

- ADVISE INTENDED SPEED FOR THE VOYAGE: abt 12 knots agw, wp

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FULL CP CHAIN:

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HEAD OWNERS: \~

CLEARWATER TRANSPORT LTD

80 BROADSTREET MONROVIA LIBERIA

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\~TECHNICAL OPERATOR - FULL STYLE:

ARKA GLOBAL MARINE SERVICES LLC ,DUBAI

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COMMERCIAL MANAGERS :

Lila Global Ltd, 80 Broad Street Monrovia Liberia

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NAME OF ALL DISPONENT OWNERS / COUNTER PARTY \~IN THE C/P CHAIN: \~

Mainline chartering inc

reg no. 101175

trust company complex

ajeltake road ajeltake island,

majuro marshall islands mh 96960 \~\~

chrtrs p&i club - guard

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OWNERS CONFIRM/GUARANTEE:

- VSL SHALL NOT CHANGE OWNERSHIP/CLASS/PANDI CLUB DURING THIS C/P WITHOUT CHRTRS WRITTEN CONSENT.

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- VSL IS FULLY PANDI COVERED AND MAINTAIN SAME DURING THIS VOYAGE AND C/P.

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- VSL IS FULLY INSURED FOR HULL AND MACHINERY DURING DURATION OF THIS VOYAGE WITH RECOGNISED INTERNATIONAL INSURERS. VSL HULL AND MACHINERY INSURANCE SHALL BE FULLY MAINTAINED AND WILL NOT BE CHANGED DURING THIS C/P.

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- VSL TO BE FULLY CLASSED AND FULLY CERTIFICATED FOR THE DURATION OF THE VOYAGE AND C/P.

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- VSL IS NOT GOING FOR SCRAP AFTER THIS VOYAGE.

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- OWNERS/MASTER CONFIRM NO LIENS/ARREST ORDERS/ENCUMBRANCES/ RECOMMENDATIONS ARE PENDING.

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- VSL IS A SINGLE DECKER, BULK CARRIER WITH UNOBSTRUCTED HOLDS/HATCHES, SUITABLE FOR GRAB DISCHARGE AND OPERATION OF BULLDOZERS / TRACTORS with rubber tyres always within vessel's tt strength WHICH WORKING INTO VSL'S HOLDS, NO CENTRELINE BULKHEADS/BEAMS/OBSTACLES AND STANCHIONS IN VESSEL'S HOLDS. NO LONGITUDINAL BULKHEADS IN THE HOLDS.

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- CRANE OUTREACH BEYOND SHIPS RAIL : AS PER BALTIC – 11 M

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- OWNERS CONFIRM VSL IS NOT A LOGGER TYPE, NO FIXED STANCHIONS ON BOARD.

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- VSL IS NOT SANCTIONED BY THE OFFICE OF FOREIGN ASSET CONTROL.

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- OWNERS CONFIRM HOLDS ARE CLEAR OF ANY OBSTRUCTIONS PREVENTING NORMAL OPERATION OF GRABS.

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- BULLDOZERS/TRACTORS UW NOT TO EXCEED VSL'S MAX TT STRENGTH.

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- CARGO TO BE LOADED INTO UNOBSTRUCTED CLEAR MAIN/LOWER HOLDS ONLY.

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- VSL'S TANKTOP IS OF STEEL CONSTRUCTION AND IN GOOD CONDITION.

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- VSL IS IN POSSESSION OF ALL CERTIFICATES VALID FOR THE DURATION OF THIS CP

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- ALL ORIGINAL VSL'S CERTIFICATES/DOCUMENTS ARE ON BOARD. OWNS TO PROVIDE:

1) ISSC

2) CLASS

3) SAFE MANNING

4) LOAD LINE

5) TONNAGE

6) CARGO GEAR

7) CSSC

- 8) CSSR
- 9) CSSE
- 10) IOPP
- 11) IAPP
- 12) CRANE LOAD TEST
- 13) DOC
- 14) H&M
- 15) P&I
- 16) SMC

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- OWNERS TO ENSURE VESSEL'S MARKS ARE CLEARLY PAINTED AND VISIBLE ON VESSELS ARRIVAL AT LOADING/DISCHARGING PORTS
VSL SHOULD HAVE CLEARLY VISIBLE MARKS

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- VESSEL WILL BE SUITABLE FOR DRAFT SURVEY WITH CLEARLY VISIBLE MARKS AND WILL HAVE ON BOARD ALL NECESSARY AND UP TO DATE CERTIFICATES ESSENTIAL INCLUDING SOUNDING TABLES, HYDROSTATIC CURVES AND VALID LOADING CERTIFICATE.

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- OWNERS GTEE VSL'S CRANES CAN WORK ALL four HOLDS SIMULTANEOUSLY. IN CASE OF BREAKDOWN OF VSL'S GEAR-TIME TO COUNT PRO-RATA TO THE NUMBER OF HOLDS AFFECTED. OWNERS have the option TO PROVIDE SHORE CRANES IF VESSEL'S CRANES ARE MALFUNCTIONING.

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- OWNERS TO ADVISE IF GRABS ON BOARD WHICH CHRS /RECEIVERS CAN USED FREE OF CHARGE; - Grabs on board 4x10 cbm - OWNERS CONFIRM VSL CAN LOAD/CARRY AND DISCH THE CGOS AS DESCRIBED

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- CHRTRS TO HAVE RIGHT TO PERFORM ULD (ULTRASONIC LEAK DETECTION) TEST PRIOR LOADING IN CASE SAME IS REQUIRED BY CONSIGNEE, CHRTRS TO INFORM OWNERS ABOUT SUCH REQUIREMENT UPON NOMINATING THE LAYCAN - we do not have this on btb cp – sub owners' approval.

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- ATTACHED SHIPMENT SAFETY CARD (PDF FILE ATTACHED) TO APPLY AS FOLLOWS: THE 1ST ONE REQUIRES THE SIGNATURE ??? THIS SHOULD BE PROVIDED TO A MASTER OF A VESSEL AND A SIGNED COPY MUST BE OBTAINED FROM HIM ON ARRIVAL BEFORE LOADING, THE 2ND ONE SHOULD BE ATTACHED TO ALL THE DOCUMENTS RELATED TO THIS FIXTURE.

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- TERMINALS CATEGORICALLY ASK CREW MEMBERS NOT TO LEAVE THE SHIP, FOOD AND WATER, MEDICINES CAN BE PROVIDED BY PRIOR ARRANGEMENT.

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FOR:

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- ACCT: CORRIGO FERTILIZERS LLC

Business Center 04, RAKEZ Business Zone-FZ, Ras Al Khaimah, United Arab Emirates -sub ows due diligence approval

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- CARGO: 35.000 MT 10 PCT BLK GMOP SF ABT 38'

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Intake ABT 33000 MT / sub pre-stowage plan from the Master- reverting

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- LAYCAN: 09-11 January \~(00:01-24:00)

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- LOADING PORT: 1SB MURMANSK 11.1 MTRS BW

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-LOAD RATE: 7,000 MT PWWD 24 CONSEC HRS SHING

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- DISCHARGING PORT: \~1SP/ 1SB OF BRAZIL (VILA DO CONDE-RIO GRANDE RGE) OUT OF THE FOLL:

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ITAQUI (4.000 SSHINC)

VILA DO CONDE (4.000 SSHINC)

ARATU (4.000 SSHINC),

VITORIA TPD (5.000 SSHINC)

PARANAGUA (6.000 SSHINC),

SANTOS (6.000 SSHINC),

SFDS (6.000 SSHINC),

DISCH RATES: AS ABOVE, PWWD 24 CONSEC HRS SHINC

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-OWRS TO VERIFY / SATISFY THEMSELVES ABT ANY RESTRICTIONS AT ALL LOADING AND DISCHARGING PORTS/BERTHS – at first disport to have at least 11.10mtrs bw draft

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- FREIGHTS:

=BSS 1/1, MURMANSK, LOADRATE 7,000 SSHINC, EWRI INCLUDING,

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PUT/INFRAMAR/TUIP AND SIMILAR TAXES IN DISCH PORTS TO BE ON CHARTERERS' / RECEIVERS ACCOUNT.

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ITAQUI \~- USD 41.25 PMT

VILA DO CONDE - USD 42.25 PMT

PARANAGUA - USD 46.00 PMT

ARATU - USD 44.25PMT

SANTOS USD 45.75 PMT

SFDS (public pier) USD 46.40 PMT

VITORIA (TPD) - USD 44.00 PER TON

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- CHRTRS CAN REQUEST DIFFERENT PORTS OR PORT COMBINATIONS within vila do conde-rio grande range THAN AGREED, IN WHICH CASE FREIGHT TO BE RECALCULATED ON OPEN BOOK BSS USING TCE/BUNKERS SAME AS USED FOR ITAQUI BASE PORT RATE CALUCATION

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- DEMURRAGE: USD 20000 PDPR/DHD WTS ALL ENDS

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- LAYTIME NON REVERSIBLE BETWEEN ANY PORTS AND SEPARATE TIMESHEETS TO BE ISSUED FOR EACH PORT

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- FINAL DISCHARGING PORT TO BE DECLARED LATEST 1 WEEK BEFORE VESSEL ARRIVAL SW PAS

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- NOR:

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AT LOAD PORT NOR TO BE TENDERED WITHIN WORKING HOURS MONDAY/SUNDAY 08/17 HRS AND TIME TO COUNT AS PER 2PM/8AM CL AT EACH LOAD PORT - IF NOR TENDERED BEFORE 1200 HOURS THEN LAYTIME TO START COUNTING FROM 1400 HOURS ON THE SAME DAY, IF NOR TENDERED AFTER 1200 HOURS THEN LAY TIME TO START COUNTING FROM 0800 HOURS NEXT DAY.

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AT EACH DISCH PORT NOR TO BE TENDERED WITHIN WORKING HOURS MONDAY/SUNDAY 08/17 HRS AND TIME TO COUNT AS PER 2PM/8AM CL AT EACH DISCH PORT - IF NOR TENDERED BEFORE 1200 HOURS THEN LAYTIME TO START COUNTING FROM 1400 HOURS ON THE SAME DAY, IF NOR TENDERED AFTER 1200 HOURS THEN LAY TIME TO START COUNTING FROM 0800 HOURS NEXT WORKING DAY.

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- IF LOADING/DISCH COMMENCE EARLIER, THEN ACTUAL TIME USED TO COUNT ONLY

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- THE VSL SHALL TENDER NOR UPON ARRIVAL AT LOAD/DISCH PORT BERTH AND IN ALL RESPECT READY TO LOAD/DISCHARGE THE CGO. IF THE LOAD/DISCH BERTH IS OCCUPIED,THE VSL MAY TENDER NOR ONCE SHE HAS ARRIVED WITHIN THE PORT LIMITS OR SHE IS AT THE PORT'S CUSTOMARY WAITING PLACE AS DIRECTED BY THE LOCAL AUTHORITIES.AT BENDS TIME WAITING FOR BERTH TO COUNT AS LAYTIME WIPON/WIFPON/WIBON/WICCON AND MASTER TO HAVE THE RIGHT TENDERING NOR BY TLX OR FAX OR EMAIL WIPON/WIBON/WIFPON/WICCON.

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- LAYTIME TO STOP ON COMPLETION OF PHYSICAL LOADING OR DISCHARGING OPERATION. AT ALL PORTS TIME SHALL NOT COUNT DURING WAITING FOR TIDES AND ALL OTHER NAVIGATIONAL REASONS AS WELL AS DURING STEAMING TIME FROM ANCHORAGE OR PILOT STATION OR LAYBY-BERTH TO LOADING OR DISCHARGING BERTH, OR TIME LOST DUE TO BALLASTING/DEBALLASTING AND MAKING THE SHIP READY IN ALL RESPECT TO LOAD OR DISCHARGE, EVEN IF VESSEL ALREADY ON DEMURRAGE.

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- TIME USED FOR DRAFT SURVEYS NOT TO COUNT

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- VESSEL CANNOT TENDER NOR PRIOR LAYCAN

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- 1st OPENING AND last CLOSING OF HATCHES NOT TO COUNT AS LAYTIME ALL ENDS

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- TRIMMING ONLY IN SO FAR AS LOADING FACILITY CAN ACCOMODATE

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- FREIGHT PAYMENT:

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- FRT 95 PCT PAYABLE WITHIN (3) BANK WORKING DAYS AFTER RECEIPT BY TELEX OR FAX OF A FREIGHT INVOICE. CHARTERERS OR OWNERS SHALL PAY ANY AMOUNTS DUE TO OWNERS OR CHARTERERS (AS CASE MAY BE) WITHIN 20 DAYS AFTER COMPLETION OF DISCHARGE AND RECEIPT AN AGREEMENT OF THE FINAL FREIGHT ACCOUNT AND SUPPORTING DOCUMENTS, INCLUDING, BUT NOT LIMITED TO TIME SHEETS AND STATEMENTS OF FACTS FOR LOADING AND DISCHARGE PORTS.

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- FREIGHT TO BE PAYABLE WITHOUT DISCOUNT AND NON-REFUNDABLE, SHIP AND OR CARGO LOST OR NOT LOST.

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- IF B/L MARKED FRT PPAID SAME TO BE KEPT IN AGENTS AND TO BE RELEASED IMMPLY UPON RECEIPT OF 100 PCT FRT INTO OWNERS ACCOUNT.

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- CHARTRS REQUIRE ONLY 'CLEAN ON BOARD' B/L

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- 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

- AT ALL LOADING AND ALL DISCHARGING PORTS LAYTIME/DEMURRAGE STOPS UPON COMPLETION OF PHYSICAL LOADING/ DISCHARGING OPERATIONS EVEN IF VESSEL ON DEMURRAGE.
- AT ALL PORTS BAD WEATHER PERIODS NOT TO COUNT AS LAYTIME WHEN THE VESSEL IN BERTH OR NOT, UNLESS VESSEL ALRDY ON DEMURRAGE IN WHICH CASE TIME TO COUNT
- CHOPT CARGO HOLDS TO BE SEALED BY SHIPPER'S SURVEYOR, WHICH TO BE ON CHRTRS TIME AND ACCNT
- CHRTRS COVID19 CLAUSE TO APPLY (AS ATTACHED ???SUEKAG COVID19 CLAUSE REVISED 1.DOCX???) - sub review
- BIMCO SANCTIONS CLAUSE FOR VOYAGE CHARTER PARTIES 2020 TO APPLY
- Charterers warrant that there will be no direct or indirect benefit, nor any claims payments made to any entities or individuals targeted by any sanctions
- COMM: 2.5% ADDRESS COMMISSION ON THE FREIGHT/DEADFREIGHT/DEMURRAGE DEDUCTIBLE AT SOURCE
- OTHERWISE AS PER CHARTERERS PFMA (LALINDE c/p attached) LOGICALLY AMENDED AS PER MAIN TERMS ABOVE.

END

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Brgds, LVI