

FIXTURE NOTE MV YASA NESLIHAN  
DATED 23<sup>TH</sup> MAY 2024

IT'S THIS DAY MUTUALLY AGREED BETWEEN THE M/S TRANSBULK OCEAN CARRIERS DMCC AS OWNERS & THE M/S GRM RESOURCES AS CHARTERERS HERE UNDERSIGNED TO PERFORM THIS SHIPMENT WITH FOLLOWING TERMS & CONDITIONS:

PERFORMING VESSEL:-

MV YASA NESLIHAN

VESSEL IS DISCHARGING AT UMM QASR/IRAQ AND ETC/D : 27 MAY 2024.

ETA PORT KHASAB 28/29TH MAY AGW UCE

LAST 3 CARGOES: SOYABEAN MEAL (LATEST) / SUGAR / COAL

MV YASA NESLIHAN (Bunkers abt 1300 mt Lsifo plus abt 80/85 mt Lsmgo)

MARSHALL ISLAND FLG BLT OCT/2005 JAPAN/TSUNEISHI

82.849 DWT ON 14,43 M SSW

LOA 229/BEAM 32.26 M

97.000 CBM GRAIN

GEARLESS PANAMAX/KAMSARMAX, MAX 20 YEARS

IF VESSEL'S AGE IS MORE THAN 22 YEARS, THEN VESSEL'S ACCEPTANCE IS AT CHARTERERS' DISCRETION AND OVERAGE PREMIUM (IF ANY) IS FOR OWNERS' ACCOUNT.

OWNERS TO NOMINATE A VESSEL WITHIN THE AGREED LAYCAN AND CHARTERERS TO APPROVE THE VESSEL WITHIN 1 WORKING DAY.

THE PERFORMING VESSEL TO BE NOMINATED AT LEAST 3 DAYS PRIOR TO ETA LOADPORT WITH ALL VALID TRADING CERTIFICATES. CHARTERERS TO ACCEPT THE VESSEL WITHIN 1(ONE) WORKING DAY.

OWNERS HAVE AN OPTION TO SUBSTITUTE THE ABOVE VESSEL WITH ANOTHER SUITABLE VESSEL. THE SUBSTITUTE VESSEL NOMINATION TO BE ACCEPTED WITHIN 1 WORKING DAY FROM THE TIME OF NOMINATION.

NOMINATED VESSELS TO COMPLY WITH ALL PORT RESTRICTIONS BENDS.

OWNERS TO CHECK AND SATISFY THEMSELVES ABOUT PORT RESTRICTIONS BOTH ENDS.

ALL NEGOTIATIONS TO BE KEPT STRICTLY P&C

OWNERS WARRANT-

1.VSL IS FULLY SUITABLE FOR GRAB LOADING/DISCHARGING. (VSL HAS 4 GRABS X 12CBM ) IF SHORE GRABS REQUIRED AT BOTH ENDS, CHARTERS TO ARRANGE SAME ON THEIR TIME EXPENSES. IF CHAR TS WANTS TO USE VESSELS GRABS THEN OWNS TO PROVIDE SAME FREE OF CHARGE

2.OWNERS TO PROVIDE ALL VALID CERTIFICATES .

3.OWNERS CONFIRM VSL IS CLASSED AND PNI COVERED AND WILL REMAIN SO THROUGHOUT THE DURATION OF THIS C/P.

4.VSL IS SUITABLE FOR CARRYING CHRTS BULK LIMESTONE, IN ALL HOLDS

5.VSL'S HD/HX ARE FREE OF WALKWAYS/CENTRELINE BULK HEADS/IRON RODS OR ANY OTHER OBST





- 6.VSL'S TANKTOP IS FLUSH WITHOUT ANY OBSTRUCTION
- 7.VESSEL SHALL REMAIN UNDER THE SAME P&I, CLASS AND HNM COVERED DURING THE WHOLE DURATION OF THIS CHARTER.
- 8.VESSEL IS CLASSIFIED AS HIGHEST LLOYDS 100A1 OR ITS EQUIVALENT AND MEMBER OF IACS THROUGHOUT THE DURATION OF THIS CHARTER PARTY.
- 9.VESSEL BEING STAUNCH, TIGHT AND IN EVERY WAY FIT TO PERFORM THE VOYAGE
- 10.VESSEL'S HATCH COVER(S) SHOULD BE WEATHER PROOF IN ALL RESPECTS.
- 11.VESSEL SHALL COMPLY WITH APPLICABLE STATUTORY REQUIREMENTS, RESTRICTION(S) AND ACCEPTABILITY REQUIREMENTS OF THE PORTS TO BE VISITED UNDER THIS CHARTER PARTY.
- 12.ALL VESSEL'S STATUTORY CERTIFICATES MUST BE VALID DURING THE WHOLE DURATION OF THIS CHARTER, AND AVAILABLE ON BOARD VESSEL.

ALL POINTS PERTAINING TO VESSEL'S GEARS ARE NOT APPLICABLE FOR GEARLESS SHIPMENTS.

PLEASE ADVISE:

OWNERS: M/S TRANSBULK OCEAN CARRIERS DMCC  
UNIT NO: BA138 DMCC BUSINESS CENTRE LEVEL NO 1 JEWELLERY  
& GEMPLEX 3 DUBAI UNITED ARAB EMIRATES

BENEFICIARY NAME TRANSBULK OCEAN CARRIERS DMCC  
BANK NAME ABU DHABI COMMERCIAL BANK  
IBAN AE340030011808345920001  
SWIFT CODE ADCBAEAA  
BRANCH BUSINESS BAY BRANCH - DUBAI  
CURRENCY USD

CHARTERERS ARE TO MAKE PAYMENT TO THE ABOVE ACCOUNT IN US DOLLARS ONLY. IN ORDER TO AVOID FRAUDULENT ATTEMPTS TO DIVERT PAYMENTS, OWNERS CONFIRM THERE WILL BE NO CHANGE IN BANK ACCOUNT DETAILS.

FOR

1.A/C – GRM Resources  
7, Yemasek Boulevard, 21-02  
Suntec Tower One  
Singapore - 038987

2. CARGO & QUANTITY: 75,000 10% MOLOO LIMESTONE IN BULK.  
CARGO/GRADES TO BE NATURALLY SEPARATED BY MEANS OF LOADING IN DIFFERENT HOLDS.  
CARGO ALWAYS TO BE LOADED / STOWED / TRIMMED IN ACCORDANCE WITH IMO / LOCAL REGULATIONS / ISMBC CODE AND ALWAYS TO MASTERS SATISFACTION. CARGO IS LIMITED TO HARMLESS GROUP "C"  
PARTICLE SIZE : 0-80 MM SIZE  
INCASE OF LOADING/DISCHARGING MULTIPLE GRADES OF CARGO, OWNERS ARE RESPONSIBLE FOR ONLY QUANTITY OF TOTAL CARGO  
LOADED/DISCHARGED AND NOT FOR QUANTITY OF EACH GRADE LOADED/DISCHARGED.





QUANTITY LOADED/DISCHARGED BENDS TO BE ASCERTAINED BY VESSEL'S DRAFT SURVEY,

3. LOADPORT: 1 SP SB/ MUSANDAM , KHASAB , SULTANATE OF OMAN

4. DISPORT:

1SP 1/2 SB DHAMRA, INDIA.

PDA AT DISPORT TO BE CAPPED AT MAXIMUM USD 180,000.

5. LAYCAN : 28th May 00:01 HRS LT – 05th June 23:59 HRS LT.

BIMCO CANCELLING CLAUSE TO APPLY

THE PERFORMING VESSEL TO BE NOMINATED AT LEAST 3 DAYS PRIOR TO ETA LOADPORT WITH ALL VALID TRADING CERTIFICATES. CHARTERERS TO ACCEPT THE VESSEL WITHIN 1(ONE) WORKING DAY.

6. LOADRATE: 17,000 MT PWWD FHINC.

7. DISRATE: 15,000 MT PWWD SHINC

8. NOR :

NOR AT BENDS TO BE TENDERED ATDNHINC/ATDNFHINC.

N.O.R BENDS TO BE TENDERED ON SHINC BASIS WHETHER IN BERTH OR NOT, WHETHER IN PORT OR NOT WHETHER FREE PRATIQUE OR NOT, WHETHER IN CUSTOMS CLEARANCE OR NOT.

9. TURN TIME : 12 HOURS UNLESS SOONER COMMENCED BENDS

10. FREIGHT:

USD 13.00 PMT FIOST 1/1

11. FREIGHT IS INCLUSIVE OF EXTRA WAR RISK INSURANCE, CREW BONUS, KIDNAP & RANSOM, LOSS OF HIRE AND ALL ASSOCIATED COSTS FOR ANTI PIRACY MEASURES

12. IF CHRTRS REQUEST FREIGHT PREPAID B/L THEN 100 PCT FREIGHT IS DEEMED EARNED ON COMPLETION OF LOADING. DISCOUNTLESS AND NONRETURNABLE SHIP AND/OR CARGO LOST OR NOT LOST.(SEE ALSO CLS 13 PARA 2). FREIGHT PREPAID B/L CAN BE RELEASED ONLY UPON RECEIPT OF 100% FREIGHT IN OWNERS' BANK.

13. FRT100 PCT PAYABLE IN USD, INTO OWNRS ACCOUNT, DISCOUNT LESS WITHIN 3 BANKING DAYS FROM SIGNING/RELEASING OBLS, BUT ALWAYS BBB .FRT DEEMED EARNED NON-RETURNABLE SHIP AND/OR CARGO LOST OR NOT LOST. DEM/DES TO BE SETTLED WITHIN 15 DAYS AFTER COMPLETION OF DISCHARGE AND SUBMISSION OF ALL RELEVANT DOCS SIGNED BY CONCERNED PARTIES.

IN CASE FRT PREPAID BILLS OF LADING REQD SAME TO ISSUED ON RECEIPT OF SWIFT COPY AND OWNERS BANKER CONFIRMING IRREVOCABLE TRANSFER OF 100 % FRT INTO OWNERS NOMINATED BANK ACCOUNT.

CHRS HV OPTION TO ASK FOR B/L MARKED "CLEAN ON BOARD", HOWEVER MASTER HAS THE RIGHT TO REJECT CARGO WHICH IS NOT FIT FOR LOADING AND CHTRS TO REPLACE THE SAME BY CLEAN CARGO, IN CHARTERERS' ACCOUNT/TIME.

"FDEDANRSADCLONL" - FREIGHT DEEMED EARNED DISCOUNTLESS AND NON-RETURNABLE SHIP AND/OR CARGO LOST OR NOT LOST.





14.DEM/DESP: DEMURRAGE OF USD 22000 PDPR TO APPLY BOTH ENDS. HALF DESPATCH FOR WORKING TIME SAVED BOTH ENDS TO APPLY.  
ONCE ON DEMURRAGE, ALWAYS ON DEMURRAGE TO APPLY BENDS.

15.LAYTIME: NON REVERSIBLE BENDS. NON-REVERSIBLE BETWEEN ALL PORTS.

16. OWNERS ARE OBLIGED TO COMPLY WITH ALL APPLICABLE INTERNATIONAL REGULATIONS RELATING TO BUNKERS INCLUDING IMO 2020 SULPHUR REGULATIONS AND SHALL BE RESPONSIBLE TO CHARTERERS.

17.IF GEARS BREAK-DOWN LAYTIME WL BE DEDUCTED ON PRO-RATA BASIS NUMBER OF WORKABLE GEARS. IF SHORE GEAR HIRED BY OWNERS, THEN GEAR BDOWN SHALL NOT BE CONSIDERED WHEN COUNTING LAYTIME FOR THIS PERIOD- PROVIDED THE SHORE CRANE IS OF SAME OR HIGHER CAPACITY OF BREAK DOWN CRANE.  
ABOVE CLAUSE IS NOT APPLICABLE FOR GEARLESS SHIPMENTS.

18. AGENTS: CHARTERERS AGENTS BENDS SUBJECT COMPETITIVE PDA.

FULL STYLE OF AGENTS AT LOAD PORT-REVERTING  
DISCHARGE PORT AGENTS: CHRTRS REVERTING

19. STEVEDORE DAMAGE, IF ANY IS TO BE SETTLED DIRECTLY BETWEEN STEVEDORES AND OWNERS AT BOTH ENDS AND CHARTERERS TO ASSIST IN OBTAINING SETTLEMENT. IN THE EVENT OWNERS FAIL IN SETTLING DAMAGE DIRECTLY WITH STEVEDORES, THEN CHARTERERS TO REMAIN ULTIMATELY RESPONSIBLE

20. B/L TO BE STRICTLY IN ACCORDANCE WITH MATE'S RECEIPT. CONGENBILL 94 FORMAT TO BE USED

21. CHARTERERS AND/OR THEIR AGENT HAVE OPTION TO SIGN BS/L ON BEHALF OF MASTER STRICTLY IN CONFIRMITY WITH MATE'S RECEIPT W/OUT PREJUDICE TO THIS C/P SUBJECT TO PRIOR APPROVAL FROM MASTER

22. IN THE EVENT ORIGINAL BILLS OF LADING ARE NOT AVAILABLE AT DISPORT, OWRS AGREE TO DISCHARGE AND RELEASE ENTIRE CRGO ON RCPT OF FAXED/EMAILED LETTER OF INDEMNITY IN OWS PNI CLUB WORDING SIGNED BY CHRRS ONLY

23 VESSEL ON ARRIVAL AT LOAPORT TO HAVE ALL HOLDS AND HATCHES/HATCH COVERS CLEAN, CLEAR AND DRIED, FREE OF LOOSE RUST FLAKES/SCALES AND RESIDUES AND/OR ODORS OF PREVIOUS CARGO(ES) AND IN EVERY WAY BE READY AND SUITABLE TO LOAD LIMESTONE IN BULK TO SHIPPERS SURVEYOR'S SATISFACTION. SHOULD VESSEL BE REJECTED BY SURVEYOR, VESSEL LAYTIME CEASES TO COUNT UNTIL SUCH TIME AS VESSEL IS READY IN ALL RESPECTS FOR RE-INSPECTION. ANY DIRECTLY RELATED EXPENSES INCURRED TO BE FOR OWNER'S ACCOUNT WHICH ARE ALWAYS TO BE LIMITED TO MAXIMUM 1 STEVEDORE STANDBY SHIFT.

24. COMM: NIL ADDCOM, 0.65% to Trinity Ship brokers

25. ANY TAXES/DUES/INSURANCES ON VSL / FRT ON OWS ACCT. ANY TAXES/DUES/INSURANCES ON CGO TO BE FOR CHRTRS ACCT.

26. ARBITRATION IF ANY TO BE SETTLED IN LONDON AND ENGLISH LAW TO APPLY





27. GA IF ANY TO BE SETTLED BY YORK-ANTWERP RULES 1974 AMENDED 1994 AND AND FUTURE AMMENDMENTS THERE OF

28. DELETED

29. OTHERWISE AS PER ATTACHED CP M/V "STAR MISTRAL" WITH LOGICAL AMENDMENTS AS PER MAIN TERMS AGREED.

30. ALL SUBS LIFTED

### Additional Clause

Chrt to confirm vessel can achieve 13.70 m air draft restriction only at berth after taking ballast 2,4,6. Time to be on owner act for ballast and DE ballast operation. And not to exceed the port da// as discuss and mutually as agreed to followed under this cp.

However initial nor to be valid and time to be count as per cp.

Vessel will take heavy ballast to hold no:4 before arrival and take ballast to hold no:2 and no:6 ONLY while vessel is alongside to achieve the air draft limit which is 13,7 mtr.

Owners will not accept any responsibility/claim / any other expenses which may occur due to these operations.



Charterers Signature



Owner Signature