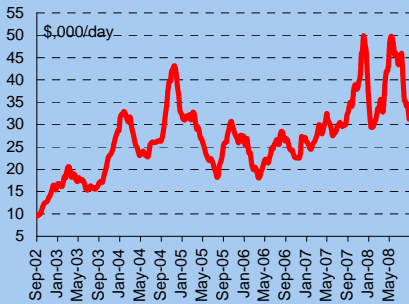


## ClarkSea Index \$31,201



### Highlights

#### VLCC Market

Rates moved upwards in the MEG this week.....p.2

#### Suezmax Market

The market returned to more of a natural balance this week.....p.2

#### Aframax Market

Cross-Med and UK/Cont rates weakened again.....p.2

#### Products Market

MR average earnings held steady, up 1% w-o-w.....p.3

#### Capesize Market

The Capesize market dropped rapidly this week.....p.4

#### Panamax Market

Rates in both basins continued to drop.....p.4

#### Handymax Market

The Handymax market slipped further this week.....p.5

#### S & P Market

Four tanker sales were reported to the market this week, although the dry cargo market was quiet.....p.i

#### Newbuilding

There have been several rumours that certain smaller Korean shipyards may be struggling financially with rising costs.....p.10

#### Demolition

The demolition markets in both India and Bangladesh weakened further this week.....p.11

## The Atlantic Market This Week .....

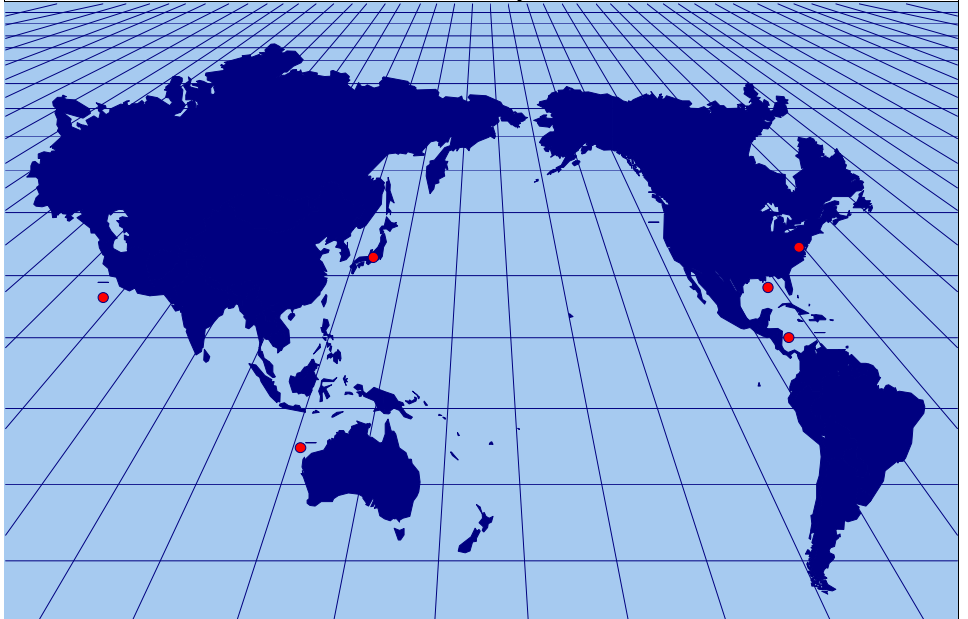
**Capesize:** Weaker **Panamax:** Weaker **Handy:** Weaker



Selection of ports covered by the various market sectors in this report

## The Pacific Market This Week .....

**Capesize:** Weaker!! **Panamax:** Steady **Handy:** Weaker



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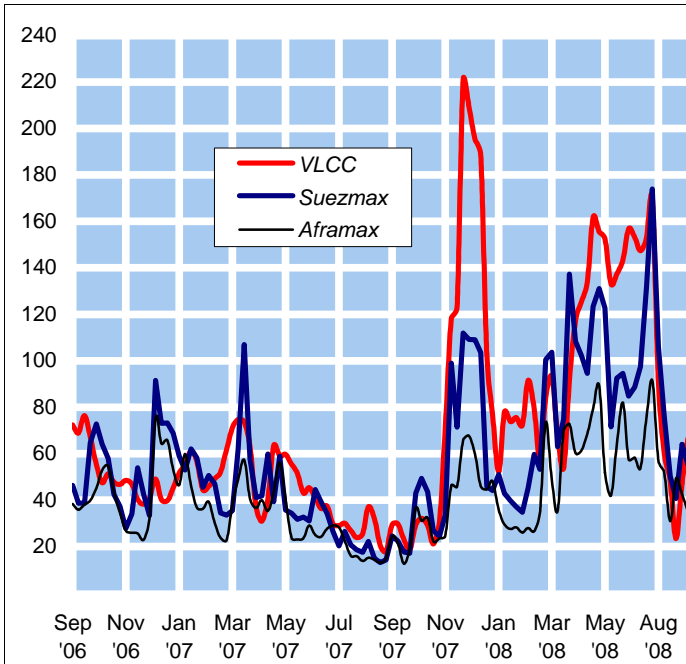
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# Crude Tanker Spot Market

## Crude Tanker Spot Earnings (\$,000's/day)

## Crude Tanker Highlights



### VLCCs:

This week has been a busy one for VLCC chartering as players rushed to conclude October positions before rates moved too strongly upwards. In the MEG, rates have now begun to move bullishly upwards and this is expected to continue at least into the early part of next week. In WAF, the movement is yet to come, but some upside is expected. Overall, average earnings rose 41% w-o-w to \$66,473/day.

### Suezmaxes:

After the strong upward movement seen last week, the Suezmax market returned to more of a natural balance. However, a quiet week for WAF cargo demand plus downtime for maintenance in Novo caused rates to come off, and further softening could be possible next week. Overall, average earnings fell 13% w-o-w to \$55,370/day.

### Aframaxes:

Aframax rates also fell, with upcoast, North Sea and Med-Med earnings dropping on the back of lacklustre demand. Average earnings fell by 17% w-o-w to \$35,185/day.

## VLCC Single Voyage.....

2	280,000t	Gulf - Europe
2	280,000t	Gulf - US Gulf *
2	265,000t	Gulf - Japan *
2	265,000t	Gulf - S.Korea *
2	270,000t	Gulf - Sing
2	280,000t	Gulf - Red Sea
2	260,000t	WAF - East *
2	260,000t	WAF - US Gulf *
2	280,000t	Med - UKC
2	260,000t	WAF - WC India^
2	VLCC Ave. Earnings *	

WS 2008		
Aug 29	Sep 05	2008
83	93	110
83	93	110
95	123	153
95	123	153
100	125	157
100	128	164
90	103	128
115	115	147
125	133	154
3.75	5.00	6.27

Average earnings \$ per day			
2006	2007	2008	Aug 29
52,652	44,805	81,756	40,740
50,599	43,986	79,737	38,710
63,599	63,691	120,526	44,777
60,809	61,778	116,277	44,372
64,796	64,827	122,776	49,781
69,404	70,143	132,288	51,987
55,203	50,286	91,109	41,337
71,234	55,155	108,491	67,065
89,805	70,271	135,592	94,796
62,749	53,103	93,954	29,761
60,289	54,979	103,228	47,252

## VLCC Earnings

Sep 05	This Week ....	
56,092	FIRMER	38%
52,983	FIRMER	37%
77,479	FIRMER	73%
78,198	FIRMER	76%
81,118	FIRMER	63%
86,761	FIRMER	67%
56,483	FIRMER	37%
67,222	STEADY	0%
103,507	FIRMER	9%
60,923	FIRMER	105%
66,473	FIRMER	41%

^ WAF - WC India route quoted in WS until 11-Aug-06; quoted as a lump-sum figure thereafter (in \$ million).

## Suezmax Single Voyage.....

4	130,000t	Gulf - S.China
4	130,000t	WAF - USAC *
4	130,000t	WAF - Med
4	130,000t	Med - Med *
4	Suezmax Ave. Earnings *	

WS 2008		
Aug 29	Sep 05	2008
160	170	176
183	175	194
183	175	196
175	155	206

Average earnings \$ per day			
2006	2007	2008	Aug 29
41,224	38,781	60,414	44,158
47,370	39,175	69,014	57,750
70,125	46,722	81,861	68,849
58,315	49,110	94,727	70,266
52,843	44,142	81,871	64,008

## Suezmax Earnings

Sep 05	This Week ....	
52,714	FIRMER	19%
54,783	SOFTER	-5%
63,638	SOFTER	-8%
55,956	WEAKER	-20%
55,370	WEAKER	-13%

## Aframax Single Voyage.....

6	80,000t	Gulf - East *
6	80,000t	Med - Med *
6	80,000t	Med - USAC
6	80,000t	UKC - UKC *
6	80,000t	UKC - USAC
6	80,000t	UKC - Med
6	80,000t	Indo - Japan *
6	70,000t	Carib - US Gulf *
6	80,000t	Black Sea - Med *
6	Aframax Ave. Earnings *	

WS 2008		
Aug 29	Sep 05	2008
170	185	209
205	170	224
225	210	225
170	150	197
210	190	223
165	145	187
180	185	204
255	205	215
230	200	232

Average earnings \$ per day			
2006	2007	2008	Aug 29
32,193	29,654	38,589	20,290
34,097	31,685	54,673	44,343
39,199	35,821	51,885	47,081
43,829	39,706	73,124	55,173
40,414	35,733	51,015	41,936
33,853	27,801	41,779	28,559
34,395	29,493	39,227	25,471
27,600	22,455	34,208	41,518
58,029	45,812	72,880	68,212
38,357	33,134	52,117	42,501

## Aframax Earnings

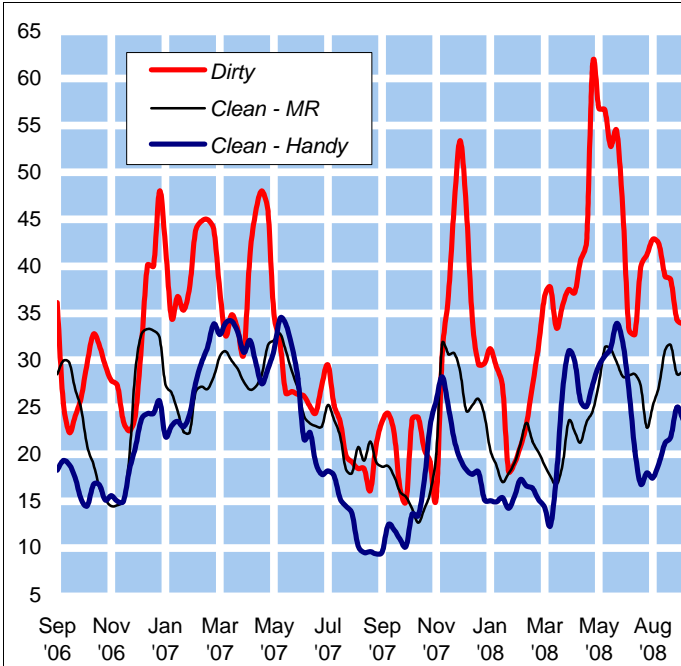
Sep 05	This Week ....	
27,252	FIRMER	34%
30,677	WEAKER!!	-31%
42,099	WEAKER	-11%
44,510	WEAKER	-19%
36,451	WEAKER	-13%
22,697	WEAKER	-21%
27,449	FIRM....	8%
27,218	WEAKER!!	-34%
54,006	WEAKER	-21%
35,185	WEAKER	-17%

Note: In June 2008, all tanker earnings since start 2004 were re-evaluated on the basis of revised voyage calculations; "Earnings" are timecharter equivalents of spot freight rates (see footnote on page 4); \*/# Indicates constituent routes of "Average Earnings" for each sector since start 2004.

# Product Tanker Spot Market

## Product Tanker Spot Earnings (\$,000's/day)

## Product Tanker Highlights



### Clean Products

The Cont-TA market has been busy this week, with fixtures as high as WS320 being reported and the tonnage list looking tight. Meanwhile, cross-Med rates held relatively steady at WS275. In the East, rates have shown the first signs of coming off. This can be attributed to Japanese and Korean players deciding to limit their imports of Naphtha until mid-October, meaning that owners have become bearish on September loads. Overall, 'MR' average earnings were up 1% w-o-w to \$28,808/day. On the other hand, 'Handysize' earnings softened 5% w-o-w to \$23,704/day.

### Dirty Products

It has been a quiet week for Panamax, with rates remaining fairly steady. Transatlantic voyages from both the Med and UK/Cont softened by WS2. Whether or not charterers could secure slightly softer rates was highly dependent on dates. Overall, average dirty earnings this week fell 1% w-o-w to \$33,901/day.

### Clean Product Single Voyage...

8	75,000t	Gulf - Japan
9	55,000t	Gulf - Japan
13	35,000t	Gulf - Japan *
13	35,000t	Gulf - E.Africa *
13	37,000t	UKC - USAC *
13	38,000t	Caribs - USAC *
13	30,000t	Sing - Japan *
14	30,000t	Med - USAC #
14	30,000t	Med - UKC #
14	30,000t	Med - Med
14	30,000t	Black Sea - Med
14	30,000t	Baltic - UKC #
14	30,000t	UKC - UKC \$
Clean 'MR' Ave. Earnings *		
Clean 'Hdy' Ave. Earnings #		

WS 2008		
Aug 29	Sep 05	2008
350	325	215
365	340	245
360	360	299
460	450	333
310	325	297
290	280	297
320	315	236
340	340	302
295	285	260
280	275	265
290	285	256
295	275	251
295	275	278

Average earnings \$ per day			
2006	2007	2008	Aug 29
31,851	23,704	36,191	71,918
28,253	24,194	30,774	53,358
25,467	22,930	22,476	27,239
28,053	27,401	29,422	42,936
27,626	28,810	27,876	27,270
30,330	28,820	30,336	26,852
18,748	14,116	10,630	18,443
21,749	23,231	22,163	24,312
21,449	22,467	20,264	22,663
35,785	36,313	36,507	39,359
28,821	27,571	27,160	31,053
22,212	21,538	21,668	27,921
New timeseries			40,225
26,045	24,416	24,148	28,548
21,804	22,412	21,365	24,965

### Clean Earnings

Sep 05	This Week ....	
65,000	WEAKER	-10%
48,216	WEAKER	-10%
27,723	STEADY	2%
43,230	STEADY	1%
30,214	FIRMER	11%
25,530	SOFTER	-5%
17,344	SOFTER	-6%
24,638	STEADY	1%
21,543	SOFTER	-5%
37,002	SOFTER	-6%
30,051	SOFTER	-3%
24,930	WEAKER	-11%
36,029	WEAKER	-10%
28,808	STEADY	1%
23,704	SOFTER	-5%

§ Jun-08: Tees-Amsterdam replaced Tees-Dunkirk as featured UKC-UKC route.

### Dirty Product Single Voyage...

12	55,000t	Med - US Gulf *
12	55,000t	UKC - US Gulf *
12	50,000t	Caribs - USAC *
12	45,000t	Med - UKC
Dirty Ave. Earnings *		

WS 2008		
Aug 29	Sep 05	2008
265	263	259
265	263	259
265	260	262
275	270	294

Average earnings \$ per day			
2006	2007	2008	Aug 29
32,655	32,196	37,273	34,524
35,399	34,427	40,463	38,122
27,444	26,864	33,093	30,406
New timeseries			29,381
31,833	31,162	36,943	34,350

### Dirty Earnings

Sep 05	This Week ....	
33,900	STEADY	-2%
38,138	STEADY	0%
29,663	STEADY	-2%
29,545	STEADY	1%
33,901	STEADY	-1%

### VLCC Spot Market Activity...

Fixtures:	Gulf-West
	Gulf-East/Japan
	Gulf-Red Sea
	Others
Total Number of Fixtures	
Vessels due to arrive in Gulf ~	No.
VLCC's Spot in Gulf ~	Dwt

Monthly Fixture Record						
Average No.		Number				
2006	2007	Apr '08	May '08	Jun '08	Jul '08	Aug '08
23	28	29	29	17	19	31
61	67	76	60	64	43	51
3	0	0	0	0	0	0
31	33	21	28	18	20	24
118	129	126	117	99	82	106
65	65	87	65	53	53	75
3	0	1	1	0	1	3
744	0	294	294	0	255	896

### VLCC Spot Market

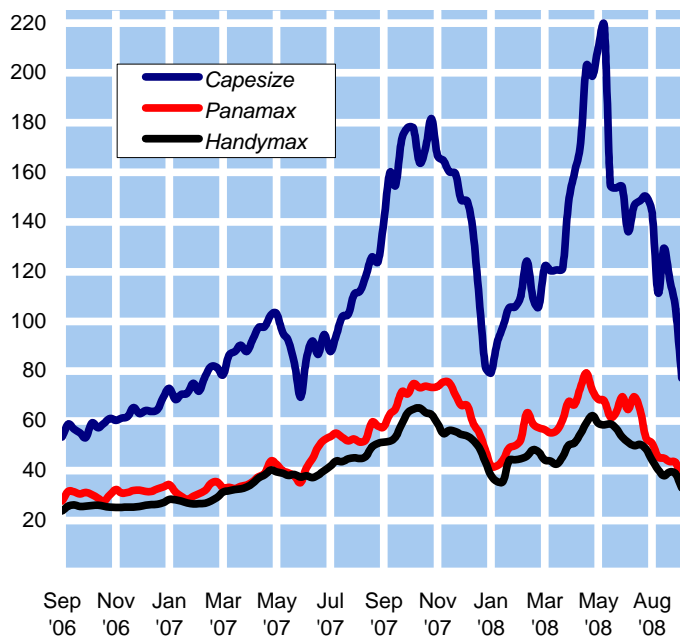
Last	This Week ...	
4 Wks		
7	DOWN BY...	-77%
15	DOWN BY...	-71%
0		
7	DOWN BY...	-73%
29	DOWN BY...	-73%
76	UP BY....	1%
5	UP BY....	67%
1,391	UP BY....	55%

~ As at the beginning of the month for historical data; for the next 4 weeks (vessels due) or this week (vessels spot) for current week's data.



# Large Bulk Carrier Market

## Bulkcarrier Spot Earnings (\$,000's/Day)



## Bulkcarrier Highlights

### • Capesize:

The market lacked fresh enquiry in both basins this week, and rates dropped rapidly. The Atlantic was hit hard, as rumours about Vale and Asian buyers playing games on potential re-negotiations of the price for iron ore persisted. Rates in the Pacific also fell due to a lack of cargo, and a force majeure declaration by Rio Tinto which caused uncertainty in the market. Average earnings fell by 26.4% w-o-w to \$77,282/day. Rates are expected to slip further early next week.

### • Panamax:

Rates in both basins continued to drop this week, although not as dramatically in the Pacific as the Atlantic. Average earnings fell by 16.4% w-o-w to \$36,137/day. It is arguable that if Cape and FFA sentiment is taken into account, the Panamax spot rates are coping relatively well. Hopes now rest on Nov/Dec improvement in the Cape sector lifting sentiment.

### • Handymax:

The end of summer has not seen the return to grace that usually marks this period, and rates in both basins continued to drop this week. Average earnings fell by 13.5% w-o-w to \$37,750/day.

## Capesize Single Voyage.....

		\$ Per Ton			Average Earnings \$ Per Day				Capesize Market		
		Aug 29	Sep 05	2008	2006	2007	2008	Aug 29	Sep 05	This Week ...	
<b>Iron Ore Trades</b>											
16	165,000	Tubarao/Rotterdam	30.75	25.00	39.38	45,557	124,412	144,691	100,942	76,213	WEAKER -24.5%
16	165,000	Tubarao/Japan 18m	68.25	49.50	74.33	60,584	146,438	186,442	163,145	110,710	WEAKER! -32.1%
16	165,000	Tub/Beilun.Baoshan	71.25	52.50	77.89	60,694	145,911	187,947	164,135	113,988	WEAKER! -30.6%
16	165,000	Dampier/Rotterdam	32.00	30.00	40.81	29,868	78,713	92,008	58,363	50,000	WEAKER -14.3%
16	165,000	Dampier/Japan 18m	23.10	15.60	28.41	48,712	118,206	145,147	105,676	56,519	WEAKER! -46.5%
16	165,000	Dampier/Beilun.Bao.	26.50	19.00	30.51	45,966	112,208	135,156	109,727	70,590	WEAKER! -35.7%
16	165,000	Saldanha/Beilun.Bao.	42.00	38.50	48.81	44,831	110,119	127,825	100,802	91,645	WEAKER -9.1%
<b>Coal Trades</b>											
16	150,000	Bolivar/Rotterdam	31.80	29.00	40.96	44,615	118,395	141,541	99,026	88,810	WEAKER -10.3%
16	150,000	Hay Pt./Rotterdam	48.85	39.00	51.27	29,153	74,104	83,727	72,571	47,823	WEAKER! -34.1%
16	150,000	R.Bay/Rotterdam	35.00	29.50	38.78	31,049	77,188	86,363	70,321	55,467	WEAKER -21.1%
16	150,000	Indonesia/Rotterdam	35.35	27.50	38.26	31,454	77,334	77,814	65,964	44,932	WEAKER! -31.9%
16	150,000	Hay Pt./Japan 17m	29.60	19.75	34.16	39,620	93,598	127,089	100,533	53,214	WEAKER! -47.1%
16	<b>Ave. Earnings, 1999/00-built</b>					44,732	111,380	132,765	104,933	77,282	WEAKER! -26.4%
17	<b>Ave. Earnings, 1990/91-built</b>					37,149	94,814	112,648	90,371	67,347	WEAKER! -25.5%

Note: Earnings on the Hay Pt./Japan coal route have been re-evaluated on the basis of a revised voyage calculation.

## Panamax Single Voyage.....

		\$ Per Ton			Average Earnings \$ Per Day				Panamax Market		
		Aug 29	Sep 05	2008	2006	2007	2008	Aug 29	Sep 05	This Week ...	
<b>Coal Trades</b>											
18	70,000	H.Rds/ARA	34.00	28.00	37.38	23,270	57,655	71,590	61,089	47,206	WEAKER -22.7%
18	70,000	USGulf/ARA	43.75	35.50	47.75	14,504	39,731	62,132	53,342	40,257	WEAKER -24.5%
18	70,000	Bolivar/ARA	39.80	32.50	43.79	21,124	55,479	68,695	57,704	42,920	WEAKER! -25.6%
18	70,000	Newcastle/Cont	49.00	45.50	59.20	22,330	43,522	44,830	30,233	27,372	WEAKER -9.5%
18	70,000	Richards B./Rott	37.25	33.20	42.71	21,538	46,811	52,234	39,611	34,158	WEAKER -13.8%
18	70,000	Roberts Bank/Japan	31.30	31.30	40.19	25,400	51,522	58,679	38,646	37,951	STEADY -1.8%
18	70,000	Newcastle/Japan	29.50	29.50	37.48	23,264	52,606	52,828	34,585	33,998	STEADY -1.7%
18	55,000	Roberts Bank/Rott	49.00	46.50	58.54	21,748	43,003	45,085	30,835	26,806	WEAKER -13.1%
18	70,000	Indonesia/Rotterdam	34.50	33.50	43.25	20,186	46,472	43,855	27,468	26,672	STEADY -2.9%
<b>Grain Trade (Supramax)</b>											
19	49,000	USGulf/Japan(HSS)*	105.00	98.50	115.51	-	53,323	73,256	63,271	58,822	SOFTER -7.0%
18	<b>Ave. Earnings, 1997/98-built</b>					21,714	49,349	57,171	43,245	36,137	WEAKER -16.4%
19/20	<b>Ave. Earnings, 1980's-built</b>					19,394	45,857	52,825	39,177	32,341	WEAKER -17.4%

\*This route replaces the Panamax grain routes, which are no longer reported and are not included in average earnings from start 2007 onwards.

"Average Earnings" are timecharter equivalents of spot freight rates, excluding waiting time off-hire etc., for standard routes/ships, for which see the "Sources & Methods" document on our website, "SIN 2005" ([www.clarksons.net](http://www.clarksons.net)). Standard Ships are indicated by the figures on the left, e.g. Modern Capesize = Standard Ship no. 13.

# Tripcharter Market, Freight Futures, & Bunkers

## Panamax Tripcharter...

Cont/Far East
TransPacific R/V
Far East/Cont
TransAtlantic R/V
Average Panamax Earnings
Clarkson P'max Trip Index

Average Earnings \$ Per Day						
2006	2007	2008	Aug 08	Aug 15	Aug 22	Aug 29
24,548	62,150	82,889	71,000	72,500	69,000	70,000
25,195	54,908	56,792	43,000	41,000	35,000	33,000
24,264	51,782	46,792	34,000	33,500	31,000	30,000
22,447	58,894	72,556	61,000	62,000	58,000	61,000
24,073	56,933	64,757	52,250	52,250	48,250	48,500
243	575	655	528	528	488	490

\*Rates are for a Panamax vessel based on the Baltic standard BPI vessel.

## Panamax Market

Sep 05	This Week ....	
68,000	STEADY	-2.9%
36,000	FIRMER	9.1%
30,000	STEADY	0.0%
57,000	SOFTER	-6.6%
47,750	STEADY	-1.5%
483	STEADY	-1.5%

## Handymax Tripcharter...\*

Cont/Far East
TransPacific R/V
Far East/Cont
TransAtlantic R/V
Average Earnings 52,000 dwt
Average Earnings 45,000 dwt
Clarkson Handymax Index

Average Earnings \$ Per Day						
2006	2007	2008	Aug 08	Aug 15	Aug 22	Aug 29
21,757	49,430	66,757	58,000	56,000	55,000	53,500
24,075	44,675	46,618	39,000	35,000	39,500	40,000
24,725	44,563	40,465	34,000	31,250	34,500	34,500
20,502	51,660	60,521	50,000	48,000	49,000	46,500
22,583	47,582	53,569	45,250	42,563	44,500	43,625
20,373	42,583	47,380	40,375	38,000	39,563	38,750
273	575	647	547	514	538	527

\* 52,000 dwt "Supramax" unless stated

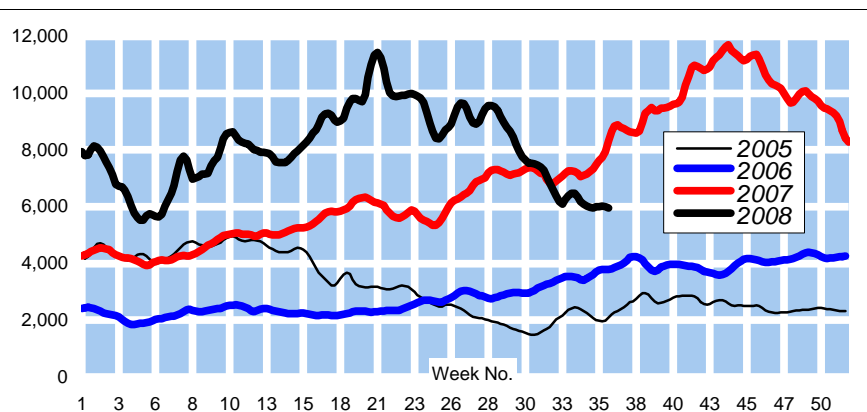
## Handymax Market

Sep 05	This Week ....	
46,500	WEAKER	-13.1%
35,000	WEAKER	-12.5%
30,000	WEAKER	-13.0%
39,500	WEAKER	-15.1%
37,750	WEAKER	-13.5%
33,125	WEAKER	-14.5%
456	WEAKER	-13.5%

## Baltic Freight Indices

	BPI	BCI	BSI	BDI
06-Aug	7075	12244	4605	7869
07-Aug	6835	11456	4511	7521
08-Aug	6612	10720	4450	7201
11-Aug	6375	10581	4389	7055
12-Aug	6178	10695	4307	6992
13-Aug	6094	11256	4227	7097
14-Aug	6248	12240	4200	7420
15-Aug	6379	12581	4198	7557
18-Aug	6465	12673	4229	7622
19-Aug	6467	12337	4288	7543
20-Aug	6330	11710	4370	7344
21-Aug	6174	11331	4392	7190
22-Aug	6080	11291	4387	7147
26-Aug	6012	11263	4379	7115
27-Aug	5978	11120	4349	7050
28-Aug	5951	10820	4291	6929
29-Aug	5993	10506	4189	6809
01-Sep	6010	10216	4090	6691
02-Sep	6017	9599	3971	6466
03-Sep	6002	8724	3823	6146
04-Sep	5945	8107	3632	5874
Max Value	7075	12673	4605	7869
Min Value	5945	8107	3632	5874
Avg Value	6249	11022	4251	7078

## Baltic Panamax Index Trends



## FFA Indications at close .....

04-Sep

## Basis Closing Mid Price

		Index	Sept	Oct	Cal'09
BPI 1A	TransAtlantic R/V, \$/day	57,200			
BPI 2A	USGulf/Far East, \$/day	69,325	71,000	72,000	
BPI 3A	TransPacific R/V, \$/day	34,180	39,000	53,000	
BCI 7	Bolivar/Rott \$/ton	29.36	33.38	36.13	
BCI 4	R.Bay/Rott \$/ton	29.14	32.50	33.50	
Cape	TC Average \$/day	85,862			100,000
P'max	TC Average \$/day	47,670			50,250
S'max	TC Average \$/day	37,978			42,000

## Regional Bunker Markets .....

Rotterdam
Genoa
Philadelphia
Houston
Cristobal
Los Angeles
Japan
Singapore
Fujairah

MDO				380cst				Bunkers	
Avg.	To Date	Aug	Sep	Avg.	To Date	Aug	Sep	This Week ....	
2007	2008	29	5	2007	2008	29	5	(380cst)	
572	959	953	910	346	540	650	605	LOWER	-6.9%
-	-	-	-	369	563	676	635	LOWER	-6.1%
686	1056	1030	1038	371	571	661	643	LOWER	-2.8%
610	1026	1058	1023	353	563	662	660	LOWER	-0.3%
691	1134	1325	1350	369	584	708	673	LOWER	-5.0%
711	1056	1165	1010	382	594	673	678	HIGHER	0.7%
606	1013	1123	1108	419	645	763	793	HIGHER	3.9%
623	1036	992	969	374	575	705	668	LOWER	-5.3%
666	1103	1205	1185	375	582	721	660	LOWER	-8.5%

# Gas & Chemical Markets

<b>LPG Market....</b>	<b>Average</b>		<b>2008</b>		<b>LPG Market</b>	
	<b>2006</b>	<b>2007</b>	<b>Jul</b>	<b>Aug</b>	<b>05 Sep</b>	<b>Trends...</b>
<b>Voyage Rates (\$/mt)</b>						
<b>44/46K mt AG/Japan*</b>	46.71	37.07	74.00	71.30	61.00	<b>WEAKER. -14%</b>
<b>T/C Equivalent, \$/day</b>						
<b>82,000m³ modern +</b>	n/a	31,398	50,138	48,790	38,795	<b>WEAKER. -20%</b>
<b>78,000m³ modern</b>	37,327	23,019	48,083	46,817	37,151	<b>WEAKER. -21%</b>
<b>12 mths T/C, \$/day</b>						
<b>82,000m³ modern +</b>	n/a	24,288	24,042	25,447	26,302	<b>FIRM... 3%</b>
<b>78,000m³ modern</b>	37,727	25,455	22,891	24,296	25,151	<b>FIRM... 4%</b>
<b>59,000m³ modern"</b>	35,394	32,207	28,932	29,590	28,768	<b>STEADY... -3%</b>
<b>54,000m³#</b>	29,931	26,395	24,658	21,370	18,905	<b>WEAKER. -12%</b>
<b>35,000m³</b>	33,247	30,677	28,603	28,406	27,946	<b>STEADY... -2%</b>
<b>24,000m³</b>	27,588	28,483	27,699	27,617	27,946	<b>STEADY... 1%</b>
<b>22,000m³ Semi-Ref +</b>	n/a	29,836	30,247	30,445	30,576	<b>STEADY... 0%</b>
<b>15,000m³ Semi-Ref</b>	22,353	28,395	23,014	23,014	23,014	<b>STEADY... 0%</b>
<b>8,250m³ Ethylene</b>	19,967	23,684	21,370	21,370	21,370	<b>STEADY... 0%</b>
<b>3,500m³ Pressure (East)</b>	n/a	7,846	7,767	7,956	7,562	<b>SOFTER... -5%</b>
<b>3,200m³ Semi-Ref</b>	9,939	20,885	10,192	10,192	10,192	<b>STEADY... 0%</b>

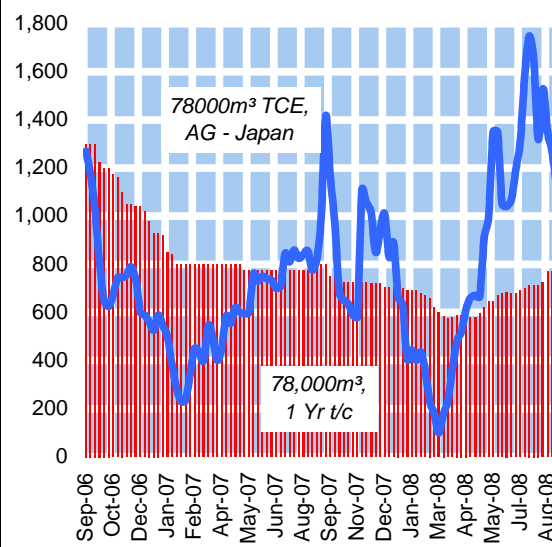
\* 44K mt for 78K vessel/46K mt for 82K vessel. + Annual data is for end-2007. " 57,000m³ till end 2007. #52,000m³ till end 2007.

• Last week the spot market was already slowing down in anticipation of posted price announcements, plus charterers were in no hurry to move as freight rates seemed to be under pressure. When prices were posted however, the market failed to ignite even though the Saudi CP was set at levels considered by most to be lower than expected. It appears that there is now a genuine

lack of freight demand and the availability of VLGCs appearing open to early October, including some prompt vessels, is worrying. It is therefore no surprise that freight sentiment softened throughout the week and, arguably, could fall further if there were any genuine enquiries out there to test owner's resolve.

• With nine VLGCs still to be delivered in the remainder of 2008 and the

**LPG Charter Rates, \$'000/month**



spate of Westbound movements more-or-less over, pressure may continue to build on freights and we could be heading towards a scenario more akin to 1Q 2008. Term discussions were relatively quiet as charterers have taken a step back for the time being, but also because term FOB contract volumes have not yet been negotiated for next year.

<b>Chemicals Markets....</b>	<b>Average</b>		<b>2008</b>		<b>Chem Market</b>	
	<b>2006</b>	<b>2007</b>	<b>Jul</b>	<b>Aug</b>	<b>05 Sep</b>	<b>Trends...</b>
<b>Voyage Rates (\$/mt)</b>						
<b>10,000 AG/WCIndia</b>	24.45	30.85	35.75	35.20	32.00	<b>WEAKER. -9%</b>
<b>15,000* AG/Far E.</b>	47.42	54.42	71.25	73.10	66.50	<b>WEAKER. -9%</b>
<b>15,000* AG/Med</b>	47.42	54.42	84.75	84.80	83.00	<b>STEADY... -2%</b>
<b>5,000 Rott/Houston</b>	51.14	43.75	45.00	46.20	55.00	<b>FIRMER.. 19%</b>
<b>10,000 Rott/Houston</b>	42.94	38.18	39.75	41.30	50.00	<b>FIRMER.. 21%</b>
<b>1,000 ~ Rott/Far E.</b>	99.14	100.61	104.50	103.80	102.00	<b>STEADY... -2%</b>
<b>2,000 ~ Rott/Far E.</b>	91.27	91.48	95.50	94.80	93.00	<b>STEADY... -2%</b>
<b>3,000 Rott/Far E.</b>	85.57	88.45	89.50	88.40	86.00	<b>STEADY... -3%</b>
<b>5,000 Rott/Far E.</b>	80.89	85.82	84.50	83.80	83.00	<b>STEADY... -1%</b>
<b>2,000 ~ Houston/Rott</b>	57.60	67.88	70.50	74.00	75.00	<b>STEADY... 1%</b>
<b>3,000 Houston/Rott</b>	48.20	62.74	66.25	67.75	68.00	<b>STEADY... 0%</b>
<b>5,000 Houston/Rott</b>	42.31	53.85	61.00	61.50	62.00	<b>STEADY... 1%</b>
<b>2,000 ~ Houston/Far E.</b>	77.47	83.81	95.50	98.25	95.00	<b>SOFTER... -3%</b>
<b>5,000 Houston/Far E.</b>	54.28	69.24	82.00	81.25	78.00	<b>SOFTER... -4%</b>
<b>10,000 Houston/Far E.</b>	51.05	65.03	76.00	76.50	73.00	<b>SOFTER... -5%</b>

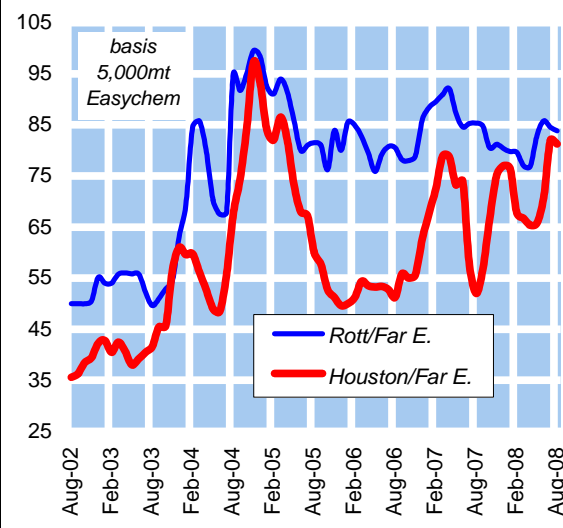
Easychems except for: \* Chemicals. ~ Stainless Steel.

• It was reported this week that Taiwan's Formosa Petrochemicals is deferring some of its November term naphtha cargoes by one month to December as it grapples with a tank top situation. Formosa is currently in discussions with its CFR term sellers to delay taking delivery. Its term sellers for the October 2008 to March 2009

contract includes Vitol, Shell, BP, Sempra, Itochu and Chevron. The company has not ruled out the possibility that up to three parcels of 75,000mt each may be deferred.

• Prices in the Asian polyvinyl chloride market took another battering this week with buyers in China running further to the sidelines. Prices fell by

**Chemical Freight Rates, \$/mt**

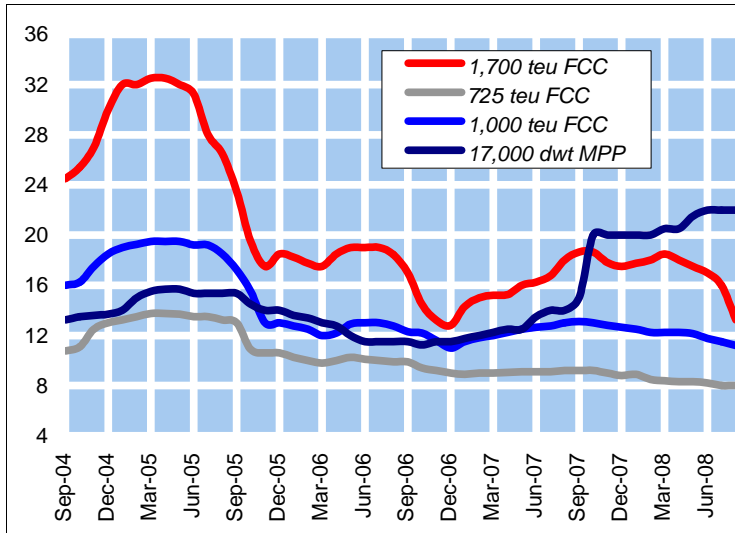


\$80/mt in the benchmark Chinese market to around \$1,125/mt CFR early on Wednesday. Prices have been on a downward spiral since early August, after PVC reached an historic high of \$1,320/mt CFR China at the end of July. The last time they were anywhere near this low was 9<sup>th</sup> April, when they stood at \$1,140/mt CFR China.

# Liner & Offshore Markets

## Liner Market Rates (\$/000's/day)

## Liner Market News



- Container volumes on the peak leg Transpacific trade have continued to slide. Eastbound container shipments from Asia to the US tracked by PERS slipped by 7.4% year-on-year to hit 6.47 million TEU in the first six months of 2008. In June, Asia-US volumes slipped 18.4% y-o-y to 1.03 million TEU, the first double-digit year-on-year fall for twelve years. On the backhaul trade, US-Asia volumes were up by 1.9% year-on-year in June to 510,000 TEU. However, over the second quarter as a whole, US containerised exports to Asia grew by a more impressive 14.3% year-on-year to reach 1.63 million TEU.

- Despite falling exports to the US, combined throughput at all Chinese ports has increased by 16.7% year-on-year over the first seven months of 2008 to hit 72.54 million TEU. Box handling at river ports increased 23.4% year-on-year to hit 5.53 million TEU.

## Container / MPP / Short Sea Markets

	Average			
	2004	2005	2006	2007
<b>Container Vessels (\$/Day)</b>				
Feedermax, 725 teu grd.	9,888	12,775	9,817	9,054
Handy, 1,000 teu grd.	14,475	17,700	12,350	12,500
Handy, 1,700 teu grd.	23,108	27,146	17,079	16,613
Sub-P'max, 2,000 teu g'less	26,267	28,750	18,392	19,696
Sub-P'max, 2,750 teu g'less	33,850	34,813	22,646	26,292
Panamax, 3,500 teu g'less	35,621	38,427	26,583	29,958
<b>MPP Tonnage (\$/Day)</b>				
17,000 dwt, grd. 1 yr. t/c(liner)	11,321	14,983	12,083	14,792
9,000 dwt, 1 yr. t/c (liner)	8,842	12,213	10,192	10,708
<b>European Short Sea 3,000dwt(\$/t)</b>				
ECUK/ARAG - N.Spain	25.67	24.40	21.64	28.61
French Bay - ECUK	13.71	12.64	13.03	16.07
Lower Baltic - ARAG	22.49	18.33	15.97	22.53
UK/ARAG - W.Med	33.23	34.00	32.19	37.00
W.Med - UK/ARAG	26.76	25.77	25.86	29.69

## 2008

	Jun	Jul	Aug
Feedermax, 725 teu grd.	8,200	8,000	8,000
Handy, 1,000 teu grd.	11,750	11,500	11,200
Handy, 1,700 teu grd.	17,000	16,000	13,250
Sub-P'max, 2,000 teu g'less	18,500	18,000	16,500
Sub-P'max, 2,750 teu g'less	23,000	22,000	20,500
Panamax, 3,500 teu g'less	29,500	27,000	26,000
17,000 dwt, grd. 1 yr. t/c(liner)	22,000	22,000	22,000
9,000 dwt, 1 yr. t/c (liner)	14,000	14,000	14,000
ECUK/ARAG - N.Spain	36.19	36.31	34.55
French Bay - ECUK	21.06	20.19	18.60
Lower Baltic - ARAG	32.69	31.25	28.80
UK/ARAG - W.Med	50.19	48.69	48.30
W.Med - UK/ARAG	43.50	42.31	40.30

## Liner Markets ....

Sep	Trends...*	
8,000	SOFTER...	-3%
11,200	SOFTER...	-6%
13,250	WEAKER...	-16%
16,500	WEAKER...	-12%
20,500	WEAKER...	-20%
26,000	WEAKER...	-14%
22,000	FIRM.....	3%
14,000	STEADY...	1%
32.50	SOFTER...	-6%
17.75	SOFTER...	-5%
27.50	SOFTER...	-5%
47.50	STEADY...	-2%
40.50	STEADY...	0%

\*3 mth trend for Container + MPP markets. Change since previous month for Short Sea. See [www.hcshipping.co.uk](http://www.hcshipping.co.uk) for Short Sea market report.

## Offshore Vessel Market

	Average			
	2004	2005	2006	2007
AHTS 7-12,000 Bhp	6,932	15,927	40,706	34,122
AHTS 12,000+ Bhp	9,294	25,072	55,935	51,559
PSV < 3,000 Dwt	5,981	13,593	22,170	21,601
PSV > 3,000 Dwt	8,520	17,168	26,119	26,074

Note: Rates are based on the averages of reported fixtures in the North Sea in £/day, supplied by One Offshore UK Ltd.

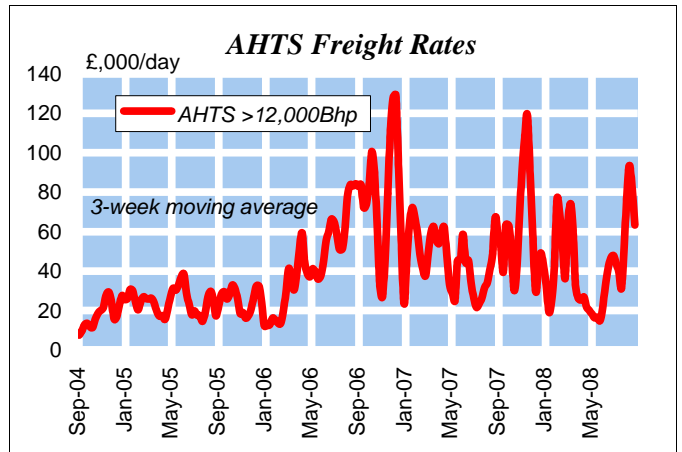
## Offshore Market ...

05 Sep	This Month	
28,750	STEADY...	
63,571	WEAKER...	-19%
16,000	STEADY...	
25,375	FIRMER...	17%

## Offshore Fleet & Orderbook....

	No. Vessels, end			
	2005	2006	2007	Aug-08
<b>Fleet:*</b>				
Anchor Handling Tug/Supply	1,908	1,997	2,105	2,154
PSV/Supply	1,568	1,636	1,713	1,761
Crew/Workboat	368	373	380	380
Other Types	1,630	1,653	1,691	1,715
<b>All Offshore Vessels</b>	<b>5,474</b>	<b>5,659</b>	<b>5,889</b>	<b>6,010</b>
<b>Orderbook:</b>				
Anchor Handling Tug/Supply	208	398	554	549
PSV/Supply	151	239	283	255
Crew/Workboat	9	13	23	31
Other Types	68	141	203	220
<b>All Offshore Vessels</b>	<b>434</b>	<b>791</b>	<b>1,063</b>	<b>1,055</b>

\* As of 1st February 2006, our coverage of the offshore fleet has been expanded.





# Secondhand Prices

## Oil Tanker Prices...

	End Year, \$m			Three Month		
	2005	2006	2007	Sep	Trend...	
310,000 dwt d/h * Resale	140.0	140.0	155.0	195.0	FIRMER...	10%
300,000 dwt d/h 5 yrs	117.0	118.0	135.0	165.0	FIRMER...	9%
300,000 dwt d/h 10 yrs	90.0	96.0	110.0	135.0	STEADY...	3%
250,000 dwt s/h 15 yrs	37.0	39.0	59.0	42.0	SOFTER...	-4%
160,000 dwt d/h " Resale	87.0	94.0	102.0	120.0	FIRMER...	9%
150,000 dwt d/h 5 yrs	75.0	82.0	92.0	105.0	FIRM....	6%
150,000 dwt d/h 10 yrs	65.0	71.0	74.0	83.0	FIRM....	4%
105,000 dwt d/h Resale	70.0	75.0	80.0	89.0	FIRM....	8%
105,000 dwt d/h # 5 yrs	63.0	66.5	70.0	79.0	FIRMER...	9%
95-97k dwt d/h 10 yrs	54.0	53.0	60.0	62.0	FIRM....	6%
95-97k dwt d/h ^ 15 yrs	New timeseries			40.0	STEADY...	2%
70,000 dwt d/h 5 yrs	48.0	56.0	60.5	60.0	STEADY...	1%
65,000 dwt d/h 10 yrs	39.0	42.0	50.5	50.0	STEADY...	1%
65,000 dwt s/h 20 yrs	8.5	11.0	12.0	12.0	STEADY...	0%
47,000 dwt d/h ~ 5 yrs	47.0	47.5	52.0	54.0	FIRM....	5%
45,000 dwt d/h 10 yrs	38.0	39.0	42.0	43.0	STEADY...	1%
45,000 dwt d/h 15 yrs	23.0	27.0	28.0	28.0	SOFTER...	-4%
45,000 dwt s/h 20 yrs	10.0	13.0	10.0	10.0	STEADY...	0%
37,000 dwt d/h \$ 5 yrs	40.0	44.0	44.5	47.0	STEADY...	0%
35,000 dwt d/h 10 yrs	21.0	31.0	36.0	37.0	STEADY...	0%
5-y-o Tanker Index	233	248	266	284	FIRM....	4%
12 month Change	17%	6%	7%	7%		

Before Mar-08: \*300k dwt "150k dwt #95-97k dwt ^86k dwt s/h ~45k dwt \$35k dwt

## Bulkcarrier Prices...

	End Year, \$m			Three Month		
	2005	2006	2007	Sep	Trend...	
170,000 dwt 5 yrs	57.0	81.0	150.0	153.0	STEADY...	2%
150,000 dwt 10 yrs	38.0	62.0	105.0	116.0	FIRM....	4%
150,000 dwt 15 yrs	28.0	43.0	88.0	92.5	STEADY...	1%
150,000 dwt * 20 yrs	18.5	21.0	59.0	70.0	FIRM....	5%
73,000 dwt 5 yrs	29.5	45.5	88.5	88.0	STEADY...	2%
72,000 dwt 10 yrs	24.0	37.0	72.0	77.0	FIRM....	4%
69,000 dwt 15 yrs	18.5	27.5	61.0	61.0	FIRM....	4%
60,000 dwt 20 yrs	10.5	16.0	44.5	45.0	STEADY...	3%
52,000 dwt 3 yrs	29.5	42.5	75.0	75.0	STEADY...	0%
52,000 dwt 5 yrs	25.5	40.0	75.0	72.0	STEADY...	1%
42-45,000 dwt 10 yrs	20.5	32.0	60.0	61.0	STEADY...	1%
42-45,000 dwt 15 yrs	16.5	22.0	46.5	50.0	STEADY...	-1%
42-45,000 dwt 20 yrs	10.0	15.5	36.0	37.0	SOFTER...	-3%
28-30,000 dwt 5 yrs	26.0	28.5	44.0	53.0	FIRM....	4%
28-30,000 dwt 10 yrs	19.0	23.0	40.0	46.0	STEADY...	2%
28-30,000 dwt 15 yrs	15.0	18.0	33.0	37.0	FIRM....	6%
27,000 dwt 20 yrs	8.0	11.5	26.0	30.0	FIRMER...	9%
5-y-o Bulker Index	178	239	423	445	STEADY...	2%
12 month Change	-4%	34%	77%	16%		

Before Oct-05: \*120-130k dwt

## Container & Ro-Ro Prices

	End Year, \$m			Three Month		
	2005	2006	2007	Sep	Trend...	
3,500 teu 10 yrs	37.0	41.0	49.5	46.5	SOFTER...	-5%
1,700 teu 10 yrs	24.5	24.5	26.5	24.0	WEAKER..	-10%
725 teu 10 yrs	12.5	13.0	14.0	14.8	SOFTER...	-6%
10-y-o Container Index	115.7	120.8	136.8	131.8	SOFTER...	-6%
Ro-Ro 2,500 lm* 10 yrs	22.0	23.3	25.0	25.5	STEADY...	-1%
Ro-Ro 1,250 lm* 10 yrs	13.5	14.5	15.5	16.0	STEADY...	-1%

\*Ro-Ro prices in euros, historical data converted using historical exchange rates

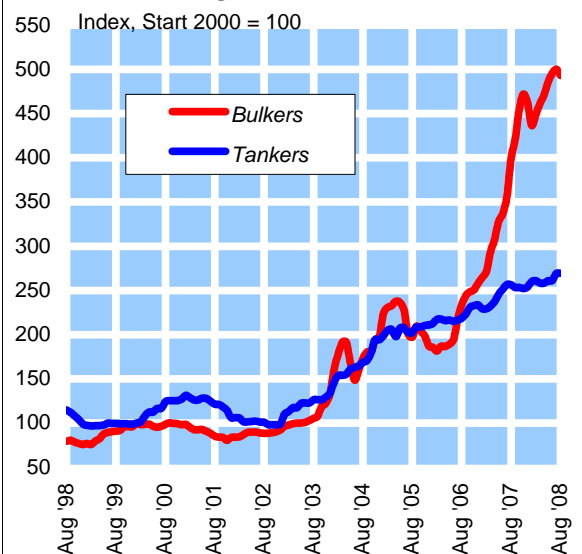
## Clarkson Index ...

	End Year, \$m			Three Month		
	2005	2006	2007	Sep	Trend...	
ALL VESSELS	156	179	226	243	STEADY...	3%

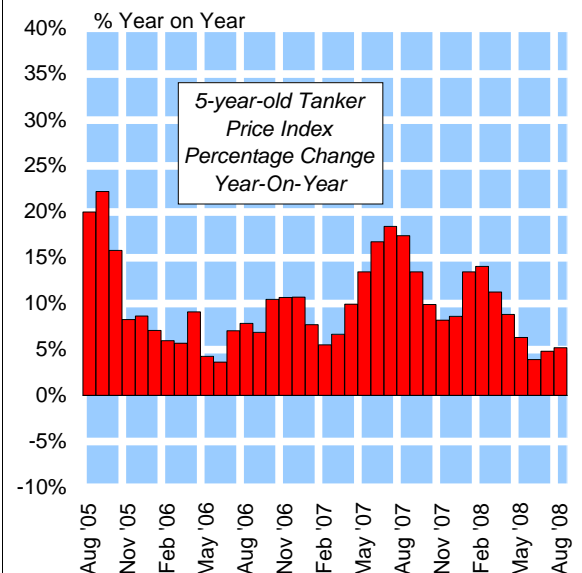
The 3 month trend is the average of the last three months over the previous three months. All bulk indices have been re-based to start 2000 = 100.

## Asset Play in Focus

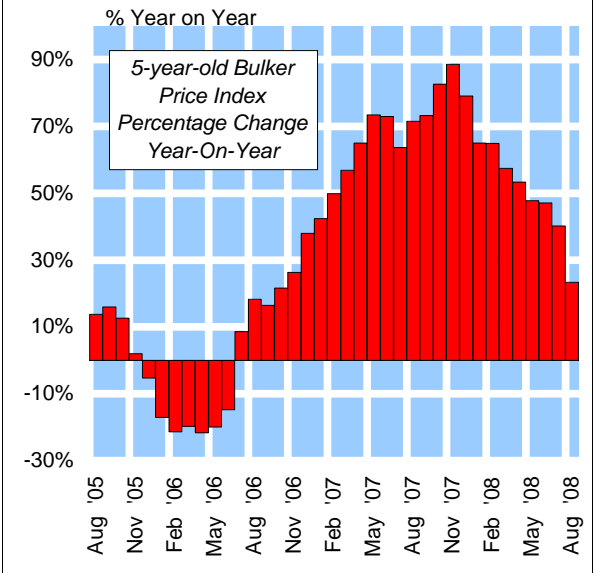
### Long Term Price Trends



### Short Term Tanker Trends



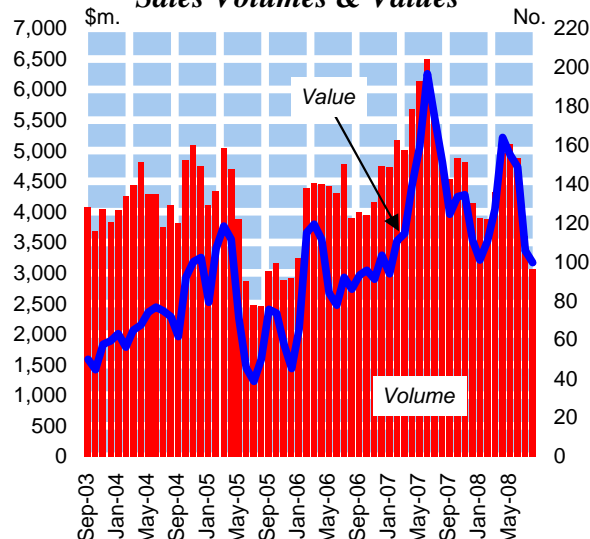
### Short Term Bulk Trends





# Sale & Purchase Market

**Sales Volumes & Values**



## Tankers:

This week has been relatively quiet in terms of sale and purchase transactions. However, with firming sentiment we may well see a "pick up" in activity in the near future.

Clients of Emirates Shipping have sold the double hulled "AL HAMRIYAH STAR" (67,980 dwt, built 1985 Zaliv Shipyard) for \$14.5m to undisclosed buyers. By way of comparison, in August clients of Avin International sold a sister vessel, the double hulled "SANTA CRUZ I" (67,980 dwt built 1985 Zaliv Shipyard) for \$13.6m to Chinese conversion interests.

The double sided "QUASAR" (97,197 dwt, built 1989 Imabari S.B.) has been sold to Far Eastern conversion buyers for \$26.0m. However, it should be noted that this deal was concluded around a month ago which helps accounts for the firm price.

## Dry Cargo:

With indexes heavily on the decline there has been very little trading activity in the dry cargo sale and purchase market this week, with no sales for modern or overage tonnage being recorded.

Last week, we reported the resale of the newbuilding "VICTORIA I" (55,303 dwt, built October 2008 Zhejiang Jiantao) by Tanto Intim Lines, Indonesia for \$72.0m. It has now emerged that this sale has failed and the vessel is back on the market for sale.

We have seen prices for 1980's built tonnage beginning to show signs of softening, with buyers becoming increasingly unwilling to pay up for older vessels. Levels such as the \$34.0m achieved for the "CUSTODIA ATHENA" (41,084 dwt, built 1985 Sanoyas, C4X25T) and the \$27.0m paid for the "JADRAN" (70,946 dwt, built 1982 Brod 3 Maj) two weeks ago are becoming increasingly harder to reach in the current market climate.

However, there was some positive news for the market in the impressive fixture of a modern Capesize this week. The 177,000 dwt delivery ex yard SWS in Nov/Dec 2008 has been fixed for 5 years to COSCO at \$87,000/day. As to whether this represents the beginning of the long awaited "bounce back" in rates, and therefore an upturn in values remains to be seen.

## Baltic Sale & Purchase Assessments (weekly)

(Based on max. 5-year old vessels, as published by the Baltic Exchange)  
As of 1<sup>st</sup> September 2008.

<b>VLCC</b> (305,000 DWT):	\$162.639m
<b>Aframax</b> (105,000 DWT):	\$77.297m
<b>MR Product tanker</b> (45,000 DWT):	\$53.439m
<b>Capesize</b> (172,000 DWT):	\$153.629m
<b>Panamax</b> (74,000 DWT):	\$88.200m
<b>Super Handy</b> (52,000 DWT):	\$72.215m

**ALL DATA AND INFORMATION IN THIS REPORT ARE AS REPORTED UP TO NOON ON THE DATE OF PUBLICATION**

## Tanker Sales\* ....

	2007	Y-t-d 2008	Aug 2008
Type: VLCC	52	25	4
Suezmax	42	28	1
Aframax	66	57	2
Handy/Pmax	229	148	9
Total No. Sales	389	258	16
Total DWT (,000)	35,596	22,599	1,902
Total Value (\$ m)	14,507	9,947	932

Revised: Suezmax = 120-200k dwt, Aframax = 80-120k dwt

## Bulker Sales\* ....

	2007	Y-t-d 2008	Aug 2008
Type: Capesize	90	33	2
Panamax	181	61	7
Handymax	185	66	3
Handysize	294	123	8
Total No. Sales	750	283	20
Total DWT (,000)	44,963	16,529	1,143
Total Value (\$ m)	26,253	12,493	947

## Other Sales ....

	2007	Y-t-d 2008	Aug 2008
Total No. Sales	826	493	22
Total dwt (,000s)	11,316	5,513	304
Total Value (\$ m)	12,166	9,169	438

## Total Sales .....

	2007	Y-t-d 2008	Aug 2008
Buyers: Greece	370	149	10
Norway	115	40	5
Germany	32	10	
China P.R.	84	75	6
UK	69	50	1
South Korea	85	28	
Total No. Sales	1,974	1,070	64
Total Dwt (,000)	92,000	45,319	3,376
Total Value (\$m.)	53,014	32,164	2,396
Average \$/Dwt	576	710	710

\* Includes vessels over 10,000 dwt only. Sales of bulk vessels under 10,000 dwt and of non-bulk vessels are included in "Other Sales".

# Recent Ship Sales by Vessel Type

Vessel Type		Vessel name	Dwt/Unit	Bl.	Yard	Date	Price \$m.	Buyers
Tanker	D/Hull	Quasar	97,197	1989	Imabari S.B.	04-Sep	26	Far Eastern interests
Tanker	D/Hull	Al Hamriyah Star	67,980	1985	Zaliv Shipyard	03-Sep	14.5	Undisclosed interests
Tanker	D/Hull	Bow Santos	19,997	2004	Shin Kurushima	03-Sep	40	US interests
Tanker	S/Skin	African Horizon	149,500	1988	Daewoo SB	03-Sep	undisclosed	Nigerian interests
Tanker	D/Hull	N/B RESALE HULL 1408	107,500	2009	Tsuneishi Zosen	28-Aug	85	Clients of Centrofin
Tanker	D/Hull	High Consensus*	45,896	2005	Shin Kurushima	27-Aug	56.5	# Clients of United Arab Chem.
Tanker	D/Hull	High Harmony*	45,913	2005	Shin Kurushima	27-Aug	56.5	# Clients of United Arab Chem.
Tanker	D/Hull	Mikom Brave	45,869	2000	Shin Kurushima	22-Aug	45	Clients of Ancora
Tanker	S/Skin	Ocean Opal	147,273	1993	A.E.S.A.	22-Aug	40	Chinese interests
Tanker	D/Hull	N/B RESALE HULL 1100*	316,000	2009	Waigaoqiao S/Y	15-Aug	185	dely DEC/09 Clients of Hosco
Tanker	D/Hull	N/B RESALE HULL 1102*	316,000	2009	Waigaoqiao S/Y	15-Aug	185	# dely JUNE/09 Clients of Hosco
Tanker	D/Hull	Tamara	97,793	1990	Koyo Dock K.K.	13-Aug	39	dely OCT/08 Clients of Oceanfreight
Tanker	S/Skin	Hellenic Star	29,999	1988	Shin Kurushima	08-Aug	9.35	Chinese interests
Tanker	D/Hull	Sovereign	47,168	1992	Halla Eng.	08-Aug	26.5	Clients of Pratibha
TankChem	IMO III	Arctica	4,408	1969	A/B Lodose	04-Sep	undisclosed	Undisclosed interests
TankChem	IMO III	Siteam Panther	44,987	1985	Guangzhou S.Y. Int.	04-Sep	9.5	Clients of IMS
TankChem	IMO II	Green Sambu	3,467	1996	Guangzhou S.Y. Int.	03-Sep	5.6	Ecuador interests
TankChem	IMO II	Isebek	5,798	1996	Baltic Shipyd.	22-Aug	15.5	Clients of SNIES
TankChem	IMO II St.St.	Fairchem Pegasus	19,822	2004	Fukuoka S.B.	22-Aug	40	European interests
Reefer	313100 cu.ft.	Thorgull	6,325	1983	Shikoku Dock.	29-Aug	3	Undisclosed interests
Offshore	AHTS	Boa Mammoth	3,000	2008	Amursky S.B.	27-Aug	74.25	Undisclosed interests
Offshore	Tug	Gulf Condor		1981	Quality S.Y.	19-Aug	undisclosed	Clients of NorthLand Transp.
Offshore	AHTS	Med Quattro	1,507	1974	Appledore S.B.	08-Aug	undisclosed	Undisclosed interests
Offshore	PVS	Viking Nereus	3,550	2004	Westcon A/S	08-Aug	undisclosed	Undisclosed interests
LPG Carrier	25,000 cu.m	Carli Bay	20,613	1998	Mitsubishi H.I.	05-Sep	49.5	Clients of ABG Sundal Collier
LPG Carrier	3,500 cu.m	Oriental Leo	3,213	1996	Shitanoe Zosen	21-Aug	9	Clients of Berlian Laju Tanker
LPG Carrier	3,000 cu m	Emerald Star*	7,200	1992	I.N.M.A.	13-Aug	70	inc7yrsBBB Norwegian KS interests
Eth/LPG	3,000 cu m	Ruby Star*	3,450	1990	Cant. De Poli	13-Aug	# inc7yrsBBB Norwegian KS interests	
Eth/LPG	3,000 cu m	Sapphire Star*	8,550	1991	Soc. Esercizio	13-Aug	# inc7yrsBBB Norwegian KS interests	
Eth/LPG	3,000 cu m	Diamond Star*	3,444	1991	Cant. De Poli	13-Aug	# inc7yrsBBB Norwegian KS interests	
Dry MPP	215 teu.	Bothnia Carrier	7,830	1978	Neptun Rostock	04-Sep	undisclosed	Undisclosed interests
Dry MPP	542 teu.	Yangon Star	19,786	1979	Hakodate Dock	04-Sep	9	excess Chinese interests
Dry MPP	436 teu.	Ho Tay	12,665	1978	Neptun Rostock	03-Sep	4.2	Undisclosed interests
Dry MPP	481 teu.	Afra	8,624	1991	Varna Shipyard	03-Sep	11.1	Undisclosed interests
Dry MPP	286 teu.	Ocean Stone	7,206	1984	Daedong S.B.	03-Sep	5.8	Turkish interests
Dry MPP	568 teu.	Natalie Bolten	12,998	2001	Jiangsu Yangzijiang	18-Aug	20.5	2yrsTCB@\$13500 Italian interests
Dry MPP	367 teu.	Bao Fu Men	16,251	1978	Usuki Zosensho	18-Aug	undisclosed	Undisclosed interests
Dry MPP	325 teu.	Libra	6,158	1984	Zhonghua S.Y.	06-Aug	undisclosed	Undisclosed interests
Dry Genl	1x30t dr.	Saigon 3	15,135	1980	Austin & Pick.	05-Sep	5	Vietnamese interests
Dry Genl	2x30t dr.	Oceania Queen	8,240	1996	Ching Fu S.B.	03-Sep	15.2	Thai interests
Dry Genl	2x20t dr.	Jiang Jie	7,120	1980	Nishi S.B. Co.	22-Aug	3.9	Undisclosed interests
Dry Genl	106 teu.	Newfane	8,650	1991	Braila Shipyard	11-Aug	7.5	undisclosed Undisclosed interests
Container	1,012 teu.	Sinar Riau	12,568	1993	Stocz. Szczecin	05-Sep	15.4	Indonesian interests
Container	868 teu.	Ara Atlantis	11,200	2007	J. J. Sietas	05-Sep	20.2	Netherlands interests
Container	980 teu.	Maersk Rijeka	13,273	1997	J. J. Sietas	04-Sep	18	Clients of Seafin
Container	812 teu.	Pongola	9,500	2000	Torgem Shipyard	03-Sep	16.8	Undisclosed interests
Container	270 teu.	Tanto Abadi	4,323	1994	Jiang Zhou	03-Sep	4.5	Undisclosed interests
Container	1,560 teu.	Barzan	23,200	1998	Imabari S.B.	29-Aug	25.5	Clients of Ofer Group
Container	432 teu.	Palucca	5,270	1997	Mutzelfeldt	28-Aug	undisclosed	Undisclosed interests
Container	327 teu.	F. Camellia	3,978	1996	Jiangsu Yangzijiang	28-Aug	4.1	Russian interests
Container	844 teu.	Jacqueline	10,730	1995	Miho Zosensho	22-Aug	16	Indian interests
Container	4,250 teu.	N/B RESALE HULL 789*	53,500	2010	Jiangsu New YZJ	18-Aug	76	inc8yrsTC@\$28k Clients of Global Ship Lease
Container	4,250 teu.	N/B RESALE HULL 790*	53,500	2010	Jiangsu New YZJ	18-Aug	76	# inc8yrsTC@\$28k Clients of Global Ship Lease
Container	2,474 teu.	CSAV Peru	33,738	1998	Volkswerft	14-Aug	41	DEC/2010TC@\$21k Greeks interests
Bulk	3x25t cr.	Voyager V	25,057	1982	Hyundai H.I.	29-Aug	10.5	dely OCT/08 Chinese interests
Bulk	4x25t cr.	Custodia Athena	41,084	1985	Sanoyas	28-Aug	34	dely OCT/08 Undisclosed interests
Bulk	4x24t cr.	Sea Crown	43,296	1984	Tsuneishi Zosen	28-Aug	29	Greek interests
Bulk	Lumber	Vinashin Summer	21,340	1983	Shin Yamamoto	22-Aug	7.5	inc6mthTC@\$15k Clients of Hoang Son
Bulk	3x25t cr.	Maritime Songkhla	23,936	1979	Imabari S.B.	19-Aug	7.9	Undisclosed interests
Bulk	4x30t cr.	Vogetatja	23,994	1998	Kanda S.B. Co.	14-Aug	39.6	TC@32000 Clients of Freeseas
Bulk	Str. Hvy.	Seaflower	69,128	1995	Koyo Dock K.K.	13-Aug	70	dely DEC/08 Undisclosed interests
Bulk	4x25t dr.	Glorius	23,050	1980	Hashihama Zosen	13-Aug	13	Greek interests
Bulk	Str. Ore.	Jadran	70,946	1982	Brod. 3 Maj	12-Aug	27	Undisclosed interests

\* En bloc Sales. #En Bloc price shown under first ship of bloc

# Bulk Fleet Changes

<b>Bulk Fleet Changes...</b> (No. Vessels ,000dwt)	Oil Tanker Fleet				Bulk Carrier Fleet				Combo Fleet			
	2007		2008 to date		2007		2008 to date		2007		2008 to date	
	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt	No.	Dwt
<b>Fleet 1st January</b>	4,284	364,496	4,580	385,541	6,367	367,751	6,672	391,754	98	9,369	85	8,157
<b>Changes:</b>												
<b>Deliveries</b>	412	30,207	274	18,634	309	23,615	197	13,671				
<b>Sold For Scrap</b>	75	3,031	57	3,630	13	421	3	64				
<b>Losses</b>	1	10			6	211	1	27				
<b>Misc. Additions</b>	20	1,541	11	481	21	1,277	56	5,927	2	206		
<b>Misc. Removals</b>	60	7,662	56	8,667	6	257	5	141	15	1,419		
<b>Net Change During Year</b>	296	21,045	172	6,818	305	24,002	244	19,365	-13	-1,212		
<b>Fleet End Yr/ Yr to Date</b>	4,580	385,541	4,752	392,359	6,672	391,754	6,916	411,119	85	8,157	85	8,157

Vessels over 10,000 dwt only are included in the analysis in this table. Great Lakes Only vessels are excluded.

## Deliveries & Other Additions..

Type	Date	Vessel Name	Flag	Year Built	Dwt	Owner	Shipyard & Yard No.	Contracted Price
Bulk	Sep'08	Delos Ranger	M.I.	2008	53,000	Enterprises Shpg.	Kouan S.B. 216	\$m 65.00
Container	Sep'08	MSC Angela	PA.	2008	52,000	Mediterranean Shpg.	Zhejiang S.B. 05-139	
Container	Sep'08	CMA CGM Marina	AT.	2008	34,500	Manfred Lauterjung	Xiamen S.B. XS1402B	
Container	Sep'08	Vega Nikolas	LI.	2008	11,500	Vega-Reederei	Yangfan Group Co. 2061	\$m 66.30
Chem & Oil	Sep'08	YC Clover	PA.	2008	8,981	Young Chang Ent.Co.	Kwang Sung S.B. 102	
Container	Sep'08	CSCL Houston	PA.	2008	35,000	Unknown Owner	Naikai S.B. 717	
Container	Sep'08	Pacific Trader	AT.	2008	13,760	W. Bockstiegel	Jinling Shipyard 04-0422	
Container	Sep'08	CSAV Rungue	LI.	2008	42,250	Martime Gesellschaft	Nordseewerke 556	
Container	Sep'08	K-Breeze	AT.	2008	10,950	K&K Schifffahrts	Hegemann Rolandwerft 243	
Container	Sep'08	Safmarine Nuba	BR.	2008	33,500	Safmarine Cont. Line	Volkswerft 470	
Container	Sep'08	Cap George	LI.	2008	53,685	NVA Norddeutsche	Hyundai Mipo 4025	
Chem & Oil	Sep'08	Songa Ruby	M.I.	2008	17,539	Arne Blystad AS	Samho Tongyoung 1203	
Chem & Oil	Sep'08	Chemtrans Alster	LI.	2008	13,000	Chemikalien Seetrans	21c S.B. Co. 255	
Fast PassCat	Sep'08	New Ferry LXXXVIII	H.K.	2008	70	New World First Fer.	Austral Ships 402	
Fast PassCat	Sep'08	Gourmet Dining	H.K.	2008	70	VMSL	Austral Ships 320	
Fast PassCat	Sep'08	The Cotai Strip Cotaigold	H.K.	2008	70	VMSL	Austral Ships 319	

Ore	Sep'08	BW Bureya	PA.	1993	279,986	BW Shipping Agency	Misc.Add.Conv.In	
Bulk	Sep'08	Tian Sheng 16	PRC	1991	97,002	Unknown Chinese	Misc.Add.Conv.In	
Ore	Sep'08	Renata N	CY.	1992	285,933	General Ore Corp.	Misc.Add.Conv.In	
Bulk	Sep'08	Pacific Bang Ao	H.K.	1989	97,161	Pacific King Shpg.	Misc.Add.Conv.In	
Ore	Sep'08	Hebei Ambition	H.K.	1990	285,640	HOSCO	Misc.Add.Conv.In	
Bulk	Sep'08	Sea Agility	M.I.	1987	89,557	Unknown Owner	Misc.Add.Conv.In	

## Scrapping & Other Removals..

Type	Date	Vessel Name	Flag	Year Built	Dwt	Owner	Breakers	Ldt	Price	
									\$/ldt	\$m.
Reefer	Sep'08	Tai Zhong	SV.	1982	1,234	Shandong Fishery	Bangladesh		695.0	5.90
Reefer	Sep'08	Frio Marathon	CY.	1983	7,118	Laskaridis Shpg	Bangladesh	4,151		
Rfr Fish C.	Sep'08	Rainfrost	PA.	1985	9,360	Laskaridis Shpg	Bangladesh	7,419		
Bulk	Sep'08	Long Wang	CB.	1971	32,163	South East Asia Shpg	India	8,487	700.0	3.27
Chem & Oil	Sep'08	Sri Kantang	TH.	1973	2,193	Unknown Owner	Bangladesh	896		
Reefer	Sep'08	Snow Flower	C.I.	1972	12,782	Holy House Shpg. AB	India	9,220		
Chem & Oil	Sep'08	Stolt Guardian	LI.	1983	39,723	Stolt-Nielsen Trans.	India	9,773	781.0	6.56
Reefer	Aug'08	Nordic Star	SV.	1980	9,300	Ost-West-Handel	Bangladesh	4,675		
Container	Aug'08	Red Sea	MA.	1977	18,834	Dongnama Shipping	Bangladesh	8,395		
Chem & Oil	Aug'08	Artemis	GR.	1983	39,776	Livanos Group	Bangladesh	9,710	753.0	7.25
Chem & Oil	Aug'08	Achilleus	GR.	1983	39,730	Livanos Group	Bangladesh	9,748		
Reefer	Aug'08	Frio Kyknos	PA.	1982	3,804	Laskaridis Shpg	Bangladesh	2,000		
MPP	Aug'08	Kota Indah	SG.	1976	24,580	Pacific Int. Lines	Bangladesh	9,630	740.0	4.17
Container	Aug'08	Glory D	PA.	1978	13,527	Goldenport S/Mngt.	Bangladesh	5,000		
Bulk	Aug'08	Little Angels	PA.	1980	16,268	TMT Co. Ltd.	Bangladesh	5,631		
Tanker	Aug'08	A Elephant	LI.	1987	264,758	TMT Co. Ltd.	Bangladesh	32,182	769.0	24.75

L.P.G.	Sep'08	Development Way	PA.	1983	51,894	CCCC Ltd.	Misc.Rem.Conv.Out	
Bulk	Sep'08	Capt. Thomas J. Hudner	BS.	1990	44,999	B + H Ocean Carriers	Misc.Rem.Conv.Out	
Reefer	Aug'08	Oceano Pacifico	CU.	1969	3,943	Nexus Reefer	Misc.Rem.Prev.Demol.	
Cement	Jul'08	Sinar Andalas	PA.	1998	6,501	Samudera Shpg. Line	Misc.Rem.	
Bulk	Jul'08	Pacific Bang Chuan	H.K.	1992	145,242	Pacific King Shpg.	Misc.Rem.Conv.Out	
Bulk	Jul'08	Pacific Bang Yu	LI.	1989	146,184	Pacific King Shpg.	Misc.Rem.Conv.Out	



# Timecharter Fixture Record

## Latest Tanker Timecharter Fixtures...

Reported	Charterer	Vessel Name	D / C	Year Built	Dwt	Spd	Cons.	Period	Rate \$ per Day	Delivery Date	Place
04-Sep	IOC	Pedoulas		1990	96,127	14	39	7 Mths	\$ 35,000	Aug 08	
02-Sep	OSG	Hellespont Trinity		1996	148,017	14	58	15 Mths	\$ 53,750	Aug 08	
01-Sep	Petrobras	Kandava	C	2007	37,290			1 Yr	\$ 22,750	Aug 08	
01-Sep	Stasco	Bm Mimosa	D	2007	106,000			18 Mths	\$ 39,500		Japan
28-Aug	IOC	Ankleshwar	D	1994	147,564	14	56	2 Yrs	\$ 41,000	Aug 08	East Coast India
22-Aug	Petrobras	Kandava	C	2007	37,290			12 Mths	\$ 22,750		
22-Aug	Petrobras	High Glory	C	2006	47,000			3 Yrs	\$ 22,300		
22-Aug	Petrobras	High Power	C	2004	45,900	16		3 Yrs	\$ 22,000		
22-Aug	Petrobras	Elka Hercules	C	2002	45,000	16		3 Yrs	\$ 22,250		
22-Aug	Petrobras	Elka Sirius	C	2005	45,000	15		3 Yrs	\$ 22,250		
14-Aug	ICC	Genmar Harriet G	D	2006	149,000	15		12 Mths	\$ 65,000	Aug 08	East Coast Canada
14-Aug	ICC	Genmar Phoenix	D	1999	153,015	16		15 Mths	\$ 65,000	Aug 08	Singapore
14-Aug	ICC	Formosapetro Challenger	D	2001	281,395	15	80	12 Mths	\$ 98,000	Aug 08	US Gulf
12-Aug	Teekay	Intisar	D	2002	112,668	15	51	1-2 Yrs	\$ 39,500	Sep 08	
12-Aug	Teekay	El Gurdabia	D	2002	112,664	15	51	1-2 Yrs	\$ 39,500	Sep 08	
12-Aug	Suez Intl	Knock Sheen	D	1998	159,899	15	67	15 Mths	\$ 55,000	Sep 08	
12-Aug	CNR	Genmar Harriet G	D	2006	149,000	15		18 Mths	\$ 60,000	Sep 08	Arabian Gulf
12-Aug	BPCL	Ocean Sapphire	D	1992	147,273	14	58	2 Yrs/1 Yr	\$ 23,750	Sep 08	Arabian Gulf
12-Aug	Teekay	Ebn Batuta	D	2002	112,679	15	51	1-2 Yrs	\$ 39,500	Sep 08	
08-Aug	OSG	Knock Sheen	D	1998	159,899	15	67	15 Mths	\$ 55,000	Aug 08	East Coast Canada
07-Aug	Petrobras	Elka Apollon	C	2005	101,970	16		3 Yrs	\$ 33,500	Aug 08	Brazil
07-Aug	Petrobras	Elka Aristotle	C	2003	94,143	16		3 Yrs	\$ 33,500	Sep 08	UK/Continent
06-Aug	Tesoro	Hellespont Trinity		1996	148,017	14	58	3 Yrs	\$ 45,000	Aug 08	
24-Jul	Teekay	Enrica Lexie	D	2008	105,000			12 Mths	\$ 41,000	Aug 08	North China
11-Jul	ST Shipping	Poseidon M	D	1995	96,125	14	38	6 Mths/6 Mths		Aug 08	Singapore
11-Jul	IOC	Valiant	D	1992	96,136	15	39	5/1/1/1 Mths		Jul 08	EC I
10-Jul	Teekay	Ebn Batuta	D	2002	112,679	15	51	1 Yr/1 Yr	\$ 39,500	Aug 08	Central Med.
10-Jul	Teekay	Intisar	D	2002	112,668	15	51	1 Yr/1 Yr	\$ 39,500 / More		

## Latest Dry Bulk Timecharter Fixtures...

Reported	Charterer	Vessel Name	Year Built	Dwt	Spd	Cons.	Period	Rate \$ per Day	Delivery Date	Place
03-Sep	Sinchart	Prabhu Satram	2004	75,926			6-8 Months	\$58,000	05Sep-10Sep	Rizhao
02-Sep	Pacific Basin	Triton Lark	2005	56,025			5-7 Months	\$53,000	05Sep	Japan
01-Sep	GMI	Maikiki	1997	73,048			4-6 Months	\$55,000	05Sep-10Sep	Taiwan
01-Sep	Korea Line	Port Macau	2008	58,740			4 Years	\$38,000	15Sep	Arabian Gulf
28-Aug	Armada	Hope Star	1995	28,294			3-6 Months	\$30,000	Prompt	Port Kelang
28-Aug	GMI	Star Cosmo	2005	52,092			4-6 Months	\$50,000	08Sep-12Sep	Japan
28-Aug	Norden	Angelina	2001	74,540			4-6 Months	\$58,000	01Sep-05Sep	Rizhao
27-Aug	Glory Wealth	Yasa Dream	2008	207,000			2 Years	\$130,000	25Oct	World Wide
27-Aug	Chinese Chrts	Linda Leah	1997	73,390			1 Years	\$67,000	01Sep-05Sep	Dangjin
22-Aug	North China Shipping	Zagora	2001	73,435			3-4 Months	\$57,000	27Aug-29Aug	Kinuura
21-Aug	Norden	Oceanis	2001	75,211			3-4 Months	\$62,000	29Aug-31Aug	Rizhao
21-Aug	Pioneer Navigation	Mineral Star	2005	76,286			3-5 Months	\$63,000	29Aug-31Aug	Qingdao
21-Aug	NYK	City	2007	53,000			3-4 Months	\$57,500	Prompt	Algeria
20-Aug	Glory Wealth	Prem Varsha	2006	82,800			11-13 Months	\$73,700	27Aug-30Aug	Caofedian
19-Aug	Pacific Basin	Wadi Alarab	1995	70,114			3-5 Months	\$60,000	Prompt	Vietnam
19-Aug	CNR	Navios TBN	2010	172,000			5 Years	\$57,000	01Jan-01Mar	Far East
19-Aug	CNR	Navios TBN	2009	172,000			10 Years	\$41,325	01Oct-01Nov	Far East
19-Aug	Cosco Tianjin	Navios Orion	2005	76,602			4 Years	\$49,500	01Apr	World Wide
19-Aug	CNR	Navios Achilles	2001	52,063			3 Years	\$38,000	01Feb-28Feb	World Wide
18-Aug	Swiss Marine	Jiu Long Feng	2002	73,937			4-6 Months	\$62,000	21Aug-23Aug	Xingang
15-Aug	Harmony Shipping Dubai	Ariana	2005	76,631			3 Years	\$54,500	01Dec-01Jan	World Wide
15-Aug	Armada	Rubin Grace	1995	169,939			1 Years	\$135,000	02Sep-08Sep	China
15-Aug	Norden	Montrose	1962	5,558			3-4 Months	\$65,000	22Aug-28Aug	Beilun
15-Aug	Armada	Yasa Unity	2006	75,621			3-5 Months	\$61,000	20Aug-25Aug	Zhoushan
15-Aug	Mittal Shipping	Avra	2001	75,121			4-6 Months	\$62,500	19Aug-21Aug	Fangcheng
14-Aug	North China Shipping	Eleftheria	2001	76,058			7-9 Months	\$70,000	19Aug-22Aug	Brest
14-Aug	Armada	Go Patoro	1991	150,108			20-22 Months	\$112,750	01Sep-10Sep	China

# The Timecharter Market

## Tanker Timecharter Market

### 1 Year T/C...

300,000 Dwt	Modern
150,000 Dwt	Modern
105,000 Dwt	Modern
70,000 Dwt	Modern
47,000 Dwt	Modern
37,000 Dwt	Modern
285,000 Dwt	Early '90s
140,000 Dwt	Early '90s
95,000 Dwt*	Early '90s

Average Rate \$/day			To Date
2005	2006	2007	2008
58,721	58,308	55,548	76,597
43,423	43,173	44,452	46,722
35,144	33,154	33,144	36,125
31,971	31,144	29,317	28,431
25,990	27,067	25,904	23,847
23,587	24,731	23,269	22,139
47,635	48,221	42,154	53,486
35,038	32,462	29,500	30,194
27,615	23,202	22,404	21,264

### Sep 5

85,000
57,500
43,500
32,000
24,500
23,000
62,500
35,000
22,500

### 3 Year T/C...

300,000 Dwt	Modern
150,000 Dwt	Modern
105,000 Dwt	Modern
70,000 Dwt	Modern
47,000 Dwt	Modern
37,000 Dwt	Modern

Average Rate \$/day			To Date
2005	2006	2007	2008
47,288	47,279	48,385	59,750
35,856	38,087	38,577	40,458
28,346	28,635	29,625	30,653
26,058	27,096	26,913	26,299
21,803	22,279	23,288	22,625
19,582	20,712	21,317	20,465

### Sep 5

70,000
45,000
34,500
28,000
23,500
20,750

### T/C Activity....

#### ....over 1 year.

VLCC	200,000 +
Suezmax	120-200,000
Aframax	80-120,000
Panamax	60-80,000
Handy	10-60,000
Total No. Fixtures	
Total in m. dwt	

Total Fixtures			
2004	2005	2006	2007
25	14	29	22
13	19	22	16
51	40	40	34
9	10	16	11
30	60	70	68
128	143	177	151
16.3	14.2	20.2	16.3

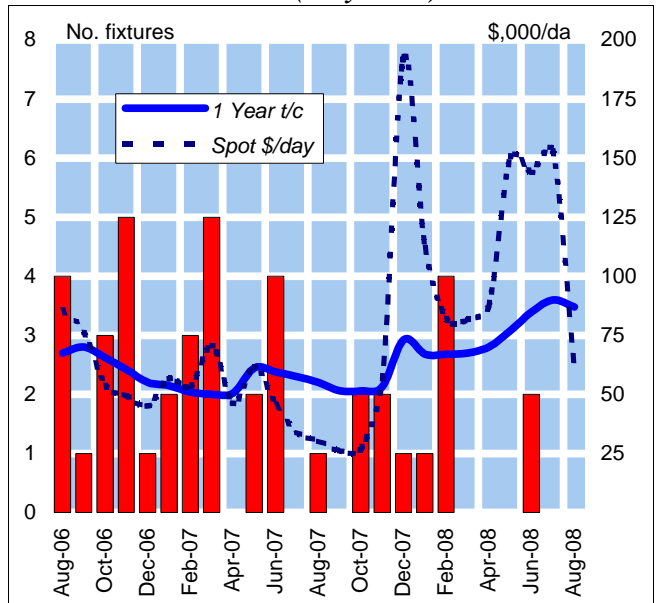
### To Date

2008
7
22
35
3
35
102
11.3

Modern is taken to mean no more than 10 years old. \* Previously 87,000 dwt.

### T/C Activity & The Freight Market

#### VLCC (early 2000s)



#### • Tanker timecharter activity this week...

Five tanker timecharters were reported to the market this week. With the exception of one charter, all of the vessels were taken for one year or longer. The largest of these was the 1996 built, 148,017 dwt "HELLESPONT TRINITY". It was fixed for 15 months at a rate of \$53,750/day.

## Bulk Carrier Timecharter Market

### 1 Year T/C...

Capesize	Modern
Panamax	Modern
Super H'max	Modern
Handymax	Modern
Handy	Modern
Capesize	"CSBC"
Capesize *	1980s
Panamax	1980s

Average Rate \$/day			To Date
2005	2006	2007	2008
50,651	45,246	106,918	145,569
25,853	22,155	52,317	70,896
22,288	21,881	45,702	57,500
19,111	19,432	39,870	48,743
15,918	14,710	28,120	36,813
42,101	37,624	90,327	117,535
23,048	20,529	45,135	
18,228	15,236	40,926	58,701

### Sep 5

133,000
61,000
50,000
43,500
31,500
112,500
47,500

### 3 Year T/C...

Capesize	Modern
Panamax	Modern
Super H'Max	Modern
Handy	Modern
Capesize	"CSBC"
Panamax	1980s

Average Rate \$/day			To Date
2005	2006	2007	2008
37,673	36,365	75,808	105,000
19,606	17,736	39,774	54,986
16,716	16,772	33,750	41,201
12,578	12,520	21,863	26,042
30,385	29,413	63,077	90,986
12,438	10,101	28,168	37,306

### Sep 5

93,500
51,000
39,000
26,000
79,000
28,000

### T/C Activity....

#### ....over 1 year.

Capesize	100,000 +
Panamax	60-100,000
Handymax	40-60,000
Handysize	10-60,000
Total No. Fixtures	
Total in m. dwt	

Total Fixtures			
2004	2005	2006	2007
69	57	111	144
149	98	183	282
38	22	74	110
10	8	9	8
266	185	377	544
24.6	18.2	36.1	51.4

### To Date

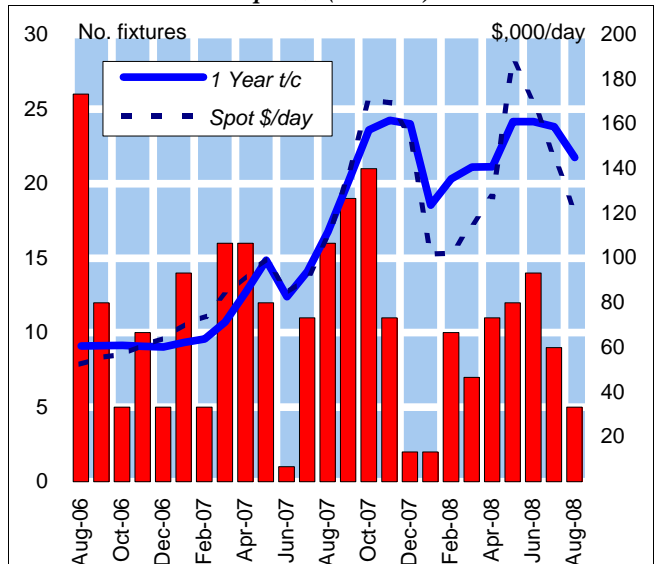
2008
70
155
46
6
277
26.3

\* Tanker and bulk carrier T/C activity size ranges reflect existing CRSL ship type definitions.

Modern is taken to mean no more than 10 years old. \*Route no longer reported due to lack of liquidity.

### T/C Activity & The Freight Market

#### Capesize (Modern)



#### • Bulk carrier timecharter activity this week...

This week has seen very little activity, with a total of just four fixtures reported. These consisted of two Panamaxes and two Handys. Three of the charters were for less than a year. The fourth was for the 2008 built, 58,740 dwt "PORT MACAU". Korea Line took this vessel for four years.

# The Shipbuilding Market

## What's Been Ordered...

S	Type	Date	Dwt/Unit	Delivery	Builder	Price	Owner/Manager*
5	Bulk	Sep-08	50,000	Dec 2009	Nantong Sohen	\$m 38.0	Fujian Shipping Co.
5	Bulk	Sep-08	50,000	Dec 2009	Nantong Sohen	\$m 38.0	Fujian Shipping Co.
5	Tanker	Sep-08	316,000	2011	Sungdong S.B.		Navig8
5	Tanker	Sep-08	316,000	2011	Sungdong S.B.		Navig8
17	Tanker	Sep-08	316,000	2011	Sungdong S.B.		Navig8
5	Tanker	Sep-08	316,000	2011	Sungdong S.B.		Tsakos Shpg. & Trad.
5	Tanker	Sep-08	316,000	2011	Sungdong S.B.		Tsakos Shpg. & Trad.
17	Tanker	Sep-08	316,000	2011	Sungdong S.B.		Tsakos Shpg. & Trad.
5	Bulk	Sep-08	82,000	Dec 2010	Hanjin H.I.	\$m 59.5	Unknown Owner
5	Bulk	Sep-08	82,000	Jan 2011	Hanjin H.I.	\$m 59.5	Unknown Owner
17	Bulk	Sep-08	82,000	2011	Hanjin H.I.	\$m 59.5	Unknown Owner
17	Bulk	Sep-08	82,000	2011	Hanjin H.I.	\$m 59.5	Unknown Owner
5	Bulk	Sep-08	81,000	2011	STX Shipbuild.		Unknown Owner
5	Bulk	Sep-08	81,000	2011	STX Shipbuild.		Unknown Owner
17	Bulk	Sep-08	81,000	2011	STX Shipbuild.		Unknown Owner
17	Bulk	Sep-08	81,000	2011	STX Shipbuild.		Unknown Owner
5	Bulk	Sep-08	59,000	2011	SPP Shipbuilding		Enesel S.A.
5	Bulk	Sep-08	59,000	2011	SPP Shipbuilding		Enesel S.A.
17	Bulk	Sep-08	59,000	2011	SPP Shipbuilding		Enesel S.A.
17	Bulk	Sep-08	59,000	2011	SPP Shipbuilding		Enesel S.A.
5	Bulk	Sep-08	92,500	May 2011	Shanhaiguan S/Y		Transfield ER
5	Bulk	Sep-08	92,500	Jun 2011	Shanhaiguan S/Y		Transfield ER
5	Bulk	Sep-08	92,500	Sep 2011	Shanhaiguan S/Y		Transfield ER

S=Status, where: 5=confirmed order, 16=unconfirmed order, 17=option. Other units are: teu for containerhips, cbm for gas vessels, numbers of cars or passengers.

\* The Primary Reference Company, as used in the Clarkson Fleet Database i.e. the company with the main commercial responsibility for the ship.

Newbuilding Prices ....		Year End, \$m.			Three Month			Shipbuilding News	
		2005	2006	2007	Sep	Trend ...			
<u>Tankers</u>								<ul style="list-style-type: none"> <li>Several rumours have emerged this week suggesting certain Korean yards might be in difficulties. It has been indicated that the combination of high steel prices, rising labour costs and fixed price contracts at below current market levels are troubling yards with substantial investment in facilities to fund as well. While not all yards expanding their facilities face problems, those struggling to finance new facilities in a hostile lending environment feature most frequently in the rumours. This does raise questions with regard to how many newbuilds will be delayed or cancelled, and also as to whether affected owners will transfer to different yards or simply cancel their orders. At present, it is too early to draw conclusions but the yards involved are not the big players and the number of vessels involved is only a small percentage of the overall dry orderbook. All the vessels in question are bulkcarriers and currently the financial problems seem to be restricted to Korea rather than China.</li> </ul>	
VLCC	320,000 dwt	120.0	129.0	146.0	162.0	FIRM.....	3.2%		
Suezmax	157,000 dwt	71.0	80.5	90.0	99.5	FIRM.....	3.7%		
Aframax	115,000 dwt	58.5	65.5	72.5	82.5	FIRMER...	5.2%		
Handy	51,000 dwt	43.0	47.0	52.5	53.5	FIRM.....	1.9%		
<u>Bulk Carriers</u>									
Capesize	180,000 dwt	59.0	68.0	97.0	99.0	FIRM.....	2.8%		
Panamax	76,000 dwt	36.0	40.0	55.0	55.0	SAME.....			
Handymax	57,000 dwt	30.5	36.5	48.0	48.5	FIRM.....	1.0%		
Handysize	35,000 dwt	26.5	29.5	38.0	40.0	FIRM.....	3.0%		
<u>Gas Vessels</u>									
LPG	82,000m <sup>3</sup>	90.0	92.0	93.0	96.5	FIRM.....	2.3%		
LNG	160,000m <sup>3</sup>		222.0	237.0	250.0	FIRM.....	0.7%		
<u>Dry Cargo</u>									
Container	3,500 teu	48.5	51.0	63.0	67.0	FIRM.....	1.5%		
Container	1,100 teu	23.0	22.0	27.5	27.5	SAME.....			
Clarkson Index		162	168	184	190	FIRM.....	1.8%		

Newbuilding Activity ....		Vessels Contracted			Year-on-Year			Newbuilding Price Index	
		2005	2006	2007	2008	Trend ...			
Oil Tankers		269	579	326	231	FIRM.....	4%		
Chemical & Spec. Tankers		325	580	632	124	WEAKER!!	-71%		
Combined Carriers			3	6		WEAKER!!	-100%		
LPG Carriers		105	82	66	47	FIRM.....	5%		
LNG Carriers		47	36	25	5	WEAKER!!	-71%		
Bulk Carriers		399	633	1822	800	WEAKER!!	-36%		
Containerships		566	479	530	179	WEAKER!!	-50%		
General Cargo vessels		355	390	336	181	WEAKER!!	-21%		
Ro-Ro Vessels		95	80	136	65	WEAKER!!	-30%		
Refrigerated Vessels		7	4	9	8	FIRMER...	30%		
Offshore Vessels		299	571	517	118	WEAKER!!	-67%		
FPSO/FSU		9	5	8	2	WEAKER!!	-63%		
Passenger & Cruise Ships		55	40	49	14	WEAKER!!	-58%		
Other Misc. Vessels		292	254	149	31	WEAKER!!	-69%		
TOTAL CONTRACTING		2,823	3,736	4,611	1,805	WEAKER!!	-43%		

Note: Newbuilding prices vary as to country of build, delivery and ship specification. Prices here are end year/latest and from Jun-08 assume a "European spec", 20/20/20/20/20% payments and "first class competitive yards" quotations. The 3-month trend is the change of the last 3 months over the previous 3 months.



# The Demolition Market

## What's Been Scrapped...

Type	Date	Vessel Name	Flag	Blt	Dwt	Ldt	Owner	Buyer	\$/ldt	\$ m.
Reefer	Sep '08	Tai Zhong	SV.	1982	1,234		Shandong Fishery	Old sale		
Reefer	Sep '08	Frio Marathon	CY.	1983	7,118	4,151	Laskaridis Shpg	Private terms		
Rfr Fish C.	Sep '08	Rainfrost	PA.	1985	9,360	7,419	Laskaridis Shpg	Private terms		
Bulk	Sep '08	Long Wang	CB.	1971	32,163	8,487	South East Asia Shpg	India	695.0	5.90
Chem & Oil	Sep '08	Sri Kantang	TH.	1973	2,193	896	Unknown Owner	Old sale		
Reefer	Sep '08	Snow Flower	C.I.	1972	12,782	9,220	Holy House Shpg. AB	Old sale		
Chem & Oil	Sep '08	Stolt Guardian	LI.	1983	39,723	9,773	Stolt-Nielsen Trans.	Old sale		
Reefer	Aug '08	Nordic Star	SV.	1980	9,300	4,675	Ost-West-Handel	Bangladesh	700.0	3.27
Container	Aug '08	Red Sea	MA.	1977	18,834	8,395	Dongnama Shipping	Bangladesh	781.0	6.56
Chem & Oil	Aug '08	Artemis	GR.	1983	39,776	9,710	Livanos Group	As is S'pore		
Chem & Oil	Aug '08	Achilleus	GR.	1983	39,730	9,748	Livanos Group	As is S'pore		
Reefer	Aug '08	Frio Kyknos	PA.	1982	3,804	2,000	Laskaridis Shpg	Private terms		
MPP	Aug '08	Kota Indah	SG.	1976	24,580	9,630	Pacific Int. Lines	Bangladesh	753.0	7.25
Container	Aug '08	Glory D	PA.	1978	13,527	5,000	Goldenport S/Mngt.	Private terms		
Bulk	Aug '08	Little Angels	PA.	1980	16,268	5,631	TMT Co. Ltd.	Bangladesh	740.0	4.17
Tanker	Aug '08	A Elephant	LI.	1987	264,758	32,182	TMT Co. Ltd.	Bangladesh	769.0	24.75
Products	Aug '08	Cobra	DM.	1982	27,841	7,500	Polembros Shpg.	Bangladesh	800.0	6.00
Chem & Oil	Aug '08	Neptun	NIS	1976	28,060	8,500	Salhus Shipping AS	India	1,175.0	9.99
Chem & Oil	Aug '08	Lance	NIS	1980	35,100	8,676	Salhus Shipping AS	India	1,100.0	9.54
Pass/Car F.	Aug '08	Jabal Ali 2	S.L	1971	2,553	6,069	Naif Marine Services	India	700.0	4.25
Cruise	Aug '08	Madagascar	UE.	1960	622		OMIKS Ltd.	Old sale		
Reefer	Aug '08	Dean	MA.	1979	10,598	6,725	Lagoa Shipping Corp.	Old sale		
Ro-Ro/Lo-Lo	Aug '08	Dubai Islands	SV.	1982	6,185	2,548	Emarat Maritime LLC	Old sale		

## Scrap Prices...

	Year End (\$/ldt)			This Year	
	2005	2006	2007	Latest	%
Tankers	305	410	510	650	27%
Dry Cargo	330	390	470	630	34%

Note: The scrap prices (\$/ldt) are based on Indian prices for VLCC tankers and a Handy dry bulk carrier of around 8,000 ldt.

## Buyer Activity ..

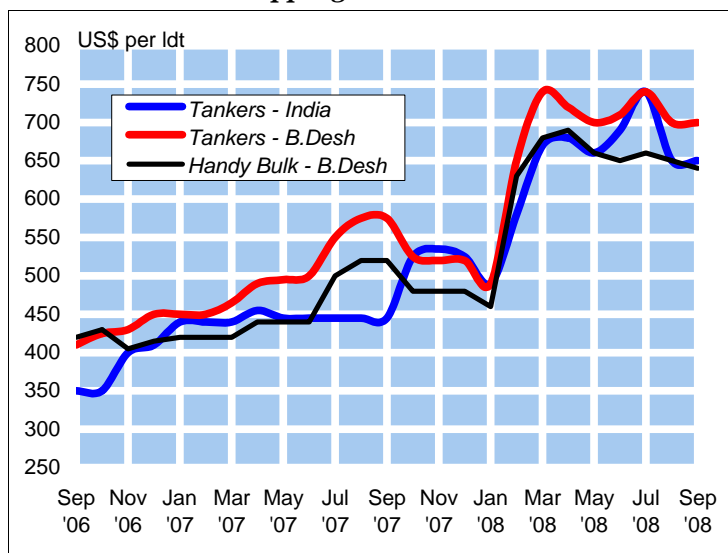
	Year (m dwt)			This Year	
	2005	2006	2007	2008	%
China	0.4	0.2	0.1	0.0	-35%
India	1.1	1.0	1.4	1.1	17%
Bangladesh	3.6	4.7	2.5	3.4	94%
Pakistan	0.1	0.2	0.7	0.4	-23%
Other	0.3	0.3	0.2	0.2	61%
TOTAL	5.5	6.4	4.9	5.1	52%

## Size & Type ..

	Year (m dwt)			This Year	
	2005	2006	2007	2008	%
<b>Tankers</b>					
VLCC	0.3	-	-	1.3	
Suezmax	0.3	-	-	0.3	
Aframax	1.5	0.9	0.9	0.6	-1%
Handy	1.9	2.0	2.1	1.4	-1%
< 10,000 dwt	0.1	0.1	0.2	0.1	-20%
<b>Total Tankers</b>	4.1	3.1	3.2	3.7	70%
<b>Bulkcarriers</b>					
Capesize	0.2	0.3	-	-	
Panamax	0.2	0.5	0.1	-	-100%
Handymax	0.1	0.2	0.1	-	-100%
Handysize	0.4	0.9	0.2	0.1	-53%
<b>Total Bulkers</b>	0.9	1.8	0.4	0.1	-76%
<b>Combos</b>	-	0.3	-	-	
Gas Vessels	0.1	0.1	0.5	0.5	29%
Other Dry	0.3	1.0	0.8	0.9	61%
<b>TOTAL</b>	5.5	6.4	4.9	5.1	52%

\* The % change is based on annualised figures for this year against last year.

## Scrapping Price Trends



## Demolition Market News and Gossip

- The demolition markets in both India and Bangladesh continued on their downward trajectories this week. A number of more speculative cash buyers are now feeling increasingly uncertain about being able to recoup their existing investments in tonnage for scrapping.
- Of course, the volume of scrap sales remains at historically minimal levels, given the buoyant freight rates which have prevailed recently. Having said that, a number of notable sales were reported to the market this week. The largest vessel to be sold for scrap this week was the Handysize bulkcarrier, "LONG WANG" (32,163 dwt, built 1971 Stocz. Szczecin). The vessel was sold to Indian buyers for \$695/ldt. Two reefers were also reported as sold for scrap. The first was the "TAI ZHONG" (1,234 dwt, built 1982 Minami Kyushu), which was an old sale. The second was the "FRIO MARATHON" (7,118 dwt, built 1983 Kyokuyo S.Y.), which was sold under private terms.

# Economic Indicators

## GDP Growth & Forecasts\*

	<i>Germ</i>	<i>U.K.</i>	<i>USA</i>	<i>Japan</i>	<i>Euro Area</i>	<i>World</i>
2005	0.8%	1.8%	3.1%	1.9%	1.5%	4.8%
2006	2.9%	2.8%	2.9%	2.2%	2.8%	5.4%
2007	2.4%	3.1%	1.9%	2.0%	2.5%	5.2%
4Q07	1.8%	2.8%	2.5%	2.0%	2.2%	
1Q08	2.6%	2.5%	2.5%	1.3%	2.1%	
2008	1.7%	1.4%	2.2%	1.0%	1.4%	
2008 (f)	1.8%	1.2%	1.6%	1.0%	1.3%	4.1%
2009 (f)	1.1%	0.6%	1.3%	0.9%	0.9%	3.9%

## Industrial Production\*: OECD

end:	<i>Germ</i>	<i>U.K.</i>	<i>USA</i>	<i>Japan</i>	<i>Euro Area</i>	<i>OECD</i>
2005	3.4%	-2.7%	2.8%	3.8%	1.1%	2.1%
2006	6.1%	-0.3%	1.9%	0.8%	2.1%	1.8%
2007	4.4%	0.7%	1.5%	0.8%	1.1%	1.2%
May '08	0.8%	-1.6%	-0.1%	1.1%	-1.6%	-0.6%
Jun '08	1.6%	-1.6%	0.3%	0.0%		
Jul '08			-0.1%	2.0%		

## Industrial Production\*: Asia

end:	<i>R.o K.</i>	<i>China</i>	<i>Taiwan</i>	<i>Thailand</i>	<i>Malay.</i>	<i>India</i>
2005	16.5%	11.3%	9.5%	6.1%	4.2%	5.0%
2006	2.3%	14.7%	-1.7%	7.0%	6.3%	11.1%
2007	12.4%	17.4%	10.7%	11.6%	5.9%	7.6%
May '08	8.3%	16.0%	5.3%	10.5%	2.6%	3.8%
Jun '08	6.7%	16.0%	5.1%	11.2%	1.5%	5.4%
Jul '08	9.1%	14.7%	1.1%	10.9%		

## Ind. Production\*: E.Europe & S. America

end:	<i>Russia</i>	<i>Czech.</i>	<i>Hung.</i>	<i>Poland</i>	<i>Arge.</i>	<i>Brazil</i>
2005	4.6%	7.1%	12.9%	9.2%	7.9%	3.2%
2006	1.9%	3.0%	14.0%	5.7%	8.9%	2.8%
2007	6.5%	2.9%	5.3%	6.2%	10.0%	6.4%
May '08	6.7%	3.4%	5.5%	2.3%	6.6%	2.4%
Jun '08	0.9%	2.2%	-0.3%	7.2%	6.1%	6.6%
Jul '08	3.2%			5.6%	5.1%	8.5%

## Currency Trends Spot ~ & Forward# ...

end:	<i>Euro</i>	<i>U.K.</i>	<i>Japan</i>	<i>Switz.</i>	<i>N'way</i>	<i>China</i>
2005	1.18	1.73	117.77	1.32	6.77	8.07
2006	1.32	1.96	119.05	1.22	6.27	7.81
2007	1.46	1.99	114.15	1.14	5.47	7.30
Jun	1.55	1.97	107.32	1.04	5.15	7.16
Jul	1.58	1.99	106.69	1.03	5.11	7.07
Aug	1.51	1.90	108.98	1.08	5.28	7.00
05-Sep	1.44	1.77	108.07	1.11	5.56	6.84
3mo.#	1.43	1.76	107.52	#Forward Rates as of: 05-Sep		
12mo.#	1.41	1.73	105.76			

end:	<i>R.o K.</i>	<i>H.Kong</i>	<i>Sing.</i>	<i>SDR</i>	<i>India</i>	<i>Australia</i>
2005	1,010.50	7.75	1.66	1.43	45.16	1.37
2006	909.09	7.77	1.54	1.50	44.50	1.27
2007	940.60	7.80	1.45	1.57	39.42	1.14
Jun	1,029.93	7.81	1.37	1.62	42.85	1.05
Jul	1,016.91	7.80	1.36	1.38	42.81	1.04
Aug	1,040.97	7.81	1.40	0.63	42.99	1.12
05-Sep	1,128.85	7.81	1.43	0.64	44.36	1.20

\*% change year-on-year. Source: IMF, OECD, The Economist. ~Currency units per US\$ except £, Euro and SDR. #Forward Rates: The FT.

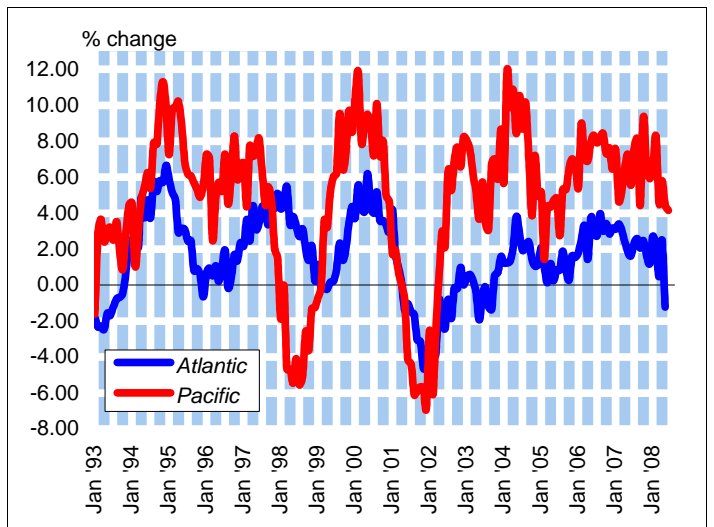
## Interest Rate Trends ...

Prime Lending Rates:						
avg:	<i>Euro</i>	<i>U.K.</i>	<i>Switz.</i>	<i>Japan</i>	<i>U.S.A.</i>	<i>\$ Libor 6 mths.</i>
2005	2.3%	5.5%	2.4%	1.4%	7.3%	4.7%
2006	3.5%	6.0%	3.8%	1.6%	8.3%	5.4%
2007	4.0%	6.5%	3.9%	1.9%	7.3%	4.4%
Jun	4.0%	6.0%	3.8%	1.9%	5.0%	3.1%
Jul	4.3%	6.0%	3.8%	1.9%	5.0%	3.1%
Aug	4.3%	6.0%	3.9%	1.9%	5.0%	3.1%
05-Sep	4.3%	6.0%	4.0%	1.9%	5.0%	3.1%

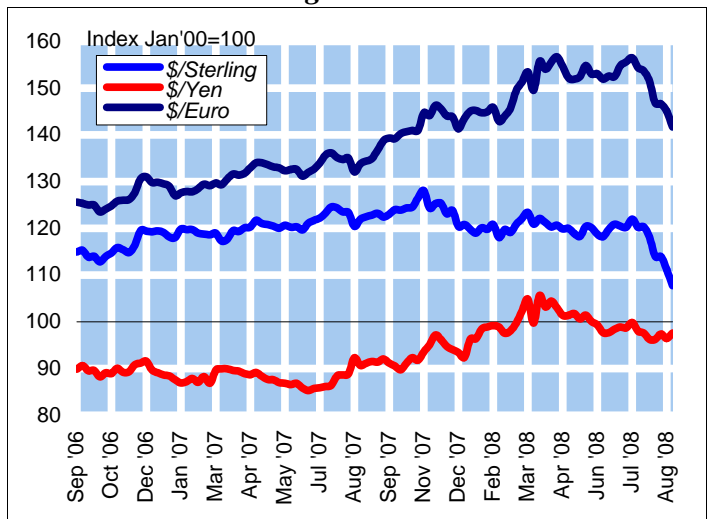
• The European Central Bank (ECB) confirmed this week that the Euro area's GDP contracted by 0.2% in 2Q 2008. Moreover, it was also announced that retail sales in the Eurozone fell by 0.4% in July. This suggests that the economy could potentially be vulnerable to a recession. However, ongoing high inflation has caused the ECB to leave its main interest rate unchanged, with Jean-Claude Trichet suggesting that price stability would only return in 2010. The Bank of England has followed suit, and it appears unlikely that either bank will apply a monetary stimulus to the economy in the short-term.

• The value of China's exports to the US rose by 8.9% y-o-y in 1H 2008, reaching US\$116.79 billion. This is the first time for seven years that Chinese exports to the US have not seen double-digit growth. Meanwhile, Chinese exports to the rest of the world grew by 21.8% y-o-y.

## Industrial Production



## Exchange Rate Trends



## Inflation & Prices ...

Consumer Prices					Prices in \$/bbl or \$/t		
avg:	<i>Eur</i>	<i>USA</i>	<i>Japan</i>	<i>OECD</i>	<i>Crude Oil Brent</i>	<i>Grain Wheat USG</i>	<i>Steel Ship Plate Japan</i>
2005	2.2%	3.4%	-0.1%	2.8%	40.11	160	625
2006	2.3%	2.5%	0.3%	2.7%	56.35	169	700
2007	3.1%	4.3%	0.7%	2.3%	62.41	216	600
Jun	4.4%	5.0%	2.0%	4.4%	132.54	358	1,200
Jul	4.7%	5.6%	2.3%	4.8%	137.19	342	1,250
Aug					116.93	343	1,250
Latest					115.11	326	1,300

# Ship Demand Trends

## Oil Tanker Demand ....

in million barrels per day				% Chg
2005	2006	2007	2008	2008/07

## Oil Production

<b>World</b>	<b>82.8</b>	<b>83.1</b>	<b>83.1</b>	<b>85.3</b>	<b>2.6%</b>
N. America	7.6	7.8	7.8	7.8	0.8%
W. Europe	4.7	4.3	4.1	4.0	-2.5%
FSU	10.7	9.4	9.6	9.5	-1.2%
OPEC	29.6	29.5	28.7	29.6	3.1%
Crude Oil	4.5	5.0	4.9	5.0	0.4%
NGL's/Cond.					

## VLCC Demand

Middle-East Output*	23.1	22.7	22.2	23.1	4.0%
Less: Red Sea export	0.3	0.3	0.3	0.3	0.0%
E.Med export	0.7	0.8	0.9	1.0	10.9%
Refinery T'put	5.9	6.2	6.3	6.3	0.0%
<b>Gulf Crude Exports</b>	<b>16.1</b>	<b>15.4</b>	<b>14.7</b>	<b>15.5</b>	<b>5.3%</b>

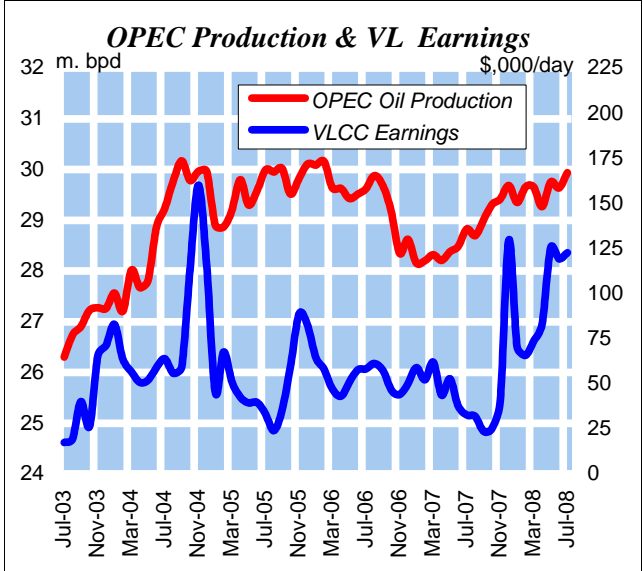
## Crude Oil Trade

Imports: USA	10.1	10.2	10.0	9.8	-1.9%
Eur-4	7.0	6.9	6.4	6.5	2.4%
Japan	4.2	4.2	4.1	4.6	11.6%
<b>Total Imports</b>	<b>21.3</b>	<b>21.2</b>	<b>20.4</b>	<b>20.9</b>	<b>2.1%</b>

## Products Trade

Imports: USA	3.5	3.6	3.4	3.2	-8.0%
Eur-4	2.2	2.3	2.0	2.2	10.0%
Japan	0.6	0.6	0.6	0.5	-6.6%
<b>Total Imports</b>	<b>6.3</b>	<b>6.6</b>	<b>6.0</b>	<b>5.9</b>	<b>-1.8%</b>

World Total includes NGL's; \*Mid-E output is sum of OPEC and non-OPEC crude production.  
Oil production data sourced from IEA. 2007 data are latest year-to-date figures.



### Major Oil Trades News:

- Nymex October light, sweet crude fell to \$107.89/bbl on Thursday, its lowest close since 4<sup>th</sup> April, as the market disregarded a larger-than-expected decline in US energy stockpiles and the dollar strengthening against the euro. The restart of some of the oil operations in the Gulf of Mexico also eased pressure on crude futures. Rumours are now circulating that some OPEC countries may cut production to discourage prices from falling below \$100/bbl.

## Dry Bulk Demand ....

in million tonnes				% Chg
2005	2006	2007	2008	2008/07

## Steel Prod.

Japan	112.5	116.2	120.2	124.0	3.1%
S.Korea	47.7	48.5	51.2	55.5	8.4%
P.R. China	348.1	421.5	487.3	542.2	11.3%
EU-12	144.9	152.9	156.6	159.4	1.8%
<b>Total Steel Prod.</b>	<b>653.1</b>	<b>739.1</b>	<b>815.2</b>	<b>881.1</b>	<b>8.1%</b>

## Iron Ore Trade

Imports: Japan	132.3	134.3	139.0	141.5	1.9%
S.Korea	43.5	43.9	46.2	50.3	8.9%
China	273.5	326.3	383.7	454.6	18.5%
<b>Total Imports:</b>	<b>449.2</b>	<b>504.5</b>	<b>568.8</b>	<b>646.4</b>	<b>13.6%</b>
Exports: Australia	241.9	504.5	266.9	249.1	-6.7%

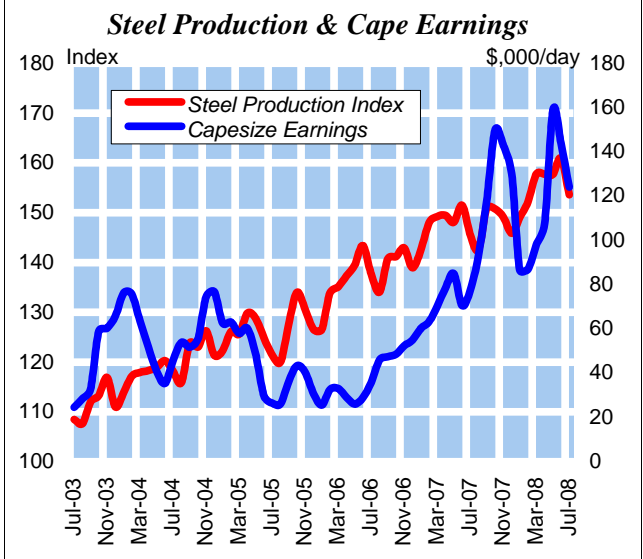
## Coal Trade

Imports: Japan	180.7	177.0	186.1	191.1	2.7%
S.Korea	74.4	75.1	83.4	95.3	14.2%
EU-25*	182.7	200.7	211.1	203.0	-3.8%
<b>Total Imports:</b>	<b>437.9</b>	<b>452.9</b>	<b>480.6</b>	<b>489.4</b>	<b>1.8%</b>
Exports: Australia	233.7	238.6	250.4	249.1	-0.5%
USA	28.1	25.6	36.5	50.9	39.3%
Canada	26.5	26.1	29.2	31.3	7.4%
South Africa	70.4	68.1	66.8	61.0	-8.7%
<b>Total Exports:</b>	<b>358.7</b>	<b>358.5</b>	<b>382.9</b>	<b>392.3</b>	<b>2.4%</b>

## Grain Trade

Exports: USA (ex soya)	77.5	86.3	98.2	102.4	4.2%
Canada	18.1	22.5	22.3	21.4	-4.1%
Australia	18.6	20.6	9.2	13.3	44.8%
Arg. (ex soya)	24.9	20.4	26.7	26.1	-2.1%
EU-25*	17.6	18.7	16.5	13.8	-16.4%
<b>Total Exports</b>	<b>156.7</b>	<b>168.5</b>	<b>172.9</b>	<b>176.9</b>	<b>2.3%</b>

2008 data are annualised figures, seasonally adjusted from latest year-to-date figures. \*EU 25 to 2006, then EU27.



### Major Dry Bulk Trades News:

- It is rumoured that Brazilian miner Vale is negotiating with Chinese mills on the price of contract iron ore. As much as a 20% increase is said to be on the table, which would mean that it could cost in excess of \$200/t CFR to ship iron ore from Brazil to China.
- Increases in contract prices could stimulate the spot market for iron ore landed in China. Speculative traders in China have welcomed the possibility. The traders are currently faced with large stockpiles at ports and little willingness from steel mills to buy at the prices which these were imported at.



# World Fleets & Orderbooks

<b>Total Cargo Fleet ..m. Dwt</b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	m.Dwt	No.	m.Dwt	% Fleet	2008	2009	2010+
<b>OIL TANKERS &gt;10k dwt</b>	299.6	320.3	337.3	356.4	3,489	360.2	1,351	172.0	47.8%	19.4	53.5	99.2
<b>OIL TANKERS &lt;10k dwt</b>	11.0	11.1	11.3	11.5	5,099	11.5	136	0.8	6.8%	0.5	0.2	0.1
<b>CHEMICAL TANKERS</b>	23.8	26.5	29.5	33.6	3,077	36.3	1,026	18.6	51.3%	4.2	6.6	7.8
<b>OTHER TANKERS</b>	3.2	3.3	3.3	3.3	642	3.4	42	0.4	10.5%	0.1	0.1	0.2
<b>BULKERS</b>	322.6	345.2	368.6	392.6	6,903	409.6	3,323	288.1	70.3%	14.8	65.7	207.6
<b>COMBOS</b>	10.2	9.4	8.9	8.2	85	8.2	9	2.8	34.9%	0.0	0.0	2.8
<b>LPG CARRIERS</b>	11.7	11.8	12.5	12.9	1,100	12.9	217	3.9	30.1%	1.2	1.6	1.1
<b>LNG CARRIERS</b>	13.9	15.4	17.5	20.2	280	20.2	108	9.6	47.4%	2.8	4.0	2.7
<b>CONTAINERSHIPS</b>	99.7	111.5	128.1	144.0	4,610	155.5	1,337	77.3	49.7%	9.3	21.7	46.3
<b>MULTI-PURPOSE</b>	22.3	22.8	23.6	24.7	2,775	25.1	708	8.7	34.5%	1.7	2.7	4.4
<b>GENERAL CARGO</b>	37.8	38.0	38.1	38.5	15,083	38.5	223	1.5	3.9%	0.63	0.44	0.45
<b>RO-RO</b>	10.2	10.2	10.4	10.5	3,571	10.5	117	1.4	13.6%	0.2	0.2	1.0
<b>CAR CARRIERS</b>	7.0	7.6	8.2	9.0	664	9.6	221	3.7	38.8%	0.7	1.1	1.9
<b>REEFERS</b>	7.9	7.9	7.8	7.6	1,996	7.6	20	0.3	3.5%	0.01	0.08	0.17
<b>OFFSHORE (AHTS/PSV)</b>	3.9	4.2	4.6	5.0	3,915	5.2	804	2.0	38.8%	0.68	0.69	0.64
<b>OTHER CARGO</b>	8.3	8.3	8.4	8.3	1,187	8.3	38	0.5	6.0%	0.08	0.14	0.28
<b>WORLD CARGO FLEET</b>	893.2	953.5	1,018.1	1,086.3	54,476	1,122.7	9,680	591.6	52.7%	56.2	158.8	376.6

<b>Tanker Fleet ..m. Dwt</b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	m.Dwt	No.	m.Dwt	% Fleet	2008	2009	2010+
<b>VLCC 200,000+</b>	130.6	137.7	142.3	148.3	498	147.6	263	81.4	55.2%	5.8	20.9	54.7
<b>Suezmax 120-200,000</b>	45.3	48.9	52.3	54.7	361	54.8	185	29.0	53.0%	2.0	10.0	17.0
<b>Aframax 80-120,000</b>	62.2	67.5	71.3	76.5	757	78.2	270	29.7	38.0%	5.1	11.3	13.3
<b>Panamax 60-80,000</b>	16.2	18.7	21.3	24.0	352	24.8	133	9.7	39.3%	1.9	3.7	4.1
<b>Small 10-60,000</b>	65.9	70.5	76.0	82.5	2,781	86.9	1188	38.6	44.4%	7.7	13.5	17.4
<b>of which: Specialised &gt;10,000</b>	20.5	23.0	25.8	29.5	1,260	32.0	688	16.5	51.4%	3.1	5.9	7.4
<b>&lt;10,000</b>	17.8	18.2	18.7	19.2	7,558	19.5	516	3.3	16.9%	1.6	1.0	0.8
<b>TOTAL FLEET &gt;10,000</b>	320.2	343.4	363.3	386.0	4,749	392.3	2,039	188.5	48.1%	22.5	59.4	106.6
<b>of which: Single Hull</b>	107.2	100.5	94.4	78.0	1,042	74.3	<i>Increase in size of Tanker Fleet:</i> 2007/2006 <b>6.2%</b> 2008*/2007 <b>1.6%</b> * year to date					
<b>Double Hull</b>	213.0	242.9	268.9	299.7	3,707	318.0						
<b>Combos in Oil</b>	5.3	5.5	4.0	1.2	15	9.3						
<b>Laid-up</b>	0.2	0.4	1.0	0.8	16	0.8						
<b>Storage</b>	3.0	2.8	1.5	1.1	8	0.9						
<b>ACTIVE FLT. &gt;10,000</b>	322.3	345.7	364.8	385.3	4,740	399.8						

<b>Bulk Carrier Fleet ..m. Dwt</b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	m.Dwt	No.	m.Dwt	% Fleet	2008	2009	2010+
<b>Capesize 100,000+</b>	102.3	111.0	121.1	131.4	805	139.2	807	150.6	108.2%	3.9	30.2	116.5
<b>Panamax 60-100,000</b>	86.4	93.7	101.8	108.3	1,530	112.3	707	57.4	51.1%	3.5	11.5	42.4
<b>Handymax 40-60,000</b>	61.3	66.8	71.7	77.0	1,668	80.7	946	53.0	65.6%	5.1	16.1	31.7
<b>Handysize 10-40,000</b>	72.6	73.6	74.0	76.0	2,900	77.5	863	27.1	35.0%	2.3	7.8	17.0
<b>TOTAL FLEET</b>	322.6	345.2	368.6	392.6	6,903	409.6	3,323	288.1	70.3%	14.8	65.7	207.6
<b>Combos in Dry</b>	5.4	4.5	5.3	6.7	69	7.1	<i>Increase in size of Bulkcarrier Fleet:</i> 2007/2006 <b>6.5%</b> 2008*/2007 <b>4.3%</b> * year to date					
<b>Laid-up</b>	0.3	0.4	0.4	0.3	10	0.3						
<b>Storage</b>	0.3	0.3	0.3	0.3	6	0.3						
<b>ACTIVE FLEET</b>	327.4	349.0	373.2	398.8	6,956	416.1						

<b>LPG Carrier Fleet ,000m<sup>3</sup></b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	,000m <sup>3</sup>	No.	,000m <sup>3</sup>	% Fleet	2008	2009	2010+
<b>&lt;5,000 cbm</b>	1,299	1,289	1,326	1,374	624	1,376	65	208	15.1%	86	61	61
<b>5-20,000 cbm</b>	1,816	1,791	1,902	2,028	254	2,147	75	634	29.5%	142	160	332
<b>20-40,000 cbm</b>	1,726	1,800	2,026	2,299	78	2,322	31	816	35.2%	135	478	204
<b>40-60,000 cbm</b>	1,407	1,466	1,466	1,360	24	1,360	5	300	22.1%	120	180	0
<b>&gt;60,000 cbm</b>	8,060	8,125	8,619	8,975	120	9,514	41	3,323	34.9%	1,209	1,222	892
<b>TOTAL FLEET</b>	14,308	14,470	15,339	16,035	1,100	16,719	217	5,281	31.6%	1,692	2,100	1,489
<b>TOTAL M. DWT</b>	11.7	11.8	12.5	12.9	1,100	12.9	217	3.90	30.1%	1.23	1.57	1.10

"Oil Tankers" covers vessels in the crude oil & oil products sectors, including tankers with IMO 3 grade specification. "Chemical" includes tankers with IMO 1&2 grade specification. "Specialised" covers IMO 1&2 chemical tankers and other tankers designed for the carriage of specialist liquids..

# World Fleets & Orderbooks

<b>LNG Carrier Fleet ,000m<sup>3</sup></b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	,000m <sup>3</sup>	No.	,000m <sup>3</sup>	% Fleet	2008	2009	2010+
<40,000 cbm	260	262	262	252	13	227	10	93	41.2%	19	54	20
40-60,000 cbm	253	253	253	253	4	163	0	0	0.0%	0	0	0
60-100,000 cbm	1,159	1,159	1,233	1,307	18	1,383	0	0	0.0%	0	0	0
>100,000 cbm	18,800	21,374	25,297	30,002	245	35,199	98	17,660	50.2%	5,099	7,485	5,076
<b>TOTAL FLEET</b>	<b>20,472</b>	<b>23,048</b>	<b>27,045</b>	<b>31,814</b>	<b>280</b>	<b>36,971</b>	<b>108</b>	<b>17,753</b>	<b>48.0%</b>	<b>5,118</b>	<b>7,539</b>	<b>5,096</b>
<b>TOTAL M. DWT</b>	<b>13.9</b>	<b>15.4</b>	<b>17.5</b>	<b>20.2</b>	<b>280</b>	<b>20.2</b>	<b>108</b>	<b>9.6</b>	<b>47.4%</b>	<b>2.8</b>	<b>4.0</b>	<b>2.7</b>

<b>Containership Fleet ,000 Teu</b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	,000teu	No.	,000teu	% Fleet	2008	2009	2010+
100-999 teu	584.8	623.5	670.9	720.7	1,258	742.1	138	114.5	15.4%	63.4	25.0	26.0
1-1,999 teu	1,322.0	1,382.0	1,483.1	1,641.3	1,227	1,734.1	267	385.7	22.2%	91.8	167.2	126.7
2-2,999 teu	1,315.2	1,434.1	1,586.7	1,695.9	710	1,794.9	142	363.6	20.3%	112.7	92.0	158.9
3,000 &+ teu (Panamax)	1,997.5	2,284.8	2,548.3	2,939.0	793	3,194.3	297	1,234.8	38.7%	183.7	539.5	511.6
3-7,999 teu (Post-Pmax)	1,844.6	2,007.8	2,239.3	2,413.8	439	2,621.9	200	1,183.0	45.1%	146.5	321.5	715.0
8,000 &+ teu (Post-Pmax)	123.6	395.3	943.3	1,353.1	183	1,613.9	293	3,198.6	198.2%	147.7	636.8	2,414.1
<b>TOTAL FLEET</b>	<b>7,187.6</b>	<b>8,127.5</b>	<b>9,471.7</b>	<b>10,764.0</b>	<b>4,610</b>	<b>11,701.1</b>	<b>1,337</b>	<b>6,480.2</b>	<b>55.4%</b>	<b>745.8</b>	<b>1,782.0</b>	<b>3,952.5</b>
<b>TOTAL M. DWT</b>	<b>99.7</b>	<b>111.5</b>	<b>128.1</b>	<b>144.0</b>	<b>4,610</b>	<b>155.5</b>	<b>1,337</b>	<b>77.3</b>	<b>49.7%</b>	<b>9.3</b>	<b>21.7</b>	<b>46.3</b>

<b>Multipurpose Fleet ,000 Teu</b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	,000teu	No.	,000teu	% Fleet	2008	2009	2010+
100 - 199 teu	94.3	96.0	98.3	102.3	682	103.9	129	19.2	18.5%	8.6	5.7	4.9
200 - 349 teu	164.3	169.0	175.4	182.6	713	185.2	140	39.3	21.2%	15.8	13.4	10.2
350 - 499 teu	174.2	177.4	184.5	192.6	488	196.0	60	23.1	11.8%	12.3	6.1	4.7
500 - 749 teu	293.8	305.9	323.0	351.0	600	364.7	145	88.4	24.2%	35.3	31.3	21.8
750 - 999 teu	105.0	109.8	116.2	126.7	150	132.2	108	98.4	74.5%	7.4	19.1	71.9
1000 &+ teu	175.6	179.0	182.0	183.3	142	184.5	126	192.8	104.5%	9.2	60.4	123.2
<b>TOTAL FLEET</b>	<b>1,007.1</b>	<b>1,037.1</b>	<b>1,079.4</b>	<b>1,138.5</b>	<b>2,775</b>	<b>1,166.5</b>	<b>708</b>	<b>461.2</b>	<b>39.5%</b>	<b>88.5</b>	<b>136.0</b>	<b>236.7</b>
<b>MPP FLEET M. DWT</b>	<b>22.3</b>	<b>22.8</b>	<b>23.6</b>	<b>24.7</b>	<b>2,775</b>	<b>25.1</b>	<b>708</b>	<b>8.7</b>	<b>34.5%</b>	<b>1.7</b>	<b>2.7</b>	<b>4.4</b>
<b>GC FLEET M. DWT</b>	<b>37.8</b>	<b>38.0</b>	<b>38.1</b>	<b>38.5</b>	<b>15,083</b>	<b>38.5</b>	<b>223</b>	<b>1.52</b>	<b>3.9%</b>	<b>0.63</b>	<b>0.44</b>	<b>0.45</b>

<b>Ro-Ro Vessel Fleet, m. Dwt</b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	m.Dwt	No.	m.Dwt	% Fleet	2008	2009	2010+
<2,000 dwt	0.8	0.8	0.8	0.8	2,568	0.8	1	0.0	0.0%	0.00	0.00	0.00
2,000-5,000 dwt	1.3	1.3	1.2	1.2	327	1.2	11	0.0	3.4%	0.03	0.01	0.00
5,000-7,500 dwt	1.5	1.5	1.6	1.6	251	1.6	24	0.1	9.0%	0.02	0.02	0.10
7,500-10,000 dwt	1.1	1.1	1.1	1.1	128	1.1	11	0.1	8.4%	0.03	0.01	0.06
10-15,000 dwt	1.5	1.6	1.7	1.8	145	1.8	43	0.5	28.9%	0.04	0.11	0.37
15,000&+ dwt	4.0	4.0	4.0	4.0	152	4.0	27	0.6	15.8%	0.06	0.10	0.48
<b>TOTAL FLEET</b>	<b>10.2</b>	<b>10.2</b>	<b>10.4</b>	<b>10.5</b>	<b>3,571</b>	<b>10.5</b>	<b>117</b>	<b>1.43</b>	<b>13.6%</b>	<b>0.18</b>	<b>0.25</b>	<b>1.01</b>
<b>CAR CARRIERS</b>	<b>7.0</b>	<b>7.6</b>	<b>8.2</b>	<b>9.0</b>	<b>664</b>	<b>9.6</b>	<b>221</b>	<b>3.70</b>	<b>38.8%</b>	<b>0.70</b>	<b>1.15</b>	<b>1.85</b>

<b>Reefer Vessel Fleet m. ft<sup>3</sup>.</b>	Year End				01-Sep-08		<b>Orderbook &amp; Delivery Schedule</b>					
	2004	2005	2006	2007	No.	m.ft <sup>3</sup>	No.	m.ft <sup>3</sup>	% Fleet	2008	2009	2010+
< 100,000 cu ft	17.7	17.4	17.3	17.1	1,079	16.9	0	0.0	0.0%	0.0	0.0	0.0
100-199,999 cu ft	39.2	38.8	38.7	39.3	257	38.9	1	0.2	0.5%	0.2	0.0	0.0
200-299,999 cu ft	52.2	51.9	51.1	51.1	201	50.1	0	0.0	0.0%	0.0	0.0	0.0
300-449,999 cu ft	75.7	74.9	74.1	73.3	183	68.7	0	0.0	0.0%	0.0	0.0	0.0
450-549,999 cu ft	95.2	94.7	94.2	93.7	182	89.9	1	0.5	0.6%	0.5	0.0	0.0
> 550,000 cu ft	56.4	56.4	55.8	57.1	94	58.0	18	11.2	19.4%	0.0	3.7	7.5
<b>TOTAL FLEET</b>	<b>336.4</b>	<b>334.1</b>	<b>331.2</b>	<b>331.5</b>	<b>1,996</b>	<b>322.5</b>	<b>20</b>	<b>11.92</b>	<b>3.7%</b>	<b>0.69</b>	<b>3.70</b>	<b>7.54</b>
<b>TOTAL M. DWT</b>	<b>7.9</b>	<b>7.9</b>	<b>7.8</b>	<b>7.6</b>	<b>1,996</b>	<b>7.6</b>	<b>20</b>	<b>0.26</b>	<b>3.5%</b>	<b>0.01</b>	<b>0.08</b>	<b>0.17</b>

Note: All fleet figures are from the Clarkson Research Ship and Orderbook Databases, expressed in the units indicated. All dwt figures are metric. Annual data are as at year end, monthly data at the beginning of the month. The databases comprise vessels of 100gt and above.

A "Sources & Methods" document which describes the methodology by which Clarkson Research gathers and manipulates the data set out in this report, including the calculation of the time charter equivalent (TCE) earnings for tankers and bulk carriers, is available on our website at [www.clarksons.net](http://www.clarksons.net). Further enquiries may be made to the addresses set out on the back page.

# Analysis

## LPG Business Nervously Watching the Orderbook

Gas is a mysterious segment of the shipping industry. While bulker owners have become multi-billionaires transporting iron, one of the world's least delicate commodities, gas tanker owners have been earning a modest living transporting liquid gases, sometimes at temperatures as low as minus 100 degrees centigrade. If you ask them, they will tell you the billions have not been rolling in.

### Small Goldfish Bowl

Of course gas is a much smaller business than either dry or tankers. As of 1<sup>st</sup> September, there were only 1,100 LPG tankers in the fleet, and over

50% were under 5,000 cbm (about 5,000 dwt). The fleet of very large gas carriers (VLGCs) over 60,000 cbm, which grabs most of the lime-light, consists of only 120 vessels.

### Bumpy Ride

"LPG tankers" carry many gases, including ammonia and chemical gases such as ethylene. But the core has always been the petroleum gas associated with crude oil production, refining and gas processing. This gives the LPG market a distinctive character because cargo volume is driven as much by supply as demand, giving investors a bumpy ride. When Middle

East oil production grew in the 1960s and 1970s there was a wave of investment in LPG tankers to export the "associated gas". Indeed, between 1970 and 1984, the LPG fleet grew at 11% p.a. Then as Middle East oil production collapsed after the 1973 and 1979 oil crises, the whole process went into reverse. The LPG fleet stagnated in the 1980s then grew at a sluggish 3.8% p.a. during the 1990s.

### Associated Growth

However, in the early 2000s the Middle East

and West Africa started to develop major LNG export projects. Like crude oil, LNG production has significant quantities of "associated gas" and the analysts concluded that if all went well with these development plans, it could push trade growth up to 10% p.a. as the projects built up capacity. Once the market had digested this information, there was a rush to order LPG tankers. After ordering only 0.4m cbm a year between 1991 and 2002, orders shot up to 1.7m cbm in 2004, 2.9m cbm in 2005, and 2.8m cbm in 2006. As the **Graph of the Week** illustrates, the ships are now starting to be delivered. Deliveries are currently forecast to exceed 2.0m cbm in 2008 and again in 2009.

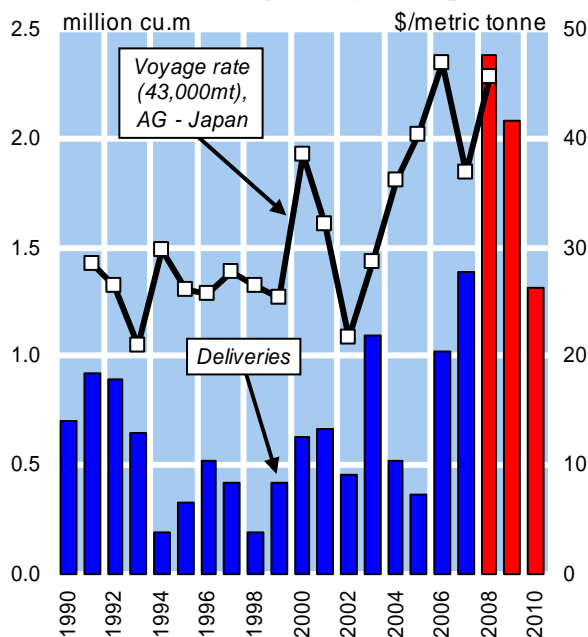
### Where Next

Allowing for modest scrapping, this will push the fleet up by around – you've guessed it – 10% p.a. It all seems to add up, though signs of slippage on some of the LNG projects are making market watchers nervous.

### Grit your Teeth

So there you have it. Gas may be a specialist niche, but on paper at least investors have done a good job for their customers planning the new capacity. But with projects slipping and recession looming, it's not quite in the bag yet. Our advice is to keep your fingers crossed, "stay chilled", and "have a nice day".

Gas - Getting Ready to Vaporise?



Source: Clarkson Research Services

### Graph of the Week

Shipping Intelligence Weekly, 5 September, 2008

Published by:  
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Shipping Intelligence Weekly is published 50 times a year. It reviews the markets for Crude, Products, Specialised and Gas tankers, Bulk carriers, Offshore and Liner vessels as well as the second-hand, new building and demolition markets. It provides details of freight rates, earnings, prices and activity in all these markets; fleet statistics; trade, financial and economic indicators. It is available on subscription at a price of £595/£625 a year (within Europe/outside Europe) including postage.

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