

STATEMENT OF FACTS			
NAME OF VESSEL	:	MV BEKS NAZIK	
FLAG	:	MARSHALL ISLANDS	
REGISTERED TONNAGE (GRT/NRT)	:	GRT – 33277	NRT – 18906
PORT OF LOADING	:	KANDLA PORT, INDIA	
PORT OF DISCHARGE	:	RAVENNA, ITALY	
NO. OF HATCHES / CRANES / GRABS	:	05 HATCHES / 4 X 30MT HOOK / 4 X 12 CBM	
CARGO DESCRIPTION	:	BALL CLAY IN BULK	
NAME OF AGENT	:		
NAME OF SHIPPER	:	M/S. PICASSO CERAMICS AND COLOURS PVT LTD	
NAME OF THE SHIPPERS'S AGENT	:	M/S. TM INTERNATIONAL LOGISTICS LTD	
NAME OF THE STEVEDORES	:	M/S. ACT INFRAPORT LTD	
TOTAL CARGO QUANTITY AS PER MATES RECEIPT	:		MT
TOTAL QUANTITY LOADED AS PER DRAFT SURVEY	:		MT
VESSEL ARRIVAL DRAFT	:	F : 4.30 M A : 6.46 M	
VESSEL DEPARTURE DRAFT	:	F : M A : M	
ROB ON ARRIVAL	:	FO: 658.93 MT	DO : 50.58 MT FW: 125.00 MT
ROB ON DEPARTURE	:	FO :	DO : FW:

#### RECORDS OF WORKING

PAARTICULAR	HOURS	DATE
VESSEL ARRIVED AT KANDLA PILOT STATION	1445	27.02.2024
NOTICE OF READINESS TENDERED BY MASTER AT KANDLA PORT	1445	27.02.2024
NOTICE OF READINESS ACCEPTED BY SHIPPERS	AS PER CP	
PILOT BOARDED THE VESSEL FOR BERTHING	1505	27.02.2024
FIRST LINE ASHORE	1550	27.02.2024
ALL FAST AT CJ NO. 16	1620	27.02.2024
NOTICE OF READINESS RE-TENDERED BY MASTER AT KANDLA PORT BERTH	1620	27.02.2024
GANGWAY PLACED	1625	27.02.2024
CUSTOMS / SURVEYORS/AGENT BOARDED AT ANCHORAGE	1625	27.02.2024
CUSTOMS CLEARED	1705	27.02.2024
COMMENCED INITIAL DRAFT SURVEY	1625	27.02.2024
COMPLETED INITIAL DRAFT SURVEY	1800	27.02.2024
HOLD INSPECTION COMMENCED	1700	27.02.2024
HOLD INSPECTION COMPLETED	1830	27.02.2024
COMMENCED LOADING	1900	27.02.2024
COMPLETED LOADING		29.02.2024
FINAL DRAFT SURVEY COMMENCED		29.02.2024
FINAL DRAFT SURVEY COMPLETED		29.02.2024
DOCUMENTS COMPLETED		29.02.2024
POB BOARDED THE VESSEL FOR SAILING		29.02.2024
CAST OFF		29.02.2024
PILOT DISEMBARKED		29.02.2024
VESSEL SAILED		29.02.2024

SUNDAYS, SATURDAYS, C.P / LOCAL HOLIDAYS					
SATURDAY(S)		SUNDAY(S)		C.P/LOCAL HOLIDAYS	
NIL	NIL	NIL	NIL	NIL	NIL

SHIFT	WORKING HOURS	RECESS
1 <sup>st</sup> SHIFT	0700 HRS - 1500 HRS	1100 HRS – 1130 HRS
2 <sup>ND</sup> SHIFT	1500 HRS – 2300 HRS	1930 HRS – 2000 HRS
3 <sup>RD</sup> SHIFT	2300 HRS – 0700 HRS	0600 HRS – 0630 HRS

HATCHWISE COMMENCE/COMPLETE DETAILS				
H.NO	COMMENCED		COMPLETED	
	TIME	DATE	TIME	DATE
I				
II				
III				
IV				
V				

#### DELAYS/STOPPAGES

PERIOD				REMARKS
FROM		TO		

#### VESSEL AGENTS REMARKS:-

(1) NOR TENDERED ON ARRIVAL OF VESSEL AT KANDLA PORT AT 1445 HRS ON 27.02.2024 AND DEEMED TO BE ACCEPTED AS PER TERMS, CONDITIONS & EXEMPTIONS OF RELEVANT CHARTER PARTY.

(2) NOR RE-TENDERED WITHOUTH PREJUDICE TO ANY PREVIOUS TENDERED NOR ON ARRIVAL OF VESSEL AT KANDLA BERTH CARGO JETTY NO. 16 AT 1620 HRS ON 27.02.2024 AND DEEMED TO BE ACCEPTED AS PER TERMS, CONDITIONS & EXEMPTIONS OF RELEVANT CHARTER PARTY.

(2) VESSEL PROVIDED ALL 05 HATCHES /ALL CRANES (4 X 30 MT HOOK) / ALL GRABS (4X12 CBM CAP) AT ALL TIMES TO STEVEDORES FOR CARGO DISCHARGE.EXCEPT TIMINGS MENTIONED IN ABOVE DELAY/STOPAGGES COLUMN.

(4) ENTIRE CARGO WAS LOADED IN APPARENT SOUND CONDITION AS PER THE STOWAGE PLAN ISSUED BY VESSEL MASTER AND SUPERVISION OF VESSEL STAFF WITHOUT CAUSING DAMAGE TO SHIP.

(5) CARGO QTY LOADED ONBOARD AS PER JOINT FINAL DRAFT SURVEY IS \_\_\_\_\_ MT

(7) ALL DELAY/STOPPAGES MENTIONED IN SOF TO BE DEALT AS PER C/P

(8) NO DELAY ON VESSEL / OWNER'S ACCOUNT.

(9) AFTER COMPLETION OF CARGO DOCUMENTATION VESSEL WAS WAITING FOR SUITABLE TIDE / PILOT.

(10) BERTHING, SHIFTING AND SAILING MOVEMENTS ARE DECIDED BY THE PORT AUTHORITIES AS PER THEIR AS PER THEIR CONVENIENCE AND MASTER/OWNERS ARE NOT RESPONSIBLE FOR THE SAME.

**MASTER'S / OPA AGENT REMARKS :-**

1. Cargo volume, content unknown. Said to volume, said to content, said to be.
2. Cargo qty loaded onboard as per joint draft survey is xxxxx MT
3. NOR tendered on arrival at Kandla Pilot Station on 27.02.2024 at 1445 LT / 0915 UTC and deemed to be accepted as per terms, conditions & exemptions of relevant Charter Party
4. NOR Re-Tendered without prejudice to any previous Tendered NOR on Arrival of the Vessel at Kandla Berth on 27.02.2024 at 1620 LT / 1050 UTC and deemed to be accepted as per terms, conditions & exemptions of relevant Charter Party
5. All terms as per governing Charter Party.
6. Lay time and holidays to count strictly as per terms, conditions and exceptions of relevant C/P, fixture note and/or any addendum to it.
7. After expiry of allowed laytime as per governing Charter Party, vessel on demurrage and thereafter all-time whatsoever to count as laytime or time on demurrage without exception whatsoever.
8. Vessel Provided all hatches / all cranes / all grabs at all times to stevedores for Cargo to load.
9. Vessel / owner / charterer are not responsible for any delays. Vessel was ready in all respects to load her cargo, fully at shipper disposal from time of arrival / nor tendering and not responsible for any delay whatsoever, including but not limited to shore / berthing delays. Since arrival to till completion of loading operations.
10. No any delay, stoppage, breakdown, idle time on ship's account.
11. Berthing, Shifting and Sailing movements are decided by the port Authorities as per their convenience and Master/Owners are not responsible for the same.
12. After completion of Cargo documentation vessel was waiting for suitable Tide / Pilot.
13. Refer to Ship's Letter of Protest regarding quantity of Cargo Grades.
14. Subject to charterers "ULTIMAR DMCC"s approval.

**SHIPPER'S / THEIR AGENT REMARKS:-**

01. NOR received & acknowledged in terms of contract between Shipper & buyer / fixture note and or any addendum thereto.
02. Lay time to count as per terms, conditions, exceptions of the contract between Shipper & Buyer and any addendum thereto.
03. Entire manifested cargo loaded with ship's gear/Grabs without causing any damage to the vessel structure or her fixture during the course of loading.
04. No any delays/stoppage from on Shipper's/Shipper's Agents/Stevedores account.
05. Entire cargo loaded by Ship's crane in good and sound condition.
06. Stevedores daily working report attached here with as integral part of SOF
07. Berthing, shifting and sailing movements are decided by the port authorities as per local regulations and the Shipper/shippers' agents/Stevedores are not responsible for pre berthing delays, shifting and sailing.
08. Any delay in vessel's outward clearance for her sailing from the port, to be solely on vessel's / owner's/OPA account, our lay time ceases upon completion of loading, and Lay time to be count as per term's , condition of the relevant C/P
09. We totally rejected OPA/Master Remarks no. 9 & 10, All delays / stoppages /detention to be consider & count as per the stevedore's daily working reports duly

*signed/stamped by CH. OFF/Master are an integral part of this statements of fact.*

10. *SOF signed as per terms / conditions and exceptions of the relevant contract between Shipper & Buyer .*
11. *Upon completion of cargo loading the co-joined final draft survey was carried out amongst all the nominated surveyors and the chief officer of the vessel. according to the said final draft survey the final cargo quantity loaded by the vessel at the port is calculated and determined to be \_\_\_\_\_mts*
12. *Our all above mentioned remarks mentioned at point no.1 to 12 stands good, valid for all purposes, which is our final stand as of now and to be dealt accordingly.*

***“SUBJECT TO TERMS / CONDITION AND EXCEPTIONS OF THE RELEVANT CHARTER PARTY”***