

FIXTURE NOTE

MV OCEANBEAUTY // MOHIT MINERALS

C/P DATED 17.01.2020 - CLEAN FIXTURE RECAP

FURTHER DISCUSSIONS, VSL NOW STANDS CLEAN FIXED WITH CHRTRS LIFTING THEIR SUBJECTS AND PLEASED TO RECAPITULATE THE MAIN TERMS AGREED BETWEEN OWNERS AND CHARTERERS.

++ CLEAN FIXTURE RECAP ++
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CHARTERERS: MOHIT MINERALS LTD, INDIA.

CHRTRS TO PROVIDE GTEE LETTER IN OWNS WORDINGS AS ATTACHED ON MOHIT MINERALS LETTER HEAD SIGNED/STAMPED BY AUTHORIZED SIGNATORY.

OWNERS/OWNERS/DISPONENT OWNERS/PERFORMING OWNERS:
PLATINA BULK CARRIERS PTE.LTD
20 KRAMAT LANE, #02-05 UNITED HOUSE, SINGAPORE.

MV OCEANBEAUTY

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TYPE : SINGLE DECK BULK CARRIER

BUILT : MAR 2013

YARD : COSCO ZHOUSHAN, CHINA

FLAG : LIBERIA

PORT : MONROVIA

CLASS : Class : NK NS CSR, Bulk Carrier-TypeA,
BC-XII, GRAB20, PSPC-WBT, ESP, IWS, MNS,
M0 (Holds 2&4 may be empty)

L O A : 189.99 M

DEPTH : 18.00 M

BEAM : 32.26 M

SUMMER DWT/DFT : ABT 56,715.8 MT AT ABT 12.80 M

INT'L GT / NT : 33,049 / 19,132

HOLDS/HATCHES : 5 / 5

HATCH COVERS : CYLINDER FOLDING TYPE

GRAIN CAPACITY : 2,529,399.71 CFT

-VSL IS GRAB / GRAIN / EVAPORATOR FITTED / AHL FITTED.

-VSL IS SUITABLE FOR GRAB DISCHARGE / GRAB FITTED.

G E A R : CRANES 4 SETS X 30 MT (HOOK CAPACITY)

CARGO LIFTING CAPACITY WITH GRABS : 24 MT

GRABS CAPACITY : 12.0 / 10.0 / 8.5 / 7.0 / 5.5 CBM

MAX CRANE OUTREACH : ABT 11.50 M

NO DECK CARGO TO BE LOADED

HATCH DIMENSIONS

NO.1 18.86 X 18.26 M

NO.2 21.32 X 18.26 M

NO.3 21.32 X 18.26 M

NO.4 21.32 X 18.26 M

NO.5 21.32 X 18.26 M
STRENGTHS

TANK TOP : HOLDS NO.1-3-5 = 25 MT/M2
TANK TOP : HOLDS NO.2 - 4 = 20 MT/M2

DECK : N/A

GRAIN BREAKDOWN

HO.1 = 459,378.15 CFT
HO.2 = 541,417.05 CFT
HO.3 = 513,869.21 CFT
HO.4 = 541,417.76 CFT
HO.5 = 473,317.83 CFT

TTL = 2,529,400.00 CFT
ALL DETS ABT

- CP CHAIN
HEAD OWNERS - PLATINA BULK CARRIERS PTE.LTD

- OWNRS CONFIRM CHRTRS BELOW QUEST :

A) OWRS GUARANTEE THAT VSL IS CLASSED TO LLOYDS 100 A1 OR EQUIVALENT AND WILL REMAIN SO FOR THE DURATION OF THIS VOYAGE.

B) OWRS GUARANTEE THAT VSL IS ENTERED WITH AND INSURED FOR ALL RISKS INCLUDING CARGO, WRECK REMOVAL, POLLUTION DAMAGE AND DAMAGE TO PORT PROPERTY WITH A INTERNATIONAL GROUP PNI CLUB AND WILL REMAIN SO FOR THE DURATION OF THIS VOYAGE AND THAT ALL CALLS, INCLUDE SUPPLEMENTARY CALLS ARE FULLY PAID UP.

C) OWRS GUARANTEE THAT VSL IS FULLY H+M INSURED AT A VALUE OF USD 30,000,000.00 AND WILL REMAIN SO FOR THE DURATION OF THIS VOYAGE.

D) OWRS GUARANTEE THAT ALL VSLS CERTIFICATES ARE VALID AND FULLY UP TO DATE AND OWRS ACCEPT TO MAKE SAME AVAILABLE TO CHRTRS FOR INSPECTION, IF REQUESTED. VESSEL ISM CERTIFIED. BIMCO ISM CLAUSE TO APPLY

E) OWNRS WARRANT THAT PERFORMING/NOMINATED VSL IS ELIGIBLE FOR TRADING WITHIN THE CONTRACTED AREA WITHOUT ANY RESTRICTION WHATSOEVER INCLUDING BUT NOT LIMITED TO APPEARING ON OFAC'S AND SPECIAL DESIGNATED NATION WHICH MAY CAUSE BLOCKAGE OF FUNDS OF ANY PARTY INVOLVED IN THIS TRANSACTION. OWNRS CONFIRM THAT VSL HAS NO OUTSTANDING RECOMMENDATIONS, RESTRICTIONS OR ANY OTHER REQUIREMENTS OF ANY NATURE IN RESPECT OF FLAG STATE, PORT STATE CONTROL OR CLASSIFICATION INSPECTIONS. BIMCO DESIGNATED ENTITIES CLAUSE FOR CHARTER PARTIES TO APPLY FOR THIS CHARTER AS ATTACHED.

F) OWNRS WARRANT THAT NEITHER FRT BENEFICIARY NOR FLAG OF THE VSL IS UNDER ANY SANCTION FM UNITED NATIONS AND OR USA. OWRS CONFIRM VSL WILL NOT CHANGE OWNER SHIP / FLAG DURING THE CURRENCY OF THIS CHARTER.

G) OWRS GUARANTEE THAT VSL'S HOLDS ARE FREE OF ANY OBSTRUCTIONS / BULKHEADS / STANCHIONS, AND THAT VSL IS IN EVERY WAY SUITABLE TO SHIP/LOAD/DISCH THE INTENDED CARGO.

H) OWNERS GUARANTEE VESSEL IS TOTALLY SUITABLE TO CARRY THE INTENDED CARGO WITH SLACK HATCHES AND WITHOUT ANY BAGGING/STRAPPING/SECURING.

I) VESSEL TO BE SUITABLE TO TRADE IN ALL RESPECTS TO ALL PORTS UNDER THIS CONTRACT OF CARRIAGE OF BULK COAL. OWNERS

TO CHECK AND SATISFY FOR LOAD / DISCHARGE PORT RESTRICTIONS

J) VSL SUITABLE FOR GRAB LOAD/DISCHARGING

K) PLS ADV MASTERS STOW PLAN FOR CARGO.: REVERTING

L) OWNERS WARRANT THAT ALL OWNERS IN THE CURRENT OWNERSHIP CHAIN, INCLUDING DISPONENTS, OF THE PERFORMING VESSEL HAVE NO AFFILIATION / CONNECTION TO BARRED / BANNED COUNTRIES / ENTITIES AS PER LATEST US OFAC SDN LIST AND ITS INTERNATIONAL VERSIONS AS APPLICABLE. IF ANY CONNECTION / AFFILIATION IS DISCOVERED BEFORE, DURING OR AFTER THE VOYAGE, THE PERFORMING OWNERS SHALL BE HELD IN BREACH OF GOVERNING CP WITHOUT RECOURSE. ALL CONSEQUENTIAL INCLUDING BUT NOT LIMITED TO BLOCKAGE OF FUNDS / SANCTIONS ETC SHALL BE TO THEIR RISK, RESPONSIBILITIES AND ACCOUNT. OWNERS SHALL FULLY INDEMNIFY CHARTERERS FOR ANY PROVEN LOSSES, IF ANY, ARISING DUE TO ABOVE. OWNERS ARE DEEMED TO WARRANT THAT THIS CLAUSE SHALL APPLY BACK TO ALL DISPONENTS AND HEAD OWNERS IN THE CHAIN OF OWNERSHIP OF THE VESSEL FOR THIS VOYAGE. ALL CONSEQUENTIAL, INCLUDING COSTS, DUE NON-COMPLIANCE SHALL BE ON PERFORMING OWNERS ACCOUNT.

M) PERFORMING VESSEL TO BE NOMINATED WITH 5 DAYS ETA NOTICE.

1. CARGO QTY: 55,000 MT + / -10 PCT MOLOO COAL IN BULK/HARMLESS CARGO OF COAL ALWAYS TO BE LOADED/DISCHARGED IN CONFORMITY WITH IMO RULES AND REGULATIONS FOR CARRIAGE OF SOLID BULK.

2. LAYCAN: 0001 HRS 31 JAN 2020 - 2359 HRS 6 FEB 2020

3. LOAD PORT: 1-2 SA 1 SP MEULABOH, INDONESIA

4. DISCHARGING PORT: 1SP 1-2SA MAGDALLA, CHRTRS GTEE NO DRAFT REST FOR THE SHIP BSS FULL LOAD.

LIGHTERAGE / LIGHTENING IF ANY TO BE CHRTRS A/C. ALWAYS EXCLUDING TUNA BERTH/BERTH 13 EXPENSIVE PDA BERTHS IN CASE OF DISCH AT KANDLA.

5. LOAD RATE: 7000 MT PWWD SHINC, EXCLUDING MAJOR INDONESIAN HOLIDAYS I.E. 1DAY OF INDONESIA INDEPENDENCE DAY, 2DAYS OF AIDILFITRI, 1DAY OF AIDILADHA, 1DAY OF CHRISTMAS & 1 DAY OF NEW YEARS, UU IUATUTC

6. DISCHARGE RATE: 8,000 MT PWWD SHINC BUT ALWAYS EXCL PORT STATUTORY HOLIDAYS UU

7. FREIGHT: USD 6.68 PMT FIOST BSS MAGDALLA BSS 1/1

FREIGHT FOR ANY OTHER PORT IN WEST COAST INDIA - NORTH OF MUMBAI ONLY, IF CHARTS REQUIRE, TO BE CALCULATED ON OPEN BOOK BASIS. FINAL DISPORT TO BE DECLARED prior completion of loading. ABOVE FRT IS EXCLUDING GST/IGST IN ANY FORM, LATEST IMPOSED BY INDIAN CUSTOM/GOVERNMENT, IF ANY SUCH TAX APPLICABLE SAME TO BE FOR CHRTRS A/C .

8. VESSEL TO BE SDBC WITH MIN 5 HOLDS/HATCHES, MIN 4*30 MT CRANES & 4*12 CBM GRABS AND TO BE LESS THAN 15 YEARS, TO BE FULLY P&I COVERED AND CLASSED LLOYD'S 100 A1 OR EQUIVALENT. VESSEL NOT TO HAVE FLAG OF A COUNTRY PROHIBITED FOR TRADING IN INDIA OR INDONESIA. OWNERS TO KEEP ALL GEAR IN GOOD WORKING ORDER AND SUPPLY CERTIFICATES AS REQUIRED BOTH ENDS. IN CASE OF DEFECTIVE VESSEL GEARS/GRABS OR BREAKDOWN UNLESS CAUSED BY ACTIONS OF STEVEDORES OR CHRTRS MEN, ACTUAL WORKING TIME LOST TO NOT COUNT AS LAYTIME AND LAYTIME TO BE PRORATED ACCORDING TO THE NUMBER OF WORKING HOLDS. OWNERS TO ENDEAVOUR TO REPAIR SAME WITHOUT DELAY AND TRY AND HIRE SHORE GEAR IF POSSIBLE.

9. NOMINATED VESSEL SHOULD NOT BE BLACKLISTED BY ANY TERMINAL OR ANCHORAGES IN LOAD/DISPORTS AND NEITHER THE VESSEL NOR ANY PARTY INVOLVED DIRECTLY OR INDIRECTLY IN THE OWNERSHIP, MANAGEMENT OF OPERATION OF THE VESSEL TO BE SUBJECT TO ANY SANCTION OF THE UN, US, EU OFAC OR ANY OTHER COUNTRY OR SIMILAR ENTITY OR TO HAVE LINKS TO SUCH COUNTRIES. VESSEL FLAG SHOULD NOT BE OF A SANCTIONED COUNTRY SUCH AS BUT NOT LIMITED TO IRAN, NORTH KOREA, SYRIA. OWNERS TO NOMINATE VESSEL ALONG WITH VESSEL'S ALL VALID CERTIFICATES, VESSEL'S ITINERARY AND DETAILS OF LAST 3 CARGOES CARRIED.

ALL SHIFTING TIME FROM CUSTOMARY WAITING ANCHORAGE/NOR TENDERING POINT TO BERTH/FIRST WORKING ANCHORAGE NOT TO COUNT AS LAYTIME EVEN IF VESSEL ON DEMURRAGE. ANY FURTHER SHIFTING WILL BE ON CHARTERERS ACCOUNT UNLESS SAME IS ORDERED BY PORT DUE TO POOR PERFORMANCE OF THE VESSEL GEARS.

10.

(A) LAYTIME OR TIME ON DEMURRAGE TO STOP COUNTING ON COMPLETION OF LOADING/DISCHARGING. HOWEVER IF TIME FOR DOCUMENTATION EXCEEDS 18 HOURS AFTER COMPLETION OF FINAL DRAFT SURVEY THEN LAYTIME OR DEMURRAGE TO RESTART AFTER THESE 18 HOURS. CHTRS GTEE THAT SHIPPERS HAVE ET LICENSE (EXPORTIT TERDAFTAR) AND IF ANY DELAYS/TIME/COST RELATED TO NON-PROCESSION OF SAME TO BE IN CHTRS ACCOUNT. IN CASE OF ANY DELAYS ON SAILING DUE TO OWNER'S FAULT/INTENTION NOT TO COUNT AS LAYTIME.

(B) LAYTIME EXCLUSIONS EVEN IF VSL ON DEMURRAGE. ANY TIME LOST FOR THE FOLLOWING REASONS SHALL NOT COUNT AS LAYTIME EVEN IF THE VESSEL IS ON DEMURRAGE AND SHALL BE RECORDED IN SOF:

A. TIME USED FOR SHIFTING FROM ANCHORAGE TO BERTH AND BERTH TO BERTH AS ORDERED BY PORT AUTHORITIES AND ANY FURTHER SHIFTING IF ORDERED BY PORTS DUE TO POOR PERFORMANCE OF VESSEL GEARS.

B. B. TIME USED FOR CUSTOMS ON BOARD FOR CHECKING THE CARGO.

C. TIME USED FOR FIRST OPENING AND LAST CLOSING OF HATCHES.

D. IF GEARED ANY TIME LOST DUE TO FAILURE OR BREAKDOWN OF SHIP'S GEAR OR EQUIPMENT WHICH MAY EFFECT OR DELAY CONTINUED NORMAL DISCHARGE OPERATIONS.

C. E. ANY SUSPENSION OF PORT OPERATION DUE TO UNFAVORABLE WEATHER CONDITION SUCH AS RAIN, HEAVY WIND, SWELL ETC. UNLESS ON DEMM

F. INITIAL, INTERIM & FINAL DRAFT SURVEY TIME.

G. TIME SPENT WAITING FOR AN APPROPRIATE TIDE FROM ANCHORAGE TO BERTH (WHERE APPLICABLE).

I. THE TIME USED FOR GRAB FIXING.

J. DELAYS DUE TO WEATHER CONDITIONS, WHERE DUE TO THE VESSEL RISKS, BARGES CANNOT BE ALONGSIDE ALTHOUGH THE CARGO IS AVAILABLE AT THE LOADING ANCHORAGE. UNLESS ON DEMM

K. ANY TIME LOST DUE TO FORCE MAJEURE AND INDONESIAN PUBLIC HOLIDAYS

L. WEATHER DELAYS LIKE RAIN / STORM / HEAVY SWELL UNLESS ON DEMM

11. OWNERS TO SATISFY THEMSELVES WITH PORT AND DRAFT RESTRICTIONS AND CONFIRM COMPLIANCE BOTH ENDS. AS MENTIONED IN CLAUSE 4, CHRTS GTEE NO DRAFT REST AT DISPORT FOR THE VSL, LIGHTERAGE / LIGHTENING IF ANY TO BE FOR CHRTS A/C/.

12. INITIAL, INTERIM AND FINAL DRAFT SURVEY NOT TO COUNT AS LAYTIME BENDS, EVEN IF ON DEMURRAGE.

13. TIME SPENT SHIFTING FROM ANY WAITING PLACE TO THE FIRST LOAD OR DISCH BERTH OR ANCHORAGE TO BE FOR OWNERS' ACCOUNT. SHIFTING TIME NOT TO COUNT AS LAYTIME BENDS, EVEN IF ON DEMURRAGE. FIRST SHIFTING ON OWNERS ACCOUNT ANY SUBSEQUENT SHIFTING ON CHRTS ACCOUNT, IF SO REQUESTED BY CHARTERES. IF SHIFTING IS REQUESTED BY MASTER, THEN SHIFTING TO BE FOR OWNERS ACCOUNT.

14. OTHER THAN AGREED PORT/ANCHORAGE ABOVE CHARTERERS WILL HAVE OPTION OF LOADING AT ANY OTHER SAFE INDONESIAN ANCHORAGE AND / OR DISCHARGING AT ANY OTHER WC INDIAN PORTS - NORTH OF MUMBAI AND FREIGHT OF SAME TO BE CALCULATED ON OPEN BOOK BASIS, ON SAME TC EQUIVALENT. DISCHARGE RATES TO BE MUTUALLY AGREED. LOAD RATE TO REMAIN UNCHANGED ONCE DECLARED.

15. NOR AT LOADPORT TO BE TENDERED ATDN SHINC WWW BUT EXCLUDING MAJOR INDONESIA HOLIDAYS (I.E. 1DAY OF INDONESIA INDEPENDENCE DAY, 2DAYS OF AIDILFITRI, 1DAY OF AIDILADHA, & 1DAY OF CHRISTMAS, & 1 DAY OF NEW YEAR),

NOR AT DISPORT TO BE TENDERED ATDN SHINC EXCLUDING OFFICIAL PORT HOLIDAYS, WIBON, WICCON, WIFPON, WIPON.

16. AT LOAD & DISCHARGE PORT LAY TIME SHALL COMMENCE TWELVE (12) HOURS AFTER THE VESSEL TENDERS NOR. LAYTIME NOT TO COUNT AND NOR WILL NOT BE ACCEPTED DURING MAJOR INDONESIA HOLIDAYS (I.E. 1DAY OF INDONESIA INDEPENDENCE DAY, 2DAYS OF AIDILFITRI, 1DAY OF AIDILADHA, & 1DAY OF CHRISTMAS, & 1 DAY OF NEW YEAR), UNLESS SOONER COMMENCED ACTUAL TIME TO COUNT. IN CASE OF FREE PRATIQUE NOT GRANTED (MORE THAN 1 HRS AFTER EXPIRY OF TURN TIME) DUE TO VESSEL REASON THEN TIME NOT TO COUNT AS LAYTIME.

17. CHARTERERS NOMINATED AGENTS AT OWNERS COST BENDS SUB COMPETITIVE DA'S however pda to be capped at max usd 21500 at Magdalla on owners account. At disport, Owners to pay lumpsum capped PDA to agent and any savings / excess to be settled by chrtrs with agents directly.

18. CHARTERERS TO DECLARE FINAL DISCHARGE PORT prior completion of loading.

19. FREIGHT PAYMENT 100 PCT PAYABLE IN USD TO OWNERS BANK ACCOUNT WITHIN 5 BANKING DAYS AFTER SIGNING/RELEASING CLEAN ON BOARD B/L AT LOAD PORT ALONGWITH FREIGHT INVOICE, BUT ALWAYS BEFORE BREAKING BULK. BS/L MARKED "FREIGHT PAYABLE AS PER C/P". MASTER IS ALLOWED TO REJECT ANY UNSOUND CARGO, SAME TO BE REPLACED WITH SOUND CARGO COMPLETELY ON CHRRS A/C. 100 PCT FREIGHT DEEMED EARNED UPON COMPLETION OF LOADING, NON RETURNABLE, DISCOUNTLESS, NON REFUNDABLE ON CARGOES SHIPPED ON BOARD WHETHER VESSEL AND/OR CARGO LOST OR NOT LOST.

20. DEMURRAGE/DESPATCH TO BE SETTLED WITHIN 30 DAYS OF COMPLETION OF DISCHARGE AND SUBMISSION OF TIME SHEETS, STATEMENT OF FACTS AND NOTICE OF READINESS DULY SIGNED BY ALL CONCERNED PARTIES.

21. DEM / DES: USD 14000 PDPR BENDS. DESPATCH IS HALF DEMURRAGE ON LAYTIME SAVED BENDS. ONCE ON DEMMURAGE ALWAYS ON DEMMURAGE TO APPLY.

22. Nil commission applicable for this voyage.

23. LOI: IF THE ORIGINAL BS/L ARE NOT AVAILABLE ON VESSEL'S ARRIVAL AT DISPORT, OWNERS SHALL ALLOW DISCHARGE AND DELIVERY OF CARGO WITHOUT PRESENTATION OF BS/L UPON RECEIPT OF CHARTERERS SINGLE LOI ISSUED IN OWNERS' PNI CLUB'S FORMAT AND NOT INVOLVING A BANK GUARANTEE. CHRTRS TO RETURN / COURIER ORIGINAL BS/L TO OWNS W/I 30 DAYS AFTER DISCHARGE.

24. FORCE MAJEURE AS PER C/P

25. HOLD READINESS: PRIOR TO TENDERING NOR, VSL HOLDS TO BE CLEAN SWEEP/ WASHED AND DRIED UP SO AS TO RECEIVE CHARTERERS INTENDED CGO IN ALL RESPECTS FREE OF SALT, RUST SCALE AND PREVIOUS CARGO RESIDUES LIKE SULPHUR, FERTILIZERS ETC TO THE SATISFACTION OF INDEPENDENT SURVEYOR AND IF VSL FAILS TO PASS ANY HOLDS INSPECTION, THEN TIME FROM REJECTION UNTIL ALL VSL'S HOLDS ARE RE-PASSED FOR LOADING NOT TO COUNT AS LAYTIME.

26. OWNERS TO NOMINATE PERFORMING VESSEL 05 DAYS PRIOR ETA LOADPORT WITHIN THE LAYCAN. CHARTERERS TO CONFIRM ACCEPTANCE/VSL NOMINATION MAX WITHIN 24 HRS SATSHEX. MASTER/OWNERS TO GIVE NOTICES AT LOAD PORT IMMEDIATELY UPON FIXING ALONGWITH EXACT QUANTITY REQUIRED FOR LOADING, FOLLOWED BY 7/5/4/3/2/1 DAYS ETA NOTICE. UPON SAILING FROM LOAD PORT, MASTER/OWNERS TO ADVISE ETA DISPORT, FOLLOWED BY 7/5/3/2/1 DAYS ETA NOTICE TO DISCHARGING PORT AGENTS.

27. GA/ARB IN SINGAPORE, ENGLISH LAW TO APPLY

28. ALL TAXES & LEVIES ON FRT/VSL TO BE ON OWNRS ACCT. ALL TAXES & LEVIES ON CARGO TO BE FOR CHRTRS ACCT.

29. STEVEDORE DAMAGE CLAUSE:

ANY DAMAGE DONE BY STEVEDORES DURING THE CURRENCY OF THE CHARTER PARTY AT LOADING PORT AND DISCHARGING PORTS SHALL BE NOTIFIED BY THE MASTER TO STEVEDORES AT THE TIME OF OCCURRENCE AND ALSO TO OWNERS' AGENTS AND THE CHARTERERS OR THEIR AGENT IN WRITING LATEST WITHIN 24 HOURS OF SUCH OCCURRENCE OR AS SOON AS POSSIBLE THEREAFTER BUT NOT AFTER THE VESSEL HAS SAILED FROM THE LOADING PORT/DISCHARGING PORTS AS APPLICABLE. MASTER

SHALL ENDEAVOUR TO OBTAIN WRITTEN ACCEPTANCE FROM THE STEVEDORES GIVING THE DETAILS OF THE DAMAGE WHICH ARE NOT SETTLED IMMEDIATELY AFTER OCCURRENCE. MASTER WILL ENDEAVOUR TO OBTAIN A WRITTEN ACKNOWLEDGEMENT IN WRITING BY THE SHIPPERS/RECEIVERS AND CHARTERERS' REPRESENTATIVE AT THE LOADING PORT OR AT THE DISCHARGING PORT AS THE CASE MAY BE. STEVEDORES' DAMAGE TO BE SETTLED DIRECTLY BETWEEN OWNERS AND STEVEDORES, HOWEVER CHARTERERS SHALL ASSIST OWNERS IN OBTAINING SETTLEMENT FROM STEVEDORES AT THE LOADING AND DISCHARGING PORTS OR ALTERNATIVELY SHALL ASSIST OWNERS IN HAVING STEVEDORES REPAIR STEVEDORES' DAMAGES INCURRED.

30. CHARTERERS CONFIRM NEITHER THEY NOR SHIPPER/RECEIVER ARE SUBJECT TO ANY SANCTION OF THE UN, US, EU OFAC OR ANY OTHER COUNTRY OR SIMILAR ENTITY.

31. OTHERWISE AS PER MV OCEANMASTER / MOHIT MINERALS CP DATED 4TH JULY 2019

//END RECAP//



FOR & BEHALF OF
PLATINA BULK CARRIERS PTE. LTD.
Authorized Signatory / Director

OWNERS

CHARTERERS

For & On Behalf Of
Platina Bulk Carriers Pte. Ltd., Singapore

FOR & BEHALF OF