



## Market Reports

### Container update 15th February, 2008

The first fixing weeks of the year appear almost identical to the start of last year. While the far east has been getting ready for their new years celebration, the activity ceased significantly & some European operators used this usually rather slow time of the year to step up to the plate and conclude some forward extensions and fixtures.

Most market segments have done extremely well lately & partial improvements have been reported from every class except the Baltic feeder market, which is suffering from the rather mild winter with hardly any ice that usually helps to sustain good rates. However, healthy rates are still reported on some newbuilding deals as for example the 15 months fixture of the gearless 900 teu, 554 @ 14ts, 170 reefers "Elbcarrier" to Crowley Liner Services appears remarkable from our point of view.

The 1400teu sector was especially alive lately, highlighted by the APL en-bloc fixture of the Norderoog & Langenes for 12mos at a strong 17250usd, both 1368teu, 870 @ 14ts & 250 reefers and will be employed for a new service on the Continent.

The B-170's easily crossed the 17000usd mark with various remarkable fixtures, most for longer periods like 24 months and we continue to see a strong demand for the upcoming months. Worth mentioning appear the 24 months extension of the standard B-170 type Wehr Schullau with CSAV 17400 & while her sistership Wehr Blankenese managed to secure even 17750usd with K-Line a couple of weeks later. Furthermore, the 1716teu Scotia (1295 @ 14ts, 250 reefers and 21kn) receives 19500usd from Hapag Lloyd for the intensive Brasil - USA trade. Some of the demand in these sizes comes from those operators who look to take container ships instead of the more expensive conbulk carriers that they usually operate.

Rising levels & periods up to 5 years have been fixed lately in the segment above 2000teu while we've experienced some serious forward extensions by many Chrs trying to secure tonnage early for the upcoming months. This reflects our expectation and we continue to see a positive trend, as many Chrs still appear to be in the need for additional tonnage while supply remains tight.

**FIXTURES****Gearless**

<b>Conti Porto '00</b> 68263 5774 teu (4172 @ 14ts) 400 reefers / 26,0kn on 216ts 96 mos / ww tr	<b>Hanjin Shipping</b> 35500
<b>Conti Lissabon '00</b> 68263 dwat 5774 teu (4172 @ 14ts) 400 reefers / 26,0kn on 216ts 96 mos / ww tr	<b>Hanjin Shipping</b> 35500
<b>Cape Moreton '07</b> 41500 dwat 3534 teu (2353 @ 14ts) 500 reefers / 23,5kn on 122ts 10 mos / fe-ecsa tr	<b>CLAN</b> 31000
<b>Pegasus '88</b> 38631 dwat 3129 teu (2498 @ 14ts) 249 reefers / 22,0kn on 84 ts ext 36 mos / feast tr	<b>YML</b> 25300
<b>Carpathia '03</b> 39443 dwat 2824 teu (2030 @ 14ts) 554 reefers / 24,0kn on 95ts ext 36 mos / ww tr	<b>HALO</b> 27100
<b>Cape Magnus '07</b> 37905 dwat 2741 teu (2118 @ 14ts) 400 reefers / 22,0kn on 85ts 18 mos / asia tr	<b>UASC</b> 27250
<b>Pommern '96</b> 38650 dwat 2636 teu (2155 @ 14ts) 500 reefers / 21,5kn on 96ts opt 12 mos / feast tr	<b>PIL</b> 19250
<b>Thomas Mann '03</b> 33298 dwat 2584 teu (2010 @ 14ts) 400 reefers / 23,0kn on 93ts 7 mos / fe-me tr	<b>KMTC</b> 26300
<b>Kyoto Tower '07</b> 21900 dwat 1798 teu (1260 @ 14ts) 145 reefers / 19,5kn on 58 ts ext 12 mos / interasia tr	<b>WHL</b> 17500
<b>Rijnborg '07</b> 16450 dwat 1712 teu (1050 @ 14ts) 220 reefers / 20,0kn on 56ts opt 12 mos / cont tr	<b>Delphis</b> 15700

<p><b>Kuo Chia '98</b></p> <p>18,622 dwt 1405 teu (1120 @ 14ts) 84 reefers / 18,2kn on 36,8ts ext 12mos / seasia tr</p>	<p><b>WHL</b></p> <p>16000</p>
<p><b>Cape Falster '05</b></p> <p>16397 dwt 1200 teu (870 @ 14ts) 150 reefers / 19,0kn on 45ts 12 mos / european tr</p>	<p><b>SEACON</b></p> <p>13000</p>
<p><b>El Falco '07</b></p> <p>13760 dwt 1118 teu (700 @ 14ts) 220 reefers / 19,5kn on 36ts ext 12 mos / interasia tr</p>	<p><b>KMTC</b></p> <p>12750</p>
<p><b>Elite '05</b></p> <p>11243 dwt 1008 teu (720 @ 14ts) 150 reefers / 18,5kn on 33ts 8 mos / ww tr</p>	<p><b>ESF</b></p> <p>15600</p>
<p><b>Alana '04</b></p> <p>11409 dwt 1008 teu (720 @ 14ts) 150 reefer / 18,0kn on 33,3ts 15 mos / ww tr</p>	<p><b>UniFeeder</b></p> <p>16100</p>
<p><b>Warnow Perch '07</b></p> <p>11900 dwt 1000 teu (621 @ 14ts) 254 reefers / 18,8kn on 37ts 8 mos / feast tr</p>	<p><b>Sinoline</b></p> <p>11625</p>
<p><b>Elbcarrier '08</b></p> <p>10700 dwt 900 teu (554 @ 14ts) 170 reefers / 17,5kn on 34 ts 15 mos / caribs tr</p>	<p><b>Crowley Liner</b></p> <p>13000</p>
<p><b>Confinanza '04</b></p> <p>11424 dwt 868 teu (600 @ 14ts) 150 reefers / 18,5kn on 37,5ts 8 mos / cont tr</p>	<p><b>SeaCon</b></p> <p>12500</p>
<p><b>Silver Ocean '00</b></p> <p>10935 dwt 834 teu (590 @ 14ts) 80 reefers / 18,0kn on 33,75ts 12 mos / feast tr</p>	<p><b>OOCL</b></p> <p>10750</p>
<p><b>Beluga Seduction '03</b></p> <p>9137 dwt 750 teu (529 @ 14ts) 100 reefers / 18,0kn on 29ts 9 mos / med tr</p>	<p><b>Tarros</b></p> <p>11020</p>

**Geared**

<b>Marfret Sormiou '01</b> 33220 dwt 2520 teu (1856 @ 14ts) 440 reefers / 21,5 kn on 89 ts 24 mos / ukc-ncsa tr	<b>HALO</b> 27250
<b>Katharina '01</b> 33900 dwt 2452 teu (1886 @ 14ts) 400 reefers / 21,8kn on 75 ts 60 mos / fe-ecsa tr	<b>MOSK</b> 23500
<b>CSCL Yantai '01</b> 33900 dwt 2452 teu (1886 @ 14ts) 400 reefers / 21,8kn on 75ts relet 6 mos / asia tr	<b>CSCL</b> 27250
<b>Conti Ariadne '07</b> 31200 dwt 2122 teu (1530 @ 14ts) 400 reefers / 21,8kn on 22 mos / eu - sa tr	<b>CMA CGM</b> 21300
<b>Conti Arabella '07</b> 31200 dwt 2122 teu (1530 @ 14ts) 400 reefers / 21,8kn 24 mos / eu-sa tr	<b>CMA CGM</b> 21300
<b>Pluto '99</b> 29266 dwt 1876 teu (1392 @ 14ts) 350 reefers / 21,0kn on 69,5ts ext 12 mos / cont tr	<b>HALO</b> 19500
<b>Valentina '07</b> 22263 dwt 1875 teu (1285 @ 14ts) 385 reefers / 21,0kn on 67ts ext 24 mos / cont tr	<b>OOCL</b> 19250
<b>Valdivia '06</b> 22229 dwt 1875 teu (1285 @ 14ts) 385 reefers / 21,0kn on 67 ts ext 24 mos / cont tr	<b>HALO</b> 19250
<b>Pegasus '98</b> 29240 dwt 1837 teu (1392 @ 14ts) 350 reefers / 20,5kn on 70ts 12 mos / feast tr	<b>HALO</b> 19250
<b>San Amerigo '08</b> 28300 dwt 1819 teu (1300 @ 14ts) 450 reefers / 21,8kn on 82,6ts 10 mos / intra-asia tr	<b>TSK</b> 17500

**Santa Margherita '94**

29744 dwt 1808 teu (1500 @ 14ts)  
300 reefers / 20,0kn on 50,7ts  
6 mos / intra-asia tr

**CMA CGM**

18975

**Paris '90**

26288 dwt 1743 teu (1310 @ 14ts)  
140 reefers / 18,0kn on 42ts  
ext 14 mos / feast-wafr tr

**PIL**

17500

**Santa Barbara '91**

30007 dwt 1742 teu (1527 @ 14ts)  
100 reefers / 19,5kn on 47ts  
16 mos / asia-med tr

**UASC**

19500

**Viking Eagle '06**

23410 dwt 1740 teu (1289 @ 14ts)  
300 reefers / 21,0kn on 64ts  
23 mos / asia tr

**K Line**

17850

**RHL Aqua '08**

23579 dwt 1740 teu (1275 @ 14ts)  
300 reefer / 20,5kn on 64ts  
15 mos / asia tr

**HALO**

17750

**Wehr Schulau '99**

23026 dwt 1730 teu (1125 @ 14ts)  
200 reefers / 19,5kn on 54,5 ts  
ext 24 mos / asia tr

**CSAV**

17400

**Wehr Altona '97**

22900 dwt 1730 teu (1120 @ 14ts)  
200 reefers / 19,6kn on 54,5ts  
20 mos / cont - sa tr

**CCNI**

16850

**Wehr Koblenz '98**

23026 dwt 1726 teu (1120 @ 14ts)  
200 reefers / 19,5kn on 53ts  
18 mos / cont - sa tr

**CCNI**

16850

**Scotia '00**

25360 dwt 1716 teu (1295 @ 14ts)  
250 reefers / 21,0kn on 64ts  
ext 12 mos / interasia tr

**HALO**

19500

**Ocean Bright '07**

22314 dwt 1688 teu (1200 @ 14ts)  
377 reefers / 20,0kn on 59,72ts  
ext 6 mos / ww tr

**CMA CGM**

17300

<b>Zenit '98</b>	<b>MOL</b>
25057 dwat 1647 teu (1250 @ 14ts) 350 reefers / 21,5kn on 68 ts 45 mos / asia tr	15500
<b>Seaboxer '94</b>	<b>WHL</b>
24046 dwat 1551 teu (1250 @ 14ts) 100 reefers / 19,5kn on 47ts ext 11 mos / asia tr	17950
<b>San Francisco '96</b>	<b>ZIM</b>
20200 dwat 1512 teu (1193 @ 14ts) 150 reefers / 20,0kn on 51ts 10 mos / cont - wafr tr	15800
<b>Norderoog '06</b>	<b>APL</b>
16,321 dwat 1368teu (870 @ 14ts) 250 reefers / 19,5kn on 45ts 12mos / cont tr	17250
<b>Langenes '06</b>	<b>APL</b>
16,921 dwat 1368 teu (870 @ 14ts) 258 reefers / 19,5kn on 45ts 12mos / cont tr	17250
<b>HS Puccini '07</b>	<b>APL</b>
17350 dwat 1350 teu (925 @ 14ts) 445 reefers / 20,0kn on 52ts 40 mos / asia tr	15500
<b>Polaris '93</b>	<b>Samskip</b>
12216 dwat 1139 teu (709 @ 14ts) 232 reefers / 18,0kn on 40ts 24 mos / ukc tr	14800
<b>Pegasus '93</b>	<b>Samskip</b>
12184 dwat 1139 teu (709 @ 14ts) 232 reefers / 18,1kn on 44ts 24 mos / ukc tr	14800
<b>Rothorn '96</b>	<b>Seafreight</b>
14587 dwat 1122 teu (750 @ 14ts) 150 reefers / 19,0kn 44ts 12 mos / caribs tr	13500
<b>Frisia Inn '07</b>	<b>MELL</b>
13700 dwat 1118 teu (700 @ 14ts) 220 reefers / 19,5kn on 36ts 12 mos / asia tr	13300
<b>El Toro '06</b>	<b>COSCO</b>

13633 dwat 1118 teu (700 @ 14ts) 220 reefer / 19,5kn on 36ts opt 12 mos / caribs tr	13000
<b>Asian Island '03</b>	<b>MELL</b>
13742 dwat 1118 teu ( 700 @ 14ts) 240 reefers / 20kn on 37ts 12 mos / asia tr	13000
<b>Appen Paula '06</b>	<b>CSAV</b>
13760 dwat 1118 teu (713 @ 14ts) 233 reefers / 19,3kn on 38ts 12 mos / med-wafr tr	13100
<b>Bernhard S '95</b>	<b>Seaboard Marine</b>
14454 dwat 1104 teu (765 @ 14ts) 150 reefers / 19,0kn on 39ts 12 mos / caribs tr	13750
<b>Stadt Lueneburg '04</b>	<b>SFL</b>
12920 dwat 1102 teu (646 @ 14ts) 200 reefer / 20,0kn on 43ts ext 12 mos / caribs tr	13050
<b>Phoenix '90</b>	<b>ESL</b>
15162 dwat 1048 teu (741 @ 14ts) 140 reefers / 18,5kn on 37,5ts ext 12 mos / intra-asia tr	13000
<b>Alexander Sibum '06</b>	<b>White Line</b>
11814 dwat 957 teu (604 @ 14ts) 244 reefers / 18,0kn on 37ts 12 mos / med - red sea tr	12000
<b>Eagle Strength '95</b>	<b>New Econ Line</b>
15326 dwat 954 teu (732 @ 14ts) 100 reefers / 17kn on 31,5ts ext 12 mos / feast tr	11750
<b>Cape Hatteras '92</b>	<b>Delmas</b>
12854 dwat 923 teu (620 @ 14ts) 204 reefers / 18,0kn on 34ts ext 6 mos / ww tr	11900
<b>Eemsdijk '07</b>	<b>MSC</b>
12000 dwat 869 teu (603 @ 14ts) 201 reefers / 18,0kn on 34ts 12 mos / cont tr	12000

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