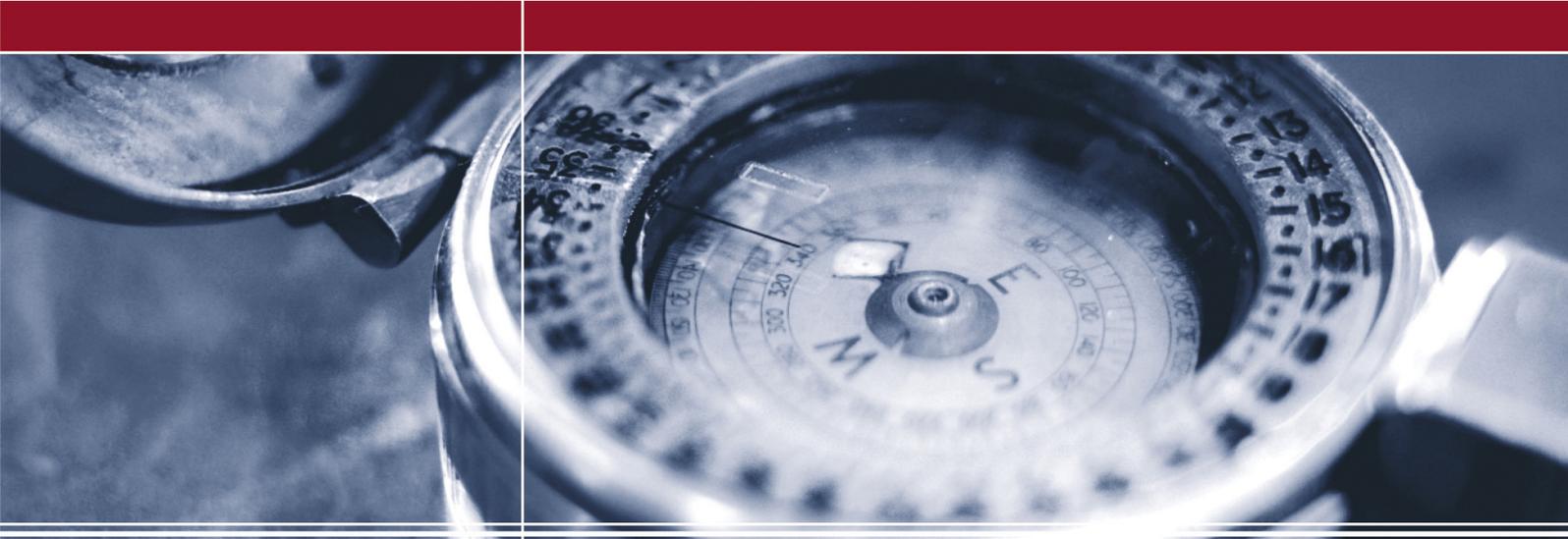


**HARPER PETERSEN & CO.**  
SHIP BROKERS SINCE 1943



## **Market Report**

17th November, 2005

**Container update 17th November, 2005**

During the second half of October the charter market activity remained at a fairly low level with charter levels continuing to drop. However, as from beginning of November, fixture activity picked up and a few fixtures have given hope for a brighter future than most of the experts have predicted. Having said that, we should not fail to mention that some of these fixtures are merely for forward positions. Ships coming open in 2005 still face difficulties to find takers at decent rate levels and some remain 'spot'.

Above 2000 TEU it is noteworthy that most of the prompter ships (open within 2005) had to accept shorter periods around 6 months. The 3100 TEU ship Minna for instance fixed USD 25,750 for a period of six months for account MSC. The 2600 TEU N/B Nordwelle finally fixed 4-6 months with KMTC at USD 22,500. Only the Palatia and Patria with forward positions were able to gain longer periods of 24 months, however at relatively low rates of USD 23,000 compared to the last done in this size a few weeks ago.

In the medium size around 1300 and 1900 TEU one has to distinguish between spot and forward fixtures, as mentioned above. We consider the fixtures of the two Wenchong N/B's H Lauenburg and H Limburg with delivery April and June 2006 to CSCL at USD 19,800 as rather remarkable. The rates are higher than most market participants would have expected them to be. Also the slightly smaller H Langeland did manage to obtain a longer period of almost two years at a decent rate of USD 17,800. On the other hand we have seen prompter ships struggling to find employment. A few ships like the Santa Monica or the Conti Asia finally fixed at around USD 15,000 only for periods of around 6 months. This is some 20 percent less what similar vessels obtained a few weeks ago.

In the segment around 1000 TEU activity remained very low and thus we are only able to report a few fixtures. The 900 TEU ship Reverence, however was still able to secure a decent deal with Messrs. Simatech at USD 15,000 for a period of 12 months.

## Fixtures

### Gearless

<b>Germany '96</b> 60,200 dwt 4158 teu (3124 at 14ts) 235 reefers / 23,0kn on 150,0ts opt 12 mos ww trade	<b>opt Maersk Sealand</b> 22,500
<b>N/B 1 ex STX tbn Nordwelle'05</b> 34,000 dwt 2602 teu (1856 at 14ts) 440 reefers / 21,5kn 4-6 mos ww trade	<b>KMTC</b> 22,500
<b>Cape Norman '98</b> 22,800 dwt 1504 teu (1180 at 14ts) 200 reefers / 21,0kn on 61,0ts 6-12 mos feast trade	<b>Yang Ming Line</b> 17,500
<b>Andalusian Express '95</b> 18,585 dwt 1471 teu (110 at 14ts) 42 reefers / 19,0kn 12 mos feast trade	<b>PIL</b> 14,200
<b>Millenia Tower '90</b> 22,734 dwt 1404 teu (1090 at 14ts) 200 reefers / 19,0kn on 41,0ts 10 mos feast/ioc trade	<b>Samudera</b> 16,500

### Geared

<b>Santa Celina '01</b> 45,500 dwt 3400 teu (2325 at 14s) 800 reefers / 23,5kn on 113,0ts opt 12 mos ww trade	<b>PONL</b> private
<b>Minna '05</b> 41,800 dwt 3091 teu (2430 at 14ts) 500 reefers / 22,0kn on 97,5ts 6 mos med/usec trade	<b>MSC</b> 25,750
<b>Palatia '06</b> 34,600 dwt 2600 teu (1856 at 14ts) 440 reefers / 22,1kn on 89,5ts 24 mos ww trade	<b>MOSK</b> 23,000

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SHIP BROKERS SINCE 1943

<b>Patria '06</b> 34,600 dwt 2600 teu (1856 at 14ts) 440 reefers / 22,1kn on 89,5ts 24 mos ww trade	<b>MOSK</b> 23,000
<b>Buxlink '02</b> 33,817 dwt 2468 teu (1912 at 14ts) 400 reefers / 22,0kn on 74,0ts ext 4 mos ww trade	<b>ext Maersk Line</b> 25,000
<b>Conti Valencia '98</b> 34,080 dwt 2464 teu (1810 at 14ts) 200 reefers / 21,0kn on 67,0ts 6-8 mos ww trade	<b>ext MSC</b> 19,500
<b>Santa Monica '91</b> 30,007 dwt 1742 teu (1527 at 14ts) 100 reefers / 19,5kn on 47,5ts 4-6 mos atlantic trade	<b>MSC</b> 15,000
<b>N/B H Lauenburg '06</b> 23,400 dwt 1740 teu (1330 at 14ts) 300 reefers / 21,0kn on 64,0ts 36 mos ww trade	<b>China Shipping</b> 19,800
<b>N/B Limburg '06</b> 23,400 dwt 1740 teu (1330 at 14ts) 300 reefers / 21,0kn on 64,0ts 36 mos ww trade	<b>China Shipping</b> 19,800
<b>Dorian '94</b> 22,160 dwt 1684 teu (1100 at 14ts) 160 reefers / 19,5kn on 47,0ts 12-16 mos atlantic trade	<b>Costa Cont. Lines</b> 19,400
<b>Buxsailor '93</b> 23,465 dwt 1684 teu (1231 at 14ts) 153 reefers / 19,0kn on 48,0ts 12 mos atlantic trade	<b>Marfret</b> 22,000
<b>Dollart Trader '97</b> 22,260 dwt 1608 teu (1124 at 14ts) 200 reefers / 21,0kn on 60,0ts 12 mos ww trade	<b>CLAN</b> 19,500
<b>Macaro '96</b> 22,083 dwt 1608 teu (1083 at 14ts) 200 reefers / 21,0kn on 59,0ts 9-12 mos ww trade	<b>Delmas</b> 19,200

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<b>Conti Asia '93</b> 23,596 dwt 1599 teu (1168 at 14ts) 120 reefers / 18,0kn on 45,0ts 30 days feast trade	<b>PIL</b> 15,500
<b>Conti Asia '93</b> 23,596 dwt 1599 teu (1168 at 14ts) 120 reefers / 18,0kn on 45,0ts 6-8 mos feast/wafrica trade	<b>GSL</b> 14,750
<b>H Langeland '03</b> 20,700 dwt 1581 teu (1065 at 14ts) 288 reefers / 20,0kn on 55,0ts 1 feast / aussie r/v abt 30 days	<b>CP Ships</b> 15,000
<b>H Langeland '03</b> 20,700 dwt 1581 teu (1065 at 14ts) 288 reefers / 20,0kn on 55,0ts 21-23 mos feast trade	<b>MOSK</b> 17,800
<b>Hansa Stavanger '97</b> 20,526 dwt 1550 teu (1029 at 14ts) 198 reefers / 20,0kn on 49,0ts 4 mos fe/ioc trade	<b>Far Shipping</b> 13,000
<b>Germana '98 (C-Box)</b> 20,567 dwt 1301 teu (1000 at 14ts) 63 reefers / 17,0kn on 29,5ts 2 mos feast trade (relet)	<b>QC Lines</b> 14,200
<b>Plovdiv '89</b> 14,101 dwt 1034 teu (661 at 14ts) 125 reefers / 17,0kn on 31,0ts opt 12 mos east med trade	<b>opt EMES</b> 13,250
<b>American Tern '90</b> 17,175 dwt 1033 teu (669 at 14ts) 45 reefers / 16,5kn 5 yrs ww trade	<b>Military Sealift</b> <b>Giovannardi</b>
<b>Reverence '01</b> 12,106 dwt 932 teu (650 at 14ts) 150 reefers / 18,0kn on 34,0ts 12 mos feast trade	<b>Simatech</b> 15,000

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**Cape Byron '93**

10,200 dwt 930 teu (570 at 14ts)

80 reefers / 17,0kn on 28,5ts

6 mos interasia trade - relet fm sinotrans

**Western Star '97**

12,630 dwt 826 teu (536 at 14ts)

80 reefers / 16,5kn on 27,0ts

3 mos feast trade

**Yang Ming Line**

13,500

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**HUB LINE**

11,900

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