d'AMICO INTERNATIONAL SHIPPING S.A.
QUARTERLY REPORT
FIRST QUARTER 2008

Date of issue: 6th May 2008
This document is available on www.damicointernationalshipping.com

d'Amico International Shipping S.A.
Registered office in Luxembourg
Share capital US$ 149,949,907 as at 31 March 2008

CONTENTS

BOARD OF DIRECTORS AND CONTROL BODIES

BOARD OF DIRECTORS

Chairman
Paolo d'Amico[(1)]

Chief Executive Officer
Marco Fiori[(1)]

Directors
Cesare d'Amico[(1)]
Massimo Castrogiovanni[(2)]
Stas Andrzej Jozwiak[(3)]
Gianni Nunziante

(1) Member of the Executive Committee
(2) Independent Director
(3) Lead Independent Director

STATUTORY AUDITORS/COMMISSAIRE AUX COMPTES

Lux-Fiduciaire S.à.r.l., Luxembourg

EXTERNAL AUDITORS

Moore Stephens S.à.r.l., Luxembourg

HIGHLIGHTS

KEY FINANCIALS

US$ Thousand	31 March 2008 (1st Quarter)	31 March 2007 (1st Quarter)
Time charter equivalent (TCE) earnings	57 271	68 688
Gross operating profit / EBITDA	47 015	33 709
Operating profit / EBIT	38 363	26 282
Net profit	35 345	19 993
Excluding result on disposal of vessels		
Gross operating profit / EBITDA	24 786	33 709
margin as % of TCE	*43.3%*	*49.1%*
Operating profit / EBIT	16 134	26 282
margin as % of TCE	*28.2%*	*38.3%*
Net profit	13 116	19 993
margin as % of TCE	*22.9%*	*29.1%*
Operating cash flow	15 714	25 376
Gross capital expenditure (CapEx)	156 570	700
Total assets	625 580	438 324
Net financial indebtedness	250 936	225 404
Shareholders' equity	311 577	148 942

OTHER OPERATING MEASURES

	31 March 2008 (1st Quarter)	31 March 2007 (1st Quarter)
Daily operating measures		
TCE earnings per employment day (US$)[1]	20 234	22 574
Fleet development		
Total vessel equivalent	35.2	36.0
-Owned	16.7	13.0
-Chartered	14.1	20.3
-Indirectly chartered	4.4	2.7
Vessel equivalent %:		
-Owned	47.5%	36.1%
-Chartered	40.2%	56.4%
-Indirectly chartered	12.4%	7.5%
Off-hire days/ available vessel days[2] (%)	2.4%	2.4%
Fixed rate contract/ available vessel days[3] (coverage %)	50.8%	42.1%

[1] This figure represents time charter ("TC") equivalent earnings for vessels employed on the spot market and time charter contracts, divided by the number of on-hire days, less commissions charged by external brokers and commercial managers. Calculations also exclude chartered vessels in which the Group has an indirect interest, since distributions paid by the pool on these vessels are net of charter expenses, and would therefore require pro-forma adjustments to make it comparable to the remaining vessels.

[2] This figure is equal to the ratio of the total off-hire days, inclusive of dry-docks, and the total number of available vessel days, which is defined as the number of vessel days between delivery and redelivery for the fiscal period being considered.

[3] Fixed rate contract days/available vessel days (coverage ratio). This figure represents how many vessel days were employed on time charter contracts and COAs, inclusive of off-hire days, divided by the number of available vessel days, defined as the number of days between delivery and redelivery for all of our vessels, for the fiscal period being considered. To calculate TC days for vessels employed within the High Pool, we first had to calculate the ratio of TC days/available vessel days (the pool coverage ratio) for all vessels employed within the pool, from each of our vessels' pool entry dates. The number of TC days for a vessel was then determined as the product of the pool's coverage ratio since that vessel's pool entry and the number of days that vessel was operated within the pool. For vessels employed within Glenda International Management, the results from vessels are not pooled; we therefore used contractual commitments of each individual vessel to determine its coverage ratio. For vessels employed within the Handytankers Pool, we are not responsible for administrative functions and therefore have access to less detailed operating data, compared to the High Pool. TC days for these vessels was therefore determined using the average pool coverage ratio for the fiscal year being considered, rather than the ratio from the entry date of each of our vessels.

REPORT ON OPERATIONS

d'AMICO INTERNATIONAL SHIPPING GROUP

GROUP OVERVIEW

d'Amico International Shipping S.A. (the Group or d'Amico International Shipping) is an international marine transportation group, part of the d'Amico Group that traces its origins to 1936. As at 31 March 2008, d'Amico International Shipping controlled, through its key operating subsidiary d'Amico Tankers Limited (IRL), either through ownership or charter arrangements, a modern fleet of 34.7 product tanker vessels, aggregating approximately 1.53 million deadweight tons (dwt). The product tanker vessels of d'Amico International Shipping range from approximately 35,000 to 51,000 dwt. As at the end of the first quarter 2008, the fleet included fourteen owned and nine chartered in medium range product tankers (MRs), ranging from approximately 46,000 to 51,000 dwt, and three owned and four chartered in handysize product tankers, ranging from approximately 36,000 to 40,000 dwt. d'Amico International Shipping employs most of its controlled fleet through three commercial partnership arrangements. Through one of these arrangements the Group has partial interests in ten additional chartered in handysize product tankers, corresponding to 4.7 vessels equivalent. As at 31 March 2008, 12 of the 13 chartered in vessels had either a vessel purchase option, a charter in extension option or a combination of both, during or at the end of the contract term. The average remaining charter in contract term for these 13 chartered in vessels was 5.5 years at the end of March, with the longest charter in contract spanning until 2015. All of the Group's vessels are double-hulled, and are primarily engaged in the transportation of refined petroleum products, providing worldwide shipping services to major oil companies and trading houses, such as ExxonMobil, Total, Shell, Glencore and Vitol.

d'Amico International Shipping operates, through d'Amico Tankers Limited, a young fleet, with an average age of approximately 3.9 years (4.7 years for the owned vessels), compared to an average in the product tanker industry of 10.9 years, according to Clarkson.

All the vessels are built in accordance with international industry standards and are compliant with IMO (International Maritime Organization) regulations and MARPOL (the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978) as well as other international standards. In addition, d'Amico International Shipping is in compliance with the stringent requirements of major oil and energy-related companies, such as ExxonMobil, Shell, Total, Glencore, Petrobras, Vitol and Vela, which are some of its established customers. Based on recent revisions to Annexes I and II to MARPOL, adopted by the IMO and effective as of 1 January 2007, cargoes, such as palm oil, vegetable oil, and a range of other chemicals can only be transported by vessels that meet the requirements stated in these revised annexes (hereinafter referred to as IMO Classed). Approximately 68% of d'Amico International Shipping's fleet as at 31 March 2008, calculated by number of vessels, was IMO Classed, expanding the range of products the Group can transport.

The Group operates and employs a significant portion of its controlled vessels through three partnership arrangements, two of which are pool arrangements and one of which is a commercial arrangement. These commercial partnerships enable the Group to deploy, collectively with the partners, a fleet of vessels with significant scale and geographic coverage. As a result, these partnerships allow d'Amico International Shipping to provide a comprehensive service to the customers and to enhance the geographic exposure to advantageous business opportunities, which in turn results in greater flexibility in deploying the Group's fleet.

Since 2001, d'Amico International Shipping, through its operating subsidiary d'Amico Tankers Limited, has been a member of the Handytankers Pool, together with A.P. Moller-Maersk, Seaarland Shipping Management and Motia Compagnia di Navigazione S.p.A. This is currently the largest handysize product tanker pool in the world, operating approximately 89 vessels as at 31 March 2008. For quarter one this pool included the seven handysize product tankers of our fleet and ten indirectly chartered in handysize product tankers in which we have a partial interest.

In 2003, the Group established High Pool Tankers Limited with Nissho Shipping Co. Limited (Japan). This pool operated seven MR product tankers as at 31 March 2008, including six of our controlled MRs. Under the pool arrangements d'Amico Tankers is exclusively responsible for the pool's commercial management, in particular chartering, vessel operations and administration. In May 2005, the Group entered into a commercial arrangement with Glencore - ST Shipping, to trade the vessels under a single brand name, Glenda International Management. As at 31 March 2008, Glenda International Management Limited operated 19 MR product tankers, including five of our owned MRs, and three of our chartered in MRs. As at 31 March 2008, d'Amico International Shipping employed all of its vessels through its partnerships, except for nine MRs, which are primarily operated directly through long-term time charter contracts with Exxon, Total and Glencore.

In addition to the pool and commercial agreements, d'Amico International Shipping has also established two joint ventures for the combined control of vessels, with key strategic partners. The first such venture, DM Shipping Ltd, allows d'Amico International Shipping to broaden the scope of its relationship with the Mitsubishi Group, and has a new building programme involving two MR vessels to be delivered in 2009. The second joint-venture, Glenda International Shipping, reinforces the commercial partnership with the Glencore Group. The joint venture company has a large order book, which includes the contracts for the purchase of ten new MR product / chemical tankers to be delivered between February 2009 and March 2011.

d'Amico International Shipping is a subsidiary of the d'Amico Group, one of the world's leading privately-owned marine transportation companies with over 70 years of experience in the shipping business, whose ultimate parent company is d'Amico Società di Navigazione S.p.A. (d'Amico Società di Navigazione) (Italy). Today, the d'Amico Group manages and controls over 72 owned and chartered in vessels, of which 36.7 are vessels of our fleet, operating in the oil product tanker market, while the remaining 36 include 34 dry-bulk vessels controlled by d'Amico Dry Limited and d'Amico Shipping Italia S.p.A., and 2 container vessels controlled by d'Amico Shipping Italia S.p.A. d'Amico International Shipping benefits from a strong brand name and an established reputation in the international market due to the long operating history of the d'Amico Group. In addition, the Group benefits from the expertise of the d'Amico Group, which provides support for technical management services, as well as all safety, quality and technical products and services to d'Amico International Shipping' vessels, including crewing and insurance arrangements.

The Group has offices in Luxembourg, Dublin, London, Monaco and Singapore. In addition, d'Amico International Shipping is also represented through the offices of our partnerships in New York, Copenhagen, Venice and Tokyo. As at 31 March 2008, the Group employed 421 seagoing personnel and 44 onshore personnel.

FLEET

The following tables set forth information about our fleet as at 31 March 2008:

MR current fleet[1]

Name of vessel	Dwt	Year built	Builder, country	IMO classed
Owned				
High Venture	51,087	2006	STX, South Korea	IMO III
High Progress	51,303	2005	STX, South Korea	IMO III
High Performance	51,303	2005	STX, South Korea	IMO III
High Valor	46,975	2005	STX, South Korea	IMO III
High Courage	46,975	2005	STX, South Korea	IMO III
High Endurance	46,992	2004	STX, South Korea	IMO III
High Endeavour	46,992	2004	STX, South Korea	IMO III
High Challenge	46,475	1999	STX, South Korea	IMO III
High Spirit	46,473	1999	STX, South Korea	IMO III
High Wind	46,471	1999	STX, South Korea	IMO III
High Priority	46,847	2005	Nakai Zosen, Japan	-
High Harmony[2]	45,913	2005	Shin Kurushima, Japan	-
High Consensus[3]	45,896	2005	Shin Kurushima, Japan	-
High Peace[4]	45,888	2004	Shin Kurushima, Japan	-
Time chartered with purchase option				
High Century	48,676	2006	Imabari, Japan	-
High Prosperity	48,711	2006	Imabari, Japan	-
High Presence	48,700	2005	Imabari, Japan	-
High Nefeli	45,976	2003	STX, South Korea	IMO III
Time chartered without purchase option				
High Glory	45,700	2006	Minami Nippon, Japan	-
High Glow	46,846	2006	Nakai Zosen, Japan	-
High Trader	45,879	2004	Shin Kurushima, Japan	-
High Energy	46,874	2004	Nakai Zosen, Japan	-
High Power	46,874	2004	Nakai Zosen, Japan	-

[1] d'Amico Tankers Limited took delivery of two new vessels, High Saturn and High Mars, on 11 April and 25 April 2008 respectively. These are time chartered in medium range vessels in which the company has a 100% interest. They do not carry purchase options.

[2] High Harmony was purchased by d'Amico International Shipping on 8 January 2008, and delivered to the Group on 28 January 2008. This vessel was previously time chartered in by d'Amico Tankers Ltd, and the purchase option was exercised in advance of its original exercise period, which started in 2010.

[3] High Consensus, previously time chartered in, was purchased by the company on 17 January 2008, and delivered on 22 February 2008. The purchase option was exercised in advance with respect to its original exercise period, which started in 2010.

[4] High Peace, previously time chartered in, was purchased on 4 March 2008, and delivered to the Group on 14 March 2008. The purchase option on this vessel was exercised in advance with respect to its original exercise period, which started in 2009.

Handysize current fleet

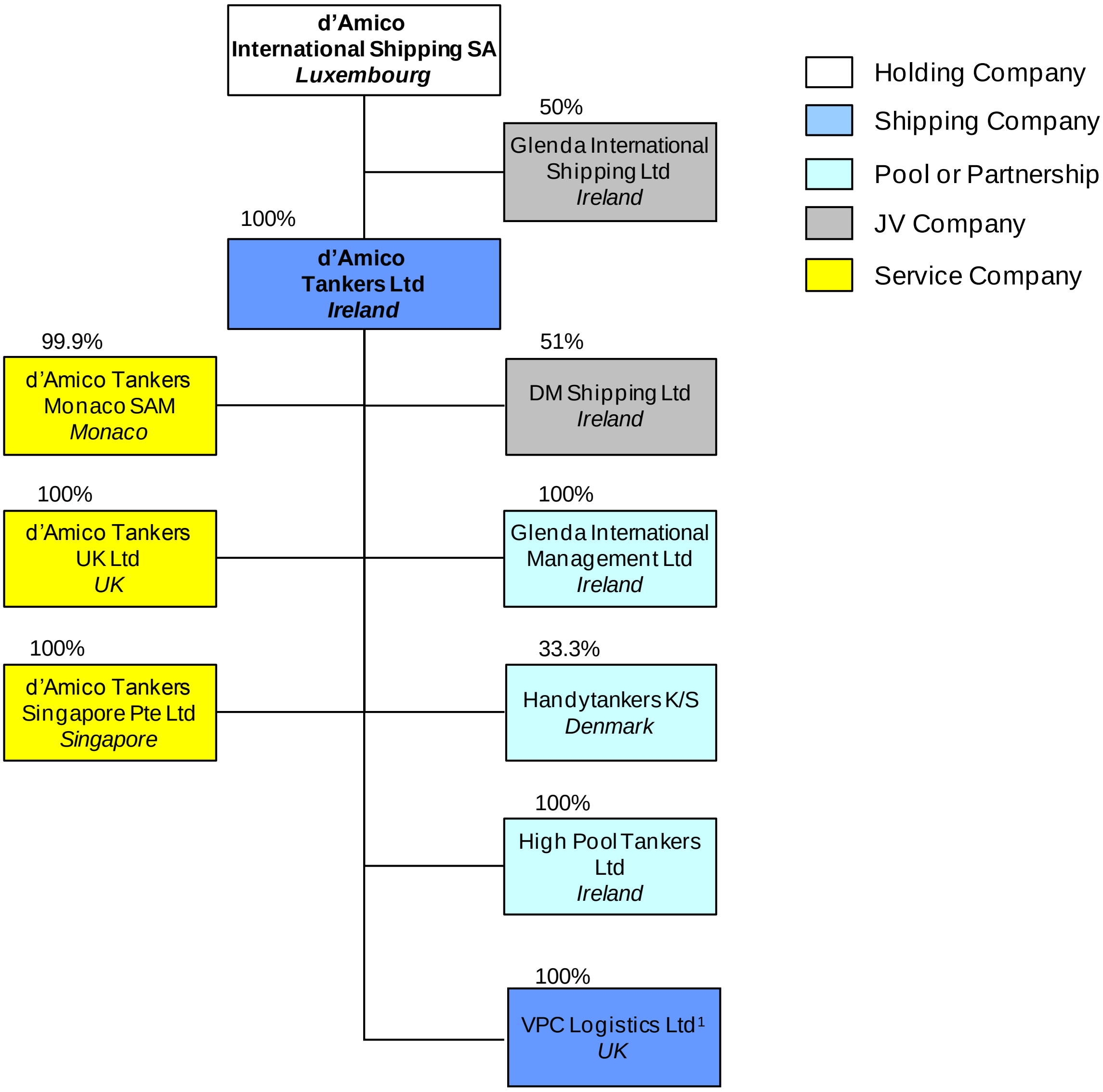
Name of vessel	Dwt	Year built	Builder, country	IMO classed
Owned				
Cielo di Salerno	36,032	2002	STX, South Korea	IMO III
Cielo di Parigi	36,032	2001	STX, South Korea	IMO III
Cielo di Londra	35,985	2001	STX, South Korea	IMO III
Bare Boat without purchase option				
Cielo di Guangzhou	38,877	2006	Guangzhou, China	-
Time chartered without purchase option				
Cielo di Milano	40,083	2003	Shina, South Korea	IMO III
Cielo di Roma	40,096	2003	Shina, South Korea	IMO III
Cielo di Napoli	40,081	2002	Shina, South Korea	IMO III

Handysize indirectly chartered current fleet

Name of vessel	Dwt	Year built	Builder, country	Partial interest	IMO classed
Handytanker Spirit	34,671	2006	Dalian, China	50%	IMO III
Handytanker Unity	34,620	2006	Dalian, China	33%	IMO III
Handytanker Liberty	34,620	2006	Dalian, China	33%	IMO III
Tevere	37,178	2005	Hyundai, South Korea	50%	IMO III
Fox	37,025	2005	Hyundai, South Korea	50%	IMO III
Ocean Quest	34,999	2005	Dalian, China	25%	IMO III
Orontes	37,274	2002	Hyundai, South Korea	50%	IMO III
Ohio	37,999	2001	Hyundai, South Korea	50%	IMO III
Time chartered with purchase option					
Handytankers Miracle	38,877	2008	Guangzhou, China	25%	IMO III
Malbec	38,499	2008	Guangzhou, China	100%	IMO III

GROUP STRUCTURE

Set out below is d'Amico International Shipping Group’s structure:



[1] VPC Logistics Ltd was incorporated in 2007, but had not commenced operations as at 31 March 2008.

THE PRODUCT TANKERS INDUSTRY

Product tankers normally move refined petroleum products, typically gasoline, jet fuel, kerosene, fuel oil, naphtha and other soft chemicals and edible oils.

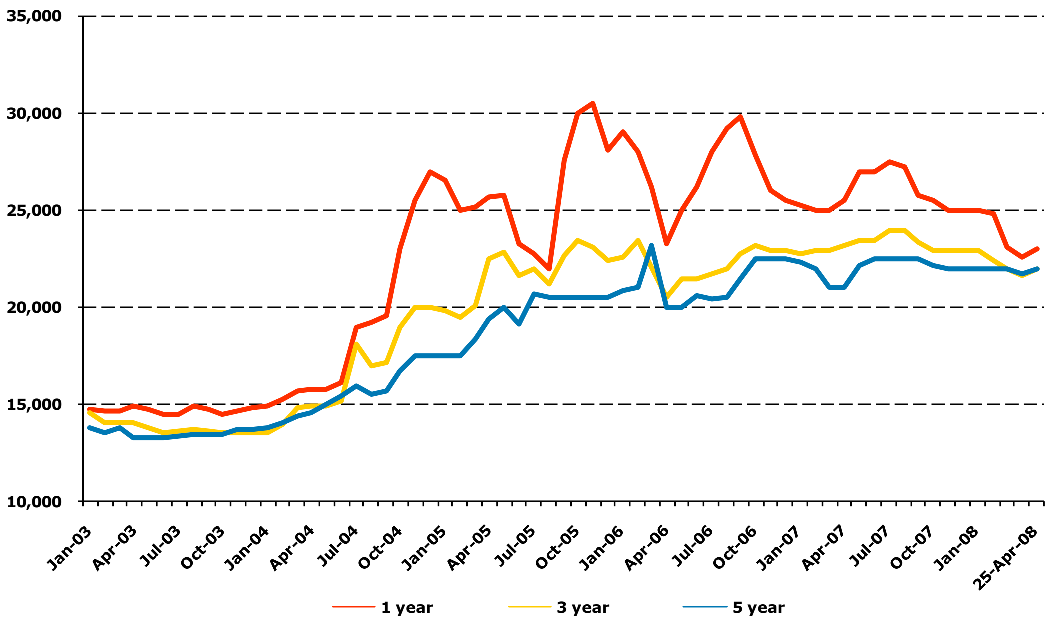
The seaborne movement of refined petroleum products between regions addresses demand and supply imbalances for such products caused by the lack of resources or refining capacity in consuming countries.
Within the product tanker industry, d'Amico International Shipping operates in the MR segment, which comprises vessels ranging from 25,000 dwt to 55,000 dwt. MR vessels account for the largest portion[1] of product tankers; these size vessels permit the greatest flexibility in trade routes and access to ports which may have restrictions on vessel displacement size, or vessel length-overall.

Product tanker class (dwt)	**Short range (SR) 10,000 – 25,000**	**Medium range (MR) 25,000 – 55,000**	**Long range (LR) 55,000 – 120,000**
Characteristics	Trades in specialised market regionally Focused primarily on the distribution side	Access to more ports than larger vessels Better economies of scale over medium and longer distances versus small vessels	Better economies of scale over longer haul voyages
Voyages	Only short	Short and long	Only long
Flexibility	Low	High	Low
Arbitrage Voyages	No	Yes	No
% world fleet [1]	20%	46%	34%

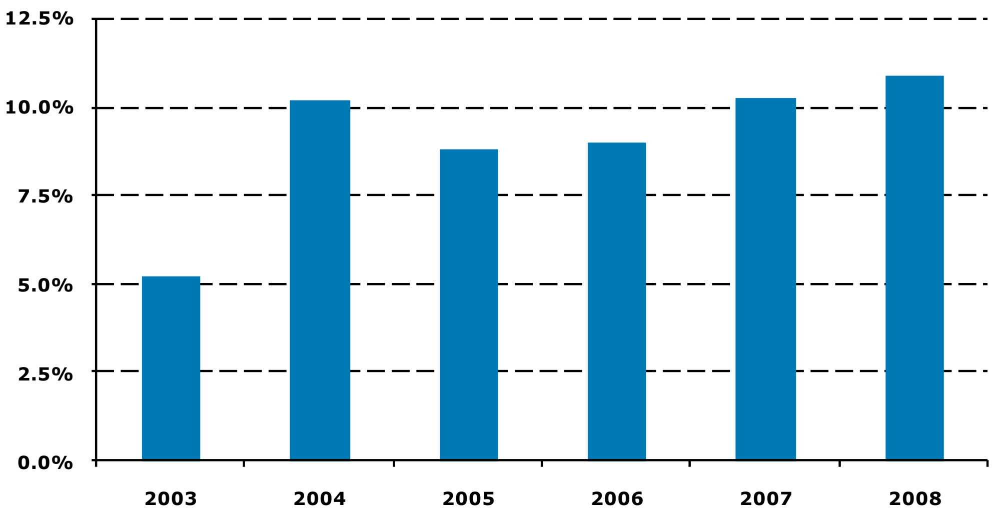
The market for shipping refined petroleum products is generally highly cyclical and volatile. However, during the past three years, despite large percentage increases in the medium range product tanker fleet, freight rates for these vessels have improved markedly, as a result of a strong growth in demand for the transportation of refined petroleum products.

[1] Source: Clarksons Research Services Limited, as of 1 April 2008. Percentage of total product tankers (3,314 vessels). Excludes stainless steel vessels.

Time charter rates for MR product tankers from January 2003 to April 2008 (US$s)[1]



Medium Range product tanker fleet growth (%) from 2003 to 2008[2]



[1] Source: Clarkson Research Services. MR product tankers from 45,000 to 47,000 dwt.

[2] Source: Clarkson Research Services. MR product tankers from 25,000 to 55,000 dwt. As at 1 April 2008.

SHAREHOLDERS

INVESTOR RELATIONS

d'Amico International Shipping has a constant dialogue with its shareholders and Investors, pursuing a policy of fair communication with them through its Investor Relations Team. Since the listing date the Investor Relations function has organised conference calls after the delivering of Group results. Moreover, the annual IR programme includes several Analysts meetings, an Investors Day, and the attendance to all the events that the Italian Stock Exchange (Borsa Italiana STAR Segment) organizes.

According to the Group's disclosure policy, d'Amico International Shipping edits a quarterly Investor News, seeking to keep all stakeholders updated about business developments, market opportunities, strategies and projects, operating performance, financial results and share trends.

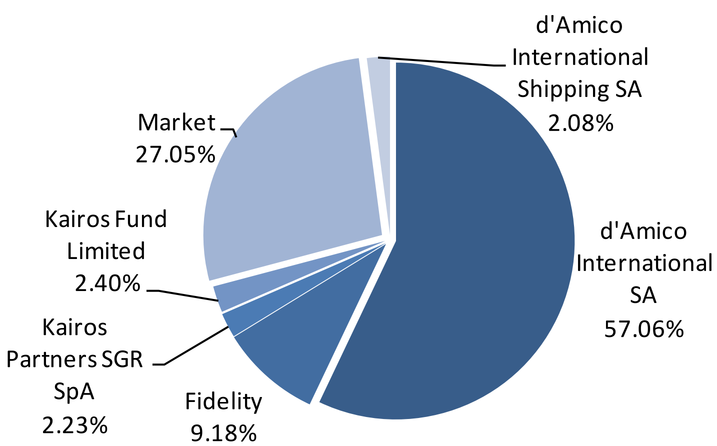
More information is available on the Group's institutional website www.damicointernationalshipping.com. The Investor Relations section provides historical financial data, institutional presentations, analyst coverage, press releases, periodic publications, and share information.

d'Amico International Shipping shareholders may also contact:
ir@damicointernationalshipping.com
damicotankers@capitallink.com

SHAREHOLDERS

A total of 149,949,907 ordinary shares are outstanding. Based on the latest shareholdings communicated by investors, in accordance with applicable rules and Art.6 of our Articles of Association, the following individuals and institutions have holdings exceeding 2% of d'Amico International Shipping's total ordinary shares outstanding:

Shareholders whose holding exceeds 2% of d'Amico International Shipping's ordinary shares outstanding

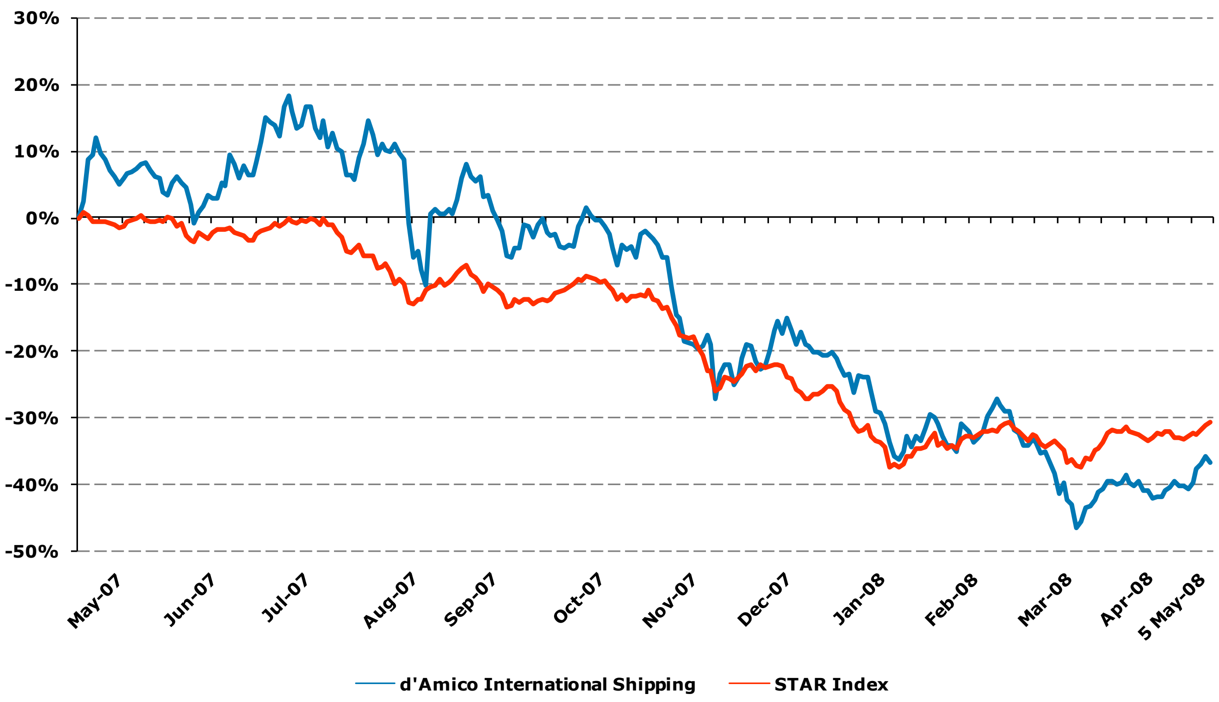


Dividend Policy

The Group's policy is to maintain a payout ratio of 30% to 50% of its consolidated annual profits. When determining where in that range the payout ratio will lie, d'Amico International Shipping's Board takes into account the impact of the Group's development strategy and of expected future market developments, on its current and estimated future liquidity and capital structure.

Share Price Performance

Performance of d'Amico International Shipping's shares since Initial Public Offering



In a stock market scenario characterized by great volatility, d'Amico International Shipping's share price has decreased by 37%[1], performing broadly in line with the STAR Index. The average daily trading volume, excluding the first week of negotiation, has been about 285,000 shares.

[1] As at market close on 5 May 2008.

FINANCIAL REVIEW OF THE GROUP

HIGHLIGHTS OF THE GROUP'S PERFORMANCE IN THE FIRST QUARTER OF 2008

During the quarter ended 31 March 2008, the Group achieved a net profit of US$35.3 million, and gross operating profit (EBITDA) of US$47.0 million. Excluding, for comparison purposes, the gain from the disposal of MT High Trust in Q1 2008, the Group's key financials were somewhat lower than Q1 2007, but showed an upturn in comparison to Q4 2007. Key margins were strong, with an EBITDA of 43.3%, and a net profit of 22.9% (as a percentage of TCE, and excluding result on disposal of vessel).

The decrease in EBITDA with respect to Q1 2007 was driven mainly by lower TCE rates (-10%), and by the lower average number of vessels operated in Q1 2008 (-0.8 vessels). In comparison to Q1 2007, DIS coverage stood at 51% for the first three months of 2008 (+21%), protecting the company's position against weaker markets. This percentage is within the range of Group policy (coverage between 40%-60%), which should avoid losing out on attractive spot market opportunities when they arise also. In contrast to Q4 2007, TCE rates showed an improvement in Q1 (+3%), and DIS result compared to the previous quarter was also enhanced by its expanding fleet (+0.8 vessels).

In the first quarter of 2008, DIS continued to strengthen its position in the market by exercising three vessel purchase options, in advance with respect to original exercise dates and at attractive rates, increasing its owned fleet to close to 50% at the end of the quarter. At the same time the company, considering that the sale and purchase of vessels is part of the business model, took advantage of the high prices being achieved for second hand vessels, selling the MT High Trust in Q1, which realized a profit of about US$22 million.

Spot markets came of sharply in Q1 2008, from December 2007 levels, but the overall average for DIS for Q1 2008 at US$20,234/day was still better than the US$19,635/day average for Q4 2007. The Product Tanker market during the first quarter of 2008 has been volatile, and this trend should continue for the rest of the year. To mitigate the short term risk arising from volatility and likely downward pressure on spot market rates, DIS has been increasing 2008 contract cover and has so far secured contract cover for remaining 2008 and 2009 days of 53% and 42% respectively.

The year started with a good spot market, equal to that experienced at the end of the last quarter of 2007. The markets then corrected downwards, especially in the Western Hemisphere, for a variety of reasons. The main draw on supply of tonnage in the Western Hemisphere historically has been steady imports into the US, coupled with the long delays for discharging ships in West Africa. However, in Q1 2008, US import demand declined, and although imports into West Africa prevailed, the turnaround of ships has been a lot quicker so that the supply of tonnage has not been positively affected by the same waiting delays as experienced during 2007. The Asian market did not experience the same downward pressure and offered reasonable spot market conditions during Q1 2008, compared to those of the Western Hemisphere.

Operating Performance

US$ Thousand	31 March 2008 (1st Quarter)	31 March 2007 (1st Quarter)
Revenue	72 958	83 408
Voyage costs	(15 687)	(14 720)
Time charter equivalent earnings	**57 271**	**68 688**
Time charter hire costs	(18 386)	(24 377)
Other direct operating costs	(10 844)	(8 159)
General and administrative costs	(5 647)	(3 190)
Other operating Income	2 392	748
Result on disposal of vessels	22 229	-
Gross operating profit / EBITDA	**47 015**	**33 709**
Depreciation	(8 652)	(7 427)
Operating profit / EBIT	**38 363**	**26 282**
Net financial income (charges)	(2 842)	(4 147)
Profit before tax	**35 520**	**22 135**
Income taxes	(176)	(2 142)
Net profit	**35 345**	**19 993**

Revenue for the quarter ended 31 March 2008 amounted to US$73.0 million, compared to US$83.4 million for quarter ended 31 March 2007. The decrease reflects lower freight rates in 2008, together with a lower average number of vessels controlled, at 35.2 in Q1 2008 compared to 36.0 in Q1 2007. The percentage of off-hire to available days for the Group's fleet remained the same in Q1 2008 and Q1 2007, at 2.4%.

Voyage costs slightly increased in Q1 2008 with respect to Q1 2007, despite the higher coverage ratio in 2008, reflecting the increasing bunker costs being experienced by shipping companies.

Time charter equivalent earnings for the three months ended 31 March 2008 were US$57.3 million, lower than for the three months ended 31 March 2007. The decrease is mainly attributable to a decrease in TCE per employment day of 10.4%, to US$20,234 (Q1 2007: US$22 574). As noted above also, the average number of available vessels in Q1 2008 was lower than Q1 2007. In light of the weaker market, the Group continued to secure a larger portion of revenues through fixed rate contracts.

Time charter hire costs for Q1 2008 were US$18.4 million, 24.6% lower than those for Q1 2007. The reduction in time charter hire costs is attributable mostly to the reduction in the average number of vessels on time charter in, which amounted to 14.1 for Q1 2008, compared to 20.3 for Q1 2007.

Other direct operating costs which include crew, technical, luboil, and insurance expenses, arise mostly from the operation of owned vessels, and to a lesser extent from the operation of vessels on time charter in. These costs amounted to US$10.8 million for the period ended 31 March 2008, compared to US$8.2 million for the period ended 31 March 2007. The crew cost for the first quarter 2008 was US$5.4 million (US$3.8 million in Q1 2007), while technical costs amounted US$2.4 million (US$1.6 million in Q1 2007). The variance is mainly attributable to the increase in the average number of owned vessels in Q1 2008 compared to Q1 2007. There has also been a slight increase in the average daily cost for crews, due to the shortage of skilled seagoing personnel.

General and administrative expenses for the quarter ended 31 March 2008 amounted to US$5.6 million. As expected, these were higher than those recorded for the quarter ended 31 March 2007 (US$3.2 million). Q1

2008 figures are however not comparable, with the company having floated in the middle of Q2 2007, increasing the number of staff and incurring costs associated with being a listed company. Q1 2008 staff costs, which also include Directors' fees, amounted to US$3.7 million (compared with US$1.3 million for Q1 2007), of which US$0.5 million represented the non-cash item relating to the portion of the fair value of share options granted to top management in September 2007. These costs were also significantly impacted by the unfavourable US dollar exchange rate during the quarter, with the majority of employees being paid in Euro.

Other operating income for the quarter ended 31 March 2008 (US$2.4 million), includes chartering commission from the Handytankers pool, and insurance compensation relating to some loss of earnings following certain damages and claims occurred.

Result on disposal of vessel (US$22.2 million) represents the significant profit on sale of MT High Trust in Q1 2008, which was sold to third party in March for a gross consideration of about US$55 million, with demand for second hand vessels remaining strong in the current market.

Gross operating profit (EBITDA) for the period ended 31 March 2008 amounted to US$47.0 million (US$24.8 million excluding gain from disposal of vessel), compared to US$33.7 million for the period ended 31 March 2007. As a percentage of time charter equivalent earnings, the gross operating profit margin in Q1 2008 was 43.3% (excluding gain from disposal) compared to 49.1% in Q1 2007. This variance in margins is essentially attributable to the decrease in TCE earnings driven by the generally weaker market conditions, which have been mitigated by the improvement in the operating costs following the increase in the percentage of owned vessels to 47.5% of the fleet in Q1 2008, compared to 36.1% in Q1 2007.

Depreciation for Q1 2008 amounted to US$8.7 million, rising compared to Q1 2007 (US$7.4 million). The increase in this item is attributable to the growth from 13 to 17 in the number of owned vessels in Q1 2008, compared to Q1 2007. This is partially offset by a rise in the scrap value of vessels (reducing depreciable amounts), attributable to higher steel prices.

Operating profit (EBIT) for the quarter ended 31 March 2008 amounted to US$38.4 million. Excluding the gain from disposal of one vessel, and as a result of the weaker Q1 2008 market and of the depreciation charge increase, the operating profit was US$16.1 million, compared with US$26.3 million in Q1 2007, which was realized at the peak of the product tanker market last cycle.

Net financial charges for Q1 2008 amounted to US$2.8 million, compared to US$4.1 million in Q1 2007. The favourable variance is largely a consequence of the financial flexibility achieved through the revolving debt facility negotiated at the end of Q1 2007, allowing the Group to manage its financial leverage to optimise the debt level and, consequently, reducing the financial charges.

Profit before tax for the quarter ended 31 March 2008 amounted to US$35.5 million (US$13.3 million excluding gain from disposal of vessel), compared to US$22.1 million for the quarter ended 31 March 2007. Despite a weakened market, the Group maintained a robust profit margin for the first quarter of 2008 compared to Q1 2007 (23.2% and 32.2% respectively on a comparable basis, excluding 2008 gain on vessels' disposal).

Income taxes arise essentially from the Group's key operating entity, d'Amico Tankers Ltd (Ireland). Entry into the Irish Tonnage Tax regime in 2007 led to the recognition of taxes for the period based on the notional income of vessels, which is dependent on the size of the vessel, rather than on the company's profit. As the Tonnage Tax arrangements had not been fully finalised in Q1 2007, DIS recognised in that quarter a tax liability using the less favourable income tax rates prevailing then.

Net profit for the quarter ended 31 March 2008 amounted to US$35.3 million (US$13.1 million excluding gain on vessel disposal), compared to US$20.0 million for the quarter ended 31 March 2007.

CONSOLIDATED BALANCE SHEET

US$ Thousand	**As at 31 March 2008**	**As at 31 December 2007**
ASSETS		
Non current assets	547 485	430 609
Current assets	78 095	70 090
Total assets	**625 580**	**500 699**
LIABILITIES AND SHAREHOLDERS' EQUITY		
Shareholders' equity	311 577	282 689
Non current liabilities	267 717	178 482
Current liabilities	46 286	39 528
Total liabilities and shareholders' equity	**625 580**	**500 699**

Non current assets are comprised almost entirely of the fleet (owned vessels), whose book value (cost less depreciation) is significantly lower than its market value of US$961.9[1] million as at 31 March 2008, according to a valuation report provided by Clarkson, as at 16 April 2008.

During Q1 2008, *gross capital expenditure* amounted to US$156.6 million, relating mainly to payments for exercising High Harmony's, High Consensus' and High Peace's purchase options, and also stage payments made for the acquisition of 10 MR product tankers to be controlled by Glenda International Shipping Limited, one the Group's joint ventures. Also included in capitalised costs are dry-docks relating to the d'Amico International Shipping's owned vessels.

***Current assets**,* excluding cash and cash equivalents (US$27.0 million as at 31 March 2008), mainly refer to working capital items (trade receivables and inventories).

Non current liabilities consist of the long-term portion of debt due to banks, disclosed under the Financial Position section below, while current liabilities include working capital items (trade payable and other liabilities).

The increase in ***shareholders' equity*** from US$282.7 million as at 31 December 2007, to US$311.6 million as at 31 March 2008, is attributable, other than to the consolidated net profit for the quarter of US$35.3 million, to own-share buy-backs (amounting to US$0.9 million), to swaps fair value and foreign exchange rate valuation movements (amounting to -US$5.9 million), and to other charges.

[1] Includes d'Amico International Shipping's share of yard payments for three vessels under construction which are part of the Glenda International Shipping joint venture, amounting to US$89.2 million, and for two vessels under construction which are part of the d'Amico Mitsubishi Shipping joint venture, amounting to US$4.2 million.

FINANCIAL POSITION

In Q1 2008 the Group incurred significant net capital expenditures amounting to US$ 102.2 million aimed to sustain the owned fleet growth by exercising in advance the purchase options on three vessels. As a result Net financial indebtedness, amounted to US$250.9 million as at 31 March 2008, compared to US$157.9 million as at 31 December 2007. The ratio of net debt to shareholder's equity was 0.81 at 31 March 2008.

US$ Thousand	**As at 31 March 2008**	**As at 31 December 2007**
Liquidity		
Cash and cash equivalents	26 993	24 926
Securities held for trading	-	-
Current financial receivables		
From related parties	-	-
From third parties	-	-
Other current financial assets	-	-
Total current financial assets	**26 993**	**24 926**
Bank loans – current	-	-
Other current financial liabilities		
Due to related parties	-	-
Due to third parties (swap fair value)	10 212	4 355
Total current financial debts	**10 212**	**4 355**
Net current financial indebtedness	**(16 781)**	**(20 571)**
Bank loans – non current	267 717	178 482
Other non current financial liabilities		
Due to related parties	-	-
Due to third parties	-	-
Total non current financial debt	**267 717**	**178 482**
Net financial indebtedness	**250 936**	**157 911**

US$238.5 million of the bank loans outstanding as at 31 March 2008 are attributable to the 10 year revolving facility between d'Amico Tankers Ltd (Ireland) and Calyon, arranged in March 2007 (which is syndicated by other primary banking institutions, namely Intesa Sanpaolo S.p.A., Fortis Bank (Nederland) N.V., The Governor and the Company of the Bank of Ireland, Norddeutsche Landesbank Girozentrale, and Scotiabank (Ireland) Limited).
The remaining US$29.2 million relates to the facility granted by Commerzbank AG Global Shipping, for the Glenda International Shipping Ltd Joint Venture four new-building 47,000 dwt MR Product Tankers under construction at SLS Shipping Co, Korea.

CASH FLOW

Net cash flow for the quarter ended 31 March 2008 amounted to US$2.1 million, increasing cash and cash equivalents to US$27.0 million as at 31 March 2008, from US$24.9 million at the end of December 2007.

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Cash flow from operating activities	15 714	25 376
Cash flow from investing activities	(102 283)	1 178
Cash flow from financing activities	88 636	(15 323)
Change in cash balance	**2 067**	**11 230**
Net increase/(decrease) in cash and cash equivalents	**2 067**	**11 230**
Cash and cash equivalents at the beginning of the period	24 926	13 932
Cash and cash equivalents at the end of the period	**26 993**	**25 162**

Cash flow from operating activities for the quarter ended 31 March 2008 amounted to US$15.7 million, compared to US$25.4 million for Q1 2007. The decrease was mainly driven by lower gross operating profits/Ebitda in 2008.

Cash *flow from investing activities* for Q1 2008 amounted to a net outflow of US$102.3 million, compared to a net inflow of US$1.2 million in Q1 2007, when no capital expenditures occurred. Additions to fixed assets in Q1 2008 included the exercise of purchase options on High Harmony, High Consensus and High Peace, amounting to US$81.1 million, and d'Amico International Shipping's share of yard payments on vessels under construction as part of the Group's joint venture with Glencore, Glenda International Shipping Ltd, amounting to US$73.4 million. The disposal of High Trust in Q1 2008 generated a cash inflow of US$54.3 million.

Cash flow from financing activities for the quarter ended 31 March 2008 includes a net drawdown of US$60.0 million from the Calyon revolving facility and a drawdown of US$29.2 million from the Commerzbank facility. Other financing activity movements relate to changes in forex balances and other movements in shareholder's equity.

SIGNIFICANT EVENTS OF THE QUARTER

GLENDA INTERNATIONAL SHIPPING – THE JOINT-VENTURE WITH GLENCORE GROUP

The joint venture agreement with Glencore Group, one of the world's largest suppliers of a wide range of commodities and raw materials to industrial consumers, originally involved the acquisition of four new 47,000 dwt product/chemical tankers (the SLS vessels), to be delivered in the first half of 2009, and was amended on 19 December 2007 to include three additional product tankers. Following a further transaction on 1 February 2008, Glenda International Shipping's fleet expanded from seven to a total of ten MR double-hull product/chemical tankers under construction, with deliveries now scheduled between January 2009 and March 2011. In December 2007, Glenda International Shipping signed with Commerzbank AG - Global Shipping a term sheet to finance yard payments for the first four SLS vessels. The joint venture company is currently under negotiations with banks to finance the other six vessels, under construction at Hyundai-Mipo Dockyard Co. Ltd.

EXPANSION OF CONTROLLED FLEET

On 15 January 2008, Malbec, a handysize chartered-in vessel in which the Group has a 100% indirect interest, was delivered to d'Amico Tankers Limited for a period of 6 years. The time charter-in contract also includes a purchase option at the contract expiration date. On 28 February 2008, Handytankers Miracle, a handysize chartered-in vessel in which the Group has a 25% indirect interest, was delivered to the operating company for a period of 6 years. The time charter-in agreement for this vessel also includes a purchase option at the contract expiration date. The time charter-in contract for High Nefeli, which would have expired in March 2008, was extended for another three years to March 2011.

VESSEL OPTIONS EXERCISE

On 8 January 2008, the Group, through d'Amico Tankers Ltd acquired High Harmony, by exercising the vessel's purchase option in advance with respect to the original exercise period commencing in 2010. This was the second option exercised in advance, following that of High Priority in September 2007. High Harmony, which before its acquisition was on time-charter to the Group, is a double-hulled MR product tanker vessel (45,913 dwt), built in 2005 by the Shin Kurushima shipyard in Japan. The purchase price of the vessel was US$26.5 million, significantly lower than it's current market value, which is higher than US$50.0 million.

On 17 January 2008, d'Amico Tankers Limited acquired High Consensus, a double-hulled MR product tanker vessel (45,896 dwt). The purchase price of US$26.5 million is significantly lower than the current market value of the vessel, which is higher than US$50.0 million. The vessel was originally chartered-in by d'Amico Tankers Limited in 2005, and was purchased in advance with respect to its original exercise period, starting in 2010.

d'Amico Tankers also acquired on 29 February 2008, the MR product tanker High Peace. This is a double-hulled vessel of 45,888 dwt. The purchase price of US$28.1 million is significantly lower than the current market value of the vessel, which is higher than US$50.0 million. This vessel was originally chartered-in by d'Amico Tankers Limited in 2004, and the charter agreement provided for a purchase option first exercisable in 2009. As was the case with High Harmony and High Consensus above, the Group negotiated with owners an early exercise of this option, making this the fourth such advance acquisition since the last quarter of 2007.

Sale of MT High Trust

On 1 February 2008, d'Amico Tankers sold to a third party the MT High Trust, a medium range double-hull product tanker built in 2004 by the Shin Kurushima Shipyard in Japan. A net gain of US$22.2 million was realised on the sale of this vessel. Prior to its sale, the vessel had been time chartered-in, and then owned by d'Amico Tankers Limited, which had exercised its purchase option last year.

Buy Back Programme

In pursuance of the share buy-back program approved by the Board of Directors on 1 August 2007, d'Amico International Shipping SA in March and April 2008, has repurchased, on the regulated market managed by Borsa Italiana S.p.A., nr 532,080 own shares (0.355% of the share capital), at the average price of Euro 2.016, for a total consideration of Euro 1,072,783. Currently d'Amico International Shipping SA holds nr 3,114,008 own shares, corresponding to 2.077% of the outstanding share capital.

Repurchases of d'Amico International Shipping shares were approved to:

- Enable d'Amico International Shipping to use its own shares for sale and/or swaps which might be pursued in the ordinary course of business;
- To pursue transactions in line with d'Amico International Shipping's strategy, involving an exchange, transfer, contribution, pledge, allocation, or assignment, of own shares.
- To allocate own shares for the implementation of stock option plans.

SIGNIFICANT EVENTS SINCE THE END OF THE YEAR AND BUSINESS OUTLOOK

Expansion of the Controlled Fleet

On 11 April 2008, High Saturn, a medium range chartered-in vessel in which the Group has a 100% interest, was delivered to d'Amico Tankers Limited for a period of 7 years. On 25 April 2008, High Mars, a medium range chartered-in vessel in which the Group has a 100% interest, was delivered to the operating company for a period of 7 years also. Both of these vessels have options to increase the charter-in periods for a maximum of three additional years each, at the discretion of DIS.

Following the above change, the profile of d'Amico International Shipping's vessels on the water is summarised as follows:

	As at 31 December 2007			As at 6 May 2008		
	MR	**Handysize**	**Total**	**MR**	**Handysize**	**Total**
Owned	14.0	3.0	17.0	14.0	3.0	17.0
Time chartered	9.0	4.0	13.0	11.0	4.0	15.0
Indirect	-	4.7	4.7	-	4.7	4.7
Total	23.0	11.7	34.7	25.0	11.7	36.7

DIS total fleet comprised of 36.7 vessels as at 6 may, 2008, compared to 35.2 vessels in Q1 2008 and 34.4 vessels in Q4 2007. DIS controlled fleet is expected to grow to 45.9 vessels by the end of 2009 and to 44.4 vessels by the end of 2010 based on the Company's newbuidling program which currently comprises 6 owned and 5.5 chartered-in vessels under construction
Furhtermore, DIS portfolio of purchase options on several vessels has significant value. Overall, as of today DIS holds purchase options on 7.1 vessels exercisable by the end of 2017. Of those, options of 3.3 vessels are exercisable by the end of 2011 with an estimated net value as of today of US$60 million.

BUSINESS OUTLOOK

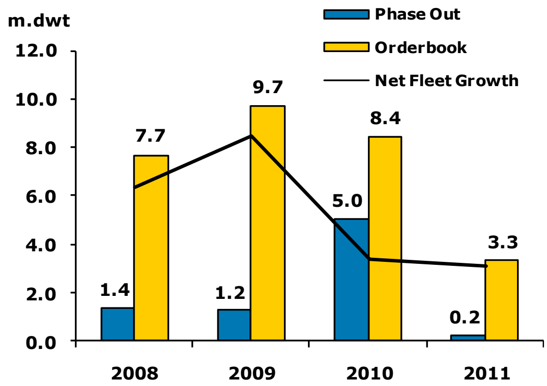
Over the last two years, despite the substantial number of vessels delivered (9% fleet expansion in 2006 and just over 10% in 2007; source: Clarkson Research Services), strong growth in demand has sustained freight rates at historically high levels, with average rates for 3 and 5 years time charters, which give an indication of future market expectations, rising.

For the full year 2008, we expect an even larger influx of new buildings (almost 11% fleet expansion; source: Clarkson Research Services), and a slow-down in economic and oil demand growth as result of the difficulties being experienced by financial institutions, and high oil prices. Nevertheless, a number of mitigating factors, some of which were present over the last two years, as well as some new ones, should sustain freight markets, namely:

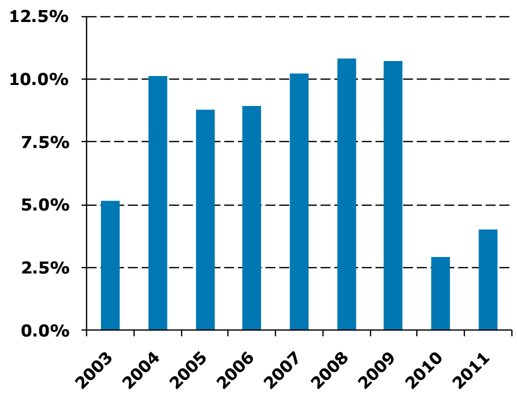
- An increase in requests for long-haul voyages, driven by a growing dislocation between refining capacity and demand – the majority of new refining capacity is being added in South East Asia and the Middle East, far away from the key consuming areas of Europe and North America.
- Continued tight availability of yards for dry dock and repairs resulting in delays.
- Rising demand for IMO classed vessels to cover the strong and growing market for the carriage of vegetable, palm oil and chemical products.
- Multidirectional refined products trade, driven by arbitrage opportunities.
- A further tightening of vetting and screening procedures from oil companies, favouring modern, double-hull vessels, operated by owners with full in-house ship-management and crewing. In this respect, some large Asian refineries are reducing the use of single-hull tankers before their complete ban in 2010.
- An additional acceleration of scrapping of older single-hull vessels. According to Clarkson's research, there is 8.20 million tons of deadweight expected to be scrapped in the 25-55.000 metric ton deadweight segment between 2008 and the 2010 IMO phase out.
- A substantial increase in forecasted product refining capacity, of 2.9 million barrels per day (bpd) in 2008 (source: International Energy Agency July 2007 medium-term oil market report).
- Ability of modern refineries, often located far from the consuming regions to:
    - Meet increasing demand for specialised products arising from new US and European environmental regulations.
    - Process sour crude, which should represent most of the future growth in crude production (smaller capacity to scale-up production of sweet crude).
- Low petroleum product inventories in the United States, Japan and China, among the largest importers of such products.

The continued worldwide economic turmoil, combined with high bunker prices, reduced trading activity, and high influx of new buildings has impacted the spot market and market consensus for 2008, presently evaluated to be 7 – 10% below that of 2007 performance for medium range vessels.

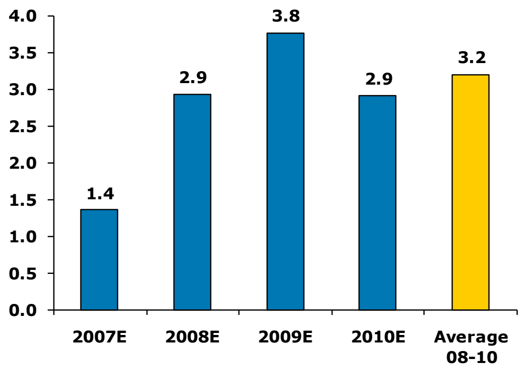
Medium Range deliveries/scrapping[1] (millions of dwt)



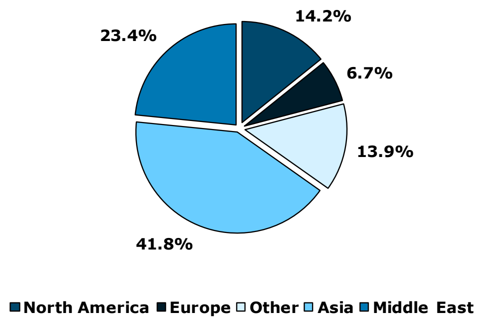
Medium Range product tanker fleet growth[1]



Global refinery capacity additions[2] (millions of bpd)



Breakdown of capacity additions by region[2] 2008 – 2012



[1] MR Product Tankers ranging from 25,000 to 55,000 dwt. Source: Clarkson Research Services as of 1 April 2008.

[2] Source: International Energy Agency Medium-Term Oil Market Report, July 07.

d'AMICO INTERNATIONAL SHIPPING GROUP
CONSOLIDATED FINANCIAL STATEMENTS AND EXPLANATORY NOTES
THREE MONTHS PERIOD ENDED 31 MARCH 2008

CONSOLIDATED INCOME STATEMENT

US$ Thousand	Note	1st Quarter 2008	1st Quarter 2007
Revenue	2	72 958	83 408
Voyage costs	3	(15 687)	(14 720)
Time charter equivalent earnings	4	**57 271**	**68 688**
Time charter hire costs	5	(18 386)	(24 377)
Other direct operating costs	6	(10 844)	(8 159)
General and administrative costs	7	(5 647)	(3 190)
Other operating income	8	2 392	748
Result on disposal of vessels	9	22 229	-
Gross operating profit		**47 015**	**33 709**
Depreciation		(8 652)	(7 427)
Operating profit		**38 363**	**26 282**
Net financial income (charges)	10	(2 842)	(4 147)
Profit before tax		**35 521**	**22 135**
Income taxes	11	(176)	(2 142)
Net profit		**35 345**	**19 993**

The net profit is entirely attributable to the equity holders of the company

Earnings per share 0.2358

Diluted earnings per share[1] 0.2316

[1] Q1 2008 diluted earnings per share have been calculated assuming the issue of the total number of new shares provided by the share options plan (2,661,774).

CONSOLIDATED BALANCE SHEET

US$ Thousand	Note	As at 31 March 2008	As at 31 December 2007
ASSETS			
Non current assets			
Tangible assets	12	547 481	430 605
Financial fixed assets	13	4	4
Total non current assets		**547 485**	**430 609**
Current assets			
Inventories	14	11 106	9 300
Receivables and other current assets	15	39 996	35 863
Cash and cash equivalents	16	26 993	24 926
Total current assets		**78 095**	**70 090**
Total assets		**625 580**	**500 699**
LIABILITIES AND SHAREHOLDERS' EQUITY			
Shareholders' equity			
Share capital		149 950	149 950
Retained earnings		110 267	75 081
Other reserves		51 360	57 658
Total shareholders' equity	17	**311 577**	**282 689**
Non current liabilities			
Banks and other lenders	18	267 717	178 482
Total non current liabilities		**267 717**	**178 482**
Current liabilities			
Other financial current liabilities	19	10 212	4 355
Payables and other current liabilities	20	35 458	35 100
Current taxes payable	21	616	73
Total current liabilities		**46 286**	**39 528**
Total liabilities and shareholders' equity		**625 580**	**500 699**

CONSOLIDATED CASH FLOW STATEMENT

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Net profit	35 345	19 993
Depreciation and amortisation	7 664	7 427
Current and deferred income tax	176	-
Financial charges	2 842	4 147
Result on disposal of fixed assets	(22 229)	
Other non-cash items	(28)	(1 388)
Cash flow from operating activities before changes in working capital	23 770	28 114
Movement in stocks	(1 806)	(1 087)
Movement in amounts receivable	(4 133)	1 235
Movement in amounts payable	919	1 631
Taxes paid	280	-
Interest paid	(3 316)	(4 517)
Net cash flow from operating activities	15 714	25 376
Acquisition of fixed assets	(156 570)	(30)
Proceeds from the disposal of fixed assets	54 287	1 162
Acquisition of investments	-	46
Net cash flow from investing activities	(102 283)	1 178
Movement in amounts due from parent company	-	(34 180)
Share capital increase	-	(501)
Other changes in shareholders' equity	260	-
Treasury Shares	(859)	-
Bank loan repayments	(60 000)	-
Bank loan draw-downs	149 235	44 358
Dividend paid	-	(25 000)
Net cash flow from financing activities	88 636	(15 323)
Change in cash balance	2 067	11 231
Net increase/ (decrease) in cash and cash equivalents	2 067	11 231
Cash and cash equivalents at the beginning of the period	24 926	13 932
Cash and cash equivalents at the end of the period	26 993	25 162

STATEMENT OF CHANGES IN CONSOLIDATED SHAREHOLDERS' EQUITY

US$ Thousand	Share capital	Retained earnings	Other reserves	Total
Balance as at 1 January 2008	**149 950**	**75 081**	**57 658**	**282 689**
Initial paid in capital	-	-	-	-
Dividend paid	-	-	-	-
Share capital increase	-	-	-	-
Other changes	-	(159)	(5 439)	(5 598)
Treasury Shares	-	-	(859)	(859)
Profit for the period	-	35 345	-	35 345
Balance as at 31 March 2008	**149 950**	**110 267**	**51 360**	**311 577**

US$ Thousand	Share capital	Retained earnings	Other reserves	Total
Balance as at 1 January 2007	**159**	**154 367**	**(536)**	**153 990**
Initial paid in capital	35	-	-	35
Dividend paid	-	(25 000)	-	(25 000)
Share capital increase	128 814	(128 814)	-	-
Other changes	(51)	(553)	528	(76)
Treasury Shares	-	-	-	-
Profit for the period	-	19 993	-	19 993
Balance as at 31 March 2007	**128 257**	**19 993**	**(8)**	**148 942**

EXPLANATORY NOTES

The d'Amico International Shipping Group has adopted International Financial Reporting Standards (IFRS – International Financial Reporting Standards and IAS – International Accounting Standards) as issued by the 'IASB' (International Accounting Standards Board) and endorsed by the European Union. The designation 'IFRS' also includes all 'IAS', as well as all interpretations of the International Financial Reporting Interpretations Committee 'IFRIC', formerly the Standing Interpretations Committee 'SIC'.

The financial statements' are expressed in U.S. dollars, being the functional currency of the Group.

1. ACCOUNTING POLICIES

The financial statements present the results of the parent company, d'Amico International Shipping SA, and its subsidiaries for the quarterly period ended 31 March 2008. d'Amico International Shipping SA was incorporated under Luxembourg law on 9 February 2007 and, following a reorganisation of the entities under d'Amico Group control, it acquired the shares of d'Amico Tankers Limited, comprising the tanker activities of the d'Amico Group.

This quarterly report has been prepared in accordance with IAS 34 - *Interim Financial Reporting* applying the same accounting principles and policies used in the preparation of the consolidated financial statements at 31 December 2007.

SCOPE OF CONSOLIDATION

With respect to the annual consolidated financial statements at 31 December 2007, no changes in the scope of consolidation took place during the first quarter of 2008.

CRITICAL ACCOUNTING JUDGMENTS AND KEY ESTIMATES

The preparation of the financial statements requires Management to make accounting estimates and in some cases assumptions in the application of accounting principles. The Directors' decisions are based on historical experience as well as on expectations associated with the realisation of future events, considered reasonable under the circumstances. Critical accounting estimates and judgments are exercised in all areas of the business. The key areas where this applies are listed below.

Vessel carrying values. The carrying value of vessels may significantly differ from their market value. It is affected by the management's assessment of the remaining useful lives of the vessels, their residual value and indicators of impairment. If the carrying value of vessels exceeds the recoverable amount then an impairment charge is recognised.

Tax liabilities. The tax liabilities are calculated based on our tax situation as affected by the regulatory frameworks of the jurisdiction in which we operate. The liability for tax may be affected by changes in the treatment or assessment of trading income, freight tax, tonnage tax and value added tax.

SEGMENT INFORMATION

d'Amico International Shipping only operates in one business segment: Product Tankers. With reference to geographical area, the Group only has one geographical segment, considering the global market as a whole, and the fact that individual vessels deployment is not limited to a specific area of the world. As a result, no segment information is needed.

ACCOUNTING PRINCIPLES

There are no new International Financial Reporting Standards or IFRIC from 1st January 2008 applicable to d'Amico International Shipping with respect to the ones used for the year end closing 2007.

2. REVENUE

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Revenue	72 958	83 408

Revenue represents vessel income comprising time charter hire, freight, demurrage and income from participation in vessel pools.

3. VOYAGE COSTS

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Bunkers (fuel)	(11 617)	(7 914)
Commissions payable	(1 313)	(1 444)
Port charges	(2 713)	(5 252)
Other	(44)	(110)
Total	(15 687)	(14 720)

Voyage costs are operating costs resulting from the employment, direct or through our partnerships, of the vessels of our fleet, in voyages undertaken in the spot market and under Contracts of Affreightment (CoAs). Time charter contracts are net of voyage costs.

4. TIME CHARTER EQUIVALENT EARNINGS

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Time charter equivalent earnings	57 271	68 688

Time charter equivalent earnings represent revenue less voyage costs. In the first quarter of 2008 about 51% of the Time Charter Equivalent earnings came from fixed contracts (contracts longer than 12 months) (Q1 2007: 42%).

5. TIME CHARTER HIRE COSTS

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Time charter hire costs	(18 386)	(24 377)

Time charter hire costs represent the cost of chartering-in vessels from third parties.

6. OTHER DIRECT OPERATING COSTS

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Crew costs	(5 402)	(3 750)
Technical expenses	(2 438)	(1 630)
Technical and quality management	(930)	(812)
Other costs	(2 074)	(1 967)
Total	(10 844)	(8 159)

Other direct operating costs include crew costs, technical expenses, technical and quality management fees, vessel depreciation and sundry expenses originating from the operation of the vessel, including insurance costs.

PERSONNEL

As at 31 March 2008, d'Amico International Shipping SA and its subsidiaries had 465 employees, of which 421 are seagoing personnel and 44 onshore. Onshore personnel costs are included under General and administrative costs.

7. GENERAL AND ADMINISTRATIVE COSTS

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Personnel	(3 660)	(1 295)
Other general and administrative costs	(1 987)	(1 895)
Total	(5 647)	(3 190)

Personnel costs relate to on-shore personnel salaries, including US$0.5 million share based option plan granted to senior management. The fair value is charged to the income statement on a straight-line basis over the period from the grant date to the vesting date. Other than the share options, General and administrative costs include an amount of US$ 0.4 million relating to directors fees.

The other general and administrative costs comprise consultancy, office rental fees, and other sundry expenses originating from the operation of d'Amico International Shipping group companies.

8. OTHER OPERATING INCOME

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Other operating income	2 392	748

Other operating income represents chartering commissions earned for services provided by group personnel to the Handytankers pool and insurance compensations relating to some damages and claims occurred.

9. RESULT ON DISPOSAL OF VESSELS

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Profit on disposal of vessels	22 229	-

The amount relates to the sale of MT High Trust to a third party in March, net of the commissions on the sale. There were no vessel disposals during 2007.

10. NET FINANCIAL INCOME (CHARGES)

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Loans and receivables:		
Interest Income – Banks	371	135
At fair value through income account:		
Forward contracts income	-	-
Total Financial Income	371	135
Loans and receivables:		
Interest expense– Related parties	-	(1 182)
Financial liabilities measured at amortised cost.		
Interest expense	(3 213)	(3 076)
At fair value through income account:		
Forward contracts	-	-
Other financial charges	-	(24)
Total financial charges	(3 213)	(4 282)
Net Financial Charges	(2 842)	(4 147)

Financial income mainly comprises interest income on short term bank deposits.

Interest expense represents the interest paid on the credit facilities.

11. INCOME TAXES

US$ Thousand	1st Quarter 2008	1st Quarter 2007
Current income taxes	(176)	(2 142)

Taxes for the d'Amico International Shipping Group are attributable almost entirely to profits generated by the main operating subsidiary, d'Amico Tankers Limited, incorporated in Ireland. The relevant amount for the first quarter of 2008 essentially relates to the accruals of first-quarter 2008 tonnage tax.

Effective from 1 January 2007, d'Amico Tankers Limited qualified to be taxed under the Tonnage Tax regime in Ireland. The tax liability under the tonnage tax regime is based on the controlled fleet's notional shipping income, which in turn depends on the total net tonnage of the controlled fleet.

12. TANGIBLE ASSETS

US$ Thousand	Fleet	Dry-dock	Other assets	Total tangible
Cost				
At 1 January 2008	491 162	6 131	922	498 214
Additions	154 536	2 024	10	156 570
Impairment provision	-	-	-	-
Disposal	(32 058)	-	-	(32 058)
Exchange Differences	-	-	32	32
At 31 March 2008	613 639	8 155	964	622 759
Depreciation				
At 1 January 2008	65 577	1 898	135	67 610
Charge for the period	7 906	689	66	7 664
Disposal	998	-	-	-
Exchange Differences	-	-	4	4
At 31 March 2008	72 485	2 587	205	75 278
Net book value				
At 31 March 2008	541 154	5 567	759	547 481

US$ Thousand	Fleet	Dry-dock	Other assets	Total tangible
Cost				
At 1 January 2007	409 485	3 050	2 042	414 576
Additions	-	2 280	381	2 661
Impairment provision	-	-	2	2
Disposal	-	(717)	(2 044)	(2 761)
Exchange Differences	-	-	-	-
At 31 March 2007	409 485	4 613	381	414 478
Depreciation				
At 1 January 2007	37 949	871	129	38 949
Charge for the period	7 094	322	30	7 446
Disposal	-	(717)	(129)	(846)
Exchange Differences	-	-	-	-
At 31 March 2007	45 043	476	30	45 549
Net book value				
At 31 March 2008	364 442	4 137	351	368 930

Tangible fixed assets are comprised of the following:

FLEET

Fleet includes the acquisition costs for owned vessels, and payments to yards for vessels under construction. Additions for the first quarter 2008 principally relate to the exercise of purchase options over three vessels (MT High Harmony, MT High Consensus and MT High Peace), previously chartered-in. The purchases were finalised over the three months for US$26.5 million, US$26.5 million and US$28.1 million respectively. The first quarter 2008 capital expenditure also includes a total amount of US$73.4 million related to the instalments paid in connection with the Glenda International Shipping Ltd (50/50 Joint venture with Glencore) new building program.

Mortgages are secured on 13 of the vessels owned by the Group.

Dry-dock

Dry-docks include expenditure for the fleet's dry docking programme occurred in first quarter 2008.

Other assets

Other assets include fixtures, fittings, office equipment and our software licence.

13. Financial fixed assets

Financial fixed assets, as at 31 March 2008 (US$4 thousand), represent the book value of the investment in Handytankers K/S, (33.3%) the Danish partnership responsible for managing the Handytankers pool.

14. Inventories

US$ Thousand	**As at 31 March 2008**	**As at 31 December 2007**
Inventories	11 106	9 300

Inventories represent stocks of Intermediate Fuel Oil (IFO) and Marine Diesel Oil (MDO) on board vessels as well as spare parts purchased for the year.

15. Receivables and other current assets

US$ Thousand	**As at 31 March 2008**	**As at 31 December 2007**
Trade receivables	31 744	30 479
Other debtors	588	453
Prepayments and accrued income	7 664	4 931
Total	39 996	35 863

Receivables, as at 31 March 2008, include trade receivables amounting to US$31.7 million, net of the write down provision of US$0.2 million on certain demurrage receivables.

16. Cash and cash equivalents

US$ Thousand	**As at 31 March 2008**	**As at 31 December 2007**
Cash and cash equivalents	26 993	24 926

Cash and cash equivalents is mainly represented by short term deposits and includes approximately US$2.0 million of cash held by Pool companies (High Pool Tankers Ltd and Glenda International Management Ltd) which will be distributed to other pool participants.

17. SHAREHOLDERS' EQUITY

Changes in first quarter 2008 shareholders' equity items are detailed in the relevant table.

SHARE CAPITAL

At 31 March 2008 the share capital of d'Amico International Shipping amounted to US$149 950 thousand corresponding to 149 949 907 ordinary shares with no nominal value.

OTHER RESERVES

The other reserves include the following items:

US$ Thousand	As at 31 March 2008	As at 31 December 2007
Share premium reserve	71 389	71 389
Treasury shares	(12 059)	(11 199)
Share option reserve	2 274	1 824
Fair value reserve	(10 212)	(4 356)
Other	32	-
Total	51 360	57 658

Share premium reserve

The share premium reserve arose as a result of the group's IPO and related increase of share capital which occurred at the beginning of May 2007, deducted by certain costs and charges connected with the share capital increase and the listing process.

Treasury shares

Treasury shares at 31 March 2008 consist of 2,902,292 ordinary shares for an amount of US$12 million, corresponding to 1.94%of the outstanding share capital at the balance sheet date. These shares were acquired following the approval of the Buy-back program. As at 6 May 2008 d'Amico International Shipping holds 3,114,000 own shares.

Share option reserve

In September 2007 the Company approved the grant of share options to senior management. The plan has a limited term of four years and may issue up to 2,631,775 shares in four tranches. In all cases the options will be issued at the 'strike' price of Euro 3.50. At the balance sheet date no options had yet been exercised.

The portion of the fair value in respect of the share option plan recognized under General and Administrative costs (Personnel) in Q1 2008 was US$0.5 million.

Fair value reserve

The fair value reserve arose as a result of the valuation of the derivative financial instruments (Interest rate swaps) to their fair value of US$10.2 million (liability). Details of the fair value of the derivative financial instruments are set out in note 20.

Retained earnings

Include a prior year adjustment of GBP 80 thousand of d'Amico Tankers UK taxes.

18. Banks and other lenders

US$ Thousand	As at 31 March 2008	As at 31 December 2007
Non current liabilities		
Banks and other lenders	267 717	178 482
Current liabilities		
Banks and other lenders	-	-
Total	267 717	178 482

The debt due to banks and other lenders as at 31 March 2008 relates to the following:

- The amount of US$240.0 million (less the unamortized portion of the arrangement fees paid at draw-down, amounting to US$1.5 million) relates to the US$350.0 million revolving loan facility (of which US$319 million is available for draw-down as at 31 March 2008) negotiated with Calyon which has been syndicated by other primary banking institutions (Intesa Sanpaolo S.p.A., Fortis Bank (Nederland) N.V., The Governor and the Company of the Bank of Ireland, Norddeutsche Landesbank Girozentrale, and Scotiabank (Ireland) Limited

- The further amount of US$29.2 million refers to the facility granted by Commerzbank AG Global Shipping for the Glenda International Shipping Ltd four new-buildings 47.000 dwt MR Product Tankers, to be built at SLS Shipping Co Korea.

Under the 'Calyon facility' the Group may draw down on a revolving basis such that the aggregate outstanding amount due does not exceed the maximum available amount at any given time, subject to the requirements relating to facility reductions. However, the ratio between the amount outstanding at any given time and the fair market value of the vessels (the "asset cover ratio") owned by d'Amico Tankers Limited (the "borrower"), which are subject to mortgages pursuant to the facility, must not be higher than 66.6%. According to Clarksons, the valuation, as at 15 April 2008, of the borrower's vessels on the water as at 31 December 2007, is approximately US$961.9 million, resulting in an asset cover ratio of around 26.1%.

Interest on any amount outstanding under the facility will be payable at a rate of LIBOR plus 0.65%, if the asset cover ratio of d'Amico Tankers Limited and its subsidiaries is below 50%, and LIBOR plus 0.95%, if such ratio is equal to or higher than 50%.

In addition, the maximum amount that the borrower will be able to draw-down is also limited by its EBITDA to financial costs ratio. This ratio is calculated on the estimated total amount of d'Amico Tankers Limited's interest payable in the six months following any draw down date, and may not be lower than 1.65:1. The ratio for the six months ended 31 March 2008 was significantly higher than

The facility provides certain covenants, calculated on the basis of d'Amico International Shipping's (the "Guarantor") consolidated financial statements, which can be summarised as follows: (i) cash available, including undrawn credit lines of more than 12 months, must be at least US$40.0 million (ii) net worth, which is defined as book equity plus subordinated shareholder loans, as recorded in the balance sheet, must not be less than US$100.0 million and (iii) equity to asset ratio, calculated by dividing the book equity by total assets, must not be lower than 35.0%. As at 31 March 2008, according to the facility's definitions, cash available amounted to US$75 million, net worth amounted to US$311.6 million, and the equity to asset ratio was 49.8%.

The facility is secured through a guarantee by d'Amico International Shipping, and provides (i) as at 31 March 2008 mortgages on thirteen of the Group's owned vessels. On the last three vessel acquired in Q1 2008 (purchase options exercised in advance) no mortgages were provided; (ii) an assignment in favour of the lenders of the time-charter agreements entered into by the Group; and (iii) a pledge over an account opened with Calyon S.A. into which the Group undertakes to pay the proceeds of its operating activities.

In December 2007, Glenda International Shipping signed with Commerzbank AG - Global Shipping a term sheet to finance yard payments for the first four SLS vessels. The agreement involves single-vessel loans with a ten-year maturity from vessel delivery, for a total amount of up to US$136.0 million (70% of the total consideration to be paid for the vessels), and an interest cost referenced to the US dollar LIBOR plus a spread varying from 80 to 100 basis points, depending on the financed vessels' loan-to-assets' value ratio. Collaterals mainly refer to first-priority mortgages on the vessels. The agreements also provide a covenant relating to the financed vessels' aggregate value-to-loan ratio, which should at all times be at least 125% during the first three years after delivery of each vessel and 135% thereafter.

19. OTHER FINANCIAL CURRENT LIABILITIES

US$ Thousand	As at 31 March 2008	As at 31 December 2007
Fair value of derivative instruments	10 212	4 355
Total	10 212	4 355

The derivative instruments fair values are disclosed in note 22.

20. PAYABLES AND OTHER CURRENT LIABILITIES

US$ Thousand	As at 31 March 2008	As at 31 December 2007
Trade payables	33 562	32 572
Other creditors	1 298	1 593
Accruals & deferred income	598	935
Total	35 458	35 100

Payables and other current liabilities as at 31 March 2008, include mainly trade payables, of which an amount of US$8.5 million relates to the related party, Rudder SAM (bunker).

21. CURRENT TAX LIABILITIES

US$ Thousand	As at 31 March 2008	As at 31 December 2007
Current tax liabilities	616	73

The balance at the end of March 2008 reflects the amount of tonnage tax payable, including also the 2007 taxes.

22. DERIVATIVE INSTRUMENTS

As at 31 March 2008, other than the share options, the following derivative instruments were in place:

US$ Thousand	Fair value at 31 March 2008	*Income statement* financial income/(charges)	*Equity* hedging reserves
Hedge accounting			
Interest rate swaps	(10 212)	-	(10 212)
Total	(10 212)	-	(10 212)

INTEREST RATE SWAPS

In the last quarter of 2007 the Group, through the operating subsidiary d'Amico Tankers Limited signed three interests swap contracts (IRS), for a total notional amount of US$150 million, duration five years. The IRS contracts purpose is to hedge the risks relating to interest rates potential increase on the existing bank loans (revolving facility).

The negative outstanding IRS fair value at the end of the quarter is shown under other Current financial liabilities.

No other derivatives contracts are opened as at 31 March 2008.

23. RELATED PARTY TRANSACTIONS

During the first quarter of 2008, d'Amico International Shipping had transactions with related parties, including its ultimate Italian parent company, d'Amico Società di Navigazione S.p.A (DSN) and certain of DSN's subsidiaries (d'Amico Group). These transactions have been carried out on the basis of arrangements negotiated on an arm's length basis on market terms and conditions. The immediate parent company of the group is d'Amico International S.A. a company incorporated in Luxembourg.

These transactions include a management service agreement (for technical, crewing and IT services) with d'Amico Group companies, and a brand fee with d'Amico Società di Navigazione S.p.A., for a total cost amounting to US$1.1 million, in first quarter 2008. In addition, time charter hire costs for three Handy size vessels, chartered from d'Amico Shipping Italia, for which the ultimate parent company signed in the previous years a bare boat agreement from third parties, amounted to US$4.9 million. The related party transactions also include purchases of Intermediate Fuel Oil and Marine Diesel Oil, from Rudder SAM, a d'Amico Group controlled company, for a consume of US$11.8million.
Between d'Amico Società di Navigazione S.p.A. and d'Amico International Shipping S.A is also in place a consulting agreement relating to the assistance in complying with Italian Stock Exchange rules and duties.

24. COMMITMENTS AND CONTINGENCIES

CAPITAL COMMITMENTS

As at 31 March 2008, the Group's total capital commitments amounted to US$196.5 million, of which payments over the next 12 months amounted to US$77.0 million.

US$ Million	As at 31 March 2008
Within one year	77.0
Between 1 – 3 years	119.5
Between 3 – 5 years	-
More than 5 years	-
Total	196.5

Total capital commitments for d'Amico International Shipping are comprised of:

- Payments for two vessels bought in joint-venture with Mitsubishi, through d'Amico Mitsubishi Shipping, of which our consolidated 51% share of payments amounts to Yen 4.09 billion (US$41.1 million[1]). Of this, our commitments over the next twelve months amount to Yen 1.36 billion (US$13.7 million[1]);
- Payments for ten vessels bought by GLENDA International Shipping Ltd. Our 50% share of these commitments amounts to US$155.4 million, of which commitments over the next 12 months amount to US$63.3 million;

OPERATING LEASES – CHARTERED IN VESSELS[2]

As at 31 March 2008, the Group's minimum operating lease rental commitments amounted to US$748.0 million, of which payments over the next 12 months amounted to US$96.1 million.

US$ Million	As at 31 March 2008
Within one year	96.1
Between 1 – 3 years	255.2
Between 3 – 5 years	172.2
More than 5 years	224.5
Total	748.0

[1] Yen values were converted to US dollars at the 31 March 2008 closing exchange rate of Yen 99.53 to 1 US dollar

[2] Does not include optional periods. Includes our proportion of charter expenses of vessels time chartered by the Handytankers Pool. Includes 100% of time charter costs for vessels hired from DM Shipping.

As at 31 March 2008, d'Amico Tankers Limited operated 17.7 vessel equivalents on time charter-in contracts as lessee. These had an average remaining contract period of 3.9 years at that time (5.2 years including optional periods). In addition, the Company had time charter-in contracts on 7.5 vessel equivalents not yet delivered at 31 March 2008. These have an average contract period of 7.3 years (9.7 years including optional periods). Some of the charter-in contracts include options to purchase vessels in the future, details of which are included below.

PURCHASE OPTIONS

Following the early exercise of purchase options of High Harmony, High Consensus and High Peace, d'Amico Tankers Limited currently has 10 vessel purchase options in place on time chartered vessels (for 7.8 vessel equivalents, since some of the options are on partially controlled vessels), six of which on vessels currently on the water (5.3 vessel equivalents), and the remaining on vessels to be delivered (2.5 vessel equivalents). Exercise of these options is at the discretion of the Group based on the conditions prevailing at the date of the option. It should be noted that the agreed exercise prices of a number of these options are significantly lower than the current market value of the chartered vessels.

The following tables provide details of our purchase options. Yen exercise prices were converted to US dollars at the 31 March 2008 closing exchange rate of Yen 99.53 to 1 US dollar.

Acquisition options on MR vessels

Vessel	First exercise date	Exercise price (in millions)(2)	Age at First exercise date(2)	Exercise period
MR 1	November 2010	US$26.8	5.0	4 years
MR 2(1)	March 2011	US$30.3	8.0	NA
MR 3	July 2011	US$26.8	5.0	4 years
MR 4	October 2011	US$26.8	5.0	4 years
MR 5	October 2014	US$37.0	5.0	6 years
MR 6	April 2017	US$30.0	8.0	NA

(1) Represents a 30% interest in the acquisition option of MR 1.

(2) Exercise price and vessel age at first exercise date. When option has an exercise period, exercise price falls throughout such period.

Acquisition options on Handysize Vessels				
Vessel	First exercise date	Exercise price (in millions)[2]	Age at First exercise date[2]	Exercise period
Handy 1	January 2014	US$38.5	6.0	NA
Handy 2[1]	March 2014	US$42.5	6.0	NA
Handy 3[1]	April 2015	US$42.5	6.0	NA
Handy 4[1]	April 2016	US$40.5	8.0	NA

(1) Represents a 25% interest on the acquisition options on these vessels

(2) Exercise price and vessel age at first exercise date. When option has an exercise period, exercise price falls throughout such period.

ONGOING DISPUTES

The Group is currently involved in a number of on-going commercial disputes concerning both our owned and chartered vessels. The majority of current disputes relate to cargo contamination claims. In addition, there is also a collision dispute and a repudiation of charter claim. The disputes are mostly covered by our P&I Club insurance and we expect that our financial exposure will be limited to the value of the appropriate insurance policy deductibles.

TONNAGE TAX DEFERRED TAXATION

Effective 1 January 2007 the key operating subsidiary of the group (d'Amico Tankers Limited) entered the Irish tonnage tax regime. The regime includes provision whereby a proportion of capital allowances previously claimed may be subject to tax in the event that vessels are sold and not replaced within the specified time limit or the group fails to comply with the ongoing requirements to remain within the regime. The theoretical contingent tax liability as at 31 March 2008 has been estimated at US$1.3million assuming all vessels on which capital allowances had been formerly claimed were sold for their net book value at that date. This contingent liability decreases over the first five years following entry into tonnage tax to nil. No provision has been made as no liability is reasonably expected to arise.

25. D'AMICO INTERNATIONAL SHIPPING GROUP'S COMPANIES

The table below shows the complete list of Group companies, and for each of these companies d'Amico International Shipping's percentage ownership, its method of consolidation, registered office, share capital and currency. Consolidation area and principles do not differ from the ones used in 2007.

Name	Registered Office	Share Capital	Currency	Interest %	Conso. Method
d'Amico International Shipping S.A.	Luxembourg	149 949 907	USD		
d'Amico Tankers Limited	Dublin / Ireland	100 000	EUR	100.0%	Integral
High Pool Tankers Limited	Dublin / Ireland	2	EUR	100.0%	Integral
Glenda International Management Ltd	Dublin / Ireland	2	EUR	100.0%	Integral
Glenda International Shipping Ltd	Dublin / Ireland	200	USD	50.0%	Proportional
VPC Logistics Limited	London / UK	50,000	USD	100.0%	Integral
DM Shipping Ltd	Dublin / Ireland	100 000	USD	51.0%	Proportional
d'Amico Tankers Monaco SAM	Monaco	150 000	EUR	100.0%	Integral
d'Amico Tankers UK Ltd	London / UK	50 000	USD	100.0%	Integral
d'Amico Tankers Singapore Pte Ltd	Singapore	50 000	USD	100.0%	Integral