ORIGINAL Ocean or Combined Transport Bill of Lading



(1) SHIPPER / EXPORTER			(4) DOCUMENT NUMBER	(5) B/L NUMBER	
			(6) REFERENCE NOS:		
(2) CONSIGNEE or ORDER					
			(7) FORWARDING AGENT (Name a	and address - Re ferences) FMC NO.	
(3) NOTIFY PARTY (See Clause 20)			(8) FOR DELIVERY OF THE GOODS APPLY TO:		
(9) VESSEL / VOYAGE			(10) PLACE OF RECEIPT (for Combined Transport only)		
(11) PORT OF LOADING	(12) PORT OF DISC	HARGE	(13) FINAL DESTINATION (for Con	nbined Transport only)	
Below particulars furnished by shipper - o	carrier not responsible – for mer	chant's use only and not part of th	ne bill of lading contract		
(14) MKS. & NOS. CTR & SEAL NO.	(15) NOS. OF PACKAGES	(16) DESCRIPTION OF PACKAG	ES AND GOODS	(17) GROSS WEIGHT	(18) MEASUREMENT

(19) CARRIER'S RECEIPT: total number of containers or packages received by carrier

(21) FREIGHT DETAILS, CHARGES, ETC.	(22) PREPAID	(23) COLLECT
TOTAL CHARGES		

(20) FREIGHT CHARGES PAYABLE AT

RECEIVED by the Carrier in external apparent good order and condition unless otherwise herein stated the number or quantity of containers, packages or other customary freight units to be transported from and to such place as agreed, authorized or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading either written, printed or stamped or otherwise incorporated by which the Merchant agrees to be bound in accepting this Bill of Lading. The particulars given above as stated by the Merchant and the weight, measure, quantity, marks, condition, contents and value of the Goods considered unknown by the Carrier. In witness whereof the number of original Bills of Lading stated on this side have been signed and wherever one original Bill of Lading has been surrendered any others shall be void. FMC Org. No. 026839

(24) DECLARED CARGO VALUE

(25) NUMBER OF ORIGINAL BILLS OF LADING

(26) PLACE AND DATE OF ISSUE OF B/L

(27) SIGNED AND ISSUED as agent for and on behalf of Deep Blue Ocean Line Ltd. as carrier by:

Carrier's standard terms and conditions are applicable to this bill of lading. They are available on Carrier's website at www.dbo.international.

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 and the Merchant agrees that any suits against the Carrier shall be brought in the Courts of Hong Kong. The Carrier be entitled to avail itself of all the terms and conditions of ownerd carriers, including such carriers "forum selection limits of inlainfly. Carrier reserves the right to thing suit against the Merchant for the collection of freight or other ch in any venue having jurisdiction over Merchant.

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parenna aforesaid. UE Carriage[®] means carriage to, from or through any port of the LI S.A. VIIS DOLSA' means the Carriage of Goods by Sea Act of the United States of America approved on 16 April 1989 Viesal' Includes the vessel, Jamed on the I form haved and any vubstitute vessel, feeder vessel, lighter or their traft used in the performance of the Carriage, whether owned or chartered or operated or controlled by Carries Sin-Contractor or any other person. For purpose of Carrier's limitation of liability:

Sub-Odfittistic or any ourse present. For purpose of Carrier's limitation of liability: "Package" where a Container is loaded with more than one package or unit. The packages or other shipping units enu-"Package" where a Containers or Reckages received by the Carrier' are each deemed a Package. In the absence def "Total number of Containes or Reckages received by the Carrier' are each deemed a Package. In the absence of any such enumeration, then if the Goods are received by Carrier in a Container, the Container shall be the "Pack-age" for the purpose of calculating influstion of Carrier's liability, unless computerly applicable but in the individual case stipulates otherwise, and "Unit" has the same meaning as Package, save that in relation to US COGSA the term shall mean customary freight unit. "SULCAT shares are meaning and the Cubelines' regulation and the totic time," SULCAT shares are meaning and the Cubelines regulating the verified groups mass (VGM) of a container carrying cargo MICH by Charteshares' means the Cubelines' regulating the verified groups mass (VGM) of a container carrying cargo SULCAT shares are the Goodshares of for all regressed or implied to be made, given or assumed by Marchant to a the SUL-Contactors' for all regressed or implied to be made, given or assumed by Marchant to ach the covenants, isabilities, and indemnities (Gogether "covenants') for all regressed or implied to be made, given or assumed by Marchant to ach the covenants, es. No covenants of Marchant shall be affected by any acts or onisions (which are regiment, shall be in a work of the covenants. The covenants of Marchant shall be affected by any acts or onisions (which are negative, device therwise) of Carrier or the covenants.

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- The Bill Lange as if the Suppress twee suppressly mask taken to sup that by gentral to each of the constant, each to constant and the set of t
- ess be made, Merchant shall indemnity Carner against all consequences thereot. Without prejudice the generality of the foregoing, every such person shall have the benefit of all the Rights a Defences of Carnier under or pursuant to this Bill of Lading as if the same were expressing made also for such p social social for the foregoing purposes. Carrier contracts for Kingf as well as agricant and trusted of all such persons. Werchant shall indemnity Carner against liabilities arising from or in relation to the Carner's hallow the carner's hallow the under the Sill of Lading.
- 4 5
- . Merchant shall indemnity Carrier against liabilities arising from or in relation to the Carriage or the Goods or this Bill of Lading mortal as a cultilabilities accesses the Carrier's liability limits under this Bill of Lading. In respect of Carriage or durings or obligations sub-contracted by Carrier as aforeasid, Carrier (without projudice to its scale, have as against Merchant the benefits of all the Rights and Defronse tate the available to the respective Sub-Coracts. have as against Merchant the benefits of all the Rights and Defronse tate we available to the respective Sub-coracts. have as against Merchant the benefits of all the Rights and Defronse tate we available to the respective Sub-Coract active start stability as if there endowed therein for Carrier's benefit (including without limitation the right of Carrier to limit its ballity as if there be over of the Vessel). CARRIER'S RESPONSIBILITY (PORT TO PORT SHIMMENT) Except as otherwise provided herein, the Carrier's tegenosibility for Goods shall commence at the time when such Goods are received by the Carrier at the Port of Lasaring and shall terminate when such Goods are delivered by or on behalf of Noverhithstanding the adverse where the Specific peritode the time in Coract and events and the Carrier or a post-are completed, the contract contained in or evidenced by this Bill of Lading is for through transportation from and/or to the place(s) to named and the Carrier responsibility and the commence as the line oblight of the Merchaert with other for the Goods are delivered at the Right responsibility and the event into contracts to shalf of the Merchaert with other for the Goods from the vessel without responsibility and and the carrier on shalf of the Merchaert with other for the Goods from the vessel without responsibility and out of terminate when the Goods are delivered at the Carrier or others and the Carrier and subscience the time contracts and the carrier and the Carrier or others and the Carrier and subscience the time t 5.2

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- able that the terms in this Bill of Lading. CARREPS RESPONSIBILITY (COMMEND TRANSPORT) I. If Carringe is Combined Transport, Carrier shall be liable only for loss of r damage to the Goods occurring during the Car-ringe from the Pice of Receipt or the Port of Loding (whichever is applicable) up until the Place of Delivery or the Port of Discharge (whichever is applicable), to the extent set out below. If the stage of Carrier shall be determined as follows: J it is established that the loss of damage occurred or during the stage of the Carriage referred to in Clause 5, then J it is established that the loss of damage occurred at or during the stage of the Carriage, then: (J) is accordance with any compulsority applicable law or international convention (Including without fination any appli-cable international covention relating to carrage by any of anally other stage of the Carriage, then: (J) in accordance with any compulsority applicable law or international convention (Including without fination any appli-cable international covention relating to carrage by any of and with the provisions cannot be departed from to yp-ante and direct contract with Carrier in respect of the particular stage of the Carriage at or during which the loss or damage occurred, but (J) if clause 52(b)(J) is not applicable then in accordance with Clause 5.3.

- or damage occurred, but (i) if Cluse 2-GU(i) is not applicable then in accordance with Clause 6.3. If the stage of Carriage at which the loss or damage accurred is not known or cannot be proved by Merchant beyond res-tage of Carriage at which the loss or damage accurred is not known or cannot be proved by Merchant beyond res-tage of Carriage at which the loss or damage or any other matter whateover a relieving Carrier from liability contained in the Hague Alues (Artcles 1 to lon inclusive only and to limit liability to USSIDD per Package or Unit or USS2 per lisk) of the prose weight of the Goods tot or damage, whichever is lesser. b) Carrier shall be relieved of liability for any loss or damage or any other matter whatsover arising or resulting from () any cause or event which Carrier could near these reasonally avoided, prevented or toresency of () Companies with instru-cause or event which Carrier could near these reasonally avoided, prevented or toresency or (10 companies with instru-duction of the stage stage of the stage of
- (b) The carrier shall be entitled to [and nothing to this Bill of Lading shall operate to deprive or limit such entitlement) the full benefit due of registrations and exclusions of liability and all rights conferred or a study to the laws of t
- waterways r's liability for loss or damage to Goods during inland waterways will be determined as if the loss or dar red during sea carriage.
- uniter a summy to roas of administence to be a summary of the loss counted uniter as a set ministence of an experiment of the loss counted uniter as a set ministence of an experiment of the loss without provide to the generality of (a) above, unless contrary to the computerity applicable law in the the Carrier shall not be lable for the above of a mainter of the loss bublect always to Carrier's right to limit liability as contained herein, if Carrier is liable for compensation in of or dimange to Goods, such compensation shall be calculated by reference to the invoice value of the Good of a dimange to Goods, such compensation shall be calculated by reference to the invoice value of the Good and insurance if Japac II there is no (on notes hide) invoice waite of the Goods, alco compensation in or or barninge to boods, such compensation share be calculated by reference to the invoice value of the boods plus in and insurance if paid. If there is no (or no bond field) invoice value of the Goods, such compensation shall be calcul by reference to the value of goods of the same or similar kind and quality at the place and time the Goods are rece by the Carrier or the Goods are delivered or should have been delivered to Merchant, whichever value is the lowest
- by the Larrier or the Goods are delivered or should have been delivered of Merchant, whichever value is the lowest. Ad Valorem Declared Value Higher compensation than the limits provided for elsewhere in this Bill of Lading shall not be claimed unless, with Car-rier's consent, Merchant has (i) declared the value of the Goods prior to commencement of the Carriage, (ii) stipulisted such declared value on the forth hered and (ii) plad such additional charges are required by Carrier. The Ad Valorem met such declared value on the forth hered and (ii) plad such tasses the analysis of the declared value in escalars of the said bill of id-ling (iii) of value and is in addition to the base rate. In that case the annual of the declared value will be substituted for the Carrier's limits of lability laid down elsewhere in this Bill of Lading and any partial loss or damage shall be adjusted por rate on the basid such declared value. pro rate on the basis of such opecarety arow. Dealy, Consequential Loss Carrier does not undertake that the Goods or any documents relating thereto shall arrive or be available at any point or place during the Carriage or at the Port of Discharge or Place of Delivery at any particular time (whether advertised or

not) to meet any requirement of Merchant or any market or use of the Goods or any other purposes. Carrier shall under no circumstances whatsoever be liable for

- any direct or indirect lo any indirect loss of wh oss caused by delay; atsoever nature and howsoever caused
- en paid by Merchant. In the foregoing purposes, "indirect loss" includes without limitation any consequential loss, loss of profits, loss of sriket, loss of contract, loss of revenue, loss of use, punitive or exemplary damages or damage.) tion of Loss or Damage
- Vactor of Loss or Damage Indiase notice of loss or damage shall have been given in writing to Carrier or his representative at the Port of Disch or Place of Delivery before or at the time of removal of the Goods into the custody of the person entitled to deli here of under this Bol I clading or, if the isso of damage in or a tapparent, within the consecutive days thereafter, why notation of loss or damage on the receipt or notice made by Merchant shall not be binding on Carrier. The tark

- (b) Any rotation of loss or damage on the receipt or notice make by hericituits area rota as areas and the second of all liability whatsware in reapert of the Boods or this Bill of Lading or the Care.
 (a) Carrier hall be discharged of all liability whatsware in respect of the Boods or this Bill of Lading or the Care.
 (b) Carrier hall be discharged of all liability whatsware in respect of the Boods or this Bill of Lading or the Care.
 (b) Carrier hall be discharged of all liability whatsware in the proper form and notice theredigies no C
 nine (9) months after the date the Goods were delivered or deemed delivered or about have been delivered
 is the earliest Unies the computational yappicable liability in the individual case provides for a longer term of prei
 1. MECRANTEWARENTES LAVID ESEDONSBILLTI.
 1. Marchant markents to Carrier as Tolonov:
 (a) in accepting the Bill of Lading, Mencharat agrees to be bound by all stipulations, exceptions,
 (b) a movimient the Bill of Lading, Mencharat agrees to be bound by all stipulations, exceptions,
 (h In accenting the Bill Bill Lading, Marcharat agrees to be adhered to accept and a studentize to accept the said stipulations, exceptions,
 (h In accenting the Bill Bill Lading, Marcharat accepts and is authorized to accept the said stipulations, exception,
 (h In accenting the Bill Bill Lading, Marcharat accepts and is authorized to accept the said stipulations, exception,
 (h In accenting the Bill Bill Administry and the same for a longer to a sature to accept and a s
- (b.) in accepting this Bill of Lading, Merchant accepts and is authorized to accept the said stip conditions for itself and for all other persons within the meaning "Merchant".
- conditions for Istelf and for all other persons within the meaning "Merchaet". (c) the particular is the limit of the Goods as due on the forth therefor have been checked by Morchant on receipt of this IBI and (c) the particulars is the limit of the Goods as due on the forth therefor have been checked by Morchant on receipt of this IBI and (c) the gardiculars complete, accurate and true; (c) the Goods are lawful goods and contain no contraland or prohibited terms; (e) whoth prejudice Dusses 81;(c) the Gorariags all information relating to the Goods is complete, accur-rate and true and in all respects in conformity and compliance with earge declaration requirements of the U.S. Customs Regulations and there listed laws, include law are guidantices. (f) the Goods delevered to Carrier are properly packed, prepared, marked, numbered and addressed and are suitable for the Carrier are any other listed laws, and (c) distillations, rules, requirements, directions, recommendations, guide-field (c), and the other listed laws, rule and requirements, rules, requirements, directions, recommendations, guide-tions, port, import, exopt and other subhot laws, rules and rule all labilities increaded due to dark and any other (c), lines of customs, port, import, exopt and other subhot laws, rules labilities of the U.S. (c) becomes of the complete one of a subhot laws, obscillations, undertakings, representations and warranties contained in this Bill of Lading. 0 ESCENPTION 60005

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- obligations, undertakings, representations and warranties contained in this Bill of Laong. DESCRIPTION OF 6000S This Bill of Lading shall be prima facie evidence of the receipt by Carrier from the Merchant in apparent good order and condition, except as otherwise noted, of the total number of Containers or other Packages or Unitis indicated on the front here of a s" TOTAL NUMER OF CONTAINERS OR PACKAGES OR UNITS RECEIVED BY THE CARRER". Save as provide in Clause 91, Carrier makes no representation or acknowledgement and assumes no responsibility whatsoever as to any weight, measure, quantity, quality, contents, description, marks, numbers, place of origin, value or condition of the Goods [all of which are unknown to 1]. Any information on the front hereof relating to any invoice, export or import license, documentary credit, order, con-tact, or like matters is included solely at the request of Merchant and in stor verified by Carrier No such information shall constitute any declaration of value of the Goods by Marchant ori any way increase Carrier's liability hereunder. "The surm "anonexent dood order and condition" when used in the Bill of Lading with reference to Goods which required.
- shall constitute any declaration of value of the Goods by Marchant or in any way increase Carrier's liability hereunder. The term "appearing good order and coold in this Bill of Lading with reference to Goods which require temperature control shall in no circumstances be constructed to mean that the Goods whom requires the designated carring temperature. It is agreed that superficial rust, axidation or any like condition due to moisture, is not "damage" but is inherent to the nature of the Goods and acknowledgement of receipt of the Goods in appearent good order and condition is not a regre-sentation that such conditions of rust, axidation or the like did not exist on receipt. Where an "On Board" endorsement is made on the front here it means that the Goods are loaded either on board (i) the Vessel, or (i) rail cars, trucks, lorries, feeder ships, barges or other means of transportation, and are in the custody of an inhard or coana carrier for transportation is accordingene with the terms of the Bill of Lading.
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- Carrier Containers Goods may be consolicitated by Carrier In or an Containers and Goods may be consolicitated with other goods. Except otherwise agreed by Carrier in writing, Carrier I not obliged to provide any Container of a particular type or quality. Any Container relaxed into the carre of Merchant or packing, unpacking or any other purposes that be deemed to be in sound condition suitable for Merchant's purpose unless objection is given to Carrier forthwith upon receipt by Mer-chant. Merchant ball indeliver the Container to Carrier within the time, at the place and in the condition prescribed by Carrier and empty Containers shall be re-delivered with their interiors properly bruined and cleaned. Until propert re-de-livery to Carrier the policiable demurrang, detention and other charges and sepanses and shall indemnity Car-Merchant mking the seponsible for any loss and/or damage to, and any Liabilities caused or incurred by such Container whilst in its outsday or container.
- while in its custop or control. Marchark Pocked Container 1. Accounting and the Container of a Container not packed container of the Container of a Container and not too damage whitsever to the container of such Container arising out of: (a) the manner in which the Container has been packed; (b) the unsultability for Carriage of the container, (c) (if the Container was not supplied by Carrie) the unsultability, defect une control thereori;

- use on use comment was not supplied by Carrier) the unsuitability, defective condition or the incorrect setting of temperature contribute controls thereof;
 (d) (if the Container was supplied by Carrier) the unsuitability, defective condition or incorrect setting of temperature controls thereof which could have been discovered upon reasonable inspection by Merchant at or prior to the time the Container was packed; or
 (d) (if the Container the Container of temperature controlled Goods that are not at the correct temperature for Carriage;
 (d) the packing in the Container of temperature controlled Goods that are not at the correct temperature for Carriage;
 (d) where the container of the Container of Corriage;
 (d) have been duy inspected prior and at the time of packing the cloads and the Carriage; in a week on duy inspected prior and at the time of packing and have been duy inspected priors and at the time of packing and have been duy inspected priors and at the time of packing in the Schwart Schwart and the schwart schwart and the schwart schwart and the container of Carriage;
 (a) the schwart schwart and the cloads and the Carriage; in a week schwart schwart schwart and the schwart sch 10
- SDLAS fiverities direas Mass Requirements. Merchart and/or terminals in the LUS on export cargo shall provide Carrier with the total gross mass established using calibrated and certified equipment of each packed Container (FCL) or the total packages of Goods (LCL) carrier duran-and to this Bill of Lading in accordance with SDLAS and the deadlines established by Carrier Kenfferm acknowledges and agrees that Carrier will rely on the accuracy and timeliness of such gross mass information and use this to comply with the obligations to Sul-Contractors in accordance with SOLAS. If VGB provided by Marchard Taffer from VGB provide by a to Sulf and Sulfactor according and Sulfactor according and the sulfactor according to the sulfactor mass information provided by or on black of the total of the incursors or incomplete, Carrier may use in the SOLAS establish the total gross mass at Merchant's oct using calibrated and certified equipment of each packed Container (FCL) or the total packages of Goods (CL) carrier partures to this Bill of table the total apply. Carrier shall have an capsonibility mathematic from the providing or on both VGLAB provided by the terminal. Carrier shall not have any Lubitity resulting from any delys, maccuracy or incomplete, carrier shall have no resulting from delys, inaccuracy or incomplete verified gross mass information provided by or on behalf of Merchant to charter with VGLAB provides the or on black to the terminal in the source of the out carrier and the provides of the terminal to the source of the terminal in the source of the source of the terminal have on responsibility mathematic terminal to the source of the terminal in the source of the termi

- chant on which Carrier reles. INSPECTION OF 6000S L Carrier and any person autorized by it may (but is not obliged to), without notice or liability to Merchant, open and/ or scan any Container or package at any time and at any place and inspect, examine, weigh or measure the contents thereod. All related expenses shall be borne by Merchant. 2 If by the order of any proper autorities, the Goods or a Container in which the Goods are stuffed has to be opened for inspection, Carrier shall not be liable for any loss, damage or delay incurred to the Goods, the Carriage or the carrying Vessel. The cost of opening, unstuffing, inspection, repacking and any other costs shall be recoverable by Carrier from Networks of the Freight. 11
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- 12.3
- Vessel, The out of opening, unstumm, inspection, reprocess and any other costs snate or recoveraies by Lamer from Mechanic apart of the Freight. ERISHABLE GODDS/TEM/ERADUECONTROL FORMER, or antidiants without special protection, services or other mea-sare unless there is noted on the reverse side of this Bill Lading that the goods will be carried in a refligerated, heated, destrically ventilated or otherwise specially equipped container or are to receive special attention in any way. Loriner shall not be lable for any loss of ordinance rolession in a special hold for oraniare arriing from test defects, derangement, breakdown, or stoppage of the refligeration ventilation or heating machinery, insulation, ship's plant, or other such apparatus of the vessel or otranspect table. The Carrier shall not the information of the Carrieg exercise due diligence to maintain the special hold or Container in an efficient state. Nechanic understands not to treade or transpectation any goods which requires temperature control without previously giving written notice of their nature and the required temperature setting of the thermostatic controls before receipt of the Gories function to the setter of transpectation carry star by the Mechanic theory as the Mechanic the Corrier. Mechanic starticity and thermostatic controls before receipt of the Corrier. Mechanic starticity and starting the temperature and the required mode which has not been presented for packing at to below its designated carrying temperature. Carrier shall not be respon-sible for the consequences of cargo tendened at a higher temperature and transpectation. The transportation. The any cargo thermostatic controls have been presented at the required for the transportation. The any cargo tendened at a higher temperature control without previously which has not been presented for packing at the blev its designated carrying temperature. Carrier shall not be respon-able for the consequences of cargo to theories data higher temperature. The shall n 12.3 www.saucenson as unawn us ure tract: ustrat territgerated containers are not designed to freeze d leen presented for packing at or below its designated carrying temperature. Carrier shall not b sequences of cargo tendered at a higher temperature than that required for the transporta ents are not complied with, Carrier shall not be liable for any loss of or damage to the goods w sible for the co
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- descent to constitute dis delivery of the Booss situate situation and a set of the set of the

- (u) not permitted incompassing goods to be packed in it its same constraints of the second of the second se
- ususes st, without prejudice to its order Rights and befores.
 1.4. Mechant shift liky identify Carrier against all liabilities arising out of the Carriage of any Dangerous Goods tendered by Merchant Including (without limitation). Liabilities resulting from injuries caused to any person (including Carrier's employees, agents and Sub-Contractor), admapt to any porperty (including any Container and Vessil, environmental damages (Briest and Sub-Contractor), admapt to any porperty (including any Container and Vessil, environmental damages (Briest and Sub-Contractor), admapt to any opperty (including any Container and Vessil), and fries and penalties that provide the supervision of automatics. 15
- and penalties imposed by any governmental agencies or authorities. BECK CARGO ADM LUKSTOCK 1. Containers, whether goods therein he stowed by the Carrier or by the Merchant, and uncontainered unit load machine may be carried on oruder deck which notice to the Merchants and if they are so carried the Haga Rules are incor-rated herein shall be applicable notwithstanding carriage no or under deck and the Goods and/or containers shall ca-titubute in General Nareage whether carried on or under deck. 2. Goods which are stated on the front hereof to be carried on deck, and which are so carried (and livestock, whether or carried on decila carried at the selfs of Merchant whittout any responsibility on the part of Carrier for loss or di-age or delay or any matter of whatsover nature whether or not caused by unsaevorthiness or negligence or any or chant shall indemnify Carrier against all and any extra cost incurred for any resons whatsoever in connection with frage of such Goods or Investock.
- rage of such Gooss or revestoor. II: 6 CL MULTIPE BULLS OF LADNIQ 13. This Bill of Lading is a FCL Multiple Bills of Lading if the taily acknowledged overleaf bears the qualification to the effect that the Goods is "no ed part cargo in the Container". The special arrangement of receiving Goods on basis of FCL

Multiple Bills of Lading being issued (receiving goods as FCL and delivering them as LCL to more than one re only be undertaken in Carrier's absolute discretion and in any event on the basis that Carrier shall not in liable for any absolute, loss, damage or discrepancies of goods which are found your ounpacking of the Con out prejudice to any other conditions which Carrier may stipulate when accepting such special arrangement agrees that the following provisions ahall apply: the Goods described overleaf are said by Merchant to comprise part of the contents of the Container i such particulars are unknown to and not writing by Carrier and Carrier makes no representation or ackno

- un respect thereof. The Books will be delivered in the Container to Marchant only if the originals of all the bills contents of the Container have been surrendered authorizing delivery of all the contents t high place.
- (c.) i
- single place. If Clauss 15LD is not fulfilled Carrier may in its absolute discretion (but is not obliged to) unpack the Container and deliver the contents for which originals bills of lading have been surrendered without the Container. Delivery of the Goods in such maner shall constitute due delivery hereunede, but will only be effected against payments by Merchant of appropriate charges and expenses as laid down in Carrier's applicable Tariffs. J all or part of the total contents within the Container consist of bulk goods or inappropriate goods, or is or becomes mixed or unmarked or unidentifiable, the respective holders of the bills of lading relating to such contents shall take delivery thered (functificing any damaged portion) and bear any shortage in such propriorins as Carrier's shall have lute discretion determine. Delivery of the Goods as aforesaid shall constitute due delivery hereurider. Instructions in relation to Carrieriae within a Marchard mark withoriae he antither to low must he views hot all Marchards to the discretion determine. Delivery of the Goods as aforesaid shall constitute due delivery hereurider. ſd
- uewey unewou unewou measure of annual and bear any sincingen is such proportions as Carrier shall in its abab-lised socretion determine. Delivery of the Goods as adversaries disall constitute doublewy hermalow. I instructions in relation to Carringe which a Merchant may otherwise be entitled to give must be given by all Merchants of mails of all bills of heading covering all the contents in the Container. Other and the content of the contents of the Container. I Merchants of the Merchants of the contents of the Container. I Merchants of the Merchants of the contents of the Container. I Merchants of the Merchants of the contrast on the Container. I Merchants of the Merchants of the contrast of the Container. I Merchants of the Merchants of the contrast of the Container. I Merchants of the Merchants of the Contact of the Merchants of the Merchan

theau later associates encloses to torivaria them to the indir of userbarge of indired of Derivery, of Jandon'th ECamping and where resourcibly possible places the Goods or any user thereof at the Merchant's disposal such Goods shall cesse. U Mithout pryclicito to Carrier's other Rights and Defences, Carrier, in any of the above events hall be entitled to recover or retain full Freight for the Carriage and additional compensation for early any mane of transport of Mithout pryclicito and the carriage and additional compensation for early carrier, any of the above events hall be entitled to recover or retain full Freight for the Carriage and additional compensation for early carrier, any of the above events hall be entitled to recover or retain full Freight for the Carriage and additional compensation for early carrier any of the carrier and the advice the the Merchant's state any mane of transport or disage in any reason-tice. The Carrier may any the advice the Merchant's carrier any of the and the remove Boods which have been stratege one convegance to another, including the tanshoping or carring the same on another worst fluctuations arring by truck, rail addition and the advice and the same the Merchant's carrier and the remove Boods which have been stuffed or on a Catriage to Park the Boods on any vessel, whether named on the front hereof or full carriage in any protein to Early any place and the same than any order, load or unloads the Boods from any conveyance at any place cherketer on rule tasks on bead states and the same tasks and the fort of Loading or intended Port of Dis-charge), comply with any order is east any order and the same tasks and the same and the front the convertise tasks and head the same tasks and performs the same tasks and the same and the sing or the cherketer on rule tasks and the same advice tasks and performs the same tasks. For any purposes whatswere, whether or not connected with the Carriage of the Goods from any converses and the same advice and the same advice tasks and pe

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such premises. This shall be the responsibility of Merchani ta to an risk and expense. I any assistance which Carrier may give on any matters within the responsibility of Merchani shall be given without liability whatsoewer findularity in the matter and the docate of the Goods and the property and it to any premises. The docate of the property and it to any premises. The docate of the d

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erable monimerchain as a deal. All persons coming within the definition of Merchant shall be jointly and severally liable for all Freight, and othe eys payable by any Merchant including all advances made by Carrier in Carrier's own discretion and additional or Freight on the Goods if they are refused export or import by any government body or authority or for any reasor

caever. "reight shall be deemed fully earned on receipt of the Goods by or on behalf of Carrier (whether or not Freight no the face of the Bill of Lading as being prepaid or to be collected at destination) and shall be non-retur. wuns payable to Carrier shall be paid in full without set-off, deduction or counterclaint of whatsoever nature a

sume payable to Carrier shall be paid in full without set-off, deduction of counterclaim or matures and severer ariang. Freight is calculated based on particulars furnished by of for Mechant, Carrier shall be entitled to require Merchant to produce commonical invoice for the Goods or other weldwines of the freight and to inspect, reweight, re-measure and re-valuate the Goods. If the particulars furnished are found to be incorrect, then without prejudice to Carrier's other Rights and Defences, Merchant hall pay Carrier for Lander to present any Freight actually paid). All costs and expenses incurred by Carrier for Landelines incurred by Carrier by teasion of having relief or acted on the incorrect part totals financially carrier for Landelines incurred by Carrier by teasion of having relief or acted on the incorrect part totals financially of the offer sub-classes contained in this Clause 2, for CL, Carriegs, Carrier may opt to be exempt from tarrif pablication requirements per 46 CFR. 8520 and 532. Carrier's Rules Tariff are provided free of charge to Ship-rie at workpointermition.

L carrier shall have a general lien on the Goods (and documents relating thereto) and any other property belonging to Merchant, directly or indirectly in Carrier's possession, custody or control or en routs, for all monies due to Carrier and/or Carrier Group from Merchant under this contract or any other contract. Carrier may at its all discretion exercise its lien, as you men and any place. The lien eable cover which use has all needs to be compared to the contract or any other contract. Carrier may at its all discretion exercise its lien, as you men and a supplex. The lies eable cover which use has all needs to be contract or any other contract. Carrier may at its all discretion exercise its lien, as you men and a supplex the proceeds of the lien functional all register than any encode the contract or all mercovering or attempting. L carrier hall be entited to call and in recovering on you have all or the contract or corter any any hall by the proceeds of such as all needs of the Carrier beneform any halling to Merchant the difference again yillability to Merchant the full sale proceeds of such as all needs and/or any such other contract. Carrier's lien shall survive doub.

1. The 6011-02-08-0-of its agent good request are incorporated herein. FORCE MALEURE 1. Whinout projudice to any rights or privileges of the Carriers under covering Bill of Lading, dock receipts or hooking. J. Whinout projudice to any rights or privileges of the Carriers under covering Bill of Lading, dock receipts or hooking. J. Whinout projudice to any rights or privileges of the Carriers under covering Bill of Lading, dock receipts or hooking. J. Whinout projudice to any rights or privileges of the Carriers under covering Bill of Lading, dock receipts or hooking. J. Whinout projudice to any rights or privileges of the Carriers and the covering Bill of Lading, dock receipts or hooking over failures affecting port operations, Acts of God Including earthquikes, there weather conditions or then rain-ural catastrophes, regulations of any governmental authority pertaining thereto or any other official interferences with right to cancel any outstanding booking or contract of Carriage, or for outs hipments by any other means of transporta-tion whether by alwakes, ali-water or indicators with interf. Apriles, ruise and regulatione stabilished in this tariff that would have applied in the absence of the Force Majeure condition and subject to bill of lading provisions set forth in the governing bill of lading tariff that are applicable to actual routing of the cargo.

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