

Time Charter

GOVERNMENT FORM

Approved by the New York Produce Exchange

November 6 th, 1913 - Amended October 20th, 1921; August 6th, 1931; October 3rd 1946

1 **This Charter Party**, made and concluded in *Geneva* day of 19

2 Between,

3 Owners of the good Steamship/Motorship of

4 of tons gross register, and tons net register, having engines of indicated horse power

5 and with hull, machinery and equipment in a thoroughly efficient state, and classed

6 at of about cubic feet bale capacity, and about tons of 2240 lbs.

7 deadweight capacity (cargo and bunkers, including fresh water and stores not exceeding one and one-half percent of ship's deadweight capacity,

8 allowing a minimum of fifty tons) on a draft of feet inches on Summer freeboard, inclusive of permanent bunkers,

9 which are of the capacity of about tons of fuel, and capable of steaming, fully laden, under good weather

10 conditions about knots on a consumption of about tons of best Welsh coal - best grade fuel oil - best grade Diesel oil,

11 now

12 and Charterers of the City of

13 **Witnesseth**, That the said Owners agree to let, and the said Charterers agree to hire the said vessel, from the time of delivery, for

14 about

15within below mentioned trading limits.

16 Charterers to have liberty to sublet the vessel for all or any part of the time covered by this Charter, but Charterers remaining responsible for

17 the fulfillment of this Charter Party.

18 Vessel to be placed at the disposal of the Charterers, at

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20 in such dock or at such wharf or place (where she may safely lie, always afloat, at all times of tide, except as otherwise provided in clause No. 6), as

21 the Charterers may direct. If such dock, wharf or place be not available time to count as provided for in clause No. 5. Vessel on her delivery to be

22 ready to receive cargo with clean-swept holds and tight, staunch, strong and in every way fitted for the service, having water ballast, winches and

23 donkey boiler with sufficient steam power, or if not equipped with donkey boiler, then other power sufficient to run all the winches at one and the same

24 time (and with full complement of officers, seamen, engineers and firemen for a vessel of her tonnage), to be employed, in carrying lawful merchan-

25 dise, including petroleum or its products, in proper containers, excluding

26 (vessel is not to be employed in the carriage of Live Stock, but Charterers are to have the privilege of shipping a small number on deck at their risk,

27 all necessary fittings and other requirements to be for account of Charterers), in such lawful trades, between safe port and/or ports in British North

28 America, and/or United States of America, and/or West Indies, and/or Central America, and/or Caribbean Sea, and/or Gulf of Mexico, and/or

29 Mexico, and/or South America and/or Europe

30 and/or Africa, and/or Asia, and/or Australia, and/or Tasmania, and/or New Zealand, but excluding Magdalena River, River St. Lawrence between

31 October 31st and May 15th, Hudson Bay and all unsafe ports; also excluding, when out of season, White Sea, Black Sea and the Baltic,

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35 as the Charterers or their Agents shall direct, on the following conditions:

36 1. That the Owners shall provide and pay for all provisions, wages and consular shipping and discharging fees of the Crew; shall pay for the

37 insurance of the vessel, also for all the cabin, deck, engine-room and other necessary stores, including boiler water and maintain her class and keep

38 the vessel in a thoroughly efficient state in hull, machinery and equipment for and during the service.

39 2. That the Charterers shall provide and pay for all the fuel except as otherwise agreed, Port Charges, Pilotages, Agencies, Commissions,

40 Consular Charges (except those pertaining to the Crew), and all other usual expenses except those before stated, but when the vessel puts into

41 a port for causes for which vessel is responsible, then all such charges incurred shall be paid by the Owners. Fumigations ordered because of

42 illness of the crew to be for Owners account. Fumigations ordered because of cargoes carried or ports visited while vessel is employed under this

43 charter to be for Charterers account. All other fumigations to be for Charterers account after vessel has been on charter for a continuous period

44 of six months or more.

45 Charterers are to provide necessary dunnage and shifting boards, also any extra fittings requisite for a special trade or unusual cargo, but

46 Owners to allow them the use of any dunnage and shifting boards already aboard vessel. Charterers to have the privilege of using shifting boards

47 for dunnage, they making good any damage thereto.

48 3. That the Charterers, at the port of delivery, and the Owners, at the port of re-delivery, shall take over and pay for all fuel remaining on

49 board the vessel at the current prices in the respective ports, the vessel to be delivered with not less than tons and not more than

50 tons and to be re-delivered with not less than tons and not more than tons.

51 4. That the Charterers shall pay for the use and hire of the said Vessel at the rate of

52 United States Currency per ton on vessel's total deadweight carrying capacity, including bunkers and

53 stores, on summer freeboard, per Calendar Month, commencing on and from the day of her delivery, as aforesaid, and at

54 and after the same rate for any part of a month; hire to continue until the hour of the day of her re-delivery in like good order and condition, ordinary

55 wear and tear excepted, to the Owners (unless lost) at

56 unless otherwise mutually agreed. Charterers are to give Owners not less than days

57 notice of vessels expected date of re-delivery, and probable port.

58 5. Payment of said hire to be made in New York in cash in United States Currency, semi-monthly in advance, and for the last half month or

59 part of same the approximate amount of hire, and should same not cover the actual time, hire is to be paid for the balance day by day, as it becomes

60 due, if so required by Owners, unless bank guarantee or deposit is made by the Charterers, otherwise failing the punctual and regular payment of the

61 hire, or bank guarantee, or on any breach of this Charter Party, the Owners shall be at liberty to withdraw the vessel from the service of the Char-

62 terers, without prejudice to any claim they (the Owners) may otherwise have on the Charterers. Time to count from 7 a.m. on the working day

63 following that on which written notice of readiness has been given to Charterers or their Agents before 4 p.m., but if required by Charterers, they

64 to have the privilege of using vessel at once, such time used to count as hire.

65 Cash for vessel's ordinary disbursements at any port may be advanced as required by the Captain, by the Charterers or their Agents, subject
66 to 2 1/2% commission and such advances shall be deducted from the hire. The Charterers, however, shall in no way be responsible for the application
67 of such advances.

68 6. That the cargo or cargoes be laden and/or discharged in any dock or at any wharf or place that Charterers or their Agents may
69 direct, provided the vessel can safely lie always afloat at any time of tide, except at such places where it is customary for similar size vessels to safely
70 lie aground.

71 7. That the whole reach of the Vessel's Hold, Decks, and usual places of loading (not more than she can reasonably stow and carry), also
72 accommodations for Supercargo, if carried, shall be at the Charterers' disposal, reserving only proper and sufficient space for Ship's officers, crew,
73 tackle, apparel, furniture, provisions, stores and fuel. Charterers have the privilege of passengers as far as accommodations allow, Charterers
74 paying Owners per day per passenger for accommodations and meals. However, it is agreed that in case any fines or extra expenses are
75 incurred in the consequences of the carriage of passengers, Charterers are to bear such risk and expense.

76 8. That the Captain shall prosecute his voyages with the utmost despatch, and shall render all customary assistance with ship's crew and
77 boats. The Captain (although appointed by the Owners), shall be under the orders and directions of the Charterers as regards employment and
78 agency; and Charterers are to load, stow, and trim the cargo at their expense under the supervision of the Captain, who is to sign Bills of Lading for
79 cargo as presented, in conformity with Mate's or Tally Clerk's receipts.

80 9. That if the Charterers shall have reason to be dissatisfied with the conduct of the Captain, Officers, or Engineers, the Owners shall on
81 receiving particulars of the complaint, investigate the same, and, if necessary, make a change in the appointments.

82 10. That the Charterers shall have permission to appoint a Supercargo, who shall accompany the vessel and see that voyages are prosecuted
83 with the utmost despatch. He is to be furnished with free accommodation, and same fare as provided for Captain's table, Charterers paying at the
84 rate of \$1.00 per day. Owners to victual Pilots and Customs Officers, and also, when authorized by Charterers or their Agents, to victual Tally
85 Clerks, Stevedore's Foreman, etc., Charterers paying at the current rate per meal, for all such victualling.

86 11. That the Charterers shall furnish the Captain from time to time with all requisite instructions and sailing directions, in writing, and the
87 Captain shall keep a full and correct Log of the voyage or voyages, which are to be patent to the Charterers or their Agents, and furnish the Char-
88 terers, their Agents or Supercargo, when required, with a true copy of daily Logs, showing the course of the vessel and distance run and the con-
89 sumption of fuel.

90 12. That the Captain shall use diligence in caring for the ventilation of the cargo.

91 13. That the Charterers shall have the option of continuing this charter for a further period of
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93 on giving written notice thereof to the Owners or their Agents days previous to the expiration of the first-named term, or any declared option.

94 14. That if required by Charterers, time not to commence before and should vessel
95 not have given written notice of readiness on or before but not later than 4 p.m. Charterers or
96 their Agents to have the option of cancelling this Charter at any time not later than the day of vessel's readiness.

97 15. That in the event of the loss of time from deficiency of men or stores, fire, breakdown or damages to hull, machinery or equipment,
98 grounding, detention by average accidents to ship or cargo, drydocking for the purpose of examination or painting bottom, or by any other cause
99 preventing the full working of the vessel, the payment of hire shall cease for the time thereby lost; and if upon the voyage the speed be reduced by
100 defect in or breakdown of any part of her hull, machinery or equipment, the time so lost, and the cost of any extra fuel consumed in consequence
101 thereof, and all extra expenses shall be deducted from the hire.

102 16. That 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
103 returned to the Charterers at once. The act of God, enemies, fire, restraint of Princes, Rulers and People, and all dangers and accidents of the Seas,
104 Rivers, Machinery, Boilers and Steam Navigation, and errors of Navigation throughout this Charter Party, always mutually excepted.

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

107 17. That should any dispute arise between Owners and the Charterers, the matter in dispute shall be referred to three persons at New York,
108 one to be appointed by each of the parties hereto, and the third by the two so chosen; their decision or that of any two of them, shall be final, and for
109 the purpose of enforcing any award, this agreement may be made a rule of the Court. The Arbitrators shall be commercial men.

110 18. That the Owners shall have a lien upon all cargoes, and all sub-freights for any amounts due under this Charter, including General Aver-
111 age contributions, and the Charterers to have a lien on the Ship for all monies paid in advance and not earned, and any overpaid hire or excess
112 deposit to be returned at once. Charterers will not suffer, nor permit to be continued, any lien or encumbrance incurred by them or their agents, which
113 might have priority over the title and interest of the owners in the vessel.

114 19. That all derelicts and salvage shall be for Owners' and Charterers' equal benefit after deducting Owners' and Charterers' expenses and
115 Crew's proportion. General Average shall be adjusted, stated and settled, according to Rules 1 to 15, inclusive, 17 to 22, inclusive, and Rule F of
116 York-Antwerp Rules 1924, at such port or place in the United States as may be selected by the carrier, and as to matters not provided for by these
117 Rules, according to the laws and usages at the port of New York. In such adjustment disbursements in foreign currencies shall be exchanged into
118 United States money at the rate prevailing on the dates made and allowances for damage to cargo claimed in foreign currency shall be converted at
119 the rate prevailing on the last day of discharge at the port or place of final discharge of such damaged cargo from the ship. Average agreement or
120 bond and such additional security, as may be required by the carrier, must be furnished before delivery of the goods. Such cash deposit as the carrier
121 or his agents may deem sufficient as additional security for the contribution of the goods and for any salvage and special charges thereon, shall, if
122 required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery. Such deposit shall, at the option of the
123 carrier, be payable in United States money and be remitted to the adjuster. When so remitted the deposit shall be held in a special account at the
124 place of adjustment in the name of the adjuster pending settlement of the General Average and refunds or credit balances, if any, shall be paid in
125 United States money.

126 In the event of accident, danger, damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever,
127 whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract, or otherwise, the
128 goods, the shipper and the consignee, jointly and severally, shall contribute with the carrier in general average to the payment of any sacrifices,
129 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
130 goods. If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully and in the same manner as if such salving ship or
131 ships belonged to strangers.

132 Provisions as to General Average in accordance with the above are to be included in all bills of lading issued hereunder.

133 20. Fuel used by the vessel while off hire, also for cooking, condensing water, or for grates and stoves to be agreed to as to quantity, and the
134 cost of replacing same, to be allowed by Owners.

135 21. That as the vessel may be from time to time employed in tropical waters during the term of this Charter, Vessel is to be docked at a
136 convenient place, bottom cleaned and painted whenever Charterers and Captain think necessary, at least once in every six months, reckoning from
137 time of last painting, and payment of the hire to be suspended until she is again in proper state for the service.
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140 22. Owners shall maintain the gear of the ship as fitted, providing gear (for all derricks) capable of handling lifts up to three tons, also
141 providing ropes, falls, slings and blocks. If vessel is fitted with derricks capable of handling heavier lifts, Owners are to provide necessary gear for
142 same, otherwise equipment and gear for heavier lifts shall be for Charterers' account. Owners also to provide on the vessel lanterns and oil for
143 night work, and vessel to give use of electric light when so fitted, but any additional lights over those on board to be at Charterers' expense. The
144 Charterers to have the use of any gear on board the vessel.
145 23. Vessel to work night and day, if required by Charterers, and all winches to be at Charterers' disposal during loading and discharging;
146 steamer to provide one winchman per hatch to work winches day and night, as required, Charterers agreeing to pay officers, engineers, winchmen,
147 deck hands and donkeymen for overtime work done in accordance with the working hours and rates stated in the ship's articles. If the rules of the
148 port, or labor unions, prevent crew from driving winches, shore Winchmen to be paid by Charterers. In the event of a disabled winch or winches, or
149 insufficient power to operate winches, Owners to pay for shore engine, or engines, in lieu thereof, if required, and pay any loss of time occasioned
150 thereby.
151 24. It is also mutually agreed that this Charter is subject to all the terms and provisions of and all the exemptions from liability contained
152 in the Act of Congress of the United States approved on the 13th day of February, 1893, and entitled "An Act relating to Navigation of Vessels;
153 etc.," in respect of all cargo shipped under this charter to or from the United States of America. It is further subject to the following clauses, both
154 of which are to be included in all bills of lading issued hereunder:
155U.S.A. Clause Paramount
156 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
157 16, 1936, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of
158 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
159 be repugnant to said Act to any extent, such term shall be void to that extent, but no further.
160Both-to-Blame Collision Clause
161 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
162 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
163 hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss
164 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-
165 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
166 owners as part of their claim against the carrying ship or carrier.
167 25. The vessel shall not be required to enter any ice-bound port, or any port where lights or light-ships have been or are about to be with-
168 drawn by reason of ice, or where there is risk that in the ordinary course of things the vessel will not be able on account of ice to safely enter the
169 port or to get out after having completed loading or discharging.
170 26. Nothing herein stated is to be construed as a demise of the vessel to the Time Charterers. The owners to remain responsible for the
171 navigation of the vessel, insurance, crew, and all other matters, same as when trading for their own account.
172 27. A commission of 2 1/2 per cent is payable by the Vessel and Owners to
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174 on hire earned and paid under this Charter, and also upon any continuation or extension of this Charter.
175 28. An address commission of 2 1/2 per cent payable to on the hire earned and paid under this Charter.

THE OWNERS:

THE CHARTERERS:

ADDITIONAL CLAUSES

PART II - Charter Party Contracts

Charter party contracts for the delivery of Coal shall be of a form approved by one of the following maritime associations:

The Federation of the National Association of Ship Brokers & Agents (FONASBA), London;

Baltic and International maritime Conference (BIMCO), Copenhagen;

Comité Maritime International (CMI), Antwerp;

General Council of British Shipping (GCBS), London; or

Such other form agreed to by Charterers and the Owner. Such contracts shall include at a minimum the following provisions:

A. DISCHARGING CONDITIONS

A1. All cargoes of Coal are to be discharged by Charterers at the port of Jorf Lasfar, Pier No. 3 (arrival draft not to exceed 12.5 meters salt water) at the average rate of 22,000 Tonnes per Weather Working Day of twenty-four (24) consecutive hours seven (7) days over seven (7) days.

A2. Laytime (in days or fractions thereof) shall be calculated by dividing Net Cargo Weight by the average rate of discharge set forth in paragraph A1 above.

A3. Laytime shall commence twelve (12) hours after NOR is tendered and accepted as per paragraph B1, unless unloading is sooner commenced in which case actual time used shall count, provided, however, that if such vessel tenders NOR at a time that is earlier than the ETAJl contemplated in Part 1 of this Attachment Three, Laytime shall not commence for such vessel until after such ETAJl or as Charterers may otherwise agree.

B. NOTICE OF READINESS (NOR) CONDITIONS and VESSEL SHIFTING

B1. The Master may tender his Notice of Readiness (NOR) at any time day or night, after the vessel has arrived to within the port limits, provided the vessel is in Free Pratique, customs cleared and is in all respects ready to discharge coal, whether in berth or not.

In the event of congestion or for reasons that owner/vessel/master are not responsible, Master may tender his NOR at the customary waiting anchorage/berth (provided he is unable to enter within the ports limits), whether in Free Pratique or not, whether custom cleared or not and time to count as Turn Time or Lay Time. If, however, immediately on berthing/anchoring, the vessel is found not to be ready in all respects to discharge the cargo (including being in Free Pratique/customs cleared), then actual time lost is not to count as Turn Time, Laytime or time on Demurrage.

NOR to be tendered in writing (fax/telex/cable) to Charterers.

B2. Time used in shifting from the place of tendering and/or waiting to the discharge berth is not to count as Laytime or time on Demurrage.

B3. Laytime and Demurrage shall stop counting on completion of discharging cargo. Completion of discharge means when bull dozers/front end loaders have been removed from the holds and it has been jointly agreed by Charterers and a representative of the vessel by way of a signed "Time Sheet" ("Statement of Fact").

B4. The vessel shall move along the berth as required by Charterers in coordination with the Master for the purpose of making any hatches available to the discharging appliances at berth. Laytime and time on Demurrage shall not to be interrupted while the vessel is moving along berth.

B5. Costs on board the vessel, wages, and officers' and crew's overtime shall be for the vessel owner's account. The costs of any necessary outside services shall be for the account of the Owner or its maritime agent, as applicable.

B6. The vessel shall depart the discharging berth no later than one (1) hour after completion of discharge. Any costs incurred (including but not limited to Demurrage), indirectly or directly, as a result of any failure to depart the discharging berth one (1) hour, for any reason, shall be for the vessel owner's account.

C. LAYTIME-DEMURRAGE

C1. Laytime shall commence in accordance with paragraph A3.

C2. In addition to the provisions in Section B of this Part II of Attachment Three, time shall not count against Laytime or for Demurrage, when spent or lost for the following:

a) Time lost through lack of vessel's power, breakdown or inefficiency of equipment or any neglect or fault of the vessel (including failure to have all necessary gas-free/other certificates on board and in order), its owners, Master and crew or their agents, affecting the discharging operation shall not count as Laytime or time on Demurrage; any documented stevedore or material handling standby charges resulting there from to be for Owner's account. Any time lost due to vessel taking on ballast, or deballasting, is not to count as Laytime or time on Demurrage;

b) loss of time arising from repairing damage caused by the vessel;

c) due to time used for carrying out draft surveys in accordance with the provisions of Section 1.5 of Attachment Five, clearing customs documents or for opening/closing of hatches prior to and after discharging cargo and as may be required to protect the cargo from rain; or

d) as a result of strike, lockout, stoppage or restraint of labor by the Master, officer or crew of the vessel.

C3. Any time lost arising out of any of the following causes shall not be computed as part of laytime unless the vessel is already on Demurrage:

a) time lost for weather stoppages (including swell or surf as declared by the harbor master or the Master of the vessel) or any other cause beyond Charterers' control which prevents or delays discharge; or

b) an event of Force Majeure.

D. DEMMURAGE/DESPATCH RATES

D1. For purposes of this Part II of Attachment Three, the Demurrage rate with respect to any vessel unloaded by Charterers hereunder shall be the rate specified in the relevant coal supply or charter party contracts between the charterer thereof and the vessel owner.

D2. For the purposes of this Part II of Attachment Three, the Despatch rate with respect to any vessel unloaded by Charterers hereunder shall be the rate specified in the relevant coal supply or charter party contracts between the charterer thereof and the vessel owner; provided, however, that the Despatch rate shall be 50% of the Demurrage rate.

E. OBLIGATIONS OF VESSELS

E1. Vessels shall comply with all rules of the Port of Jorf Lasfar. As of the date of this Attachment Three, the Port of Jorf Lasfar restricts vessels arriving at Quay No. 3 to 250 meters LOA, 12,5 meters Salt Water Draft and 40 meter beam. Quay No. 3 restricts the height of hatch coaming above water line to 15 meters.

E2. Vessels shall be designed for the carriage of coal, grab discharge, and mobile equipment for stevedoring and cleaning and shall be subject to the following requirements: vessels are to be single-decked, self-trimming Bulk Carriers or Ore-Bulk-Oil (OBO) Carriers classed highest Lloyds or equivalent, maximum 20 years old, and suitable in all respects for discharging at the Unloading Facility.

Any possible additional premium, related to the vessel overage or flag of convenience (i.e. Cyprus, Greece, Honduras, Lebanon, Liberia, Panama, Singapore, Somalia, Malta, Antigua & Barbuda, Belize, Saint-Vincent, Grenadine, Malaysia, Bahamas, China, Indonesia, South Korea, Thailand or Turkey) will be to the Owners ("Charterer") account.

E3. Vessels are to have clear holds with no centerline beams or bulkheads or obstructions in any hold or hatchway and shall be suitable for being discharged by mechanical grabs and for safe working of

bulldozer or front-end loaders in the vessel's holds. Plimsoll marks and draft marks on port and starboard bows and sterns to be clearly cut and marked on shell plating.

Owners will be liable for any lost time incurred by reasons of the vessel being unsuitable for the mechanical appliances normally used for discharging Bulk or OBO Carriers. The vessel's hatches and hatch covers are of such design and construction as not to impede the operation of the discharge of cargo. The Owner ("charterer") is not to be responsible for stevedoring damages to the vessel; any such damages or consequences thereof are to be settled directly between the vessels owner and the stevedores. Any stevedore damage must be notified in writing to both stevedores and charterers immediately upon occurrence except in the case of hidden damage, which is to be notified as soon as practical after discovery, but the latest by completion of discharge. Charterers will, however, if requested by the vessel owners, give every assistance to the vessel owners to gain settlement of such damages. Any requests for assistance required of charterers and/or claims for stevedore damage are to be made in writing within six months after completion of discharge, failing which the charterers shall be free of any obligation and such claims shall be considered null and void. Time used for repairing damages is not to count as laytime.

E4. The vessels shall meet in all respects the conditions imposed by laws and regulations in force for the trade at the port of Jorf Lasfar and shall be provided with all necessary certificates, statement and other documents, including the necessary documentations to carry out the draft survey in accordance with section 1.5 of Attachment Five.

E5. The vessel is to provide free of charge properly maintained lightning such that those areas of the ship to be used for discharging or access are adequately and appropriately illuminated as directed by the relevant shipping notices and dock regulations.

E6. If the vessel is an Ore-Bulk-Oil (OBO) Carrier, it shall have a valid Gas Free Certificate for duration of the voyage.

E7. The vessel is to ensure all cargo spaces and hold accesses are fully vented and free from gas emanating from the cargo according to the applicable rules and regulations (IMO Code of Safe Practice for Solid Bulk Cargoes (BC Code), SOLAS, etc). As required by the BC Code, the surface ventilation should be limited to the absolute minimum time necessary to remove methane which may have accumulated. Forced ventilation which could promote self-heating should not be used.

E8. The vessel shall at its risk and expense, comply with all applicable rules, regulations and laws relevant to water and/or air pollution at the Port of Jorf Lasfar.

E9. All vessels shall be in the class corresponding to their type and age in Lloyd's, ABS, NV or any other equivalent grading institution. The vessel will be entered with a P & I Club and will remain so for the duration of its charter party contract related to discharge of cargo at the port of Jorf Lasfar.

E10. All vessels shall comply with tidal range restrictions and shall be capable of maintaining, by means of ballasting, a maximum height of hatch coaming above water line as required by the normal discharging berth of Quay No. 3 of the Port of Jorf Lasfar.

E11. The vessel shall be required to pay all port charges, tonnage and light dues and all other taxes, assessments and charges which as designated as being payable on or with respect to the vessel at the Port of Jorf Lasfar.

E12. Agency: for all vessel's business, the owners shall apply to and employ agents nominated by Charterers at the port of Jorf Lasfar.

E13. In accordance with the international Code for the Security of Ships and of Port Facilities and the relevant amendments to Chapter XI of SOLAS (ISPS Code) In relation to the vessel, the owners shall ensure that both the Vessel and "the company" (as defined by the ISPS Code) shall comply with the requirements of the ISPS Code relating to the Vessel and "the company". Upon request the Owners shall provide a copy of the relevant International Ship Security Certificate or (The Interim International Ship Security Certificate) to the Owner ("Charterer"). The Owners shall provide the Owner ("Charterer") with the full contact details (name, address, telephone, fax and e-mail) of the Company Security Officer (CSO).

Any loss, damage, expense or delay, including consequential loss, caused by failure on the part of the Owners of "the Company" to comply with the requirements of the ISPS Code or this clause shall be the Owners' account.