



VOYAGE CHARTER PARTY

1. Place and Date Geneva PROFORMA	
2. Owner and Place of Business ,	3. Charterer and Place of Business ,
4. Vessel's Name	5. Flag and Age - See Box 6
6. Vessel's Description, otherwise as per Appendix A	7. Itinerary
8. Loading Port(s) or Place(s)	9. Discharge Port(s) or Place(s)
10. Full and complete/Part Cargo and Quantity	11. Laycan Commencement / Cancelling
12. Freight Rate - Cl. 3 per metric ton/ wet metric ton Free/liner in and free/liner out and spout/dump/machine trimmed, or stowed, dunnaged, lashed and secured.	13. Loading Terms – Cl. 8 metric tons/wet metric tons
14. Demurrage / Despatch – Cl. 15	15. Discharging Terms – Cl. 9
16. Notice of Readiness & Turn Time at Load Port(s) – Cl. 10	17. Notice of Readiness & Turn Time at Discharge Port(s) – Cl. 11
18. Agents at Load Port (s) – Cl. 29	19. Agents at Discharge Port(s) – Cl. 29
20. Address Commission - Cl. 58	21. Broker/Brokerage - Cl. 58

It is mutually agreed that this Contract shall be performed subject to the conditions contained in the Contract attached. In the event of a conflict of conditions, the provisions of this face page note shall prevail over those in the Contract attached overleaf.

Signature (Owner(s))	Signature (Charterer(s))
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1 1.
1 It is this day mutually agreed between the party mentioned in Box 2 as Owner/Disponent Owner/Time Charter
2 Owner (hereinafter called Owner) of the Vessel named in Box 4, classed Lloyds + 100 A1 (or equivalent at a
3 classification society that is a member or the International Association of Classification Societies), described in Box
4 5&6 and further detailed per Appendix A and the party mentioned in Box 3 as Charterer that:

5 2.
5 The said Vessel being warranted tight, staunch, strong and in every way fitted for the voyage, shall after delivery of
6 her previous cargo, proceed with all convenient speed to the loading port(s) or place(s) stated in Box 8 and there
7 load always afloat as directed by Charterer or its designated representatives, full and complete / part cargo as
8 stated in Box 10, not exceeding what she can reasonably stow and carry and being so loaded, shall with all
9 convenient speed proceed to the discharging port(s) or place(s) stated in Box 9 and there deliver the cargo, always
10 afloat as directed by Charterer or their designated representatives.

11 Owners responsibility to ensure vessel to satisfy load and discharge port/berth restrictions. Cargo is always to be
12 loaded, carried and discharged in accordance with the rules and requirements of IMO.

13 **3. Freight Rate**

14 Freight, inclusive of all port charges, pilotages, light dues and all other dues usually paid by Vessel, shall be paid at
15 the rate stated in Box 12.

16 **4. Initial Freight Payment**

17 Freight shall be paid by Charterer on Bill of Lading / outturn weight in United States Dollars to Owner's account as
18 per Appendix B.

19 Ninety five percent of Bill of Lading quantity shall be paid within () banking days after signing and releasing
20 Bills of Lading or Seaway Bills, discountless and non-returnable whether Vessel and/or cargo is lost or not lost and
21 following presentation of invoice.

22 The balance of freight, together with settlement of despatch and/or demurrage if applicable, shall be paid within
23 twelve (12) days of agreement of laytime between Owner and Charterer at the loading and discharging ports and
24 presentation of final invoice.

25 **5. Settlement of Balance of Freight/Demurrage**

26 a) Freight shall be finalised on the basis of the Bill of Lading quantity and the balance of freight, despatch and
27 demurrage shall be settled as per Clause 4.

28 b) Freight shall be finalised on the basis of the outturn draft survey(s), shore scales, tally or weight and the
29 balance of freight shall be settled as per Clause 4.

30 c) Freight shall be finalised on the basis of the Bill of Lading quantity reduced by 0.5% in lieu of weighing and the
31 balance of freight shall be settled as per Clause 4.

32 **6. Bills of Lading - Seaway Bills**

33 The Master shall authorise the agents at load port to sign and release on his behalf three negotiable Bills of Lading
34 or non negotiable Sea Way Bills if requested by Charterer, at any time Charterer or Shippers request this for any
35 quantity loaded up to that time. Shipper's weights in accordance with the shore scales/tally/weighbridge/draft
36 survey (in Charterer's exclusive option) at the loading port shall be accepted as tonnage shipped and Mate's
37 Receipts shall be drawn up accordingly. Bills of Lading or Sea Way Bills are always to be drawn up in conformity
38 with the Mate's Receipts. Upon completion of loading Owner shall release three negotiable Bills of Lading or non
39 negotiable Sea Way Bills, clause "Freight Prepaid" / "Freight Payable as per Charter Party", at Charterer's option,
40 to Shippers or their representatives.

41 **7. Laydays and Cancellation**

42 Time for loading shall not commence before 00:01hrs on the first layday of "Laycan Commencement" as per Box
43 11.

44 Charterer has the right to cancel this Charter Party should there be any material misrepresentation made by Owner
 45 in respect of the Vessel's particulars, the Vessel's suitability to perform the voyage, the Vessel's position and/or
 46 itinerary or should the Vessel not have tendered Notice of Readiness in accordance with Clause 10 on or before
 47 the "Laycan Cancelling" as per Box 11.

48 **8. Loading Terms - Refer Box 13.**

49 (Delete 8 (a), (b), (c) or (d) as applicable)

50 a) Fridays and Holidays Included (FHINC) / Sundays and Holidays Included (SHINC)

51 The cargo shall be loaded at the average rate as shown in Box 13, per weather working day of 24 consecutive
 52 hours, Fridays/Sundays local and national holidays always included.

53 Time shall not count for opening and closing hatches at commencement and completion of loading at each port,
 54 even if Vessel is on demurrage.

55 b) Fridays and Holidays Excepted (FHEX) / Sundays and Holidays Excepted (SHEX)

56 The cargo shall be loaded at the average rate as shown in Box 13, per weather working day of 24 consecutive
 57 hours, Thursdays after 1200 /Fridays/Saturdays after 1200 hours/Sundays and local and national holidays to 0800
 58 hours Saturday/Monday or the next working day after such holidays always excepted.

59 In case Charterers and Shippers can arrange to load during excepted periods, Master shall allow work to be done,
 60 in which case half time actually used shall count as laytime.

61 Time shall not count for opening and closing hatches at commencement and completion of loading at each port,
 62 even if Vessel is on demurrage.

63 c) Liner

64 The cargo shall be loaded at the time, risk and expense of the Owners. Cargo will be made available to the
 65 Vessel under the ship's hook at load berth or place as shown in Box 8.

66 d) Customary Quick Despatch (CQD)

67 The cargo shall be loaded, stowed, lashed, secured and dunnaged at the risk and expense of the Charterer with
 68 customary quick despatch.

69 **9. Discharging Terms - Refer Box 15.**

70 (Delete 9 (a), (b), (c) or (d) as applicable)

71 a) Fridays and Holidays Included (FHINC) / Sundays and Holidays Included (SHINC)

72 The cargo shall be discharged at the average rate as shown in Box 15, per weather working day of 24
 73 consecutive hours, Fridays/Sundays local and national holidays always included.

74 Time shall not count for opening and closing hatches at commencement and completion of discharging at each
 75 port, even if Vessel is on demurrage.

76 b) Fridays and Holidays Excepted (FHEX) / Sundays and Holidays Excepted (SHEX)

77 The cargo shall be discharged at the average rate as shown in Box 15, per weather working day of 24
 78 consecutive hours, Thursdays after 1200 /Fridays/Saturdays after 1200 hours/Sundays and local and national
 79 holidays to 0800 hours Saturday/Monday or the next working day after such holidays always excepted.

80 In case Charterers and Shippers can arrange to discharge during excepted periods, Master shall allow work to be
 81 done, in which case half time actually used shall count as laytime.

82 Time shall not count for opening and closing hatches at commencement and completion of discharging at each
 83 port, even if Vessel is on demurrage.

84 c) Liner

85 The cargo shall be discharged at the time, risk and expense of the Owners. Cargo will be made available to the
 86 Charterer under the ship's hook at discharge berth or place as shown in Box 9.

87 d) Customary Quick Despatch (CQD)

88 The cargo shall be discharged at the risk and expense of the Charterer with customary quick despatch.

89 **10. Tendering of Notice of Readiness at Load Port(s) - Refer Box 16**

90 (Delete 10 (a) or (b) as applicable)

91 a) Fridays and Holidays Excepted (FHEX) / Sundays and Holidays Excepted (SHEX)

92 Notice of Readiness shall be tendered in writing only during normal office hours after the Vessel has arrived
 93 alongside and is in all respects ready and in free pratique. If the loading berth or anchorage is unavailable at this
 94 time the Vessel may tender Notice of Readiness from the normal recognised waiting place designated by the Port
 95 Authority, even if outside the normal port limits and whether or not the Vessel has been cleared by customs and/or
 96 quarantine authorities.

- 97 At load port, Owner/Master are not to tender, nor is Charterer obliged to accept, Vessel's NOR prior to
98 commencement of laycan, unless otherwise previously agreed.
- 99 Normal office hours are 0800 to 1700 Monday to Friday (or 0800 to 1700 Sunday to Thursday if FHEX terms
100 apply) and 0800 to 1200 Saturday (or 1200 Thursday if FHEX terms apply), always excluding local and national
101 holidays.
- 102 Time for loading shall count from 1300 on the same working day if Notice of Readiness is tendered before 1200
103 Monday to Friday (1200 Sunday to Thursday if FHEX terms apply) or from 0800 on the next working day if Notice of
104 Readiness is tendered at or after 1200 on Saturday (or Thursday if FHEX terms apply).
- 105 In the event that Charterer or Shipper can arrange to load before time commences to count, Master shall allow
106 work to be done, in which case half actual time used shall count.
- 107 Time used by the Vessel in proceeding from waiting place or anchorage to loading berth or anchorage and making
108 ready for loading (including obtaining customs clearance and pratique) and any time lost before berthing (after
109 tendering Notice of Readiness) due to delay to the Vessel, shall not count as laytime or time on demurrage unless
110 such delay is directly caused by action of the Charterer.
- 111 b) Fridays and Holidays Included (FHINC) / Sundays and Holidays Included (SHINC) / Customary Quick Despatch
112 (CQD)
- 113 Notice of Readiness shall be tendered in writing at any time day or night, Sundays and Holidays included (or
114 Fridays and Holidays if FHINC terms apply), after the Vessel has arrived alongside and is in all respects ready and
115 in free pratique. If the loading berth or anchorage is unavailable at this time the Vessel may tender Notice of
116 Readiness from the normal recognised waiting place designated by the Port Authority, even if outside the normal
117 port limits and whether or not the Vessel has been cleared by customs and/or quarantine authorities.
- 118 At load port, Owner/Master are not to tender, nor is Charterer obliged to accept, Vessel's NOR prior to
119 commencement of laycan, unless otherwise previously agreed.
- 120 If FHINC or SHINC, time for loading shall count 6/12/24 hours after Notice of Readiness has been tendered.
121 However in the event that Charterer or Shipper can arrange to load before time commences to count, Master shall
122 allow work to be done, in which case half actual time used shall count.
- 123 Time used by the Vessel in proceeding from waiting place or anchorage to loading berth or anchorage and
124 making ready for loading (including obtaining customs clearance and pratique) and any time lost before berthing
125 (after Tendering Notice of Readiness) due to delay to the Vessel, shall not count as laytime or time on demurrage,
126 unless such delay is directly caused by action of the Charterer.
- 127 **11. Tendering Notice of Readiness at Discharging Port(s) - Refer Box 17**
128 (Delete 11 (a) or (b) as applicable)
- 129 a) Fridays and Holidays Excepted (FHEX) / Sundays and Holidays Excepted (SHEX)
130 Notice of Readiness shall be tendered in writing only during normal office hours after the Vessel has arrived
131 alongside and is in all respects ready and in free pratique. If the discharging berth or anchorage is unavailable at
132 this time the Vessel may tender Notice of Readiness from the normal recognised waiting place designated by the
133 Port Authority, even if outside the normal port limits and whether or not the Vessel has been cleared by customs
134 and/or quarantine authorities.
- 135 Normal office hours are 0800 to 1700 Monday to Friday (or 0800 to 1700 Sunday to Thursday if FHEX terms apply)
136 and 0800 to 1200 Saturday (or 1200 Thursday if FHEX terms apply), always excluding local and national holidays.
- 137 Time for discharging shall count from 1300 on the same working day if Notice of Readiness is tendered before
138 1200 Monday to Friday (1200 Sunday to Thursday if FHEX terms apply) or from 0800 on the next working day if
139 Notice of Readiness is tendered at or after 1200 on Saturday (or Thursday if FHEX terms apply).
- 140 In the event that Charterer or Shipper can arrange to discharge before time commences to count, Master shall
141 allow work to be done, in which case half actual time used shall count.
- 142 Time used by the Vessel in proceeding from waiting place or anchorage to discharging berth or anchorage and

- 143 making ready for discharging (including obtaining customs clearance and pratique) and any time lost before
144 berthing (after tendering Notice of Readiness) due to delay to the Vessel, shall not count as laytime or time on
145 demurrage unless such delay is directly caused by action of the Charterer.
- 146 b) Fridays and Holidays Included (FHINC) / Sundays and Holidays Included (SHINC) / Customary Quick Despatch
147 (CQD)
- 148 Notice of Readiness shall be tendered in writing at any time day or night, Sundays and Holidays included (or
149 Fridays and Holidays if FHINC terms apply), after the Vessel has arrived alongside and is in all respects ready and
150 in free pratique. If the discharging berth or anchorage is unavailable at this time the Vessel may tender Notice of
151 Readiness from the normal recognised waiting place designated by the Port Authority, even if outside the normal
152 port limits and whether or not the Vessel has been cleared by customs and/or quarantine authorities.
- 153 If FHINC or SHINC, time for discharging shall count 6/12/24 hours after Notice of Readiness has been tendered.
154 However in the event that Charterer or Shipper can arrange to discharge before time commences to count, Master
155 shall allow work to be done, in which case half actual time used shall count.
- 156 Time used by the the Vessel in proceeding from waiting place or anchorage to discharging berth or anchorage and
157 making ready for discharging (including obtaining customs clearance and pratique) and any time lost before
158 berthing (after Tendering Notice of Readiness) due to delay to the Vessel, shall not count as laytime or time on
159 demurrage, unless such delay is directly caused by action of the Charterer.
- 160 12. Laytime at Additional Ports**
161 At the second (and subsequent) loading and/or discharging port(s) the Vessel shall tender NOR and laytime or time
162 on demurrage shall resume counting as per Clauses 10 and/or 11. Time counting at the second (and subsequent)
163 loading and/or discharging port(s) shall always be subject to the exceptions specified in Clause 8 and/or 9.
- 164 13. Shifting Cost and Time**
165 If more than one berth or anchorage at any loading and discharging port has been agreed, shifting costs including
166 bunkers consumed shall be for Owner's account. Time so used shall not count as laytime or time on demurrage.
- 167 14. Warping**
168 The Vessel shall move along any one berth or installation, as reasonably required by Charterer or Terminal
169 Operator, solely for the purpose of making any hatch or hatches available to the loading or discharging facilities at
170 the berth or installation. All costs onboard the Vessel including bunkers shall be for Owner's account.
- 171 Time used for warping shall count as laytime or time on demurrage and warping to be done by Vessel's crew,
172 where local regulations permit.
- 173 15. Demurrage and Despatch - Refer Box 14**
174 Demurrage at the rate specified in Box 14, per day or pro-rata, for laytime exceeded in loading and/or discharging
175 shall be paid by Charterer. Despatch at the rate specified in Box 14, per day or pro-rata, for laytime saved in
176 loading and/or discharging shall be paid by Owner. Settlement shall be in accordance with Clause 4.
- 177 Laytime shall be non-reversible.
- 178 16. Overtime**
179 All overtime expenses at loading and discharging port(s) shall be for account of the party ordering the overtime. If
180 overtime is ordered by port authorities or the party controlling the loading or discharging terminal or facility, such
181 expenses shall be for Charterer's account. Overtime expenses for the Vessel's officers and crew shall always be
182 for Owner's account.
- 183 17. Stevedoring**
184 Provided the cargo is not being loaded or discharged under Liner terms as per Clause 8 & 9, it shall be loaded,
185 stowed, secured or spout/dump/machine trimmed and discharged free of risk and expense to the Vessel and to the
186 Master's satisfaction in respect of seaworthiness. Whilst Stevedores at loading and discharging ports are to be
187 appointed and paid for by Shipper(s), Receiver(s) or Charterer, they shall be deemed to be Owner's servants and
188 shall work under the supervision of the Master.

189 If it is required by the custom of the port, the Vessel's crew shall operate free of expense to Charterer the Vessel's
190 cargo gear, if fitted, to load and unload mechanical equipment used in bulk cargo operations. If Charterer requires it
191 and local regulations permit, crew are to carry out cargo handling operations.

192 **18. Lighterage**

193 Charterer has the option to load from barges sent alongside and/or discharge into barges sent alongside.
194 Lighterage, if any, shall be at Charterer's risk and expense, including such fendering necessary for safe operations.

195 **19. Hold Cleanliness**

196 At the loading port(s) the Vessel's holds shall be suitable in all respects (which shall include a gas-free certificate if
197 the Vessel is a combination carrier) to receive the cargo to be loaded under this Charter Party to the satisfaction of
198 an independent surveyor and/or such recognised local authority as the regulations or Shippers may require. If the
199 Vessel's holds are found to be unsuitable, any time lost until the Vessel is accepted and is ready in all respects as
200 if the Vessel had not originally been rejected to load, shall not count as laytime or as time on demurrage. Any
201 expenses directly attributable thereto including but not limited to standby of trucks, labour and mechanical
202 equipment shall be for Owner's account.

203 **20. Hold Accessibility**

204 Vessel's holds and tank tops shall be suitable for the utilisation of grabs and any other mechanical equipment used
205 in loading and discharging operations. No cargo shall be loaded in any space which is inaccessible or unsuitable
206 for such equipment.

207 **21. Lighting**

208 The Vessel shall give, free of expense to Charterer, full use of her lighting on deck and in the cargo compartments
209 which shall be adequate for all cargo operations.

210 **22. Vessel Deficiencies**

211 All cargo handling gear including derricks, cranes, winches and grabs, if fitted, shall be kept in good working order
212 and the Vessel shall provide sufficient power to drive them, free of expense to Charterer. In the event of a
213 deficiency for any period affecting these or any other equipment, including the Vessel's ability to ballast and
214 deballast as required for the loading and discharging operations, laytime shall not count or demurrage accrue pro-
215 rata in relation to the number of workable hatches so affected. All standby labour costs caused by any deficiency, of
216 Vessel's equipment shall be for Owner's account. In the event of cargo handling gear deficiency, Charterer has the
217 right to continue working the Vessel by using shore equipment, in which event Owner shall reimburse Charterer for
218 all extra costs directly incurred and properly substantiated. Any time lost due to inefficiencies in working the Vessel
219 with shore equipment shall not count as laytime or as time on demurrage (pro-rata to the number of workable
220 hatches so affected).

221 **23. Trading Certificates**

222 Owners warrant that throughout the term of this Charter the Vessel shall be in all respects eligible under applicable
223 conventions, laws and regulations for trading/entry to the ports and places as specified in this Charter Party and
224 that at all times the Vessel shall have on board for inspection by the appropriate authorities all certificates, reports,
225 records, compliance letters and other documents required for such services, including but not limited to certificates
226 of financial responsibility for pollution.

227 **24. International & Local Regulations**

228 The Vessel shall comply with all international laws regulations, local laws and regulations at any port of call under
229 this Charter Party and with all Commonwealth of Australia Navigation (Orders) Regulations in particular but not
230 limited to Marine Orders part 32, (Cargo and Cargo Handling Equipment and Safety Measures) which govern the
231 Vessel's hold and crane ladders as well as Vessel's cargo handling equipment, if any, and Marine Orders part 23
232 (Equipment - Miscellaneous and Safety Measures) which govern gangways and lighting. All time lost by reason of
233 the relevant Authority declaring the Vessel to be in non-compliance with any of the afore mentioned shall not count
234 as laytime or as time on demurrage and any expenses directly attributable thereto including but not limited to
235 standby of trucks, labour and mechanical equipment shall be for Owner's account.

236 25. Restrictions, Routeing & Rotation

237 The Vessel shall proceed to the first or sole discharging port via the most direct route unless otherwise agreed
238 hereunder:

239 Loading port(s) rotation shall be in Owner's/ Charterer's option, unless otherwise agreed hereunder:

240 Discharging port(s) rotation shall be in Owner's/ Charterer's option, unless otherwise agreed hereunder:

241 Prior to arrival at loading and discharging port(s) Owner and Master to be solely responsible to determine the
242 applicable size, draft, length, beam and air draft limitations and any other restrictions.

243 26. Part Cargo

244 If part cargo is agreed, Owners may tender Notice of Readiness in accordance with the provisions of this Charter
245 Party, notwithstanding that other part cargo(es) may be loaded or discharged first. Time used for the loading or
246 discharging of other part cargo(es) shall not count as laytime or as time on demurrage under this Charter Party.
247 Any time used in shifting between the different berths for loading or discharging of part cargo(es) shall not count as
248 laytime or as time on demurrage.

249 27. Transfer

250 Charterer shall have the privilege of transferring part or whole of this Charter Party to others, guaranteeing to
251 Owner due fulfillment of this Charter Party. The vessel shall not change ownership, name, flag, class, technical
252 and/or crew management during the currency of this Charter Party without Charterer's prior approval, which shall
253 not be unreasonably withheld.

254 28. Notices

255 Owner or Master shall tender 20/15/10 day approximate notices, followed by 7/5/3/2/1 days definite notices of
256 Vessel's expected time of arrival (ETA) at the loading port(s) to the agents and Charterer.

257 Owner or Master shall tender 20/15/10 day approximate notices, followed by 7/5/3/2/1 days definite notices of
258 Vessel's expected time of arrival (ETA) at the discharging port(s) to the agents and Charterer.

259 Charterer is to be kept advised of any alteration in the Vessel's expected readiness to load or discharge.

260 Should Owner and/or Master fail to give any of the definite notices, then 24 hours shall be added to the allowed
261 laytime for each failure by Owner and the Master to do so.

262 Latest on giving 7 days notice of the Vessel's ETA at the first (or sole) loading port, the Master shall advise agents
263 and Charterers his loading plan in writing as well as any other specific information requested by Charterers. Upon
264 the Vessel sailing from the last (or sole) loading port, the Owners or Master shall advise Charterers and agents at
265 the discharging port(s) of:

266 - the total quantity of cargo loaded as per Bill of Lading

267 - the distribution of cargo hatchwise

268 - time of sailing

269 - ETA and expected arrival draft at first or sole discharging port

270 - Any other specific information requested by Charterers.

271 29. Agents

272 The Vessel shall be consigned to Owner's/Charterer's nominated agent(s) as specified in Box 20 at load port(s)
273 and Owner's/Charterer's nominated agent(s) as specified in Box 21 at discharge port(s), unless otherwise agreed.
274 In all cases, at loading and discharging port(s), Owner shall pay all customary agency fees and charges.

275 30. Draft Survey

276 If a draft survey is required to establish the Bill of Lading weight as per Clause 6, (and outturn weight as per Clause
277 5(b) if applicable) Charterer, Shipper(s) and/or Receiver(s) shall appoint and pay for the surveyor. Time used for
278 the draft survey shall neither count as laytime nor time on demurrage.

279 While the surveyor is taking draft readings and/or tank soundings, Master is not to take on board or pump ballast at
280 load and discharge ports without obtaining permission from Charterer, and Vessel is not to take on, release or
281 switch from one tank or other compartments to another any ballast, fresh water or fuel oil.

282 **31. Cargo Surveys**

283 If required for steel products or manufactured or packaged cargo only, a preshipment and an outturn survey shall
284 be carried out by surveyors mutually agreed between Owner and Charterer with the costs shared equally.

285 **32. Non-presentation of Bills of Lading**

286 If requested by Charterer, the Master shall release all or part of the cargo at the discharging port(s) without
287 presentation of original Bills of Lading. Prior to discharge Charterer shall provide Owner with a Letter of Indemnity
288 as per the Owner's P&I club form but without a bank guarantee. Such Letter of Indemnity shall automatically
289 become null and void, and to be promptly returned to Charterer, upon presentation of the original Bill of Lading to
290 Owner or Master.

291 **33. ITF and Boycott**

292 Owner undertakes as a condition that the present terms and conditions of employment of the crew comply with an
293 ITF Agreement or a bona fide Trade Union Agreement that is acceptable to the ITF and their representatives and
294 will remain so for the duration of this Charter. In the event of loss of time and/or extra expenses incurred due to
295 boycott of the Vessel (whether actual or threatened) and/or dispute with labour because of the Vessel's flag or
296 nationality of Owner, Master, Officers or Crew, or the terms and conditions under which the Owner, Master, Officers
297 or Crew are employed, such time shall neither count as laytime nor time on demurrage and such extra expenses
298 shall be for Owner's account.

299 **34. Strike Clause**

300 Time lost in loading and/or discharging by reason of any of the following causes shall neither count as laytime nor
301 time on demurrage: strikes, lockouts or stoppages of personnel or ban or limitation on work or restraint of labour
302 connected with mining, production, port or facility services or any transport and/or handling of the cargo whether
303 inland or at the port or facility (a "strike, lockout or stoppage"). Furthermore, Charterer, Shipper(s) and/or
304 Receiver(s) shall not be liable or otherwise responsible for delays in loading and/or discharging the Vessel if
305 prevented or obstructed by any of the foregoing causes.

306 If there is a strike, lockout or stoppage, as defined above, at the loading port or facility prior to the Vessel's arrival
307 there, the Owner may request from Charterer a declaration as to whether Charterer agrees to maintain the voyage
308 calculating laytime as if there were no strike, lockout or stoppage. If Charterer has not made such a declaration
309 within 48 hours (excluding weekends) of such request, Owner then has the option of cancelling the voyage without
310 any liability to Charterer.

311 Owner shall have the liberty to sail from a loading port or loading facility affected by strike, lockout or stoppage as
312 defined above, without the cargo or sail with any cargo forming part of the intended shipment on expiry of 48 hours'
313 notice of Owner's intention to do so which in any case shall not be declared by Owner until at least 72 hours have
314 elapsed since the Vessel's arrival at or off the port or facility so affected. The Owner's 48-hour notice shall be
315 invalidated by the cessation of the strike, lockout or stoppage within this notice period. If the Vessel sails with part
316 of the intended shipment Charterer shall pay freight only on the cargo quantity actually loaded and Owner shall
317 have liberty to complete with other cargo en-route for their own account.

318 **35. Exceptions / Force Majeure**

319 Subject to Ice Clause, Owner shall not be liable to Charterer, nor will Charterer be liable to Owner, for any delay or
320 failure in the performance of obligations hereunder, if such failure or delay is due to or results from an act of war or
321 the anticipated imminence thereof; arrest or restraints of rulers, governments, or people; embargoes; seizure under
322 legal process, provided bond is promptly furnished to release the Vessel or cargo; port closure for any reason; act
323 or threat of terrorism; act of public enemies, pirates or assailing thieves; legislation, decrees, orders, regulations or
324 the like in the country of origin or of Vessel's flag; blockades; blockages; riots; insurrections; sanctions, civil
325 commotion, political disturbances; breakdowns, accidents of navigation; accidents at the mine or production facility
326 or to machinery or to loading and transportation equipment; accidents breakdowns or stoppages, whether total or
327 partial, at the Receiver's works, port, wharf or facility; or any other causes beyond the Owner's, Charterer's,
328 Shipper's or Receiver's control; epidemics; quarantine; intervention of sanitary, customs, or other constituted
329 authorities; Act of God; weather (including drought, fog, frosts, floods, snow, storms, tempest, washaways or

330 tropical revolving storms), earthquakes, landslips or any other event or occurrence of any nature or kind
331 whatsoever beyond the reasonable control of Owner and/or Charterer or, in connection with Charterer, any financial
332 impecuniosities of Charterer's intended buyers or other related default(s), in circumstances where, if relevant,
333 alternative cargo(es) are not (in Charterer's discretion) commercially attainable.

334 If any time is lost due to such events or causes, such time shall not count as laytime or demurrage (even if the
335 vessel is already incurring demurrage

336 The party whose performance of any obligation is directly affected, or who has reason to believe such performance
337 may be affected, by reason of any of the causes referred to above shall, as promptly as possible, give notice
338 thereof to the other party concerned in writing, and shall also within ten (10) days thereafter notify the other party
339 concerned, in writing, of particulars of the relevant event and supply supporting evidence.

340 Should any of the circumstances detailed above occur, then the affected party must take all reasonable steps to
341 overcome or remove the effects of the circumstances and resume performance of its contractual duties with the
342 least possible delay.

343 Should any of the circumstances detailed above lead to delays in excess of fifteen (15) days in duration, for any of
344 the contracted cargo(es), then either Charterer or Owner, shall have the right to cancel this voyage with written
345 notice, without liability to either party; alternatively, by mutual agreement, this Charter Party shall be suspended for
346 the period so affected and Owner and Charterer shall negotiate and so decide whether terms of this Charter Party
347 shall be extended beyond the original term by the period of suspension hereof.

348 36. Dues and Taxes

349 Owner shall pay all dues, charges and taxes customarily levied on the Vessel including any income or freight tax
350 applicable at loading port(s) or country, howsoever the amount thereof may be assessed, as well as taxes levied on
351 the freight. Charterer shall pay all dues, charges, duties and taxes customarily levied on the cargo, howsoever the
352 amount thereof may be assessed. Owner shall pay all canal, lock, seaway and any other river or waterway tolls,
353 dues and charges, howsoever the amount thereof is assessed.

354 37. Extra Insurance

355 Extra insurance on the Vessel and/or cargo on account of the Vessel's ownership, flag, classification, or age to be
356 for Owner's account. Charterer may elect to deduct extra insurance on the cargo from payment of freight, in which
357 case Charterer shall furnish evidence of payment in support of such deduction.

358 38. Stevedore damage

359 At loading and discharging port(s), any stevedore damage shall be settled between Owner and Stevedore(s).
360 However, Charterer shall render all reasonable assistance to Owner in the pursuit of their claim against the
361 Stevedore(s) for settlement of damage to the Vessel caused by the Stevedore(s).

362 39. Drydocking

363 The Vessel shall not be dry-docked during the currency of this Charter Party except in case of emergency.

364 40. Deviation

365 The Vessel shall have the liberty to deviate for the purpose of saving life or property, with leave to sail without
366 pilots, tow or to be towed and assist Vessels or to be assisted. Salvage shall be for Owner's sole benefit.

367 41. Bunkering

368 The Vessel shall have liberty as part of the contract voyage to proceed to any port or ports at which fuel is available
369 for the purpose of bunkering at any stage of the voyage whatsoever and whether such ports are on or off the direct
370 and/or customary route or routes between any of the loading or discharging ports named in this Charter Party, and
371 may there take fuel in any quantity in the discretion of Owner even to the full capacity of the fuel tanks and deep
372 tanks or any other compartment in which fuel can be carried, whether such amount is required or is not for the
373 Chartered voyage.

374 **42. Lien & Cesser**

375 All liability of Charterer shall cease on completion of loading except for payment of freight, deadfreight and/or
376 demurrage. Owner has a lien on cargo for freight, deadfreight and/or demurrage, but must not sell, dispose or
377 otherwise encumber any cargo to satisfy a lien before giving Charterer written notice of intention to do so and
378 7 days in which to make any undisputed outstanding payments

379 **43. Protection & Indemnity (P&I) Cover and Hull & Machinery Insurance.**

380 Owner undertakes as a condition that the Vessel is entered with a P&I Club for full coverage and that the Vessel's
381 hull and machinery is fully insured and shall remain so for the duration of this Charter. See also Appendix A.

382 **44. Pollution Indemnity**

383 Owner agrees to indemnify Charterer, their agents, or any other party against any liabilities which may be imposed
384 on them or which they may incur under any statute regarding liability for pollution of waters by oil or other
385 substances, by reason of any contravention of such statute by the Vessel, the Master or any servant or agent of the
386 Owner provided that such contravention shall not have been caused or contributed to by the party seeking to be
387 indemnified under this Charter Party. Owner undertakes as a condition that the Vessel is entered in a P&I Club with
388 cover for liabilities arising out of any contravention as aforesaid. Laytime shall not count nor shall demurrage
389 accrue for any time lost through non-conformity with the above.

390 **45. Health and Safety**

391 Owner shall have on board the Vessel an effective occupational health and safety policy with the objective that due
392 care and attention is given by crew members to safe working practices in all operations pertaining to the Vessel.

393 Owner shall have a policy regarding drug and alcohol abuse onboard the Vessel with the objective that no crew
394 member will navigate the Vessel or operate its onboard equipment whilst impaired by drugs or alcohol. The policy
395 will also have the objective of strictly prohibiting the possession, use, transport and distribution of illicit or non-

396 ensure that such policies are complied with. Owner shall ensure that crew members entering onto the premises of
397 a charterer, shipper or receiver comply with all reasonable directions and orders in respect of safety and
398 environment standards given to them by representatives of the charterer, shipper or receiver.

400 **46. Inspection**

401 Charterer or their representative shall be allowed to inspect the Vessel in port at any reasonable time provided that
402 loading or discharging operations are not affected. This inspection will be to assess the Vessel's quality of
403 maintenance and other Operational standards. Master and crew shall extend all reasonable assistance and co-

404 405 inspection by Charterer or their representative.

406 **47. Bimco ISM Clause**

407 Owner shall procure that both the Vessel and "the Company" (as defined by the International Safety Management
408 Code (ISM Code)) shall comply fully with the requirements of the ISM Code where applicable during the currency of
409 this Charter Party. Upon request the Owner shall provide a copy of the relevant Document of Compliance (DOC)
410 and Safety Management Certificate (SMC) to Charterer.

411 Except as otherwise provided in this Charter Party, loss, damage, expense or delay caused by failure on the part of
412 Owner or "the Company" to comply with the ISM Code shall be for Owner's account.

413 **48. ISPS Clause for Voyage Charter Parties**

414 (a) (i) From the date of coming into force of the International Code for the Security of Ships and of Port Facilities
415 and the relevant amendments to Chapter XI of SOLAS (ISPS Code) in relation to the Vessel, Owner shall
416 procure that both the Vessel and "the Company" (as defined by the ISPS Code) shall comply with the
417 requirements of the ISPS Code relating to the Vessel and "the Company". Upon request Owner shall provide a
418 copy of the relevant International Ship Security Certificate (or the Interim International Ship Security
419 Certificate) to Charterers. Owner shall provide Charterers with the full style contact details of the Company
420 Security Officer (CSO).

421 (ii) Except as otherwise provided in this Charter Party, loss, damage, expense or delay, excluding
422 consequential loss, caused by failure on the part of Owner or "the Company" to comply with the requirements
423 of the ISPS Code or this Clause shall be for Owner's account.

424 (b) (i) Charterers shall provide the CSO and the Ship Security Officer (SSO)/Master with their full style contact

- 425 details and any other information Owner require to comply with the ISPS Code.
- 426 (ii) Except as otherwise provided in this Charter Party, loss, damage, expense, excluding consequential loss,
427 caused by failure on the part of Charterers to comply with this Clause shall be for Charterer's account and any
428 delay caused by such failure shall be compensated at the demurrage rate.
- 429 (c) Provided that the delay is not caused by Owner's failure to comply with their obligations under the ISPS Code,
430 the following shall apply:
- 431 (i) Notwithstanding anything to the contrary provided in this Charter Party, the Vessel shall be entitled to tender
432 Notice of Readiness even if not cleared due to applicable security regulations or measures imposed by a port
433 facility or any relevant authority under the ISPS Code.
- 434 (ii) Any delay resulting from measures imposed by a port facility or by any relevant authority under the ISPS
435 Code shall count as laytime or time on demurrage if the Vessel is on laytime or demurrage. If the delay occurs
436 before laytime has started or after laytime or time on demurrage has ceased to count, it shall be compensated
437 by Charterers at the demurrage rate.
- 438 (d) Notwithstanding anything to the contrary provided in this Charter Party, any additional costs or expenses
439 whatsoever solely arising out of or related to security regulations or measures required by the port facility or
440 any relevant authority in accordance with the ISPS Code including, but not limited to, security guards, launch
441 services, tug escorts, port security fees or taxes and inspections, shall be for Charterer's account, unless such
442 costs or expenses result solely from Owner's negligence. All measures required by Owner to comply with the
443 Ship Security Plan shall be for Owner's account.
- 444 (e) If either party makes any payment which is for the other party's account according to this Clause, the other
445 party shall indemnify the paying party.
- 446 **49. U.S. Customs Advance Notification/AMS Clause for Voyage Charter Parties**
- 447 (a) If the Vessel loads or carries cargo destined for the US or passing through US ports in transit, Owner shall
448 comply with the current US Customs regulations (19 CFR 4.7) or any subsequent amendments thereto and
449 shall undertake the role of carrier for the purposes of such regulations and shall, in their own name, time and
450 expense:
- 451 i) Have in place a SCAC (Standard Carrier Alpha Code);
- 452 ii) Have in place an ICB (International Carrier Bond); and
- 453 iii) Submit a cargo declaration by AMS (Automated Manifest System) to the US Customs.
- 454 (b) Charterers shall provide all necessary information to Owner and/or their agents to enable Owner to submit a
455 timely and accurate cargo declaration.
- 456 Charterers shall assume liability for and shall indemnify, defend and hold harmless Owner against any loss
457 and/or damage whatsoever (including consequential loss and/or damage) and/or any expenses, fines,
458 penalties and all other claims of whatsoever nature, including but not limited to legal costs, arising from
459 Charterer's failure to comply with any of the provisions of this Sub-Clause. Should such failure result in any
460 delay then, notwithstanding any provision in this Charter Party to the contrary, all time used or lost shall count
461 as laytime or, if the Vessel is already on demurrage, time on demurrage.
- 462 (c) Owner shall assume liability for and shall indemnify, defend and hold harmless Charterers against any loss
463 and/or damage whatsoever (including consequential loss and/or damage) and any expenses, fines, penalties
464 and all other claims of whatsoever nature, including but not limited to legal costs, arising from Owner's failure
465 to comply with any of the provisions of Sub-Clause (a). Should such failure result in any delay then,
466 notwithstanding any provision in this Charter Party to the contrary, all time used or lost shall not count as
467 laytime or, if the Vessel is already on demurrage, time on demurrage.
- 468 (d) The assumption of the role of carrier by Owner pursuant to this Clause and for the purpose of the US Customs
469 Regulations (19 CFR 4.7) shall be without prejudice to the identity of carrier under any Bill of Lading, other
470 contract, law or regulation.

471 **50. Protective Clauses**

472 Clauses 51 to 54 inclusive shall be incorporated into all Bills of Lading issued hereunder.

473 **51. General Paramount Clause**

474 (1) The International Convention for the Unification of Certain Rules of Law relating to Bills of Lading signed at
 475 Brussels the 24th August 1924 ("the Hague Rules") as amended by the protocol signed at Brussels on 23 February
 476 1968 ("the Hague-Visby Rules") or any national legislation giving effect to such Rules (including the Australian
 477 Carriage of Goods by Sea Act 1991 and Carriage of Goods by Sea Regulations 1998 and any amendments
 478 thereto) as enacted in the country of shipment shall apply to this Charter Party and to any Bills of Lading issued
 479 hereunder. When neither the Hague-Visby Rules nor any national legislation giving effect to such Rules are
 480 enacted in the country of shipment, the corresponding legislation of the country of destination shall apply,
 481 irrespective of whether such legislation may only regulate outbound shipments. When there is no enactment of the
 482 Hague-Visby Rules nor any national legislation giving effect to such Rules in either the country of shipment or in the
 483 country of destination, the Hague-Visby Rules shall apply to this Charter Party and to any Bills of Lading issued
 484 hereunder save where the Hague Rules as enacted in the country of shipment or if no such enactment is in place,
 485 the Hague Rules as enacted in the country of destination apply compulsorily to this Charter Party and to any Bills of
 486 Lading issued hereunder.

487 The Protocol signed at Brussels on 21 December 1979 ("the SDR Protocol 1979") shall apply where the Hague-
 488 Visby Rules or any national legislation giving effect to such Rules apply, whether mandatorily or as a matter of
 489 contract.

490 (2) Save where the Hague or Hague-Visby Rules or any national legislation giving effect to such Rules apply by
 491 reason of (1) above, this Charter Party shall take effect subject to any national law in force at the port of shipment,
 492 place of issuance of any Bill(s) of Lading which may have been issued hereunder or the port of discharge making
 493 the United Nations Convention on the Carriage of Goods by Sea 1978 ("the Hamburg Rules") compulsorily
 494 applicable to any Bill(s) of Lading in which case both this Charter Party and any Bill(s) of Lading issued hereunder
 495 shall have effect subject to the Hamburg Rules which shall nullify any stipulation derogating therefrom to the
 496 detriment of the shipper, consignee and/or the Charterer.

497 (3) The Carrier shall in no case be responsible for loss of or damage to cargo arising prior to loading, after
 498 discharging, or while the cargo is in the charge of another carrier, or with respect to deck cargo and live animals
 499 save as may be stated in the Hague or Hague-Visby or Hamburg Rules or any national legislation giving effect to
 500 such Rules (if applicable).

501 **52. Both to Blame Collision Clause**

502 If the Vessel comes into collision with another ship as a result of the negligence of the other ship and any act,
 503 neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management
 504 of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the
 505 other or non-carrying ship or her Owner in so far as such loss or liability represents loss of, or damage to, or any
 506 claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying ship or her Owner to the
 507 owners of the said cargo and set off, recouped or recovered by the other or non-carrying ship or her Owner as part
 508 of their claim against the carrying Vessel or Carrier.

509 The foregoing provisions shall also apply where the Owner, operator or those in charge of any ship or ships or
 510 objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact.

511 **53. General Average**

512 Any General Average occurring under this Charter Party to be adjusted, stated and settled in London according to
 513 York-Antwerp Rules, 1994 and any subsequent amendments thereto, according to English law and practice.

514 **54. New Jason Clause**

515 In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting
 516 from any cause whatsoever, whether due to negligence or not, for which, or for the consequences of which, the
 517 Carrier is not responsible, by statute, contract, or otherwise, the goods, Shippers, Consignees, or owners of the
 518 goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses, or expenses of a
 519 general average nature that may be made or incurred, and shall pay salvage and special charges incurred in
 520 respect of the goods.

521 If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship or
522 ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated
523 contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods,
524 Shippers, Consignees or owners of the goods to the Carrier before delivery.

525 **55. War Risk Clause**

526 The Bimco Standard War Risks Clause for Voyage Chartering, 1993 (code name: "VOYWAR 1993", as published
527 by BIMCO) shall be deemed to be fully incorporated in and shall form part of this Charter Party.

528 **56. Ice Clause**

529 The "Gencon" General Ice Clause (as published by Bimco) shall be deemed to be fully incorporated in and shall
530 form part of this Charter Party.

531 **57. Arbitration**

532 a) This Contract shall be governed by and construed in accordance with English law save to the extent that the law
533 of the place of shipment is compulsorily applicable in which case it shall apply to the extent of such compulsory
534 application only.

535 b) Any dispute arising out of this Charter Party or any Bill of Lading issued hereunder arising from events which
536 occur in Australia or New Zealand shall be settled by arbitration in Melbourne in accordance with the provisions
537 of the Commercial Arbitration Act 1984 (Victoria) and any statutory modification or re-enactment thereof in force.
538 Each party may appoint an arbitrator. Upon receipt of the nomination in writing of the claimant's arbitrator, the
539 party receiving the nomination shall appoint its arbitrator within fourteen days, failing which the dispute shall be
540 determined by the single arbitrator. If both parties each appoint an arbitrator and those arbitrators do not agree,
541 the arbitrators shall appoint an umpire whose decision shall be final and binding. If the amount in dispute is less
542 than US\$50,000 the matter shall be referred to a mediator who shall be mutually agreed upon by both parties,
543 failing which the mediator shall be appointed by the Maritime Law Association of Australia and New Zealand.
544 Should the dispute not be resolved within thirty days of the mediator's appointment, then either party may refer
545 the dispute to arbitration in accordance with the above procedure.

546 c) Any dispute other than provided for in paragraph b) arising out of this Charter Party or any Bill of Lading issued
547 hereunder shall be referred to arbitration in London in accordance with the Arbitration Act 1996 and any
548 statutory modification or re-enactment in force. Upon receipt of the nomination in writing of the claimant's
549 arbitrator, the party receiving the nomination shall appoint its arbitrator within fourteen days, failing which the

550 dispute shall be determined by the single arbitrator. If both parties each appoint an arbitrator and those
551 arbitrators do not agree, they shall appoint an umpire whose decision shall be final and binding. If the amount in
552 dispute is less than US\$50,000 the matter shall be referred to be a sole arbitration in accordance with the
553 L.M.A.A Small Claims procedures.

554 d) The arbitrators, umpire and mediator may be commercial persons normally engaged in the shipping industry.
555 They may be qualified as lawyers. Any claim must be made in writing and the claimant's arbitrator nominated
556 within twelve months of the final discharge of the cargo under this Charter Party, failing which any such claim
557 shall be deemed to be waived and absolutely barred. The parties are entitled at any stage, to commence
558 arbitration (so as to preserve time) notwithstanding ongoing and amicable negotiation or mediation.

559 All claims under this Charter Party must be made in writing and any arbitration commenced within one year of final
560 discharge and where this provision is not complied with the claim(s) shall be deemed to be waived and absolutely
561 barred. The arbitrators, umpire and mediator may be commercial persons normally engaged in the shipping
562 industry. They may be qualified as lawyers. No arbitral award shall be questioned or invalidated on the ground that
563 any of the arbitrators is not qualified as above unless objection to his acting is taken within seven days of his
564 appointment.

565 The parties are entitled, at any stage, to commence arbitration (so as to preserve time) notwithstanding ongoing
566 amicable negotiation or mediation.

567 **58. Commissions**

568 An address commission as stated in Box 20 on the gross amount of freight, deadfreight and/or demurrage shall be
569 deducted by Charterer upon payment of same. Brokerage as stated in Box 21 on the gross amount of freight, and
570 deadfreight is due to the brokers named in Box 21, upon payment of same and is payable by Owner.

571 **59. Attachments**

572 The Charterer's Vetting questionnaire duly completed by Owner for the performing vessel, Appendices A and B,
573 and Rider Clause to as attached are deemed to be fully incorporated in this Charter Party and to form part
574 of it.

575 OWNER:_____ CHARTERER:_____

APPENDIX A

VESSEL'S DESCRIPTION AND OTHER DETAILS

All vessels nominated by Owner will comply in all respects with the requirements of the BlueScope Steel Charter Party. All nominated vessels shall be owned/managed/chartered or controlled by Owner and shall be self-trimming, gearless single-deck bulk carriers with holds suitable for normal grab discharge, meet BSL vessel quality assessment criteria and be suitable in all respects for trading to mentioned loading and discharging ports. No vessel shall have corrugations in holds, which are arranged horizontally. No vessel more than fifteen (15) years old shall be tendered for loading, except for vessels breaching IWL where Owners can nominate vessel max 20 years old of age. Any time, risk or expense incurred by either Charterers or Owners due to non-conformance with any aspects of this clause to be for Owners account.

Vessel to always comply with free water drainage requirements as specified in Charterers voyage orders.

Name:

Previous Names:

Callsign/Telex/Fax/Inmarsat numbers:

Type of Vessel:

Date of Build Shipyard where built Flag:

Classed: at :

DWAT: on summer salt water draft

LOA : Beam : moulded Depth

TPC/TPI :

Number of holds & hatches :

Vessel's Ballast holds (sea/port):

Airdraft (Distance from waterline to top of hatch coaming) in

Normal Ballast condition:

Fully Laden condition:

Type of Hatchcovers:

Hatch dimensions in main deck (and tween deck if applicable):

P&I Club and current Hull & Machinery value:

Minimum sustainable dead slow ahead speed:

Applicable to Handysize and geared Panamax Vessels:

Number & Type and manufacturer of cargo gear:

Capacity of gear under hook:

Is Vessel grabs fitted (yes/no): (if applicable type of grabs and capacity) :

Flat tanktop dimensions in metres:

Tanktop strength in metric tons per square metre:

Can Vessel's hold ladders be continually accessed from the holds between a

Height of 3-5 metres above the tanktop?

Grain and Bale Capacities total and per hold (CBM) (plus Hatchcoamings if

Capesize/Panamax/OBO/Orecarrier) : _____

Normal Operating speeds in ballast and laden:

Applicable to Very Large, Capesize and Panamax Bulkcarriers, Orecarriers and OBOs.

Dunkirk East Suitable: Yes/No

Redcar suitable: Yes/No

Vessel is/is not described as being self trimming

APPENDIX B**Banking Details**

Beneficiary's Name:

Address:

Post Code:

City:

Country:

Account Number (USD Acct):

Beneficiary Bank:

Address:

Postal Code:

City:

Country:

Sort Code/ABA etc:

Swift Code:

Intermediate Bank:

Address:

Post Code:

City:

Country:

Sort Code/ABA etc:

Swift Code: