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<tbody>
<tr>
<td>1.</td>
<td>Shipbroker</td>
</tr>
<tr>
<td>2.</td>
<td>Place and date</td>
</tr>
<tr>
<td>3.</td>
<td>Owners/Place of business</td>
</tr>
<tr>
<td>4.</td>
<td>Bareboat charterers (Charterers)/Place of business</td>
</tr>
<tr>
<td>5.</td>
<td>Vessel's name, Call Sign and Flag (Cl. 9(c))</td>
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<td>6.</td>
<td>Type of vessel</td>
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<td>7.</td>
<td>GRT/NRT</td>
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<td>8.</td>
<td>When/Where built</td>
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<td>9.</td>
<td>Total DWT (abt.) in metric tons on summer freeboard</td>
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<td>10.</td>
<td>Class (Cl. 9)</td>
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<tr>
<td>11.</td>
<td>Date of last special survey by the Vessel’s classification society</td>
</tr>
<tr>
<td>12.</td>
<td>Further particulars of Vessel (also indicate minimum number of months’ validity of class certificates agreed acc. to Cl. 14)</td>
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<tr>
<td>13.</td>
<td>Port or Place of delivery (Cl. 2)</td>
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<td>14.</td>
<td>Time for delivery (Cl. 3)</td>
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<td>15.</td>
<td>Cancelling date (Cl. 4)</td>
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<td>16.</td>
<td>Port or Place of redelivery (Cl. 14)</td>
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<td>17.</td>
<td>Running days’ notice if other than stated in Cl. 3</td>
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<td>18.</td>
<td>Frequency of dry-docking if other than stated in 9(f)</td>
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<tr>
<td>19.</td>
<td>Trading Limits (Cl. 5)</td>
</tr>
<tr>
<td>20.</td>
<td>Charter period</td>
</tr>
<tr>
<td>21.</td>
<td>Charter hire (Cl. 10)</td>
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<tr>
<td>22.</td>
<td>Rate of interest payable acc. to Cl. 10(f) and, if applicable, acc. to PART IV</td>
</tr>
<tr>
<td>23.</td>
<td>Currency and method of payment (Cl. 10)</td>
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<td>24.</td>
<td>Place of payment; also state beneficiary and bank account (Cl. 19)</td>
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<td>25.</td>
<td>Bank guarantee/bond (sum and place) (Cl. 22) (optional)</td>
</tr>
<tr>
<td>26.</td>
<td>Mortgage(s), if any, (state whether Cl. 11(a) or (b) applies; if (b) applies, state date of Deed(s) of Covenant and name of Mortgagees/Place of business) (Cl. 11)</td>
</tr>
<tr>
<td>27.</td>
<td>Insurance (marine and war risks) (state value acc. to Cl. 12(f) or, if applicable, acc. to Cl. 13(k)) (also state if Cl. 13 applies)</td>
</tr>
<tr>
<td>28.</td>
<td>Additional insurance cover, if any, for Owners’ account limited to (Cl. 12(b)) or, if applicable, Cl. 13(g))</td>
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<tr>
<td>29.</td>
<td>Additional insurance cover, if any, for Charterers’ account limited to (Cl. 12(b)) or, if applicable, (Cl. 13(g))</td>
</tr>
<tr>
<td>30.</td>
<td>Latent defects (only to be filled in if period other than stated in Cl. 2)</td>
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<tr>
<td>31.</td>
<td>War cancellation (indicate countries agreed) (Cl. 24)</td>
</tr>
<tr>
<td>32.</td>
<td>Brokerage commission and to whom payable (Cl. 25)</td>
</tr>
<tr>
<td>33.</td>
<td>Law and arbitration (state 26.1., 26.2., or 26.3. of Cl. 26 as agreed; if 26.3. agreed, also state place of arbitration) (Cl. 26)</td>
</tr>
<tr>
<td>34.</td>
<td>Number of additional clauses covering special provisions, if agreed</td>
</tr>
<tr>
<td>35.</td>
<td>Newbuilding Vessel (indicate with “yes” or “no” whether Part III applies) (optional)</td>
</tr>
<tr>
<td>36.</td>
<td>Name and place of Builders (only to be filled in if Part III applies)</td>
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<tr>
<td>37.</td>
<td>Vessel’s Yard Building No. (only to be filled in if Part III applies)</td>
</tr>
<tr>
<td>38.</td>
<td>Date of Building Contract (only to be filled in if Part III applies)</td>
</tr>
<tr>
<td>39.</td>
<td>Hire/Purchase agreement (indicate with “yes” or “no” whether Part IV applies) (optional)</td>
</tr>
<tr>
<td>40.</td>
<td>Bareboat Charter Registry (indicate with “yes” or “no” whether Part V applies) (optional)</td>
</tr>
<tr>
<td>41.</td>
<td>Flag and Country of the Bareboat Charter Registry (only to be filled in if Part V applies)</td>
</tr>
<tr>
<td>42.</td>
<td>Country of the Underlying Registry (only to be filled in if Part V applies)</td>
</tr>
</tbody>
</table>
**PREAMBLE.** - It is mutually agreed that this Contract shall be performed subject to the conditions contained in this Charter which shall include PART I and 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 but no further. It is further mutually agreed that PART III and/or PART IV and/or PART V shall only apply and shall only form part of this Charter if expressly agreed and stated in the Boxes 35, 39 and 40. If PART III and/or PART IV and/or PART V apply, it is further mutually agreed that in the event of a conflict of conditions, the provisions of PART I and PART II shall prevail over those of PART III and/or PART IV and/or PART V to the extent of such conflict but no further.

<table>
<thead>
<tr>
<th>Signature (Owners)</th>
<th>Signature (Charterers)</th>
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</table>

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PART II
“BARECON 89” Standard Bareboat Charter

1. Definitions
In this Charter, the following terms shall have the meanings hereby assigned to them:

The Owners shall mean the person or company registered as Owners of the Vessel.
The Charterers shall mean the Bareboat charterers and shall not be construed to mean a time charterer or a voyage charterer.

2. Delivery (not applicable to newbuilding vessels)
The Vessel shall be delivered and taken over by the Charterers at the port or place indicated in Box 13, in such ready berth as the Charterers may direct.

3. Time for Delivery (not applicable to newbuilding vessels)
The Vessel to be delivered not before the date indicated in Box 14 unless with the Charterers’ consent.

4. Cancellation (not applicable to newbuilding vessels)
Should the Vessel not be delivered latest by the cancelling date indicated in Box 15, the Charterers to have the option of cancelling this Charter without prejudice to any claim the Charterers may otherwise have on the Owners under the Charter.

5. Trade Rules
The Vessel shall be employed in lawful trades for the carriage of suitable cargoes.

6. Surveys
Survey on Delivery and Redelivery: - The Owners and Charterers shall each appoint surveyors for the purpose of determining and agreeing in writing the condition of the Vessel at the time of delivery and redelivery hereunder. The Owners shall bear all expenses of the On-Survey including loss of time, if any, and the Charterers shall bear all expenses of the Off-Survey including loss of time, if any, of the rate of hire per day or pro rata, also including in each case

7. Inspection
Inspection - The Owners shall have the right at any time to inspect or survey the Vessel or instruct a duly authorised surveyor to carry out such survey on their behalf to ascertain the condition of the Vessel and satisfy themselves that the Vessel is being properly repaired and maintained. Inspection or survey in dry-dock shall be made only when the Vessel shall be in dry-dock for the Charterers’ purpose.

8. Inventories and Consumable Oil and Stores
A complete inventory of the Vessel’s entire equipment, outfit, appliances and all of consumable stores on board the Vessel shall be made by the Charterers in conjunction with the Owners and delivery and again on redelivery of the Vessel.

9. Maintenance and Operation
(a) The Vessel shall during the Charter period be in full possession and at the absolute disposal for all purposes of the Charterers and under their complete control in every respect. The Charterers shall maintain the Vessel, her machinery, boilers, appurtenances and spare parts in a good state of repair, in efficient operating condition and in accordance with the Charterers’ requirements and the commercial maintenance practice and, except as provided for in Clause 13 (b), shall keep the Vessel with unexpired classification of the class indicated in Box 10 and with other required certificates in force at all times.

10. Maintenance and Operation - The Charterers to take immediate steps to have the necessary repairs done within a reasonable time following which the Charterers shall have the right of withdrawing the Vessel from the service of the Charterers without noting any protest and without prejudice to any claim the Charterers may otherwise have against the Charterers under the Charter.

11. Taxes
If any country, state or municipality in performance of this Charter without any authority thereof, to enable the Vessel, without penalty or charge, to enter, remain at, or leave any port, place, territory or contiguous waters of any country, state or municipality in full possession of the Vessel without any penalty or charge, lawful to enter, enter, remain at, or leave any port, place, territory or contiguous waters of any country, state or municipality in full possession of the Vessel without any penalty or charge, lawful to enter, enter, remain at, or leave any port, place, territory or contiguous waters of any country, state or municipality in performance of this Charter without any penalty or charge.

12. Compulsory Legislation
This obligation shall apply whether or not such requirements have been shared between the parties concerned in order to achieve a reasonable distribution thereof as between the Owners and the Charterers having regard, inter alia, to the length of the period remaining under the Charter, shall in the absence of agreement, be referred to arbitration according to Clause 26.

13. Business
The Charterers are required to establish and maintain financial security or under any compulsory legislation costing more than 5 per cent. of the Vessel’s marine insurance value as stated in Box 27, then the extent, if any, to which the rate of hire shall be varied and the ratio in which the cost of compliance shall be shared between the parties concerned in order to achieve a reasonable distribution thereof as between the Owners and the Charterers having regard, inter alia, to the length of the period remaining under the Charter, shall in the absence of agreement, be referred to arbitration according to Clause 26.

14. Charterer’s rights and obligations - The Charterers shall indemnify the Owners against all consequences whatsoever (including loss of time) for any failure or inability to do so.

15. TOVALOP Scheme
The Charterers are required to enter the Vessel under the TOVALOP Scheme or under any other similar compulsory scheme upon delivery under this Charter and to maintain the Vessel during the currency of this Charter.

16. Charterer’s rights and obligations - The Charterers shall at their own expense and by their own procurement man, victual, navigate, operate, supply, fuel and repair the Vessel whenever required during the Charter period and they shall pay all charges and expenses of every kind and nature whatsoever incidental to their use and operation of the Vessel under this Charter, including any foreign general municipal and/or state taxes. The Master, officers and crew of the Vessel

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shall be the servants of the Charterers for all purposes whatsoever, even if for any reason appointed by the Owners.
Charterers shall comply with the regulations regarding officers and crew in force in the country of the Vessel's flag or any other applicable law.
(c) During the currency of this Charter, the Vessel shall retain her present name as indicated in Box 5 and shall remain under and fly the flag as indicated in Box 5. Provided, however, that the Charterers shall have the liberty to paint the Vessel in their own colours, install and display their funnel insignia and fly their own house flag. Painting and re-painting, instaignment and re-instaignment to be for the Charterers' account and time used thereby to count as time on hire.
(d) The Charterers shall make no structural changes in the Vessel or changes in the machinery, boilers, appurtenances or spare parts thereof without in each instance first securing the Owners' approval thereof. If the Owners so agree, the Charterers shall, if the Owners so require, restore the Vessel to its former condition before the termination of the Charter.
(e) The Charterers shall have the use of all outfit, equipment, and appliances on board the Vessel at the time of delivery, provided the same or their substantial equivalent shall be returned to the Owners on redelivery in the same good order and condition as when received, ordinary wear and tear excepted. The Charterers shall from time to time during the Charter period replace such items of equipment as shall be so damaged or worn as to be unfit for use. The Charterers are to procure that all repairs to or replacement of any damaged, worn or lost parts or equipment be effected in such manner (both as regards workmanship and quality of materials) as not to diminish the value of the Vessel. The Charterers have the right to fix additional equipment at the expense and risk and the Charterers shall remove such equipment at the end of the period if requested by the Owners.
(f) All equipment including radio equipment on hire on the Vessel at time of delivery shall be kept and maintained by the Charterers and the Charterers shall assume the obligations and liabilities of the Owners under any lease contracts in connection therewith and shall reimburse the Owners for all expenses incurred in connection therewith, also for any new equipment required in order to comply with radio regulations.
(g) The Charterers shall dry-dock the Vessel and clean and paint her underwater parts whenever the same may be necessary, but not less than once in every eighteen calendar months after delivery unless otherwise agreed in Box 18.

10. Hire
(a) The Charterers shall pay to the Owners for the hire of the Vessel at the lump sum per calendar month as indicated in Box 21 commencing on and from the date and hour of her delivery to the Charterers and at and after the agreed lump sum for any part of a month. Hire to continue until the date and hour when the Vessel is redelivered by the Charterers to her Owners.
(b) Payment of Hire, except for the first and last month's Hire, if sub-clause (c) or (d) of Box 19 is applicable, shall be made in advance on the first day of each month in advance of the first day of the following month.
(c) Payment of Hire for the first and last month's Hire if less than a full month shall be calculated proportionally according to the number of days in the particular calendar month and advance payment to be effected accordingly.
(d) Should the Vessel be lost or missing Hire to be from the date and time when she was lost or last heard of. Any hire paid in advance to be adjusted accordingly.
(e) Time shall be of the essence in relation to payment of Hire hereunder. In default of payment beyond a period of seven running days, the Owners shall have the right to withdraw the Vessel from the service of the Charterers without noting any protest and without interference by any court or any other formality whatsoever, and shall, without prejudice to any other claim the Owners may otherwise have against the Charterers under the Charter, be entitled to damages in respect of all costs and losses incurred as a result of the Charterers' default and the ensuing withdrawal of the Vessel.
(f) All sums paid in payment of Hire shall entitle the Owners to an interest at the rate per annum as agreed in Box 22. If Box 22 has not been filled in the current market rate in the country where the Owners have their Principal Place of Business shall apply.

11. Mortgage

*) (a) Owners warrant that they have not effected any mortgage of the Vessel.
(b) The Vessel chartered under this Charter is financed by a mortgage according to the Deed(s) of Covenant annexed to this Charter and as stated in Box 19. Their covenants concerning the Deed(s) of Covenant, and the Charterers undertake to have acquainted themselves with all terms, conditions and provisions of the said Deed(s) of Covenant. The Charterers undertake that they will comply with all such instructions or directions in regard to the employment, insurances, repairs and maintenance of the Vessel, etc., as laid down in the Deed(s) of Covenant or as may be directed from time to time during the currency of the Charter by the Mortgagee(s) in conformity with the Deed(s) of Covenant.
(c) The Owners warrant that they have not effected any mortgage(s) other than stated in Box 26 and that they will not effect any other mortgage(s) without the prior consent of the Charterers.

*) (Optional Clauses 11 (a) and 11 (b) are alternatives; indicate alternative agreed in Box 26).

12. Insurance and Repairs
(a) During the Charter period the Vessel shall be kept insured by the Charterers at their expense against marine, war and Protection and Indemnity risks in such form as the Owners shall in writing approve, which approval shall not be unreasonably withheld. Such marine, war and P. and I. insurances shall be arranged by the Charterers to protect the interests of both the Owners and the Charterers and mortgagees (if any), and the Charterers shall indemnify the Owners to the extent of protection under such insurances the interests of any managers they may appoint. All insurance policies shall be in the joint names of the Owners and the Charterers as their interests may appear.
(b) If the Charterers fail to arrange and keep any of the insurances provided for under the provisions of sub-clause (a) above in the manner described through the Owners or the Charterers the Owners or the Charterers shall rectify the position within seven running days, failing which Owners shall have the right to withdraw the Vessel from the service of the Charterers without prejudice to any claim the Owners may otherwise have against the Charterers.
(c) Should the Charterers undertake to the coverage of the Owners and the Mortgagees, effect additional repairs and shall undertake settlement of all costs in connection with such repairs as well as insured charges, expenses and liabilities (reimbursement to be secured by the Charterers from the Underwriters) to the extent of coverage under the insurances herein provided for.
(d) The Charterers also to remain responsible for and to effect repairs and settlement of costs and expenses incurred thereby in respect of all other repairs not covered by the insurances and/or not exceeding any possible franchise or deductibles provided for in the insurances.
(e) All time used for repairs under the provisions of sub-clause (a) of this Clause and repairs of latent defects according to Clause 2 above including any deviation count as time on hire and shall form part of the Charter period.
(f) If the conditions of the above insurances permit additional insurance to be placed by the parties, such cover shall be limited to the amount for each party set out in Box 28 and Box 29, respectively. The Owners or the Charterers as the case may be shall immediately furnish the other party with particulars of any additional insurance effected, including copies of any cover notes or policies and the written consent of the insurers of any such required insurance in any case where the consent of such insurers is necessary.
(g) Should the Vessel become an actual, constructive, compromised or agreed total loss under the insurances required under sub-clause (a) of Clause 12, all insurance payments for such loss shall be paid to the Mortgagees, any, in the manner described in the Deed(s) of Covenant, who shall distribute the moneys between themselves, the Owners and the Charterers according to their respective interests. The Charterers undertake to notify the Owners and the Mortgagee, if any, of any occurrences in consequence of which the Vessel is likely to become a Total Loss as defined in this Clause. Should such instrument be an actual, constructive, compromised or agreed total loss under the insurances arranged by the Charterers in accordance with sub-clause (a) of this Clause, this Charter shall terminate as of the date of such loss.
(h) The Owners shall upon the request of the Charterers, promptly execute such documents as may be necessary for the Charterers to abandon the Vessel to insurers and claim a constructive total loss.
(i) For the purpose of insurance coverage against marine and war risks under the provisions of sub-clause (a) of this Clause, the value of the Vessel is the sum indicated in Box 27.

13. Insurance, Repairs and Classification
(Only, only to apply if expressly agreed and stated in Box 27, in which event Clause 12 shall be considered deleted).
(a) During the Charter period the Vessel shall be kept insured by the Owners at their expense against marine and war risks under the form of policies or/and policies attached hereto. The Owners and/or insurers shall not have any right of recovery or subrogation against the Charterers on account of loss of or any damage to the Vessel or her machinery or appurtenances covered by such insurance, or on account of payments made to discharge claims against and liabilities of the Vessel, any, or if the Owners are the Deed(s) of Covenant, which shall distribute the moneys between themselves, the Owners and the Charterers according to any occurrences in consequence of which the Vessel is likely to become a Total Loss as defined in this Clause.
(b) In the case of any instrument being an actual, constructive, compromised or agreed total loss under the insurances provided for in this Clause, the Owners shall have the right to claim a constructive total loss and to recover the same according to the Deed(s) of Covenant, and the Charterers shall cooperate with the Owners to the extent of the insurance policies to be in the joint names of the Owners and the Charterers as their interests may appear.
(c) During the Charter period the Vessel shall be kept insured by the Charterers at their expense against Protection and Indemnity risks in such form as the Owners shall in writing approve which approval shall not be unreasonably withheld. If the Charterers fail to arrange and keep any of the
PART II

“BARECON 89” Standard Bareboat Charter

insurances provided for under the provisions of sub-clause (b) in the manner described herein, the Owners shall notify the Charterers whereupon the Charterers shall rectify the position within seven running days, failing which the Owners shall have the right to withdraw the Vessel from the service of the Charterers without prejudice to any claim the Owners may otherwise have against the Charterers.

(c) In the event that any act or negligence of the Charterers shall vitiate any of the insurance herein provided, the Charterers shall pay to the Owners all losses and indemnify the Owners against all claims and demands which would otherwise have been covered by such insurance.

(d) The Charterers shall, subject to the approval of the Owners or Owners’ Underwriters, effect all insured repairs, and the Charterers shall undertake settlement of all miscellaneous expenses in connection with such repairs as well as all insured charges, expenses and liabilities, to the extent of coverage under the insurances provided for under the provisions of sub-clause (a) of this Clause. The Charterers to be secured reimbursement through the Owners’ Underwriters for such expenditures upon presentation of accounts.

(e) The Charterers to remain responsible for and to effect repairs and settlement of costs and expenses incurred thereby in respect of all other repairs not covered by the insurances and/or not exceeding any possible franchise(s) or deductibles provided for in the insurances.

(f) All time used for repairs under the provisions of sub-clause (d) and (e) of this Clause and for repairs of latent defects according to Clause 2 above, including any deviation, shall count as time on hire and shall form part of the Charter period.

The Owners shall not be responsible for any expenses as are incident to the use or operation of the Vessel for such time as may be required to make such repairs.

(g) If the conditions of the above insurances permit additional insurance to be placed by the parties such cover shall be limited to the amount for each party set out in Box 28 and Box 29, respectively. The Owners or the Charterers as the case may be shall immediately furnish the other party with particulars of any additional insurances effected, including copies of any cover notes or policies and the written consent of the Insurers of any such required insurance in any case where the consent of such Insurers is necessary.

(h) Should the Vessel become an actual, constructive, compromised or agreed total loss under the insurances required under sub-clause (a) of this Clause, the Charterers to pay for such loss shall be paid to the Owners who shall distribute the moneys between themselves and the Charterers according to their respective interests.

(i) If the Vessel becomes an actual, constructive, compromised or agreed total loss under the insurances arranged by the Owners in accordance with sub-clause (a) of this Clause, this Charter shall terminate as of the date of such loss.

(j) The Charterers shall upon the request of the Owners, promptly execute such documents as may be required to enable the Owners to abandon the Vessel to Insurers and claim a constructive total loss.

(k) For the purpose of insurance coverage against marine and war risks under the provisions of sub-clause (a) of this Clause, the value of the Vessel is the sum indicated in Box 27.

(l) Notwithstanding anything contained in Clause 9 (a), it is agreed that under the provisions of Clause 13, if applicable, the Owners shall keep the Vessel with unaired classification in force at all times during the Charter period.

14. Redelivery

The Charterers shall at the expiration of the Charter period redeliver the Vessel at a safe and ice-free port or place as indicated in Box 16. The Charterers shall give the Owners not less than 30 running days’ preliminary and not less than 14 days’ definite notice of expected date, range of ports of redelivery or port or place of redelivery. Any changes thereafter in Vessel’s position shall be notified immediately to the Owners.

Should the Vessel be ordered on a voyage by which the Charter period may 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 redelivery about the time fixed for the termination of the Charter.

The Vessel shall be redelivered to the Owners in the same or as good structure, state, condition and class as that in which she was delivered, fair wear and tear not affecting classification excepted.

The Vessel upon redelivery shall have her survey cycles up to date and class certificates valid for at least the number of months agreed in Box 12.

15. Non-Lien and Indemnity

The Charterers will not suffer, nor permit to be continued, any lien or encumbrance incurred by them or their agents, which might have priority over the title and interest of the Owners in the Vessel.

The Charterers further agree to fasten to the Vessel in a conspicuous place and to keep so fastened during the Charter period a notice reading as follows:-

\[\text{This Vessel is the property of (name of Owners). It is under charter to (name of Charterers) and by the terms of the Charter Party neither the Charterers nor the Master have any right, power or authority to create, incur or permit to be imposed on the Vessel any lien or encumbrance which in any way injures the interests of the Owners of the Vessel.)}\]

16. Lien

The Owners to have a lien upon all cargoes and sub-freights belonging to the Charterers and any Bill of Lading freight for all claims under this Charter, and the Charterers to have a lien on the Vessel for all moneys paid in advance and not earned.

17. Salvage

All salvage and towage performed by the Vessel shall be for the Charterers’ benefit and the cost of repairing damage occasioned thereby shall be borne by the Charterers.

18. Wreck Removal

In the event of the Vessel becoming a wreck or obstruction to navigation the Charterers shall perform all the Owners against any sums whatsoever which the Owners shall have been called upon to pay and shall pay in consequence of the Vessel becoming a wreck or obstruction to navigation.

19. General Average

General Average, if any, shall be adjusted according to the York-Antwerp Rules 1974 or any subsequent modification thereof current at the time of the casualty.

The Charter Hire not to contribute to General Average.

20. Assignment and Sub-Demise

The Charterers shall not assign this Charter nor sub-demise the Vessel except with the prior consent in writing of the Owners which shall not be unreasonably withheld and subject to such terms and conditions as the Owners shall approve.

21. Bills of Lading

The Charterers are to procure that all Bills of Lading issued for carriage of goods under this Charter shall contain a Paramount Clause incorporating any legislation relating to Carrier’s liability for cargo compulsorily applicable in the trade; if no such legislation exists, the Bills of Lading shall incorporate the British Carriage of Goods by Sea Act. The Bills of Lading shall also contain the annexure to the New Janson Agreement by the Both-to-Blame Collision Clause.

The Charterers agree to indemnify the Owners against all consequences or liabilities arising from the Master, Officers or agents signing Bills of Lading or other documents.

22. Bank Guarantee

The Charterers undertake to furnish, before delivery of the Vessel, a first class bank guarantee or bond in the sum and at the place as indicated in Box 25 as guarantee for full performance of their obligations under this Charter.

(Optionally only to apply if Box 25 filled in).

23. Requisition/Acquisition

(a) In the event of the Requisition for Hire of the Vessel by any governmental or other competent authority (hereinafter referred to as “Requisition for Hire”) irrespective of the date during the Charter period when “Requisition for Hire” may occur and irrespective of the length thereof and whether or not it be for an indefinite or a limited period of time, and irrespective of whether it may or will remain in force for the remainder of the Charter period, this Charter shall not be deemed thereby or theretofore to be frustrated or otherwise terminated and the Charterers shall continue to pay the stipulated hire in the manner provided for by this Charter until the time when the Charter would have terminated pursuant to any of the provisions hereof always provided however that in the event of “Requisition for Hire” any Requisition Hire or compensation received or receivable by the Owners shall be payable to the Charterers during the remainder of the Charter period or the period of the “Requisition for Hire” whichever is the shorter.

The Hire under this Charter shall be payable to the Owners from the same time as the Requisition Hire is payable to the Charterers.

(b) In the event of the Owners being deprived of their ownership in the Vessel by any Compulsory Acquisition of the Vessel or requisition for title by any governmental or other competent authority (hereinafter referred to as “Compulsory Acquisition”), then, irrespective of the date during the Charter...
24. War
(a) The Vessel unless the consent of the Owners be first obtained not to be
ordered nor continue to any place or on any voyage nor be used on any
service which will bring her within a zone which is dangerous as the result of
any actual or threatened act of war, war, hostilities, warlike operations, acts of
piracy or of hostility or malicious damage against this or any other vessel or
its cargo by any person, body or State whatsoever, revolution, civil war, civil
commotion or the operation of international law, nor be exposed in any way to
any risks or penalties whatsoever consequent upon the imposition of
Sanctions, nor carry any goods that may in any way expose her to any risks of
seizure, capture, penalties or any other interference of any kind whatsoever
by the belligerent or fighting powers or parties or by any Government or Ruler.
(b) The Vessel to have liberty to comply with any orders or directions as to
deporture, arrival, routes, ports of call, stoppages, destination, delivery or in
any other wise whatsoever given by the Government of the nation under
whose flag the Vessel sails or any other Government or any person (or body)
acting or purporting to act with the authority of such Government or by any
committee or person having under the terms of the war risks insurance on the
Vessel the right to give any such orders or directions.
(c) In the event of outbreak of war (whether there be a declaration of war or
not) between any two or more of the countries as stated in Box 31, both the
Owners and the Charterers shall have the right to cancel this Charter,
whereupon the Charterers shall redeliver the Vessel to the Owners in
accordance with Clause 14, if she has cargo on board after discharge thereof
at destination, or if beheaded under this Clause from reaching or entering it at
a near open and safe port as directed by the Owners, or if she has no cargo on
board, at the port at which she then is or if at sea at a near open and safe port
as directed by the Owners. In all cases hire shall continue to be paid in
accordance with Clause 10 and except as aforesaid all other provisions of this
Charter shall apply until redelivery.

25. Commission
The Owners to pay a commission at the rate indicated in Box 32 to the Brokers
named in Box 32 on any Hire paid under the Charter but in no case less than is
necessary to cover the actual expenses of the Brokers and a reasonable fee
for their work. If the full Hire is not paid owing to breach of Charter by either of
the parties the party liable therefor to indemnify the Brokers against their loss
of commission.
Should the parties agree to cancel the Charter, the Owners to indemnify the
Brokers against any loss of commission but in such case the commission not
to exceed the brokerage on one year’s Hire.

26. Law and Arbitration
*) 26.1. This Charter shall be governed by English law and any dispute arising
out of this Charter 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.

*) 26.2. Should any dispute arise out of this Charter, the matter in dispute shall
be referred to three persons at 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 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.
*) 26.3. Any dispute arising out of this Charter shall be referred to arbitration at
the place indicated in Box 33, subject to the law and procedures applicable
there.

26.4. If Box 33 in Part I is not filled in, sub-clause 26.1. of this Clause shall apply.
*) 26.1, 26.2, and 26.3. are alternatives; indicate alternative agreed in Box 33.
PART III
PROVISIONS TO APPLY FOR NEWBUILDING VESSELS ONLY
(Optional, only to apply if expressly agreed and stated in Box 35)

Specifications and Building Contract
(a) The Vessel shall be constructed in accordance with the Building Contract (hereafter called “the Building Contract”) as annexed to this Charter, made between the Builders and the Owners and in accordance with the specifications and plans annexed thereto, such Building Contract, specifications and plans having been counter-signed as approved by the Charterers.
(b) No change shall be made in the Building Contract or in the specifications or plans of the Vessel as approved by the Charterers as aforesaid, without the Charterers’ consent.
(c) The Charterers shall have the right to send their representative to the Builders’ Yard to inspect the Vessel during the course of her construction to satisfy themselves that construction is in accordance with such approved specifications and plans as referred to under sub-clause (a) of this Clause.
(d) The Vessel shall be built in accordance with the Building Contract and shall be of the description set out therein provided nevertheless that the Charterers shall be bound to accept the Vessel from the Owners on the date of delivery by the Builders as having been completed and constructed in accordance with the Building Contract and the Charterers undertake that after having so accepted the Vessel they will not thereafter raise any claims against the Owners in respect of the Vessel’s performance or specification or defects if any except that in respect of any repair or replacement of any defects which appear within the first 12 months from delivery the Owners shall use their best endeavours to recover any expenditure incurred in remedying such defects from the Builders, but shall only be liable to the Charterers to the extent the Owners have a valid claim against the Builders under the guarantee clause of the Building Contract (a copy whereof has been supplied to the Charterers) provided that the Charterers shall be bound to accept such sums as the Owners are able to recover under this clause and shall make no claim upon the Owners for any difference between the amounts so recovered and the actual expenditure incurred on repairs or replacements or for any loss of time incurred thereby.

Time and Place of Delivery
(a) Subject to the Vessel having completed her acceptance trials including trials of cargo equipment in accordance with the Building Contract and specifications to the satisfaction of the Charterers, the Owners shall give and the Charterers shall take delivery of the Vessel afloat when ready for delivery at the Builders’ Yard or some other safe and readily accessible dock, wharf or place as may be agreed between the parties hereto and the Builders. Under the Building Contract the Builders have estimated that the Vessel will be ready for delivery to the Owners as therein provided but the delivery date for the purpose of this Charter shall be the date when the Vessel is in fact ready for delivery by the Builders after completion of trials whether that be before or after as indicated in the Building Contract.
(b) Notwithstanding the foregoing, the Charterers shall not be entitled to take delivery of the Vessel until she has been classed and documented as provided in this Charter and free for transfer to the flag she has to fly. Subject as aforesaid the Charterers shall not be entitled to refuse acceptance of delivery of the Vessel and upon and after such acceptance the Charterers shall not be entitled to make any claim against the Owners in respect of any condition, representation or warranties, whether express or implied, as to the seaworthiness of the Vessel or in respect of delay in delivery or otherwise howsoever.

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PART IV
HIRE/PURCHASE AGREEMENT
(Optional, only to apply if expressly agreed and stated in Box 39)

On expiration of this Charter and provided the Charterers have fulfilled their obligations according to Part I and II as well as Part III, if applicable, it is agreed, that on payment of the last month’s hire instalment as per Clause 10 the Charterers have purchased the Vessel with everything belonging to her and the Vessel is fully paid for.

If the payment of the instalment due is delayed for less than 7 running days or for reason beyond the Charterers’ control, the right of withdrawal under the terms of Clause 10(e) of Part II shall not be exercised. However, any delay in payment of the instalment due shall entitle the Owners to an interest at the rate per annum as agreed in Box 22. If Box 22 has not been filled in the current market rate in the country where the Owners have their Principal Place of Business shall apply.

In the following paragraphs the Owners are referred to as the Sellers and the Charterers as the Buyers.

The Vessel shall be delivered by the Sellers and taken over by the Buyers on expiration of the Charter.

The Sellers guarantee that the Vessel, at the time of delivery, is free from all encumbrances and maritime liens or any debts whatsoever other than those arising from anything done or not done by the Buyers or any existing mortgage agreed not to be paid off by the time of delivery. Should any claims, which have been incurred prior to the time of delivery be made against the Vessel, the Sellers hereby undertake to indemnify the Buyers against all consequences of such claims to the extent it can be proved that the Sellers are responsible for such claims. Any taxes, notarial, consular and other charges and expenses connected with the purchase and registration under Buyers’ flag, shall be for Buyers’ account. Any taxes, consular and other charges and expenses connected with closing of the Sellers’ register, shall be for Sellers’ account.

In exchange for payment of the last month’s hire instalment the Sellers shall furnish the Buyers with a Bill of Sale duly attested and legalized, together with a certificate setting out the registered encumbrances, if any. On delivery of the Vessel the Sellers shall provide for deletion of the Vessel from the Ship’s Register and deliver a certificate of deletion to the Buyers.

The Sellers shall, at the time of delivery, hand to the Buyers all classification certificates (for hull, engines, anchors, chains, etc.), as well as all plans which may be in Sellers’ possession.

The Owners are referred to as the Sellers and the Charterers as the Buyers.

The Wireless Installation and Nautical Instruments, unless on hire, shall be included in the sale without any extra payment.

The Vessel with everything belonging to her shall be at Sellers’ risk and expense until she is delivered to the Buyers, subject to the conditions of this Contract and the Vessel with everything belonging to her shall be delivered and taken over as she is at the time of delivery, after which the Sellers shall have no responsibility for possible faults or deficiencies of any description.

The Buyers undertake to pay for the repatriation of the Captain, officers and other personnel if appointed by the Sellers to the port where the Vessel entered the Bareboat Charter as per Clause 2 (Part II) or to pay the equivalent cost for their journey to any other place.
"BARECON 89" Standard Bareboat Charter

PART V

PROVISIONS TO APPLY FOR VESSELS REGISTERED IN A BAREBOAT CHARTER REGISTRY

(Optional, only to apply if expressly agreed and stated in Box 40)

Definitions
For the purpose of this PART V, the following terms shall have the meanings hereby assigned to them:

"The Bareboat Charter Registry" shall mean the registry of the State whose flag the Vessel will fly and in which the Charterers are registered as the bareboat charterers during the period of the Bareboat Charter.

"The Underlying Registry" shall mean the registry of the State in which the Owners of the Vessel are registered as Owners and to which jurisdiction and control of the Vessel will revert upon termination of the Bareboat Charter Registration.

Mortgage
The Vessel chartered under this Charter is financed by a mortgage and the provisions of Clause 11 (b) (Part II) shall apply.

Termination of Charter by Default
If the Vessel chartered under this Charter is registered in a Bareboat Charter Registry as stated in Box 41, and if the Owners shall default in the payment of any amounts due under the mortgage(s) specified in Box 26, the Charterers shall, if so required by the mortgagee, direct the Owners to re-register the Vessel in the Underlying Registry as shown in Box 42. In the event of the Vessel being deleted from the Bareboat Charter Registry as stated in Box 41, due to a default by the Owners in the payment of any amounts due under the mortgage(s), the Charterers shall have the right to terminate this Charter forthwith and without prejudice to any other claim they may have against the Owners under this Charter.