

**CHARTERING**

VESSEL (TEU/HMG)	INDEX	+/-
510/285 TEU (GL) 15.5 K	4.17	▶ 0.00
700/440 TEU (GL) 17.5 K	4.75	▶ 0.00
750/415 TEU (G) 16 K	5.09	▶ 0.00
1000/650 TEU (G) 17.5 K	6.75	▶ 0.00
1100/715 TEU (G) 19 K	7.78	▶ 0.00
1350/925 TEU (G) 20 K	4.88	▶ 0.00
1600/1150 TEU (GL) 18 K	6.44	▶ 0.00
1700/1125 TEU (G) 19.5 K	6.16	▶ 0.00
1740/1300 TEU (G) 20.5 K	6.16	▶ 0.00
2000/1600 TEU (G) 21 K	2.67	▲ 0.10
2500/1900 TEU (G) 22 K	5.96	▶ 0.00
2800/2000 TEU (GL) 22 K	6.01	▶ 0.00
3500/2500 TEU (GL) 23 K	5.49	▶ 0.00
4250/2800 TEU (GL) 24 K	4.48	▶ 0.00
<b>INDEX TOTAL</b>	<b>76.79</b>	<b>▲ 0.10</b>

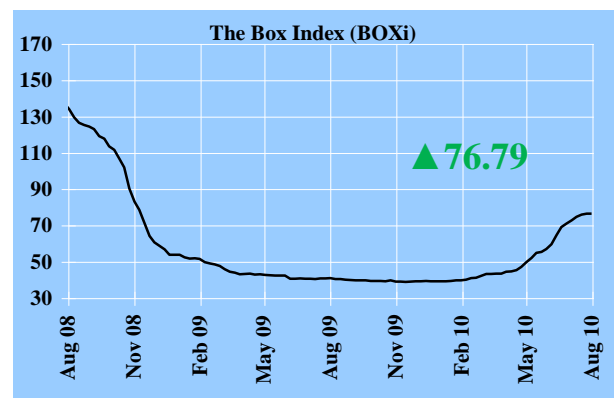
While fixture activity and enquiry remains steady this week, the rates being concluded continue in their summer lull, with only a 0.1 point change to the BOXi, one of the smallest for some time. That said we are in the middle of the holiday season and minimal, if any, gains would be the norm at this time of year.

Having fixed 7 vessels last week, CSAV took their foot off the pedal this week by their standards, only taking 2 geared 2700 teu units at USD 14,000 apiece for 12 months with a further option. We also saw the return of US charterers Matson for the first time in a while with the fixtures of 2 gearless 3,500 teu sisters at USD 13,800 for 12 months each with a further option, representing a rate level in line with similar vessels concluded in recent weeks.

Elsewhere, in the mid and smaller feeder sizes supply remains tight in the East with less than a handful of vessels able to make spot requirements for early August and additional supply only

re-appearing towards the back end of the month. On the back of this the East-West rate imbalance continues to be highlighted, with vessels fixing at weaker levels in the Atlantic compared to the Asian region where the limited supply dictates better terms for owners.

While the BOXi has largely stabilised for the first time this year, the influence of the summer holiday season means we should not read too much into this. There may be a lot of economic and physical challenges to face for the container market during the coming months but the positives remain that charterers still have an appetite for further tonnage and the supply side as it stands remains tight meaning we should see further positive movement in the near future.

**REPRESENTATIVE FIXTURES**

NAME	DWT	TEU	BLT	SPD	CONS	GR	CHARTERER	DELY	DATE	PERIOD	RATE \$
NORTHERN PIONEER	42,086	3,538	94	22.5	97	GL	MAERSK	NE Asia	Jul 10	12 mos	23,750
NORTHERN HONOUR	42,655	3,538	98	22.5	99	GL	MATSON	NE Asia	Aug 10	12 mos	23,500
MERKUR BAY	35,770	2,764	02	22.8	102	G	CSAV	NE Asia	Aug 10	12 mos	14,000
GLORY	30,452	2,080	96	21	74	G	SAFMARINE	NE Asia	Aug 10	12 mos	9,500
SAXONIA	25,050	1,716	99	21.8	64	G	CMA CGM	SE Asia	Aug 10	12 mos	7,900
MANUELA	21,540	1,661	93	20	52	G	KMTC	SE Asia	Aug 10	40-50 days	8,500
DORIAN	22,425	1,524	94	19	49.5	G	CREDO	PGI	Aug 10	8 mos	8,000
O.M. LENTATIS	17,000	1,368	09	19	42.5	G	FESCO	SE Asia	Aug 10	2-4 mos	7,500
ASIATIC WAVE	14,500	1,155	07	19	45	GL	UFS	E Med	Aug 10	3 mos	6,500
ECLIPS	12,310	1,145	97	19	42	G	SEABOARD	USG	Aug 10	6 mos	6,750
BEI JIANG	7,600	602	05	14.2	16.8	GL	VIETSUN	NE Asia	Jul 10	8 mos	3,650

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.

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