

## Sultrade - Operations Dept

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**De:** Oikonomou Giannis <oikonomou@stealth.gr>  
**Enviado em:** quarta-feira, 7 de janeiro de 2026 08:48  
**Para:** operations@sultradeagency.com  
**Cc:** Operation Dept (Brave); Neptulus  
**Assunto:** RE: MV NEPTULUS / CARGILL - CLEAN RECAP CP DD 5 JAN 2026

Good day

Pls see below vsl's next employment, you are kindly request to act as Owners agent for next loading as well.

Thanks

Capt. Giannis Oikonomou  
Fleet Manager  
Brave Maritime Corporation INC.  
331 Kifissias Ave. PC:145 61 , Kifissia, Greece  
Mob: +306946331586  
TEL: +30-210-6252849-50 (Ext. 131)  
Email: operation@brave.gr  
Email: oikonomou@brave.gr

(Accessible but not monitored 24 hours. Please call when sending anything requiring immediate attention.)  
(PLEASE ALWAYS LEAD YOUR SUBJECT LINES WITH VESSEL NAME)

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**From:** Neptulus <neptulus@brave.gr>  
**Sent:** 07 January 2026 03:18  
**To:** Oikonomou Giannis <oikonomou@stealth.gr>  
**Cc:** Operation Dept (Brave) <Operation@brave.gr>  
**Subject:** RE: MV NEPTULUS / CARGILL - CLEAN RECAP CP DD 5 JAN 2026

Dear Capt. Giannis Oikonomou,  
Good day sir!

Your below msg well recived and noted.

Best regards,  
Capt. A.D. Triste III /CE. F. G. Barlaan  
Master / MV Neptulus  
Tel: +4723674251 (BRIDGE)  
Tel: +4723674252 (BRIDGE)  
Tel: +4723674250 (MASTER'S CABIN)  
Inm-C: 453 845 377 / 453 855 418  
Email: [neptulus@brave.gr](mailto:neptulus@brave.gr)

-----Original Message-----

From: Oikonomou Giannis [<mailto:oikonomou@stealth.gr>]  
Sent: 06 January 2026 18:44  
To: Neptulus  
Cc: Operation Dept (Brave)  
Subject: MV NEPTULUS / CARGILL - CLEAN RECAP CP DD 5 JAN 2026

Dear Captain

Pls see below/attached fixture recap re your next employment. Upon completion of discharging pl proceed to nearest safe OPL anchorage in order to prepare CHs.

VERY important, In case you need any equipment/tool for CH cleaning pls request it now before departure from Owners agents.

Qte

-FOR ACCOUNT OF:

CARGILL OCEAN TRANSPORTATION (SINGAPORE) PTE LTD

FDC 8328

138 MARKET STREET

#17-01 CAPITAGREEN

SINGAPORE 048946

SINGAPORE

TEL +65 6295 1112 <tel:+65%206295%201112>

-DELIVERY: AFSPS FAZENDINHA / MACAPA ATDNSHINC

ONLY COMPULSORY PILOTS TO BE USED WHEN CALLING AMAZON (IN / OUT)

DELIVERY NOTICES: ON FIXING/DAILY TO HANDYOPS@CARGILL.COM  
<mailto:Suprahandyops@cargill.com.>

-LAYCAN: 18 JAN 00H01 LT / 22 JAN 23H59 LT ONLY NORMAL NYPE CANCELLING CLAUSE TO APPLY

HOLD CONDITION ON DELIVERY (AS PER FW: MV NEPTULUS / CARGILL - CLEAN FIXTURE RECAP - CP DTD 16.07.2024) THE VESSEL S HOLDS ON DELIVERY SHALL BE CLEAN AND IN ALL RESPECTS READY TO RECEIVE ANY CARGO PERMITTED UNDER THIS CHARTER PARTY TO THE SATISFACTION OF CHARTERERS AND/OR SHIPPERS AND/OR OFFICIAL SURVEYOR(S). IF THE VESSEL FAILS HOLD INSPECTION THEN THE VESSEL SHALL BE OFF-HIRE FROM THE TIME OF REJECTION UNTIL THE VESSEL HAS PASSED A SUBSEQUENT INSPECTION AND ALL/ANY RELATED EXPENSES, INCLUDING BUT NOT LIMITED TO CLEANING COSTS, SHALL BE FOR OWNERS ACCOUNT. IN THE EVENT THAT ONE OR MORE [BUT NOT ALL] HOLDS ARE PASSED AS SUITABLE FOR LOADING, THE CHARTERERS SHALL HAVE THE OPTION TO

COMMENCE LOADING IN THOSE HOLDS WHICH HAVE BEEN PASSED IN WHICH CASE HIRE SHALL BE PAYABLE PROPORTIONATE TO THE NUMBER OF HOLDS PASSED. HOWEVER, IF THEREAFTER THE VESSEL IS DELAYED OWING TO NON-ACCEPTANCE OF ANY HOLD(S) PREVIOUSLY REJECTED, THE VESSEL SHALL BE OFF-HIRE ENTIRELY UNTIL SUCH HOLD(S) IS/ARE PASSED AND LOADING IS RESUMED.

-TRADING: SPS/SBS/SAS/AA/AWIWIL.

-CARGO: HARMLESS BULK STOWED AS PER LOCAL/INTERNATIONAL REGULATIONS.

-1 TC TRIP OF ABT 20/30 DAYS WOG VIA BRAZIL WITH HARMLESS/LAWFUL GRAINS TO VENEZUELA, TRADING ALW WITHIN INL/IWL ALW VIA SPS/SBS/SAS, ALW AFLOAT.  
THE CARGO ALWAYS TO BE LOADED AND DISCHARGED W.I. IMO/LOCAL RULES/REGULATIONS AND RECOMMENDATIONS, IMSBC CODE AND VSL S CERTIFICATES

-REDELIVERY RANGE: DLOSP 1SP VENEZUELA INT PUERTO CABELLO, PICO ATDNSHINC.

REDELIVERY NOTICES: 15/10 DAYS APPROXIMATE AND 5 DAYS DEFINITE NOTICE OF REDEL DATE AND PORT.

-BUNKERS CLAUSE:

BUNKER QUANTITIES ON DELIVERY: ABOUT 450-470 MT VLSFO, ABOUT 100-125 MT LSMGO.  
BUNKERS ON REDELIVERY TO BE ABOUT SAME QUANTITIES AS ACTUALLY ON DELIVERY.

OWNERS HAVE THE RIGHT TO TAKE ADDITIONAL BUNKERS FOR THEIR OWN ACCOUNT DURING THE CURRENCY OF THE CHARTER PARTY AND PRIOR TO REDELIVERY SUBJECT ALWAYS TO CHARTERERS OPERATIONS - ANY EXTRA TIME/EXPENSE INCURRED TO BE FOR OWNERS ACCOUNT. CHRTRS HAVE THE LIBERTY TO BUNKER THE VESSEL PRIOR TO DELIVERY PROVIDED SAME DOES NOT INTERFERE WITH OWNERS OPERATIONS.

CHTRS WILL ALWAYS TAKE BUNKERS WITH ISO 8217:2010 SPECS WHERE READILY AVAILABLE, BUT IF NOT AVAILABLE OR NOT IN PRODUCTION, CHARTS CAN BUNKER ISO 8217:2005 SPECS INSTEAD. OWNERS ACCEPT LOCAL BUNKER SPECIFICATIONS IN SOUTH AFRICA (IFO RMF 25), BRAZIL, EGYPT, INDIA, TAIWAN AS LONG AS SAME ARE BEING SUPPLIED BY INTERNATIONALLY RECOGNIZED BUNKER SUPPLIERS AND COMPLY WITH MARPOL ANNEX VI RULE 18.

BUNKER QUALITY

THE CHARTERERS SHALL SUPPLY BUNKERS OF A QUALITY SUITABLE FOR BURNING IN THE VESSEL'S ENGINES AND AUXILIARIES AND WHICH CONFORM TO THE ISO 8217 (2010) SPECIFICATIONS OR, IF UNAVAILABLE, ISO 8217 (2005) SPECIFICATIONS, OR ANY SUBSEQUENT EDITION THEREOF, AND WHICH COMPLY TO MARPOL ANNEX VI.

CHOPT REDELIVERING VESSEL UNCLEAN: PAYING USD 4000 ILOHC.

VICTUALLING/MESSAGE ETC: CHRTRS PAYING USD 1250 MO OR PRORATA.

- OWISE AS PER MV NEPTULUS / CARGILL - CP DD 16 / 07 / 2024 (ATTACHED CLEAN RECAP + BASE CP)  
LOGICALLY AMENDED TO REFLECT MAIN TERMS AGREED

- ALL SUBS LIFTED TIMELY

BIMCO U.S. ANTI-DRUG ABUSE ACT 1986 CLAUSE FOR TIME CHARTER PARTIES 2013 (CARGILL AMENDED)  
IN PURSUANCE OF THE PROVISIONS OF THE U.S. ANTI-DRUG ABUSE ACT 1986, OR ANY RE-ENACTMENT  
THEREOF, THE CHARTERERS WARRANT TO EXERCISE REASONABLE CARE AND DILIGENCE IN PREVENTING  
UNMANIFESTED NARCOTIC DRUGS AND MARIJUANA TO BE LOADED OR CONCEALED ON BOARD THE  
VESSEL.

NON-COMPLIANCE WITH THE PROVISIONS OF THIS CLAUSE SHALL AMOUNT TO BREACH OF WARRANTY  
FOR THE CONSEQUENCES OF WHICH THE CHARTERERS SHALL BE LIABLE.  
FURTHERMORE, ALL TIME LOST AND ALL EXPENSES INCURRED, INCLUDING FINES, AS A RESULT OF THE  
CHARTERERS' BREACH OF THE PROVISIONS OF THIS CLAUSE SHALL BE FOR THE CHARTERERS' ACCOUNT  
AND THE VESSEL SHALL REMAIN ON HIRE.

SHOULD THE VESSEL BE ARRESTED AS A RESULT OF THE CHARTERERS' NON-COMPLIANCE WITH THE  
PROVISIONS OF THIS CLAUSE, THE CHARTERERS SHALL AT THEIR EXPENSE TAKE ALL REASONABLE STEPS  
TO SECURE THAT WITHIN A REASONABLE TIME THE VESSEL IS RELEASED AND AT THEIR EXPENSE PUT UP  
BAIL TO SECURE RELEASE OF THE VESSEL.

THE OWNERS SHALL REMAIN RESPONSIBLE FOR ALL TIME LOST AND ALL EXPENSES INCURRED, INCLUDING  
FINES, IN THE EVENT THAT UNMANIFESTED NARCOTIC DRUGS AND MARIJUANA ARE NOT ATTRIBUTABLE  
TO CHARTERERS OR THEIR BREACH OF THIS CLAUSE.

ADD: ANTI DRUG INSPECTION PRIOR REDELIVERY TO BE FOR CHARTS ACCT

-SANCTIONS/ELIGIBILITY (FW: MV NEPTULUS / CARGILL - CLEAN FIXTURE RECAP - CP DTD 16.07.2024)

"OWNER REPRESENTS AND WARRANTS THAT OWNER AND ITS VESSEL ARE NOT IN ANY WAY DIRECTLY  
OR INDIRECTLY OWNED, CONTROLLED BY OR RELATED TO ANY: (1) CUBAN OR IRANIAN INTERESTS; OR  
(2) DESIGNATED TARGET OF ECONOMIC TRADE SANCTIONS PROMULGATED BY THE U.N., U.S., E.U., OR  
SWITZERLAND, ("SANCTION LAWS"). OWNER UNDERTAKES THAT OWNER AND ITS AGENTS  
AND REPRESENTATIVES WILL FULLY COMPLY WITH ALL APPLICABLE SANCTION  
LAWS IN THEIR PERFORMANCE HEREUNDER. IF THE GOODS ARE TO BE LOADED OR  
UNLOADED IN THE UNITED STATES, THEN OWNER REPRESENTS AND WARRANTS THAT (I) THE  
VESSEL HAS NOT CALLED AT A PORT IN NORTH KOREA WITHIN 180 DAYS OF THE VESSEL'S ESTIMATED  
ARRIVAL AT A U.S. PORT, (II) THE VESSEL HAS NOT ENGAGED IN ANY SHIP- TO -SHIP TRANSFER WITH A  
VESSEL THAT HAS CALLED AT A PORT IN NORTH KOREA WITHIN 180 DAYS OF THE VESSEL'S ESTIMATED  
ARRIVAL AT A U.S. PORT, AND (III) IN THE EVENT THE VESSEL HAS CALLED AT A CUBAN PORT WITHIN 180  
DAYS OF THE VESSEL'S ESTIMATED ARRIVAL AT A U.S. PORT, ALL SUCH CALLS WERE FULLY PERMISSIBLE  
UNDER U.S. LAWS IMPOSING SANCTIONS ON CUBA, AND THE VESSEL IS NOT RESTRICTED IN ITS ABILITY  
TO CALL AT A U.S. PORT UNDER THESE U.S. LAWS. OWNER UNDERTAKES THAT OWNER, ITS AGENTS AND  
REPRESENTATIVE WILL NOT CAUSE CHARTERER TO VIOLATE APPLICABLE SANCTION LAWS, IN  
THEIR PERFORMANCE HEREUNDER. OWNER AGREES TO COOPERATE WITH CHARTERER'S  
REASONABLE REQUESTS FOR INFORMATION OR DOCUMENTATION TO VERIFY COMPLIANCE WITH  
THIS CLAUSE.

CHARTERER REPRESENTS AND WARRANTS THAT NEITHER IT NOR ANY PERSON OR ENTITY THAT  
OWNS OR CONTROLS IT IS A

DESIGNATED TARGET OF ECONOMIC TRADE SANCTIONS PROMULGATED BY THE U.N., U.S., E.U. OR SWITZERLAND ("SANCTION LAWS"). CHARTERER UNDERTAKES THAT CHARTERER AND ITS AGENTS AND REPRESENTATIVES WILL FULLY COMPLY WITH ALL APPLICABLE SANCTION LAWS IN THEIR PERFORMANCE HEREUNDER. CHARTERER UNDERTAKES THAT CHARTERER, ITS AGENTS AND REPRESENTATIVES WILL NOT CAUSE OWNER TO VIOLATE APPLICABLE SANCTION LAWS, IN THEIR PERFORMANCE HEREUNDER. CHARTERER AGREES TO COOPERATE WITH OWNER'S REASONABLE REQUESTS FOR INFORMATION OR DOCUMENTATION TO VERIFY COMPLIANCE WITH THIS CLAUSE."

OWNER REPRESENTS AND WARRANTS THAT OWNER, REGISTERED OWNER, INTERMEDIATE DISPONENT OWNERS, ANY ULTIMATE BENEFICIAL OWNERS OF THE AFOREMENTIONED PARTIES AND THE VESSEL HAVE NOT (I) VIOLATED, OR (II) BEEN CONVICTED OF VIOLATING ANY SANCTIONS LAWS OR (III) BEEN SUBJECTED TO ANY INVESTIGATION OR PROCEEDING FOR POTENTIAL VIOLATION OF ANY SANCTIONS LAWS. OWNER IS NOT AWARE OF ANY REASON WHICH WOULD CAUSE OWNER, REGISTERED OWNER, INTERMEDIATE DISPONENT OWNERS OR ANY ULTIMATE BENEFICIAL OWNERS OF THE AFOREMENTIONED PARTIES OR THE VESSEL, TO BE OR BECOME A DESIGNATED TARGET OF SANCTIONS LAWS. THERE ARE NO PENDING OR THREATENED ENFORCEMENT PROCEEDINGS INVOLVING THE OWNER, THE REGISTERED OWNER, INTERMEDIATE DISPONENT OWNERS, ANY ULTIMATE BENEFICIAL OWNERS OF THE AFOREMENTIONED PARTIES OR THE VESSEL IN ANY WAY RELATED TO VIOLATION OF SANCTION LAWS. OWNERS UNDERTAKE TO ASSIST CHARTERERS IN ANSWERING ALL QUESTIONS ANY THIRD PARTY (INCLUDING BUT NOT LIMITED TO PORT AND CUSTOM AUTHORITIES) MIGHT ASK ABOUT VESSEL PREVIOUS VOYAGE FROM RUSSIA AND UNDERTAKE TO INDEMNIFY AND HOLD CHARTERERS HARMLESS FOR ALL COST AND CONSEQUENCES SUFFERED BY CHARTERERS UNDER CURRENT CP AND ARISING FROM OWNERS' VOYAGE LINKED TO RUSSIA.

AS PER ATTACHED LAST DONE:

MAIN BODY: -L71/72 REPLACE NON COMPULSORY PILOTAGE BY NON COMPULSORY BUT STANDARD PRACTICE PILOTAGE

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RIDERS: -CL86 : ADD AND NICKEL ORE CONCENTRATES AS PER DOCUMENT ATTACHED

ADD

-GEAR AND EQUIPMENT

THE VESSEL SHALL BE IN POSSESSION OF INTERNATIONAL CARGO GEAR CERTIFICATE SHOWING THAT ALL GEAR IN ORDER WHICH TO BE SHOWN TO CHARTERERS OR THEIR AGENTS, IF REQUIRED BY THEM. IF THE VESSEL CALLS AT ANY U.S. PORT FOR PURPOSE OF LOADING AND DISCHARGING CARGO, THE VESSEL'S CARGO GEARS AND ALL OTHER EQUIPMENT SHALL COMPLY WITH REGULATIONS ESTABLISHED BY U.S. PUBLIC LAW 85-742 PART 9 (SAFETY AND HEALTH REGULATIONS FOR LONGSHORING). IF STEVEDOI66, LONGSHOREMEN OR OTHER LABOURS ARE NOT PERMITTED TO WORK BY REASON OF ANY FAILURE OF THE MASTER, THE OWNERS AND/OR THEIR AGENTS TO COMPLY WITH SUCH REGULATIONS AND/OR FAILURE OF THE CARGO GEAR INSPECTION OR BY REASON THAT THE VESSEL IS NOT IN POSSESSION OF SUCH VALID AND UP-TO-DATE CERTIFICATES, THEN THE OWNERS SHALL MAKE IMMEDIATE CORRECTIVE MEASURES. THE CHARTERERS MAY SUSPEND HIRE FOR TIME LOST THEREBY AND ANY EXTRA DIRECT EXPENSES INCLUDING STEVEDORES'

STAND-BY TIME SHALL BE FOR OWNERS' ACCOUNT.

IN CASE OF CRANE BREAKDOWN BY REASON OF DISABLEMENT OR INSUFFICIENT POWER, THE HIRE TO BE REDUCED PRO RATA FOR THE PERIOD OF SUCH INSUFFICIENCY IN RELATION TO THE NUMBER OF CRANES AVAILABLE AND RESPECTIVE CARGO

HOLD(S) SERVICEABLE, BUT TO BE FULLY ON-HIRE IF SUCH BREAKDOWN DOES NOT HINDER THE LOADING OR DISCHARGING CARGO OPERATION WITH OTHER CRANES AVAILABLE

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VALID SHIP SANITATION CONTROL CERTIFICATE [SSCC] OR SHIP SANITATION CONTROL EXEMPTION CERTIFICATE [SSCEC] ISSUED IN A PORT MENTIONED IN THE IHR LIST OF AUTHORIZED PORTS . ALL COSTS AND OTHER CONSEQUENCES WHATSOEVER ARISING FROM THE OWNER'S NONCOMPLIANCE WILL BE FOR THEIR ACCOUNT.

OWNERS UNDERTAKE THAT THE VESSEL DOES NOT HAVE ANY RUSSIAN FUEL OIL/ BUNKERS ON BOARD ON DELIVERY.

OWNERS WARRANT THAT THE VESSEL ON DELIVERY AND THROUGHOUT THE DURATION OF THE CP IS ACCEPTABLE TO RIGHTSHIP AND HAS A MINIMUM E EMISSION RATING.

SEA CARGO CHARTER CLAUSE ATTACHED + BELOW

CHARTERER CONFIRMS THAT THEY NEVER USE ALL THE DATA FOR UNINTENDED USE , SUCH AS EVALUATION FOR EACH VESSEL/SHIPPING LINE ETC.

CHARTERER CONFIRMED THAT THEY NEVER DISCLOSE/RESELL ANY OF THE DATA IN THE FORM WHICH CAN IDENTIFY SPECIFIC VESSEL NAME/OPERATOR/SHIP OWNER ETC , TO ANYONE.

CHARTS TO CONFIRM THAT THE PURPOSE OF REPORTING THE FUEL EMISSION DATA AS PER TEMPLATE IS SOLELY TO ENABLE CHARTERERS TO FULFILL THEIR REPORTING COMMITMENTS UNDER THE SEA CARGO CHARTER AND FOR THE PURPOSE OF CALCULATING THE EEOI AND ASSOCIATED CLIMATE ALIGNMENT. CHARTERERS WILL HOLD OWNERS FREE OF ANY CLAIM OR LIABILITY ARISING OUT OF OWNERS COMPLYING WITH THIS CLAUSE

IT IS UNDERSTOOD THAT THIS SPREADSHEET WILL FILLED IN BY THE MASTER OF THE VESSEL, WHETHER OWNED OR CHARTERED. THE DATA WILL NOT BE AUDITED BY OWNERS AND AS SUCH THE ACCURACY CAN NOT BE GUARANTEED

CHARTERERS HAVE THE OPTION TO REISSUE A NEW SET OF BILLS OF LADING IN REPLACEMENT OF THE INITIAL SET UNDER THE CONDITION THAT FULL INITIAL SET IS COLLECTED BACK BY CHARTERERS AGENTS AND THAT A SCANNED COPY OF 3/3 ORIGINAL BILLS OF LADING MARKED NULL AND VOID IS SENT TO OWNERS BY FAX OR BY EMAIL. IMMEDIATELY UPON RECEIPT OF THE SAID DOCUMENTS, OWNERS TO AGREE TO AND AUTHORIZE CHARTERERS' AGENTS TO ISSUE AND SIGN THE NEW SET OF ORIGINAL BILLS OF LADING. CHARTERERS SHALL THEN SEND TO OWNERS THE FULL INITIAL SET OF ORIGINAL BILLS OF LADING.

OWNERS AGREE TO FOLLOW CARGILL S SUPPLIER CODE OF CONDUCT, FOUND AT:  
[HTTPS://WWW.CARGILL.COM/ABOUT/SUPPLIER-CODE-OF-CONDUCT](https://www.cargill.com/ABOUT/SUPPLIER-CODE-OF-CONDUCT)  
<<https://www.cargill.com/ABOUT/SUPPLIER-CODE-OF-CONDUCT>>

A) OWNERS WARRANT NO RUSSIAN BUNKERS ON BOARD. - CONFIRM OWNERS WARRANT VSL HAS NOT CALLED IRAN - CONFIRM

OWNER REPRESENTS AND WARRANTS THAT OWNER, REGISTERED OWNER, INTERMEDIATE DISPONENT OWNERS, ANY ULTIMATE BENEFICIAL OWNERS OF THE AFOREMENTIONED PARTIES AND THE VESSEL HAVE NOT (I) VIOLATED, OR (II) BEEN CONVICTED OF VIOLATING ANY SANCTIONS LAWS OR (III) BEEN SUBJECTED TO ANY INVESTIGATION OR PROCEEDING FOR POTENTIAL VIOLATION OF ANY SANCTIONS LAWS. OWNER IS NOT AWARE OF ANY REASON WHICH WOULD CAUSE OWNER, REGISTERED OWNER, INTERMEDIATE DISPONENT OWNERS OR ANY ULTIMATE BENEFICIAL OWNERS OF THE AFOREMENTIONED PARTIES OR THE VESSEL, TO BE OR BECOME A DESIGNATED TARGET OF SANCTIONS LAWS. THERE ARE NO PENDING OR THREATENED ENFORCEMENT PROCEEDINGS INVOLVING THE OWNER, THE REGISTERED OWNER, INTERMEDIATE DISPONENT OWNERS, ANY ULTIMATE BENEFICIAL OWNERS OF THE AFOREMENTIONED PARTIES OR THE VESSEL IN ANY WAY RELATED TO VIOLATION OF SANCTION LAWS. OWNERS UNDERTAKE TO ASSIST CHARTERERS IN ANSWERING ALL QUESTIONS ANY THIRD PARTY (INCLUDING BUT NOT LIMITED TO PORT AND CUSTOM AUTHORITIES) MIGHT ASK ABOUT VESSEL PREVIOUS VOYAGE FROM RUSSIA AND UNDERTAKE TO INDEMNIFY AND HOLD CHARTERERS HARMLESS FOR ALL COST AND CONSEQUENCES SUFFERED BY CHARTERERS UNDER CURRENT CP AND ARISING FROM OWNERS' VOYAGE LINKED TO RUSSIA. - CONFIRM

B) PROVIDED SEPERATELY

+BELOW FOR ALL AND EACH RUSSIAN CALL SEPARATELY SINCE FEB 2022 , PLUS  
+THE BILLS OF LADING FOR EACH CALL+

Â  
Â SANCTIONS STATEMENT

OWNERS REPRESENT AND WARRANT THAT CARGO OFÂ [...] MT OF [...] WITH CN CODE XXXX LOADED IN RUSSIA [PORT] ON [DATE] AND DISCHARGED IN [PORT] ON [DATE] WAS EXECUTED IN COMPLIANCE WITH APPLICABLE SANCTIONS LAWS. OWNERS FURTHER REPRESENT AND WARRANT THAT THEY WERE ENTITLED TO PURCHASE RUSSIAN ORIGIN BUNKERS IN FULL COMPLIANCE WITH ALL APPLICABLE SANCTION LAWS.

Â  
Â STATEMENT OF THE ORIGIN OF THE CARGO

OWNERS REPRESENT AND WARRANT THAT CARGO OF [INSERT QTTY] MT [INSERT CARGO] WITH CN CODE [INSERT CN CODE] RESPECTIVELY LOADED IN RUSSIA [INSERT PORT] ON [INSERT DATE] AND DISCHARGED IN [INSERT COUNTR] [INSERT PORT] ON [INSERT DATE] ORIGINATED FROM RUSSIA AND DID NOT ORIGINATE FROM CRIMEA ORÂ ANY OTHER OCCUPIED UKRAINIAN TERRITORY AND WAS EXECUTED IN COMPLIANCE WITH APPLICABLE SANCTIONS LAWS.

Capt. Giannis Oikonomou

Fleet Manager

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(Accessible but not monitored 24 hours. Please call when sending anything requiring immediate attention.)

(PLEASE ALWAYS LEAD YOUR SUBJECT LINES WITH VESSEL NAME)