

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 (CHHATTISGARH) 492001 INDIA

Consignee

TO ORDER

Notify Party

TO ORDER



**FIRST ORIGINAL**

NAME OF CARRYING VESSEL	Port of loading
MV TALBOT	VISAKHAPATNAM PORT , INDIA
Port of discharge	
MAIN PORT, CHINA	

Shipper's Description of goods:

Gross Weight  
**55497.000 WMT**

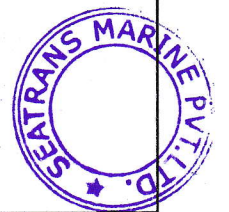
NAME OF COMMODITY : IRON ORE FINES  
PACKING : IN BULK  
COUNTRY OF ORIGIN : INDIA

"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 <b>CHARTER-PARTY dated</b>  <b>FREIGHT ADVANCE.</b>  Received on account of freight: .....  Time used for loading .....days.....hours.	<p>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.</p> <p>Weight, measure, quality, condition, contents and value unknown</p> <p>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</p> <p>FOR CONDITIONS OF CARRIAGE SEE OVERLEAF</p>
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Freight payable at Freight Payable as per Charter Party	Place and date of issue <b>VISAKHAPATNAM PORT, INDIA DT. 14/02/2021</b>
Number of original Bs/L  3/3	Signature For <i>Rave</i> As Agents For and on behalf of Master of the Vessel MV TALBOT CAPT. XU XIAOFANG



BILL OF LADING  
TO BE USED WITH CHARTER-PARTIES  
CODE NAME "CONGENBILL"  
EDITION 1994  
ADOPTED BY  
THE BALTIC AND INTERNATIONAL  
MARITIME CONFERENCE (BIMCO)

## CONDITIONS OF CARRIAGE

(1) All-terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, are herewith incorporated. The Carrier shall in no cases be responsible for loss of or damage to cargo arisen prior to loading and after discharging.

(2) **General Paramount clause.**

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 contract. 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 shipment to which no such enactments are compulsorily applicable, the terms of the said convention shall apply.

Traders where Hague-Visby-Rules apply.

In trades where the international Brussels Convention 1924 as amended by the Protocol signed at Brussels of February 23<sup>rd</sup> 1968 the Hague-Visby-Rules apply compulsorily the provisions of the respective legislation shall be considered incorporated in this Bill of Lading. The Carrier takes all reservations possible under such applicable legislation, relating to the period before loading and after discharging and the while the goods are in the charge of another Carrier, and to deck cargo and live animals.

(3) **General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1974, in London unless another place in agreed is the Charter.

Cargo's contribution of 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 Charters, shippers and consignees expressly renounce the Netherlands Commercial code, Art 700, and the Belgian commercial code, part II, Art.148

(4) **New Jason Clause.**

In the event of acceded, 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 goods, Shippers, Consignees or owners of the goods 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 goods.

If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods and or salvage and special charges thereon shall, if required, be made by the goods, 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 ship as a result of the negligence of the other ship 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 ship 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 this other or non-carrying ship or her Owners to the owners of said cargo and set -off, recouped or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owners, operators or those in charge of any ship or ships objects other than, or in addition to the colliding ships 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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RAIPUR (CHHATTISGARH) 492001 INDIA

Consignee

TO ORDER

Notify Party

TO ORDER



SECOND ORIGINAL

NAME OF CARRYING VESSEL	Port of loading
MV TALBOT	VISAKHAPATNAM PORT , INDIA
Port of discharge	
MAIN PORT, CHINA	

Shipper's Description of goods:

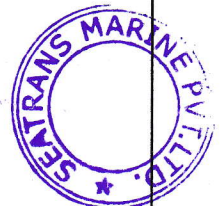
Gross Weight  
55497.000 WMT

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 <b>CHARTER-PARTY</b> dated _____  <b>FREIGHT ADVANCE.</b>  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 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>           Freight payable at            Freight Payable as per Charter Party             Number of original Bs/L             3/3         </td> <td>           Place and date of issue  <b>VISAKHAPATNAM PORT, INDIA DT. 14/02/2021</b>             Signature            For <i>Raveel</i>  <b>As Agents</b>            For and on behalf of Master of the Vessel            MV TALBOT            CAPT. XU XIAOFANG         </td> </tr> </table>	Freight payable at Freight Payable as per Charter Party  Number of original Bs/L  3/3
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BILL OF LADING  
TO BE USED WITH CHARTER-PARTIES  
CODE NAME "CONGENBILL"  
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If the vessel comes into collision with another ship as a result of the negligence of the other ship 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 ship 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 this other or non-carrying ship or her Owners to the owners of said cargo and set -off, recouped or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owners, operators or those in charge of any ship or ships objects other than, or in addition to the colliding ships 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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Shipper  
SPARSH BALDEV EXPORTS PVT. LTD.  
HOUSE NO.30, ANAND NAGAR MAIN ROAD,  
RAIPUR (CHHATTISGARH) 492001 INDIA

Consignee

TO ORDER

Notify Party

TO ORDER



THIRD ORIGINAL

NAME OF CARRYING VESSEL Port of loading  
MV TALBOT VISAKHAPATNAM PORT , INDIA  
Port of discharge  
MAIN PORT, CHINA

Shipper's Description of goods:

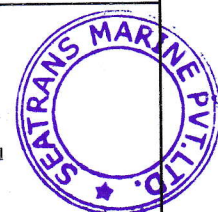
Gross Weight  
55497.000 WMT

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 <b>CHARTER-PARTY</b> 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 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	
	Freight payable at Freight Payable as per Charter Party  Number of original Bs/L  3/3	Place and date of issue <b>VISAKHAPATNAM PORT, INDIA DT. 14/02/2021</b>  Signature For <i>Ravi</i> As Agents For and on behalf of Master of the Vessel MV TALBOT CAPT. XU XIAOFANG



BILL OF LADING  
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Traders where Hague-Visby-Rules apply.

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Consignee

TO ORDER

Notify Party

TO ORDER

COPY NON NEGOTIABLE

NAME OF CARRYING VESSEL	Port of loading
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MAIN PORT, CHINA	

Shipper's Description of goods:

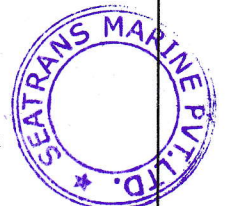
Gross Weight  
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NAME OF COMMODITY : IRON ORE FINES  
PACKING : IN BULK  
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"CLEAN ON BOARD"  
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BILL OF LADING  
TO BE USED WITH CHARTER-PARTIES  
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HOUSE NO.30, ANAND NAGAR MAIN ROAD,  
RAIPUR (CHHATTISGARH) 492001 INDIA

Consignee

TO ORDER

Notify Party

TO ORDER

COPY NON NEGOTIABLE

NAME OF CARRYING VESSEL	Port of loading
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MAIN PORT, CHINA	

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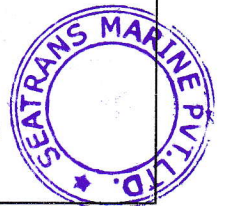
Gross Weight  
**55497.000 WMT**

NAME OF COMMODITY : IRON ORE FINES  
PACKING : IN BULK  
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"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)

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BILL OF LADING  
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**BILL OF LADING**

**BL No. 01**

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

Consignee

**TO ORDER**

Notify Party

**TO ORDER**

**COPY NON NEGOTIABLE**

NAME OF CARRYING VESSEL	Port of loading
MV TALBOT	VISAKHAPATNAM PORT , INDIA
Port of discharge	
MAIN PORT, CHINA	

Shipper's Description of goods:

Gross Weight  
**55497.000 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 <b>CHARTER-PARTY</b> dated _____	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
FREIGHT ADVANCE.  Received on account of freight: .....  Time used for loading .....days.....hours.	
Freight payable at Freight Payable as per Charter Party  Number of original Bs/L  3/3	Place and date of issue <b>VISAKHAPATNAM PORT, INDIA DT. 14/02/2021</b>  Signature For <i>Ravey</i>  As Agents For and on behalf of Master of the Vessel MV TALBOT CAPT. XU XIAOFANG



BILL OF LADING  
TO BE USED WITH CHARTER-PARTIES  
CODE NAME "CONGENBILL"  
EDITION 1994  
ADOPTED BY  
THE BALTIC AND INTERNATIONAL  
MARITIME CONFERENCE (BIMCO)

## CONDITIONS OF CARRIAGE

(1) All-terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, are herewith incorporated. The Carrier shall in no cases be responsible for loss of or damage to cargo arisen prior to loading and after discharging.

(2) **General Paramount clause.**

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 contract. 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 shipment to which no such enactments are compulsorily applicable, the terms of the said convention shall apply.

Traders where Hague-Visby-Rules apply.

In trades where the international Brussels Convention 1924 as amended by the Protocol signed at Brussels of February 23<sup>rd</sup> 1968 the Hague-Visby-Rules apply compulsorily the provisions of the respective legislation shall be considered incorporated in this Bill of Lading. The Carrier takes all reservations possible under such applicable legislation, relating to the period before loading and after discharging and the while the goods are in the charge of another Carrier, and to deck cargo and live animals.

(3) **General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1974, in London unless another place in agreed is the Charter.

Cargo's contribution of 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 Charters, shippers and consignees expressly renounce the Netherlands Commercial code, Art 700, and the Belgian commercial code, part II, Art.148

(4) **New Jason Clause.**

In the event of acceded, 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 goods, Shippers, Consignees or owners of the goods 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 goods.

If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods and or salvage and special charges thereon shall, if required, be made by the goods, 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 ship as a result of the negligence of the other ship 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 ship 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 this other or non-carrying ship or her Owners to the owners of said cargo and set -off, recouped or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owners, operators or those in charge of any ship or ships objects other than, or in addition to the colliding ships or objects are at fault in respect of a collision or contact,

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