

- FOR CLEAN ON BOARD B/L MASTER TO PREVENT LOADING AND REJECT ANY DAMAGED CARGO THAT MAY INVOLVE CLAUSING BS/L.
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- IN CASE ORIGINAL B/L ARE NOT AVAILABLE AT THE DISCH PORT UPON VESSELS ARRIVAL, OWNERS GUARANTEE TO INSTRUCT THE MASTER TO DISCHARGE THE CARGO WITHOUT PRESENTATION OF ORIGINAL B/L AFTER RECEIPT OF LOI FROM CHRTRS AS PER OWNERS PANDI WORDING. LOI TO BE SIGNED ONLY BY CHRTRS AUTHORIZED OFFICERS CLEARLY STATING THE NAME AND RANK ON CHRTRS LETTERHEAD.IT IS UNDERSTOOD THAT NO BANK COUNTERSIGNATURE OR GUARANTEE IS REQUIRED.
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- CHARTERERS OPTION TO INSTRUCT MASTER TO AUTHORIZE CHARTERERS??? AGENTS TO ISSUE AND SIGN BS/L IN STRICT CONFORMITY WITH MS/R
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- IN CASE FREE PRATIQUE AND/OR CUSTOMS CLEARANCE AND/OR CLEANLINESS IS REFUSED TIME FROM HER REFUSAL NOT TO COUNT AS LOADING RESPECTFULLY DISCHARGING TIME, UNTIL THE MOMENT FREE PRATIQUE AND/OR CUSTOMS CLEARANCE AND/OR CLEANLINESS CERTIFICATE IS GRANTED, unless berth is occupied upon tendering NOR in which case time to count WWW always to apply.
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- CHRTRS HAVE THE OPTION TO PERFORM HOLD INSPECTION ON ROADS.FIRST INSPECTION IN ANY CASE IS FOR CHRTRS ACCNT. HOWEVER IF VSL FAILS THIS INSPECTION THEN AN INDEPENDENT SURVEYOR TO BE MUTUALLY APPOINTED FOR THE SECOND ONE AND SAME WILL BE BINDING FOR BOTH PARTIES AND COST OF 2ND SURVEY AND ITS TIME TO BE FOR THE PARTY IN FAULT.
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- GA/ARB LONDON, ENGLISH LAW TO APLY, YORK ANTWERP RULES 2016 OR LATER AMENDMENTS TO APPLY
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- FOR CLAIMS UPTO USD 50,000 - LMAA SMALL CLAIM PROCEDURE TO APPLY
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- ANY TAXES AND/OR DUES ON CARGO TO BE FOR SHIPPERS / CHARTERES ACCOUNT AT LOAD AND FOR RECEIVERS / CHARTERERS ACCOUNT AT DISCHARGE INCL PUT/INFRAMAR/TUIP AND SIMILAR TAXES.
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- ANY TAXES AND/OR DUES ON VSL/FLAG/FRT/CREW OR CALCULATED ON SAME INCLUDING CUSTOMARY PORT CHARGES TO BE FOR OWNERS ACCOUNT AT LOAD AND DISCHARGE PORT(S).
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- WHARFAGE TAX ON VESSEL AT DISCHPORTS TO BE FOR OWNERS ACCT
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- CHRSTS TO HAVE THE OPTION TO SPLIT TO SMALLER QUANTITIES THE ORIGINAL ISSUED BS/L (THE DRAFT OF NEW BS/L TO BE APPROVED BY OWNERS), PROVIDED THAT THE FULL SET OF THE ORIGINAL BS/L WILL BE SURRENDERED TO THE OWNERS OR THEIR APPOINTED AGENTS PROIR OF ISSUING THE NEW BS/L. TOTAL QUANTITY ALWAYS TO REMAIN THE SAME AND MASTER/OWS TO BE RESPONSIBLE ONLY FOR THE TOTAL QUANTITY AS SHOWN ON THE FIRST ORIGINAL SET. CHRSTS WILL ALWAYS HV THE OPTION TO INSERT DIFFERENT NAMES OF SHIPPERS/RCVRS/CONSIGNEES ON THE NEW BS/L. ALL COSTS FOR CHRSTS ACCT, AND CHARTERS TO INDEMNIFY OWNERS FOR ANY CONSEQUENCE ARISING WHATSOEVER FOR SAME.
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- IN CASE MULTIPLE BILL(S) OF LADING WILL BE ISSUED, VESSEL /OWNS/ MASTER NOT TO BE RESPONSIBLE FOR THE DISTRIBUTION OF THE CARGO TO VARIOUS RECEIVERS. MASTER TO SIGN BS/L IN ACCORDANCE WITH MATE'S RECEIPTS-W/O PREJUDICE TO THE TERMS , CONDITIONS AND EXCEPTIONS OF THE CHARTERPARTY.
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- CHOPT VESSEL TO HAVE MATE'S RECEIPTS ISSUED ONLY AT LOADING PORT IN WHICH CASE BILLS OF LADING TO BE ISSUED BY LOADPORT OR DISCHARGING AGENTS ON MASTERS' BEHALF ALWAYS IN ACCORDANCE WITH MATE'S RECEIPTS AND OWNS LOA,BUT CHRSTS HV THE OPTION TO INSERT DIFF NAMES OF SHIPPERS/RCVRS/CONSIGNEES IN THE BS/L WHICH NOT SAME AS PER MATE'S RECEIPT ONLY AGAINST CHARTERERS'L.O.I ISSUED AS PER OWNERS'PANDI CLUB WORDING AND SIGNED BY CHARTERERS ONLY.
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- BIMCO ISPS VOY CL TO APPLY
- CHOPT USE PORTUGUISE LANGUAGE IN THE BLS AND PUT FREIGHT IN SAME THAN ACTUALLY AGREED
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- CHRSTS AGENTS ALL ENDS AT ALL TIMES
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- \\~please advise
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- AT DISPORT(S) : TBA
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- AT ALL LOADING AND ALL DISCHARGING PORTS TIME USED FOR ALL DRAFT SURVEYS NOT TO COUNT AS LAYTIME EVEN IF VESSEL ON DEMURRAGE
- AT ALL LOADING AND ALL DISCHARGING PORTS ALL TIME USED FROM VESSEL'S ANCHOR UP AT'NOR' GIVEN PLACES TILL ALL FAST AT LOADING/DISCHARGING BERTH NOT TO COUNT AS LAYTIME EVEN IF THE VESSEL ON DEMURRAGE\\~
- AT ALL LOADING AND ALL DISCHARGING PORTS TIME USED FOR 1ST OPENING/LAST CLOSING OF HATCHES, HOLDS INSPECTION/ ACCEPTANCE, NOT TO COUNT AS LAYTIME EVEN IF VESSEL ON DEMURRAGE\\~
- AT ALL LOADING AND ALL DISCHARGING PORTS TIME USED FOR DE-BALLASTING NOT TO COUNT AS LAYTIME EVEN IF VESSEL ON DEMURRAGE