Προμήθειες

Διεύθυνση Προμηθειών
Λειτουργιών Παραγωγής

Αριθμός Πρόσκλησης: ΔΠΛΠ-611680

Ημερομηνία: 17.11.2026

Αντικείμενο: Χρονοναύλωση πλοίου μεταφοράς μαζούτ 4.000-5.000 MT DWT

REQUEST FOR PROPOSALS
FOR TIME CHARTERING A DPP VESSEL

Nr DPLP-611680

Public Power Corporation S.A., Athens, Greece is interested in concluding a 2+1 years' time-charter party for a DPP vessel on the basis of the terms listed below.
The electronic process will be conducted using platform **tender-ONE** of cosmo-ONE https://www.marketsite.gr/
Interested parties shall submit their offers electronically from 18.11.2026, with a submission deadline of 30.11.2026 at 12:00pm local time.
Once the deadline has passed, it will no longer be possible to submit an offer.

1. Charterers: PUBLIC POWER CORPORATION (PPC) S.A. ATHENS, GREECE.

2. Vessel's particulars:

- Carrying capacity of 4,000 – 5,000 metric tons DWT, as defined in paragraph 1.39 of the INTERTANKO CHARTERING QUESTIONNAIRE 88 (Q88) for the vessel as "Summer Deadweight" (hereinafter "DWT"). Vessels complying with the above limits only after re-measurement are not acceptable.
  Age: Maximum 25 years from the time of delivery. If the age of the vessel exceeds 20 years at the expiration date of the charter party, including its annual extension (PPC's option), a CAP 1 certificate is required.
- Must be using MGO for propulsion.
- Fuel tanks with a total capacity exceeding 150 MT (pursuant to paragraph 10.3 of the vessel's Q88).
- Must be equipped with bow-thruster. (pursuant to paragraph 10.6 of the vessel's Q88).
- Must be equipped with a class approved fixed stern-line (pursuant to paragraph 8.26 of the vessel's Q88) with a diameter of at least 6'' in compliance with IACS F16 and MSC Circ. 474. Stern line manifold must be located on the upper deck or A deck (at most).
- Reducers for all sizes of bunkering/fuel-receiving flexible hoses of the island stations of paragraph 11 below (from 6 inches up to 12 inches), 12-inch adapter with a 12-hole flange, and 8-inch adapter with an 8-hole flange for connection to the Port Facility of the Keratea – Lavrio Power Station.
- Heating coil-type heating system capable of raising the temperature of the fuel oil being transported by at least 3 degrees Celsius per day.
- Last 3 cargoes must be VLSFO/LSFO.
- Must be suitable for mooring / berthing in terminals listed in paragraph 11 below.
- Minimum cargo pumping capacity of 180 m3/h (pursuant to paragraph 8.32 of the vessel's Q88)
- Must be acceptable for insurance by PPC's P&I club (Gard).
- All the above along with operational status will be reviewed by a certified naval engineer appointed by the Company.

3. Vessel's flag/Cabotage:

- Must fly at the time of delivery, the flag of any European Union's country.
- Must comply with all requirements of the Greek Island cabotage laws, for operation in the Greek islands.

- In case the vessel currently does not fly the flag of any European Union's country and/or does not comply with all requirements of the Greek cabotage for operation in the Greek islands, the vessel will be accepted in the negotiation procedure only if the owners/disponent owners declare and commit that they will change vessels flag to Greek or other E.U. state and explicitly accept the following "Cabotage Compliance Clause":

  Quote

  CABOTAGE COMPLIANCE CLAUSE:
  Vessel will predominantly be used for Island Cabotage trade within Greece. As such, all non-Greek flagged vessels flying the flag of a EU member state, shall comply with all the laws and regulations concerning Island Cabotage trade within Greece. It is solely Owners' responsibility to ensure they understand such laws and regulations and to ensure their compliance. By entering into this negotiation and eventually into a contract with Charterers, Owners confirm such understanding and compliance.

  Unquote

4. Vessel's Owners:

- Vessel's Owning Company, and/or vessel's "Disponent Owner", must belong to the interests of the same natural person(s) that are the legal physical owners of the vessel.
- Disponent Owners that do not comply with this requirement, may at PPC's discretion, be accepted to participate in the negotiation procedure on below conditions:
  1) They must submit a Participation Letter of Guarantee drawn according to the Specimen-4 for an amount of 200.000 €, before the submission of Owners' first initial offer. In case they are not the winners this Participation Letter of Guarantee will be released after the completion of the procedure.
  2) in case they are the winners of the tender, they will submit a Good Performance Bond, for an amount equal to 5% of the total value of the T/C contract [(daily hire) x (contract days)], in the form of a Bank Guarantee and drawn according to Specimen-5, to serve as a "Good Performance Guarantee" for the contract, upon receipt of which, the Participation Letter of Guarantee will be returned.

5. Owner / Disponent Owner Company:

Owner /Disponent Owner Company must be eligible, in accordance with the provisions of the Greek legislation, to sign a contract with PPC. Owners / disponent owners will be accepted in the negotiation procedure only if they explicitly accept the following "Off-shore Company Clause":

Quote

OFF-SHORE COMPANY CLAUSE:

Charterers (P.P.C. S.A.) are a Greek state company; in accordance with their internal procedures and governance, they cannot enter into a contract with a counterparty that is registered in an offshore jurisdiction. Therefore the "Owning" company of the vessel which will be the counterparty in the C/P must be registered in a country that is not classified as "offshore jurisdiction".

By entering into this negotiation and eventually into a contract with Charterers, Owners confirm such understanding and compliance.

Unquote

6. Cargoes:

DPP.

Vessel on delivery must have all cargo tanks suitable for loading fuel oil.

7. Trading area:

Med, Black Sea, UKCONT, Scanden, Baltic and Red Sea not south of BINCL JEDDAH, excluding Syria, Libya, TOC and any war or war like areas as defined by institute of London underwriters, a/o sanctioned countries by EU / UN / USA, trading always within IWL via safe, ice free ports/anchorages/berths/places, AAAA. If during the course of the charter, political events in any country make it generally acceptable to the tanker-industry for a country to be added to the trading exclusion or alternatively the tanker-industry generally accept it is no longer necessary for a country to be included in the trading exclusion, owners and charterers undertake to discuss the matter in a bona fide Spirit.

8. T/C Period:

- 2 years + 1 year in CHOPT

9. Delivery / Redelivery:

- Delivery: Lavrion, Greece
- Redelivery: DLOSP 1P Greece
- DELY/REDELY NOTICES: 10/7/5 approximate and 3/2/1 days of definite notices, where applicable.

10. Laycan:

- 08.01.2027 to 12.01.2027

11. Eligibility:

It is Owner's responsibility to ensure that vessels are eligible/suitable to load/discharge at the following ports/terminals:

- ATHERINOLAKKOS
- CHIOS
- IKARIA
- KALYMNOS
- KARPATHOS
- KOS
- LAVRIO
- LESVOS
- LIMNOS
- MILOS
- RHODES (SORONI and KATTAVIA)
- SAMOS
- THIRA
- ALIVERI
  Off-shore breasting island of HELPE/Salonica

12. C/P form:

- C/P: SHELLTIME 4 as revised 2003
- Otherwise as per "PUBLIC POWER CORPORATION ADDITIONAL TERMS TO SHELLTIME 4", 1-32, and «P.P.C. Insertions and Amendments SHELLTIME 4, attached herewith.

13. Methodology for the evaluation / comparison of offers:

The methodology for the evaluation for each vessel offered is outlined in Document 11: "Methodology for the evaluation".

The sheet used for the calculation to be uploaded to the electronic platform **tender-ONE** of cosmo-ONE.

14. Submission of offers / counteroffers:

All necessary participation documents, communication and submitting of the first initial offers will take place through the electronic platform **tender-ONE** of cosmo-ONE.

Participation can be held either through brokerage firms or directly by the Owners of the Vessels by gaining access to the electronic platform of cosmo-ONE.

- Stage 1: Documents and Initial Offers Submission

The relevant PPC tender in the cosmo-ONE system platform system includes two Subfolders:

A. *Subfolder I - Evaluation of Documents*

The following documents will be submitted (uploaded) through the electronic platform tender-ONE of cosmo-ONE:

- Checklist - Vessel's data – Company details (Specimen -A)
- Vessel's Questionnaire 88
- Vessel's Certificate of registry
- Declaration of acceptance (Specimen-B)
- Last 12-months Vetting Reports (SIRE). In case of non-availability of such reports, if successful, the Participant is obliged to provide the Charterers with such a report within 2 months from the bidding award. This report(s), as well as the technical inspections performed upon the vessel, will be used in association with the provisions of Shelltime 4 clauses 1, 2, 3 and 10, which, as it is modified for this tender, is part of the C/P.
- CAP 1 certificate. In case the age of the offered vessel exceeds 20 years at the expiration date, including its annual extension (PPC's option).
- Bunker Declaration (Specimen -E)

After the expiration of the time schedule given for the submission of nominations, PPC will unseal the documents subfolder and examines each Owners response, documents and vessels data submitted.

If necessary, PPC will communicate through the electronic platform directly with each party involved for clarifications and/or request for additional/supplementary documents that will be transmitted again through the same electronic platform.

B. *Subfolder II - Evaluation of Offers*

After concluding with the document's evaluation:

- PPC will inform the Owners that their documents were found to be compliant with the requirements of the tender and unseals the second folder with their initial financial offers.

- PPC will notify the Owners that their documents were found NOT to be compliant with the requirements of the tender and that they are excluded from the following steps of the process. The relevant initial financial offers will remain sealed.

- Stage 2: Electronic Auction

Vessel owners will be invited to participate in an electronic auction for the tender award. The auction details regarding day, time and opening price will be announced by PPC.

The available types of electronic auction are:

- The "Weighted Type"
- The "Dutch type"

The type of auction will be determined by PPC, at this stage and before its commencement.

The award price to the Counterparty will be calculated as described at the Participation requirements and methodology of evaluation.

Notes for the Participants:

- The currency under which the e-auction will be carried out is EURO (€).
- PPC and cosmo-ONE shall not incur any liability to the Participant(s) in respect of the matters referred in this document.
- In all the above cases, PPC and cosmo-ONE shall not be held responsible for any cost or any compensation, reimbursement, indemnity or damages of any kind incurred by the Participants in respect of the selection process.

15. TC/P conclusion:

TC/P subjects will consist of:

15.1. Successful vessel's technical inspection.

- Vessel's Technical inspection must be performed whilst vessel is in operation. In case the vessel that wins this tender cannot be inspected during operation because she is idle/laid up or for other reason, the inspection will be performed while vessel is idle, however in this case, PPC may arrange for a second technical inspection whilst vessel is in operation during vessel's first voyages under this T/C/P. This report(s) will be used in association with the provisions of Shelltime 4 clauses 1, 2, 3 and 10, which, as it is modified for this tender, is part of the C/P.

15.2. Charterers' competent body approval.

15.3. Upon delivery the vessel shall have at least the quantities of bunker fuels below:

- Min. 120 MT of Marine Gas Oil/Diesel Oil

Subjects declarable latest by 18:00 (Greek time) on 05.01.2027, provided conditions 15.1, 15.2, 15.3 are met.

16. Applicable Law:

- English Law.
- GA / ARB: London.

17. Please note the following:

    Owners shall get their access codes directly from cosmo-ONE in the link below:

    "Source-ONE**, tender-ONE**: https://register.marketsite.gr."

    Electronic offers to be submitted in accordance with cosmo-ONE operating procedures.

    For any information regarding the electronic procedure Owners may contact:
    - Mr. Christos Rakovitis, Tel.: +30-210-2723835.
    - Mr. Panagiotis Voutyras, Tel.: +30-210-2723810
    - The Cosmo-ONE Helpdesk, Tel.: +30-210-2723810

    Dates and time-windows for the various stages of the electronic platform bidding procedure to be announced to all interested participants by Cosmo-ONE through e-mail.

Attachments:

- Shelltime 4 (as revised 2003)
- PPC T/C Shelltime 4 Amendments
- PPC T/C Additional Clauses
- Ports and terminals information
- Specimen A (Checklist Vessel's data – Company details)
- Specimen B (Declaration of Acceptance)
- Specimen C (Participation Letter of Guarantee)
- Specimen D (Good Performance Letter of Guarantee)
- Specimen E (Bunkers Declaration)
- Methodology of Evaluation
- Evaluation Table
- Bunkering equipment

Code word for this Charter Party
"SHELLTIME 4"

Issued December 1984 amended December 2003

Time Charter Party
LONDON 20

IT IS THIS DAY AGREED between _____
of _____ (hereinafter referred to as "Owners"), being owners
of the good motor/steam* vessel called _____
(hereinafter referred to as "the vessel") described as per Clause 1 hereof and _____
of _____ (hereinafter referred to as "Charterers"):

Description And Condition of Vessel

1. At the date of delivery of the vessel under this charter and throughout the charter period:
   (a) she shall be classed by a Classification Society which is a member of the International Association of Classification Societies;
   (b) she shall be in every way fit to carry crude petroleum and/or its products;
   (c) she shall be tight, staunch, strong, in good order and condition, and in every way fit for the service, with her machinery, boilers, hull and other equipment (including but not limited to hull stress calculator, radar, computers and computer systems) in a good and efficient state;
   (d) her tanks, valves and pipelines shall be oil-tight;
   (e) she shall be in every way fitted for burning, in accordance with the grades specified in Clause 29 hereof:
      (i) at sea, fuel oil for main propulsion and fuel oil/marine diesel oil* for auxiliaries;
      (ii) in port, fuel oil/marine diesel oil* for auxiliaries;
   (f) she shall comply with the regulations in force so as to enable her to pass through the Suez and Panama Canals by day and night without delay;
   (g) she shall have on board all certificates, documents and equipment required from time to time by any applicable law to enable her to perform the charter service without delay;
   (h) she shall comply with the description in the OCIMF Harmonised Vessel Particulars Questionnaire appended hereto as Appendix A, provided however that if there is any conflict between the provisions of this questionnaire and any other provision, including this Clause 1, of this charter such other provisions shall govern;
   (i) her ownership structure, flag, registry, classification society and management company shall not be changed;

Safety Management

   (j) Owners will operate:
      (i) a safety management system certified to comply with the International Safety Management Code ("ISM Code") for the Safe Operation of Ships and for Pollution Prevention;
      (ii) a documented safe working procedures system (including procedures for the identification and mitigation of risks);
      (iii) a documented environmental management system;
      (iv) documented accident/incident reporting system compliant with flag state requirements;
   (k) Owners shall submit to Charterers a monthly written report detailing all accidents/incidents and environmental reporting requirements, in accordance with the "Shell Safety and Environmental Monthly Reporting Template" appended hereto as Appendix B;
   (l) Owners shall maintain Health Safety Environmental ("HSE") records sufficient to demonstrate compliance with the requirements of their HSE system and of this charter. Charterers reserve the right to confirm compliance with HSE requirements by audit of Owners.
   (m) Owners will arrange at their expense for a SIRE inspection to be carried out at intervals of six months plus or minus thirty days.

Shipboard Personnel And their Duties

2. (a) At the date of delivery of the vessel under this charter and throughout the charter period:
      (i) she shall have a full and efficient complement of master, officers and crew for a vessel of her tonnage, who shall in any event be not less than the number required by the laws of the flag state and who shall be trained to operate the vessel and her equipment competently and safely;
      (ii) all shipboard personnel shall hold valid certificates of competence in accordance

* Delete as appropriate.

* Delete as appropriate.

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with the requirements of the law of the flag state;

(iii) all shipboard personnel shall be trained in accordance with the relevant provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1995 or any additions, modifications or subsequent versions thereof;

(iv) there shall be on board sufficient personnel with a good working knowledge of the English language to enable cargo operations at loading and discharging places to be carried out efficiently and safely and to enable communications between the vessel and those loading the vessel or accepting discharge there from to be carried out quickly and efficiently;

(v) the terms of employment of the vessel's staff and crew will always remain acceptable to The International Transport Worker's Federation and the vessel will at all times carry a Blue Card;

(vi) the nationality of the vessel's officers given in the OCIMF Vessel Particulars Questionnaire referred to in Clause 1(h) will not change without Charterers' prior agreement.

(b) Owners guarantee that throughout the charter service the master shall with the vessel's officers and crew, unless otherwise ordered by Charterers;

(i) prosecute all voyages with the utmost despatch;

(ii) render all customary assistance; and

(iii) load and discharge cargo as rapidly as possible when required by Charterers or their agents to do so, by night or by day, but always in accordance with the laws of the place of loading or discharging (as the case may be) and in each case in accordance with any applicable laws of the flag state.

Duty to Maintain

3. (a) Throughout the charter service Owners shall, whenever the passage of time, wear and tear or any event (whether or not coming within Clause 27 hereof) requires steps to be taken to maintain or restore the conditions stipulated in Clauses 1 and 2(a), exercise due diligence so to maintain or restore the vessel.

(b) If at any time whilst the vessel is on hire under this charter the vessel fails to comply with the requirements of Clauses 1, 2(a) or 10 then hire shall be reduced to the extent necessary to indemnify Charterers for such failure. If and to the extent that such failure affects the time taken by the vessel to perform any services under this charter, hire shall be reduced by an amount equal to the value, calculated at the rate of hire, of the time so lost.
Any reduction of hire under this sub-Clause (b) shall be without prejudice to any other remedy available to Charterers, but where such reduction of hire is in respect of time lost, such time shall be excluded from any calculation under Clause 24.

(c) If Owners are in breach of their obligations under Clause 3(a)), Charterers may so notify Owners in writing and if, after the expiry of 30 days following the receipt by Owners of any such notice, Owners have failed to demonstrate to Charterers' reasonable satisfaction the exercise of due diligence as required in Clause 3(a), the vessel shall be off-hire, and no further hire payments shall be due, until Owners have so demonstrated that they are exercising such due diligence.

(d) Owners shall advise Charterers immediately, in writng, should the vessel fail an inspection by, but not limited to, a governmental and/or port state authority, and/or terminal and/or major charterer of similar tonnage. Owners shall simultaneously advise Charterers of their proposed course of action to remedy the defects which have caused the failure of such inspection.

(e) If, in Charterers reasonably held view:

(i) failure of an inspection, or,

(ii) any finding of an inspection,

referred to in Clause 3 (d), prevents normal commercial operations then Charterers have the option to place the vessel off-hire from the date and time that the vessel fails such inspection, or becomes commercially inoperable, until the date and time that the vessel passes a re-inspection by the same organisation, or becomes commercially operable, which shall be in a position no less favourable to Charterers than at which she went off-hire.

(f) Furthermore, at any time while the vessel is off-hire under this Clause 3 (with the exception of Clause 3(e)(ii)), Charterers have the option to terminate this charter by giving notice in writing with effect from the date on which such notice of termination is received by Owners or from any later date stated in such notice. This sub-Clause (f) is without prejudice to any rights of Charterers or obligations of Owners under this charter or otherwise (including without limitation Charterers' rights under Clause 21 hereof).

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Code word for this Charter Party
"SHELLTIME 4"

Issued December 1984 amended December 2003

Period, Trading Limits and Safe Places

4. (a) Owners agree to let and Charterers agree to hire the vessel for a period of _____ plus or minus _____ days in Charterers' option, commencing from the time and date of delivery of the vessel, for the purpose of carrying all lawful merchandise (subject always to Clause 28) including in particular;

_____

in any part of the world, as Charterers shall direct, subject to the limits of the current British Institute Warranties and any subsequent amendments thereof. Notwithstanding the foregoing, but subject to Clause 35, Charterers may order the vessel to ice-bound waters or to any part of the world outside such limits provided that Owner's consent thereto (such consent not to be unreasonably withheld) and that Charterers pay for any insurance premium required by the vessel's underwriters as a consequence of such order.

(b) Any time during which the vessel is off-hire under this charter may be added to the charter period in Charterers' option up to the total amount of time spent off-hire. In such cases the rate of hire will be that prevailing at the time the vessel would, but for the provisions of this Clause, have been redelivered.

(c) Charterers shall use due diligence to ensure that the vessel is only employed between and at safe places (which expression when used in this charter shall include ports, berths, wharves, docks, anchorages, submarine lines, alongside vessels or lighters, and other locations including locations at sea) where she can safely lie always afloat. Notwithstanding anything contained in this or any other clause of this charter, Charterers do not warrant the safety of any place to which they order the vessel and shall be under no liability in respect thereof except for loss or damage caused by their failure to exercise due diligence as aforesaid. Subject as above, the vessel shall be loaded and discharged at any places as Charterers may direct, provided that Charterers shall exercise due diligence to ensure that any ship-to-ship transfer operations shall conform to standards not less than those set out in the latest published edition of the ICS/OCIMF Ship-to-Ship Transfer Guide.

(d) Unless otherwise agreed, the vessel shall be delivered by Owners dropping outward pilot at a port in

_____

at Owners' option and redelivered to Owners dropping outward pilot at a port in

_____,

at Charterers' option.

(e) The vessel will deliver with last cargo(es) of _____ and will redeliver with last cargo(es)of _____

(f) Owners are required to give Charterers days prior notice of delivery and Charterers are required to give Owners _____ days prior notice of redelivery.

Laydays/ Cancelling

5. The vessel shall not be delivered to Charterers before _____ and Charterers shall have the option of cancelling this charter if the vessel is not ready and at their disposal on or before _____

Owners to Provide

6. Owners undertake to provide and to pay for all provisions, wages (including but not limited to all overtime payments), and shipping and discharging fees and all other expenses of the master, officers and crew; also, except as provided in Clauses 4 and 34 hereof, for all insurance on the vessel, for all deck, cabin and engine-room stores, and for water; for all drydocking, overhaul, maintenance and repairs to the vessel; and for all fumigation expenses and de-rat certificates. Owners' obligations under this Clause 6 extend to all liabilities for customs or import duties arising at any time during the performance of this charter in relation to the personal effects of the master, officers and crew, and in relation to the stores, provisions and other matters aforesaid which Owners are to provide and pay for and Owners shall refund to Charterers any sums Charterers or their agents may have paid or been compelled to pay in respect of any such liability. Any amounts allowable in general average for wages and provisions and stores shall be credited to Charterers insofar as such amounts are in respect of a Period when the vessel is on-hire.

Charterers to Provide

7. (a) Charterers shall provide and pay for all fuel (except fuel used for domestic services), towage and pilotage and shall pay agency fees, port charges, commissions, expenses of loading and unloading cargoes, canal dues and all charges other than those payable by Owners in accordance with Clause 6 hereof, provided that all charges for the said items shall be for Owners' account when such items are consumed, employed or incurred for Owners' purposes or while the vessel is off-hire (unless such items reasonably relate to any service given or distance made good and taken into account under Clause 21 or 22); and provided further that any fuel used in connection with a general average sacrifice or expenditure shall be paid for by Owners.

(b) In respect of bunkers consumed for Owners' purposes these will be charged on each occasion

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by Charterers on a "first-in-first-out" basis valued on the prices actually paid by Charterers.

(c) If the trading limits of this charter include ports in the United States of America and/or its protectorates then Charterers shall reimburse Owners for port specific charges relating to additional premiums charged by providers of oil pollution cover, when incurred by the vessel calling at ports in the United States of America and/or its protectorates in accordance with Charterers orders.

Rate of Hire

8. Subject as herein provided, Charterers shall pay for the use and hire of the vessel at the rate of United States Dollars _____ per day, and pro rata for any part of a day, from the time and date of her delivery (local time) to Charterers until the time and date of redelivery (local time) to Owners.

Payment of Hire

9. Subject to Clause 3 (c) and 3 (e), payment of hire shall be made in immediately available funds to: _____

_____

Account: _____

_____

_____

in United States Dollars per calendar month in advance, less:

(i) any hire paid which Charterers reasonably estimate to relate to off-hire periods, and;

(ii) any amounts disbursed on Owners' behalf, any advances and commission thereon, and charges which are for Owners' account pursuant to any provision hereof, and;

(iii) any amounts due or reasonably estimated to become due to Charterers under Clause 3 (c) or 24 hereof,

any such adjustments to be made at the due date for the next monthly payment after the facts have been ascertained. Charterers shall not be responsible for any delay or error by Owners' bank in crediting Owners' account provided that Charterers have made proper and timely payment.

In default of such proper and timely payment:

(a) Owners shall notify Charterers of such default and Charterers shall within seven days of receipt of such notice pay to Owners the amount due, including interest, failing which Owners may withdraw the vessel from the service of Charterers without prejudice to any other rights Owners may have under this charter or otherwise; and;

(b) Interest on any amount due but not paid on the due date shall accrue from the day after that date up to and including the day when payment is made, at a rate per annum which shall be 1% above the U.S. Prime Interest Rate as published by the Chase Manhattan Bank in New York at 12.00 New York time on the due date, or, if no such interest rate is published on that day, the interest rate published on the next preceding day on which such a rate was so published, computed on the basis of a 360 day year of twelve 30-day months, compounded semi-annually.

Space Available to Charterers

10. The whole reach, burthen and decks on the vessel and any passenger accommodation (including Owners' suite) shall be at Charterers' disposal, reserving only proper and sufficient space for the vessel's master, officers, crew, tackle, apparel, furniture, provisions and stores, provided that the weight of stores on board shall not, unless specially agreed, exceed _____ tonnes at any time during the charter period.

Segregated Ballast

11. In connection with the Council of the European Union Regulation on the Implementation of IMO Resolution A747(18) Owners will ensure that the following entry is made on the International Tonnage Certificate (1969) under the section headed "remarks":

"The segregated ballast tanks comply with the Regulation 13 of Annex 1 of the International Convention for the prevention of pollution from ships, 1973, as modified by the Protocol of 1978 relating thereto, and the total tonnage of such tanks exclusively used for the carriage of segregated water ballast is _____ The reduced gross tonnage which should be used for the calculation of tonnage based fees is _____".

Instructions And Logs

12. Charterers shall from time to time give the master all requisite instructions and sailing directions, and the master shall keep a full and, correct log of the voyage or voyages, which Charterers or their agents may inspect as required. The master shall when required furnish Charterers or their agents with a true copy of such log and with properly completed loading and discharging port sheets and voyage reports for each voyage and other returns as Charterers may require. Charterers shall be entitled to take copies at Owners' expense of any such documents which are not provided by the master.

Bills of Lading

13. (a) The master (although appointed by Owners) shall be under the orders and direction of Charterers as regards employment of the vessel, agency and other arrangements, and shall sign Bills of Lading as Charterers or their agents may direct (subject always to Clauses 35 (a) and

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40) without prejudice to this charter. Charterers hereby indemnify Owners against all consequences or liabilities that may arise;

(i) from signing Bills of Lading in accordance with the directions of Charterers or their agents, to the extent that the terms of such Bills of Lading fail to conform to the requirements of this charter, or (except as provided in Clause 13 (b) from the master otherwise complying with Charterers' or their agents' orders;

(ii) from any irregularities in papers supplied by Charterers or their agents.

(b) If Charterers by telex, facsimile or other form of written communication that specifically refers To this Clause request Owners to discharge a quantity of cargo either without Bills of Lading and/or at a discharge place other than that named in a Bill of Lading and/or that is different from the Bill of Lading quantity, then Owners shall discharge such cargo in accordance with Charterer's instructions in consideration of receiving the following indemnity which shall be deemed to be given by Charterers on each and every such occasion and which is limited in value to 200% of the CIF value of the cargo carried on board;

" (i) Charterers shall indemnify Owners and Owners' servants and agents in respect of any liability loss or damage of whatsoever nature (including legal costs as between attorney or solicitor and client and associated expenses) which Owners may sustain by reason of delivering such cargo in accordance with Charterers' request.

(ii) If any proceeding is commenced against Owners or any of Owners' servants or agents in connection with the vessel having delivered cargo in accordance with such request, Charterers shall provide Owners or any of Owners' servants or agents from time to time on demand with sufficient funds to defend the said proceedings.

(iii) If the vessel or any other vessel or property belonging to Owners should be arrested or detained, or if the arrest or detention thereof should be threatened, by reason of discharge in accordance with Charterers instruction as aforesaid, Charterers shall provide on demand such bail or other security as may be required to prevent such arrest or detention or to secure the release of such vessel or property and Charterers shall indemnify Owners in respect of any loss, damage or expenses caused by such arrest or detention whether or not same may be justified.

(iv) Charterers shall, if called upon to do so at any time while such cargo is in Charterers' possession, custody or control, redeliver the same to Owners.

(v) As soon as all original Bills of Lading for the above cargo which name as discharge port the place where delivery actually occurred shall have arrived and/or come into Charterers' possession, Charterers shall produce and deliver the same to Owners whereupon Charterers' liability hereunder shall cease.

Provided however, if Charterers have not received all such original Bills of Lading by 24.00 hours on the day 36 calendar months after the date of discharge, that this indemnity shall terminate at that time unless before that time Charterers have received from Owners written notice that:

aaa) Some person is making a claim in connection with Owners delivering cargo pursuant to Charterers request or,

bbb) Legal proceedings have been commenced against Owners and/or carriers and/or Charterers and/or any of their respective servants or agents and/or the vessel for the same reason.

When Charterers have received such a notice, then this indemnity shall continue in force until such claim or legal proceedings are settled. Termination of this indemnity shall not prejudice any legal rights a party may have outside this indemnity.

(vi) Owners shall promptly notify Charterers if any person (other than a person to whom Charterers ordered cargo to be delivered) claims to be entitled to such cargo and/or if the vessel or any other property belonging to Owners is arrested by reason of any such discharge of cargo.

vii) This indemnity shall be governed and construed in accordance with the English law and each and any dispute arising out of or in connection with this indemnity shall be subject to the jurisdiction of the High Court of Justice of England''.

(c) Owners warrant that the Master will comply with orders to carry and discharge against one or more Bills of Lading from a set of original negotiable Bills of Lading should Charterers so require.

Conduct of Vessel's Personnel

14. If Charterers complain of the conduct of the master or any of the officers or crew, Owners shall immediately investigate the complaint. If the complaint proves to be well founded, Owners shall, without delay, make a change in the appointments and Owners shall in any event communicate the result of their investigations to Charterers as soon as possible.

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Bunkers at Delivery and Redelivery

15. Charterers shall accept and pay for all bunkers on board at the time of delivery, and Owners shall on redelivery (whether it occurs at the end of the charter or on the earlier termination of this charter) accept and pay for all bunkers remaining on board, at the price actually paid, on a "first-in-first-out" basis. Such prices are to be supported by paid invoices.
Vessel to be delivered to and redelivered from the charter with, at least, a quantity of bunkers on board sufficient to reach the nearest main bunkering port.
Notwithstanding anything contained in this charter all bunkers on board the vessel shall, throughout the duration of this charter, remain the property of Charterers and can only be purchased on the terms specified in the charter at the end of the charter period or, if earlier, at the termination of the charter.

Stevedores, Pilots, Tugs

16. Stevedores, when required, shall be employed and paid by Charterers, but this shall not relieve Owners from responsibility at all times for proper stowage, which must be controlled by the master who shall keep a strict account of all cargo loaded and discharged. Owners hereby indemnify Charterers, their servants and agents against all losses, claims, responsibilities and liabilities arising in any way whatsoever from the employment of pilots, tugboats or stevedores, who although employed by Charterers shall be deemed to be the servants of and in the service of Owners and under their instructions (even if such pilots, tugboat personnel or stevedores are in fact the servants of Charterers their agents or any affiliated company); provided, however, that;
(a) the foregoing indemnity shall not exceed the amount to which Owners would have been entitled to limit their liability if they had themselves employed such pilots, tugboats or stevedores, and;
(b) Charterers shall be liable for any damage to the vessel caused by or arising out of the use of stevedores, fair wear and tear excepted, to the extent that Owners are unable by the exercise of due diligence to obtain redress therefor from stevedores.

Super-Numeraries

17. Charterers may send representatives in the vessel's available accommodation upon any voyage made under this charter, Owners finding provisions and all requisites as supplied to officers, except alcohol. Charterers paying at the rate of United States Dollars 15 (fifteen) per day for each representative while on board the vessel.

Sub-letting/ Assignment/ Novation

18. Charterers may sub-let the vessel, but shall always remain responsible to Owners for due fulfilment of this charter. Additionally Charterers may assign or novate this charter to any company of the Royal Dutch/ Shell Group of Companies.

Final Voyage

19. If when a payment of hire is due hereunder Charterers reasonably expect to redeliver the vessel before the next payment of hire would fall due, the hire to be paid shall be assessed on Charterers' reasonable estimate of the time necessary to complete Charterers' programme up to redelivery, and from which estimate Charterers may deduct amounts due or reasonably expected to become due for;
(a) disbursements on Owners' behalf or charges for Owners' account pursuant to any provision hereof, and;
(b) bunkers on board at redelivery pursuant to Clause 15.
Promptly after redelivery any overpayment shall be refunded by Owners or any underpayment made good by Charterers.
If at the time this charter would otherwise terminate in accordance with Clause 4 the vessel is on a ballast voyage to a port of redelivery or is upon a laden voyage, Charterers shall continue to have the use of the vessel at the same rate and conditions as stand herein for as long as necessary to complete such ballast voyage, or to complete such laden voyage and return to a port of redelivery as provided by this charter, as the case may be.

Loss of Vessel

20. Should the vessel be lost, this charter shall terminate and hire shall cease at noon on the day of her loss; should the vessel be a constructive total loss, this charter shall terminate and hire shall cease at noon on the day on which the vessel's underwriters agree that the vessel is a constructive total loss; should the vessel be missing, this charter shall terminate and hire shall cease at noon on the day on which she was last heard of. Any hire paid in advance and not earned shall be returned to Charterers and Owners shall reimburse Charterers for the value of the estimated quantity of bunkers on board at the time of termination, at the price paid by Charterers at the last bunkering port.

Off-hire

21. (a) On each and every occasion that there is loss of time (whether by way of interruption in the vessel's service or, from reduction in the vessel's performance, or in any other manner);
(i) due to deficiency of personnel or stores; repairs; gas-freeing for repairs; time in and waiting to enter dry dock for repairs; breakdown (whether partial or total) of machinery, boilers or other parts of the vessel or her equipment (including without limitation tank coatings); overhaul, maintenance or survey; collision, stranding, accident or damage to the vessel; or any other similar cause preventing the efficient working of the vessel; and

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such loss continues for more than three consecutive hours (if resulting from interruption in the vessel's service) or cumulates to more than three hours (if resulting from partial loss of service); or;

(ii) due to industrial action, refusal to sail, breach of orders or neglect of duty on the part of the master, officers or crew; or;

(iii) for the purpose of obtaining medical advice or treatment for or landing any sick or injured person (other than a Charterers' representative carried under Clause 17 hereof) or for the purpose of landing the body of any person (other than a Charterers' representative), and such loss continues for more than three consecutive hours; or;

(iv) due to any delay in quarantine arising from the master, officers or crew having had communication with the shore at any infected area without the written consent or instructions of Charterers or their agents, or to any detention by customs or other authorities caused by smuggling or other infraction of local law on the part of the master, officers, or crew; or;

(v) due to detention of the vessel by authorities at home or abroad attributable to legal action against or breach of regulations by the vessel, the vessel's owners, or Owners (unless brought about by the act or neglect of Charterers); then;

without prejudice to Charterers' rights under Clause 3 or to any other rights of Charterers hereunder, or otherwise, the vessel shall be off-hire from the commencement of such loss of time until she is again ready and in an efficient state to resume her service from a position not less favourable to Charterers than that at which such loss of time commenced; provided, however, that any service given or distance made good by the vessel whilst off-hire shall be taken into account in assessing the amount to be deducted from hire.

(b) If the vessel fails to proceed at any guaranteed speed pursuant to Clause 24, and such failure arises wholly or partly from any of the causes set out in Clause 21(a) above, then the period for which the vessel shall be off-hire under this Clause 21 shall be the difference between;

(i) the time the vessel would have required to perform the relevant service at such guaranteed speed, and;

(ii) the time actually taken to perform such service (including any loss of time arising from interruption in the performance of such service).

For the avoidance of doubt, all time included under (ii) above shall be excluded from any computation under Clause 24.

(c) Further and without prejudice to the foregoing, in the event of the vessel deviating (which expression includes without limitation putting back, or putting into any port other than that to which she is bound under the instructions of Charterers) for any cause or purpose mentioned in Clause 21(a), the vessel shall be off-hire from the commencement of such deviation until the time when she is again ready and in an efficient state to resume her service from a position not less favourable to Charterers than that at which the deviation commenced, provided, however, that any service given or distance made good by the vessel whilst so off-hire shall be taken into account in assessing the amount to be deducted from hire. If the vessel, for any cause or purpose mentioned in Clause 21 (a), puts into any port other than the port to which she is bound on the instructions of Charterers, the port charges, pilotage and other expenses at such port shall be borne by Owners. Should the vessel be driven into any port or anchorage by stress of weather hire shall continue to be due and payable during any time lost thereby.

(d) If the vessel's flag state becomes engaged in hostilities, and Charterers in consequence of such hostilities find it commercially impracticable to employ the vessel and have given Owners written notice thereof then from the date of receipt by Owners of such notice until the termination of such commercial impracticability the vessel shall be off-hire and Owners shall have the right to employ the vessel on their own account.

(e) Time during which the vessel is off-hire under this charter shall count as part of the charter period except where Charterers declare their option to add off-hire periods under Clause 4 (b)).

(f) All references to "time" in this charter party shall be references to local time except where otherwise stated.

Periodical Drydocking

22. (a) Owners have the right and obligation to drydock the vessel at regular intervals of _____ On each occasion Owners shall propose to Charterers a date on which they wish to drydock the vessel, not less than _____ before such date, and Charterers shall offer a port for such periodical drydocking and shall take all reasonable steps to make the vessel available as near to such date as practicable.

Owners shall put the vessel in drydock at their expense as soon as practicable after Charterers

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place the vessel at Owners' disposal clear of cargo other than tank washings and residues. Owners shall be responsible for and pay for the disposal into reception facilities of such tank washings and residues and shall have the right to retain any monies received therefor, without prejudice to any claim for loss of cargo under any Bill of Lading or this charter.

(b) If a periodical drydocking is carried out in the port offered by Charterers (which must have suitable accommodation for the purpose and reception facilities for tank washings and residues), the vessel shall be off-hire from the time she arrives at such port until drydocking is completed and she is in every way ready to resume Charterers' service and is at the position at which she went off-hire or a position no less favourable to Charterers, whichever she first attains. However;

(i) provided that Owners exercise due diligence in gas-freeing, any time lost in gas-freeing to the standard required for entry into drydock for cleaning and painting the hull shall not count as off-hire, whether lost on passage to the drydocking port or after arrival there (notwithstanding Clause 21), and;

(ii) any additional time lost in further gas-freeing to meet the standard required for hot work or entry to cargo tanks shall count as off-hire, whether lost on passage to the drydocking port or after arrival there.

Any time which, but for sub-Clause (i) above, would be off-hire, shall not be included in any calculation under Clause 24.

The expenses of gas-freeing, including without limitation the cost of bunkers, shall be for Owners account.

(c) If Owners require the vessel, instead of proceeding to the offered port, to carry out periodical drydocking at a special port selected by them, the vessel shall be off-hire from the time when she is released to proceed to the special port until she next presents for loading in accordance with Charterers' instructions, provided, however, that Charterers shall credit Owners with the time which would have been taken on passage at the service speed had the vessel not proceeded to drydock. All fuel consumed shall be paid for by Owners but Charterers shall credit Owners with the value of the fuel which would have been used on such notional passage calculated at the guaranteed daily consumption for the service speed, and shall further credit Owners with any benefit they may gain in purchasing bunkers at the special port.

(d) Charterers shall, insofar as cleaning for periodical drydocking may have reduced the amount of tank-cleaning necessary to meet Charterers' requirements, credit Owners with the value of any bunkers which Charterers calculate to have been saved thereby, whether the vessel drydocks at an offered or a special port.

Ship Inspection

23. Charterers shall have the right at any time during the charter period to make such inspection of the vessel as they may consider necessary. This right may be exercised as often and at such intervals as Charterers in their absolute discretion may determine and whether the vessel is in port or on passage. Owners affording all necessary co-operation and accommodation on board provided, however:

(a) that neither the exercise nor the non-exercise, nor anything done or not done in the exercise or non-exercise, by Charterers of such right shall in any way reduce the master's or Owners' authority over, or responsibility to Charterers or third parties for, the vessel and every aspect of her operation, nor increase Charterers' responsibilities to Owners or third parties for the same; and;

(b) that Charterers shall not be liable for any act, neglect or default by themselves, their servants or agents in the exercise or non-exercise of the aforesaid right.

Detailed Description and Performance

24. (a) Owners guarantee that the speed and consumption of the vessel shall be as follows:-

Average speed in knots	Maximum average bunker consumption per day main propulsion fuel oil/ diesel oil	auxiliaries fuel oil/diesel oil
Laden	tonnes	tonnes
_____	_____/_____	_____/_____
_____	_____/_____	_____/_____
_____	_____/_____	_____/_____
Ballast		
_____	_____/_____	_____/_____
_____	_____/_____	_____/_____
	/	/

The foregoing bunker consumptions are for all purposes except cargo heating and tank cleaning and shall be pro-rated between the speeds shown.

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The service speed of the vessel is _____ knots laden and _____ knots in ballast and in the absence of Charterers' orders to the contrary the vessel shall proceed at the service speed. However if more than one laden and one ballast speed are shown in the table above Charterers shall have the right to order the vessel to steam at any speed within the range set out in the table (the "ordered speed").

If the vessel is ordered to proceed at any speed other than the highest speed shown in the table, and the average speed actually attained by the vessel during the currency of such order exceeds such ordered speed plus 0.5 knots (the "maximum recognised speed"), then for the purpose of calculating a decrease of hire under this Clause 24 the maximum recognised speed shall be used in place of the average speed actually attained.

For the purposes of this charter the "guaranteed speed" at any time shall be the then-current ordered speed or the service speed, as the case may be.

The average speeds and bunker consumptions shall for the purposes of this Clause 24 be calculated by reference to the observed distance from pilot station to pilot station on all sea passages during each period stipulated in Clause 24 (c), but excluding any time during which the vessel is (or but for Clause 22 (b) (i) would be) off-hire and also excluding "Adverse Weather Periods", being;

(i) any periods during which reduction of speed is necessary for safety in congested waters or in poor visibility;

(ii) any days, noon to noon, when winds exceed force 8 on the Beaufort Scale for more than 12 hours.

(b) If during any year from the date on which the vessel enters service (anniversary to anniversary) the vessel falls below or exceeds the performance guaranteed in Clause 24 (a) then if such shortfall or excess results;

(i) from a reduction or an increase in the average speed of the vessel, compared to the speed guaranteed in Clause 24 (a), then an amount equal to the value at the hire rate of the time so lost or gained, as the case may be, shall be included in the performance calculation;

(ii) from an increase or a decrease in the total bunkers consumed, compared to the total bunkers which would have been consumed had the vessel performed as guaranteed in Clause 24 (a), an amount equivalent to the value of the additional bunkers consumed or the bunkers saved, as the case may be, based on the average price paid by Charterers for the vessel's bunkers in such period, shall be included in the performance calculation.

The results of the performance calculation for laden and ballast mileage respectively shall be adjusted to take into account the mileage steamed in each such condition during Adverse Weather Periods, by dividing such addition or deduction by the number of miles over which the performance has been calculated and multiplying by the same number of miles plus the miles steamed during the Adverse Weather Periods, in order to establish the total performance calculation for such period.

Reduction of hire under the foregoing sub-Clause (b) shall be without prejudice to any other remedy available to Charterers.

(c) Calculations under this Clause 24 shall be made for the yearly periods terminating on each successive anniversary of the date on which the vessel enters service, and for the period between the last such anniversary and the date of termination of this charter if less than a year. Claims in respect of reduction of hire arising under this Clause during the final year or part year of the charter period shall in the first instance be settled in accordance with Charterers' estimate made two months before the end of the charter period. Any necessary adjustment after this charter terminates shall be made by payment by Owners to Charterers or by Charterers to Owners as the case may require.

(d) Owners and Charterers agree that this Clause 24 is assessed on the basis that Owners are not entitled to additional hire for performance in excess of the speeds and consumptions given in this Clause 24.

Salvage

25. Subject to the provisions of Clause 21 hereof, all loss of time and all expenses (excluding any damage to or loss of the vessel or tortious liabilities to third parties) incurred in saving or attempting to save life or in successful or unsuccessful attempts at salvage shall be borne equally by Owners and Charterers provided that Charterers shall not be liable to contribute towards any salvage payable by Owners arising in any way out of services rendered under this Clause 25.

All salvage and all proceeds from derelicts shall be divided equally between Owners and Charterers after deducting the master's, officers' and crew's share.

Lien

26. Owners shall have a lien upon all cargoes and all freights, sub-freights and demurrage for any

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amounts due under this charter; and Charterers shall have a lien on the vessel for all monies paid in advance and not earned, and for all claims for damages arising from any breach by Owners of this charter.

Exceptions

27. (a) The vessel, her master and Owners shall not, unless otherwise in this charter expressly provided, be liable for any loss or damage or delay or failure arising or resulting from any act, neglect or default of the master, pilots, mariners or other servants of Owners in the navigation or management of the vessel; fire, unless caused by the actual fault or privity of Owners; collision or stranding; dangers and accidents of the sea; explosion, bursting of boilers, breakage of shafts or any latent defect in hull, equipment or machinery; provided, however, that Clauses 1, 2, 3 and 24 hereof shall be unaffected by the foregoing. Further, neither the vessel, her master or Owners, nor Charterers shall, unless otherwise in this charter expressly provided, be liable for any loss or damage or delay or failure in performance hereunder arising or resulting from act of God, act of war, seizure under legal process, quarantine restrictions, strikes, lock-outs, riots, restraints of labour, civil commotions or arrest or restraint of princes, rulers or people.

(b) The vessel shall have liberty to sail with or without pilots, to tow or go to the assistance of vessels in distress and to deviate for the purpose of saving life or property.

(c) Clause 27(a) shall not apply to, or affect any liability of Owners or the vessel or any other relevant person in respect of;

(i) loss or damage caused to any berth, jetty, dock, dolphin, buoy, mooring line, pipe or crane or other works or equipment whatsoever at or near any place to which the vessel may proceed under this charter, whether or not such works or equipment belong to Charterers, or;

(ii) any claim (whether brought by Charterers or any other person) arising out of any loss of or damage to or in connection with cargo. Any such claim shall be subject to the Hague-Visby Rules or the Hague Rules or the Hamburg Rules, as the case may be, which ought pursuant to Clause 38 hereof to have been incorporated in the relevant Bill of Lading (whether or not such Rules were so incorporated) or, if no such Bill of Lading is issued, to the Hague-Visby Rules unless the Hamburg Rules compulsorily apply in which case to the Hamburg Rules.

(d) In particular and without limitation, the foregoing subsections (a) and (b) of this Clause shall not apply to or in any way affect any provision in this charter relating to off-hire or to reduction of hire.

Injurious Cargoes

28. No acids, explosives or cargoes injurious to the vessel shall be shipped and without prejudice to the foregoing any damage to the vessel caused by the shipment of any such cargo, and the time taken to repair such damage, shall be for Charterers' account. No voyage shall be undertaken, nor any goods or cargoes loaded, that would expose the vessel to capture or seizure by rulers or governments.

Grade of Bunkers

29. Charterers shall supply fuel oil with a maximum viscosity of _____ centistokes at 50 degrees centigrade and/or marine diesel oil for main propulsion and fuel oil with a maximum viscosity of _____ centistokes at 50 degrees centigrade and/or diesel oil for the auxiliaries. If Owners require the vessel to be supplied with more expensive bunkers they shall be liable for the extra cost thereof.

Charterers warrant that all bunkers provided by them in accordance herewith shall be of a quality complying with ISO Standard 8217 for Marine Residual Fuels and Marine Distillate Fuels as applicable.

Disbursements

30. Should the master require advances for ordinary disbursements at any port, Charterers or their agents shall make such advances to him, in consideration of which Owners shall pay a commission of two and a half per cent, and all such advances and commission shall be deducted from hire.

Laying-up

31. Charterers shall have the option, after consultation with Owners, of requiring Owners to lay up the vessel at a safe place nominated by Charterers, in which case the hire provided for under this charter shall be adjusted to reflect any net increases in expenditure reasonably incurred or any net saving which should reasonably be made by Owners as a result of such lay up. Charterers may exercise the said option any number of times during the charter period.

Requisition

32. Should the vessel be requisitioned by any government, de facto or de jure, during the period of this charter, the vessel shall be off-hire during the period of such requisition, and any hire paid by such governments in respect of such requisition period shall be for Owners' account. Any such requisition period shall count as part of the charter period.

Outbreak of War

33. If war or hostilities break out between any two or more of the following countries: U.S.A., the countries or republics having been part of the former U.S.S.R (except that declaration of war or

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hostilities solely between any two or more of the countries or republics having been part of the former USSR shall be exempted), P.R.C., U.K., Netherlands, then both Owners and Charterers shall have the right to cancel this charter.

Additional War Expenses

34. If the vessel is ordered to trade in areas where there is war (de facto or de jure) or threat of war, Charterers shall reimburse Owners for any additional insurance premia, crew bonuses and other expenses which are reasonably incurred by Owners as a consequence of such orders, provided that Charterers are given notice of such expenses as soon as practicable and in any event before such expenses are incurred, and provided further that Owners obtain from their insurers a waiver of any subrogated rights against Charterers in respect of any claims by Owners under their war risk insurance arising out of compliance with such orders.

Any payments by Charterers under this clause will only be made against proven documentation. Any discount or rebate refunded to Owners, for whatever reason, in respect of additional war risk premium shall be passed on to Charterers.

War Risks

35. (a) The master shall not be required or bound to sign Bills of Lading for any place which in his or Owners' reasonable opinion is dangerous or impossible for the vessel to enter or reach owing to any blockade, war, hostilities, warlike operations, civil war, civil commotions or revolutions.

(b) If in the reasonable opinion of the master or Owners it becomes, for any of the reasons set out in Clause 35(a) or by the operation of international law, dangerous, impossible or prohibited for the vessel to reach or enter, or to load or discharge cargo at, any place to which the vessel has been ordered pursuant to this charter (a "place of peril"), then Charterers or their agents shall be immediately notified in writing or by radio messages, and Charterers shall thereupon have the right to order the cargo, or such part of it as may be affected, to be loaded or discharged, as the case may be, at any other place within the trading limits of this charter (provided such other place is not itself a place of peril). If any place of discharge is or becomes a place of peril, and no orders have been received from Charterers or their agents within 48 hours after dispatch of such messages, then Owners shall be at liberty to discharge the cargo or such part of it as may be affected at any place which they or the master may in their or his discretion select within the trading limits of this charter and such discharge shall be deemed to be due fulfilment of Owners' obligations under this charter so far as cargo so discharged is concerned.

(c) The vessel shall have liberty to comply with any directions or recommendations as to departure, arrival, routes, ports of call, stoppages, destinations, zones, waters, delivery or in any other wise whatsoever given by the government of the state under whose flag the vessel sails or any other government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or local authority including any de facto government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or local authority or by any committee or person having under the terms of the war risks insurance on the vessel the right to give any such directions or recommendations. If by reason of or in compliance with any such directions or recommendations anything is done or is not done, such shall not be deemed a deviation.

If by reason of or in compliance with any such direction or recommendation the vessel does not proceed to any place of discharge to which she has been ordered pursuant to this charter, the vessel may proceed to any place which the master or Owners in his or their discretion select and there discharge the cargo or such part of it as may be affected. Such discharge shall be deemed to be due fulfilment of Owners' obligations under this charter so far as cargo so discharged is concerned.

Charterers shall procure that all Bills of Lading issued under this charter shall contain the Chamber of Shipping War Risks Clause 1952.

Both to Blame Collision Clause

36. If the liability for any collision in which the vessel is involved while performing this charter falls to be determined in accordance with the laws of the United States of America, the following provision shall apply:

"If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship, the owners of the cargo carried hereunder will indemnify the carrier against all loss, or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of the said cargo, paid or payable by the other or non-carrying ship or her owners to the owners of the said cargo and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their

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claim against the carrying ship or carrier."

"The foregoing provisions shall also apply where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact."

Charterers shall procure that all Bills of Lading issued under this charter shall contain a provision in the foregoing terms to be applicable where the liability for any collision in which the vessel is involved falls to be determined in accordance with the laws of the United States of America.

New Jason Clause

37. General average contributions shall be payable according to York/Antwerp Rules, 1994, as amended from time to time, and shall be adjusted in London in accordance with English law and practice but should adjustment be made in accordance with the law and practice of the United States of America, the following position shall apply:

"In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible by statute, contract or otherwise, the cargo, shippers, consignees or owners of the cargo shall contribute with the carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo."

"If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the carrier or his agents may deem sufficient to cover the estimated contribution of the cargo and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the cargo to the carrier before delivery."

Charterers shall procure that all Bills of Lading issued under this charter shall contain a provision in the foregoing terms, to be applicable where adjustment of general average is made in accordance with the laws and practice of the United States of America.

Clause Paramount

38. Charterers shall procure that all Bills of Lading issued pursuant to this charter shall contain the following:

"(1)Subject to sub-clause (2) or (3) hereof, this Bill of Lading shall be governed by, and have effect subject to, the rules contained in the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924 (hereafter the "Hague Rules") as amended by the Protocol signed at Brussels on 23rd February 1968 (hereafter the "Hague-Visby Rules"). Nothing contained herein shall be deemed to be either a surrender by the carrier of any of his rights or immunities or any increase of any of his responsibilities or liabilities under the Hague-Visby Rules."

"(2)If there is governing legislation which applies the Hague Rules compulsorily to this Bill of Lading, to the exclusion of the Hague-Visby Rules, then this Bill of Lading shall have effect subject to the Hague Rules. Nothing therein contained shall be deemed to be either a surrender by the carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the Hague Rules."

"(3) If there is governing legislation which applies the United Nations Convention on the Carriage of Goods by Sea 1978 (hereafter the "Hamburg Rules") compulsorily to this Bill of Lading, to the exclusion of the Hague-Visby Rules, then this Bill of Lading shall have effect subject to the Hamburg Rules. Nothing therein contained shall be deemed to be either a surrender by the carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the Hamburg Rules."

"(4)If any term of this Bill of Lading is repugnant to the Hague-Visby Rules, or Hague Rules, or Hamburg Rules, as applicable, such term shall be void to that extent but no further."

"(5)Nothing in this Bill of Lading shall be construed as in any way restricting, excluding or waiving the right of any relevant party or person to limit his liability under any available legislation and/or law."

Insurance/ ITOPF

39. Owners warrant that the vessel is now, and will, throughout the duration of the charter:

(a) be owned or demise chartered by a member of the International Tanker Owners Pollution Federation Limited;

(b) be properly entered in _____ P & I Club, being a member of the International Group of P and I Clubs;

(c) have in place insurance cover for oil pollution for the maximum on offer through the International Group of P&I Clubs but always a minimum of United States Dollars 1,000,000,000 (one thousand million);

(d) have in full force and effect Hull and Machinery insurance placed through reputable brokers

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on Institute Time Clauses or equivalent for the value of United States Dollars _____ as from time to time may be amended with Charterers' approval, which shall not be unreasonably withheld.

Owners will provide, within a reasonable time following a request from Charterers to do so, documented evidence of compliance with the warranties given in this Clause 39.

Export Restrictions

40. The master shall not be required or bound to sign Bills of Lading for the carriage of cargo to any place to which export of such cargo is prohibited under the laws, rules or regulations of the country in which the cargo was produced and/or shipped.

Charterers shall procure that all Bills of Lading issued under this charter shall contain the following clause:

"If any laws rules or regulations applied by the government of the country in which the cargo was produced and/or shipped, or any relevant agency thereof, impose a prohibition on export of the cargo to the place of discharge designated in or ordered under this Bill of Lading, carriers shall be entitled to require cargo owners forthwith to nominate an alternative discharge place for the discharge of the cargo, or such part of it as may be affected, which alternative place shall not be subject to the prohibition, and carriers shall be entitled to accept orders from cargo owners to proceed to and discharge at such alternative place. If cargo owners fail to nominate an alternative place within 72 hours after they or their agents have received from carriers notice of such prohibition, carriers shall be at liberty to discharge the cargo or such part of it as may be affected by the prohibition at any safe place on which they or the master may in their or his absolute discretion decide and which is not subject to the prohibition, and such discharge shall constitute due performance of the contract contained in this Bill of Lading so far as the cargo so discharged is concerned".

The foregoing provision shall apply mutatis mutandis to this charter, the references to a Bill of Lading being deemed to be references to this charter.

Business Principles

41. Owners will co-operate with Charterers to ensure that the "Business Principles", as amended from time to time, of the Royal Dutch/Shell Group of Companies, which are posted on the Shell Worldwide Web (www.Shell.com), are complied with.

Drugs and Alcohol

42. (a) Owners warrant that they have in force an active policy covering the vessel which meets or exceeds the standards set out in the "Guidelines for the Control of Drugs and Alcohol On Board Ship" as published by the Oil Companies International Marine Forum (OCIMF) dated January 1990 (or any subsequent modification, version, or variation of these guidelines) and that this policy will remain in force throughout the charter period, and Owners will exercise due diligence to ensure the policy is complied with.

(b) Owners warrant that the current policy concerning drugs and alcohol on board is acceptable to ExxonMobil and will remain so throughout the charter period.

Oil Major Acceptability

43. If, at any time during the charter period, the vessel becomes unacceptable to any Oil Major, Charterers shall have the right to terminate the charter.

Pollution and Emergency Response

44. Owners are to advise Charterers of organisational details and names of Owners personnel together with their relevant telephone/facsimile/e-mail/telex numbers, including the names and contact details of Qualified Individuals for OPA 90 response, who may be contacted on a 24 hour basis in the event of oil spills or emergencies.

ISPS Code/US MTSA 2002

45. (a) (i) From the date of coming into force of the International Code for the Security of Ships and of Port Facilities and the relevant amendments to Chapter XI of SOLAS (ISPS Code) and the US Maritime Transportation Security Act 2002 (MTSA) in relation to the Vessel and thereafter during the currency of this charter, Owners shall procure that both the Vessel and "the Company" (as defined by the ISPS Code) and the "owner"(as defined by the MTSA) shall comply with the requirements of the ISPS Code relating to the Vessel and "the Company" and the requirements of MTSA relating to the vessel and the "owner". Upon request Owners shall provide documentary evidence of compliance with this Clause 45(a) (i).

(ii) Except as otherwise provided in this charter, loss, damage, expense or delay, caused by failure on the part of Owners or "the Company"/"owner" to comply with the requirements of the ISPS Code/MTSA or this Clause shall be for Owners' account.

(b) (i) Charterers shall provide Owners/Master with their full style contact details and shall ensure that the contact details of all sub-charterers are likewise provided to Owners/Master. Furthermore, Charterers shall ensure that all sub-charter parties they enter into during the period of this charter contain the following provision:

"The Charterers shall provide the Owners with their full style contact details and, where sub-letting is permitted under the terms of the charter party, shall ensure that the

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contact details of all sub-charterers are likewise provided to the Owners".

(ii) Except as otherwise provided in this charter, loss, damage, expense or delay, caused by failure on the part of Charterers to comply with this sub-Clause 45(b) shall be for Charterers' account.

(c) Notwithstanding anything else contained in this charter costs or expenses related to security regulations or measures required by the port facility or any relevant authority in accordance with the ISPS Code/MTSA including, but not limited to, security guards, launch services, tug escorts, port security fees or taxes and inspections, shall be for Charterers' account, unless such costs or expenses result solely from Owners' negligence in which case such costs or expenses shall be for Owners' account. All measures required by Owners to comply with the security plan required by the ISPS Code/MTSA shall be for Owners' account.

(d) Notwithstanding any other provision of this charter, the vessel shall not be off-hire where there is a loss of time caused by Chartererers' failure to comply with the ISPS Code/MTSA(when in force).

(e) If either party makes any payment which is for the other party's account according to this Clause, the other party shall indemnify the paying party.

Law and Litigation

46. (a) This charter shall be construed and the relations between the parties determined in accordance with the laws of England.

(b) All disputes arising out of this charter shall be referred to Arbitration in London in accordance with the Arbitration Act 1996 (or any re-enactment or modification thereof for the time being in force) subject to the following appointment procedure:

(i) The parties shall jointly appoint a sole arbitrator not later than 28 days after service of a request in writing by either party to do so.

(ii) If the parties are unable or unwilling to agree the appointment of a sole arbitrator in accordance with (i) then each party shall appoint one arbitrator, in any event not later than 14 days after receipt of a further request in writing by either party to do so. The two arbitrators so appointed shall appoint a third arbitrator before any substantive hearing or forthwith if they cannot agree on a matter relating to the arbitration.

(iii) If a party fails to appoint an arbitrator within the time specified in (ii) (the "Party in Default"), the party who has duly appointed his arbitrator shall give notice in writing to the Party in Default that he proposes to appoint his arbitrator to act as sole arbitrator.

(iv) If the Party in Default does not within 7 days of the notice given pursuant to (iii) make The required appointment and notify the other party that he has done so the other party may appoint his arbitrator as sole arbitrator whose award shall be binding on both parties as if he had been so appointed by agreement.

(v) Any Award of the arbitrator(s) shall be final and binding and not subject to appeal.

(vi) For the purposes of this clause 46(b)any requests or notices in writing shall be sent by fax, e-mail or telex and shall be deemed received on the day of transmission.

(c) It shall be a condition precedent to the right of any party to a stay of any legal proceedings in which maritime property has been, or may be, arrested in connection with a dispute under this charter, that that party furnishes to the other party security to which that other party would have been entitled in such legal proceedings in the absence of a stay.

Confidentiality

47. All terms and conditions of this charter arrangement shall be kept private and confidential

Construction

48. The side headings have been included in this charter for convenience of reference and shall in no way affect the construction hereof.

Appendix A: OCIMF Vessel Particulars Questionnaire for the vessel, as attached, shall be incorporated herein.

Appendix B: Shell Safety and Environmental Monthly Reporting Template, as attached, shall be incorporated herein.

Additional Clauses: As attached, shall be incorporated herein.

SIGNED FOR OWNERS	SIGNED FOR CHARTERERS
FULL NAME _____	FULL NAME _____
POSITION _____	POSITION _____

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SHELLTIME 4

Shell Safety and Environmental Monthly Reporting Template	Return to: Charterers marked for the attention of: Fax: Phone: Email:

Time Chartered Vessel Name	
Management Company	
Month	

OIL SPILL INCIDENTS (Any amount entering the water) Approximate volume in barrels and brief details	
ANY OTHER INCIDENTS resulting in or having potential for injury, damage or loss	

FOR DEFINITIONS OF INCIDENT CLASSIFICATION AND EXPOSURE HOURS PLEASE SEE OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF) BOOKLET "Marine Injury Reporting Guidelines" (February 1997) or any subsequent version, amendment, or variation to them

A. No. Of crew:	
B. Days in month / period:	
EXPOSURE HOURS (A x B x 24):	

LOST TIME INJURIES (LTI'S) including brief details / any treatments

TOTAL RECORDABLE CASE INJURIES (TRC'S) including brief details / any treatments

PLEASE CONFIRM YOUR RETURN CONTACT DETAILS:

Name:
Phone:
Fax:
Email:

Return for each calendar month – by 10th of following month.

Shell Safety and Environmental Monthly Reporting Template	Return to: Charterers marked for the attention of: Fax: Phone: Email:

Time Chartered Vessel Name	
Management Company	
Month	

Notes : Please enter zero i.e. "0" where any amount is nil (rather than entering "Nil" or N/A")
Please do not enter a % sign in the entry boxes for Fuel Sulphur content i.e. if it is 3% then just enter "3".
Cargo loaded for LNG vessels should also be reported as tonnes and not as m³.

Monthly Consumption – Fuel Oil mt	
Sulphur content of Fuel Oil (percentage weight)	
Monthly Consumption – Diesel and/or Gas Oil mt	
Monthly Consumption (LNG ships only) – Fuel Gases mt	

Please do not enter a % sign in the entry boxes for Fuel Sulphur content i.e. if it is 3% then just enter 3".
Cargo loaded for LNG vessels should also be reported as tonnes and not as m3.

Monthly Distance Steamed	
Monthly Cargo Loaded - mt	

Refrigerant Gas Consumption - Type	
Refrigerant Gas Consumption – Quantity (litres)	

Garbage Disposal m3 – At Sea	
Garbage Disposal m3 – Incinerated on Board	
Garbage Disposal m3 – Sent Ashore	

OIL SPILL INCIDENTS (Other than those entering the water) Approx. volume & brief details	

Return for each calendar month – by 10th of following month.

Time Charter Terms
P.P.C. Insertions and Amendments
SHELLTIME 4 (2003)

It is agreed between owner and charterer that the governing Charterparty will be the Shelltime 4 (Dec 2003) , with the following insertions:

Insertions, Line(s):

1. Insert Owner's name "....."
2. Insert Owner's address " ....."
3. Insert vessel's name "....."
4. Insert Charterer's name " ....."
5. Insert Charterer's country address "…. ....."

110. Insert trading period " ....."
111. Insert plus or minus days'' ..... ''
114. Insert cargo description " ....."
138. Insert delivery location " ..... "
140. Insert re-delivery location "....."''
142. Insert last cargo''.....''

143/144. Insert any notice periods for delivery/redelivery "....."''

145. Insert date of delivery commencement " ....."''
147. Insert date of delivery cancellation " ....."''
176. Insert the daily rate of hire " ....."''
180/4. Insert Owner's bank details "…..... "

217 Insert total tonnage of SBT''….....''

218 Insert reduced gross tonnage '' ..... ''

451/461. "Owner's to complete following table".

Ταχύτητα / Speed	Κόμβοι / Knots		MGO 0,1% (MT/ημέρα)	
	Άφορτο (Ballast)	Έμφορτο (Laden)	Άφορτο (Ballast)	Έμφορτο (Laden)
Μέγιστη Ταχύτητα (Max speed)				
Υπηρεσιακή Ταχύτητα (Service Speed)				
Οικονομική ταχύτητα (Eco Speed)				
Χαμηλή ταχύτητα (Low Speed)				

Λοιπές καταναλώσεις	Μονάδες	MGO 0,1%
Αγκυροβολημένο – εν αναμονή (At anchor – idle)	MT/ημέρα (MT/day)	
Σε ετοιμότητα ελιγμών (standby)	MT/ημέρα (MT/day)	
Εκφόρτωση (In port discharging, 1 pump)	MT/ώρα (MT/hour)	
Εκφόρτωση (In port discharging, 2 pumps)	MT/ώρα (MT/hour)	
Ελιγμοί (Maneuvering)	MT/ώρα (MT/hour)	
Πλήρωση έρματος (Ballasting)	MT/ώρα (MT/hour)	
Απόρριψη έρματος (Deballasting)	MT/ώρα (MT/hour)	
Θέρμανση δεξαμενών φορτίου (Cargo Tanks heating)	MT/ώρα (MT/hour)	
Σύστημα αδρανούς αερίου (Inert Gas System)	MT/ώρα (MT/hour)	

464. Insert service speed laden, in knots "…....."

464. Insert service speed ballast, in knots "....."

560/2 Insert Bunker Grades "……." (Also see amendments to clause 29)

694. Insert details of Owner's P & I Club "… ....."

700 Insert H&M value''.....''

Shelltime 4 – Main body Amendments, Lines(s) :

It is agreed between Owner's and Charterer's that the governing Charterparty will be the Shelltime 4, issued december 1984 as ammended December 2003 , with the following amendments to lines:

88. Delete "30", insert "10".

139. Delete "at Owner's option".

174/175. Delete "United States Dollars", insert "Euros".

Delete Clause 13 (b) lines 235 to 279 in full. Insert "see Clause 15 Bills of Lading/Indemnity Clause".

Delete Clause 15 , lines from 287 to 290 incl.

316/317. Delete "Royal Dutch Shell" , substitute with "Public Power Corporation".

345. Delete word "similar", replace with word "whatsoever".

347. Insert after "resulting", "from intermittent interruptions in the vessel's service or".

354. Insert "or landing stores, provisions or changing Crew or".

Delete Clause 22 lines 399-438

Insert "Notwithstanding anything to the contrary contained in Clause 22, it is hereby mutually agreed that Owners shall have the option to dry-dock the Vessel exclusively within the period commencing from 1st November until 31st March (both dates inclusive). Such dry-docking shall be subject to prior mutual agreement and the express written approval of Charterers. Owners shall provide Charterers with a minimum of sixty (60) days' prior written notice of their intended dry-docking date and schedule, and Charterers' approval shall not be unreasonably withheld."

Delete lines 451 to 461

Insert "Owner's to complete following table".

485/487. Delete and Insert the following

"If at any time following the date upon which the vessel enters into service under this charter the performance of the vessel falls below the performance guaranteed in Clause 24 (a) as amended then if such shortfall results".

488. Delete "or an increase".

490. Delete "or gained, as the case may be,".

491. Delete "or a decrease".

494. Delete "or the bunkers saved, as the case may be".

498. Delete "addition to or".

510/511. Delete "or by Charterer's to". Clause

560/564 Ammend to read as follows:
29. Charterers shall supply fuel oil of Grade_____ and/or marine gas oil of Grade _____ for main propulsion and marine gas oil of Grade _____ for the auxiliaries. If Owners require the vessel to be supplied with more expensive bunkers they shall be liable for the extra cost thereof.

Charterers warrant that all bunkers provided by them in accordance herewith shall be of a quality complying with ISO Standard _____ for Marine Residual Fuels and Marine Distillate Fuels as applicable.

568/570. Delete

573. Delete “reasonably”; Insert “actually”.

574. Delete “reasonably”; Insert “actually”.

578/579. Delete “Any such requisition period shall count as part of the charter period”.

580. After “U.S.A.,” insert “Federal Republic of Russia” , delete “the”

581/582. Delete

583. Delete “former USSR shall be exempted)” , Delete “Netherlands”

585. Insert, at end of line, “, in so far as such areas have been declared war risk areas by The War Risks Rating Committee in London as recognized by Lloyds of London,”.

629/630. Delete lines end

PUBLIC POWER CORPORATION ADDITIONAL TERMS TO SHELLTIME4 (as amended 2003)

1. CONSUMPTIONS

With reference to Shelltime4 Clause 24, as amended by the detailed table of speeds and consumptions, the values inserted therein are deemed to be guaranteed by Owners for the full duration of the time charter under good weather conditions up to wind force 4 of Beaufort scale and Douglas sea state 3, with no adverse current and no negative influence of swell.

It is hereby mutually agreed that the assessment of the Vessel's performance and any fuel overconsumption shall be calculated on a voyage-by-voyage basis, utilizing the data provided in the 'Vessel Consumption Table' Appendix 4A. If the Vessel exceeds the guaranteed consumption in any single voyage under good weather conditions up to wind force 4 of Beaufort scale and Douglas sea state 3, with no adverse current and no negative influence of swell the value of such overconsumption shall be borne exclusively by Owners and calculated at the prevailing market price including all taxes and duties. Charterers shall have the absolute right to deduct this value directly from the next hire payment. Any such claims shall be restricted to that good weather period only, and no claims whatsoever may be brought for underperformance, loss of time, or over-consumption during periods of time that are not good weather periods. Any underconsumption (saving) in one voyage shall not be used to offset overconsumption in another.

2. CARGO

Charterers have the option of loading Dirty Petroleum Products, maximum 3 grades, but where vessel loads one grade on top of another for admixing purposes same to be treated as one grade. Cargoes always to be in accordance with vessel's specifications, coating's resistance list.

3. DELIVERY

Master should issue delivery certificate giving the details of time delivered and bunkers on board. Vessel's tanks on delivery to be fit and ready in all respects to load Charterers' intended cargo, to the satisfaction of independent surveyors at the first load port. If the vessel is found unsuitable for loading Charterers' intended cargo, vessel will be treated as not being delivered within the meaning of this clause and all time so lost until the vessel is ready in all respects shall be for account of the Owners. All time so lost and expenses directly related to such delay to be for Owners' account.

4. BUNKER CLAUSES

a. Delivery/redelivery

Vessel will be delivered to Charterers with approx 120 MT of Marine Gas Oil. Bunkers on board on delivery and redelivery to be approximately same quantities. Joint survey to be carried out on delivery and on redelivery, to ascertain the bunker quantity remain on board on delivery/redelivery by a surveyor who is acceptable to both parties. Time and cost for delivery survey to be for Owners' account and time and cost for redelivery survey to be for Charterers' account. In case of an excess or shortfall in quantities on redelivery Owner or Charterer, whichever the case may be, shall reimburse each other at Owners'/Charterers' net contract prices at the time (actual invoice cost) of latest bunkering.

b. Intertanco Bunkers Compliance

b.1. Charterers warrant that they will supply bunkers (hereafter referred to as 'Compliant Bunkers'):

b.1.1. of sufficient quantity and quality to enable the Vessel to:

i. comply with the global limits on sulphur content of bunkers under Regulation 14.1 of MARPOL Annex VI (as amended from time to time) ('MARPOL Annex VI'), including the maximum 0.50% m/m for bunkers used on board after 1 January 2020 ('0.50% Sulphur Cap')

ii. comply with the limit of 0.10% m/m on sulphur content of bunkers within designated Emission Control Areas under Regulation 14.3-4 of MARPOL Annex VI
iii. comply with Regulation 18.3 of MARPOL Annex VI regarding quality of fuel oil supplied to the Vessel
iv. comply with Regulation 4.2.1.1. of the International Convention for Safety of Life at Sea (SOLAS) Chapter II-2 regarding a minimum flashpoint for fuel oil of 60°C
v. comply with any other local, regional or national laws or regulations relating to the limits on Sulphur content of fuel oils, bunker specification, and bunkering procedures in any areas the Vessel is ordered to and does proceed
vi. avoid non-compatibility with any fuel oil previously supplied under this charterparty.

b.1.2. in accordance with the specifications in the latest version of ISO 8217 as at the time of supply and/or any other specifications and grades contained elsewhere in this charterparty.

b.1.3. that are fit for purpose and suitable for burning in the main and auxiliary engines of the Vessel.

b.2. Charterers shall further ensure that their bunker suppliers shall provide bunker delivery note in accordance with and containing the minimum information specified in Appendix V of MARPOL Annex VI.

b.3. Where bunkers are supplied by Charterers in a place where MARPOL Annex VI is in force, Charterers warrant that any bunker suppliers shall be registered if required, and shall comply with Regulations 14 and 18 of MARPOL Annex VI, including the provisions relating to sampling and bunker delivery notes.

b.4. Owners warrant that provided always that Charterers have fulfilled their obligations under this Clause:
a. the Vessel shall comply with the limits on sulphur content of fuel oil and the Emission Control Areas and other applicable requirements of Regulations 14 and 18 of MARPOL Annex VI and any other local, regional or national laws or regulations relating to the limits on sulphur content of bunkers and bunkering procedures applicable in any areas the Vessel is ordered to and does proceed.
b. the Vessel shall be able to consume Compliant Bunkers
c. any bunkers supplied will be kept segregated and not commingled with any previous supply until a compatibility test has been carried out
d. they participate in a recognized fuel testing programme.

b.5. Owners shall indemnify Charterers for any loss, liability, damage, fines, delay, cost or expense arising from or connected with Owners' failure to comply with the provisions of this Clause.

c. Bunkers Quality Dispute

As a rule, the supply of bunker fuels will be made by tank trucks. Alternatively, at Charterer's option, it may be made by barge. In the deliveries by tank truck, the umpire sample, to be used in any case of dispute between the Owner, the Charterer and the Supplier of bunker fuels, will be taken at the connection of the tank truck to the flexible hose, preferably with a continuous-drop sampler.

5. SLOPS/SLUDGES/BILGE WATERS

a. Prior to delivery of the vessel, Owners at their expense shall remove all slops/sludges/bilge waters on board, and all costs for removal of such slops/ sludges/bilges waters will be for Owners' account. Thereafter slops/sludge/bilge waters on board if any shall not be discharged without prior Charterers approval. Owners undertake to report to Charterers whenever slops/sludges/bilge waters accumulate and advise stowage, volume and proposed usage/disposal of such slops/ sludges/bilge waters. Charterers have the option to load cargo in slop/sludges/bilge waters tanks.

b. Vessel must have enough storage space for the slops/sludges/bilge waters being produced between two consecutive voyages.
c. Owners must have in force contractual arrangement(s) with authorized body(ies) having facilities/agents along their path for the receipt of any slops/sludges/bilge waters produced upon them, paying all applicable port dues to the bodies in question.
d. In case of urgent need of slops/sludges/bilge waters disposal outside Owners contractors, they may arrange removal of slops/sludges/bilge waters with a third party; the only PPC's terminals that can accept slops are those at Lavrion.
e. In any case, Owners shall provide and pay any expenses derived from usage/disposal of slops, sludges and bilge waters of the vessel.

6. PUMPING CLAUSE

Owner warrants vessel can load, accepting cargo at the minimum rate of ..... cubic meters per hour or pro rata, if part cargo is loaded. Master is to lodge a protest for any failure of the loading installation to supply cargo accordingly. Owner further warrants Vessel is capable of discharging her entire cargo within 24 hours or maintaining 100 psi at Ship's rail, excluding when stripping, provided shore facilities or receiving vessel(s) are capable of receiving same.

It is agreed that time lost as a result of vessel being unable to load or discharge her cargo in accordance with the warranty stated above, shall count as off-hire. Discharge terminal shall have the right to gauge line pressure.

All pumping logs must be noted by the vessel and countersigned by receivers and/or terminal. In the event any restrictions are imposed by receiving terminal, slowing and/or restricting discharge, letter of protest must be issued by the Master to receivers/terminal.

Should it become necessary to withdraw the vessel from the berth, because of Owner's failure to maintain the required pumping rate, all time and expenses to be for Owner's account and shall be deducted from hire.

Vessel to be equipped with pressure gauges at each discharging manifold which will be maintained in a proper working condition and each gauge shall have a valid test certificate.

7. IN-TRANSIT LOSS

Owner will be responsible for the full amount of any in-transit loss if in-transit loss exceeds 0.25% and Charterer shall have the right to deduct from hire an amount equal to the FOB port of loading value plus taxes of such lost cargo plus freight due with respect thereto. In-transit loss is defined as the difference between the vessel's gross standard volume after loading at the load port and vessel's gross standard volume before unloading at the discharge port.

In the event of a multiple port discharge the in-transit loss definition also include the difference between the vessel's gross standard volume after discharging at the first discharge port and vessel's gross standard volume upon arrival at the second discharge port, and the same principle to apply for any subsequent ports.

Gross standard volume (G.S.V.) is defined as the total volume of petroleum liquids sediment and water, excluding free water, corrected by the appropriate volume correction factor for the observed temperature and API gravity, relative density, or density to a standard temperature such as 60 degrees FAH or 15 degrees C.

Any action or lack of action in accordance with this provision shall be without prejudice to any rights or obligations of the parties.

8. CARGO RETENTION

In the event that any cargo remains on board upon completion of discharge, Charterer shall have the right to deduct from hire an amount equal to the FOB port of loading value plus taxes of such

cargo plus freight due with respect thereto, provided that the volume of cargo remaining on board is liquid, pumpable and reachable by the vessel's pumps as determined by two independent surveyors, one paid by Charterer and one paid by Owner. Any action or lack of action in accordance with this provision shall be without prejudice to any rights or obligations of the parties.

9. VOYAGE PERFORMANCE AND CONSUMPTION REPORTING

Upon completion of each voyage, Owners shall immediately submit to Charterers the fully completed voyage performance data, in accordance with the form attached hereto as 'Vessel Consumption Table' Appendix 4A. This table must be duly filled, signed, and stamped by both the Master and the Chief Engineer of the Vessel. The submission of this completed and signed table is a condition precedent to the settlement of any voyage-related accounts.

10. SEA TERMINAL

Owner warrants that the vessel when calling at sea terminal, will maintain her engines in readiness, and will be loading and/or discharging in such manner that will be able, at any stage of loading or discharging operation, if necessary for any reason, to immediately shut down cargo operations, and promptly disconnect hoses and mooring lines and proceed to another anchorage at sea.

11. ACCESS

The Master shall not allow any vessel or craft, other than those of port authorities or pilots, to secure alongside without the express authority of Charterers.

12. ADHERENCE TO VOYAGE INSTRUCTIONS

a) Owners shall be responsible and shall indemnify Charterers for costs, delays or loss, due to any failure whatsoever to comply fully with Charterer's voyage instructions, provided that these instructions are within the terms and conditions of this C/P.

b) without prejudice to the provisions of sub-clause (a) of this clause, if a conflict arises between terminal orders and Charterer's voyage instructions, the master shall stop cargo operations and contact Charterer immediately. Terminal orders shall never supersede Charterer's voyage instructions, and any conflict shall be resolved prior to resumption of cargo operations. The vessel shall not resume cargo operations until Charterer have directed vessel to do so.

c) Master to send daily a "noon report" to Charterers in the format supplied, and to advise Charterers promptly on requested information about vessel and cargo.

13. OIL POLLUTION PREVENTION/DISPOSAL OF TANK WASHINGS

Owners shall ensure that the Master shall:
A) At the start of the ballast passage before presenting for loading hereunder, retain on board all oil residues remaining in the vessel from one previous cargo.

B) During tank washing collect the washing into one cargo compartment and, after maximum separation of free water, discharge such water overboard always, however, in accordance with International Pollution Legislation.

C) Thereafter notify Charterers through Owners by radio of the amounts of oil and water in segregated tank washings.

On being so notified Charterers shall, before the vessel's arrival at the port, give instructions for the disposal of such segregated tank washing. Owners shall ensure that the Master, on the vessel's arrival at the loading port, is to arrange in conjunction with the cargo suppliers for the measurement of the quantity of such segregated tank washings and make a note of such quantity in the vessel's ullage record. Owners shall ensure that the Master shall keep the water in such segregated tank washing to a minimum.

14. CARGO TRANSFER

At no time during the voyage shall cargo be transferred between vessel's tanks without the express consent of Charterers. Such consent shall be requested by means of fax, e-mail, or other written communication specifying loaded and revised ullages and cargo quantities for the tanks concerned and reasons necessitating a cargo transfer. Consent of charterers shall not be unreasonably withheld and shall be provided expeditiously by fax, e-mail or other written communication. Master to confirm to Charterers that operation has been carried out, advising new ullage measurements.

In the event transfer of cargo is unavoidable for emergency reasons involving risk to vessel's structural integrity or safety of life or for safe navigation, the prior consent of Charterers shall not be required. However, the master shall inform Charterers of any such circumstances as soon as possible thereafter by fax, e-mail, or other written communication.

15. INDEMNITY CLAUSE

In case Charterers request from Owners in writting, to discharge the cargo either:-

(a) without bills of lading without incorporating bank agreement and/or
(b) at a discharge place other than that named in a b/lading and/or
(c) that is different from the bill of lading quantity

then Owners shall discharge such cargo in accordance with Charterers' instructions, to receiver(s) designated by Charterer in the voyage orders, in consideration of receiving the following idemnity which shall deemed to be given by Charterers on each and every such occasion, and which is limited in value to 200% of the CIF value of the quantity of cargo in question.

"Owners P&I club LOI wording as follows: -

The above indemnity shall automatically be null and void upon presentation of the relevant b(s)/lading or 12 months after completion of discharge of cargo to which such indemnity is relevant.

16. COMMINGLING CLAUSE

Charterer to have the right to commingle the cargo in vessel's tanks, at Charterer's risk and master to execute this operation as per Charterer's instructions subject to ship's safety. Any such operations to be always conducted against Charterer's L.O.I. to Owners in Owners' P&I club wording, without bank guarantee.

17. VESSEL FITTINGS

Owners warrant that :

a. The vessel is fully fitted with tight and functioning heating coils in all cargo tanks and is capable of applying heat to the cargo as agreed in this Charter.
b. The vessel is fitted with a STERN line for discharging. Vessel is capable of discharging a full cargo at a rate of _ _ cbm/hour, using this line only.
c. The vessel is fitted with a fully operational crane of a Safe Working Load of _ _ mtons , as it is indicated in Appendix A of the C/P (OCIMF VPQ).
d. The vessel is fitted with an operational Bow Thruster of ... BHP.
e. The vessel has all necessary accessories for discharging into all contractual destinations.

18. EMERGENCY

Master to inform Charterers by written communication, within 30 minutes of occurence, if any situation occurs which results or is likely to result in either delays or deviation or damages to the vessel or machine systems, or in damages to cargo, or in pollution, oil spill, and/or oil discharge.

19. ELIGIBILITY & COMPLIANCE

Owner warrants that the vessel is and will remain so during the currency of this charter, in full compliance with all applicable laws, regulations, rules, ordinances, decrees, international

conventions and any other applicable directives, of the country of vessel's registry, the E.U. and any other country which vessel may be directed or may proceed at, in connection with this charter.

The vessel is obliged to conform strictly to the requirements of MARPOL 73/78 including all its Annexes and Regulations and Amendments todate , the regulations (EC) no 1726/2003 & 2172/2004 & 2005/33/EC & 2009/1020/EU of the European Parliament and latest Amendments and Protocols.

The vessel is also obliged to conform strictly to the EU advance cargo declaration regime as that entered into force on Jan 01, 2011 (the security amendment to the community customs code,regulations 648/2005; 1875/2006; and 312/2009) and any subsequent amendments thereto.

Any delays, Losses, Expenses or damages arising as a result of failure to comply with this clause shall be for Owners account and Charterer shall not be liable for any delay caused by vessel's failure to comply with the foregoing warranties.

20. CHARTERER'S TECHNICAL REPRESENTATIVE

Charterer shall have the right of having its technical representatives visit vessel to observe operations while in port or during lightering operations. Such visits shall include but not be limited to access to pump room, engine room, cargo control room, navigation bridge and deck area.
Charterer's representative shall not interfere in the normal operation of vessel nor in the duties of vessel's officers and crew.
Owner shall allow Charterer's representative(s) to survey and take samples of all vessels bunker tanks and cofferdams at loading and/or discharge port.

21. SUPERCARGO

Charterers have the option to place on board one supercargo at any time during this Charter Party. Owner is to provide such Supercargo with good accommodation with private bath and food at Captain's table at a cost of US$10 per day at Charterers' expense. Supercargo will be allowed access to investigate, ullage and sample all cargo, slop, bunkers and ballast tanks, also any void spaces, and access to any other parts of vessel that may relate to carriage of cargo as he may require. He shall also have the right to request selected valves on bunker and cargo systems to be sealed.

22. COMMUNICATIONS

The Master is to allow Charterers' representative a/or supercargo the use of vessel's communication equipment for reasonable operational purposes.
Vessel is equipped with fax No: ..... and Email ..... which shall be in good operational condition throughout this Charter Party.

Owners confirm herewith that vessel is equipped with a fully operational Automatic Identification System (AIS). Owners warrant that this system will be operational at all times, enabling Charterers to monitor the progress of vessel's voyage. Charterer reserves the right to claim from Owners in case of breach of this warranty.

Vessel shall maintain twenty four (24) hours listening watch on VHF Channel _ _ / _ _ .

23. SPOKEN LANGUAGE

Owner/Manager undertakes to have a native Greek speaking Master or deck officer amongst the officers employed on board the vessel to ensure appropriate communication between terminals and vessel during approach and operations. Owner/Manager further undertakes to have English speaking personnel available to facilitate communication between vessel and Charterers / Agents. Master, Chief Engineer, and all personnel involved with cargo operations to be fluent in English.

24. AGENCY

Further to clause 7 of Shelltime 4 Charterers' agents shall attend to all matters relating to Charterers' obligations. Owners shall appoint their agents to attend to all matters relating to

Owners' obligations. In case Owner's request Charterers' agent services, then Charterer may request such agent to provide required services which shall be at Owner time risk and expense. Master to keep Charterers advised of any services rendered by Charterers' agents on Owner's behalf at all ports.

25. CHANGE OF DOCUMENTATION

The Charterers shall have the right to ask Owners to reissue New Bill of Lading as per requirements of Charterers, upon delivery of the originally signed Bs/L to the Owners/Owners agents or Master. Owners shall comply with such request. Master/Owners to allow vessel's Agents to issue/sign Bills of Lading on Master's behalf after having surrendered them to the Master.

26. TAX CLAUSE

All taxes, dues and other charges upon vessel/ charter hire is to be for Owner's account.
All taxes, dues and other charges upon cargoes carried under this charter party to be for Charterers account.
Any VAT applicable on the hire will be for Charterers' account and shall be payable by Charterers together with hire.

27. CIVIL LIABILITY CONVENTION

Owners warrant that the vessel performing under this Charter Party, carries on board a Certificate furnished as evidence of insurance pursuant to Article 7 of the International convention of Civil Liability for Oil Pollution Damage 1992, as amended.

Owners further warrant that the said Certificate will be maintained in effect throughout the duration of performance under this Charter. Any delay, expenses, or consequences due to failure to have or to maintain said Certificate to be for Owner's account.

28. GREEK CABOTAGE

Owner understands that vessel will predominantly be used in Cabotage trade within Greece, which is bound by the Cabotage Laws and Regulations of the Greek State and the European Union.
Owner undertakes that Owner is aware of all such Cabotage Laws and Regulations and that it is Owner's sole responsibility to observe and have the Vessel and her Crew comply in full with each and every Greek and E.U. Cabotage Law and Regulation in force at any time throughout the duration of this charter.

Any vessel delay and/or stoppage due to reasons related to non-compliance with such Cabotage Laws and Regulations, will be considered as off hire until the vessel is allowed to resume her service, and all bunkers and costs incurred during such delay and/or stoppage will be for Owner's acount. Owners shall take immediate actions to rectify such non-compliance, advising Charterers on the progress.

If delays and/or stoppages of vessel due to reasons related to non-compliance of such Cabotage Laws and Regulations, continue for more than 15 days, Charterer has the right to cancel this charter and claim damages from Owners.

Owner further undertakes that the vessel will be manned, throughout the Charter period, by a complement of Master, Officers, and Crew fully in accordance with the Greek State Regime (host state regime) for manning of vessels under the Greek law, which specifies the number of officers and crew required.

Owners, if required, will make crew changes by overlapping and/or thru partial change of crew in order to satisfy the above requirements, and ensure that the total crew is not to be changed at the same time. Owners to submit to Charterers vessel's current Crew Matrix.

29. CHEVRON WAR RISK CLAUSE

Any increase of Hull and Machinery war risk premiums over and above those in effect on the date of this Charter Party will be for Charterers account. Any premiums or increases thereto attributable to closure (i.e blocking and trapping) insurance shall be for Owners account.
Surcharges which are in effect on the date of this Charter Party are for Owners' account.

30. CLAUSE CONFLICT

In the case of any conflicts arising between Shelltime 4 C/P and these additional clauses in interpreting, always the additional clauses are to have precedence.

31. EMMISSION ALLOWANCES

For Vessels of 5,000 Gross Tonnage (GT) and above according to EU 2023/259 and EU MRV regulation, the Emissions Trading System (ETS) will be extended gradually to Maritime Transport Emissions from 2024. Ships above 5.000 GT in the EU will be required to acquire and surrender emission allowances for their CO2 emissions from 01.01.2024 for a percentage of 40%, from 2025 for a percentage of 70% and from 2026 for 100% of their emissions of their emissions. PPC will undertake the cost of the CO2 emissions for the duration of the Timecharter Party, through the following procedure:

- Owners will calculate vessel's emissions during every quarter of the year, validate this quantity, and invoice PPC for the respective cost on the 15th of the following month (April, July, October, January), using the last available at the time of invoicing price for emission rights as follows:

The last Settlement price of the EUA daily futures contract listed on the ICE exchange, as published at ICE's website (https://www.ice.com/report/159).

If the 15th is a holiday the invoice will be issued the following NY Banking Day.

- After the end of the calendar year Owners will have the total emissions of the vessel during this year verified by a notified body. Any resulting difference will be incorporated in the following April 15th invoice.
- If the T/C/P starts/ends in the middle of a year's quarter the above-mentioned procedure will be performed for the part of the quarter included in the T/C/P.

32. FUEL EU MARITIME CLAUSE

For Vessels of 5,000 Gross Tonnage (GT) and above the Parties acknowledge that the Vessel is required to comply with FuelEU Maritime and the Owners shall upon delivery inform the Charterers of the Vessel's Compliance Balance. For each respective Reporting Period during the Charter Period, the Owners shall ensure that the Vessel has a monitoring plan recorded in the FuelEU Database and that the GHG Intensity of the fuels and energy consumed by the Vessel is monitored and reported for verification by an independent verifier in accordance with FuelEU Maritime.

The Charterers shall have the option to enable the Vessel to comply with FuelEU Maritime through the supply of fuels and energy provided that: (i) such fuels comply with the bunker specifications and clauses contained in this Charter Party^; and (ii) the bunker delivery notes (BDNs) and electricity delivery notes (EDNs) are provided in accordance with FuelEU Maritime; and if applicable, (iii) they are certified and documented to the satisfaction of the verifier to meet the sustainability and the GHG emissions saving criteria set out under FuelEU Maritime to obtain any benefit(s) in FuelEU Maritime calculations.

Within 7 days after the 30th of June and the 31st of December, the Owners shall notify the Charterers in writing of the aggregated Compliance Balance of the Vessel incurred during the Charter Period in the current Reporting Period and invoice Charterers for the respective cost of this surcharge.

After the end of the calendar year, Owners will have the aggregated Compliance Balance of the vessel during this year verified by a notified body. Any resulting difference will be incorporated in the following invoice.

OTHER TERMS

It is Owner's responsibility to ensure that vessel is eligible/suitable to load/discharge at the following PPC ports/terminals:

-……

-……

Upon delivery the vessel shall have at least the below quantities of bunker fuels:

- MT of Marine Gas Oil/Diesel Oil

Vessel on delivery must have all cargo tanks suitable for loading …… oil .

CABOTAGE COMPLIANCE CLAUSE:
Vessel will predominantly be used for Island Cabotage trade within Greece. As such, all non-Greek flagged vessels flying the flag of a EU member state, shall comply with all the laws and regulations concerning Island Cabotage trade within Greece. It is solely Owners' responsibility to ensure they understand such laws and regulations and to ensure their compliance. By entering into this negotiation and eventually into a contract with Charterers, Owners confirm such understanding and compliance.

OFF-SHORE COMPANY CLAUSE:
Charterers (P.P.C. S.A.) are a Greek state company; in accordance with their internal procedures and governance, they cannot enter into a contract with a counterparty that is registered in an offshore jurisdiction. Therefore the "Owning" company of the vessel which will be the counterparty in the C/P must be registered in a country that is not classified as "offshore jurisdiction".

By entering into this negotiation and eventually into a contract with Charterers, Owners confirm such understanding and compliance.

APPLICABLE LAW
ENGLISH LAW / GA ARB LONDON

C/P: SHELLTIME 4 as revised 2003
Otherwise as per "PUBLIC POWER CORPORATION ADDITIONAL TERMS TO SHELLTIME 4", 1-32, and «P.P.C. Insertions and Amendments SHELLTIME 4», attached herewith.

TC/P subjects consist of:

- Successful vessel's technical inspection. Vessel's Technical inspection must be performed whilst vessel is in operation. In case the vessel cannot be inspected during operation because she is idle/laid up or for other reason, the inspection will be performed while vessel is idle, however in this case, PPC may arrange for a second technical inspection whilst vessel is in operation during vessel's first voyages under this T/C/P. This report(s) will be used in association with the provisions of Shelltime 4 clauses 1, 2, 3 and 10, which, as it is modified for this tender, is part of the C/P.
- Charterers' competent body approval.

COMMISSIONS:

APPENDIX A
VESSEL'S CONSUMPTION TABLE

M/T …….					
ΤΑΞΙΔΙ NO / VOYAGE NO ……..					
FULL AWAY - S.B.E.					
ΑΠΟ / FROM	ΠΡΟΣ / TO	ΜΙΛΙΑ / MILES	ΤΑΧΥΤΗΤΑ / SPEED	ΩΡΕΣ / HOURS	M.G.O. (MT)/HOURS

ΕΠΙΠΛΕΟΝ ΚΑΤΑΝΑΛΩΣΕΙΣ / ADDITIONAL CONSUMPTIONS		
	ΩΡΕΣ / HOURS	M.G.O. (MT)/HOURS
ΣΥΝΟΛΟ ΩΡΩΝ ΚΑΙ ΚΑΤΑΝΑΛΩΣΕΩΝ ΜΗΧΑΝΗΣ ΣΕ S.B.E / TOTAL HOURS AND CONSUMPTIONS OF MAIN ENGINE IN S.B.E.		
ΣΥΝΟΛΟ ΩΡΩΝ ΚΑΙ ΚΑΤΑΝΑΛΩΣΕΩΝ ΣΥΣΤΗΜΑΤΟΣ ΑΔΡΑΝΟΥΣ ΑΕΡΙΟΥ / TOTAL HOURS AND CONSUMPTIONS OF INERT GAS SYSTEM		
ΣΥΝΟΛΟ ΩΡΩΝ ΚΑΙ ΚΑΤΑΝΑΛΩΣΕΩΝ ΓΙΑ ΘΕΡΜΑΝΣΗ ΦΟΡΤΙΟΥ / TOTAL HOURS AND CONSUMPTIONS FOR CARGO HEATING		
ΣΥΝΟΛΟ ΩΡΩΝ ΚΑΙ ΚΑΤΑΝΑΛΩΣΕΩΝ ΣΕ ΑΓΚΥΡΟΒΟΛΙΟ / TOTAL HOURS AND CONSUMPTIONS AT ANCHOR		
ΣΥΝΟΛΟ ΩΡΩΝ ΚΑΙ ΚΑΤΑΝΑΛΩΣΕΩΝ ΣΕ ΠΡΟΒΛΗΤΕΣ / TOTAL HOURS AND CONSUMPTIONS AT PORTS		
ΑΛΛΕΣ ΚΑΘΥΣΤΕΡΗΣΕΙΣ / OTHER DELAYS*		

ΣΥΓΚΕΝΤΡΩΤΙΚΑ ΤΑΞΙΔΙΟΥ (ΟΛΟΥ ΤΟΥ ROUND) / VOYAGE SUMMARY (THE WHOLE ROUND)			
ΗΜΕΡΟΜΗΝΙΑ ΚΑΙ ΩΡΑ ΑΡΧΗΣ ΤΑΞΙΔΙΟΥ / DATE AND TIME OF VOYAGE COMMENCING	ΗΜΕΡΟΜΗΝΙΑ ΚΑΙ ΩΡΑ ΠΕΡΑΤΟΣ ΤΑΞΙΔΙΟΥ / DATE AND TIME OF VOYAGE ENDING	M.G.O. (MT) ΑΡΧΗΣ ΤΑΞΙΔΙΟΥ / M.G.O. (MT) OF VOYAGE COMMENCING	M.G.O. (MT) ΠΕΡΑΤΟΣ ΤΑΞΙΔΙΟΥ / M.G.O. (MT) OF VOYAGE ENDING

***ΑΙΤΙΕΣ ΚΑΘΥΣΤΕΡΗΣΕΩΝ / ΠΑΡΑΤΗΡΗΣΕΙΣ - REASONS OF DELAYS / REMARKS**

ΠΑΡΑΛΗΦΘΕΝΤΑ ΚΑΥΣΙΜΑ (ΕΑΝ ΠΑΡΕΛΗΦΘΗΣΑΝ) / RECEIVED BUNKERS (IF RECEIVED)			
ΤΟΠΟΣ / PLACE	ΗΜΕΡΟΜΗΝΙΑ / DATE	M.G.O. (MT)	ΠΑΡΑΤΗΡΗΣΕΙΣ / REMARKS

Ports and Terminals information

1. SES Atherinolakkos
2. SES Rhodes
3. SES Lavrion
4. SES Aliveri
5. Small Islands

TABLE 1a: SES Atherinolakkos / Port Information

1.	Latitude Longitude	035° 18' 68'' North 026° 24' 23'' East	
2.	Country	Greece	
3.	Situated in what waters	Mediterranean sea	
4.	Is pilotage compulsory	YES √	NO
5.	Name of port	SES ATHERINOLAKKOS	
6.	Distance from nearest port	40 Km	
7.	Depth of water at terminal	12 m	
8.	Nature of bottom	FLAT AT 12m	
9.	Can the vessel be moved at any time of the day or night and at any state of tide	YES Only during daylight	NO √
10.	Range of tide	From -/ m to +/m	
11.	Velocity of currents		
12.	Maximum safe draught	9,5 m	
13.	Location of any channels which limit draught of vessel	YES in the entrance which limited the maximum depth to 10,5m	
14.	Does draught limitation vary with seasons	NO	
15.	Are tugs available at port	YES	NO √
16.	Are barges or lighters available for receiving bulk oil in an emergency	YES	NO √
17.	Name of receiver of cargo	PPC	
18.	Nearest Customs House	Customs House of Sitia	
19.	Are any of the following available at or near the berth:		
	Fresh water (not for drinking)	YES √	NO
	Bunker Oil	YES	NO √
	Diesel Oil	YES	NO √
	Fresh provisions	YES	NO √
	Doctor	YES	NO √
	Hospital	YES	NO √
	Laundry service	YES	NO √
	Light machine shop	YES	NO √
	Dry Dock	YES	NO √

Table 1b: SES Atherinolakkos / Terminal information

1.	Approval for maximum draught in fine weather conditions	YES NO √
2.	Length of vessel	182 m
3.	Name of port	SES ATHERINOLAKKOS
4.	Latitude Longitude	035° 18' 68'' North 026° 24' 23'' East
5.	Name of terminal	SES ATHERINOLAKKOS
6.	Installation operating staff	YES
7.	Installation managed by	PPC
8.	Distance from quarantine station to terminal	45 Km - IERAPETRA
9.	Distance from nearest port to terminal	40 Km - SITIA
10.	Controlling depth of channels	
11.	Depth of water at terminal	12 m
12.	Range of tide at terminal	From -/ m to +/m
13.	Nature of bottom	NORMAL
14.	Must vessels await daylight for mooring or sailing	YES √ NO
15.	Velocity of currents	
16.	Are tugs required for mooring	YES √ NO
17.	Are tugs required for sailing	YES √ NO
18.	Number of berths at terminal	1
19.	Do vessels moor alongside a wharf	YES √ NO
20.	Type of mooring used for mooring	ALONG SIDE MOORING
21.	Maximum draught and length of vessel that can be accommodated	10 m 180 m
22.	Maximum DWT of vessel that can be accommodated	35.000 tn
23.	Are slop disposal facilities available at the terminal	YES NO √
24.	Can vessels arrive or sail light with no ballast	YES NO √
25.	Does the terminal or ship's crew connect and disconnect hose	Ship's Crew
26.	Is the terminal or ship's gangway used	Ship' s gangway
27.	Products handled at the terminal	Fuels
28.	Diameter of pipe line : a) Flexible 10'' b) Sea line c) Shore line to fuel oil storage 16''	 Length of pipe line 30 m Length of pipe line m Length of pipe line 1100m
29.	Length of pipe line from end of flexible hose to tanks	1100 m
30.	Maximum pumping pressure at terminal manifold	7 bar
31.	Minimum-Maximum pumping temperature at terminal manifold	40-70°C
32.	Maximum rate of unloading (m^3/h)	1100-1200

TABLE 3a: SES Rhodes / Port Information

1.	Latitude Longitude	36° 22' 39.15'' N 28° 00' 00.86'' E	
2.	Country	Greece	
3.	Situated in what waters	Mediterranean sea	
4.	Is pilotage compulsory	YES	NO √
5.	Name of port	SES RHODES	
6.	Distance from nearest port	25 Km	
7.	Depth of water at terminal	13-20 m	
8.	Nature of bottom	SANDY	
9.	Can the vessel be moved at any time of the day or night and at any state of tide	YES	NO √
10.	Range of tide	From -/ m to +/m	
11.	Velocity of currents		
12.	Maximum safe draught	13 m	
13.	Location of any channels which limit draught of vessel		
14.	Does draught limitation vary with seasons		
15.	Are tugs available at port	YES	NO √
16.	Are barges or lighters available for receiving bulk oil in an emergency	YES	NO √
17.	Name of receiver of cargo	PPC	
18.	Nearest Customs House	Customs House of Rhodes	
19.	Are any of the following available at or near the berth:		
	Fresh water	YES	NO √
	Bunker Oil	YES	NO √
	Diesel Oil	YES	NO √
	Fresh provisions	YES	NO √
	Doctor	YES	NO √
	Hospital	YES	NO √
	Laundry service	YES	NO √
	Light machine shop	YES	NO √
	Dry Dock	YES	NO √

TABLE 3b: SES Rhodes / Terminal information

1.	Approval for maximum draught in fine weather conditions	YES NO √
2.	Length of vessel	172 m
3.	Name of port	SES RHODES
4.	Latitude Longitude	36° 22' 39.15'' N 28° 00' 00.86'' E
5.	Name of terminal	SES RHODES
6.	Installation operating staff	YES
7.	Installation managed by	PPC
8.	Distance from quarantine station to terminal	25 Km
9.	Distance from nearest port to terminal	25 Km
10.	Controlling depth of channels	
11.	Depth of water at terminal	13-20 m
12.	Range of tide at terminal	From -/ m to +/m
13.	Nature of bottom	SANDY
14.	Must vessels await daylight or tide for mooring or sailing	YES √ NO
15.	Velocity of currents	
16.	Are tugs required for mooring	YES √ NO They come from the port of Rhodes
17.	Are tugs required for sailing	YES √ NO Only from the port of Rhodes
18.	Number of berths at terminal	4-buoy
19.	Do vessels moor alongside a wharf	YES NO √
20.	Type of mooring used for mooring	4-buoy + anchor
21.	Maximum draught and length of vessel that can be accommodated	13 m 172 m
22.	Maximum DWT of vessel that can be accommodated	35.000 tn
23.	Are slop disposal facilities available at the terminal	YES NO √
24.	Can vessels arrive or sail light with no ballast	YES NO √
25.	Does the terminal or ship's crew connect and disconnect hose	Ship' s crew
26.	Is the terminal or ship's gangway used	YES
27.	Products handled at the terminal	Fuels
28.	Diameter of HFO pipe line : a) Flexible 10'' b) Sea line 10'' c) Shore line to fuel oil storage 10'' Diameter of DFO pipe line : a) Flexible 8'' b) Sea line 8'' c) Shore line to fuel oil storage 8''	 Length of pipe line 60 m Length of pipe line 300 m Length of pipe line 500 m Length of pipe line 60 m Length of pipe line 300 m Length of pipe line 500 m
29.	Length of pipe line from end of flexible hose to tanks	800 m
30.	Minimum Lift Capacity of Vessel's Crane	5 tonnes
31.	Maximum pumping pressure at ship terminal	6-7 bar
32.	Maximum pumping temperature at ship terminal	55°C
33.	Usual rate of unloading (m^3/h)	280

TABLE 4a: SES Lavrio / Port Information

1.	Latitude Longitude	037° 44' 58'' North 024° 04' 30'' East	
2.	Country	Greece	
3.	Situated in what waters	Mediterranean sea	
4.	Is pilotage compulsory	YES √	NO
5.	Name of port	PPC/SES LAVRIO	
6.	Distance from nearest port	8 Km	
7.	Depth of water at terminal	13 m	
8.	Nature of bottom		
9.	Can the vessel be moved at any time of the day or night and at any state of tide	YES	NO √
10.	Range of tide	From -/ m to +/m	
11.	Velocity of currents		
12.	Maximum safe draught	12 m	
13.	Location of any channels which limit draught of vessel	NO	
14.	Does draught limitation vary with seasons	NO	
15.	Are tugs available at port	YES	NO √
16.	Are barges or lighters available for receiving bulk oil in an emergency	YES	NO √
17.	Name of receiver of cargo	PPC	
18.	Nearest Customs House	Customs House of Lavrio	
19.	Are any of the following available at or near the berth:		
	Fresh water	YES √	NO
	Bunker Oil	YES	NO √
	Diesel Oil	YES	NO √
	Fresh provisions	YES	NO √
	Doctor	YES	NO √
	Hospital	YES	NO √
	Laundry service	YES	NO √
	Light machine shop	YES	NO √
	Dry Dock	YES	NO √

TABLE 4.b: SES Lavrion / Terminal information

1.	Approval for maximum draught in fine weather conditions	YES NO √
2.	Length of vessel	185 m
3.	Name of port	SES LAVRIO
4.	Latitude Longitude	024° 04' 30'' 037° 44' 58''
5.	Name of terminal	PPC/SES LAVRIO
6.	Installation operating staff	YES
7.	Installation managed by	PPC
8.	Distance from quarantine station to terminal	8 Km
9.	Distance from nearest port to terminal	8 Km
10.	Controlling depth of channels	NO REQUIRED
11.	Depth of water at terminal	13 m
12.	Range of tide at terminal	From -/ m to +/m
13.	Nature of bottom	NORMAL
14.	Must vessels await daylight or tide for mooring or sailing	YES √ NO
15.	Velocity of currents	
16.	Are tugs required for mooring	YES √ NO
17.	Are tugs required for sailing	YES √ NO
18.	Number of berths at terminal	ONE
19.	Do vessels moor alongside a wharf	YES NO √
20.	Type of mooring used for mooring	STERN MOORING
21.	Maximum draught and length of vessel that can be accommodated	12 m 185 m
22.	Maximum DWT of vessel that can be accommodated	50.000 tn
23.	Are slop disposal facilities available at the terminal	YES √ NO
24.	Can vessels arrive or sail light with no ballast	YES NO √
25.	Does the terminal or ship's crew connect and disconnect hose	Ship' s crew
26.	Is the terminal or ship's gangway used	Ship' s gangway
27.	Products handled at the terminal	Fuels
28.	Diameter of pipe line : a) Flexible b) Sea line c) Shore line to fuel oil storage	12'' Length of pipe line 27m Length of pipe line 2 m Length of pipe line 650 m
29.	Length of pipe line from end of flexible hose to tanks	Max 650 m
30.	Maximum pumping pressure at ship terminal	7 bar
31.	Maximum pumping temperature at ship terminal	75°C
32.	Usual rate of unloading (m^3/h)	- Stern line fitted: 1000 - No stern line fitted: 500

-

TABLE 5a: Category F-2 SES Aliveri / Port Information

1.	Latitude Longitude	38° 23' 26.10'' North 24° 02' 52.85'' East
2.	Country	Greece
3.	Situated in what waters	Mediterranean sea
4.	Is pilotage compulsory	YES √ NO
5.	Name of port	PPC/SES ALIVERI
6.	Distance from nearest port	CHALKIDA 50 km
7.	Depth of water at terminal	9,9 m
8.	Nature of bottom	Flat
9.	Can the vessel be moved at any time of the day or night and at any state of tide	YES NO √
10.	Range of tide	From – 0,40 m to +0,20 m
11.	Velocity of currents	Less than 2 knots
12.	Maximum safe draught	9,5 m
13.	Location of any channels which limit draught of vessel	No
14.	Does draught limitation vary with seasons	No
15.	Are tugs available at port	YES NO √
16.	Are barges or lighters available for receiving bulk oil in an emergency	YES NO √
17.	Name of receiver of cargo	PPC
18.	Nearest Customs House	Karavos
19.	Are any of the following available at or near the berth:	
	Fresh water	YES √ NO
	Bunker Oil	YES NO √
	Diesel Oil	YES NO √
	Fresh provisions	YES NO √
	Doctor	YES NO √
	Hospital	YES NO √
	Laundry service	YES NO √
	Light machine shop	YES NO √
	Dry Dock	YES NO √

TABLE 5b: Category F-2 SES Aliveri / Terminal information

1.	Approval for maximum draught in fine weather conditions	YES √ NO
2.	Length of vessel	160 m (*)
3.	Name of port	Port of SES Aliveri
4.	Latitude Longitude	38° 23' 26.10'' 24° 02' 52.85''
5.	Name of terminal	SES Aliveri
6.	Installation operating staff	Yes
7.	Installation managed by	SES Aliveri/PPC
8.	Distance from quarantine station to terminal	3 km
9.	Distance from nearest port to terminal	CHALKIDA 50 km
10.	Controlling depth of channels	20.02.04
11.	Depth of water at terminal	9,9 m
12.	Range of tide at terminal	From – 0,40 m to +0,20 m
13.	Nature of bottom	flat
14.	Must vessels await daylight or tide for mooring or sailing	YES √ NO
15.	Velocity of currents	Less than 2 knots
16.	Are tugs required for mooring	YES √ NO
17.	Are tugs required for sailing	YES √ NO
18.	Number of berths at terminal	ONE
19.	Do vessels moor alongside a wharf	YES √ NO
20.	Type of mooring used for mooring	Along side mooring
21.	Maximum draught and length of vessel that can be accommodated	9,5 m 160m
22.	Maximum DWT of vessel that can be accommodated	20.000 tn
23.	Are slop disposal facilities available at the terminal	YES NO √
24.	Can vessels arrive or sail light with no ballast	YES NO √
25.	Does the terminal or ship's crew connect and disconnect hose	Both of them
26.	Is the terminal or ship's gangway used	Ship' s gangway
27.	Products handled at the terminal	Fuels
28.	Diameter of pipe line : a) Flexible 10'' b) Sea line c) Shore line to fuel oil storage 12''	 Length of pipe line 24 m Length of pipe line Length of pipe line 1500 m
29.	Length of pipe line from end of flexible hose to tanks	1500 m
30.	Maximum pumping pressure at ship terminal	6,5 bar
31.	Maximum pumping temperature at ship terminal	70°C
32.	Usual rate of unloading (m^3/h)	500

(*) maximum berth length 185 m.

TABLE 6 : Small Islands Terminal Information

DESTINATION POINT		MEANS OF DELIVERY	DEPTH (μέτρα)	MAXIMUM PRESSURE (bar)	PIPELINE
1	THIRA	BUOY/UNDERWATER PIPELINE	8,0	8,0	Φ6''
2	IKARIA	BUOY/UNDERWATER PIPELINE	7,0	8,0	Φ8''
3	KALYMNOS	BUOY/UNDERWATER PIPELINE	8,0	8,0	Φ8''
4	KARPATHOS	BUOY/UNDERWATER PIPELINE	11,0	8,0	Φ8''
5	KOS	BUOY/UNDERWATER PIPELINE	9,0	8,0	Φ8''
6	LESVOS	BUOY/UNDERWATER PIPELINE	10,5	8,0	Φ8''
7	LIMNOS	BUOY/UNDERWATER PIPELINE	7,0	8,0	Φ8''
8	MILOS	BERTH	4,6	6,0	Φ6''
9	SAMOS	BUOY/UNDERWATER PIPELINE	7,0	8,0	Φ8''
10	CHIOS	BUOY/UNDERWATER PIPELINE	10,5	8,0	Φ8''

SPECIMEN – A

Check-list of requirements-Company Details-Vessel's Consumption Table

CHECK-LIST OF REQUIREMENTS (choose/tick appropriately (*))

1. Acceptance of the terms of the declaration (Specimen-C) YES .... NO .... OTHER ....
2. Stern line in place. YES .... NO .... OTHER ....

   Stern-line diameter: .....
3. Bow-thruster in good working condition. YES .... NO .... OTHER ....
4. Vessel uses MGO for propulsion YES .... NO .... OTHER ....
5. At the time of delivery all cargo tanks must be suitable for loading DPP or Crude Oil
   YES .... NO .... OTHER ....
6. Greek flag/Or Accept Greek cabotage compliance clause (see RfP).
   YES .... NO .... OTHER ....
7. Greek Company / Or accept the offshore clause (see RfP). YES .... NO .... OTHER ....
8. Vessel's Owning Company, and/or vessel's "Disponent Owner" belong to the interests of the same natural person(s) that are the legal physical owners of the vessel.
   YES .... NO .... OTHER ....
9. Vessel's Carrying Capacity (*) ..... MT

   (*) Carrying capacity provided to Charterers for DPP cargo

(*) Where you tick OTHER, please explain:

.....

.....

.....

.....

.....

.....

COMPANY DETAILS

Tax Registration Number	
Company Trading Name	
Full Company Name	
Address	
Telephone	
Fax	

BUSINESS CONTACT DETAILS

(This is the company's main business contact and not necessarily the user)

First Name	
Last Name	
Job Title	
e-mail	

USER DETAILS

First Name	
Last Name	
Job Title	
e-mail	
Telephone	

M/T …….. (please fill-in name)

VESSEL'S CONSUMPTIONS TABLE

Ταχύτητα / Speed	Κόμβοι / Knots		MGO 0,1% (MT/ημέρα)	
	Άφορτο (Ballast)	Έμφορτο (Laden)	Άφορτο (Ballast)	Έμφορτο (Laden)
Μέγιστη Ταχύτητα (Max speed)				
Υπηρεσιακή Ταχύτητα (Service Speed)				
Οικονομική ταχύτητα (Eco Speed)				
Χαμηλή ταχύτητα (Low Speed)				

Λοιπές καταναλώσεις	Μονάδες	MGO 0,1%
Αγκυροβολημένο – εν αναμονή (At anchor – idle)	MT/ημέρα (MT/day)	
Σε ετοιμότητα ελιγμών (standby)	MT/ημέρα (MT/day)	
Εκφόρτωση (In port discharging, 1 pump)	MT/ώρα (MT/hour)	
Εκφόρτωση (In port discharging, 2 pumps)	MT/ώρα (MT/hour)	
Ελιγμοί (Maneuvering)	MT/ώρα (MT/hour)	
Πλήρωση έρματος (Ballasting)	MT/ώρα (MT/hour)	
Απόρριψη έρματος (Deballasting)	MT/ώρα (MT/hour)	
Θέρμανση δεξαμενών φορτίου (Cargo Tanks heating)	MT/ώρα (MT/hour)	
Σύστημα αδρανούς αερίου (Inert Gas System)	MT/ώρα (MT/hour)	

SPECIMEN - B

DECLARATION OF ACCEPTANCE OF ALL TERMS AND CONDITIONS IN PPC's REQUEST FOR PROPOSALS No DPLP-611680

The herein below signed ... *[insert name, Title]* ..., lawfully representing the Firm ... *[insert Owners official name]* ..., participating in Public Power Corporation's Request for Proposals DPLP-611680, declare that I took cognizance of all Terms and conditions included in the documents comprising said Request for Proposals and / or attached thereto, I studied and accept same irrevocably and unreservedly in the name of said firm.

I fully understand and recognize that, by accepting any of the Charterer's Counters, I am legally bound against PPC according to the terms of the Request of Proposal and the Documents attached thereto.

I declare that until the day of submission of my offer, I do not fall under any of the grounds for exclusion from participation in this procedure, as detailed in Article 4 (4) of the RWSS/PPC, and summarised as follows:

- Participation in a criminal organization

- Corruption – bribery

- Fraud within the meaning of Articles 386 and 386A of the Criminal Code -Terrorism -Money laundering or financing of terrorism -Child labour and other forms of human trafficking -Non-payment of taxes or social security contributions -Severe or continuous non-compliance with environmental, social security and labour legislation -bankruptcy, subjection to restructuring procedure, special liquidation, administrative receivership or composition procedure or suspension of business activities or any other similar situation -The commission of a serious professional misconduct proven by a final decision issued by a competent disciplinary body or court -The conviction for serious false statements -Unfair means of influencing decisions, obtaining inside information and misleading information -The agreements to distort competition -The failure to remedy distortions of competition resulting from earlier participation in the contract preparation process -Severe or repeated defective performance of a material requirement of a previous contract.

There is no conflict of interest, in accordance with the provisions of the Company's Conflict of Interest Policy posted on the Company's site (https://www.dei.gr/media/jiepwp1r/politikh-sugkroushs-sumpheronton-07-10-22-003.pdf), which it has read, understood and with which it agrees to comply with.

It has read, understood and agrees to comply with the Company's Code of Conduct posted on the Company's site (https://www.dei.gr/media/sn4c32vc/kodikas-deontologikhs-sumperiphoras-09-06-2022_.pdf).

Signature.....

Date.

Specimen - C

PARTICIPATION LETTER OF GUARANTEE

TO:
PUBLIC POWER CORPORATION
22 Chalkokondyli Str, Athens 104 32 GREECE

DATE .....

We wish to inform you that we irrevocably and unreservedly guarantee in favour of your Bidder (1) .... having its seat or domiciled in (2) .... waiving expressly and unreservedly the exception of claiming the benefit of option and our right objections of all kinds, including the principal obligor's non-individual objections and particularly any other objection as from articles 852-856, 862-864 and 866-869 of the Greek Civil Code, and renouncing of all our rights deriving from the above articles ,we are severally responsible towards you and as principal obligors, with up to the sum of € 200,000 (say two hundred thousand Euros) for the participation of the said supplier in the Bid under Request for Proposals (RfP) DPLP-611680 to be held on November-December 2026, for Time-Chartering a DPP Vessel according to the terms and specifications of your RfP DPLP-611680 and its supplements, a copy of which was delivered to us, its reception being confirmed by the present.

The above guarantee refers only to the obligations deriving from the participation in the aforementioned RfP up to the signing of the relative contract by Bidder in case of an award to him, and the delivery by him to you of a Letter of Good Performance Guarantee in accordance with your instructions, but in no event whatsoever does it refer to the obligations deriving from the performance of such a contract.

In the event as a consequence of the above guarantee and according to your free and uncommitted judgment you will decide and inform us that the said Bidder is in default with regard to any obligation assumed by him in connection with his participation in the above RfP, we are hereby assuming the obligation to pay forthwith to you, without any objection whatsoever, the guaranteed sum, either in total or in part, according to your instructions and upon demand, without any authorisation, action or consent of the Bidder hereinabove mentioned being required for such payment, nor any opposition, exception, objection or recourse to arbitration and/or Courts to be eventually by above Bidder demanding non-forfeiture or sequestration of this Letter of Guarantee being considered.

We further declare that our present guarantee shall remain in full force and effect, until any and all obligations assumed by the Bidder by virtue of his participation in the above bid will have been fulfilled and this letter of guarantee will be returned to us together with a declaration from you releasing us from the present guarantee.

NOTE: On blank spaces to be inserted:

(1) The business trade name of the Bidder.
(2) The address of Bidder's seat is to be inserted here.

DPLP-611680

REQUEST FOR PROPOSALS
FOR TIME CHARTERING A DPP VESSEL

SPECIMEN D

GOOD PERFORMANCE BOND

Reference:
Contract no: DPLP-6116801

To : (the buyer's bank)
Beneficiary :

We are informed that *[…… Owner ……],* having its seat or domiciled at *[…… address ……]* has entered into Time-Charter Party No DPLP-6116801 with you, for the time-chartering the vessel [*…… vessel's name ……]* under the terms of which a Performance Bond of five (5) percent of the estimated total T/C/P value is required, in the sum of Euro *XXX,000.00 (say, …… Euro).* The provisions, terms and conditions of the said Time-Charter Party became known to us, as we certify herein.
We, hereby, irrevocably and unreservedly issue the present confirmed Bond and undertake to pay you, on behalf of *[… Owner …]* and without any authorization action or consent of same, any sum or sums not exceeding in aggregate the aforementioned amount of Euro *XXX,000.00*. Payment shall be effected on receipt by us of your first demand in writing accompanied by your duly signed declaration stating that the said Owner is in default with regard to any obligation assumed by him by virtue of T/C Party No DPLP-6116801 as well as the amount due thereof.

We further declare that our present Bond shall remain in full force and effect until any and all obligations assumed by the *[… Owner ……]* undertaken under the terms and within the context of the Charter Party No DPLP-6116801 will have been fulfilled and this Bond will be returned to us, but however at the latest until March 31, 2029.
Claims, if any, under this guarantee, must have reached us at our counters in writing by *February 28, 2029* at the latest, irrespective of whether this guarantee has or has not been returned to us. Claims received by us after the said date will not be entertained.

Yours faithfully,
Signature counter signature

SPECIMEN - E

REQUEST FOR PROPOSALS No DPLP-611680
BUNKER DECLARATION

The herein below signed ... *[insert name, Title]* ..., lawfully representing the Firm ... *[insert Owners official name]* ..., participating in Public Power Corporation's Request for Proposals DPLP 611680, declare that the offered Vessel ... *[insert vessel's name]* ... has all of her bunkers-tanks free of any fuel oil other than MGO and available to full capacity for intake of MGO that she uses MGO for propulsion in open sea and for auxiliary engines and in-port movement.

Signature.....
Date.....

No DPLP-611680
REQUEST FOR PROPOSALS
FOR TIME CHARTERING A DPP VESSEL

Description of the methodology for the evaluation / comparison of offers:

The evaluation of the bids will be based on the total average annual cost of utilizing the offered tankers per metric ton (MT) of heavy fuel oil transported. This cost shall include:

- The charter cost, as offered by the shipowner.
- The fuel cost, as declared by the ship owner on Consumption Table of Specimen A.
- The cost of approaching port facilities/berthing positions—as applicable to the local island stations and the central terminal stations for heavy fuel oil receipt.

The calculation will be based on the data in the table below, the tanker's declared service speed, the declared guaranteed fuel consumption figures (for MGO 0.1), the Company's current contracted fuel procurement costs (using the most recent data available at the time of evaluation), and the contracted agency costs for the Company's tankers calling at the respective local facilities.

The quantity of heavy fuel oil (HFO) transported per voyage, to be taken into account for the purposes of the evaluation, shall be the maximum guaranteed quantity that the tanker can carry when its own marine fuel tanks are full, as declared by the bidder.

The evaluation parameters are detailed in the table below, and an Excel calculation file in an editable format is also attached:

Evaluation Parameters	Units	Quantity
Voyage at service speed, laden	Nautical Miles	8.000
Voyage at service speed, ballast	Nautical Miles	5.000
Standby	Hours	104
Maneuvering	Hours	104
Discharging, 2 pumps	Hours	360
Cargo Tanks heating	Hours	1.440
Disbursement Account Cost	€	900.000
Number of Voyages		36

Attached: Evaluation spreadsheet,

ΔΕΔΟΜΕΝΑ ΠΡΟΣΦΟΡΑΣ ΔΕΞΑΜΕΝΟΠΛΟΙΟΥ			
ΥΠΗΡΕΣΙΑΚΗ ΤΑΧΥΤΗΤΑ SERVICE SPEED	ΚΟΜΒΟΙ (KNOTS)		
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΥΠΗΡΕΣΙΑΚΗ ΤΑΧΥΤΗΤΑ ΕΜΦΟΡΤΟ CONSUMPTION AT SERVICE SPEED - LADEN	MT MGO 0,1/ΗΜΕΡΑ		
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΥΠΗΡΕΣΙΑΚΗ ΤΑΧΥΤΗΤΑ ΑΦΟΡΤΟ CONSUMPTION AT SERVICE SPEED- BALLAST	MT MGO 0,1/ΗΜΕΡΑ		
ΚΑΤΑΝΑΛΩΣΗ ΣΤΟ ΑΓΚΥΡΟΒΟΛΙΟ - ΑΔΡΑΝΕΣ CONSUMPTION AT ANCHOR-IDLE	MT MGO 0,1/ΗΜΕΡΑ		
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΕΤΟΙΜΟΤΗΤΑ ΕΛΙΓΜΩΝ CONSUMPTION WHILE STANDBY	ΜΤ/ΩΡΑ		
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΕΚΤΕΛΕΣΗ ΕΛΙΓΜΩΝ CONSUMPTION WHILE MANEUVERING	ΜΤ/ΩΡΑ		
ΜΕΓΙΣΤΟΣ ΡΥΘΜΟΣ ΕΚΦΟΡΤΩΣΗΣ MAXIMUM CARGO DISCHARGE RATE	ΜΤ/ΩΡΑ		
ΚΑΤΑΝΑΛΩΣΗ ΚΑΤΑ ΤΗΝ ΕΚΦΟΡΤΩΣΗ CONSUMPTION AT MAX GARGO DISCHARGE RATE	ΜΤ/ΩΡΑ		
ΚΑΤΑΝΑΛΩΣΗ ΓΙΑ ΤΗ ΘΕΡΜΑΝΣΗ ΤΩΝ ΔΕΞΑΜΕΝΩΝ ΦΟΡΤΙΟΥ CONSUMPTION FOR CARGO TANKS HEATING	ΜΤ/ΩΡΑ		
ΗΜΕΡΗΣΙΟΣ ΝΑΥΛΟΣ DAILY HIRE RATE	EUR/ΗΜΕΡΑ		
ΜΕΓΙΣΤΟ ΦΟΡΤΙΟ (ΜΕ ΠΛΗΡΕΙΣ ΔΕΞΑΜΕΝΕΣ ΚΑΥΣΙΜΩΝ ΝΑΥΤΙΛΙΑΣ) MAXIMUM CARGO SIZE (WITH FULL BUNKER TANKS)	ΜΤ		
ΚΟΣΤΟΣ ΕΤΗΣΙΑΣ ΕΚΜΕΤΑΛΛΕΥΣΗΣ ΠΛΟΙΟΥ			
ΚΟΣΤΟΣ ΝΑΥΛΩΣΗΣ			
ΕΤΗΣΙΟΣ ΝΑΥΛΟΣ YEARLY HIRE	ΗΜΕΡΕΣ	365	
ΚΟΣΤΟΣ ΚΑΥΣΙΜΟΥ			
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΥΠΗΡΕΣΙΑΚΗ ΤΑΧΥΤΗΤΑ ΕΜΦΟΡΤΟ, MT CONSUMPTION AT SERVICE SPEED - LADEN, MT	ΝΑΥΤ. ΜΙΛΙΑ	8.000	
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΥΠΗΡΕΣΙΑΚΗ ΤΑΧΥΤΗΤΑ ΑΦΟΡΤΟ, MT CONSUMPTION AT SERVICE SPEED- BALLAST, MT	ΝΑΥΤ. ΜΙΛΙΑ	5.000	
ΚΑΤΑΝΑΛΩΣΗ ΣΤΟ ΑΓΚΥΡΟΒΟΛΙΟ - ΑΔΡΑΝΕΣ, MT CONSUMPTION AT ANCHOR-IDLE, MT	ΗΜΕΡΕΣ		
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΕΤΟΙΜΟΤΗΤΑ ΕΛΙΓΜΩΝ, MT CONSUMPTION WHILE STANDBY, MT	ΩΡΕΣ	104	
ΚΑΤΑΝΑΛΩΣΗ ΣΕ ΕΚΤΕΛΕΣΗ ΕΛΙΓΜΩΝ, MT CONSUMPTION WHILE MANEUVERING, MT	ΩΡΕΣ	464	
ΚΑΤΑΝΑΛΩΣΗ ΚΑΤΑ ΤΗΝ ΕΚΦΟΡΤΩΣΗ, MT CONSUMPTION AT MAX GARGO DISCHARGE RATE, MT	ΩΡΕΣ	360	
ΚΑΤΑΝΑΛΩΣΗ ΓΙΑ ΤΗ ΘΕΡΜΑΝΣΗ ΤΩΝ ΔΕΞΑΜΕΝΩΝ ΦΟΡΤΙΟΥ, MT CONSUMPTION FOR CARGO TANKS HEATING, MT	ΩΡΕΣ	1.440	
ΚΟΣΤΟΣ ΚΑΥΣΙΜΟΥ	€/MT		
ΚΟΣΤΟΣ ΠΡΑΚΤΟΡΕΥΣΗΣ			
ΛΙΜΑΝΙ ΠΡΟΣΕΓΓΙΣΗΣ	ΑΡΙΘΜΟΣ ΠΡΟΣΕΓΓΙΣΕΩΝ	ΚΟΣΤΟΣ ΑΝΑ ΠΡΟΣΕΓΓΙΣΗ, €	ΚΟΣΤΟΣ, €
ΣΥΝΟΛΟ ΠΡΑΚΤΟΡΕΥΣΗΣ			900.000

ΣΥΝΟΛΙΚΟ ΚΟΣΤΟΣ ΑΝΑ ΜΤ ΜΕΤΑΦΕΡΟΜΕΝΟΥ ΚΑΥΣΙΜΟΥ	

Bunkering via tank-trucks: Necessary equipment

As a rule, refuelling will take place at the Elefsis Commercial Port via tank-trucks.
Vessels should be equipped with proper quick coupling connections.
She has to have fabricated a flange at the end of which should be attached (either by welding or other means) a quick coupling connection with bore diameter 2.5 inches and/or preferably 3 inches.
The fabricated connections must be of sufficient strength in order to avoid possible failure of the assembly components and to be suitable to oil resistance.











