



ASBA



BIMCO



NYPE 2015 **TIME CHARTER**

New York Produce Exchange Form[©]
 November 6th, 1913 – Amended October 20th, 1921; August 6th, 1931; October 3rd, 1946;
 Revised June 12th 1981; September 14th 1993; June 3rd, 2015.

THIS CHARTER PARTY, made and concluded in **Geneva** this
 day of

Between of

as *Registered Owners/*Disponent Owners/*Time Chartered Owners (the “Owners”) of the Vessel
 described below

**delete as applicable*

Name:

IMO Number:

Flag:

Built (year):

Deadweight All Told: metric tons

(For Vessel’s charter party description see Appendix A (Vessel Description)),

and, Charterers of (the “Charterers”)

This Charter Party shall be performed subject to all the terms and conditions herein consisting of this
 main body including any additional clauses and addenda, if applicable, as well as Appendix A
 attached hereto. In the event of any conflict of conditions, the provisions of any additional clauses
 and Appendix A shall prevail over those of the main body to the extent of such conflict, but no further.

1. Duration/Trip Description

(a) The Owners agree to let, and the Charterers agree to hire, the Vessel from the time of delivery,
 for within below mentioned trading limits.

(b) Trading Limits - The Vessel shall be employed in such lawful trades between safe ports and
 safe places within the following trading limits as the Charterers shall
 direct.

(c) Berths - The Vessel shall be loaded and discharged in any safe anchorage or at any safe berth

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or safe place that the Charterers or their agents may direct, provided the Vessel can safely enter, lie and depart always afloat.

- (d) The Vessel during loading and/or discharging may lie safely aground at any safe berth or safe place where it is customary for vessels of similar size, construction and type to lie at the following areas/ports *(if this space is left blank then this sub-clause 1(d) shall not apply)*, if so requested by the Charterers, provided it can do so without suffering damage.

The Charterers shall indemnify the Owners for any loss, damage, costs, expenses or loss of time, including any underwater inspection required by class, caused as a consequence of the Vessel lying aground at the Charterers' request.

- (e) Sublet - The Charterers shall have the liberty to sublet the Vessel for all or any part of the time covered by this Charter Party, but the Charterers remain responsible for the fulfillment of this Charter Party.

2. Delivery

- (a) The Vessel shall be delivered to the Charterers at (state port or place).

- (b) The Vessel on delivery shall be seaworthy and in every way fit to be employed for the intended service, having water ballast and with sufficient power to operate all cargo handling gear simultaneously, and, with full complement of Master, officers and ratings who meet the Standards for Training, Certification and Watchkeeping for Seafarers (STCW) requirements for a vessel of her tonnage.

- (c) The Vessel's holds shall be clean and in all respects ready to receive the intended cargo, or if no intended cargo, any permissible cargo:

(i) On *delivery; or

(ii) On *arrival at first loading port if different from place of delivery. If the Vessel fails hold inspection then the Vessel shall be off-hire from the time of rejection until the Vessel has passed a subsequent inspection.

**(c)(i) and (c)(ii) are alternatives; delete as appropriate. If no deletion then Sub-clause (c)(i) shall apply.*

- (d) The Owners shall keep the Charterers informed of the Vessel's itinerary. Prior to the arrival of the Vessel at the delivery port or place, the Owners shall serve the Charterers with days' approximate and days' definite notices of the Vessel's delivery. Following the tender of any such notice the Owners shall give or allow to be given to the Vessel only such further employment orders, if any, as are reasonably expected when given to allow delivery to occur on or before the date notified. The Owners shall give the Charterers and/or their local agents notice of delivery when the Vessel is in a position to come on hire.

Vessel itinerary prior to delivery:

- (e) Acceptance of delivery of the Vessel by the Charterers shall not prejudice their rights against the Owners under this Charter Party.

3. Laydays/Cancelling

If required by the Charterers, time on hire shall not commence before
(local time) and should the Vessel not have been delivered on or before

(local time) at the port or place stated in Sub-clause 2(a), the Charterers shall have the option of cancelling this Charter Party at any time but not later than the day of the Vessel's notice of delivery.

4. Redelivery

(a) The Vessel shall be redelivered to the Owners in like good order and condition, ordinary wear and tear excepted, at (state port or place)

(b) The Charterers shall keep the Owners informed of the Vessel's itinerary. Prior to the arrival of the Vessel at the redelivery port or place, the Charterers shall serve the Owners with days' approximate and days' definite notices of the Vessel's redelivery. Following the tender of any such notices the Charterers shall give or allow to be given to the Vessel only such further employment orders, if any, as are reasonably expected when given to allow redelivery to occur on or before the date notified.

(c) Acceptance of redelivery of the Vessel by the Owners shall not prejudice their rights against the Charterers under this Charter Party.

5. On/Off-Hire Survey

Prior to delivery and redelivery the parties shall, unless otherwise agreed, each appoint surveyors, for their respective accounts, who shall not later than at first loading port/last discharging port respectively, conduct joint on-hire/off-hire surveys, for the purpose of ascertaining the quantity of bunkers on board and the condition of the Vessel. A single report shall be prepared on each occasion and signed by each surveyor, without prejudice to his right to file a separate report setting forth items upon which the surveyors cannot agree.

If either party fails to have a representative attend the survey and sign the joint survey report, such party shall nevertheless be bound for all purposes by the findings in any report prepared by the other party.

Any time lost as a result of the on-hire survey shall be for the Owners' account and any time lost as a result of the off-hire survey shall be for the Charterers' account.

6. Owners to Provide

(a) The Owners shall provide and pay for the insurances of the Vessel, except as otherwise provided, and for all provisions, cabin, deck, engine-room and other necessary stores, boiler water and lubricating oil; shall pay for wages, consular shipping and discharging fees of the crew and charges for port services pertaining to the crew/crew visas; shall maintain the Vessel's class and keep her in a thoroughly efficient state in hull, machinery and equipment for and during the service, and have a full complement of Master, officers and ratings.

(b) The Owners shall provide any documentation relating to the Vessel as required to permit the Vessel to trade within the agreed limits, including but not limited to International Tonnage Certificate, Suez and Panama tonnage certificates, Certificates of Registry, and certificates relating to the strength, safety and/or serviceability of the Vessel's gear. Such documentation shall be maintained during the currency of the Charter Party as necessary.

Owners shall also provide and maintain such Certificates of Financial Responsibility for oil pollution to permit the Vessel to trade within the agreed limits as may be required at the commencement of the Charter Party. However, in the event that, at the time of renewal, a Certificate of Financial Responsibility is unavailable in the market place, or, the premium for same increases significantly over the course of the Charter Party, then Owners and Charterers shall discuss each with the other to find a mutually agreeable solution for same, failing such solution the port(s) that require said Certificate of Financial Responsibility are to be considered as added to the Vessel's trading exclusions. (See also Clause 18 (Pollution)).

- (c) The Vessel to work night and day if required by the Charterers, with crew opening and closing hatches, when and where required and permitted by shore labor regulations, otherwise shore labor for same shall be for the Charterers' account.

7. Charterers to Provide

- (a) The Charterers, while the Vessel is on-hire, shall provide and pay for all the bunkers except as otherwise agreed; shall pay for port charges (including compulsory garbage disposal), compulsory gangway watchmen and cargo watchmen, compulsory and/or customary pilotages, canal dues, towages, agencies, commissions, consular charges (except those pertaining to individual crew members or flag of the Vessel), and all other usual expenses except those stated in Clause 6, but when the Vessel puts into a port for causes for which the Vessel is responsible (other than by stress of weather), then all such charges incurred shall be paid by the Owners.
- (b) Fumigations ordered because of illness of the crew or for infestations prior to delivery under this Charter Party shall be for the Owners' account. Fumigations ordered because of cargoes carried or ports visited while the Vessel is employed under this Charter Party shall be for the Charterers' account.
- (c) The Charterers shall provide and pay for necessary dunnage, lashing materials and also any extra fittings requisite for a special trade or unusual cargo, but the Owners shall allow them the use of any dunnage already aboard the Vessel. Prior to redelivery the Charterers shall remove their dunnage, fittings and lashing materials at their cost and in their time.

8. Performance of Voyages

- (a) Subject to Clause 38 (Slow Steaming) the Master shall perform the voyages with due despatch and shall render all customary assistance with the Vessel's crew. The Master shall be conversant with the English language and (although appointed by the Owners) shall be under the orders and directions of the Charterers as regards employment and agency; and the Charterers shall perform all cargo handling, including but not limited to loading, stowing, trimming, lashing, securing, dunnaging, unlashng, discharging, and tallying, at their risk and expense, under the supervision of the Master.
- (b) If the Charterers shall have reasonable cause to be dissatisfied with the conduct of the Master or officers, the Owners shall, on receiving particulars of the complaint, investigate the same, and, if necessary, make a change in appointments.

9. Bunkers

- (a) Bunker quantities and prices
- * (i) The Charterers on delivery, and the Owners on redelivery or any termination of this Charter Party, shall take over and pay for all bunkers remaining on board the Vessel as hereunder. The Vessel's bunker tank capacities shall be at the Charterers' disposal. Bunker quantities and prices on delivery /redelivery to be
- * (ii) The Owners shall provide sufficient bunkers onboard to perform the entire time charter trip. The Charterers shall not bunker the Vessel, and shall pay with the first hire payment for the mutually agreed estimated bunker consumption for the trip, namely metric tons at (price). Upon redelivery any difference between estimated and actual consumption shall be paid by the Charterers or refunded by the Owners as the case may be.
- * (iii) The Charterers shall not take over and pay for bunkers Remaining On Board at delivery but shall redeliver the Vessel with about the same quantities and grades of bunkers as on

delivery. Any difference between the delivery quantity and the redelivery quantity shall be paid by the Charterers or the Owners as the case may be. The price of the bunkers shall be the net contract price paid by the receiving party, as evidenced by suppliers' invoice or other supporting documents.

**(i), (ii) and (iii) are alternatives; delete as applicable. If neither Sub-clause (i), (ii) nor (iii) is deleted then Sub-clause (i) shall apply.*

(b) Bunkering Prior to Delivery/Redelivery

Provided that it can be accomplished at ports of call, without hindrance to the working or operation of or delay to the Vessel, and subject to prior consent, which shall not be unreasonably withheld, the Owners shall allow the Charterers to bunker for their account prior to delivery and the Charterers shall allow the Owners to bunker for their account prior to redelivery. If consent is given, the party ordering the bunkering shall indemnify the other party for any delays, losses, costs and expenses arising therefrom.

(c) Bunkering Operations and Sampling

(i) The Chief Engineer shall co-operate with the Charterers' bunkering agents and fuel suppliers during bunkering. Such cooperation shall include connecting/disconnecting hoses to the Vessel's bunker manifold, attending sampling, reading gauges or meters or taking soundings, before, during and/or after delivery of fuels.

(ii) During bunkering a primary sample of each grade of fuels shall be drawn in accordance with the International Maritime Organization (IMO) Resolution Marine Environment Protection Committee (MEPC) MEPC.182(59) Guidelines for the Sampling of Fuel Oil for Determination of Compliance with the Marine Pollution Convention (MARPOL) 73/78 Annex VI or any subsequent amendments thereof. Each primary sample shall be divided into no fewer than five (5) samples; one sample of each grade of fuel shall be retained on board for MARPOL purposes and the remaining samples of each grade distributed between the Owners, the Charterers and the bunker suppliers.

(iii) The Charterers warrant that any bunker suppliers used by them to bunker the Vessel shall comply with the provisions of Sub-clause (c)(ii) above.

(iv) Bunkers of different grades, specifications and/or suppliers shall be segregated into separate tanks within the Vessel's natural segregation. The Owners shall not be held liable for any restriction in bunker capacity as a result of segregating bunkers as aforementioned.

(d) Bunker Quality and Liability

(i) The Charterers shall supply bunkers of the agreed specifications and grades: The bunkers shall be of a stable and homogeneous nature and suitable for burning in the Vessel's engines and/or auxiliaries and, unless otherwise agreed in writing, shall comply with the International Organization for Standardization (ISO) standard 8217:2012 or any subsequent amendments thereof. If ISO 8217:2012 is not available then the Charterers shall supply bunkers which comply with the latest ISO 8217 standard available at the port or place of bunkering.

(ii) The Charterers shall be liable for any loss or damage to the Owners or the Vessel caused by the supply of unsuitable fuels and/or fuels which do not comply with the specifications and/or grades set out in Sub-clause (d)(i) above, including the off-loading of unsuitable fuels and the supply of fresh fuels to the Vessel. The Owners shall not be held liable for any reduction in the Vessel's speed performance and/or increased bunker consumption nor for any time lost and any other consequences arising as a result of such supply.

(e) Fuel Testing Program

Should the Owners participate in a recognized fuel testing program one of the samples retained by the Owners shall be forwarded for such testing. The cost of same shall be borne by the Owners and if the results of the testing show the fuel not to be in compliance with ISO 8217:2012, or any subsequent amendment thereof, or such other specification as may be agreed, the Owners shall notify the Charterers and provide a copy of the report as soon as reasonably possible.

In the event the Charterers call into question the results of the testing, a fuel sample drawn in accordance with IMO Resolution MEPC.96(47) Guidelines for the Sampling of Fuel Oil for Determination of Compliance with Annex VI of MARPOL 73/78 or any subsequent amendments thereof, shall be sent to a mutually agreed, qualified and independent laboratory whose analysis as regards the characteristics of the fuel shall be final and binding on the parties concerning the characteristics tested for. If the fuel sample is found not to be in compliance with the specification as agreed in the paragraph above, the Charterers shall meet the cost of this analysis, otherwise same shall be for the Owners' account.

(f) Bunker Fuel Sulphur Content

(i) Without prejudice to anything else contained in this Charter Party, the Charterers shall supply fuels of such specifications and grades to permit the Vessel, at all times, to comply with the maximum sulphur content requirements of any emission control area when the Vessel is ordered to trade within that area.

The Charterers also warrant that any bunker suppliers, bunker craft operators and bunker surveyors used by the Charterers to supply such bunkers shall comply with Regulations 14 and 18 of MARPOL Annex VI, including the Guidelines in respect of sampling and the provision of bunker delivery notes.

The Charterers shall indemnify, defend and hold harmless the Owners in respect of any loss, liability, delay, fines, costs or expenses arising or resulting from the Charterers' failure to comply with this Sub-clause (f)(i).

(ii) Provided always that the Charterers have fulfilled their obligations in respect of the supply of fuels in accordance with Sub-clause (f)(i), the Owners warrant that:

1. the Vessel shall comply with Regulations 14 and 18 of MARPOL Annex VI and with the requirements of any emission control area; and

2. the Vessel shall be able to consume fuels of the required sulphur content, when ordered by the Charterers to trade within any such area.

Subject to having supplied the Vessel with fuels in accordance with Sub-clause (f)(i), the Charterers shall not otherwise bear any loss, liability, delay, fines, costs or expenses arising or resulting from the Vessel's failure to comply with Regulations 14 and 18 of MARPOL Annex VI.

(iii) For the purpose of this Clause, "emission control area" shall mean an area as stipulated in MARPOL Annex VI and/or an area regulated by regional and/or national authorities such as, but not limited to, the European Union (EU) and the United States (US) Environmental Protection Agency.

(g) Grades and Quantities of Bunkers on Redelivery

Unless agreed otherwise, the Vessel shall be redelivered with the same grades and about the same quantities of bunkers as on delivery; however, the grades and quantities of bunkers on redelivery shall always be appropriate and sufficient to allow the Vessel to reach safely the nearest port at which fuels of the required types are available.

10. Rate of Hire; Hold Cleaning; Communications; Victualing and Expenses

(a) The Charterers shall pay for the use and hire of the said Vessel at the rate of per day or pro rata for any part of a day, commencing on and from the time of her delivery, as aforesaid, including the overtime of crew; hire to continue until the time of her redelivery to the Owners as per Clause 4 (Redelivery) (unless Vessel lost).

Unless otherwise mutually agreed, the Charterers shall have the option to redeliver the Vessel with unclean/unswept holds against a lumpsum payment of in lieu of hold cleaning, to the Owners (unless Vessel lost).

The Owners shall victual pilots and such other persons as authorized by the Charterers or their agents. While on-hire, the Charterers shall pay the Owners along with the hire payments, per thirty (30) days or pro rata, to cover all Communications, Victualing and Expenses properly incurred by the Vessel under the Charterers' employment.

For the purpose of hire calculations, the times of delivery, redelivery or termination of this Charter Party shall be adjusted to Coordinated Universal Time (UTC).

(b) Hold Cleaning/Residue Disposal

(i) The Charterers may request the Owners to direct the crew to sweep and/or wash and/or clean the holds between voyages and/or between cargoes against payment at the rate of per hold, provided the crew is able safely to undertake such work and is allowed to do so by local regulations. In connection with any such operation the Owners shall not be responsible if the Vessel's holds are not accepted or passed. Time for cleaning shall be for the Charterers' account.

(ii) Unless this Charter Party is concluded for a single laden leg, all cleaning agents and additives (including chemicals and detergents) required for cleaning cargo holds shall be supplied and paid for by the Charterers. The Charterers shall provide the Owners with a dated and signed statement identifying cleaning agents and additives that, in accordance with IMO Resolution 219(63) Guidelines for the Implementation of MARPOL Annex V, are not substances harmful to the marine environment and do not contain any component known to be carcinogenic, mutagenic or reprotoxic.

(iii) Throughout the currency of this Charter Party and at redelivery, the Charterers shall remain responsible for all costs and time, including deviation, if any, associated with the removal and disposal of cargo related residues and/or hold washing water and/or cleaning agents and detergents and/or waste. Removal and disposal as aforesaid shall always be in accordance with and as defined by MARPOL Annex V, or other applicable rules.

11. Hire Payment

(a) Payment

Payment of Hire shall be made without deductions due to Charterers' bank charges so as to be received by the Owners or their designated payee into the bank account as follows in the currency stated in Clause 10 (Rate of Hire; Hold Cleaning; Communications; Victualing and Expenses), in funds available to the Owners on the due date, fifteen (15) days in advance, and for the last fifteen (15) days or part of same the approximate amount of hire, and should the same not cover the actual time, hire shall be paid for the balance day by day as it becomes due, if so required by the Owners. The first payment of hire shall be due on delivery.

(b) Grace Period

Where there is failure to make punctual payment of hire due, the Charterers shall be given by the Owners three (3) Banking Days (as recognized at the agreed place of payment) written notice to rectify the failure, and when so rectified within those three (3) Banking Days (as

296 recognized at the agreed place of payment and the place of currency of the Charter Party)
 297 following the Owners' notice, the payment shall stand as punctual.

298 (c) Withdrawal

299 Failure by the Charterers to pay hire due in full within three (3) Banking Days of their receiving
 300 a notice from Owners under Sub-clause 11(b) above shall entitle the Owners, without prejudice
 301 to any other rights or claims the Owners may have against the Charterers:

302 (i) to withdraw the Vessel from the service of the Charterers;

303 (ii) to damages, if they withdraw the Vessel, for the loss of the remainder of the Charter Party.

304 (d) Suspension

305 At any time while hire is outstanding, the Owners shall, without prejudice to the liberty to
 306 withdraw, be entitled to withhold the performance of any and all obligations hereunder and shall
 307 have no responsibility whatsoever for any consequences thereof, and Charterers hereby
 308 indemnify the Owners for all legitimate and justifiable actions taken to secure their interests,
 309 and hire shall continue to accrue and any extra expenses resulting from such withholding shall
 310 be for the Charterers' account.

311 (e) Last Hire Payment

312 Should the Vessel be on her voyage towards port/place of redelivery at the time the last
 313 payment(s) of hire is/are due, said payment(s) is/are to be made for such length of time as the
 314 estimated time necessary to complete the voyage, including the deduction of estimated
 315 disbursements for the Owners' account before redelivery. Should said payments not cover the
 316 actual time, hire is to be paid for the balance, day by day, as it becomes due.

317 Unless Sub-clause 9(a)(ii) or (iii) has been agreed, the Charterers shall have the right to deduct
 318 the value of bunkers on redelivery from last sufficient hire payment(s).

319 When the Vessel has been redelivered, any difference in hire and bunkers is to be refunded by
 320 the Owners or paid by the Charterers within five (5) Banking Days, as the case may be.

321 (f) Cash Advances

322 Cash for the Vessel's ordinary disbursements at any port may be advanced by the Charterers,
 323 as required by the Owners, subject to two and a half (2.5) per cent commission and such
 324 advances shall be deducted from the hire. The Charterers, however, shall in no way be
 325 responsible for the application of such advances.

326 **12. Speed and Consumption**

327 (a) Upon delivery and throughout the duration of this Charter Party the Vessel shall be capable of
 328 speed and daily consumption rates as stated in Appendix A in good weather on all sea
 329 passages with wind up to and including Force four (4) as per the Beaufort Scale and sea state
 330 up to and including Sea State three (3) as per the Douglas Sea Scale (unless otherwise
 331 specified in Appendix A). Any period during which the Vessel's speed is deliberately reduced to
 332 comply with the Charterers' orders/requirements (unless slow steaming or eco speed
 333 warranties have been given in Appendix A) or for reasons of safety or while navigating within
 334 narrow or restricted waters or when assisting a vessel in distress or when saving or attempting
 335 to save life or property at sea, shall be excluded from performance calculations.

336 (b) The Charterers shall have the option of using their preferred weather routing service. The
 337 Master shall comply with the reporting procedure of the Charterers' weather routing service and
 338 shall follow routing recommendations from that service provided that the safety of the Vessel
 339 and/or cargo is not compromised.

- (c) The actual route taken by the Vessel shall be used as the basis of any calculation of the Vessel's performance.
- (d) If the speed of the Vessel is reduced and/or fuel oil consumption increased, the Charterers may submit to the Owners a documented claim limited to the estimated time lost and/or the additional fuel consumed, supported by a performance analysis from the weather routing service established in accordance with this Clause. The cost of any time lost shall be off-set against the cost of any fuel saved and vice versa.
- (e) In the event that the Owners contest such claim then the Owners shall provide copies of the Vessel's deck logs for the period concerned and the matter shall be referred to an independent expert or alternative weather service selected by mutual agreement, whose report shall take Vessel's log data and the Charterers' weather service data into consideration and whose determination shall be final and binding on the parties. The cost of such expert report shall be shared equally.

13. Spaces Available

- (a) The whole reach of the Vessel's holds, decks, and other cargo spaces (not more than she can reasonably and safely stow and carry), also accommodation for supercargo, if carried, shall be at the Charterers' disposal, reserving only proper and sufficient space for the Vessel's Master, officers, ratings, tackle, apparel, furniture, provisions, stores and bunkers.
- (b) In the event of deck cargo being carried, the Owners are to be and are hereby indemnified by the Charterers for any loss and/or damage and/or liability of whatsoever nature howsoever caused to the deck cargo which would not have arisen had the deck cargo not been loaded. Bills of Lading shall be issued as per Clause 31(c).

14. Supercargo

The Charterers are entitled to appoint a supercargo, who shall accompany the Vessel at the Charterers' risk and see that voyages are performed with due despatch. He is to be furnished with free accommodation and meals same as provided for the Master's table. The Charterers and the supercargo are required to sign the standard letter of waiver and indemnity recommended by the Vessel's Protection and Indemnity Association before the supercargo comes on board the Vessel.

15. Sailing Orders and Logs

The Charterers shall furnish the Master from time to time with all requisite instructions and sailing directions, in writing, in the English language, and the Master shall keep full and correct deck and engine logs of the voyage or voyages, which are to be patent to the Charterers or their agents, and shall furnish the Charterers, their agents or supercargo, when required, with a true copy of such deck and engine logs, showing the course of the Vessel, distance run and the consumption of bunkers. Any log extracts required by the Charterers shall be in the English language.

16. Cargo Exclusions

The Vessel shall be employed in carrying lawful merchandise, excluding any goods of a dangerous, injurious, flammable or corrosive nature unless carried in accordance with the requirements or recommendations of the competent authorities of the country of the Vessel's registry, and of ports of loading and discharge, and of any intermediate countries or ports through whose waters the Vessel must pass. Without prejudice to the generality of the foregoing in addition the following are specifically excluded: livestock of any description, arms, ammunition, explosives, nuclear and radioactive material,

17. Off-Hire

In the event of loss of time from deficiency and/or default and/or strike of officers or ratings, or deficiency of stores, fire, breakdown of, or damage to hull, machinery or equipment, grounding, detention by the arrest of the Vessel, (unless such arrest is caused by events for which the Charterers, their sub-charterers, servants, agents or sub-contractors are responsible), or detention by Port State control or other competent authority for Vessel deficiencies, or detention by average accidents to the Vessel or cargo, unless resulting from inherent vice, quality or defect of the cargo, drydocking for the purpose of examination, cleaning and/or painting of underwater parts and/or repair, or by any other similar cause preventing the full working of the Vessel, the payment of hire and overtime, if any, shall cease for the time thereby lost. Should the Vessel deviate or put back during a voyage, contrary to the orders or directions of the Charterers, for any reason other than accident to the cargo or where permitted in Clause 22 (Liberties) hereunder, the hire to be suspended from the time of her deviating or putting back until she is again in the same or equidistant position from the destination and the voyage resumed therefrom. All bunkers used by the Vessel while off-hire shall be for the Owners' account. In the event of the Vessel being driven into port or to anchorage through stress of weather, trading to shallow harbors or to rivers or ports with bars, any detention of the Vessel and/or expenses resulting from such detention shall be for the Charterers' account. If upon the voyage the speed be reduced by defect in, or breakdown of, any part of her hull, machinery or equipment, the time so lost, and the cost of any extra bunkers consumed in consequence thereof, and all extra proven expenses may be deducted from the hire. Bunkers used by the Vessel while off-hire and the cost of replacing same shall be for the Owners' account and therefore deducted from the hire.

18. Pollution

The Owners shall provide for standard oil pollution coverage equal to the level customarily offered by the International Group of P&I Clubs, together with the appropriate certificates to that effect. (See also Clause 6 (Owners to Provide)).

19. Drydocking

The Vessel was last drydocked

Except in case of emergency or under Clause 52(b), no drydocking shall take place during the currency of this Charter Party.

20. Total Loss

Should the Vessel be lost, money paid in advance and not earned (reckoning from the date of loss or being last heard of) shall be returned to the Charterers at once.

21. Exceptions

The act of God, enemies, fire, restraint of princes, rulers and people, and all dangers and accidents of the seas, rivers, machinery, boilers and navigation, and errors of navigation throughout this Charter Party, always mutually excepted.

22. Liberties

The Vessel shall have the liberty to sail with or without pilots, to tow and be towed, to assist vessels in distress, and to deviate for the purpose of saving life and property.

23. Liens

The Owners shall have a lien upon all cargoes, sub-hires and sub-freights (including deadfreight and demurrage) belonging or due to the Charterers or any sub-charterers, for any amounts due under this Charter Party, including general average contributions, and the

Charterers shall have a lien on the Vessel for all monies paid in advance and not earned, and any overpaid hire or excess deposit to be returned at once.

The Charterers will not directly or indirectly suffer, nor permit to be continued, any lien or encumbrance, which might have priority over the title and interest of the Owners in the Vessel. The Charterers undertake that during the period of this Charter Party, they will not procure any supplies or necessities or services, including any port expenses and bunkers, on the credit of the Owners.

24. Salvage

All derelicts and salvage shall be for the Owners' and the Charterers' equal benefit after deducting the Owners' and the Charterers' expenses and crew's proportion.

25. General Average

General average shall be adjusted according to York-Antwerp Rules 1994 and settled in US dollars in the same place as stipulated in Clause 54 (Law and Arbitration). The Charterers shall procure that all bills of lading issued during the currency of this Charter Party will contain a provision to the effect that general average shall be adjusted according to York-Antwerp Rules 1994 and will include the "New Jason Clause" as per Clause 33(c). Time charter hire will not contribute to general average.

26. Navigation

Nothing herein stated is to be construed as a demise of the Vessel to the Charterers. The Owners shall remain responsible for the navigation of the Vessel, acts of pilots and tug boats, insurance, crew, and all other matters, same as when trading for their own account.

27. Cargo Claims

Cargo claims as between the Owners and the Charterers shall be settled in accordance with the Inter-Club NYPE Agreement 1996 (as amended 1 September 2011), or any subsequent modification or replacement thereof.

28. Cargo Handling Gear and Lights

The Owners shall maintain the cargo handling gear of the Vessel providing lifting capacity as described in Appendix A (Vessel Description). The Owners shall also provide on the Vessel for night work lights as on board, but all additional lights over those on board shall be at the Charterers' expense. The Charterers shall have the use of any cargo handling gear on board the Vessel. If required by the Charterers, the Vessel shall work night and day and all cargo handling gear shall be at the Charterers' disposal during loading and discharging. In the event of disabled cargo handling gear, or insufficient power to operate the same, the Vessel is to be considered to be off-hire to the extent that time is actually lost to the Charterers and the Owners to pay stevedore stand-by charges occasioned thereby, unless such disablement or insufficiency of power is caused by the Charterers' stevedores. If required by the Charterers, the Owners shall bear the cost of hiring shore gear in lieu thereof, in which case the Vessel shall remain on-hire, except for actual time lost.

29. Solid Bulk Cargoes/Dangerous Goods

- (a) The Charterers shall provide appropriate information on the cargo in advance of loading in accordance with the requirements of the IMO International Maritime Solid Bulk Cargoes (IMSBC) Code to enable the precautions which may be necessary for proper stowage and safe carriage to be put into effect. The information shall be accompanied by a cargo declaration summarising the main details and stating that the cargo is fully and accurately described and that, where applicable, the test results and other specifications can be considered as representative for the cargo to be loaded.

(b) If a cargo listed in the IMO International Maritime Dangerous Goods (IMDG) Code (website: www.imo.org) is agreed to be carried, the Charterers shall provide a dangerous goods transport document and, where applicable, a container/vehicle packing certificate in accordance with the IMDG Code requirements. The dangerous goods transport document shall include a certificate or declaration that the goods are fully and accurately described by the Proper Shipping Name, are classified, packaged, marked and labelled/placarded correctly and are in all respects in proper condition for transport according to applicable international and national government regulations.

(c) The Master shall be entitled to refuse cargoes or, if already loaded, to unload them at the Charterers' risk and expense if the Charterers fail to fulfil their IMSBC Code or IMDG Code obligations as applicable.

30. BIMCO Hull Fouling Clause for Time Charter Parties

(a) If, in accordance with the Charterers' orders, the Vessel remains at or shifts within a place, anchorage and/or berth for an aggregated period exceeding:

(i) a period as the parties may agree in writing in a Tropical Zone or Seasonal Tropical Zone*;
or

(ii) a period as the parties may agree in writing outside such Zones*

any warranties concerning speed and consumption shall be suspended pending inspection of the Vessel's underwater parts including, but not limited to, the hull, sea chests, rudder and propeller.

**If no such periods are agreed the default periods shall be 15 days.*

(b) In accordance with Sub-clause (a), either party may call for inspection which shall be arranged jointly by the Owners and the Charterers and undertaken at the Charterers' risk, cost, expense and time.

(c) If, as a result of the inspection either party calls for cleaning of any of the underwater parts, such cleaning shall be undertaken by the Charterers at their risk, cost, expense and time in consultation with the Owners.

(i) Cleaning shall always be under the supervision of the Master and, in respect of the underwater hull coating, in accordance with the paint manufacturers' recommended guidelines on cleaning, if any. Such cleaning shall be carried out without damage to the Vessel's underwater parts or coating.

(ii) If, at the port or place of inspection, cleaning as required under this Sub-clause (c) is not permitted or possible, or if the Charterers choose to postpone cleaning, speed and consumption warranties shall remain suspended until such cleaning has been completed.

(iii) If, despite the availability of suitable facilities and equipment, the Owners nevertheless refuse to permit cleaning, the speed and consumption warranties shall be reinstated from the time of such refusal.

(d) Cleaning in accordance with this Clause shall always be carried out prior to redelivery. If, nevertheless, the Charterers are prevented from carrying out such cleaning, the parties shall, prior to but latest on redelivery, agree a lump sum payment in full and final settlement of the Owners' costs and expenses arising as a result of or in connection with the need for cleaning pursuant to this Clause.

(e) If the time limits set out in Sub-clause (a) have been exceeded but the Charterers thereafter

demonstrate that the Vessel's performance remains within the limits of this Charter Party the vessel's speed and consumption warranties will be subsequently reinstated and the Charterers' obligations in respect of inspection and/or cleaning shall no longer be applicable.

31. Bills of Lading

- (a) The Master shall sign bills of lading or waybills for cargo as presented in conformity with mates' receipts. However, the Charterers or their agents may sign bills of lading or waybills on behalf of the Master, with the Owners'/Master's prior written authority, always in conformity with mates' receipts.
- (b) All bills of lading or waybills shall be without prejudice to this Charter Party and the Charterers shall indemnify the Owners against all consequences or liabilities which may arise from any inconsistency between this Charter Party and any bills of lading or waybills signed by the Charterers or their agents or by the Master at their request.
- (c) Bills of lading covering deck cargo shall be claused: "Shipped on deck at the Charterers', Shippers' and Receivers' risk, expense and responsibility, without liability on the part of the Vessel or her Owners for any loss, damage, expense or delay howsoever caused."

32. BIMCO Electronic Bills of Lading Clause

- (a) At the Charterers' option, bills of lading, waybills and delivery orders referred to in this Charter Party shall be issued, signed and transmitted in electronic form with the same effect as their paper equivalent.
- (b) For the purpose of Sub-clause (a) the Owners shall subscribe to and use Electronic (Paperless) Trading Systems as directed by the Charterers, provided such systems are approved by the International Group of P&I Clubs. Any fees incurred in subscribing to or for using such systems shall be for the Charterers' account.
- (c) The Charterers agree to hold the Owners harmless in respect of any additional liability arising from the use of the systems referred to in Sub-clause (b), to the extent that such liability does not arise from Owners' negligence.

33. Protective Clauses

The following protective clauses shall be deemed to form part of this Charter Party and all Bills of Lading or waybills issued under this Charter Party shall contain the following clauses.

(a) General Clause Paramount

This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, the Hague Rules, or the Hague Visby Rules, as applicable, or such other similar national legislation as may mandatorily apply by virtue of origin or destination of the bill of lading, (or if no such enactments are mandatorily applicable, the terms of the Hague Rules shall apply) which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. If any term of this bill of lading be repugnant to said Act to any extent, such term shall be void to that extent, but no further.

and

(b) Both-to-Blame Collision Clause

"If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the carrier against all loss or liability to the other or non-carrying ship or her owners

insofar as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-carrying ship or her owners to the owners of said goods and set-off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect to a collision or contact."

and

(c) New Jason Clause

"In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequences of which, the carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if salving ship or ships belonged to strangers. Such deposit as the carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the Carrier before delivery."

34. BIMCO War Risks Clause CONWARTIME 2013

(a) For the purpose of this Clause, the words:

(i) "Owners" shall include the shipowners, bareboat charterers, disponent owners, managers or other operators who are charged with the management of the Vessel, and the Master; and

(ii) "War Risks" shall include any actual, threatened or reported:

war, act of war, civil war or hostilities; revolution; rebellion; civil commotion; warlike operations; laying of mines; acts of piracy and/or violent robbery and/or capture/seizure (hereinafter "Piracy"); acts of terrorists; acts of hostility or malicious damage; blockades (whether imposed against all vessels or imposed selectively against vessels of certain flags or ownership, or against certain cargoes or crews or otherwise howsoever), by any person, body, terrorist or political group, or the government of any state or territory whether recognized or not, which, in the reasonable judgement of the Master and/or the Owners, may be dangerous or may become dangerous to the Vessel, cargo, crew or other persons on board the Vessel.

(b) The Vessel shall not be obliged to proceed or required to continue to or through, any port, place, area or zone, or any waterway or canal (hereinafter "Area"), where it appears that the Vessel, cargo, crew or other persons on board the Vessel, in the reasonable judgement of the Master and/or the Owners, may be exposed to War Risks whether such risk existed at the time of entering into this Charter Party or occurred thereafter. Should the Vessel be within any such place as aforesaid, which only becomes dangerous, or may become dangerous, after entry into it, the Vessel shall be at liberty to leave it.

(c) The Vessel shall not be required to load contraband cargo, or to pass through any blockade as set out in Sub-clause (a), or to proceed to an Area where it may be subject to search and/or confiscation by a belligerent.

(d) If the Vessel proceeds to or through an Area exposed to War Risks, the Charterers shall reimburse to the Owners any additional premiums required by the Owners' insurers and the costs of any additional insurances that the Owners reasonably require in connection with War Risks.

- (e) All payments arising under Sub-clause (d) shall be settled within fifteen (15) days of receipt of Owners' supported invoices or on redelivery, whichever occurs first.
- (f) If the Owners become liable under the terms of employment to pay to the crew any bonus or additional wages in respect of sailing into an Area which is dangerous in the manner defined by the said terms, then the actual bonus or additional wages paid shall be reimbursed to the Owners by the Charterers at the same time as the next payment of hire is due, or upon redelivery, whichever occurs first.
- (g) The Vessel shall have liberty:
- (i) to comply with all orders, directions, recommendations or advice as to departure, arrival, routes, sailing in convoy, ports of call, stoppages, destinations, discharge of cargo, delivery, or in any other way whatsoever, which are given by the government of the nation under whose flag the Vessel sails, or other government to whose laws the Owners are subject, or any other government of any state or territory whether recognized or not, body or group whatsoever acting with the power to compel compliance with their orders or directions;
 - (ii) to comply with the requirements of the Owners' insurers under the terms of the Vessel's insurance(s);
 - (iii) to comply with the terms of any resolution of the Security Council of the United Nations, the effective orders of any other Supranational body which has the right to issue and give the same, and with national laws aimed at enforcing the same to which the Owners are subject, and to obey the orders and directions of those who are charged with their enforcement;
 - (iv) to discharge at any alternative port any cargo or part thereof which may expose the Vessel to being held liable as a contraband carrier;
 - (v) to call at any alternative port to change the crew or any part thereof or other persons on board the Vessel when there is reason to believe that they may be subject to internment, imprisonment, detention or similar measures.
- (h) If in accordance with their rights under the foregoing provisions of this Clause, the Owners shall refuse to proceed to the loading or discharging ports, or any one or more of them, they shall immediately inform the Charterers. No cargo shall be discharged at any alternative port without first giving the Charterers notice of the Owners' intention to do so and requesting them to nominate a safe port for such discharge. Failing such nomination by the Charterers within forty-eight (48) hours of the receipt of such notice and request, the Owners may discharge the cargo at any safe port of their own choice. All costs, risk and expenses for the alternative discharge shall be for the Charterers' account.
- (i) The Charterers shall indemnify the Owners for claims arising out of the Vessel proceeding in accordance with any of the provisions of Sub-clauses (b) to (h) which are made under any bills of lading, waybills or other documents evidencing contracts of carriage.
 - (j) When acting in accordance with any of the provisions of Sub-clauses (b) to (h) of this Clause anything is done or not done, such shall not be deemed a deviation, but shall be considered as due fulfilment of this Charter Party.

35. Ice

The Vessel shall not be obliged to force ice but, subject to the Owners' prior approval having due regard to its size, construction and class, may follow ice-breakers. The Vessel shall not be required to enter or remain in any icebound port or area, nor any port or area where lights or

lightships have been or are about to be withdrawn by reason of ice, nor where there is risk that in the ordinary course of things the Vessel will not be able on account of ice to safely enter and remain in the port or area or to get out after having completed loading or discharging.

36. Requisition

Should the Vessel be requisitioned by the government of the Vessel's flag or other government to whose laws the Owners are subject during the period of this Charter Party, the Vessel shall be deemed to be off-hire during the period of such requisition, and any hire paid by the said government in respect of such requisition period shall be retained by Owners. The period during which the Vessel is on requisition to the said government shall count as part of the period provided for in this Charter Party.

If the period of requisition exceeds ninety (90) days, either party shall have the option of cancelling this Charter Party and no consequential claim in respect thereof may be made by either party.

37. Stevedore Damage

Notwithstanding anything contained herein to the contrary, the Charterers shall pay for any and all damage to the Vessel caused by stevedores provided the Master has notified the Charterers and/or their agents in writing within twenty-four (24) hours of the occurrence but in case of hidden damage latest when the damage could have been discovered by the exercise of due diligence. Such notice to describe the damage and to invite Charterers to appoint a surveyor to assess the extent of such damage.

(a) In case of any and all damage affecting the Vessel's seaworthiness and/or the safety of the crew and/or affecting the trading capabilities of the Vessel, the Charterers shall immediately arrange for repairs of such damage at their expense and the Vessel is to remain on-hire until such repairs are completed and if required passed by the Vessel's classification society.

(b) Any and all damage not described under Sub-clause (a) above shall be repaired, at the Charterers' option, before or after redelivery concurrently with the Owners' work. In such case no hire and/or expenses will be paid to the Owners except and insofar as the time and/or expenses required for the repairs for which the Charterers are responsible, exceed the time and/or expenses necessary to carry out the Owners' work.

38. Slow Steaming

(a) The Charterers may at their discretion provide, in writing to the Master, instructions to reduce speed or Revolutions Per Minute (main engine RPM) and/or instructions to adjust the Vessel's speed to meet a specified time of arrival at a particular destination.

(i) *Slow Steaming – Where the Charterers give instructions to the Master to adjust the speed or RPM, the Master shall, subject always to the Master's obligations in respect of the safety of the Vessel, crew and cargo and the protection of the marine environment, comply with such written instructions, provided that the engine(s) continue(s) to operate above the cut-out point of the Vessel's engine(s) auxiliary blower(s) and that such instructions will not result in the Vessel's engine(s) and/or equipment operating outside the manufacturers'/designers' recommendations as published from time to time.

(ii) *Ultra-Slow Steaming – Where the Charterers give instructions to the Master to adjust the speed or RPM, regardless of whether this results in the engine(s) operating above or below the cut-out point of the Vessel's engine(s) auxiliary blower(s), the Master shall, subject always to the Master's obligations in respect of the safety of the Vessel, crew and cargo and the protection of the marine environment, comply with such written instructions, provided that such instructions will not result in the Vessel's engine(s) and/or equipment operating outside the manufacturers'/designers' recommendations as published from time to time. If the manufacturers'/designers' recommendations issued subsequent to the date of this Charter

Party require additional physical modifications to the engine or related equipment or require the purchase of additional spares or equipment, the Master shall not be obliged to comply with these instructions.

**Sub-clauses (a)(i) and (a)(ii) are alternatives; delete whichever is not applicable. In the absence of deletions, alternative (a)(i) shall apply.*

(b) At all speeds the Owners shall exercise due diligence to ensure that the Vessel is operated in a manner which minimises fuel consumption, always taking into account and subject to the following:

(i) the Owners' warranties under this Charter Party relating to the Vessel's speed and consumption;

(ii) the Charterers' instructions as to the Vessel's speed and/or RPM and/or specified time of arrival at a particular destination;

(iii) the safety of the Vessel, crew and cargo and the protection of the marine environment; and

(iv) the Owners' obligations under any bills of lading, waybills or other documents evidencing contracts of carriage issued by them or on their behalf.

(c) For the purposes of Sub-clause (b), the Owners shall exercise due diligence to minimise fuel consumption:

(i) when planning voyages, adjusting the Vessel's trim and operating main engine(s) and auxiliary engine(s);

(ii) by making optimal use of the Vessel's navigation equipment and any additional aids provided by the Charterers, such as weather routing, voyage optimization and performance monitoring systems; and

(iii) by directing the Master to report any data that the Charterers may reasonably request to further improve the energy efficiency of the Vessel.

(d) The Owners and the Charterers shall share any findings and best practices that they may have identified on potential improvements to the Vessel's energy efficiency.

(e) For the avoidance of doubt, where the Vessel proceeds at a reduced speed or with reduced RPM pursuant to Sub-clause (a), then provided that the Master has exercised due diligence to comply with such instructions, this shall constitute compliance with, and there shall be no breach of, any obligation requiring the Vessel to proceed with utmost and/or due despatch (or any other such similar/equivalent expression).

(f) The Charterers shall procure that this Clause be incorporated into all sub-charters and contracts of carriage issued pursuant to this Charter Party. The Charterers shall indemnify the Owners against all consequences and liabilities that may arise from bills of lading, waybills or other documents evidencing contracts of carriage being issued as presented to the extent that the terms of such bills of lading, waybills or other documents evidencing contracts of carriage impose or result in breach of the Owners' obligation to proceed with due despatch or are to be held to be a deviation or the imposition of more onerous liabilities upon the Owners than those assumed by the Owners pursuant to this Clause.

39. BIMCO Piracy Clause for Time Charter Parties 2013

(a) The Vessel shall not be obliged to proceed or required to continue to or through, any port, place, area or zone, or any waterway or canal (hereinafter "Area") which, in the reasonable judgement of the Master and/or the Owners, is dangerous to the Vessel, her cargo, crew or other persons on board the Vessel due to any actual, threatened or reported acts of piracy

and/or violent robbery and/or capture/seizure (hereinafter "Piracy"), whether such risk existed at the time of entering into this Charter Party or occurred thereafter. Should the Vessel be within any such place as aforesaid which only becomes dangerous, or may become dangerous, after her entry into it, she shall be at liberty to leave it.

(b) If in accordance with Sub-clause (a) the Owners decide that the Vessel shall not proceed or continue to or through the Area they must immediately inform the Charterers. The Charterers shall be obliged to issue alternative voyage orders and shall indemnify the Owners for any claims from holders of the Bills of Lading caused by waiting for such orders and/or the performance of an alternative voyage. Any time lost as a result of complying with such orders shall not be considered off-hire.

(c) If the Owners consent or if the Vessel proceeds to or through an Area exposed to the risk of Piracy the Owners shall have the liberty:

(i) to take reasonable preventative measures to protect the Vessel, crew and cargo including but not limited to re-routeing within the Area, proceeding in convoy, using escorts, avoiding day or night navigation, adjusting speed or course, or engaging security personnel and/or deploying equipment on or about the Vessel (including embarkation/disembarkation);

(ii) to comply with underwriters' requirements under the terms of the Vessel's insurance(s);

(iii) to comply with all orders, directions, recommendations or advice given by the Government of the Nation under whose flag the Vessel sails, or other Government to whose laws the Owners are subject, or any other Government, body or group (including military authorities) whatsoever acting with the power to compel compliance with their orders or directions; and

(iv) to comply with the terms of any resolution of the Security Council of the United Nations, the effective orders of any other Supranational body which has the right to issue and give the same, and with national laws aimed at enforcing the same to which the Owners are subject, and to obey the orders and directions of those who are charged with their enforcement;

and the Charterers shall indemnify the Owners for any claims from holders of Bills of Lading or third parties caused by the Vessel proceeding as aforesaid, save to the extent that such claims are covered by additional insurance as provided in Sub-clause (d)(iii).

(d) Costs

(i) if the Vessel proceeds to or through an Area where due to risk of Piracy additional costs will be incurred including but not limited to additional personnel and preventative measures to avoid Piracy, such reasonable costs shall be for the Charterers' account. Any time lost waiting for convoys, following recommended routeing, timing, or reducing speed or taking measures to minimise risk, shall be for the Charterers' account and the Vessel shall remain on hire;

(ii) if the Owners become liable under the terms of employment to pay to the crew any bonus or additional wages in respect of sailing into an area which is dangerous in the manner defined by the said terms, then the actual bonus or additional wages paid shall be reimbursed to the Owners by the Charterers;

(iii) if the Vessel proceeds to or through an Area exposed to the risk of Piracy, the Charterers shall reimburse to the Owners any additional premiums required by the Owners' insurers and the costs of any additional insurances that the Owners reasonably require in connection with Piracy risks which may include but not be limited to War Loss of Hire and/or maritime Kidnap and Ransom (K&R); and

(iv) all payments arising under Sub-clause (d) shall be settled within fifteen (15) days of receipt of the Owners' supported invoices or on redelivery, whichever occurs first.

(e) If the Vessel is attacked by pirates any time lost shall be for the account of the Charterers and

the Vessel shall remain on hire.

- (f) If the Vessel is seized by pirates the Owners shall keep the Charterers closely informed of the efforts made to have the Vessel released. The Vessel shall remain on hire throughout the seizure and the Charterers' obligations shall remain unaffected, except that hire payments shall cease as of the ninety-first (91st) day after the seizure until release. The Charterers shall pay hire, or if the Vessel has been redelivered, the equivalent of Charter Party hire, for any time lost in making good any damage and deterioration resulting from the seizure. The Charterers shall not be liable for late redelivery under this Charter Party resulting from the seizure of the Vessel.
- (g) If in compliance with this Clause anything is done or not done, such shall not be deemed a deviation, but shall be considered as due fulfilment of this Charter Party. In the event of a conflict between the provisions of this Clause and any implied or express provision of the Charter Party, this Clause shall prevail.

40. Taxes

Charterers are to pay all local, State, National taxes and/or dues assessed on the Vessel or the Owners resulting from the Charterers' orders herein, whether assessed during or after the currency of this Charter Party including any taxes and/or dues on cargo and/or freights and/or sub-freights and/or hire (excluding taxes levied by the country of the flag of the Vessel or the Owners). In the event the Owners/Vessel/her flag state are exempt from any taxes, the Owners shall seek such exemption and filing costs for such exemption, if any, shall be for the Charterers' account and no charge for such taxes shall be assessed to the Charterers.

41. Industrial Action

In the event if the Vessel being delayed or rendered inoperative by strikes, labor stoppages or boycotts or any other difficulties arising from the Vessel's ownership, crew or terms of employment of the crew of the chartered Vessel or any other vessel under the same ownership, operation and control, any time lost is to be considered off-hire. The Owners guarantee that on delivery the minimum terms and conditions of employment of the crew of the Vessel are in accordance with the International Labour Organization Maritime Labour Convention (MLC) 2006, and will remain so throughout the duration of this Charter Party.

42. Stowaways

- (a) If stowaways have gained access to the Vessel by means of secreting away in the goods and/or containers or by any other means related to the cargo operation, this shall amount to breach of this Charter Party. The Charterers shall be liable for the consequences of such breach and hold the Owners harmless and keep them indemnified against all claims; costs (including but not limited to victualing costs for stowaways whilst on board and repatriation); losses; and fines or penalties, which may arise and be made against them. The Charterers shall, if required, place the Owners in funds to put up bail or other security. The Vessel shall remain on hire for any time lost as a result of such breach.
- (b) Save for those stowaways referred to in Sub-clause (a), if stowaways have gained access to the Vessel this shall amount to a breach of this Charter Party. The Owners shall be liable for the consequences of such breach and hold the Charterers harmless and keep them indemnified against all claims; costs; losses; and fines or penalties, which may arise and be made against them. The Vessel shall be off-hire for any time lost as a result of such breach.

43. Smuggling

- (a) In the event of smuggling by the Master, other Officers and/or ratings, this shall amount to a breach of this Charter Party. The Owners shall be liable for the consequences of such breach and hold the Charterers harmless and keep them indemnified against all claims, costs, losses, and fines and penalties which may arise and be made against them. The Vessel shall be off-hire for any time lost as a result of such breach.

- (b) If unmanifested narcotic drugs and/or any other illegal substances are found secreted in the goods and/or containers or by any other means related to the cargo operation, this shall amount to a breach of this Charter Party. The Charterers shall be liable for the consequences of such breach and hold the Owners, Master, officers and ratings of the Vessel harmless and keep them indemnified against all claims, costs, losses, and fines and penalties which may arise and be made against them individually or jointly. The Charterers shall, if required, place the Owners in funds to put up bail or other security. The Vessel shall remain on hire for any time lost as a result of such breach.

44. International Safety Management (ISM)

During the duration of this Charter Party, the Owners shall procure that both the Vessel and "the Company" (as defined by the ISM Code) shall comply with the requirements of the ISM Code. Upon request the Owners shall provide a copy of the relevant Document of Compliance (DOC) and Safety Management Certificate (SMC) to the Charterers. Except as otherwise provided in this Charter Party, loss, damage, expense or delay caused by failure on the part of the Owners or "the Company" to comply with the ISM Code shall be for the Owners' account.

45. International Ship and Port Facility Security Code (ISPS Code)/Maritime Transportation Security Act (MTSA)

- (a) (i) The Owners shall comply with the requirements of the ISPS and the relevant amendments to Chapter XI of Safety of Life at Sea (SOLAS) (ISPS Code) relating to the Vessel and "the Company" (as defined by the ISPS Code). If trading to or from the US or passing through US waters, the Owners shall also comply with the requirements of the MTSA relating to the Vessel and the "Owner" (as defined by the MTSA).

(ii) Upon request the Owners shall provide the Charterers with a copy of the relevant International Ship Security Certificate (ISSC) (or the interim ISSC) and the full style contact details of the Company Security Officer (CSO).

(iii) Loss, damages, expense or delay (excluding consequential loss, damages, expense or delay) caused by failure on the part of the Owners or "the Company"/"Owner" to comply with the requirements of the ISPS Code/MTSA or this Clause shall be for the Owners' account, except as otherwise provided in this Charter Party.

- (b) (i) The Charterers shall provide the Owners and the Master with their full style contact details and, upon request, any other information the Owners require to comply with the ISPS Code/MTSA. Where sub-letting is permitted under the terms of this Charter Party, the Charterers shall ensure that the contact details of all sub-charterers are likewise provided to the Owners and the Master. Furthermore, the Charterers shall ensure that all sub-charter parties they enter into during the period of this Charter Party contain the following provision:

"The Charterers shall provide the Owners with their full style contact details and, where sub-letting is permitted under the terms of the charter party, shall ensure that contact details of all sub-charterers are likewise provided to the Owners".

(ii) Loss, damages, expense or delay (excluding consequential loss, damages, expense or delay) caused by failure on the part of the Charterers to comply with this Clause shall be for the Charterers' account, except as otherwise provided in this Charter Party.

- (c) Notwithstanding anything else contained in this Charter Party all delay, costs or expenses whatsoever arising out of or related to security regulations or measures required by the port facility or any relevant authority in accordance with the ISPS Code/MTSA including, but not limited to, security guards, launch services, vessel escorts, security fees or taxes and inspections, shall be for the Charterers' account, unless such costs or expenses result solely from the negligence of the Owners, Master or crew or the previous trading of the Vessel, the nationality of the crew, crew visas, the Vessel's flag or the identity of the Owners' managers. All

888 measures required by the Owners to comply with the Ship Security Plan shall be for the
889 Owners' account.

890 (d) If either party makes any payment which is for the other party's account according to this
891 Clause, the other party shall indemnify the paying party.

892 **46. Sanctions**

893 (a) The Owners shall not be obliged to comply with any orders for the employment of the Vessel in
894 any carriage, trade or on a voyage which, in the reasonable judgement of the Owners, will
895 expose the Vessel, Owners, managers, crew, the Vessel's insurers, or their re-insurers, to any
896 sanction or prohibition imposed by any State, Supranational or International Governmental
897 Organization.

898 (b) If the Vessel is already performing an employment to which such sanction or prohibition is
899 subsequently applied, the Owners shall have the right to refuse to proceed with the
900 employment and the Charterers shall be obliged to issue alternative voyage orders within forty-
901 eight (48) hours of receipt of the Owners' notification of their refusal to proceed. If the
902 Charterers do not issue such alternative voyage orders the Owners may discharge any cargo
903 already loaded at any safe port (including the port of loading). The Vessel to remain on hire
904 pending completion of the Charterers' alternative voyage orders or delivery of cargo by the
905 Owners and the Charterers to remain responsible for all additional costs and expenses incurred
906 in connection with such orders/delivery of cargo. If in compliance with this Sub-clause (b)
907 anything is done or not done, such shall not be deemed a deviation.

908 (c) The Charterers shall indemnify the Owners against any and all claims whatsoever brought by
909 the owners of the cargo and/or the holders of Bills of Lading and/or sub-charterers against the
910 Owners by reason of the Owners' compliance with such alternative voyage orders or delivery of
911 the cargo in accordance with Sub-clause (b).

912 (d) The Charterers shall procure that this Clause shall be incorporated into all sub-charters issued
913 pursuant to this Charter Party.

914 **47. BIMCO Designated Entities Clause for Charter Parties**

915 (a) The provisions of this clause shall apply in relation to any sanction, prohibition or restriction
916 imposed on any specified persons, entities or bodies including the designation of specified
917 vessels or fleets under United Nations Resolutions or trade or economic sanctions, laws or
918 regulations of the European Union or the United States of America.

919 (b) The Owners and the Charterers respectively warrant for themselves (and in the case of any
920 sublet, the Charterers further warrant in respect of any sub-charterers, shippers, receivers, or
921 cargo interests) that at the date of this fixture and throughout the duration of this Charter Party
922 they are not subject to any of the sanctions, prohibitions, restrictions or designation referred to
923 in Sub-clause (a) which prohibit or render unlawful any performance under this Charter Party or
924 any sublet or any Bills of Lading. The Owners further warrant that the nominated vessel, or any
925 substitute, is not a designated vessel.

926 (c) If at any time during the performance of this Charter Party either party becomes aware that the
927 other party is in breach of warranty as aforesaid, the party not in breach shall comply with the
928 laws and regulations of any Government to which that party or the Vessel is subject, and follow
929 any orders or directions which may be given by any body acting with powers to compel
930 compliance, including where applicable the Owners' flag State. In the absence of any such
931 orders, directions, laws or regulations, the party not in breach may, in its option, terminate the
932 Charter Party forthwith or, if cargo is on board, direct the Vessel to any safe port of that party's
933 choice and there discharge the cargo or part thereof.

934 (d) If, in compliance with the provisions of this Clause, anything is done or is not done, such shall
935 not be deemed a deviation but shall be considered due fulfilment of this Charter Party.

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(e) Notwithstanding anything in this Clause to the contrary, the Owners or the Charterers shall not be required to do anything which constitutes a violation of the laws and regulations of any State to which either of them is subject.

(f) The Owners or the Charterers shall be liable to indemnify the other party against any and all claims, losses, damage, costs and fines whatsoever suffered by the other party resulting from any breach of warranty as aforesaid.

(g) The Charterers shall procure that this Clause is incorporated into all sub-charters, contracts of carriage and Bills of Lading issued pursuant to this Charter Party.

48. BIMCO North American Advance Cargo Notification Clause for Time Charter Parties

(a) If the Vessel loads or carries cargo destined for the US or Canada or passing through US or Canadian ports in transit, the Charterers shall comply with the current US Customs regulations (19 CFR 4.7) or the Canada Border Services Agency regulations (Memorandum D3-5-2) or any subsequent amendments thereto and shall undertake the role of carrier for the purposes of such regulations and shall, in their own name, time and expense:

(i) have in place a Standard Carrier Alpha Code (SCAC)/Canadian Customs Carrier Code;

(ii) for US trade, have in place an International Carrier Bond (ICB);

(iii) provide the Owners with a timely confirmation of (i) and (ii) above as appropriate; and

(iv) submit a cargo declaration by Automated Manifest System (AMS) to the US Customs or by ACI Automated Commercial Information (ACI) to the Canadian customs, and provide the Owners at the same time with a copy thereof.

(b) The Charterers assume liability for and shall indemnify, defend and hold harmless the Owners against any loss and/or damage whatsoever (including consequential loss and/or damage) and/or any expenses, fines, penalties and all other claims of whatsoever nature, including but not limited to legal costs, arising from the Charterers' failure to comply with any of the provisions of Sub-clause (a). Should such failure result in any delay then, notwithstanding any provision in this Charter Party to the contrary, the Vessel shall remain on hire.

(c) If the Charterers' ICB is used to meet any penalties, duties, taxes or other charges which are solely the responsibility of the Owners, the Owners shall promptly reimburse the Charterers for those amounts.

(d) The assumption of the role of carrier by the Charterers pursuant to this Clause and for the purpose of the US Customs Regulations (19 CFR 4.7) shall be without prejudice to the identity of carrier under any bill of lading, other contract, law or regulation.

49. BIMCO U.S. Census Bureau Mandatory Automated Export System (AES) Clause for Time Charter Parties

(a) If the Vessel loads cargo in any US port or place, the Charterers shall comply with the current US Census Bureau Regulations (15 CFR 30) or any subsequent amendments thereto and shall undertake the role of carrier for the purposes of such regulations and shall, in their own name, time and expense:

(i) have in place a SCAC (Standard Carrier Alpha Code);

(ii) have in place an ICB (International Carrier Bond);

(iii) provide the Owners with a timely confirmation of (i) and (ii) above; and

(iv) submit an export ocean manifest by Automated Export System (AES) to the US Census Bureau and provide the Owners at the same time with a copy thereof.

(b) The Charterers assume liability for and shall indemnify, defend and hold harmless the Owners against any loss and/or damage whatsoever (including consequential loss and/or damage) and/or any expenses, fines, penalties and all other claims of whatsoever nature, including but not limited to legal costs, arising from the Charterers' failure to comply with any of the provisions of Sub-clause (a). Should such failure result in any delay then, notwithstanding any provision in this Charter Party to the contrary, the Vessel shall remain on hire.

(c) If the Charterers' ICB is used to meet any penalties, duties, taxes or other charges which are solely the responsibility of the Owners, the Owners shall promptly reimburse the Charterers for those amounts.

(d) The assumption of the role of carrier by the Charterers pursuant to this Clause and for the purpose of the US Census Bureau Regulations (15 CFR 30) shall be without prejudice to the identity of carrier under any bill of lading, other contract, law or regulation.

50. BIMCO EU Advance Cargo Declaration Clause for Time Charter Parties 2012

(a) If the Vessel loads cargo in any EU port or place destined for a port or place outside the EU ("Exported") or loads cargo outside the EU destined for an EU port or place or passing through EU ports or places in transit ("Imported"), the Charterers shall, for the purposes of this Clause, comply with the requirements of the EU Advance Cargo Declaration Regulations (the Security Amendment to the Community Customs Code, Regulations 648/2005; 1875/2006; and 312/2009) or any subsequent amendments thereto and shall, in their own name, and in their time and at their expense:

(i) have in place an Economic Operator Registration and Identification (EORI) number;

(ii) provide the Owners with a timely confirmation of (i) above as appropriate; and

(iii) where the cargo is being:

1. Exported: Submit, or arrange for the submission of, a customs declaration for export or, if a customs declaration or a re-export notification is not required, an exit summary declaration; or

2. Imported: Submit, or arrange for the submission of, an entry summary declaration.

Unless otherwise permitted by the relevant customs authorities, such declarations shall be submitted to them electronically.

(b) The Charterers assume liability for and shall indemnify, defend and hold harmless the Owners against any loss and/or damage and/or any expenses, fines, penalties and all other claims of whatsoever nature, including but not limited to legal costs, arising from the Charterers' failure to comply with any of the provisions of Sub-clause (a). Should such failure result in any delay then, notwithstanding any provision in this Charter Party to the contrary, the Vessel shall remain on hire.

51. Ballast Water Exchange Regulations

If ballast water exchanges are required by any coastal state where the vessel is trading, the Owners/Master shall comply with same at the Charterers' time, risk, and expense.

52. Period Applicable Clauses

If the minimum period of this Charter Party exceeds five (5) months, the following Sub-clauses shall apply:

(a) Should the Vessel at the expiry of the described employment period be on a ballast voyage to the place of redelivery or on a laden voyage, reasonably expected to be completed within the employment period when commenced, the Charterers shall have the use of the Vessel on the same conditions and at the same rate or the prevailing market rate, whichever is higher, for any extended time as may be necessary for the completion of the last voyage of the Vessel to the place of redelivery.

(b) Drydocking

The Owners shall have the option to place the Vessel in drydock during the currency of this Charter Party at a convenient time and place, to be mutually agreed upon between the Owners and the Charterers, for bottom cleaning and painting and/or repair as required by class or dictated by circumstances. (see also Clause 19 (Drydocking)).

(c) Off-hire

The Charterers to have the option of adding any time the Vessel is off-hire to the Charter period. Such option shall be declared in writing not less than one (1) month before the expected date of redelivery, or latest one (1) week after the event if such event occurs less than one (1) month before the expected date of redelivery.

(d) Charterers' Colors

The Charterers shall have the privilege of flying their own house flag and painting the Vessel with their own markings. The Vessel shall be repainted in the Owners' colors before termination of the Charter Party. Cost and time of painting, maintaining and repainting those changes effected by the Charterers shall be for the Charterers' account.

53. Commissions

A commission of per cent is payable by the Vessel and the Owners to on hire earned and paid under this Charter Party, and also upon any continuation or extension of this Charter Party.

An address commission of per cent on the hire earned shall be deducted by the Charterers on payment of the hire earned under this Charter Party.

54. Law and Arbitration

***(a) New York.** This Charter Party shall be governed by United States maritime law. Any dispute arising out of or in connection with this Charter Party shall be referred to three persons at New York, one to be appointed by each of the parties hereto, and the third by the two so chosen. The award of the arbitrators or any two of them shall be final, and for the purposes of enforcing any award, judgment may be entered on an award by any court of competent jurisdiction. The proceedings shall be conducted in accordance with the rules of the Society of Maritime Arbitrators, Inc. (SMA) current at the time this Charter Party was entered into.

In cases where neither the claim nor any counter claim exceeds the sum of US\$ 100,000 (or such other sum as the parties may agree), the arbitration shall be conducted before a sole arbitrator in accordance with the Shortened Arbitration Procedure of the SMA current at the time this Charter Party was entered into. (www.smany.org).

***(b) London.** This Charter Party shall be governed by and construed in accordance with English law and any dispute arising out of or in connection with this Charter Party shall be referred to arbitration in London in accordance with the Arbitration Act 1996 or any statutory modification or re-enactment thereof save to the extent necessary to give effect to the provisions of this Clause.

The arbitration shall be conducted in accordance with the London Maritime Arbitrators Association (LMAA) Terms current at the time when the arbitration proceedings are

commenced.

The reference shall be to three arbitrators. A party wishing to refer a dispute to arbitration shall appoint its arbitrator and send notice of such appointment in writing to the other party requiring the other party to appoint its own arbitrator within fourteen (14) calendar days of that notice and stating that it will appoint its arbitrator as sole arbitrator unless the other party appoints its own arbitrator and gives notice that it has done so within the fourteen (14) days specified. If the other party does not appoint its own arbitrator and give notice that it has done so within the fourteen (14) days specified, the party referring a dispute to arbitration may, without the requirement of any further prior notice to the other party, appoint its arbitrator as sole arbitrator and shall advise the other party accordingly. The award of a sole arbitrator shall be binding on both parties as if he had been appointed by agreement.

Nothing herein shall prevent the parties agreeing in writing to vary these provisions to provide for the appointment of a sole arbitrator.

In cases where neither the claim nor any counterclaim exceeds the sum of US\$ 100,000 (or such other sum as the parties may agree) the arbitration shall be conducted in accordance with the LMAA Small Claims Procedure current at the time when the arbitration proceedings are commenced. (www.lmaa.org.uk)

***(c) Singapore.** This Charter Party shall be governed by and construed in accordance with Singapore**/English** law.

Any dispute arising out of or in connection with this Charter Party, including any question regarding its existence, validity or termination shall be referred to and finally resolved by arbitration in Singapore in accordance with the Singapore International Arbitration Act (Chapter 143A) and any statutory modification or re-enactment thereof save to the extent necessary to give effect to the provisions of this Clause.

The arbitration shall be conducted in accordance with the Arbitration Rules of the Singapore Chamber of Maritime Arbitration (SCMA) current at the time when the arbitration proceedings are commenced.

The reference to arbitration of disputes under this clause shall be to three arbitrators. A party wishing to refer a dispute to arbitration shall appoint its arbitrator and send notice of such appointment in writing to the other party requiring the other party to appoint its own arbitrator and give notice that it has done so within fourteen (14) calendar days of that notice and stating that it will appoint its own arbitrator as sole arbitrator unless the other party appoints its own arbitrator and gives notice that it has done so within the fourteen (14) days specified. If the other party does not give notice that it has done so within the fourteen (14) days specified, the party referring a dispute to arbitration may, without the requirement of any further prior notice to the other party, appoint its arbitrator as sole arbitrator and shall advise the other party accordingly. The award of a sole arbitrator shall be binding on both parties as if he had been appointed by agreement.

Nothing herein shall prevent the parties agreeing in writing to vary these provisions to provide for the appointment of a sole arbitrator.

In cases where neither the claim nor any counterclaim exceeds the sum of US\$ 150,000 (or such other sum as the parties may agree) the arbitration shall be conducted before a single arbitrator in accordance with the SCMA Small Claims Procedure current at the time when the arbitration proceedings are commenced. (www.scma.org.sg)

(d) This Charter Party shall be governed by and construed in accordance with the laws of the place mutually agreed by the parties and any dispute arising out of or in connection with this Charter Party shall be referred to arbitration at a mutually agreed place, subject to the procedures applicable there.

1113 **Sub-clauses (a), (b), (c) and (d) are alternatives; indicate alternative agreed. If alternative (d)*
 1114 *agreed also state the place of arbitration. If no alternative agreed and clearly indicated then*
 1115 *Sub-clause (a) shall apply by default.*

1116 ***Singapore and English law are alternatives; if Sub-clause (c) agreed also indicate choice of*
 1117 *Singapore or English law. If neither or both are indicated, then English law shall apply by*
 1118 *default.*

1119 **55. Notices**

1120 All notices, requests and other communications required or permitted by any clause of this
 1121 Charter Party shall be given in writing and shall be sufficiently given or transmitted if delivered
 1122 by hand, email, express courier service or registered mail and addressed if to the Owners, to
 1123 or such other address or email address as the Owners may hereafter designate in
 1124 writing, and if to the Charterers to or such other address or email address as the
 1125 Charterers may hereafter designate in writing. Any such communication shall be deemed to
 1126 have been given on the date of actual receipt by the party to which it is addressed.

1127 **56. Headings**

1128 The headings in this Charter Party are for identification only and shall not be deemed to be part
 1129 hereof or be taken into consideration in the interpretation or construction of this Charter Party.

1130 **57. Singular/Plural**

1131 The singular includes the plural and vice-versa as the context admits or requires.

1132 Clauses to, both inclusive, as attached hereto are fully
 1133 incorporated in this Charter Party.

1134 **OWNERS:**

CHARTERERS:

1135 Name:

Name:

1136 Title:

Title:

NYPE 2015 APPENDIX A (VESSEL DESCRIPTION)				
GENERAL INFORMATION				
1.1	Vessel's name			
1.2	Type of vessel			
1.3	IMO number			
1.4	Year of build			
1.5	Name of shipyard/where built	/		
1.6	Flag			
1.7	Port of Registry			
1.8	Classification Society			
1.9	Protection & Indemnity Club – full name			
1.10	Hull & Machinery insured value			
1.11	Date and place of last drydock			
1.12	Vessel's Call Sign			
1.13	Vessel's INMARSAT number(s)			
1.14	Vessel's fax number			
1.15	Vessel's email address			
LOADLINE INFORMATION				
2.1	Loadline	Deadweight	Draft	TPC
	Winter			
	Summer			
	Tropical			
	Fresh Water			
	Tropical Fresh Water			
2.2	Constant Excluding Fresh Water			
2.3	Freshwater Capacity			
TONNAGES				
3.1	Gross Tonnage (GT)			
3.2	Net Tonnage (NT)			
3.3	Panama Canal Net Tonnage (PCNT)			
3.4	Suez Canal Tonnage	Gross (SCGT)	Net (SCNT)	
3.5	Lightweight			
DIMENSIONS				
4.1	Number of holds			
4.2	Hold dimensions	1.	2.	3.
		4.	5.	6.
		7.	8.	9.
4.3	Height of holds			
4.4	Number of hatches			
4.5	Manufacturer and type of hatch covers			
4.6	Hatch dimensions	1.	2.	3.

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		4.	5.	6.
		7.	8.	9.
4.7	Is vessel strengthened for the carriage of heavy cargoes?			
4.8	If yes, state which holds may be left empty			
4.9	Main deck strength			
4.10	Tanktop strength			
4.11	Strength of hatch covers			
4.12	Cubic grain capacity, by hold	1.	2.	3.
		4.	5.	6.
		7.	8.	9.
4.13	Cubic bale capacity, by hold	1.	2.	3.
		4.	5.	6.
		7.	8.	9.
4.14	Length overall			
4.15	Length between perpendiculars			
4.16	Extreme breadth (beam):			
4.17	Keel to Masthead (KTM):			
4.18	Distance from waterline to top of hatch coamings or hatch covers if side rolling hatches	No. 1 hatch	Midships	Last hatch
	Ballast condition (ballast holds not flooded, basis 50% bunkers)			
	Full ballast condition (ballast holds flooded, basis 50% bunkers)			
	Light condition (basis 50% bunkers)			
	Fully laden condition			
4.19	Vessel's temporary ballast hold(s)			
4.20	Vessel's ballasting time/rate of ballasting			
4.21	Vessel's de-ballasting time/rate of de-ballasting			
4.22	If geared state manufacturer and type			
4.23	Number & location of cranes			
4.24	If vessel has power outlets for grabs – state number and power			
4.25	Maximum outreach of cranes beyond ship's rail			
4.26	Maximum outreach of cranes beyond ship's			
4.27	If vessel has grabs on board, state:			
	Type			
	Number/Capacity			
4.28	Are holds CO2 fitted?			
4.29	Are holds vessel fitted with Australian type approved hold ladders?			
4.30	Is vessel fitted for carriage of grain in accordance with Chapter VI of SOLAS 1974 and amendments without requiring bagging, trapping and securing when loading a full cargo (deadweight) of heavy grain in bulk			

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	(stowage factor 42 cubic feet) with ends untrimmed?				
4.31	Is vessel logs fitted?				
4.32	If yes, state number, type and height of stanchions on board and which stanchions are collapsible. Also state number and type of sockets on board				
BUNKERS, SPEED AND CONSUMPTION					
5.1	What type/viscosity of fuel is used for main propulsion?				
5.2	Capacity of main engine bunker tanks (excluding unpumpables):				
5.3	Number of bunker tanks				
5.4	What type/viscosity of fuel is used in the generating plant				
	Capacity of auxiliary (aux.) engine(s) bunker tanks (excluding unpumpables)				
	Speed on sea passage	Knots ballast	Knots laden	On tons (main)	On tons (aux)
	Consumption in Port	Tons (main)		Tons (aux.)	
	Working				
	Idle				
CREW					
6.1	Number of Officers				
6.2	Number of Ratings				
6.3	Name and nationality of Master				
6.4	Nationality of Officers				
6.5	Nationality of Ratings				
CERTIFICATE EXPIRY DATES					
7.1	P&I				
7.2	H&M				
7.3	Class				
7.4	Gear				
7.5	Document of Compliance (DOC)				
7.6	Safety Management Certificate (SMC)				
7.7	International Ship Security Certificate				