

Code Name: **Norgrain 89**  
RECOMMENDED BY  
THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)  
THE FEDERATION OF NATIONAL ASSOCIATIONS OF SHIPBROKERS AND  
AGENTS (FONASBA)

AMENDED MAY 1989

**NORTH AMERICAN GRAIN CHARTER PARTY 1973**  
ISSUED BY THE ASSOCIATION OF SHIPBROKERS AND AGENTS (U.S.A.) INC.

19

**ADMI - Vancouver / China Terms**

Owners	IT IS THIS DAY MUTUALLY AGREED, between	1
	.....	
	Owners/Disponent Owners/Time-chartered Owners/Chartered Owners of the (SS/M.V.) (Self/Non-Self-Trimming Bulk Carrier/Tween-Decker/Tanker) Call Sign	2
	(Line 2: Delete as appropriate)	
Description of Vessel	Built at of tons of 2,240 lbs.	3
	deadweight all told, or thereabouts, and with a grain cubic capacity available for cargo of See Clause 46 cubic feet (including cubic feet in	4
	self-bleeding wing spaces)	5
		6
Classification	Classed in now	7
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	(Lines 7-10: Insert vessel's Itinerary.)	
Charterers	and ..... of Charterers.	11
Loading Port(s)	1. That the said vessel, being tight, staunch strong and in every way fit for the voyage, shall with all convenient speed proceed to <i>Vancouver, BC</i>	12
	..... and there load	13
	at <i>one to two</i> safe loading berth(s)/ <i>place(s)</i> in Charterers' option.	14
Description of Cargo	always afloat, a full and complete*/part* cargo in bulk of	15
	<i>25,000 metric tons, maximum 10 % more or less Owners' option, canola meal pellets in bulk, stow factor 53 without guarantee, one</i>	16
	<i>grade. In case of two grades and cargo to be separates by vessel holds, vessel to be left in seaworthy condition and any reduced intake as a result of separation to be Charterers account. Owners warrant no</i>	17
	<i>bagging and/or securing required.</i>	
	at Charterers' option — tons of 2,240 lbs.*1,000 kilos.* — % more or less, quantity at Owners' option.	18
Notice and Loading	2. Owners are to give Charterers (or their Agents) (telegraphic address " " telex number:	19
Port	15 and 7 days notice of vessel's expected readiness to load date, and approximate quantity of cargo required with the 15 days' notice, such quantity to be based on a cargo of Heavy Grain, unless the	20
Orders	cargo composition has been declared or indicated.	21
	The Charterers are to be kept continuously advised by telegram/telex of any alteration in vessel's readiness to load date.	22
	Master to apply to — (telegraphic address " —")	23
	for first or sole loading port orders 144 hours before vessel's expected readiness to load date but not sooner than 144 hours before the laydays in Clause 4 and Charterers or their Agents are to give	24
	orders for first or sole loading port within 72 hours of receipt of Master's application, unless given earlier.	25
	Orders for second port of loading, if used, to be given to the Master not later than	26
		27
	Master is to give Charterers (or their Agents) 72 and 12 hours notice of vessel's estimated time of arrival at first or sole loading port together with vessel's estimated readiness to load date.	28

<b>Vessel Inspection</b>	3. Vessel is to load under inspection of National Cargo Bureau, Inc in U.S.A. ports or of the Port Warden in Canadian ports. Vessel is also to load under inspection of a Grain Inspector licensed/authorised by the United States Department of Agriculture pursuant to the U.S. Grain Standards Act and/or of a Grain Inspector employed by the Canada Department of Agriculture as required by the appropriate authorities.	29 30 31
	<del>If vessel loads at other than U.S. or Canadian ports, she is to load under inspection of such national and/or regulatory bodies as may be required.</del>	32
	Vessel is to comply with the rules of such authorities, and shall load cargo not exceeding what she can reasonably stow and carry over and above her Cabin, Tackle, Apparel, Provisions, Fuel, Furniture and Water. Cost of such inspections shall be borne by Owners.	33 34
<b>Laydays/ Cancelling</b>	4. Laytime for loading, if required by Charterers, not to commence before 0800 on the day of 49	35
	Should the vessel's notice of readiness not be tendered and accepted as per Clause 18 before 1200 on the day of 49	36
<b>Destination</b>	the Charterers have the option of cancelling this Charterparty any time thereafter, but not later than one hour after the tender of notice of readiness as per Clause 18. <i>Vessel not to tender NOR prior to laydays</i>	37
	5. On being so loaded, the vessel shall proceed to <i>one to two safe berth(s)/anchorage(s) Zhangjiagang/Lianyungang/Yantai/Qingdao</i>	38
	.....	39
	as ordered by Charterers/Receivers*, and deliver the cargo, according to Bills of Lading at	40
<b>Discharging Port Orders</b>	<del>safe discharging berths in Charterers' option, vessel being always afloat, on being*/having been* paid freight as per Clauses 8 and 9.</del>	41
	<del>Master to apply by radio to (telegraphic address " ")</del>	42
	<del>for first or sole discharging port orders 96 hours before vessel is due off/at* and they are to give first or sole discharging port orders by radio within 48 hours of receipt of Master's application unless given earlier. If Master's application is received on a Saturday, the time allowed shall be 52 hours instead of 48 hours.</del>	43 44
	<del>-</del>	
	<del>Orders for second and/or third port(s) of discharge are to be given to the Master not later than vessel's arrival at first or subsequent port.</del>	45
	Master to radio Charterers/Receivers (or their Agents) 72 and 24 hours notice of vessel's estimated time of arrival at first or sole discharging port. Charterers/Receivers (or their Agents) are to be kept continuously advised by radio/telegram/telex of any alterations in such estimated time of arrival.	46 47
<b>Bills of Lading</b>	6. The Master is to sign Bills of Lading as presented on the North American Grain Bill of Lading form without prejudice to the terms, conditions and exceptions of this Charterparty. If the Master elects to delegate the signing of Bills of Lading to his Agents he shall give them authority to do so in writing, copy of which is to be furnished to Charterers if so required.	48 49
<b>Rotation of Ports</b>	7. Rotation of loading ports is to be in Owners'*/Charterers'* option.	50
	<del>-</del>	
<b>Freight</b>	<del>Rotation of discharging ports is to be in Owners'*/Charterers'* option, but if more than two (2) ports of discharge are used rotation is to be geographic to</del>	51
	8. Freight to be paid as follows:	52
	.....	53 54 55 56
	<del>per ton of 2,240 lbs./1,000 Kilos*</del>	57
	<del>-</del>	
	<del>Charterers have the option of ordering the vessel to load at</del>	58
	<del>-</del>	59
	<del>in which case the rate of freight to be</del>	60
	<del>-</del>	61
	<del>-</del>	62
	<del>per ton of 2,240 lbs./1,000 Kilos.*</del>	63
	<del>-</del>	
	<del>Charterers/Receivers have the option of ordering the vessel to discharge at</del>	64
	<del>-</del>	65
	<del>in which case the rate of freight to be</del>	66
	<del>-</del>	67
	<del>-</del>	68
	<del>per ton of 2,240 lbs./1,000 Kilos*</del>	69
	If more than one port of loading and/or discharging is used, the rate of freight shall be increased by	70
	<del>-</del>	71
	<del>per ton of 2,240 lbs./1,000 Kilos* for each additional loading and/or discharging port on the entire cargo.</del>	72

<b>Freight Payment</b>	9. (a) Freight shall be fully prepaid on surrender of signed Bills of Lading in —in— currency to	73
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	-	
	on Bill of Lading weight, discountless, not returnable, vessel and/or cargo lost or not lost. Freight shall be deemed earned as cargo is loaded on board.	76
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	Once the Bills of Lading have been signed, and Charterers call for surrender of Original Bills of Lading against freight payment above, it will be incumbent upon Owners or their Agents to comply immediately with such call for surrender during office hours, Mondays to Fridays inclusive.	77
<b>(Other)</b>	(b) See Clause 59	78
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<b>Cost of Loading and Discharging</b>	10. (a)* Cargo is to be loaded and spout trimmed (to Master's satisfaction in respect of seaworthiness) free of expense to the vessel.	82
	Cargo is to be discharged free of expense to the vessel (to Master's satisfaction in respect of seaworthiness). <del>Trimming required over and above spout trimming to be for Owners' account.</del>	83
	(b)* Cargo is to be loaded and trimmed at Owners' expense.	84
	<del>Cargo is to be discharged free of expense to the vessel (to Master's satisfaction in respect of seaworthiness).</del>	85
<b>Stevedores at Loading Port(s) and Discharging Port(s)</b>	11. Stevedores at loading Port(s) are to be appointed by Charterers*/Owners* and paid by Charterers*/Owners*	86
	If stevedores are appointed by Owners, they are to be approved by Charterers at loading port(s), and such approval is not to be unreasonably withheld.	87
	Stevedores at discharging port(s) are to be appointed and paid for by Charterers/Receivers*.	88
<b>Bulk Carrier and Wing Spaces</b>	In all cases, stevedores shall be deemed to be the servants of the Owners and shall work under the supervision of the Master.	89
	12. (a) The vessel is warranted to be a self-trimming bulk carrier.*/ <del>non-self-trimming bulk carrier.*</del>	90
	(b) <del>Cargo may be loaded into wing spaces if the cargo can bleed into centerholds. Wing spaces are to be spout trimmed; any further trimming in wing spaces and any additional expenses in discharging are to be for Owners' account, and additional time so used is not to count as laytime or time on demurrage.</del>	91
<b>Overtime</b>	13. (a) Expenses	92
	(i) All overtime expenses at loading and discharging ports shall be for account of the party ordering same.	93
		94
	(ii) If overtime is ordered by port authorities or the party controlling the loading and/or discharging terminal or facility all overtime expenses are to be <del>equally shared between the Owners and Charterers*/Receivers* account</del>	95
		96
	(iii) Overtime expenses for vessel's officers and crew shall always be for Owner's account.	97
	(b) Time Counting	98
	If overtime ordered by Owners be worked during periods excepted from laytime the actual time used shall count; if ordered by Charterers/Receivers, the actual time used shall not count; if ordered by port authorities or the party controlling the loading and/or discharging terminal or facility half the actual time used shall count.	99
<b>Separations</b>	14. Cost of cargo separations, including labor used for laying same, to be for Charterers' account unless required by Owners, in which case all resultant expenses shall be borne by the Owners. Separations ordered by Charterers shall be made to Master's satisfaction (but not exceeding the requirements of the competent authorities).	100
	<del>Separations other than natural to be for Charterer's time/risk/expense.</del>	101
<b>Securing</b>	15. (a) <del>For Owners' account</del>	102
	<del>Any securing required by Master, National Cargo Bureau or Port Warden for safe trim/stowage to be supplied by and paid for by Owners, and time so used not to count as laytime or time on demurrage.</del>	103
	<del>Bleeding of bags, if any, at discharge port(s) to be at Owners' expense, and time actually lost is not to count.</del>	104
		105
	(b) <del>For Charterers' account</del>	106
	<del>Any securing required by Master, National Cargo Bureau or Port Warden for safe trim/stowage to be supplied by and paid for by Charterers, and time so used to count as laytime or time on demurrage.</del>	107
	<del>Bleeding of bags, if any, at discharge port(s) to be at Charterers'/Receivers' expense.</del>	108
<b>Fumigation</b>	(Delete para (a) or (b) as appropriate)	
	16. If after loading has commenced, and at any time thereafter until completion of discharge, the cargo is required to be fumigated in vessel's holds, the Owners are to permit same to take place at Charterers' risk and expense, including necessary expenses for accommodating and victualling vessel's personnel ashore.	109
		110
	The Charterers warrant that the fumigants used will not expose the vessel's personnel to any health hazards whatsoever, and will comply with current IMO regulations.	111
<b>Opening/ Closing Hatches</b>	Time lost to the vessel is to count at the demurrage rate.	112
	17. At each loading and discharging port, cost of first opening and last closing of hatches and removal and replacing of beams, if any, shall be for Owners' account. Cost of all other opening and closing of hatches, removal and replacing of beams shall be for Charterers'/Receivers' account.	113
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	18. (a) Notice of Readiness <i>Refer Main Body</i>	115
	Notification of vessel's readiness to load and discharge at the first or sole loading and discharging port shall be delivered in writing at the office of Charterers/Receivers between 0900 and 1700 on all days except Sundays and holidays, and between 0900 and 1200 on Saturdays. Such notice of readiness shall be delivered when the vessel is in the loading or discharging berth if vacant, failing which from a lay berth or anchorage within limits of the port, or otherwise as provided in Clause 18 (b) hereunder. <i>Following receipt of notice of readiness to load or discharge as above, laytime will commence at 1300 hours if NOR is tendered on/before 1200 hours same day and 0800 hours on the next working day if NOR is tendered after 1200 hours.</i>	116
<b>Time Counting</b>	(b) Waiting for Berth Outside Port Limits	117
	If the vessel is prevented from entering the limits of the loading/discharging port(s) because the first or sole loading/discharging berth or a lay berth or anchorage is not available within the port limits, or on the order of the Charterers/Receivers or any competent official body or authority, and the Master warrants that the vessel is physically ready in all respects to load or discharge, the Master may tender vessel's notice of readiness, by radio if desired, from the usual anchorage outside the limits of the port, whether in free pratique or not, whether customs cleared or not. If after entering the limits of the loading port, vessel fails to pass inspections as per Clause 18 (e) any time so lost shall not count as laytime or time on demurrage from the time vessel fails inspections until she is passed, but if this delay in obtaining said passes exceeds 24 running hours shex all time spent waiting outside the limits of the port shall not count.	118
	(c) Commencement of Laytime	119
	Following receipt of notice of readiness laytime will commence at 0800 on the next day not excepted from laytime. Time (not excepted from laytime) actually used before commencement of laytime shall count.	120
	(d) Subsequent Ports	121
	At second or subsequent port(s) of loading and/or discharging, laytime or time on demurrage shall resume counting from vessel's arrival within the limits of the port or as provided in Clause 18 (b) if applicable.	122
	(e) Inspection	123
	Unless the conditions of Clause 18 (b) apply, at first or sole loading port Master's notice of readiness shall be accompanied by pass of the National Cargo Bureau/Port Warden and Grain Inspector's certificate of vessel's readiness in all compartments to be loaded, for the entire cargo covered by the Charterparty as per Clause 3. <del>In the event that vessel loads in subsequent port(s) and is required to re-pass inspections in these ports, any time lost thereat in securing the required certificates shall not count as laytime or time on demurrage.</del>	124
<b>Laytime</b>	19 (a) Vessel is to be loaded and discharged within — working days of twenty-four (24) consecutive hours each (weather permitting).	125
	Sundays and Holidays excepted.	126
	(b) Vessel is to be loaded <del>within</del> <i>at the average of 5,000 metric tons per weather</i> working days of twenty-four (24) consecutive hours each <del>(weather permitting).</del>	127
	Sundays and Holidays excepted <del>even if used. Time from noon a day preceding a legal/local holiday until 0800 hours the following business day not to count, even if used.</del>	128
	(c) Vessel is to be discharged at the average rate of <i>4,500 metric tons per weather</i> <del>tons of 2,240 lbs.* / 1,000 kilos.*</del> per working day of twenty-four (24) consecutive hours (weather permitting), <i>Saturday noon/Monday AM</i> , Sundays and Holidays excepted <del>even if used on the basis of the Bill of Lading weight. Time from Saturday noon or noon on a day preceding at a legal/local holiday until 0800 hours Monday or 0800 hours on the next working day not to count, even if used.</del>	129
	(Delete para (a), (b) or (c) as appropriate)	130
	(d) Notwithstanding any custom of the port to the contrary, Saturdays shall not count as laytime at loading and discharging port or ports where stevedoring labor and/or <del>grain</del> <i>to this cargo</i> handling facilities are unavailable on Saturdays or available only at overtime and/or premium rates.	131
	In ports where only part of Saturdays is affected by such conditions, as described above, laytime shall count until the expiration of the last straight time period.	132
	Where six or more hours of work are performed at normal rates, Saturday shall count as a full lay day.	133
	(e) In the event that the vessel is waiting for loading or discharging berth, no laytime is to be deducted during such period for reasons of weather unless the vessel occupying the loading or discharging berth in question is actually prevented from working grain due to weather conditions in which case time so lost is not to count.	134
	(f) <i>Laydays shall be non-reversible</i>	135
<b>Demurrage/ Despatch Money</b>	20. Demurrage at loading and/or discharging ports is to be paid at the rate of ..... per day or pro rata for part of a day and shall be paid by Charterers in respect of loading port(s) and by Charterers/Receivers* in respect of discharging port(s). Despatch money to be paid by Owners at half the demurrage rate for all laytime saved at loading and/or discharging ports.	136
	Any time lost for which Charterers/Receivers are responsible, which is not excepted under this Charterparty, shall count as laytime, until same has expired, thence time on demurrage.	137
<b>Shifting</b>	21. (a) Shifting expenses and time	138
	(i) Cost of shifting between loading berths and cost of shifting between discharging berths, including bunker fuel used, to be for Owners* /Charterers*/Receivers* account, time counting.	139
	-	140
	(ii) If vessel is required to shift from one loading or discharging berth to a lay berth or anchorage due to subsequent loading or discharging berth(s) not being available, all such shifting expenses, as defined above shall be for Owners* /Charterers*/Receivers* account, time counting.	141

	(iii) If the vessel shifts from the anchorage or waiting place outside the port limits either directly to the first loading or discharging berth or to a lay berth or anchorage within the port limits the cost of that shifting shall be for Owners' account and time so used shall not count even if vessel is on demurrage.	156 157
	(iv) Cost of shifting from lay berth or anchorage within the port limits to first loading or first discharging berth to be for Owners' account, time counting. <i>Time used not to count as laytime, even if vessel is on demurrage. Warping if required to facilitate loading and/or discharging operations to be for Owners' account. Laytime used in warping to count.</i>	158
	(b) Shifting in and out of the same berth	159
	If vessel is required by Charterers/Receivers* to shift out of the loading berth or the discharging berth and back to the same berth, one berth shall be deemed to have been used, but shifting expenses from and back to the loading or discharging berth so incurred shall be for Charterers/Receivers* account and laytime or time on demurrage shall count.	160 161
<b>Gear and lights</b>	(c) Overtime expenses for vessel's officers and crew shall always be for Owners' account.	162
	22. If required, the Master is to give free use of vessel's cargo gear, including runners, ropes and slings as on board, and power to operate the same.	163
	Vessel's personnel is to operate the gear if permitted to do so by shore regulations, failing which shore operators are to be used.	164
	Such shore operators are to be for Owners' account at loading port(s) if the provisions of Clause 10 (b) apply, otherwise for Charterers' account at loading and Charterers*/Receivers* account at discharging port(s).	165 166
	Time lost on account of breakdowns of vessel's gear essential to the loading or discharging of this cargo is not to count as laytime or time on demurrage, and if Clause 10 (a) applies any stevedore standby time charges incurred thereby shall be for Owners' account.	167 168
<b>Seaworthy Trim</b>	If required, Master shall give free use of the vessel's lighting as on board for night work.	169
	23. If ordered to be loaded or discharged at two or more ports/ <i>berths/anchorage</i> s, the vessel is to be left in seaworthy trim to Master's satisfaction (not exceeding the requirements of the Safety of Life at Sea Convention as applied in the country in which such ports are situated) for the passage between ports at Charterers' expense at loading and at Charterers'/Receivers' expense at discharging ports, and time used for placing vessel in seaworthy trim shall count as laytime or time on demurrage.	170 171
<b>Draft/ Lighterage</b>	24. Owners warrant the vessel's deepest salt water draft shall not exceed <del>feet—</del> inches on completion of loading and <i>10 meters fresh water arrival draft</i> <del>feet—</del> inches on arrival at first or sole discharging port/ <i>anchorage</i> .	172 173 174
	Should the vessel be ordered to discharge at a place in which there is not sufficient water for her to get the first tide after arrival without lightening, and lie always afloat, laytime is to count as per Clause 18 at a safe anchorage for similar vessels bound for such a place and any lighterage expenses incurred to enable her to reach the place of discharge is to be at the expense and risk of the cargo, any custom of the port or place to the contrary notwithstanding, but time occupied in proceeding from the anchorage to the discharging berth is not to count as laytime or time on demurrage.	175 176 177
<b>Car Decks, etc.</b>	Unless loading and/or discharging ports are named in this Charterparty, the responsibility for providing safe port of loading and/or discharging lies with the Charterers/Receivers* provided Owners have complied with the maximum draft limitations in lines 173/174. <i>Lighterage cost for receiver's account.</i>	178 179
	25. It is understood that if this vessel is fitted with car decks, container fittings and/or any other special fittings not connected with the carriage of grain in bulk, any extra expenses incurred in loading and/or discharging as a result of the presence of such car decks, container fittings and/or special fittings are to be for Owners' account. Time so lost shall not count as laytime or time on demurrage.	180 181
<b>Dues and/or Taxes</b>	26.	182 183 184
<b>Seaway Tolls</b>	27. All St. Lawrence Seaway and/or Welland Canal tolls on vessel and/or cargo assessed by Canadian and United States Authorities are to be paid and borne by Owners.	185
<b>Water Pollution Agents</b>	28. Any time lost on account of vessel's non-compliance with Government and/or State and/or Provincial regulations pertaining to water pollution shall not count as laytime or time on demurrage.	186
	29. Owners*/Charterers* are to appoint agents at loading port(s) and Owners*/Charterers* are to appoint agents at discharging port(s). <i>See Clause 49</i>	187
	In all instances, agency fees shall be for Owners' account but are not to exceed customary applicable fees.	188
<b>Strikes, Stoppages, etc.</b>	30. If the cargo cannot be loaded by reason of Riots, Civil Commotions or of a Strike or Lock-out of any class of workmen essential to the loading of the cargo, or by reason of obstructions or stoppages beyond the control of the Charterers caused by Riots, Civil Commotions or a Strike or Lock-out on the Railways or in the Docks or other loading places, or if the cargo cannot be discharged by reason of Riots, Civil Commotions, or of a Strike or Lock-out of any class of workmen essential to the discharge, the time for loading or discharging, as the case may be, shall not count during the continuance of such causes, provided that a Strike or Lock-out of Shippers' and/or Receivers' men shall not prevent demurrage accruing if by the use of reasonable diligence they could have obtained other suitable labor at rates current before the Strike or Lock-out. In case of any delay by reason of the before mentioned causes, no claim for damages or demurrage shall be made by the Charterers/Receivers of the cargo or Owners of the vessel. For the purpose, however, of settling despatch rebate accounts, any time lost by the vessel through any of the above causes shall be counted as time used in loading, or discharging, as the case may be.	189 190 191 192 193 194 195
<b>Ice</b>	31. Loading Port	196
	(a) If the Vessel cannot reach the loading port by reason of ice when she is ready to proceed from her last port, or at any time during the voyage, or on her arrival, or if frost sets in after her arrival, the Master - for fear of the Vessel being frozen in - is at liberty to leave without cargo; in such cases this Charterparty shall be null and void.	197 198

	(b) If during loading, the Master, for fear of Vessel being frozen in, deems it advisable to leave, he has the liberty to do so with what cargo he has on board and to proceed to any other port with option of completing cargo for Owners' own account to any port or ports including the port of discharge. Any part cargo thus loaded under this Charterparty to be forwarded to destination at Vessel's expense against payment of the agreed freight, provided that no extra expenses be thereby caused to the Consignees, freight being paid on quantity delivered (in proportion if lump sum), all other conditions as per Charterparty.	199 200 201 202
	(c) In case of more than one loading port, and if one or more of the ports are closed by ice, the Master or Owners to be at liberty either to load the part cargo at the open port and fill up elsewhere for the Owners' own account as under sub-clause (b) or to declare the Charterparty null and void unless the Charterers agree to load full cargo at the open port.	203 204
	Voyage and Discharging Port	205
	(d) Should ice prevent the Vessel from reaching the port of discharge, the Charterers/Receivers shall have the option of keeping the Vessel waiting until the re-opening of navigation and paying demurrage or of ordering the vessel to a safe and immediately accessible port where she can safely discharge without risk of detention by ice. Such orders to be given within 48 hours after the Owners or Master have given notice to the Charterers/Receivers of impossibility of reaching port of destination.	206 207 208
	(e) If during discharging, the Master, for fear of Vessel being frozen in, deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to the nearest safe and accessible port. Such port to be nominated by Charterers/Receivers as soon as possible, but not later than 24 running hours, Sundays and holidays excluded, of receipt of Owners' request for nomination of a substitute discharging port, failing which the Master will himself choose such port.	209 210 211
	(f) On delivery of the cargo at such port, all conditions of the Bill of Lading shall apply and the Owners shall receive the same freight as if the Vessel had discharged at the original port of destination, except that if the distance to the substitute port exceeds 100 nautical miles the freight on the cargo delivered at that port to be increased in proportion.	212 213
	<i>to be for Charterer's account.</i>	
<b>Extra Insurance</b>	32. Any extra insurance on cargo incurred owing to vessel's age, class, flag or ownership to be for Owners' account up to a maximum of <del>and may be deducted from the freight, in Charterers' option. The Charterers shall furnish evidence of payment supporting such deduction.</del>	214 215
<b>P &amp; I Bunker Clause</b>	33. The vessel shall have the liberty as part of the contract voyage to proceed to any port or ports at which bunker oil is available for the purpose of bunkering at any stage of the voyage whatsoever and whether such ports are on or off the direct and/or customary route or routes between any of the ports of loading or discharge named in this Charterparty and may there take oil bunkers in any quantity in the discretion of Owners even to the full capacity of bunker tanks and deep tanks and any other compartment in which oil can be carried whether such amount is or is not required for the chartered voyage.	216 217 218 219
<b>Deviation</b>	34. Any deviation in saving or attempting to save life or property at sea or any reasonable deviation shall not be deemed to be an infringement or breach of this Charterparty and the Owners shall not be liable for any loss or damage resulting therefrom; provided, however, that if the deviation is for the purpose of loading or unloading cargo or passengers it shall, prima facie, be regarded as unreasonable.	220 221
<b>Lien and Cesser Clause</b>	35. The Owners shall have a lien on the cargo for freight, deadfreight, demurrage, and average contribution due to them under this Charterparty.	222
	Charterers' liability under this Charterparty is to cease on cargo being shipped except for payment of freight, deadfreight, and demurrage at loading, and except for all other matters provided for in this Charterparty where the Charterers' responsibility is specified.	223 224
<b>Exceptions</b>	36. Owners shall be bound before and at the beginning of the voyage to exercise due diligence to make the vessel seaworthy and to have her properly manned, equipped and supplied and neither the vessel nor the Master or Owners shall be or shall be held liable for any loss of or damage or delay to the cargo for causes excepted by the U.S. Carriage of Goods by Sea Act, 1936 or the Canadian Carriage of Goods by Water Act, 1970, or any statutory re-enactment thereof.	225 226 227
	And neither the vessel, her Master or Owners, nor the Charterers or Receivers shall, unless otherwise in this Charterparty expressly provided, be responsible for loss of or damage or delay to or failure to supply, load, discharge or deliver the cargo arising or resulting from: - Act of God, act of war, act of public enemies, pirates or assailing thieves; arrest or restraint of princes, rulers or people; seizure under legal process, provided bond is promptly furnished to release the vessel or cargo; floods; fires; blockades; riots; insurrections; Civil Commotions; earthquakes; explosions. No exception afforded the Charterers or Receivers under this clause shall relieve the Charterers or Receivers of or diminish their obligations for payment of any sums due to the Owners under provisions of this Charterparty.	228 229 230 231
<b>U.S.A. Clause Paramount</b>	37. If the vessel loads in the U.S.A. the U.S.A. Clause Paramount shall be incorporated in all Bills of Lading and shall read as follows:	232
	"This Bill of Lading, shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or any statutory re-enactment thereof, 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 terms shall be void to that extent but no further."	233 234 235
<b>Canadian Clause Paramount</b>	38. If the vessel loads in Canada the Canadian Clause Paramount shall be incorporated in all Bills of Lading and shall read as follows:	236
	"This Bill of Lading, so far as it relates to the carriage of goods by water, shall have effect, subject to the provisions of the Carriage of Goods by Water Act, 1970, Revised Statutes of Canada, Chapter C-15, enacted by the Parliament of the Dominion of Canada, or any statutory re-enactment thereof, 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 the 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."	237 238 239
<b>Both-to-Blame Collision Clause</b>	39. If the liability for any collision in which the vessel is involved while performing this Charterparty falls to be determined in accordance with the laws of the United States of America, the following clause shall apply:	240 241 242
	"If the vessel comes into collision with another vessel as a result of the negligence of the other vessel 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 vessel, the owners of the goods carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so	243 244



	far as such loss or liability represents loss of or damage to or any claim whatsoever of the owners of the said goods, paid or payable by the other or non-carrying vessel or her owners to the owners of the said goods and set off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying vessel or Carrier.	245 246
	The foregoing provisions shall also apply where the Owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect to a collision or contact."	247 248
<b>General Average/ New Jason</b>	The Charterers shall procure that all Bills of Lading issued under this Charterparty shall contain the same clause.	249
	40. General Average shall be adjusted according to the York/Antwerp Rules 1974 /1994 and shall be settled in <i>London and LMAA Rules to apply</i>	250
	Where the adjustment is made in accordance with the law and practice of the United States of America, the following clause shall apply:	251
	"In the event of accident, danger, damage or disaster before or after commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, 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.	252 253 254
	If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels 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."	255 256 257
<b>War risks</b>	The Charterers shall procure that all Bills of Lading issued under this Charterparty shall contain the same clause.	258
	41. 1. <del>The Master shall not be required or bound to sign Bills of Lading for any blockaded port or for any port which the Master or Owners in his or their discretion consider dangerous or impossible to enter or reach.</del>	259 260
	2. (A) <del>If any port of loading or of discharge named in this Charterparty or to which the vessel may properly be ordered pursuant to the terms of the Bills of Lading be blockaded, or</del>	261
	(B) <del>if owing to any war, hostilities, warlike operations, civil war, civil commotions, revolutions, or the operation of international law (a) entry to any such port of loading or of discharge or the loading or discharge of cargo at any such port be considered by the Master or Owners in his or their discretion dangerous or (b) it be considered by the Master or Owners in his or their discretion dangerous or impossible for the vessel to reach any such port of loading or of discharge – the Charterers shall have the right to order the cargo or such part of it as may be affected to be loaded or discharged at any other safe port of loading or of discharge within the range of loading or discharging ports respectively established under the provisions of the Charterparty (provided such other port is not blockaded or that entry thereto or loading or discharge of cargo thereat is not in the Master's or Owners' discretion dangerous or prohibited). If in respect of a port of discharge no orders be received from the Charterers within 48 hours after they or their agents have received from the Owners a request for the nomination of a substitute port, the Owners shall then be at liberty to discharge the cargo at any safe port which they or the Master may in their or his discretion decide on (whether within the range of discharging ports established under the provisions of the Charterparty or not) and such discharge shall be deemed to be due fulfilment of the contract or contracts of affreightment so far as cargo so discharged is concerned. In the event of the cargo being loaded or discharged at any such other port within the respective range of loading or discharging ports established under the provisions of the Charterparty, the Charterparty shall be read in respect of the freight and all other conditions whatsoever as if the voyage performed were that originally designated. In the event, however, that the vessel discharges the cargo at a port outside the range of discharging ports established under the provisions of the Charterparty, freight shall be paid as for the voyage originally designated and all extra expenses involved in reaching the actual port of discharge and/or discharging the cargo thereat shall be paid by the Charterers or Cargo Owners. In this latter event the Owners shall have a lien on the cargo for all such extra expenses.</del>	262 263 264 265 266 267 268 269 270 271 272 273
	3. <del>The vessel shall have liberty to comply with any directions or recommendations as to departure, arrival, routes, ports of call, stoppages, destinations, zones, waters, delivery or in any other wise whatsoever given by the government of the nation under whose flag the vessel sails or any other government or local authority including any de facto government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or authority or by any committee or person having under the terms of the war risks insurance on the vessel the right to give any such directions or recommendations. If by reason of or in compliance with any such directions or recommendations, anything is done or is not done such shall not be deemed a deviation.</del>	274 275 276 277 278
	<del>-</del>	
	If by reason of or in compliance with any such directions or recommendations the vessel does not proceed to the port or ports of discharge originally designated or to which she may have been ordered pursuant to the terms of the Bills of Lading, the vessel may proceed to any safe port of discharge which the Master or Owners in his or their discretion may decide on and there discharge the cargo. Such discharge shall be deemed to be due fulfilment of the contract or contracts of affreightment and the Owners shall be entitled to freight as if discharge has been effected at the port or ports originally designated or to which the vessel may have been ordered pursuant to the terms of the Bills of Lading. All extra expenses involved in reaching and discharging the cargo at any such other port of discharge shall be paid by the Charterers and/or Cargo Owners and the Owners shall have a lien on the cargo for freight and all such expenses.	279 280 281 282 283
<b>Address Commission Brokerage Commission</b>	42. An address commission of ..... % on gross freight, deadfreight and demurrage is due to Charterers at time freight and/or demurrage is paid, vessel lost or not lost, Charterers having the right to deduct such commission from payment of freight and/or demurrage.	284 285
	43. A brokerage commission of ..... % on gross freight, deadfreight, and demurrage is payable by Owners to .....	286
	<del>-</del>	287
	<del>at time of receiving freight payment and/or demurrage payments(s), vessel lost or not lost.</del>	288
<b>Assignment</b>	44. Charterers have the privilege of transferring/assigning/reletting all or part of this Charterparty to others (guaranteeing to the Owners the due fulfilment of this Charterparty).	289

Arbitration	45. (a) New York. All disputes arising out of this contract shall be arbitrated at New York in the following manner, and be subject to U.S. Law:	290
	One Arbitrator is to be appointed by each of the parties hereto and a third by the two so chosen. Their decision or that of any two of them shall be final, and for the purpose of enforcing any award, this	291
	agreement may be made a rule of the court. The Arbitrators shall be commercial men, conversant with shipping matters. Such Arbitration is to be conducted in accordance with the rules of the Society	292
	of Maritime Arbitrators Inc.	293
	-	
	For disputes where the total amount claimed by either party does not exceed U.S. \$ —** the arbitration shall be conducted in accordance with the	294
	Shortened Arbitration Procedure of the Society of Maritime Arbitrators Inc.	295
	(b) London. All disputes arising out of this contract shall be arbitrated at London and, unless the parties agree forthwith on a single Arbitrator, be referred to the final arbitrament of two	296
	Arbitrators carrying on business in London who shall be members of the Baltic Mercantile & Shipping Exchange and engaged in the Shipping and/or Grain Trades, one to be appointed by each of the	297
	parties, with power to such Arbitrators to appoint an Umpire. No award shall be questioned or invalidated on the ground that any of the Arbitrators is not qualified as above, unless objection to his	298
	action be taken before the award is made. Any dispute arising hereunder shall be governed by English Law.	299
	For disputes where the total amount claimed by either party does not exceed U.S. \$ —** the arbitration shall be conducted in accordance with the	300
	Small Claims Procedure of the London Maritime Arbitrators Association.	301
	(Delete para (a) or (b) as appropriate)	

\*\* Where no figure is supplied in the blank space this provision only shall be void but the other provisions of this clause shall have full force and remain in effect.

*Additional Clause 46-80 both inclusive as attached, are deemed to be incorporated in this Charter Party.*



## **ADDITIONAL CLAUSES**

### **Clause 46.**

Charterers shall be discharged and released from all liability in respect of any claim or claims which Owners may have under this Charter Party ~~and such claim shall be totally extinguished~~, unless such claims have been notified in detail to Charterers in writing accompanied by all available supporting documents (whether relating to liability or quantum or both) within 6 (six) months from completion of discharge of the appropriate cargo under this Charter Party.

### **Clause 47.**

Owners guarantee that vessel has not entered any Cuban port or place after January 1 st, 1962 nor will enter any such port or place prior to completion of loading under this Charter Party.

### **Clause 48. - Vessel's description**

.....

### **Clause 49.**

If required and accepted by the Master for the safety of the vessel and/or place/berth whilst moored at loading place(s), vessel to hire sufficient standby tugs and assistance, which to be for Charterers' account.

### **Clause 50.**

Tally men at discharge port, if required, to be for Charterers'/Receivers' account.

### **Clause 51.**

Owners to appoint vessel's agents as nominated by Charterers at loading and discharging port. Owners always paying customary disbursement account.

### **Clause 52.**

At loading/discharging port(s) any taxes/dues/wharfage on cargo to be for Charterers' account and any taxes/due/wharfage on vessel and/or freight to be for Owner's account.

### **Clause 53.**

Cargo to be loaded in vessel's clear/unobstructed mainholds only, being clean suitable and available for the intended cargo and fully suitable for grab discharge.

### **Clause 54. - Gypsy Moth Clause**

Owners guarantee the vessel is free of any Asian Gypsy Moth eggs or larvae or any form of Gypsy Moth life. Should vessel to be found to have the same after tendering NOR, the NOR to be considered invalid. NOR to be re-tendered after vessel is cleared by authorities. Time not to count from the moment of the discovery of Gypsy Moth until vessel re-tenders NOR and vessel is cleared by govern authorities.

If vessel fails "Asian Gypsy Moth" inspection at loading port, owners to be responsible for any direct expenses incurred at loading port.

**Clause 55.**

The Master and crew to collaborate in all quay/pier movements necessary to accommodate shore loading/discharging equipment in the respective holds, spaces, but any time used to count.

**Clause 56.**

~~Owners guarantee that vessel is suitable for discharge by grabs of normal size.~~

**Clause 57. - Fumigation**

Owners confirm and warrant that vessel and her appliances are fitted a/o suitable in all respect for fumigation on board a/o en route. After completion of loading, Charterers have the right to fumigate the cargo at charterers' account and time. Fumigation costs including reasonable crew meals, transportation and accommodation on shore to be for charterers' account, if the crew is required by the fumigation officer(s) and/or port authority to leave the vessel during fumigation. If required by charterer a/o recommended by fumigant company, Master is allowed, at his discretion and weather permitting, to open hatches during sea passage and dispel fumigant prior to arrival at the first or sole discharge port.

**Clause 58.**

A sailing telegram or email to be sent by the Master to Elbhandel Singapore on vessel leaving loading port, giving Ship's name, call letters, sailing date and port, exact quantity of cargo loaded and ETA at discharge port.

**Clause 59.**

The cargo to be loaded as per mainbody clause 19(b)

The cargo to be discharged as per mainbody clause 19(c)

Notification of the vessel's readiness to load and/or discharge at the first or sole loading or first discharging port must be delivered at the office of Charterers/Receivers or their Agents, at or before 4 p.m. on any normal business day for at or before 12 noon, if on Saturday, unless Saturday is a holiday, vessel also have been entered at the Custom House, accompanied at load port(s) by:

In United States Port:-

- i) Certificate of readiness for all Cargo Compartments issued by the National Cargo Bureau, Inc: See Rider Clause 58
- ii) Certificate that all Cargo Compartments are free of insect infestation, and objectionable odours issued by a Grain Inspector holding a license issued by the U.S Department of Inspector holding a license issued by the U.S Grain Standards Act, or other official body customarily issuing such certificate; and also confirmation, in Master's Notice of Readiness that vessel's gear certificate as required by the U.S Department of Labour, or any similar authority, where applicable, is in order; and the laydays at loading/discharging port will then commence at 8 a.m. on the next business day, whether in berth or not.

At second and subsequent ports of loading and/or discharge, if used, time to count from vessel's arrival whether in berth or not.

**Clause 60.**

Vessel to be geared/gearless self-trimming single deck bulk carrier.

Owners guarantee that vessel is fully P and I covered and her P and I club is member of the international group of P and I clubs and Owners guarantee vessel's class is a member of IACS and will remain so throughout the duration of this Charter Party.

Owners guarantee vessel is fully fitted for loading for grain according to SOLAS regulations.

Owners guarantee vessel holding valid Certificate of Financial Responsibility and International Tonnage Certificate during the entire Charter Party period.

Owners warrant vessel is in all respects eligible for trading to ports, places or countries specified in this Charter Party and that at all necessary times the vessel and/or Owners shall have valid certificates, records and other documents required for such trade.

All documents/certificates to be valid/kept onboard by Owners including compliance with ISM regulations carrying an accredited SMS/ISM certificate issued by an international recognized classification society.

#### **Clause 61.**

95 percent freight to be paid within 3 banking days after signing/releasing Bill of Lading marked "Freight payable as per Charter Party". In case marked "Freight Prepaid Bills of Lading are required," same to be issued and released upon receipt of Charterers confirmation that 95 percent freight less commission has been irrevocably remitted to Owners' nominated bank account. Balance freight to be settled/paid within 30 days after completion of discharging.

Freight rate: As per CP mainbody clause 8

#### **Clause 62.**

No option for intermediate cargo.

#### **Clause 63.**

If original Bills of Lading cannot be presented at the discharging port upon vessel's arrival, Master to discharge the entire cargo against Charterers' single Letter of Indemnity in Owners' P and I Club standard form.

#### **Clause 64. - P and I Clause**

All disputed from time to time arising out of the contract, shall unless the parties agree forthwith on a single arbitrator, be referred to the final Arbitrament of two Arbitrators carrying on business in London who shall be engaged in the shipping trade and be L.M.A.A members, one to be appointed by each of the parties, with power to such Arbitrators to appoint a third Arbitrator. Any Charter Party dispute must be made in writing and the Arbitrator must be appointed within 12 (twelve) months after the final discharge and where this provision is not complied with the dispute shall be extinguished and cease to exist. No award shall be questioned or invalidated on the ground that any of the Arbitrators is not qualified as above, unless objection to his acting be taken before the award is made. The Charter Party to be construed in accordance with English Law and L.M.A.A rules to apply.

#### **Clause 65.**

The Master is to sign Bills of Lading as presented on shore figure/weight bridge without prejudice to the terms, conditions and exceptions of this Charter Party, If the Master elects to delegate the signing of Bills of Lading to his agents, he shall give them such power of attorney in writing of agents standard form of authorization a copy of which is to be furnished to Charterers.

Charterers have the option to issue second set/switch/split Bills of Lading showing a different destination in Singapore against an Letter of Indemnity in Owners' Standard P and I Club wording together with freight payment bank slip, provide Head Owners allow same.

First set Bills of Lading to be returned to Owners once same are available in exchange of the Letter of Indemnity. However Charterers warrant that the collection of first set Bills of Lading to be done prior to vessel's arrival at first or sole discharging port.

Charterers are to fax a draft copy of second set/switch/split Bills of Lading for Owners confirmation prior releasing same. All cost to be for Charterers' account.

Should original Bills of Lading not be at discharge port upon vessel's arrival, Master to discharge the entire cargo against Charterers single Letter of Indemnity or in Charterers' option, Receivers bank guarantee in Owners P and I Club format.

**Clause 66.**

Clean Mate's receipts to be signed for each parcel of cargo when on board and Master to sign Bills of lading accordance therewith as requested by Charterers'/Shippers or their Agents. Master to reject any cargo that would involve the clausing to replace of Mate's receipts and/or Bills of Lading. Any time required to replace unsound cargo to be for Charterer's time/risk/expense.

**Clause 67.**

Any boycott of vessel due to vessel's flag/ex-flag and/or class and/or Ownership/ex-Ownership to be at Owners' time/risk/expenses for the duration of this Charter Party.

**Clause 68.**

Owners guarantee that the minimum terms and conditions of employment of the crew of the above vessel are now, or will be prior to presentation for loading, covered by an ITF agreement or a Bona Fide Trade Union agreement acceptable to the ITF, and will remain so for the duration of this Charter Party.

**Clause 69.**

Owners warrant that the vessel is entered and will remain fully covered for the duration of this Charter Party by first class P&I Club(s) and first class Hull and Machinery Insurer(s) Owners warrant that all vessel's certificates required by National/International Law are valid and will remain valid for the duration of this Charter Party dated .....

**Clause 70.**

Owners warrant that the vessel is able to safely sail between loading and discharging berths/anchorage/ports with empty and/or slack holds as per vessel's approved grain loading booklet, without requiring any bagging/strapping/securing, vessel being left in seaworthy trim as per Clause of Norgain 1973 Charter party. If any bagging/strapping/security required, same to be for Owners' account.

Owners warrant no bagging and/or strapping and/or securing required.

**Clause 71.**

Owners guarantee that the vessel at all times has onboard valid deadweight and capacity plans including calibration and trim tables. Owners guarantee vessel is suitable for grab discharge.

**Clause 72.**

Owners warrant that they did not bareboat charter this vessel.

**Clause 73. - Shifting between Load/Discharging Berths/Places**

Cost: Shifting cost including bunker fuel used to be for Owners' account.

Time : Laytime used in shifting at load to count as laytime

Laytime used in shifting between anchorages at discharge not to count as laytime.

Any additional shifting to be for Charterers' time and account.

**Clause 74.**

Vessel not to arrive at the discharging port/anchorage with a draft exceeding 10m FWAD.

**Clause 75.**

Separations other than natural to be for Charterers' time/risk/expense. In case two grades and cargo to be separated by vessel's holds, vessel to be left in seaworthy condition and any reduced intake as a result of separation to be for Charterers' account.

**Clause 76.**

Owners to satisfy themselves of any restriction at load-/disport.

**Clause 77.**

Claims for stevedore damage, if any, to be settled directly between stevedores and Owners. In case Owners/Master are not able to settle their claim with stevedores in due time, then Charterers to assist Owners best possible in settlement of such a claim.

**Clause 78. - USDA/NCS Clause**

Owners guarantee that vessel is free from Asian Gypsy moth and never called C.I.S. Pacific ports for last three years otherwise Owners to be responsible for any consequences caused therefrom. Furthermore, Owners guarantee that vessel meets all National Cargo Bureau/United States Department of Agriculture Plant Protection and Quarantine office regulations.

**Clause 79. - Superficial Inspection**

Charterers to have the option of holding a superficial inspection prior to delivery and also at any time of this Charter, Owners and Master giving every facility and assistance to carry this out but always do not interfere with vessel's operation.

**Clause 80. - BIMCO ISPS/MTSA Clause for Voyage Charter Parties 2005**

(a) (i) The Owners shall comply with the requirements of the International Code for the Security of Ships and of Port Facilities and the relevant amendments to Chapter XI of SOLAS (ISPS Code) relating to the Vessel and "the Company" (as defined by the ISPS Code). If trading to or from the United States or passing through United States waters, the Owners shall also comply with the requirements of the US Maritime Transportation Security Act 2002 (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 (or the Interim International Ship Security Certificate) and the full style contact details of the Company Security Office (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.

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

(c) Provided that the delay is not caused by the Owners' failure to comply with their obligations under the ISPS Code/MTSA, the following shall apply:

(i) Notwithstanding anything on the contrary provided in this Charter Party, the Vessel shall be entitled to tender Notice of Readiness even if not cleared due to applicable security regulations or measures imposed by a port facility or any relevant authority under the ISPS Code/MTSA.

(ii) Any delay resulting from measures imposed by a port facility or by any relevant authority under the ISPS Code/MTSA shall count as laytime or time on demurrage, unless such measures result solely from the negligence of the Owners, Master or crew or the previous trading of the Vessel, the nationality of the crew or the identity of the Owners' managers.

(d) Notwithstanding anything due to the contrary provided in this Charter Party, any costs or expenses whatsoever solely 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 Charterer's 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 or the identity of the Owners' managers. All measures required by the Owners to comply with the Ship Security Plan shall be for the Owners' account.

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

Footnote : This Clause replaces previously published ISPS Clause for Voyage Charter Parties AND the US Security Clause for Voyage Charter Parties, both of which are now officially withdrawn.