

Code word for this Charter Part
"SHELLTIME 4"

Issued December 1984 amended December 2003

Time Charter Party
XXXX
 LONDON, 19

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| | IT IS THIS DAY AGREED between | | 1 |
| | of (hereinafter referred to as "Owners"), being | | 2 |
| | owners of the good motor/steam vessel called | | 3 |
| | (hereinafter referred to as "the vessel") described as per Clause 1 thereof and | | 4 |
| | of (hereinafter referred to as "Charterers"); | | 5 |
| Description and Condition of Vessel | 1. At the date of delivery of the vessel under this charter and throughout the charter period: | 6 | 6 |
| | (a) she shall be classed by a Classification Society which is a member of the International Association of Classification Societies; | | 7 |
| | (b) she shall be in every way fit to carry crude petroleum and/or its products; | | 8 |
| | | | 9 |
| | Dirty Petroleum Products, Crude Oil, Maximum three (3) grades to be loaded within vessel's natural segregation. Cargoes to always be in accordance with classification society certificate of fitness and manufacturers coatings resistancy list, always excluding lubs/ asphalt/ tar/ Orimulsion/ bitumens/ LSWR/ MTBE/ slurry oils and their emulsions, LUBRICANTS, SOLVENTS, AVGAS, CAUSTIC SODA, ETBE, BTX, ODIUM HYRDO SULPHIDE, TALLOW, PYGAS, EHTANOL, METHANOL, CHEMICALS, PENTANE, ACID, FATTY ACIDS, CASING HEADS, VEGOILS, PALMOILS, FOSFA, BIOFUELS, and all cargoes wih s.g more than 1. All cargoes to be compatible with vessels lines/ pumps/ gaskits/ valves/ and in accordance with vessels cargo tank coatings, vessels calss and technical restrictions/ specifications. All cargoes to be loaded/ stowed/ discharges in accordance with IMO regulations & recommendatios, SOLAS regulations, OCIMF guidelines and in accordnace with local regulations. | | |
| | Any cleaning between cargoes to be at Charterers' risk, time and expense, including cost of slops removal, cost of fresh water, MGO/diesel, chemical cleaning agents/ soaps/ detergents and additional riding crew or shore labour if required | | |
| | (c) she shall be tight, staunch, strong, in good order and condition, and in every way fit for the service, with her machinery, boilers, hull and other equipment (including but not limited to hull stress calculator, loadicator radar, computers and computer systems) in a good and efficient state; | | 10 |
| | (d) her tanks, valves and pipelines shall be gas oil-tight; | | 11 |
| | (e) she shall be in every way fitted for burning, in accordance with the grades specified in Clause 29 hereof: | | 12 |
| | (i) at sea, fuel oil for main propulsion and fuel oil/marine diesel oil for auxiliaries; | | 13 |
| | (ii) in port, fuel oil/marine diesel oil for auxiliaries; | | 14 |
| | (f) she shall comply with the regulations in force so as to enable her to pass through the Suez Canal and Neo Panama Canals by day and night without delay; | | 15 |
| | (g) she shall have on board all certificates, documents and equipment required from time to time by any applicable law including, without limitation, all applicable Flag State and Classification Society rules/regulations and all applicable IMO conventions, codes, resolutions, circulates and guidelines to enable her to perform the charter service without delay; | | 16 |
| | (h) she shall comply with the description in the OCIMF Vessel Particulars Questionnaire appended hereto as Appendix A, provided however that if there is any conflict between the provisions of the this questionnaire and any other provision, including this Clause 1, of this charter such other provisions shall govern; | | 17 |
| | (i) her ownership structure, flag, registry, classification society and management company shall not be changed without charterers' prior agreement which shall not be unreasonably withheld; | | 18 |
| Safety Management | (j) Owners will operate: | | 19 |
| | (i) a safety management system certified to comply with the International Safety Management Code ("ISM Code") for the Safe Operation of Ship and for Pollution Prevention; | | 20 |
| | (ii) a documented safe working procedures system (including procedures for the identification and mitigation of risks); | | 21 |
| | (iii) a documented environmental management system; | | 22 |

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| | | (iv) documented accident/incident reporting system compliant with flag state requirements; | 37 38 |
| | | (k) Owners shall submit to Charterers a monthly written report detailing all accidents/incidents and environmental reporting requirements, in accordance with the "Shell Safety and Environmental Monthly Reporting Template" appended hereto as Appendix B; | 39 40 41 42 |
| | | (l) Owners shall maintain Health Safety Environmental ("HSE") records sufficient to demonstrate compliance with the requirements of their HSE system and of this charter. Charterers reserve the right to confirm compliance with HSE requirements by audit of Owners. | 43 44 45 46 |
| | | (m) Owners will arrange at their expense for a SIRE inspection to be carried out at intervals of six months plus or minus thirty days. | 47 48 |
| Shipboard Personnel and their Duties | 2. | (a) At the date of delivery of the vessel under this charter and throughout the charter period: | 49 |
| | | (i) she shall have a full and efficient complement of master, officers and crew for a vessel of her tonnage, who shall in any event be not less than the number required by the laws of the flag state and who shall be trained to operate the vessel and her equipment competently and safely; | 50 51 52 53 |
| | | (ii) all shipboard personnel shall hold valid certificates of competence in accordance with the requirements of the law of the flag state; | 54 55 |
| | | (iii) all shipboard personnel shall be trained in accordance with the relevant provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 or any additions, modifications or subsequent version thereof; | 56 57 58 59 |
| | | (iv) there shall be on board sufficient personnel with a good working knowledge of the English language to enable cargo operations at loading and discharging places to be carried out efficiently and safely and to enable communications between the vessel and those loading the vessel or accepting discharge there from to be carried out quickly and efficiently; | 60 61 62 63 64 |
| | | (v) the terms of employment of the vessel's staff and crew will always remain acceptable to The International Transport Worker's Federation or equivalent and the vessel will at all times carry a Blue Card or equivalent ; | 65 66 67 |
| | | (vi) the nationality of the vessel's officers given in the OCIMF Vessel Particulars Questionnaire referred to in Clause 1(h) will not change without Charterers prior agreement. | 68 69 70 |
| | | (b) Owners guarantee warrant that throughout the charter service the master shall with the vessel's officers and crew, unless otherwise ordered by Charterers, prosecute all voyages with the utmost despatch ; at the Vessels agreed service speed unless otherwise instructed by charterers (service speed is 13 knots) | 71 72 73 |
| | | (i) render all customary assistance; and | 74 |
| | | (ii) load and discharge cargo as rapidly and as safely as possible but always subject to shore facilities capabilities/ limitations when required by Charterers or their agents to do so, by night or by day, but always in accordance with the laws of the place of loading or discharging (as the case may be) and in each case in accordance with any applicable laws of the flag state. | 75 76 77 78 |
| Duty to Maintain | 3. | (a) Throughout the charter service Owners shall, whenever the passage of time, wear and tear or any event (whether or not coming within Clause 27 hereof) requires steps to be taken to maintain or restore the conditions stipulated in clause 1 and 2(a), exercise due diligence so to maintain or restore the vessel. | 79 80 81 82 |
| | | (b) If at any time whilst the vessel is on hire under this charter the vessel fails to comply with the requirements of Clause 1, 2(a) or 10 then hire shall be reduced to the extent necessary to indemnify Charterers for such failure. If and to the extent that such failure affects the time taken by the vessel to perform any services under this charter, hire shall be reduced by an amount equal to the value, calculated at the rate of hire, of the time so lost. Any reduction of hire under this sub-Clause (b) shall be without prejudice to any other remedy available to Charterers, but where such reduction of hire is in respect of time lost, such time shall be excluded from any calculation under Clause 24. | 83 84 85 86 87 88 89 90 |
| | | (c) If Owners are in breach of their obligations under Clause 3(a), Charters may so notify Owners in writing and if, after the expiry of 30 days following the receipt by Owners of any such notice, Owners have failed to demonstrate to Charterers' reasonable satisfaction the exercise of due diligence as required in Clause 3(a), the vessel shall be off-hire, and no further hire payments shall be due, until Owners have so demonstrated that they are exercising such due diligence. | 91 92 93 94 95 96 |
| | | (d) Owners shall advise Charterers immediately, in writing , should the vessel fail an inspection by, but not limited to, a governmental and/or port state authority, and/or terminal and/or major charterer of similar tonnage. Owners shall simultaneously advise Charterers by phone and in writing the reason of failure and of of their proposed course of action to remedy the defects and further inspection from the same entity which have caused the failure of such inspection. | 97 98 99 100 101 |

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| | (e) | If, in Charterers reasonably held view; | 102 |
| | | (i) failure of an inspection, or; | 103 |
| | | (ii) any findings of an inspection; | 104 |
| | | referred to in Clause 3(d), prevents normal commercial operations then Charterers have | 105 |
| | | the option to place the vessel off-hire from the date and time that the vessel fails such | 106 |
| | | inspection, or becomes commercially inoperable, until the date and time that the vessel | 107 |
| | | passes a re-inspection by the same organisation, or becomes commercially operable, | 108 |
| | | which shall be in a position no less favourable to Charterers than at which she went off- | 109 |
| | | hire. | 110 |
| | (f) | Furthermore, at any time while the vessel is off-hire month period, excluding time for periodical | |
| | | dry dock under this Clause 3 (with the exception of Clause 3(c) and (e) (ii)), Charterers have | 111 |
| | | the option to terminate this charter by giving notice in writing with effect from the date | 112 |
| | | on which such notice of termination is received by Owners or from any later date stated | 113 |
| | | in such notice. This sub-Clause (f) is without prejudice to any rights of Charterers or | 114 |
| | | obligations of Owners under this charter or otherwise (including without limitation | 115 |
| | | Charterers' rights under Clause 21 hereof). | 116 |
| Period, Trading | 4. | Owners agree to let and Charterers agree to hire the vessel for a period of min _____ chopt(as-per- | |
| Limits and | (a) | main-terms) | 117 |
| Safe Places | | plus or minus _____ from the time and date of delivery of the vessel until xxxxx | 118 |
| | | days in Charterers' option, commencing from the time and date of delivery | 119 |
| | | of the vessel for the purpose of carrying all lawful merchandise (subject always | 120 |
| | | to Clause 28) including in particular; in any part of the world, as Charterers shall direct, subject to the lim | 121 |
| | | World-wide within I.W.L excluding "usual exclusion" and U.S.A. and any area(s) and/or- | |
| | | country(ies) banned and/or boycotted by the U.N. and/or sanctioned and war or war like zones- | |
| | | "Usual exclusion" always following areas are excluded in trading area- | |
| | | War and war like areas and/or sanctioned countries by the UN, US or NATO- | |
| | | Israel, Cambodia, Myanmar, North Korea, Cuba, Israel, Iran and Iraq. _____ | |
| | | Area, places where are not covered by insurance which currently are areas outside | |
| | | International Navigation Limits(former Institute Warranty Limits) and Iran if Iran becomes allowed | |
| | | by Owners insurers, Owners bank and no restrictions and otherwise exist from UN/USA/EU then _____ | |
| | | Iran will be allowed. _____ | |
| | | in any part of the world, as Charterers shall direct, subject to the limits of the current | 122 |
| | | world-wide within IWL(E) excluding U.S.A., North Korea, Cuba, Israel, Iraq and any area(s) | 123 |
| | | and/or country(ies) banned and/or boycotted by the U.N. and/or sanctioned and war or | 124 |
| | | war like zones. Trading limits as per agreed main terms | 125 |
| | | British Institute Warranties and any subsequent amendments thereof. Notwithstanding | 126 |
| | | the foregoing, but subject to Clause 35, Charterers may order the vessel to ice-bound | 127 |
| | | waters or to any part of the world outside such limits provided that Owners consent | 128 |
| | | thereto (such consent not to be unreasonably withheld) and that Charterers pay for any | 129 |
| | | insurance premium required by the vessel's underwriters as a consequence of such order. | 130 |
| | (b) | Any time during which the vessel is off-hire under this charter may be added to the charter | 131 |
| | | period in Charterers' option up to the total amount of time spent off-hire. In such case the | 132 |
| | | rate of hire will be that prevailing at the time the vessel would, but for the provisions of | 133 |
| | | this Clause, have been redelivered. | 134 |
| | (c) | Charterers shall use due diligence to ensure that the vessel is only employed between and | 135 |
| | | at safe places (which expression when used in this charter shall include ports, berths, | 136 |
| | | wharves, docks, anchorages, submarine lines, alongside vessels or lighters, and other | 137 |
| | | location including locations at sea) where she can safely lie always afloat. | 138 |
| | | Notwithstanding anything contained in this or any other clause of this charter, Charterers | 139 |
| | | do not warrant the safety of any place to which they order the vessel and shall be under | 140 |
| | | no liability in respect thereof except for loss or damage caused by their failure to exercise | 141 |
| | | due diligence as aforesaid. Subject as above, the vessel shall be loaded and discharged at | 142 |
| | | any places within trading limits as Charterers may direct, provided that Charterers shall exercise due | |
| | | diligence | 143 |
| | | to ensure that any ship-to-ship transfer operations shall conform to standards not less than | 144 |
| | | those set out in the latest published edition of the ICS/OCIMF Ship-to-Ship Transfer Guide. | 145 |
| | | Unless otherwise agreed, the vessel shall be delivered by Owners at AFSPS (Arrival First Sea Pilot- | |
| | | Station) 1 SP Ag CHoption outward pilot at a Unless otherwise agreed, the vessel shall be delivered- | |
| | (d) | by Owners at AFSPS (Arrival First Sea Pilot Station) 1 SP Ag CHoption outward pilot at a | 146 |
| | | at one safe port or anchorage at Fujairah- | 147 |
| | | DELIVERY/REDELIVERY: "AS AGREED IN MAIN TERMS " | 148 |
| | | 45 days prior to delivery owners to advise a 10 day range and 30 days prior delivery- | |
| | | owners to advise 5 day range and 15 days prior delivery owners to advise a 3 day range- | |
| | | Owners to advise dry docking schedule. | |
| | | and redelivered to Owners at one safe port or anchorage in Singapore -Japan Fujairah range at | 149 |
| | | Charterers' option. The Charterers are required to give the Owners approximate 60 45/45, | 150 |
| | | definite 10/5/2 days prior notice of redelivery- | 151 |
| | (e) | The vessel will deliver with last cargo(es) of _____ and will redeliver with last | 152 |

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| | cargo(es) of | 153 |
| | (f) Owners are required to give Charterers daily notice of delivery and Charterers | 154 |
| | are required to give Owners 20/15/10/7 days approx. as practicable and 5/3/2/1 days definite days | |
| | prior notice of redelivery. | 155 |
| Laydays/ Cancelling | 5. The vessel shall not be delivered to Charterers before | 156 |
| | and Charterers shall have the option of cancelling this charter if the vessel is not ready and at their | 157 |
| | disposal on or before _____ the last days of the XXX range which owners narrow- | |
| | delivery to All times are to be based on Universal Time (UT) | 158 |
| | LAYCAN/CANCELLATION : "AS AGREED IN MAIN TERMS" | |
| Owners to Provide | 6. Owners undertake to provide and to pay for all provisions, wages (including but not limited to | 159 |
| | all overtime payments), and shipping and discharging fees and all other expenses of the master, | 160 |
| | officers and crew; also, except as provided in Clauses 4 and 34 hereof, for all insurance on the | 161 |
| | vessel, for all deck, cabin and engine-room stores, and for water; for all drydocking, overhaul, | 162 |
| | maintenance and repairs to the vessel; and for all fumigation expenses and de-rat certificates. | 163 |
| | Owners' obligations under this Clause 6 extend to all liabilities for customs or import duties | 164 |
| | arising at any time during the performance of this charter in relation to the personal effects of the | 165 |
| | master, officers and crew, and in relation to the stores, provisions and other matters aforesaid | 166 |
| | which Owners are provide and pay for and Owners shall refund to Charterers any sums | 167 |
| | Charterers or their agents may have paid or been compelled to pay in respect of any such liability. | 168 |
| | Any amounts allowable in general average for wages and provisions and stores shall be credited | 169 |
| | to Charterers insofar as such amounts are in respect of a period when the vessel is on-hire. | 170 |
| Charterers to Provide | 7. (a) Charterers shall provide and pay for all fuel (except fuel used for domestic services), | 171 |
| | towage and pilotage and shall pay agency fees, port charges, commissions, expenses of | 172 |
| | loading and unloading cargoes, canal dues and all charges other than those payable by | 173 |
| | Owners in accordance with Clause 6 hereof, provided that all charges for the said items | 174 |
| | shall be for Owners' account when such items are consumed, employed or incurred for | 175 |
| | Owners' purpose or while the vessel is off-hire (unless such items reasonably relate to | 176 |
| | any service given or distance made good and taken into account under Clause 21 or 54); | 177 |
| | and provided further that any fuel used in connection with a general average sacrifice or | 178 |
| | expenditure shall be paid for by Owners. | 179 |
| | (b) In respect of bunkers consumed for Owners' purpose these will be charged on each | 180 |
| | occasion by Charterers on a "first-in-first-out" basis valued on the prices actually paid by | 181 |
| | Charterers. | 182 |
| | (c) If the trading limits of this charter party include ports in the United States of America | 183 |
| | and/or its protectorates then Charterers shall reimburse Owners for port specific charges | 184 |
| | relating to additional premiums charged by providers of oil pollution cover, when | 185 |
| | incurred by the vessel calling at ports or lightering areas in the United States of America and/or its | 186 |
| | protectorates in accordance with Charterers orders. All voyage related costs including but not | |
| | limited to OSRO, AMPD, COFR, Canadian Coast Guard charges to be for Charterers account. | |
| | Annual/periodical costs for maintaining COFR, OSRO and any other insurance for US trading | |
| | to be for Owners account and settled directly by them. | 187 |
| Rate of Hire | 8. Subject as herein provided, Charterers shall pay for the use and hire of the vessel at the hire rate of | 188 |
| | United States Dollars (See Clause 52) per day-per month, and pro rata for any part of a | 189 |
| | month-day, from the time and date of her delivery (local UTC time) to Charterers until the time and date of | 190 |
| | redelivery (local UTC time) to Owners. | 191 |
| Payment of Hire | 9. Subject to Clause 3 (c) and 3 (e), payment of hire shall be made in immediately available funds to: | 192 |
| | Account: _____ in _____ per calendar month in advance - AS PER SCI | |
| | RIDER CLAUSE 4: The Owners designated bank without any discount. | 193 |
| | Owners banking details as follows: | 194 |
| | in United States Dollars per calendar month in advance as agreed in main terms , less: | |
| | (i) any hire paid which Charterers reasonably estimate to relate to off-hire periods, and; | 195 |
| | (ii) any amounts disbursed on Owners' behalf, any advances and commission thereon, and | 196 |
| | charges which are for Owners' account pursuant to any provision hereof, and; | 197 |
| | (iii) any amounts due or reasonably estimated to become due to Charterers under Clause 3 (e) | 198 |
| | or 24 hereof, | 199 |
| | any such adjustments to be made at the due date for the next monthly payment after the facts have | 200 |
| | been ascertained. Charterers shall not be responsible for any delay or error by Owners' bank in | 201 |
| | crediting Owners' account provided that Charterers have made proper and timely payment. | 202 |
| | In default of such proper and timely payment: | 203 |
| | (a) Owners shall notify Charterers of such default and Charterers shall within seven days of | 204 |
| | receipt of such notice pay to Owners the amount due, including interest, failing which | 205 |
| | Owners may withdraw the vessel from the service of Charterers without prejudice to any | 206 |

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| | other rights Owners may have under this charter or otherwise; and; | 207 |
| | (b) Interest on any amount due but not paid on the due date shall accrue from the day after that date up to and including the day when payment is made, at a rate per annum which shall be 1% above the U.S. Prime Interest Rate as published by the JP Morgan Chase Manhattan Bank in New York at 12.00 New York time on the due date, or, if no such interest rate is published on that day, the interest rate published on the next preceeding day on which such a rate was so published, computed on the basis of a 360 day year of twelve 30-day months, compounded semi-annually. | 208 209 210 211 212 213 214 |
| Space Available to Charterers | 10. The whole reach, burthen and decks of the vessel and any passenger accommodation (including Owners' suite) shall be at Charterers' disposal, reserving only proper and sufficient space for the vessel's master, officers, crew, tackle, apparel, furniture, provisions and stores, provided that the weight of stores on board shall not, unless specially agreed, exceed tonnes (excluding fresh water and lubricating oil) at any time during the charter period. | 215 216 217 218 219 |
| Segregated Ballast | 11. In connection with the Council of the European Union Regulation on the Implementation of IMO Resolution A747(18) Owners will ensure that the following entry is made on the International Tonnage Certificate (1969) under the section headed "remarks": "The segregated ballast tanks comply with the Regulation 13 of Annex 1 of the International Convention for the prevention of pollution from ships, 1973, as modified by the Protocol of 1978 relating thereto, and the total tonnage of such tanks exclusively used for the carriage of segregated water ballast isThe reduced gross tonnage which should be used for the calculation of tonnage based fees is". | 220 221 222 223 224 225 226 227 |
| Instructions and Logs | 12. Charterers shall from time to time give the master all requisite written instructions and sail directions, and he shall keep a full and, correct log of the voyage or voyages, which Charterers or their agents may inspect as required. The master shall when required furnish Charterers or their agents with a true copy of such log and with properly completed loading and discharging port sheets and voyage reports for each voyage and other returns as Charterers may require. Charterers shall be entitled to take copies at the Owners' expense of any such documents which are not provided by the master. All types of communication/ documetaion, verbal or in writing to be concluded in English and to be confirmed to Master/Vessel by email. | 228 229 230 231 232 233 |
| Bills of Lading | 13. (a) The master (although appointed by Owners) shall be under the orders and direction of Owners / Commercial Managers / Charterers as regards employment of the vessel, agency and other agreements, and shall sign Bills of Lading as Charterers or their agents may direct (subject always to Clauses 35(a) and 40) without prejudice to this charter. Charterers hereby indemnify Owners against all consequences or liabilities that may arise; (i) from signing Bills of Lading in accordance with the directions of Charterers or their agents, to the extent that the terms of such Bills of Lading fail to conform to the requirements of this charter, or (except as provided in Clause 13(b)) from the master otherwise complying with Charterers' or their agents' orders; (ii) from any irregularities in papers supplied by Charterers or their agents. (b) If Charterers by telex, facsimile or other form of written communication that specifically refers to this Clause request Owners to discharge a quantity of cargo either without Bills of Lading and/or at a discharge place other than named in a Bills of Lading and/or that is different from Bills of Lading quantity, then Owners shall discharge such cargo in accordance with Charterers' instructions in consideration of receiving the following invoction of indemnit required by the Owners in accordance with Owners P&I wording as attached herewith which shall be deemed to be given by Charterers on each and every such occasion and which is limited in value to 200% of the CIF value of the cargo carried on board ; "i) Charterers shall indemnify Owners and Owners' servants and agents in respect of any liability loss or damage of whatsoever nature (including legal costs as between attorney or solicitor and client and associated expenses) which Owners may sustain by reason of delivering such cargo in accordance with Charterers' request. (ii) If any proceeding is commenced against Owners or any of Owners' servants or agents in connection with the vessel having delivered cargo in accordance with such request, Charterers shall provide Owners or any of Owners' servants or agents from time to time on demand with sufficient funds to defend the said proceedings. (iii) If the vessel or any other vessel or property belonging to Owners should be arrested or detained, or if the arrest or detention thereof should be threatened, by reason of discharge in accordance with Charterers instruction as aforesaid, Charterers shall provide on demand such bail or other security as may be required to prevent such arrest or detention or to secure the release of such vessel or property and Charterers shall indemnify Owners in respect of any loss, damages or expenses caused by such arrest or detention whether or not same may be justified. (iv) Charterers shall, if called upon to do so at any time while such cargo is in Charterers' possession, custody or control, redeliver the same to Owners. (v) As soon as all original Bills of Lading for the above cargo which name as discharge port the place where delivery actually occurred shall have arrived and/or come into Charterers' possession, Charterers shall produce and deliver the same to Owners whereupon Charterers liability hereunder shall cease. Provided however, if Charterers have not received all such original Bills of Lading by | 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 |

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| | 24.00 hours on the day 36 calendar month after the date of discharge, that this indemnity shall terminate at that time unless before that time Charterers have received from Owners written notice that: | 275 |
| | aaa) Some person is making a claim in connection with Owners delivering cargo pursuant to Charterers request or, | 276 |
| | bbb) Legal proceedings have been commenced against Owners and/or carriers and/or Charterers and/or any of their respective servants or agents and/or the vessel for the same reason. | 277 |
| | When Charterers have received such a notice, then this indemnity shall continue in force until such claim or legal proceedings are settled. Termination of this indemnity shall not prejudice any legal rights a party may have outside this indemnity. | 278 |
| | (vi) Owners shall promptly notify Charterers if any person (other than a person to whom Charterers ordered cargo to be delivered) claims to be entitled to such cargo and/or if the vessel or any other property belonging to Owners is arrested by reason of any such discharge of cargo. | 279 |
| | (vii) This indemnity shall be governed and construed in accordance with the English law and each and any dispute arising out of or in connection with this indemnity shall be subject to the jurisdiction of the High Court of Justice of England". | 280 |
| | (c) Owners warrant that the Master will comply with orders to carry and discharge against one or more Bills of Lading from a set of original negotiable Bills of Lading should Charterers so require. in line with As per main terms | 281 |
| Conduct of Vessel's Personnel | 14. If Charterers complain of the conduct of the master or any of the officers or crew, Owners shall immediately investigate the complaint. If the complaint proves to be well founded, Owners shall, without delay, make a change in the appointments and Owners shall in any event communicate the result of their investigations to Charterers as soon as possible. | 282 |
| Bunkers at Delivery and Redelivery | 15. Charterers shall accept and pay for all bunkers on board at the time of delivery, and Owners shall on redelivery (whether it occurs at the end of the charter or on the earlier termination of this charter) accept and pay for all bunkers remaining on board, at the prices actually paid, on a "first-in-first-out" basis. Such prices are to be supported by paid invoices. Vessel to be redelivered to and redelivered from the charter with, at least, a quantity of bunkers on | 283 |
| | board considering Owners usual safety margin sufficient to reach the nearest main bunkering port. Notwithstanding anything contained in this charter all bunkers on board the vessel shall, throughout the duration of this charter, remain the property of Charterers and can only be purchased on the terms specified in the charter at the end of the charter period or, if earlier, at the termination of the charter. As per main terms | 284 |
| Stevedores. Pilots. Tugs | 16. Stevedores, when required, shall be employed and paid by Charterers, but this shall not relieve Owners from responsibility at all times for proper stowage, which must be controlled by the master who shall keep a strict account of all cargo loaded and discharged. Owners hereby indemnify Charterers, their servants and agents against all losses, claims, responsibilities and liabilities arising in any way whatsoever from the employment of pilots, tugboats or stevedores, who although employed by Charterers shall be deemed to be the servants of and in the service of Owners and under their instructions (even if such pilots, tugboat personnel or stevedores are in fact the servants of Charterers their agents or any affiliated company); provided, however, that: | 285 |
| | (a) the foregoing indemnity shall not exceed the amount to which Owners would have been entitled to limit their liability if they had themselves employed such pilots, tugboats or stevedores, and; | 286 |
| | (b) Charterers shall be liable for any damage to the vessel caused by or arising out of the use of stevedores, fair wear and tear excepted, to the extent that Owners are unable by the exercise of due diligence to obtain redress therefor from stevedores. | 287 |
| Supernumeraries | 17. Charterers may send representatives in the vessel's available accommodation upon any voyage made under this charter, with Owners' prior consent, Owners finding provisions and all requisites as supplied to officers, except alcohol. Charterers paying at the rate of United State Dollars 25 (twenty-five) -per day for each representative while on board the vessel. | 288 |
| Sub-letting/ Assignment/Novation | 18. Charterers may sub-let the vessel, but shall always remain responsible to Owners for due fulfilment of this charter. Additionally Charterers may assign or novate this charter to any company of the Royal The Shipping Corporation of India-Dutch/Shell Group of Companies. | 289 |
| Final Voyage | 19. If when a payment of hire is due hereunder Charterers reasonably expect to redeliver the vessel before the next payment of hire would fall due, the hire to be paid shall be assessed on Charterers' reasonable estimate of the time necessary to complete Charterers' programme up to redelivery, and from which estimate Charterers may deduct amounts due or reasonably expected to become due for; | 290 |
| | (a) disbursements on Owners' behalf or charges for Owners' account pursuant to any provision hereof, and; | 291 |
| | (b) bunkers on board at redelivery pursuant to Clause 51. | 292 |
| | Promptly after redelivery any overpayment shall be refunded by Owners or any underpayment made good by Charterers. | 293 |
| | If at the time this charter would otherwise terminate in accordance with Clause 4 the vessel is on | 294 |

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| | a ballast voyage to a port of redelivery or is upon a laden voyage, Charterers shall continue to have the use of the vessel at the same rate and conditions as stand herein for as long as necessary to complete such ballast voyage, or to complete such laden voyage and return to a port of redelivery as provided by this charter, as the case may be. | 342 343 344 345 |
| Loss of Vessel | 20. Should the vessel be lost, this charter shall terminate and hire shall cease at noon on the day of her loss; should the vessel be a constructive total loss, this charter shall terminate and hire shall cease at noon UTC on the day on which the vessel's underwriters agree that the vessel is a constructive total loss; should the vessel be missing, this charter shall terminate and hire shall cease at noon UTC on the day on which she was last heard of. Any hire paid in advance and not earned shall be returned to Charterers and Owners shall reimburse Charterers for the value of the estimated quantity of bunkers on board at the time of termination, at the price paid by Charterers at the last bunkering port. | 346 347 348 349 350 351 352 353 |
| Off-hire | 21. (a) On each and every occasion that there is loss of time (whether by way of interruption in the vessel's service or, from reduction in the vessel's performance, or in any other manner); (i) due to deficiency of personnel or stores; repairs; gas-freeing for repairs; time in and waiting to enter dry dock for repairs; breakdown (whether partial or total) of machinery, boilers or other parts of the vessel or her equipment (including without limitation tank coatings); overhaul, maintenance or survey; collision, stranding, accident or damage to the vessel; or any other similar cause preventing the efficient working of the vessel; and such loss continues for more than three consecutive hours (if resulting from interruption in the vessel's service) or cumulates to more than three hours (if resulting from partial loss of service); or; (ii) due to industrial action, refusal to sail, breach of orders or neglect of duty on the part of the master, officer or crew; or; (iii) for the purpose of obtaining medical advice or treatment for or landing any sick or injured person (other than a Charterers' representative carried under Clause 17 hereof) or for the purpose of landing the body of any person (other than a Charterers' representative), and such loss continues for more than three consecutive hours; or; (iv) due to any delay in quarantine arising from the master, officers or crew having had communication with the shore at any infected area without the written consent or instructions of Charterers or their agents, or to any detention by customs or other authorities caused by smuggling or other infraction of local law on the part of the master, officers, or crew; or; (v) due to detention of the vessel by authorities at home or abroad attributable to legal action against or breach of regulations by the vessel, the vessel's owners, or Owners (unless brought about by the act or neglect of Charterers); then; without prejudice to Charterers' rights under Clause 3 or to any other rights of Charterers hereunder, or otherwise, the vessel shall be off-hire from the commencement of such loss of time until she is again ready and in an efficient state to resume her service from a position not less favourable to Charterers than that at which such loss of time commenced; provided, however, that any service given or distance made good by the vessel whilst off-hire shall be taken into account in assessing the amount to be deducted from hire. 3 hours in line 361, 363, 369 shall be maximum 24 hours total per year. (b) If the vessel fails to proceed at any guaranteed speed pursuant to Clause 24, and such failure arises wholly or partly from any of the causes set out in Clause 21(a) above, then the period for which the vessel shall be off-hire under this Clause 21 shall be the difference between; (i) the time the vessel would have required to perform the relevant service at such guaranteed speed, and; (ii) the time actually taken to perform such service (including any loss of time arising from interruption in the performance of such service). For the avoidance of doubt, all time included under (ii) above shall be excluded from any computation under Clause 24. (c) Further and without prejudice to the foregoing, in the event of the vessel deviating (which expression includes without limitation putting back, or putting into any port other than that to which she is bound under the instructions of Charterers) for any cause or purpose mentioned in Clause 21(a), the vessel shall be off-hire from the commencement of such deviation until the time when she is again ready and in an efficient state to resume her service from a position not less favourable to Charterers than that at which the deviation commenced, provided, however, that any service given or distance made good by the vessel whilst so off-hire shall be taken into account in assessing the amount to be deducted from hire. If the vessel, for any cause or purpose mentioned in Clause 21 (a), puts into any port other than the port to which she is bound on the instructions of Charterers, the port charges, pilotage and other expenses at such port shall be borne by Owners. Should the vessel be driven into any port or anchorage by stress of weather hire shall continue to be due and payable during any time lost thereby. (d) If the vessel's flag state becomes engaged in hostilities, and Charterers in consequence of such hostilities find it commercially impracticable to employ the vessel and have given | 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 |

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| | | Owners written notice thereof then from the date of receipt by Owners of such notice until the termination of such commercial impracticability the vessel shall be off-hire and | 410 |
| | | Owners shall have the right to employ the vessel on their own account. | 411 |
| | (e) | Time during which the vessel is off-hire under this charter shall count as part of the charter period except where Charterers declare their option to add off-hire periods under Clause 4 (b). | 412 |
| | (f) | All references to "time" in this charter party shall be references to local UTC time except where otherwise stated. | 413 |
| Periodical Drydocking | 22. | (a) Owners have the right and obligation to drydock the vessel at regular intervals of | 414 |
| As per main terms | | On each occasion Owners shall propose to Charterers a date on which they wish to drydock the vessel, not less than before such date, and Charterers shall offer a | 415 |
| | | port for such periodical drydocking and shall take all reasonable steps to make the vessel available as near to such date as practicable. | 416 |
| | | Owners shall put the vessel in drydock at their expense as soon as practicable after Charterers place the vessel at Owners' disposal clear of cargo other than tank washings and residues. | 417 |
| | | Owners shall be responsible for and pay for the disposal into reception facilities of such tank washings and residues and shall have the right to retain any monies received therefor, without prejudice to any claim for loss of cargo under any Bill of Lading or this charter. | 418 |
| | (b) | If a periodical drydocking is carried out in the port offered by Charterers (which must have suitable accommodation for the purpose and reception facilities for tank washings and residues), the vessel shall be off-hire from the time she arrives at such port until drydocking is completed and she is in every way ready to resume Charterers' service and is at the position at which she went off-hire or a position no less favourable to Charterers, whichever she first attains. However; | 419 |
| | (i) | provided that Owners exercise due diligence in gas-freeing, any time lost in gas-freeing to the standard required for entry into drydock for cleaning and painting the hull shall not count as off-hire, whether lost on passage to the drydocking port or after arrival there (notwithstanding Clause 21), and; | 420 |
| | (ii) | any additional time lost in further gas-freeing to meet the standard required for hot work or entry to cargo tanks shall count as off-hire, whether lost on passage to the drydocking port or after arrival there. | 421 |
| | | Any time which, but for sub-Clause (i) above, would be off-hire, shall not be included in any calculation under Clause 24. | 422 |
| | | The expenses of gas-freeing, including without limitation the cost of bunkers, shall be for Owner's account. | 423 |
| | (c) | If Owners require the vessel, instead of proceeding to the offered port, to carry out periodical drydocking at a special port selected by them, the vessel shall be off-hire from the time when she is released to proceed to the special port until she next presents for loading in accordance with Charterers' instructions, provided, however, that Charterers shall credit Owners with the time which would have been taken on passage at the service speed had the vessel not proceeded to drydock. All fuel consumed shall be paid for by Owners but Charterers shall credit Owners with the value of the fuel which would have been used on such notional passage calculated at the guaranteed daily consumption for the service speed, and shall further credit Owners with any benefit they may gain in purchasing bunkers at the special port. | 424 |
| | (d) | Charterers shall, insofar as cleaning for periodical drydocking may have reduced the amount of tank-cleaning necessary to meet Charterers' requirements, credit Owners with the value of any bunkers which Charterers calculate to have been saved thereby, whether | 425 |
| | | Preferably No Drydock allowed for initial period of 12 months except in case of emergency | 426 |
| | | the vessel drydocks at an offered or a special port. | 427 |
| Ship Inspection | 23. | Charterers shall have the right at their time, risk and expense at any time during the charter period to make such inspection of | 428 |
| | | the vessel as they may consider necessary. This right may be exercised as often and at such intervals as Charterers in their absolute discretion may determine and whether the vessel is in port or on passage. | 429 |
| | | Owners affording all necessary co-operation and accommodation on board provided, however: | 430 |
| | (a) | that neither the exercise nor the non-exercise, nor anything done or not done in the exercise or non-exercise, by Charterers of such right shall in any way reduce the master's or Owners' authority over, or responsibility to Charterers or third parties for, the vessel and every aspect of her operation, nor increase Charterers' responsibilities to Owners or third parties for the same; and; | 431 |
| | (b) | that Charterers shall not be liable for any act, neglect or default by themselves, their servants or agents in the exercise or non-exercise of the aforesaid right. | 432 |
| Detailed Description and Performance | 24. | (a) Owners guarantee that the speed and consumption of the vessel shall be as follows per main terms: | 433 |
| | | Average speed Maximum average bunker consumption | 434 |
| | | in knots main propulsion auxiliaries | 435 |
| | | fuel oil/diesel oil fuel oil/diesel oil | 436 |

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| Laden | tonnes | tonnes | 476 |
| Ballast | | | 477 |
| Through the charter period, the Owners guarantee; that the average speed of the vessel will not be less than 15.00 knots in ballast and 14.50 knots in laden upto including beaufort scale No.5 with maximum bunker consumption of 37.00 metric tons per day fuel oil (380est) for main engine + 4.00 metric tons per day fuel oil (380est) for generator engine plus 0.20 metric tons per day marine diesel oil for generator engine at sea. | | | 478 |
| Ballast average speed - abt XXX kts (including beaufort no.5) | | | 479 |
| Laden average speed - abt XXX kts (including beaufort no.5) | | | 480 |
| Bunker consumption - | | | 481 |
| -Ballast - FO XXXmt per Day / DO 0.2mt per Day | | | 482 |
| -Laden - FO XXX mt per Day / DO 0.2mt per Day | | | |
| This speed shall not be applied for narrow channel and areas under speed restrictions by authorities concerned and also invisible areas. | | | 483 |
| In port consumption (including loading / discharging operation): | | | 484 |
| Fuel oil (380est) :XXX metric tons per day for generator engine + XXX metric tons per day for boiler. | | | 485 |
| Marine diesel Oil : XXX metric tons per day for generator engine | | | 486 |
| The foregoing bunker consumptions are for all purposes except cargo heating and tank cleaning and shall be pro-rated between the speeds shown. | | | 487 |
| The service speed of the vessel is knots laden and knots in ballast and in the absence of Charterers' orders to the contrary the vessel shall proceed at the service speed. However if more than one laden and one ballast speed are shown in the table above Charterers shall have the right to order the vessel to steam at any speed within the range set out in the table (the "ordered speed"). | | | 488 |
| If the vessel is ordered to proceed at any speed other than the highest speed shown in the table, and the average speed actually attained by the vessel during the currency of such order exceeds such ordered speed plus 0.5 knots (the "maximum recognised speed"), then for the purpose of calculating a decrease of hire under this Clause 24 the maximum recognised speed shall be used in place of the average speed actually attained. | | | 489 |
| For the purposes of this charter the "guaranteed speed" at any time shall be the then-current ordered speed or the service speed, as the case may be. | | | 490 |
| The average speeds and bunker consumptions shall for the purposes of this Clause 24 be calculated by reference to observed distance from pilot station to pilot station on all sea passages during each period stipulated in Clause 24 (c), but excluding any time during which the vessel is (or but for Clause 22 (b) (i) would be) off-hire and also excluding "Adverse Weather Periods", being; | | | 491 |
| (i) any periods during which reduction of speed is necessary for safety in congested waters or in poor visibility; | | | 492 |
| (ii) any days, noon to noon, when winds exceed force 8 5 on the Beaufort Scale for more than 12 hours. | | | 493 |
| (b) | If during any year Quarter from the date on which the vessel enters service (anniversary to anniversary) the vessel falls below or exceeds the performance guaranteed in Clause 24 (a) then if such shortfall or excess results; | | 494 |
| (i) | from a reduction or an increase in the average speed of the vessel, compared to the speed guaranteed in Clause 24(a), then an amount equal to the value at the hire rate of the time so lost or gained, as the case may be , shall be included in the performance calculation; | | 495 |
| (ii) | from an increase or a decrease in the total bunkers consumed, compared to the total bunkers which would have been consumed had the vessel performed as guaranteed in Clause 24 (a), an amount equivalent to the value of the additional bunkers consumed or the bunkers saved, as the case may be , based on the average price paid by Charterers for the vessel's bunkers in such period, shall be included in the performance calculation. | | 496 |
| The results of the performance calculation for laden and ballast mileage respectively shall be adjusted to take into account the mileage steamed in each such condition during Adverse Weather Period, by dividing such addition or deduction by the number of miles over which the performance has been calculated and multiplying by the same number of miles plus the miles steamed during the Adverse Weather Period, in order to establish the total performance calculation for such period. Reduction of hire under the foregoing sub-Clause (b) shall be without prejudice to any other remedy available to Charterers. | | | 497 |
| (c) | Calculations under this Clause 24 shall be made for the yearly periods charter period terminating on each successive anniversary of the date on which the vessel enters service, and for the period between the last such anniversary and the date of termination of this charter if less than a year. | | 498 |
| Claims in respect of reduction of hire arising under this Clause during the final year or part year of the charter period shall in the first instance be settled in accordance with Charterers' estimate made two months before the end of the charter period. Any necessary adjustment after this charter terminates shall be made by payment by Owners to | | | 499 |

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| | Charterers or by Charterers to Owners as the case may require. | 540 |
| | Claims in respect of reduction of hire arising under this clause shall be submitted to owner on completion of charter period. Owners to confirm or comment on Charterers calculation within two months, in case owners comments not received within the stipulated period then charterer to deduct from hire the total amount of claims submitted. | |
| (d) | Owners and Charterers agree that this Clause 24 is assessed on the basis that Owners are not entitled to additional hire for performance in excess of the speeds and consumptions given in this Clause 24. Owners not to make any claims against Charterers for ships over performance. | 541 542 |
| | Any over performance not to be used to offset against underperformance | 543 |
| | any overperformance stated in the above (a) and (b) is to be offset against underperformance, if any. | 544 |
| | But in the event of overperformance exceeds underperformance, no payment shall be due to the Owners. | 545 546 |
| | The vessel shall unless otherwise instructed by the charterers, proceed by the customary route but the master may deviate from the route if he has reasonable grounds to believe that such a route will compromise from the safe navigation of the vessel. | |
| | (i) The actual route taken by the vessel shall be used as the basis of any calculation of the vessels performance under this Charter Party. | |
| | (ii) On each and every occasion master deviates from the route, master to submit a deviation sketch to show the deviated route and additional mileage and bunker consumed as a result of such deviation together with a brief message giving reasons the deviation was deemed necessary by the master | |
| Salvage | 25. Subject to the provisions of Clause 21 hereof, all loss of time and all expenses (excluding any damage to or loss of the vessel or tortious liabilities to third parties) incurred in saving or attempting to save life or in successful or unsuccessful attempts at salvage shall be borne equally by Owners and Charterers provided that Charterers shall not be liable to contribute towards any salvage payable by Owners arising in any way out of services rendered under this Clause 25. All salvage and all proceeds from derelicts shall be divided equally between Owners and Charterers after deducting the master's, officers' and crew's share. And hire of the vessel, cost of fuel and other expenses incurred | 547 548 549 550 551 552 553 |
| Lien | 26. Owners shall have a lien upon all cargoes and all freights, sub-freights and demurrage for any amounts due under this charter; and Charterers shall have a lien on the vessel for all monies paid in advance and not earned, and for all claims for proven damages arising from any breach by Owners of this charter. | 554 555 556 557 |
| Exceptions (As per main terms) | 27. (a) The vessel, her master and Owners shall not, unless otherwise in this charter expressly provided, be liable for any loss or damage or delay or failure arising or resulting from any act, neglect or default of the master, pilots, mariners or other servants of Owners in the navigation or management of the vessel; fire, unless caused by the actual fault or privity of Owners; collision or stranding; dangers and accidents of the sea; explosion, bursting of boilers, breakage of shafts or any latent defect in hull, equipment or machinery; provided, however, that Clause 1, 2, 3, and 24 hereof shall be unaffected by the foregoing. Further, neither the vessel, her master or Owners, nor Charterers shall, unless otherwise in this charter expressly provided, be liable for any loss or damage or delay or failure in performance hereunder arising or resulting from act of God, act of war, seizure under legal process, quarantine restrictions, strikes, lock-outs, riots, restraints of labour, civil commotions or arrest or restraint of princes, rulers or people. (b) The vessel shall have liberty to sail with or without pilots, to tow or go to the assistance of vessels in distress and to deviate for the purpose of saving life or property. (c) Clause 27 (a) shall not apply to, or affect any liability of Owners or the vessel or any other relevant person in respect of; (i) loss or damage caused to any berth, jetty, dock, dolphin, buoy, mooring line, pipe or crane or other works or equipment whatsoever at or near any place to which the vessel may proceed under this charter, whether or not such works or equipment belong to Charterers, or; (ii) any claim (whether brought by Charterers or any other person) arising out of any loss of or damage to or in connection with cargo. Any such claim shall be subject to the Hague-Visby Rules or the Hague Rules or the Hamburg Rules, as the case may be, which ought pursuant to Clause 38 hereof to have been incorporated in the relevant Bill of Lading (whether or not such Rules were so incorporated) or, if no such Bill of Lading is issued, to the Hague-Visby Rules unless the Hamburg Rules compulsorily apply in which case to the Hamburg Rules. (d) In particular and without limitation, the foregoing subsections (a) and (b) of this Clause shall not apply to or in any way affect any provision in this charter relating to off-hire or to reduction of hire. | 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 |
| Injurious Cargoes | 28. No acids, explosives or cargoes injurious to the vessel shall be shipped and without prejudice to the foregoing any damage to the vessel caused by the shipment of any such cargo, and the time taken to repair such damage, shall be for Charterers' account. No voyage shall be undertaken, nor any goods or cargoes loaded, that would expose the vessel to capture or seizure by rulers or governments. | 588 589 590 591 592 |
| Grade of | 29. Charterers shall supply fuel oil with a maximum viscosity of 380 centistokes at 50 degrees | 593 |

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| | | reach owing to any blockade, war, hostilities, warlike operations, civil war, civil commotions or revolutions. | 635 |
| | (b) | If in the reasonable opinion of the master or Owners it becomes, for any of the reasons set out in Clause 35 (a) or by the operation of international law, dangerous, impossible or prohibited for the vessel to reach or enter, or to load or discharge cargo at, any place to which the vessel has been ordered pursuant to this charter (a "place of peril"), then Charterers or their agents shall be immediately notified in writing or by radio messages, and Charterers shall thereupon have the right to order the cargo, or such part of it as may be affected, to be loaded or discharged, as the case may be, at any other place within the trading limits of this charter (provided such other place is not itself a place of peril). If any place of discharge is or becomes a place of peril, and no orders have been received from Charterers or their agents within 48 hours after dispatch of such messages, then Owners shall be at liberty to discharge the cargo or such part of it as may be affected at any place which they or the master may in their or his discretion select within the trading limits of this charter and such discharge shall be deemed to be due fulfilment of Owners' obligations under this charter so far as cargo so discharged is concerned. | 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 |
| | (c) | The vessel shall have liberty to comply with any directions or recommendations as to departure, arrival, routes, ports of call, stoppages, destinations, zones, waters delivery or in any other wise whatsoever given by the government of the state under whose flag the vessel sails or any other government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or local authority including any de facto government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or local authority 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 incompliance with any such directions or recommendations anything is done or is not done, such shall not be deemed a deviation. If by reason of or in compliance with any such direction or recommendation the vessel does not proceed to any place of discharge to which she has been ordered pursuant to this charter, the vessel may proceed to any place which the master or Owners in his or their discretion select and there discharge the cargo or such part of it as may be affected. Such discharge shall be deemed to be due fulfilment of Owners' obligations under this charter so far as cargo so discharged is concerned. Charterers shall procure that all Bills of Lading issued under this charter shall contain the Chamber of Shipping War Risks Clause 1952. | 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 |
| Both to Blame Collision Clause | 36. | If the liability for any collision in which the vessel is involved while performing this charter falls to be determined in accordance with the laws of the United States of America, the following provision shall apply: If the ship comes 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 the navigation or in the management of the ship, the owners of the cargo carried hereunder will indemnify the carrier against all loss, or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of the said cargo, paid or payable by the other or non-carrying ship or her owners to the owners of the said cargo 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 or carrier." The foregoing provisions shall also apply where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact." Charterers shall procure that all Bills of Lading issued under this charter shall contain a provision in the foregoing terms to be applicable where the liability for any collision in which the vessel is involved falls to be determined in accordance with the laws of the United States of America. | 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 |
| New Jason Clause | 37. | General average contributions shall be payable according to the York/Antwerp Rules, 1994, as amended from time to time, and shall be adjusted in London in accordance with English law and practice but should adjustment be made in accordance with the law and practice of the United States of America, the following position shall apply: "In the 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 for the consequence of which, the carrier is not responsible by statute, contract or otherwise, the cargo, shippers, consignees or owners of the cargo shall contribute with the carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage special charges incurred in respect of the cargo." "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 deem sufficient to cover the estimated contribution of the cargo and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the cargo to the carrier before delivery." Charterers shall procure that all Bills of Lading issued under this charter shall contain a provision in the foregoing terms, to be applicable where adjustment of general average is made in | 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 |

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| | | accordance with the laws and practice of the United States of America. | 704 |
| Clause | 38. | Charterers shall procure that all Bills of Lading issued pursuant to this charter shall contain the following: | 705 |
| Paramount | | | 706 |
| (As per main terms) | | "(1) Subject to sub-clause (2) or (3) hereof, this Bill of Lading shall be governed by, and have effect subject to, the rules contained in the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924 (hereafter the "Hague Rules") as amended by the Protocol signed at Brussels on 23rd February 1968 (hereafter the "Hague-Visby Rules"). Nothing contained herein shall be deemed to be either a surrender by the carrier of any of his rights or immunities or any increase of any of his responsibilities or liabilities under the Hague-Visby Rules." | 707 |
| | | | 708 |
| | | "(2) If there is governing legislation which applies the Hague Rules compulsorily to this Bill of Lading, to the exclusion of the Hague-Visby Rules, then this Bill of Lading shall have effect subject to the Hague Rules. Nothing therein contained shall be deemed to be either a surrender by the carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the Hague Rules." | 709 |
| | | | 710 |
| | | "(3) If there is governing legislation which applies the United Nations Convention on the Carriage of Goods by Sea 1978 (hereafter the "Hamburg Rules") compulsorily to this Bill of Lading, to the exclusion of the Hague-Visby Rules, then this Bill of Lading shall have effect subject to the Hamburg Rules. Nothing therein contained shall be deemed to be either a surrender by the carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the Hamburg Rules." | 711 |
| | | | 712 |
| | | "(4) If any term of this Bill of Lading is repugnant to the Hague-Visby Rules, or Hague Rules, or Hamburg Rules, as , if applicable, such term shall be void to that extent but no further." | 713 |
| | | "(5) Nothing in this Bill of Lading shall be construed as in any way restricting, excluding or waiving the right of any relevant party or person to limit his liability under any available legislation and/or law." | 714 |
| Insurance/ TOVALOP | 39. | Owners warrant that the vessel is now, and will, throughout the duration of the charter: | 715 |
| | (a) | be owned or demise chartered by a member of the International Tanker Owners Pollution Federation Limited; | 716 |
| | (b) | be properly entered in P&I Club, being a member of the International Group of P and I Clubs; | 717 |
| | (c) | have in place insurance cover for oil pollution for the maximum on offer through the International Group of P and I Clubs but always a maximum of United States Dollars 1,000,000,000 (\$ 1.0 billion); | 718 |
| | (d) | have in full force and effect Hull and Machinery insurance placed through reputable brokers on Institute Time Clauses or equivalent for the value of Unite States Dollars USD** as from time to time may be amended with Charterers' approval, which shall not be unreasonably withheld. | 719 |
| | | Owners will provide, within a reasonable time following a request from Charterers to do so, documented evidence of compliance with the warranties given in this Clause 39. | 720 |
| Export Restrictions | 40. | The master shall not be required or bound to sign Bills of Lading for the carriage of cargo to any place to which export of such cargo is prohibited under the laws, rules or regulations of the country in which the cargo was produced and/or shipped. | 721 |
| | | Charterers shall procure that all Bills of Lading issued under this charter shall contain the following clause: | 722 |
| | | "If any laws rules or regulations applied by the government of the country in which the cargo was produced and/or shipped, or any relevant agency thereof, impose a prohibition on export of the cargo to the place of discharge designated in or ordered under this Bill of Lading, carriers shall be entitled to require cargo owners forthwith to nominate an alternative discharge place for the discharge of the cargo, or such part of it as may be affected, which alternative place shall not be subject to the prohibition, and carriers shall be entitled to accept orders from cargo owners to proceed to and discharge at such alternative place. If cargo owners fail to nominate an alternative place within 72 hours after they or their agents have received from carriers notice of such prohibition, carriers shall be at liberty to discharge the cargo or such part of it as may be affected by the prohibition at any safe place on which they or the master may in their or his absolute discretion decide and which is not subject to the prohibition, and such discharge shall constitute due performance of the contract contained in this Bill of Lading so far as the cargo so discharged is concerned". | 723 |
| | | The foregoing provision shall apply mutatis mutandis to this charter, the references to a Bill of Lading being deemed to be references to this charter. | 724 |
| Business Principles | 41. | Owners will co-operate with Charterers to ensure that Charterers' "Business Principles", as amended from time to time, of the Royal Dutch/Shell Group of Companies, which are posted on the Shell Worldwide Web (www.Shell.com), are complied with. | 725 |
| Drugs and Alcohol | 42. | (a) Owners warrant that they have in force an active policy covering the vessel which meets or exceeds the standard set out in the "Guidelines for the Control of Drugs and Alcohol On Board Ship" as published by the Oil Companies International Marine Forum (OCIMF) dated January 1990 (or any subsequent modification, version, or variation of these guidelines) and that this policy will remain in force throughout the charter period, and Owners will exercise due diligence to ensure the policy is complied with. | 726 |
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| | (b) | Owners warrant that the current policy concerning drugs and alcohol on board is acceptable to ExxonMobil and will remain so throughout the charter period. | 773 774 |
| Oil Major Acceptability | 43. | If, at any time during the charter period, the vessel becomes unacceptable to any oil Major, Chatterers shall have the right to terminate the charter. | 775 776 |
| Pollution and Emergency Response | 44. | Owners are to advise Chatterers of organisational details and names of Owners personnel together with their relevant telephone/facsimile/e-mail/telex numbers, including the names and contact details of Qualified Individuals for OPA 90 response, who may be contacted on 24 hour basis in the event of oil spills or emergencies. | 777 778 779 780 |
| ISPS Code/US MTSA 2002 | 45. | (a) (i) From the date of coming into force of the International Code for the Security of Ships and of Port Facilities and the relevant amendments to Chapter XI of SOLAS (ISPS Code) and the US Maritime Transportation Security Act 2002 (MTSA) in relation to the Vessel and thereafter during the currency of this charter, Owners shall procure that both the Vessel and "the Company" (as defined by the ISPS Code) and the "owner" (as defined by the MTSA) shall comply with the requirements of the ISPS Code relating of the Vessel and "the company" and the requirements of the MTSA relating to the vessel and the "owner". Upon request Owners shall provide documentary evidence of compliance with this Clause 45 (a) (i). | 781 782 783 784 785 786 787 788 789 790 |
| | | (ii) Except as otherwise provided in this charter, loss, damage , expense or delay, caused by failure on the part of Owners or "the Company"/"owner" to comply with the requirements of the ISPS Code/MTSA or this Clause shall be for Owners' account. | 791 792 793 794 |
| | (b) | (i) Charterers shall provide Owners/ Master with their full style contact details and shall ensure that the contact details of all sub-charterers are likewise provided to Owners/Master. Furthermore, Charterers shall ensure that all sub-charter parties they enter into during the period of this charter contain the following provision: "The Charterers shall provide the Owners with their full style contact details and, where sub-letting is permitted under the terms of the charter party, shall ensure that the contact details of all sub-charterers are likewise provided to the Owners". | 795 796 797 798 799 800 801 |
| | | (ii) Except as otherwise provided in this charter, loss, damage , expense or delay, caused by failure on the part of Charterers to comply with this sub-Clause 45(b) shall be for Charterers' account. | 802 803 804 |
| | (c) | Notwithstanding anything else contained in this charter costs or expenses related to security regulations or measures required by the port facility or any relevant authority in accordance with the ISPS Code/MTSA including , but not limited to, security guards, launch services, tug escorts, port security fee or taxes and inspections, shall be for Charterers' account, unless such costs or expenses result solely from Owners' negligence in which case costs or expenses shall be for Owners' account. All measures required by Owners to comply with the security plan required by the ISPS Code/MTSA shall be for Owners' account. | 805 806 807 808 809 810 811 812 |
| | (d) | Notwithstanding any other provision of this charter, the vessel shall not be off-hire where there is a loss of time caused by Charterers' failure to comply with the ISPS Code/MTSA (when in force). | 813 814 815 |
| | (e) | If either party makes any payment which is for the other party's account according to this Clause, the other party shall indemnify the paying party. See Clause 65 | 816 817 818 |
| Law and Litigation | 46. | (a) This charter shall be construed and the relations between the parties determined in accordance with the laws of England. | 819 820 |
| | (b) | All disputes arising out of this charter shall be referred to Arbitration in London in accordance with the Arbitration Act 1996 (or any re-enactment or modification thereof for the time being in force) subject to the following appointment procedure: | 821 822 823 |
| | | (i) The parties shall jointly appoint a sole arbitrator not later than 28 days after service of a request in writing by either party to do so. | 824 825 |
| | | (ii) If the parties are unable or unwilling to agree the appointment of a sole arbitrator in accordance with (i) then each party shall appoint one arbitrator, in any event not later than 14 days after receipt of a further request in writing by either party to do so. The two arbitrators so appointed shall appoint a third arbitrator before any substantive hearing or forthwith if they cannot agree on a matter relating to the arbitration. | 826 827 828 829 830 831 |
| | | (iii) If a party fails to appoint an arbitrator within the time specified in (ii) (the "Party in Default"), the party who has duly appointed his arbitrator shall give notice in writing to the Party in Default that he proposes to appoint his arbitrator to act as sole arbitrator. | 832 833 834 835 |
| | | (iv) If the Party in Default does not within 7 days of the notice given pursuant to (iii) make the required appointment and notify the other party that he does so the other party may appoint his arbitrator as sole arbitrator whose award shall be binding on both parties as if he had been so appointed by agreement. | 836 837 838 839 |
| | (v) | Any Award of the arbitrator(s) shall be final and binding and not subject to appeal. | 840 841 |

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| | (vi) | For the purpose of this clause 46 (b), any requests or notices in writing shall be sent by fax, e-mail or telex and shall be deemed received on the day of transmission. | 842 843 844 |
| | (e) | It shall be a condition precedent to the right of any party to a stay of any legal proceedings in which maritime property has been, or may be, arrested in connection with a dispute under this charter, that that party furnishes to the other party security to which that other party would have been entitled in such legal proceedings in the absence of a stay. | 845 846 847 848 |
| | | REF ADDITIONAL SCI RIDER CLAUSE NO 7 | |
| Confidentiality | 47. | All terms and conditions of this charter arrangement shall be kept private and confidential. | 849 |
| Construction | 48. | The side headings have been included in this charter for convenience of reference and shall in no way affect the construction hereof. | 850 851 |
| | | ALL SCI RIDER CLAUSES ARE PART OF MAIN CP | |
| | Appendix A: | OCIMF Vessel Particulars Questionnaire for the vessel, as attached, shall be incorporated herein. | 852 853 |
| | Appendix B: | Shell Safety and Environmental Monthly Reporting Template, as attached, shall be incorporated herei Letter of Indemnity Formats -..... | 854 855 |
| | | Additional Clause 49-84 as attached shall be incorporated in this Charter Party and deemed. | |
| | SIGNED FOR OWNERS | SIGNED FOR CHARTERERS | 856 |
| | FULL NAME | FULL NAME | 857 |
| | POSITION | POSITION | 858 |
| | XXXX | XXX | 859 |

SHELLTIME 4 ADDITIONAL CLAUSES

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| Bunker Emissions | 1-(a) | Should Charterers trade the Vessel into a SOx Emission Control Area ("SECA") as defined in Annex VI of the International Convention for the Prevention of Pollution from Ships ("MARPOL"), then the Charterers shall supply fuels: of such specifications and grades that will comply with the maximum sulphur content requirements of SECA and (i) SECA and from bunker suppliers who comply with regulations 14 and 18 of MARPOL Annex VI including its Guidelines in respect of sampling and the provision of bunker delivery notes Owners warrant, in the event the vessel trades in SECA, that the Vessel complies with Regulation 14 and 18 of MARPOL Annex VI and with the requirements of the SECA; is able to consume fuels of the required sulphur content when ordered by the charterers to trade within the SECA and owners will provide segregated storage for this fuel. (ii) Subject to having supplied the Vessel with fuels in accordance with this clause, the Charterers shall not be liable for any loss, delay, fines, costs or expenses arising or resulting from the Vessel's non-compliance with Regulations 14 and 18 of MARPOL Annex VI. (b) Subject to having supplied the Vessel with fuels in accordance with this clause, the Charterers shall not be liable for any loss, delay, fines, costs or expenses arising or resulting from the Vessel's non-compliance with Regulations 14 and 18 of MARPOL Annex VI. (c) Owners warrant that where the vessel is a "Relevant Ship", they are a "Participating Owner" as defined, as applicable, in the Small Tanker Oil Pollution Indemnification Agreement ("STOPIA") or in the Tanker Oil Pollution Indemnification Agreement ("TOPIA"), and that the vessel is entered in STOPIA or TOPIA (as applicable) and shall so remain during the currency of this charter provided always that STOPIA or TOPIA (as applicable) is not terminated in accordance with its provisions. | |
| Stopia/Topia | 2 | Owners warrant that where the vessel is a "Relevant Ship", they are a "Participating Owner" as defined, as applicable, in the Small Tanker Oil Pollution Indemnification Agreement ("STOPIA") or in the Tanker Oil Pollution Indemnification Agreement ("TOPIA"), and that the vessel is entered in STOPIA or TOPIA (as applicable) and shall so remain during the currency of this charter provided always that STOPIA or TOPIA (as applicable) is not terminated in accordance with its provisions. | |

