

CHAMBER OF SHIPPING STONE CHARTER PARTY, 1920

(Codename: "PANSTONE")

For all ports in the UK and Eire, Channel Islands,
and Continent between Elbe and Brest.

ADOPTED BY THE BALTIC
AND INTERNATIONAL
MARITIME COUNCIL (BIMCO)
Amended 1925, 1959, 1974, 1995



1. It is this day mutually agreed between _____
Owners/Disponent Owners of the good Vessel called the _____
of _____ metric tons deadweight or thereabouts (exclusive of bunkers), now trading and expected ready
to load on or about _____ but not before that date and _____
Charterers.

2. That the said Vessel being tight, staunch and strong, and in every way fitted for the voyage shall, with all convenient
speed, proceed alongside quay _____ as ordered by Charterers'
Agent, or so near thereunto as she may safely get, and there load from the Agent of the said Charterers, a full and
complete cargo of STONE (_____), not exceeding what she can reasonably stow
and carry over and above her Tackle, Apparel, Provisions and Furniture, and being so loaded shall therewith proceed
to _____ to discharge as ordered on signing Bills of Lading, or so
near thereunto as she can safely get, and deliver the same on being paid freight at the rate of _____ per
metric ton, intaken weight, in full of all port charges and pilotage as customary.

3. The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of
Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment shall apply to this Charter Party
and to any Bill of Lading issued hereunder.

When no such enactment is in force in the country of shipment, the corresponding legislation of the country of
destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the
terms of the said Convention shall apply.

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on 23
February 1968 -the Hague/Visby Rules- apply compulsorily, the provisions of the respective legislation shall apply.

The Owners shall in no case be responsible for loss of or damage to cargo howsoever arising prior to loading into
and after discharge from the Vessel or while the goods are in the charge of another owner nor in respect of deck
cargo.

All strikes, lockouts and employment disputes affecting Owners or Charterers, whether directly or indirectly, are also
always excepted throughout this Charter Party.

The Vessel shall have liberty to sail without pilots, to call at any ports in any order for bunkering or other purposes or
adjust compasses, all as part of the contract voyage.

4. All Bills of Lading tendered by Charterers for signature shall include the following Clauses:-

"The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills
of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment shall apply to this Bill of
Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the
country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily
applicable, the terms of the said Convention shall apply. In trades where the International Brussels
Convention 1924 as amended by the Protocol signed at Brussels on 23 February 1968 -the Hague/Visby
Rules- apply compulsorily, the provisions of the respective legislation shall apply. The Owners shall in no case
be responsible for loss of or damage to cargo howsoever arising prior to loading into and after discharge from
the Vessel or while the goods are in the charge of another owner, nor in respect of deck cargo."

"The Vessel shall have liberty to sail without pilots, to call at any ports in any order for bunkering or other
purposes or adjust compasses, all as part of the contract voyage."

5. The freight shall be paid on unloading and right delivery of the cargo in cash.

6. The Master shall sign Bills of Lading at any rate, if required, without prejudice to this Charter Party, having an absolute lien on the cargo for all freight, deadfreight, demurrage etc. due on this Charter Party.
7. Cargo shall be loaded and discharged in _____ running hours.
- Time for loading shall be counted from the first high water on or after arrival at or off the loading berth as ordered, but should the Vessel arrive at or off said loading berth after 5 p.m., time shall not be counted until 7 a.m. the following morning.
- Time for discharging shall be counted from first high water on or after arrival at or off the discharging berth.
- Holidays (and until 7 a.m. on the day following any such holiday) and the hours between noon on Saturdays and 7 a.m. on the following Monday shall not be computed as part of the said running hours.
- If work is done during any of the above exempted periods, the actual time so occupied shall count as loading or discharging time.
8. Any time lost through riot, or disputes between masters and men concerned in shipment or discharge of the cargo, or by accidents at quarries, to machinery, or on railways, or by reason of floods, frost, rain, fog or storms, or by any cause beyond the control of the Charterers or their Agents which may impede the ordinary loading and/or discharging of the Vessel, shall not be computed as part of the said loading or discharging hours.
9. Demurrage, if any, shall be paid at the rate of _____ per hour.
10. A notice by telegram, telex or telefax shall be sent to _____ as soon as the Vessel leaves her last port of sailing, failing which, if required by Charterers, time shall not count until 12 hours after arrival.
11. A brokerage of _____ per cent on amount of freight and demurrage is due on signing this Charter Party, Vessel lost or not lost, to _____.
12. General Average, if any, shall be settled in London as per York-Antwerp Rules, 1994 or any modifications thereof.
13. The Master shall apply to _____ for cargo at loading port.
14. The Owners shall appoint their Agents both at the loading port and the discharging port.
15. The cargo shall be loaded and discharged at Charterers' risk and expense and, if required, the Vessel shall discharge from all hatches simultaneously, and give free use of winches, winchmen, motive power and her ordinary gear.
- The cargo shall be trimmed at Charterers' risk and expense.
16. Should the Vessel not be placed at the Charterers' disposal, then the Owners shall pay to the Charterers the sum of _____ as and for liquidated damages and not by way of penalty.

Place and Date:

Signed (the Owners):

Signed (the Charterers)