

## Market Report

### Container update 29th July, 2010

Since our last report, summer has arrived in terms of weather and also lower activity in the charter market. Despite the slowing down of activity, there has been no downward pressure on the charter rates and in many cases the rates continue to move upwards. The 3000-4000 teu sizes have been particularly active with 3500 teu rates breaking through the usd 17000 pdpr barrier for 12 months and at usd 20000 for 24 months. Part of the reason for this activity in the 3500 teu sizes is the lack of tonnage in the larger 4000 teu plus sizes.

The 1700 teu market remains quiet with one of the only fixtures reported recently was the 1600 teu Manuela reported at usd 8500 x 2-3 months to KMTC in Asia. Otherwise the newly purchased 1700 teu Wenchong design - Anthea - secured usd 8500 for period to the same charterers.

The Atlantic market still remain quieter in all sizes and the rates reflect this. Charter rates for 2500 teu ships in the Atlantic are around usd 11000, some usd 1000 lower than Asia charter rates. The Caribbean market also remains quiet however this is primarily due to a lack of ships available.

Despite a quieter charter market, the SNP market continues to remain very active with Greek and Chinese owners being particularly aggressive on securing tonnage. Of particular note was the purchase of 5 x 2000/2001 built 3500 teu ships from CP Offen at the reported price of usd 36 million by clients of Metrostar.

## FIXTURES

### Gearless

<b>Centaurus´10</b> 42250 dwt 3426 teu (2414 @ 14ts) 23kn on 105ts 24 mos	<b>CSAV</b> 20000
<b>Pisti´96</b> 36950 dwt 2850 teu (2172 @ 14ts) 22,5kn on 108ts 12 mos	<b>Safmarine</b> 13250
<b>Irene Remedy´06</b> 39000 dwt 2826 teu (2020 @ 14ts) 24kn on 95ts 12 mos	<b>HMM</b> 12500
<b>Angol´10</b> 35445 dwt 2797 teu (2150 @ 14ts) 21,3kn on 80ts 12 mos	<b>CSAV</b> 13950
<b>Passat Breeze´05</b> 39300 dwt 2732 teu (2267 @ 14ts) 22,5kn on 85,5ts 12 mos	<b>PIL</b> 13750
<b>Elbwolf´99</b> 39232 dwt 2732 teu (2267 @ 14ts) 22kn on 85,5ts 12 mos	<b>Hapag Lloyd</b> 13000
<b>Buxmelody´08</b> 38092 dwt 2702 teu (2070 @ 14ts) 21,7kn on 88ts 12 mos	<b>OOCL</b> 12000
<b>Pontremoli´06</b> 32190 dwt 2646 teu (2010 @ 14ts) 23kn on 93ts 12 mos	<b>CMA CGM</b> 12150
<b>Buxhill´95</b> 23459 dwt 1678 teu (1191 @ 14ts) 18kn on 48ts	<b>MSC</b> 7250

9 mos	
<b>OOCL Authority '97</b>	<b>TSK</b>
24336 dwat 1560 teu (1210 @ 14ts) 19,5 kn on 49ts 7 mos	7500
<b>Crillon '97</b>	<b>???</b>
24325 dwat 1560 teu (1210 e 14ts) 19,5kn on 49ts 12 mos	7250
<b>Cape Nati '98</b>	<b>Wan Hai</b>
22800 dwat 1504 teu (1180 @ 14ts) 21kn on 61ts 7 mos	7150
<b>Michigan Trader '08</b>	<b>ZIM</b>
18700 dwat 1296 teu (957 @ 14ts) 19,6kn on 45ts 9 mos	7650
<b>Cape Frio '03</b>	<b>Wan Hai</b>
16442 dwat 1200 teu (870 @ 14ts) 19kn on 41ts 8 mos	7250
<b>Stefan Sibum '09</b>	<b>Unifeeder</b>
13100 dwat 1036 teu (740 @ 14ts) 18,5kn on 36ts 6 mos	7800
<b>Phoenix J '10</b>	<b>Containerships</b>
13200 dwat 1036 teu (740 @ 14ts) 18,5kn on 36ts 12 mos	8125
<b>JRS Pegasus '09</b>	<b>MCC</b>
12307 dwat 877 teu (650 @ 14ts) 18kn on 37ts 12 mos	6950

#### Geared

<b>Merkur Bay '02</b>	<b>CSAV</b>
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35770 dwt 2764 teu (2030 @ 14ts) 23kn on 99ts 12 mos	13950
<b>Penelope´07</b>	<b>CSAV</b>
38700 dwt 2714 teu (2200 @ 14ts) 22,2kn on 85,5ts 24 mos	14500
<b>Westermoor´01</b>	<b>CSAV</b>
35600 dwt 2672 teu (700 @ 14ts) 23kn on 99ts 24 mos	15300
<b>Nordatlantic´03</b>	<b>CCNI</b>
33825 dwt 2478 teu (1912 @ 14ts) 22kn on 74ts 8 mos	10500
<b>Torge S´03</b>	<b>Safmarine</b>
33216 dwt 2450 teu (1896 @ 14ts) 22,5kn on 80ts 12 mos	12400
<b>Bonavia´95</b>	<b>ICL</b>
30743 dwt 2078 teu (1700 @ 14ts) 21,5kn on 74ts 12 mos	8200
<b>Sagittarius´01</b>	<b>PIL</b>
23051 dwt 1730 teu (1125 @ 14ts) 20kn on 50,5ts 6 mos	8150
<b>Northern Delight´94</b>	<b>MSC</b>
22246 dwt 1709 teu (1177 @ 14ts) 19kn on 43ts 12 mos	7300
<b>Hansa Castella´98</b>	<b>Italia Maritima</b>
21480 dwt 1645 teu (1180 @ 14ts) 19kn on 49ts 12 mos	7950
<b>Weser Trader´95</b>	<b>Star Feeder</b>
14718 dwt 1131 teu (762 @ 14ts)	6950

20kn on 42ts 4 mos	
<b>Teval´94</b>	<b>Melfi</b>
20140 dwat 1388 teu (1010 @ 14ts) 18,6kn on 46ts 10 mos	7900
<b>Vinalines Diamond´07</b>	<b>UASC</b>
13760 dwat 1118 teu (700 @ 14ts) 19,6kn on 37ts 6 mos	6500
<b>Vega Saturn´08</b>	<b>Seafreight</b>
13760 dwat 1118 teu (700 @ 14ts) 19,5kn on 41ts 6 mos	6500
<b>Iberian Express´08</b>	<b>MCC</b>
13760 dwat 1118 teu (700 @ 14ts) 19,5kn on 41ts 7 mos	6700
<b>Sylvette´95</b>	<b>STX Panocean</b>
10740 dwat 844 teu (553 @ 14ts) 17,5kn on 29ts 3 mos	6200

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