

Over Plate Charter-Party, 1904. DOWNWARDS—STEAM

as Agents for and on behalf of
Brokers

of the measurement of

or thereabouts, classed

and to be of that class at the time of loading,

, Charterers,

ing, 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 to be loaded as follows, viz.:-

the River Paraná, not higher than San Lorenzo, always afloat, in proper rotation downwards, as to be declared in writing by the Master before commencing to load, but not more than ship can lighten, and the balance of the cargo in the Port of Buenos Ayres or La Plata, at writing before the Steamer leaves her last up-river loading port, which cargo the said Charterers in reasonably stow and carry over and above her tackle, apparel, provisions, and furniture (any be ship), and being so loaded shall with reasonable speed therewith proceed to St. Vincent (Cape Islands) or Madeira or Dakar, at Master's option, for orders unless these be given to him at a safe port in the United Kingdom or on the Continent between Bordeaux 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.:-

Buenos Ayres or La Plata. per ton for cargo loaded in the River Paraná.

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 Buenos Ayres or La Plata at the rate of

ia Blanca at the rate of per ton.

lered to discharge at Rouen.

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 previous to completion of loading to contain the clause, "Destination as per final Bill of Lading."

shall be per ton more than the rate for wheat and or maize.

delivered.

wful merchandise, in which case freight to be paid on steamer's dead-weight capacity for wheat 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.

two safe ports above San Lorenzo, not higher than Colastiné. 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 one safe port above San Lorenzo, Charterers shall have the right of thereafter loading at two safe vent 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.

ficient 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 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 shoot to count as lay days.

y the Charterers (or their Agents) immediately upon the written application of the Master, Brokers (Holidays 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 bags or in bulk, otherwise time lost in putting up shifting boards shall count as lay days, provided e despatch.

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 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