



## VOYAGE CHARTER PARTY

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

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.

<b>Signature (Owner(s))</b>	<b>Signature (Charterer(s))</b>

**1. 1.**

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

**2.**

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

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

**3. Freight Rate**

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

**4. Initial Freight Payment**

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

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

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

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

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

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

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

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

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

**7. Laydays and Cancellation**

Time for loading shall not commence before 00:01hrs on the first layday of "Laycan Commencement" as per Box 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 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 non396  
 397 ensure that such policies are complied with. Owner shall ensure that crew members entering onto the premises of  
 398 a charterer, shipper or receiver comply with all reasonable directions and orders in respect of safety and  
 399 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 co404  
 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, Ore carriers 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: