



1. Shipbroker		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
"BALTIME 1939" Uniform Time-Charter (Box Layout 1974)

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

PART II
"BALTIME 1939" Uniform Time-Charter (Box Layout 1974)

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
		war risks insurance on the Vessel the right to	332
		give any such orders or directions.	333
		(E) In the event of the nation under whose flag	334
		the Vessel sails becoming involved in war, ho-	335
		stilities, warlike operations, revolution, or civil	336
		commotion, both the Owners and the Charterers	337
		may cancel the Charter and, unless otherwise	338
		agreed, the Vessel to be re-delivered to the Owners	339
		at the port of destination or, if prevented	340
		through the provisions of section (A) from reach-	341
		ing or entering it, then at a near open and safe	342
		port at the Owners' option, after discharge of any	343
		cargo on board.	344
		(F) If in compliance with the provisions of this	345
		clause anything is done or is not done, such not	346
		to be deemed a deviation.	347
		<i>Section (C) is optional and should be considered</i>	348
		<i>deleted unless agreed according to Box 22.</i>	349
		22. Cancelling	350
		Should the Vessel not be delivered by the date	351
		indicated in Box 23, the Charterers to have the	352
		option of cancelling.	353
		If the Vessel cannot be delivered by the cancel-	354
		ling date, the Charterers, if required, to declare	355
		within 48 hours after receiving notice thereof	356
		whether they cancel or will take delivery of the	357
		Vessel.	358
		23. Arbitration	359
		Any dispute arising under the Charter to be re-	360
		ferred to arbitration in London (or such other	361
		place as may be agreed according to Box 24)	362
		one Arbitrator to be nominated by the Owners	363
		and the other by the Charterers, and in case the	364
		Arbitrators shall not agree then to the decision	365
		of an Umpire to be appointed by them, the award	366
		of the Arbitrators or the Umpire to be final and	367
		binding upon both parties.	368
		24. General Average	369
		General Average to be settled according to York/	370
		Antwerp Rules, 1974. Hire not to contribute to	371
		General Average.	372
		25. Commission	373
		The Owners to pay a commission at the rate	374
		stated in Box 25 to the party mentioned in Box	375
		25 on any hire paid under the Charter, but in no	376
		case less than is necessary to cover the actual	377
		expenses of the Brokers and a reasonable fee	378
		for their work. If the full hire is not paid owing	379
		to breach of Charter by either of the parties the	380
		party liable therefor to indemnify the Brokers	381
		against their loss of commission.	382
		Should the parties agree to cancel the Charter,	383
		the Owners to indemnify the Brokers against any	384
		loss of commission but in such case the com-	385
		mission not to exceed the brokerage on one	386
		year's hire.	387
17. Overtime	252		
The Vessel to work day and night if required.	253		
The Charterers to refund the Owners their out-	254		
lays for all overtime paid to Officers and Crew	255		
according to the hours and rates stated in the	256		
Vessel's articles.	257		
18. Lien	258		
The Owners to have a lien upon all cargoes and	259		
sub-freights belonging to the Time-Charterers and	260		
any Bill of Lading freight for all claims under	261		
this Charter, and the Charterers to have a lien	262		
on the Vessel for all moneys paid in advance	263		
and not earned.	264		
19. Salvage	265		
All salvage and assistance to other vessels to be	266		
for the Owners' and the Charterers' equal benefit	267		
after deducting the Master's and Crew's propor-	268		
tion and all legal and other expenses including	269		
hire paid under the charter for time lost in the	270		
salvage, also repairs of damage and coal or oil-	271		
fuel consumed. The Charterers to be bound by	272		
all measures taken by the Owners in order to	273		
secure payment of salvage and to fix its amount.	274		
20. Sublet	275		
The Charterers to have the option of subletting	276		
the Vessel, giving due notice to the Owners, but	277		
the original Charterers always to remain respon-	278		
sible to the Owners for due performance of the	279		
Charter.	280		
21. War	281		
(A) The Vessel unless the consent of the Owners	282		
be first obtained not to be ordered nor continue	283		
to any place or on any voyage nor be used on	284		
any service which will bring her within a zone	285		
which is dangerous as the result of any actual	286		
or threatened act of war, war hostilities, warlike	287		
operations, acts of piracy or of hostility or ma-	288		
licious damage against this or any other vessel	289		
or its cargo by any person, body or State what-	290		
soever, revolution, civil war, civil commotion or	291		
the operation of international law, nor be ex-	292		
posed in any way to any risks or penalties whatso-	293		
ever consequent upon the imposition of Sanc-	294		
tions, nor carry any goods that may in any way	295		
expose her to any risks of seizure, capture, pen-	296		
alties or any other interference of any kind	297		
whatsoever by the belligerent or fighting powers	298		
or parties or by any Government or Ruler.	299		
(B) Should the Vessel approach or be brought or	300		
ordered within such zone, or be exposed in any	301		
way to the said risks, (1) the Owners to be en-	302		
titled from time to time to insure their interests	303		
in the Vessel and/or hire against any of the risks	304		
likely to be involved thereby on such terms as	305		
they shall think fit, the Charterers to make a re-	306		
fund to the Owners of the premium on demand:	307		
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		