



Port Terms No. 129

Copyright
THE GRAIN AND FEED TRADE ASSOCIATION

LOADING TERMS FOR UNITED KINGDOM PORTS

**delete/specify as applicable*

Date

1. Vessel type - vessel to be self-trimming, single deck bulk carrier. Main hold loading only via main hatches.
 - wing tanks, deep tanks or any other restricted spaces to be excluded.
 - twin hatch vessels not suitable.
 - vessel to be suitable for spout trimming. Bulk only. No bags.
2. Grain certificates - vessel shall be in possession of current and authenticated grain certificate and loading plan approved by the government of vessel's flag and fully suitable for loading the cargo in the manner agreed in conformity with British D.T.I. requirement.
3. I.T.F. approved - vessels to be fully I.T.F. approved for trading to U.K. ports.
4. Ship's Agents - Sellers should nominate ship's Agents at load port, latest on declaration of port of loading unless already given.
5. Load guarantee - vessel to be loaded and spout trimmed at an average rate oftonne per weather working day of 24 consecutive hours, providing vessel can receive at this rate. Time from 5.00 p.m. on Fridays until 8.00 a.m. on Mondays and from 5.00 p.m. on days preceding holidays until 8.00 a.m. on the next working day not to count even if used.

Sellers to pay demurrage at Charter Party rates but subject to a maximum of US\$..... per day or pro rata for all time used in excess of allowed laytime. Buyers to pay despatch for all laytime saved at half the demurrage rate as above.
6. Time lost by opening hatches not to count as laytime.
7. Any delays caused by ice, floods, fog, and quarantine or by cases of force majeure not to count as laytime unless vessel is already on demurrage.
8. **TURN CLAUSE**

In the event of Buyers nominating more than one vessel against the contract, laytime not to count on the second and subsequent vessels until the berth has become available after completion of loading of the preceding contractual vessel. If, however, laytime has expired on the preceding vessel then laytime to count on subsequent vessel(s) from the first working period on the next business day after expiry of laytime of preceding vessel(s).
9. **LAYTIME COUNTING**

Time to count from the first working period on the next business day following vessel's Customs clearance and receipt at the office of Shipper/Shippers' Agents of written notice of readiness (NOR) accompanied by pass of any national and/or regulatory bodies as may be required, and/or independent surveyor as selected by charterers (attesting to the fact that the vessel is clean, ready in every respect in all compartments and in possession of valid document of authorisation in compliance with the Merchant Shipping (Grain) Regulations 1980 as amended), during ordinary office hours of Shipper/Shippers' Agents from 09.00 hours to 16.00 hours from Monday to Friday, unless a holiday. If vessel is unable to berth upon arrival on account of congestion the vessel shall be permitted to present NOR at the customary place, Wibon, Wifpon, Wiccon, Wipon and laytime to count accordingly but time from berth becoming available until vessels arrival in berth and time used obtaining

necessary passes is not to count as laytime.

10. Acceptance and rotation of vessels in port at all times to be according to local port authority terms and conditions.

11. Sailing draft at Owners/Buyers risk.

12. DELIVERY PERIOD

In the Delivery Period Clause paragraph (a) GAFTA contract 79A, the following schedule shall determine the number of consecutive hours which must remain from presentation of a contractual vessel to the end of the contractual delivery period:

For quantities up to	4000 tonne	-	36 consecutive hours
For quantities between	4001 - 8000 tonne	-	48 consecutive hours
For quantities between	8001 - 12000 tonne	-	72 consecutive hours
For quantities in excess of	12000 tonne	-	96 consecutive hours

13. It is understood by Buyers that the Notice of Readiness does not become effective under the terms of this contract before the expiry of the 8 clear day's notice:

14. Minimum size of vessel(s)

15. NOMINATION OF VESSEL CLAUSE

a) Nomination of Vessels

The last FOB Buyers shall give 8 clear days notice of the name of the vessel(s) and the probable readiness date and the estimated quantity to be loaded. This notice to be served by the last FOB Buyers to their Sellers and to the Ship's Agents nominated by the Sellers by latest 10.00 hours on a business day. Such notice shall be served and passed on by any means of rapid written communication or by telephone and confirmed in writing on the same day.

b) Substitution of Vessels

Having nominated, as above, the last FOB Buyers are entitled to substitute the last named vessel provided that they serve a notice to the Sellers of the name of the substitute vessel. The substitute vessel shall present at the loading port in readiness to load in compliance with the Delivery Period Clause no later than 3 days from the expected probable readiness date of the vessel nominated in accordance with paragraph (a) above.

A notice to the Brokers or Agents shall be deemed a notice under this clause.

The Notices and the Non-Business Days Clauses of the contract shall not apply.

Sellers.....Buyers.....

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THE GRAIN AND FEED TRADE ASSOCIATION

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