

Time Charter Rates

Vessel (TEU/HOM)	Index	+/-
1,100/715TEU (G) 19 k	13.89	▼ 0.35
1,740/1,300TEU (G) 20.5 k	11.50	► 0.00
1,714/1,250TEU (G) 19k Bkk Max	5.31	► 0.00
2,500/1,900TEU (G) 22 k	14.18	► 0.00
2,500ECO/2,100TEU (G) 18.5 k	5.15	▼ 0.15
2,800/2,000TEU (GL) 22 k	9.17	► 0.00
3,500/2,500TEU (GL) 23 k	6.80	► 0.00
4,250/2,800TEU (GL) 24 k	15.20	▼ 0.40
6,500/4,900TEU (GL) 24 k	10.67	► 0.00
8,500/6,600 (GL) 25 k	11.20	► 0.00
9,000WB/7,100TEU (GL) 25 k	6.33	► 0.00
10,000/8,000 (GL) 25 k	6.25	► 0.00
BOXi Total *	115.65	▼ 0.90
52 Week High	317.02	
52 Week Low	115.65	

Chartering

Whilst most operators are adopting a 'wait and see' approach to assess market trends and developments and blanking sailings proactively in preparation for the upcoming Golden Week, a few have taken action and secured tonnage. Not surprisingly the prompt tonnage availability is further increasing and it is anticipated that operators will chase for new benchmarks across all segments.

In the larger segments, there was no activity reported again this week but some Panamax tonnage is under discussion.

In the sub-Panamax segment between 2,000 to 4,000 TEU, a few discussions took place, and a few deals were finalised behind closed doors. Namsung Shipping was linked to having secured the modern Scrubber-fitted SDARI Sealion 2700 **'TS NANSHA'** (2,708 TEU, built 2021, gearless, CSSC: GUANGZHOU HUANGPU) for around 6 with the rate not yet confirmed, although market speculates that it included a scrubber premium.

Sea-Lead Shipping fixed the Naikai 2500 **'MARINA VOYAGER'** (2,553 TEU, built 2008, gearless, NAIKAI ZOSEN) for 3 to 5 months at a reported rate of \$14,500 and addition some standard 3,500 TEU vessels are as well under negotiations.

The Feeder segment once again outbid the larger sizes in terms of reported fixtures, with many extensions.

The SDARI 1800 **'HAIAN MIND'** (1,794 TEU, built 2012, gearless, HA LONG SHIPYARD) extended its charter with X-Press Feeders for a period of 4 to 5 months at a rate of \$12,500 while in the Atlantic and as indicated last week already, the Eco Neptun 1700 **'JOSITA B'** (1,756 TEU, built 2014, gearless, ZHEJIANG OUHUA SHIPYARD) was also extended by Maersk Line for its Intra-Mediterranean service for 6 to 8 months at \$14,000 indicating a firm premium compared to what similar tonnage would fix in the Pacific.

CMA CGM was busy having extended two German-built 1100 TEU vessels: the **'YIGITCAN A'** (1,208 TEU, built 2001, gearless, PEENE-WERFT) in the Mediterranean for 4 to 6 months at \$11,900 as well as the vintage **'JAGUAR'** (1,122 TEU, built 1996, geared, VOLKSWERFT) in the Mediterranean for a similar duration but at a rate of \$11,200.

In the Pacific, newcomer Well Fortune Shipping only paid \$9,500 for a shorter period of 2 to 3 months for **'BF CARP'** (980 TEU, built 2009, gearless, ZHEJIANG OUHUA SHIPYARD).

The Volharding 900 **'MASTERY D'** (917 TEU, built 2006, gearless, BODEWES) was extended by Unifeeder for around 6 months period employment at a reported rate of around EUR 9500 for the operators' Rotterdam-Portugal service.

The slightly smaller **'PREMIER'** (818 TEU, built 2004, gearless, DAESUN SHIPBUILDING) was extended by Global Feeder Shipping for a short period of 42 to 56 days at \$9,500 serving the operators' Bay of Bengal service and X-Press Feeders was associated with the extension of the even smaller Mawei 437 **'SUNAIID X'** (698 TEU, built 2006, gearless, FUJIAN MAWEI SHIPBUILDING) for 2 to 3 months at a fare rate of EUR 8,000 for its Libya service.

Representative Fixtures

Vessel	TEU	14t	Reefer	YOB	Design	Gear	Delivery	Laycan	Period	Charterer	Rate/day
TS NANSHA	2,708	2,250	600	2021	MARIC 2700		NE Asia	Oct-23	6 months	Namsung Shipping	RNR
MARINA VOYAGER	2,553	1,897	250	2008	NAIKAI 2500		NE Asia	Oct-23	3-5 months	Sealead Shipping	\$14,500
HAIAN MIND	1,794	1,312	319	2012	SDARI 1800		NE Asia	Sep-23	4-5 months	X-Press Feeders	\$12,500
JOSITA B	1,756	1,385	350	2014	CV Neptun 1700		W MED	Sep-23	6-8 months	Maersk Line	\$14,000
YIGITCAN A	1,208	918	256	2001	PW 1170		NE Asia	Sep-23	4-6 months	CMA CGM	\$11,900
JAGUAR	1,122	758	150	1996	VW 1100	2x45t	MED	Sep-23	4-7 months	CMA CGM	\$11,200
BF CARP	980	621	254	2009	CV100		SE Asia	Sep-23	2-3 months	Well Fortune Shipping	\$9,500
MASTERY D	917	623	200	2006			UK CONT	Sep-23	6 months	Unifeeder	€9,000
PREMIER	818	600	100	2004			PGI	Sep-23	42-56 days	Global Feeder Shipping	\$9,500
SUNAIID X	698	436	120	2006	MAWEI 437		MED	Sep-23	2-3 months	X-Press Feeders	€8,000

S&P

The container sale and purchase market has been quite active this past week with negotiations ongoing in newbuilding, second-hand, and recycling.

Seatrade was reported to have declared options on two geared, 600 reefer 1800TEUs at Huanghai in the newbuild segment.

In the recycling market, a couple of Asia-based liners had vessels trading firm. Nothing as yet has been confirmed committed but the continued move to recycling in the market is welcome news.

On the second-hand market, a number of vessels are under negotiation in all sizes, and enquiry levels have increased; pricing, however continues to remain static.