

BETWEEN:

**THE SHIP "GO STAR"**

Appellant

and

**DAEBO INTERNATIONAL SHIPPING CO LTD**

Respondent



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### RESPONDENT'S CHRONOLOGY

#### Part I:

I certify that this chronology is in a form suitable for publication on the internet.

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#### Part II:

Date	Event
21 June 2007	Go Star Maritime Company S.A. ( <b>Owners</b> ) chartered the vessel "Go Star" ( <b>Vessel</b> ) to Breakbulk Marine Services Ltd ( <b>BMS</b> ) for a period of 36 to 40 months ( <b>Head Charter</b> ).
14 July 2007	BMS sub-chartered the Vessel to Bluefield Shipping Co Ltd ( <b>Bluefield</b> ) for a period of 23 to 25 months ( <b>Bluefield Sub-charter</b> ).
27 July 2007	Bluefield sub-chartered the Vessel to Daebo Shipping Co Ltd ( <b>Daebo</b> ) for a period of 23 to 25 months ( <b>Daebo Sub-Charter</b> ).
4 January 2008	Daebo sub-chartered the vessel to Daeyang Shipping Co Ltd ( <b>Daeyang</b> ) for a period of 12 to 14 months.
30 December 2008	Daebo concluded an agreement to sub-charter the Vessel to Nanyuan Shipping Co Ltd ( <b>Nanyuan Sub-charter</b> ).
31 December 2008	Daebo emailed Ara Shipping and advised that the Vessel would be delivered at dlosp Shanghai on or around 2 January 2008 (sic) and requested that the message be taken as final delivery notice.

{109482 / 01116125}

Filed on behalf of the Respondent by  
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<b>Date</b>	<b>Event</b>
1 January 2009	Ms Chen, of Nanyuan in the People's Republic of China, emailed the Master and welcomed the Master and crew into the time charter fleet. Ms Chen described herself as the PIC (Person in Charge). Ms Chen requested Captain Hu, of Nanyuan in Singapore, was copied to all correspondence from the Master.
2 January 2009	The Owners' managing agent, Evalend, emailed Ms Chen of Nanyuan in the People's Republic of China. Evalend advised that BMS was seriously in arrears of hire and that the Owners were considering withdrawing the Vessel. Evalend requested that Nanyuan not make any payment under the Nanyuan Sub-charter.
2 January 2009	Daebo emailed Ara Shipping and advised that the Vessel would be delivered to Nanyuan at dlosp Shanghai on or around 2/3 January 2008 and requested the message be taken as a final delivery notice.
3 January 2009	The Master signed a certificate of re-delivery for the Vessel by Daeyang to Daebo.
3 January 2009	At 20:30 the Master signed a certificate of delivery for the Vessel by Daebo to Nanyuan.
3 January 2009	Captain Hu, of Nanyuan in Singapore, emailed Evalend and informed them that he had received Evalend's email on 2 January 2009. Captain Hu urgently requested a contact telephone number for the person in charge at Evalend.
3 January 2009	Evalend's agent, Nicholas Pantelias, telephoned Captain Hu in Singapore and discussed Evalend's email of 2 January 2009 to Ms Chen of Nanyuan in the People's Republic of China.
3 January 2009	Mr Pantelias sent an email to Captain Hu and urged Captain Hu to "take legal advice before you take any decisions and you act upon them."
3 January 2009	Ms Chen, of Nanyuan in the People's Republic of China, emailed the Master and requested contact details for the Owners.
3 January 2009	Ara Shipping forwarded to Daebo the email they had received from Evalend on 2 January 2009. Ara Shipping requested Daebo clarify the situation before 20:00 hours Singapore time.
3 January 2009 to 8 January 2009	The Master requested sailing instructions from Nanyuan; none were given.

<b>Date</b>	<b>Event</b>
3 January 2009 to 5 January 2009	Captain Hu of Nanyuan instructed Seaweb of Singapore to look for another vessel for Nanyuan's cargo.
4 January 2009	Daebo issued an invoice to Nanyuan for the first 15 days hire and bunkers on delivery. Daebo's nominated bank account is set out at the bottom of the invoice as:  KOREA EXCHANGE BANK, KWANG HWA MUN BRANCH IN FAVOUR OF DAEBO SHIPPING CO., LTD SWIFT CODE: KOEXKRSE ACCOUNT NO. 118-JSD-1002960 BENEFICIARY: DAEBO SHIPPING CO., LTD
7 January 2009	Evalend emailed Ms Chen and Captain Hu and requested Nanyuan not proceed with any payments under the Nanyuan Sub-charter.
7 January 2009	The Master was informed on behalf of Nanyuan to "check with my owners as they cancelled the vessel."
7 January 2009	Per the clean recap of 30 December 2008, payment of the hire and bunkers became due and payable by 4:00pm Korean banking time.
8 January 2009	Ms Chen emailed the Master and told him Nanyuan were in discussions with Daebo "for your next employment".
8 January 2009	The Master was informed by Nanyuan's agents that another vessel was already loading Nanyuan's cargo.
8 January 2009	Ara Shipping emailed the Master and Daebo. Nanyuan advised that they were withdrawing from the Nanyuan Sub-charter.
9 January 2009	Daebo emailed Ara Shipping and stated that the Vessel had been validly delivered to Nanyuan on 3 January 2009; Daebo demanded Nanyuan confirm they would pay for hire and bunkers.
9 January 2009	An agent of Evalend sent an email to Captain Hu and referred to a conversation with Captain Hu earlier on 9 January 2009. Evalend confirmed its position that due to BMS's failure to pay hire Evalend would not withdraw lien notices.
13 January 2009	Ara Shipping emailed Daebo and advised that the notice of termination on 8 January 2008 (sic, 2009) remained the same. Nanyuan advised that several notices were received from the Owners as to deter performance of the Nanyuan Sub-charter; Nanyuan was not able to take delivery of the Vessel and lawful delivery had never taken place.

<b>Date</b>	<b>Event</b>
15 January 2009	The Owners withdrew the Vessel from the Head Charter for non-payment of hire. The Vessel was at Fangcheng in the People's Republic of China.
16 January 2009	The Owners charter the Vessel to Medstar Lines Inc.
16 January 2009	The Owners invoiced BMS giving credit for the bunkers against unpaid hire.
21 January 2009	The Vessel sailed for Albany under instructions from Medstar Lines Inc.
29 January 2009	Daebo emailed the Owners and demanded delivery up of the bunkers when the Vessel was in Albany.

Dated 6 November 2013



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