



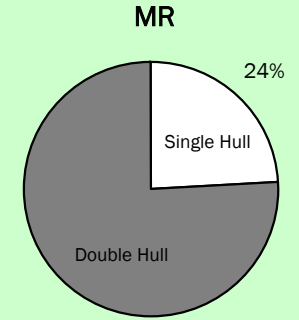
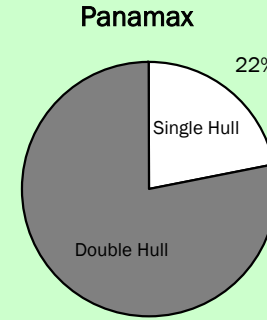
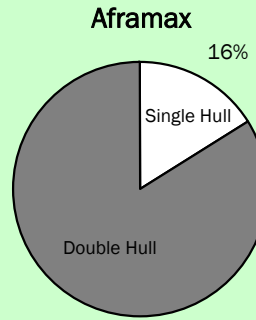
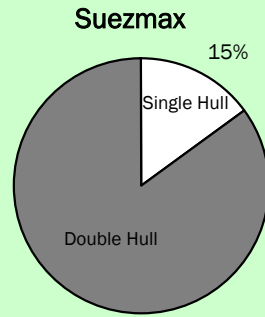
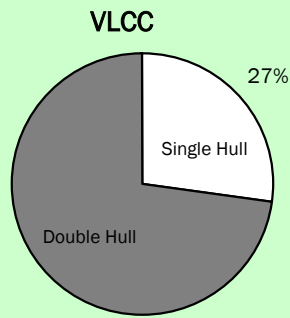
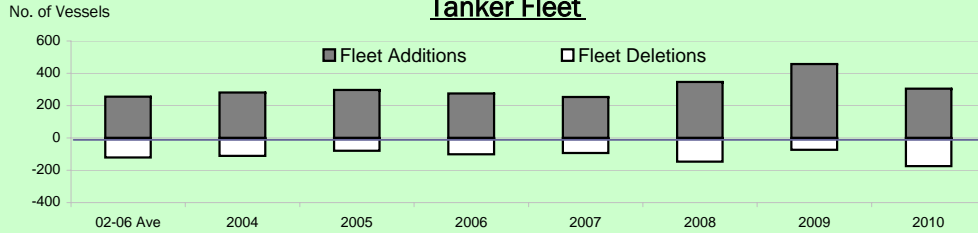
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TANKERS

SINGLE HULL FLEET - MARCH 2008

Tanker Fleet



Single Hull Fleet Statistics

	VLCC	Suezmax	Aframax	Panamax	MR	Total
Percentage	27%	15%	16%	22%	24%	21%
Number of Vessels	135	55	125	76	244	635
Deadweight (million dwt)	37	8	12	5	9	71
Recycled steel (million ldt)	4.5	1.2	2.0	1.0	2.6	11.3
Newbuildings on order	134	117	253	83	464	1,051
Value (US \$ million)						
Current Scrapping Value	3,166	828	1,400	718	1,793	7,905
Replacement in kind (current N/B prices)	20,250	5,500	9,375	4,712	12,688	52,525
Conversion to DH (current prices)	4,725	1,540	2,625	1,140	2,928	12,958

The single hull tankers are slowly exiting the fleet and heading either towards the repair yards for variety of conversions or towards the shipbreaking yards. So far this year we count a total of nine vessels sold for scrap and the scrap price reaching US \$725 / ldt. In the above calculations we used a more conservative approach of US \$700 / ldt. At that price the single hull fleet of 635 vessels is valued at almost US \$8 billion. In order to replace that fleet with newbuilding contracts, at today's asset prices, would require over US \$52 billion. However, it must be noticed that the single hull fleet is the "cash cow" for the shipowners. Despite the fact that the single hull tonnage trades at a discounted freight and utilization levels, most of the fleet is paid off and the only cost remaining is the operating cost of about \$11,000 / day for a single hull VLCC tanker. In today's market that same single hull tanker earns around US \$35,000 / day. Therefore, unless the vessels are committed to other profitable projects such as conversions and absent additional pollution incidents, the phase-out of single hull tankers will take place gradually and single hulls will remain a valuable part of tanker fleet.

* Single hull vessels include double bottomed and double sided vessels. The MR fleet does not include IMO I and II type tankers. All numbers are based on present day trading fleet.