

**CHARTERING**

发给 chartering

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 Port of Port Hedland - Ves... (80 KB)

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Dear All

Vessel requirement loading from Port Hedland, Utah Point.

**All offers should confirm Rightship status level for information purposes and approval process.**

**Vessel suitability document attached which master will be required to sign.**

**Please ensure lowest demurrage rate.**

**NB.**

**Please be noted loading rate is 50,000mt pwwd SHINC / 12hrs tt**

**PLEASE ADVISE CANDIDATE'S ETA.**

**PLESAE ADVISE ALL PORTS OF CALL AND DATES OF DEPARTURE AND CREW CHANGE INFORMATION FOR 14 DAYS PRIOR TO THE VESSEL'S ARRIVAL AT PORT LIMITS IN PORT HEDLAND.**

**A. TIME FOR WAITING FOR QUARANTINE OR PILOT SERVICE DUE TO COVID-**

**19 INCLUDING BUT NOT LIMITED TO ANY COUNTER MEASURES AND/OR FORMALITIES IMPOSED BY THE PORT, PILOTS AND/OR THEIR ASSOCIATION, CUSTOMS, QUARANTINE, AND/OR ANY OTHER AUTHORITATIVE BODIES AGAINST COVID-**

**19 AND/OR RISKS THEREOF NOT TO COUNT AS LAYTIME EVEN IF ALREADY ON DEMURRAGE .**

**B. UNLESS AND UNTIL VESSEL IS EXEMPTED FROM LOCAL MANDATORY QUARANTINE OR THE QUARANTINE PERIOD HAS ENDED, THE VESSEL SHALL NOT BE DEEMED ANARRIVED SHIP**

C. Owners shall be bound before and at the beginning of the voyage to exercise due diligence to make the vessel seaworthy, and to have her properly manned, equipped and supplied. And neither the vessel, nor the master, or Owners shall be, or shall be held liable for any loss of, or damage, or delay to the Visby Rules, where applicable. Neither the vessel, her master or Owners, nor the Charterers shall, unless otherwise expressly provided in this Charter Party, be responsible for loss or damage to, or failure to supply, load, discharge or deliver the cargo resulting from, **and Charterers shall not be liable for laytime or demurrage where delay results from:** Act of God, act of war, act of public enemies, pirates or assailing thieves; arrest or restraint of princes, rulers or people; embargoes; seizure under legal process, provided bond is promptly furnished to release vessel or cargo; floods; frosts; fogs; fires; **epidemics; quarantine** blockades; riots; insurrections; civil commotions; earthquakes; explosions; collisions; stranding and accidents of navigation; accidents at the mines or to machinery or to loading equipment; **any counter measures imposed by the authority and/or port operator against serious infectious disease (or any risks thereof) including but not limited to COVID-19**, or any other causes **whatsoever** beyond the Owners' ,Charterers', **Shippers' or Receivers'** control; always provided that such events directly affect the loading and/or discharging process of the vessel, and its performance under this Charter Party.

**DESIGNATED ENTITIES CLAUSE TO APPLY**

<b>Charterer</b>				
<b>Uplift:</b>	92,000 MT Min/+5- AUSTRALIAN MANGANESE ORE IN BULK According to the below product split (4 Grades- Natural separation)			
	<b>Product</b>	<b>Tonnage (mt)</b>	<b>Tolerance</b>	<b>Disport</b>
<b>Product Stowage: Clear Separation between products</b>	426L	20,000	Min/+ 5PCT	Xingang(Tianjin), China
	426L	27,000	Min/+ 5PCT	Qinzhou, China
	426LBBL	5,000	Min/+ 5PCT	Xingang(Tianjin), China
			Min/+ 5PCT	Qinzhou, China

	426LBBL	15,000	Min/+ 5PCT	Xingang(Tianjin), China
	426FLG	5,000	Min/+ 5PCT	Qinzhou, China
	426FLG	10,000	Min/+ 5PCT	Qinzhou, China
	426FBBF	10,000		
<b>Laycan:</b>	<b>22-29 June</b>			
<b>Loadport:</b>	<p>1 SB Port Hedland/ Utah Point Berth (with Cavotec Moormaster mooring system to be used)</p> <p>An automatic suction mooring system called Cavotec Moormaster will be used at Utah Point Berth.</p> <p>The berth is fitted with a Cavotec Moormaster suction mooring system which will allow Vessels at the facility to berth without the use of conventional mooring lines. The system uses suction pads which do not generate any magnetic forces on the Vessel, each of which are rated at 20 tons holding force, similar to a Harbour Tug. The Utah Port Facility is fitted with fourteen (14) large suction pads which offer a combined holding force of some 280 tons; each unit will automatically adjust for tidal/draft variations and changes in environmental conditions, including automatically detaching and re-attaching individual units that have moved away from their vertical travel mediums. The total applied force over each pad is no more than 10 tons per square metre. <b>Vessels that are equipped with protruding rubbing strakes or extensive ship side protrusions will not be suitable for loading from the Utah Point facility.</b></p>			
<b>Loadport Terms:</b>	<p>***** <b>50,000mt</b> pwwd SHINC / 12hrs tt</p> <p>Time for statutory pre-loading formalities e.g Customs, Immigration, Port Health and Draft Checks/Surveys etc not to count as laytime even if already on demurrage.</p> <p>Time for shifting from berth to berth not to count as laytime even if already on demurrage.</p> <p>Time not to count in adverse weather(including swell tide and current) even if already on demurrage.</p> <p>Time for ballasting /deballasting not to count as laytime even if already on demurrage.</p> <p>Passage time from pilot station or customary anchorage / waiting place to the berth shall not count even if already on demurrage.</p>			
<b>Disport:</b>	1 safe berth Qinzhou, China and 1 safe berth Xingang(Tianjin), China			
	<p>20,000mt pwwd SHINC / 12hrs tt</p> <p><b>QDA charges always for the owner's account(China).</b></p> <p>Time spent for ballasting / de-ballasting, draft checking, statutory formalities like Customs, Immigration, Port Health, etc and Draft Survey shall not count as laytime even if already on demurr</p>			

<b>Disport Terms:</b>	<p>age.</p> <p>Time not to count in adverse weather (including tide, swell and current) even if already on demurrage.</p> <p>Time for shifting from berth to berth not to count as laytime even if already on demurrage.</p> <p>Passage time from pilot station or customary anchorage / waiting place to the berth shall not count even if already on demurrage.</p>
<b>Charter Party:</b>	As per Charterer pro-forma cp
<b>Named Tonnage:</b>	<p>Vsl required : -</p> <ul style="list-style-type: none"> <li>- single deck, self-trimming bulk carrier with engine/bridge aft, no centre line beams and obstructions in main holds</li> <li>- maximum 20 years of age</li> <li>- vsl classed 100A1 at Lloyds or equivalent and with covered from internationally recognized P&amp;I Club which to remain valid for the duration of this voyage</li> <li>- vsl fully ISPS/ISM/DOC/ITF compliant</li> </ul> <p>Pls advise flwg details</p> <ol style="list-style-type: none"> <li>1) Distance from bridge to bow.</li> <li>2) Distance from bow to forward part of No.1 Hatch.</li> <li>3) Distance from stern to accommodation gangway.</li> <li>4) Total distance from fwd No.1 Hatch to aft No. 7 or last Hatch.</li> </ol>
<b>Rightship Approval:</b>	3 Stars minimum (unless extenuating circumstances) Right Ship report required
<b>Agent</b>	Charterers nominate agent at PH and Xingang China
<b>Other:</b>	<p>24 hours subject charterers reconfirmation</p> <p>Firm offers required no later than <b>13TH JUNE 2200 Beijing time</b> .</p> <p>Charterers reserve the right to fix earlier should the right candidate be presented prior to the cut-off time.</p>

Kind regards  
Winters