

The Uniform River

HOME

IT is this day mutually agreed between	
DESCRIPTION OF STEAMER	1 the owners of the good screw steamship called the,
	tons gross and tons net register or there
	now
CHARTERERS	2 and Messrs., of , Charter
DESCRIPTION OF CARGO	3 That the said Ship being tight, staunch and strong, and n
	Montevideo or at an Argentine port, not south of Bahia Bla
	or their Agents to the undermentioned place or places, and
	linseed and/or rapeseed in bags and or bulk, to be loa
LOADING PORTS	4 At one or two safe loading ports or places in the River
	much cargo as Master considers safe (such quantity to be de
	safely carry over Martin Garcia Bar (without lightening a
	Charterers' option to be declared by Charterers in writing b
	bind themselves to ship, not exceeding what she can reason
DESTINATION	5 dunnage or matting necessary being for account of the ship),
	Verdes) or Las Palmas or Teneriffe (Canary Islands),
	by Charterers on signing Bills of Lading) to discharge at a
	Hamburg , both included (Rouen included), or so near th
	the custom of the port for steamers, on being paid freight.
FREIGHT	6
	7 Four shillings per ton less for cargo loaded at Buenos
	8 Sixpence per ton less on the entire up-river cargo, if lo
	9 Charterers have the option of loading at a third port in
	ton more on the entire up-river cargo.
	10 Charterers have the option of loading the entire cargo a
	per ton; or at Bahia Blar
	11 Two shillings and sixpence per ton more if ordered to
	12
	13 Sixpence per ton less if ordered to a direct port of dischar
	final Bill of Lading, and all Bills of Lading signed previous to c
	14 For Linseed and or Rapeseed the rate of freight shall be
	15 All per ton of 2,240 lbs. English, gross weight delivered
OTHER CARGO	16 Charterers have the option of shipping other lawful merc
	maize in bags on this voyage at the rates above agreed on for
OPTION OF OTHER	cargo of wheat and or maize in bags. All extra expenses in loa
LOADING PORTS	17 Charterers have the option of loading at one or two safe
	Charterers to supply above San Lorenzo such quantity of car
	to load not exceeding what steamer can load, always afloat, a
	one shilling per ton extra.
	Should the steamer be loaded at two safe ports above San
	the river below; but should steamer be loaded at only one safe
	ports in the river not above San Lorenzo. In the event of st
	entire up-river cargo shall be reduced by sixpence per ton a
FREIGHT PAYABLE	18 The Freight shall be paid as follows, viz. :- Sufficient c
	advanced by Charterers on signing Bills of Lading, in Buen
	rate of exchange for commercial bills on London, subject to c
	the right and true delivery of the cargo, in cash. If on the C
	exchange for short commercial bills on London.
LOADING BERTHS	19 Steamer to shift at her own expense to a second safe sho
	20 Charterers have the option of loading at a third safe berth
	shoot, and time occupied in shifting to such berth or shoot to c
LOADING ORDERS	21 Orders for the first loading port are to be given by the Ch
	or Agents between 9 a.m. and 6 p.m. (Sundays and Holidays ex
	without quarantine or upon release from quarantine, at Mont
	shall count as lay days, and the cancelling date shall be corres
	shall declare in writing whether they intend to load in bags or i
	such shifting boards have been erected with customary de-pat
LAY DAYS AND	22 Lay days not to commence before
CANCELLING	Steamer not be ready to load by 6 p.m. on
	and for the purpose of this clause the preliminary 12 hours' no
	shall the absence or non-readiness of shifting boards constitute
RATE OF LOADING	23 Cargo to be loaded at the rate of 200 tons per running d
	loading shall commence to count 12 hours after written notice
	6 p.m. to the Charterers or their Agents that the vessel is in
	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 at th