el 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

rers, they paying all extra expenses for such work.

notice has been given by Charterers of their intention to load in bulk, also time employed in
me lost in loading caused through steamer undergoing repairs, or by detention in quarantine, not

n pounds) sterling despatch money per day for all time saved in loading, including Sundays and

de at Charterers' risk and expense.

vedore at loading ports and or places, said Stevedore to be paid by the Master at sixteen cents

st supply a sufficient quantity of cargo in bags for safe stowage as required by Master but not
, such quantity to be declared in writing by Master before commencing to load.

re than tons, and not less than tons English

any rate of freight that the Charterers or their Agents may require, but any difference in amount
s chartered freight, as above, shall be settled at port of loading before the steamer sails; if in
of Lading; if in Charterers' favour by usual Master's bill payable five days after arrival at port
occurs first and such bill is hereby made by Owners a charge on Bill of Lading freight and the
bill.

go (provided such cargo be worth the Bill of Lading freight, dead freight and demurrage at port of
of all such Bill of Lading freight, dead freight, demurrage, and all other charges whatsoever.

to the Master within 24 hours after receipt by Consignees of Master's telegraphic report to
e given in writing by Charterers to the Master before sailing from the last loading port) of his
g for orders, after the aforesaid 24 hours, the Charterers or their Agents shall pay to the Steamer
give written notice to Charterers before leaving the last port of loading whether he will call at
ar for orders. Should cable communication with the port of call be interrupted, steamer shall
's option, for orders, and the Master is to advise Charterers' Agents of his arrival at such port of call.

er from the port of call to Falmouth for final orders to discharge at a safe port in the United
mburg, both included (Rouen, if allowed as per clauses 5 and 11, also included). Final orders
, and the freight shall be increased by sixpence per English ton on the entire cargo.

harge on the Continent inaccessible by reason of Ice, the Master shall have the option of waiting
nearest safe open port or roadstead (telegraphing his arrival there to consignees), where he shall
Discharge, in the United Kingdom or Continent as above, within 24 hours after arrival, or lay days
ame freight as if she had discharged at the port to which she was originally ordered, but if ordered
h open port or roadstead, the freight shall be increased by one shilling per English ton as above.
Call in the United Kingdom to an Ice-bound Port.

a place to which there is not sufficient water for her to get the first tide after arrival without
t from 48 hours after her arrival at a safe anchorage for similar vessels bound for such place, and
e of discharge is to be at the expense and risk of the receiver of the cargo, any custom of the port
pied in proceeding from the anchorage to the port of discharge is not to count.

be discharged in **Tilbury Docks.**

cording to the custom of the port for steamers at port of discharge; demurrage, if incurred, to be
r gross register ton per day.

es of the Act of God, Perils of the Sea, Fire, Barratry of the Master and Crew, Enemies, Pirates
and People, or Quarantine, Restrictions of whatever nature or kind, Collisions, Stranding and or
occasioned by the Negligence, Default, or Error in judgment of the Pilot, Master, Mariners or
liberty to call at any port or ports in any order and to take Bunker Coals or other supplies,
nd assist vessels in distress, and to deviate for the purposes of saving life and property. Ship not
ilers, breaking of shafts, or any latent defect in machinery or hull not resulting from want of due
by the ship's husband or Manager or Agents. (*This clause to be embodied in the Bill of Lading.*)

r any dispute between Masters and men occasioning a strike or lock-out of stevedores, lightermen,
bour connected with the working, loading or delivering of the cargo proved to be intended for the
the docks or other loading places beyond the control of charterers, the time lost not to be counted
ded by the steamer during such time), but lay days to be extended equivalent to the time lost owing
charge by reason of a strike or lock-out of any class of workmen essential to the discharge of the
he continuance of such strike or lock-out. A strike of the charterers' or receivers' men only shall not
or which they may be liable under this charter, if by the use of reasonable diligence they could have
he strike, and in case of any delay by reason of the forementioned causes, no claims for damages
argo or by the owners of the ship or by any other party under this charter. Any time lost by the
ed as days for loading solely for the purpose of settling the despatch money account. Should any
amer, time to be settled in the Argentine Republic by a Committee consisting of two Arbitrators,
nd should they be unable to agree, the decision of an Umpire mutually approved of by the two

rp rules 1890.

hall be at War, whereby the free navigation of the Steamer is endangered, or in case of blockade
e loading port, this Charter shall be null and void at the last outward port of delivery or at any
vious to cargo being shipped.

s or their Agents for cargo, and Steamer to be cleared at Custom Houses by them, paying them a

Owners or their Agents, by whom the Steamer is to be reported at the Custom House.

r upon the gross amount of freight, dead-freight, and demurrage, on the signing of this Charter
rter cancelled or not cancelled.

rter-Party, but in such case the original Charterers shall remain responsible for the right and true

timated amount of freight.

of discharge to be 500 *tons per day. If at Avonmouth, Portishead, or Sharpness* 600 *tons per day,*
000 *tons,* 750 *tons per day. But a minimum of* 6 *days to be allowed in any case for a whole Cargo,*
Sundays and Holidays (*as per* 1890 *Black Sea C P*) *excepted.*