

Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	48.61	► 0.00
1,740/1,300TEU (G) 20.5 k	50.00	▼ 5.00
1,714/1,250TEU (G) 19k Bkk Max	23.75	▼ 2.08
2,500/1,900TEU (G) 22 k	76.92	► 0.00
2,500ECO/2,100TEU (G) 18.5 k	26.47	► 0.00
2,800/2,000TEU (GL) 22 k	56.53	► 0.00
3,500/2,500TEU (GL) 23 k	40.00	► 0.00
4,250/2,800TEU (GL) 24 k	92.00	► 0.00
6,500/4,900TEU (GL) 24 k	55.11	► 0.00
8,500/6,600 (GL) 25 k	54.40	► 0.00
9,000WB/7,100TEU (GL) 25 k	34.17	► 0.00
10,000/8,000 (GL) 25 k	34.17	► 0.00
BOXi Total *	592.13	▼ 7.08
52 Week High	669.79	
52 Week Low	311.56	

* Benchmark TC rates assessed on the basis of a 12-month time charter

Chartering

Though it is not in line with the seasonal trends on freight rates, the freight market on certain trades is experiencing some downward movement.

This event resulted in some operators reactivating their sense of caution and refraining from covering upcoming requirements unless ship owners are prepared to offer shorter and more flexible charter periods.

Although freight rates have drifted downwards, it needs to be

Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
TSS NEPTUNE	2,478	1,898	400	2000	MTW 2500	3x45t	PGI	Jul-22	11-13 m	Sea Consortium	\$85,000
NORTHERN VIVAVITY	2,742	2,126	400	2005	CS 2700		NE Asia	Jul-22	40-50 d	BAL Container Line	\$90,000
ST MARY	1,679	1,217	194	2001	Hanjin 1600		NE Asia	Jul-22	2-3 m	Wan Hai Lines	\$63,000
CAPE FULMAR	1,440	1,050	174	2007	PW 1500		NE Asia	Jul-22	2-3 m	Wan Hai Lines	\$60,000

S&P

The second-hand activity was fairly muted this week with Buyers divided over whether to buy now even with freight rates softening or risk missing what little tonnage is left with charter free delivery this year.

A 2008 built Panamax is rumoured to have changed hands at \$65m with charter free delivery in Q4 of 2022 whilst the **XIN FENG SHANG HAI** (4,992 TEU, built 2005 Hanjin H.I.) could only achieve \$60m to Mediterranean Shipping Company (MSC) basis a September cancelling.

Elsewhere, the **GUENTHER SCHULTE** (3,534-TEU, built 2008 Shanghai New Shipyard) is rumoured committed to Dubai-based Buyers at \$55m with prompt delivery.

In the Feeder sector, CMA are reported to have taken the **AS SERAFINA** (1,713-TEU, geared, built 2010) for a strong price of \$33m with delivery in September of 2022 and the **CRYSTAL ARROW** (1,020-TEU, gearless, built 2017 Tsuneishi Zhoushan)

stressed that even the most recently published rates are still at a historically high level.

In most cases, operating in this environment can still be a profitable exercise.

Second-quarter results can soon be expected and without a doubt, it will still show high profits for most market players.

There have not been any new fixtures in the market this week in the Panamax market but some discussions are taking place on the Sale and Purchase side instead and some forward discussions in the Post Panamax segment are as well underway.

In the Sub Panamax segment, the Aker 2700 '**NORTHERN VIVACITY**' (2,742-TEU, gearless, built 2005 Aker Osteel) fixed a short 45-day period for one Far East - Australia round trip at \$90,000/day with BAL Container Line.

The vintage '**TSS NEPTUNE**' (2,478-TEU, geared, built 2000 Aker MTW) was reported to be extended for another 12 months at \$85,000 trading between South East Asia and the Persian Gulf.

Wan Hai Lines was this week busy having secured a pair of smaller Feeder vessels for short periods of 2-3 months and is reported to chase for additional deals for shorter periods as well.

has been committed on private terms.

Newbuilding enquiry levels remain high, CMA CGM is close to concluding a series of Methanol Dual Fuel 16,000TEU vessels and Maersk has requested yard quotes for a similar series of 16,000TEU vessels along with up to ten 2,800TEU Methanol Dual Fuel Feeders.