	0	0	0	0

Secondhand Sales

10-40,000	196	5,517	303	7,402	41	1,113	13	358	18	495
40-60,000	166	7,909	197	7,446	18	825	4	170	11	513
60-80,000	171	12,118	186	12,350	24	1,698	4	287	12	864
80-110,000	21	1,740	16	1,286	1	82	0	0	0	0
110,000+	74	12,108	103	13,915	13	2,243	2	354	8	1,396
Total	628	39,391	805	42,399	97	5,961	23	1,169	49	3,269

* Year to date

** Provisional deliveries for Mar 2008

Drewry Prices

Size	Newbuilding Price (US\$m)					Scrap Value (US\$m)					Scrap Price (\$/ldt)
	2006	2007	2008*	Feb	Mar	2006	2007	2008*	Feb	Mar	Mar
25-30,000 dwt**	22.3	33.2	37.8	38.0	38.0	2.0	2.4	2.9	2.8	3.2	590
50-55,000 dwt**	31.5	40.7	46.3	46.0	47.0	3.7	4.4	5.3	5.2	5.9	590
70-75,000 dwt	35.7	46.6	53.8	54.0	54.5	4.4	5.4	6.5	6.3	7.3	610
150-180,000 dwt	62.1	83.9	97.2	97.0	97.5	11.1	12.7	15.2	14.9	17.1	570

Secondhand Value (US\$m, 5 year old)

Vessel Size	2006	2007	2008*	Feb	Mar
35-40,000 dwt	n/a	n/a	35.2	35.0	37.5
50-55,000 dwt	31.3	50.4	65.3	63.0	68.0
70-75,000 dwt	37.0	63.1	77.3	75.0	79.5
160-180,000 dwt	66.1	105.7	131.0	126.0	139.0

Secondhand Value (US\$m, 10 year old)

Vessel Size	2006	2007	2008*	Feb	Mar
25-30,000 dwt	19.5	28.4	32.2	31.0	33.0
70-75,000 dwt	28.6	51.2	65.8	63.5	68.0
130-150,000 dwt	44.0	74.6	89.8	87.5	93.0
160-180,000 dwt	n/a	88.4	108.3	104.0	115.0

** Geared (25 tonne cranes)

Freight Rates

Capesize	2006	2007	2008*	Feb	Mar	Handymax	2006	2007	2008*	Feb	Mar
Freight Rate \$/mt						Trip Rate \$pd					
Tubarao - Rotterdam	14.5	32.5	30.9	28.8	32.2	Cont/-/Far East	21,550	47,770	62,500	59,823	61,950
Tubarao - China	27.6	59.3	65.4	62.5	69.8	Transpacific Trip	23,895	44,670	43,970	41,060	53,115
W Aus - China	11.8	24.4	26.4	25.2	28.5	FE/-/Cont	24,700	44,715	40,660	38,175	48,655
						US Gulf/Cont	n/a	68,630	77,200	68,950	72,635
Trip Rate \$pd											
Fronthaul trip	58,900	148,215	160,460	153,060	171,850						
TC Rate (1yr)						TC Rate					
5 Year Old \$/day	45,645	102,875	143,330	145,000	160,000	5 Year Old \$/day	21,800	43,945	57,330	57,000	64,000
10 Year Old \$/day	36,340	84,040	114,500	115,000	130,000	10 Year Old \$/day	20,235	38,040	49,830	50,000	55,000
TC Rate (3yr)						TC Rate (3yr)					
5 Year Old \$/day	n/a	74,000	90,000	95,000	100,000	5 Year Old \$/day	n/a	33,665	38,000	38,000	40,000
Panamax	2006	2007	2008*	Feb	Mar	Handysize	2006	2007	2008*	Feb	Mar
Freight Rate \$/mt						Trip Rate \$pd					
US Gulf - Japan	41.6	81.4	113.2	106.0	110.7	Transatlantic Trip	14,320	27,065	24,210	20,310	24,240
						Transpacific Trip	19,430	31,005	33,693	29,380	38,510
Trip Rate \$pd											
Transatlantic Trip	23,960	61,480	73,770	71,395	79,230						
Transpacific Trip	25,075	54,960	51,670	44,740	62,850						
TC Rate						TC Rate					
5 Year Old \$/day	22,475	52,230	67,670	70,000	76,000	10 Year Old \$/day	12,560	23,020	28,500	28,500	31,000
10 Year Old \$/day	20,360	49,000	65,330	67,500	73,500						
TC Rate (3yr)						TC Rate (3yr)					
5 Year Old \$/day	n/a	38,605	49,330	51,000	54,000	5 Year Old \$/day	n/a	21,915	24,833	25,000	26,000

* Year to date average

Asset Monitor

The asset monitor index relates the ratio of a vessel's secondhand price and the newbuilding price and the residual value at the end of its useful trading life. The asset monitor plots two cases as comparison benchmarks. The value of assets at a freight market peak cycle (in this case 2004) are calculated and plotted. Additionally as a base case a statistical depreciation of the asset over a project life of twenty five years has been calculated. Plotting representative market sales over this period provides the reader with asset value locations at a glance.

The Drewry Dry Bulk Earnings Index

The Drewry Dry Bulk Earnings Index takes eighteen different trade routes covering the four sectors of the dry bulk market. Each route is weighted within its market to produce a time charter earnings Index. For the sake of this publication January 2002 was designated the starting point at which all the indices = 100.

Assumptions for Investment Return calculations

- Newbuilding - Delivery in 24 months, 25 year trading life.
- Secondhand - Prompt delivery five year-old, 20 year trading life.
- Residual value based on prevailing scrap rates
- 2008 operating costs.
- 360 trading days.
- Sensitivity implies for a \$1,000pd change in TC Rate, the given change in IRR is produced.

Sources

All Baltic indices on page 9 sourced from The Baltic Exchange.

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Dry Bulk Insight

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