

CODE NAME: "CONGENBILL" EDITION 1994

**BILL OF LADING BL No. 01**

Shipper  
**SPARSH BALDEV EXPORTS PVT. LTD.**  
**HOUSE NO.30, ANAND NAGAR MAIN ROAD,**  
**RAIPUR, C.G. PIN-492001 INDIA**

**FIRST ORIGINAL**

**Consignee**

**TO ORDER**

**Notifying**

**TO ORDER**

NAME OF CARRYING VESSEL Port of loading

**MV CORDELIA B VISAKHAPATNAM PORT, INDIA**

Port of discharge  
**ONE MAIN PORT, CHINA**



**Description of Goods**

**QUANTITY**

**NAME OF COMMODITY : IRON ORE FINES 25000.000WMT**  
**PACKING : IN BULK**  
**COUNTRY OF ORIGIN : INDIA**

**CLEAN ON BOARD**  
**"FREIGHT PAYABLE AS PER CHARTER PARTY"**

(Of which NIL on deck at Shipper's risk; the Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per  CHARTER-PARTY dated _____  FREIGHT ADVANCE  Received on account of freight ..... Time used for loading days hours	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.  Weight, measure, quality, quantity, condition, contents and value unknown  IN WITNESS whereof of the Master or Agent of said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date any one of which being accomplished the others shall be void.  FOR CONDITIONS OF CARRIAGE SEE OVER LEAF
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Freight Payable at  
 Freight Payable as per Charter Party

Number of original B/L s

3/3

Place and date of issue

**VISAKHAPATNAM PORT, INDIA DT. 09.01.2021**

Signature

*Handwritten signature*

As Agent  
 For and on behalf of Master  
 of the Vessel MV CORDELIA B



Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) General Paramount Clause

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25<sup>th</sup> August 1924 as enacted in the country of shipment, shall apply to this Bills of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the Country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily Applicable, the terms of the said Convention shall apply.

(b) Trades where Hague-Visby Rules apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23<sup>rd</sup> 1968-the Hague-Visby Rules apply compulsorily, the provisions of the respective legislation Shall apply to this Bill of Lading

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to Loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in Respect of deck cargo or live animals.

(3) General Average

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.  
Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art.148.

(4) New Jason Clause

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo, If a salving vessel is owned or operated by the Carrier, salvage shall be paid or as fully as if the said salving vessel or vessels belonged to strangers, such deposit as the carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the carrier before delivery.

(5) Both-to-Blame Collision Clause

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.



CODE NAME: "CONGENBILL" EDITION 1994

BILL OF LADING BL No. 01

Shipper  
SPARSH BALDEV EXPORTS PVT. LTD.  
HOUSE NO.30, ANAND NAGAR MAIN ROAD,  
RAIPUR, C.G. PIN-492001 INDIA

SECOND ORIGINAL

Consignee

TO ORDER

Notifying

TO ORDER

NAME OF CARRYING VESSEL Port of loading

MV CORDELIA B VISAKHAPATNAM PORT, INDIA

Port of discharge  
ONE MAIN PORT, CHINA




Description of Goods	QUANTITY
NAME OF COMMODITY : IRON ORE FINES	25000.000WMT
PACKING : IN BULK	
COUNTRY OF ORIGIN : INDIA	

CLEAN ON BOARD  
"FREIGHT PAYABLE AS PER CHARTER PARTY"

(Of which NIL on deck at Shipper's risk; the Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated _____  FREIGHT ADVANCE  Received on account of freight ..... Time used for loading days hours	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.  Weight, measure, quality, quantity, condition, contents and value unknown  IN WITNESS whereof of the Master or Agent of said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date any one of which being accomplished the others shall be void.  FOR CONDITIONS OF CARRIAGE SEE OVER LEAF
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Freight Payable at Freight Payable as per Charter Party  Number of original B/L s  <p style="text-align: center;">3/3</p>	Place and date of issue <b>VISAKHAPATNAM PORT, INDIA DT. 09.01.2021</b> Signature   As Agent For and on behalf of Master of the Vessel MV CORDELIA B
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Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) General Paramount Clause

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25<sup>th</sup> August 1924 as enacted in the country of shipment, shall apply to this Bills of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the Country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily Applicable, the terms of the said Convention shall apply.

(b) Trades where Hague-Visby Rules apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23<sup>rd</sup> 1968-the Hague-Visby Rules apply compulsorily, the provisions of the respective legislation Shall apply to this Bill of Lading

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to Loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in Respect of deck cargo or live animals.

(3) General Average

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Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art.148.

(4) New Jason Clause

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo, If a salvaging vessel is owned or operated by the Carrier, salvage shall be paid or as fully as if the said salvaging vessel or vessels belonged to strangers, such deposit as the carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the carrier before delivery.

(5) Both-to-Blame Collision Clause

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
Destination, etc., see overleaf.



CODE NAME: "CONGENBILL" EDITION 1994

BILL OF LADING BL No. 01

Shipper  
SPARSH BALDEV EXPORTS PVT. LTD.  
HOUSE NO.30, ANAND NAGAR MAIN ROAD,  
RAIPUR, C.G. PIN-492001 INDIA

THIRD ORIGINAL

Consignee

TO ORDER

Notifying

TO ORDER

NAME OF CARRYING VESSEL Port of loading

MV CORDELIA B VISAKHAPATNAM PORT, INDIA

Port of discharge  
ONE MAIN PORT, CHINA



Description of Goods	QUANTITY
NAME OF COMMODITY : IRON ORE FINES PACKING : IN BULK COUNTRY OF ORIGIN : INDIA	25000.000WMT

**CLEAN ON BOARD  
"FREIGHT PAYABLE AS PER CHARTER PARTY"**

(Of which NIL on deck at Shipper's risk; the  
Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated _____  FREIGHT ADVANCE  Received on account of freight ..... Time used for loading days hours	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.  Weight, measure, quality, quantity, condition, contents and value unknown  IN WITNESS whereof of the Master or Agent of said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date any one of which being accomplished the others shall be void.  FOR CONDITIONS OF CARRIAGE SEE OVER LEAF
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Freight Payable at Freight Payable as per Charter Party  Number of original B/L s  <p style="text-align: center;">3/3</p>	Place and date of issue <b>VISAKHAPATNAM PORT, INDIA DT. 09.01.2021</b> Signature  As Agent For and on behalf of Master of the Vessel MV CORDELIA B CAPT ALEXSEI MARTYNIENKO 
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Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) General Paramount Clause

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25<sup>th</sup> August 1924 as enacted in the country of shipment, shall apply to this Bills of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the Country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily Applicable, the terms of the said Convention shall apply.

(b) Trades where Hague-Visby Rules apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23<sup>rd</sup> 1968-the Hague-Visby Rules apply compulsorily, the provisions of the respective legislation Shall apply to this Bill of Lading

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to Loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in Respect of deck cargo or live animals.

(3) General Average

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.  
Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art.148.

(4) New Jason Clause

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo, if a salving vessel is owned or operated by the Carrier, salvage shall be paid or as fully as if the said salving vessel or vessels belonged to strangers, such deposit as the carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the carrier before delivery.

(5) Both-to-Blame Collision Clause

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

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For particulars of cargo, freight,  
Destination, etc., see overleaf.



CODE NAME: "CONGENBILL" EDITION 1994

BILL OF LADING BL No. 01

Shipper  
SPARSH BALDEV EXPORTS PVT. LTD.  
HOUSE NO.30, ANAND NAGAR MAIN ROAD,  
RAIPUR, C.G. PIN-492001 INDIA

COPY  
NON-NEGOTIABLE

Consignee

TO ORDER

Notifying

TO ORDER

NAME OF CARRYING VESSEL Port of loading

MV CORDELIA B VISAKHAPATNAM PORT, INDIA

Port of discharge  
ONE MAIN PORT, CHINA

Description of Goods	QUANTITY
NAME OF COMMODITY : IRON ORE FINES	25000.000WMT
PACKING : IN BULK	
COUNTRY OF ORIGIN : INDIA	

CLEAN ON BOARD  
"FREIGHT PAYABLE AS PER CHARTER PARTY"

(Of which NIL on deck at Shipper's risk; the  
Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated _____  FREIGHT ADVANCE  Received on account of freight ..... Time used for loading days hours	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.  Weight, measure, quality, quantity, condition, contents and value unknown  IN WITNESS whereof of the Master or Agent of said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date any one of which being accomplished the others shall be void.
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FOR CONDITIONS OF CARRIAGE SEE OVER LEAF

Freight Payable at Freight Payable as per Charter Party
Number of original B/L s
3/3

Place and date of issue  
VISAKHAPATNAM PORT, INDIA DT. 09.01.2021

Signature  
*have*  
As Agent  
For and on behalf of Master  
of the Vessel MV CORDELIA B  
CAPT.ALEKSEI MARTYNENKO



Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

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(4) New Jason Clause

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CODE NAME: "CONGENBILL" EDITION 1994

**BILL OF LADING BL No. 01**

Shipper  
**SPARSH BALDEV EXPORTS PVT. LTD.**  
**HOUSE NO.30, ANAND NAGAR MAIN ROAD,**  
**RAIPUR, C.G. PIN-492001 INDIA**

**COPY  
 NON-NEGOTIABLE**

**Consignee**

**TO ORDER**

**Notifying**

**TO ORDER**

NAME OF CARRYING VESSEL Port of loading

**MV CORDELIA B VISAKHAPATNAM PORT, INDIA**


Port of discharge  
**ONE MAIN PORT, CHINA**

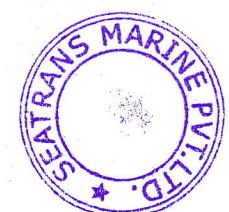
Description of Goods	QUANTITY
<b>NAME OF COMMODITY : IRON ORE FINES</b>	<b>25000.000WMT</b>
<b>PACKING : IN BULK</b>	
<b>COUNTRY OF ORIGIN : INDIA</b>	

**CLEAN ON BOARD  
 "FREIGHT PAYABLE AS PER CHARTER PARTY"**

(Of which NIL on deck at Shipper's risk; the  
 Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated _____  FREIGHT ADVANCE  Received on account of freight ..... Time used for loading days hours	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.  Weight, measure, quality, quantity, condition, contents and value unknown  IN WITNESS whereof of the Master or Agent of said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date any one of which being accomplished the others shall be void.
FOR CONDITIONS OF CARRIAGE SEE OVER LEAF	

Freight Payable at Freight Payable as per Charter Party  Number of original B/L s  <p align="center"><b>3/3</b></p>	Place and date of issue <b>VISAKHAPATNAM PORT, INDIA DT. 09.01.2021</b>  Signature    As Agent For and on behalf of Master of the Vessel MV CORDELIA B CAPT ALEKSEI MARTYNIENKO
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Conditions of Carriage

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**BILL OF LADING BL No. 01**

Shipper  
**SPARSH BALDEV EXPORTS PVT. LTD.**  
**HOUSE NO.30, ANAND NAGAR MAIN ROAD,**  
**RAIPUR, C.G. PIN-492001 INDIA**

**COPY  
 NON-NEGOTIABLE**

**Consignee**

**TO ORDER**

**Notifying**

**TO ORDER**

NAME OF CARRYING VESSEL Port of loading

**MV CORDELIA B VISAKHAPATNAM PORT, INDIA**

Port of discharge  
**ONE MAIN PORT, CHINA**

Description of Goods	QUANTITY
<b>NAME OF COMMODITY : IRON ORE FINES</b>	<b>25000.000WMT</b>
<b>PACKING : IN BULK</b>	
<b>COUNTRY OF ORIGIN : INDIA</b>	

**CLEAN ON BOARD  
 "FREIGHT PAYABLE AS PER CHARTER PARTY"**

(Of which NIL on deck at Shipper's risk; the  
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FOR CONDITIONS OF CARRIAGE SEE OVER LEAF

Freight Payable at  
 Freight Payable as per Charter Party  
  
 Number of original B/L s

3/3

Place and date of issue  
**VISAKHAPATNAM PORT, INDIA DT. 09.01.2021**

Signature

*Ravel*

As Agent  
 For and on behalf of Master  
 of the Vessel MV CORDELIA B  
 CAPT. ALEKSEI MARTYNYENKO



Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

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Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art.148.

(4) New Jason Clause

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo, If a salvaging vessel is owned or operated by the Carrier, salvage shall be paid or as fully as if the said salvaging vessel or vessels belonged to strangers, such deposit as the carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the carrier before delivery.

(5) Both-to-Blame Collision Clause

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.