

CLEAN FIX RECAP

CP DATE: 29-11-2017

Start Recap

1) MV GH DANZERO

EX-NAME(S):

SAINTY VICTORY

ULTRA BEIJING

SAINTY SAAM 12022B

GEARS: C-4-36 / GR-4-14

BUILT: 2014 BY SAINTY SHIPYARD

FLAG: MARSHALL ISLANDS

CLASS: AMERICAN BUREAU OF SHIPPING

DWT/DRAFT: 63,326 MT DWT / 13.30 M SSW

TPC / TPI: 62.30 MT / 158.24 LT AT FULL SUMMER DRAFT

LOA/BEAM: 199.99 M (LOA) / 32.26 M (BEAM)

LBP: 194.5 M

INT'L TONNAGE: 36,264 GT / 21,607 NT

SUEZ: 41,497 NT

PANAMA: 36,304 NT

SUMMER FRESH: 75,197 MT / 13.6 M / 62.00 TPC

TROPICAL SALT: 65,055 MT / 13.58 M / 62.38 TPC

SUMMER SALT: 63,326 MT DWT / 13.30 M SSW / 62.30 TPC

WINTER SALT: 61,600 MT / 13.02 M / 62.23 TPC

GRAIN/BALE: 78,860 CBM GRAIN / 73,660 CBM BALE

HO/HA: 5/5

HATCH COVER: FOLDING, DOUBLE SKIN, WEATERTIGHT, OPERATED BY HYDRAULIC CYLINDERS HATCH SIZE:

N°1 : 19.68 M X 18.26 M

N°2 : 22.96 M X 18.26 M

N°3 : 22.96 M X 18.26 M

N°4 : 22.96 M X 18.26 M

N°5 : 22.96 M X 18.26 M

HOLD CAPACITY:

N°1 : 13,976.60 CBM

N°2 : 17,687.30 CBM

N°3 : 15,365.50 CBM

N°4 : 15,859.00 CBM

N°5 : 15,971.80 CBM

STRENGTHENED FOR HEAVY CARGO

CO2 FITTED

AHL FITTED

DEPTH MOULDED: 18.5 M

KEEL TO HIGHEST POINT: 48.86 M

LIGHT WEIGHT: 11,871 MT

IFO CAPACITY: 2,049 MT

MDO CAPACITY: 205 MT

FW CAPACITY: 518 M3

All details about

2) OWNER : GH DANZERO LLC, MARSHALL ISLANDS

COMMERCIAL MANAGERS: CELSIUS SHIPPINS Aps

TECHNICAL MANAGERS: FLEET MANAGEMENT LIMITED, HK

On TC to

**NOBLE RESOURCES INTERNATIONAL PTE LTD
60 ANSON ROAD
#19-01 MAPLETREE ANSON
SINGAPORE 079914**

On TC to:

Disponent owners full style:

EASTERN BULK A/S
STRANDVEIEN. 15A, P.O. BOX 132
NO-1326 LYSAKER, NORWAY
P&I CLUB: GARD, NORWAY

3) Last 4 cargoes:

SUGAR (as last) / LIMESTONE / COAL / GRAINS

4) Owners confirm/warrant that:

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-Vessel is self trimming bulk carrier (wing/deep tanks excluded): - **OK**

-Vessel is a singledeck bulkcarrier with engine, bridge and accommodation aft of all holds. Holds and hatchways are to be clear of any obstructions whatsoever. - **OK**

-Vessel is in all respects suitable for the safe load, carriage and discharge bulk grains and/or agricultural products incl wheat and that all pertaining international certificates are on board. - **OK**

-Any bagging, securing and/or strapping, if necessary, ordered by the master and/or port authorities to be for owners time and expense. - **OK**

-Vessel to be suitable for grab discharge. - **OK**

-Vessel shall not change ownership and/or class without charterers' written consent. - **OK**

-Vessel's hull and machinery insurance shall be fully maintained and will not be changed. - **OK**

-Vessel is fully P&I covered, which shall be maintained. - **OK**

-Vessel is of class highest Lloyds or equiv. - **OK**

-Vessel will not be scheduled for break up or sold for scrap during this charter respectively upon completion of this charter. - **OK**

-Charterers will have free use of vessel's gear/grabs which to be left in full working order for immediate use throughout the currency of the charter party and winches serve all the hatches. - **OK**

-Owners warrant the vessel is and will be in a seaworthy condition at all/any time throughout the duration of the voyage. - **OK**

-Owners warrant vessel is first class according to Lloyds register or equivalent and tight, staunch and strong and in every respect fitted for charterer's trade/cargo and will so be maintained during the currency of this charter party. - **OK**

-Owners warrant that the vessel is not black listed/boycotted or arrested due to vessels flag/ownership/crew employment/age/past trading in countries during the currency of this charter party. - **OK**

-Vessel's cargo gear/grabs as described by owners is in good working condition and has capacity of 30 mt swl each crane (4 cranes total serving all hatches). - **OK**

Vessel's full operational gear/grabs is at any time during loading and discharging free of charge at charterers disposal. - **OK**

-Owners warrant that the vessel and vessel's holds are ready to receive the intended cargo and vessel's holds are clean/free of smell/swept/washed down by fresh water and dried up and holds/hatch are free of any loose rust scale/paint scale and any residues of previous cargoes and any obstructions /obstacles/lashing system are removed from vessel's holds/hatches/ deck. - **OK**

-Owners warrant that vessels hatchcovers are **WEATHERTIGHT** on delivery of the vessel and throughout period of this charter party. If any hatchcover found defective, same to be immediately rectified at owners' time and expenses to independent surveyor satisfaction

- owns confirm vsl is fitted for carriage of bulk grains/agricultural products incl wheat with all her trading certificates valid and available to chrts upon request. - **OK**

- owns/owns protective agents / master to provide/issue any normal shipping certificate proving and/or confirming vsl's class / age / flag / ownership /etc - **OK**

- owns confirm grabs/cranes in good working order and chrts/rcvrs will have free use of same - **OK**

5) For:

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- Acct Agrocorp International Pte Ltd
10 Anson Road #34-04/05/06 International Plaza Singapore 079903

6) negos and eventual fixture strictly p+c

7) 55,000 mts 10pct moloo bulk Wheat sf abt 44 wog -
CARGO ALWAYS TO BE LOADED / STOWED / CARRIED / DISCHARGED IN ACCORDANCE
WITH LOCAL / IMO / IMSBC CODE RECOMMENDATIONS AND REGULATIONS

8) loading 1sp 1sb Upriver plus completion 1sb Bahia Blanca or 1sb Necochea OR full 1sb Bahia Blanca OR full 1sb Necochea chopt always afloat
Chrts to declare loading options ON 01st December

For upriver parana: NOT ABOVE SAN LORENZO BUT INCLUDING SAN LORENZO AND TIMBUES, ARGENTINA. EXCLUDING SAN PEDRO, SAN NICOLAS AND VILLA CONSTITUCION

For Bahia Blanca: always excluding TBB pier 7/8, and galvan pier nbr 5

For Necochea: always excluding Site 6 and 9/10

9) discharge 1-2 safe anchorages always afloat Chittagong, Bangladesh

10) at load/discharge ports owns to satisfy themselves for any draft restrictions

11) l/c 04- 10 Dec 2017 - pls advise position / itinerary
ETA load port 5th December agw, wp, ucae

13) freight USD 40.95 pmt fiost bss 2-1 and USD 39.00 pmt fiost bss 1-1
If El Transito, Dempa, Pampa or Nidera Berth are used at load, then Additional FRT to be USD 0.35 PMT

14) at load port time employed shifting berths/anchorages and time waiting for shifting pilot not to count as laytime, and any additional shifting expenses apart 1st shifting from pilot station/waiting anchorage to be for CHARTERERS account.

If 1sb Necochea OR full 1sb Bahia Blanca OR full 1sb Necochea, only shifting from pilot station/anchorage/customary waiting place to first berth to be for owners account, if any subsequent shifting time and cost (excluding bunkers consumed) to be for charterers account

bends shiftings from waiting place/ layberth/anchorage to loading/discharge berth to be always for owns acct.

15) Necochea Swell Clause:

If vessel is unable to enter port due to swell and/or bad weather, the master to be permitted to tender NOR at/off the port, and laytime to count in accordance with CP. Shifting time not to count as laytime. Upon completion of loading if vessel is unable to sail due to swell and/or bad weather, laytime to count from the first high tide until vessel can actually sail including excepted periods.

16) Freight payment 95 percent less commissions on full freight and estimated despatch if any at load port to Owners within 3 banking days after completion of loading/sailing and s/r bs/l

17) Switch cls

If chrts request so, Owners to issue "freight payable as per charter party" bills of lading at load port upon completion of loading by shippers and issue switch freight prepaid, bills of lading in Singapore through their protective agents against surrender/inexchange of first full set bills of lading issued at loadport always after receipt of 100 pct of freight

The bills of lading maybe split in smaller lots and notify party name / shipper /consignee/ place of issuance may be changed; L/C No., Buyer's reference, H.S.Code, charter party date/etc may be inserted but the body of the bills of lading i.e commodity/quantity and quality of the cargo - loading - discharging ports remaining same and ownrs not to be responsible for individual quantity, but the total amount .

Commodity name can be widened/elaborated.

18) Loading Rate:

8,000 mts pwwd of 24 cons hrs, Sat 12:00 Mon 08:00 shex ntc eiu

19) Dishcharge rate Bangladesh :

3,000 mts pwwd of 24 cons hrs, Thurs17 hrs fsat sun 8 am ex eiu

At discharging port time from Thursday 17:00 hours, Fridays

Saturdays, till Sunday 08:00 hrs or from 17:00 hours on a day preceding

legal or local holidays till next working day of 08:00 hours, not to count even if used

20) Loading/discharging rates are based on a minimum of 4 wrkble hooks/hatches owise to be reduced pro-rata

21) At loadport, NOR to be tendered within working hours Mon-Fri 09:00-17:00 and 09:00-12:00 hours Saturdays

22) At dischport Chitt NOR to be tendered within working hours Sun 8am to Thu17hrs

23) At each load port and discharge port laytime shall commence at 08:00 hrs next working day after valid nor tendered and accepted.

24) Bills of lading figures to be as per shore scale at load port and draft survey at discharging port.

25) Demm usd 16,500 pdpr/hdwts, bends

26) Reversible laytime between 2 load ports.

27) At loading port naabsa to apply

28) chrts to nominate agents bends

29a) 2.50 pct add comms to chrts on f/d/d deductible from payments

29b) 1,25 pct brokerage to shipbrokers on f/d

If vessel unable to sail from Necochea because of the swell for more than 48hrs after completion of loading, the shipbroker will discount the brokerage commission by 50%

30) Otherwise sub mutual review for similar fixture Red cosmos/agrocorp cp dd 05/12/16.

end

WARRANTIES/QNAIRE ASF

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Owise as per owns reply to chrts' qnaire below

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1) type of ownership (please specify what type of ownership of the proposed vessel you have. Please advise, if you are the actual Owner or whether you have under charter to your company.

DISPONENT OWNER UNDER CHARTER

2) legal name and address

DISPONENT OWNERS FULL STYLE;

EASTERN BULK A/S

STRANDVEIEN. 15A, P.O. BOX 132

NO-1326 LYSAKER, NORWAY

2.2 owners by virtue of a charter party (please state what type of cp)

TIME CHARTER TRIP

2.3 managers for the actual owners (please state whether this is a full or a limited management agreement)

FLEET MANAGEMENT LIMITED, HK

2.4 managers for the actual owners by virtue of a cp (disponent owners). Please advise also whether this is a full or a limited management agreement

N/A

2.5 bare boat owners, if any

N/A

3) since when is the vessel under present –

3.1 ownership

27 NOV 2016

3.2 management - pls state previous names

N/A

4) please confirm vessel is fully classed LRS +100 A1 or equivalent also

P+I club and state

CONFIRM

4.1 name of the classification society and P+I club –

WEST OF ENGLAND

4.2 any subject (recommendations) or condition imposed by class at the present time or from the commencement of the voyage/ time charter

N/A

4.3 the registry owners will authorise the classification society to release details of class to charterers

GH DANZERO LLC, MARSHALL ISLANDS

5) please give brief history of the following if any

5.1 grounding

N/A

5.2 stranding

N/A

5.3 collision

N/A

5.4 any other serious accident or time lost for repair during the past 12 months

N/A

5.5 arrest of vessel

N/A

5.6 last drydock and Special Survey

NEXT DRY DOCK/SPECIAL SURVEY DUE 18 DEC 2019

6) please confirm vessel will not change name/ flag/ class/ ownership/management/ p+i club during the period of this time charter

CONFIRM

7) vessel's last three voyages and cargoes (commencing from last) and state present schedule of vessel until her expected readiness to perform this cp including vessel's e.t.a. notice

VESSEL IN BALLAST, ETA RECALADA 5TH NOV

SANTOS-CHENNAI: SUGAR

MINA SAQR-GANGAVARAM: LIMESTONE

EAST KALIMANTAN-WCI: COAL

8) insurance

8.1 p+i charterers require that the club(s) confirm that owners and/or disponent owners have paid their calls and that vessel is fully entered with

p+i club and will be fully covered for the duration of the charter

CONFIRM

8.2 h+m charterers require confirmation that the insurance premium in respect of h+m cover has been paid and that the vessel is fully covered and will remain in force for the duration of the charter

CONFIRM

8.3 please advise h+m value of the vessel

11 333 334

9) please state the validity period of following trading certificates and fax copy to charterers upon request

9.1 Safety certificates (radio/construction/equipment)

PLEASE SEE CERT ATTACHED

9.2 Loadline

PLEASE SEE CERT ATTACHED

9.3 IOPPC

PLEASE SEE CERT ATTACHED

9.4 Tonnage certificate

PLEASE SEE CERT ATTACHED

9.5 Registry

PLEASE SEE CERT ATTACHED

9.6 Deratting

PLEASE SEE CERT ATTACHED

9.7 Classification

PLEASE SEE CERT ATTACHED

9.8 Hull+machinery certificate

PLEASE SEE CERT ATTACHED

10) Has freight and/ or charter hire and/ or receivable been assigned to any (mortgagee or other) bank?

N/A

If yes, please state name and bank, also clarify whether it is freight alone that has been assigned or whether freight/ hire and all receivable have been assigned to the bank

11) Charterers nominated representative is free to board vessel at any time to varify the replies of all this questionnaire and access to inspect the conditions of the cargo on board

CONFIRM

12) Owners confirm vessel is fully ISM and ISPS code certified

CONFIRM

13) vessel to be fitted with GMDSS and telex number

CONFIRM

14) Service speed

SPEED/CONS:

LADEN: ABT 13.5 KTS ON IFO 28.0 MT (380CST) +MDO 0.2 MT AT SEA

BALLAST: ABT 14 KTS ON IFO 28.3MT (380CST) +MDO 0.2 MT AT SEA

LADEN: ABT 12 KTS ON IFO 21.5 MT (380CST) +MDO 0.2 MT AT SEA

BALLAST: ABT 12.5 KTS ON IFO 20.3 MT (380CST) +MDO 0.2 MT AT SEA

PORT IDLE: 3.6 MT IFO + 0.2MT MDO PER DAY

PORT WORKING: 6.2 MT IFO + 0.2 MT MDO PER DAY

**ABOVE SPEED / CONSUMPTION IN GOOD WEATHER CONDITIONS UPTO/INCL BEAUFORT
FORCE 4 AND DOUGLAS SEA STATE 3 WITH NO ADVERSE CURRENT AND NO NEGATIVE
INFLUENCE OF SWELL.**

end