

CODE NAME : "CONGENBILL" EDITION 1994

Shipper
SPARSH BALDEV EXPORTS PVT. LTD.
HOUSE NO.30, ANAND NAGAR MAIN ROAD,
RAIPUR (CHHATTISGARH) 492001 INDIA

BILL OF LADING **BL No. 03**

TO BE USED WITH CHARTER-PARTIES
Reference No.

Consignee

TO ORDER

Notifying

TO ORDER

NAME OF CARRYING VESSEL	Port of loading
MV. NORD TRUST	VISAKHAPATNAM PORT, INDIA
Port of discharge	
ONE MAIN PORT, CHINA	

FIRST ORIGINAL



Description of goods and / or services

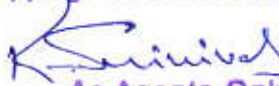
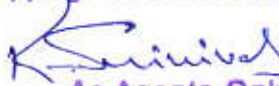
GROSS WEIGHT / QUANTITY

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

17500.00 WMT

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_ 10th June 2020 Received on account of freight: Time used for loadingdays.....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 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, any one of which being accomplished the others shall be void FOR CONDITIONS OF CARRIAGE SEE OVERLEAF		
	<table border="1"> <tr> <td rowspan="2"> Number of original Bs/L (3) THREE </td> <td> Place and date of issue VISAKHAPATNAM PORT, INDIA DT. 23 /06/2020 </td> </tr> <tr> <td> Signature For Infinity Shipping Private Limited  As Agents Only As Agent For and on behalf of Master of the Vessel MV. NORD TRUST CAPT. CARREON, ARTURO ESQUEJO </td> </tr> </table>	Number of original Bs/L (3) THREE	Place and date of issue VISAKHAPATNAM PORT, INDIA DT. 23 /06/2020
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	Signature For Infinity Shipping Private Limited  As Agents Only 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"

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 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 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.

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

CODE NAME : 'CONGENBILL' EDITION 1994

BILL OF LADING

BL No. 03

Shipper
SPARSH BALDEV EXPORTS PVT. LTD.
HOUSE NO.30, ANAND NAGAR MAIN ROAD,
RAIPUR (CHHATTISGARH) 492001 INDIA

TO BE USED WITH CHARTER-PARTIES
Reference No.

SECOND ORIGINAL



Consignee

TO ORDER

Notifying

TO ORDER

NAME OF CARRYING VESSEL Port of loading
MV. NORD TRUST VISAKHAPATNAM PORT, INDIA

Port of discharge
ONE MAIN PORT, CHINA

Description of goods and / or services

GROSS WEIGHT / QUANTITY
17500.00 WMT

NAME OF COMMODITY : IRON ORE FINES
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_ 10th June 2020

Received on account of freight:

Time used for loadingdays.....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 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, any one of which being accomplished the others shall be void

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Number of original Bs/L

(3) THREE

Place and date of issue

VISAKHAPATNAM PORT, INDIA DT. 23 /06/2020

Signature:

For Infinity Shipping Private Limited

As Agent

For and on behalf of Master of the Vessel

MV. NORD TRUST

CAPT. CARREON, ARTURO ESQUEJO

Carreon
As Agents Only

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 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 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.

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

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BILL OF LADING

BL No. 03

TO BE USED WITH CHARTER-PARTIES
Reference No.

Consignee

THIRD ORIGINAL

TO ORDER

Notifying

TO ORDER

NAME OF CARRYING VESSEL	Port of loading
MV. NORD TRUST	VISAKHAPATNAM PORT, INDIA
Port of discharge	
ONE MAIN PORT , CHINA	



Description of goods and / or services

GROSS WEIGHT / QUANTITY

17500.00 WMT

NAME OF COMMODITY : IRON ORE FINES
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

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Time used for loadingdays.....hours.

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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, any one of which being accomplished the others shall be void

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Number of original Bs/L

(3)THREE

Place and date of issue

VISAKHAPATNAM PORT, INDIA DT. 23 /06/2020

Signature

For Infinity Shipping Private Limited

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

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