

Big gains on the freight market

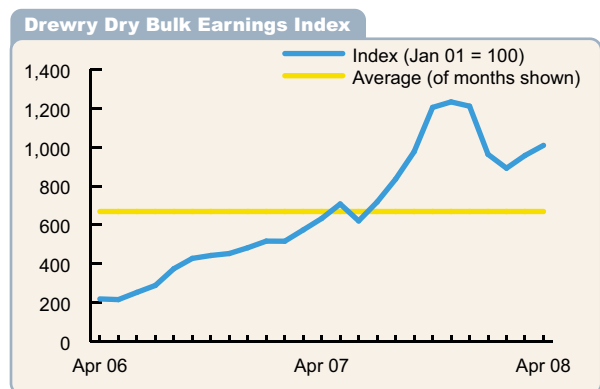
The dry bulk market enjoyed a firm month, as compared to a highly volatile freight market in the previous month. The Baltic Dry Index (BDI) opened the month at 7,890 points and nudged towards the 10,000 mark at month end, to close at 9,356 points. A tight supply-demand balance drove the market and is expected to do so in the coming months as well. The severe commodity supply crunch, that hit the market in the first quarter, has led to dwindling stockpiles. Since the charterers are all busy replenishing these stockpiles, even the holidays at the beginning of May are not expected to slow down the chartering activity in the sector.

So far, deliveries this year have been coming at a slow pace. In the first quarter, about 4.3m dwt of tonnage joined the fleet, as compared to 6.2m dwt in 1Q07. In April, the fleet grew by a mere 0.4% m-o-m. This has contributed to a tight tonnage situation on the market. But considering the delivery schedule for the coming months, a glut of deliveries is expected to join the fleet later this year. Strong commodity demand is projected to be able to absorb this increase in fleet supply and over tonnage is not expected to seriously affect the market until 2009.

Rising bunker costs are becoming a great concern for charterers. Rotterdam and Singapore HVF reached the \$500/tonne mark this month, an increase of nearly 60% y-o-y. Also MDO crossed the \$1000/tonne mark, a significant growth of almost 80% over the year. Following this, the share of bunker costs in the total operating costs has moved up considerably. The primary reason for the significant rise has been the rising crude oil prices which reached the \$124/barrel mark last week.

	TCE Earnings (\$pd)			
	2007	2008*	2008 Mar	2008 Apr
Capesize	118,120	135,210	138,485	155,635
Panamax	64,070	88,570	86,105	84,885
Handymax	34,450	34,350	40,285	30,355
Handy	17,175	18,670	13,580	18,765

* Average - Year to Date



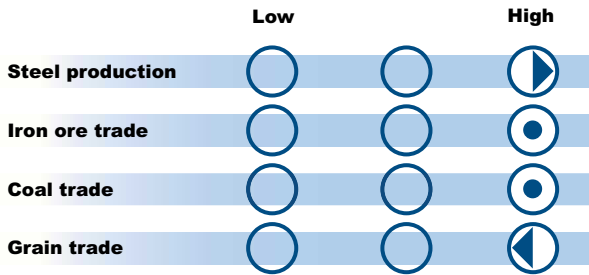
Our view

The phenomenal rise of the orderbook witnessed last year is expected to slow significantly this year. The main reasons for this slowdown are the global credit crunch and the soaring steel prices. With fewer new orders placed, the annual growth in fleet supply is expected to come down considerably in late 2011 or 2012, and the supply-demand balance is projected to widen.



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Market Indicators

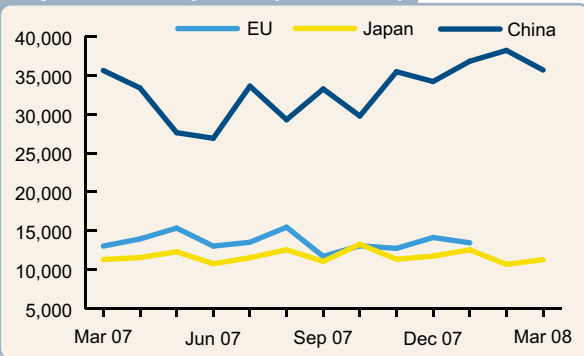


Seaborne Dry Bulk Trade (Mt)

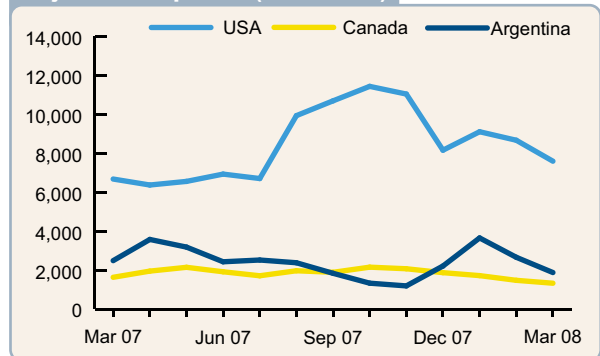
	2008 ^(F)	2Q08 ^(F)	3Q08 ^(F)	4Q08 ^(F)	1Q09 ^(F)
Iron Ore	856.3	206.3	214.7	219.2	227.1
Steam Coal	554.5	129.8	139.6	146.9	140.9
Coking Coal	231.5	59.6	59.5	57.8	55.4
Grain	230.9	51.2	60.0	61.7	58.3
Minor Bulks	1,200.4	296.8	306.3	303.0	306.6
Total Trade	3,073.6	743.6	780.1	788.6	788.3

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

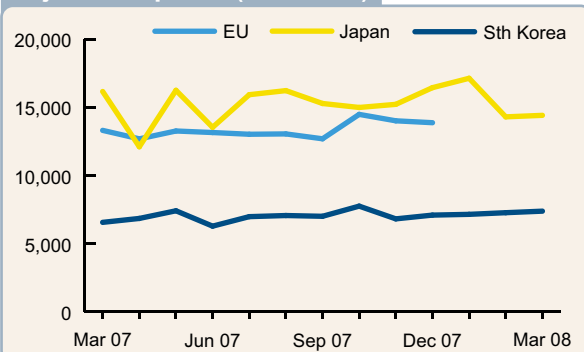
Major Iron Ore Importers ('000 tonnes)



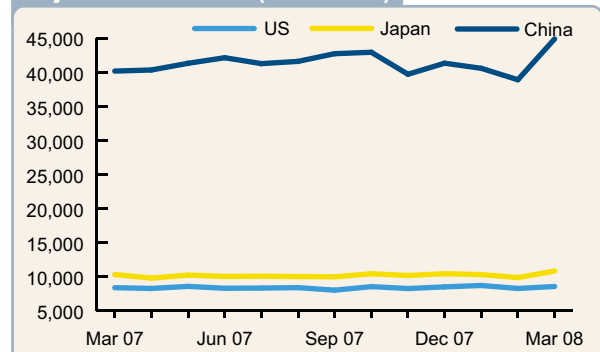
Major Grain Exporters ('000 tonnes)



Major Coal Importers ('000 tonnes)



Major Steel Producers ('000 tonnes)



Dead-lock continues in Argentina

The deadlock between the farmers and Argentinean Government has not ended over the new sliding tax issue. In early April, farmers ended their three-week old strike and decided to reach an agreement with the Government. However, they have since resumed the strike and are blocking the highways leading to the port, and hampering exports. The Government is not accepting a roll-back and is advocating this new tax system as it believes it will help to combat inflation and help narrow the gap between the rich and poor.

The inflation rate in India, after soaring to a 40 month high of 7.4%, is currently hovering at 7.0%. The pressure is mounting on the Government to increase export duty or to ban iron ore shipments. In its latest attempt to contain inflation, the Government has completely abolished the import duty on metallurgical coke. Last month, in a similar attempt, the Government increased export taxes on various steel products to 15%. In a response to this, Indian steel makers have decreased the price of long products by 5.5% and on flat products by about 10%.

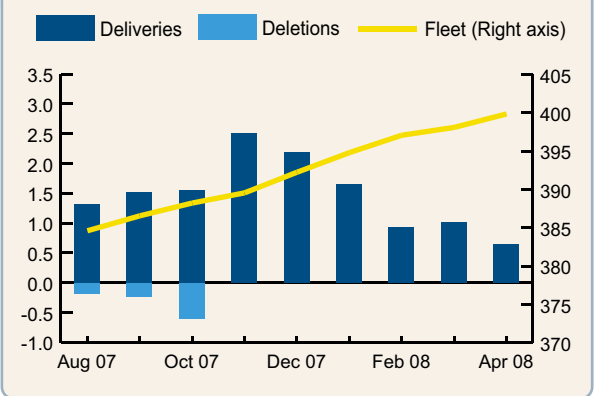
Thermal coal imports in 2008 into China are estimated at 15.9m tonnes, 0.2m tonnes higher than 2007 levels. Thermal coal imports had increased by more than 4.7m tonnes in 2007. In the coming months, China's thermal coal imports are expected to increase significantly on account of hotter summers, less than expected usual rainfall which will result in lower hydropower production, along with huge power consumption during the Olympic Games, which start on August 8th.

Total Dry Bulk Fleet: March 2008

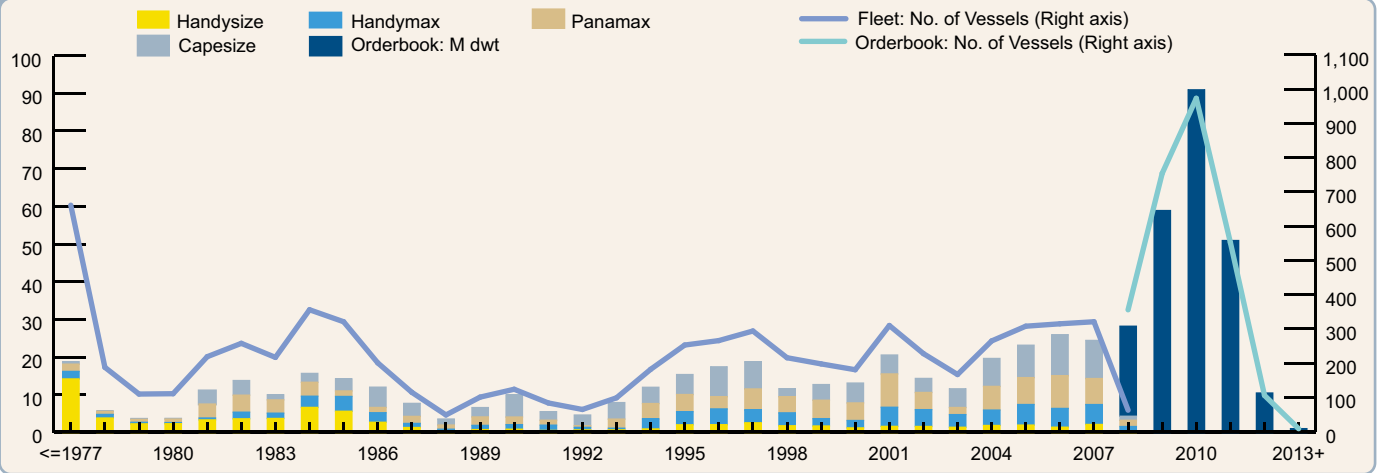
Size (^{'000 dwt})	Total		
	No.	Dwt	Fleet Size
10-40	2,939	78,503,240	▶
40-60	1,622	78,203,260	▶
60-80	1,342	96,071,183	▶
80-110	176	15,352,233	▶
110-200	668	109,693,378	▶
200+	99	22,044,544	▶
Total	6,846	399,867,838	▶

legend Position ○ Rising ▶ Falling ◀ Static ●

Fleet Development (^{'000 dwt})



Fleet Age Profile and Orderbook Delivery Schedule (M dwt)



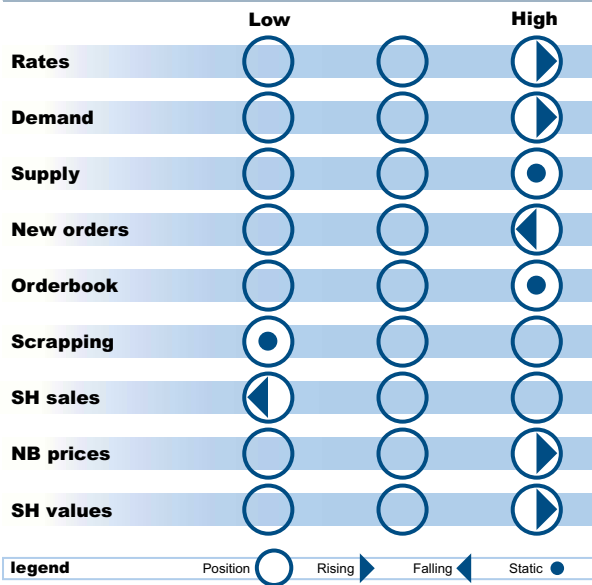
Total Dry Bulk Fleet & Orderbook: April 2008

Size (^{'000 dwt})	Existing Fleet		Orderbook										% of Fleet Dwt	
	No.	Dwt	2008		2009		2010		2011+		Total			
	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt
10-40	2,939	78,503	111	3,218	224	6,856	212	6,761	151	4,907	698	21,742	27.7	
40-60	1,622	78,203	129	6,930	253	14,089	243	13,721	168	9,545	793	44,286	56.6	
60-80	1,342	96,071	46	3,411	49	3,621	65	4,822	40	2,798	200	14,652	15.3	
80-110	176	15,352	33	2,819	85	7,429	164	14,097	135	11,767	417	36,113	235.2	
110-200	668	109,693	22	3,863	120	21,035	266	45,479	123	19,860	531	90,236	82.3	
200+	99	22,045	15	3,635	23	5,859	23	6,035	50	13,576	111	29,105	132.0	
Total	6,846	399,868	356	23,875	754	58,891	973	90,916	667	62,453	2,750	236,135	59.1	

Major Dry Bulk Builders

Size (^{'000 dwt})	10-40		40-60		60-80		80-110		110-200		200+		Total	
	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt
Japan	142	4,285	146	7,917	75	5,237	145	12,358	67	11,689	70	17,173	645	58,659
China	338	10,637	451	25,497	97	7,315	206	18,280	253	41,244	34	9,712	1,379	112,684
S. Korea	157	5,127	55	3,173	0	0	66	5,475	180	31,776	7	2,220	465	47,771
Others	61	1,694	141	7,699	28	2,100	0	0	31	5,527	0	0	261	17,020
Total	698	21,742	793	44,286	200	14,652	417	36,113	531	90,236	111	29,105	2,750	236,135

Market Indicators

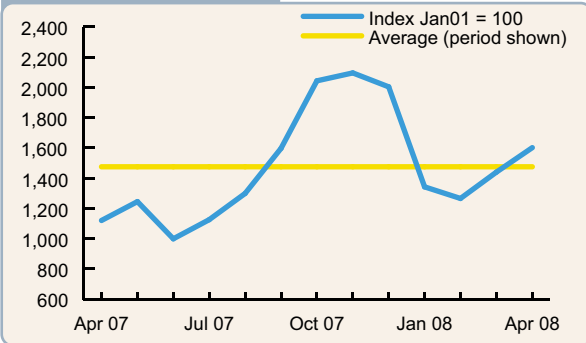


Capesize sector

The Capesize sector enjoyed firm gains this month. The Baltic Capesize Index (BCI) after opening at 11,511 points gained about 2,660 points over the month. Earnings in both basins leapt forward, although the Atlantic posted much firmer gains. Especially noteworthy were the fronthaul trip rates that touched the US\$235,000pd mark! Activity on the period market was also revived. Short term charters commanded strong premiums, with 7-8 months reaching the US\$167,000pd mark. COSCO secured two 2008 built 177,000 dwt bulkers for five years at a firm rate of US\$82,000pd each. Ten year fixtures were reported in the range from US\$38,500 to US\$43,500pd.

Activity on the newbuilding market moved slightly down in April. Korean shipping company, Joong Ang, placed orders for three 180,000dwt bulkers at two different shipyards at US\$98.0m each, with delivery scheduled for 2010/11. In the secondhand market, just two transactions were reported but the rates held steady.

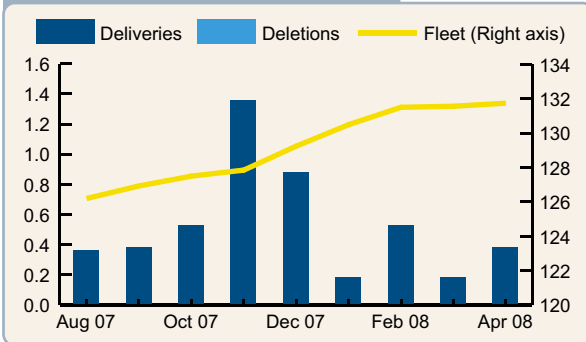
Capesize Earnings Index



Capesize Rates (\$pd)

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
Tubarao-Rttdam (\$/dwct)	32.5	32.6	28.8	32.2	38.0
Tubarao-China (\$/dwct)	59.3	68.5	62.5	69.8	78.0
WAus-China (\$/dwct)	24.4	27.1	25.2	28.5	29.5
Pt Bolivar-ARA (\$/dwct)	33.3	33.7	29.8	33.1	39.0
Fronthaul Trip	148,215	169,120	153,059	171,850	195,130
Transpacific Trip	112,010	122,430	112,401	129,850	134,710
Time Charter (1yr)	102,875	145,750	145,000	160,000	153,000
Time Charter (3yr)	74,000	91,500	95,000	100,000	96,000

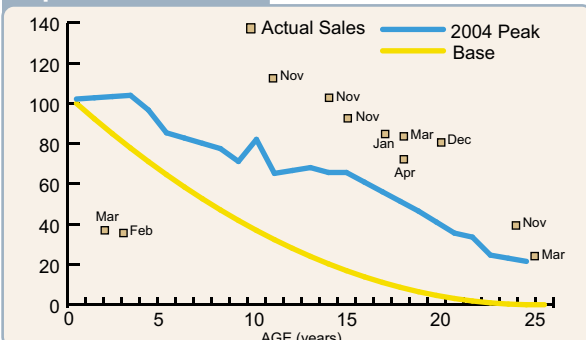
Capesize Fleet Development - m dwt



Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
NB Price \$M					
170,000 dwt	83.9	97.6	97.0	97.5	99.0
220,000 dwt	87.1	100.9	100.0	101.0	102.5
SH Price \$M					
170,000 dwt (5yr)	105.7	133.4	126.0	139.0	140.5
170,000 dwt (10yr)	88.4	110.3	104.0	115.0	116.0
150,000 dwt (10yr)	74.6	90.9	87.5	93.0	94.0
SH 5yr % of NB	125.1%	136.6%	129.9%	142.6%	141.9%
Scrap Value \$M	12.7	15.6	14.9	17.1	16.8

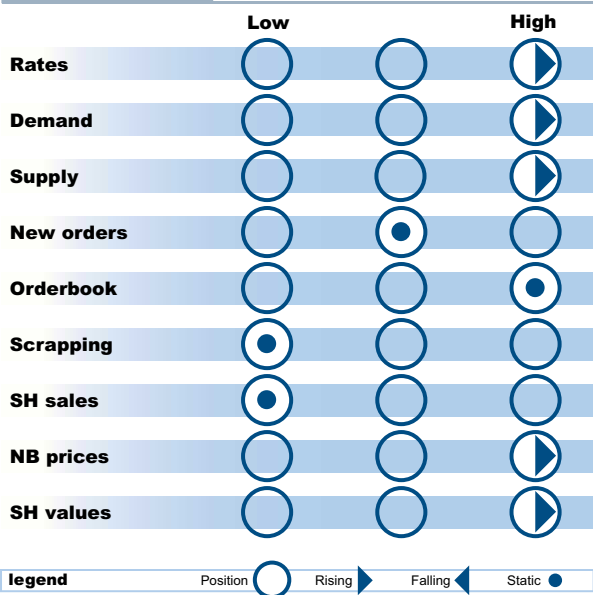
Capesize Asset Monitor



Investment Returns

	Apr 2008 Newbuild	Apr 2008 Secondhand (5yr)
Cost - \$M	99.0	140.5
Operating Costs - \$pd	6,525	6,525
Required TC Rate - for 10% IRR \$pd	42,800	52,000
Current Rate - T/C \$pd	153,000	153,000
Current Rate of Return (IRR) %	30.99%	37.45%
Sensitivity (+/- \$1,000 T/C rate)	0.14%	0.26%

Market Indicators

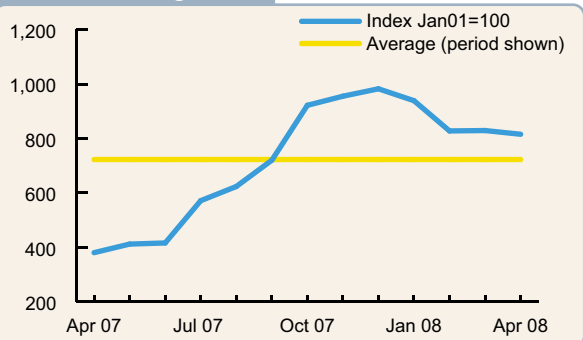


Panamax sector

The Baltic Panamax Index (BPI) opened the month at 7,767 points (down by 100 points over the previous month) but then rose steadily to peak at 9,287 points. Holidays at the month end brought the Index down marginally and it finally closed at 8,972 points. It was a story of two basins as the transatlantic rates moved up by 7% whilst transpacific trip rates were marked down by 5%. Firm fixtures were reported on the route from ECSA to Far East (due to the grain export season), with rates touching the US\$88,000pd mark. Over the month, activity on the period market was marked up by 40%. However, the rates for one-year time charters moved down by 1%.

Activity on the asset market was marked down this month although prices remained steady. In the newbuilding market, Tianjin Zhongtong placed an order for two 92,500 dwt bulkers at Jingling at US\$68.0m each. Following the cancellation by an Italian owner, the yard was been able to offer 2009 deliveries for this order.

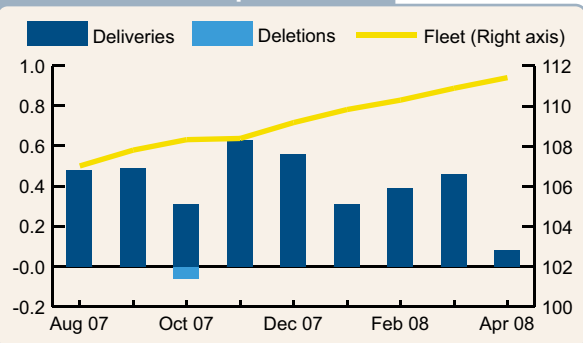
Panamax Earnings Index



Panamax Rates (\$pd)

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
US Gulf-Japan (\$/dwct)	81.4	112.5	106.0	110.7	110.0
E.Aus-Japan (\$/dwct)	32.6	36.7	31.2	39.1	38.0
Richards Bay-Med (\$/dwct)	37.2	36.5	30.7	39.9	39.5
TA Trip	59,820	76,520	71,395	79,230	84,775
TP Trip	54,960	53,680	44,740	62,850	59,720
India/-/FE	54,625	71,810	72,000	75,000	72,250
Time Charter (1yr)	52,230	69,500	70,000	76,000	75,000
Time Charter (3yr)	38,605	50,000	51,000	54,000	52,000

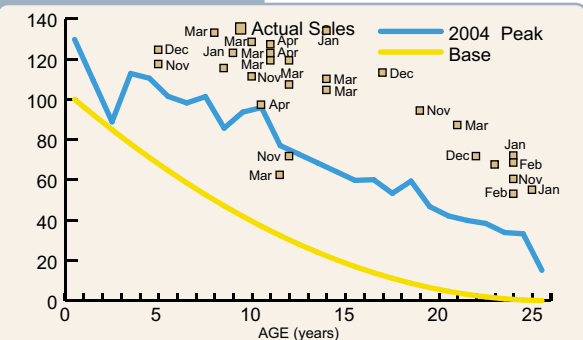
Panamax Fleet Development - M dwt



Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
NB Price \$M					
75,000 dwt	46.6	54.1	54.0	54.5	55.0
95,000 dwt	50.2	58.0	57.5	58.0	59.0
SH Price \$M					
75,000 dwt (5yr)	63.1	78.3	75.0	79.5	81.0
75,000 dwt (10yr)	55.7	66.6	63.5	68.0	69.0
SH 5yr % of NB	133.7%	144.6%	138.9%	145.9%	147.3%
Scrap Value \$M	5.4	6.6	6.3	7.3	7.2

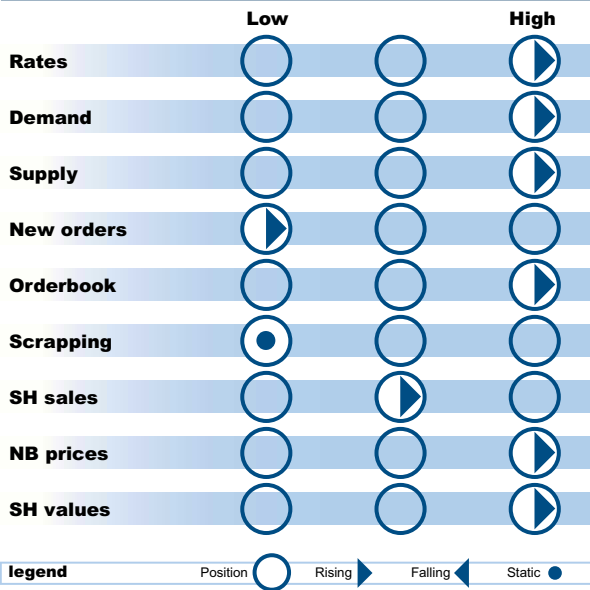
Panamax Asset Monitor



Investment Returns

	Apr 2008	
	Newbuild	Secondhand (5yr)
Cost \$M	55.0	81.0
Operating Costs \$pd	5,745	5,745
Required TC Rate - for 10% IRR \$pd	26,100	32,000
Current Rate - T/C \$pd	75,000	75,000
Current Rate of Return (IRR) %	27.71%	30.61%
Sensitivity (+/- \$1,000 T/C rate)	0.28%	0.45%

Market Indicators

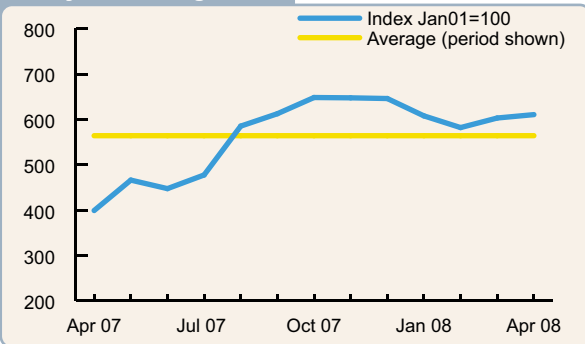


Handymax sector

The Baltic Supramax Index (BSI) opened the month at 4,792 points and dipped to 4,664 points by mid month, due to limited chartering. But the end of the farmers' strike in Argentina saw many charterers rushing to fix cargoes in case the strike should be recalled, due to the failure of the negotiations with the Government. Thereafter, the Index climbed steadily to close the month at 5,444 points. As with the Panamax sector, rates in the Atlantic Basin firmed but moved down in the Pacific. Transpacific rates moved down by 18% over the month, whilst on the US Gulf to Continent route, rates moved up by almost 17%.

Contrary to the general slowdown in the asset market this month, activity in the Handymax sector was marked up. Some 23 berths were contracted for 57,000 dwt bulkers in the newbuilding market. Hantong Shipyard secured an order for 11 such vessels from two different shipowners. In the secondhand market, Shipping Land resold two of its 57,700 dwt vessels, to be delivered in 2010.

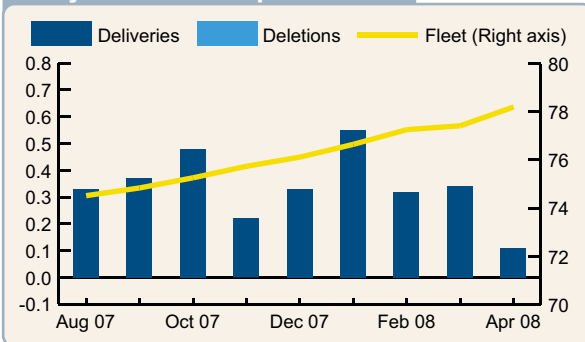
Handymax Earnings Index



Handymax Rates (\$pd)

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
Cont/-/FE	47,770	62,770	59,823	61,950	63,565
TP Trip	44,670	43,920	41,060	53,115	43,760
FE/-/Cont	44,715	40,190	38,173	48,655	38,760
US Gulf/Cont	68,630	79,230	68,951	72,635	85,320
Time Charter (1yr)	43,945	58,440	57,000	64,000	61,750
Time Charter (3yr)	33,670	38,000	38,000	40,000	38,000

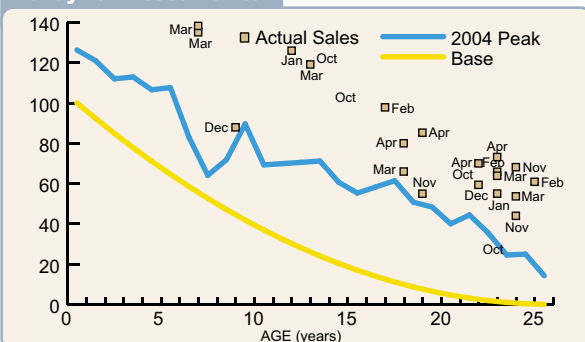
Handymax Fleet Development - m dwt



Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
NB Price \$M					
55,000 dwt	40.7	46.6	46.0	47.0	47.5
SH Price \$M					
45,000dwt (5yr)	50.4	61.3	58.0	63.0	64.0
55,000dwt (5yr)	54.1	66.5	63.0	68.0	70.0
SH 5yr % of NB	122.9%	131.3%	126.1%	134.0%	134.7%
Scrap Value \$M	4.4	5.4	5.2	5.9	5.8

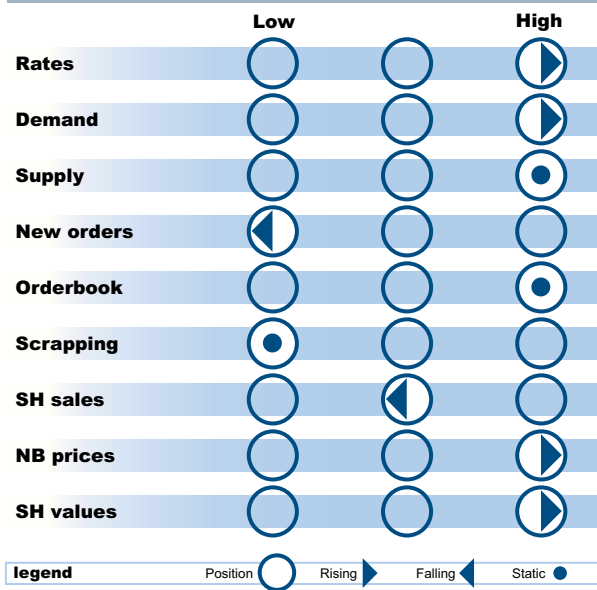
Handymax Asset Monitor



Investment Returns

	Apr 2008	
	Newbuild	Secondhand (5yr)
Cost - \$M	47.5	64.0
Operating Costs - \$pd	5,255	5,255
Required TC Rate - for 10% IRR \$pd	22,750	27,500
Current Rate - T/C \$pd	61,750	61,750
Current Rate of Return (IRR) %	26.61%	29.72%
Sensitivity (+/- \$1,000 T/C rate)	0.34%	0.54%

Market Indicators

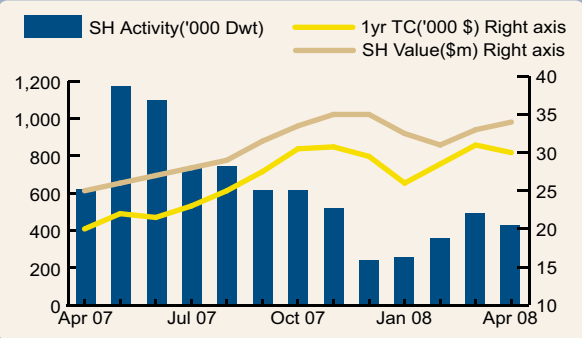


Handysize sector

The Handysize market had a much more stable month than its larger sisters. Steel and cement exports from China resulted in healthy chartering activity in this sector. The Baltic Handysize Index (BHSI) opened at 2,392 points and rose by nearly 400 points over the month. Rates for transatlantic trips rose by 24%, whilst for transpacific trips it moved down by 17%. On the US Gulf to Far East route, the 2008 built *Jin Man* (55,000 dwt) was chartered for a firm rate of \$79,000pd.

On the newbuilding market, activity nearly halved compared to last month, with "only" 14 orders reported. SPP Shipbuilding received an order for eight 35,000 dwt vessels at US\$40.0m each from Iran Shipping Lines, with delivery scheduled for 2011/12. On the secondhand market, activity and rates remained stable. Clipper sold four of its modern 30,000 dwt bulkers to undisclosed buyers at US\$50.0m each. Each of the vessels has a time charter back attached with it at US\$25,000pd.

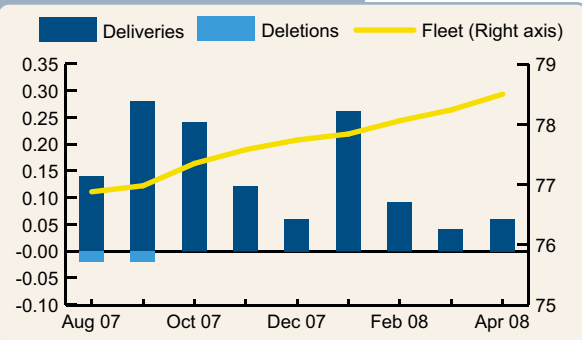
Handy Secondhand & Freight Market



Handy Rates (\$pd)

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
TA Trip	27,065	25,685	20,310	24,240	30,110
TP Trip	31,005	33,283	29,380	38,510	32,050
Time Charter (1yr)	23,020	28,875	28,500	31,000	30,000
Time Charter (3yr)	21,920	24,800	25,000	26,000	24,700

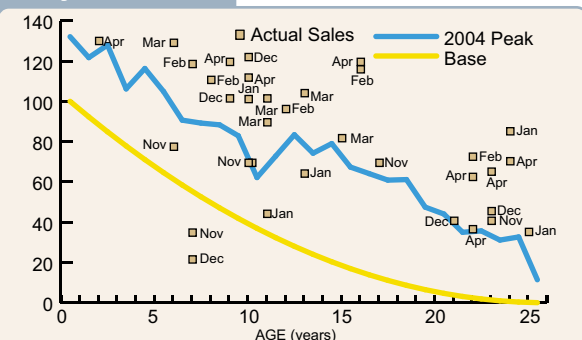
Handy Fleet Development - M dwt



Newbuild, Secondhand Scrap Values

	2007 Avg	2008 Avg	2008 Feb	2008 Mar	2008 Apr
NB Price \$M					
30,000dwt	33.2	38.0	38.0	38.0	38.5
SH Price \$M					
28,000 dwt (10yr)	28.4	32.6	31.0	33.0	34.0
37,000 dwt (15yr)	26.5	36.0	35.0	37.5	38.5
SH 10yr % of NB	85.1%	85.8%	81.6%	86.8%	88.3%
Scrap Value \$M	2.4	3.0	2.8	3.2	3.2

Handy Asset Monitor



Investment Returns

	Apr 2008 Newbuild	Apr 2008 Secondhand (10yr)
Cost - \$M	38.5	34.0
Operating Costs - \$pd	4,670	4,670
Required TC Rate - for 10% IRR \$pd	19,000	17,000
Current Rate - T/C \$pd	30,000	30,000
Current Rate of Return (IRR) %	16.95%	25.99%
Sensitivity (+/- \$1,000 T/C rate)	0.55%	1.13%

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	57.40	62.6%	104.55	24.35	4.43	46,783	49
Cosco Corporation Ltd	Singapore	3.16	-8.9%	8.20	2.57	18.67	31,522,000 ●	5,070
First Steamship Co. Ltd	Taiwan	83.00	16.9%	103.00	40.50	25.54	5,665,388	643
Inui Steamship	Japan	1,537.00	16.6%	3,360.00	895.00	8.38	2,111,100	439
Jinhui Shipping Transport	Norway	54.00	12.0%	86.00	34.50	10.27	468,894	911
Precious Shipping Public Co Ltd	Thailand	24.40	2.1%	41.25	21.30	6.08	2,547,700	816
U-Ming MarineTransport Corporation	Taiwan	102.00	13.3%	123.50	55.00	9.67	9,042,977 ●	2,869

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	127.00	-0.8%	148.00	118.00	9.41	329	488
China Shipping Haisheng 'A'	China	18.26	13.4%	25.42	10.32	30.93	8,683,306	1,116
D/S Norden	Denmark	528.00	4.6%	700.00	312.00	6.56	291,086	4,875
Daichi Chuo Kisen Kaisha	Japan	705.00	-0.8%	1,221.00	397.00	12.13	10,317,800 ●	1,450
Eidsiva Rederi	Norway	26.00	-10.3%	44.00	26.00	2.00	n/a	n/a
Hanjin Shipping Co. Ltd	S.Korea	43,000.00	8.0%	63,500.00	29,250.00	20.31	1,376,160	3,414
Korea Line Corporation	S.Korea	198,500.00	9.4%	297,000.00	68,100.00	6.00	169,519	2,302
Ningbo Marine 'A'	China	12.05	2.8%	16.60	8.30	35.55	n/a	n/a
Sincere Navigation Corporation	Taiwan	61.50	-0.2%	79.90	48.50	8.99	5,695,963	970

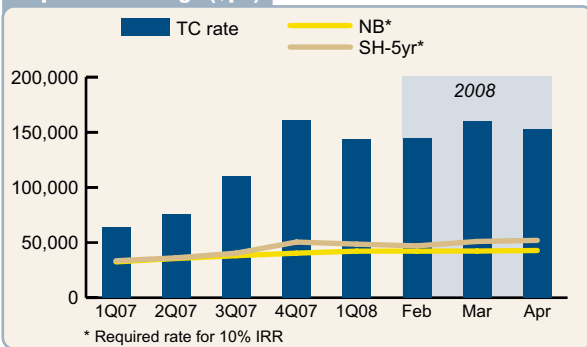
* All prices in local currencies as on 2nd May 2008

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

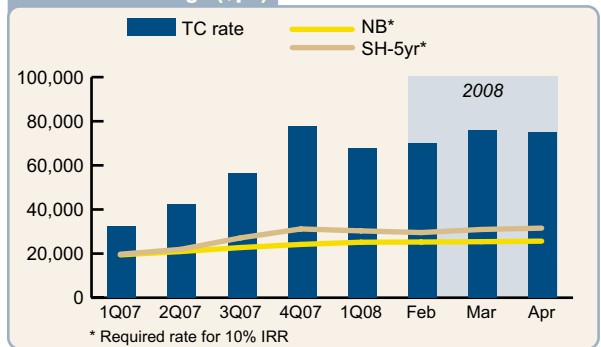
● ● ● Three most active companies - by the number of shares traded in the last week irrespective of the price and market cap

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

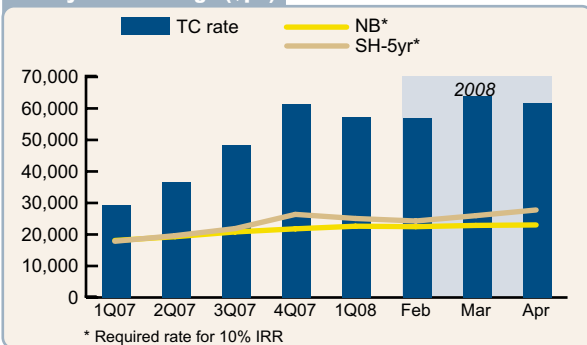
Capesize Earnings (\$pd)



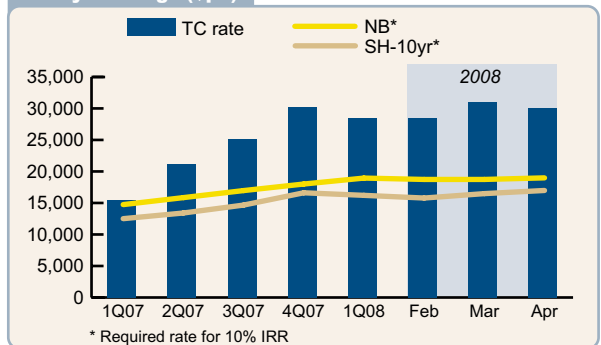
Panamax Earnings (\$pd)



Handymax Earnings (\$pd)



Handy Earnings (\$pd)



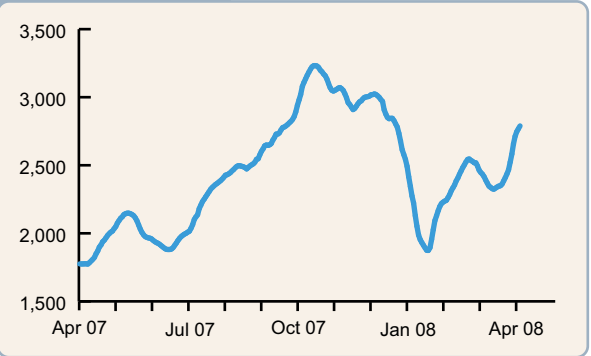
** For IRR assumptions : refer to page 13

indices and ffas

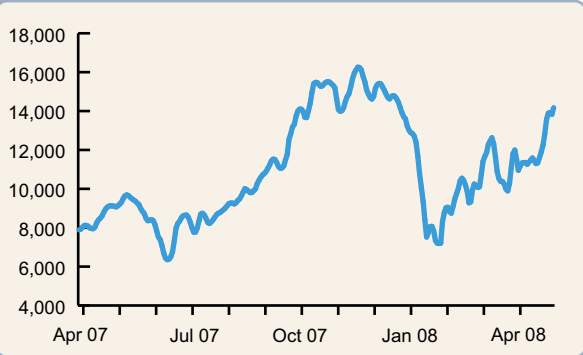
Baltic Indices: BDI



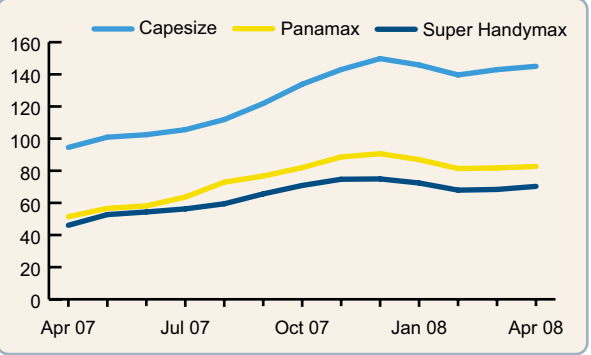
Baltic Indices: BHSI



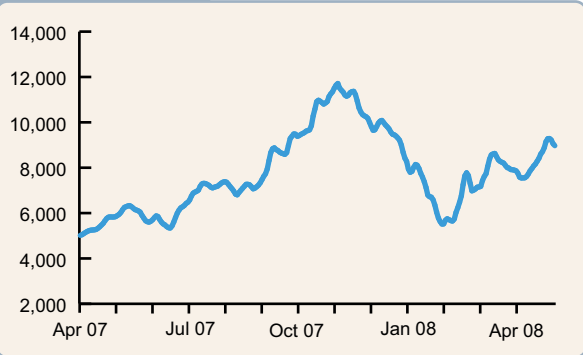
Baltic Indices: BCI



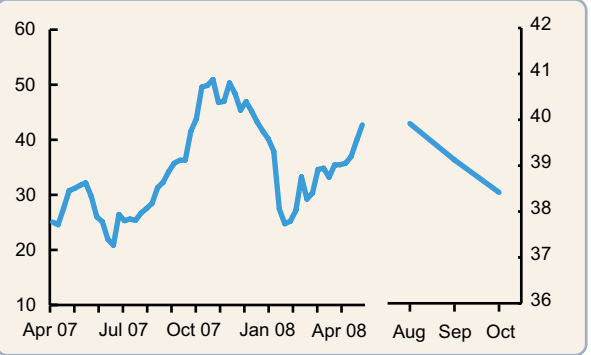
Baltic Ship Valuation Assessment



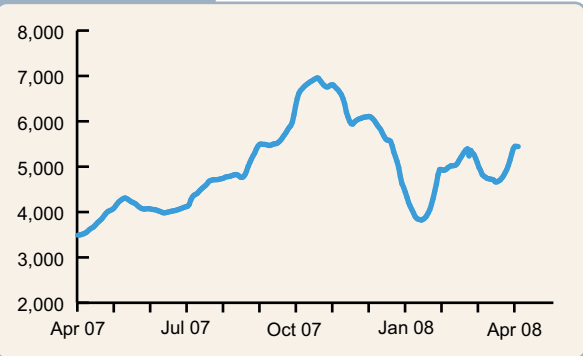
Baltic Indices: BPI



BFA C4 Richards Bay/Rotterdam



Baltic Indices: BSI



BFA P2a Fronthaul Trip



Source: All indices - The Baltic Exchange

Fleet Supply

	2006		2007		2008*		Mar		Apr	
	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	2,939	78,503	2,929	78,240	2,939	78,503
40-60,000	1,496	71,396	1,584	76,118	1,622	78,203	1,608	77,421	1,622	78,203
60-80,000	1,284	91,647	1,325	94,775	1,342	96,071	1,336	95,628	1,342	96,071
80-110,000	131	11,454	165	14,408	176	15,352	175	15,260	176	15,352
110-200,000	629	102,771	658	107,917	668	109,693	667	109,517	668	109,693
200,000+	77	17,349	96	21,307	99	22,045	99	22,044	99	22,045
Total	6,464	370,785	6,738	392,260	6,846	399,868	6,814	398,109	6,846	399,868
Orderbook										
10-40,000	279	8,086	574	17,703	698	21,742	652	20,380	698	21,742
40-60,000	310	16,696	728	40,503	793	44,286	782	43,654	793	44,286
60-80,000	121	9,156	204	15,004	200	14,652	206	15,115	200	14,652
80-110,000	131	11,394	386	33,440	417	36,113	414	35,867	417	36,113
110-200,000	116	20,522	479	81,921	531	90,236	521	88,480	531	90,236
200,000+	67	16,527	106	27,967	111	29,105	109	28,465	111	29,105
Total	1,024	82,380	2,477	216,537	2,750	236,135	2,684	231,961	2,750	236,135
% Fleet		22.2%		55.2%		59.1%		58.3%		59.1%
New orders										
10-40,000	133	3,865	273	9,971	94	3,015	33	1,013	14	442
40-60,000	151	8,216	439	26,280	122	6,945	18	1,036	23	1,314
60-80,000	24	1,828	77	6,238	29	2,221	3	235	2	160
80-110,000	38	3,327	199	19,803	31	2,740	5	414	4	405
110-200,000	68	12,018	322	58,261	86	14,858	19	3,367	19	3,569
200,000+	14	4,094	45	14,063	15	4,136	6	1,560	0	0
Total	428	33,347	1,355	134,614	377	33,915	84	7,625	62	5,890
Deliveries**										
10-40,000	49	1,341	82	2,038	17	441	1	37	3	61
40-60,000	50	8,796	93	4,995	24	1,320	6	337	2	110
60-80,000	9	1,868	45	3,414	13	990	5	381	0	0
80-110,000	91	4,873	40	3,480	9	748	1	83	1	83
110-200,000	62	4,705	32	5,663	7	1,246	1	178	1	177
200,000+	48	4,080	20	4,264	1	207	0	0	1	207
Total	309	25,663	312	23,855	71	4,953	14	1,016	8	638
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	56	1,540	18	495	15	427
40-60,000	166	7,909	197	7,446	33	1,567	11	513	15	741
60-80,000	171	12,118	186	12,350	31	2,492	12	864	7	795
80-110,000	21	1,740	16	1,286	2	165	0	0	1	83
110,000+	74	12,108	103	13,915	15	2,520	8	1,396	2	277
Total	628	39,391	805	42,399	137	8,284	49	3,269	40	2,324

* Year to date

** Provisional deliveries for Apr 2008

Drewry Prices

Size	Newbuilding Price (US\$m)					Scrap Value (US\$m)					Scrap Price (\$/ldt)
	2006	2007	2008*	Mar	Apr	2006	2007	2008*	Mar	Apr	Apr
25-30,000 dwt**	22.3	33.2	38.0	38.0	38.5	2.0	2.4	3.0	3.2	3.2	583
50-55,000 dwt**	31.5	40.7	46.6	47.0	47.5	3.7	4.4	5.4	5.9	5.8	583
70-75,000 dwt	35.7	46.6	54.1	54.5	55.0	4.4	5.4	6.6	7.3	7.2	600
150-180,000 dwt	62.1	83.9	97.6	97.5	99.0	11.1	12.7	15.6	17.1	16.8	560

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

Vessel Size	2006	2007	2008*	Mar	Apr
35-40,000 dwt	n/a	26.5	36.0	37.5	38.5
50-55,000 dwt	31.3	50.4	66.5	68.0	70.0
70-75,000 dwt	37.0	63.1	78.3	79.5	81.0
160-180,000 dwt	66.1	105.7	133.4	139.0	140.5

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

Vessel Size	2006	2007	2008*	Mar	Apr
25-30,000 dwt	19.5	28.4	32.6	33.0	34.0
70-75,000 dwt	28.6	51.2	66.6	68.0	69.0
130-150,000 dwt	44.0	74.6	90.9	93.0	94.0
160-180,000 dwt	n/a	88.4	110.3	115.0	116.0

** Geared (25 tonne cranes)

Freight Rates

Capesize						Handymax					
	2006	2007	2008*	Mar	Apr		2006	2007	2008*	Mar	Apr
Freight Rate \$/mt						Trip Rate \$pd					
Tubarao - Rotterdam	14.5	32.5	32.5	32.0	38.0	Cont-/Far East	21,550	47,770	61,950	63,565	62,770
Tubarao - China	27.5	59.5	68.5	70.0	78.0	Transpacific Trip	23,895	44,670	53,115	43,760	43,920
W Aus - China	12.0	24.5	27.0	28.5	29.5	FE-/Cont	24,700	44,715	48,655	38,760	40,188
						US Gulf/Cont	n/a	68,630	72,635	85,320	79,230
Trip Rate \$pd											
Fronthaul trip	58,900	148,215	169,125	171,850	195,130	TC Rate					
						5 Year Old \$/day	21,800	43,945	58,440	64,000	61,750
TC Rate (1yr)						10 Year Old \$/day	20,235	38,040	50,625	55,000	53,000
5 Year Old \$/day	45,645	102,875	145,750	160,000	153,000						
10 Year Old \$/day	36,340	84,040	116,875	130,000	124,000	TC Rate (3yr)					
						5 Year Old \$/day	n/a	33,665	38,000	40,000	38,000
TC Rate (3yr)											
5 Year Old \$/day	n/a	74,000	91,500	100,000	96,000						
						Panamax	2006	2007	2008*	Mar	Apr
Freight Rate \$/mt											
US Gulf - Japan	41.5	81.5	112.5	110.5	110.0	Trip Rate \$pd					
						Transatlantic Trip	14,320	27,065	25,685	24,240	30,110
Trip Rate \$pd						Transpacific Trip	19,430	31,005	33,285	38,510	32,050
Transatlantic Trip	23,960	61,480	76,520	79,230	84,775						
Transpacific Trip	25,075	54,960	53,680	62,850	59,720	TC Rate					
						10 Year Old \$/day	12,560	23,020	28,875	31,000	30,000
TC Rate											
5 Year Old \$/day	22,475	52,230	69,500	76,000	75,000	TC Rate (3yr)					
10 Year Old \$/day	20,360	49,000	66,875	73,500	71,500	5 Year Old \$/day	n/a	21,915	24,800	26,000	24,700
TC Rate (3yr)											
5 Year Old \$/day	n/a	38,605	50,000	54,000	52,000						

* 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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