

HARPER PETERSEN & CO.
SHIP BROKERS SINCE 1943



Market Report

18th October, 2005

Container update 18th October, 2005

The charter market activity continued at its very moderate pace. It has to be ascertained however that the charter rates as well as the time charter periods dropped considerably in some segments. Particularly ships in the medium size between 1300 and 1900 teu suffered due to the limited demand for ships in that size. It will be interesting to see whether the charter market is continuing its downward trend until the end of the year or whether the market is leveling off at present rate levels. We cannot see any indicators allowing for a more optimistic view at the moment.

In excess of 2000 TEU Lloyd Triestino was again active by taking three 2800 TEU STX Newbuildings from Hansa Shipping at a decent rate of USD 22,750 for 8 years as well as the overaged and slow Sea Arrow for a period of three years at USD 19,000 after they failed the ship already twice. The upcoming pressure for the bigger sizes is best notable when looking at the fixtures of the 3500 TEU Conti Singa to MISC for a 2 years period at USD 29,000 only and the TBN 2500 TEU ship from Buss to Hapag Lloyd for 12 mos at USD 29,500 which is considerably lower than what has been fixed last.

As said earlier between 1300 and 1900 TEU charter rates as well as charter periods are continuing its downward trend to a greater extent than in any other segment. The average period has moved down to 6-12 months with rates being reported in the region of low/mid USD 20,000 for these periods. The Westerveer for instance fixed 8 opt 8 mos with Maersk Sealand at a rate of USD 23,450 for the firm period.

In the smaller segment around 1000 TEU we have again witnessed the least activity with only a few fixtures being reported like the Rio Lawrence which, after taking empty containers out to far east, only managed to obtain a period of 6 months with KMTC at a rate of USD 15,750.

Fixtures

Gearless

Conti Singa '96 44,510 dwt 3469 teu (2415 at 14ts) 198 reefers / 22,5kn 2 yrs ww trade	MISC 29,000
N/B ex STX Shipyard tbn HS Amundsen '06 35,000 dwt 2778 teu (2007 at 14ts) 500 reefers / 23,0kn on 105ts 8 yrs ww trade	Lloyd Triestino 22,750
N/B ex STX Shipyard tbn HS Cook '06 35,000 dwt 2778 teu (2007 at 14ts) 500 reefers / 23,0kn on 105ts 8 yrs ww trade	Lloyd Triestino 22,750
N/B ex STX Shipyard tbn HS Magellan '07 35,000 dwt 2778 teu (2007 at 14ts) 500 reefers / 23,0kn on 105ts 8 yrs ww trade	Lloyd Triestino 22,750
Sea Arrow '87 29,693 dwt 2098 teu (1700 at 14ts) 295 reefers / 19,0kn on 53,0ts 3 yrs ww trade	Lloyd Triestino 19,000
Buxcrown '89 26,288 dwt 1743 teu (1315 at 14ts) 120 reefers / 19,0kn on 49,0ts 2 feast/ecsa r/v's abt 70-80 days each	Hamburg-Sued 22,950
Wan Hai 261 '01 23,643 dwt 1662 teu (1240 at 14ts) 240 reefers / 21,0kn on 58,5ts 5-6 mos transpacific trade	US Lines 26,500
OOCL Authority ' 97 23,830 dwt 1560 teu (1210 at 14ts) 200 reefers / 19,5kn on 49,0ts 12 mos feast trade	PIL private
Ningbo Star '98 22,800 dwt 1504 teu (1180 at 14ts) 200 reefers / 21,0kn on 61,0ts 4-6 mos feast trade	KMTC 23,500

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Aegean Express ' 97

18,595 dwt 1471 teu (1140 at 14ts)
84 reefers / 18,0kn on 37,0ts
6-9 mos feast trade

HeungA

21,800

Yigitcan A. '01

17,254 dwt 1170 teu (910 at 14ts)
178 reefers / 19,0kn on 38,0ts
ext 12 mos intermed trade

Metz Container Line

private

Rio Lawrence '05

14,500 dwt 1155 teu (714 at 14ts)
232 reefers / 19,0kn on 43,5ts
6 mos feast trade

KMTC

15,750

Geared

Wadi Alrayan '00

40,301 dwt 3013 teu (2112 at 14ts)
300 reefers / 21,0kn on 92,5ts
1 fe/aussie r/v abt 30 days

CP Ships

24,000

Constantin S '03

32,800 dwt 2529 teu (1820 at 14ts)
300 reefers / 22,5kn on 80,0ts
24 mos ww trade

KLINE

26,800

Leda Trader in OO Ems Trader '00

33,917 dwt 2442 teu (1884 at 14ts)
400 reefers / 21,8kn on 75,0ts
12 mos atlantic trade

Hapag Lloyd

29,500

Primus '97

30,432 dwt 2078 teu (1650 at 14ts)
150 reefers / 21,5kn on 73,0ts
2 yrs transatlantic trade

Senator

31,500

Cap Aranauti (ex Philipp Schulte) '04

23,500 dwt 1740 teu (1330 at 14ts)
300 reefers / 21,0kn on 64,0ts
2-3 mos feast trade - relet fm hamb.sued

Yang Ming Line

23,900

Westerhever '94

22,340 dwt 1572 teu (1060 at 14ts)
150 reefers / 20,0kn on 53,0ts
8 opt 8 mos ww trade (opt rate usd 27,000)

Maersk Sealand

23,450

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Concord '94 20,088 dwt 1388 teu (1014 at 14ts) 150 reefers / 19,0kn on 46,0ts ext 15 mos caribs trade	ext Costa Cont. Lines 19,800
Rinkenis '93 20,150 dwt 1388 teu (1014 at 14ts) 150 reefers / 18,5kn on 45,0ts 5-6 mos feast trade	Maersk Sealand 19,500
Merak '05 17,350 dwt 1347 teu (925 at 14ts) 413 reefers / 20,0kn on 52,0ts 1 or 2 innerfeast r/v's abt 30 days each	HeungA 20,500
Merak '05 17,350 dwt 1347 teu (925 at 14ts) 413 reefers / 20,0kn on 52,0ts 24 mos feast trade - relet from cheng lie	MOSK 19,100
Rio Grande '98 20,567 dwt 1301 teu (1000 at 14ts) 63 reefers / 17,0kn on 29,5ts 6 mos med/montreal trade	MSC 14,500
Atlantic Patroller '99 (MPPS/BOX) 17,450 dwt 1118 teu (619 at 14ts) 30 reefers / 16,0kn on 26,5ts 6 mos med/pg trade	White Line 17,000

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