C O N T I N E N T G R AI N C H A R T E R P A R TY Code Name: SYNACOMEX 90

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by SYNDICAT NATIONAL DU COMMERCE EXTERIEUR DES CEREALES

amended 1960, 1974 and 1990 in agreement with COMITE CENTRAL DES ARMATEURS DE FRANCE ……………………………………………………………………………………………………

incooperationwiththeFrenchCharteringandS.&P.Brokers’Association

adopted by the DOCUMENTARY COMMITTEE of THE BALTIC AND INTERNATIONAL MARITIME COUNCIL

Dated at ....29th November, 2017

Owners 1. It is this day agreed between ....EASTERN BULK A/S .... 1

.... 2

Vessel **GH DANZEROGH DANZERO LLC**M/V“GH DANZERO”....(seeVessel’sdescriptioninriderClause30)....36,264/21,607tonsgross/nett 3

Register and classed **AMERICAN BUREAU OF SHIPPING**carrying about ....63,326 {$metric} tons deadweight exclusive of bunkers, now 4

{$trading}and expected ready to load **naabsanaabsa**Messrs Agrocorp InternationalPte.,Ltd 5

Charterers 10 Anson Road #34-04/05/06 International Plaza Singapore {$079903}asCharterers. 6

Loading port(s) 2. Thatthesaidvesselbeingtight,staunchandineverywayfitforthevoyage,shallwithallconvenientspeedproceedto 1safe berth1safeportUpriver plus 7

completion 1sb Bahia Blanca or 1sb Necochea OR full 1sb Bahia Blanca OR full 1sb Necocheachopt always afloat 8

which in case of named port(s) Owners acknowledge as safe and suitable for this vessel and there load a)always afloat / b)always afloat or safely aground 9

Cargo in such safe berth, dock, wharf or anchorage as Charterers or their Agents or Shippers may direct a full and complete cargo quantityof wheat and/ormaizeand/or 10

ryeand/{$orbarleyof}55,000metrictons10%moreorlessinOwners‘optionbulkwheatstowagefactorabout44‘withoutguarantee. 11

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 accountbends shiftings from waiting

place/ layberth/anchorage to loading/discharge berth to be always for owns acct.

12

13

Owners shall provide and install at their risk and expense and on their time all that is required for safe stowage of grain according to local and international regulations. Cargo to 14

beloadedinstrictconformitywithvessel’sgrainstabilitybookletandSOLASRegulations. 15

Thecargoshallnotexceedwhatthevesselcanreasonablystowandcarryoverandaboveherbunkers,apparel,stores,provisionsandaccomodation.Thewholecargo 16

shall be carried and stowed under deck. All cargo on board tobedelivered. 17

Furthermore,ifstowagebagshavebeenspecificallyagreed,thefollowingshallapply: 18

Charterers shall supply for stowage purposes a quantity of bagged cargo not **CO2 FITTED**per cent, which shall be stowed at their risk and expense. Thenumberof 19

bagssigned foronBillsof Ladingtobebindingonvesseland Owners,unlesserrororfraudbeproved. 20

Discharging port(s) Beingsoloaded,**GH DANZERO**1-2 safe anchorages always afloat Chittagong, {$bangladesh}21

which in case of named port(s) Owners acknowledge as safe and suitable for this vessel, and there discharge the cargo a)always afloat/ b)always afloat orsafelyaground 22

insuchsafeberth,dock,wharforanchorageasCharterersortheirAgentsorReceiversmay direct. Receivershavetheoptionofusingasecondsafeberth.Thetimeforshifting 23

between the two shall not count as laytime, but shiftingexpenses shallbeforvessel’s account.Shiftings from waiting place/ layberth/anchorage 24to

loading/discharge berth to be always for owns acct.

25

The freight agreed under this **USD 40.95 pmt**freight USD 40.95pmtfiostbss 2-1 and USD 39.00 pmtfiostbss 1-1 26

Freight

If El Transito, Dempa, Pampa or Nidera Berth are used at load, then Additional FRT to be USD 0.35 PMT 27

28

29

AnyadditionaltrimmingrequiredbyMasterduetovessel’ssafetrim/stabilitytobeforOwner‘saccountandtimeusednottocountaslaytimeortimeondemurrage. 30

.... 31

pertonof1.000kilosonnettBillofLadingweightless0.50percentandshallbedeemedearnedascargoisloadedonboard,prepaiddiscountlessandnonreturnable, 32

vessel and/or cargo lost or not lost. The freight shall be paid as follows: (SeeClause30-A) .... 33

.... 34

.... 35

All chargesandduesleviedonthecargoshallbeforCharterers‘accountandthoseleviedonthevessel/ crew / flag / freight forOwners‘account. 36

Loading and Discharging

5. Cargo shall be loaded, spout / grab / conveyorbelt/ -trimmed and/or stowed at the expense and risk of Shippers/Charterers at the average rate of ..(See Clause33) 37

....weatherpermitting, 38

Cargo shall be discharged at the expense and risk of Receivers/Charterers at the average rate **USD 40.95 pmt**(SeeClause33) .... 39

....weatherpermitting, 40

StowageshallbeunderMaster’sdirectionandsupervisionresponsibility.Shipper’sand/orCharterers‘representativeshavetherighttobeonboardthevesselduringloading, 41

discharging or lightering for the purpose of inspecting the cargo and/or weighing. Charterers and Owners are allowed to work overtime, such expenses shall be for 42

accountofthepartyorderingsame.IforderedbyPortAuthorities,overtimeshallbeforCharterer’saccount.Overtimeservicesrenderedbyship’screwshallbeinall 43

casesforOwners‘account.

Laydays/Cancelling 6. Atportofloadinglaytimeshallnotcountbefore00:01hours8.00a.m.{$onthe}08thDecember,{$2016}andanycasenotbeforethedatenotified 44

by the 7 10daysnoticeasperclauseNo.7.Shouldthevessel’snoticeofreadinessnotbevalidlytenderedasperclause8before09.0024:00hours on the14th December,2016. 45

Charterersshallhavetheoption ofcancellingthischarteratanytimethereafterbutnotlaterthanonehourafterthenoticeisvalidlytendered. 46

Vessel’sPositions,Notice 7. Masterand/**GH DANZERO LLC**onfixing10..{$daysandthereafter}5/3/2/{$1}daysnoticeofvessel’sexpectedreadinesstoloadto:CharterersandAgents .... 47

.... 48

Masterand/orOwnersshallgivethempromptadviceofanysubstantialchangeinvessel’sposition. 49

Laytime 8. Vessel’swrittennoticeofreadinesstoloadand/ordischargeshallbetenderedattheofficeofShippers/Charterers/Receiversortheiragents.betweenMondayand 50

Friday 09:00 – 17:00 hoursAt load port, Notice of Readiness to betendered within working hours Monday to Friday 09:00 - 17:00 hours and 09:00-12:00 hours onSaturdays 51

and not prior commencement of laydays. At discharge port, Notice of Readiness to be tendered within Sunday to Thursday 08:00 -17:00 hours 52

(SeealsoClauseNo.34)atloadports,andSunday08:00hourstoThusrdaynoonforBlangladeshatdischargeport,onalldaysexceptSaturdays,Sundays 53

andHolidaysandbetween08.00hoursand12.00hoursonSaturdaysunlessaHoliday.Suchnoticeofreadinessshall bedeliveredwhenvesselisintheloadingordischarging 54

berthandinallrespectsreadytoload/discharge.AtloadingportShippers/CharterersortheirAgentshavetheprivilegetoinspectvessel’sholdandrejectthenoticewhenholds 55

are not clean, dry, odourless and in all respects ready to receivethecargo. 56

Incaseofdispute,andindependentsurveyorshalldecideaboutvessel’sreadinesstoload,Ownersbearingthecosts.Iftherejectionofnoticeofreadinessisundisputed 57

orconfirmedbysurveyorthelaytimewillonlystarttocountafterthevesselhasvalidlytenederedagainwhenready. 58

Onlywhentheloadingand/ordischargingberthisunavailable,orforwhateverreasonbeyondOwners‘control,vesselwillnotbeabletoproceeddirectlytotheloading/ 59

dischargingberth, Mastermaywarrantthatthe vesselisinallrespectsready andmay tendernotice ofreadinesstoload and/ordischarge fromany usualwaitingplace,whether 60

in port or not, whether in free pratique or not, whether customs clearedornot. 61

At load and discharge ports laytime shall commence at 08:00 hours next working day after valid notice of readiness tendered. at 14.00 hours if to loadand/or dischargevalidly 62

at or before 12.00 hours and at 08.00 hours on the next working day if notice of readiness is validly tendered after 12.00 hours. Time used before commencement oflaytimeshall 63

notcount.Laytimeatload port shallnotcountbetween12.00hoursonSaturday,SundaytillMonday08:00a.mhours. At discharging port time from Thursday 17:00 hours, 64

Fridays, Saturdays, till Sunday 08:00 hrs or from 17:00 hours on a day precedinglegal or local holidays till next working day of 08:00 hours, not to count even if

used65and08.00hoursonthefollowingworkingdayunlessusedinwhichcasehald time actually used shall count.Anydelayscausedbyice,floods,quarantine,66

orbycasesof,forcemajeure“shallnotcountaslaytimeunlessthevesselisalreadyondemurrage.Generaland/orlocaland/or 67

religious holidays to be excluded from laytime&demurrage. 68

When Master has tendered notice of readiness to load or discharge from a waiting place and vessel is subsequently found unready in application of theaboveprovisions, 69

laytimeortimeondemurrageshallnotcountfromthetimethevesselisrejecteduntilthetimesheisaccepted.Additionally,anyactualtimelostonaccountofvessel’s 70

obtainingfreepratiqueorcustomsclearanceshallnotcountaslaytimeortimeondemurrage.Atsecondorsubsequentport(s)ofloadingordischarging,laytimeortime 71

ondemurrageshallresumecountingfromvessel’sarrivalatloadingordischargingberth,ifavailable,orfromvessel’sarrivalatausualwaitingplace,ifberthisunavailable. 72

Atallportsanytimelostshiftingfromwaitingplacetoberth shallnotcountaslaytimeorastimeondemurrage. 73

Demurrage **USD 40.95 pmt**(SeeClauseNo.47)....USD 16,500 PDPR/HDWTS **63,326 MT**perdayof24consecutivehoursorprorata. 74

Despatch money OwnersshallpaytoCharterersdespatchmoneyforlaytimesavedinloading/**naabsa**(SeeClauseNo.47)....USD 8,250 {$bends} 75

per day of 24 consecutive hours orprorata. 76

Seaworthy trim Iforderedtobe loadedordischargedatmore thanone berthand/orport,the vesselistobe leftinseaworthytrim andconditiontoMaster’sreasonblesatisfaction 77

forthepassagebetweenberthsand/orportsatCharterers‘expenseatloadingandatCharterers‘/Receivers‘expenseatdischargingports,andtimeusedforplacingvesselin 78

seaworthy trim shall count as laytime or timeondemurrage. 79

Fumigation Charterers have the liberty to fumigate the cargo on board at loading and discharging port(s) or places on route at their risk and expense, and ontheir responsibility 80

that Officers and Crew as well as all other persons on board the vessel during and after the fumigation are not exposed to any healthhazardswhatsoever.Charterers 81

undertaketopayOwnersallnecessaryexpensesincurredbecauseofthefumigationandtimelosttherebyshallcountaslaytimeortimeondemurrage.Whenfumigation 82

has been effected at loading port and has been certified by proper survey or by a competent authority, Bills of Lading shall not be claused by Master for reason ofinsects 83

have been detected in the cargo prior to such fumigation. (See ClauseNo.46) 84

Lightsandgear 9. Wheneverrequired,vesselshallsupplyfreeuseoflightsasonboardbutsufficienttocarryon nightwork. 85

Provideddescribedasgeared,vessel,wheneverrequired,shallsupplyfreeuseofallcargohandlinggearonboard,ingoodworkingorder,withnecessarymotive 86

power,andofrunnersropesandslingsasonboard.Shorehandsshallbeusedtodrivethegear,atShippers‘/Charterers‘/Receivers‘account.Anytimeactuallyloston 87

account ofbreakdown of vessel’sgearshallnot count aslaytimeortimeon demurrageand anydirectlyrelated stevedorestandbytimechangesincurred therebyshallbefor 88

Owners‘account.Oneshiftonly.IfanycranebreakdownChartererstoallowOwners24hourstofindmobilecraneifnecessary. 89

Agencies 10. At loading port the vessel shall beconsignedto: 90

WorldBondLogisticSolutionsJuramento1475Floor13Suite1CapitalFederal–ArgentinaMob:+5491161218375DiegoE.JordanEmail: diego@wbls.com.ar 91

Skype:diegoenriquejordanwww.wbls.com.ar. 92

At discharging port, she shall be consigned to: to be advised by charterers 93

Extra Insurance

94

11. Anyextrainsuranceoncargoduetovessel’sageand/orflagand/orclassshallbeforOwners‘account;suchextrainsuranceshall be covered by Charterers for

95

Brokerage Owners account and shall be deducted from settlement of freight. (See ClauseNo.49)

96

12. A brokerage {$of}1.{$25} per cent on the gross amount of freight, deadfreight and demurrage earned is due to:..GreyM Consulting ltd.. If Vessel is unable to

97

Address Commission sail from Necochea because of the swell for more than 48 hrs after completion of loading. The shipbroker will discount the brokerage commission by 50%

98

13. An address commission of 2 ½ per cent on the gross amount of freight, deadfreight and demurrage earned, is due to Charterers and is deductable from freight 99

Arbitration deadfreight anddemurrage. 100

14. AnydisputearisingoutofthepresentcontractshallbereferredtoArbitrationinLondonof„ChambreArbitaleMaritimedeParis–73,BdHausmann–75008

101

Paris“.

102

The decision rendered according to the rules of ChambreArbitale and according to FrenchEnglish Law shall be final and binding upon both parties. The right of both parties to 103

referany disputes to arbitration ceases twelve months after date of completion of discharge or, in case of cancellation or non-performance, twelve months after the cancelling

104

date as per clause 6 or after the actual date of cancellation whichever is the later. Where this provision is not complied with, the claim shall be deemed to be waived and

105

absolutely barred. (See Clause No.53) 106

....

107

Bills of Lading Clauses No. 18 to 29, as printed overleaf, are deemed to be incorporated in this Charterparty.

108

15. The Master is to sign Bills of Lading as presented in strictaccordancewithMate’sReceiptswithout prejudice to the terms, conditions and exceptions of this 109

Charterparty. If the Master delegates them signing of Bills of Lading to his Agents,he shall give them authority to do so in writing, copy of which is to be furnished to Charterers.

110

Whenbillsofladingmarked„Freightprepaid“ are required, same shall be released byOwners immediatelyupon receipt of a telex from Charterers‘ Bank confirming

111

Relet that freight payable has been irrecovablytranferred. 112

Deviation 16. Charterers have the right to relet all or part of this Charterparty, they remaining responsible for its duefulfilment.

113

Lien and cesser clause 17. Deviationinsavingorattemptingtosavelifeorpropertyatseaorforbunkeringpurposesoranyotherreasonabledeviationshallnotbedeemedaninfringement of this

114

Charterparty and the Owners shall not be liable for any loss or damage resultingtherefrom. 115

18. The Owners shall have a lien on the cargo for freight, deadfreight, demurrage, and average contribution due to them under this Charterparty.

116

Penalties Charterers‘liability under thisCharterparty is to cease on cargo being shipped except for payment of freight, deadfreight, and demurrage and except all other matters

117

Responsibilities providedforinthisCharterpartywheretheCharterers‘responsibilityisspecified. 118

and immunities 19. Penaltyfornon-performanceofthischartershallbelimitedtotheproveddamagescaused tooneofthepartieswithoutexceedingtheestimatedamound offreight.

119

20. 1) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th

120

August 1924 as enacted in the country of shipment shall apply to this Contract and to any Bills of Lading issuedhereunder. 121

When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destignation shall apply, but in respect of shipments to

122

which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

123

2) In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February23rd, 1968 – The Hague – Visby 124

Rules-apply compulsorily, the provisions of therespective legislation shallapply.

125

3) TheOwnersshallinnocaseberesponsibleforlossofordamagetocargohowsoeverarisingpriortoloadingintoandafterdischargefromthevessel.

126

4) Save to the extent otherwise in this Charterparty expressly provided, neither party shall be responsible for any loss or damage or delay or failure in performance 127

hereunderresultingfromActofGod,war,civilcommotion,quarantine,strikes,lockouts,arrestorrestraintofprinces,rulersandpeoplesoranyothereventwhatsoever

128

which cannot be avoided or guarded against.

129

General ice clause 21. Port of Loading 130

a) In the event of the loading port being inaccessible by reason of ice when vessel is ready to proceed from her last port or at anytimeduringthe voyageoronvessel’sarrival or

130

incasefrostsetsinaftervessel’sarrival,theCaptain for fear of being frozen in is at liberty to leave without cargo, and this charter shall be null andvoid.

b) If during the loading the Captain, for fear of the vessel being frozen in, deems it advisable to leade, he has liberty to do with what cargo he has on board and to proceed to any other 132

portorportswithoptionofcompletingcargoforOwners‘benefittoanyportorportsincluding port of discharge. Any part cargo thus loaded under this charter to be forwarded to destination at 132

vessel’s expense but against payment of freight, provided that no extra expenses be thereby caused to the Receivers, freight being paid on quantity delivered (in proportion if lumpsum), all 133

other conditions as percharter. 134

c) On delivery of the cargo at such port, all conditions of the Bill of Lading shall apply and vessel shall receive the same freight as if she had discharged at the original port of 135

Amended Centrocon destination, except that if the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port to be increased inproportion.

136

strike clause 22. If the cargo cannot be loaded by reason of Riots, Civil commotions or of a Strike or Fire or Lock-out of any class of workmen essential to the loading of the cargo, or by reason of obstructions 137

or stoppages beyond the control of the Charterers caused by Riots, Civil commotions or a Strike or Fire or Lock-out on the Railways, or in the Docks, or other loading places, or if the cargo cannot

be discharged by reason of Riots, Civil Commotions or of a Strike or Fire or Lock-out of any class of workmen essential to the discharge, the time for loading or discharging, as the case may be, 138

shall not count during the continuance of such causes, provided that the strike or Lock-outofthe Shippers‘ and/orReceivers‘ menshall not prevent demurrage accuring if by the use of reasonable 139

diligencetheycouldhaveobtained other suitable labour at rates current before the Strike or Lock-out. In case of any delay by reason of the before-mentionedcauses,noclaimfordamagesor 140

demurrage, shall be made by the Charterers / Receivers of the cargo, or Owners of the vessel . For the purpose, however, of settling despatch money accounts, any time lost by the vessel through 141

any of the above causes shall be counted as time used in loading or discharging, as the case may be. 142

26. General average shall be adjusted according to the York/Antwerp Rules 1974, but where the adjustment is made in accordance with the law and practice of the English Law United States of 143

General average and the

America, the following clause shallapply: 144

New Jason Clause „Inthe event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or 145

for the consequence of which, the carrier is no responsible, by statute, contract or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the carrier in

146

In London and English Law general average to the payment of any sacrificies, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of

147

to apply the goods.

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 ships belonged to strangers. Such deposit as the carrier or his agents may 148

deem sufficient to cover the estimated contribution of the goods and any salvage and special charges theron shall, if required, be made by the goods, shippers, consignees or owners of the goods to the carrier 149

beforedelivery“ 150

and the charterers shall procure that all Bills of Lading issued under this Charterparty shall contain the same clause. 151

27. If the liability for any collision in which the vessel is involved while performing this Charterparty falls to be determined in accordance with English Law the laus of the United States of 152

Both to blame America, the following clause shallapply:

153

Collision clause „Iftheshipcomes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the carrier in

154

the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the carrier against all loss or liability to the other or non-carrying ship or her owners in

In London and English law so far as such loss or liability represents loss of or damage to or any claim whatsoever of the owners of the said goods, paid or payable by the other or non-carrying ship or her owners to the 155

owners of the said goods and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship orcarrier. 156

toapply

The foregoing provision shall also apply where the Owners, Operators or those in charge of any ship or ships or object other than, or in addition to, the colliding ships or objects are at fault 157

inrespecttoacollisionorcontact.“ 158

and the charterers shall procure that all Bills of Lading issued under this Charterparty shall contain the same clause. 159

Warrisks(„Voyawar1993 28. 1)IntheseClauses„warrisks“shallincluseanyblockadeoranyactionwhichisannounced as a blockade byany Government or any belligerent or by any organized body,

160

1950“) sabotaze, piracy, and any actual or threatened war, hostilities, warlike operations, civil war, civil commotiom, orrevolution.

161

2) If at any time before the vessel commences loading, it appears that performance of the contract will subject the vessel or her Master and crew or her cargo to war risks at any stage

of the adventure, the Owners shall be entitled by letter or telegram despatched to the Charterers, to cancel thisCharter. 162

3) The Master shall not be required to load cargo or to continue loading or to proceed on or to sign Bill(s) of lading for any adventure on which or any port at which it appears that 163

the vessel, her Master and crew or her cargo will be subjected to war risks. In the event of the exerise by the Master of his right under this Clause after part or full cargo has been loaded, the 164

Master shall be at liberty either to discharge such cargo at the loading port or to proceed therewith. In the latter case the vessel shall have libertyto carryothercargo forOwner’s benefitand 165

accordingly to proceed to and load or discharge such other cargo at any other port or ports whatsoever, backwards or forwards, although in a contrary direction to or out of or beyond the ordinary 166

route. In the event of the Master electing to proceed with part cargo under this Clause freight shall in any case be payable on the quantitydelivered.

167

4) If at the time the Master elects to proceed with part or full cargo under item 3, or after the vessel has left the loading port, or the last of the loading ports, if more than one, it appears

168

that further performance of the contract will subject the vessel, her Master and crew or her cargo, to war risks, the cargo shall be discharged, or if the discharge has been commenced shall be

completed, at any safe port in vicinity of the port of discharge as maybe ordered by the Charterers. If no such orders shall be received from the Charterers within 48 hours after the Owners 169

have dispatched a request by telegram to the Charterers for the nomination of a substitute discharging port, the Owners shall be at liberty to discharge the cargo at any safe port which they 170

may, in their direction, decide on and such discharge shall be deemed to be due fulfilment of the contract of affreightment. In the event of cargo being discharged at any such other port, the 171

Owners shall be entitled to freight as if the discharge had been effected at the port or ports named in the Bill(s) of Lading, or to which the vessel may be ordered pursuantthereto. 172

5) a) The vessel shall have the liberty to comply with any direction or recommendation as to loading, departure, arrival, routes, ports of call, stoppages, destination, zones, waters, discharge, 173

delivery or in any other wise whatsoever (indluding any direction or recommendation not to go to the port of destination or to delay proceeding thereto or to proceed to some other port) given

174

by any Government or by any belligerent or of any such organized body engaged in civil war, hostilities or warlike operations or by any person or body acting or purporting to act as or with the

175

authority of any Government or belligerent or od any such organized body or by any committee or person having under the terms of the war risks insurance on the vessel, the right to give

any such directions or recommendations. If, by any reason of or in compliance with any such direction or recommendation, anything is done or is not done, such shall not be deemed adeviation. 176

b) If, by reason of or in compliance with any such directions or recommendations, the vessel does not proceed to the port or ports named in the Bill(s) of Lading or to which she 177

may have been ordered pursuant thereto, the vessel may proceed to any port as directed or recommended or to any safe port which the Owners in their discrection may decide on and there 178

discharge the cargo. Such discharge shall be deemed to be due fulfilment on the contract of affreightment and the Owners shall be entitled to freight as if discharge had been effected at the 179

port or ports named in the Bill(s) of Lading or to which the vessel may have been ordered pursuantthereto. 180

6) All extra expenses (including insurance costs) involved in discharging cargo at the loading port or in reaching or discharging the cargo at any port as provided in items 4 and 5(b)

181

hereof shall be paid by the Charterers and/or cargo owners, and the Owners shall have a lien on the cargo for all moneys due under theseterms.

182

29. Clauses 30 to 69 inclusive, as attached, are deemed to be incorporated in this CharterParty.

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184

TheCharterers: TheOwners:

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