



# BRAEMAR SEASCOPE CONTAINERS

## THE MONDAY MORNING CONTAINER BRIEFING

MONDAY 2<sup>ND</sup> NOVEMBER 2009

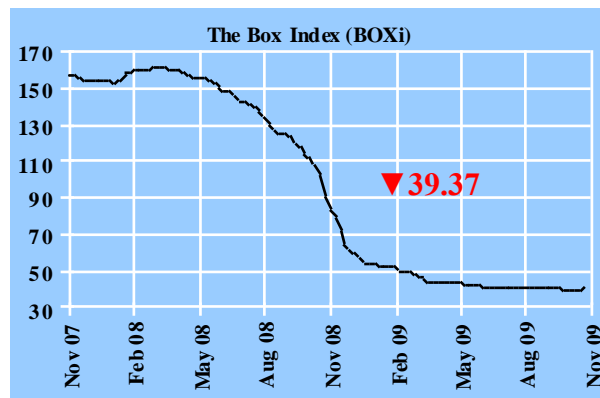


### CHARTERING

VESSEL (TEU/HMG)	INDEX	+ / -
510/285 TEU (GL) 15.5 K	3.11	▶ 0.00
700/440 TEU (GL) 17.5 K	3.40	▶ 0.00
750/415 TEU (G) 16 K	3.64	▶ 0.00
1000/650 TEU (G) 17.5 K	3.80	▶ 0.00
1100/715 TEU (G) 19 K	4.44	▶ 0.00
1350/925 TEU (G) 20 K	2.64	▼ 0.13
1600/1150 TEU (GL) 18 K	3.24	▶ 0.00
1700/1125 TEU (G) 19.5 K	3.14	▼ 0.04
1740/1300 TEU (G) 20.5 K	3.18	▼ 0.03
2000/1600 TEU (G) 21 K	1.29	▶ 0.00
2500/1900 TEU (G) 22 K	2.31	▼ 0.12
2800/2000 TEU (GL) 22 K	2.03	▼ 0.22
3500/2500 TEU (GL) 23 K	1.78	▶ 0.00
4250/2800 TEU (GL) 24 K	1.38	▶ 0.00
<b>INDEX TOTAL</b>	<b>39.37</b>	<b>▼ 0.55</b>

As was feared, the container market once again failed to build on a slightly more solid week with a couple of high-profile fixtures dragging the index further down as we move into November. This week sees a 0.55 point fall as most sectors had to take a further hit. The traditionally slow run up to Christmas will undoubtedly be even more so this year with attention very much focused on the news stories involving some of the major names in shipping. The question is to what extent this current lull may be interpreted as the calm before the storm with the rumour mill certainly working overtime. As for the market, owners are further giving in to more and more aggressive demands by

charterers regarding rates and flexibility with a number of long-term fixtures appearing in the + 2500 TEU sector. And it certainly seems that even longer term commitments at historically low rates are no stumbling blocks anymore with owners merely pleased to see their tonnage employed rather than adding to the ever increasing number of laid up ships. Especially owners of slightly older tonnage will continue to feel the pinch in this market, as bunker prices are on the rise and the competition for new and more economical tonnage more or less erases the demand for older tonnage on the chartering market.



### REPRESENTATIVE FIXTURES

NAME	DWT	TEU	BLT	SPD	CONS	GR	CHARTERER	DELY	DATE	PERIOD	RATE \$
Northern Priority	53,500	4,380	09	24	133	GL	Misc	SE Asia	Nov 09	12 mos	6,600
Meta	39,350	2,732	01	22.5	80	GL	Maersk	F East	Nov 09	12 mos	4,500
Barents Strait	23,965	1,706	08	20	52.5	GL	Cheng Lie	SE Asia	Nov 09	6 mos	4,200
Hansa Lauenburg	23,419	1,740	08	20	64	G	Sinokor	F East	Nov 09	2+4+6 mos	4,200
Cape Felton	20,250	1,440	08	19.5	52	GL	Heung-A	F East	Nov 09	3 mos	4,400
Medfrisia	21,121	1,500	09	19.5	45	GL	Mcc	F East	Oct 09	4-12 mos	4,100
Ninos	18,253	1,157	90	17.7	28	G	Sea Con	PG	Oct 09	3-12 mos	4,000
Frisia Lahn	13,760	1,102	06	19.6	42	G	Samudera	SE Asia	Oct 09	6 mos	4,000

Every effort has been made to ensure the information contained within this report is accurate, but Braemar Seascope Containers can accept no responsibility for any error, omission or consequence therefrom.

**BRAEMAR CONTAINERS - LONDON - SINGAPORE - SHANGHAI**

**S & P:- [containers@braemarseascope.com](mailto:containers@braemarseascope.com)**

**CHARTERING:- [teu@braemarseascope.com](mailto:teu@braemarseascope.com)**

**SALE & PURCHASE:- NICK SJÖBERG, GUY CUNNINGHAM, JONATHAN SOUTHAN, ROMAIN BERARD**

**CHARTERING:- STEVEN GOODRICH, HUGO MOIGNE, PHIL WOODINGTON, GRAHAM BOOTH, RICHARD WETZKI**

**SINGAPORE:- JAMES BUCK, ROY EDKINS SHANGHAI:- AXEL HUANG**

[WWW.BRAEMARSEASCOPE.COM](http://WWW.BRAEMARSEASCOPE.COM)