6 p.m. to the Charterers or their Agents that the vessel is in r
time on demurrage over and above said laying days shall be pai
register ton per day.

EXTRA WORK	24	The steamer to work at night if required by Charterers, they
TIME NOT TO COUNT	25	Time occupied in erecting shifting boards (if due notice h shifting between the loading ports or places, or any time lost r to count as lay days.
DESPATCH MONEY	26	Steamer to pay Charterers before sailing £10 (Ten pounds Holidays saved.
CARGO ALONGSIDE	27	The cargo to be brought to and taken from alongside at Ch
STEVEDORE	28	Charterers have the option of appointing the Stevedore at gold per English ton.
BAGS OR BULK	29	Should Charterers elect to load in bulk they must supply exceeding 15 % fifteen per cent.) of the entire cargo, such q
CAPACITY	30	Owners undertake that steamer shall not load more than weight of wheat and or maize.
BILLS OF LADING	31	The Master to sign Bills of Lading as presented at any rate between the Bill of Lading freight and the total gross charter Steamer's favour to be paid in cash on signing Bills of Lading of discharge or upon collection of freight (whichever occurs fi said freight is hereby hypothecated as security for said bill.
		Charterer's liability to cease upon shipment of cargo (provid shipment). Vessel to have a lien on cargo for recovery of all s
ORDERS FOR PORT OF DISCHARGE	32	Orders as to port of discharge are to be given to the V Consignees (whose name and cable address are to be given i arrival at the port of call, and for any detention waiting for orde Thirty Shillings Sterling per hour. The Master shall give wri St. Vincent, Las Palmas, Teneriffe, Madeira or Dakar for or proceed to Lisbon, Queenstown, or Falmouth, at Master's option,
FINAL ORDERS	33	Charterers have the option of ordering the steamer from t Kingdom or on the Continent between Havre and Hamburg, l shall be given at Falmouth as provided for in clause 32, and the
ICE	34	Should the Steamer be ordered to a Port of Discharge on until the port is again open, or of proceeding to the nearest s receive fresh orders for an open and accessible Port of Discharg to count. If so ordered, the Steamer shall receive the same freig to a port more than 100 nautical miles distant from such open p In no case shall the Steamer be ordered from a Port of Call in th
INSUFFICIENT WATER AT DISCHARGING PORT	35	Should the Steamer be ordered to discharge at a place t lightening, and lie always afloat, lay days are to count from 48 any lighterage incurred to enable her to reach the place of disch or place to the contrary notwithstanding, but time occupied in p
TILBURY DOCKS	36	If steamer be ordered to London, the cargo not to be discha
TIME FOR DISCHARGING	37	The time for discharging at destination shall be according t paid by Consignees at the rate of fourpence sterling per gross re
EXCEPTIONS	38	The ship to be in no way liable for any consequences of the and Thieves, Arrests and Restraint of Princes, Rulers, and Peop other Accidents or Errors of Navigation even when occasione other servants of the Shipowners. The ship to have liberty t and to sail without pilots, and to tow and be towed, and assist answerable for losses through explosion, bursting of boilers, bu diligence by the Owners of the Ship or any of them, or by th
STRIKES	39	If the cargo cannot be loaded by reason of riots or any d tugboat men, cartmen, railways employees, or other labour com steamer, or through obstructions on the railways or in the docks as part of the lay days (unless any cargo be actually loaded by r to such cause or causes, and if the cargo cannot be discharge b cargo, the days for discharging shall not count during the co exonerate charterers or receivers from any demurrage for wh obtained other suitable labour at current rates before the stri e, shall be made by the charterers or receivers of the cargo or b steamer through any of the above causes to be reckoned as day dispute arise under this clause in the loading of the steamer, a one to be nominated by each party to this contract, and should Arbitrators, shall be final.
AVERAGE	40	Average, if any, payable according to York-Antwerp rules 1
WAR	41	If the nation under whose flag the Steamer sails shall be it or prohibition of export of grain and or seed from the load g subsequent period when the difficulty may arise, previous to
CLEARANCE	42	The Master to apply at loading ports to Charterers or their clearance fee of $100 gold, once only.
CONSIGNMENT	43	Steamer to be consigned at Port of Discharge to Owners or
COMMISSION	44	Four per cent. Commission is due by the Steamer upon th to , ship lost or not lost, Charter cance
RECHARTERING	45	Charterers to have the right to transfer this Charter-Party fulfilment of same.
PENALTY	46	Penalty for non-performance of this agreement, estimated a
	47	*If Steamer discharges at Bristol Old Dock the rate of disch but if over 6,000 tons, 650 tons per day, and if over 7,000 tons, Reporting Day not to count; days to be running days, Sundays*