

**CHARTERING**

VESSEL (TEU/HMG)	INDEX	+/-
510/285 TEU (GL) 15.5 K	4.33	▲ 0.05
700/440 TEU (GL) 17.5 K	5.20	▲ 0.10
750/415 TEU (G) 16 K	5.36	▲ 0.11
1000/650 TEU (G) 17.5 K	6.95	▲ 0.10
1100/715 TEU (G) 19 K	8.00	▶ 0.00
1350/925 TEU (G) 20 K	5.44	▲ 0.03
1600/1150 TEU (GL) 18 K	6.79	▲ 0.09
1700/1125 TEU (G) 19.5 K	6.73	▲ 0.04
1740/1300 TEU (G) 20.5 K	6.84	▲ 0.03
2000/1600 TEU (G) 21 K	3.00	▶ 0.00
2500/1900 TEU (G) 22 K	6.45	▶ 0.00
2800/2000 TEU (GL) 22 K	6.73	▶ 0.00
3500/2500 TEU (GL) 23 K	5.97	▲ 0.09
4250/2800 TEU (GL) 24 K	4.53	▶ 0.00
INDEX TOTAL	82.35	▲ 0.65

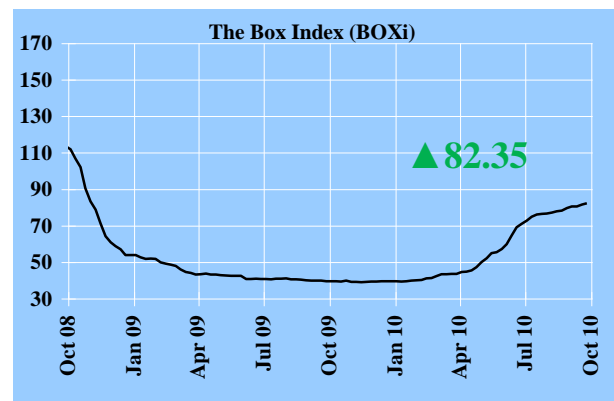
The market continued to show a certain degree of resilience this week with further negative reports related to the overall health of the worldwide economy. Recorded fixtures remain stronger than last done and surprisingly plentiful given the various holidays over the last week in the Far East.

Regionally, a bout of increased feeder activity, especially in the Med, has given a welcome boost to the sluggish feeder market allowing for incremental rate hikes across the board, but overall the Far East continues to be the centre of attention, closely followed by the Indian Ocean area where a number of fixtures are reported this week.

Two strong fixtures in the 3500teu sector for long period and in one case for an end November delivery, further demonstrates the strong competition lines are now facing to secure tonnage in that

size where supply is short. As expected, we have seen a surge in demand and indeed fixture activity, especially in the 1700teu sector, as it is ever more apparent that charterers are now focusing their efforts to lock in suitable forward positions in the 1700-2500teu size, with most of the larger tonnage now fixed away until at least 1st quarter of 2011.

Moving forward, a question mark remains whether the market will continue the resilience seen over the last couple of weeks, as further news emerged this week about falling freight rates and likely resulting capacity reductions or cancellation of individual sailings. Certainly, one can see lines are at this stage primarily focused on consolidating existing services rather than searching for new opportunities.

**REPRESENTATIVE FIXTURES**

NAME	DWT	TEU	BLT	SPD	CONS	GR	CHARTERER	DELY	DATE	PERIOD	RATE \$
HANSA INDIA	43,360	3,420	94	23	109	GL	SCI	SE Asia	Sep10	24 mos	19,400
PESCARA	42,000	3,530	10	23	125	GL	UASC	NE Asia	Nov10	12+12 mos	19,300
BUXCROWN	26,288	1,743	89	19	49	GL	SEA CON	PGI	Oct10	6 mos	9,000
TROYBURG	26,070	1,798	88	18	40.5	G	PIL	SE Asia	Oct10	12 mos	9,000
SICILIA	25,920	1,795	8	20	58	G	PIL	SE Asia	Oct10	12 mos	9,500
WESTERDEICH	22,340	1,570	94	20	53	G	MOSK	MED	Oct10	35-45 days	8,550
STADT JENA	18,700	1,296	7	19.6	47	G	MCC	SE Asia	Oct10	6-8 mos	9,450
CAPE FOX	16,440	1,200	3	19	41	GL	ST. JOHN	PGI	Oct10	6-7 mos	8,700
VEGA TURMALIN	14,170	1,116	99	19	42.5	G	MOSK	SE Asia	Oct10	1+6 mos	7,000
STADT HAMELN	13,760	1,118	7	19.6	40	G	CMA CGM	MED	Oct10	6 mos	7,500
AMSTEL TRADER	8,300	657	3	18	26.8	G	SEABOARD	USG	Oct10	6+6mos	6,000

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.

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