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<table>
<thead>
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<tbody>
<tr>
<td>1. Shipbroker</td>
<td></td>
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<tr>
<td>2. Place and date</td>
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<tr>
<td>3. Owners/Place of business (Cl. 1)</td>
<td>4. Charterers/Place of business (Cl. 1)</td>
</tr>
<tr>
<td>5. Vessel's name (Cl. 1)</td>
<td>6. GT/TNT (Cl. 1)</td>
</tr>
<tr>
<td>7. DWT all told on summer load line in metric tons (abt.) (Cl. 1)</td>
<td>8. Present position (Cl. 1)</td>
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<td>9. Expected ready to load (abt.) (Cl. 1)</td>
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<tr>
<td>10. Loading port or place (Cl. 1)</td>
<td>11. Discharging port or place (Cl. 1)</td>
</tr>
<tr>
<td>12. Cargo (also state quantity and margin in Owners' option, if agreed; if full and complete cargo not agreed state &quot;part cargo&quot;) (Cl. 1)</td>
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<tr>
<td>13. Freight rate (also state whether freight prepaid or payable on delivery) (Cl. 4)</td>
<td>14. Freight payment (state currency and method of payment; also beneficiary and bank account) (Cl. 4)</td>
</tr>
<tr>
<td>15. State if vessel's cargo handling gear shall not be used (Cl. 5)</td>
<td></td>
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<tr>
<td>16. Laytime (if separate laytime for load. and disch. is agreed, fill in a) and b); if total laytime for load. and disch., fill in c) only) (Cl. 6)</td>
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<tr>
<td>a) Laytime for loading</td>
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<td>b) Laytime for discharging</td>
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<tr>
<td>c) Total laytime for loading and discharging</td>
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<tr>
<td>17. Shippers/Place of business (Cl. 6)</td>
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<td>18. Agents (loading) (Cl. 6)</td>
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<tr>
<td>19. Agents (discharging) (Cl. 6)</td>
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<tr>
<td>20. Demurrage rate and manner payable (loading and discharging) (Cl. 7)</td>
<td></td>
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<tr>
<td>21. Cancelling date (Cl. 9)</td>
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<tr>
<td>22. General Average to be adjusted at (Cl. 12)</td>
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</tr>
<tr>
<td>23. Freight Tax (state if for the Owners' account) (Cl. 13 (a))</td>
<td></td>
</tr>
<tr>
<td>24. Brokerage commission and to whom payable (Cl. 15)</td>
<td></td>
</tr>
<tr>
<td>25. Law and Arbitration (state 19 (a), 19 (b) or 19 (c) of Cl. 19; if 19 (c) agreed also state Place of Arbitration) (if not filled in 19 (a) shall apply) (Cl. 19)</td>
<td></td>
</tr>
<tr>
<td>a) State maximum amount for small claims/Shortened Arbitration (Cl. 19)</td>
<td></td>
</tr>
<tr>
<td>26. Additional clauses covering special provisions, if agreed</td>
<td></td>
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</tbody>
</table>

It is mutually agreed that this Contract shall be performed subject to the conditions contained in this Charter Party which shall include Part I as well as Part II. In the event of a conflict of conditions, the provisions of Part I shall prevail over those of Part II to the extent of such conflict.

Signature (Owners)  
Signature (Charterers)
PART II

“Gencor” Charter (As Revised 1922, 1976 and 1994)

1. It is agreed between the parties mentioned in Box 3 as the Owners of the Vessel named in Box 5 of the Gencor Charter text in Box 6 and carrying about the number of motions of deadweight capacity all told on summer loadline stated in Box 7, now in position as stated in Box 8 and expected ready to load under this Charter Party about the date indicated in Box 9, and the party mentioned as the Charterers in Box 4 that:

(a) The vessel shall, as soon as her prior commitments have been completed, proceed to the loading port(s) or place(s) stated in Box 10 or so near thereto as she may safely get to and be always afloat, and there load a full and complete cargo if shipment of deck cargo agreed same to be at the Charterers’ risk and responsibility as stated in Box 12, which the Charterers bind themselves to ship, and being so loaded the Vessel shall proceed to the discharging port(s) or place(s) stated in Box 11 or as ordered on signing Bills of Lading, or so near thereto as she may safely get to and be always afloat, and there deliver the cargo.

2. Owners’ Responsibility Clause

The Owners are to be responsible for loss or damage to the goods or for delay in delivery of the goods only in case the loss, damage or delay has been caused by neglect or due diligence on the part of the Owners or their Manager to make the Vessel in all respects seaworthy and to secure that she is properly manned, equipped and supplied, or by the personal act or default of the Owners or their Manager, or of any other person employed by the Owners on board or ashore for whose acts they would, but for this Clause, be responsible, or from unseaworthiness of the Vessel in loading or commencement of the voyage or at any time whatsoever.

3. Deviation Clause

The Owners have liberty to call at any port or ports in any order, for any purpose, to sail without pilots, to tow and/or assist Vessels in all situations, and also to devote for the purpose of saving life and/or property.

4. Payment of Freight

(a) The freight at the rate stated in Box 13 shall be paid in cash calculated on the agreed quantity of cargo.

(b) Provisions, if agreed to in Box 13 freight is to be paid on shipment, it shall be deemed earned and non-returnable, Vessel and cargo lost or not lost. Neither the Owners nor their agents shall be required to sign or endorse bills of lading showing freight prepaid unless the freight due to the Owners has actually been paid.

(c) On delivery, if according to Box 13 freight, or part thereof, is payable at delivery, it shall not be deemed earned until the cargo is thus delivered. Notwithstanding the provisions under (a), if freight or part thereof is payable on delivery of the cargo the Charterers shall have the option of paying the freight on delivered weight/quantity provided such option is declared before breaking bulk and weight/quantity can be ascertained by official weighing machines, joint draft survey or tally.

Cash for Vessel’s ordinary disbursements at the port of loading to be advanced by the Charterers, if required, at highest current rate of exchange, subject to two (2) per cent to cover insurance and other expenses.

5. Loading/Discharging

(a) Costs/Risk

The cargo shall be brought into the holds, loaded, stowed and/or trimmed, tailed, lashed and/or secured and taken from the holds and discharged by the Charterers, free of any risk, liability and expense whatsoever to the Owners.

The Charterers shall provide and lay all damage material as required for the proper stowing and protection of the cargo on board, the Owners allowing the use of all damage material on board. The Charterers shall be responsible for and pay the cost of removing their damage after discharge of the cargo under this Charter Party and time to count until damage has been removed.

(b) Time to be allowed

Unless the Vessel is gearless or unless it has been agreed between the parties that the Vessel’s gear shall not be used and stated as such in Box 15, the Owners shall throughout the duration of loading/discharging give free use of the Vessel’s cargo handling gear and of sufficient motive power to operate all such cargo handling gear. All such equipment to be in good working order, Unless caused by negligence of the stevedores, time lost by breakdown of the Vessel’s cargo handling gear or motive power - pro rata the total number of crewmen/weeks required at that time for the loading/discharging of cargo under this Charter Party - shall not count as laytime or on demurrage.

On request the Owners shall provide free of charge crewmen/vinches from the crew to operate the Vessel’s cargo handling gear, unless local regulations prohibit this, in which latter event shore labourers shall be for the account of the Charterers. Compensation shall be under the Charterers’ risk and responsibility as stevedores to be deemed as their servants but shall always work under the supervision of the Master.

(c) Stevedores’ Damage

The Charterers shall be responsible for damage (beyond ordinary wear and tear) to any part of the Vessel caused by Stevedores. Such damage shall be notified as soon as reasonably possible by the Master to the Charterers or their agents and to their Stevedores, failing which the Charterers shall not be held responsible. The Master shall endeavour to obtain the Stevedores’ written acknowledgement of liability.

The Charterers are obliged to repair any stevedore damage prior to completion of the voyage, but must repair stevedore damage affecting the Vessel's seaworthiness or class before the Vessel sails from the port where such damage was caused or found. All additional expenses incurred shall be for the account of the Charterers and any time lost shall be for the account of and shall be paid to the Owners by the Charterers at the demurrage rate.

6. Laytime

(a) Separate laytime for loading and discharging

The cargo shall be loaded within the number of running days/ hours as indicated in Box 16, weather permitting. Sundays and holidays excepted, unless used, in which event time used shall count.

The cargo shall be discharged within the number of running days/hours as indicated in Box 16, weather permitting. Sundays and holidays excepted, unless used, in which event time used shall count.

(b) Total laytime for loading and discharging

The cargo shall be loaded and discharged within the number of total running days/hours as indicated in Box 16, weather permitting. Sundays and holidays excepted, unless used, in which event time used shall count.

(c) Commencement of laytime (loading and discharging)

Laytime for loading and discharging shall commence at 13.00 hours, if notice of 102 readiness is given up to and including 12.00 hours, and at 06.00 hours next working day if notice given during office hours after 12.00 hours. Notice of readiness at loading port to be given to the Shippers named in Box 17 or if not named, to the Charterers or their agents named in Box 18. Notice of readiness at the discharging port to be given to the Receivers or, if not known, to the Charterers or their agents named in Box 19.

If the loading/discharging berth is not available on the Vessel’s arrival at or off 09.00 the port of loading/discharging, the Vessel shall be entitled to give notice of readiness within ordinary office hours on arrival there, whether in free pratique or not, whether customs cleared or not. Laytime or time on demurrage shall be charged provided that the Master warrants that she is in fact ready in all respects. Time used in moving from the place of waiting to the loading/discharging berth shall not count as laytime.

Laytime used before commencement of laytime shall count.

Indicate alternative (a) or (b) as agreed, in Box 16.

7. Demurrage

Demurrage at the loading and discharging port is payable by the Charterers at 122 days for the stated in Box 20 in the manner stated in Box 20 per day or pro rata for any part of a day. Demurrage shall fall due daily and shall be payable 125 upon receipt of the Owners’ invoice. In the event the demurrage is not paid in accordance with the above, the Owners shall give the Charterers 90 running hours written notice to rectify the failure. If the demurrage is not paid at the expiration of this time limit and if the Vessel is in or at the loading port, the Owners are entitled at any time to 130 terminate the Charter Party and claim damages for any losses caused thereby.

8. Lien Clause

The Owners shall have a lien on the cargo and on all sub-freights payable in respect of the cargo, for freight, deadfreight, demurrage, claims for damages and for all other amounts due under this Charter Party including costs of recovery.

9. Cancellation Clause

(a) Should the Vessel not be ready to load (whether in berth or not) on the 137 cancelling date indicated in Box 21, the Charterers shall have the option of 139 cancelling this Charter Party.

(b) Should the Charterers anticipate that, despite the exercise of due diligence, 141 the Vessel will not be ready to load by the cancelling date, they shall notify the 142 Charterers thereof without delay stating the expected date of the Vessel’s readiness to load and asking whether the Charterers will exercise their option of 144 cancelling the Charter Party, or agree to a new cancelling date.

Such option must be declared by the Charterers within 48 running hours after 145 the receipt of the Owners’ notice. If the Charterers do not exercise their option of 144 cancelling, then this Charter Party shall be deemed to be amended such that 146
PART II
*Gencor* Charter (As Revised 1922, 1976 and 1994)

the seventh day after the new readiness date stated in the Owners' notification to the Charterers to be the new cancelling date.

The provisions of sub-clause (b) of this Clause shall operate only once, and in case of the Vessel's further delay, the Charterers shall have the option of cancelling the Charter Party as per sub-clause (b) of this Clause.

10. Bills of Lading

Bills of Lading shall be presented and signed by the Master as per the "Congenital" Bill of Lading form, Edition 1994, without prejudice to this Charter Party, or by the Owners' agents as authorized by the Owners to the agents, a copy of which is to be furnished to the Charterers. The Charterers shall indemnify the Owners against all consequences or liabilities that may arise from the signing of bills of lading as presented to the extent that the terms or contents of such bills of lading impose or result in the imposition of more onerous liabilities upon the Owners than those assumed by the Owners under this Charter Party.

11. Both-to-Blame Collision Clause

If the Vessel should go into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Owners in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Owners against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo or her servants or by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Owners.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the ballasting vessels or objects are at fault in respect of a collision or contact.

12. General Average and New Jason Clause

General Average shall be adjusted in London unless otherwise agreed in Box 4. The Charterers shall be entitled to Yrks-Antwerp Rules 1994 and any subsequent modification thereof. Proprietors of cargo to pay the cargo's share in the general expenses even if same have been necessitated through neglect or default of the Owners' servants (see Clause 2). If General Average is to be adjusted in accordance with the law and practice of the United States of America, the following Clause shall apply: "In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Owners are not responsible, by statute, contract or otherwise, the cargo shipped, consignees or owners of the cargo shall contribute with the Owners in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo, if a salvaging vessel is owned or operated by the Owners, salvage shall be paid for as fully as if the said salvaging vessel or vessels belonged to strangers. Such deposit as the Owners, or their agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges shall be made by the cargo, shippers, consignees or owners of the goods to the Owners before delivery."

13. Taxes and Duties Clause

(a) On Voyage. - The Owners shall pay all duties, charges and taxes customarily levied on the Vessel, howsoever the amount thereof may be assessed.

(b) On Cargo. - The Charterers shall pay all duties, charges, duties and taxes customarily levied on the cargo, howsoever the amount thereof may be assessed.

(c) On Freight. - Unless otherwise agreed in Box 23, taxes levied on the freight shall be for the Charterers' account.

14. Agency

In every case the Owners shall appoint their own Agent both at the port of loading and the port of discharge.

15. Brokerage

A brokerage commission at the rate stated in Box 24 on the freight, deadfreight and demurrage earned is due to the party mentioned in Box 24. In case of non-execution of one-third of the brokerage on the estimated amount of freight to be paid by the party responsible for such non-execution to the Brokers as indemnity for the latter's expenses and work. In case of more voyages the amount of indemnity to be agreed.

16. General Strike Clause

(a) If there is a strike or lock-out affecting or preventing the actual loading of the cargo, or any part of it, when the Vessel is ready to proceed from her last port or at any time during the voyage to the port or ports of loading or after her arrival 220 there, the Master or the Owners may ask the Charterers to declare, that they will agree to reckon the laydays as if there were no strike or lock-out. Unless the Charterers have given such declaration in writing (by telegram, if necessary) within 24 hours, the Owners shall have the option of cancelling this Charter Party.

(b) If the Vessel has already been loaded, the Owners must proceed with the same, (freight payable on loaded quantity only) having liberty to complete with other cargo on the way for their own account.

(c) If there is a strike or lock-out affecting or preventing the actual discharge of 229 the cargo on or after the arrival at or off port of discharge and/or if the Vessel has not been settled within 48 hours, the Charterers shall have the option to stop keeping the Vessel waiting until such strike or lock-out is at an end against paying full demurrage after expiration of the time provided for discharge until such strike or lock-out terminates or is enjoined, then the discharge shall be payable until the completion of discharge, or of ordering the Vessel to a safe port where she can safely discharge without risk of being detained by strike or lock-out. Such orders to be given within 48 hours after the Master or the Owners have been given discharge by the Charterers of the strike or lock-out affecting or preventing the actual loading or discharging of the cargo.

17. War Risks ("Voyage 1933")

(1) For the purpose of this Clause, the words:

(a) "The Owners" shall include the shippers, bareboat charterers, dispose owners, managers or other operators who are charged with the management of the Vessel, and the Master; and:

(b) "War Risks" shall include any war (whether actual or threatened), act of war, civil war, hostilities, rebellion, civil commotion, war-like operations, the laying of mines, whether actual or reported, acts of piracy, acts of terrorists, acts of hostility or malicious damage, blockades (whether imposed against all Vessels or imposed selectively against Vessels of certain flag or nationality or owners, or by any person, body, terrorist or political group, or the Government of any State whatsoever, which, in the reasonable judgement of the Master and/or the Owners, may be dangerous or are likely to be or to become dangerous to the Vessel, her cargo, crew or other persons on board the Vessel.

(2) At any time before the Vessel commences loading, it appears that any of the reasonable judgement of the Master and/or the Owners, performance of 264 the Contract of Carriage, or any part of it, may expose the Vessel, her cargo, crew or other persons on board the Vessel to War Risks, the Owners may give notice to the Charterers cancelling the Contract of Carriage, or may refuse to perform such part of it as they may deem advisable, or may be likely to expose, to any other person on board the Vessel to War Risks; provided always that if this 265 Contract of Carriage provides that loading or discharging is to take place 271 within a range of ports, and at the ports or ports nominated by the Charterers, the Vessel, her cargo, crew or other persons onboard the Vessel may be exposed, or may be likely to be exposed, to War Risks, the Owners shall 271 first require the Charterers to nominate any other safe port which lies 275 within the range for loading or discharging, and may only cancel this 276 Contract of Carriage if the Charterers shall not have nominated such safe 277 port or ports within 48 hours of receipt of notice of such requirement.

(3) The Owners shall not be required to continue to load cargo for any voyage, or to sign Bills of Lading for any port or place, or to proceed or continue on 278 any voyage, or on arrival at any port or place of discharge, or on arrival at any port or place of discharge, or at any port or place whatsoever, where it appears, either after the loading of the cargo commences, or at 282 any stage of the voyage thereafter before the discharge of the cargo is 284 completed, that, in the reasonable judgement of the Master and/or the Owners, the Vessel, her cargo (or any part thereof), crew or other persons 286 on board the Vessel (or any one or more of them) may be, or are likely to be, 287 exposed to War Risks. If it should so appear, the Owners may by notice 288 request the Charterers to nominate a safe port for the discharge of the 289 cargo or any part thereof, and, if within 48 hours of the receipt of such 290 notice, the Charterers shall not have nominated such a port, the Owners 291 may discharge the cargo at any safe port of their choice (including the port of 292 loading) in complete fulfilment of the Contract of Carriage. The Owners 293 shall be entitled to recover from the Charterers the extra expenses of such 294 discharge and, if the discharge takes place at any port other than the 295 port of loading, to receive the full freight as though the cargo had been 296
PART II

"Gencor" Charter (As Revised 1922, 1976 and 1994)

carried to the discharging port if the extra distance exceeds 100 miles, 297
to additional freight which shall be the same percentage of the freight 299
carried at the rate for the extra distance represented by the distance of the 300
normal and customary route, the Owners having a lien 300
on the cargo for such expenses and freight...
301

(4) If at any stage of the voyage the loading of the cargo commences, it 302
appears that, in the reasonable judgement of the Master and/or the 303
Owners, the Vessel, her cargo, crew or other persons on board the Vessel 304
may be, or are likely to be, exposed to War Risks on any part of the route 305
(including any canal or waterway) which is normally and customarily used 306
in a voyage of the nature for which and there is another longer route 307
to the discharging port, the Owners shall give notice to the Charterers 308
that this route will be taken. In this event the Owners shall be entitled, if the total 309
extra distance exceeds 100 miles, to additional freight which shall be the 310
same as for the extra distance represented for as the percentage which the 311
extra distance represents to the distance of the normal and customary 312
route...
313

(5) The Vessel shall have liberty:
314
(a) to comply with all orders, directions, recommendations or advice as to 315
departure, arrival, routes, sailing in convoy, ports of call, stoppages, 316
destinations; discharge of cargo, delivery or in any way whatsoever which 317
are given by the Government of the Nation under whose flag the Vessel 318
sails, or other Government to whose laws the Owners are subject, or any 319
other Government which so requires, or any body or group acting with the 320
power to compel compliance with their orders or directions;
321
(b) to comply with the orders, directions or recommendations of any 322
war risks underwriters who have the authority to give the same under the terms 323
of the war risks insurance;
324
(c) to comply with the terms of any resolution of the Security Council of the 325
United Nations, any directives of the European Community, the effective 326
orders of any other supranational body which has the right to issue and 327
give the same, and with national laws aimed at enforcing the same to which 328
the Owners are subject, and to obey the orders and directions of those who 329
are charged with their enforcement;
330
(d) to discharge at any other port any cargo or part thereof which may 331
render the Vessel liable to confiscation as a contraband carrier;
332
(e) to call at any other port to change the crew or any other person thereof or 333
 other persons on board the Vessel when there is reason to believe that they 334
may be subject to internment, imprisonment or other sanctions;
335
(f) where cargo has not been loaded or has been discharged by the Owners 336
under any provisions of this Clause, to load other cargo for the Owners’ 337
own benefit and carry it to any other port or parts whatsoever, 338
whether backwards or forwards or in a contrary direction to the ordinary 339
delivery set forth in the Contract of Carriage...
340

(6) If in compliance with any of the provisions of sub-clauses (2) to (5) of this 341
Clause anything is done or not done, such shall not be deemed to be a 342
deviation, but shall be considered as due fulfillment of the Contract of 343
Carriage...
344

18. General Ice Clause
345

Port of loading
346
(a) In the event of the loading port being inaccessible by reason of ice when the 347
Vessel is ready to proceed from her first port or at any time during the voyage or 348
on the Vessel’s arrival or in case of sets in after the Vessel’s arrival, the 349
Master for fear of being frozen in is at liberty to leave without cargo, and this 350
Charter Party shall be null and void...
351
(b) If during loading the Master, for fear of the Vessel being frozen in, deems it 352
advisable to leave, he has liberty to do so with what cargo he has on board and 353
to proceed to any other port or ports with option of completing cargo for the 354
Owners’ benefit if any port or ports including port of discharge. Any part 355
cargo thus loaded under this Charter Party to be forwarded to destination at the 356
Vessel’s expense but against payment of freight, provided that no extra 357
expenses be thereby caused to the Charterers, freight being paid on quantity 358
delivered (in proportion if lumps)...
359

(c) In case of more than one loading port, and if one or more of the ports are 360
closed by ice, the Master or the Owners to be at liberty either to load the port 361
cargo at the open port and fill up elsewhere for their own account as under 362
section (b) or to discharge the cargo at the Master’s option which will be paid 363
on the Charterers to agree to the terms of this part, the Master or the 364
Owners having notice to the Charterers of the impossibility of reaching port 365
of discharge.
366

(a) Should ice prevent the Vessel from reaching port of discharge the 367
Charterers shall have the option of keeping the Vessel waiting until the re- 368
opening of navigation and paying demurrage or of ordering the Vessel to a safe 369
and immediately accessible port where she can safely discharge without risk of 370
deterioration by ice. The nature of the ice, and the weather is after the Master or the 371
Owners have given notice to the Charterers of the impossibility of reaching port 372

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* 381

19. Law and Arbitration
382

* (a) This Charter Party shall be governed by and construed in accordance with 383
English law and any dispute arising out of this Charter Party shall be referred to 384
arbitration in London in accordance with the Arbitration Acts 1950 and 1979 or 385
any statutory modification or re-enactment thereof for the time being in force. 386
Unless the parties agree upon a sole arbitrator, one arbitrator shall be 387
appointed by each party and the arbitrators so appointed shall appoint a third 388
arbitrator, the decision of the three-man tribunal thus constituted or any two of 389
them, shall be final. On the receipt by one party of the nomination in writing of 390
the other party’s arbitrator, that party shall appoint their arbitrator within 391
fourteen days, failing which the decision of the single arbitrator appointed shall 392
be final.
393

For disputes where the total amount claimed by either party does not exceed 394
the amount stated in Box 25** the arbitration shall be conducted in accordance 395
396

* (b) This Charter Party shall be governed by and construed in accordance with 397
Title 9 of the United States Code and the Maritime Law of the United States and 398
should any dispute arise out of this Charter Party, the matter shall be referred 399
to three persons at New York, one to be appointed by each of the 400
parties herein, and the third by the two so chosen. In case of the death of any 401
of them, shall be final. On the receipt by one party of the nomination in writing of 402
the other party’s arbitrator, that party shall appoint their arbitrator within 391
fourteen days, failing which the decision of the single arbitrator appointed shall 392
be final.
403

For disputes where the total amount claimed by either party does not exceed 404
the amount stated in Box 25** the arbitration shall be conducted in accordance 405
with the Shortened Arbitration Procedure of the Society of Maritime Arbitrators,
406

* (c) Any dispute arising out of this Charter Party shall be referred to arbitration at 407
the place indicated in Box 25, subject to the procedures applicable there. The 408
laws of the place indicated in Box 25 shall govern this Charter Party.
409

* (d) If Box 25 in Part 1 is not filled in, sub-clause (a) of this Clause shall apply.
410

* (e) (f) (g) are alternatives, which indicate the party agreed in Box 25.
411

**Where no figure is supplied in Box 25 in Part 1, this provision only shall be void if 412
the other provisions of this Clause shall have full force and remain in effect.
413

414