

...

1-6 852 GT 61.1% ... 가 35%

2002 911

61.1% 852 GT .

, 55.2%

39.4% 1%p .

2002 가 , 2001 .

8 2750 GT 2 .

( : 1000GT, %)

|   | 1998          | 1999          | 2000          | 2001          | 2002(1-6)    |      |
|---|---------------|---------------|---------------|---------------|--------------|------|
|   |               |               |               |               | ( )          |      |
|   | 8,819 (33.0)  | 11,843 (40.9) | 20,686 (45.8) | 11,840 (32.4) | 3,354 (39.4) | 55.2 |
|   | 10,979 (41.1) | 8,695 (30.0)  | 12,865 (28.5) | 14,551 (39.9) | 3,441 (40.4) | 61.2 |
|   | 4,447 (16.6)  | 3,684 (12.7)  | 6,546 (14.5)  | 4,034 (11.1)  | 569 ( 6.7)   | 79.7 |
| - | 1,309 ( 4.9)  | 743 ( 2.6)    | 1,635 ( 3.6)  | 888 ( 2.4)    | 41 ( 0.5)    | 94.1 |
| - | 483 ( 1.8)    | 931 ( 3.2)    | 2,076 ( 4.6)  | 423 ( 1.2)    | 100 ( 1.2)   | 74.7 |
| - | 870 ( 3.3)    | 683 ( 2.4)    | 737 ( 1.6)    | 590 ( 1.6)    | 127 ( 1.5)   | 67.9 |
|   | 622 ( 1.5)    | 3,011 (10.4)  | 2,531 ( 5.6)  | 4,122 (11.3)  | 617 ( 7.2)   | 50.0 |
|   | 276 ( 1.0)    | 215 ( 0.7)    | 649 ( 1.4)    | 127 ( 0.3)    | 49 ( 0.6)    | 47.9 |
|   | 1,595 ( 6.0)  | 1,491 ( 5.2)  | 1,867 ( 4.1)  | 1,825 ( 5.0)  | 490 ( 5.6)   | 65.2 |
|   | 26,738(100)   | 28,939 (100)  | 45,144 (100)  | 36,499 (100)  | 8,520 (100)  | 61.0 |

+ ( )

) Lloyd's

가 1991-92

, VLCC(30

) 1992 1 2002 6 6550 .

5 , ,

.

가

( : 100 )

| /              | 1992  | 1993  | 1994  | 1995  | 1996  | 1997  | 1998  | 1999  | 2000  | 2001.1 | 2     | 3     | 9     | 12    | 2002.4 | 6     |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|
| 30             | 100.0 | 95.0  | 82.0  | 85.0  | 82.0  | 83.0  | 72.5  | 69.0  | 76.5  | 77.0   | 76.5  | 77.0  | 74.0  | 70.0  | 68.0   | 65.5  |
| 15             | 62.5  | 62.0  | 51.0  | 54.0  | 51.0  | 52.0  | 44.0  | 42.5  | 52.5  | 52.0   | 52.0  | 52.5  | 49.5  | 46.5  | 45.0   | 44.0  |
| 10             | 48.0  | 44.0  | 41.0  | 43.5  | 40.0  | 41.0  | 34.5  | 33.0  | 41.5  | 41.0   | 42.0  | 42.5  | 38.5  | 36.0  | 35.0   | 34.5  |
| 17             | 44.0  | 46.0  | 42.0  | 42.5  | 39.0  | 40.5  | 33.0  | 35.0  | 40.5  | 40.0   | 40.0  | 40.5  | 37.5  | 36.0  | 35.0   | 34.5  |
| 7              | 28.0  | 28.5  | 28.0  | 28.5  | 26.5  | 27.0  | 20.0  | 22.0  | 22.5  | 22.0   | 22.0  | 22.0  | 21.0  | 20.5  | 20.5   | 21.5  |
| 4              | 24.0  | 25.0  | 24.0  | 24.0  | 23.0  | 22.5  | 18.0  | 20.0  | 20.5  | 20.5   | 20.5  | 20.5  | 19.5  | 18.5  | 18.3   | 19.0  |
| F/ C(3,500TEU) | 75.0  | 70.0  | 50.0  | 55.0  | 52.0  | 53.0  | 42.0  | 38.0  | 41.5  | 41.5   | 42.0  | 42.0  | 40.0  | 36.0  | 34.0   | 33.5  |
| LNG(138K CBM)  | 258.0 | 230.0 | 222.0 | 230.0 | 220.0 | 230.0 | 190.0 | 165.0 | 172.5 | 172.5  | 172.5 | 172.0 | 170.0 | 165.0 | 160.0  | 157.0 |

+ F/C:

) Clarkson (World Shipyard Monitor)

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