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Highlights

VLCCs
A reasonably busy week. AG – West up W3 with rates East rising W7.......p2.

Suezmax Market
W. Africa – US down W5 as tonnage builds. Cross – Med steady at W95........p2.

Aframax Market
Med up W5 as tonnage tightens. AG – East down W20. N. Sea firmer........p2.

Products Market
Caribs market recovers slightly. Tonnage in the Med remains tight.........p3.

Capesize Market
Rates slipping in Pac. with W.Aust/Rott at $7.25/t; Atl market has picked up....p.4

Panamax Market
T/A market fluctuating as it remains indecisive; Pac. sees higher volume.....p.4/5.

Handymax Market
Atl. steady; Cont/F.East enquiry down, so rates could fall further..........p.5.

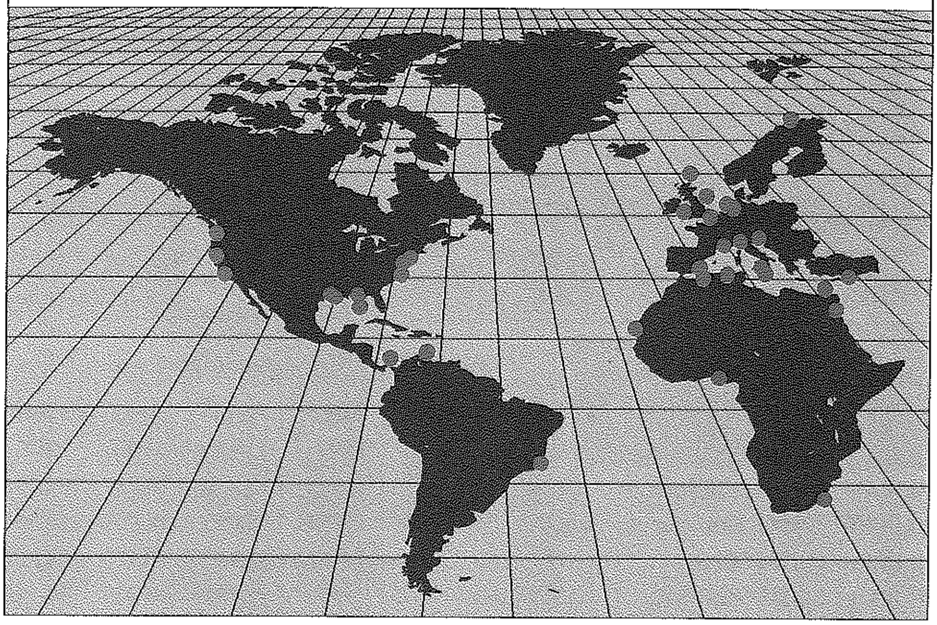
S & P Market
Lack of suitable Tanker candidates despite strong interest..........................p.i.

Newbuilding
Korea gas tender finally announced. More Aframax orders placed..............p.10.

Demolition
Bangladesh suffers with cyclone. Rumours of new rules at Alang.............p.11.

The Atlantic Market This Week . . . . . .

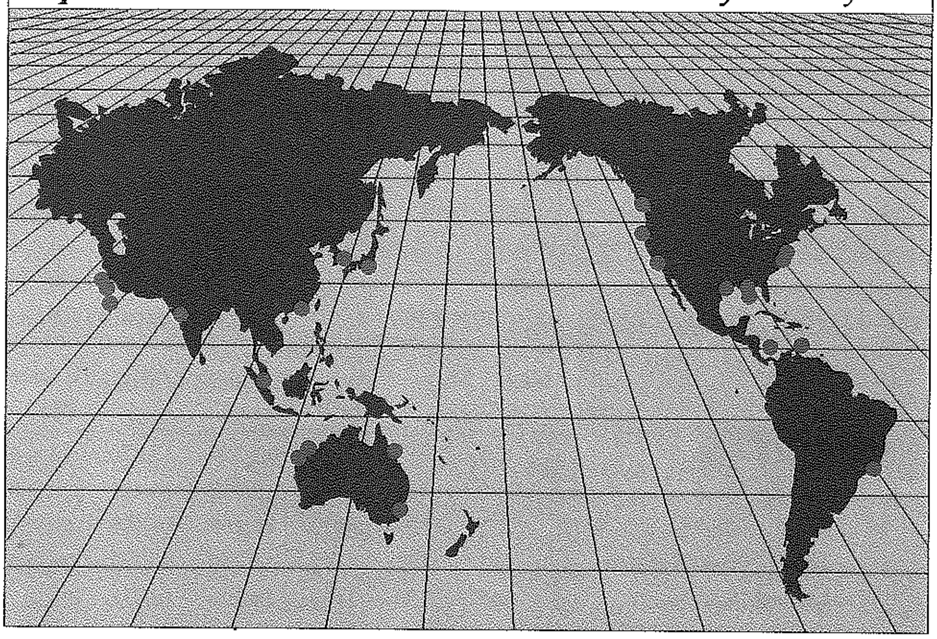
Capesize: *Steady* ***Panamax:*** *Steady* ***Handy:*** *Steady*



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

The Pacific Market This Week . . . . . .

Capesize: *Softer* ***Panamax:*** *Softer* ***Handy:*** *Steady*



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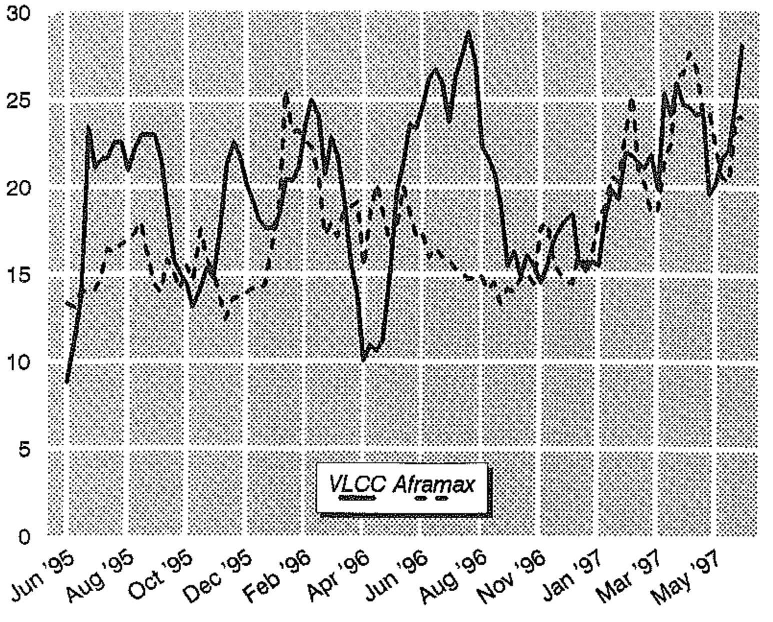
Crude Tanker Spot Market

Crude Tanker Spot Earnings ($ 000's /Day)



Crude Tanker Highlights

• ***VLCC:***
A reasonably busy week with rates firming. UL rates continued to show signs of weakness, however, as the number of UL's in the R. Sea continues to build. Stronger rates observed in the East, particularly for older tonnage. Rates AG-East up W7. Med rates also firmer this week with the Sumed pipeline remaining active. Rates ex-W. Africa stable.

• ***Suezmax:***
The return of US charterers failed to compensate for reduced European activity. Rates have subsequently fallen W5 W. Africa-US as tonnage built. Cross-Med steady supported by activity from Dortyol and the B. Sea.

• ***Aframax:***
Interest concentrated on the Med where a dearth of tonnage has forced rates up to W120. Increased activity forced rates cross UKC up to W150 earlier in the week, but have since settled at W130. AG-East softens W20.

VLCC Single Voyage.....	WS 1997 May 16th	WS 1997 May 23rd	WS 1997 Avg. 1997	Average earnings $ per day Avg. 1995	Avg. 1996	To Date 1997	May 16th	VLCC Earnings May 23rd	This Week	
320,000t Gulf–USGulf	53	53	48	18,830	20,937	24,132	27,308	27,252	*STEADY*	*-0%*
270,000t Gulf–Europe	55	58	54	12,636	15,769	18,554	20,237	21,966	*FIRMER*	*9%*
250,000t Gulf–East	63	70	61	13,960	17,177	20,862	22,321	26,949	*FIRMER*	*21%*
270,000t Gulf–Red Sea	60	73	56	15,559	18,026	20,129	22,607	30,231	*FIRMER*	*34%*
270,000t Med–UK/Cont	73	75	72	17,934	25,231	29,795	32,105	34,199	*FIRM....*	*7%*
VLCC Avg. Earnings 1970s				15,789	19,428	22,694	24,916	28,119	*FIRMER*	*13%*
VLCC Avg. Earnings Modern				22,562	27,245	29,705	31,397	35,019	*FIRMER*	*12%*
Clarkson 1970s VLCC Index				69	85	99	109	123	*FIRMER*	*13%*

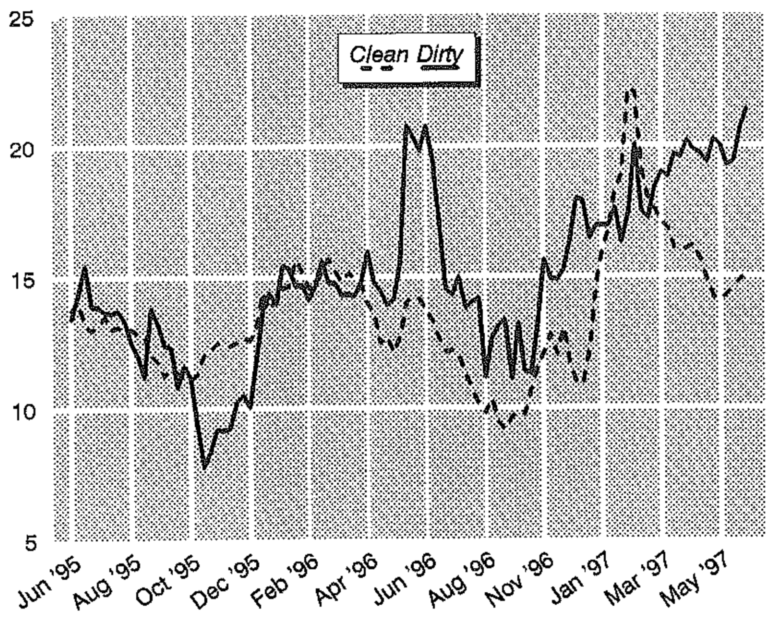
Suezmax Single Voyage.....	WS 1997 May 16th	WS 1997 May 23rd	WS 1997 Avg. 1997	Average earnings $ per day Avg. 1995	Avg. 1996	To Date 1997	May 16th	Suezmax Earnings May 23rd	This Week	
130,000t Med–Med	95	95	94	14,627	19,984	25,750	27,041	26,987	*STEADY*	*-0%*
W.Africa–USAC	95	90	95	17,377	19,620	21,566	21,593	20,131	*SOFTER*	*-7%*
Suezmax Average Earnings				16,002	19,802	23,658	24,317	23,559	*SOFTER*	*-3%*
Clarkson Suezmax Index				101	125	149	153	148	*SOFTER*	*-3%*

Aframax Single Voyage.....	WS 1997 May 16th	WS 1997 May 23rd	WS 1997 Avg. 1997	Average earnings $ per day Avg. 1995	Avg. 1996	To Date 1997	May 16th	Aframax Earnings May 23rd	This Week	
80,000t Gulf–East	135	115	130	14,150	15,626	19,896	20,996	17,182	*WEAKER*	*-18%*
Med–Med	105	110	117	12,437	16,411	20,068	17,619	18,767	*FIRM....*	*7%*
Med–USAC	115	120	123	13,165	14,265	19,981	18,413	19,585	*FIRM....*	*6%*
UK/Cont-UK/Cont	113	130	111	15,279	20,727	21,793	23,275	30,900	*FIRMER*	*33%*
UK–USAC	145	138	138	14,199	16,918	22,917	24,819	23,156	*SOFTER*	*-7%*
Carib–US Gulf	180	180	164	16,672	17,845	26,478	29,682	29,667	*STEADY*	*-0%*
Carib–Europe	140	125	125	18,482	19,280	28,423	33,152	28,713	*WEAKER*	*-13%*
Aframax Average Earnings				14,912	17,230	22,794	23,994	23,996	*STEADY*	*0%*
Clarkson Aframax Index				94	109	144	152	152	*STEADY*	*0%*

"Average Earnings" are timecharter equivalents of spot freight rates, excluding waiting time off-hire etc., for standard routes/ships, for which see page 15.

Product Tanker Spot Market

Product Tanker Spot Earnings ($ 000's /Day)



Product Tanker Highlights

• ***Clean Products:***
The Caribs market recovered slightly this week, although the length of the tonnage list continues to add a soft tone. Tonnage in the Med remains tight helping strengthen rates further. Availability also appears to be tightening in the UKC. An increased number of fixtures observed in the East, although no movement in rates for LR tonnage.

• ***Dirty Products:***
Increased European activity observed. UKC-US rates up W10 as firmer activity in the Med has prevented tonnage ballasting to the UKC.

• ***Timecharter Market:***
Limited activity on the quoted period market this week. Amongst reported fixtures was the 1982 built, 67,980 dwt, "MARSHAL VASILEVSKIY" which was taken by Andromeda for 12 months, delivery in the Med in June, at an unreported rate.

Clean Products Single Voyage...	WS 1997 May 16th	WS 1997 May 23rd	WS 1997 Avg. 1997	Average earnings $ per day Avg. 1995	Avg. 1996	To Date 1997	May 16th	Clean Products May 23rd	Earnings This Week	
55,000t Gulf–Japan	175	175	201	17,807	18,380	22,868	19,472	19,471	*STEADY*	*-0%*
30,000t Gulf–Japan	200	200	244	11,189	10,963	14,224	11,015	11,014	*STEADY*	*-0%*
Sing–Japan	210	210	243	12,433	12,987	15,718	13,139	13,145	*STEADY*	*0%*
Caribs–USAC	230	235	274	13,535	13,035	16,918	13,334	13,761	*FIRM....*	*3%*
28,000t Gulf–W.C. India	175	175	237	11,270	10,410	14,184	8,937	8,925	*STEADY*	*-0%*
Med–Med	220	225	218	14,664	16,622	21,988	22,917	23,696	*FIRM....*	*3%*
Med–UK/Cont	230	235	227	10,321	12,111	15,485	16,145	16,611	*STEADY*	*3%*
Med–USAC	245	245	252	10,763	10,468	14,661	14,333	14,340	*STEADY*	*0%*
UK/Cont–USAC	245	245	250	12,247	11,138	14,687	14,479	14,527	*STEADY*	*0%*
20,000t UK/Cont-UK/Cont	230	230	236	17,395	20,539	23,876	23,327	23,335	*STEADY*	*0%*
Med–Med	255	255	273	11,957	14,080	20,055	18,669	18,643	*STEADY*	*-0%*
Products Average Earnings				12,692	12,902	16,748	14,863	15,054	*STEADY*	*1%*
Clarkson Clean Index				109	111	144	128	130	*STEADY*	*1%*

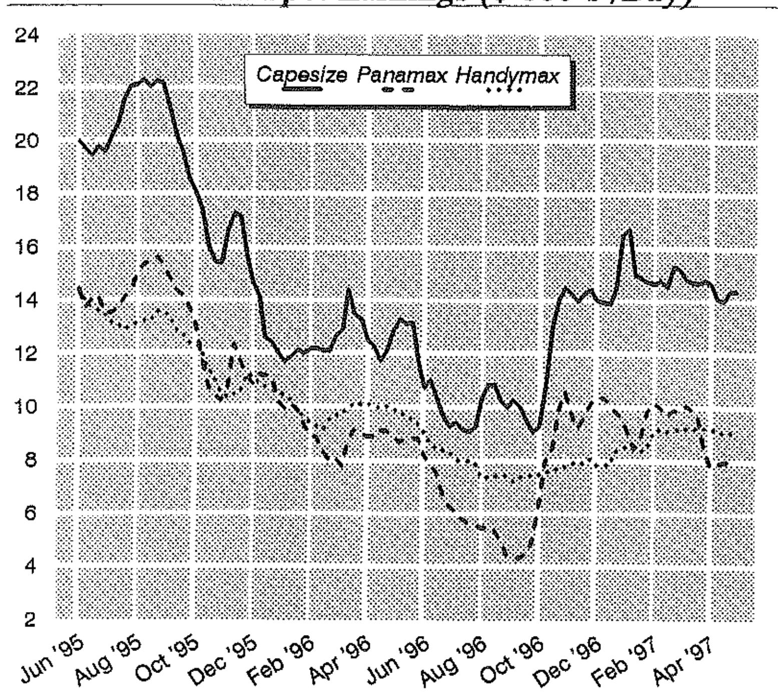
Dirty Products Single Voyage...	WS 1997 May 16th	WS 1997 May 23rd	WS 1997 Avg. 1997	Average earnings $ per day Avg. 1995	Avg. 1996	To Date 1997	May 16th	Dirty Products May 23rd	Earnings This Week	
50,000t UK/Cont–USAC	175	185	169	10,224	12,935	16,963	18,132	19,569	*FIRM....*	*8%*
UK/Cont-UK/Cont	185	185	178	12,394	17,418	21,272	23,186	23,212	*STEADY*	*0%*

VLCC Spot Market Activity..		Monthly Fixture Record Average 1996	Average 1997	Dec 96	Jan 97	Feb 97	Mar 97	Apr 97	VLCC Spot Market Last 4 Weeks	This Week.	
Fixtures	AG–West	18	22	18	22	24	20	20	23	*UP BY..*	*15%*
	AG–East / Japan	55	67	50	87	62	60	57	65	*UP BY..*	*14%*
	AG–Red Sea	4	5	2	3	2	4	9	7	*DOWN BY..*	*-22%*
	Other Fixtures	23	27	15	27	21	23	35	27	*DOWN BY..*	*-23%*
	Total Number	101	119	85	139	109	107	121	122	*UP BY..*	*1%*
VLCCs Due To Arrive*		73	48	60	58	34	51	49	37	*DOWN BY..*	*-24%*
VLCC Spot	Total Number	5	4	3	1	6	4	3	1	*DOWN BY..*	*-67%*
in the Gulf	Total Dwt (,000s)	1,690	1,146	1,084	510	1,920	1,238	914	237	*DOWN BY..*	*-74%*

** As at the beginning of the month for previous months, and for the next 4 weeks for current week.*

Large Bulk Carrier Market

Bulk Carrier Spot Earnings ($ 000's /Day)



Bulk Carrier Highlights

- ***Capesize:*** Rates have been slipping in the Pacific with W.Australia/Rotterdam down to $7.25/t. The Atlantic market has picked up with increasing fronthaul enquiry. A fine balance between supply and demand looks set to maintain levels in the short /medium term.
- ***Panamax:*** This week, market sentiment has been dominated by misreported fixtures due to a lack of physical activity. The T/A voyage market has been fluctuating slightly over the past few weeks and has yet to chose its direction, showing its usual indecisiveness in a quiet market. Rates in the Pacific have been equally lethargic despite a comparatively higher volume of business being done.
- ***Handymax:*** The Atl. has remained steady despite Brazilian grain enquiry picking up by the end of the week. Enquiry for Cont/F.East is down and with more tonnage entering the market, rates are expected to fall further. The Pacific was very quiet in all areas.

Capesize Single Voyage.......

	$ Per Ton			Average Earnings $ Per Day				Capesize Market		
	May 16th	May 23rd	Avg. 1997	Avg. 1995	Avg. 1996	To Date 1997	May 16th	May 23rd	This Week ...	
Iron Ore Trades										
145,000 Narvik/Rotterdam	2.75	2.75	2.87	22,823	14,344	17,866	17,362	17,390	*STEADY*	*0%*
Tubarao/Rotterdam	5.50	5.50	5.60	19,290	11,038	13,387	13,412	13,457	*STEADY*	*0%*
Tubarao/Japan 17m	9.25	9.40	9.71	25,589	15,776	17,166	16,428	16,826	*STEADY*	*2%*
130,000 Nouadhibou/Rott.	3.85	3.85	3.78	18,599	10,227	13,494	14,445	14,481	*STEADY*	*0%*
145,000 W.Aust/Rotterdam	7.40	7.25	8.08	17,174	9,402	12,994	11,520	11,150	*SOFTER*	*–3%*
W.Aust/Japan 17m	5.30	5.25	5.35	21,076	11,203	15,900	15,912	15,698	*STEADY*	*–1%*
Coal Trades										
120,000 H.Rd.R.Bay/Japan16m	12.50	12.75	12.64	25,464	15,838	17,733	17,809	18,319	*STEADY*	*3%*
110,000 H.Rds/Rotterdam	5.55	5.70	5.78	20,396	12,527	15,085	14,567	15,207	*FIRM.......*	*4%*
130,000 Q'land/Rotterdam	9.00	8.85	9.91	17,455	9,553	12,540	10,964	10,679	*STEADY*	*–3%*
Q'land/Japan 17m	5.95	5.75	6.18	20,934	11,574	15,482	14,856	14,093	*SOFTER*	*–5%*
R.Bay/Rotterdam	6.70	6.70	6.95	15,809	8,201	11,156	10,720	10,734	*STEADY*	*0%*
Average Capesize Earnings				20,419	11,789	14,800	14,363	14,367	*STEADY*	*0%*
Clarkson Capesize Index	73.75	73.75		116	67	84	82	82	*STEADY*	*0%*

Panamax Single Voyage.......

	$ Per Ton			Average Earnings $ Per Day				Panamax Market		
	May 16th	May 23rd	Avg. 1997	Avg. 1995	Avg. 1996	To Date 1997	May 16th	May 23rd	This Week ...	
Grain Trades										
55,000 USGulf/Rott(Lights)	12.35	12.40	13.67	16,033	9,189	10,531	9,189	9,293	*STEADY*	*1%*
USGulf/Rott(HSS)	10.85	11.00	12.14	13,021	7,096	8,189	6,950	7,157	*STEADY*	*3%*
52,000 USGulf/Japan(HSS)	21.75	22.00	24.49	18,746	10,815	11,860	9,525	9,774	*STEADY*	*3%*
52,000 Nopac/Japan	12.75	12.75	14.31	12,215	5,690	7,677	6,141	6,152	*STEADY*	*0%*
Coal Trades										
70,000 H.Rds/ARA	6.50	6.60	7.17	15,997	10,080	11,230	9,937	10,230	*STEADY*	*3%*
65,000 USGulf/ARA	7.10	7.20	8.05	12,103	7,606	8,158	6,832	7,054	*FIRM.......*	*3%*
55,000 Roberts Bank/Japan	8.05	7.80	8.72	15,013	8,385	9,841	8,855	8,414	*SOFTER*	*–5%*
60,000 NSW/Cont	12.00	12.00	12.56	8,649	4,745	6,094	5,746	5,757	*STEADY*	*0%*
Newcastle/Japan	8.55	8.30	9.21	14,564	8,345	9,747	8,805	8,384	*SOFTER*	*–5%*
R.Bay/Sp.Med	8.00	7.75	8.61	12,906	7,335	8,520	7,700	7,351	*SOFTER*	*–5%*
Average Panamax Earnings				13,925	7,929	9,185	7,968	7,957	*STEADY*	*–0%*
Clarkson P'max Spot Index	107.90	107.80		147	84	97	84	84	*STEADY*	*–0%*

"Average Earnings" are timecharter equivalents of spot freight rates, excluding waiting time off-hire etc., for standard routes/ships, for which see page 15.

Tripcharter Market, Biffex, & Bunkers

Panamax Tripcharter..... 60,000–65,000 Dwt

	Average Earnings $ Per Day							Panamax Market		
	Av. 1995	Av. 1996	To Date 1997	Apr 25th	May 2nd	May 9th	May 16th	May 23rd	This Week	
Cont/Far East	19,484	12,270	12,677	10,000	10,000	11,000	10,500	11,000	*FIRM.......*	*4.8%*
TransAtlantic R/V	14,795	9,164	9,750	7,000	7,500	8,250	8,750	8,750	*STEADY*	*0.0%*
Far East/Cont	10,524	5,576	6,417	4,500	4,500	5,250	5,500	5,500	*STEADY*	*0.0%*
TransPacific R/V	14,496	8,293	9,536	6,750	6,750	7,500	8,250	8,000	*SOFTER*	*–3.0%*
Average Panamax Earnings	14,825	8,826	9,595	7,063	7,188	8,000	8,250	8,313	*STEADY*	*0.8%*
Clarkson P'max Trip Index	150	89	97	71	73	81	83	84	*STEADY*	*0.8%*

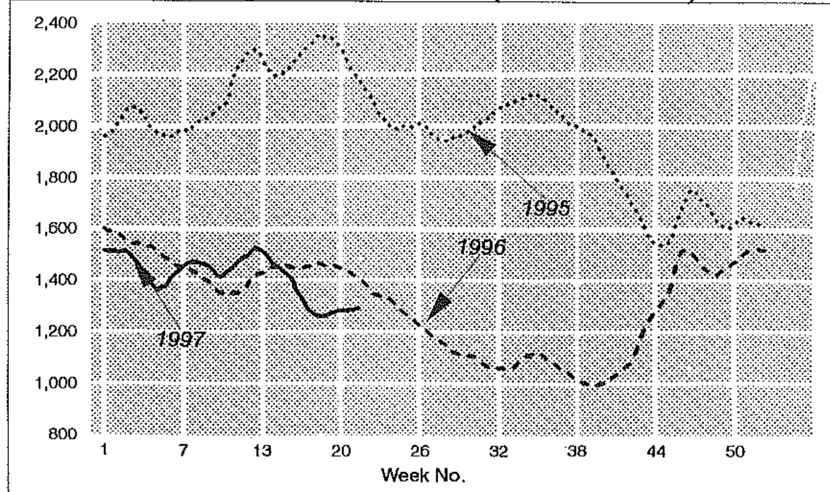
Handymax Tripcharter..... 40,000–43,000 Dwt

	Average Earnings $ Per Day							Handymax Market		
	Av. 1995	Av. 1996	To Date 1997	Apr 25th	May 2nd	May 9th	May 16th	May 23rd	This Week	
Cont/Far East	17,087	12,560	12,774	13,800	13,800	13,500	13,500	13,150	*STEADY*	*–2.6%*
TransPacific R/V	12,465	8,327	8,733	8,750	8,550	8,500	8,550	8,600	*STEADY*	*0.6%*
Far East/Cont	8,265	5,432	5,568	5,700	5,626	5,500	5,500	5,700	*FIRM.......*	*3.6%*
TransAtlantic R/V	12,320	8,513	8,455	8,500	8,700	8,650	8,700	8,800	*STEADY*	*1.1%*
Average Handymax Earnings	12,534	8,708	8,882	9,188	9,169	9,038	9,063	9,063	*STEADY*	*0.0%*
Clarkson Handymax Index	137	95	97	101	100	99	99	99	*STEADY*	*0.0%*

Baltic Freight Index

	Index	Futures Prices Jul	Oct	Jan
21–Apr	1332	1165	1290	1340
22–Apr	1314	1160	1280	1330
23–Apr	1292	1160	1282	1320
24–Apr	1281	1200	1310	1340
25–Apr	1274	1190	1300	1330
28–Apr	1264	1180	1285	1325
29–Apr	1259	1210	1315	1355
30–Apr	1259	1225	1330	1355
01–May	1258	1220	1335	1355
02–May	1260	1225	1345	1355
06–May	1264	1215	1337	1345
07–May	1269	1200	1330	1340
08–May	1272	1205	1320	1330
09–May	1275	1210	1335	1345
12–May	1279	1210	1340	1350
13–May	1281	1195	1330	1345
14–May	1281	1165	1330	1345
15–May	1281	1150	1325	1345
16–May	1283	1155	1335	1355
19–May	1284	1170	1335	1355
20–May	1283	1189	1340	1365
21–May	1288	1175	1330	1360
22–May	1291	1165	1325	1350
Max Value	1332	1225	1345	1365
Min Value	1258	1150	1280	1320
Avg Value	1277	1191	1323	1346

Baltic Freight Index Trend (4.1.85=1000)



Biffex Implied Rates $/ton at.......................... 22–May

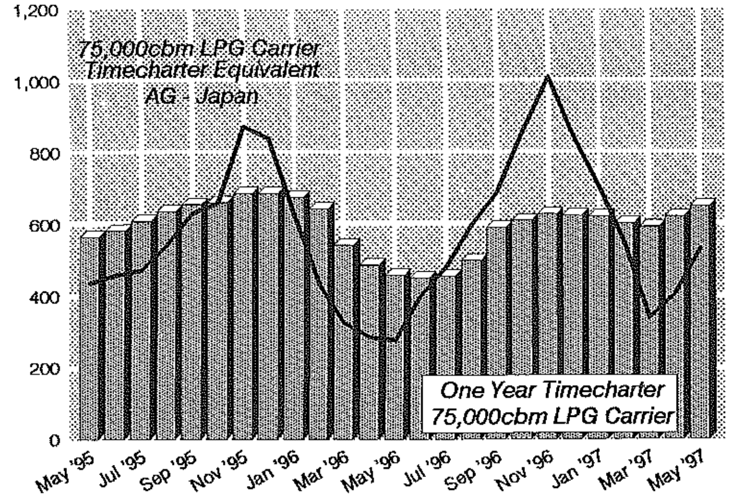
Implied Future Rates Basis Close/Index		Index	Jul	Oct	Jan
Grain Routes $/ton	***Route***				
USGulf/Rotterdam	1	12.26	11.06	12.58	12.82
USGulf/Japan	2	21.95	19.81	22.53	22.95
Nopac/Japan	3	12.63	11.39	12.96	13.20
Coal Routes $/ton					
H.Rds.R.Bay/Japan	6	12.59	11.36	12.93	13.17
H.Rds/ARA	7	5.72	5.16	5.87	5.98
Q'land/Rotterdam	8	9.48	8.56	9.73	9.91

Regional Bunker Markets .....

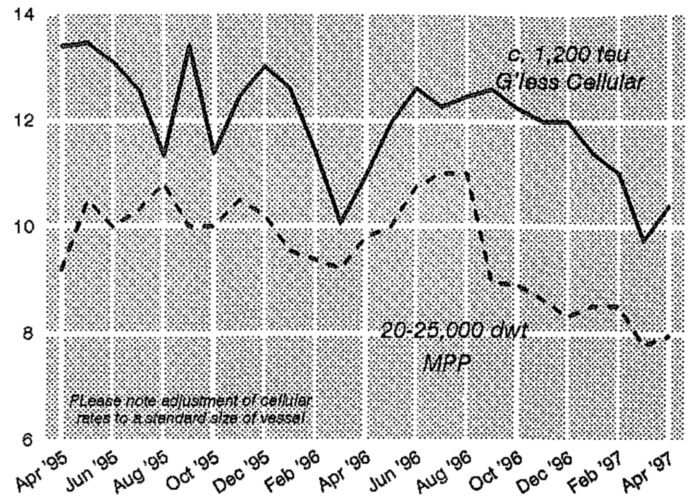
	MDO				380cst				Bunker Market This Week .... (380cst)	
	Av. 1996	To Date 1997	May 16th	May 23rd	Av. 1996	To Date 1997	May 16th	May 23rd		
Rotterdam	175	167	151	154	106	94	87	85	*LOWER*	*–1.7%*
Genoa	–	–	–	–	115	108	99	100	*HIGHER*	*1.0%*
Philadelphia	209	228	223	223	113	104	101	98	*LOWER*	*–3.0%*
Houston	186	191	179	179	106	96	98	99	*HIGHER*	*0.5%*
Cristobal	211	241	241	242	118	110	104	109	*HIGHER*	*4.3%*
Los Angeles	203	221	218	218	107	100	105	104	*LOWER*	*–1.4%*
Japan	276	289	285	284	139	131	122	121	*LOWER*	*–0.4%*
Singapore	196	195	188	191	109	101	98	98	*LOWER*	*–0.5%*
Fujairah	208	212	205	206	104	98	97	98	*HIGHER*	*0.5%*

Gas, Chemical & Other Markets

Charter Rates: LPG Market ($,000s/mth)



Liner Market Rates ($,000s/day)



LPG Carrier Market

LPG Carrier Market	Average 1994	1995	1996	1997 Feb	Mar	Apr	LPG Market ..... May 23rd	This Month	
Voyage Rates ($ tonne)									
43,000 mt AG/NWE	40.20	36.48	36.43	35.00	28.75	30.75	34.75		
43,000 mt AG/Japan	29.80	26.15	25.93	24.50	18.25	20.25	24.25	*FIRMER*	*20%*
75,000cbm tce $,000/mth	743	597	571	545	338	405	530	*FIRMER*	*31%*
12 months t/c ($,000/month)									
75,000cbm	706	646	560	601	591	620	650	*FIRM.......*	*5%*
52,000cbm	583	657	537	570	571	573	640	*FIRMER*	*12%*
28/30,000cbm	480	709	534	553	563	555	570	*STEADY*	*3%*
22/24,000cbm	432	683	517	538	553	543	550	*STEADY*	*1%*

Note: Timecharter rates are intended to demonstrate trends and ignore the wide variations based on different vessel specifications/performances.

Chemical Tanker Market

Chemical Tanker Market	Average 1994	1995	1996	1997 Feb	Mar	Apr	Chemical Market .. May 23rd	This Month	
Easy Chemicals ($/tonne)									
5–7,500t. Rott/Houston	22.70	30.53	24.29	24.13	24.25	24.00	23.00	*SOFTER*	*–4%*
3,000t. Houston/Rott	39.90	55.74	40.99	42.25	44.25	44.50	46.50	*FIRM.......*	*4%*
3,000t. Rott–Taiwan/Sing*	58.30	74.69	69.53	70.00	68.50	69.25	70.00	*STEADY*	*1%*

** Easy Chemicals (Non–Banned FOSFA)*

Offshore Vessel Market

Offshore Vessel Market	Average 1994	1995	1996	1997 Feb	Mar	Apr	Offshore Market .. May 23rd	This Month	
AHTS (£/Day)									
7–10,000 Bhp	4,710	5,235	7,523	13,458	23,188	15,831	14,375	*WEAKER*	*–9%*
10,000+ Bhp	7,490	9,036	12,273	33,334	42,557	27,374	16,745	*WEAKER!!*	*–39%*
Supply Vessels (£/Day)									
< 2000 Dwt	3,490	4,249	5,148	8,000	12,750	9,625	15,000	*FIRMER*	*56%*
> 2000 Dwt	4,120	5,248	6,670	17,475	21,364	14,368	25,000	*FIRMER*	*74%*

Note: Rates are based on the averages of reported fixtures in the North Sea

Container/MPP Market

Container/MPP Market	1994	1995	1996	1996/97 Jan	Feb	Mar	Liner Market .... Apr '97	Last Month	
Container Vessels ($/Day)									
FCC 1200 teu up to 1 year	12,583	12,610	11,925	11,400	11,025	9,750	10,400	*FIRM.......*	*7%*
Conbulker 25–30,000 dwt	11,428	12,066	10,070	10,000	10,000	10,000	10,000	*STEADY*	*0%*
MPP Tonnage ($/Day)									
< 3,000 dwt, 300 teu, grd.	4,595	5,032	4,665	4,130	3,225	4,500	3,820	*WEAKER*	*–15%*
4–5,000 dwt	6,158	6,302	5,400	4,960	4,450	5,207	5,375	*FIRM.......*	*3%*
20–25,000 dwt, grd.	9,504	9,878	9,620	8,500	8,500	7,775	7,950	*STEADY*	*2%*
16,000 dwt, 1 yr. t/c	5,959	7,618	6,390	5,460	5,315	5,325	5,300	*STEADY*	*–0%*
16,000 dwt, 3 yrs. t/c	5,872	7,442	6,000	5,000	5,000	5,000	4,975	*STEADY*	*–1%*

Note: Rates for container vessels are based on the average rate per teu of fixtures reported for vessels of similar size and period.

The Timecharter Market

Tanker Timecharter Market

1 Year T/C...

1 Year T/C...		Average Rate $/day 1993	1994	1995	1996	To Date 1997	May 23rd
280,000 Dwt	Modern	23,623	20,962	23,202	27,875	30,690	31,500
250,000 Dwt	(1970s)	15,208	12,981	14,731	17,231	18,024	18,500
140,000 Dwt	Modern	12,575	12,635	18,913	21,072	22,381	23,000
87,000 Dwt	Modern	13,009	14,288	16,856	17,163	17,357	17,750
30,000 Dwt	Modern	10,160	11,288	11,577	12,231	12,500	12,500

N.B. Data for the 140,000dwt up to 1994 is for a mid–70's built vessel.

3 Year T/C...

3 Year T/C...		Average Rate $/day 1993	1994	1995	1996	To Date 1997	May 23rd
280,000 Dwt	Modern	28,755	27,904	28,683	31,923	33,024	33,500
250,000 Dwt	(1970s)	18,906	17,904	17,500	19,010	20,024	20,500
140,000 Dwt	Modern	15,208	15,673	21,183	22,913	24,381	25,000
87,000 Dwt	Modern	15,274	16,423	18,538	19,308	19,190	19,500
30,000 Dwt	Modern	12,311	13,096	13,500	13,466	13,310	13,500

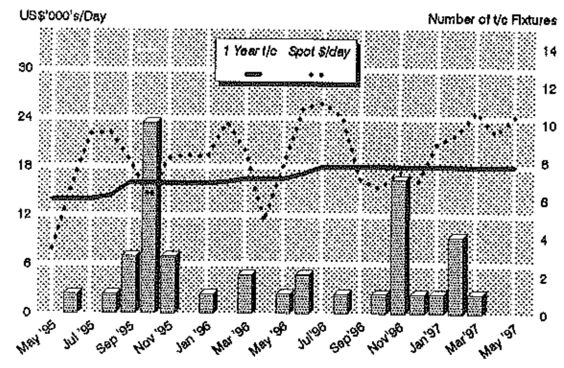
N.B. Data for the 140,000dwt up to 1994 is for a mid–70's built vessel.

T/C Activity.... ....over 1 year.

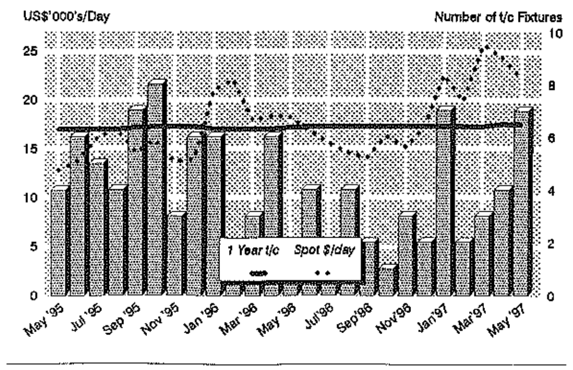
T/C Activity.... ....over 1 year.		Total Fixtures 1992	1993	1994	1995	1996	To Date 1997
VLCC	200,000+	17	36	22	23	16	5
Suezmax	100–200,000	17	13	9	13	12	2
Aframax	60–100,000	28	29	37	57	35	9
Handy	45–60,000	9	9	18	20	9	2
Handy	20–45,000	25	43	60	53	53	14
Total No. Fixtures		96	130	146	166	125	32
Total in m. dwt		10.7	16.1	13.4	15.6	11.2	2.9

T/C Activity & The Freight Market

VLCC (1970's)



Aframax



Bulk Carrier Timecharter Market

1 Year T/C...

1 Year T/C...		Average Rate $/day 1993	1994	1995	1996	To Date 1997	May 23rd
150,000 Dwt	(Late 1980s)	14,986	16,855	19,773	12,603	14,240	14,000
127,500 Dwt	(1980s)	12,095	13,285	16,278	9,373	10,345	10,000
65,000 Dwt	(Mid 1980s)	10,575	10,580	13,832	9,198	10,040	9,500
40,000 Dwt	(Mid 1980s)	9,677	9,812	11,766	8,702	8,350	8,400
30,000 Dwt	(Mid 1980s)	7,889	8,388	9,407	7,324	6,990	7,000

3 Year T/C...

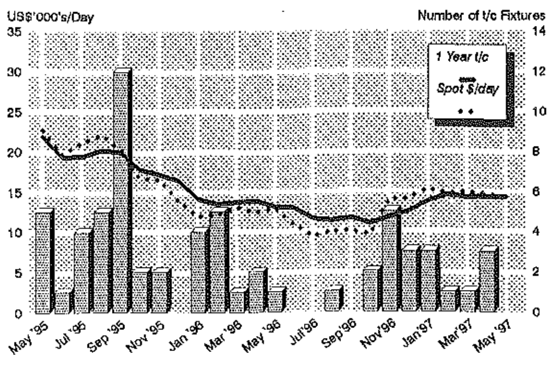
3 Year T/C...		Average Rate $/day 1993	1994	1995	1996	To Date 1997	May 23rd
150,000 Dwt	(Late 1980s)	18,146	18,250	18,544	14,063	15,007	15,350
127,500 Dwt	(1980s)	13,542	13,794	14,929	10,468	11,443	10,700
65,000 Dwt	(Mid 1980s)	11,350	10,777	12,600	9,802	9,902	9,750
40,000 Dwt	(Mid 1980s)	10,290	10,383	11,238	9,344	8,914	8,900
30,000 Dwt	(Mid 1980s)	8,352	8,712	9,321	7,938	7,781	7,700

T/C Activity.... ....over 1 year.

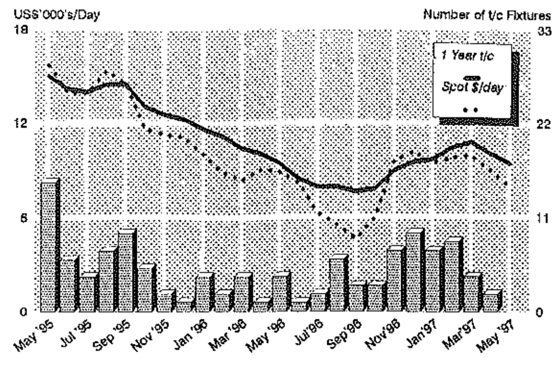
T/C Activity.... ....over 1 year.		Total Fixtures 1992	1993	1994	1995	1996	To Date 1997
Capesize	120,000+	11	31	46	53	23	5
Capesize	80–120,000	3	1	5	8	1	0
Panamax	50–80,000	43	50	82	131	46	14
Handymax	35–50,000	2	8	19	25	6	0
Handysize	10–35,000	2	7	32	26	1	2
Total No. Fixtures		61	97	184	243	77	21
Total in m. dwt		4.9	8.5	14.4	19.4	7.0	1.9

T/C Activity & The Freight Market

Capesize



Panamax



Oil Tanker Prices ....

Oil Tanker Prices			End Year, $m. 1994	1995	1996	May	Three Month Trend ...	
350,000		1975	10.0	12.0	14.5	13.5	WEAK.......	−2%
280,000	5 yrs	1992	47.5	54.0	58.5	60.0	FIRM.......	2%
280,000		1975	8.0	10.0	13.0	11.0	WEAKER	−8%
140,000	5 yrs	1992	34.0	38.0	42.5	42.0	SAME.......	0%
140,000		1975	5.5	6.5	7.5	7.0	WEAK.......	−2%
85,000	5 yrs	1992	32.0	32.0	34.5	36.0	FIRM.......	1%
85,000	10 yrs	1987	18.0	22.0	24.5	26.0	FIRMER	5%
85,000		1975	4.5	6.0	6.0	5.8	WEAK.......	−1%
60,000		1980	11.0	13.5	12.5	13.5	FIRMER	5%
40,000	5 yrs	1992	20.0	22.5	24.5	27.0	FIRM.......	5%
40,000		1980	11.0	12.0	13.0	14.0	FIRM.......	4%
30,000	5 yrs	1992	17.0	18.5	22.0	23.5	FIRM.......	2%
30,000	10 yrs	1987	11.0	13.0	14.5	15.5	FIRM.......	2%
30,000		1974	3.3	3.5	4.5	4.5	SAME.......	0%
Clarkson Index			108	120	134	140	FIRM.......	2%
12 mth Change			0%	11%	11%	2%		

Prices for larger size vessels – over 40,000 dwt – are based on single hulls.

Bulkcarrier Prices ....

Bulkcarrier Prices			1994	1995	1996	May	Three Month Trend ...	
150,000	5 yrs	1992	32.0	28.0	24.0	27.5	FIRM.......	4%
150,000	10 yrs	1987	20.5	19.0	15.0	17.5	FIRM.......	5%
#120,000		1975	5.0	6.0	4.0	4.8	FIRMER	6%
~70,000	5 yrs	1992	21.0	21.5	19.5	20.5	FIRM.......	2%
65,000	10 yrs	1987	15.8	16.5	14.0	16.0	FIRMER	8%
#60,000		1975	6.3	6.5	4.0	4.5	FIRMER	8%
40,000	5 yrs	1992	20.5	21.0	18.8	18.0	WEAK.......	−3%
40,000	10 yrs	1987	15.8	15.5	13.5	14.0	SAME.......	0%
* 38,000	5 yrs	1992	18.5	18.0	15.5	16.0	FIRM.......	1%
35,000	10 yrs	1987	13.8	14.0	10.0	11.0	FIRMER	6%
35,000		1977	7.0	6.5	4.0	4.8	FIRMER	8%
27,000		1977	5.8	5.0	3.5	4.0	FIRMER	7%
25/30,000	5 yrs	1992	16.0	16.5	13.0	14.5	FIRM.......	5%
25/30,000	10 yrs	1987	11.5	12.7	8.8	10.8	FIRMER	9%
Clarkson Index			149	146	120	128	FIRM.......	2%
12 mth Change			5%	−2%	−18%	−4%		

**Changed from 35k 22/5/92. #Changed from '74 blt 29/1/93. ~Changed from 68k 7/2/97.*

Dry Cargo Prices ....

Dry Cargo Prices			1994	1995	1996	May	Three Month Trend ...	
1,600 teu	5 yrs	1992	22.0	26.0	26.0	26.0	SAME.......	0%
1,000 teu	5 yrs	1992	16.0	18.0	16.5	16.5	SAME.......	0%
400 teu	5 yrs	1992	8.0	9.0	9.3	9.3	SAME.......	0%
15,000	5 yrs	1992	10.1	8.3	8.3	8.0	WEAK.......	−1%
22,000	5 yrs	1992	14.5	14.5	14.9	14.7	SAME.......	−0%
Clarkson Index			174	177	178	183	SAME.......	−0%
12 mth Change			0%	2%	0%	1%		

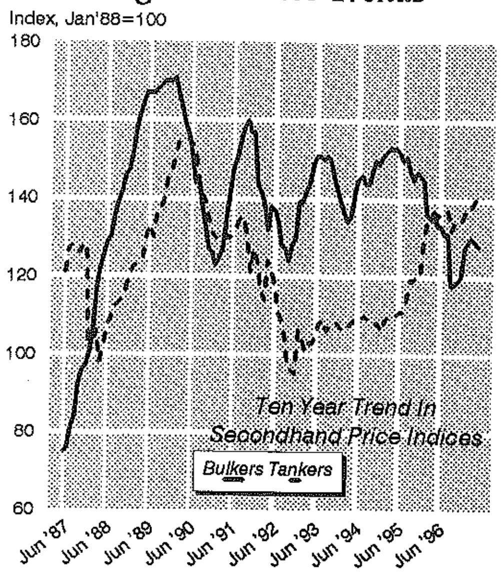
Clarkson Index ....

Clarkson Index	1994	1995	1996	May	Three Month Trend ...	
ALL VESSELS	155	158	156	162	FIRM.......	1%

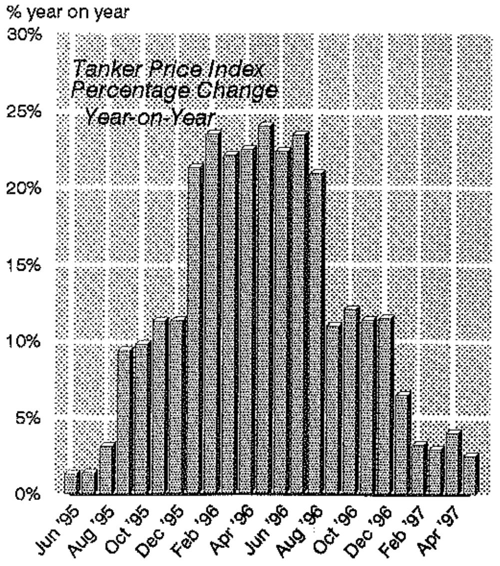
The 3 month trend is the average of the last three months over the previous three months

Asset Play in Focus

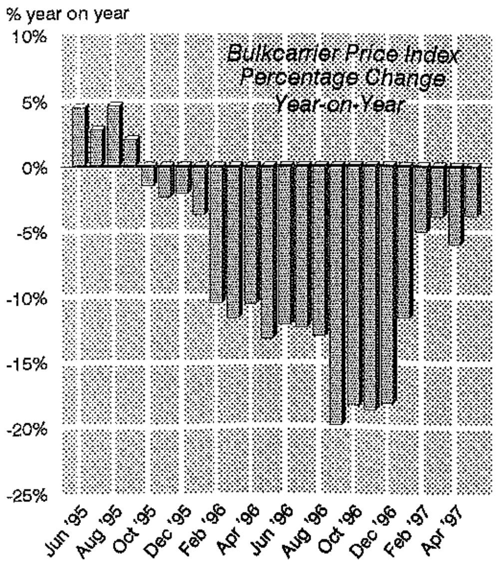
Long Term Price Trends



Short Term Tanker Trends



Short Term Bulk Trends



Tankers:

There are no significant sales to report this week and the market has remained relatively quiet.

There are a number of sales candidates under inspection, particularly built post 1980, and the level of interest is retained in acquiring tonnage, but the continuing lack of available vessels is hindering activity.

Drycargo:

It has been a disappointingly quiet week with very little new enquiry and the lethargy of recent national holidays has continued.

Capesize/Panamax:

The market is still hamstrung by the lack of serious sales candidates in both the Cape and Panamax sectors, with serious buyers - especially for modern Capes - being frustrated by the continuing lack of both quality and quantity of candidates.

Panamaxes continue to be the focus of completed deals, with Worldwide reported to have purchased a 71,400 dwt Hitachi resale, for delivery May/June 1997, from Nichimen, for a price believed to be just below $27m. This would complement the two sisters which Worldwide contracted - the first, delivery March 1997 and the second for delivery June.

Mainland Chinese buyers have purchased the Japanese controlled Panamax m/v 'PO TOI', about 68,676 dwt, built 1989 at Sasebo, for a price in the region of $18m.

Handymax:

We understand that the modern Handymax m/v 'FEDERAL KUMANO', about 45,740 dwt, built 1990 at Imabari, 4 x 30 ton cranes, has been committed to London based buyers for $17.3m.

Other Sales:

M/v 'NEW JADE', about 39,339 dwt, built 1984 at Namura, 4 x 25 ton cranes - sold to COSCO Singapore for $10.6m. Price said to reflect stiff competition for the vessel.

Sisters m/v 'BALSA' and 'BAMIA', about 26,354 dwt, built 1981 at Govan, 5 x 25 ton cranes - sold by Klaveness to clients of Oceanbulk, Greece for $6.2m. each. Both vessels will remain in the 'Bulk Handling' pool.

M/v 'FROTACHILE', about 38,340 dwt, built 1980 at EMAQ, Brazil, 4 x 12.5 ton cranes, - sold to Greeks for $5m.

M/v 'GRAND CORAL', about 27,032 dwt, built 1977 at Koyo, 4 x 25 ton cranes - purchased at auction by the Den norske Bank, for $3.4m. Vessel formerly owned by Unimar.

Timecharter Fixture Record

Latest Tanker Timecharter Fixtures...

Reported	Charterer	Vessel Name	D / C	Year Built	Dwt	Spd	Cons.	Period	Rate $ per Day	Delivery Date	Delivery Place
20/03/97	NITC	Assimina	D	1974	254,736			1/1/1 months	$15,000	4/97	
21/03/97	Alpine	Capetan Costis	C	1989	38,917			12 months	$14,500	4/97	
02/04/97	Coastal	Alta	D	1990	143,900			12 months	$23,000	4/97	
08/04/97	PMI	Harold K Hudner	C	1980	35,731			3 months	$15,500	4/97	Reported
09/04/97	Progress	Bertina	C	1982	65,979			6/6 months	$14,500	4/97	
16/04/97	SCOA	Taganrog	C	1996	39,000			80–100 days	$15,250	4/97	
16/04/97	Blystad	Kriti Palm	C	1986	44,470			6/6 months	$14,500	4/97	
17/04/97	Pertamina	Colmar	C	1987	39,368			4 years	$14,500	4/97	
18/04/97	Sokana	Mekhanik Garovnik	C	1986	29,518			90 days	$14,500	4/97	
21/04/97	Torm	Gaida	D	1991	41,465			12 months	$14,500	5/97	
21/04/97	Blystad	Tomis West	C	1990	38,768			6/6 months	$13,500	4/97	
21/04/97	Blystad	Kriti Palm	C	1986	44,470			6/6/6 months	$14,500	4/97	
21/04/97	NITC	Venture	C	1976	80,914			1/1 year	$15,900	4/97	
22/04/97	Enap	Birch	D	1991	132,868			50/50/50 days	$25,000	5/97	
22/04/97	Glencore	Liepaya	C	1986	44,288			60–90 days	R.N.R	5/97	
23/04/97	Stentex	Bulduri	C/D	1983	28,296			12 months	$11,750	1/5/97	
25/04/97	Stentex	Asari	C/D	1984	28,296			6/6 months	$11,800	5/97	
29/04/97	ENAP	Libertad	C	1996	45,000			35/35/35 days	$14,100	10/5/97	
01/05/97	IPG	Sea Explorer	C	1976	39,111			2/1 months	$9,250	5/97	
01/05/97	IPG	White Sea	C	1971	30,292			2/1 months	$9,750	5/97	
02/05/97	Copenhagen Ti	Barbarossa	C	1982	22,729			5 months	R.N.R	5/97	
07/05/97	PDV	Patroklos	D	1981	61,403			12 months	$14,500	5/97	
07/05/97	PDV	General Tyulenev	D	1983	67,890			12 months	$15,000	13/5/97	
08/05/97	Pertamina	Andaman Sea	D	1980	87,632			2 years	$18,300	5/97	
12/05/97	ENAP	Nissos Serifos	D	1983	64,037			35/35/35 days	$22,500	22/5/97	
12/05/97	BP	Loul Wat Qatar	D	1990	93,007			9/3/3 months	$18,750	6/97	
15/05/97	Coastal	Condor	D	1980	54,031			12 months	$14,000	19/5/97	
15/05/97	Hakuyou Maru	Teekay	D	1987	89,964			12 months	$17,500	5/97	
15/05/97	Sinochem	Egret	D	1983	60,585			6 months	$13,750	Ex D/D	
16/04/97	BP	Maria Laura	D	1990	96,992			12 months	$18,750	6/97	
22/04/97	Andromeda	Marshal Vasilevskiy	D	1982	67,980			12 months	R.N.R	6/97	

Latest Dry Bulk Timecharter Fixtures...

Reported	Charterer	Vessel Name	Year Built	Dwt	Spd	Cons.	Period	Rate $ per Day	Delivery Date	Delivery Place
28/04/97	NYK	Courageous	1995	149,190			4–6 months	$14,500	1–10/6/97	Beilun
28/04/97	Pan Ocean	Vakis T	1979	130,370	12	48+3D	3–5 months	$9,000	1–10/5/97	Rotterdam
28/04/97	Daiichi	Full Strong	1994	69,573	14	28	2–4 months	$9,750	Early May	China
01/05/97	MOSK	Glory Cape	1987	68,634			2.5–5 months	$9000/9100	7–9/5/97	Far East
01/05/97	Halla	Pacific Orient	1984	67,478			4–7 months	$9,000	Prompt	Pusan
02/05/97	Strategic	Sea Rainbow	1984	38,234			2–4 months	$8,500	Mid May	US Gulf
08/05/97	Korean Line	Good News	1982	138,000			2–5 months	$11,750	End May	Fukuyama
08/05/97	Seatrans	Fearless	1997	73,000			2–4 months	Low $10,000's	Prompt	Ulsan
09/05/97	Navix	Cape Eagle	1993	161,475			4–6 months	$15,950	End May	Japan
09/05/97	Shinwa	Peoria	1996	70,231			3–5 months	$9,800	Mid May	Japan
09/05/97	Coe Clerici	Powhatan	1995	70,153			4–6 months	$10,250	Mid May	Liverpool
10/05/97	Pan Ocean	Denbulk	1984	40,501			3–5 months	$8,500	Prompt	N.China
13/05/97	Oldendorff	Silvretta	1995	75,100	14	31+3D	4–6 months	$10,750	May	Ghent
13/05/97	Seatrans	Win Trader	1997	73,500	14	33+1D	3–5 months	$10,250	11/5/97	Inchon
13/05/97	Sinotrans	Irrawaddy	1986	70,653	13		3–5 months	$9,500	18–22/5/97	Shimizu
13/05/97	Shinwa	China Progress	1984	45,090			3–5 months	$8,500	May	Kalimantan
15/05/97	Pan Ocean	Ferosa	1992	170,000			3–5 months	$14,500	Mid June	Sines
15/05/97	Cabral	Bonsai	1972	53,400			4–6 months	$7,000	18–21/5/97	Rio de Janeir
16/05/97	Uniwell	Blessing	1996	69,997	14	31+3D	4–6 months	$11,000	End May	Xingang
16/05/97	Pioneer	Success Bulker	1981	64,120	13	34+3D	3–5 months	$8,300	May	Taiwan
16/05/97	Brodin	Regina Oldendorff	1986	28,031			5–7 months	$7,500	Prompt	Gibraltar
19/05/97	Pan Ocean	Ocean Traders	1984	42,053			4–6 months	$8,300	May	Vancouver
19/05/97	Western Bulker	Kapitan Betkher	1985	36,663	13	27+1D	5–7 months	B.B $125,000 $8,200	End May	Vancouver
21/05/97	Canpotex	TBN	1984	42,000			2–5 months	B.B $177,500 $8,500	End May	Nopac
22/05/97	Glencore	Manifest PKWN	1986	60,969	13	34+1D	3–5 months	B.B $170,000 $8,500	End May	Shibushi

Bulk Fleet Changes

Bulk Fleet Changes...
(No. Vessels ,000dwt)

	Oil Tanker Fleet 1996 No.	Dwt	1997 to date No.	Dwt	Bulk Carrier Fleet 1996 No.	Dwt	1997 to date No.	Dwt	Combo Fleet 1996 No.	Dwt	1997 to date No.	Dwt
Fleet 1st January	3,130	273,639	3,182	277,856	5,098	241,158	5,250	252,359	208	22,182	189	19,918
Changes: Deliveries	123	12,102	35	3,317	252	16,695	125	8,635	3	330	3	330
Sold For Scrap	59	6,228	16	2,001	133	7,031	60	3,500	18	2,280	1	78
Losses	0	0	2	180	10	368	2	49	0	0	0	0
Misc. Additions	10	562	2	169	62	2,496	27	869	1	139	0	0
Misc. Removals	22	2,363	3	437	19	800	13	224	5	721	2	232
Net Change During Year	52	4,073	16	868	152	10,991	77	5,732	(19)	(2,533)	0	19
Fleet End Yr/ Yr to Date	3,182	277,856	3,198	278,724	5,250	252,359	5,327	258,092	189	19,918	189	19,937

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	
Multi–Purp.	May	Tim	At.	1997	4,600	Jungerhans & Co.	Viana Castelo	200		
Multi–Purp.	May	Gerd J.	At.	1997	4,600	Jungerhans & Co.	Viana Castelo	201		
Bulk	Apr	Hsin Ho	C.T.	1997	71,400	Ta Ho Maritime	Hitachi Zosen	4905	$m	32.00
Chem & Oil	May	Tomsk	Li.	1997	40,727	Novorossiysk Shpg.	Brod. Trogir	220		
Container	Apr	Ever Union	Pa.	1997	63,388	Evergreen Mar. Corp.	Mitsubishi H.I.	1215		
Container	Apr	Sea Jaguar	Pa.	1997	27,100	Crowley Maritime	Daewoo H.I.	4045		
Container	May	Joanna Borchard	Ge.	1997	7,200	E.–A. von Allworden	J. J. Sietas	1150		
Ro–Ro/Lo–l	May	Kulachan	Tu.	1997	4,050	Genmar Shpg. & Trade	Genmar S/Y			
Bulk	Apr	Rubin Phoenix	Pa.	1997	170,000	Navix Line	I.H.I.	3060		
Bulk	May	Royal Pescadores	Pa.	1997	18,300	Unknown Owner	Shikoku Dock.	886		
Bulk	Apr	Navios Minerva	Pa.	1997	68,800	Mitsubishi Ore Tpt.	Tsuneishi Zosen	1096		
Bulk	Apr	Flaxen Halo	Pa.	1997	47,000	Daiichi Chuo	Oshima S.B. Co.	201		
Bulk	Mar	Ocean Palm	Pa.	1997	28,450	Unknown Owner	Imabari S.B.	1273		
Container	Apr	Lila Bhum	Sg.	1997	10,600	Regional Cont. Lines	Miho Zosensho	1473	$m	21.50
Minibulk	Apr	Northern Launes	Ma.	1997	3,700	Jebsens Thun Mngt.	Slovenske	2933		
Tanker	Mar	Mashhouda	Ly.	1997	8,500	Gen. Nat. Maritime	Dae Dong S.B.	415		
Cement	Apr–97	Hae Jung	Pa.	1996	10,600	Tong Yang Cement Co.	Misc. Add. Reclas.			
Cement	Apr–97	Asia Cement No.5	PRC	1993	12,340	U–Ming Marine Tran.	Misc. Add. Reclas.			
Chem & Oil	Apr–97	Haejin Glory	Ko.	1994	3,358	Haejin Maritime Co.	Misc. Add. Prev. Excl.			
Chem & Oil	Apr–97	Bu Yong	Pa.	1996	3,372	Buil Shipping Co.	Misc. Add. Prev. Dely			
Chem & Oil	May–97	Bu Il	Ko.	1994	2,262	Buil Shipping Co.	Misc. Add. Prev. Excl.			
Multi–Purp.	May–97	Ping Yang	PRC	1996	5,133	Chinese Govt.	Misc. Add. Prev. Dely			

Scrapping & Other Removals..

Type	Date	Vessel Name	Flag	Year Built	Dwt	Owner	Breakers	Ldt	Price $/ldt	Price $m.
Ore	May–97	Atsuta Maru	Pa.	1973	218,359	Imecs Co. Ltd.	Indian Sub cont			
Livestock	May–97	Fernanda F.	Sv.	1961	18,533	Fares Enterprises	Pakistan/India	13,704	150.0	2.06
GC Tramp	May–97	Apostle Andrey	Ma.	1973	7,390	Unknown Owner	India	4,300	169.0	0.73
GC Tramp	May–97	Lia P.	Cy.	1972	15,139	Perosea Shipping	India	3,670	157.0	0.58
L.P.G.	May–97	Caribgas 7	Pa.	1965	1,126	Oceanic Management	Unknown			
L.P.G.	May–97	Lady Rowena	Li.	1973	2,489	Pacific Navigation	India			
Bulk	May–97	Aksioma	Cy.	1970	19,024	Athenian Bulkers	India			
Chip	May–97	El Magno	Li.	1974	42,189	Nippon Yusen Kaisha	India	9,931	180.0	1.79
Ore	May–97	Neckar Ore	Li.	1973	282,462	Krupp Seeschiffahrt	India	40,520	170.0	6.89
GC Liner	May–97	Sigulda	Ma.	1962	4,375	Unknown Owner	India	2,200	104.0	0.23
Ro–Ro/Cntr	May–97	Polla	Ma.	1975	23,487	Dido Shpg. Co. S.A.	India	15,422	185.0	2.85
GC Liner	May–97	Diana B	Sv.	1972	12,050	Bischoff, Bruno	India			
GC Tramp	May–97	Ioannis I	Pa.	1973	15,319	Marchel Holdings	India			
GC Liner	May–97	Nikolay Nekrasov	Ue.	1966	12,585	Black Sea Shpg. Co.	India			
GC Liner	May–97	Umang	Sv.	1973	13,635	Jaisu Shpg. Co. Pvt.	India			
GC Liner	May–97	Vishva Yash	In.	1973	13,986	Shipping Corp. India	India			
Bulk	May–97	Damodar Ganga	In.	1977	21,355	Damodar Bulk Carrier	Misc. Rem. Prev. Loss			
Bulk	May–97	Blue Print	Cy.	1978	21,283	Foresight Ltd.	Misc. Rem. Prev. Demol.			
Bulk	May–97	Panagia Tinou	Sv.	1970	13,859	Saint Navigation Co.	Misc. Rem. Prev. Demol.			
Bulk	May–97	Song Chu	Vn.	1969	10,280	Vietnam Ocean Shpg.	Misc. Rem. Prev. Demol.			
Bulk	May–97	Taurus Nina	Sv.	1971	10,371	T.J.T. Services	Misc. Rem. Prev. Demol.			
Lumber	May–97	Sibel S.	Tu.	1971	12,468	Aksay Denizcilik	Misc. Rem. Prev. Demol.			

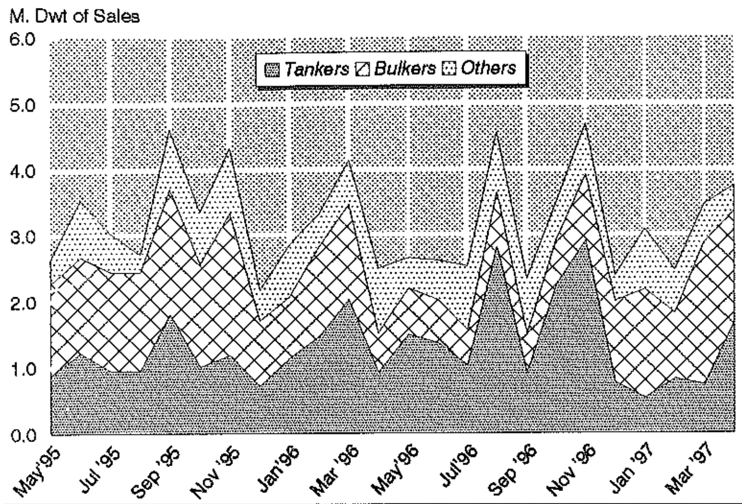
Recent Ship Sales by Vessel Type

Vessel Type		Vessel name	Dwt/Unit	Blt.	Yard	Date	Price $m.	Buyers
Tanker	34848 ldt	Noura	234,164	1976	Kawasaki H.I.	25–Apr–97	Abve 6.75	Clients of Elka
Tanker	t/t	Mare Champion*	310,000	1975	Odense Lindo	02–May–97	24.20	Mosvold Kristiansand
Tanker	t/t	Mare Discovery*	310,000	1976	Odense Lindo	02–May–97	#	Mosvold Kristiansand
Tanker	NB Resale	Imabari Aframax NB	107,000	1997	Koyo Dock K.K.	25–Apr–97	43.00	MIF Fund (Tsakos)
Tanker	Coiled	Endo Star	155,221	1977	Gotaverken	02–May–97	8.00	Turkish buyer
Tanker	Coiled	Anitra	140,763	1975	Sumitomo H.I.	02–May–97	7.50	Modec Inc.
Tanker		Canadian Liberty	87,542	1980	Sasebo H.I.	18–Apr–97	12.50	Tsakos Shipping & Trading
Tanker	Products	Panda	83,651	1990	Brod. 3 Maj	18–Apr–97	Arnd26.50	Clients of Marinvest
Tanker	Coiled	Nord Jahre President	96,758	1989	Sumitomo H.I.	25–Apr–97	30.00	Maritime Equity
Tanker	Coiled	Hellespont Energy	96,493	1974	I.H.I.	25–Apr–97	3.50	Dynacom Tankers Mngt
Tanker	Epoxy/Coiled	Nordtramp	83,970	1986	B. & W.	25–Apr–97	23.75	Clients of Stelmar Tankers
Tanker	13763 ldt	Aquila	94,471	1989	Mitsubishi H.I.	16–May–97	Abve29.25	Far Eastern buyers
Tanker		Sierra Madre	40,631	1981	National Steel	18–Apr–97	15.00	Crowley
Tanker	Coated/coiled	Jo Rowan*	38,960	1980	Ankerlokken	09–May–97	35.00	Consolidated Navigation Co
Tanker	Coated/coiled	Jo Redwood*	38,960	1981	Ankerlokken	09–May–97	#	Consolidated Navigation Co
Tanker	Epoxy/coiled	Hawk	29,775	1992	Guangzhou Shpyd	16–May–97	Undr18.00	Undisclosed
Tanker	Epoxy/coiled	Striggla	28,610	1990	Kherson Shipyd.	16–May–97	16.50	Latvian Shipping
Tanker		L'Orme No. 1	9,178	1974	Marine Industr.	18–Apr–97	1.70	S American buyers
Tanker		Spanish Ayes	4,996	1981	Taihei Kogyo	16–May–97	2.60	Thai Int. Tankers
TankChem	IMO II/III	Merity	24,105	1983	Nord Et Med.	02–May–97	14.80	V. Ships
TankChem	IMO III	Nord Asiatic Sea	29,500	1997	Kherson Shipyd.	16–May–97	27.50	Marpetrol
TankChem	IMO III	Panam Dorado	6,711	1984	Taihei Kogyo	02–May–97	5.70	South Korean buyers
TankChem	IMO III	Echoman	6,125	1982	Appledore S.B.	09–May–97	7.00	Swedish interests
TankChem	IMO II/III	Pointe du Roc'h	2,999	1975	Kalmar Varv A/B	09–May–97	1.85	Denas Deniz
TankChem	IMO I/II/III	Tol Sailer	6,599	1975	Van Der Werf	16–May–97	3.70	Swedish interests
Ro–Ro	1246 teu	Bazaliya	20,075	1984	Chernomorskiy	25–Apr–97	Undi:	Military Sealift Command
Reefer	191810 cu.ft.	Asuka Reefer	6,410	1986	Kitanihon Zosen	11–Apr–97	Arnd 6.45	Tricont
Passenger	Cruise	Club Med I	14,745 GT	1989	Chant. Dubigeon	25–Apr–97	45.00	Windstar Cruises
Pass/Ferry	800pax/75cars	Regula	3,774 GT	1971	Meyer Werft	02–May–97	2.15	Saarema
Gas C'rier	100947 cbm	Westernport	66,769	1977	Ch.De La Ciotat	09–May–97	Undi:	Exmar N. V.
Gas C'rier	5000 cbm	Argo Gas	4,999	1995	Watanabe Zosen	16–May–97	12.25	PNSL
Gas C'rier	2500 cbm	Jupiter Gas	2,999	1976	Usuki Zosensho	16–May–97	1.50	South Korean interests
Dry Cargo	662 teu	Kilimanjaro	23,220	1979	I.H.I.	18–Apr–97	Arnd 3.90	Tarpon Shipping Co.
Dry Cargo	MPP 1018 teu	CMBT Ensign	18,002	1979	H.D.W.	16–May–97	5.20	Jutha
Dry Cargo	198 teu	Outokumpu	4,694	1985	Laivateollisuus	09–May–97	Undi:	Engship
Container	2000 teu	European Senator	31,584	1990	Hyundai H.I.	25–Apr–97	20.00	Messina
Container	3424 teu	Maersk Hong Kong*	43,378	1993	Samsung S.B.	09–May–97	Dm 47.00 m	MSC BB/Purch. Opt.
Container	3424 teu	Maersk Colombo*	43,378	1994	Samsung S.B.	09–May–97	Dm 47.00 m	MSC BB/Purch. Opt.
Container	1726 teu	Wiking	22,900	1996	Stocz. Szczecin	25–Apr–97	30.70	Komrowski
Container	1156 teu	Lukas	14,111	1993	Stocz. Szczecin	02–May–97	23.50	German buyers
Container	617 teu	Dollart Star	7,800	1995	Mawei Shipyard	28–Mar–97	12.50	Tianjin Marine
Combo	OBO	Pawnee	122,271	1977	Thyssen Nordsee	04–Apr–97	5.40	Byzantine Maritime
Bulk	Ore Str.	La Sierra	139,469	1981	Kawasaki H.I.	25–Apr–97	12.25	Piraeus based clients
Bulk	Ore Str.	Mega Dale	123,003	1977	Gotaverken	09–May–97	6.70	MG Moundreas Shipping
Bulk	Str. Hvy.	Gracious Spirit	133,592	1982	Kawasaki H.I.	16–May–97	9.50	Undisclosed
Bulk	Str. Hvy.	Pacific Nova	70,182	1994	Sumitomo H.I.	25–Apr–97	Abve23.00	Piraeus based clients
Bulk	Rebuilt 1988	Vernal Spirit	54,492	1974	Stocznia Gdynia	25–Apr–97	5.00	Greek interests
Bulk	Str. Hvy.	Baron Trader	68,600	1988	Sasebo H.I.	09–May–97	16.32	Mint Marine
Bulk	2x5t dr	Dora Oldendorff	73,977	1974	Brod. 3 Maj	16–May–97	3.80	Tor Shipping
Bulk	Ore Str.	Bunga Srigading	65,921	1982	Namura Zosensho	16–May–97	9.75	Piraeus based buyers
Bulk	Ore Str.	Samson	61,345	1978	Hitachi S.B.	16–May–97	6.60	Clients of Bariba
Bulk	4x25t cr	Cypress Point*	42,838	1984	Mitsubishi H.I.	18–Apr–97	Abve12.00	Ugland
Bulk	4x25t cr	Golden Topaz*	42,838	1984	Mitsubishi H.I.	18–Apr–97	Abve12.00	Ugland
Bulk	Ore Str.	Forum Product	39,503	1980	Caneco S.A.	25–Apr–97	2.10	Undisclosed
Bulk	4x15t cr	Pandelis L.	39,000	1978	Mitsubishi H.I.	25–Apr–97	6.60	Chinese buyers
Bulk	6x15t cr	Campana	38,808	1976	Mitsui S.B.	16–May–97	2.80	Skipskredittforening
Bulk	4x30t cr	Emerald 10	26,648	1986	Shin Kurushima	25–Apr–97	10.25	Undisclosed buyers
Bulk	12x10t cr	Bajda	25,782	1972	Kaldnes M/V	25–Apr–97	1.80	Greek interests
Bulk	4x25t dr	Roubini	18,494	1982	Sasebo H.I.	25–Apr–97	4.50	Undisclosed
Bulk	4x25t cr	Sailman	31,500	1980	Imabari S.B.	09–May–97	6.25	COSCO
Bulk	1x16/3x22t dr	Fereniki	17,587	1977	Tsuneishi Zosen	16–May–97	2.65	Undisclosed
Bulk	Lakes Fitted	Federal Vigra*	30,686	1985	Sasebo H.I.	16–May–97	19.25	Clients of Spar Shipping
Bulk	Lakes Fitted	Federal Aalesund*	30,686	1985	Sasebo H.I.	16–May–97	#	Clients of Spar Shipping
Bulk		Nordmark	8,163	1975	Watanabe Zosen	06–Dec–96	2.40	Samin
Bulk	4x15t dr	Balsa 42*	6,909	1986	Taihei Kogyo	16–May–97	6.60	Clients of Able Shpg. Corp.
Bulk	4x15t dr	Balsa 43*	6,909	1986	Taihei Kogyo	16–May–97	#	Clients of Able Shpg. Corp.

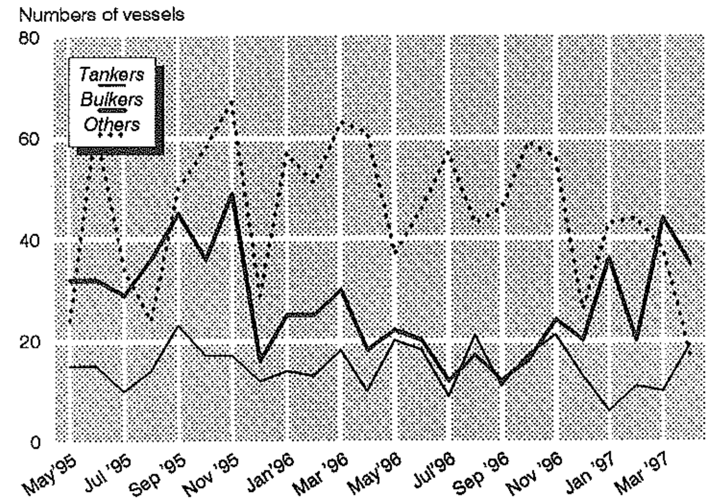
** En Bloc Sales #En Bloc Sales Price shown under first ship of bloc* *Note : Last previously reported sale of each ship type/size now also shown.*

Who's Been Buying What?

Market Activity: Total Volumes



Sales Activity by Ship Type



Tanker Sales*		1996	To Date 1997	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
				The Last 12 months Sales											
Buyer:	Greece	47	22	6	7	3	7	2	4	5	1	1	6	6	9
	Norway	17	4	5	0	0	0	0	1	7	0	2	1	0	1
	Singapore	14	1	1	1	2	1	1	0	1	0	0	0	1	0
	Italy	11	2	2	1	0	0	0	4	0	1	1	1	0	0
	Sweden	11	1	0	0	0	6	0	5	0	0	0	0	0	1
	Others	85	16	6	9	4	7	8	3	8	11	2	3	3	8
Type:	VLCC	32	4	0	1	2	6	1	6	7	1	1	0	1	2
	Suezmax	26	5	3	2	1	3	2	0	2	1	1	2	0	2
	Aframax	43	16	9	5	1	7	2	2	4	1	1	4	4	7
	Handysize	84	21	8	10	5	5	6	9	8	10	3	5	5	8
Total No. Sales		185	46	20	18	9	21	11	17	21	13	6	11	10	19
Total DWT (,000)		18,948	3,722	1,480	1,358	1,014	2,802	904	2,229	2,902	753	517	814	730	1,661
Total Value ($ m)		2,874	656	233	258	69	534	166	579	266	137	27	192	134	302

Bulker Sales*		1996	To Date 1997	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
				The Last 12 months Sales											
Buyer:	Greece	82	52	12	6	4	8	5	5	8	4	9	12	17	14
	Turkey	15	5	2	2	0	1	1	2	1	1	0	0	4	1
	P.R.C.	14	9	2	0	2	1	0	1	1	0	6	0	1	2
	South Korea	7	4	0	1	0	1	0	0	0	2	3	0	1	0
	Japan	5	4	0	1	0	1	0	0	0	1	2	1	1	0
	Others	118	61	6	10	6	5	6	8	14	12	16	7	20	18
Type:	Capesize	23	11	0	0	2	3	2	1	2	5	1	2	6	2
	Panamax	28	40	2	1	1	0	1	1	5	2	12	5	9	14
	Handymax	57	31	6	5	1	6	3	6	1	6	12	6	6	7
	Handysize	133	53	14	14	8	8	6	8	16	7	11	7	23	12
Total No. Sales		241	135	22	20	12	17	12	16	24	20	36	20	44	35
Total DWT (,000)		10,556	6,465	697	655	540	833	589	680	999	1,241	1,649	985	2,141	1,690
Total Value ($ m)		1,809	1,080	142	163	73	151	119	108	97	207	309	121	369	281

Other Sales	1996	To Date 1997	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
			The Last 12 months Sales											
Total No. Sales	602	142	37	46	57	43	46	59	56	26	43	44	38	17
Total dwt (,000s)	8,421	2,537	466	588	964	916	834	566	778	386	909	655	589	384
Total Value ($ m)	5,283	1,535	239	438	446	505	592	578	506	282	451	382	508	193

Total Sales	1996	To Date 1997	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
			The Last 12 months Sales											
Total No. Sales	1,028	323	79	84	78	81	69	92	101	59	85	75	92	71
Total Dwt (,000)	37,925	12,724	2,643	2,601	2,518	4,550	2,327	3,475	4,679	2,380	3,074	2,455	3,460	3,735
Total Value ($m.)	9,967	3,270	614	859	588	1,190	878	1,265	869	627	788	695	1,012	775
Average $/Dwt	263	257	232	330	233	261	377	364	185	263	256	283	292	207

** 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".*

Newbuilding Contracts & Prices

What's Been Ordered...

S	Type	Spec.	Date	Dwt	Unit	Delivery	Builder	Price	Owner/Manager*
5	Other Dry	Container	Dec–95	11,000	850	1997 Jul	Braila Shipyard		Shanghai Haixing
5	Tanker	Products	May–97	110,000		1999 Nov	Dalian New Yard	$m 44.0	A.P. Moller
5	Tanker	Products	May–97	110,000		2000 Feb	Dalian New Yard	$m 44.0	A.P. Moller
5	Bulk		Oct–96	70,900		1998 Mar	Namura Zosensho		Mitsubishi Corp.
5	Other Dry	Pure Car	May–97		6,000	1999 Jan	Daewoo H.I.		Leif Hoegh & Co.
5	Other Dry	Container	Mar–97	28,500	1,950	1999 Apr	Imabari S.B.		Mitsui O.S.K. Lines
5	Other Dry	Container	Mar–97	23,200	1,560	1998 Jun	Imabari S.B.		Mitsui & Co. Ltd.
16	Tanker	Chem & Oil	May–97	30,000		1999	Hyundai H.I.		Malaysian Int. Shpg.
16	Tanker	Chem & Oil	May–97	30,000		1999	Hyundai H.I.		Malaysian Int. Shpg.
16	Tanker	Chem & Oil	May–97	30,000		1999	Hyundai H.I.		Malaysian Int. Shpg.
16	Tanker	Chem & Oil	May–97	30,000		2000	Hyundai H.I.		Malaysian Int. Shpg.
5	Tanker	Chem & Oil	Apr–97	17,500		1998	Union Naval		Seatrans ANS
17	Tanker	Chem & Oil	May–97	17,500		1998	Union Naval		Seatrans ANS
5	Tanker	Chem & Oil	May–97	17,500		1999	Union Naval		Unknown French
16	Tanker	Products	May–97	45,000		1999	Hyundai H.I.		Bilinder Marine Corp
16	Tanker	Products	May–97	45,000		1999	Hyundai H.I.		Bilinder Marine Corp
16	Tanker	Products	May–97	45,000		1999	Hyundai H.I.		Bilinder Marine Corp
16	Tanker	Products	May–97	45,000		1999	Hyundai H.I.		Bilinder Marine Corp
16	Tanker	Products	May–97	45,000		1999	Hyundai H.I.		Bilinder Marine Corp
16	Tanker	Products	May–97	45,000		1999	Hyundai H.I.		Bilinder Marine Corp
17	Other Dry	Pure Car	May–97		6,000	1999 Jul	Daewoo H.I.		Leif Hoegh & Co.
5	Offshore	AHTS	May–97	2,500		1999 Jan	Kvaerner Kleven		Torm, Dampskibss
5	Offshore	AHTS	May–97	2,500		1999 Mar	Kvaerner Kleven		Torm, Dampskibss

S = Status, where: 5= confirmed order, 16 = unconfirmed order, 17 = option. Other units are: teu for containerships, 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.*

Latest Newbuilding Market News and Gossip

• Korean shipyards have been busy preparing their bids for the long awaited Korea Gas tender which was released this week, calling for the construction of 7x 135,000cbm LNG carriers for delivery within 1999. It is expected that in addition to this they will have a tender for another 6 vessels which will be released later this year. This will obviously impact on capacity in Korean yards.

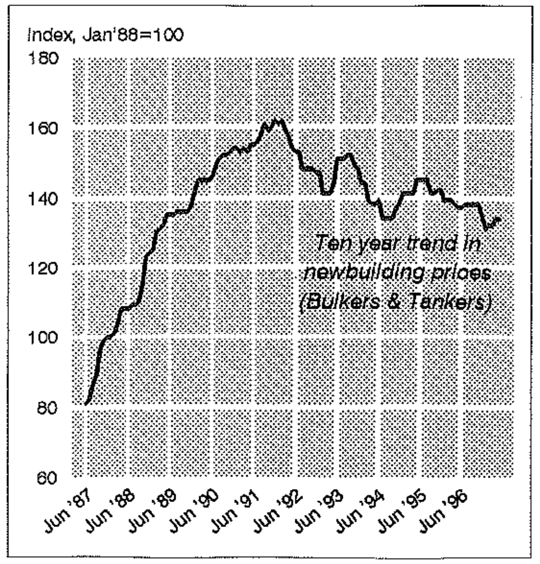
• A.P. Moller added to their 2 existing orders at Dalian New Shipyard, taking up options for 2 further 110,000dwt coated Aframax Tankers, for delivery end '99 and early 2000, at a price of $43–44m.

• It is understood that Singaporean interests are close to concluding an order for up to 4x105,000dwt crude Tankers with a major Korean yard for 1999 delivery.

• Hyundai H.I. have been busy in medium sized Tankers with MISC, Malaysia, finalising an order for 4x30,000dwt Chemical Tankers for delivery in 1999.

• After many months of discussion with Hyundai, Latsis of Greece are understood to be close to concluding an order for up to 6x45,000dwt Product Tankers.

Newbuilding Price Index

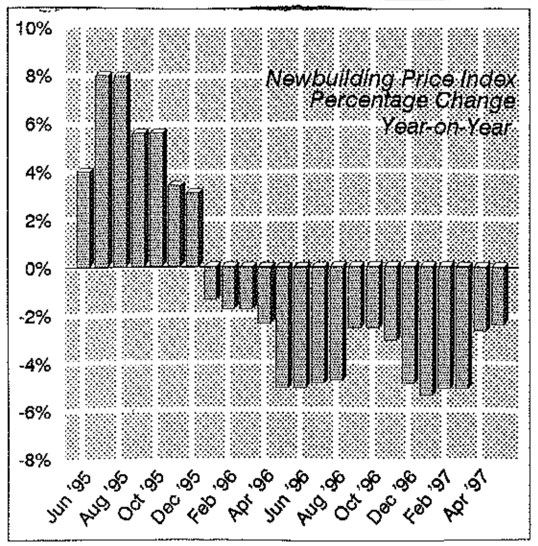


N'building Prices....

		Year End, $m. 1994	1995	1996	Three Month Trend .... May		
Tankers							
VLCC	280,000	82.0	85.0	82.0	80.0	*WEAK......*	*–0%*
Suezmax	140,000	51.0	54.0	51.0	.50.0	*SAME......*	*0%*
Aframax	95,000	41.0	43.5	40.5	40.0	*FIRM.......*	*0%*
Handy	40,000	32.0	33.5	31.5	32.0	*FIRM.......*	*2%*
Bulk Carriers							
Capesize	155,000	42.0	42.5	39.0	39.0	*FIRM.......*	*1%*
Panamax	70,000	28.0	28.5	26.5	27.0	*FIRM.......*	*3%*
Handymax	40,000	24.0	24.0	23.0	23.0	*FIRM.......*	*1%*
Handysize	30,000	19.0	19.5	19.0	18.5	*WEAK......*	*–1%*
Gas Vessels							
LPG	78,000 m³	65.0	70.0	68.0	67.0	*FIRM.......*	*1%*
LNG	125,000 m³	222.0	230.0	220.0	225.0	*FIRM.......*	*2%*
Dry Cargo							
FCC	3,500 teu	50.0	55.0	52.0	53.0	*FIRM.......*	*1%*
FCC	1,100 teu	20.0	22.0	21.0	20.0	*WEAK......*	*–2%*
Clarkson Index		156	168	156	152	*WEAK......*	*–1%*

Note : Newbuilding prices vary as to country of build, delivery date and ship specification.Data here are end year/latest prices based on Japanese/S.Korean levels cash terms. Tanker prices are for double–hulls. The 3 month trend is the average of the last three months over the average of the previous three months

Newbuilding Price Changes



Demolition Sales & Prices

What's Been Scrapped...

Type	Date	Vessel Name	Flag	Built	Dwt	Ldt	Owner	Buyer	$/ldt	$ m.
Reefer	May–97	Rusu Sala	Lt.	1969	10,200		Klaipeda Transflot	Unknown		
Reefer	May–97	Uralskiye Gory	Sv.	1964	6,615		Reftransflot	Unknown		
Reefer	May–97	Tokarevsk	Rs.	1979	5,816		Commercial Shpg. Co.	India		
L.P.G.	May–97	Andesgas	Pa.	1968	14,640	8,905	Soc. Nav. Ultragas	German cash		
Survey	May–97	Western Arctic	Pa.	1965	946		Cassar Enterprises	Unknown		
Tanker	May–97	Lourdas	Pa.	1975	238,760	35,469	Pallas Shpg. Agency	Dubai cash	174.00	6.17
Bulk	May–97	Santorini I	Cy.	1969	43,442	9,685	Santorini Mngtm.	Undisclosed		
Bulk	May–97	Sea Panther	Bl.	1969	29,171	6,554	Sealion Compania	Undisclosed	175.00	1.15
Ore	May–97	Atsuta Maru	Pa.	1973	218,359		Imecs Co. Ltd.	Dubai cash		
Livestock	May–97	Fernanda F.	Sv.	1961	18,533	13,704	Fares Enterprises	London cash	150.00	2.06
GC Tramp	May–97	Apostle Andrey	Ma.	1973	7,390	4,300	Unknown Owner	Cash	169.00	0.73
GC Tramp	May–97	Lia P.	Cy.	1972	15,139	3,670	Perosea Shipping	Cash	157.00	0.58
L.P.G.	May–97	Caribgas 7	Pa.	1965	1,126		Oceanic Management	Unknown		
L.P.G.	May–97	Lady Rowena	Li.	1973	2,489		Pacific Navigation	Undisclosed		
Bulk	May–97	Aksioma	Cy.	1970	19,024		Athenian Bulkers	Undisclosed		
Chip	May–97	El Magno	Li.	1974	42,189	9,931	Nippon Yusen Kaisha	Undisclosed	180.00	1.79
Ore	May–97	Neckar Ore	Li.	1973	282,462	40,520	Krupp Seeschiffahrt	U.S. Interests	170.00	6.89
GC Liner	May–97	Sigulda	Ma.	1962	4,375	2,200	Unknown Owner	Cash	104.00	0.23
Ro–Ro/Cntr	May–97	Polla	Ma.	1975	23,487	15,422	Dido Shpg. Co. S.A.	Cash	185.00	2.85
GC Liner	May–97	Diana B	Sv.	1972	12,050		Bischoff, Bruno	Undisclosed		
GC Tramp	May–97	Ioannis I	Pa.	1973	15,319		Marchel Holdings	Undisclosed		
GC Liner	May–97	Nikolay Nekrasov	Ue.	1966	12,585		Black Sea Shpg. Co.	Undisclosed		
GC Liner	May–97	Umang	Sv.	1973	13,635		Jaisu Shpg. Co. Pvt.	Undisclosed		
GC Liner	May–97	Vishva Yash	In.	1973	13,986		Shipping Corp. India	Undisclosed		

Scrap Prices...

	Year End ($/ldt) 1994	1995	1996	This Year Latest	%
Tankers	180	185	180	175	–3%
Dry Cargo	185	165	152	173	14%

Note: The scrap prices ($/ldt) are based on Far E. (including India) prices for VLCC tankers and a handy dry bulkcarrier of around 8,000 ldt

Buyer Activity ..

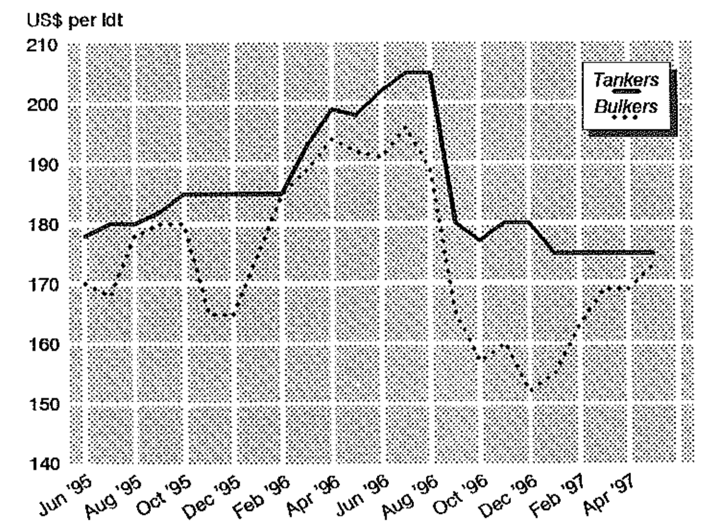
	m. dwt 1994	1995	1996	This Year 1997	%*
China	2.8	0.8	0.2	0.1	–36%
India	6.5	5.3	8.9	3.6	0%
Bangladesh	3.2	3.0	4.4	0.9	–50%
Pakistan	3.7	2.1	2.0	0.5	–42%
Other	3.6	4.2	2.3	1.7	86%
TOTAL	19.9	15.4	17.8	6.7	–6%

Size & Type ..

	m. dwt 1994	1995	1996	This Year 1997	%*
Tankers					
VLCC	8.7	7.6	3.6	1.2	–13%
Suezmax	1.7	1.3	1.2	0.2	–47%
Aframax	1.2	0.7	0.4	0.4	107%
Handy	0.7	1.3	0.8	0.1	–60%
< 10,000 dwt	0.0	0.1	0.0	0.0	–35%
Total Tankers	12.4	10.9	6.0	2.0	–18%
Bulkcarriers					
Capesize	1.3	0.7	2.8	1.6	45%
Panamax	0.8	0.4	2.0	0.8	–1%
Handymax	0.2	0.2	0.7	0.3	–6%
Handysize	1.0	0.5	1.6	0.8	26%
Total Bulkers	3.3	1.8	7.1	3.5	23%
Combos	2.9	1.7	2.3	0.1	–92%
Gas Vessels	0.0	0.0	0.0	0.0	221%
Other Dry	1.2	1.1	2.3	1.1	13%
TOTAL	19.9	15.4	17.8	6.7	–6%

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

Scrapping Price Trends



Demolition Market News and Gossip

• The Indian market remains confused as further rumours have suggested that enforcement of the 'one ship per plot' rule may be relaxed over the next few weeks. Sources are speculating that a new ruling may stipulate that a vessel must be approximately 60% broken up before another vessel may be beached on the plot. The majority of buyers are holding off negotiations until an official announcement is released.

• In addition the market is being hampered by daily fluctuations in local steel plate prices.

• Bangladesh breakers have suffered considerably this week due to the devastating cyclone that has hit the region which has obviously affected their interest in new tonnage.

• A US based speculator has acquired the 282,462dwt Ore/Oiler *'Neckar Ore'*, 40,520ldt, built 1973 in Sweden, for a high price of $170/ldt, basis delivery India.

• The sale of the VLCC *'Lourdas'* is understood to have failed. Offers are being sought basis delivery strictly 'as is' Singapore.

Economic Indicators

Ind. Prod.* & Forecasts#: OECD

end:	Germ."	U.K.	USA	Japan	W.Eur.	OECD
1994	7.8%	5.3%	5.8%	6.8%	6.9%	6.5%
1995	−2.9%	1.7%	1.1%	1.5%	−1.3%	−0.0%
1996	3.5%	1.9%	4.3%	3.7%	1.7%	2.9%
Nov	1.3%	1.3%	4.4%	4.0%	0.4%	2.3%
Dec	3.5%	1.9%	4.3%	3.7%	1.7%	2.9%
Jan	1.9%	2.4%	4.7%	8.5%	1.4%	3.7%
Feb	7.1%	1.5%	3.8%	3.4%	2.7%	3.2%
Mar	4.5%	0.5%	5.7%	8.0%		
1997#	3.4%	2.9%	2.6%	3.5%	#Latest forecasts	
1998#	3.8%	3.1%	2.5%	4.7%	are as at: Dec '96	

"New monthly series for pan−Germany from Jan '95. Forecasts for W.Germany.

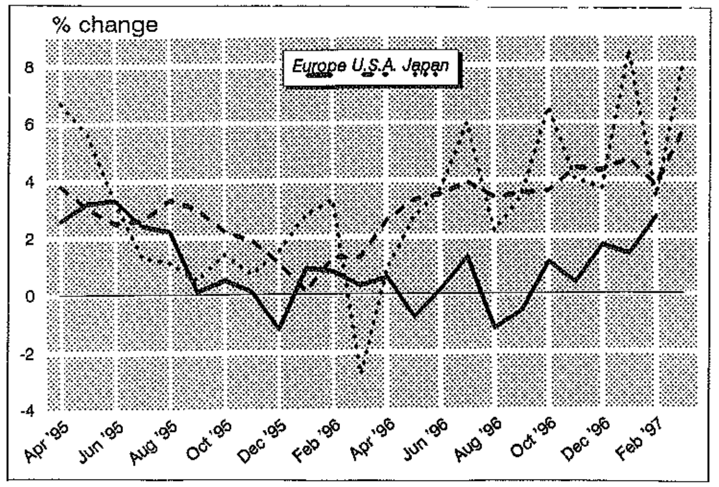
•The World Economic Forum's "Global Competitiveness" rankings have put Britain up 8 places to no. 7. Singapore and Hong Kong remain at no.1 and 2 respectively, whilst the US is up one place to no. 3 and Canada up four places to no. 4. In the 1Q of '97, Singapore is down to 3.8% year on year GDP growth, whilst in the 12 months to March, its industrial output tumbled 8.5% yoy. Meanwhile, Canadian GDP is forecast to grow 3.3%in '97, up on 1996's 1.5%, as its inflation has slowed to 1.7%, its lowest level since Sep'96.

•Record exports propelled by aircraft sales have shrunk the US trade deficit with China, just as Congress has passed legislation threatening to impose tariffs on Chinese goods.

Ind. Prod.*: Asia ...

end:	R.o K.	China	Taiwan	Thailand	Malay.	H.Kong
1994	12.1%	22.0%	5.3%	7.5%	14.2%	0.7%
1995	6.9%	14.9%	−2.1%	9.4%	13.4%	−2.4%
1996	8.9%	20.4%	6.1%	7.2%	9.7%	
Jan	2.9%	10.3%	6.0%	6.8%	11.9%	Q2−3.6%
Feb	6.2%	10.4%	0.6%		9.1%	Q3−4.8%
Mar	9.1%	13.5%	10.0%		9.0%	Q4−3.0%

Industrial Production



Ind. Prod.*: E.Europe

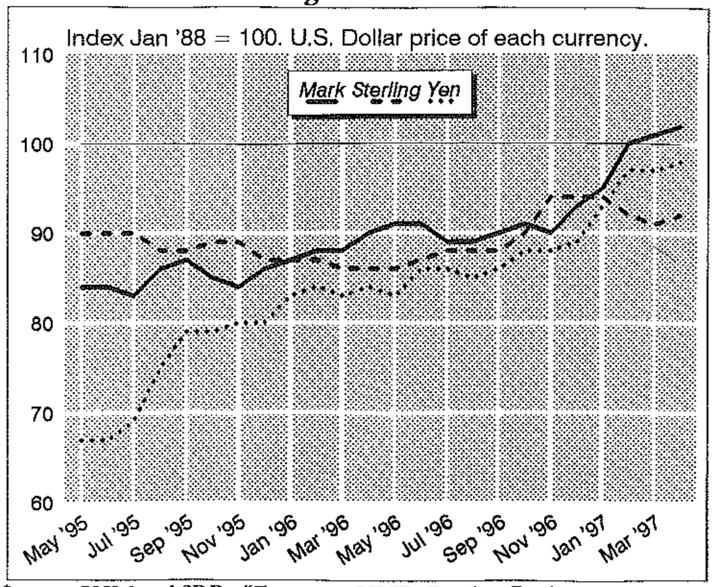
end:	Russia	Czech.	Slovak	Hung.	Poland	Romania
1994	−11%	18.2%	25.0%	8.8%	11.6%	7.2%
1995	−7.6%	6.4%	2.7%	−4.9%	1.6%	5.2%
1996	6.2%	1.5%		3.3%	10.1%	
Jan	−8%	−0.2%		6.4%	8.7%	12.3%
Feb	−6%	−3.6%		6.8%	8.7%	15.3%
Mar		−0.8%		3.3%	4.8%	

Currency Trends~ & Forecasts# ...

end:	Germ.	U.K.	Japan	France	Switz.	Spain
1994	1.55	1.56	99.68	5.36	1.31	132.03
1995	1.43	1.56	102.61	4.90	1.15	121.10
1996	1.56	1.67	114.93	5.25	1.35	131.00
Feb	1.68	1.62	123.04	5.67	1.46	142.22
Mar	1.70	1.61	122.98	5.73	1.47	144.10
Apr	1.71	1.63	125.24	5.75	1.46	144.14
23−May	1.69	1.63	115.94	5.70	1.41	142.61
3mo.#	1.75	1.63	130.00	#Latest forecasts for currencies		
6mo.#	1.70	1.65	135.00	are as at: May '97		
12mo.#	1.65	1.67	130.00			

end:	N'way	Greece	H.Kong	Sing.	R.o K.	SDR
1994	6.77	240.50	7.74	1.46	789.25	1.45
1995	6.32	237.06	7.73	1.41	773.75	1.49
1996	6.46	247.09	7.74	1.40	844.00	1.44
Feb	6.67	262.87	7.75	1.42	863.19	1.38
Mar	6.81	267.51	7.75	1.44	880.63	1.38
Apr	6.98	269.53	7.75	1.44	893.38	1.37
23−May	7.04	270.09	7.74	1.43	891.50	1.40

Exchange Rate Trends



*Ind.Prod. in % change year on year. Forecasts OECD. ~Currency units per US$ except U.K.£ and SDR. #Forecasts: OECD, Barclays Bank.

Interest Rate Trends...

	Prime Lending Rates:					
end:	Germ.	U.K.	Switz.	Japan	U.S.A.	Libor 6 mths.
1994	7.5%	7.2%	5.3%	3.0%	8.5%	7.0%
1995	6.3%	7.8%	4.3%	1.6%	8.8%	5.5%
1996	4.6%	7.0%	3.5%	1.6%	8.3%	5.6%
Feb	4.7%	7.0%	3.7%	1.6%	8.3%	5.6%
Mar	4.8%	7.0%	3.8%	1.6%	8.3%	5.8%
Apr	4.8%	7.0%	3.6%	1.6%	8.5%	6.0%
23−May	4.7%	7.2%	3.6%	1.6%	8.5%	6.0%

Inflation & Prices * ...

	Consumer Prices				Crude	Grain	Steel
end:	Eur	USA	Japan	OECD	Oil Brent	Wheat USG	H.Plate Japan
1993	3.2%	2.7%	1.0%	3.6%	13.60	159	455
1994	2.9%	2.7%	0.7%	7.5%	15.90	164	500
1995	3.5%	2.6%	−0.3%	5.7%	17.95	209	462
Dec	2.1%	3.3%	0.6%	4.5%	23.80	179	422
Jan	2.3%	3.0%	0.6%	4.3%	23.55	177	407
Feb	2.1%	3.0%	0.6%	4.3%	20.90	172	390
Mar		2.8%	0.5%		19.10	176	390

* Prices are in \$/tonne or \$/bbl. Consumer prices from OECD Index.

Ship Demand Trends

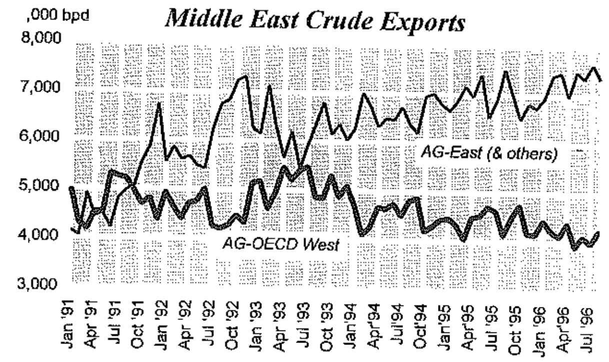
Oil Tanker Demand ....

	in million barrels per day 1993	1994	1995	1996*	% Chg 1996/95
Oil Production					
World	**66.0**	**67.0**	**68.6**	**70.1**	**2.2%**
N. America	8.7	8.5	8.5	8.5	−0.5%
W. Europe	4.4	5.2	5.5	5.7	4.6%
FSU	7.8	6.9	6.9	6.9	−0.0%
OPEC Crude Oil	25.1	25.1	25.6	25.9	1.2%
NGL's/Cond.	2.3	2.3	2.4	2.5	2.7%
VLCC Demand					
Mid−E. OPEC Output	16.9	17.0	17.2	17.2	0.5%
Less: Red Sea export	0.8	0.6	0.7	0.5	−28.7%
E.Med export					
Refinery Prod	4.8	4.9	5.1	5.1	
Gulf Crude Exports	**11.3**	**11.4**	**11.3**	**11.6**	**2.3%**
Crude Oil Trade					
Imports: USA	6.7	7.0	7.2	7.5	3.3%
Eur−4	6.6	6.4	6.3	6.4	2.2%
Japan	4.4	4.6	4.6	4.5	−0.6%
Total Imports	**17.7**	**18.1**	**18.1**	**18.4**	**1.9%**
Products Trade					
Imports: USA	1.8	1.9	1.6	1.9	20.2%
Eur−4	2.1	2.1	2.1	2.2	1.9%
Japan	0.5	0.6	0.6	0.7	16.0%
Total Imports	**4.5**	**4.6**	**4.3**	**4.8**	**10.6%**

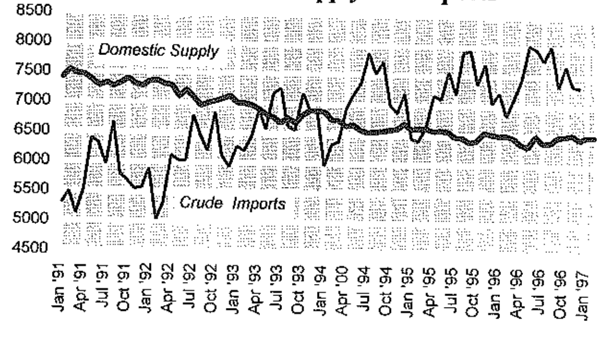
World Total includes NGL's; OPEC/Mid−E. OPEC is for crude only.
From 1/'93 OPEC figures exclude Ecuador. * Avg. year to date

Major Oil Trades At a Glance

Middle East Crude Exports



USA Domestic Supply Vs. Imports



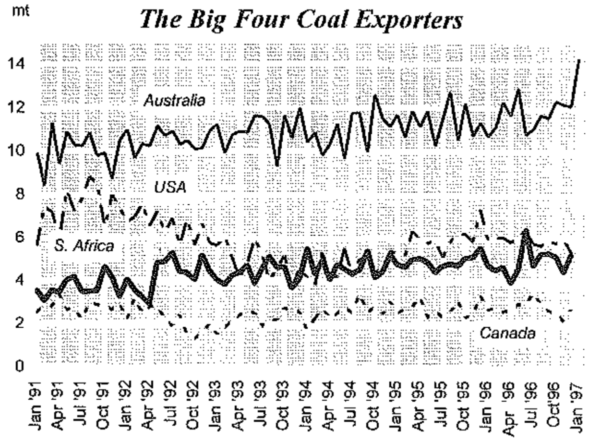
Dry Bulk Demand ....

	in million tonnes 1993	1994	1995	1996#	% Chg 1996/95
Steel Prod.					
Japan	99.6	98.3	101.7	98.8	−2.8%
S.Korea	33.0	33.8	36.8	38.9	5.7%
P.R. China	89.5	90.1	92.9	100.1	7.7%
EU−12	132.5	138.9	142.8	134.8	−5.6%
Total Steel Prod.	**354.5**	**361.2**	**374.2**	**372.5**	**−0.4%**
Iron Ore Trade					
Imports: Japan	114.5	116.1	120.4	119.2	−1.0%
S.Korea	35.5	34.2	35.0	34.4	−1.9%
EU−12	115.9	132.9	138.6	130.2	−6.1%
Total Imports:	**265.9**	**283.2**	**294.1**	**283.8**	**−3.5%**
Exports: Australia	116.5	119.3	130.3	127.0	−2.6%
Coal Trade					
Imports: Japan	113.5	116.9	125.9	128.2	1.8%
S.Korea	35.7	39.2	43.8	44.5	1.7%
EU−12	114.1	117.2	124.9	121.9	−2.5%
Total Imports:	**263.3**	**273.3**	**294.6**	**294.6**	**−0.0%**
Exports: Australia	131.8	131.2	137.4	140.5	2.3%
USA	59.4	56.3	71.9	70.8	−1.6%
Canada	27.6	31.1	32.8	33.8	3.0%
South Africa	52.2	56.6	59.4	59.4	0.0%
Total Exports:	**270.9**	**275.3**	**301.6**	**304.5**	**1.0%**
Grain Trade					
Exports: USA (ex soya)	84.6	75.0	100.6	89.8	−10.7%
Canada	22.3	27.0	21.4	21.4	−0.1%
Australia	13.1	17.0	8.8	19.1	116.7%
Arg. (ex soya)	11.0	10.1	13.3	13.6	2.2%
EU−12	27.3	22.4	20.0	17.5	−12.7%
Total Exports	**158.4**	**151.4**	**164.1**	**161.3**	**−1.7%**

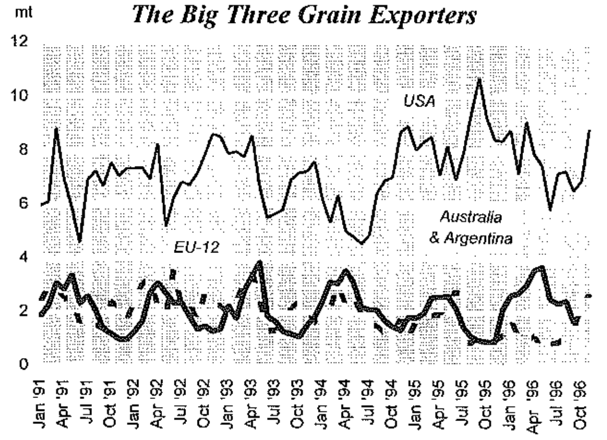
Annualised figures, seaonally adjusted from year to date numbers.

Major Dry Trades At a Glance

The Big Four Coal Exporters



The Big Three Grain Exporters



World Fleet

Total Bulk Fleet ..m. Dwt	Year End				Apr 1st	May 1st	Orderbook				
	1993	1994	1995	1996	1996	1997	Total	% Fleet	1997	1998	1999+
TOTAL	*525.6*	*525.5*	*537.0*	*550.1*	*555.1*	*556.8*	*58.3*	*10.5%*	*21.2*	*22.0*	*15.1*
Laid-up	5.8	4.8	3.7	6.4	6.4	3.8	*Increase in size of Total Bulk Fleet:*				
Inactive Combos	2.1	2.2	1.0	0.3	0.7		*1996/95*	*2.4%*			
Tanker Storage	7.7	5.4	6.5	10.8	11.2	8.3	*1997/96*	*1.2%*			
Bulkcarrier Storage			0.2	0.2	0.4	0.2					
TOTAL ACTIVE FLEET	*510.0*	*513.1*	*525.6*	*532.5*	*536.6*						

Tanker Fleet ..m. Dwt		Year End				Apr 1st	May 1st	Orderbook				
		1993	1994	1995	1996	1996	1997	Total	% Fleet	1997	1998	1999+
VLCC	200,000+	128.9	124.6	124.1	126.2	127.2	126.9	11.8	9.3%	1.2	4.8	5.8
Suezmax	120-200,000	41.0	40.1	40.0	39.5	39.8	39.8	5.3	13.4%	1.7	2.5	1.2
Aframax	80-120,000	40.0	40.5	41.2	42.6	42.8	42.7	6.5	15.3%	2.0	2.5	2.1
Panamax	60-80,000	15.5	14.9	14.7	14.4	14.3	14.3	0.5	3.4%	0.1	0.1	0.3
Small	10-60,000	53.5	53.4	53.6	55.1	55.1	55.4	6.0	10.8%	2.0	2.7	1.3
of which : Specialised	*10,000+*	*11.9*	*12.6*	*13.1*	*14.4*	*14.7*	*14.9*	*3.3*	*21.8%*	*1.1*	*1.7*	*0.5*
TOTAL FLEET		*278.8*	*273.7*	*273.6*	*277.9*	*279.1*	*279.0*	*30.1*	*10.8%*	*6.9*	*12.6*	*10.6*
Combos in Oil		12.0	9.4	8.9	10.5	11.2		*Increase in size of Tanker Fleet:*				
Laid-up		3.5	3.1	2.5	5.2	5.3	2.9	*1996/95*	*1.5%*			
Storage		7.7	5.4	6.5	10.8	11.2	8.3	*1997/96*	*0.4%*			
ACTIVE FLEET		*279.6*	*274.5*	*273.6*	*272.3*	*273.9*						

Bulk Carrier Fleet ..m. Dwt						Apr 1st	May 1st	Orderbook				
		1993	1994	1995	1996	1996	1997	Total	% Fleet	1997	1998	1999+
Capesize	80,000+	61.2	64.4	71.6	77.5	80.1	80.9	7.7	9.5%	4.1	1.8	1.7
Panamax	50-80,000	52.5	55.9	59.8	60.7	60.8	61.2	9.2	15.0%	4.8	2.9	1.5
Handymax	35-50,000	40.9	43.6	47.1	50.8	51.4	52.0	7.6	14.7%	3.3	3.5	0.8
Handysize	10-35,000	62.0	61.7	62.7	63.4	63.6	63.8	3.5	5.5%	2.1	1.1	0.4
TOTAL FLEET		*216.6*	*225.6*	*241.2*	*252.4*	*256.0*	*257.9*	*28.0*	*10.9%*	*14.3*	*9.4*	*4.4*
Combos in Dry:	**Ore**	9.6	10.8	8.4	4.7	4.1						
	Coal	3.5	2.4	3.1	3.4	3.3		*Increase in size of Bulkcarrier Fleet:*				
	Others	2.3	1.3	0.8	0.8	0.6		*1996/95*	*4.6%*			
Total in Dry		*15.5*	*14.6*	*12.3*	*8.8*	*8.1*		*1997/96*	*2.2%*			
Laid-up		1.6	1.6	1.2	0.9	1.0	0.8					
Storage			0.1	0.2	0.2	0.4	0.2					
ACTIVE FLEET		*230.4*	*238.5*	*252.1*	*260.1*	*262.7*						

Combo Fleet ..m. Dwt				Jan 1st	Apr 1st	May 1st	Orderbook				
	1993	1994	1995	1996	1996	1997	Total	% Fleet	1997	1998	1999+
TOTAL FLEET	*30.2*	*26.2*	*22.2*	*19.9*	*20.0*	*19.9*	*0.2*	*1.1%*		*0.1*	*0.1*
Laid-up	0.6	0.1	0.0	0.4	0.1	0.1	*Increase in size of Combo Fleet:*				
Inactive	2.1	2.2	1.0	0.3	0.7		*1996/95*	*-10.2%*			
ACTIVE FLEET	*27.5*	*23.9*	*21.2*	*19.3*	*19.3*		*1997/96*	*0.1%*			

Note: Figures from the Clarkson Fleet Database for vessels over 10,000 dwt measured in metric tonnes. Monthly data at beginning of month.

Gas Vessel Fleet ,000 cbm					Apr 1st	May 1st	Orderbook				
	1993	1994	1995	1996	1996	1997	Total	% Fleet	1997	1998	1999+
LPG VESSELS	*10,145*	*11,325*	*11,733*	*12,135*	*12,237*	*12,268*	*723*	*5.9%*	*327*	*104*	*292*
LNG VESSELS	*7,982*	*9,151*	*9,688*	*10,707*	*10,814*	*10,949*	*2,004*	*18.3%*	*286*	*489*	*1,228*

Note: Figures from the Clarkson Fleet Database measured in ,000 cbm. Monthly data at beginning of month.

Containership Fleet ,000 Teu					Apr 1st	May 1st	Orderbook				
	1993	1994	1995	1996	1996	1997	Total	% Fleet	1997	1998	1999+
< 1,000 Teu	340	354	386	417	417	423	89	21.1%	46	40	3
1,000 - 1,999 Teu	691	783	856	929	941	948	255	26.9%	110	104	41
2,000 - 2,999 Teu	644	666	694	746	752	763	266	34.9%	105	130	31
3,000 Teu & Over	574	691	896	1,119	1,149	1,156	536	46.4%	240	227	70
TOTAL FLEET	*2,248*	*2,492*	*2,832*	*3,211*	*3,259*	*3,290*	*1,146*	*34.8%*	*500*	*501*	*145*

Note: Figures from the Clarkson Cellular Containership Fleet Database for vessels over 100 teu. Monthly data at beginning of month.

Reefer Vessel Fleet m. Cu.ft.					Apr 1st	May 1st	Orderbook				
	1993	1994	1995	1996	1996	1997	Total	% Fleet	1997	1998	1999+
< 300,000 cu. ft.	132.6	129.5	126.9	123.6	123.9	124.2	2.6	2.1%	1.4	1.2	0.0
300,000 - 449,999 cu. ft.	108.9	104.2	96.1	95.3	94.8	93.5	0.3	0.3%	0.3	0.0	0.0
450,000 cu. ft. & Over	149.1	152.9	151.3	149.9	150.4	151.9	12.5	8.2%	2.0	6.6	4.0
TOTAL FLEET	*390.6*	*386.5*	*374.3*	*368.8*	*369.1*	*369.7*	*15.4*	*4.2%*	*3.7*	*7.7*	*4.0*

Note: Figures from the Clarkson Reefer Fleet Database for vessels over 10,000 cu.ft. Monthly data at beginning of month.

CRS Standard Ships & Routes

Standard Ships Particulars		Deadweight	Speed		Cons. at Sea (t/day)			Cons. In Port (t.)	
		m.t.	L	B	L	B	MDO	FO	MDO
1	Mid-1970's built ULCC	337,699	14.0	13.5	133.8	92.9	0.0	400.0	0.0
2	Early-1990's built s/hull VLCC	291,640	14.0	13.5	67.9	48.4	0.0	280.0	0.0
3	Mid-1970's built s/hull VLCC	277,746	14.0	13.5	159.5	121.0	0.0	300.0	0.0
4	Early-1990's built d/hull Suezmax	139,497	14.0	13.5	43.8	34.8	0.0	110.0	0.0
5	Mid-1980's built Aframax tanker	89,636	14.0	13.5	35.7	30.5	2.5	96.0	12.0
6	Mid-1980's built OBO	53,700	14.0	13.5	31.8	24.8	2.5	60.0	10.0
7	Late-1980's built clean LR tanker	83,955	14.0	13.5	28.9	26.9	1.5	40.0	3.0
8	Late-1980's built clean MR tanker	39,000	14.0	13.5	27.0	24.0	2.0	32.0	5.0
9	Mid-1980's built clean tanker	29,990	14.0	13.5	27.2	26.0	2.5	30.0	10.0
10	Late-1980's built clean tanker	23,400	14.0	13.5	20.4	19.4	0.0	20.0	6.0
11	Early-1990's built Capesize bulker	149,513	13.5	13.5	41.4	33.5	0.0	1.0/day	4.0/day
12	Early-1980's built Panamax OBO	75,395	14.0	13.5	44.1	36.7	0.5	2.0/day	0.0
13	Mid-1980's built Panamax bulker	65,282	14.0	13.5	33.0	27.8	1.0	3.0/day	2.0/day

VLCC Tanker Routes			Distance L	Distance B	Voy. Days	Cargo (t.)	Ship No.
1	Ras Tanura	LOOP	12,225	12,225	81.8	320,000	1
2	Ras Tanura	Rotterdam	11,170	11,170	75.1	270,000	2
3	Ras Tanura	Chiba	6,605	6,605	46.0	250,000	2
4	Ras Tanura	Ain Sukhna	3,061	3,061	23.5	270,000	2
5	Sidi Kerir	Rotterdam	3,159	3,159	24.1	270,000	2
6	Ras Tanura	Rotterdam	11,170	11,170	75.1	270,000	3
7	Ras Tanura	Ulsan	5,854	5,854	41.3	250,000	3
8	Ras Tanura	Ain Sukhna	3,061	3,061	23.5	270,000	3
9	Sidi Kerir	Rotterdam	3,159	3,159	24.1	270,000	3

Clean Products Routes			Distance L	Distance B	Voy. Days	Cargo (t.)	Ship No.
22	Ras Tanura	Chiba	6,605	6,605	46.0	55,000	7
23	Ras Tanura	Chiba	6,605	6,605	46.0	30,000	8
24	Singapore	Chiba	2,907	2,907	22.5	30,000	8
25	Curacao	New York	1,770	1,770	15.3	30,000	8
26	Bahrain	Bombay	1,353	1,353	12.6	28,000	9
27	Skikda	Lavera	401	401	6.6	28,000	9
28	Skikda	Rotterdam	1,963	1,963	16.5	28,000	9
29	Skikda	Philadelphia	3,947	3,947	29.1	28,000	9
30	Rotterdam	New York	3,383	3,383	25.5	28,000	9
31	Tees	Dunkirk	289	289	4.8	20,000	10
32	Augusta	Lavera	651	651	7.1	20,000	10

Suezmax Tanker Routes			Distance L	Distance B	Voy. Days	Cargo (t.)	Ship No.
10	Sidi Kerir	Lavera	1,420	1,420	13.0	130,000	4
11	Bonny Offshore	Philadelphia	5,184	5,184	37.0	130,000	4

Aframax Tanker Routes			Distance L	Distance B	Voy. Days	Cargo (t.)	Ship No.
12	Ras Tanura	Singapore	3,702	3,702	27.6	80,000	5
13	Sidi Kerir	Trieste	1,191	1,191	11.6	80,000	5
14	Arzew	Philadelphia	3,604	3,604	26.9	80,000	5
15	Sullom Voe	Rotterdam	603	603	7.8	80,000	5
16	Sullom Voe	Bayway	3,174	3,174	24.2	80,000	5
17	Curacao	Texas City	1,797	1,797	15.4	80,000	5
18	Curacao	Hamburg	4,500	1,797	23.9	80,000	5

Dirty Products Routes			Distance L	Distance B	Voy. Days	Cargo (t.)	Ship No.
19	Rotterdam	Bayway	3,424	3,424	25.8	50,000	6
20	Milford Haven	Milazzo	2,107	2,107	17.4	50,000	6
21	Milford Haven	Wil'haven	780	780	9.0	50,000	6

Capesize Bulker Routes			Distance L	Distance B	Voy. Days	Cargo (t.)	Ship No.
33	Narvik	Rotterdam	1,128	1,128	12.8	145,000	11
34	Tubarao	Rotterdam	4,974	4,974	38.7	145,000	11
35	Tubarao	Japan	11,525	4,974	62.2	145,000	11
36	Nouadhibou	Rotterdam	2,229	2,229	20.9	130,000	11
37	W.Australia	Rotterdam	11,329	3,682	56.1	145,000	11
38	W.Australia	Japan	3,682	3,682	31.6	145,000	11
39	H.Rds/R.Bay	Japan	15,247	3,544	71.6	132,000	11
40	H. Roads	Rotterdam	3,544	3,544	30.5	122,000	11
41	Queensland	Rotterdam	13,633	3,943	67.0	135,000	11
42	Queensland	Japan	3,943	3,943	35.6	138,300	11
43	Richards Bay	Rotterdam	7,054	7,341	55.9	137,000	11

Panamax Bulker Routes			Distance L	Distance B	Voy. Days	Cargo (t.)	Ship No.
44	US Gulf	Rotterdam	4,854	4,854	45.9	57,700	12
45	US Gulf	Rotterdam	4,854	4,854	45.9	54,500	13
46	US Gulf	Japan	9,213	4,854	63.5	54,500	13
47	Nopac	Japan	4,500	4,500	46.6	54,500	13
48	H. Roads	ARA	3,544	3,544	29.6	72,980	12
49	US Gulf	ARA	4,854	4,854	39.9	69,900	12
50	Roberts Bank	Japan	4,275	4,275	35.2	64,000	13
51	NSW	Continent	12,762	7,114	72.9	62,375	13
52	Newcastle	Japan	4,287	4,287	36.3	63,000	13
53	Richards Bay	Spanish.Med	6,464	4,757	43.9	63,000	13

Timecharter equivalent earnings estimates are prepared each week by Clarkson Research for 53 tanker and bulkcarrier routes. The average earnings calculations are based on a set of standard ship types. The routes and the particular ships used for each route calculation are cross referenced in the tables above. The ships were selected in consultation with our brokers, to provide a fair indication of the "typical" vessel being chartered on each route.

The timecharter equivalent earnings are calculated using a simple voyage estimating programme. This first calculates the time taken on the voyage in days, excluding any waiting time, off-hire etc; then it computes the net revenue earned on the voyage by deducting total fuel/bunker costs, port costs and canal charges from total freight revenue. Average earnings in $ per day are computed by dividing net revenue by days on voyage. Tanker and dry cargo freight rates on the 53 routes, and 6 regional bunker prices are updated each week by Clarkson brokers. Port charges are also updated regularly, and adjusted for currency changes. Indices of earnings are based on the average for 1990 set at 100.

A Tale of Two Cycles (Will Bulkers Get Off Their Bicycle?)

Shipping folklore says that cycles last seven years. Surprisingly the statistics say exactly the same thing. The average dry cargo market cycle since 1948 lasted exactly 7.2 years. Great news for market forecasters. Or is it? Unfortunately this is another of those statistical tricks which economists use to make the world seem more orderly than it really is.

What, Nobody's Average?

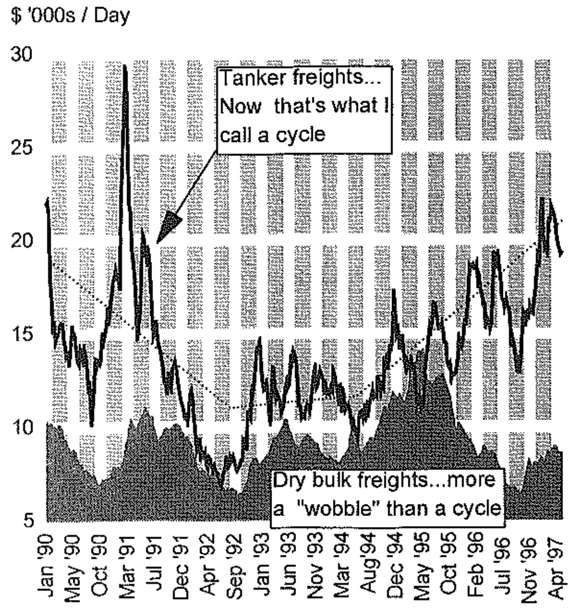
The problem is that although the average cycle was 7.2 years, none of them actually lasted 7.2 years. Two lasted five years, one lasted six years and three lasted nine years! That makes the "seven year rule" as useful as a tip that "the fastest racehorse will win the 3.30 at Newmarket".

Our Graph of the Week shows how different two shipping cycles can be. The line shows tanker freight rates over the seven years 1990-April 1997. It as close to the "classic" shipping cycle as you are ever likely to get. The area shows dry bulk rates - but where's the cycle?

Tankers Top The Cycle Charts

Tanker earnings (our weighted VLCC, Suezmax, Aframax, Panamax and Handysize Indices) peaked at $22,500 pd in early 1990 then moved into the trough. There was a brief detour in 1991 when VLCCs were used for storage in the Gulf War, but by April 1992 the Tanker Index had crashed to $7,500 pd. It wandered along at $10/12,000 pd until 1994 when the recovery started. In recent weeks it has been back where it started in January 1990 at $22,500 pd. Now that's a cycle!

Tankers Cycle, But Bulkers Bumble...



Source: Clarkson Research Studies

Graph of the Week

Bulkers Do The Bounce

Life is full of disappointments and unfortunately, when we turn to the dry cargo market, the neat cyclical model falls apart. Instead of a "swooping cycle", the dry cargo market indulged in a "wandering wiggle". Like a ship with a loose rudder, it just can't seem to make up its mind which way to go.

It started well in Jan 1990 with a real peak (after the dismal 1980s it certainly felt like one). Then the market gave everyone a heart attack by dipping in the summer of 1990. Instead of crashing it quickly recovered, only to hit another even deeper trough in summer 1992. By year end 1992 the market was back on the plateau and the 1993 summer dip was hardly noticeable. The peak in summer 1995 lasted about nine months, and was exactly matched by an equally severe trough in summer 1996.

" It's A Far, Far Better Thing I do Now...."

So there you have it. Tanker cycles are big and thrusting, but bulkers have small, wiggly ones. Why the difference? That's easy. Like the hero of Dickens's novel *A Tale of Two Cities*, tanker owners made the ultimate sacrifice. In 1988/9 they ordered lots of new tankers which they knew their customers needed. Repayment took the traditional form.. Not the guillotine, but a 7 year cycle. Recently bulk carrier owners have shown the same heroic concern for their customers. Could they be in for a seven year cycle? Or maybe five, or six, or nine ...?

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