

TANKER CONSECUTIVE VOYAGE CLAUSES

Issued by



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Addendum to INTERTANKVOY 76 (Parts I and II) and other tanker voyage charter parties

(when used with other charter parties, the references to INTERTANKVOY 76, which are in italics, should be amended)

one of these alternatives (n)/(nn) to be deleted

(n)	Duration: This Charter Party shall remain in force for consecutive voyages.	74 75
(nn)	The vessel shall perform the maximum number of consecutive voyages in respect of which the vessel can tender for loading within a period of commencing from the time of proper tendering of notice of readiness on the first voyage.	76 77 78
(o)	Late Payment of Freight: Payment received after the time stipulated in <i>Line 63</i> shall bear interest at a rate of per cent.	79 80
	In the event of default of punctual payment of freight Owners will notify Charterers whereupon they shall make payment of the amount due within 96 hours of such notice being given, failing which Owners shall have the right to cancel the remaining voyages under this Charter Party. Until freight in respect of previous voyages has been paid Owners shall not be obliged to commence loading for a new voyage and time lost thereby to be counted as laytime.	81 82 83 84 85
	If Owners' option to cancel is exercised and the delay in payment is not beyond Charterers' control they shall be liable for loss of balance of charter. Whether or not Owners exercise this option no claim they may have on Charterers for loss of time or otherwise shall be prejudiced thereby.	86 87 88 89
(p)	Laydays/Cancelling Date: The dates inserted in (e) and (f) above refer to the first voyage only, but any cancellation takes effect for the whole Charter Party.	90 91
(q)	Backhaul Voyages: Charterers have the option of loading cargoes at the same port or place at which inward cargo was discharged or at a port or place near thereto for discharge at a port or place en route to the next loading port or near thereto. All time used on such backhaul voyages in excess of time used on a normal ballast voyage shall be paid for by Charterers at a rate of demurrage stipulated in (j) above, less value of in port bunkers consumption in accordance with <i>Line 119</i> .	92 93 94 95 96 97
	Charterers shall also pay all extra charges and expenses and for replacement of any additional bunkers consumed at the cost price at the port where and when bunkers are taken.	98 99
	If it may be subject to doubt whether a voyage shall be deemed to be a backhaul or an ordinary loaded voyage both parties shall have a duty to clarify this question before loading.	100 101
(r)	First voyage loading range	102
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	Last voyage discharge range	104
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(s)	Ballast Distance: Charterers undertake that the total distance which they may require the vessel to steam in ballast, exclusive of the initial ballast voyage to the first loading port, but inclusive of the distance from the last discharge port under this Charter Party back to the first loading port on the final voyage, shall not be longer than the total distance the vessel steams with cargo on board. For the purpose of this calculation any voyage with backhaul cargo shall be regarded as a ballast voyage and any deviation from the direct route steamed for the purpose of a backhaul cargo shall be disregarded. Any time lost by any such excess ballast distance shall be paid for by Charterers at the rate of demurrage stipulated in (j) above. Charterers shall also compensate Owners for the additional bunkers consumption calculated on the excess ballast distance and the price paid when last bunkering under this Charter Party.	106 107 108 109 110 111 112 113 114 115

	Average speed in ballast	116
	Distance Table	117
	Bunkers consumption (a) at sea	118
	(b) in port	119
(t)	Short Ballast Voyages: If the duration of a ballast voyage is insufficient to enable the necessary cleaning of tanks or reception facilities are not available locally Owners to be compensated for time so lost at the demurrage rate stipulated in (j), less value of in port bunkers consumption in accordance with Line above. Charterers shall also pay for replacement of any additional bunkers consumed at the cost price at the port where and when bunkers are next taken.	120 121 122 123 124
(u)	War: In event of the outbreak of war (whether there be a declaration of war or not) between any two or more of the following countries: The United Kingdom, The United States of America, France, Japan, The Union of Soviet Socialist Republics, The People's Republic of China and.....	125 126 127 128
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	or in the event of the vessel being requisitioned, either the Owners or the Charterers may cancel this Charter Party. The provisions of <i>INTERTANKVOY PART II Clause 29</i> shall apply to any cargo on board at the time of cancellation.	130 131 132
	The vessel is at present insured against war risks for a value of	133
 at rates of	134
	hull and machinery risks and per cent on hull interest risks.	135
	Any increase in the premium rate of these insurances during the currency of this Charter Party shall be reimbursed by Charterers.	136 137
	In respect of loss of hire insurance, Charterers shall bear any extra premium due to increase in the premium rates ruling at the date of this Charter Party.	138 139
	Any increase in the cost of war bonus to officers and crew for the voyage performed as compared with the cost ruling at the date of this Charter Party, shall be reimbursed by Charterers.	140 141 142
(v)	Special Provisions:	143