

1. Shipbroker		THE BALTIC AND INTERNATIONAL MARITIME CONFERENCE UNIFORM TIME-CHARTER (Box Layout 1974) CODE NAME: "BALTIME 1998"		 PART I
		2. Place and date		
3. Owners/Place of business		4. Charterers/Place of business		
5. Vessel's name		6. GRT/NRT		
7. Class		8. Indicated horse power		
9. Total tons d.w. (abt.) on Board of Trade summer freeboard		10. Cubic feet grain/bale capacity		
11. Permanent bunkers (abt.)				
12. Speed capability in knots (abt.) on a consumption in tons (abt.) of				
13. Present position				
14. Period of hire (Cl. 1)		15. Port of delivery (Cl. 1)		
		16. Time of delivery (Cl. 1)		
17. (a) Trade limits (Cl. 2)				
(b) Cargo exclusions specially agreed				
18. Bunkers on re-delivery (state min. and max. quantity) (Cl. 5)				
19. Charter hire (Cl. 6)		20. Hire payment (state currency, method and place of payment; also beneficiary and bank account) (Cl. 6)		
21. Place or range of re-delivery (Cl. 7)		22. War (only to be filled in if Section (C) agreed) (Cl. 21)		
23. Cancelling date (Cl. 22)		24. Place of arbitration (only to be filled in if place other than London agreed) (Cl. 23)		
25. Brokerage commission and to whom payable (Cl. 25)		26. Numbers of additional clauses covering special provisions, if agreed		

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.

Signature (Owners)	Signature (Charterers)
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PART II

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It is agreed between the party mentioned in Box 3 as owners of the Vessel named in Box 5 of the gross/net Register tonnage indicated in Box 6, classed as stated in Box 7 and of indicated horse power as stated in Box 8, carrying about the number of tons deadweight indicated in Box 9 on Board of Trade summer freeboard inclusive of bunkers, stores, provisions and boiler water, having as per builder's plan a cubic-feet grain/bale capacity as stated in Box 10, exclusive of permanent bunkers, which contain about the number of tons stated in Box 11, and fully loaded capable of steaming about the number of knots indicated in Box 12 in good weather and smooth water on a consumption of about the number of tons best Welsh coal or oil-fuel stated in Box 12, now in position as stated in Box 13 and the party mentioned as Charterers in Box 4, as follows:	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18	dinary runners capable of handling lifts up to 2 tons.	81 82	10. Directions and Logs	159
				The Charterers to furnish the Master with all instructions and sailing directions and the Master and Engineer to keep full and correct logs accessible to the Charterers or their Agents.	160 161 162 163
1. Period/Port of Delivery/Time of Delivery	19	5. Bunkers	83	11. Suspension of Hire etc.	164
The Owners let, and the Charterers hire the Vessel for a period of the number of calendar months indicated in Box 14 from the time (not a Sunday or a legal Holiday unless taken over) the Vessel is delivered and placed at the disposal of the Charterers between 9 a.m. and 6 p.m., or between 9 a.m. and 2 p.m. if on Saturday, at the port stated in Box 15 in such available berth where she can safely lie always afloat, as the Charterers may direct, she being in every way fitted for ordinary cargo service .	20 21 22 23 24 25 26 27 28 29 30	The Charterers at port of delivery and the Owners at port of re-delivery to take over and pay for all coal or oil-fuel remaining in the Vessel's bunkers at current price at the respective ports. The Vessel to be re-delivered with not less than the number of tons and not exceeding the number of tons of coal or oil-fuel in the Vessel's bunkers stated in Box 18.	84 85 86 87 88 89 90 91	(A) In the event of drydocking or other necessary measures to maintain the efficiency of the Vessel, deficiency of men or Owners' stores, breakdown of machinery, damage to hull or other accident, either hindering or preventing the working of the Vessel and continuing for more than twentyfour consecutive hours, no hire to be paid in respect of any time lost thereby during the period in which the Vessel is unable to perform the service immediately required. Any hire paid in advance to be adjusted accordingly.	165 166 167 168 169 170 171
The Vessel to be delivered at the time indicated in Box 16.	31 32	6. Hire	92	(B) In the event of the Vessel being driven into port or to anchorage through stress of weather, trading to shallow harbours or to rivers or ports with bars or suffering an accident to her cargo, any detention of the Vessel and/or expenses resulting from such detention to be for the Charterers' account even if such detention and/or expenses, or the cause by reason of which either is incurred, be due to, or be contributed to by, the negligence of the Owners' servants.	172 173 174 175 176 177 178 179 180 181 182 183 184 185
2. Trade	33	The Charterers to pay as hire the rate stated in Box 19 per 30 days, commencing in accordance with Clause 1 until her re-delivery to the Owners.	93 94 95	12. Cleaning Boilers	186
The Vessel to be employed in lawful trades for the carriage of lawful merchandise only between good and safe ports or places where she can safely lie always afloat within the limits stated in Box 17.	34 35 36 37 38	Payment	96	Cleaning of boilers whenever possible to be done during service, but if impossible the Charterers to give the Owners necessary time for cleaning. Should the Vessel be detained beyond 48 hours hire to cease until again ready.	187 188 189 190 191
No live stock nor injurious, inflammable or dangerous goods (such as acids, explosives, calcium carbide, ferro silicon, naphtha, motor spirit, tar, or any of their products) to be shipped.	39 40 41 42	Payment of hire to be made in cash, in the currency stated in Box 20, without discount, every 30 days, in advance, and in the manner prescribed in Box 20.	97 98 99 100	13. Responsibility and Exemption	192
3. Owners to Provide	43	In default of payment the Owners to have the right of withdrawing the Vessel from the service of the Charterers, without noting any protest and without interference by any court or any other formality whatsoever and without prejudice to any claim the Owners may otherwise have on the Charterers under the Charter.	101 102 103 104 105 106 107	The Owners only to be responsible for delay in delivery of the Vessel or for delay during the currency of the Charter and for loss or damage to goods onboard, if such delay or loss has been caused by want of due diligence on the part of the Owners or their Manager in making the Vessel seaworthy and fitted for the voyage or any other personal act or omission or default of the Owners or their Manager. The Owners not to be responsible in any other case nor for damage or delay whatsoever and howsoever caused even if caused by the neglect or default of their servants. The Owners not to be liable for loss or damage arising or resulting from strikes, lock-outs or stoppage or restraint of labour (including the Master, Officers or Crew) whether partial or general.	193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209
The Owners to provide and pay for all provisions and wages, for insurance of the Vessel, for all deck and engine-room stores and maintain her in a thoroughly efficient state in hull and machinery during service.	44 45 46 47 48	7. Re-delivery	108	The Charterers to be responsible for loss or damage caused to the Vessel or to the Owners by goods being loaded contrary to the terms of the Charter or by improper or careless bunkering or loading, stowing or discharging of goods or any other improper or negligent act on their part or that of their servants.	210 211 212 213 214 215 216
The Owners to provide one winchman per hatch. If further winchmen are required, or if the stevedores refuse or are not permitted to work with the Crew, the Charterers to provide and pay qualified shore-winchmen.	49 50 51 52 53	The Vessel to be re-delivered on the expiration of the Charter in the same good order as when delivered to the Charterers (fair wear and tear excepted) at an ice-free port in the Charterers' option at the place or within the range stated in Box 21, between 9 a.m. and 6 p.m., and 9 a.m. and 2 p.m. on Saturday, but the day of re-delivery shall not be a Sunday or legal Holiday.	109 110 111 112 113 114 115 116	14. Advances	217
4. Charterers to Provide	54	Notice	117	The Charterers or their Agents to advance to the Master, if required, necessary funds for ordinary disbursements for the Vessel's account at any port charging only interest at 6 per cent. p.a., such advances to be deducted from hire.	218 219 220 221 222
The Charterers to provide and pay for all coals, including galley coal, oil-fuel, water for boilers, port charges, pilotages (whether compulsory or not), canal steersmen , boatage, lights, tug-assistance, consular charges (except those pertaining to the Master, Officers and Crew), canal, dock and other dues and charges, including any foreign general municipality or state taxes, also all dock, harbour and tonnage dues at the ports of delivery and re-delivery (unless incurred through cargo carried before delivery or after re-delivery), agencies, commissions, also to arrange and pay for loading, trimming, stowing (including dunnage and shifting boards, excepting any already on board), unloading, weighing, tallying and delivery of cargoes, surveys on hatches, meals supplied to officials and men in their service and all other charges and expenses whatsoever including detention and expenses through quarantine (including cost of fumigation and disinfection).	55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74	The Charterers to give the Owners not less than ten days' notice at which port and on about which day the Vessel will be re-delivered. Should the Vessel be ordered on a voyage by which the Charter period will be exceeded the Charterers to have the use of the Vessel to enable them to complete the voyage, provided it could be reasonably calculated that the voyage would allow re-delivery about the time fixed for the termination of the Charter, but for any time exceeding the termination date the Charterers to pay the market rate if higher than the rate stipulated herein.	118 119 120 121 122 123 124 125 126 127 128 129 130	15. Excluded Ports	223
All ropes, slings and special runners actually used for loading and discharging and any special gear, including special ropes, hawsers and chains required by the custom of the port for mooring to be for the Charterers' account. The Vessel to be fitted with winches, derricks, wheels and or-	75 76 77 78 79 80	8. Cargo Space	131	The Vessel not to be ordered to nor bound to enter: a) any place where fever or epidemics are prevalent or to which the Master, Officers and Crew by law are not bound to follow the Vessel Ice	224 225 226 227 228
		The whole reach and burthen of the Vessel, including lawful deck-capacity to be at the Charterers' disposal, reserving proper and sufficient space for the Vessel's Master, Officers, Crew, tackle, apparel, furniture, provisions and stores.	132 133 134 135 136	b) any ice-bound place or any place where lights, lightships, marks and buoys are or are likely to be withdrawn by reason of ice on the Vessel's arrival or where there is risk that ordinarily the Vessel will not be able on account of ice to reach the place or to get out after having completed loading or discharging. The Vessel not to be obliged to force ice. If on account of ice the Master considers it dangerous to remain at the	229 230 231 232 233 234 235 236 237
		9. Master	137		
		The Master to prosecute all voyages with the utmost despatch and to render customary assistance with the Vessel's Crew. The Master to be under the orders of the Charterers as regards employment, agency, or other arrangements. The Charterers to indemnify the Owners against all consequences or liabilities arising from the Master, Officers or Agents signing Bills of Lading or other documents or otherwise complying with such orders, as well as from any irregularity in the Vessel's papers or for overcarrying goods. The Owners not to be responsible for shortage, mixture, marks, nor for number of pieces or packages, nor for damage to or claims on cargo caused by bad stowage or otherwise.	138 139 140 141 142 143 144 145 146 147 148 149 150 151 152		
		If the Charterers have reason to be dissatisfied with the conduct of the Master, Officers, or Engineers, the Owners, on receiving particulars of the complaint, promptly to investigate the matter, and, if necessary and practicable, to make a change in the appointments.	153 154 155 156 157 158		

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loading or discharging place for fear of the Ves-	238	ficers and/or Crew or the cost of provisions and/	315
sel being frozen in and/or damaged, he has	239	or stores for deck and/or engine room and/or	316
liberty to sail to a convenient open place and	240	insurance premiums being increased by reason	317
await the Charterers' fresh instructions.	241	of or during the existence of any of the matters	318
Unforeseen detention through any of above cau-	242	mentioned in section (A) the amount of any in-	319
ses to be for the Charterers' account.	243	crease to be added to the hire and paid by the	320
		Charterers on production of the Owners' account	321
		therefor, such account being rendered monthly.	322
16. Loss of Vessel	244	(D) The Vessel to have liberty to comply with	323
Should the Vessel be lost or missing, hire to	245	any orders or directions as to departure, arrival,	324
cease from the date when she was lost. If the	246	routes, ports of call, stoppages, destination, de-	325
date of loss cannot be ascertained half hire to	247	livery or in any other wise whatsoever given by	326
be paid from the date the Vessel was last re-	248	the Government of the nation under whose flag	327
ported until the calculated date of arrival at the	249	the Vessel sails or any other Government or any	328
destination. Any hire paid in advance to be ad-	250	person (or body) acting or purporting to act with	329
justed accordingly.	251	the authority of such Government or by any com-	330
		mittee or person having under the terms of the	331
17. Overtime	252	war risks insurance on the Vessel the right to	332
The Vessel to work day and night if required.	253	give any such orders or directions.	333
The Charterers to refund the Owners their out-	254	(E) In the event of the nation under whose flag	334
lays for all overtime paid to Officers and Crew	255	the Vessel sails becoming involved in war, ho-	335
according to the hours and rates stated in the	256	stilities, warlike operations, revolution, or civil	336
Vessel's articles.	257	commotion, both the Owners and the Charterers	337
		may cancel the Charter and, unless otherwise	338
18. Lien	258	agreed, the Vessel to be re-delivered to the Owners	339
The Owners to have a lien upon all cargoes and	259	at the port of destination or, if prevented	340
sub-freights belonging to the Time-Charterers and	260	through the provisions of section (A) from reach-	341
any Bill of Lading freight for all claims under	261	ing or entering it, then at a near open and safe	342
this Charter, and the Charterers to have a lien	262	port at the Owners' option, after discharge of any	343
on the Vessel for all moneys paid in advance	263	cargo on board.	344
and not earned.	264	(F) If in compliance with the provisions of this	345
		clause anything is done or is not done, such not	346
19. Salvage	265	to be deemed a deviation.	347
All salvage and assistance to other vessels to be	266	<i>Section (C) is optional and should be considered</i>	348
for the Owners' and the Charterers' equal benefit	267	<i>deleted unless agreed according to Box 22.</i>	349
after deducting the Master's and Crew's propor-	268		
tion and all legal and other expenses including	269	22. Cancelling	350
hire paid under the charter for time lost in the	270	Should the Vessel not be delivered by the date	351
salvage, also repairs of damage and coal or oil-	271	indicated in Box 23, the Charterers to have the	352
fuel consumed. The Charterers to be bound by	272	option of cancelling.	353
all measures taken by the Owners in order to	273	If the Vessel cannot be delivered by the cancel-	354
secure payment of salvage and to fix its amount.	274	ling date, the Charterers, if required, to declare	355
		within 48 hours after receiving notice thereof	356
20. Sublet	275	whether they cancel or will take delivery of the	357
The Charterers to have the option of subletting	276	Vessel.	358
the Vessel, giving due notice to the Owners, but	277		
the original Charterers always to remain respon-	278	23. Arbitration	359
sible to the Owners for due performance of the	279	Any dispute arising under the Charter to be re-	360
Charter.	280	ferred to arbitration in London (or such other	361
		place as may be agreed according to Box 24)	362
21. War	281	one Arbitrator to be nominated by the Owners	363
(A) The Vessel unless the consent of the Owners	282	and the other by the Charterers, and in case the	364
be first obtained not to be ordered nor continue	283	Arbitrators shall not agree then to the decision	365
to any place or on any voyage nor be used on	284	of an Umpire to be appointed by them, the award	366
any service which will bring her within a zone	285	of the Arbitrators or the Umpire to be final and	367
which is dangerous as the result of any actual	286	binding upon both parties.	368
or threatened act of war, war hostilities, warlike	287		
operations, acts of piracy or of hostility or ma-	288	24. General Average	369
licious damage against this or any other vessel	289	General Average to be settled according to York/	370
or its cargo by any person, body or State what-	290	Antwerp Rules, 1974. Hire not to contribute to	371
soever, revolution, civil war, civil commotion or	291	General Average.	372
the operation of international law, nor be ex-	292		
posed in any way to any risks or penalties whatso-	293	25. Commission	373
ever consequent upon the imposition of Sanc-	294	The Owners to pay a commission at the rate	374
tions, nor carry any goods that may in any way	295	stated in Box 25 to the party mentioned in Box	375
expose her to any risks of seizure, capture, pe-	296	25 on any hire paid under the Charter, but in no	376
nalities or any other interference of any kind	297	case less than is necessary to cover the actual	377
whatsoever by the belligerent or fighting powers	298	expenses of the Brokers and a reasonable fee	378
or parties or by any Government or Ruler.	299	for their work. If the full hire is not paid owing	379
(B) Should the Vessel approach or be brought or	300	to breach of Charter by either of the parties the	380
ordered within such zone, or be exposed in any	301	party liable therefor to indemnify the Brokers	381
way to the said risks, (1) the Owners to be en-	302	against their loss of commission.	382
titled from time to time to insure their interests	303	Should the parties agree to cancel the Charter,	383
in the Vessel and/or hire against any of the risks	304	the Owners to indemnify the Brokers against any	384
likely to be involved thereby on such terms as	305	loss of commission but in such case the com-	385
they shall think fit, the Charterers to make a re-	306	mission not to exceed the brokerage on one	386
fund to the Owners of the premium on demand;	307	year's hire.	387
and (2) notwithstanding the terms of Clause 11	308		
hire to be paid for all time lost including any	309		
lost owing to loss of or injury to the Master,	310		
Officers, or Crew or to the action of the Crew in	311		
refusing to proceed to such zone or to be ex-	312		
posed to such risks.	313		
(C) In the event of the wages of the Master, Of-	314		