

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the Registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days.

Yes X No
----- -----

Indicate by check mark which financial statement item the Registrant has elected to follow.

Item 17 Item 18 X
----- -----

INDEX TO REPORT ON FORM 20-F

Part I

Item 1.	Identity of Directors, Senior Management and Advisors	1
Item 2.	Offer Statistics and Expected Timetable	1
Item 3.	Key Information	2
Item 4.	Information on the Company	12
Item 5.	Operating and Financial Review and Prospects	27
Item 6.	Directors, Senior Management and Employees	37
Item 7.	Major Shareholders and Related Party Transactions	39
Item 8.	Financial Information	41
Item 9.	The Offer and Listing	41
Item 10.	Additional Information	41
Item 11.	Quantitative and Qualitative Disclosures about Market Risk	45
Item 12.	Description of Securities	45

Part II

Item 13.	Defaults, Dividend Arrearages and Delinquencies	45
Item 14.	Material Modifications to the Rights of Security Holders and Use of Proceeds	45
Item 15.	Controls and Procedures	45
Item 16A.	Audit Committee Financial Expert	46
Item 16B	Code of Ethics	46

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Item 16C Principal Accountant Fees and Services	46
Part III	
Item 17. Financial Statements	46
Item 18. Financial Statements	47
Item 19. Exhibits	A-1
Signature Page	

CAUTIONARY STATEMENT REGARDING FORWARD LOOKING STATEMENTS

Matters discussed in this document may constitute forward-looking statements. The Private Securities Litigation Reform Act of 1995 provides safe harbor protections for forward-looking statements in order to encourage companies to provide prospective information about their business. Forward-looking statements include statements concerning plans, objectives, goals, strategies, future events or performance, and underlying assumptions and other statements, which are other than statements of historical facts.

Ultrapetrol (Bahamas) Limited desires to take advantage of the safe harbor provisions of the Private Securities Litigation Reform Act of 1995 and is including this cautionary statement in connection with this safe harbor legislation. This document and any other written or oral statements made by us or on our behalf may include forward-looking statements, which reflect our current views with respect to future events and financial performance. When used in this document, the words "anticipate," "estimate," "project," "forecast," "plan," "potential," "will," "may," "should," and "expect" reflect forward-looking statements.

The forward-looking statements in this document are based upon various assumptions, many of which are based, in turn, upon further assumptions, including without limitation, managements examination of historical operating trends, data contained in our records and other data available from third parties. Although we believe that these assumptions were reasonable when made, because these assumptions are inherently subject to significant uncertainties and contingencies which are difficult or impossible to predict and are beyond our control, we cannot assure you that we will achieve or accomplish these expectations, beliefs or projections.

In addition to these assumptions and matters discussed elsewhere herein and in the documents incorporated by reference herein, important factors that, in our view, could cause actual results to differ materially from those discussed in the forward-looking statements include the strength of world economies and currencies, general market conditions, including fluctuations in charterhire rates and vessel values, changes in demand in the tanker market, as a result of changes in OPEC's petroleum production levels and world wide oil consumption and storage, changes in the company's operating expenses, including bunker prices, drydocking and insurance costs, changes in governmental rules and regulations or actions taken by regulatory authorities, potential liability from pending or future litigation, general domestic and international political conditions, potential disruption of shipping routes due to accidents or political events, and other important factors described from time to time in the reports filed by Ultrapetrol (Bahamas) Limited with the Securities and Exchange Commission.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

PART I

ITEM 1 - IDENTITY OF DIRECTORS, SENIOR MANAGEMENT AND ADVISORS

Not Applicable.

ITEM 2 - OFFER STATISTICS AND EXPECTED TIMETABLE

Not Applicable.

ITEM 3 - KEY INFORMATION

A. SELECTED FINANCIAL DATA

The following summary financial information set forth below for Ultrapetrol (Bahamas) Limited (the "Company") is for the years ended December 31, 2002, 2001, 2000, 1999 and 1998 and has been derived from the Company's Financial Statements, which are included in this form.

	2002	For the year ended 2001 2000 (dollars in thousand)	
Statement of Operations Data:			
Revenues (a)			
Freight revenues.	\$24,743	\$73,667	\$97,577
Hire revenues	48,381	37,541	6,814
	-----	-----	-----
Total Revenues	73,124	111,208	104,391
Voyage expenses(b)	(10,185)	(26,889)	(38,719)
Running costs(c)	(27,397)	(33,615)	(28,586)
Amortization of drydock expense.	(8,839)	(7,246)	(5,589)
Depreciation of property and equipment	(15,968)	(16,197)	(15,572)
Management fees to related parties(d)	(3,176)	(3,250)	(3,780)
Administrative expenses	(3,642)	(4,520)	(4,269)
Loss on involuntary conversion Arg.Receivable	(2,704)		
Financial expense	(16,763)	(17,698)	(16,646)
Financial income	326	296	282
Investment in subsidiaries	(45)	(692)	(1,646)
Other net income (expenses) (e)	1,698	1,408	4,351
	-----	-----	-----
Earnings before income tax and minority interest	(13,571)	2,805	(5,783)
Minority interest	(132)		
Income tax	(150)	(390)	(284)
	-----	-----	-----
Net earnings (losses) for the year	\$ (13,853)	\$2,415	\$ (6,067)
	=====	=====	=====

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Balance Sheet Data:

Cash, cash equivalents and time deposit	\$4,724	\$5,872	\$4,225
Fixed assets	134,797	135,289	148,946
Total assets	213,546	225,576	232,894
Current Portion other financials payable	12,209	15,745	19,649
Long-term debt, net of current portion	135,000	135,000	135,000
Other financial payable, net of current portion	21,785	14,700	23,120
Stockholders' equity.	35,089	47,838	42,235
Other Financial Information:			
Net cash provided by operating activities	14,395	24,814	9,293
Net cash used in investing activities	(21,428)	(14,133)	(69,032)
Net cash provided (used in) financing activities	5,885	(9,034)	61,234
EBITDA(f)	\$27,867	\$43,946	\$32,024
Ratios			
Ratio of EBITDA to interest expense	1.7x	2.5x	1.9x
Ratio of total debt to EBITDA	6.1x	3.8x	5.4x
Ratio of earnings to fixed charges(g)	0.2x	1.2x	0.7x
Vessels wholly owned at end of period	14	13	14

- (a) Freight revenues arise from arrangements whereby we have agreed to transport cargoes between ports and bear all voyage and vessel operating expenses, whereas hire revenues arise from our vessel time or voyage chartering operations.
- (b) Voyage expenses, which are incurred when a vessel is operating under a contract of affreightment (as well as any time when they are not operating under time or bareboat charter), comprise all costs relating to a given voyage, including port charges, canal dues and fuel (bunkers) costs, are paid by the vessel owner and are recorded as voyage expenses. Voyage expenses also include charter hire payments made by us to owners of vessels that we have chartered in.
- (c) Running costs, or operating expenses, include the cost of all ship management, crewing, repairs and maintenance, spares and stores, insurance premiums and lubricants and certain drydocking costs.
- (d) Management fees to related parties include payments to our affiliates Ravenscroft Miami and Oceanmarine. See "Interest of Management in Certain Transactions."
- (e) In 1999 other net income included \$ 0.8 as a gain corresponding to the Bareboat Charter - Purchase of the Abbeydale to a third party. In 2000, other net income included \$3.2 million received as compensation from insurers in respect of loss of hire claims related to the Princess Eva (\$0.6 million), Princess Marina (\$0.4 million) and the Princess Pia (2.6 million). In 2001, other net income included \$1.5 million received as compensation from insurers in respect of loss of hire claims related to the Princess Veronica (\$0.8 million) and the Princess Marina (0.7 million). In 2002, other net income included \$1.8 million received as compensation from insurers for loss of hire claims related to the Alianza G-3, Princess Marisol and Princess Pia partially offset by the loss related to the Princess Fatima sale.
- (f) EBITDA consists of income prior to deductions for interest expense, income taxes, depreciation and amortization of drydock expense. EBITDA is not

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

intended to represent cash flows from operations, as defined by GAAP ("GAAP" means generally accepted accounting principles in the United States of America in effect as of the date hereof) and should not be considered as an alternative to net income as an indicator of our operating performance or to cash flows from operations as a measure of liquidity. This definition of EBITDA may not be comparable to similarly titled measures disclosed by other companies. Generally, funds represented by EBITDA are available for management's discretionary use.

Conciliation between EBITDA and Net income (loss) for the years	For the year ended December		
	2002	2001	2000
		(dollars in thousands)	
EBITDA			
Net earnings (losses) for the year.	(13,853)	2,415	(6,067)
Plus			
Financial expense	16,763	17,698	16,646
Income tax	150	390	284
Depreciation of property and equipment	15,968	16,197	15,572
Amortization of drydock expense	8,839	7,246	5,589
	\$27,867	\$43,946	\$32,024
EBITDA	\$27,867	\$43,946	\$32,024

(g) The ratio of earnings to fixed charges is computed by aggregating income before taxes and fixed charges and dividing the total by fixed charges. Fixed charges comprise interest on all indebtedness including capital leases and amortization of debt expense (see Exhibit 12.1).

B. CAPITALIZATION AND INDEBTEDNESS

Not Applicable.

C. REASONS FOR THE OFFER AND USE OF PROCEEDS

Not Applicable.

D. RISK FACTORS

Please note: In this section, "we", "us" and "our" all refer to the Company and its subsidiaries.

Industry Specific Risk Factors

The cyclical nature of the tanker industry may lead to volatile changes in charter rates and vessel values which may adversely affect our earnings

If the tanker market, which has been cyclical, is depressed in the future when our vessels' charters expire or when we want to sell a vessel, our earnings

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

and available cash flow may decrease. Our ability to recharter our vessels on the expiration or termination of their current spot and time charters and the charter rates payable under any renewal or replacement charters will depend upon, among other things, economic conditions in the tanker market. Fluctuations in charter rates and vessel values result from changes in the supply and demand for tanker capacity and changes in the supply and demand for oil and oil products.

The factors affecting the supply and demand for tanker vessels are outside of our control, and the nature, timing and degree of changes in industry conditions are unpredictable. The factors that influence demand for tanker capacity include:

- o demand for oil and oil products;
- o global and regional economic conditions;
- o the global supply of crude oil to the world markets by crude producing nations;
- o the distance oil and oil products are to be moved by sea; and
- o changes in seaborne and other transportation patterns.

The factors that influence the supply of tanker capacity include:

- o the number of newbuilding deliveries;
- o the scrapping rate of older vessels;
- o the number of vessels that are out of service; and
- o national or international regulations that may effectively cause reductions in the carrying capacity of vessels or early obsolescence of tonnage.

Our revenues experience seasonal variations that may affect our earnings and financial performance

We operate our tankers in markets that have historically exhibited seasonal variations in demand and, therefore, charter rates. Tanker markets are typically stronger in the winter months in the northern hemisphere due to increased oil consumption. In addition, unpredictable weather patterns in the winter months tend to disrupt vessel scheduling. The oil price volatility resulting from these factors has historically led to increased oil trading activities.

If we violate environmental laws or regulations, the resulting liability may adversely affect our earnings and financial condition

Our operations are subject to extensive regulation designed to promote tanker safety, prevent oil spills and generally protect the environment. Local, national and foreign laws, as well as international treaties and conventions, can subject us to material liabilities in the event that there is a release of petroleum or other hazardous substances from our vessels.

For example, the United States Oil Pollution Act of 1990, or OPA, provides that owners, operators and bareboat charterers are strictly liable for the discharge of oil in U.S. waters, including the 200 nautical mile zone off the U.S. coasts. OPA provides for unlimited liability in some circumstances, such as a vessel operator's gross negligence or willful misconduct. However, in most cases OPA limits liability to the greater of \$1,200 per gross ton or \$10 million per vessel. OPA also permits states to set their own penalty limits. Most states

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

bordering navigable waterways impose unlimited liability for discharges of oil in their waters. The International Maritime Organization, or IMO, has adopted a similar liability scheme that imposes strict liability for oil spills, subject to limits that do not apply if the release is caused by the vessel owner's intentional or reckless conduct.

Under OPA, with certain limited exceptions, all newly built or converted tankers operating in United States waters must be built with double hulls conforming to particular specifications. Tankers that do not have double hulls are subject to structural and operational measures to reduce oil spills and will be precluded from operating in United States waters between 1995 and 2015 according to size, age, hull configuration and place of discharge unless retrofitted with double hulls. In addition, OPA specifies annual inspections, vessel manning, equipment and other construction requirements that are in various stages of development by the U.S. Coast Guard, or USCG, applicable to new and to existing vessels.

Under OPA, our vessels will be precluded from operation in United States waters as follows: (dates shown correspond to date issuance)

Name ----	OPA phase-out date* -----	Tvel / COC date* -----
Princess Katherine	N/A	March 26, 2003
Princess Eva	Jun-2003	August 18, 1998
Princess Sofia**	Not inform	Not issued
Princess Laura	Feb-2010	March 19, 2003
Princess Marisol	Dec-2004	October 9, 2002
Princess Nadia	Jan-2014	August 26, 2001
Princess Pia	Dec-2007	June 25, 2002
Princess Susana	Nov-2014	February 18, 2003
Princess Veronica	Mar-2008	February 13, 2001
Princess Marina	March, 2014	August 29, 2002

* As per tvel/COC

Notes:

* The United States Coast Guard inspects vessels annually and determines when such vessels will be phased out under OPA, the dates of which are recorded in the Certificate of Compliance or COC. On April 30 2001, the USCG replaced the Tank Vessel Examination Letter (TVEL) with a newly generated document called Certificate of Compliance. The COC is issued for each tanker by the USCG, if /when the vessel calls at a U.S. port and is valid for a period of two years, with mid period examination.

**Princess Sofia did not call at any US Port and therefore a COC has not been issued. Consequently, the OPA phase out date as per the COC is not available.

There is no phase out date for Princess Katherine. The geometry of the Princess Kahterine meets the US double hull standards.

Princess Nadia, Princess Marina and Princess Susana are double hull vessels. However, due to configuration requirements under the U.S. double hull standards the phase out dates indicated above are applicable.

The above table also includes dates of inspection of USCG/COC for the first quarter 2003.

These requirements can affect the resale value or useful lives of our vessels. We believe that regulation of the tanker industry will continue to

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

become more stringent and more expensive for us and our competitors. More stringent maritime safety rules are also more likely to be imposed worldwide as a result of the recent oil spill in November 2002 relating to the loss of the M.T. Prestige, a 26-year old single-hull tanker owned by a company not affiliated with us. Additional laws and regulations may also be adopted that could limit our ability to do business or increase the cost of our doing business and that could have a material adverse effect on our operations. Government regulation of tankers, particularly in the areas of safety and environmental impact may change in the future and require us to incur significant capital expenditure on our vessels to keep them in compliance.

Because the market value of our vessels may fluctuate significantly, we may incur losses when we sell vessels which may adversely affect our earnings

The fair market value of tankers may increase and decrease depending on the following factors:

- o general economic and market conditions affecting the tanker industry;
- o competition from other shipping companies;
- o types and sizes of vessels;
- o other modes of transportation;
- o cost of newbuildings;
- o governmental or other regulations;
- o prevailing level of charter rates; and
- o technological advances.

Company Specific Risk Factors

We are a holding company, and we depend on the ability of our subsidiaries to distribute funds to us in order to satisfy our financial and other obligations

We are a holding company, and our subsidiaries conduct all of our operations and own all of our operating assets. We have no significant assets other than the equity interests of our subsidiaries. As a result, our ability to make required payments on our Notes depends on the performance of our subsidiaries and their ability to distribute funds to us. The ability of our subsidiaries to make distributions to us may be restricted by, among other things, restrictions under our debt facilities and applicable laws of the jurisdictions of their incorporation or organization. If we are unable to obtain funds from our subsidiaries, we will not be able to service our debt unless we obtain funds from other sources. We cannot assure you that we will be able to obtain the necessary funds from other sources.

Restrictive covenants in our indenture and financing agreements could hinder our ability to grow and service our debt

The indenture for our Notes and our financing agreements impose operating and financial restrictions that limit or even prohibit our ability to incur additional indebtedness, grant liens, make certain investments, sell assets, engage in mergers and acquisitions or make capital expenditures. These restrictions also limit our ability to respond to market conditions or meet extraordinary capital needs. We are also required to maintain specified cash

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

liquidity levels, financial ratios and vessel values relative to our indebtedness. If we do not meet these tests we may be in default under our indenture and other loan agreements. These defaults may allow our lenders to accelerate the maturity of our indebtedness and foreclose on collateral securing that indebtedness, which could materially and adversely affect our ability to service our debt.

We have substantial leverage and debt service obligations that could affect our ability to grow and service our debt

We are highly leveraged and have incurred substantial indebtedness. As of December 31, 2002, we had \$169 million in total indebtedness outstanding with \$35.1 million of shareholders' equity. Subject to restrictions in our Notes indenture and depending on the results of any restructuring that we may pursue, we may incur additional indebtedness in the future. The amount of leverage that we have has important consequences for us and holders of our Senior Notes, which include:

- o We may not be able to obtain additional financing for shipping activities, working capital, capital expenditures, or general corporate purposes;
- o We may need to dedicate a substantial portion of our cash flow from operations to paying interest on our Notes and any other future indebtedness, reducing funds available to us for other purposes;
- o We may not be able to withstand competitive pressures and respond to changing business conditions; and
- o We may be more vulnerable than our competitors to a downturn in general economic conditions or in our business.

A decline in the market value of our vessels could lead to a default under our loan agreements and the loss of our vessels

If the market value of our fleet declines, we may not be able to obtain future financing. Also, declining vessel values could cause us to breach covenants under some of our financing agreements. If we are unable to pledge additional collateral, our lenders could accelerate that debt and foreclose on our fleet, which would result in a default on our indenture and other financing agreements.

Our earnings may be adversely affected if we do not successfully employ our tankers

We seek to deploy our tankers both on time charters and under contracts of affreightment with clients of the Company for periods of three months to three years or on spot voyages. As of December 31, 2002, five of our vessels were employed under time charter with remaining terms of 8 months on average. Although time charters provide steady streams of revenue, tankers committed to time charters may not be available for spot voyages during an upswing in the tanker industry cycle, when spot voyages might be more profitable. If the finalization of our term employment coincides with a low point of the cycle our earnings could be adversely affected.

In the highly competitive international tanker market, we may not be able to compete for charters with new entrants or established companies with greater resources

We employ our vessels in a highly competitive market. Competition arises primarily from other tanker owners, including major oil companies as well as independent tanker companies, some of whom have substantially greater resources

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

than we do. Competition for the transportation of oil and oil products can be intense and depends on price, location, size, age, condition and the acceptability of the tanker and its operators to the charterers.

We depend on a few significant customers for a large part of our revenues. The loss of one or more of these customers could adversely affect our financial performance

We derive a significant part of our revenue from a small number of charterers. In 2002, Petrobras, the government-controlled gas and oil company of Brazil, accounted for 41% of total revenues while Pecom Energia S.A., an Argentinian energy company, accounted for 18% of total revenue. During the same period, UABL Limited, a company that is affiliated with us, accounted for approximately 14% of total revenues. The occurrence of any problems with these charterers may adversely affect our revenues. Additionally, if our vessels do not meet the chartering standards set forth by certain oil majors this could have an adverse affect on our financial performance.

We may be unable to attract and retain key management personnel and other employees in the tanker industry, which may negatively impact the effectiveness of our management and our results of operations

Our success depends to a significant extent upon the abilities and efforts of our management team. Although we intend to negotiate agreements, we do not currently have long term employment contracts with any of our senior executives, including Felipe Menendez R., Ricardo Menendez R., James F. Martin, Katherine A. Downs, and Leonard J. Hoskinson. Our success will depend upon our ability to hire and retain key members of our management team. The loss of any of these individuals could adversely affect our business prospects and financial condition. Difficulty in hiring and retaining personnel could adversely affect our results of operations. We do not maintain "key man" life insurance on any of our officers.

Because most of our employees are covered by industry-wide collective bargaining agreements, failure of industry groups to renew those agreements may disrupt our operations and adversely affect our earnings

We employ 16 land-based employees. Our manager employ approximately 404 seafarers who are covered by industry-wide collective bargaining agreements that set basic standards. We cannot assure you that these agreements will prevent labor interruptions. Any labor interruptions could disrupt our operations and harm our financial performance.

Our vessels may suffer damage and we may face unexpected drydocking costs which could affect our cash flow and our ability to service our debt

If our vessels suffer damage, they may need to be repaired at a drydocking or other type of ship repair facility. The costs of drydock and/or repairs are unpredictable and can be substantial. We may have to pay drydocking and repair costs that our insurance does not cover. This would decrease earnings. Repairs may involve long periods of inactivity which may have a negative effect on earnings and our ability to service our debt.

Purchasing and operating secondhand vessels may result in increased operating costs which could adversely affect our earnings and our ability to service our debt

All of our vessels were purchased secondhand from other owners. Our current business strategy includes additional growth through the acquisition of secondhand vessels. While we inspect secondhand vessels prior to purchase, this does not normally provide us with the same knowledge about their condition that we would have had if these vessels had been built for and operated exclusively

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

by us. Also, we do not receive the benefit of builders' warranties.

In general, the costs to maintain a vessel in good operating condition increases with the age of the vessel. In some instances charterers may prefer newer vessels that are more fuel efficient than older vessels. Cargo insurance rates increase with the age of a vessel, making older vessels less desirable to charterers as well.

Governmental regulations, safety or other equipment standards related to the age of vessels may require expenditures for alterations, or the addition of new equipment, to our vessels and may restrict the type of activities in which the vessels may engage. We cannot assure you that, as our tankers age, market conditions will justify those expenditures or enable us to operate our tankers profitably during the remainder of their useful lives. If we sell vessels, we cannot be certain that the price for which we sell them will equal at least their carrying amount at the time of such sale. If charterers no longer charter our vessels due to their age it could adversely affect our earnings and we may not be able to generate sufficient revenue to service our debt.

Risks involved with operating ocean going vessels could affect our business and reputation, which would adversely affect our revenue and our ability to service our debt

The operation of an ocean-going vessel carries inherent risks. These risks include the possibility of:

- o marine disaster;
- o piracy;
- o environmental accidents;
- o cargo and property losses or damage; and
- o business interruptions caused by mechanical failure, human error, war, terrorism, political action in various countries, labor strikes, or adverse weather conditions.

Any of these circumstances or events could increase our costs or lower our revenues. The involvement of our vessels in an oil spill or other environmental disaster may harm our reputation as a safe and reliable tanker operator which could adversely affect our revenues and our ability to service our debt.

We may not have adequate insurance to compensate us if our vessels are damaged or lost

We procure insurance for our fleet against those risks that we believe the shipping industry commonly insures against. These insurances include hull and machinery insurance, protection and indemnity insurance, which includes environmental damage and pollution insurance coverage, and war risk insurance. We carry insurance against loss of hire covering 74.5% of the hire value on our oceangoing vessels, which is business interruption coverage following a loss under our hull and machinery policy or other business interruption however, such insurance does not cover the entire period a vessel may have been unemployed as a consequence of an accident nor does it cover all incidents which may render a vessel inoperative. There is no guarantee that we shall be able to renew this policy upon its expiry. The current hull and machinery policy was renewed on 30th June 2002 with a 20.5% increase on rates and it will expire on 30th June 2003 when new terms will be renegotiated. There is no guarantee that we will be able to renew it on the same terms at all now or in the future. We can give no assurance that we are adequately insured against all risks. We may not be able to obtain adequate insurance coverage at reasonable rates for our fleet in the

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

future. The insurers may not pay particular claims. Our insurance policies contain deductibles for which we will be responsible, limitations and exclusions which, although we believe are standard in the shipping industry, may nevertheless increase our costs or lower our revenue.

Maritime claimants could arrest our vessels, which could interrupt our cash flow

Crew members, suppliers of goods and services to a tanker, shippers of cargo and other parties may be entitled to a maritime lien against that tanker for unsatisfied debts, claims or damages. In many jurisdictions a maritime lienholder may enforce its lien by arresting a tanker through foreclosure proceedings. The arrest or attachment of one or more of our tankers could interrupt our cash flow and require us to pay very large sums of money to have the arrest lifted.

In addition, in some jurisdictions, such as South Africa, under the "sister ship" theory of liability, a claimant may arrest both the vessel which is subject to the claimant's maritime lien and any "associated" vessel, which is any vessel owned or controlled by the same owner. Claimants could try to assert "sister ship" liability against one vessel in our fleet for claims relating to another of our ships.

Governments could requisition our vessels during a period of war or emergency, resulting in loss of earnings

A government could requisition for title or seize our vessels. Requisition for title occurs when a government takes control of a vessel and becomes her owner. Also, a government could requisition our vessels for hire. Requisition for hire occurs when a government takes control of a vessel and effectively becomes her charterer at dictated charter rates. Generally, requisitions occur during a period of war or emergency. Government requisition of one or more of our vessels may negatively impact our revenues.

Our operations outside the United States expose us to global risks that may interfere with the operation of our vessels

We are an international company and primarily conduct our operations outside of the United States. Changing economic, political and governmental conditions in the countries where we are engaged in business or where our vessels are registered affect us. Hostilities or other political instability in regions where our vessels trade could affect our trade patterns and adversely affect our operations and performance.

We may have to pay tax on United States source income, which would reduce our earnings

Under the United States Internal Revenue Code of 1986, or the Code, a portion of the gross or net shipping income of a vessel owning or chartering corporation, such as ourselves and our subsidiaries, may be subject to a 4% United States federal income tax on 50% of its gross shipping income that is attributable to transportation that begins or ends, but that does not both begin and end, in the U.S., unless that corporation is entitled to a special tax exemption under the Code which applies to the international shipping income derived by some non-United States corporations. We believe that we and each of our subsidiaries qualify for this statutory tax exemption for the year ended December 31, 2002 and continue to so qualify.

However, there are several risks that could cause us to become taxed on our U.S. source income. Due to the absence of final Treasury regulations or other definitive authority concerning some aspects of this tax exemption under the relevant provisions of the Code and to the factual nature of the issues involved, we can give no assurances that our tax-exempt status or that of any of

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

our subsidiaries will continue indefinitely.

If we or our subsidiaries are not entitled to this statutory tax exemption for any taxable year, we or our subsidiaries could be subject for those years to an effective 4% United States federal income tax on the portion of the income these companies derive during the year from United States sources. The imposition of this taxation would have an adverse effect on our profitability.

Because we are a foreign corporation, you may not have the same rights that a creditor of a U.S. corporation may have

We are incorporated under the laws of the Commonwealth of the Bahamas. Our articles of incorporation and bylaws and the International Business Companies Act, 1989 govern our affairs. Investors may have more difficulty in protecting their interests in the face of actions by the management, directors or controlling stockholders than would stockholders of a corporation incorporated in a United States jurisdiction. In addition, the executive officers and administrative activities and assets of the Company are located outside the United States. As a result, it may be more difficult for investors to effect service of process within the United States upon the Company, or to enforce both in the United States and outside the United States judgments against the Company in any action, including actions predicated upon the civil liability provisions of the federal securities laws of the United States.

Enforcement of mortgages against our vessels may result in judgments which could negatively impact our cash flow and our ability to service our debt

Each of our mortgaged vessels is registered under either the Panamanian flag, or another jurisdiction with similar procedures. Under these laws, our mortgages may be enforced by the mortgagee in an action in admiralty against the mortgaged vessel. Although the largest proportion of the deadweight tonnage of our vessels is or will be separately owned by single purpose subsidiaries, under certain circumstances, a parent company and their shipowning affiliates could be considered as a group under common control or engaged in a joint venture, and could be held liable for damages or debts owed by one of their affiliates. Therefore, it is possible that all of our assets, and those of our subsidiaries, could be subject to execution upon a judgment against us or any of our subsidiaries or affiliates. Moreover, although we currently maintain insurance coverage for certain third party liabilities for each of our vessels, there can be no assurance that this insurance will continue to be available on favorable terms or at all.

If a court were to find that we were engaged in a fraudulent conveyance the rights of our noteholders would be impaired

Our Notes are secured by mortgages granted by, and guarantees made by, our subsidiaries. Accordingly, the making of guarantees, the granting of mortgages and any payments made under the guarantees by our subsidiaries may be subject to review under relevant federal and state fraudulent conveyance laws if a bankruptcy, reorganization or rehabilitation case or a lawsuit (including circumstances in which bankruptcy is not involved) were commenced by, or on behalf of, unpaid creditors of the subsidiary guarantors in the future. These laws differ among various jurisdictions. In general, under these laws, if a court were to find that, at the time an obligation was incurred, it was done with the intent of hindering, delaying or defrauding creditors, or the entity incurring the obligation received less than reasonably equivalent or fair value consideration in exchange for the incurrence of the obligation, a court could impose legal and equitable remedies or other action detrimental to the interests of the holders of our Notes.

We believe that at the time of, or as a result of, the issuance of the subsidiary guarantees and mortgages, each of our subsidiary guarantors was not

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

considered insolvent or rendered insolvent under fraudulent conveyance standards, was not engaged in a business or transaction for which its remaining assets would constitute unreasonably small capital, and does not intend to incur debts beyond its ability to pay such debts as they mature. These beliefs are based in part on our operating history and our analysis of internal cash flow projections and estimated values of assets and liabilities. We cannot assure you, however, that a court passing on these issues would adopt or utilize the same methodology or assumptions, or arrive at the same conclusions.

Our failure to make or consummate an offer to purchase our notes following a change of control may result in the acceleration of our debt

In the event of a change of control under our indenture, we will be required to make an offer to purchase all outstanding Notes at a price equal to 101% of the principal balance thereof, plus accrued but unpaid interest to the date of purchase. We can not assure you that we would be able to obtain such funds through a refinancing of the Notes to be repurchased or otherwise. Under these circumstances, our failure to purchase all of the Notes would result in a default under our indenture and the trustee or the holders of at least 25% in aggregate principal amount of the outstanding Notes may accelerate the maturity of all of the Notes. Also, the requirement that we offer to repurchase the Notes in the event of a change of control may deter a third party from effecting a transaction that would constitute a change of control for purposes of the indenture.

We are involved in litigation with the Argentinian province of Tierra de Fuego over the applicability of certain provincial taxes. This litigation and similar litigation in the future could have an adverse affect on our profitability

In September, 1999, the Tax Authority of the Argentinian province, Tierra del Fuego, commenced an action against us for non-payment of a provincial gross income tax. We have been and are currently contesting the jurisdiction of the Tax Authority. We have filed a declaratory action before the Argentinian Supreme Court of Justice and were granted an injunction ordering the Tax Authority to refrain from seeking collection of the contested tax, its interest, and related charges pending resolution of the action. Unfavorable outcomes in this action and if similar actions were brought by other local governmental authorities they could have an adverse affect on our profitability and earnings.

Our exposure to the economies of countries in which we do business may have negative effects for our results

A portion of the Company's business occurs in Argentina and the revenues obtained from customers in that country may be negatively affected because of reductions of the volumes consumed and carried for these customers as well as exchange losses which may result from the difference between our current assets and our current liabilities exposed to devaluation in that country at any particular point in time.

ITEM 4 - INFORMATION ON THE COMPANY

A. HISTORY AND DEVELOPMENT OF THE COMPANY

Ultrapetrol (Bahamas) Limited, a Bahamas corporation, was formed on December 23, 1997. We are a holding company, with no independent operations of our own, other than ownership of the shares of our subsidiaries. We were formed to consolidate the ownership of Princely International Finance Corp., a Panamanian corporation, Ultrapetrol S.A., an Argentinean corporation, and their respective subsidiaries ("Ultrapetrol"). The first of the companies that are now our subsidiaries was formed in 1992. Our business has developed primarily by acquiring vessels and employing them in transportation service for our

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

customers. On December 31, 1993 the companies owned three vessels. Currently we own and operate fourteen oceangoing vessels, one of which is owned by Ultracape (Holdings) Ltd. ("Ultracape"), a new affiliate company that was formed through an association between us and the AIG-GE Capital Latin America Infrastructure Fund L.P. ("LAIF") in 2002 of which we own 60%. We also charter three push boats and 69 wet and dry barges to UABL (Bahamas) Limited ("UABL"), a company that we formed in a joint venture with ACBL Hidrovias, Ltd. in October 2000 and which we own 50%. The aggregate cargo carrying capacity of our ocean-going fleet is approximately 1.2 million dwt. "Dwt" is an abbreviation for "deadweight tons." The "dwt" capacity of a cargo vessel is roughly the maximum weight of cargo it can carry, in metric tons. We employ our trading fleet worldwide, but our vessels trade primarily in South America with additional operations between Caribbean, United States, Mediterranean and West African coast ports.

B. BUSINESS OVERVIEW

In our ocean business we concentrate on providing specialized transportation services for an identified group of customers through direct contracts. This approach enhances customers' ability to transport cargoes at agreed upon rates generally without regard to the uncertainties associated with the spot, or single voyage charter markets. In 2002, approximately 10% of our revenues were derived from operations in the spot charter markets. In UABL's Hidrovia project (Hidrovia is the 3,442 km of navigable waters on the Parana and Paraguay Rivers between Argentina, Bolivia, Brazil, Paraguay and Uruguay), our river barges transport oil products and agricultural products as well as minerals and other products.

Our Trading Fleet

We own three Suezmax tankers, two of which have a carrying capacity of approximately 152,000 dwt and one of approximately 164,000 dwt. Both of the Aframax tankers we own have a cargo carrying capacity of approximately 82,500 dwt. The four Panamax tankers and the one Handysize tanker we own have a cargo carrying capacity of approximately 60,000 each and 17,500 dwt, respectively. These ten ocean-going tanker vessels have an average age of approximately 20 years. We also own the Alianza G3 and Alianza G2 Tug-Barge Units, which are semi-integrated tug and barge units capable of service in shallow waters and have cargo carrying capacities of approximately 44,000 dwt and 37,000 dwt respectively. We also have cargo carrying capacities of approximately 36,000 dwt with the bulkcarrier Alianza G1 and 151,000 dwt with the bulkcarrier Cape Pampas built in 1990. Additionally we own three push boats, the Cavalier I, Cavalier II and Cavalier III, three port tugs, the Jupiter, Mercurio and Marte, eleven Mississippi River-type tanker barges with a cargo carrying capacity of 31,500 dwt and 58 Mississippi River-type dry cargo barges with a cargo carrying capacity of 87,800 dwt.

Our Wholly Owned Vessels

Set forth below is certain information regarding our wholly owned vessels:

Vessel -----	dwt ---	Year Built -----	Vessel Type -----	Current -----
Princess Laura.....	67,069	1982	Panamax Tanker	Brazil,
Princess Eva.....	60,961	1980	Panamax Tanker	Argentin
Princess Pia.....	55,275	1979	Panamax Tanker	U.S.A.,
Princess Veronica.....	55,245	1980	Panamax Tanker	Chile, A
Princess Sofia(1).....	16,593	1982	Handysize Tanker	Argentin

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Princess Nadia.....	152,329	1987	Suezmax Tanker	Brazil
Princess Marisol.....	82,006	1981	Aframax Tanker	Caribs,
Princess Susana.....	152,300	1986	Suezmax Tanker	Brazil
Princess Marina.....	83,930	1986	Aframax Tanker	Brazil
Princess Katherine.....	164,100	1986	Suezmax Tanker	Brazil
Alianza G2 Tug-Barge Unit(1).....	37,532(2)	1982(3)	Semi-integrated Tug/Barge Unit	River Pl
Alianza G3 Tug-Barge Unit(1).....	43,813(2)	1993(4)	Semi-integrated Tug/Barge Unit	Brazil
Alianza G1 (1) (5).....	36,369	1982	Bulkcarrier	Chile, P
Cape Pampas.....	151,380	1990	Bulkcarrier Capesize	Brazil,
Cavalier I Tug & (2).....	11,000		Tug/Barge Unit	Paraguay
Gaucha I to IV barges				
Cavalier II Tug & (2).....	20,565		Tug/Barge Unit	Paraguay
Gaucha V to XI barges				
Cavalier III Tug & (2)	87,800		Tug/Barge Unit	Paraguay
58 Matador barges				

(1) Currently qualified for Argentine cabotage trading.

(2) As the tugs carry no cargo, they are not considered in the calculations of aggregate dwt or age.

(3) The barge, Alianza G2, was initially built in Spain in 1982 and was refurbished and converted to its current service in Argentina in 1994 and it is currently engaged as a transfer station in the lower Parana river. The tug, Alianza Rosario, was built in the United Kingdom in 1976.

(4) The barge, Alianza G3, was initially built in 1982 and was refurbished and converted to its current service in 1993. The tug, Alianza Campana, was built in 1976.

(5) The Alianza G1, was initially built in 1982 as a ocean barge and was converted to its current service in 1993.

Argentine Cabotage Qualified Vessels

Our vessels Princess Sofia, the Alianza G2/G3 Tug-Barge Units and the bulkcarrier Alianza G1, aggregating approximately 134,000 dwt, are permitted to engage in cabotage trading in Argentina in compliance with Argentinean laws and regulations. Cabotage trading in Argentina is the transportation of passengers or goods by sea or river between ports and cargo transfer zones in Argentina. This commerce is reserved for Argentinean flag vessels, vessels with a temporary deletion from the Argentine registry (dual flag) and Argentinean shipowners who have bareboat chartered foreign flag vessels and obtain authorization from the Argentinean Maritime Authority. We employ most of the cabotage qualifying ships, primarily in the Argentine cabotage trade and in voyages originating from Argentina.

From October 2000 we employed under a long-term time charter with UABL, an affiliated company, the Alianza G2, the 69 wet and dry river barges and the push-boats Cavalier I, Cavalier II, Cavalier III and the tug Alianza Rosario and the port tugs Jupiter, Mercurio and Marte.

Vessels on Time Charter to Petrobras.

During 2002 we renewed Petrobras's time charter employment of two of our

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Suezmax vessels and one of our Aframax vessels for approximately six months duration, which cover these vessel's employment up to their scheduled redelivery between January and March 2003. Also in 2002, we entered into a three year charter, (renewable for another two years) to employ the Alianza G3 Tug Barge Unit in Brazil.

Vessel Management

For the day to day management of our operations, we (or our subsidiaries) have entered into administrative agreements to provide specific services for our operations.

For administrative services the respective vessel owning/operating subsidiary pays Oceanmarine S.A. ("Oceanmarine"), an affiliate of ours, a monthly fee of \$ 8,750 per vessel. Oceanmarine provides all general administration and accounting services, including financial reporting, preparation of tax returns, invoicing and accounts payable, office premises, a computer network, secretarial assistance, payroll and other general duties.

Through the respective owning/operating subsidiaries, we have contracted to Ravenscroft Ship Management, Ltd., which has sub-contracted to Ravenscroft Shipping Inc., a Miami based affiliate of Ravenscroft Ship Management, Ltd. ("Ravenscroft Miami"), the operational management of our vessels. Ravenscroft Miami earns \$12,500 per vessel per month for management services. Ravenscroft Miami provides technical and communication services for our vessels and serves as a contact with clients and shipping agencies. Ravenscroft Miami also manages a number of vessels for third party owners not affiliated with us. On a per vessel basis, the fees earned by Ravenscroft Miami from such third party owners are substantially equivalent to the fees paid by us. In the case of our river barges chartered to UABL we have contracted the shipmanagement responsibilities to Lonehort Inc., an affiliate of UABL.

Customers

For our most recently completed fiscal year, service for Petrobras, the government-controlled gas and oil company of Brazil, accounted for 41% of total revenues, service for Pecom accounted for 18% of total revenue. During the same period UABL, a Bahamian company, accounted for 14% of total revenue.

Competition

We face competition in the transportation of crude oil and petroleum products from other independent tanker owners and from tanker operators who primarily charter-in vessels to meet their cargo carrying needs. The charter markets in which our vessels compete are highly competitive. Competition is primarily based on prevailing market charter rates, vessel location and vessel manager reputation. Our primary competitor in crude oil and petroleum products transportation within Argentina, and between Argentina and other South American countries, is Antares Naviera S.A., an independent tanker owner and operator. The other major participant in the Argentina/Brazil trade is Transpetrol. Transpetrol is a subsidiary of Petrobras, our primary customer in Brazil. In other South American trading our main competitors are Lauderdale Tankers Corp., Heidmar Inc., Sonap S.A., Naviera Sur Petrolera S.A. and Sonacol S.A. These companies, and other smaller entities, are regular competitors of ours in our primary trading areas.

From time to time, charter rates available for the carriage of crude oil in our primary areas of operations (i.e., South America and the Caribbean) may be higher than those prevailing in other regions. In such event, operators who typically transport refined products may shift their vessels to the transportation of crude oil, and vessel operators active in other regions may shift their vessels into areas serviced primarily by us. We believe that during

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

such periods our ongoing relationships with customers will be an important factor in maintaining our competitive position. Competition that we face from these operators/owners varies greatly from time to time in accordance with vessel trading patterns and general market activity. We are also affected by other competitive forces, which impact the supply of crude oil imported to the United States.

Industry Conditions

Certain statistical and graphical information contained in this document has been supplied by Doll Shipping Consultancy ("DSC"), an independent U. K.-based company providing market analysis and strategic planning services to the shipping industry. DSC bases its analysis on information drawn from published and private industry sources. For purposes of this Industry discussion, Latin America includes Central America, South America, and the Caribbean Basin islands. Consistent with revised International Energy Agency definitions, North America includes the United States, Canada, and Mexico.

We operate in the international tanker market, which is a global industry and is affected by many factors throughout the world. Important industry conditions for our operations are world oil production and demand, oil production and demand in the Western Hemisphere, the size of the international tanker fleet, the new production and scrapping of oceangoing tankers and freight rates. Doll Shipping Consultancy, an independent company providing market analysis and strategic planning services to the shipping industry, furnished the following information regarding industry conditions in the international tanker market:

World Oil Overview

World oil demand increased from about 76.5 million barrels per day, or MBD, in 2001 to 76.9 MBD in 2002, a small increase of approximately 0.5%. Oil demand decreased in Europe and Latin America; increased in China and other non-OECD Asian countries, North America, and the Middle East, and was stable in OECD Pacific countries, the Former Soviet Union, and in Africa. Specifically, Latin American oil demand decreased from 4.8 MBD to about 4.7 MBD. The small average increase results from decreases of demand in early 2002 and increases in demand late in the year.

World oil supply decreased from about 76.8 MBD in 2001 to 76.6 MBD in 2002. OPEC crude oil production decreased by about 1.9 MBD in 2002 to 25.1 MBD (including Iraqi production, which decreased by about 0.4 MBD to approximately 2.0 MBD.) Non-OPEC production increased by 1.4 MBD to about 48.1 MBD. Oil prices were on average stable but still remained at historically high levels in 2002, with benchmark West Texas Intermediate, or WTI, crude averaging \$26.18 per barrel in 2002 compared with \$25.98 per barrel in 2001. Early in 2003 WTI increased to an average of almost \$33.00 per barrel due to high demand and actual or projected oil supply difficulties.

Western Hemisphere crude oil trades

U.S. oil demand was stable with about 19.7 MBD in 2001 and 2002, while U.S. crude oil production was stable at approximately 8.1 MBD over the same period. However, oil demand increased during the fourth quarter of 2002 to 19.8 MBD, about 0.4 MBD higher than the same period in 2001.

Arabian Gulf OPEC producers exported about 2.2 MBD of crude oil to the United States during 2002, a decrease of about 0.4 MBD versus 2001. Exports from Saudi Arabia decreased by about 0.1 MBD while exports from Iraq decreased by about 0.3 MBD. Short haul Mexican and Latin American crude oil exports to the United States increased to more than about 3.2 MBD during 2002, an increase of nearly 0.1 MBD. Venezuelan exports averaged about 1.2 MBD, a decrease of about

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

0.1 MBD from 2001. Mexico exported about 1.5 MBD during 2002, an increase of 0.1 MBD. U.S. imports from Colombia were stable at about 0.2 MBD. Consistent with higher demand, crude shipments from Venezuela (prior to the strike, see below) and Saudi Arabia increased during the fourth quarter of 2002.

A general strike in Venezuela and preparations for war in Iraq affected crude oil markets significantly in late 2002 and early 2003. Venezuelan crude oil production was reduced due to a general strike beginning in December 2002. Venezuelan conventional crude oil production decreased in November from about 2.7 MBD (excludes about 0.7 MBD of upgraded heavy crudes, Orimulsion, and natural gas liquids/condensates) to about 0.6-0.7 MBD in December 2002-January 2003. U.S. oil imports were affected as Venezuelan imports were severely reduced and crude had to be substituted from other sources. In January 2003, U.S. crude imports averaged 8.5 MBD versus an average 9.0 MBD for calendar year 2002 (CY2002) as Venezuelan imports decreased to 0.4 MBD. However, when comparing January monthly averages with CY2002 averages, U.S. imports from Arabian Gulf OPEC countries increased to 2.6 MBD from 2.2 MBD while imports from Nigeria increased to about 0.8 MBD from 0.6 MBD.

Latin American oil demand decreased from about 4.8 MBD in 2001 to about 4.7 MBD in 2002. Brazilian oil demand remained at about 2.2 MBD in 2001 and 2002. Latin American oil production (excluding Venezuela) increased by about 0.1 MBD to approximately 3.9 MBD. Venezuelan conventional crude oil production was about 2.3 MBD in 2002, a decrease of about 0.4 MBD versus 2001, which includes about 0.1 MBD effects of the strike during December. Brazilian oil production increased by about 0.1 MBD to 1.7 MBD, while Colombian and Argentine oil production were unchanged at about 0.6 and 0.8 MBD, respectively.

OPEC members agreed on production cuts of 1.5 MBD effective January 2002 which were maintained in force all year. On a 100% compliance basis, this equated to crude production of about 21.7 MBD for OPEC countries excluding Iraq (OPEC-10) versus average 2001 production of approximately 24.7 MBD. Actual 2002 OPEC-10 production was 23.1 MBD as countries produced at levels above their quotas for commercial reasons and to ensure security of supply when Iraqi and Venezuelan production became uncertain.

Crude oil markets in 2003 have been affected by hostilities in Iraq and continuing production losses in Venezuela. Venezuelan conventional crude production averaged only 1.4 MBD in February 2003. Iraqi production (about 2.5 MBD January-February 2003) was lost in March when hostilities began. New production targets agreed for January 2003 and February 2003 have not been implemented as OPEC members produce at or near capacity to compensate for continuing Venezuelan production losses, lost Iraqi production, and temporary losses of up to 0.8 MBD of Nigerian capacity during civil unrest during March. For non-OPEC producers in 2003, production increases of an additional 1.4 MBD are projected by the International Energy Agency, or IEA, including about 0.7 MBD from the Former Soviet Union, 0.2 MBD from Canada, 0.2 MBD from Mexico, 0.1 MBD from Brazil and 0.1 MBD from the United States.

The IEA projects an increase in year 2003 global oil demand of about 1.1 MBD to a total 78.0 MBD. Demand in the United States is projected to increase by about 0.3 MBD, with stable demand forecast in Latin America. These figures reflect projected economic recovery in the United States. As noted, forecast oil production is to increase by approximately 0.2 MBD in Canada, 0.2 MBD in Mexico, 0.1 MBD in Brazil, and 0.1 MBD in the United States, while remaining stable in elsewhere in non-OPEC Latin America. Venezuela is believed to have incurred damage to its oil fields during the strike that would reduce production of conventional crude for the remainder of 2003. Estimates of lost capacity are uncertain, vary by source, and range from no loss in capacity to about 0.4 MBD or more.

Economic recovery in the United States and Asia and a cold winter in the

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Northern Hemisphere resulted in year-on-year increases in oil demand for the third quarter of 2002 and fourth quarter of 2002 when compared to the same calendar quarter in 2001. World oil production decreased overall by 0.2 MBD during 2002, with increases in short haul crude production offset by decreases in Arabian Gulf and other OPEC production. Reduced or slowly growing oil demand and crude oil production cuts were negative factors for tanker demand during much of 2002. However, significant growth in oil demand and oil production in the fourth quarter of 2002 were positive factors for tanker demand. Winter seasonality increased demand for oil while resulting in weather related delays in the Baltic and Black Sea trades, all positive factors for tanker demand. Substitution for lost Venezuelan production and precautionary liftings in expectation of war in Iraq were also positive factors for tanker demand.

The IEA projects growing oil demand in 2003, consistent with ongoing economic recovery in the United States and most of Asia. Price volatility in year to date 2003 indicates that oil markets overall remain finely balanced. Eventual demand growth, normal seasonality, and replenishment of industry inventories are consistent with increased OPEC production later in the year. Any combination of normal seasonality, increased demand, reduction in expected non-OPEC production increases, and replacement of short haul Venezuelan crude with longer haul substitutes would be positive factors for tanker demand.

Tanker Fleet

Ultrapetrol operates tankers in the Suezmax (120,000 to 200,000 dwt), Aframax (80,000 to 120,000 dwt), and Panamax (50,000 to 80,000 dwt) sectors.

Industry Tanker Fleet as of March 1, 2003

	Cargo Carrying Capacity (in dwt)	Total No. Vessels	Total Mdw	% of Total Tanker Fleet (by dwt)	% of Fleet over 20 Yrs Old (by dwt)
Handy	10,000 to 49,999	1,856	54.7	18%	31%
Panamax	50,000 to 79,999	294	18.7	6%	41%
Aframax	80,000 to 119,999	575	55.7	19%	19%
Suezmax	120,000 to 199,999	286	42.1	14%	14%
VLCC/ULCC	200,000+	440	128.6	43%	15%

Source: Doll Shipping Consultancy based on industry sources and estimates

In 2002, 2.0 million dwt, or Mdw, of Suezmaxes were scrapped, while 3.8 Mdw were delivered. As of March 1, 2003, 0.3 Mdw have been scrapped, while 1.3 Mdw have been delivered. The current orderbook is 9.6 Mdw (62 vessels) with 3.4 Mdw due for delivery this year, 3.6 Mdw next year and 2.5 Mdw in 2005.

In the Aframax sector, 3.8 Mdw were delivered in 2002, while 1.8 Mdw were scrapped. Through March 1, 2003, 0.2 Mdw has been scrapped, and 2.0 Mdw have been delivered. The orderbook is 13.6 Mdw (126 vessels) with 5.3 Mdw due for delivery this year, 4.1 Mdw next year and 3.2 Mdw in 2005.

In 2002, 0.6 Mdw of Panamax vessels were delivered, while 1.0 Mdw were scrapped. At March 1, 0.5 Mdw have been scrapped, while 0.3 Mdw have been delivered. The Panamax orderbook totaled 6.5 Mdw (93 vessels), with 1.8 Mdw set for delivery this year, 3.0 Mdw next year, and 1.8 Mdw in 2005.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

The M.T. Prestige, a single hull tanker built in 1976 that was owned by a company not affiliated with us, sank off the coast of Spain during November 2002, resulting in pollution on the Spanish and French coasts. In the aftermath of the incident, the European Union and certain EU members such as Spain and Italy are introducing regulations that within their jurisdictions are expected to require accelerated phaseout of single hull vessels versus IMO regulations and mandate double hull vessels to carry heavy crude oils and fuel oils. The EU and its members are expected to work for similar initiatives within the International Maritime Organization which, if adopted, could accelerate phaseout of single hull tankers internationally.

Vessel Earnings

Tanker earnings stayed at historically low levels through most of 2002, with a recovery in earnings in the fourth quarter. Oil demand continued to decrease in the first two quarters of 2002. Tanker demand and earnings remained low during most of the year. During the fourth quarter of 2002, oil demand increased year on year. With the industry fleet growing moderately and tanker demand increasing significantly, vessel earnings increased accordingly during the fourth quarter of 2002.

Beginning in November 2002 and continuing through March 2003, the concurrence of a number of positive factors resulted in extremely high tanker earnings. Tanker demand increased while the industry fleet grew moderately. Winter seasonality further increased demand and resulted in weather delays in Baltic and Black Sea trades. Substitution of long haul oil for short haul Venezuelan oil and precautionary liftings in expectation of war in Iraq were also positive factors. The result has been extremely strong tanker earnings.

It is expected that the current high vessel earnings will decrease later in 2003. Many of the positive factors noted are by their nature temporary. Oil demand in the second quarter of 2003 is projected to decrease by 2.0 MBD versus the first quarter due to normal seasonality. High precautionary liftings of oil are likely to cease as uncertainties are resolved and current supplies in transit arrive at destinations. War in Iraq has concluded without long term disruption to Arabian Gulf oil supplies. Iraqi oil by some estimates may start to flow as early as June 2003. Vessel deliveries scheduled for 2003 will increase the supply of vessels and tend to offset effects of increased tanker demand on vessel earnings.

However, ongoing positive factors remain in the market. Both oil and tanker markets are starting from a position of tight balance, as shown by recent price and earnings volatility. Oil and petroleum product inventories are low. Transportation requirements can grow quickly, as seen this year. Recent history has shown high scrapping during periods of low vessel earnings, consistent with International Maritime Organization regulations requiring phase out of single hull vessels starting in 2003. Market concerns about eventual regulatory changes in the aftermath of the Prestige sinking could strengthen this tendency.

Strength and timing of economic recovery in the United States and Asia are key elements for oil demand. If economic recovery continues, oil demand growth could absorb non-OPEC production increases and increased OPEC production, resulting in increased tanker demand. If Venezuelan oil production capacity reductions are high relative to expectations, substitution of long haul oil for short haul Venezuelan supplies would be a positive factor for tanker demand. High vessel deliveries clearly remain a cautionary factor and high earnings levels of early 2003 are not expected to continue. However, ongoing economic recovery and improved oil demand could result in equilibrium earnings at attractive levels versus historical averages.

DSC has advised us that (i) some industry data included in this discussion is

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

based on estimates or subjective judgements in circumstances where data for actual market transactions either does not exist or is not publicly available, (ii) the published information of other maritime data collection experts may differ from this data, and (iii) while we have taken reasonable care in the compilation of the industry statistical data, graphs and tables and believe them to be correct, data collection is subject to limited audit and validation procedures.

Environmental and Other Regulations

We are required by various governmental and quasi-governmental agencies to obtain certain permits, licenses and certificates with respect to our operations. Subject to the discussion below and to the fact that the kinds of permits, licenses and certificates required for the operations of the vessels we own will depend upon a number of factors, we believe that we have been and will be able to obtain all permits, licenses and certificates material to the conduct of our operations, although there can be no assurance that we will be successful in our attempts to do so. Failure to maintain necessary permits, licenses or certificates could require us to incur substantial costs or temporarily suspend operations of one or more of our vessels.

We believe that the heightened environmental and quality concerns of insurance underwriters, regulators and charterers will impose greater inspection and safety requirements on all vessels in the tanker market. Our vessels are subject to both scheduled and unscheduled inspections by a variety of governmental and private interests, each of whom may have a different perspective or standards from the others. These interests include the local port state authority (such as the United States Coast Guard or local equivalent), vessel classification society, flag state administration (country or registry) and charterers, particularly major oil companies which conduct vetting inspections and load and discharge terminal operators.

International Regulation

The International Maritime Organization, or IMO, an agency organized in 1959 by the United Nations, has adopted regulations which set forth pollution prevention requirements applicable to tankers. These regulations, which have been implemented in many jurisdictions in which our tankers operate, provide, in part, that:

- o 25-year old tankers must be of double-hull construction or of a mid-deck design with double-sided construction, unless:
 - (1) they have wing tanks or double-bottom spaces not used for the carriage of oil which cover at least 30% of the length of the cargo tank section of the hull or bottom; or
 - (2) they are capable of hydrostatically balanced loading (loading less cargo into a tanker so that in the event of a breach of the hull, water flows into the tanker, displacing oil upwards instead of into the sea);
- o 30-year old tankers must be of double-hull construction or mid-deck design with double-sided construction; and
- o all tankers will be subject to enhanced inspections.

Also, under IMO regulations, a tanker must be of double-hull construction or a mid-deck design with double-sided construction or be of another approved design ensuring the same level of protection against oil pollution if the tanker:

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

- o is the subject of a contract for a major conversion or original construction on or after July 6, 1993;
- o commences a major conversion or has its keel laid on or after January 6, 1994; or
- o completes a major conversion or is a newbuilding delivered on or after July 6, 1996.

As of December 31, 2002, we owned 6 single-hull tankers. Under the current regulations, starting in 2004, and thereafter, certain of our vessels will not be in compliance with the configuration requirements of the IMO. Accordingly, if we own such vessels at such time, we will be required to either adopt hydrostatically balanced loading or structurally modify such vessels' design or scrap such vessels. The cost of retro-fitting a tanker with a double-hull may be prohibitive. Other methods of complying with the IMO regulations and extending the useful life of a tanker to 30 years may be cost-effective. Such modifications could reduce a tanker's lifting capacity by 10% to 30%.

The IMO has approved an accelerated time-table for the phase-out of single-hull oil tankers. The new regulations, which took effect in September 2002, require the phase-out of most single-hull oil tankers by 2015 or earlier, depending on the age of the tanker and whether it has segregated ballast tanks. Under the new regulations, the maximum permissible age for single-hull tankers after 2007 will be 26 years, as opposed to 30 years under current regulations. The 6 tankers in our fleet will begin to be phased-out by 2006 under the new regulations. Also, more stringent maritime safety rules are also more likely to be imposed worldwide as a result of the oil spill in November 2002 relating to the loss of the M.T. Prestige. The M.T. Prestige was a 26-year old single-hull tanker owned by a company not affiliated with us. The M.T. Prestige disaster could lead to proposals to accelerate the phasing out of single-hull tankers.

The requirements contained in the International Safety Management Code, or ISM Code, promulgated by the IMO, also affect our operations. The ISM Code requires the party with operational control of a vessel to develop an extensive safety management system that includes, among other things, the adoption of a safety and environmental protection policy setting forth instructions and procedures for operating its vessels safely and describing procedures for responding to emergencies. We intend to rely upon the safety management system developed by our affiliate Ravenscroft. The ISM Code requires that vessel operators obtain a safety management certificate for each vessel they operate. This certificate evidences compliance by a vessel's management with code requirements for a safety management system. No vessel can obtain a certificate unless its manager has been awarded a document of compliance, issued by each flag state, under the ISM Code. Ravenscroft Miami, which manages our vessels, is certified as an approved ship manager under the ISM Code. As of December 31, 2002 all of our oceangoing wholly owned vessels are ISM certified. As of July 1, 2002 our tugs exceeding 500 gross tons are ISM certified. This certification does not apply to the equipment used in the river business.

Noncompliance with the ISM Code and other IMO regulations may subject the shipowner or bareboat charterer to increased liability, may lead to decreases in available insurance coverage for affected vessels and may result in the denial of access to, or detention in, some ports. The U.S. Coast Guard and European Union authorities have indicated that vessels not in compliance with the ISM Code by the applicable deadlines will be prohibited from trading in U.S. and European Union ports, as the case may be.

The IMO has negotiated international conventions that impose liability for oil pollution in international waters and a signatory's territorial waters. Additional or new conventions, laws and regulations may be adopted which could limit our ability to do business and which could have a material adverse effect

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

on our business and results of operations.

United States Regulation

The United States Oil Pollution Act of 1990, or OPA, establishes an extensive regulatory and liability regime for environmental protection and cleanup of oil spills. OPA affects all owners and operators whose vessels trade with the United States or its territories or possessions, or whose vessels operate in the waters of the United States, which include the U.S. territorial sea and the 200 nautical mile exclusive economic zone around the United States. The Comprehensive Environmental Response, Compensation and Liability Act, or CERCLA, applies to the discharge of hazardous substances (other than oil) whether on land or at sea. Both OPA and CERCLA impact our operations.

Under OPA, vessel owners, operators and bareboat charterers are "responsible parties" who are jointly, severally and strictly liable (unless the spill results solely from the act or omission of a third party, an act of God or an act of war) for all containment and clean-up costs and other damages arising from oil spills from their vessels. These other damages are defined broadly to include:

- o natural resource damages and related assessment costs;
- o real and personal property damages;
- o net loss of taxes, royalties, rents, profits or earnings capacity;
- o net cost of public services necessitated by a spill response, such as protection from fire, safety or health hazards; and
- o loss of subsistence use of natural resources.

OPA limits the liability of responsible parties to the greater of \$1,200 per gross ton or \$10 million per tanker that is over 3,000 gross tons (subject to possible adjustment for inflation). The act specifically permits individual states to impose their own liability regimes with regard to oil pollution incidents occurring within their boundaries, and some states have enacted legislation providing for unlimited liability for discharge of pollutants within their waters. In some cases, states which have enacted this type of legislation have not yet issued implementing regulations defining tanker owners' responsibilities under these laws. CERCLA, which applies to owners and operators of vessels, contains a similar liability regime and provides for cleanup, removal and natural resource damages. Liability under CERCLA is limited to the greater of \$300 per gross ton or \$5 million.

These limits of liability do not apply, however, where the incident is caused by violation of applicable U.S. federal safety, construction or operating regulations, or by the responsible party's gross negligence or willful misconduct. These limits do not apply if the responsible party fails or refuses to report the incident or to cooperate and assist in connection with the substance removal activities. OPA and CERCLA each preserve the right to recover damages under existing law, including maritime tort law. We believe that we are in substantial compliance with OPA, CERCLA and all applicable state regulations in the ports where our tankers call.

OPA requires owners and operators of vessels to establish and maintain with the U.S. Coast Guard evidence of financial responsibility sufficient to meet the limit of their potential strict liability under the act. The U.S. Coast Guard has enacted regulations requiring evidence of financial responsibility in the amount of \$1,500 per gross ton for tankers, coupling the OPA limitation on liability of \$1,200 per gross ton with the CERCLA liability limit of \$300 per gross ton. Under the regulations, evidence of financial responsibility may be

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

demonstrated by insurance, surety bond, self-insurance or guaranty. Under OPA regulations, an owner or operator of more than one tanker is required to demonstrate evidence of financial responsibility for the entire fleet in an amount equal only to the financial responsibility requirement of the tanker having the greatest maximum strict liability under OPA and CERCLA. We have demonstrated our financial responsibility by purchasing evidence of insurance from special purpose insurers approved by the USCG. We believe that our vessels which call within United States waters comply with these USCG requirements.

We insure each of our tankers with pollution liability insurance in the maximum commercially available amount of \$1.0 billion. A catastrophic spill could exceed the insurance coverage available, in which event there could be a material adverse effect on our business. Under OPA, with certain limited exceptions, all newly-built or converted vessels operating in U.S. waters must be built with double-hulls, and existing vessels that do not comply with the double-hull requirement will be prohibited from trading in U.S. waters over a 20-year period (1995-2015) based on size, age and place of discharge, unless retrofitted with double-hulls. Notwithstanding the prohibition to trade schedule, the act currently permits existing single-hull and double-sided tankers to operate until the year 2015 if their operations within U.S. waters are limited to discharging at the Louisiana Offshore Oil Port or off-loading by lightering within authorized lightering zones more than 60 miles off-shore. Lightering is the process by which vessels at sea off-load their cargo to smaller vessels for ultimate delivery to the discharge port. The Princess Laura, Princess Veronica, Princess Marisol, Princess Eva, Princess Pia, Princess Nadia, Princess Marina, and Princess Susana will be precluded from operating in United States waters, with certain exception, in 2010, 2008, 2004, 2003, 2007, 2014, 2014 and 2014 respectively, and the Princess Katherine will not be precluded, all based on their current authorizations from the United States Coast Guard, known as certificate of compliance, or COC's.

Owners or operators of tankers operating in the waters of the United States must file vessel response plans with the U.S. Coast Guard, and their tankers are required to operate in compliance with their U.S. Coast Guard approved plans. These response plans must, among other things:

- o address a "worst case" scenario and identify and ensure, through contract or other approved means, the availability of necessary private response resources to respond to a "worst case discharge";
- o describe crew training and drills; and
- o identify a qualified individual with full authority to implement removal actions.

We believe that our vessels are in compliance with applicable OPA and State Response Plan Requirements.

Other Regulation

Although the United States is not a party to these conventions, many countries have ratified and follow the liability plan adopted by the IMO and set out in the International Convention on Civil Liability for Oil Pollution Damage of 1969, the Convention for the Establishment of an International Fund for Oil Pollution of 1971 and the 1992 Protocols. Under these conventions and depending on whether the country in which the damage results is a party to the 1992 Protocol to the International Convention on Civil Liability for Oil Pollution Damage, a vessel's registered owner is strictly liable for pollution damage caused in the territorial waters of a contracting state by discharge of persistent oil, subject to certain complete defenses. Under an amendment that will come into effect on November 1, 2003, for vessels of 5,000 to 140,000 gross tons (a unit of measurement for the total enclosed spaces within a vessel),

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

liability will be limited to approximately \$6.1 million plus \$858 for each additional gross ton over 5,000. For vessels of over 140,000 gross tons, liability will be limited to approximately \$122.1 million. The current maximum amount under the 1992 protocol is approximately \$81.2 million. As the convention calculates liability in terms of Special Drawing Rights, or SDRs, a unit of account pegged to a basket of currencies, these figures are based on a conversion rate on January 13, 2003 of 1 SDR= \$1.36025. The right to limit liability is forfeited under the International Convention on Civil Liability for Oil Pollution Damage where the spill is caused by the owner's actual fault and under the 1992 Protocol where the spill is caused by the owner's intentional or reckless conduct. Vessels trading to states which are parties to these conventions must provide evidence of insurance covering the liability of the owner. In jurisdictions where the International Convention on Civil Liability for Oil Pollution Damage has not been adopted, various legislative schemes or common law govern, and liability is imposed either on the basis of fault or in a manner similar to that convention. We believe that our P&I insurance covers the liability under the plan adopted by the IMO.

The European Union is considering legislation that would: (i) ban manifestly sub-standard ships (defined as those over 15 years old that have been detained by port authorities at least twice in the past six months) from European waters and create an obligation of port states to inspect ships posing a high risk to maritime safety or the marine environment; (ii) provide the European Commission with greater authority and control over classification societies, including the ability to seek to suspend or revoke the authority of negligent societies; and (iii) accelerate the phasing in of double-hull tankers on the same schedule as that required under OPA. The European Union adopted a legislative resolution confirming an accelerated phase-out schedule for single-hull tankers in line with the schedule adopted by the IMO. Italy announced a ban of single-hull crude oil tankers over 5,000 dwt from most Italian ports, effective April 2001. It is impossible to predict what legislation or additional regulations, if any, may be promulgated by the European Union or any other country or authority.

In addition, most U.S. states that border a navigable waterway have enacted environmental pollution laws that impose strict liability on a person for removal costs and damages resulting from a discharge of oil or a release of a hazardous substance. These laws may be more stringent than U.S. federal law.

Risk of Loss and Liability Insurance

General

The operation of any cargo vessel includes risks such as mechanical failure, collision, property loss, cargo loss or damage and business interruption due to political circumstances in foreign countries, hostilities and labor strikes. In addition, there is always an inherent possibility of marine disaster, including oil spills and other environmental mishaps, and the liabilities arising from owning and operating vessels in international trade. OPA, which imposes virtually unlimited liability upon owners, operators and demise charterers of any vessel trading in the United States exclusive economic zone for certain oil pollution accidents in the United States, has made liability insurance more expensive for ship owners and operators trading in the United States market. While we believe that our present insurance coverage is adequate, there can be no guarantee that all risks will be insured, that any specific claim will be paid, or that we will always be able to obtain adequate insurance coverage at reasonable rates or at all.

Hull and Machinery Insurance

As of December 31, 2002 we obtained marine hull and machinery and war risk insurance, that includes the risk of actual or constructive total loss, for our

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

wholly owned vessels. The vessels are each covered to at least fair market value, with deductibles currently ranging from \$5,000 to \$500,000 per vessel per incident. We have also arranged increased value coverage where applicable. This increased value coverage will entitle us, in the event of total loss of a vessel, to some recovery for amounts not recoverable under the hull and machinery policy by reason of any under-insurance.

Loss of Hire

We maintain loss of hire insurance on each vessel except the Cavalier Barge Convoys and Princess Sofia. Loss of hire insurance covers 74.5% lost earnings resulting from unforeseen incidents or breakdowns that are covered by the vessel's hull and machinery insurance and result in lengthy stays in port or slow steaming at sea. Although loss of hire insurance will cover up to ninety days of lost earnings, we must bear the first fourteen days' loss, consistent with industry practice. We intend to renew these insurance policies or replace them with other similar coverage if rates comparable to those on our present policies remain available. There can be no assurance that we will be able to renew these policies at comparable rates or at all. Future rates will depend upon, among other things, our claims history and prevailing market rates.

Protection and Indemnity Insurance

Protection and indemnity insurance covers our legal liability for our shipping activities. This includes the legal liability and other related expenses of injury or death of crew, passengers and other third parties, loss or damage to cargo, claims arising from collisions with other vessels, damage to other third-party property, pollution arising from oil or other substances and salvage, towing and other related costs, including wreck removal. Coverage is limited to about \$4.25 billion with the exception of oil pollution liability, which is limited to \$1.0 billion per vessel per incident.

This protection and indemnity insurance coverage is provided by protection and indemnity clubs, or P&I Clubs, which are non-profit mutual assurance associations made up of members who must be either ship owners or ship managers. The members are both the insured parties and the providers of capital. Most P&I Clubs, including the P&I Clubs in which our wholly owned vessels and the Cavalier Barge Convoys are entered, are members of the International Group of P&I Associations (the "International Group"). By a pooling agreement among the International Group, we are subject to calls payable based on the claims records of (i) ours, (ii) the other members of the P&I Clubs of which we are a member and (iii) the members of the International Group.

Legal Proceedings

We are party, as plaintiff or defendant, to a variety of lawsuits for damages arising principally from personal injury and property casualty claims. All such legal proceedings involving any material claim are ordinary, routine litigation incidental to our business.

One of our subsidiaries is involved in litigation with the Argentine province of Tierra del Fuego over the applicability of certain provincial taxes on its freights. Our lawyers allocate a 70% chance of success to our defense.

Ultrapetrol S.A. vs. Province of Tierra del Fuego:

On September 17, 1999, the "Direccion Distrito Buenos Aires de la Direccion General de Rentas de la Provincia de Tierra del fuego" issued Resolution D.G.R. (DBA) No. 012/99. The Company was notified of the Resolution by Letter D.G.R. (DBA) No. 409/99 as of the same date.

The Resolution announced the intention of the Tax Authority of the Province

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

of Tierra del Fuego (the "Tax Authority") to determine unilaterally a debt of the Company for an "Impuesto sobre los Ingresos Brutos" (Gross Income Tax) accruing as of March 1994, May to September and December 1995; 1996; 1997; May to December 1998; and February to June 1999 in connection with the operation and loading of the Company's vessels at the port of Rio Cullen. The debt amounted to a total of \$1,059,836.36 (\$769,694.58 tax, \$211,635.39 in interest up to September 30, 1999, and \$78,506.39 in fiscal charges).

On October 1, 1999, the Company submitted a "Recurso de Reconsideracion" (Motion for Reconsideration) in response to the Resolution. In this document the Company contested the position of the Tax Authority based on the following:

- o The Tax Authority intends to exercise its jurisdiction outside of the "3 nautical mile limit" set forth in National Act No. 23.775 and as determined by the "space limit" provided for in National Act No. 18.502.
- o If the Tax Authority had the power to tax the international carriage performed by the Company (a position which is opposed by the Company), such jurisdiction would remain limited to that portion of the carriage performed within the limits of the Province and would not include that portion of the carriage performed outside the Province. The Company contends that the vessels had destinations outside of Argentina and were engaging in the loading of crude oil from a buoy at open sea located more than 8 marine miles from the coast of the Province.
- o The tax which the Tax Authority is attempting to impose interferes with the National Policy on International Trade, in particular policy with respect to international transport. o Since it is not possible to transfer the cost of the Provincial Gross Income Tax to freight rates, such a tax becomes a tax analogous to the National Income Tax. This would result in a violation of the compromise undertaken by the Provinces not to charge local "subject to distribution" taxes which may overlap with national taxes.

On October 14, 1999 the Company filed a declaratory action (accion declarativa de certeza) subject to the provisions of article 322 of the Argentine Code of Civil and Commercial Procedure, before the Argentine Supreme Court of Justice and against the Province of Tierra del Fuego. The action sought clarification of the existing state of uncertainty with respect to the scope of the tax jurisdiction of the Province of Tierra del Fuego over income derived from activities of international transportation of crude oil. It is the Company's belief that the above-mentioned activities were fully carried out outside the three marine mile strip counted from the base lines as set forth in Laws No. 18502 and 23968.

On October 14, 1999, the Company paid Pesos seventy (P\$70) as Court Fees for cases involving indeterminable amounts, as provided by Law No. 23898. In other cases pending before the Secretary of Original Trials (Secretaria de Juicios Originarios) of the Argentina Supreme Court of Justice where analogous circumstances to those of this case were analyzed, the Representatives of the Federal State claimed that a three percent (3%) amount be paid as Court Fees as they consider that the stakes at issue were susceptible of monetary valuation. Up to now such claim was not made in the case under consideration.

On April 11, 2000, the Company requested the Tribunal to issue an injunction to prohibit the Province of Tierra del Fuego from seeking collection of the contested tax, interest and related charges during the course of the trial.

The Argentine Supreme Court of Justice granted the injunction ordered that the Province of Tierra del Fuego be notified for a twenty-day term plus an additional sixteen-day term fixed due to distance. It provided that:

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

"the injunction be sustained, and therefore the defendant be informed that it shall refrain from seeking collection of taxes on gross income in connection with the adjustments made by resolution No. 012/99 issued by the Provincial Tax Board (Direccion Provincial de Rentas) dated September 17, 1999, referring to advance payments for March 1994, May to September and December 1995, 1996, 1997, May to December 1998, and February to June of 1999, to the extent that such advance payments would constitute tax activities fully carried out outside the three marine mile strip counted from the base lines as provided from Laws No. 18502 and 23968, as well as any other penalty which is based on these adjustments. A Letter Rogatory be filed to the Governor of the Province of Tierra del Fuego to let him know that the injunction requested by the Ultrapetrol is sustained."

On August 2, 2000, the Company extended the declaratory action filed against the Province of Tierra del Fuego, Antartida e Islas del Atlantico Sur, following the terms of articles 87, 331 et seq., and related provisions of the Argentine Code of Civil and Commercial Proceedings, in order to receive a ruling by the Argentine Supreme Court of Justice on the scope of the tax jurisdiction of the Province of Tierra del Fuego over water mirror located in the Area of the San Sebastian Bay, and the North of Isla Grande from F(degree) Cabo Espiritu Santo up to Punta de Arenas, i.e., outside the three marine mile strip counted from the base lines as provided from Law No. 23968. Consequently, the Company requested that the defendant be condemned to render ineffective the Resolution of the Provincial Bureau of Ports (Direccion Provincial de Puertos) No. 227/00, dated June 28, 2000.

On August 23, 2000, the Argentine Supreme Court of Justice acknowledged the expansion of the complaint. On October 11, 2000, the Prosecution of the Province of Tierra del Fuego answered the complaint and the extension thereof. On October 12, 2000, the Secretary of Original Trials of the Argentina Supreme Court of Justice accepted the answer to the complaint and notified the Company about the documentary evidence submitted by the defendant. The Company responded to such notification on November 1, 2000, in which opposition was expressed to the production of informative evidence and evidence from accounting experts.

On December 21, 2000, the Argentine Supreme Court of Justice declared that it was incompetent to issue a first instance resolution in connection with the extension of the complaint due to the constitutional rejection made in connection with Resolution No. 277/00 of the Provincial Bureau of Ports.

On March 12, 2001, the Argentinian Supreme Court decided to open the trial stage for the submission of evidence for a thirty-day term. The Argentinian Supreme Court partially sustained the opposition duly presented by the Company to the evidences offered by the Province of Tierra del Fuego.

On May 2, 2001 the Supreme Court closed the evidence stage and issued an order for the addition of the evidence to the main file. Likewise, such Court issued an order for the service of notices asking the parties to file their respective summary arguments.

After the parties have filed their summary arguments, on May 29, 2002 the file was sent to the Procuracion General de la Nacion (Office of the Attorney General) in order that the Procurador General (Attorney General) issue the pertinent opinion.

On December 3, 2002 the Attorney General, Dr. Nicolas Becerra, issued the opinion whereby he recommended a favorable judgment for the plaintiff, stating that the Province of Tierra del Fuego does not have jurisdiction to impose taxes within the area beyond three marine miles. It is worth mentioning that such opinion is not binding and therefore, the final judgment which will solve the case may be different.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

On December 5, 2002 the Supreme Court sent the case to the members of the Highest Board of Judges so that the final judgment be entered.

On February 21, 2003, Ursa Shipping Ltd. ("Ursa") brought suit in the United States District Court for the District of New Jersey against M/T Princess Susana and Noble Shipping Ltd. seeking damages arising out of the delay in delivery of a cargo of Kirkuk crude oil to the Valero terminal in Paulsboro, New Jersey. (Ursa Shipping v. M/T Princess Susana, et al. Civil Action No. 03-CV-747(FLW).) M/T Princess Susana (the "Vessel") was detained by the United States Coast Guard prior to her arrival in Paulsboro when, during a routine Coast Guard tank vessel examination, a small amount of cargo was found to have leaked from one of the cargo tanks into one of the void spaces aboard the Vessel. On or about February 25, 2003, Valero Marketing and Supply Co. ("Valero") commenced an action against Noble Shipping Ltd. (Valero Marketing and Supply Co. v. Noble Shipping Ltd., Civil Action No. 03-CV-843 (FLW)). The Valero and Ursa complaints seek damages in excess of \$9 million.

In connection with the above complaints, the Vessel was arrested. Security was posted by our protection and indemnity insurers in the amount of \$11.2 million and the Princess Susana was released from arrest (insurance coverage is in place). Both the Ursa and the Valero complaints have been answered, defenses have been raised, and a counterclaim has been raised in the Ursa action seeking, inter alia, unpaid freight and demurrage.

Discovery is presently underway and the parties have exchanged documents. It is too early in the course of the litigations to form an opinion as to their ultimate outcome.

We believe this claim is covered by insurance . The insurer is actively participating in its defense and has not asserted any objections or defenses to the claim. We would expect any damages arising from this action (less our policy deductible) to be covered by the proceeds of such insurance.

Dividend Policy

It is the policy of the Company, unless the members decide otherwise, at the annual general meeting to distribute a dividend of at least thirty percent (30%) of the Company's net after-tax profit. However, such distributions shall be subject to the restrictions, terms and conditions which may be imposed on the Company by lenders, bondholders or other financial institutions, and/or those limitations imposed by the contracts, agreements or other financial instruments, including any trust indenture into which the Company may have entered. Also before making distributions, the Company shall also make adequate reserves as the Board of Directors may deem necessary for the company's commitments (even if after giving effect to such reserves the distribution would be lower than thirty per cent (30%)). The directors may, before recommending any dividend, set aside out of the profits of the Company such sum as they think proper as a reserve fund to meet contingencies, or for equalizing dividends, or for special dividends or bonuses, or for repairing, improving, maintaining any of the property of the Company, and for such other purposes as the directors shall in their absolute discretion think conducive to the interests of the Company.

C. ORGANIZATIONAL STRUCTURE

Ultrapetrol (Bahamas) Limited is a company organized and registered as a Bahamas Corporation since December 1997.

Ultrapetrol (Bahamas) Limited owns directly 100% of the following subsidiaries:

- o Princely International Finance Corp. (a Panamanian corporation)
- o Ultrapetrol S.A. (an Argentinean corporation)

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

- o UP (River) Holdings Ltd. (a Bahamian corporation)
- o UP River Terminals (Panama) S.A. (a Panamanian corporation)
- o Kattegat Shipping Inc. (a Panamanian corporation)
- o Majestic Maritime Ltd. (a Bahamian corporation)
- o Stanmore Shipping Inc (a Panamanian corporation)
- o Avemar Holding (Bahamas) Limited (a Bahamanian corporation)
- o Mansan S.A (a Uruguayan corporation)
- o Wallasey Shipping Inc (a Panamanian corporation)
- o Parkwood Commercial Corp (a Panamanian corporation)
- o Internationale Maritime SA (a Bahamanian corporation)

In addition, Ultrapetrol (Bahamas) Limited has an ownership in the following companies: 50 % of UABL Ltd. ("UABL"), 60% of Ultracape (Holdings) Ltd. ("Ultracape") and 27.78 % of UP Offshore (Bahamas) Ltd. ("UP Offshore"). In the case of the latter company we have options to increase our participation that may be exercised under certain conditions.

Also, Princely International Finance Corp. has various subsidiaries whose organization or acquisition is as follows:

	NAME	COUNTRY	%OWNED
o	Regal International Investments S.A.	Panamanian	100%
	- Bayham Investment S.A.	Panamanian	100%
	- Parfina S.A.	Paraguayan	50%
	- Draco Investment S.A.	Panamanian	100%
	- Cavalier Shipping Inc.	Panamanian	100%
o	Danube Maritime Inc.	Panamanian	100%
o	Baldwin Maritime Inc.	Panamanian	100%
o	Tipton Marine Inc.	Panamanian	100%
o	Corporacion de Navegacion Mundial S.A.	Chilean	100%
	- Parfina S.A.	Paraguayan	50%
o	Panpetrol Shipping S.A.	Panamanian	100%
o	Oceanview Maritime Inc.	Panamanian	100%
o	Ultrapetrol International S.A.	Panamanian	100%
o	Kingly Shipping Ltd.	Bahamanian	100%
o	Sovereign Maritime Ltd.	Bahamanian	100%
o	Monarch Shipping Ltd.	Bahamanian	100%
o	Noble Shipping Ltd.	Bahamanian	100%
o	Stately Shipping Ltd.	Bahamanian	100%
o	Ultrapetrol de Venezuela, CA	Venezuelan	100%
o	Imperial Maritime (Bahamas) Ltd. Inc.	Panamanian	100%
o	Oceanpar S.A.	Paraguayan	100%
o	Imperial Maritime Ltd.	Bahamanian	100%

D. PROPERTY AND EQUIPMENT

We own, directly and indirectly, 10 ocean-going tankers, two bulkcarrier, three push boats/tugs, two ocean-going Tug-Barge units, and 69 wet and dry barges. The vessels' name, dwt, vessel type and date of the original delivery from the builder's yard are set forth in Item 4. "Information on the Company." Section B. Business Overview--Our Trading Fleet. We do not own any buildings and do not pay any rental expense other than as a portion of the administration fees paid to Oceanmarine.

ITEM 5 - OPERATING AND FINANCIAL REVIEW AND PROSPECTS

A. OPERATING RESULTS

The following discussion and analysis should be read in conjunction with

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

the consolidated financial statements of Ultrapetrol (Bahamas) Limited and subsidiaries for the twelve months ended December 31, 2002, 2001 and 2000 included elsewhere in this report.

General

We were formed on December 23, 1997 to hold all the capital stock of Princely International Finance Corporation (a Panamanian Company) and Ultrapetrol S.A. (an Argentine company). The following discussion covers the audited financial results of the for the twelve months ended December 31, 2002 with a comparison to the audited consolidated financial results for the same twelve month period in 2001.

We operate Suezmax, Aframax and Panamax tankers primarily in South America with additional operations between the Caribbean, United States, West Africa and the Mediterranean. We also have two oceangoing Tug-Barge units, one of which operates as a transfer station and 69 barges and three tugs that operate in barge river trafficking under time charter to the affiliate UABL Ltd. Our ship Princess Sofia, and the two oceangoing Tug-Barge units plus the vessel Alianza G1 are permitted to engage in cabotage trading in Argentina. Cabotage trading in Argentina is the transportation of passengers or goods by sea or river between ports and cargo transfer zones in Argentina. This commerce is reserved for Argentinean flag vessels which obtained dual flag registration privileges and Argentinean shipowners who have bareboat chartered foreign flag vessels and obtained authorization from the Argentinean Maritime Authority.

During the twelve months of 2002, we employed a significant part of our fleet on time charter for different clients.

During the twelve months of 2002, the international freight market maintained rates significantly below those experienced in 2001.

From October 2000 we have employed under a long-term time charter with UABL Ltd., an affiliated company, the Alianza G2, the 69 wet and dry river and the push-boats Cavalier I, Cavalier II, Cavalier III and the tug Alianza Rosario and the port tugs Jupiter, Mercurio and Marte.

We also renewed during 2001 the time charter employment of all our Suezmax vessels and one of our Aframax vessels for approximately eleven months duration, which covered their employment up to their scheduled redeliveries between May and October, 2002. Following the expiration of these charters we agreed to extend them for short periods with the majority of the scheduled redeliveries to take place between December 2002 and January 2003 and in one case up to March 2003.

At the end of the first quarter (March 29th 2002) Alianza G3 entered into a 3 year time charter extendable for another 2 years in north Brazil. Because this service must be provided without interruptions and required certain modifications to be done to the vessel, the special survey and dry dock was accelerated by 26 months and a general refurbishment was carried out which together with the positioning voyage to commence service meant that this unit did not have any income for the first quarter. During the second quarter it provided its service on a regular basis however we still incurred some extraordinary expenses connected with adjusting operational details for the performance of this long term charter. In the third quarter it has operated satisfactorily without interruption.

The Princess Fatima, and Princess Pia were out of service conducting their special survey and dry dockings during 57 days and 72 days respectively in 2002. The Princess Marisol was out of service due to an accident for 87 days during the first six months of 2002 and the Princess Pia was out of service due to an accident for 20 days during the last month of 2002.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

A generally low volume required by our regular COA customers in Argentina has meant a low utilization rate for our Panamax fleet which, coupled with alternative employment in the international market at low rates, has contributed to reduced earnings by these vessels in 2002.

On April 18, 2002 we entered into agreements with AIG/GE Capital Latin America Infrastructure Fund LP, a Bermuda Limited partnership, ("LAIF") relating to the creation of two new companies in which both Ultrapetrol and LAIF are shareholders:

The first company, "UP Offshore", intends to build/purchase and operate a fleet of platform supply vessels. or PSV's. which will be designed to operate in any area of the world. UP Offshore will have the initial focus of its activities in Brazil serving both Petroleos Brasileiro S.A. (Petrobras), the Brazilian state oil company, and other international oil companies that have recently acquired petroleum and development leases in Brazil. Ultrapetrol has committed to place up to \$12.5 million in equity for approximately a 23% share although Ultrapetrol holds the voting power necessary to control the election of a majority of UP Offshore's board of directors.

UP Offshore will have a capital of \$55 million depending upon the final capital contributions of other investors. UP Offshore has obtained financing with which it will commit to the building initially of six vessels with a firm program of expanding the fleet to ten vessels.

Ultrapetrol's participation in UP Offshore may be increased through options which may be exercised under certain conditions.

On November 15th pursuant to the agreement signed with AIG-GE Capital Latin American Infrastructure Fund (LAIF) on April 18th 2002 the Company entered into a Common Shareholders Agreement and a Subscription Agreement with LAIF and Comintra Enterprice Ltd. These agreements regulate the formation, governance of and capital contributions to UP Offshore Ltd. Bahamas.

UP Offshore (Bahamas) Ltd. and its fully owned subsidiary UP Offshore (Panama) S.A. have entered into a Loan Agreement with the International Finance Corporation which together with a similar loan between UP Offshore Apoio Maritimo Ltda. (another wholly owned subsidiary of UP Offshore (Bahamas) Ltd.) and IFC will provide the financing for the construction of a total of six PSV Platform supply vessels. The maximum total available under both loans facilities will be \$60 million.

The second company, Ultracape (Holdings) Ltd., has the objective of purchasing second hand modern capesize bulkcarriers to operate in the international market. Ultracape will have a capital of up to \$50 million depending on the number of vessels to be acquired which will be complemented by credit from banking sources to allow the acquisition of vessels. We have committed to place up to \$10 million in equity in Ultracape.

At this time we hold a 60% stake in Ultracape. We will perform the full commercial management for the vessels acquired by Ultracape (Holdings) Ltd.

On April 19th, 2002 Ultracape entered into a Memorandum of Agreement based on the terms of the industry standard NSF 1993 to purchase the vessel mv Vasco Da Gama (renamed Cape Pampas) of 151,380 dwt for \$ 16.55 million. On July 1st, 2002 we completed our purchase of the Cape Pampas. Thereafter, the vessel was delivered under a time charter to Cargill International S.A. (Cargill) for a period of 18 months.

Pursuant to the Agreement reached on April 18th and ratified on June 24th 2002 the Company entered into a Contribution and Subscription Agreement with

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

LAIF III Ltd. Bermuda and Ultracape (Holdings) Ltd. of Bahamas whereby the Company confirmed its commitment to purchase up to \$10 million Shares of the shares of Ultracape (Holdings) Ltd. and LAIF III Ltd. agreed to purchase up to the lesser of \$ 20 million or 40% of the shares of Ultracape (Holdings) Ltd. An initial amount to be contributed was set for both LAIF III Ltd. and the Company at \$3.3 million and \$4.95 million, respectively.

Also on June 24th 2002, a Shareholders Agreement was signed with LAIF III Ltd. and Ultracape (Holdings) Ltd. for the governance of Ultracape (Holdings) Ltd.

On June 27th 2002 Ultracape (Holdings) Ltd. entered into a Loan Agreement with Credit Agricole Indosuez for a total amount of \$27 million to finance the acquisition of up to two capesize vessels. On July 1st Braddock Shipping Inc, an Ultracape subsidiary took delivery of the Cape Pampas and drew down \$11.0 million of the loan agreed with Credit Agricole Indosuez.

On July 28th 2002, the option to repurchase 25,212 shares by the Company for a total price of \$0.9 million, which expired in July 2002 was extended until July 31st 2003.

On August 26th, 2002, we entered into a Memorandum of Agreement, or MOA, through which we committed to sell Princess Fatima dwt 15,261 tons built 1980, to an unrelated company for \$2 million gross of associated expenses. On September 19th 2002 we delivered the Princess Fatima pursuant to the MOA and received the balance of the purchase price.

On October 18th 2002 we entered into an agreement to purchase the tanker "Rio Grande" dwt 15,261 tons built 1982 for a purchase price of \$ 1.0 million from a non related company. The purchase will be funded from the proceeds of the sale of the "Princess Fatima". On December 12th 2002 the Princess Sofia ex "Rio Grande" was delivered to the Company.

Revenue

The majority of our vessels are employed on time charters to affiliated and unaffiliated companies. The revenue from this operation is derived from a daily rate that is paid to us for the use of our vessels. Hire revenue accounted for 66% of our total revenues for the twelve months ended December 31, 2002.

Also, our vessels are employed on a contract of affreightment ("COA") basis either for single or repetitive voyages. For a COA, the vessel owner or operator generally pays all voyage and vessel operating expenses and has the right to substitute one vessel for another. The rate is generally expressed in dollars per metric ton of cargo. Revenues earned under COA's are referred to as "freight". COA revenue accounted for 34% of the Company's total revenues for the twelve months ended December 31, 2002.

From the total revenues obtained from COA's during the twelve months of 2002 70% were in respect of repetitive voyages for the Company's regular customers and 30% in respect of single voyages for occasional customers.

Expenses

When vessels are operated on a COA basis (as well as any time when they are not operating under time or bareboat charter), all costs relating to a given voyage, including port charges, canal dues and fuel costs, are paid by the vessel owner and are recorded as voyage expenses.

Our operating expenses, or running expenses, are generally paid through Ravenscroft Miami, an affiliated company, which provides ship management services that include the cost of all technical management, crewing, spares and

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

stores, insurance, lubricants, repairs and maintenance. The most significant of these expenses are maintenance and repairs, wages paid to marine personnel and marine insurance costs. In the case of our river barges chartered to UABL Ltd. we contracted the shipmanagement responsibilities to Lonehort Inc., an affiliate of UABL Ltd.

Vessels are depreciated to an estimated scrap value on a straight-line basis over their estimated useful lives. We follow the deferral method of accounting for survey and dry-dock costs, whereby actual survey and dry-dock costs are capitalized and amortized over a period of two and one-half years until the date of the next dry-dock or special survey.

Our other primary operating expenses include general and administrative expenses as well as ship management and administration fees paid to Ravenscroft Miami and Oceanmarine, another affiliate of ours, which provides certain administrative services. We pay Oceanmarine a monthly fee of \$8,750 per vessel for administrative services including general administration and accounting (financial reporting, preparation of tax returns), use of office premises, a computer network, secretarial assistance and other general duties. We also pay Ravenscroft Miami a monthly ship management fee of \$12,500 per vessel for services including technical management, crewing, provisioning, superintendence and related accounting functions. We do not expect to pay regular fees to any affiliated entity other than those described here for management and administration functions. In the case of our river barges chartered to UABL Ltd., we have contracted the shipmanagement responsibilities to Lonehort Inc., an affiliate of UABL Ltd.

2002 Compared to 2001

	Year ended December 31	
	2002	2001
	(dollars in thousands)	
Freight revenues		
Attributable to wholly owned vessels	23,662	68,137
Attributable to wholly chartered-in vessels	1,081	5,530
	-----	-----
Total	24,743	73,667
Hire revenues		
Attributable to wholly owned vessels	48,381	36,266
Attributable to wholly chartered-in vessels	0	1,275
	-----	-----
Total	48,381	37,541
	-----	-----
Total Revenues	73,124	111,208
	-----	-----
Voyage expenses		
Attributable to wholly owned vessels	(9,259)	(20,569)
Attributable to wholly chartered-in vessels	(926)	(6,320)
	-----	-----
Total	(10,185)	(26,889)

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Running costs	(27,397)	(33,615)
Amortization of dry-dock expense	(8,839)	(7,246)
Depreciation of property and equipment	(15,968)	(16,197)
Management fees and administrative expenses	(6,818)	(7,770)
Loss on involuntary conversion of Argentine receivables	(2,704)	
	-----	-----
Operating profit	1,213	19,491
Interest expense	(16,763)	(17,698)

Revenues

Total revenues from freight net of commissions decreased from \$73.7 million in 2001 to \$24.7 million in 2002, or a decrease of 66%. This decrease is primarily attributable to the time charter operation of the Princess Katherine, Alianza G3, Princess Veronica and Princess Susana instead of COA's employment as well as a general decrease in freight rates. Another contributing factor was lower revenue obtained by our Alianza G3-Alianza Campana which spent the entire first quarter in preparation and positioning for a long term contract. Also the lower utilization rates of our Panamax vessels coupled with the total of 129 days out of service experienced by Princess Pia and, Princess Fatima due to dry dock and special survey and Princess Marisol which was out of service due to an accident for 87 days during 2002, affected negatively our revenues in this period. Part of this off hire time is compensated by our loss of hire insurance for which a total of \$1.8 million has been included as other income (outside our operational result)

Hire revenues net of commissions, increased by 29% from \$37.6 to \$48.4 million. This increase is attributable to the time charter employment of the Princess Katherine, Princess Susana, Princess Veronica, Alianza G3 and the addition of Cape Pampas purchased by Ultracape coupled with a significant reduction in the charter rates, (because of market conditions) obtained for our ships after expiry of the time charter agreements that had been fixed in 2001.

Operating profit for 2002 was \$1.2 million a decrease of 94% or \$18.3 million from the same period in 2001. The decrease is primarily attributable to the same factors that affected our revenues in this period detailed above and includes the full impact of a \$2.7 million loss on involuntary conversion of Argentine receivables which resulted from the devaluation of the Argentine currency as detailed in "Foreign Currency Transactions". During the first half of 2002 the receivables denominated in US dollars but collected in Argentine pesos were exposed to the compulsory conversion to Argentine currency at a rate of exchange different from the market rate at the time of payment by virtue of Argentine Law 25.561 and the Decree 214/2002 and thereafter subject to negotiations between the parties as to the rate of exchange applicable to each transaction.

The sale of Princess Fatima resulted in a loss of \$1.6 million which has been accounted for under "other income".

Voyage expenses

The 2002 voyage expenses were \$10.2 million, as compared to \$26.9 million

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

for 2001, a decrease of \$16.7 million, or 62%. The decrease is primarily attributable to the combined effect of a large portion of the fleet operating on time charter contract instead of COA and the lower activity of our Panamax fleet.

Running costs

Running costs decreased by \$6.2 million, or 18%, to \$27.4 million in 2002 as compared to \$33.6 million in the equivalent 2001 period. This decrease is mainly attributable to significant cost reductions achieved on some of our vessels in operation coupled with the general low level of activity for the fleet and extended periods of repairs by some of our vessels.

Amortization of dry-dock expense

Amortization of dry docking and special survey costs increased by \$1.6 million, or 22%, to \$8.8 million in 2002 as compared to \$7.2 million in 2001. The increase was due to the amortized portion of dry-docks (i.e., repairs) carried out in 2001 on the Princess Katherine, Princess Susana and Princess Nadia.

Depreciation of property and equipment

Depreciation and amortization decreased by \$0.2 million, or 1%, to \$16.0 million in 2002 as compared to \$16.2 million in 2001. This decrease is primarily due to the sale of the "Princess Fatima" partially compensated by an increase attributable to the purchase of the Cape Pampas.

Management fees and administrative expenses

Management fees and administrative expenses were \$6.8 million in 2002 as compared to \$7.8 million in 2001, a decrease of \$1.0 million, or 13%, which is attributable mainly to a reduction in administrative expenses of \$0.9 million.

Interest expense

Interest expenses decreased by \$0.9 million, or 5%, to \$16.8 million in 2002 as compared to \$17.7 million in 2001. The decrease is primarily attributable to the lower level of financial debt and consequential interest costs associated.

2001 Compared to 2000

	Year ended December 31	
	2001	2000
	(dollars in thousands)	
Freight revenues		
Attributable to wholly owned vessels	68,137	96,333
Attributable to wholly chartered-in vessels	5,530	1,244
	-----	-----
Total	73,667	97,577
Hire revenues		
Attributable to wholly owned vessels	36,266	6,814
Attributable to wholly chartered-in vessels	1,275	0
	-----	-----

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

	Total	37,541	6,814
<hr/>			
Total Revenues		111,208	104,391
<hr/>			
Voyage expenses			
Attributable to wholly owned vessels		(20,569)	(37,299)
Attributable to wholly chartered-in vessels		(6,320)	(1,420)
<hr/>			
	Total	(26,889)	(38,719)
<hr/>			
Running costs		(33,615)	(28,586)
<hr/>			
Amortization of dry-dock expense		(7,246)	(5,589)
<hr/>			
Depreciation of property and equipment		(16,197)	(15,572)
<hr/>			
Management fees and administrative expenses		(7,770)	(8,049)
<hr/>			
Operating profit		19,491	7,876
<hr/>			
Interest expense		(17,698)	(16,646)

Revenues

Total revenues from freight net of commissions decreased from \$97.5 million in 2000 to \$73.6 million in 2001, or a decrease of 25%. This decrease is primarily attributable to the time charter operation of the Princess Nadia, Princess Susana and the Hidrovia fleet instead of COA's employment partly balanced with the six months operation of the Princess Katherine (incorporated into the fleet in June 2000) Alianza G1, the lower number of off-hire days and to the higher general freight levels to our fleet.

Hire revenues net of commissions, increased by 453% from \$6.8 to \$37.6 million. This increase is attributable to the time charter employment of the Princess Nadia, Princess Katherine, Princess Susana, Princess Veronica and Princess Marina Alianza Gland the river fleet with UABL Ltd.

Operating profit for 2001 was \$19.5 million an increase of 150% or \$11.7 million from the same period in 2000. The increase is primarily attributable to the improved freight levels experienced by the fleet and a satisfactory level of activity and employment obtained for the vessels.

Voyage expenses

The 2001 voyage expenses were \$26.9 million, as compared to \$38.7 million for 2000, a decrease of \$11.8 million, or 30%. The decrease is primarily attributable to the combined effect of a large portion of the fleet operating on time charter contact instead of COA basis balanced by the addition of three vessels to the Company fleet (Princess Katherine, Princess Marina and Alianza G1) two of which operated less than a full year in year 2000.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Running costs

Running costs increased by \$5.0 million, or 17%, to \$33.6 million in 2001 as compared to \$28.6 million in the equivalent 2000 period. This increase is mainly attributable to the larger number of wholly owned vessels in operation (Alianza G1, Princess Katherine and Princess Marina) combined with a high level of activity for the fleet.

Amortization of dry-dock expense

Amortization of dry docking and special survey costs increased by \$1.6 million, or 29%, to \$7.2 million in 2001 as compared to \$5.6 million in 2000. The increase is due to the amortized portion of dry-docks (i.e., repairs) carried out in 2000 and 2001 on the Princess Veronica, Princess Katherine, Princess Pia and Princess Marisol.

Depreciation of property and equipment

Depreciation and amortization increased by \$0.6 million, or 4%, to \$16.2 million in 2001 as compared to \$15.6 million in 2000. This increase is primarily due to Alianza G1, Princess Marina and Princess Katherine depreciation partially compensated by an decrease in the Hidrovia equipment and Plate Princess depreciations.

Management fees and administrative expenses

Management fees and administrative expenses were \$7.8 million in 2001 as compared to \$8.0 million in 2000, a decrease of \$0.2 million, or 3%, which is attributable mainly to a reduction of \$0.5 in management fees partly balanced by an increase in administrative expenses of \$0.2 million.

Interest expense

Interest expenses increased by \$1.1 million, or 7%, to \$17.7 million in 2001 as compared to \$16.6 million in 2000. The increase is primarily attributable to the higher level of other financial debt and consequential interest costs associated with the purchase of the Princess Katherine and Princess Marina.

B. LIQUIDITY AND CAPITAL RESOURCES

We are a holding company with no material assets other than those of our subsidiaries. Consequently, we must fund our capital requirements through other sources, including cash dividends from subsidiaries, borrowings and shareholder contributions. We operate in a capital-intensive industry requiring substantial ongoing investments in revenue producing assets. Our subsidiaries have historically funded their vessel acquisitions through a combination of bank indebtedness, shareholder loans, cash flow from operations and equity contributions. As of December 31, 2002, we had total indebtedness of \$168.9 million, \$135 million from the proceeds of the Note Issue, \$2.0 million drawn under a revolving credit facilities from Allfirst Bank (as from April 1st, 2003 is known as M&T Bank), the trustee of the Company's Notes, for Majestic Maritime Ltd., a wholly owned subsidiary, \$6.0 million in a senior loan facility with Nedship Bank (America) N.V. for Kattegat Shipping Inc., a wholly owned subsidiary, for the purchase of the vessel Princess Marina, \$8.7 million in a senior loan facility with Allfirst Bank for Majestic Maritime Ltd, a wholly owned subsidiary, for the purchase of the vessel Princess Katherine, \$11.0

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

million in a senior loan facility with Credit Agricole Indosuez for Braddock Shipping Inc, a 60% owned subsidiary, for the purchase of the vessel Cape Pampas and \$1.2 million of indebtedness owed by the Company in respect of Avemar Holding (Bahamas) Limited's purchase from Societe Internationale D'Investissement S.A. ("SII") of all of the shares of the Company previously owned by SII. We have a short term credit line of \$0.3 million in our subsidiary Parkwood Commercial Corp, \$1.0 million drawn under a revolving credit facilities from the Allfirst Bank for Stanmore Shipping Inc., a wholly owned subsidiary and accrued interest expenses for these loans of \$ 3.8 million. On December 31, 2002, we had cash and cash equivalents on hand of \$4.7 million. We believe, based upon current levels of operation, cash flow from operations, together with other sources of funds, that we will have adequate liquidity to make required payments of principal and interest on our debt, including obligations under the Notes, complete anticipated capital expenditures and fund working capital requirements.

Operating Activities

In 2002, we generated a positive \$14.4 million in cash flow from operations compared to \$24.8 million for in the same period in 2001. Net earnings for the twelve months of 2001 were \$ 2.4 million compared with a net loss of \$13.8 million in the same period of 2002.

Net cash provided by operating activities consists of our net income increased by non-cash expenses, such as depreciation and amortization of deferred charges, and adjusted by changes in working capital.

Investing Activities

In 2002, the 60% owned subsidiary Braddock Shipping Inc. disbursed \$ 16.7 million in the purchase of the Cape Pampas and Ultrapetrol SA, a wholly owned subsidiary, \$ 1.0 in the purchase of the Princess Sofia compared to \$4.8 million in vessels' purchases in the same period of 2001 and \$6.0 million in dry dock expenses (Princess Pia, Princess Laura, Princess Marisol, Alianza G3 and Alianza G1) compared to \$10.1 million in the same period of 2001.

Financing Activities

Net cash provided by financing activities increased by \$5.9 million during 2002. The increase in cash provided by financing activities in the twelve months of 2002 is mainly attributable to the draw down of \$11.0 million of the Ultracape loan facility agreed with the Credit Agricole Indosuez, partially compensated with the repayments of principal and interest installments which became due during 2002.

Foreign Currency Transactions

Substantially all of our revenues are denominated in U.S. dollars, but 18% of our revenues are denominated in US dollars but collected in Argentine pesos at the equivalent amount of U:S:dollars at the payment date and 23% of our total out of pocket operating expenses are paid in Argentine pesos. Our operating results, which are reported in U.S. dollars, may be affected by fluctuations in the exchange rate between the U.S. dollar and the Argentinean peso. For accounting purposes, revenue and expense accounts are translated into U.S. dollars at the exchange rate prevailing on the date of each transaction. We do not hedge our exposure to foreign currency fluctuations.

During the first half of 2002 the receivables related to the above referenced portion of our revenues denominated in United States dollars but

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

collected in Argentine pesos were exposed to the compulsory (by virtue of Argentine Law 25.561 and the Decree 214/2002) conversion to Argentine currency at a rate of exchange different from the market rate at the time of payment and thereafter subject to negotiations between the parties as to the rate of exchange applicable to each transaction.

As a result of the above situation the equivalent U.S. dollars at the time of payment by the customers resulted in losses when compared with the amount invoiced.

The net effect of this situation resulted in a loss of \$2.7 million which was recorded in 2002.

We believe that substantially all of the impact of the exchange variance (loss) incurred by our Argentine subsidiary as a result of Argentine Decree 214/2002 was recorded in 2002.

Inflation

We do not believe that inflation has had a material impact on our operations, although certain of our operating expenses (e.g., crewing, insurance and dry docking costs) are subject to fluctuations as a result of market forces. Inflationary pressures on bunker costs are not expected to have a material effect on our future operations since freight rates for voyage charters are generally sensitive to the price of ship's fuel. A sharp rise in bunker prices may have a temporary negative effect on results since freights generally adjust after prices settle at a higher level.

Critical accounting policies and estimates

Our discussion and analysis of the Company's financial condition and results of operations are based upon the consolidated financial statements, which have been prepared in accordance with accounting principles generally accepted in the United States. The preparation of these financial statements requires the Company to make estimates and judgments that affect the reported amounts of assets, liabilities, revenues and expenses, and related disclosure of contingent assets and liabilities. On an on-going basis, we evaluate its estimates, including those related to bad debts, useful lives of vessels, deferred tax assets, and certain accrued liabilities. We base its estimates on historical experience and on various other assumptions that are believed to be reasonable under the circumstances, the results of which form the basis for making judgments about the carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates under different assumptions or conditions. We believe the following critical accounting policies affect its more significant judgments and estimates used in the preparation of its consolidated financial statements.

Revenue Recognition

Revenue is generally recorded when services are rendered, we have a signed charter agreement or other evidence of an arrangement, pricing is fixed or determinable and collection is reasonably assured. Revenues are earned under time charters or affreightment/voyage contracts. Revenue from time charters is earned and recognized on a daily basis. Revenue for affreightment/voyage contracts is recognized based upon the percentage of voyage completion. The percentage of voyage completion is based on the number of voyage days worked at the balance sheet date divided by the total number of days expected on the voyage.

Allowance for Doubtful Accounts

We maintain allowances for doubtful accounts for estimated losses resulting

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

from the inability of its customers to make required payments. The estimate of uncollectible amounts is based on the results of ongoing credit evaluations and ours historical experience. If the financial condition of our customers were to deteriorate, resulting in an impairment of their ability to make payments, additional allowances may be required.

Asset Impairment

We record impairment losses on long-lived assets used in operations when indications of impairment are present and the estimated undiscounted cash flows to be generated by those assets are less than the assets carrying amounts. If the carrying value is not recoverable, the carrying value of the assets is reduced to estimate fair value. Undiscounted cash flows are estimated using expected average long-term day rates and utilization based largely on historical industry and our experiences. If future market conditions do not meet expectations, we may be required to record impairment charges which could be material.

Useful Life Determination

Management determines the useful lives of the vessels based upon regulatory requirements such as OPA 90, market conditions and operational considerations. We continue to evaluate the reasonableness of the useful lives of the vessels.

Drydocking Costs

All of ours vessels must be periodically drydocked and pass certain inspections to maintain their operating classification, as mandated by certain maritime regulations. Costs incurred to drydock the vessels are deferred and amortized on a straight line basis over the period to the next drydocking, generally 30 months. The alternative accounting policy for drydocking costs is to expense the expenditures as incurred. The Financial Accounting Standards Board and the American Institute of Certified Public Accountants have proposed that the deferral method of accounting for planned major maintenance activities such as drydocking expenditures should be eliminated. Under the proposal, we would expense drydocking expenditures as incurred. The unamortized drydocking costs were approximately \$8,9 million as of December 31, 2002.

Recent Developments

On March 11th ,2003 we entered into a MOA (Memorandum of Agreement) under the standard format NSF 1993 to sell its Princess Sofia for a total price of \$2.3 million wherefrom the net proceeds after deducting the taxes and expenses in connection with re-certifying the vessel for the sale will be (approximately) \$1.8 million. The vessel was delivered to its new owners on April 25th, 2003

We entered into a three year contract to time charter Princess Marina. The vessel underwent a period of repairs in February 2003 and was delivered into the contract on March 13th, 2003.

In January 2003 the Company renews the employment of its vessel Princess Katherine for another 11 months.

C. RESEARCH AND DEVELOPMENT, PATENTS AND LICENSES, ETC.

Not Applicable.

D. TREND INFORMATION

Not Applicable.

ITEM 6. - DIRECTORS, SENIOR MANAGEMENT AND EMPLOYEES

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

A. DIRECTORS AND SENIOR MANAGEMENT

Set forth below are the names and positions of our directors and executive officers, as of April 30, 2003.

Name	AGE	Position
----	---	-----
Felipe Menendez R.48		President and Chief Executive Officer/Director
Ricardo Menendez R.54		Director
James F. Martin.....48		Director
Katherine A. Downs.....48		Director
Leonard J. Hoskinson.....49		Director & Secretary

Certain biographical information with respect to each director and executive officer is set forth below.

Felipe Menendez R. Mr. Menendez has been President, Chief Executive Officer and a Director since incorporation in December 1997 and is the brother of Ricardo Menendez. He is also President, and has been a Director, of Ultrapetrol S.A. since its incorporation in 1992. Mr. Menendez is also a Director of Oceanmarine, SIPSA S.A., a Chilean publicly traded company controlled by the Menendez family ("SIPSA"), and Ravenscroft Miami. Mr. Menendez has been, and continues to be, actively involved in other businesses associated with the Menendez family, as well as other companies affiliated with SIPSA. Mr. Menendez is also a Director, President and Chief Executive Officer for UABL Limited.

Ricardo Menendez R. Mr. Menendez has been a Director since incorporation in December 1997 and is the brother of Felipe Menendez. Mr. Menendez began his career in the shipping industry in 1970 with Compania Chilena de Navagacion Interoceania S.A., and has continuously been involved in the management of the Menendez family's shipping interests. He is the President of Oceanmarine and Chairman of the Board of Directors of Ravenscroft Miami, and has been a Director of Ultrapetrol S.A. since it was formed in 1992. Mr. Menendez is also a Director of SIPSA, and remains involved in the management of other Menendez family businesses. Mr. Menendez has been a member of the board of The Standard Steamship Owners Protection & Indemnity Association (Bermuda) Limited (a member of the International Group of Protection & Indemnity Associations) since 1993. Mr. Menendez is also a Director in UABL Limited.

James F. Martin. Mr. Martin has been a Director of Ultrapetrol since 2000. He is a Managing Director with Emerging Markets Partnership ("EMP"), principal adviser to the Bermuda-based AIG-GE Capital Latin America Infrastructure Fund L.P. ("LAIF"), where he heads a sector team focusing on transportation, environmental services, and oil and gas investments. Prior to joining EMP in 1997, Mr. Martin was head of a team responsible for investments in water and environmental infrastructure at the International Finance Corporation. Mr. Martin is also a Director in UABL Limited.

Katherine A. Downs. Ms. Downs has been a Director of Ultrapetrol since 2000. Ms. Downs is a Director with Emerging Markets Partnership, principal adviser to the Bermuda-based AIG-GE Capital Latin America Infrastructure Fund L.P., where she focuses on transportation, environmental services, and oil and gas investments. Prior to joining EMP in 1997, Ms. Downs was a Managing Vice President in the private placement group of the Prudential Insurance Company of America

Leonard J. Hoskinson. Mr. Hoskinson was appointed Director in March 2000 and assumed the position of Secretary six months later. He is the General Manager of Ravenscroft Shipping Inc, the Company's appointed manager of its ocean going fleet with its base in Miami, Florida. Mr. Hoskinson has been

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

employed by Ravenscroft for over 13 years and prior to that headed the ship finance group of Marine Midland Bank NA in New York.

B. COMPENSATION

The aggregate annual net cost to the Company for the compensation paid to members of the Board of Directors was zero for the fiscal year ended December 31, 1999, \$0.9 million for the fiscal year ended December 31, 2000 (\$0.4 million as monitoring fees and \$0.5 million as a bonus to certain directors and officers), \$1.1 million for the fiscal year ended December 31, 2001 (\$0.4 million as monitoring fees and \$0.7 million as a bonus to certain directors and officers). and \$1.1 million for the fiscal year ended December 31, 2002 (\$0.4 million as monitoring fees and \$0.7 million as a bonus to certain directors and officers). None of the work conducted by the Board of Directors was conducted in Argentina.

We have no funds set aside or accrued to provide pension, retirement or similar benefits for our directors or officers.

C. BOARD PRACTICES

As provided in our Memorandum and Articles of Association and the International Business Companies Act, 1986, each director elected holds office until a successor is elected or until his earlier death, resignation or removal. Officers are elected from time to time by vote of the respective board of directors and hold office until a successor is elected.

D. EMPLOYEES

As of December 31, 2002, we employed 16 shore-based personnel and approximately 404 seagoing employees were employed through our managers. At December 31, 2001, we employed 15 shore-based personnel and approximately 415 seagoing employees were employed through our managers. At the year-end 2000, we employed 12 shore-based personnel and approximately 360 seagoing employees were employed through our managers and at the year-end of 1999 we employed 10 shore-based personnel and approximately 325 seagoing employees were employed through our managers.

The crew on board our vessels is employed through Ravenscroft Ship Management Ltd., Bahamas and through various manning agents depending on the nationality as listed below:

Indian crew	Orient Ship Management & Manning Pvt., Ltd., Mumbai, India.
Argentine crew	Technical Services S.A.
Filipino crew	C.F. Sharp Crew Management, Manila, Philippines
Ukrainian crew	South Star Ltd., Odessa, Ukraine
Romanian crew	Corona Shipping SRL, Constanta, Romania.

The crew is employed on contractual terms valid for a fixed duration of service on board the vessels. We ensure that all the crew employed on board our vessels have the requisite experience, qualifications & certification to comply with all international regulations and shipping conventions. Our training requirements for the crew exceed the statutory requirements. We have in force special programs such a performance related incentive bonus, which is paid to senior officers upon rejoining our ships. This ensures retention of qualified and competent staff within our fleet.

We always man our vessels above the safe manning requirements of the vessels' flag state in order to ensure proper maintenance and safe operation of the vessels. Our crew is employed under the standard collective bargaining agreements with the seafarers' union in the respective countries.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

E. SHARE OWNERSHIP

DIRECTOR OR OFFICER	SHARES
Felipe Menendez R. (1)	1,138,443
Ricardo Menendez R. (1)	1,138,443

(1) Reflects shares beneficially owned by Inversiones Los Avellanos S.A., as set forth below in Item 7.--Major Shareholders and Related Party Transactions.

ITEM 7 - MAJOR SHAREHOLDERS AND RELATED PARTY TRANSACTIONS

A. MAJOR SHAREHOLDERS

The following table sets forth certain information regarding the current ownership of our outstanding voting securities as of December 31, 2002 by each person known by us to be the beneficial owner of more than 5% of such securities and all the directors and senior management as a group.

Name	Number of Common Shares	Percent of Class
Solimar Holdings Ltd. (1)	996,008	46.7%
Inversiones Los Avellanos S.A. (2)	1,138,443	53.3%
All directors and senior management as a group (2).	1,138,443	53.3%

-
- (1) Solimar Holdings Ltd. is a wholly-owned subsidiary of AIG-GE Capital Latin American Infrastructure Fund L.P., a Bermuda limited partnership.
- (2) In respect of 601,299 held directly by Inversiones Los Avellanos S.A. and 537,144 held by Avemar Holdings (Bahamas) Limited, the full voting power of which has been granted to Inversiones Los Avellanos S.A. by irrevocable proxy. Inversiones Los Avellanos S.A. is controlled by members of the Menendez family, including our directors Felipe Menendez R. and Ricardo Menendez R.

B. RELATED PARTY TRANSACTIONS

A significant part of the Company's revenue is derived from related parties' chartering activity, mainly from UABL (Bahamas) Limited ("UABL"), an affiliate and Trafigura, an indirect shareholder of the Company until October 2000, IPI, an affiliate of Trafigura and Interpetrol, also an indirect shareholder of the Company until October 2000. We time charter our River Fleet to UABL, this charter represented in 2002 revenues of approximately \$9.8 million. For each of the years ended December 31, 2002, 2001 and 2000 the revenues derived from related parties amounted to approximately \$10.0 million, \$13.4 million and \$16.4 million. As of December 31, 2002 and 2001 the net balances of the accounts receivable and payables from affiliates resulting from such transactions were approximately \$8.1 million and \$5.9 million, respectively.

The respective owning/operating subsidiaries have contracted with Oceanmarine for certain administrative services. For these services, we pay Oceanmarine a monthly fee of \$8,750 per vessel. Pursuant to individual ship management agreements between Ravenscroft Bahamas and the Company's relevant vessel-owning subsidiaries, Ravenscroft Bahamas has agreed to provide certain ship management services for all of the Company's ocean vessels. Ravenscroft Bahamas has subcontracted the provision of these services to Ravenscroft Miami. For these services, we have agreed to pay Ravenscroft Miami a monthly fee of \$12,500 per vessel plus certain out-of-pocket expenses. In the case of our river barges chartered to UABL Limited we have contracted the shipmanagement

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

responsibilities to Lonehort Inc an affiliate company of UABL. Pursuant to an agency agreement with Ultrapetrol S.A., I Shipping Services Argentina has agreed to perform the duties of port agent for the Company in Argentina. For these services, Ultrapetrol S.A. pays I. Shipping Services Argentina fees ranging from \$800 to \$1,875 per port call. Each of Ravenscroft Miami, Ravenscroft Bahamas, Oceanmarine and Inchcape Argentina are affiliates of the Company. We believe that the payments made to Ravenscroft Miami, Oceanmarine and I. Shipping Services Argentina reflect market rates for the services provided.

Under these agreements, these related parties are to provide all necessary services for the Company and its subsidiaries to operate, including but not limited to ship management services for its owned vessels, compensation of directors, accounting services, accommodations and other related services. Additionally, commissions and agency fees are paid to those related parties. For each of the years ended December 31, 2002, 2001 and 2000, management fees paid and/or accrued to related parties for such services amounted to approximately \$3.2 million, \$3.3 million and \$3.7 million, respectively.

Ravenscroft sometimes performs ship brokering services on behalf of the Company. We pay Ravenscroft Miami industry standard rates for such services when used. For the years ended December 31, 2002, 2001 and 2000, ship broker fees paid to and accrued for Ravenscroft. for such services amounted to \$0,15 million, \$0.27 million and \$0.25 million, respectively

Pursuant to an agency agreement with Ultrapetrol S.A., I Shipping Service Argentina has agreed to perform the duties of port agent for the Company in Argentina. For each of the years ended December 31, 2002, 2001 and 2000 the amounts paid and/or accrued for such services amounted to 235, 432 and 294 respectively

Under agreements by the Company and ACBL Hidrovias Limited (Bermuda), wholly owned subsidiary of ACL, both companies lease certain vessels not contributed to UABL, to be operated together with the UABL fleet. Additionally, Lonehort S.A., a shipping agent wholly owned by UABL, bills ship management fees for the administration of the mentioned vessels. For the years ended December 31, 2002, 2001 and 2000, ship management fees paid to and accrued for Lonehort S.A. for such services amounted to 6,599, 7,346 and 490, respectively

Certain of our directors and senior management hold similar positions with affiliates. Felipe Menendez, who is our President, Chief Executive Officer and a Director, is a Director of Oceanmarine and Ravenscroft Miami. Ricardo Menendez, who is one of our Directors, is the President of Oceanmarine and Chairman of the Board of Directors of Ravenscroft and Leonard J. Hoskinson, who is one of our Directors, is General Manager and Director of Ravenscroft Miami. Felipe Menendez, Ricardo Menendez and James Martin are also Directors in UABL Limited for which company Felipe Menendez also serves as President and Chief Executive Officer. Although it is not their current intention to do so, in light of their positions with such entities, these officers and directors may experience conflicts of interest in selecting between our interests and those of Ravenscroft and Oceanmarine.

C. INTERESTS OF EXPERTS AND COUNSEL

Not Applicable.

ITEM 8 - FINANCIAL INFORMATION

A. CONSOLIDATED STATEMENTS AND OTHER FINANCIAL INFORMATION

See Item 18.

B. SIGNIFICANT CHANGES

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Not Applicable.

ITEM 9 - THE OFFER AND LISTING

No active market within or outside the United States exists for the equity securities of Ultrapetrol (Bahamas) Limited. Our equity securities have not been registered under the Securities Act of 1933.

As of the date of this report, there is no active trading market within or outside the United States for our Notes. The registration statement covering \$135,000,000 in aggregate principal amount of our 10.5 % First Preferred Ship Mortgage Notes due 2008 was declared effective by the Securities and Exchange Commission on September 11, 1998, and we then offered the registered notes in exchange for all of its transfer-restricted notes. The offer to exchange closed October 19, 1998 and all transfer-restricted notes were exchanged for registered notes.

ITEM 10 - ADDITIONAL INFORMATION

A. SHARE CAPITAL

Not Applicable.

B. MEMORANDUM AND ARTICLES OF ASSOCIATION

The following summarizes certain provisions of the Company's Amended and Restated Memorandum and Articles of Association. This summary is qualified in its entirety by reference to the International Business Companies Act, 2000 and the Company's Amended and Restated Memorandum and Articles of Association. Information on where investors can obtain copies of the Memorandum and Articles of Association is described under the heading "Documents on Display" under this Item.

Objects and Purposes

The Company is incorporated in the Commonwealth of the Bahamas ("The Bahamas") under the name Ultrapetrol (Bahamas) Limited. The Registered Office of the Company is situated at H & J Corporate Services Ltd., Shirlaw House, 87 Shirley Street, P.O. Box SS-19084, Nassau, Bahamas. The Registered Agent of the Company is H & J Corporate Services Ltd., Shirlaw House, 87 Shirley Street, P.O. Box SS-19084, Nassau, Bahamas.

Clause 4 of the Company's Memorandum of Association provides that its objects include the carrying out of the management and exploitation of vessels of its own or third parties, as well as to act as representatives of other owners and ship owners or to engage in other related activities; the handling of maritime, fluvial and lacustrine transportation, domestic and international, of cargoes, correspondence and maritime works and services in general; the rendering of training services to personnel relative to sea navigation; the owning, hiring, and leasing vessels on time charter, bareboat charter, or under any other charter; to engage in the activities of transportation, transshipment and unloading operations and cargo complement; to develop loading, discharge and stowing operations; to render towage services; to act as ship brokers and/or freighters, to act as maritime agents and to represent vessels of its own or of third parties; to build vessels and naval appliances as well as to exploit public and private franchises of any kind, to participate in bids, to construct ports and also to operate them and represent third parties in any manner in the maritime business; to effect the purchase, sale, building, management and exploitation of real estates; and to execute all kinds of acts, representations, agencies, commissions, consignments, business activities, and management of properties, stocks and enterprises in general.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Directors

The business and affairs of the Company shall be managed by the directors. The Company shall pay to each director an annual fee of US\$75,000.00 which salary shall be paid out of the funds of the Company. Directors shall also be paid out of funds of the Company all expenses, including travelling expenses, properly incurred by them in connection with the business of the Company, as may be approved by resolution of directors and subject to any resolution of the shareholders. The Amended and Restated Memorandum and Articles of Association do not place a general prohibition on a director voting in respect of any agreement or transaction in which he has a financial interest other than by virtue of his interest in shares of the Company. To this extent, the Company is governed by the International Business Companies Act, 2000, which states that subject to any limitations in the Memorandum and Articles of Association and any unanimous shareholder agreement, no such agreement or transaction is void or voidable by reason that the director is present at the meeting of directors that approves the agreement or transaction or that the vote of the director is counted for that purpose. Such agreement or transaction is valid if the material facts of the director's interest in the agreement or transaction and his interest in or relationship to any other party to the agreement or transaction are disclosed in good faith or are known to the shareholders entitled to vote at a meeting of the shareholders and the agreement or transaction is approved or ratified by resolution of the shareholders. A director who has an interest in any particular business to be considered at a meeting of directors may be counted for the purpose of determining whether the meeting is duly constituted. A director need not be a member of the Company and no shareholding qualification shall be necessary to qualify a person as a director.

Share Rights, Preferences, Restrictions

Subject to the rights of holders of shares entitled to special rights as to dividends, all dividends shall be declared and ranked *pari passu* to shareholders of record at the date of the declaration of the dividend; but no dividend shall be paid on those shares which are held by the Company as Treasury shares. Dividends shall only be paid out of the net profits of the Company and shall only be paid in cash. It is policy of the Company, unless the members decide otherwise, at the annual general meeting to distribute a dividend of at least thirty percent (30%) of the Company's net after-tax profit. But such distributions shall be subject to the restrictions, terms and conditions which may be imposed on the Company by lenders, bondholders or other financial institutions, and/or those limitations imposed by the contracts, agreements or other financial instruments, including any trust indenture into which the Company may have entered. Also before making distributions, the Company shall also make adequate reserves as the Board of Directors may deem necessary for the Company's commitments (even if after giving effect to such reserves the distribution would be lower than thirty per cent (30%)). The directors may, before recommending any dividend, set aside out of the profits of the Company such sum as they think proper as a reserve fund to meet contingencies, or for equalizing dividends, or for special dividends or bonuses, or for repairing, improving, maintaining any of the property of the Company, and for such other purposes as the directors shall in their absolute discretion think conducive to the interests of the Company. If several persons are registered as joint holders of any share, any of them may give effectual receipt for any dividend or other moneys payable in respect of the share.

Subject to certain voting requirements, the Company may alter or modify the conditions contained in the Articles and Memorandum of Association as originally prepared or as amended by resolution of the shareholders.

No business shall be transacted at any general meeting unless a quorum of members is present. A quorum shall consist of a shareholder or shareholders

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

holding not less than sixty-five percent (65%) of the issued and outstanding shares entitled to vote, provided that for the period beginning on the date of the Shareholders Agreement and ending on the last Installment Date (both as defined in the Amended and Restated Articles of Association of the Company), the presence of Solimar Holdings LDC shall be required to constitute a quorum. Subject to certain voting requirements contained in Section 1.7 (c) and (e) of Article I and the exceptions thereto contained in Section 1.8 of Article I, any question presented to or action taken by the shareholders shall be approved or disapproved at a meeting at which a quorum shall be present and acting throughout in accordance with the votes of the shareholders holding a majority of the shares of Common Stock or other voting Capital Stock of the Company present at such meeting. At any general meeting of the shareholders unless a poll is demanded by a shareholder present in person or by proxy, a declaration by the Chairman of the meeting that a resolution has been carried and an entry to that effect in the book of proceedings of the shareholders shall be sufficient evidence of the fact, without proof of the number of proportion of the votes recorded in favor of or against such resolution. If a poll is demanded it shall be taken in such manner as the Chairman directs and the result of such poll shall be deemed to be the resolution of the shareholders. Notice of meetings of shareholders and other information or written statement required to be given to shareholders, shall be given by personal service, or sent by airmail, or by telex, telegram, telefax, cable or other electronic means at the discretion of the directors.

There are no limitations under the laws of The Bahamas on the rights of non-resident or foreign shareholders to hold or exercise voting rights.

C. MATERIAL CONTRACTS

The following is a description of the material contracts that have been entered into by the Company and/or its subsidiaries since January 1, 2001 other than the contracts entered into in the ordinary course of business:

A Stock Purchase Agreement by and among Ultrapetrol (Bahamas) Limited ("Ultrapetrol"), Inversiones Los Avellanos S.A., Societe Internationale D'Investissement S.A. ("SII") and Solimar Holdings LDC ("Solimar") dated as of March 7, 2000 for the purchase by Solimar of up to 49.9% of the issued and outstanding capital stock of Ultrapetrol, to be issued in two tranches. Under the Stock Purchase Agreement, Solimar purchased 996,008 shares for a purchase price of \$50 million. Subsequently, ownership of the shares was transferred to Solimar Holdings Ltd., a Bermuda company and our affiliate.

D. EXCHANGE CONTROLS

The Company is incorporated as an International Business Company ("IBC") in the Commonwealth of The Bahamas ("The Bahamas"). Under the International Business Companies Act 2000 ("the Act"), provided that the operations of the Company are conducted exclusively overseas, it is exempt from the Exchange Control Regulations Act and any regulations made thereunder. Accordingly, the import or export of capital and the remittance of dividends, interest or other payments to non-resident holders of the Company's securities will not require the prior approval of The Central Bank of The Bahamas ("the Central Bank"), other than in respect of local Bahamian currency. However, the prior approval of the Central Bank must be obtained in respect of operations of the Company which will not be exclusively overseas and likewise for the aforesaid transactions.

With regard to an IBC whose operations are exclusively overseas, the transfer of shares between non resident persons and the issuance of shares to or by such persons may be effected without specific consent under the Exchange Control Regulations Act and any regulations made thereunder. Issues and transfers of shares involving any person regarded as resident in The Bahamas for exchange control purposes require specific prior approval under the Exchange

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Control Regulations Act and any regulations made thereunder.

The Act states that all benefits accruing to an IBC registered in The Bahamas under the International Business Companies Act, 1989 ("the Old Act") shall not be affected by the Act. It is felt that this provision preserves the twenty year exemption granted to the Company from the date of incorporation under the Old Act in respect of, inter alia, stamp duty, corporation tax and business license fees. There is a tax information exchange agreement between the United States and The Bahamas which comes into effect in relation to criminal tax matters for the taxable period commencing in January 2004 and in relation to civil matters for the taxable period commencing in January 2006. Expressly, that arrangement cannot be used by the United States in relation to persons that do not have U.S. tax liability. Further, there are anti third party provisions, meaning that the US cannot share this information with any other country or its agents or employees.

E. TAXATION

We have been advised by our Argentinean counsel, Perrez, Alati, Grondona, Benites, Arnsten & Martinez de Hoz, that there is some uncertainty under Argentinean law as to whether payments of interest by Ultrapetrol S.A., our Argentinean subsidiary, under its guarantee of our Notes, may be subjected to Argentinean income tax withholding. Perez, Alati et al. have advised us that payments by Ultrapetrol S.A. made in respect of interest on our Notes might be subject to withholding imposed by Argentinean taxing authorities. They have advised us that the withholding determination would depend on whether the Argentinean taxing authorities view such guarantee payments as equivalent to loan interest payments, and that the outcome is not free from doubt.

Certain of our subsidiaries who are guarantors of our Notes are incorporated in Panama. We have been advised by our Panamanian counsel, Tapia, Linares y Alfaro, that there are no taxes or withholding provisions of any nature to which United States holders of our Notes are subject under the laws of Panama in respect of any payments that might be made by our Panamanian subsidiaries under their guarantees of our Notes.

We have been advised by our Bahamas counsel, Higgs & Johnson, that there are presently no tax or withholding provisions of the Commonwealth of The Bahamas to which any United States holders of our Notes would be subject.

There is currently no reciprocal tax treaty in force between the United States and any of Panama, the Bahamas or Argentina.

F. DIVIDEND AND PAYING AGENTS

Not Applicable.

G. STATEMENTS BY EXPERTS

Not Applicable.

H. DOCUMENTS ON DISPLAY

The Company is subject to the informational requirements of the Securities and Exchange Act of 1934, as amended. In accordance with these requirements we file reports and other information with the Securities and Exchange Commission. These materials, including this annual report and the accompanying exhibits may be inspected and copied at the public reference facilities maintained by the Commission at 450 Fifth Street, N.W., Room 1024, Washington, D.C. 20549 and at the Commission's Regional Offices at 233 Broadway, New York, New York 10048 and 500 West Madison Street, Suite 1400, Northwestern Atrium Center, Chicago, Illinois 60661. You may obtain information on the operation of the public

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

reference room by calling 1 (800) SEC-0330, and you may obtain copies at prescribed rates from the Public Reference Section of the Commission at its principal office in Washington, D.C. 20549. The SEC maintains a website (<http://www.sec.gov>) that contains reports, proxy and information statements and other information regarding registrants that file electronically with the SEC. In addition, documents referred to in this annual report may be inspected at the Company's headquarters at Eighty-Seven Shirley Street, Nassau, Bahamas.

I. SUBSIDIARY INFORMATION

Not Applicable.

ITEM 11 - QUANTITATIVE AND QUALITATIVE DISCLOSURES ABOUT MARKET RISK

We are exposed to market risk from changes in interest rates, which may adversely affect our results of operations and financial condition. Our policy is not to use financial instruments for trading or other speculative purposes, and we are not a party to any leveraged financial instruments. A discussion of the fair value of financial instruments and our credit risk is included in Notes 2 and 10, respectively of the consolidated financial statements.

Exposure To Interest Rates. Short-term variable rate debt, comprised approximately \$7.3 million of our total debt as of December 31, 2002, including accrued interest. Long-term variable rate debt, comprised approximately \$21.8 million of our total debt as of December 31, 2002. Our variable rate debt had an average interest rate of approximately 2.90% as of December 31, 2002. A hypothetical 1.0% increase in interest rates on \$29.1 million of debt would cause our interest expense to increase on average approximately \$0.3 million per year over the term of the loans, with a corresponding decrease in income before taxes.

ITEM 12 - DESCRIPTION OF SECURITIES

Not Applicable.

PART II

ITEM 13 - DEFAULTS, DIVIDEND ARREARAGES AND DELINQUENCIES

Not Applicable.

ITEM 14 - MATERIAL MODIFICATIONS TO THE RIGHTS OF SECURITY HOLDERS AND USE OF PROCEEDS

Not Applicable.

ITEM 15 CONTROLS AND PROCEDURES

Evaluation of disclosure controls and procedures

Within the 90 days prior to the date of this report, the Company carried out an evaluation, under the supervision and with the participation of the Company's management, including the Company's Chief Executive Officer, of the effectiveness of the design and operation of the Company's disclosure controls and procedures pursuant to Exchange Act Rule 13a-14. Based upon that evaluation, the Chief Executive Officer concluded that the Company's disclosure controls and procedures are effective in alerting them timely to material information relating to the Company required to be included in the Company's periodic SEC filings.

Changes in Internal Controls

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

There have been no significant changes in our internal controls or in other factors that could have significantly affected those controls subsequent to the date of our most recent evaluation of internal controls, including any corrective actions with regard to significant deficiencies and material weaknesses.

ITEM 16A AUDIT COMMITTEE FINANCIAL EXPERT

Not Applicable.

ITEM 16B CODE OF ETHICS

Not Applicable.

ITEM 16C PRINCIPAL ACCOUNTANT FEES AND SERVICES

Not Applicable

PART III

ITEM 17 - FINANCIAL STATEMENTS

Not Applicable.

ITEM 18 - FINANCIAL STATEMENTS

The following financial statements listed below and set forth on pages F-1 through F-28, together with the auditors' report are filed as part of this annual report:

Index to Financial Statements of Ultrapetrol (Bahamas) Limited and Subsidiaries

Independent Auditors' Report (for year 2002)	F-1
Independent Auditors' Report (for years 2001 and 2000)	F-2
Consolidated Balance Sheets as of December 31, 2002 and 2001	F-3
Consolidated statements of operations for the years ended December 31, 2002, 2001 and 2000	F-4
Consolidated statements of changes in shareholders' equity for the years ended December 31, 2002, 2001 and 2000	F-5
Consolidated statements of cash flows for the years ended December 31, 2002, 2001 and 2000	F-6
Notes to consolidated financial statements for the years ended December 31, 2002, 2001 and 2000	F-7

Index to Financial Statements of U.A.B.L. Limited

Independent Auditors' Report (For year 2002)	F-35
Independent Auditors' Report (for years 2001 and 2000)	F-36
Consolidated balance sheets as of December 31, 2002 and 2001	F-37

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Consolidated statements of operation for the year ended December 31, 2002, 2001 and for the period of October 24 (Inception date) to December 31, 2000 F-38

Statements of changes in stockholders' equity for the year ended December 31, 2002, 2001, and for the period of October 24 (Inception date) to December 31, 2000 F-39

Consolidated statements of cash flows for the year ended December 31, 2002, 2001 and for the period of October 24 (Inception date) to December 31, 2000 F-40

Notes to consolidated financial statements for the year ended December 31, 2002 2001, and for the period of October 24 (Inception date) to December 31, 2000 F-41

REPORT OF INDEPENDENT AUDITORS

To the Board of Directors of
ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES:

We have audited the consolidated balance sheet of Ultrapetrol (Bahamas) Limited and its subsidiaries, as of December 31, 2002, and the related consolidated statements of operations, shareholders' equity and cash flows for the year then ended. These statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audit. The financial statements of Ultrapetrol (Bahamas) Limited and its subsidiaries as of December 31, 2001 and for the years ended December 31, 2001 and 2000 were audited by other auditors who have ceased operations as a foreign associated firm of the Securities and Exchange Commission Practice Section of the American Institute of Certified Public Accountants and whose reported dated April 30, 2002, expressed an unqualified opinion on those statements.

We conducted our audit in accordance with auditing standards generally accepted in the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the consolidated financial position of Ultrapetrol (Bahamas) Limited and its subsidiaries as of December 31, 2002, and the consolidated results of their operations and their cash flows for the year then ended, in conformity with accounting principles generally accepted in the United States.

Buenos Aires, Argentina
March 14, 2003

PISTRELLI, DIAZ Y ASOCIADOS S.R.L.
Member of Ernst and Young Global

MARIANA FILAS

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Partner

The following is a copy of the audit report previously issued by PISTRELLI, DIAZ Y ASOCIADOS (member of Andersen) in connection with Ultrapetrol (Bahamas) Limited's December 31, 2001 and 2000 financial statements. This audit report has not been reissued by PISTRELLI, DIAZ Y ASOCIADOS in connection with this filing on Form 20-F.

REPORT OF INDEPENDENT
PUBLIC ACCOUNTANTS

To the Board of Directors of
ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES:

We have audited the accompanying consolidated balance sheets of Ultrapetrol (Bahamas) Limited and its subsidiaries, a company incorporated under Bahamas legislation (the Company), as of December 31, 2001 and 2000, and the related consolidated statements of income (loss), changes in stockholders' equity and cash flows for the years ended December 31, 2001, 2000 and 1999. These statements are the responsibility of the Company's Management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with generally accepted auditing standards in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the financial position of the Company as of December 31, 2001 and 2000, and the results of its operations and its cash flows for the years ended December 31, 2001, 2000 and 1999, in accordance with generally accepted accounting principles in the United States of America.

Buenos Aires, Argentina
April 30, 2002

PISTRELLI, DIAZ Y ASOCIADOS
Member of Andersen

MARIANA FILAS
Partner

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONSOLIDATED BALANCE SHEETS AS OF DECEMBER 31, 2002 AND 2001
(stated in thousands of U.S. dollars, except par value and share amount)

200

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

ASSETS

CURRENT ASSETS

Cash and cash equivalents	4
Restricted cash	1
Investments	
Accounts receivable, net of allowance for doubtful accounts of 810 and 540 in 2002 and 2001, respectively	7
Due from affiliates	13
Inventories	1
Prepaid expenses	3
Other receivables	6
Total current assets	39

NONCURRENT ASSETS

Dry dock	8
Other receivables	3
Property and equipment, net	134
Investment in affiliates	22
Other assets	4
Total noncurrent assets	174
Total assets	213

LIABILITIES, MINORITY INTERESTS AND SHAREHOLDERS' EQUITY

CURRENT LIABILITIES

Accounts payable and accrued expenses	5
Due to affiliates	
Other financial debt	12
Other payables	
Total current liabilities	18

NONCURRENT LIABILITIES

Long-term debt	135
Other financial debt, net of current portion	21
Total noncurrent liabilities	156

Total liabilities	175
-------------------	-----

MINORITY INTEREST

Minority interest	3
-------------------	---

SHAREHOLDERS' EQUITY

Common stock, \$.01 par value: authorized shares 2,134,451, issued and outstanding 2,109,239 in 2002 and 2,080,840 in 2001	
Treasury stock	(20)
Additional paid-in capital	68
(Accumulated deficit) Retained earnings	(13)
Total shareholders' equity	35

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Total liabilities, minority interests and shareholders' equity

213

See accompanying notes.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF OPERATIONS
FOR THE YEARS ENDED DECEMBER 31, 2002, 2001 AND 2000

(stated in thousands of U.S. dollars)

	Year ended December 31	
	2002	2001
REVENUES		
Freight revenues	24,551	70,952
Freight revenues from related parties	192	2,715
Hire revenues	38,601	26,843
Hire revenues from related parties	9,780	10,698
	-----	-----
Total revenues	73,124	111,208
	-----	-----
OPERATING EXPENSES (1)		
Voyage expenses	(10,185)	(26,889)
Running costs	(27,397)	(33,615)
Amortization of dry dock	(8,839)	(7,246)
Depreciation of property and equipment	(15,968)	(16,197)
Management fees to related parties	(3,176)	(3,250)
Administrative expenses	(3,642)	(4,520)
Loss on involuntary conversion of Argentine receivables	(2,704)	-
	-----	-----
Total operating expenses	(71,911)	(91,717)
	-----	-----
Operating profit	1,213	19,491
	-----	-----
OTHER INCOME (EXPENSES)		
Interest expense	(16,763)	(17,698)
Interest income	326	296
Investment in affiliates	(45)	(692)
Other net income	1,698	1,408
	-----	-----
Total other expenses	(14,784)	(16,686)
	-----	-----
(Loss) income before income taxes and minority interest	(13,571)	2,805
Income taxes	(150)	(390)
Minority interest	(132)	-
	-----	-----
Net (loss) income	(13,853)	2,415
	=====	=====

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

- (1) In addition to management fees to related parties, operating expenses included 7,669, 7,778, 2001, and 2000, respectively, related principally to ship management fees due to related parties.

See accompanying notes.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF CHANGES IN SHAREHOLDERS' EQUITY

FOR THE YEARS ENDED DECEMBER 31, 2002, 2001 AND 2000

(stated in thousands of U.S. dollars)

Balance	Common stock	Additional paid-in capital	Treasury stock	(Accumulated deficit) Retained earnings
December 31, 1999	10	18,067	-	4
- Capital stock increase	10	46,417	-	
- Purchase of own shares	-	-	(20,223)	
- Net loss	-	-	-	(6)
December 31, 2000	20	64,484	(20,223)	(2)
- Capital stock increase	1	5,295	-	
- Purchase of own shares	-	-	(109)	
- Notes receivables as increase in capital stock	(1)	(1,998)	-	
- Net income	-	-	-	2
December 31, 2001	20	67,781	(20,332)	
- Capital stock increase	1	1,103	-	
- Net loss	-	-	-	(13)
December 31, 2002	21	68,884	(20,332)	(13)

See accompanying notes.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

CONSOLIDATED STATEMENTS OF CASH FLOWS

FOR THE YEARS ENDED DECEMBER 31, 2002, 2001 AND 2000

(stated in thousands of U.S. dollars)

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

	Year ended Decem	
	2002	2001
CASH FLOWS FROM OPERATING ACTIVITIES		
Net (loss) income	(13,853)	2,415
Adjustments to reconcile net (loss) income to net cash provided by operating activities:		
Depreciation of property and equipment	15,968	16,197
Amortization of dry dock expenses	8,839	7,246
Note issuance expenses amortization	585	585
Minority interests in equity of subsidiaries	132	-
Loss (gain) from sales of property and equipment	1,575	(150)
Net loss from investment in affiliates	45	692
Changes in assets and liabilities, net:		
(Increase) decrease in assets:		
Accounts receivables	3,320	7,466
Due from affiliates	4,564	(12,233)
Inventories	(79)	920
Prepaid expenses	495	1,682
Other receivables	94	636
Other assets	8	51
Increase (decrease) in liabilities:		
Accounts payable and accrued expenses	(95)	(8,729)
Due to affiliates	(7,998)	8,266
Other payables	558	(128)
Accrued expenses	237	(102)
Net cash provided by operating activities	14,395	24,814
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchase of property and equipment	(17,690)	(4,802)
Dry dock expenses	(6,005)	(10,097)
Proceeds from sales of property and equipment	1,867	2,706
Decrease (increase) in loan to affiliate	480	(1,721)
Other	(80)	(219)
Net cash used in investing activities	(21,428)	(14,133)
CASH FLOWS FROM FINANCING ACTIVITIES		
Proceeds from financial debt	11,032	-
Repayment of financial debt	(3,320)	(5,822)
Capital contribution	1,104	3,297
Increase in restricted cash	(1,662)	-
Funds used in acquisition of treasury stock	(4,400)	(6,400)
Capital contribution of minority shareholder to subsidiary	3,300	-
Other	(169)	(109)
Net cash provided by / (used in) financing activities	5,885	(9,034)
Net (decrease) increase in cash and cash equivalents	(1,148)	1,647
Cash and cash equivalents at the beginning of year	5,872	4,225

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Cash and cash equivalents at the end of year	4,724	5,872
--	-------	-------

See accompanying notes.

ULTRAPETROL (BAHAMAS) LIMITED AND SUBSIDIARIES

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS

(stated in thousands of U.S. dollars, except otherwise indicated)

1. CORPORATE ORGANIZATION AND CONSOLIDATED COMPANIES

Organization

Ultrapetrol (Bahamas) Limited ("Ultrapetrol Bahamas" or "the Company") is a company organized and registered as a Bahamas Corporation since December 1997.

The Company's operations consist of international and inland transportation of petroleum and dry-cargo products by vessels and barges owned by its subsidiaries. Revenues are generated through time and freight charters with related and unrelated clients.

On March 7, 2000 the Company signed an agreement to issue and sell newly issued voting common shares representing a total of up to 49.9% of its issued and outstanding capital stock to Solimar Holdings LDC "Solimar", a newly formed company owned jointly by WSUP investors LDC, an affiliate of WestSphere Capital, and AIG-GE Capital Latin American Infrastructure Fund L.P. (collectively the "investors") for up to 50,000.

On March 17, 2000 Solimar acquired the first tranche of 498,004 shares representing 50% of the total newly issued voting common shares to be sold under the stock sale agreement for a purchase price of 25,000, with net proceeds after issuance costs of 22,836.

The second tranche was acquired on June 16, 2000, through the issuance of 298,803 shares, under the mentioned agreement, for a price of 15,000, with net proceeds after issuance costs of 14,180.

On July 24, 2000, the last tranche was acquired for 10,000 consisting of 199,201 shares with net proceeds to the Company of 9,411.

On June 28, 2001, the Company issued 138,443 new shares for 5,295 which were totally subscribed by Los Avellanos, one of the Company's original shareholders and was paid 3,297 in 2001 and 1,104 in 2002 and the balance are payable in July 2003. As of December 31, 2002 and 2001 the outstanding payment was 894 and 1,998 and was shown as a reduction of shareholders' equity.

As of December 31, 2002 the shareholders of Ultrapetrol Bahamas are Solimar Holdings LDC, Inversiones Los Avellanos S.A. and Avemar Holdings (Bahamas), a wholly owned subsidiary of the company (See Note 15), in the proportion of 46.66%, 28.17% and 25.17%, respectively.

As of December 31, 2002, 2001 and 2000 the consolidated financial statements include the accounts of the Company and its subsidiaries

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

described as follows:

Company	Origin	----- 2002
Princely International Finance Corp. ("Princely")	Panamanian	100%
- Regal International Investments S.A. ("Regal")	Panamanian	100%
- Bayham Investment S.A. ("Bayham")	Panamanian	100%
- Parfina S.A. ("Parfina")	Paraguayan	50%
- Draco Investment S.A. ("Draco")	Panamanian	100%
- Cavalier Shipping Inc. ("Cavalier")	Panamanian	100%
- Parfina S.A. ("Parfina")	Paraguayan	-

Company	Origin	----- 2002
- Danube Maritime Inc. ("Danube")	Panamanian	100%
- Baldwin Maritime Inc. ("Baldwin")	Panamanian	100%
- Tipton Marine Inc. ("Tipton")	Panamanian	100%
- Corporacion de Navegacion Mundial S.A. ("CorNaMuSA")	Chilean	100%
- Parfina S.A. ("Parfina")	Paraguayan	50%
- Kingsway Shipping Inc. ("Kingsway")	Panamanian	-
- Plate Princess Shipping Company Ltd. ("Plate Princess")	Maltese	-
- Panpetrol Shipping S.A. ("Panpetrol")	Panamanian	100%
- Oceanview Maritime Inc. ("Oceanview")	Panamanian	100%
- Ultrapetrol International S.A. ("Ultrapetrol International")	Panamanian	100%
- Kingly Shipping Ltd. ("Kingly")	Bahamian	100%
- Sovereign Maritime Ltd. ("Sovereign")	Bahamian	100%
- Monarch Shipping Ltd. ("Monarch")	Bahamian	100%
- Noble Shipping Ltd. ("Noble")	Bahamian	100%
- Stately Shipping Ltd. ("Stately")	Bahamian	100%
- Imperial Maritime Ltd.	Bahamian	100%

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

- Imperial Maritime (Bahamas) Ltd. Inc.	Panamanian	100%
- Oceanpar S.A. ("Oceanpar")	Paraguayan	100%
- Ultrapetrol de Venezuela C.A. ("Ultrapetrol Venezuela")	Venezuelan	100%
Majestic Maritime Ltd. ("Majestic")	Bahamian	100%
Ultrapetrol S.A. ("Ultrapetrol Argentina")	Argentinean	100%
UP (River) Holdings Ltd. ("Up River")	Bahamian	100%
UP River Terminals (Panama) S.A. ("UP River Terminals")	Panamanian	100%
Stanmore Shipping Inc. ("Stanmore")	Panamanian	100%
Mansan S.A. ("Mansan")	Uruguayan	100%
Wallasey Shipping Inc. ("Wallasey")	Panamanian	100%
Kattegat Shipping Inc. ("Kattegat")	Panamanian	100%
Avemar Holdings (Bahamas) Ltd. ("Avemar")	Bahamian	100%
Parkwood Commercial Corp. ("Parkwood")	Panamanian	100%
Internationale Maritime S.A. ("Internationale Maritime")	Bahamian	100%
Ultracape (Holdings) Ltd. ("Ultracape")	Bahamian	60%
- Ultracape International S.A. ("Ultracape International")	Panamanian	100%
- Braddock Shipping Inc. ("Braddock")	Panamanian	100%
- Invermay Shipping Inc. ("Invermay")	Panamanian	100%
- Palmerston Shipping Inc. ("Palmerston")	Panamanian	100%

Recent developments in Argentina

Approximately 30% of the Company's revenues are generated from its Argentine operations which also hold approximately 8% of the consolidated assets of the Company.

Beginning in 1991, the Argentine peso ("peso") was tied to the US dollar at a rate of one peso to one US dollar. As a result of economic instability and substantial withdrawals from the banking system, in early December 2001, the Argentine government instituted restrictions that prohibit foreign money transfers without Central Bank approval and only allow cash withdrawals from bank accounts for personal transactions in small amounts with certain limited exceptions. While the legal exchange rate remained at one peso to one US dollar, financial institutions were allowed to conduct only limited activity due to these controls, and currency exchange activity was effectively halted except for personal transactions in small amounts.

On January 6, 2002, the Argentine government abolished the one peso to one US dollar legal exchange rate. On January 9, 2002, Decree 71 created a dual exchange market whereby foreign trade transactions were conducted at an official exchange rate of 1.4 peso to one US dollar and other transactions were conducted in a free floating exchange market. On February 8, 2002, Decree 260 unified the dual exchange market and allowed the peso to float freely with the US dollar. The exchange rate at December 31, 2002, was 3.32

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

pesos to one US dollar.

On February 3, 2002, Decree 214 required all contracts that were previously payable in US dollars to be payable in pesos. Pursuant to an emergency law passed on January 10, 2002, US dollar obligations between private parties due after January 6, 2002, were to be liquidated in pesos at a negotiated rate of exchange which reflects a sharing of the impact of the devaluation. The Company's settlements in pesos of the existing US dollar-denominated agreements were completed by June 30, 2002.

Absent the emergency law that was enacted on January 10, 2002, the devaluation of the peso would have had no effect on the Company's US dollar-denominated receivables at December 31, 2001. However, a 2,704 loss resulting from the involuntary conversion of certain receivables from U.S. dollars to pesos was recorded in 2002 and is reflected in "Loss on involuntary conversion of Argentine receivables" in the accompanying statement of operations.

The majority of the previously mentioned Argentine subsidiary's revenues are denominated and collected in U.S. dollars. In addition, this subsidiary does not have financial loans denominated in pesos in Argentina. Accordingly, the above economic changes in Argentina did not significantly adversely affect the Company. The most significant impact related to the reduction of the US dollar equivalent value of the subsidiary's peso denominated operating expenses.

Notwithstanding the above, the Argentine government continues to make changes in the country which could affect the Company's Argentine operations.

2. SIGNIFICANT ACCOUNTING POLICIES

a) Basis of presentation and principles of consolidation

The consolidated financial statements have been prepared in accordance with accounting principles generally accepted in the United States ("US GAAP").

The consolidated financial statements include all entities for which the Company has majority share ownership. Significant intercompany accounts and transactions have been eliminated in consolidation.

As discussed in Note 6 on March 30, 1998, Ultrapetrol Bahamas successfully completed its offering of 135,000 principal amount of its 10.5% First Preferred Ship Mortgage Notes due 2008 ("the Notes"). The balance sheet balances reflecting reciprocal receivables and payables between Ultrapetrol Bahamas and its subsidiary guarantors of the Notes originating from the allocation of the proceeds of the issuance have been eliminated. Furthermore, the income (loss) originating in transactions reflecting interest expense between Ultrapetrol Bahamas and its subsidiary guarantors have been eliminated. As only certain of the Company's subsidiaries guarantee the Notes summary financial information of the guarantor subsidiaries is presented. See Note 17.

Certain reclassifications have been made to December 31, 2001 and 2000 amounts to conform with December 31, 2002 presentation.

b) Foreign currency remeasurement

The Company uses the U.S. dollar as its functional currency. The majority of the Company's sales are billed and collected in U.S. dollars and all financing is in U.S. dollars.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

All monetary assets and liabilities not denominated in U.S. dollars have been remeasured into U.S. dollars using the exchange rates in effect at the balance sheet date. Operations statement amounts have been translated using the average exchange rate for each month. Gains or losses resulting from foreign currency measurements are included in the operations statement for the same year.

For the balance sheet of Ultrapetrol Argentina as of December 31, 2001, assets and liabilities denominated in Argentine pesos were translated using the exchange rate in effect as of January 11, 2002, date the foreign currency market re-opened. Gains or losses resulting from foreign currency measurements were recognized in the operations statement.

c) Cash and cash equivalents, receivables and payables

These accounts are recorded and carried at nominal value. Receivables and payables include the portion of the respective financial income, expense accrued as of year-end.

d) Accounts receivable, net of allowance for doubtful accounts

Receivables are recorded and carried at face value less allowances for uncollectible accounts estimated by the Company, in order to write them down to estimated realizable values.

e) Allowance for doubtful account

Changes in the allowance for doubtful accounts for the years ended December 31, 2002, 2001 and 2000 are as follows:

	2002	2001	2000
Balance at January 1,	540	700	469
Provision	322	200	300
Amounts written off	(52)	(360)	(69)
	-----	-----	-----
Balance at December 31,	810	540	700
	=====	=====	=====

f) Inventories

This account represents fuel and lubricants which were accounted for at the lower of cost or market.

g) Prepaid expenses

This account includes prepaid insurance, administrative vessel fees paid in advance and advances to suppliers.

h) Dry dock

The Company is required, under various shipping regulations, to perform periodic overhaul activities, generally every 30 months. The

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

Company capitalizes such costs and amortizes the asset through the next expected dry dock date, which reflects the investment nature of this cost. This account is classified as noncurrent based on the aforementioned useful life estimate.

i) Property and equipment, net

Property and equipment, which is principally comprised of ocean-going vessels and barges and river barges, is actualled stated at cost less accumulated depreciation. This cost includes the purchase price and all directly attributable costs for the asset to be in working condition. Maintenance and repair costs, other than dry dock costs discussed above, are expensed as incurred. The vessels are considered to have useful lives of 24 years from the date on which they were built. The depreciation amount is calculated net from the scrap value (19% of the acquisition cost) and is recorded by the straight-line method over the estimated useful lives of the related assets.

The river barges are considered to have useful lives of 35 years from the date on which they were built. The depreciation amount is calculated net from the scrap value (19% of the acquisition cost) of the barge convoy.

The furniture is considered to have useful lives of 10 years and the software 3 years. The depreciation amount is recorded by the straight-line method over the estimated useful lives of the related assets.

Long-lived assets are reviewed for impairment in accordance with SFAS No. 144, "Accounting for the Impairment or Disposal of Long-lived Assets", whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. If the sum of the expected future undiscounted cash flows is less than the carrying amount of the asset, a loss is recognized for the difference between the fair value and carrying value of the asset. There was no impairment in 2002.

j) Investment in affiliates

This account includes the Company's 50% interest in UABL Limited ("UABL"), net of the deferred gain explained in note 3.a), and 50% interest in UABL Terminals as discussed in Note 3. These investments are accounted for by the equity method.

k) Other assets

This account includes notes-issuance expenses net of amortization costs and is being amortized over the note's term (10 years).

l) Other payables

This account mainly includes salaries, social security payables, taxes payables and advances from customers.

m) Revenue recognition

Revenues are recognized daily as earned from freight and hire charters over the period of the respective agreements.

n) Use of estimates

The preparation of the consolidated financial statements in accordance with US GAAP requires management to make estimates and assumptions

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

that affect reported amounts in the consolidated financial statements and accompanying notes. Actual results could differ from those estimated.

o) Cash and cash equivalents

Cash and cash equivalents include highly-liquid, temporary cash investments with original maturities of three months or less when purchased.

p) Fair value of financial instruments

In accordance with Statement of Financial Accounting Standards (SFAS) N(degree) 107 "Disclosures about Fair Value of Financial Instruments", the fair value of the Company's assets and liabilities considered to be financial instruments have been valued at the discounted amount of future cash flows at market interest rates current available to the Company for credits/loans with similar terms.

The book value and estimated fair values of the Company's financial instruments are as follows:

	Book value	
	2002	2001
Assets:		
Windsor Financial Services Inc. note receivable (Note 11)	2,134	3,509
Liabilities (Note 6.e):		
Notes	138,544	138,544
Allfirst Bank (principal plus accrued interest)	8,700	10,024
Allfirst Bank (principal plus accrued interest)	2,000	2,000
Allfirst Bank (principal plus accrued interest)	1,000	1,000
Allfirst Bank (principal plus accrued interest)	250	1,250
Nedship Bank (principal plus accrued interest)	6,019	7,021
SII	1,348	5,606
Credit Agricole Indosuez (principal plus accrued interest)	11,133	-

The fair value of the Company's other financial instruments, including its cash and cash equivalents, approximates carrying value because of the short maturity of those instruments.

q) Comprehensive income:

According to SFAS No. 130, the Company is required to disclose separately the changes in shareholders' equity, other than net income (loss) and transactions with shareholders, defined as other comprehensive income. The Company has no items of other comprehensive income to report. The comprehensive income only includes the net income (loss) for the year.

3. NEW OPERATIONS AND ORGANIZATION OF NEW SUBSIDIARIES

a) UABL Limited joint venture

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

On October 18, 2000 UP River Holdings Ltd, a wholly owned subsidiary of the company, signed an agreement with ACBL Hidrovias Ltd. (ACBLH), a subsidiary of American Commercial Lines LLC ("ACL") to form a new company, UABL Ltd. ("UABL"), which company shall serve commodity shippers in Argentina, Bolivia, Brazil, Paraguay and Uruguay. The transaction consummated pursuant to the agreement, which closed on October 24, 2000, included, among other things, the contribution of the stock of UP River and its subsidiaries equipment which included many of the Company's barges and tugboats, and cash contributions of 1,712. Additionally, certain time charter contracts involving some vessels not contributed by the Company's subsidiaries were ceded to UABL.

The book value of the contributions made by the Company and the ones made by ACL's subsidiaries differed by 12,202. This amount represents a deferred gain and was recorded by the Company as an offset against the investment in affiliates account. The amount is being amortized over 120 months, which represents the remaining average useful life of the barges and tugboats contributed by the Company. As of December 31, 2002 and 2001 the unamortized deferred gain totalled 9,550 and 10,774, respectively.

UABL shall not be obligated or become liable for any obligation or liability, known or unknown, fixed, contingent or otherwise of ACBLH or ACBLH S.A. (at present called UABL SA) a company contributed by ACBLH or arising prior to October 24, 2000 in connection with any ACBLH vessel, or any vessel chartered to UABL pursuant to an ACBLH charter in connection with or arising out of or resulting from events occurring prior to that date, without limitation, any liability arising in connection with any ACBLH environmental liabilities, ACBLH legal violations, ACBLH litigation, ACBLH employee claims, ACBLH loan agreements or other indebtedness, any tax, or any other liabilities, obligations, or exception to any representation or warranty. UABL shall not assume and ACBLH shall fully indemnify UABL against such liabilities.

During 2000, the tax authority served a notice to ACBLH S.A. (at present called UABL SA) with the purpose of verifying the latter's compliance with the transfer pricing regulations for transactions with related companies for the period prior to the formation of UABL, i.e. during 1996, 1997, 1998 and 1999, among other things.

In light of the above UABL SA amended its income tax returns for the above-mentioned years charging a loss of 3,292 to the consolidated statement of operation of UABL (consisting of a tax loss of 2,270, interest expense for 1,487 and a gain on the sale of government bonds of 465). In compliance with the contract provision described above, ACBLH compensated UABL in the amount of 3,119 causing a net decrease of 173, in the shareholders net worth.

In addition, pursuant to the mentioned consolidation agreement, all claims, severance benefits, costs, and other expenses, social security taxes, charges and contributions and other costs incurred by ACBLH S.A. (at present called UABL SA) or UP River, or subsidiary of UP River, in connection with an employee employed by UABL and subsequently terminated by UABL shall be paid by UABL to, or on behalf of ACBLH or UP, as the case may be provided, that the maximum amount that UABL shall be required to pay to or behalf of the parent companies in respect of any of the mentioned costs, in the aggregate, shall be 1,800. ACBLH and UP agreed to fully indemnify UABL against such liabilities over the mentioned amount.

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

During 2002 UP River and ACBLH, the shareholders of UABL, decided to spin-off UABL'S equity interest in OTS S.A. and Puertos del Sur S.A. to UABL Terminals which is owned by UP River Terminals and ACBLH. Accordingly, since the transaction was between entities under common ownership, the transaction was accounted for at historical cost and no gain or loss was recognized.

b) UP Offshore (Bahamas) Ltd. and its subsidiaries

On April 18, 2002 the Company entered into agreements with AIG/GE Capital Latin Infrastructure Fund LP, a Bermuda Limited Partnership, ("LAIF") relating to the creation of two new companies in which both Ultrapetrol and LAIF will be shareholders.

The first company, "UP Offshore", plans to build/purchase and operate a fleet of platform supply vessels (PSV), designed to operate in any area of the world. UP Offshore will have the initial focus of its activities in Brazil serving both Petroleos Brasileiro S.A. (Petrobras), the Brazilian state oil company, and other international oil companies that have recently acquired petroleum and development leases in Brazil. Ultrapetrol has committed to place up to 12,500 in equity for approximately a 23% share.

UP Offshore will have a capital of 55,000 depending upon the final capital contributions of other investors. UP Offshore has obtained financing with which it will commit to the initial construction of 6 vessels with a firm program of expanding the fleet to 10 ships. In 2002 the Company doesn't make any contribution and has a 27.78% interest in the venture.

c) Ultracape (Holdings) Ltd. and its subsidiaries

The second company, Ultracape (Holdings) Ltd., has the objective of purchasing second hand modern capsized bulkcarriers to operate in the international market. Ultracape will have a capital of up to 50,000 depending on the number of vessels to be acquired which will be complemented by credit from banking sources to allow the acquisition of vessels. The Company committed to place up to 10,000 in equity in Ultracape.

In 2002 the Company contributed 4,950 and has a 60% stake in Ultracape. We will perform the full commercial management for the vessels.

On April 19, 2002 Ultracape entered into a Memorandum of Agreement to purchase the vessel Vasco Da Gama (renamed Cape Pampas). On July 1, 2002 we completed our purchase of the Cape Pampas.

Pursuant to the agreement reached on April 18 and ratified on June 24 2002 the Company entered into a contribution and subscription agreement with LAIF III Ltd. Bermuda and Ultracape (Holdings) Ltd. of Bahamas whereby the Company confirmed its commitment to purchase up to 10,000 and LAIF III Ltd. agreed to purchase up to the lesser of 20,000 or 40% of the shares of Ultracape (Holdings) Ltd. An initial amount to be contributed was set for both LAIF III Ltd. and the Company at 3,300 and 4,950, respectively.

4. DRY DOCK

The capitalized amounts in dry dock as of December 31, 2002 and 2001 are as follows:

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

	Original book value		Accumulated amortization		Net
	2002	2001	2002	2001	2002
Alianza G3 barge and Alianza Campana tugboat	3,636	2,462	2,700	2,361	936
Alianza G1 vessel	1,648	896	542	-	1,106
Princess Veronica vessel	7,484	7,219	6,947	5,318	537
Princess Pia vessel	5,635	4,207	4,213	3,010	1,422
Princess Eva vessel	4,410	4,377	3,851	2,970	559
Princess Fatima vessel	-	3,084	-	1,535	-
Princess Nadia vessel	1,966	1,654	927	148	1,039
Princess Susana vessel	2,250	2,032	1,186	310	1,064
Princess Katherine vessel	2,093	2,016	1,220	394	873
Princess Laura vessel	1,763	1,114	1,220	1,114	543
Princess Marisol vessel	2,301	1,672	1,549	711	752
Gaucho V/XI barge	232	232	232	228	-
Matador XXXI/LX-LXII barge	353	353	353	309	-
Cavalier II tugboat	112	112	112	103	-
Princess Sofia	26	-	-	-	26
Total	33,909	31,430	25,052	18,511	8,857

5. PROPERTY AND EQUIPMENT, NET

In June, 2000, the Company completed the purchase of the Princess Katherine, a Suezmax tanker, and the Princess Marina, an Aframax tanker, by Majestic and Kattegat, respectively, two wholly owned subsidiaries. The total amount of the acquisitions, totaling 36,379, were financed partially by two mortgage loans with Allfirst Bank and Nedship Bank.

As of December 31, 2002 this debt totaled 14,719 (including the current portion of 2,219) and is due in the following years succeeding December 31, 2002: 2,219 in 2003, 2,200 in 2004 through 2006 and 5,900 in 2007. As of December 31, 2002 the net book value of these assets was 30,243 (including dry dock costs). On July, 2002, the Company purchased the Cape Pampas, a second hand capsized bulk carrier through its wholly owned subsidiary, Braddock. The amount of the acquisition was financed by a mortgage loan agreement with Credit Agricole Indosuez.

As of December 31, 2002 this debt totaled 11,133 (including the current portion of 1,848) and is due in the following years succeeding December 31, 2002: 1,848 in 2003, 2,574 for each of the years 2004 and 2005, and 4,137 for the year 2006. As of December 31, 2002 the net book value of this asset was 16,128.

On August 26, 2002, the Company entered into a Memorandum of Agreement (MOA) through which it committed to sell its vessel Princess Fatima, to an unrelated company for 1,867, net of associated expenses. On September 19, 2002 the Company delivered the Princess Fatima pursuant to the MOA and received the purchase price. The Company recognized a loss of 1,575 in the statements of operations for the year ended December 31, 2002 for this disposal.

The proceeds from the sale of the Princess Fatima Vessel were deposited in a restricted cash account and can only be used to buy another vessel to guarantee the Notes. Subsequently, the Princess Sofia was bought with part

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

of these proceeds and the remainder of the proceeds are included in restricted cash as of December 31, 2002.

The capitalized cost of all vessels and the related accumulated depreciation as of December 31, 2002 and 2001 is as follows:

	2002		
	Original book value	Accumulated depreciation	Net v
Princess Veronica vessel (1)	8,190	5,817	
Princess Pia vessel (1)	10,238	6,402	
Princess Eva vessel (1)	10,758	7,008	
Princess Fatima vessel	-	-	
Princess Laura vessel (1)	13,761	7,225	
Princess Marisol vessel (1)	15,585	8,690	
Princess Nadia vessel (1)	31,226	9,420	
Princess Susana vessel (1)	26,666	8,249	
Gaicho I to IV barges and Cavalier I tugboat	3,650	2,915	
Alianza G-1 vessel (1)	3,510	461	
Alianza G-3 barge (1)	11,712	9,296	
Alianza Campana (1)	2,997	2,521	
Alianza G-2 barge (1)	4,930	1,156	
Alianza Rosario tugboat (1)	2,040	981	
Gaicho V to XI barges and Cavalier II tugboat (2)	5,020	1,859	
Matador I to XXX and LXI barges and Cavalier III tug (3)	7,033	1,809	
Matador XXXI to LX and LXII barges (3)	6,089	1,527	
Mercurio tugboat	75	33	
Jupiter tugboat	129	57	
Marte tugboat	99	43	
Princess Katherine vessel	21,038	4,061	
Princess Marina vessel	15,487	3,094	
Cape Pampas	16,683	555	
Princess Sofia	1,000	-	
Furniture and fixtures tugboat	101	41	
	Total 2002	218,017	83,220
	Total 2001	206,073	70,784

(1) Collateral vessel to the Notes (see note 6.a).

(2) Out of such amount 2,715 guarantees the Notes (see note 6.a).

(3) Out of such amount 6,511 guarantees the Notes (see note 6.a).

As of December 31, 2002 the net book value of the assets pledged as a guarantee to the Notes was 91,571 (including dry dock costs of 7,958).

6. LONG-TERM DEBT AND OTHER FINANCIAL DEBT

a) 10.5% First Preferred Ship Mortgage Notes due 2008

On March 30, 1998, the Company successfully completed its offering of 135,000 in principal amount of its 10.5% First Preferred Ship Mortgage Notes due in full in 2008. In accordance with the terms provided in such Offering, the Notes are fully and unconditionally guaranteed on a joint and several basis by certain subsidiaries of the Company, and

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

are secured by first ship mortgages on vessels already owned by the guarantors and on additional vessels that the Company purchased with the proceeds obtained from the Offering.

The Company is required to meet certain restrictions and enforce such restrictions on its subsidiaries guarantying the Notes ("restricted subsidiaries"), during the life of the Notes under the contract:

- Limitation on indebtedness, unless the consolidated debt service coverage ratio exceeds 2.0 to 1.0, and certain conditions included in the indenture are met.
- Limitation on indebtedness and preferred stock of restricted subsidiaries, except for certain clauses specified in the indenture.
- Limitation on the restricted payment of any dividends or any other distribution of any sort in respect of the Company's or any of its restricted subsidiaries' capital stock, if at the time of the distribution the Company has incurred any event of default, unless certain clauses stated in the indenture are met.
- Limitation on restrictions on distributions by restricted subsidiaries, on the ability of any restricted subsidiary to pay dividends or make any other distributions of capital stock to the Company or to any of its restricted subsidiaries, unless certain clauses specified in the indenture are met.
- Limitation on asset sales, provided certain conditions stated in the indenture are met.
- Limitation to engage in lines of business other than the shipping business.
- Limitation on affiliate transactions unless the terms on which the Notes were issued are complied with.
- Limitation on encumbrances of any nature whatsoever on any of the Company's properties.
- Limitation on sale or leaseback transactions with any Company property, unless certain conditions required in the indenture are met.
- Limitation on merger and consolidation of all or substantially all its assets, provided certain conditions stated in the indenture are met.
- Limitation on the occurrence of any of the events defined in the indenture as a change of control of the Company's common stock.

As of December 31, 2002 the Company has not incurred any event of default in its compliance with any of the obligations defined in the indenture pursuant to which the Notes were issued.

Although Ultrapetrol Bahamas Limited, parent company, subscribed the Notes issue, the principal amount and related expense will be paid through funds obtained from the operations of the Company's subsidiaries.

- b) Loan with the Credit Agricole Indosuez of up to 27,000

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

On June 27, 2002 Braddock and Invermay, as joint and several borrowers (the "Borrowers") entered into a loan agreement with: (i) Credit Agricole Indosuez ("the Lender"), (ii) Credit Agricole Indosuez ("the Agent") as agent for and on behalf of the Lenders, itself and the Security Trustee (together the "Creditor Parties") and (iii) Credit Agricole Indosuez (the named "Security Trustee") for and on behalf of the Creditor Parties pursuant to which the Lenders available a loan (the "Loan") of up to 27,000 for the purpose of financing part of the acquisition cost of up to 2 second hand capesize bulk carriers.

On July 1, 2002, Braddock received the first tranche of the loan for a total amount of 11,032 in respect of the purchase price of the vessel "Vasco da Gama", that was renamed "Cape Pampas".

The loan is payable in 14 consecutive equal quarterly installments commencing 9 months after delivery down to a balloon amount which is repayable on the final fourteenth repayment date falling due 4 years from drawdown. This loan accrues interest at LIBOR plus a margin of 1.5% per year, payable quarterly.

- c) Loan with the International Finance Corporation of up to 18,400

On November 15, 2002, UP Offshore (Panama) SA entered into a loan agreement with International Finance Corporation ("IFC") pursuant to which IFC will make available a loan in the aggregate principal amount of up to 18,400, consisting of two loans: one of up to 13,100 and the other of up to 5,300 for the purpose of financing the building of two new platform supply vessels ("SPV") ("the Project").

The first loan is payable in 15 equal semiannually installments from June 2005 through June 2012. This loan accrues interest at LIBOR plus a margin of 2.75 % per year, payable semiannually.

The second loan is payable in 13 equal semiannually installments from June 2005 through June 2011. This loan shall accrue interest at LIBOR plus a margin of 2.50 % per year, payable semiannually.

UP Offshore (Panama) SA obligations under the loan are secured by:

- a first priority Panamanian naval mortgage over the Project SPV in favor of IFC to secure payment of amounts due to IFC;
- a corporate guarantee issued by UP Offshore (Bahamas) LTD. to guarantee repayment of the loan and all amounts due by the borrower to IFC;
- a corporate guarantee issued by a wholly-owned subsidiary of the borrower that owns a Project PSV in favor of IFC to secure the obligations of the borrower;
- an account pledge creating security interest in the "earnings account" and the "debt service reserve account" for the benefit of IFC; and
- a pledge of all shares of the borrower owned and to be owned by UP Offshore (Bahamas) Ltd. during the life of the loan.

UP Offshore (Panama) SA has agreed no to pay dividend or make any distribution on its capital stock, incur expenditures for fixed or other noncurrent assets, except those included in the building of the SPV, sell, transfer, lease or somehow dispose of all or a substantial part of its assets, change the nature or scope of the project or

Edgar Filing: ULTRAPETROL BAHAMAS LTD - Form 20-F

change the nature of its business. Also UP Offshore (Panama) SA has agreed to maintain after Project completion occurs a long-term debt to equity ratio of no more than 2 and a debt service coverage ratio of at least 1.2 and to keep the fair market value of the SPV and of any additional security at 125% of the aggregate outstanding amount of the respective tranches. As of December 31, 2002 no disbursements have been made.

- d) Loan with the International Finance Corporation of up to 41,600

On December 3, 2002, UP Offshore Apolo Maritimo Ltda. entered into a loan agreement with IFC pursuant to which IFC will make available a loan in the aggregate principal amount of up to 41,600, consisting of two loans: one of up to 11,600 and the other of up to 30,000 for the purpose of financing the building of four new platform supply vessels ("SPV") ("the Project").

The first loan of 11,600 is divided into five tranches each, the first one to the fourth one are in the amount of 2,595 and the fifth tranche is in the amount of 1,220. The loan is payable in 100 monthly installments from January 2005 through April 2013, commencing on January 15, 2005 with an amount of 26, increasing to 35 on July 15, 2005, to 83 on January 15, 2006 and to 130 on July 15, 2006; the final installment is due on April 15, 2013 in the amount of 129. This loan shall accrue interest at LIBOR plus a margin of 4.75% per year, payable semiannually.

The second loan of 30,000 is divided into five tranches each, the first one to the fourth one