



**THE BALTIC AND INTERNATIONAL MARITIME COUNCIL
(BIMCO)
UNIFORM TIME CHARTER PARTY FOR CONTAINER VESSELS
CODE NAME: "BOXTIME"**

PART I

Issued by
The Documentary Committee of
The Baltic and International Maritime Council (BIMCO), Copenhagen

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1. Shipbroker		2. Place and date	
3. Owners/Disponent Owners & Place of Business, Telephone, Telex and Telefax Number		4. Charterers & Place of Business, Telephone, Telex and Telefax Number	
5. Vessel's Name		6. Call Sign/Telex Number	
7. GRT/NRT	8. DWT on Summer Freeboard	9. TEU Capacity (Maximum)	
10. Class (Cl. 5)	11. Flag	12. Service Speed (See Part III)	13. Fuel Consumption (see Part III)
14. Type(s) of Fuel(s) (Cl. 12 (d))		15. Maximum Bunker Capacity	
16. Bunkers/Price on Delivery (Min.-Max.) (Cl. 12 (a) and (c))		17. Bunkers/Price on Redelivery (Min.-Max.) (Cl. 12 (a) and (c))	
18. Place of Delivery (Cl. 1 (b))		19. Earliest Date of Delivery (local time) (Cl. 1 (b))	
20. Latest Date of Delivery (local time) (Cl. 1 (b))		21. Place of Redelivery (Cl. 6 (m))	
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23. Period of Charter and Options if any (Cl. 1 (a), Cl. 6 (m) and Cl. 7 (f))		24. State number of Days Options have to be declared after commencement of Charter Period (Cl. 1 (a))	
25. Rate of Hire per Day and to whom payable (Cl. 1 (a), Cl. 7 (a) and (b))		26. Quantity of Harzardous Goods allowed (Cl. 4 (b))	
27. Insured Value of Vessel (Cl. 18 (a))		28. Daily Rate for Supercargo (Cl. 13 (h))	
		29. Victualling Rate per Meal for other Charterers' Servants etc. (Cl. 13 (j))	
30. Name of Owners' P & I Club (Cl. 18 (b))		31. Name of Charterers' P & I Club (Cl. 18 (b))	
32. Charterers' maximum Claim settlement authority (Cl. 16 (h))		33. General Average to be adjusted at (Cl. 14 (c))	
34. Law and Arbitration (state a, b, or c of Cl. 20, as agreed; if c agreed also state Place of Arbitration) (Cl. 20)		35. Brokerage Commission and to whom payable (Cl. 21)	
36. Number of Additional Clauses covering special Provisions			

It is mutually agreed between the party mentioned in Box 3 (hereinafter referred to as "the Owners") and the Party mentioned in Box 4 (hereinafter referred to as "the Charterers") that this Contract shall be performed in accordance with the conditions contained in Part I including additional clauses, if any agreed and stated in Box 36, and Part II as well as Part III. In the event of a conflict of conditions, the provisions of Part I and Part III shall prevail over those of Part II to the extent of such conflict but no further.

Signature (Owners)	Signature (Charterers)
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It is agreed on the date shown in Box 2 between the party named in Box 3 as the Owners of the Vessel named in Box 5 and the party named in Box 4 as the Charterers as follows:

1. Period of Charter Party and Delivery

(a) In consideration of the hire detailed in Box 25 the Owners let and the Charterers hire the Vessel for the period together with any optional extension(s) thereto as indicated in Box 23. Such options, always at the Charterers' discretion, must be declared to the Owners within the period as indicated in Box 24.

(b) The Owners shall deliver the Vessel to the Charterers at the Place of Delivery as indicated in Box 18. Unless agreed by the Charterers to the contrary, delivery shall take place no earlier than the time/date as indicated in Box 19 and no later than the time/date as indicated in Box 20.

If prior to delivery the Owners give notice to the Charterers that the Vessel will not be ready for delivery by the time/date as indicated in Box 20, the Charterers shall declare within 48 hours after receiving notice thereof from the Owners whether they cancel or will take delivery of the Vessel but without prejudice to the Charterers' right to claim proved damages.

(c) If the Owners are unable to deliver the Vessel at the Place of Delivery as indicated in Box 18 for any reason beyond the control of the Owners, delivery shall take place at the nearest point to the nominated Place of Delivery to which the Vessel may safely and reasonably proceed.

The Owners shall give notice of readiness to deliver to the Charterers and/or the Charterers' local agents when in position to come on hire.

(d) Delivery shall be effected at any time, day or night, Saturdays, Sundays and holidays included.

(e) At the time of delivery the Vessel shall be clean and in all respects fit to receive goods and ISO standard containers.

(f) The Charterers' acceptance of delivery of the Vessel shall not prejudice their rights against the Owners under this Charter Party.

2. Owners' Undertaking

The Owners undertake that, at delivery, the Vessel shall be of the description set out in Parts I and III hereof.

3. Trading Limits

The Vessel shall be employed in lawful trades within Institute Warranty Limits (IWL) and within the Trading Limits as indicated in Box 22 for the carriage of lawful goods between safe ports or places where she can safely lie always afloat. The Vessel shall not be obliged to force ice nor to follow ice-breakers.

The Owners warrant that, at the time of signing this Charter Party, the Vessel has not traded to any countries which would make the Vessel unacceptable for calls at ports within the Trading Limits as indicated in Box 22. The Charterers shall provide a list of such countries.

4. Permitted Cargoes

Except as provided below, the Vessel shall be used exclusively for the carriage of goods in ISO standard containers complying with the International Convention for Safe Containers.

(a) *Uncontainerised Goods:* Uncontainerised goods may be carried only with the prior consent of the Owners and the Master provided that they are suitably prepared for carriage.

(b) *Hazardous Goods:* The Owners agree that the Charterers may carry the maximum quantity as indicated in Box 26 of hazardous goods in containers, provided same are loaded, stowed, discharged and documented in accordance with IMO regulations, any mandatory local requirements and regulations of the flag state.

(c) *Live Animals:* Live animals may be carried only with the prior consent of the Owners and the Master.

(d) *Radioactive Goods:* Radioactive goods other than isotopes shall be excluded. Radioactive isotopes may be carried only with the prior consent of the Owners and the Master and provided that they are of such a category as not to invalidate the Vessel's P & I cover.

(e) *Arms & Ammunition:* Arms and ammunition may be carried only with the prior consent of the Owners and the Master.

5. Owners' Obligations

Except as provided elsewhere in this Charter Party, the Owners shall, at their expense, maintain the Vessel in the Class as indicated in Box 10, in a thoroughly efficient state of hull and machinery and in every way fitted for the service throughout the currency of this Charter Party.

The Owners shall, inter alia, provide and pay the cost of the following:

(a) *Container Lashings:* (See Clause 10 (a)).

(b) *Crew Assistance* with inter alia:-

(i) preparing the Vessel's cranes, derricks, winches and/or cargo handling gear for use,

(ii) opening and closing any hatches (other than pontoon type hatches), ramps and other means of access to goods and containers,

(iii) docking, undocking and shifting operations in port,

(iv) bunkering,

(v) maintaining power during loading and discharging operations,

(vi) instructing crane drivers and winchmen in use of Vessel's gear,

(vii) supervising stevedores lashing and unlashings goods and containers

and the regular checking of lashings at sea when weather conditions permit (See Clause 10 (d)(ii)),

(viii) monitoring, recording performances and, when available, supplying

labour for the repairing of the Charterers' refrigeration machinery,

weather permitting (See Clause 17 (b)).

The above services shall be rendered by the crew if required, provided port

and local labour regulations permit, and except when repairing the Charterers'

refrigeration machinery any overtime incurred shall be for the account

of the Owners.

(c) *Documentation:* Any documentation relating to the Vessel that may be required to permit the Vessel to trade within the limits as indicated in Box 22,

including, but not limited to, certificates of financial responsibility for oil pollution, provided such oil pollution certificates are obtainable from the Owners'

P&I club or some other available source, valid international tonnage

certificate, Suez and Panama tonnage certificates, valid certificate of registry

and certificates relating to the strength and/or serviceability of the Vessel's

gear (See Clause 11 (a)).

(d) *Insurance of the Vessel:* (See Clause 18).

(e) *Fumigation and/or deratisation:* The provision of certificates thereof at

the commencement of the Charter Party and the renewal thereof throughout

the Charter Party, except if this is required as a result of the Charterers'

goods and containers carried under this Charter Party, in which case these

expenses shall be for the account of the Charterers.

(f) *Smuggling:* In the event of smuggling by the Master, Officers and/or crew,

the Owners shall bear the cost of any fines, taxes or imposts levied and the

Vessel shall be off hire for any time lost as a result thereof (See Clause 6 (p)).

6. Charterers' Obligations

Except as provided elsewhere in this Charter Party, the Charterers shall provide and pay the costs of the following throughout the currency of this Charter Party:

(a) *Provision of Details:* The provision of full and accurate details of goods and containers (including any documentation required at any ports of call), their weights and stowage positions to the Master as early as possible but not later than upon arrival at the port of loading, with regular updating thereof and the provision of a full and accurate plan of the stowage of all goods and containers actually loaded prior to sailing. Such details shall include:-

(i) gross weights of containers,

(ii) any feature of the goods requiring attention by the crew during the voyage, including, but not limited to, any hazardous or other dangerous

feature and/or the need for carriage within a specified temperature

range.

(b) *Instructions to the Master:* The Master, although appointed by the Owners, shall at all times during the currency of this Charter Party be under the

orders and directions of the Charterers as regards employment and

agency. The Charterers shall be obliged at all times to furnish the Master

with full and timely instructions.

(c) *Stevedoring:* (See Clause 10 (d)(i)).

(d) *Charterers' Lashings:* (See Clause 10 (b)).

(e) *Condition of Containers:* The Charterers warrant that all containers carried pursuant to this Charter Party have been constructed to a design approved by a Classification Society and are properly maintained.

(f) *Stowage in Containers:* The correct stowage and safe securing of all goods within containers (including securing to flat rack containers) to withstand the rigours of the voyage.

(g) *Stowage Planning:* (See Clause 10 (c)).

(h) *Operating Expenses:* All port charges, light and canal dues, pilotage, towage, consular charges, and all other charges and expenses relating to the operation of the Vessel not otherwise provided for in this Charter Party, other than charges or expenses relating to the crew.

(i) *Bunker Fuel:* (See Clause 12).

(k) *Agency Costs:* All agency fees and expenses for normal ship's husbandry at all ports or places of call.

(l) *Damage to Vessel:* Any damage to the Vessel or loss or damage to its

equipment caused by stevedores during the currency of this Charter Party shall be reported by the Master to the Charterers or their agents, in writing, within 24 hours of the occurrence or as soon as possible thereafter but latest when the loss or damage could have been discovered by the exercise of due diligence. The Master shall endeavour to obtain written acknowledgment by the party causing loss or damage unless it is made good in the meantime. The Charterers shall pay for stevedore damage whether or not payment has been made by stevedores to the Charterers. Damage for which the Charterers are responsible affecting seaworthiness, or the proper working of the Vessel and/or her equipment, shall be repaired without delay to the Vessel after each occurrence in the Charterers' time and shall be paid for by the Charterers. Other repairs to damage for which the Charterers are responsible shall also be carried out in the Charterers' time but, if this is not possible, such repairs shall be carried out whilst the Vessel is in drydock in the Owners' time provided this does not interfere with the Owners' repair work, or by the Vessel's crew at the Owners' convenience. All costs of such repairs shall be for the Charterers' account.

(m) *Redelivery*: Redelivery of the Vessel at the Place of Redelivery as indicated in Box 21, unless agreed by the Owners or provided elsewhere to the contrary, in the same condition to that pertaining when the Vessel was delivered, fair wear and tear excepted, at the end of the period as indicated in Box 23. The Charterers shall give the Owners one month's notice of expected date and Place of Redelivery, which advice shall be updated 10, 5 and 2 days prior to expected redelivery. At the time of redelivery the Vessel shall be clean and fit to load goods and ISO standard containers. If the Charterers have changed the configuration of the Vessel to carry different size ISO standard containers or non ISO standard containers, they shall, in their time and at their cost, prior to redelivery, return the Vessel to its previous configuration, unless the Owners agree to waive this requirement, in which case the Charterers shall return the Vessel to its previous configuration, at their cost, after redelivery at such time and place stipulated by the Owners but in the Owners' time. Without prejudice to any other claim the Owners may have under this Charter Party the Owners shall not be obliged to accept redelivery of the Vessel before it is returned to its previous configuration.

(n) *Additional Premiums*: All additional premiums for hull and machinery, war risks, including blocking and trapping, or protection and indemnity insurance incurred by the Owners over and above the premiums payable by the Owners. The Owners shall allow the Charterers to arrange these additional covers on their behalf if the Charterers so request and if the proposed insurers and terms are acceptable to the Owners. If the Charterers arrange such insurance the Charterers' insurers shall confirm cover latest 24 hours before the Vessel is due to be exposed to the risk so insured (See Clause 18).

(o) *Advances to Master*: The Charterers shall procure that their local agents at all ports of call shall, upon request by the Master, make funds available to him for disbursements, which advances the Charterers may recoup from the Owners by deduction from the hire payments in accordance with Clause 7 (e).

(p) *Contraband*: In the event that contraband and/or unmanifested drugs or goods are found to have been shipped as part of the goods and/or in containers on board, any fines, taxes or imposts levied shall be for the Charterers' account, and the Vessel shall remain on hire during any time lost as a result thereof, unless it can be established that the Master, Officers and/or crew are involved in smuggling (See Clause 5 (f)). In this event any security required shall be provided by the Charterers.

7. Hire

(a) *Rate*: The Charterers shall pay hire at the rate stated in Box 25, per day or pro rata for part of a day, from the time the Vessel is delivered to the Charterers until her redelivery to the Owners. All calculation of hire shall be made by reference to Universal Time Co-ordinated (U.T.C.).

(b) *Payment*: Payment of hire shall be made in cash in full and without discount, semi-monthly in advance. If hire or any instalment thereof is not paid as aforesaid, the Charterers shall pay interest at the rate of 0.1 per cent per day on the amount outstanding from and including the due date until the date of payment.

(c) *Default*: In default of punctual and regular payment as herein specified, the Owners may require the Charterers to make payment of the amount due within 96 running hours of receipt of notification from the Owners, failing which the Owners will have the right to withdraw the Vessel without prejudice to any claim the Owners may have against the Charterers under this Charter Party. Further, so long as the hire remains unpaid, the Owners shall be entitled to suspend the performance of any and all of their obligations hereunder and shall have no responsibility whatsoever for any consequen-

ces thereof in respect of which the Charterers hereby indemnify the Owners. Hire shall continue to accrue and any extra expenses resulting from such suspension shall be for the Charterers' account.

(d) *Redelivery Adjustment*: Should the Vessel be on her voyage towards the Place of Redelivery at the time payment of hire becomes due, said payment shall be made for the estimated time necessary to complete the voyage, less disbursements made by the Charterers for the Owners' account, including the estimated value of bunker fuel on board at redelivery. When the Vessel is redelivered to the Owners any difference shall be refunded to or paid by the Charterers as appropriate, but not later than three months after redelivery of the Vessel.

(e) *Deductions*: On production of supporting vouchers the Charterers shall be entitled to deduct from payments of hire any expenditure incurred on behalf of the Owners which may be payable by the Owners under this Charter Party. If such expenditure is incurred in a currency other than that in which hire is payable, conversion into such currency for the purpose of deduction shall be effected at the rate of exchange at the place of the bank where hire is paid prevailing on the date when the expenditure was incurred.

(f) *Extension*: The Charterers shall arrange the Vessel's trading so as to permit redelivery at the place and in the period as indicated in Boxes 21 and 23, respectively. If the Vessel is not chartered for a minimum/maximum period and the Vessel is sent on a final voyage reasonably calculated to allow redelivery within such period at the Place of Redelivery as provided under this Charter Party, and the voyage is prolonged for reasons beyond the Charterers' control, the Charterers shall have the use of the Vessel at the rate and on the conditions of this Charter Party for such extended time as may be required for completion of said voyage and redelivery as aforesaid.

8. Off Hire

After delivery in accordance with Clause 1 hereof, the Vessel shall remain on hire until redelivered in accordance with Clause 6(m), except for the following periods:

(a) *Unable to Comply with Instructions*: If the Vessel is unable to comply with the instructions of the Charterers on account of:-

- (i) any damage, defect, breakdown, or deficiency of the Vessel's hull, machinery, equipment or repairs or maintenance thereto, including dry-docking, excepting those occasions when Clause 6 (l) applies,
- (ii) any deficiency of the Master, Officers and/or crew, including the failure, refusal or inability of the Master, Officers and/or crew to perform service immediately required, whether or not within the control of the Owners,
- (iii) arrest of the Vessel at the suit of a party where a claim is not caused by the Charterers, their servants, agents or sub-contractors (See Clause 5(f)),
- (iv) any delay occasioned by any breach by the Owners of any obligation or warranty in this Charter Party.

If any of the above incidents affect the full use of the Vessel, it shall be off hire. If they partially affect the use of the Vessel, it shall be off hire to the extent such incidents affect the Charterers' use of the Vessel (See also Clause 11 (b)).

(b) *Deviation*: In the event of the Vessel deviating (which expression includes putting back, or putting into any port or place other than that to which she is bound under the instructions of the Charterers) other than to save life or property, hire shall cease to be payable from the commencement of such deviation until the time when the Vessel is again ready to resume her service from a position not less favourable to the Charterers than that at which the deviation commenced, provided always that due allowance shall be given for any distance made good towards the Vessel's destination and any bunkers saved. However, should the Vessel alter course to avoid bad weather or be driven into port or anchorage by stress of weather, the Vessel shall remain on hire and all costs thereby incurred shall be for the Charterers' account.

(c) *Blocking and Trapping*: If during the currency of this Charter Party the Vessel is blocked or trapped in circumstances where Clause 19 (b) applies, the Vessel shall be off hire for the period blocked or trapped. If the Vessel is blocked or trapped for a period of 365 days this Charter Party shall be terminated.

(d) *Requisitions*: Should the Vessel be requisitioned by any government or governmental authority during the period of this Charter Party, it shall be off hire during the period of such requisition and any hire or other compensation paid by any government or governmental authority in respect of such requisition shall be paid to the Owners. However, the Charterers shall have the option of cancelling the balance period of this Charter Party, provided this option is exercised within 14 days of receipt of notice of requisition.

(e) *Loss of Time*: In the event of loss of time for which the Owners are res-

possible, including but not limited to terms of employment of Master, Officers and/or crew, the Vessel shall be off hire for the time thereby lost. Any time during which the Vessel is off hire under this Charter Party may be added to the charter period, at the option of the Charterers. Such option shall be declared not less than two months before expected redelivery, or latest two weeks after the event if less than two months before expected redelivery.

9. Loss of Vessel

Should the Vessel be lost, or become a constructive total loss, hire shall cease at noon on the day of her loss or constructive total loss, and if missing, from noon on the date when last heard of, and any hire paid in advance and not earned shall be returned to the Charterers and payment of any hire due shall be suspended until the Vessel is reported safe.

10. Lashings and Stevedoring

(a) *Owners' Lashings:* The Owners shall supply and maintain in good working order throughout the currency of this Charter Party sufficient lashing and securing equipment to facilitate the proper lashing and securing in accordance with the plan supplied by the Owners of the maximum number of ISO standard containers which may be carried in accordance with the details provided in Part III hereto. The Owners further warrant that both the strength of the lashings and the design of the lashing pattern are adequate for the stowage in accordance with Part III hereto and that these have been approved by the Vessel's Classification Society.

(b) *Charterers' Lashings:* Should any additional or alternative lashings to those supplied by the Owners be required, these shall be supplied by the Charterers at their expense. Should the Charterers supply gear, equipment or stores, the Master shall keep a record of it and care for it. Such gear, equipment or stores shall be redelivered to the Charterers at the time required by the Charterers in the same condition as supplied fair wear and tear excepted.

(c) *Stowage Planning:* The Charterers shall ensure that stowage is effected in accordance with the requirements of this Charter Party and of the Vessel's stability including, inter alia, that stack and tier weights are not exceeded and that heavy containers are not stowed over light containers on or under deck, except with the Master's prior approval.

(d) *Stevedoring:*

(i) The Charterers shall provide and pay for the cost of all stevedoring operations during the currency of this Charter Party including, inter alia, receipt, loading, handling, stowing, lashing, securing, unsecuring, unlashings, unstowing, discharging, tallying and delivering of all uncontainerised goods and containers and shall be liable to the Owners for all loss or damage caused to the Vessel by the improper or careless performance of such operations.

(ii) The Master shall supervise stevedores undertaking the tasks outlined in Clause 10 (d) (i) to ensure that these are done correctly and to his satisfaction. The Master shall ensure that all lashings are regularly checked whilst at sea, weather permitting.

(e) *Liability:* Except in respect of the failure of any lashing supplied by the Charterers, the Owners shall be responsible, subject to the provisions of Clause 17, for the consequences of the failure of any lashings or lashing pattern design or execution or the failure to properly service lashings during the voyage.

11. Vessel's Gear

(a) *Regulations:* The Vessel's cargo gear if any, and any other equipment shall comply with the regulations of the countries to which the Vessel will be employed and the Owners shall ensure that the Vessel is at all times during the currency of this Charter Party in possession of valid certificates of efficiency to comply with such regulations. If stevedores are not permitted to work due to failure of the Master and/or the Owners and/or the Owners' agents to comply with the aforementioned regulations or because the Vessel is not in possession of such valid certificates of efficiency, then the Charterers may suspend hire for the time lost thereby and the Owners shall pay all expenses incurred incidental to and resulting from such failure (see Clause 5 (c)).

(b) *Condition:* All cargo handling gear, including derrick(s), crane(s) and winch(es) if any, shall be kept in good working order and the Owners shall maintain, repair and/or replace such gear whenever necessary. In the event of loss of time due to a breakdown of derrick(s), crane(s) or winch(es) for any period by reason of disablement or insufficient power, hire shall be reduced pro rata for the period of such inefficiency in relation to the number of hatches affected, unless caused by mishandling by the Charterers or their servants. If the Charterers continue working by using shore-crane(s) the

Owners shall pay such crantage but not exceeding the hire payable for such period, in which case the Vessel shall not be off hire pro rata as stipulated above. The Vessel shall, however, be pro-rata off hire if shore-cranes are not available during stoppages of derrick(s), crane(s) or winch(es) and all other unavoidable expenses thereby incurred shall be for the Owners' account.

(c) *Suez and Panama Canal:* The Vessel shall be maintained during the currency of this Charter Party with all necessary fittings for Suez and Panama Canal transit in good working order.

(d) *Refrigeration:* The Owners shall ensure that all refrigeration facilities as described in PART III are maintained in good working order throughout the currency of this Charter Party.

(e) *Lighting:* The Owners shall ensure that the Vessel will supply sufficient lighting to deck and holds to permit 24 hour working free of expense to the Charterers and that such lighting will comply with the port regulations at all ports of call throughout the currency of this Charter Party.

12. Bunker Fuel

(a) *Quantity at Delivery/Redelivery:* The Vessel shall be delivered with approximately the quantity of fuel as indicated in Box 16 and, unless indicated to the contrary in Box 17, the Vessel shall be redelivered with an approximately similar quantity, provided that the quantity of fuel at redelivery is at least sufficient to allow the Vessel to reach safely the nearest port at which fuel of the required type is available.

(b) *Pre and Post Charter Bunkering:* Provided that it can be accomplished without hindrance to the operation of the Vessel, the Owners shall allow the Charterers to bunker for the account of the Charterers prior to delivery and the Charterers shall allow the Owners to bunker for the account of the Owners prior to redelivery, in both cases by prior arrangement between the parties.

(c) *Purchase Price:* Unless otherwise stated in Boxes 16 and 17, the Charterers shall purchase the fuel on board at delivery and the Owners shall purchase the fuel on board at redelivery at the Platts Oil Gram mean prices at the ports and dates of delivery and redelivery, respectively, or the nearest bunkering port thereto.

(d) *Specification:* The Charterers shall supply fuel of the B.S.M.A. 100:1989 specification or any amendment thereto as indicated in Box 14.

(e) *Consumption:* The Vessel's fuel consumption in port and at sea shall not exceed the amounts shown in PART III, at all times for port consumption and in smooth water with winds not exceeding Beaufort Scale 4 for consumption at sea.

(f) *Bunkering:* The Chief Engineer shall co-operate with the Charterers' bunkering agents and fuel suppliers and comply with their requirements during bunkering, including, but not limited to, checking, verifying and acknowledging readings or soundings, meters etc. before, during and/or after delivery of fuel.

Three (3) samples of all fuel shall be taken during delivery, sealed and signed by suppliers, Chief Engineer and the Charterers' agent, each of whom should retain one sample. If any claim should arise in respect of the quality or specification of the fuel supplied, the Owners and the Charterers agree to have samples of the fuel analysed by a mutually agreed qualified analyst.

13. Charterers' Requirements

(a) *Plans:* On signing this Charter Party the Owners shall, if the Charterers so request, furnish the Charterers with the following documents in English:

- (i) General Arrangement Plan
- (ii) Capacity Plan
- (iii) Container Stowage Plan
- (iv) Plan of Deck and (where the Vessel not cellular) Under-Deck Container Lashing Plan approved by the Vessel's Classification Society.
- (v) Trim and Stability Book
- (vi) Hydrostatic Curves Plan
- (vii) Loading Scale
- (viii) Tank Plan

and any other operational documents that the Charterers may reasonably request and which are necessary for the safe and efficient operation of the Vessel. All documents received by the Charterers shall be returned to the Owners on redelivery.

(b) *Flag, Funnel, Name and Configuration:* The Charterers, if required, shall be allowed to fly their house flag, paint the funnel in the Charterers' colours and/or the name of the Line on the Vessel's side, change the Vessel's name, subject to the authorities' approval, and/or change the Vessel's container stowage configuration to carry different sized containers, all during the currency of this Charter Party. If the Charterers elect to exercise any or all of

these options all alterations necessary shall be effected during the Charter- 438
ers' time and at the Charterers' expense. Unless the Owners elect to waive 439
this requirement or enter into an alternative agreement with the Charterers, 440
the Vessel shall be returned to its condition prior to the commencement of 441
the Charter Party at the Charterers' expense before redelivery. 442
(c) *Ballast Warranty*: The Owners warrant that the Vessel is capable of ope- 443
rating under this Charter Party in ballast without requiring any solid ballast 444
and using fuel and water ballast only. 445
(d) *Weather Routing*: The Charterers may supply the Master with weather 446
routing information during the currency of this Charter Party. In this event 447
the Master shall comply with the reporting procedure of the Charterers' 448
weather routing service. 449
(e) *Communications Facilities*: The Owners shall permit the Charterers use 450
of the Vessel's communication facilities at cost during the currency of this 451
Charter Party. 452
(f) *Logs and Witnesses*: The Owners shall maintain full deck, engine room 453
and, where appropriate, refrigeration logs during the currency of this Char- 454
ter Party and the Charterers shall have full access to all the Vessel's logs, 455
rough and official, covering this period. The Owners undertake to produce 456
all such documentation promptly upon request of the Charterers. 457
The Owners also undertake to endeavour to assist the Charterers by pro- 458
ducing or assisting the Charterers to trace the Vessel's witnesses as may be 459
requested by the Charterers to give testimony in connection with matters 460
arising in relation to this Charter Party and such expenses as may be incur- 461
red shall be for the Charterers' account. 462
(g) *Replacement of Master and Officers*: If the Charterers shall have reason 463
to be dissatisfied with the conduct of the Master or Officers, the Owners 464
shall, on receiving particulars of the complaint, investigate same and, if con- 465
firmed, replace the offending party(ies) at the Owners' expense. 466
(h) *Supercargo*: The Owners shall provide and maintain a clean and ade- 467
quate room for the Charterers' supercargo if any, furnished to the same 468
standard as officers' accommodation. Supercargo shall be victualled with 469
the Vessel's officers. The Charterers shall pay for accommodation and vic- 470
tualling of any supercargo at the daily rate as indicated in Box 28. 471
(i) *Victualling*: The Owners, when requested and authorised by the Charter- 472
ers or their agents, shall victual other officials and servants of the Charter- 473
ers at the rate per person per meal as indicated in Box 29. 474
(k) *Sub-Letting*: The Charterers shall have the right to sub-let all or part of 475
the Vessel with the prior consent of the Owners, which shall not be unrea- 476
sonably withheld, whilst still remaining responsible to the Owners for the 477
performance of this Charter Party. 478
(l) *Inspections*: The Owners shall co-operate with the Charterers to facilitate 479
the Charterers' inspection of the Vessel at any time, upon receipt of reason- 480
able notice, in the Charterers' time. 481
(m) *Substitution and Sub-Contracting*: Unless the Charterers' prior consent 482
be obtained in writing, which shall not be unreasonably withheld, the Ow- 483
ners may not:- 484
(i) substitute any other vessel for that named herein, even though it might 485
be of identical specification, before, at the beginning of or throughout 486
the currency of this Charter Party or, 487
(ii) sub-contract any of their obligations including the management of the 488
Vessel. In the event of any sub-contracting the Owners shall remain 489
responsible for the performance of this Charter Party or, 490
(iii) change the flag of the Vessel. 491
(n) *Laid-Up Returns*: The Charterers shall have the right to order the laying- 492
up of the Vessel at any time and for any period of time at a safe berth or place 493
and in the event of such laying-up the Owners shall promptly take steps to 494
effect all the economies in operating costs, including insurance, which may 495
be possible and give prompt credit to the Charterers in respect of all such 496
economies. At the request of the Charterers, the Owners shall at any time 497
provide an estimate of the economies which would be possible in the event 498
of the laying-up of the Vessel. The laying-up port or place shall be at the 499
Charterers' option but shall always be safe and acceptable to the Owners' 500
insurers. Should the Charterers in liaison with the Owners decide that the 501
Master, Officers and crew should be paid off, then the cost of repatriation 502
and, later, cost of rejoining, including laying-up preparation and reactiva- 503
tion cost, and all expenses incurred shall be for the Charterers' account. 504
The Charterers shall give sufficient notice of their intention in this respect to 505
enable the Owners to make necessary arrangements for decommissioning 506
and recommissioning. 507
Any returns of premium or calls payable to the Owners by reason of the Ves- 508
sel remaining within the confines of any port area in excess of any minimum 509
period provided for in the Owners' insurance policies shall be remitted to 510
the Charterers upon receipt by the Owners, provided the Vessel was on hire 511
for the full period, otherwise such return shall be shared pro rata between 512

the Owners and the Charterers according to the proportion of qualifying 513
time on and off hire. 514
(o) *Signing Bills of Lading*: If required, the Master shall sign bills of lading as 515
presented by the Charterers. If required, the Charterers and/or their agents 516
are hereby authorised by the Owners to sign bills of lading on the Owners' 517
and/or the Master's behalf (See Clauses 16 (a), (b) and (c)). The Charterers 518
shall indemnify the Owners and the Master against all consequences or lia- 519
bilities arising therefrom. 520

14. Owners' Requirements 521

(a) *Maintenance*: The Owners shall have the right to take the Vessel out of 522
service for emergency repairs at any time and for routine maintenance by 523
prior arrangement with the Charterers. The Owners shall endeavour to ac- 524
commodate the Charterers' requirements in determining the timing of such 525
maintenance and the Charterers shall endeavour to accommodate the Ow- 526
ners' choice of location for maintenance (See Clause 8(a)(i)). 527
(b) *Bills of Lading*: The Charterers warrant that bills of lading issued in res- 528
pect of the carriage of goods and containers under this Charter Party shall 529
contain the following clauses: 530
(i) A clause paramount applying the Hague or Hague-Visby Rules or a 531
carriage of goods by sea statute making either of these mandatorily 532
applicable, in either case according to the practice prevalent at the 533
port(s) of loading. 534
(ii) A "New Jason" clause. 535
(iii) A "General Average" clause providing for adjustment at a port or place 536
at the option of the Carrier according to the York-Antwerp Rules 1974 537
or any amendment thereto. 538
(iv) A "Himalaya" or "Circular Indemnity" clause giving the Owners the be- 539
nefit of the bill of lading terms and conditions and/or protection from 540
tortious claims by third parties. 541
(v) A "Sister Ship Salvage" clause. 542
(vi) A "Both-to-Blame Collision" clause. 543
(c) *General Average*: General average shall be adjusted at the place as indi- 544
cated in Box 33 according to the York-Antwerp Rules 1974 or any amend- 545
ment thereto by an adjuster appointed by the Owners. In the event of general 546
average or salvage, the Charterers shall provide an acceptable temporary 547
security covering all goods and containers to avoid delay and secure their 548
release so that transit/delivery may continue. The Owners agree that the 549
Charterers temporary guarantee may be exchanged in due course for a full 550
set of securities from the appropriate interested parties covering all goods 551
and containers. The Charterers agree to co-operate with the Owners and 552
the Owners' appointed adjusters, to assist by supplying manifest and other 553
information and, where required, to endeavour to secure the assistance of 554
the Charterers' local agents in the collection of security, at the Owners' ex- 555
pense. 556
All goods and containers shall contribute in general average, whether ship- 557
ped on or under deck. Charter hire shall not contribute. 558
General average shall be adjusted in any currency at the sole option of the 559
Owners. Exchange into the currency of adjustment shall be calculated at the 560
rate prevailing on the date of payment for disbursements and on the date of 561
completion of discharge of the Vessel for allowances, contributory values, 562
etc. 563
(d) *Salvage*: All time lost and all legal and other expenses (excluding any 564
damage to the Vessel) incurred in saving or attempting to save life or pro- 565
perty shall be borne equally by the Owners and the Charterers. All salvage 566
and proceeds from derelicts shall be divided equally between the Owners 567
and the Charterers after deducting the Master's, Officers' and crew's share. 568
The Charterers shall be bound by all measures taken by the Owners in order 569
to secure payment of salvage and to settle its amount. 570
(e) *Liens*: The Charterers warrant that they will not suffer, nor permit to be 571
continued, any lien or encumbrance incurred by them or their agents, which 572
might have priority over the title and interest of the Owners in the Vessel. In 573
no event shall the Charterers procure, nor permit to be procured, for the 574
Vessel any supplies, necessaries or services without previously obtaining a 575
statement, signed by an authorised representative of the furnisher thereof, 576
acknowledging that such supplies, necessaries or services are being furni- 577
shed on the credit of the Charterers and not on the credit of the Vessel or of 578
the Owners and that the furnisher claims no maritime lien on the Vessel 579
therefor. 580
The Owners shall have a lien on the Charterers' goods and containers and 581
upon all sub-freights and/or sub-hire for unpaid charter hire, unreimbursed 582
Charterers' expenses initially paid by the Owners and contributions in gen- 583
eral average properly due. 584

15. Sundry Matters 585

- (a) *Pilotage/Towage*: Although engaged by the Charterers or their agents and paid by the Charterers, all pilotage, towage and other such services the Vessel to assist with navigation shall be engaged as agents of the Owners who, for the purposes of this Charter Party, shall remain responsible for the due performance thereof. Nothing contained in this Charter Party shall be construed as a demise of the Vessel to the Charterers and the Owners remain responsible for the navigation thereof at all times.
- (b) *Watchmen*: The cost of compulsory shore gangway watchmen shall be borne equally between the Owners and the Charterers throughout the currency of this Charter Party.
- (c) *Stowaways*: Any costs incurred in respect of stowaways shall be for the Owners' account, unless it can be established that the means by which the stowaway gained access to the Vessel was by secreting away in the Charterers' goods and containers prior to loading, in which case all such costs shall be for the Charterers' account.
- (d) *On/Off Hire Surveys*: Joint on and off hire surveys shall be conducted by mutually acceptable surveyors at the Places of Delivery and Redelivery, respectively. The on hire survey shall be conducted in the Owners' time unless the Vessel has commenced loading. The off hire survey shall be conducted in the Charterers' time.
- Both surveys shall cover condition of the Vessel and amounts of fuel on board and the Owners shall procure that the Master, Chief Engineer, Officers and crew shall co-operate with the surveyors in conducting such surveys.
- (e) *Sub-Contractors*: In this Charter Party the term "sub-contractor" shall include sub-contractors and their respective servants, agents and sub-contractors.
- 16. Charterers' Responsibilities/Liabilities**
- (a) *Charterers' Responsibilities*: Except as elsewhere provided in this Charter Party and without prejudice to the Charterers' right to initiate recovery against the Owners under clause 17, the Charterers shall be responsible for all claims in respect of any liability or expense whatsoever or howsoever arising in connection with the goods and containers carried pursuant to this Charter Party or their carriage (even if such liability arises wholly or in part by reason of the act, neglect or default of the Owners or of such servant, agent or sub-contractor).
- (b) *Claims Handling*: If any such claim or allegation as described in Clause 16(a) shall be made against the Owners or against any vessel owned by any of them, the Charterers will:-
- (i) take over the conduct and defence of such claim or allegation and settle same at their own expense obtaining, where appropriate, releases in joint names or, should the Owners so request,
- (ii) put the Owners in funds to meet legal fees, witness and third party expenses and settlement funds, excluding the Owners' own office expenses, to deal with such claim or allegation themselves.
- (c) *General Indemnity*: If in spite of Clause 16(a) any claims as therein described are nevertheless made, the Charterers shall indemnify the Owners and such servant, agent or sub-contractor against all consequences whatsoever thereof, without prejudice to the Charterers' right subsequently to initiate action against the Owners.
- (d) *Fines etc.. Indemnity*: The Charterers shall indemnify the Owners against any expenses, fines, liabilities, losses, damages, claims or demands which the Owners may incur or suffer by reason of any failure of the goods or containers or the documentation relating thereto to comply with any relevant laws, regulations, directions or notices of customs, port and other authorities, or by reasons of any infestation, contamination or condemnation of goods or containers or infestation, damage or contamination of the Vessel by the Charterers' goods or containers.
- (e) *Time Limit*: The Charterers shall be discharged from all liability under this Charter Party unless notice of arbitration in accordance with Clause 20 is given within 15 months of redelivery.
- (f) *Agency*: Without prejudice to sub-clause 16 (a) the Owners authorise and empower the Charterers to act as the Owners' agents and/or trustees to stipulate for the Owners to have as against other persons the benefit of any immunities, exemptions or liberties regarding the goods and containers the subject of this Charter Party or their carriage but the Charterers shall have no authority to make any contracts imposing any obligations upon the Owners in connection with the goods and containers or their carriage.
- (g) *General Average Exclusion*: Nothing in this Clause 16 shall apply to preclude any claim made by the owners of any property on board the Vessel for general average contribution in accordance with the York-Antwerp Rules 1974 or any amendment thereto.
- (h) *Claims Authority*: The Charterers shall make no payment in excess of the amount as stated in Box 32 in settlement of a claim for which they intend to seek recovery from the Owners without prior consultation with the Owners. The Owners authorise the Charterers to grant extensions of time in respect of such claims provided the Charterers give the Owners immediate notice thereof.
- 17. Owners' Responsibilities/Liabilities**
- Except as elsewhere provided in this Charter Party, the responsibilities and liabilities of the Owners shall be as follows:
- (a) *For Goods and Containers*: The Owners shall be liable for loss, damage or expense in respect of goods and containers arising or resulting from:-
- (i) lack of due diligence on their part before and at the beginning of each voyage to make the Vessel seaworthy and to properly man, equip and supply it and make all parts of the Vessel in which goods and containers are carried fit and safe for their reception, carriage and preservation, unless the Charterers consent to load containers in parts of the Vessel which the Master considers to be unfit, in which case the Charterers shall indemnify the Owners.
- (ii) failure on their part properly and carefully to carry, keep and care for the goods and containers while on board, or
- (iii) unreasonable deviation from the voyage ordered or approved by the Charterers.
- (b) *For Refrigerated Goods*: In respect of blown-air containers, the Owners shall be responsible only to maintain the supply of air at the required temperature to the containers, provided proper instructions are given to the Master by the Charterers and the containers are presented at the carriage temperatures.
- In respect of integral refrigerated containers or blown-air containers with a marine refrigeration clip-on unit attached or any containers with any machinery for temperature/atmosphere control containing goods, the Owners shall be responsible for the provision of electrical power only. The Owners shall endeavour to monitor and record the performance of all such units whilst on board in accordance with the Charterers' instructions and to repair and rectify any breakdown, fault or deficiency which may occur in respect of such units, using the resources on board the Vessel. If repair works are performed, all additional expenses incurred by the Owners, including spare parts, shall be for the account of the Charterers and the Vessel's crew shall always be considered the Charterers' servants. If such resources are insufficient, the Owners shall immediately notify the Charterers so they may take action to obtain any required spares or specialised repair facilities. Except as provided above, the Owners shall not be liable for malfunctioning of integral refrigerated containers and power packs put on board by the Charterers.
- The Owners shall be entitled to reject and require the Charterers to discharge any container loaded at a temperature not within the required carriage temperature range. If, at the Charterers' request, the Owners consent to receive and carry such container(s), the Charterers shall indemnify the Owners against all consequences thereof.
- (c) *Limitation of Liability*: The liability of the Owners to the Charterers for loss, damage or expense in respect of goods and containers as herein provided shall be limited as follows:
- (i) In respect of goods liability shall be on the same basis as applicable under mandatory law between the Charterers and a third party by reason of the Charterers having issued a bill of lading or similar contract of carriage, provided that such Bill of Lading contains no declaration of value. Where no mandatory law so applies, liability shall be limited to GB Pounds 100 per package.
- (ii) In respect of containers, liability shall be the reasonable cost of repair or the value of the container at the time of such loss or damage, whichever is the lesser. The value of a leased container is the value stated in the lease agreement and for an owned container it is its market value. For the purpose of this Charter Party containers not owned or leased by the Charterers shall be regarded as goods for liability purposes.
- (d) *Time Limit*: Except as provided in Clause 16(h), the Owners shall be discharged from all liability under this Charter Party in respect of claims for which extensions of time have not been sought and obtained by the Charterers unless notice of arbitration in accordance with Clause 20 is given within 15 months of the delivery of goods, if the claim relates to goods, or the date when the Charterers become aware of the incident giving rise to the claim for all other claims.
- (e) *For Personal Injury*: The Owners shall indemnify the Charterers against any claims for personal injury incurred on or about the Vessel unless caused by the negligence of the Charterers, their servants, agents or sub-contractors or any defect in the Charterers' goods and/or containers.
- (f) *Limitation Proceedings*: The Owners shall have the control and conduct of any limitation proceedings on the joint behalf of the Owners and the Charterers.

terers. If successful, any unrecovered costs of such proceedings shall be borne equally between the Owners and the Charterers. If unsuccessful, the costs shall be borne by the party responsible under the terms of this Charter Party for the factor which caused the proceedings to fail. If more than one factor contributed and the Owners and the Charterers were each responsible for at least one factor the costs shall be borne equally.

(g) *Consequential Loss*: Under no circumstances shall the Owners be responsible for any indirect or consequential loss arising from loss, damage or delay to goods and containers, howsoever caused.

18. Insurances

(a) *Hull and Machinery*: The Owners warrant that the Vessel is insured under Institute Time Clauses or similar clauses for IWL trading against loss, damage and collision liabilities for the value as indicated in Box 27 which cover will be maintained throughout the currency of this Charter Party. Upon 10 days notice to the Charterers, the Owners shall be entitled to effect any reasonable change to this value. The Owners agree that their insured value for the purpose of this Clause shall represent the Charterers maximum liability to the Owners for damage to the Vessel in accordance with Clause 6 (l), including time spent on repairs.

(b) *Protection and Indemnity (P & I)*: The Owners and the Charterers warrant that the Vessel is entered on full terms with their respective P & I Clubs as indicated in Boxes 30 and 31 and that such entries will be maintained with all calls paid up to date throughout the currency of this Charter Party.

(c) *War Risks*: The Owners warrant that the Vessel is insured against loss of the Vessel by War Risks and War P & I Risks for IWL trading excluding additional premium/restricted/prohibited areas, which cover will be maintained throughout the currency of this Charter Party.

19. War

(a) Unless the consent of the Owners be first obtained, the Vessel shall not be ordered to nor obliged to:-

(i) remain in or pass through any area which is dangerous or is likely to become dangerous as a result of war, hostilities, warlike action or piracy, actual or threatened, nor

(ii) call at any port where there is any revolution, civil war, civil commotion or any threat thereof, nor

(iii) carry any goods that may in any way expose her to any risk of seizure, capture or detention.

(b) However, should the Owners consent to allowing the Vessel to proceed, notwithstanding the existence or threat of the danger(s) outlined in Clause 19 (a), the Owners agree that the Vessel proceeds at their own risk in consideration of the Charterers agreeing that the Owners may effect the following insurances for which the Charterers will reimburse the Owners the net cost of premium/calls therefor: (See Clause 6 (n))

(i) Reinstatement of the War Risks cover on Hull and P & I for trading to the required area.

(ii) Any further additional premia necessary to maintain Hull cover whilst blocked or trapped pending release of the Vessel, acceptance of constructive total loss by insurers or trapped for 365 consecutive days, whichever shall first occur.

(iii) Insurance of hire on the Vessel for not exceeding 365 days.

(c) In the event of the wages of the Master, Officers and/or crew and/or other of the Vessel's operating expenses are affected by any of the factors mentioned in (a) above, the amount of any increase shall be added to the hire due upon production of the Owners' account therefor together with appropriate receipts and paid by the Charterers to the Owners with the next hire payment.

(d) The Vessel shall have the liberty to comply with any orders or directions of whatsoever nature given by the government of the nation where the Owners are domiciled or whose flag the Vessel flies or any other government or person or body acting, or purporting to act, with the authority of such government or by any party having, under the terms of the war risk insurance on the Vessel, the right to give such orders or directions.

(e) In the event of the outbreak of war, whether there be a declaration of war or not, between any two or more of the following countries or involving the nation where the Owners are domiciled or whose flag the Vessel flies:- People's Republic of China, France, Federal Republic of Germany, United States of America, United Kingdom, Union of Soviet Socialist Republics, either the Owners or the Charterers may cancel this Charter Party and, unless otherwise agreed, the Vessel shall be redelivered to the Owners at the port of destination or, if debarred under this Clause from reaching or entering it, at a near open and safe port at the Owners' option after discharge of any goods and containers on board.

(f) If in compliance with the provisions of this Clause anything is done or is

not done, such shall not be deemed a deviation.

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20. Law and Arbitration

*) (a) *London*: This Charter Party shall be governed by English law and any dispute arising out of this Charter Party shall be referred to arbitration in London, one arbitrator being appointed by each party, in accordance with the Arbitration Acts 1950 and 1979 or any statutory modification or re-enactment thereof for the time being in force. On the receipt by one party of the nomination in writing of the other party's arbitrator, that party shall appoint their arbitrator within fourteen days, failing which the decision of the single Arbitrator appointed shall apply. If two Arbitrators properly appointed shall not agree they shall appoint an umpire whose decision shall be final.

*) (b) *New York*: Should any dispute arise out of this Charter Party, the matter in dispute shall be referred to three persons in New York, one to be appointed by each of the parties hereto, and the third by the two so chosen; their decision or that of any two of them shall be final, and for the purpose of enforcing any award, this agreement may be made a rule of the Court. The arbitrators shall be members of the Society of Maritime Arbitrators, Inc. of New York and the proceedings shall be conducted in accordance with the rules of the Society.

*) (c) *Alternative*: Any dispute arising out of this Charter Party shall be referred to arbitration at the place indicated in Box 34, subject to the law and procedures applicable there.

If Box 34 in Part 1 is not filled in, sub-clause (a) of this Clause shall apply.

*) (a), (b) and (c) are alternatives; indicate alternative agreed in Box 34.

21. Commission

The Owners shall pay a commission at the rate stated in Box 35 to the party mentioned in Box 35 on any hire paid under this Charter Party but in no case less than is necessary to cover the actual expenses of the Brokers. If the full hire is not paid owing to breach of Charter Party by either of the parties the party liable therefor shall indemnify the Brokers against their loss of commission.

Should the parties agree to cancel this Charter Party, the Owners shall indemnify the Brokers against any loss of commission but in such case the commission shall not exceed the brokerage on one year's hire.

22. Notices

Any notice to the Owners shall be sent to the address as indicated in Box 3. Any notice to the Charterers shall be sent to the address as indicated in Box 4.

PART III
"BOXTIME" Charter Party

On deck: _____ units stowed as follows:

Hatch No. 1	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hatch No. 2	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hatch No. 3	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hatch No. 4	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier

Container Capacity FEU (40' x 8' x 8'6"):

General distribution: in holds **FEU**
on deck **FEU**
Total:

Below deck: _____ units stowed as follows:

Hold No. 1	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hold No. 2	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hold No. 3	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hold No. 4	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier

On deck: _____ units stowed as follows:

Hatch No. 1	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hatch No. 2	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hatch No. 3	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier
Hatch No. 4	units _____ / _____ / _____ / _____ / _____ / _____ units	
	in 1st/ 2nd/ 3rd/ 4th/ 5th/ 6th	tier

Stability cases bases 20' x 8 x 8'6":

Basis 14 tons homogeneous weight:
15 tons homogeneous weight:
16 tons homogeneous weight:

PART III
"BOXTIME" Charter Party

Type of propellers: (controllable pitch or fixed)

Auxillary Engines and types:

Bunker fuel specification:

Shaft generator:

Bow thruster:

Generator sets:

Turbo alternators:

Speed/Consumption:

in smooth water and with winds not exceeding Beaufort Scale 4

Consumption: Pilotage/River/Shallow Waters Manouvering:

Port Consumption:

Waiting at anchor or waiting at berth without any commercial operations:

Working (gearless):

With cranes/gear working (geared):

Reefer containers:

Donkey boilers:

Bunker Capacity:

Ballast Capacity: