| The state of the s | |
|--|---|
| Shipper | BILL OF LADING BL No. 03 |
| SPARSH BALDEV EXPORTS PVT. LTD. | |
| HOUSE NO.30, ANAND NAGAR MAIN ROAD, RAIPUR (CHHATTISGARII) 492001 INDIA | TO BE USED WITH CHARTER-PARTIES Reference No. |
| RAIF CR (CHIAT HSGARII) 492401 INDIA | Keleteike No. |
| Consignee | FIRST ORIGINAL |
| TO ORDER | WIFE 0 1.5% 1000 WIFE N 1000 |
| | N. L. S. C. |
| Notifying | (VaPron) |
| TO ORDER | |
| NAME OF CARRYING VESSEL Port of | of loading |
| MV. NORD TRUST VISAK | KHAPATNAM PORT, INDIA |
| Port of discharge ONE MAIN PORT , CHINA | 301 |
| Description of goods and / or services | GRÖSS WEIGHT / QUANTITY |
| A 150 MINOR B 406 0 100 | 17500.00 WMT |
| NAME OF COMMODITY: IRON ORE FINES | |
| PACKING : IN BULK | |
| COUNTRY OF ORIGIN : INDIA | |
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| | V 0V P0 VP0 |
| | N ON BOARD |
| "FREIGHT PAYABLE AS PER | (CHARTER PARTY" |
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| fof which NIL on deck at shipper | er's risk; the Carrier not |
| | |
| being responsible for loss or damage howsoever aris | ising |
| being responsible for loss or damage howsoever are Freight payable as per | |
| Freight payable as per | SHIPPED at the Port of Loading in apparent good order and |
| | |
| Freight payable as per | SHIPPED at the Port of Loading in apparent good order and condition on board the vessel for carriage to the Port of Discharge |
| Freight payable as per CHARTER-PARTY dated_ 10th June 2020 | SHIPPED at the Port of Loading in apparent good order and condition on board the vessel for carriage to the Port of Discharge or near thereto as she may safely get the goods specified above. Weight, measure, quality, condition, contents and value unknown |
| Freight payable as per CHARTER-PARTY dated_ 10th June 2020 | SHIPPED at the Port of Loading in apparent good order and condition on board the vessel for carriage to the Port of Discharge or near thereto as she may safely get the goods specified above. Weight, measure, quality, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of said Vessel has signed. |
| Freight payable as per | SHIPPED at the Port of Loading in apparent good order and condition on board the vessel for carriage to the Port of Discharge or near thereto as she may safely get the goods specified above. Weight, measure, quality, condition, contents and value unknown |
| Freight payable as per CHARTER-PARTY dated_ 10th June 2020 | SHIPPED at the Port of Loading in apparent good order and condition on board the vessel for carriage to the Port of Discharge or near thereto as she may safely get the goods specified above. Weight, measure, quality, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of said Vessel has signed the number of Bills of Lading Indicated below all of this tenor and date, |

For Infinity Shipping Private Limited Number of original Bs/L

(3)THREE

As Agent

For and on behalf of Master of the Vessel Agents Only
MV. NORD TRUST

VISAKHAPATNAM PORT, INDIA DT. 23 /06/2020

CAPT. CARREON, ARTURO ESQUEJO

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES
CODE NAME: "CONGENBILL"
EDITION 1994
ADOPTED BY
THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Conditions of Carriage

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

(2) General Paramount Clause

- (a) This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16th, 1936, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. If any terms of this bill of lading be repugnant to said Act to any extent, such term shall be void to that extent but no further.
- (b) Trades where Hague Rules apply. In trade where the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (b) Trades where Hague-Visby Rules apply.
 - In trade where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 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 for 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 of 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 lose 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 vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

| Shipper | | BILL OF LADING BL No. 03 | | |
|--|------------------------------------|--|---|--|
| SPARSH BALDEV EXPORTS PVT. LTD. HOUSE NO.30, ANAND NAGAR MAIN ROAD, | | TO BE USED WITH CHARTER-PARTIES Reference No. | | |
| RAIPUR (CHHATTISGARH) 492001 INDIA | | | | |
| A | | OFFICINAL OFFICINAL | | |
| Consignee | | SECOND ORIGINAL | | |
| TO ORDER | | ************************************** | 20 | |
| Notifying | | ne fina | | |
| TO ORDER | | | | |
| NAME OF CARRYING VESSEL | Port of loading | 1000 | | |
| MV. NORD TRUST | VISAKHAPATNAM PO | ORT, INDIA | | |
| Port of discharge ONE MAIN PORT , CHINA | | The state of the s | | |
| Description of goods and / or services | | | EIGHT / QUANTIT | |
| | 3¢ | 17 | 500.00 WMT | |
| NAME OF COMMODITY: IRON ORE FINES | | | | |
| PACKING : IN BULK COUNTRY OF ORIGIN : INDIA | | | | |
| "FREIGHT PAYABLE | CLEAN ON BOARD AS PER CHARTER F | | | |
| _ (of which NIL on deck | cat shipper's risk; the Car | rrier not | | |
| being responsible for loss or damage how Freight payable as per | wsoever arising) | | | |
| Freight navable as ner | | - | | |
| | | S H I P P E D at the Port of Loading in apparent | good order and | |
| | | S 11 I P P E D at the Port of Loading in apparent condition on board the vessel for carriage to the Port or near thereto as she may safely get the goods specifi | of Discharge | |
| CHARTER-PARTY dated_ 10th June 2020 | | condition on board the vessel for carriage to the Port of | of Discharge ied above. | |
| | | condition on board the vessel for carriage to the Port of near thereto as she may safely get the goods specific | of Discharge ied above. ue unknown | |
| CHARTER-PARTY dated_ 10th June 2020 | | condition on board the vessel for carriage to the Port of or near thereto as she may safely get the goods specific Weight, measure, quality, condition, contents and value IN WITNESS whereof the Master or Agent of said Vest the number of Bills of Lading Indicated below all of the | of Discharge ied above. ue unknown sel has signed als tenor and date, | |
| CHARTER-PARTY dated_ 10th June 2020 | | condition on board the vessel for carriage to the Port of or near thereto as she may safely get the goods specific Weight, measure, quality, condition, contents and value of the Witness whereof the Master or Agent of said Ves | of Discharge ied above. ue unknown sel has signed iis tenor and date, | |
| CHARTER-PARTY dated_ 10th June 2020 | ours. | condition on board the vessel for carriage to the Port of or near thereto as she may safely get the goods specific Weight, measure, quality, condition, contents and value IN WITNESS whereof the Master or Agent of said Vest the number of Bills of Lading Indicated below all of the | of Discharge ied above. ue unknown sel has signed iis tenor and date, | |
| CHARTER-PARTY dated_ 10th June 2020 Received on account of freight: | ours. | condition on board the vessel for carriage to the Port of near thereto as she may safely get the goods specific Weight, measure, quality, condition, contents and value in WITNESS whereof the Master or Agent of said Vest the number of Bills of Lading Indicated below all of the any one of which being accomplished the others shall | of Discharge ied above. ue unknown sel has signed als tenor and date, | |
| CHARTER-PARTY dated_ 10th June 2020 Received on account of freight: | ours. | condition on board the vessel for carriage to the Port of or near thereto as she may safely get the goods specificated. Weight, measure, quality, condition, contents and valued in Witness whereof the Master or Agent of said Vesthe number of Bills of Lading Indicated below all of the any one of which being accomplished the others shall FOR CONDITIONS OF CARRIAGE SEE OVERLEAF | of Discharge ied above, me unknown sel has signed his tenor and date, be void | |
| CHARTER-PARTY dated_ 10th June 2020 Received on account of freight: | ours. | condition on board the vessel for carriage to the Port of near thereto as she may safely get the goods specifically. Weight, measure, quality, condition, contents and valued in WITNESS whereof the Master or Agent of said Vest the number of Bills of Lading Indicated below all of the any one of which being accomplished the others shall FOR CONDITIONS OF CARRIAGE SEE OVERLEAF | of Discharge ied above. me unknown sel has signed dis tenor and date, be void DT. 23 /06/2020 | |

Number of orignal Bs/L

(3)THREE

As Agent As Agents Only
For and on behalf of Master of the Vessel
MV. NORD TRUST

CAPT. CARREON, ARTURO ESQUEJO

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES
CODE NAME: "CONGENBILL"
EDITION 1994
ADOPTED BY
THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Conditions of Carriage

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

(2) General Paramount Clause

- (a) This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16th, 1936, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. If any terms of this bill of lading be repugnant to said Act to any extent, such term shall be void to that extent but no further.
- (b) Trades where Hague Rules apply. In trade where the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (b) Trades where Hague-Visby Rules apply.
 - In trade where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 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 for 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 of 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 lose 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 vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

| Shipper SPARSH BALDEV EXPORTS PVT. LTD. HOUSE NO.30, ANAND NAGAR MAIN ROAD, RAIPUR (CHHATTISGARH) 492001 INDIA Consignee | | BILL OF LAI | BILL OF LADING BL No. 03 | | |
|--|--|--|---|--|--|
| | | TO BE USED WITH CHARTER-PARTIES Reference No. | | | |
| | | THIRD ORIGINAL | | | |
| TO ORDER | | unco | 100 d | THE WAS DESCRIPTION OF THE PARTY OF THE PART | |
| Notifying TO ORDER | | | 000 | Prince | |
| NAME OF CARRYING VESSEL | Port of loading | Institute | F Care | THE STATE OF THE S | |
| NV. NORD TRUST | VISAKHAPATNAM | PORT, INDIA | 15 | J\$[] | |
| ort of discharge ONE MAIN PORT , CHINA | | | (au) | *// | |
| Description of goods and / or ser | vices | | | GROSS WEIGHT / QUANTITY | |
| "FREIGHT I | CLEAN ON BOA PAYABLE AS PER CHARTES on deck at shipper's risk; the | R PARTY" | | | |
| being responsible for loss or or Freight payable as per | damage howsoever arising) | -1 | | | |
| CHARTER-PARTY dated_ 10th June 2020 | | SHIPPED at the Port of Loading in apparent good order and condition on board the vessel for carriage to the Port of Discharge or near thereto as she may safely get the goods specified above. | | | |
| | | Weight, measure, qua | ity, condi | ition, contents and value unknown | |
| Received on account of freight: | | the number of Bills of | IN WITNESS whereof 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 | | |
| Time used for loadingdays | hours. | FOR CONDITIONS OF | CARRIAG | GE SEE OVERLEAF | |
| | | | | ate of issue ATNAM PORT, INDIA DT. 23 /06/2020 | |
| | | | and the same of | Infinity Shipping Private Limit | |

(3)THREE

As Agent
For and on behalf of Master of the Vessel
MV. NORD TRUST
CAPT. CARREON, ARTURO ESQUEJO

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES
CODE NAME: "CONGENBILL"
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The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.