# **FIXTURE NOTE**

IT IS ON 28TH April 2025 MUTUALLY AGREED BETWEEN**Shen Zhen Dong Tai International Logistics co.,LTD** AS CHARTS AND **SHANGHAI MCJ SHIPPING CO.,LTD** AS OWS UNDER THE FOLLOWING TERMS AND CONDITIONS:

VESSEL’S NAME AND PARTICULARS

M\V

01. ACCT账号:

02.CARGO AND QTY: ABT 2 PACKAGES OF TRUCK ATTACHED PACKING LIST. SHIPPING MARKS SHOULD BE CLEAR AND RECOGNIZABLE BY COLOR DECODING ETC. FINAL VOLUME SUBJ TO INDEPENDENT SURVEY REPORT. PART OR FULL CARGO TB FOR OWRS’ OPTION. CARGO STOWAGE IS AS PER OWRS’ STOWAGE.

03. LDG PORT: **1 YANTAI, CHINA,OWR’S BERTH**

DISCHG PORT: **1 PARAMARIBO SURINAME OWR’S BERT**

1. LAYCAN: 5-15TH MAY

.FREIGHT:**: USD 106 PER WM ON FLT BSS 1/1**

1. FREIGHT PAYMENT:100 PCT FULL FREIGHT TO BE PAID TO OWS NOMINATED BANK ACCT FREE OF ANY BANK CHARGES WITHIN 3 BANKING DAYS AFTER COMPLETING LOADING. BANK CHARGES ALWAYS TO BE FOR CHRTS ACCT. THE ORIGINAL B/L WILL BE ISSUED/RELEASED ALWAYS AFTER OWNERS' BANK CONFIRMS RECEIPT OF FREIGHT. BS/L MARKED “FREIGHT PAYABLE AS PER C/P”. “FREIGHT PREPAID” BS/L TO BE S/R ONLY PRIOR UPON FULL FREIGHT RECEIVED. FREIGHT DEEMED EARNED UPON COMPLETION OF LOADING,DISCOUNTLESS N NON-RETURNABLE WHETHER SHIP AND/OR CGO LOST OR NOT LOST.
2. LDG/DISCHG RATE: CQD BENDS
3. DETETIONS: AT THE RATE OF USD 15000 PDPR, IN CASE CGO/CGO DOCS ARE NOT READY OR ANY NECESSARY FORMALITIES ARE NOT BEING ARRANGED, OR NO ENOUGH TRUCKS/BARGES/STORAGE YARD ARE BEING ARRANGED DURING LOADING OR DISCHARGING IN NORMAL WORKING CONDITIONS.

IF THE VESSEL CAN NOT DEPARTURE THE LOADING\DISCHARGING PORT AFTER COMPLETION OF LOADING\DISCHARGING DUE TO CARGO FOMALITIES OR PORT CLEARANCE FOMALITIES HAVE NOT BEEN FULFILLED, THE TIME USED FOR WAITTING THE RELEVANT FOMALITIES SHOULE BE DEEMED AS DETENTION.

DETENTION INCURRED AND EXCEEDS TWO DAYS AT LOADING PORT, THE CHARTERERS ARE OBLIGED TO PAY THE DETENTION CHARGES IN EVERY THREE DAYS. THE BALANCE OF WHICH SHOULD BE SETTLED TOGETHER WITH THE FEIGHT PAYMENT.

DETENTION INCURRED BEFORE DISCHARGING AT DISCHARGING PORT, TO BE SETTLED BEFORE COMMENCE OF DISCHARGING. DETENTION INCURRED AFTER COMMENCE OF DISCHARGING SHOULED BE PAID EVERY TWO DAYS IF DETENTION EXCEED TWO DAYS. THE BALANCE OF WHICH SHOULE BE SETTLED WITHIN 5 DAYS AFTER COMPLETION OF DISCHARGING AGAINST SUPPORTING DOCUMENTS. IN CASE OF THEIR FAILTURE ON DETENTION PAYMENT, OWS WILL HAVE THE RIGHT TO DISPOSE CGO AT ANY TIME ANY PLACE IN ANY MEANS, INCLUDING BUT NOT LIMITED TO DISCHARGE CGO AT OTHER CONVENIENT PORT.

08 THAT THE OWNERS SHALL AT ANY TIME HAVE A LIEN UPON ALL CARGOES,AND ALL SUB-FREIGHT FOR FREIGHT, DEADFREIGHT, DEMURRAGE, DETETION, CLAIMS FOR DAMAGE AND ANY OTHER AMOUNTS DUE UNDER THIS CHARTER PARTY INCLUDING RECOVERING SAME (IN THE EVENT THAT THE CHARTERER FAILS TO PROVIDE A FULL CARGO AS AGREED IN THIS FIXTURE NOTE, THE CHARTERER SHALL BE LIABLE TO PAY DEADFREIGHT TO THE OWNER. THE AMOUNT OF DEADFREIGHT IS EQUIVALENT TO 100% OF THE FREIGHT).

09 OWRS/MASTER/AGENT TENDER THE NOR BY TLX/FAX/CBL UPON VSL’S WWWW

10 BS/L WILL BE ISSUED/SIGNED AGAINST MATES’ RECEIPT BY MASTER OR AGENTS AT LDG PORT AND TO BE RELEASED TO SHPRS UPON RECEIPT OF FREIGHT.

1. LIGHTERAGE/LIGHTENING/SHIFTING IF ANY TB FOR CHRTRS ACCOUNT.
2. ANY TAXES/DUES ON CARGO TO BE FOR CHTRS’ ACCT SAME ON VSL/CREW/FRT TO BE FOR OWRS’ ACCT. IATP AND CUSTOMS CHARGES TO BE FOR CHRTS/RECEIVERS ACCT.
3. SHIPSIDE TALLY TO BE FOR OWRS’ ACCT SHORESIDE TALLY TO BE FOR CHTRS’ ACCT.
4. ARBITRATION:IF ANY TO BE SUBMITTED TO THE JURISDICTION OF CHINA MARITIME ARBITRATION COMMISSION IN BEIJING. AND CHINESE LAW TO APPLY AND THE ARBITRATION AWARD SHALL BE FINAL AND BINDING ON THE PARTIES.
5. MASTER/OWRS TO TENDER 5/4/3 DAYS ETA NOTICE AND 48/24 HOURS DEFINITE NOTICE AT LOAD/DISCHARGE PORT TO CHARTERERS OR SHIPPERS OR CONSIGHEE OR THEIR AGT.
6. OWRS AGT AT LDG/DISCHG PORT.
7. PART OR FULL CARGO TB FOR OWRS OPTION.

ON DECK TO BE REMARKED ON B/L AS: 'SHIPPED ON DECK/HATCHCOVERS AT SHIPPER’S/RECEIVER’S/CHARTERERS’ RISK/EXPENSE/RESPONSIBILITY, NEITHER THE VESSEL NOR HER MASTER /OWNERS/DISPODENT OWNERS ARE RESPONSIBLE FOR ANY CARGO DAMAGE OR LOSS OF CARGO, WHATSOEVER AND HOWEVER CAUSED.

1. OVERAGR PREMIUM :OWRS/VSLS FREE OAP.
2. VESSEL SHOULD BE PNI CLUB COVERED.
3. IT IS A CONDITION OF THIS CHARTER PARTY THAT ANY BILL OF LADING ISSUED PURSUANT TO THIS CHARTER PARTY SHALL INCORPORATE ALL TERMS, CONDITIONS AND EXCEPTIONS OF THIS CHARTER PARTY.
4. OTHERS AS PER GENCON C/P 94 DTLS WITH LOGICAL AMENDMENTS TO COMPLY WITH ABV MAINTERMS

===END===

ALL NEGOS AND EVTL FIXTURE TO REMAIN STRICTLY P+C.

FOR AND ON BEHALF OF OWNERS: FOR AND ON BEHALF OF CHRS:

SHANGHAI MCJ SHIPPING CO.,LTD **Shen Zhen Dong Tai International Logistics co.,LTD**

(AUTHORISED SIGNATURE) (AUTHORIZED SIGNATURE)