


<p>1. Shipbroker TNS Shipping & Forwarding Co. Ltd. 71 Slavyanska Street, Business center "City", 2 nd Floor, 8000 Bourgas, Bulgaria Phone: +359 56 84 10 05/6/7 Fax: +359 56 84 02 99</p>	<p>RECOMMENDED THE BALTIC AND INTERNATIONAL MARITIME CONFERENCE UNIFORM GENERAL CHARTER (AS REVISED 1922 and 1976) INCLUDING " F.I.O." ALTERNATIVE, ETC. (To be used for trades for which no approved form in force) CODE NAME: " G E N C O N " Part I</p>
<p>3. Owners / Place of business (Cl. 1) KARTRADE OIL LTD. – BULGARIA, BURGAS, NORTH INDUSTRIAL ZONE LOT 447</p>	<p>2. Place and date 13 July 2009 Bourgas, Bulgaria</p>
<p>5. Vessel's name (Cl. 1) mv Sozopol 1</p>	<p>4. Charterers / Place of business (Cl. 1): ArcelorMittal Galati S.A. No.1, Smardan Street, Galati Postal Code 800698</p>
<p>7. Deadweight cargo carrying capacity in tons (abt.) (Cl. 1) DWT abt 3261 mts</p>	<p>6. GRT / NRT (Cl. 1) 2453 / 990</p>
<p>9. Expected ready to load (abt.) (Cl. 1)</p>	<p>8. Present position (Cl. 1) Bourgas</p>
<p>10. Loading port or place (Cl. 1) 1 gspb aaaa Bourgas</p>	<p>11. Discharging port or place (Cl. 1) 1 gspb aa Galati</p>
<p>12. Cargo (also state quantity and margin in Owners' option, if agreed; if full and complete cargo not agreed state " part cargo") (Cl. 1) Full cargo of iron ore. Cargo non imo, non dangerous, stw=dwt.</p>	
<p>13. Freight rate (also state if payable on delivery or intaken quantity)(Cl. 1) Euro 7.80 pmt FIOT basis 1/1</p>	<p>14. Freight payment (state currency and method of payment ; also beneficiary and bank account) (Cl. 4) See clause 18</p>
<p>15. Loading and discharging costs (state alternative (a) or (b) of Cl. 5; also indicate if vessel is gearless) FIOT</p>	<p>16. Laytime (if separate laytime for load. and disch. is agreed , fill in a) and b). If total laytime for load., and disch. , fill in c) only) (Cl. 6)</p>
<p>17. Shippers (state name and address) (Cl. 6) Arcelormittal or Nominee</p>	<p>a) Laytime for loading CQD b) Laytime for discharging 24 consecutive hours sshinc c) Total laytime for loading and discharging</p>
<p>18. Demurrage/det rate (loading and discharging) (Cl. 7) Euro 1200 per day pro rata free dispatch at discharge port</p>	<p>19. Cancelling date (Cl.10) 14 July 2009</p>
<p>20. Brokerage commission and to whom payable (Cl. 14) 2.5pct address commission to Arcelor Mittal Shipping Ltd, UK + 1.25 pct brokerage commission to TNS Shipping and Forwarding Co Ltd payable by Owners</p>	
<p>21. Additional clauses covering special provisions, if agreed Clauses 18 through 48 attached to be fully incorporated in the charter party</p>	

It is mutually agreed that this Contract shall be performed subject to the conditions contained in this Charter which shall include Part I as well as Part II. In the event of a conflict of conditions, the provisions of Part I shall prevail over those of Part II to the extent of such conflict.

<p>Signature (Owners) KARTRADE OIL LTD.</p> 	<p>Signature (Charterers) ArcelorMittal</p>
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1. It is agreed between the party mentioned in Box 3 as Owners of the steamer or motor-vessel named in Box 5, of the gross/nett Register tons indicated in Box 6 and carrying about the number of tons of deadweight cargo stated in Box 7, now in position as stated in Box 8 and expected ready to load under this Charter about the date indicated in Box 9, and the party mentioned as Charterers in Box 4 that: The said vessel shall proceed to the loading port of place stated in Box 10 or to such other place as she may safely get and lie always afloat, and there load a full and complete cargo (if shipment of deck cargo agreed same to be at Charterers' risk) as stated in Box 12 (Charterers to provide all mats and/or wood for dunnage and any separations required, the Owners allowing the use of any dunnage wood on board if required) which the Charterers bind themselves to ship, and being so loaded the vessel shall proceed to the discharging port or place stated in Box 11 as ordered on signing Bills of Lading or to such other place as she may safely get and lie always afloat and there deliver the cargo on being paid freight on delivered or intaken quantity as indicated in Box 13 at the rate stated in Box 13.	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20	
2. Owners' Responsibility Clause Owners are to be responsible for loss or damage to the goods or for delay in delivery of the goods only in case the loss, damage or delay has been caused by the improper or negligent stowage of the goods (unless stowage performed by shippers/Charterers or their stewards or servants) or by personal want of due diligence on the part of the Owners or their Manager to make the vessel in all respects seaworthy and to secure that she is properly manned, equipped and supplied or by the personal act or default of the Owners or their Manager. OWNERS, MASTER TO BE RESPONSIBLE FOR PROPER STOW. And the Owners are responsible for no loss or damage or delay arising from any other cause whatsoever, even from the neglect or default of the Captain or crew or some other person employed by the Owners on board or ashore for whose acts they would, but for this clause, be responsible, or from unseaworthiness of the vessel on loading or commencement of the voyage or at any time whatsoever. Damage caused by contact with or leakage, smell or evaporation from other goods or by the inflammable or explosive nature or in sufficient package of other goods not to be considered as caused by improper or negligent stowage, even if in fact so caused.	21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40	
3. Deviation Clause The vessel has liberty to call at any port or ports in any order, for any purpose, to sail without pilots, to tow and or assist vessels in all situations, and also to deviate for the purpose of saving life and/or property.	41 42 43 44 45	
4. Payment of Freight SEE CL.42 The freight to be paid in the manner prescribed in Box 14 in cash without discount on delivery of the cargo at mean rate of exchange ruling on day or days of payment, the receivers of the cargo being bound to pay freight on account during delivery, if required by Captain or Owners. Cash for vessels ordinary disbursements at port of loading to be advanced by Charterers if required at highest current rate of exchange, subject to two per cent, to cover insurance and other expenses.	46 47 48 49 50 51 52 53 54 55	
5. Loading Discharging Costs * (a) Gross Terms The cargo to be brought alongside in such a manner as to enable vessel to take the goods with her own tackle. Charterers to procure and pay the necessary men on shore or on board the lighter to do the work there, vessel only heaving the cargo on board. If the loading takes place by elevator, cargo to be put free in vessel's holds. Owners only paying winching expenses. Any pieces and/or packages of cargo over two tons weight, shall be loaded, stowed and discharged by Charterers at their risk and expense. The cargo to be received by Merchants at their risk and expense alongside the vessel not beyond the reach of their tackle. * (b) F.I.o and free stowed trimmed The cargo shall be brought into the holds, loaded, stowed and /or trimmed and taken from the holds, and discharged by the Charterers or their Agents, free of any risk, liability and expense whatsoever to the Owners. The Owners shall provide winches, motive power and winchmen from the Crew if requested and permitted; if not, the Charterers shall provide and pay for winchmen from shore and/or cranes, if any. (This provision shall not apply if vessel is gearless and stated as such in Box 15.) * Indicate alternative (a) or (b), as agree, in Box 15.	56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78	
6. Laytime SEE CL. 19 * (a) Separate laytime for loading and discharging The cargo shall be loaded within the number of running hours as indicated in Box 16, weather permitting, Sundays and holidays excepted, unless used, in which event time actually used shall count. The cargo shall be discharged within the number of running hours as indicated in Box 16, weather permitting, Sundays and holidays excepted, unless used, in which event time actually used shall count. * (b) Total laytime for loading and discharging The cargo shall be loaded and discharged within the number of total running hours as indicated in Box 16, weather permitting, Sundays and holidays excepted, unless used, in which event time actually used shall count. * (c) Commencement of laytime (loading and discharging) Laytime for loading and discharging shall commence at 1 p.m. if notice of readiness is given before noon, and at 5 a.m. next working day if notice given during office hours after noon. Notice at loading port to be given to the Shippers named Box 17. Time actually used before commencement of laytime shall count. Time lost in waiting for berth to count as loading or discharging time, as the case may be. Indicate alternative (a) or (b) as agreed in Box 16.	79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100	
7. Demurrage SEE CL. 43 For running days on demurrage at the rate stated in Box 18 per day or pro rata for any part of a day, payable day by day, to be allowed Merchants altogether at ports of loading and discharging.	101 102 103 104	
8. Lien Clause Owners shall have a lien on the cargo for freight, dead-freight demurrage and damages for detention . Charterers shall remain responsible for dead-freight and demurrage (including damages for detention) , incurred at port of loading. Charterers shall also remain responsible for freight and demurrage (including damages for detention) incurred at port of discharge, but only to such extent as the Owners have been unable to obtain payment thereof by exercising the lien on the cargo.	105 106 107 108 109 110 111 112 113	
9. Bills of Lading The Captain to sign Bills of Lading at such rate of freight as presented without prejudice to this Charterparty, but should the freight by Bills of lading amount to less than the total chartered freight the difference to be paid to the Captain in cash on signing Bills of lading.	114 115 116 117 118 119	
10. Cancelling Clause Should the vessel not be ready to load (whether in berth or not) on or before the date indicated in Box 19, Charterers have the option of Cancelling this contract, such option to be declared, if demanded at least 48 hours before vessel's expected arrival at port of loading. Should the vessel be delayed on account of average or otherwise, Charterers to be informed as soon as possible, and if the vessel is delayed for more than 10 days after the day she is stated to be expected ready to load. Charterers have the option of canceling this contract, unless a Cancelling date has been agreed upon.	120 121 122 123 124 125 126 127 128 129	
11. General Average /In London General average to be settled according to York-Antwerp Rules, 1924. Proportions of cargo to pay the cargo's share in the general expenses even if same have been necessitated through neglect or default of the Owners' servants (see clause 3).	130 131 132 133 134	
12. Indemnity Indemnity for non-performance of this Charterparty, proved damages, not exceeding estimated amount of freight.	135 136 137	
13. Agency In every case the Owners shall appoint his own Broker or Agent both at the port of loading and the port of discharge.	138 139 140	
14. Brokerage A brokerage commission at the rate stated in Box 20 on the freight earned is due to the party mentioned in Box 20. In case of non-execution at least 1/3 of the brokerage on the estimated amount of freight and dead-freight to be paid by the Owners to the Brokers as indemnity for the latter's expenses and work in case of more voyages the amount of indemnity to be mutually agreed.	141 142 143 144 145 146 147	
15. GENERAL STRIKE CLAUSE Neither Charterers nor Owners shall be responsible for the consequences of any strikes or lock-outs preventing or delaying the fulfillment of any obligations under this contract. If there is a strike or lock-out affecting the loading of the cargo or any part of it when vessel is ready to proceed from her last port or at any time during the voyage to the port or ports of loading or after her arrival there, Captain or Owners may ask Charterers to declare, that they agree to relax the laydays as if there were no strike or lock-out. Unless Charterers have given such declaration in writing (by telegram, if necessary) within 24 hours. Owners shall have the option of Cancelling this contract. If part cargo has already been loaded, Owners must proceed with same, (freight payable on loaded quantity only) having liberty to complete with other cargo on the way for their own account. If there is a strike or lock-out affecting the discharge of the cargo on or after vessel's arrival at or off port of discharge and same has not been settled within 48 hours, Receivers shall have the option of keeping vessel waiting until such strike or lock-out is at an end against paying half demurrage after expiration of the time provided for discharging, or of ordering the vessel to a safe port where she can safely discharge without risk of being detained by strike or lock-out. Such orders to be given within 48 hours after Captain or Owners have given notice to Charterers of the strike or lock-out affecting the discharge. On delivery of the cargo at such port, all conditions of this Charterparty and of the Bill of Lading shall apply and vessel shall receive the same freight as if she had discharged at the original port of 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 in proportion.	148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178	
16. War Risks ("Voywar 1950") (1) In these clauses "War Risks" shall include any blockade or any action which announced as a blockade by any Government or by any belligerent or by any organized body, sabotage, piracy, and any actual or threatened war, hostilities, warlike operations, civil war, civil commotion, or revolution. (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 adventure, the Owners shall be entitled by letter or telegram despatched to the Charterers, to cancel this Charter. (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 the Vessel, her Master and crew or her cargo will be subjected to war risks. In the event if the exercise by the Master of his right under this Clause after part or full cargo has been loaded, the 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 liberty to carry other cargo for Owners' benefit and 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 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 quantity delivered. (4) If at the time Master elects to proceed with part or full cargo under Clause 3, or after the Vessel has left the loading port, or the	178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204	



PART II
" Gencon " Charter (As Revised 1922 and 1976)
Including " F.I.O. " Alternative, etc.

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last of the loading ports, if more than one, it appears 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 may be ordered by the Charterers. If no such orders shall be received from the Charterers within 48 hours after the Owners have despatched 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 may, in their discretion, 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 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 have been ordered pursuant thereto.	205 206 207 208 209 210 211 212 213 214 215 216 217 218 219		
(5) (a) The Vessel shall have liberty to comply with any directions or recommendations as to loading, departure, arrival, routes, ports of call, stoppages, destination, zones, waters, discharge, delivery or in any other wise whatsoever (including 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 by any Government or by any belligerent or by any 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 authority of any Government or belligerent or of 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 reason of or in compliance with any such direction or recommendation, anything is done or is not done, such shall not be deemed a deviation.	220 221 222 223 224 225 226 227 228 229 230 231 232 233 234		
(b) If, by reason of or in compliance with any such directions or recommendations, the Vessel does not proceed to the port of ports named in the Bill(s) of Lading or to which she 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 discretion may decide on and there discharge the cargo. Such discharge shall be deemed to be due fulfilment of the contract of affreightment and the Owners shall be entitled to freight as if discharge had been effected at the port or ports named in the Bill(s) of Lading or to which the Vessel may have been ordered pursuant thereto.	235 236 237 238 239 240 241 242 243 244 245		
(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 Clauses 4 and 5(b) 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 these Clauses.	246 247 248 249 250		
		17. GENERAL ICE CLAUSE	251
		<i>Port of loading</i>	252
		(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 any time during the voyage or on vessel's arrival or in case frost sets in after vessel's arrival, the Captain for fear of being frozen in is at liberty to leave without cargo, and this Charter shall be null and void.	253 254 255 256 257 258
		(b) If during loading the Captain, for fear of vessel being frozen in, deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to any other port or ports with option of completing cargo for Owners' benefit for any port or ports including port of discharge. Any part cargo thus loaded under this Charter to be forwarded to destination at 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 other conditions as per Charter.	259 260 261 262 263 264 265 266 267 268
		(c) In case of more than one loading port, and if one or more of the ports are closed by ice, the Captain or Owners to be at liberty either to load the part cargo at the open port and fill up elsewhere for their own account as under section (b) or to declare the Charter null and void unless Charterers agree to load full cargo at the open port.	269 270 271 272 273
		(d) This Ice Clause not to apply in the Spring.	274 275
		<i>Port of discharge</i>	276
		(a) Should ice (except in the Spring) prevent vessel from reaching port of discharge Receivers shall have the option of keeping vessel waiting until the re-opening of navigation and paying demurrage, or of ordering the vessel to a safe and immediately accessible port where she can safely discharge without risk of detention by ice. Such orders to be given within 48 hours after Captain or Owners have given notice to Charterers of the impossibility of reaching port of destination.	277 278 279 280 281 282 283 284
		(b) If during discharging the Captain for fear of vessel being frozen in deems it advisable to leave, he has liberty to do so with what cargo has on board and to proceed to the nearest accessible port where she can safely discharge.	285 286 287 288
		(c) On delivery of the cargo at such port, all conditions of the Bill of Lading shall apply vessel shall receive the same freight as if she had discharged at the original port of 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 in proportion.	289 290 291 292 293 294



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Additional Clauses
to the Charter Party dated 13 July 2009

CLAUSE 18:FREIGHT

THE FREIGHT SHALL BE PAID 100 % LESS ADDRESS COMMISSION ONLY WITHIN 3 BANKING DAYS AFTER SIGNING RELEASING "FREIGHT PAYABLE AS PER CHARTER PARTY" OR "FREIGHT PREPAID" IN ANY CASE BEFORE BREAKING BULK.

IN CASE FREIGHT PREPAID BS/L REQUIRED SAME WILL BE KEPT UNDER AGENTS CUSTODY AND SAME WILL BE RELEASED ONLY AFTER CHARTERERS FAXING THE SWIFT COPY OF THE TRANSFER.

FREIGHT TO BE DEEMED EARNED DISCOUNTLESS ON SHIPMENT OF CARGO AND NON RETURNABLE AND/OR CARGO LOST OR NOT LOST.

OWNERS TO E-MAIL INVOICE AND SAME TO BE FOLLOWED WITH ORIGINAL TO CHARTERERS ADDRESS AND DETAILS WILL BE PROVIDED.

CLAUSE 19:DEMMURAGE

CHARTERERS TO PAY DEMMURAGE, IF ANY, AT THE RATE OF EUR . 1200- PER DAY PRO RATA AT DISCHARGING PORT.

DEMMURAGE IF ANY PAYABLE AFTER RIGHT AND TRUE DELIVERY OF THE CARGO AGAINST PRESENTATION TO THE CHARTERERS OF THE OWNERS' FINAL FREIGHT STATEMENT TOGETHER WITH TIME SHEET FOR BOTH LOADING AND DISCHARGING PORTS DRAWN UP IN ACCORDANCE WITH C/P TERMS AND CONDITIONS ALONG WITH THE ORIGINAL STATEMENT OF FACTS DULY SIGNED BY MASTER, AGENTS AND SHIPPERS/RECEIVERS (IF THEY ARE PRESENT ON BOARD), ORIGINAL NOTICE OF READINESS BOTH ENDS.

-DEMURRAGE, IF ANY, TO BE SETTLED AND PAID W/I MAX 15 RUNNING DAYS AFTER PRESENTATION OF L/T CALCULATION + S.O.F. AND N.O.R. BY FAX; OR EMAIL

CLAUSE 20:LINER CERTIFICATE

IN CASE OF REQUEST BY CHARTERERS OWNERS TO PROVIDE LINER CERTIFICATE STATING THAT VESSEL IS IN REGULAR LINER SERVICE FROM BLACKSEA PORTS TO MEDITERRANEAN PORTS.

CLAUSE 21:CANAL DUES

SULINA CANAL DUES IF ANY TO BE FOR OWNERS ACCOUNT

CLAUSE 22: LOADING AND DISCHARGING

THE CARGO TO BE LOADED AND DISCHARGED AT THE AVERAGE RATE OF CQD/24 CONSECUTIVE HRS SHINC.

LAYTIME TO BE NON-REVERSIBLE

- LAYTIME START TO COUNT 12HRS FROM TENDERING NOR



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- LAYTIME IN PORTS TO COUNT UNTIL COMPLETION OF DISCHARGE AS PER STATEMENT OF FACTS MUTUALLY SIGNED BY MASTER AND SHIPPERS/CHARTERERS REPRESENTATIVES

- IN CASE OF STOPPAGES, ATTRIBUTABLE TO WEATHER CONDITIONS OR MECHANICAL / ELECTRICAL AND ANY OTHER SUCH BREAKDOWNS/ DELAYS ATTRIBUTABLE TO THE VESSEL TIME NOT TO COUNT EVEN IF ON DEMURRAGE, UNLESS USED. IF USED TIME TO COUNT PRO RATA OF TIME ACTUALLY USED

- TIME USED FOR PROCEEDING FROM ANCHORAGE TO BERTH NOT TO COUNT AS LAYTIME, EVEN IF THE VESSEL IS ON DEMURRAGE

- INTERMEDIATE DRAFT SURVEY AND DRAFT CHECKS ORDERED BY MASTER NOT TO COUNT EVEN IF THE VESSEL IS ON DEMURRAGE.

TIME LOST FOR OPENNING AND CLOSING OF HATCHES AND PREPARING THE VESSEL UNTILL SHE IS IN ALL RESPECTS READY FOR LOADING/DISCHARGING SHALL NOT COUNT AS LAYTIME.

TIME USED BEFORE COMMENCEMENT OF LAYTIME SHALL NOT COUNT.

CLAUSE 23:NOTIFY PARTIES

OWNERS/MASTER TO GIVE NOTICES ON FIXING AND 72/48/24 HOURS NOTICE TO CHARTERERS AGENTS AND TO CHARTERERS.

UPON COMPLETION OF LOADING/SAILING MASTER/OWNERS TO TELEX/CABLE CHARTERERS STATING DATE/TIME OF COMPLETION AND SAILING,BILL OF LADING WEIGHT,INCLUDING BREAKDOWN OF EACH HOLD(NUMBER OF PIECES AND WEIGHT) AND APPROXIMATE ETA DISCHARGING PORT.

SHOULD OWNERS/MASTER FAIL TO GIVE 24 HOURS DEFINITE NOTICE OF READINESS PUNCTUALLY,THEN COMMENCEMENTOF LAYTIME SHALL BE POSTPONED BY THE TIME BY WHICH THE NOTICE FALLS SHORT OF THE PERIOD OF 24 HOURS.

CLAUSE 24:ARRIVED SHIP

THE VESSEL IS DEEMED TO BE AN ARRIVED SHIP ONLY AFTER IT IS ACCESSIBLE,IN FREE PRATIQUE,COAST GUARD AND CUSTOMS CLEARED,AFTER THE SHIPPERS/RECEIVERS HAVE RECEIVED THE NOTICE OF READINESS TO LOAD/DISCHARGE FROM THE MASTER/OWNERS AND THE SHIP'S HOLDS ARE CLEAN,DRY,FREE OF ANY OBSTRACLES AND IN EVERY WAY SUITABLE TO RECEIVE,LOAD AND STOW,RESPECTIVELY DISCHARGE THE CARGO.IF LOADING/DISCHARGING OPERATIONS CAN NOT COMMENCE BECAUSE OF UNCLEAN,OBSTRUCTED AND /OR WET HOLDS,THE NOTICE OF READINESS MAY ONLY BE TENDERED IN WRITING WITHIN REGULAR WORKING HOURS BOTH ENDS AFTER SHIPS ARRIVAL AT THE DESIGNATED BERTH VIA WIRELESS OR UPON DROPPING ANCHOR AT THE DESIGNATED WAITING AREA,IN CASE OF BERTH CONGESTION.

CLAUSE 25:SHIP'S AGENTS

LOAD PORT

MESSRS TNS SHIPPING AND FORWARDING CO. LTD. WITH FOLLOWING DETAILS

AGENCY DEPARTMENT
ANDREY NENOV
MOBILE: +359 878 248943
PHONE: +359 56 841 005(6,7,8,9)
FAX + 359 65 840 299
OPERATION@TNS-SHIPPING.COM
WWW.TNS-SHIPPING.COM

TOWAGE COMPANY FOR LOAD PORT TO BE NOMINATED BY MSSRS TNS SHIPPING AND FORWARDING CO. LTD.

DISCHARGE PORT

MESSRS NAVLOMAR MARITIME S.R.L
NAVLOMAR BUILDING
CONSTANTA PORT
CONSTANTA, ROMANIA
TEL: +40241 611970
MOB: +4074 4800816
FAX: +40241 615274
MOB: +4094 800816
IOAN VIRGIL DRAGAN
ANNA MARIA
OFFICE@NAVLOMAR.COM

CLAUSE 26:STEVEDORES

STEVEDORES ALTHOUGH APPOINTED BY CHARTERERS, SHIPPERS OR RECEIVERS ARE TO CONSIDERED OWNERS' SERVANT AND SHALL LOAD, STOW AND DISCHARGE THE CARGO IN ACCORDANCE WITH MASTER'S INSTRUCTIONS, DIRECTIONS, SUPERVISION AND UNDER HIS RESPONSIBILITY. SHIPPERS/RECEIVERS/CHARTERERS NOT BE RESPONSIBLE FOR ANY NEGLIGENCE, DEFAULT OR ERROR IN JUDGEMENT OF STEVEDORES EMPLOYED. MASTER TO REMAIN RESPONSIBLE FOR PROPER STOWAGE.

STEVEDORE DAMAGES IF ANY TO BE SETTLED DIRECTLY BETWEEN OWNERS AND STEVEDORES WITHOUT CHARTERER'S INTERFERENCE BUT CHARTERER'S TO DO THEIR UTMOST TO ASSIST OWNERS. MASTER TO NOTIFY STEVEDORES/AGENTS/SHIPPERS/RECEIVERS OF DAMAGES, IF ANY, IN WRITING IMMEDIATELY AFTER OCCURENCE, OTHERWISE STEVEDORES NOT TO BE HELD LIABLE. THE MASTER TO ISSUE AND SIGN A CERTIFICATE UPON COMPLETION OF LOADING AND DISCHARGING OPERATIONS CONFIRMING THAT SAME HAVE BEEN HANDLED TO THIS FULL SATISFACTION UNLESS DAMAGES HAVE ACTUALLY BEEN INCURRED AND REGISTERED.

CLAUSE 27:TALLY

SHORESIDE TALLY IF ANY TO BE FOR CHARTERERS ACCOUNT.
SHIP'S TALLY FOR OWNERS ACCOUNT



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CLAUSE 28:OVERTIME

* OVERTIME AT LOADING AND DISCHARGING PORTS IF ANY TO BE FOR ACCOUNT OF THE PARTY ORDERING SAME.
OVERTIME ORDERED BY PORT AUTHORITIES TO BE FOR CHARTERERS/SHIPPERS/RECEIVERS ACCOUNT.
OFFICERS/CREW OVERTIME TO BE FOR OWNERS ACCOUNT.

CLAUSE 29:TERMS

CHARTER PARTY TERMS SHALL ALWAYS SUPERSEDE BILL OF LADING TERMS,WHENEVER CONTRADICTORY.TYPEWRITTEN CLAUSES OR AMMENDMENTS SHALL PRINCIPALLY OVERRULE THE PRINTED TEXT OF THE GENCON CHARTER PARTY.

CLAUSE 30:FORKLIFTS

SHIPPERS / RECEIVERS / CHARTERERS HAVE THE OPTION TO USE FORKLIFTS AND/OR BLOCKS ATTACHED TO PADEYES DURING LOADING AND DISCHARGING OPERATIONS AND THE OWNERS TO ALLOW THE USE OF FORKLIFTS BUT NOT EXCEEDING TANKTOPS STRENGTH (9 MT PER SQUARE METER) IN ALL CARGO COMPARTMENTS AND WARRANT THAT THE VESSEL HAS STEEL TANKTOPS AND IS IN EVERY RESPECTS SUITABLE TO ALLOW FORKLIFT OPERATIONS.IN CASE LOADING OR DISCHARGING OPERATIONS ARE CONDUCTED BASIS LINER TERMS BY OWNERS' STEVEDORES, LATER THEN MUST USE PROPER HANDLLING GEAR SUCH AS FORKLIFT SLEEVES,SPREADER BARS,S-HOOKS,BRAIDED SLINGS,ETC. WHATEVER MAY BE APPLICABLE,IN ORDER TO AVOID DAMAGE TO THE CARGO WILL BE TRANSFERRED FROM / TO BARGES, SAME MUST BE LOADED/DISCHARGED AND RELEASED WITHIN 2 DAYS OF CONSTRUCTION PLACEMENT.

CLAUSE 31:BILL OF LADING

THE SHIP IS RESPONSIBLE FOR THE FINAL QUANTITY OF CARGO LOADED AND BILLS OF LADING TO BE SIGNED ACCORDINGLY.

BILL OF LADING QUANTITY SHALL BE ACTUAL QUANTITY LOADED WHICH TO BE DETERMINED BY DRAFT SURVEY OF THE SHIP BY A REPUTABLE SURVEYOR COMPANY OR SIMILAR ACCEPTABLE EVIDENCE OF CARGO TONNAGE. THE MASTER IS TO SIGN CARRIER'S REGULAR BILL OF LADING FORM BASIS F.I.O.S FOR THE QUANTITY OF CARGO LADEN AND OWNERS TO REMAIN RESPONSIBLE FOR THE FINAL CARGO QUANTITY LOADED.MATE'S RECEIPTS TO BE SIGNED AT THE END OF EACH SHIFT,PROVIDED SAME IS PRESCRIBED ACCORDINGLY TO THE SHIP'S COMMAND.IF ANY CONFLICTS ARISE BETWEEN THE TERM OF THE BILL OF LADING AND CHARTER PARTY,THE TERMS OF THE CHARTER PARTY SHALL GOVERN NOTWITHSTANDING ANY INCONSISTENT PROVISIONS OF THE BILLS OF LADING.

MASTER NOT TO HAVE THE RIGHT TO REJECT ANY CARGO.

MATE'S RECEIPT REMARKS,IF ANY,MUST BE SPECIFIC AND CARGO RELATED ONLY AND TO BE ANNOUNCED DAILY SO TO ALLOW THE SHIPPERS VERIFY THE MASTER'S OBSERVATIONS ALL LATEST 12 HOURS PRIOS COMPLETION LOADING.

CHARTERERS TO SIGN A LETTER OF INDEMNITY FOR BS/L AS PER CHARTERERS REQUIREMENTS IN OWNERS' STANDARD P&I CLUB WORDING IF NECESSARY.

1/3 OF THE ORIGINAL BILLS OF LADING WILL ACCOMPANY THE GOODS IN SHIPS BAGS AND THE MASTER WILL SIGN A DECALARATION CONFIRMING THIS.



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IF REQUIRED, OWNERS TO DISCHARGE CARGO AT DISCHARGE PORT WITHOUT PRODUCTION OF ORIGINAL BS/L AGAINST CHARTERERS L.O.I IN OWNERS' STANDARD P&I WORDING. L.O.I TO BE SIGNED BY CHARTERERS ONLY. CARGO TO BE DISCHARGED AT CUSTOM BONDED AREA,IF CHARTERERS REQUIRE SAME.

CLAUSE 32:SEAWORTHINESS

OWNERS WARRANT THAT THIS SHIP IS STAUNCHED AND IS IN EVERY WAY FITTED FOR THE VOYAGE AND TO CARRY STEEL CARGOES, WILL MAINTAIN HIGHEST CLASS LLOYDS REGISTER OR EQUIVALENT P+I CLUB MEMBERSHIP AND SEAWORTHINESS, THROUGHOUT THE DURATION OF THIS CONTRACT, WILL NOT BE SOLD AND CHANGE OWNERSHIP, AND WILL NOT DRYDOCK UNLESS IN A CASE OF EMERGENCY AFFECTING THE SHIP'S SEAWORTHINESS AND THAT SPECIFICALLY THE GEAR, VENTILATORS / HATCHES / COVERS / COAMINGS / GASKETS ARE IN PERFECT WORKING ORDER AND CONDITION. SHOULD CHARTERERS' SURVEYOR DETECT ANY DEFICIENCIES REGARDING THIS SHIP'S EQUIPMENT UPON COMMENCEMENT OF LOADING OPERATIONS, IN PARTICULAR WITH RESPECT TO THE TIGHTNESS OF THE HATCH COVERS, THEN THE MASTER IS OBLIGED TO RECTIFY THOSE SHORTCOMINGS PRIOR TO SAILING. IF REQUIRED, THE VESSEL SHALL FURNISH A CERTIFIED CALIBRATION SCALE FOR ALL TANKS, INCLUDING FORE AND AFT PEAKS, DOUBLE BOTTOM TANKS AND DEEP TANKS, IF ANY. PLUMSOLLMARKS AMIDSHIP AND DRAFT MARKS BOTH ON PORT AND STARBOARD SIDE TO BE CLEARLY CUT AND MARKED ON SHELL PLATING AND MASTER TO CERTIFY CORRECTNESS OF SAME

CLAUSE 33:BOYCOTT

IN THE EVENT OF BOYCOTT OR OTHER DELAYS ARISING DUE TO VESSEL'S FLAG, HER REGISTRY AND/OR CREW, TIME LOST AND ALL CONSEQUENTIAL COSTS FOR OWNERS ACCOUNT, AND TIME NOT TO COUNT IF LOADING / DISCHARGING OF THE SHIP IS ADVERSELY AFFECTED DUE TO ANY OF THE AFOREMENTIONED REASONS. IF THE SHIP IS ALREADY ON DEMMURAGE SUCH DEMMURAGE TO BE SUSPENDED FOR THE PERIOD DURING WHICH LOADING/DISCHARGING CAN NOT BE CARRIED OUT.

CLAUSE 34:WEATHER PERMITTING

WHENEVER THE TERMS "WEATHER PERMITTING", "WEATHER WORKING DAY", "WEATHER PERMITTING WORKING DAY" APPEAR, IT MEANS THAT WHENEVER DURING WAITING TIME, LOADING AND DISCHARGING OPERATIONS (THROUGHOUT THE ENTIRE LAYTIME ALLOWED), THERE IS PRECIPITATION OR OTHER WEATHER PHENOMENA, SUCH AS WINDS OR ETC. RECORDED IN THE RESPECTIVE STATEMENTS OF FACTS, THESE PERIODS WILL NOT COUNT AS LAYTIME UNLESS ACTUALLY WORKED AND UNLESS THE SHIP IS ALREADY ON DEMMURAGE.

CLAUSE 35:CHARGES

ANY TAXES, DUES AND CHARGES ON CARGO WILL BE FOR CHARTERERS/SHIPPERS ACCOUNT. ANY TAXES, DUES AND CHARGES ON THE SHIP OR FREIGHT INCLUDING ANY TAXES AND DUES LEVIED ON THE CARGO WHICH USUALLY FORM PART OF NORMAL PORT DISBURSEMENTS INCLUDING AGENCY FEE ARE AND SULINA DUES TO BE FOR OWNERS ACCOUNT

CLAUSE 36:

DELETED



CLAUSE 37: CERTIFICATES

VESSEL TO BE IN POSSESSION OF THE NECESSARY CERTIFICATES TO COMPLY WITH THE SAFETY AND HEALTHY REGULATIONS AND ALL CURRENT REQUIREMENTS BOTH AT LOADING / DISCHARGING PORTS. SHOULD ANY DELAY OR EXENUATION OF THE VOYAGE OCCUR FROM FAILURE TO COMPLY WITH THE AFOREMENTIONED OWNERS HEREBY ACCEPT ALL RESPONSIBILITIES AND INDEMNIFY CHARTERERS AGAINST ALL CLAIMS ,LIABILITIES,COSTS WHICH MAY ARISE INCLUDING BUT NOT LIMITED TO CLAIM BY CHARTERERS AGAINST THE OWNERS BY REASON OF NON COMPLIANCE.

CLAUSE 38: HATCHES

OPENING/CLOSING HATCHES ALWAYS TO BE PERFORMED BY THE SHIP'S CREW PROVIDED PERMITTED BY LOCAL REGULATIONS. THE MASTER TO ARRANGE FOR THE CLOSING OF HATCHES IN CASE OF PRECIPITATION / WEATHER CONDITIONS PERILOUS TO CARGO, UNLESS OTHERWISE INSTRUCTED BY SHIPPERS, RESPECTIVELY RECEIVERS. HATCHCOVERS AND ANY OTHER EQUIPMENT TO BE STOWED IN SUCH A WAY THAT IT DOES NOT INTERFERE WITH LOADING/DISCHARGING OPERATIONS.

IF REQUIRED BY CHARTERERS PRIOR LOADING VESSEL'S CREW TO CARRY OUT A HOSE TEST OF ALL HATCH COVERS IN THE PRESENCE OF CHARTERERS/CHARTERER'S SURVEYOR TO CONFIRM VESSEL'S HATCHCOVERS ARE WATERTIGHT.

SHOULD VESSEL FAIL SUCH HOSE TEST, THEN AFTER COMPLETION OF LOADING ALL WEATHERDECK HATCHCOVERS TO BE TAPED AND SEALED TO ENSURE WATERTIGHT HATCHCOVERS. IN THIS CASE TAPING TO BE FOR OWNS'S TIME/RISK/EXPENSE.

CLAUSE 39: FORCE MAJEURE

CHARTERERS SHALL NOT BE RESPONSIBLE FOR ANY DELAY IF THE CARGO INTENDED FOR SHIPMENT UNDER THIS CHARTER PARTY CAN NOT BE PRODUCED, PROVIDED, DELIVERED, LOADED OR DISCHARGED BY REASON OF RITOS OR LOCKOUTS OF ANY CLASS OF WORKMEN OR STOPPAGE OF LABOUR CONNECTED IN ANY WAY WITH, OR ESSENTIAL TO PRODUCING, PROVIDING, DELIVER, LOADING, OR DISCHARGING OF THE CARGO, OR BY REASON OF FLOODS, FIRES, ICE, FROSTS, FOGS, BAD WEATHER AND ALL ACCIDENTS OR HINDRANCES OR OTHER CAUSE OR CAUSES BEYOND THE CONTROL OF SHIPPERS OR RECEIVERS WHICH MAY PREVENT OR DELAY PRODUCING, PROVIDING, DELIVERY, LOADING OR DISCHARGING OF THE CARGO, INCLUDING ALL ACCIDENTS TO PIERS, SHIPLOADERS, AND/OR STOPPAGES AND HINDRANCES, POLITICAL DISTURBANCES, INSURRECTIONS OR INTERVENTIONS OF CONSTITUTED AUTHORITIES.

IN THE EVENT OF THE ABOVE HINDRANCES EXISTING ON VESSEL'S ARRIVAL AT LOADING PORTS, OWNERS TO HAVE THE OPTION OF CANCELLING THE CHARTER PARTY, OR IF ANY OF THE ABOVE HINDRANCES OCCUR DURING LOADING, THE CAPTAIN TO BE AT LIBERTY TO SAIL WITH WHATEVER CARGO IS ON BOARD. IT IS UNDERSTOOD THAT CHARTERERS WILL NOT BE RESPONSIBLE FOR DEADFREIGHT , DAMAGES ETC. FOR OWNER'S CANCELLATION OF THE CHARTER PARTY OR SALING WITH WHATEVER CARGO IS ON BOARD.

CLAUSE 40: ARBITRATION

GENERAL AVERAGE AND ARBITRATION IN LONDON, ENGLISH LAW TO APPLY



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CLAUSE 41: EQUIPMENT

VESSEL TO PROVIDE SUFFICIENT LIGHT AS ON BOARD FOR NIGHT WORK IF REQUIRED AS IN HOLDS OR DECK.

ALL TIME LOST DUE TO TO FAILURE OF THE SUCH EQUIPMENT TO BE FOR OWNERS ACCOUNT PRORATA TO THE NUMBER OF HOLDS AFFECTED.

CLAUSE 42: PARAMOUNT CLAUSE

NEW JASON CLAUSE, BOTH TO BLAME COLLISION CLAUSE, P&I OIL BUNKERING CLAUSE, CHAMBER OF SHIPPING VOYAGE WAR 1950 AND GENERAL PARAMOUNT CLAUSE TO BE INCORPORATED IN THIS CHARTER PARTY.

CLAUSE 43: P+I / CLASS

VESSEL TO BE CLASSED AND P+I COVERED AND OWNERS/MASTER TO PRESENT WHENEVER REQUIRED A VALID CERTIFICATES TO THIS EFFECT. OWNERS CONFIRM THAT VESSEL HAS ALL NECESSARY CERTIFICATES FOR THE INTEND TRADE.

CLAUSE 44: EXTRA INSURANCE

EXTRA INSURANCE IF ANY TO BE FOR CHARTERERS ACCOUNT

CLAUSE 45: CONFIDENTIALLY

THE TERMS AND CONDITIONS OF THIS CONTRACT TO BE TREATED STRICTLY CONFIDENTIAL AND ARE NOT TO BE DISCLOSED TO ANY THIRD PARTY.

CLAUSE 46: ISPS

FROM THE DATE OF COMING INTO FORCE OF THE INTERNATIONAL CODE FOR THE SECURITY OF SHIPS AND OF PORT FACILITIES AND THE RELEVANT AMMENDMENTS TO CHAPTER XI OF SOLAS (ISPS CODE) IN RELATION TO THE VESSEL, THE OWNERS SHALL PROCURE THAT BOTH THE VESSEL AND THE COMPANY (AS DEFINED BY THE ISPS CODE) SHALL COMPLY WITH THE REQUIREMENTS OF THE ISPS CODE RELATING TO THE VESSEL AND THE COMPANY. UPON REQUEST THE OWNERS SHALL PROVIDE A COPY OF THE RELEVANT INTERNATIONAL SHIP SECURITY CERTIFICATE (OR THE INTERIM INTERNATIONAL SHIP SECURITY CERTIFICATE) TO THE CHARTERERS. THE OWNERS SHALL PROVIDE THE CHARTERERS WITH THE FULL STYLE CONTACT DETAILS OF THE COMPANY SECURITY OFFICER (CSO).

EXCEPT AS OTHERWISE PROVIDED IN THIS CHARTER PARTY, LOSS, DAMAGE, EXPENSE OR DELAY, EXCLUDING CONSEQUENTIAL LOSS, CAUSED BY FAILURE ON THE PART OF THE OWNERS OR THE COMPANY TO COMPLY WITH THE REQUIREMENTS OF THE ISPS CODE OR THIS CLAUSE SHALL BE FOR THE OWNERS' ACCOUNT.

THE CHARTERERS SHALL PROVIDE THE CSO AND THE SHIP SECURITY OFFICER (SSO)/MASTER WITH THEIR FULL STYLE CONTACT DETAILS AND ANY OTHER INFORMATION THE OWNERS REQUIRE TO COMPLY WITH THE ISPS CODE.

EXCEPT AS OTHERWISE PROVIDED IN THIS CHARTER PARTY, LOSS, DAMAGE, EXPENSE, EXCLUDING CONSEQUENTIAL LOSS, CAUSED BY FAILURE ON THE PART OF THE CHARTERERS TO COMPLY WITH THIS CLAUSE SHALL BE FOR THE CHARTERERS' ACCOUNT AND ANY DELAY CAUSED BY SUCH FAILURE SHALL BE COMPENSATED AT THE DEMMURAGE RATE.

PROVIDED THAT THE DELAY IS NOT CAUSED BY THE OWNERS' FAILURE TO COMPLY WITH THEIR OBLIGATIONS UNDER THE ISPS CODE, THE FOLLOWING SHALL APPLY:



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A) NOTWITHSTANDING ANYTHING TO THE CONTRARY PROVIDED IN THIS CHARTER PARTY, THE VESSEL SHALL BE ENTITLED TO TENDER NOTICE OF READINESS EVEN IF NOT CLEARED DUE TO APPLICABLE SECURITY REGULATIONS OR MEASURES IMPOSED BY A PORT FACILITY OR ANY RELEVANT AUTHORITY UNDER THE ISPS CODE.

B) ANY DELAY RESULTING FROM MEASURES IMPOSED BY A PORT FACILITY OR BY ANY RELEVANT AUTHORITY UNDER THE ISPS CODE SHALL COUNT AS LAYTIME OR TIME ON DEMMURAGE IF THE VESSEL IS ON LAYTIME OR DEMMURAGE. IF THE DELAY OCCURS BEFORE LAYTIME HAS STARTED OR AFTER LAYTIME OR TIME ON DEMMURAGE HAS CEASED TO COUNT, IT SHALL BE COMPENSATED BY THE CHARTERERS AT THE DEMMURAGE RATE.

NOTWITHSTANDING ANYTHING TO THE CONTRARY PROVIDED IN THIS CHARTER PARTY, ANY ADDITIONAL COSTS OR EXPENSES WHATSOEVER SOLELY ARISING OUT OF OR RELATED TO SECURITY REGULATIONS OR MEASURES REQUIRED BY THE PORT FACILITY OR ANY RELEVANT AUTHORITY IN ACCORDANCE WITH THE ISPS CODE INCLUDING, BUT NOT LIMITED TO, SECURITY GUARDS, LAUNCH SERVICES, TUG ESCORTS, PORT SECURITY FEES OR TAXES AND INSPECTIONS, SHALL BE FOR THE OWNERS' ACCOUNT, AS WILL SUCH COSTS OR EXPENSES RESULTING FROM THE OWNERS' NEGLIGENCE. ALL MEASURES REQUIRED BY THE OWNERS TO COMPLY WITH THE SHIP SECURITY PLAN SHALL BE FOR THE OWNERS' ACCOUNT. IN ANY EVENT IT IS CLEARLY UNDERSTOOD THAT OWNERS ARE LIABLE FOR ANY PORT SECURITY OR SERVICE FEES.

CLAUSE 47: VESSELS DETAILS

M/V SOZOPOL 1, BULGARIAN FLAG, BULGARIAN REGISTRY OF SHIPPING, P+I BY BRITISH MARINE MUTUAL UK

- SORMOVSKIY TYPE, 1982 BUILT, NATURAL AIR VENTILATION
- DRY CARGO VESSELS, GEARLESS, SINGLE-DECKER, BOX SHAPED, STEEL FLORED
- SUITABLE FOR GRAB DISCHARGING
- LENGTH / BEAM / DEPTH MOULDED / DRFT: 114,61 / 13.26 / 5,52M / 3,95M SW
- GT / NT / DWT / DWCC: 2453 / 990 / 3261 / 3000
- NUMBER / TYPE OF HOLDS : 4 HO - 4 HA / BOX SHAPED .
- GRAIN CAPACITY 4309.06 CM
- BREAKDOWN AND MAX CAP OF EACH HOLD
HOLD 1 : 973.3 CM HOLD 2 : 1098.5 CM
HOLD 3 : 1111.96 CM HOLD 4 : 1125.3 CM
- HOLDS DIMS : NO 1 : 17.30 M X F-5.50/A-10.80 M X 5.50 M NO 2 + 3 + 4 :
18.80 M X 10.90 M X 5.50 M
- HATCHES DIMS: HA 1: 17.91 M X 9.35 M HA 2 : 17.49 M X 9.35 M HA 3: 18.02 M X
9.35 M HA 4: 18.75 X 9.35 M
- VSL IS GRAIN FITTED, IMO 5.1 AND 4.2 FITTED, APP B FITTED, IN TIP-TOP CONDITION

CLAUSE 48: ETA MONITORING CLAUSE

WHEN NOMINATING OWNERS TO ADVISE VESSELS LAST PORT OF CALL AND ANY REMAINING CARGO AND HER EXPECTED ETC AND HER ETA LOADPORT. OWNERS TO KEEP CHARTERERS FULLY ADVISED OF VESSELS PROGRESS ON A DAILY BASIS UNTIL SHE REACHES LOAD PORT AND AFTER LOADING TO KEEP CHARTERERS REGULARLY ADVISED OF VESSELS ETA DISCHARGE PORT AND IMMEDIATELY OF ANY DELAYS ENCOUNTERED EN-ROUTE. SUCH NOTIFICATION TO BE GIVEN TO AGENTS AT



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DISPORT PLUS ARCELORMITTAL SHIPPING LONDON, CIA BROKERS, UPON LEAVING
LOADPORT AFTER WHICH AT EACH 2 DAYS PLUS 3/2/1 DAYS BEFORE ARRIVAL, ALL
THESE MESSAGES ARE TO INCLUDING CURRENT POSITION AND SPEED. IT IS BROKERS
DUTY TO ENSURE THAT THIS INFORMATION IS REGULARLY RECEIVED AND
MONITORED AND THAT ANY DANGER TO MISSING VESSELS CANCELLING IS
BROUGHT IMMEDIATELY TO CHARTERERS ATTENTION