

# Over Plate Charter-Party, 1904.

## OMEWARDS—STEAM

	as <sup>Agents</sup> <sub>Brokers</sub> for and on behalf of	
	of the measurement of	
or thereabouts, classed	and to be of that class at the time of loading,	
, Charterers,		5
ng, and in every way fitted for the intended voyage, shall with all convenient speed, after arrival at		
Bahia Blanca, and after discharge of her inward cargo, if any, proceed as ordered by the Charterers		
ances, and there receive from them a full and complete cargo of <b>wheat and/or maize and/or</b>		
to be loaded as follows, viz. :—		
the <b>River Paraná</b> , not higher than <b>San Lorenzo</b> , always afloat, in proper rotation downwards, as		10
y to be declared in writing by the Master before commencing to load, but not more than ship can		
lightening, and the balance of the cargo in the Port of <b>Buenos Ayres</b> or <b>La Plata</b> , at		
writing before the Steamer leaves her last up-river loading port, which cargo the said Charterers		
can reasonably stow and carry over and above her tackle, apparel, provisions, and furniture (any		
the ship), and being so loaded shall with reasonable speed therewith proceed to <b>St. Vincent</b> (Cape		15
Islands) or <b>Madeira</b> or <b>Dakar</b> , at Master's option, for orders unless these be given to him		
arge at a safe port in the <b>United Kingdom</b> or on the <b>Continent</b> between <b>Bordeaux</b> and		
o near thereunto as she can safely get always afloat, and deliver the cargo, in accordance with		
freight, at and after the following rates, viz. :—		
	per ton for cargo loaded in the <b>River Paraná</b> .	20
<b>Buenos Ayres</b> or <b>La Plata</b> .		
argo, if loaded at one up-river port only.		
nd port in the River Paraná within the above limits, in which case the freight to be sixpence per		
e cargo at <b>Buenos Ayres</b> or <b>La Plata</b> at the rate of		25
<b>Bahia Blanca</b> at the rate of	per ton.	
dered to discharge at <b>Rouen</b> .		
	per ton more if ordered to discharge at	
of discharge within the range of this Charter-Party, said port of discharge to be declared on signing		
vious to completion of loading to contain the clause, " <i>Destination as per final Bill of Lading.</i> "		30
shall be	per ton more than the rate for wheat and or maize.	
delivered.		
eful merchandise, in which case freight to be paid on steamer's dead-weight capacity for <b>wheat</b> or		
red on for heavy grain but steamer not to earn more freight than she would if loaded with a full		
uses in loading and discharging such merchandise over heavy grain to be paid by Charterers.		35
two safe ports above San Lorenzo, not higher than <b>Colastiné</b> . Should this option be availed of		
ty of cargo as may be required by the Master (to be declared by him in writing upon commencing		
s afloat, and safely bring down without lightening, and rate of freight upon said quantity shall be		
bove San Lorenzo, Charterers have the right of thereafter loading at San Lorenzo or one safe port in		40
one safe port above San Lorenzo, Charterers shall have the right of thereafter loading at two safe		
ent of steamer being loaded at only two of the three ports as stated in this clause, freight on the		
per ton as provided for by clause 8.		
icient cash for Ship's use, if required by the Master (not exceeding one-third of the freight) to be		
in Buenos Ayres, Rosario, or Bahia Blanca (at Master's option) on account of Freight at current		45
bject to 5" (five per cent.) to cover insurance and other charges, and the balance of Freight on		
on the Continent and the rate of freight be in sterling, freight to be paid in cash at current rate of		
safe shoot or berth, in any rotation, at each loading port or place, if required by Charterers.		
safe berth or shoot at each port or place, they paying all expenses of shifting to said third berth or		50
shoot to count as lay days.		
y the Charterers (or their Agents) immediately upon the written application of the Master, Brokers		
olidays excepted) upon the completion of the discharge or upon Master's report of arrival in ballast		
at Montevideo or at an Argentine port as per clause 3, otherwise time used in waiting for orders		
e correspondingly extended. As soon as application for orders as above has been made Charterers		55
bags or in bulk, otherwise time lost in putting up shifting boards shall count as lay days, provided		
de-patch.		
unless Charterers begin shipping sooner, and should		
Charterers to have the option of cancelling this Charter-party :		
hours' notice of readiness to load, stipulated for in clause 23, shall not be obligatory. In no case		60
constitute a reason for cancelling this Charter.		
unning day, Sundays and Holidays excepted (if the ship be not sooner despatched and time for		
en notice has been given by the Master, Brokers, or Agents, on working days between 9 a.m. and		
sel is in readiness to receive cargo, said notice to be given at the first port of loading only, and all		
all be paid for by Charterers or their Agents, to the Ship at the rate of fourpence sterling per gross		65