

**VOYAGE CHARTER PARTY**  
 LONDON, 20

**PREAMBLE**

IT IS THIS DAY AGREED between 1  
 of (hereinafter referred to as "Owners"), being owners /disponent owners of the 2  
 motor/steam tank vessel called with an IMO number of 3  
 (hereinafter referred to as "the vessel") 4  
 and of 5  
 (hereinafter referred to as "Charterers"): 6  
 that the service for which provision is herein made shall be subject to the terms and conditions of this Charter which includes Part I, 7  
 Part II and Part III. In the event of any conflict between the provisions of Part I, Part II and Part III hereof, the provisions of Part I shall prevail. 8  
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**PART I**

- |                           |   |                                  |
|---------------------------|---|----------------------------------|
| (A) Description of vessel | (I) Owners warrant that at the date hereof, and from the time when the obligation to proceed to the loadport(s) attaches, the vessel  | 11<br>12                         |
|                           | (i) Is classed  | 13                               |
|                           | (ii) (a) Has a deadweight of tonnes (1000 kg) on a salt-water draft on assigned summer freeboard of m. and if applicable,   | 14<br>15                         |
|                           | (b) Has on board documentation showing the following additional drafts and deadweights  | 16                               |
|                           | (iii) Has capacity for cargo of m <sup>3</sup>  | 17                               |
|                           | (iv) Is fully fitted with heating systems for all cargo tanks capable of maintaining cargo at a temperature of up to degrees Celsius and can accept a cargo temperature on loading of up to a maximum of degrees Celcius.   | 18<br>19                         |
|                           | (v) Has tanks coated as follows:  | 20                               |
|                           | (vi) Is equipped with cranes/derricks capable of lifting to and supporting at the vessel's port and starboard manifolds submarine hoses of up to tonnes (1000 kg) in weight.  | 21<br>22                         |
|                           | (vii) Can discharge a full cargo (whether homogenous or multi grade) either within 24 hours, or can maintain a back pressure of 100 PSI at the vessel's manifold and Owners warrant such minimum performance provided receiving facilities permit and subject always to the obligation of utmost despatch set out in Part II, clause 3 (1).<br>The discharge warranty shall only be applicable provided the kinematic viscosity does not exceed 600 centistokes at the discharge temperature required by Charterers. If the kinematic viscosity only exceeds 600 centistokes on part of the cargo or particular grade(s) then the discharge warranty shall continue to apply to all other cargo/grades. | 23<br>24<br>25<br>26<br>27<br>28 |
|                           | (viii) Has or will have carried, for the named Charterers, the following three cargoes (all grades to be identified) immediately prior to loading under this Charter:-<br>Last Cargo/charterer<br>2 <sup>nd</sup> Last Cargo/charterer<br>3 <sup>rd</sup> Last Cargo/charterer  | 29<br>30<br>31<br>32<br>33       |
|                           | (ix) Has a crude oil washing system complying with the requirements of the International Convention for the Prevention of Pollution from Ships 1973 as modified by the Protocol of 1978 ("MARPOL 73/78").   | 34<br>35                         |
|                           | (x) Has an operational inert gas system and is equipped for and able to carry out closed sampling/ullaging/loading and discharging operations in full compliance with the International Safety Guide for Oil Tankers and Terminals ("ISGOTT") guidelines current at the date of this Charter.   | 36<br>37<br>38                   |
|                           | (xi) Has on board all papers and certificates required by any applicable law, in force as at the date of this Charter, to enable the vessel to perform the charter service without any delay.   | 39<br>40                         |

	(xii)	Is entered in the P&I Club, being a member of the International Group of P&I Clubs.	41
	(xiii)	Has in full force and effect Hull and Machinery insurance placed through reputable Brokers on Institute Time Clauses-Hull dated for the value of	42 43
	(xiv)	Complies with the latest edition of the Oil Companies International Marine Forum (“OCIMF”) standards for oil tankers’ manifolds and associated equipment applicable to its size for cargo manifolds and vapour recovery systems.	44 45
	(xv)	Is equipped to comply with, and is operated in accordance with, and has on board, the latest edition of the International Chamber of Shipping (“ICS”) and/or OCIMF guidelines / publications covering:	46 47
		(a) Ship to Ship Operations	48
		(b) ISGOTT	49
		(c) Clean Seas Guide for Oil Tankers	50
		(d) Bridge Procedure Guide	51
	(II)	Throughout the charter service, Owners shall ensure that the vessel shall be maintained, or that they take all steps necessary to promptly restore vessel to be, within the description in <a href="#">Part I clause (A)(I)</a> and any questionnaires requested by Charterers or within information provided by Owners.	52 53 54
	(III)	Owners warrant that any information provided on any Questionnaire(s) requested by Charterers or any other vessel information/details provided by Owners to Charterers is always complete and correct as at the date hereof, and from the time when the obligation to proceed to the loadport attaches and throughout the charter service. This information is an integral part of this Charter but if there is any conflict between the contents of the Questionnaire(s), or information provided by Owners, and any other provisions of this Charter then such other provisions shall govern.	55 56 57 58 59
(B) Position/ Readiness	Now	Expected ready to load	60
		In addition to the above details on the position of the vessel Owners will advise Charterers of the known programme, including any contractual options available to the Charterers in <a href="#">Part I clause (A)(I)</a> , (viii) above between current position up to expected ready to load date at Charterers nominated or indicated first load port/area. Owners will not, unless with Charterers’ prior consent, negotiate or enter into any business or give current Charterers any further options that may affect or alter the programme of the vessel as given in this clause.	61 62 63 64 65
(C) Laydays	Commencing Noon Local Time on	(Commencement Date)	66
	Terminating Noon Local Time on	(Termination Date)	67
(D) Loading port(s)/ Range			68
(E) Discharging port(s)/ Range			69
(F) Cargo description	Charterers' option		70
		Owners warrant that where different grades of cargo are carried pursuant to this Part I clause (F), they will be kept in complete segregation from each other during loading, transit, and discharge, to include the use of different pumps/lines for each grade. If, however, Charterers so require it, the vessel may be required to:	71 72 73
		(a) co-mingle different grades of cargo providing such grades fall within the cargo description set out in this Part I clause (F);	74
		(b) otherwise breach the vessel's natural segregation;	75
		(c) add dye to the cargo after loading, and/or	76
		(d) carry out such other cargo operations as Charterers may reasonably require as long as the vessel is capable of such operations	77
		provided that the Charterers will indemnify Owners for any loss damage delay or expense caused by following Charterers’ instructions, except to the extent that such loss damage delay or expense could have been avoided by the exercise of due diligence by Owners.	78 79 80
(G) Freight rate	At	% of the rate for the voyage as provided for in the New Worldwide Tanker Nominal Freight Scale current at the date of commencement of loading (hereinafter referred to as "Worldscale") per ton (2240 lbs)/tonne (1000 Kg) or, if agreed, the following lumpsum amount(s)/or freight per tonne for named load and discharge area(s)/port(s) combinations	81 82 83

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(H) Freight payable to		84
(I) Laytime	running hours	85
(J) Demurrage per day (or pro rata)		86
(K) ETAs	All radio/telex/e-mail messages sent by the master to Charterers shall be addressed to	87
	All telexes must begin with the vessel name at the start of the subject line (no inverted commas, or use of MT / SS preceding the vessel name)	88 89
(L) Speed	The vessel shall perform the ballast passage with utmost despatch and the laden passage at            knots weather and safe navigation permitting at a consumption of            tonnes of Fueloil (state grade            ) per day.	90 91
	Charterers shall have the option to instruct the vessel to increase speed with Charterers reimbursing Owners for the additional bunkers consumed, at replacement cost.	92 93
	Charterers shall also have the option to instruct the vessel to reduce speed on laden passage. Additional voyage time caused by such instructions shall count against laytime or demurrage, if on demurrage, and the value of any bunkers saved shall be deducted from any demurrage claim Owners may have under this Charter with the value being calculated at original purchase price.	94 95 96
	Owners shall provide documentation to fully support the claims and calculations under this clause.	97
(M) Worldscale	Worldscale Terms and Conditions <u>apply / do not apply</u> to this Charter. [delete as applicable]	98
(N) Casualty/ Accident contacts	In the event of an accident / marine casualty involving the vessel, Owners’ technical managers can be contacted on a 24 hour basis as follows: Company Full Name: Contact Person: Full Address: Telephone Number: Fax Number: Telex Number: Email Address: 24 Hour Emergency Telephone number:	99 100 101 102 103 104 105 106 107 108
(O) Special provisions		109
Signatures	IN WITNESS WHEREOF, the parties have caused this Charter consisting of the Preamble, Parts I, II and III to be executed as of the day and year first above written.	110 111
	By	112
	By	113

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