



## Market Reports

### Container update 12th January 2007

Our rather anxious outlook during the fall last year has basically not changed too much, with only small signs of relief on the horizon. While some spot tonnage especially between 1400/2000teu size created pressure in the feast at the end of November, same was soaked up by slightly increasing demand from liner companies who appear to be willing to add at least temporarily ships to existing loops. It certainly should be worth to mention that modern tonnage and especially geared ships appear to have an advantage compared to older and less sophisticated vessels. Consequently a few owners have been able to secure decent periods for their vessels and have been able to fix or extend their ships already now with forward delivery.

The Baltic/Cont trade, with notably north European operators securing high spec and ice-classed tonnage of up to 1700teu appears to be quite fruitful these days. For example the 36mos deal of the "Langeness" with Delphis is above last done at USD 13500.- along with the en-bloc deal of 4 x 1600teu ships for the same account and rate, only for a slightly shorter at 24 to 26mos, with the last unit delivering in the upcoming July only. On the contrary side some owners have been willing to position half-way around the globe to match this demand which clearly indicates a certain gold-rush enthusiasm.

Ships above 2000teu have to be divided in two markets at the moment. While gearless ships of up to 2800teu ships were facing difficulties to secure employment a slight rally was experienced in the geared sector lately. Mostly lead by some Charterer's desire to already secure tonnage for the forthcoming months. Even though rates for geared ships dropped below the 20.000.- USD/day mark for 12mos it clearly shows the significant difference gear makes when comparing those deals to the latest fixtures reported from the gearless sector.

Hardly any action is reported from ships above 3000teu with mostly MSC on the active side and only a few new deals being concluded along with some relet swaps and extensions. No big surprise keeping the lack of tonnage in that segment in mind.

**FIXTURES****Gearless**

<b>MOL Prestige '06</b> 80000 dwt 6400 teu (4500 at 14ts) 580 reefers / 25kn on 230ts 12mos - feast/black sea trade	<b>MSC</b> 30000
<b>MSC Sweden '89</b> 60640 dwt 4814 teu (3212 at 14ts) 495 reefers / 23kn on 159ts 24mos - feast/black sea trade - relet from MSL	<b>MSC</b> 22000
<b>Portugal Senator '98</b> 63645 dwt 4545 teu (3361 at 14ts) 350 reefers / 24kn on 164ts 14mos - feast/usec trade	<b>CMA CGM</b> 29100
<b>Germany '96</b> 60350 dwt 4158 (3124 at 14ts) 253 reefers / 23,5 kn on 150 ts 24mos - worldwide trade	<b>MSC</b> 24000
<b>France '96</b> 60350 dwt 4158 teu (3124 at 14ts) 253 reefers - 23,5kn on 150ts 24mos - worldwide trade	<b>MSC</b> 24000
<b>Trieste '83</b> 53310 dwt 3963 teu (2782 at 14ts) 300 reefers / 23kn on 140ts 24mos - world wide trade	<b>Evergreen</b> 17500
<b>Maritim Frankfurt '93</b> 44510 dwt 3469teu (2532 at 14ts) 198 reefers / 22kn on 100ts 36mos - worldwide trade	<b>MSC</b> 19300
<b>Pegasus '88</b> 38631 dwt / 3129 teu (2498 at 14ts) 249 reefers / 22kn on 84ts extended 18mos - ncont/usec trade	<b>Yang Ming Line</b> 21300
<b>Carpathia '03</b> 39443 dwt 2824 teu (2030 at 14ts) 554 reefers / 24kn on 95ts 13mos - feast trade	<b>Hapag Lloyd</b> 18500
<b>Northern Victory '97</b> 40080 dwt 2808 teu (2110 at 14ts) 400 reefers / 22kn on 90ts 12mos - feast/meast/ncont trade	<b>Irisl</b> 18950

**Stadt Weimar '06**

37570dwt 2742 teu (2115 at 14ts)  
400 reefers / 21,8kn on 88ts  
12mos - feast trade

**Howrah Bridge '85**

35283 dwt 2250 teu (2030 at 14ts)  
258 reefers / 20kn on 58ts  
opted 24mos - feast/india trade

**White Swan '89**

26132 dwt 1939 teu (1588 at 14ts)  
176 reefers / 19kn on 69ts  
36mos - med express service

**Kestrel I '88**

25684 dwt 1939 teu (1585 at 14ts)  
176 reefers / 19kn on 69ts  
36mos - worldwide trade

**Rijnborg '06**

16450 dwt 1712 teu (1289 at 14ts)  
220 reefers / 20kn on 56ts  
12mos - cont/baltic trade

**Sam Ratulangi '01**

26510 dwt 1644teu (1350 at 14ts)  
200 reefers / 19,1kn on 51ts  
ext 6mos - feast trade

**Reinbek '05**

16000 dwt 1600 teu (1090 at 14ts)  
311 reefers / 20kn on 49,5ts  
24-26mos - ncont/baltic trade

**Flottbek '05**

16000 dwt 1600 teu (1090 at 14ts)  
311 reefers / 20kn on 49,5ts  
24-26mos - ncont/baltic trade

**Eilbek '05**

16000 dwt 1600 teu (1090 at 14ts)  
311 reefers / 20kn on 49,5ts  
24-26mos - ncont/baltic trade

**Barmbek '05**

16000 dwt 1600 teu (1090 at 14ts)  
311 reefers / 20kn on 49,5ts  
24-26mos - ncont/baltic trade

**Hapag Lloyd**

18350

**K Line**

14900

**MSC**

11000

**MSC**

11000

**Delphis**

14500

**PIL**

11500

**Delphis**

13500

**Delphis**

13500

**Delphis**

13500

**Delphis**

13500

<p><b>London Tower '94</b></p> <p>23884 dwt 1525 teu (1250 at 14ts) 133 reefers / 19,0kn on 44ts 6mos - feast trade</p>	<p><b>Asiatic</b></p> <p>12200</p>
<p><b>Spica '06</b></p> <p>13760 dwt 1100 teu (725 at 14ts) 220 reefers / 19,6kn on 37ts 12mos - feast trade</p>	<p><b>Delphis</b></p> <p>11500</p>
<p><b>El Gordo '06</b></p> <p>13760 dwt 1100 teu (725 at 14ts) 220 reefers / 19,6kn on 37ts 3mos - feast trade - relet fm delphis</p>	<p><b>KMTC</b></p> <p>9850</p>
<p><b>Taipan '96</b></p> <p>9000 dwt 935teu (620 at 14ts) 200 reefers / 19,3kn on 33ts 12mos - ncont trade</p>	<p><b>Delphis</b></p> <p>13500</p>
<p><b>Henneke Rambow '07</b></p> <p>11400 dwt 868 teu (600 at 14ts) 234 reefers / 18kn on 33,3ts 24 mos - ncont/baltic trade</p>	<p><b>Unifeeder</b></p> <p>13600</p>

#### Geared

<p><b>JPO Sagittarius '06</b></p> <p>34622 dwt 2572 teu (1853 at 14ts) 440 reefers / 22kn on 89,5ts 30mos - feast/wcsa trade</p>	<p><b>NYK</b></p> <p>20250</p>
<p><b>JPO Scorpius '07</b></p> <p>34000 dwt 2566 teu (1853 at 14ts) 440 reefers / 22kn on 89,5ts 30mos - feast /wcsa trade</p>	<p><b>NYK</b></p> <p>20250</p>
<p><b>Susanne Schulte '01</b></p> <p>34717 dwt 2560 teu (1850at 14ts) 600 reefers / 21,9kn on 87ts opted 12mos - feast trade</p>	<p><b>Maersk Line</b></p> <p>18000</p>
<p><b>Auguste Schulte '02</b></p> <p>34622 dwt 2566 teu (1853 at 14ts) 440 reefers - 21,5kn on 89ts 24mos - feast/wcsa trade</p>	<p><b>NYK</b></p> <p>19850</p>
<p><b>Hammonia Palatium '06</b></p> <p>33800 dwt 2540 teu (1900 at 14ts) 400 reefers / 22kn on 84ts 24mos - cont/wcsa trade</p>	<p><b>CCNI</b></p> <p>19500</p>

**Henrika Schulte '01**

33871 dwt 2530 teu (1850 at 14ts)  
600 reefers / 22kn on 87ts  
opted 12mos - feast trade

**Ute Oltmann '98**

33964 dwt 2470 teu (1912 at 14ts)  
320 reefers / 20,9kn on 68,3ts  
extended 12mos - cont/aussie trade

**Helene S '06**

32800 dwt 2450 teu (1820 at 14ts)  
400 reefers / 22,5kn on 79,8ts  
16-18mos - feast/meast/ncont trade

**Ems Trader '00**

34000 dwt 2450 teu (1886 at 14ts)  
400 reefers / 21,8kn on 75ts  
extended 12mos - ncont/wcsa trade

**Ajama '94**

33745 dwt 2420 teu (1850 at 14 ts)  
300 reefers / 20,8 on 70ts  
12mos - cont/aussie trade

**Valdivia '06**

22300 dwt 1875 teu (1285 at 14ts)  
385 reefers / 21kn on 67ts  
2mos - uk/cont trade

**Viking Osprey '07**

23600 dwt 1740 teu (1282 at 14ts)  
300 reefers / 20,5kn on 68ts  
12mos - seasia/wafrica trade

**Hansa Limburg '96**

23579dwt 1740 teu (1330 at 14ts)  
300 reefers / 21kn on 64ts  
1-2mos - feast/wafrica tr

**Sea Beta '05**

23579 dwt 1720 teu (1200 at 14ts)  
300 reefers / 20,5kn on 60ts  
6mos - korea/singapore express service

**Ocean Arrow '07**

21700 dwt 1688 teu (1200 at 14ts)  
377 reefers / 20kn on 60ts  
8mos - korea/singapore express service

**Maersk Line**

18000

**Hapag Lloyd**

19750

**Irisl**

21000

**Hapag Lloyd**

19975

**Hapag Lloyd**

19000

**MSC**

13000

**Gold Star Line**

12500

**CMA CGM**

13000

**Gold Star Line**

12500

**Gold Star Line**

12500

<p><b>Hans Schulte '98</b></p> <p>22330 dwt 1684 teu (1100 at 14ts) 160reefers / 20kn on 50ts 2mos - seasia//wafrica trade</p>	<p><b>Gold Star Line</b></p> <p>11950</p>
<p><b>Buxsailor '93</b></p> <p>23465 dwt 1684 teu (1152 at 14ts) 152 reefers / 19kn on 49ts 6mos - continent trade</p>	<p><b>Zim</b></p> <p>12250</p>
<p><b>Buxmaster '86</b></p> <p>23465 dwt 1597 teu ( 1148 teu at 14ts) 70 reefers / 17,5kn on 43ts 6mos - feast trade</p>	<p><b>Sea Consortium</b></p> <p>12250</p>
<p><b>Dorian '94</b></p> <p>22426 dwt 1524 teu (1115 at 14ts) 160 reefers / 19,5kn on 49,5ts 2mos - usg/usec trade</p>	<p><b>Hapag Lloyd</b></p> <p>13000</p>
<p><b>Concord '94</b></p> <p>20150 dwt 1452 teu (1011 at 14 ts) 150 reefers / 19kn on 48ts 10-12mos - med trade</p>	<p><b>CMA CGM</b></p> <p>12500</p>
<p><b>Langeness '06</b></p> <p>17500 dwt 1368 teu (870 at 14ts) 258 reefers / 19,5kn on 45ts 36mos - ncont/baltic trade</p>	<p><b>Delphis</b></p> <p>13500</p>
<p><b>Rio Grande '98</b></p> <p>20567 dwt 1301 teu (1000 at 14ts) 63 reefers / 17kn on 29,4ts 24mos - ncont/west africa trade</p>	<p><b>Nile Dutch</b></p> <p>12950</p>
<p><b>Rio Rubio '99</b></p> <p>20501 dwt 1300teu (1000 at 14ts) 63 reefers / 17kn on 30ts 24mos - ncont-west africa trade</p>	<p><b>Nile Dutch</b></p> <p>12950</p>
<p><b>Rio Negro '99</b></p> <p>20567 dwt 1300teu (1000 at 14ts) 63 reefers / 17kn on 29,4ts 24mos - ncont/west africa trade</p>	<p><b>Nile Dutch</b></p> <p>12950</p>
<p><b>Warnow Whale '07</b></p> <p>18700 dwt 1296 teu (957 at 14ts) 390 reefers / 19,6kn on 45ts 4-5 mos - wcsa/cont trade</p>	<p><b>CSAV</b></p> <p>13150</p>
<p><b>Holnis '92</b></p>	<p><b>MOSK</b></p>

<p>17610 dwt 1208 teu (866 at 14ts) 75 reefers / 17,5kn on 37ts 15mos - feast/east africa trade</p>	11000
<p><b>Crux J '03</b></p> <p>16824 dwt 1180 teu (800 at 14ts) 316 reefers / 19,2kn on 51ts opted 12mos - uswc/wcsa trade</p>	<p><b>Maersk Line</b></p> <p>11200</p>
<p><b>Orient Stride '82</b></p> <p>20,828 dwt 1152 teu (1152 at 14ts) 50 reefers / 16,0kn on 34,1ts ext 4 mos - seasia trade</p>	<p><b>Asiatic</b></p> <p>9,000</p>
<p><b>CEC Star '93</b></p> <p>12216 dwt 1139 teu (709 at 14ts) 232 reefers / 18,5kn on 42ts 12-14mos - med trade</p>	<p><b>CMA CGM</b></p> <p>11000</p>
<p><b>Ocean '96</b></p> <p>14580 dwt 1122 teu (765 at 14ts) 150 reefers / 19,5kn on 44ts 12mos - caribs trade</p>	<p><b>CMA CGM</b></p> <p>11400</p>
<p><b>Stadt Duesseldorf '98</b></p> <p>12920 dwt 1076 teu (675 at 14ts) 160 reefers / 20kn on 43ts extended 36mos - ncont/caribs trade</p>	<p><b>EWL</b></p> <p>12750</p>
<p><b>Vn Sapphire '87</b></p> <p>14101 dwt 1022 teu (677 at 14ts) 35 reefers / 15,5kn on 87ts 6mos - seasia trade</p>	<p><b>Samudera</b></p> <p>7800</p>
<p><b>Merwetrader '06</b></p> <p>11500 dwt 957 teu (604 at 14ts) 252 reefers / 18,8kn on 39ts 8mos seasia trade - relet fm yang ming line</p>	<p><b>Fairwind</b></p> <p>10000</p>
<p><b>Reverence '01</b></p> <p>12106 dwt 932 teu (650 at 14ts) 150 reefers / 18kn on 34ts 6mos - seasia trade</p>	<p><b>Mitsui OSK Lines</b></p> <p>10000</p>

*This report reflects information given in good faith to the best of our knowledge, but without guarantee.*