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



TO ORDER

Notify Party

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

NII

on deck at shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

reight payable as per			
reight payable as per		SHIPPED	at the Port of Loading in apparent good order and
CHARTER-PARTY dated	<u> </u>		ard the vessel for carriage to the Port of Discharge as she may safely get the goods specified above.
FREIGHT ADVANCE.		Weight, measure	e, quality, condition, contents and value unknown
Received on account of freight:		IN WITNESS wh	ereof the Master or Agent of said Vessel has signed
accounted on decount of the Beauty		the number of B	ills of Lading Indicated below all of this tenor and date,
		any one of which	being accomplished the others shall be void
Fime used for loadingdayshours.		FOR CONDITION	NS OF CARRIAGE SEE OVERLEAF
	Freight payable at	J	Place and date of issue
	Freight Payable as pe	er Charter Party	VISAKHAPATNAM PORT, INDIA DT. 14/02/2021
			Signature
	Number of orignal E	Bs/L	For S MAR
			Lave 3
	3/	/3	As Agents
			For and on behalf of Master of the Vessel
	1		MV TALBOT
			ICAPT, XU XIAOFANG

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 25th 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.

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(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.

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(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 or 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 indemnity 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,

Shipper SPARSH BALDEV EXPORTS PVT. LTD. HOUSE NO.30, ANAND NAGAR MAIN ROAD, RAIPUR (CHHATTISGARH) 492001 INDIA		BILL OF LADING	BL No. 01
Consignee TO ORDER			MAR.
Notify Party		-	TENDE .
TO ORDER	9. 10. 10.		
NAME OF CARRYING VESSEL	Port of loading	SECOND	ORIGINAL
MV TALBOT	VISAKHAPATNAM PO	- DRT , INDIA	
Port of discharge MAIN PORT, CHINA		-	
Shipper's Description of goods: NAME OF COMMODITY: IRON ORE FINES PACKING: IN BULK COUNTRY OF ORIGIN: INDIA		S PER CHARTER PARTY"	Gross Weight 55497.000 WMT
Projekt payabla og par	(of which NIL being responsible for loss o	on deck at shipper's risk; the Carrier not r damage howsoever arising)	
Freight payable as per		SHIPPED at the Port of Loading in ap	parent good order and
CHARTER-PARTY dated		condition on board the vessel for carriage to the or near thereto as she may safely get the goods	_
FREIGHT ADVANCE.		Weight, measure, quality, condition, contents	and value unknown
Received on account of freight:		IN WITNESS whereof the Master or Agent of s the number of Bills of Lading Indicated below a any one of which being accomplished the other	all of this tenor and date,
Time used for loadingdays	hours.	FOR CONDITIONS OF CARRIAGE SEE OVERI	EAF •
	Freight payable at	Place and date of issue	

Freight Payable as per Charter Party

3/3

Number of orignal Bs/L

VISAKHAPATNAM PORT, INDIA DT. 14/02/2021

For and on behalf of Master of the Vessel

MAR

Signature

As Agents

MV TALBOT CAPT. XU XIAOFANG

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

(of which

NAME OF COMMODITY: IRON ORE FINES

: INDIA

: IN BULK

PACKING

COUNTRY OF ORIGIN

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Freight payable as per		SHIPPED	at the Port of Loading in apparent good order and
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FREIGHT ADVANCE.		Weight, measure,	quality, condition, contents and value unknown
Received on account of freight:		the number of Bil	ereof the Master or Agent of said Vessel has signed lls of Lading Indicated below all of this tenor and date, being accomplished the others shall be void
Time used for loadingdayshours.		FOR CONDITIONS	S OF CARRIAGE SEE OVERLEAF
	Freight payable at		Place and date of issue
	Freight Payable as pe	er Charter Party	VISAKHAPATNAM PORT, INDIA DT. 14/02/2021
			Signature
	Number of orignal B		For
	3/	/3	As Agents For and on behalf of Master of the Vessel MV TALBOT CART YIL YIAOFANG

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		-		
Consignee				
TO ORDER				
Notify Party		-		* ************************************
TO ORDER	•			
			COPY NON	NEGOTIABLE
NAME OF CARRYING VESSEL	Port of loading	_		
MV TALBOT	VISAKHAPATNAM PO	ORT , 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				33497.000 WM1
"FRE	"CLEAN ON BOA EIGHT PAYABLE A		R PARTY"	
	which NIL	-	per's risk; the Carrier not	
Freight payable as per	g responsible for loss of			
 CHARTER-PARTY dated 			at the Port of Loading in a the vessel for carriage to t she may safely get the good	he Port of Discharge
FREIGHT ADVANCE.		Weight, measure, o	quality, condition, contents	and value unknown
Received on account of freight:		the number of Bills	eof the Master or Agent of s of Lading Indicated below	all of this tenor and date,
•••••••••••••••••••••••••••••••••••••••		any one of which b	eing accomplished the other	ers shall be void
Time used for loadingdayshours.	2.71	FOR CONDITIONS	OF CARRIAGE SEE OVER	LEAF
	Freight payable at		Place and date of issue	
	Freight Payable as pe	r Charter Party	VISAKHAPATNAM PORT	, INDIA DT. 14/02/2021
	Number of orignal Bs/L 3/3		Signature For	SIS MANIZ
			As Agents For and on behalf of Maste MV TALBOT CAPT. XU XIAOFANG	er of the Vessel

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CODE NAME: "CONGENBILL" EDITION 1994		_		
Shipper SPARSH BALDEV EXPORTS PVT. LTD. HOUSE NO.30, ANAND NAGAR MAIN ROAD, RAIPUR (CHHATTISGARH) 492001 INDIA		ВІ	LL OF LADING	BL No. 01
-				
Consignee		-		
TO ORDER				
Notify Party		_		
TO ORDER		† • •		
			COPY NON	NEGOTIABLE
NAME OF CARRYING VESSEL	Port of loading	-		
MV TALBOT	VISAKHAPATNAM PO	- ORT , INDIA		
Port of discharge MAIN PORT, CHINA	3	_		
Shipper's Description of goods:	3 C S			Gross Weight
				55497.000 WMT
NAME OF COMMODITY: IRON ORE FINES				
PACKING: IN BULK COUNTRY OF ORIGIN: INDIA				
	"CLEAN ON BOA	.RD"		
"FR	REIGHT PAYABLE A		R PARTY"	
(of	which NIL	on deck at shi	pper's risk; the Carrier not	
	ing responsible for loss o	r damage howsoeve	r arising)	
Freight payable as per		SHIPPED	at the Port of Loading in a	pparent good order and
CHARTER-PARTY dated		condition on boar	d the vessel for carriage to the she may safely get the good	he Port of Discharge
FREIGHT ADVANCE.		Weight, measure,	quality, condition, contents	and value unknown
Received on account of freight:	-		ereof the Master or Agent of	
			ls of Lading Indicated below being accomplished the oth	A SOL OF BUILDING OF STREET STREET, BANKELONG STREET,
Time used for loadingdayshour	s.	FOR CONDITION	S OF CARRIAGE SEE OVER	LEAF
	Freight payable at		Place and date of issue	
	Freight Payable as pe	r Charter Party	1 1 1 1	INDIA DT. 14/02/2021
	Number of orignal B	s/L	Signature For	AS MAA
	3/	3	As Agents	AT THE STATE OF TH

MV TALBOT CAPT: XU XIAOFANG

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RAIPUR (CHHATTISGARH) 492001 INDIA				
Consignee		-		`
TO ORDER				
Notify Dorty		-		
Notify Party		•		
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		4	COPY NON	NEGOTIABLE
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· · · · · · · · · · · · · · · · · · ·				
	"CLEAN ON BOA	RD"		
"FRE	GHT PAYABLE A	S PER CHARTER	R PARTY"	
				*
(of w	hich NIL	on deck at ship	per's risk; the Carrier not	
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Freight payable as per		SHIPPED	at the Port of Loading in ap	parent good order and
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			s of Lading Indicated below a being accomplished the other	The state of the s
Time used for loadingdayshours.		FOR CONDITIONS	OF CARRIAGE SEE OVERL	EAF
	Freight payable at		Place and date of issue	
		- Obto- B		737D74 DM 4410010000
	Freight Payable as pe	r Charter Party	VISAKHAPATNAM PORT,	INDIA DT. 14/02/2021
	, 9		Signature	
	Number of orignal B	s/L	For	SS MARIN
		u u	Kovel	3
	3/	3	As Agents	
		**	For and on behalf of Master	of the Vessel
		35	MV TALBOT	W. W. O.
		C	CAPT. XU XIAOFANG	

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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 or 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 indemnity 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,