

HARPER PETERSEN & CO.
SHIP BROKERS SINCE 1943



Market Report

13th September, 2005

Container update 13th September, 2005

The charter market activity continued at a very moderate level over the last month and thus we are still waiting for market activity to effectively pick up. Although we have seen an increase in forward fixtures for larger sizes, the apparent demand for "prompter" ships that are still available within 2005 remains so far at a fairly low level for all sizes of ships. Charter rates as well as time charter periods are continuing to move sideways for the time being, however it is yet to be seen whether this might eventually change in the next couple of weeks.

Above 2000 TEU it was again CMA CGM showing most appetite in ships by taking three panamaxs with delivery 2006 respectively 2008 for a remarkable rate of USD 30,500 for 12 years periods, however it is expected that this deal includes purchase options for CMA thus explaining the comparably high rates. ZIM, after failing the ships twice, finally decided to take the two HDW built Patmos and Pacific Senator for a period of abt 3,5 years at a decent rate of USD 30,500. As already mentioned prompter ships like the Ems Trader are however sometimes forced to fix an intermediate employment in order to buy some time before hopefully securing a longer period.

In the medium segment between 1300 and 1900 TEU no changes are notable. Owners are obviously still facing some difficulties to fix longer periods and are thus still agreeing shorter periods at rates in the mid/high USD 20's like the Dorian that extended for one round voyage with Samudera at around USD 26,000. Otherwise the same comments as for the larger prompter ships do also apply for the medium size tonnage.

Around 1000 TEU activity also remained at a fairly low level. We should not fail to emphasize that more and more relets for smaller sizes are entering the market, particularly for shorter periods. Rates seem to stabilize at levels more or less in line with last done.

Fixtures

Gearless

N/B Danaos 4300 TEU 1 '07 50,800 dwt 4311 teu 12 yrs ww trade	Yang Ming Line 26,000
N/B Danaos 4300 TEU 2 '07 50,800 dwt 4311 teu 12 yrs ww trade	Yang Ming Line 26,000
N/B Conti ex Zhejiang 4250 TEU '08 50,500 dwt 4250 teu 400 reefers / 24,5kn on 133,0ts 12 yrs ww trade	CMA CGM 30,500
N/B Conti tbn Lontue '06 51,870 dwt 4043 teu (2881 at 14ts) 700 reefers / 24,2kn on 145,0ts 12 yrs ww trade	CMA CGM 30,500
N/B Conti tbn Laja '06 51,870 dwt 4043 teu (2881 at 14ts) 700 reefers / 24,2kn on 145,0ts 12 yrs ww trade	CMA CGM 30,500
Pacific Senator '92 45,696 dwt 2680 teu (2415 at 14ts) 150 reefers / 19,0kn on 60,0ts 40 mos ww trade	ZIM 30,500
Patmos Senator '92 45,696 dwt 2680 teu (2415 at 14ts) 150 reefers / 19,0kn on 60,0ts 40 mos ww trade	ZIM 30,500
Jolly ' 92 25,904 dwt 2098 teu (1700 at 14ts) 77 reefers / 18,0kn on 47,0ts opt 12 mos feast trade (owns option)	Dongnama 23,700
Wan Hai 262 '01 23,643 dwt 1662 teu (1240 at 14ts) 240 reefers / 21,0kn on 58,0ts 1 feast / sth america r/v abt 70 days	NYK 31,000

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Kuo Chia '98 18,595 dwt 1471 teu (1140 at 14ts) 84 reefers / 18,0 kn on 37,0ts 15 mos feast trade	Samudera 23,500
Andalusian Express '95 18,585 dwt 1471 teu (1100 at 14ts) 42 reefers / 18,0kn on 32,0ts 2 mos feast trade - relet fm cheng lie	Samudera 21,500
N/B Deneb J '06 10,700 dwt 972 teu (559 at 14ts) 170 reefers / 17,5kn on 34,0ts 36 mos nth europe trade	Borchard 12,750
<u>Geared</u>	
Ems Trader '00 34,000 dwt 2442 teu (1884 at 14ts) 400 reefers / 21,8kn on 75,0ts 2 mos fe/uswc trade	US Lines 32,500
MSC Perth tbr Cape Race '93 35,071 dwt 2259 teu (1920 at 14ts) 300 reefers / 20,0kn on 67,5ts 12 mos ww trade	Hapag Lloyd 31,500
Thorsriver '89 34,380 dwt 2097 teu (1674 at 14ts) 100 reefers / 17,5kn on 44,5ts 36 mos feast trade (relet fm Evergreen)	Pendulum Express Line 28,750
Thorstream '89 34,380 dwt 2097 teu (1674 at 14ts) 100 reefers / 17,5kn on 44,5ts 30-40 days fe/med trade	CMA CGM 24,000
Northern Harmony '94 20,252 dwt 1709 teu (1177 at 14ts) 72 reefers / 19,0kn on 43,0ts abt 3,5 mos ww trade - relet fm HH-Sued	MSC 24,500
Dorian '94 22,160 dwt 1684 teu (1100 at 14ts) 160 reefers / 19,5kn on 47,0ts ext 1 fe/ioc r/v abt 21 days	Samudera 26,000

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La Paloma ' 93 21,648 dwt 1667 teu (1080 at 14ts) 150 reefers / 20,0kn on 52,0 ts abt 4-5 mos ww trade	CMA CGM 25,000
DD Success '82 25,160 dwt 1320 teu (1050 at 14ts) 72 reefers /16,0kn on 32,0ts 15 mos feast/ioc trade	Asiatic Shipping Services 15,500
Thor Confidence ' 83 (noncellular / mpps) 24,900 dwt 1316 teu (1030 at 14ts) 32 reefers / 13,0kn on 26,0ts 12 mos feast trade	FU HAI 17,500
Nordsun '91 14,190 dwt 1158 teu (687 at 14ts) 125 reefers / 17,0kn on 30,0ts 24 mos feast trade	CMA CGM private
Auriga J '01 17,183 dwt 1157 teu (909 at 14ts) 250 reefers / 19,0kn on 38,0ts opt 12 mos caribs trade	Maersk Sealand private
Manila Bay '84 20,200 dwt 1095 teu (815 at 14ts) 100 reefers / 17,5kn on 46,0ts 12 mos fe trade	Seacon 16,000
N/B Diana J '06 10,700 dwt 972 teu (559 at 14ts) 170 reefers / 17,5kn on 34,0ts 36 mos nth europe trade	Borchard 12,750
Cape Brett '92 10,449 dwt 922 teu (590 at 14ts) 104 reefers / 17,0kn on 28,5ts 12 mos feast trade - relt fm SYMS	GSL 16,000
Sea Space '86 16,882 dwt 884 teu (611 at 14ts) 90 reefers / 15,5kn on 31,6ts 4 mos feast trade	Samudera 11,900

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Sky Bright '96

10,800 dwt 724 teu (514 at 14ts)

70 reefers / 17,5kn on 30,0ts

24 mos feast trade

SITC

12,000

Cerrina '93

9,517 dwt 656 teu (430 at 14ts)

90 reefers / 17,5kn on 27,5ts

6 mos feast trade

PONL

12,750

This report reflects information given in good faith to the best of our knowledge, but without guarantee.