

CODE NAME: 'CONGENBILL' EDITION 1994

B/L NO. : 01

BILL OF LADING

FIRST ORIGINAL



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

CONSIGNEE:

TO ORDER

NOTIFYING

TO ORDER

Vessel Name MV ULTRA ROCANVILLE	Port of Loading VISAKHAPATNAM PORT, INDIA
Port of Discharge ONE MAIN PORT, CHINA	

Description of goods	QUANTITY
NAME OF COMMODITY: IRON ORE FINES	27,500.00 WMT
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 04.03.2021

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 the Master or Agent of the 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 be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

FREIGHT

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Number of Original B/L's
(3) THREE

PLACE AND DATE OF ISSUE

VISAKHAPATNAM PORT, INDIA Dt 14-03-2021

Signature
FOR AND ON BEHALF OF THE MASTER OF
VESSEL MV ULTRA ROCANVILLE
CAPT. RICO ALFEO PABLO

AS AGENT



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 25th 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 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.

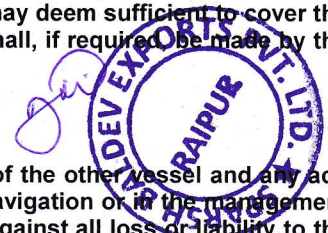
(4) New Jason Clause

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 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 that, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.



CODE NAME: 'CONGENBILL' EDITION 1994

B/L NO. : 01

BILL OF LADING

SHIPPER/EXPORTER

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

SECOND ORIGINAL

CONSIGNEE:

TO ORDER

NOTIFYING

TO ORDER



Vessel Name MV ULTRA ROCANVILLE	Port of Loading VISAKHAPATNAM PORT, INDIA
Port of Discharge ONE MAIN PORT, CHINA	

Description of goods	QUANTITY
NAME OF COMMODITY: IRON ORE FINES	27,500.00 WMT
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 04.03.2021

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 the Master or Agent of the 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 be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

FREIGHT

--
Number of Original B/L's
(3) THREE

PLACE AND DATE OF ISSUE

VISAKHAPATNAM PORT, INDIA Dt 14-03-2021

Signature
FOR AND ON BEHALF OF THE MASTER OF
VESSEL MV ULTRA ROCANVILLE
CAPT. RICO ALFEO PABLO

Rico
AS AGENT



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 25th 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 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 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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CODE NAME: 'CONGENBILL' EDITION 1994

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BILL OF LADING

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

THIRD ORIGINAL

CONSIGNEE:

TO ORDER

NOTIFYING

TO ORDER



Vessel Name **MV ULTRA ROCANVILLE** Port of Loading **VISAKHAPATNAM PORT, INDIA**

Port of Discharge
ONE MAIN PORT, CHINA

Description of goods

QUANTITY

NAME OF COMMODITY: IRON ORE FINES

27,500.00 WMT

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 04.03.2021

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 the Master or Agent of the 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 be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

FREIGHT

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PLACE AND DATE OF ISSUE

VISAKHAPATNAM PORT, INDIA Dt 14-03-2021

Number of Original B/L's
(3) THREE

Signature
FOR AND ON BEHALF OF THE MASTER OF
VESSEL MV ULTRA ROCANVILLE
CAPT. RICO ALFEO PABLEO

Ravel
AS AGENT



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 25th 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 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.
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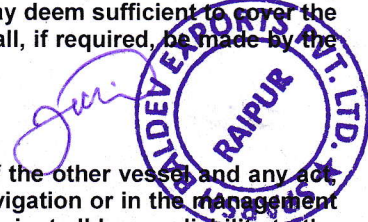
(4) New Jason Clause

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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CODE NAME: 'CONGENBILL' EDITION 1994

B/L NO. : 01

BILL OF LADING

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

**COPY
NON-NEGOTIABLE**

CONSIGNEE:

TO ORDER

NOTIFYING

TO ORDER

Vessel Name MV ULTRA ROCANVILLE	Port of Loading VISAKHAPATNAM PORT, INDIA
Port of Discharge ONE MAIN PORT, CHINA	

Description of goods	QUANTITY
NAME OF COMMODITY: IRON ORE FINES	27,500.00 WMT
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 04.03.2021 FREIGHT ADVANCE 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 so near thereto as she may safely get the goods specified above.</p> <p>Weight, measure, quality, quantity, condition, contents and value unknown.</p> <p>IN WITNESS whereof the Master or Agent of the 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 be void.</p> <p>FOR CONDITIONS OF CARRIAGE SEE OVERLEAF</p>
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FREIGHT --	PLACE AND DATE OF ISSUE VISAKHAPATNAM PORT, INDIA Dt 14-03-2021
Number of Original B/L's (3) THREE	Signature FOR AND ON BEHALF OF THE MASTER OF VESSEL MV ULTRA ROCANVILLE CAPT. RICO ALFEO PABLEO <i>Ricore</i> AS AGENT



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 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 25th 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 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

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(4) New Jason Clause

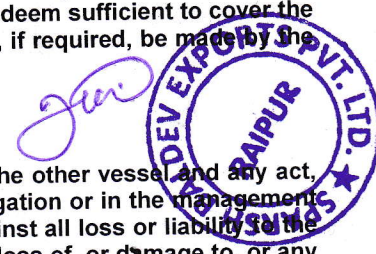
In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo shippers, 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.

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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 that, 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

B/L NO. : 01

BILL OF LADING

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

**COPY
NON-NEGOTIABLE**

CONSIGNEE:
TO ORDER

NOTIFYING
TO ORDER

Vessel Name MV ULTRA ROCANVILLE	Port of Loading VISAKHAPATNAM PORT, INDIA
Port of Discharge ONE MAIN PORT, CHINA	

Description of goods	QUANTITY
NAME OF COMMODITY: IRON ORE FINES	27,500.00 WMT
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 04.03.2021

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 the Master or Agent of the 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 be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

FREIGHT

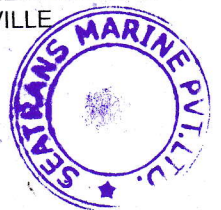
Number of Original B/L's
(3) THREE

PLACE AND DATE OF ISSUE

VISAKHAPATNAM PORT, INDIA Dt 14-03-2021

Signature
FOR AND ON BEHALF OF THE MASTER OF
VESSEL MV ULTRA ROCANVILLE
CAPT. RICO ALFEO PABLO

AS AGENT



Conditions of Carriage

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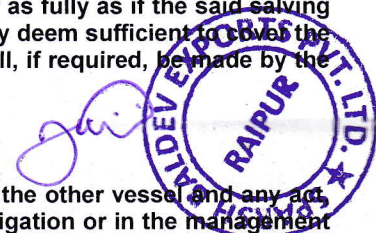
(4) New Jason Clause

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CODE NAME: 'CONGENBILL' EDITION 1994

B/L NO. : 01

BILL OF LADING

SHIPPER/EXPORTER

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

COPY
NON-NEGOTIABLE

CONSIGNEE:

TO ORDER

NOTIFYING

TO ORDER

Vessel Name MV ULTRA ROCANVILLE	Port of Loading VISAKHAPATNAM PORT, INDIA
Port of Discharge ONE MAIN PORT, CHINA	

Description of goods	QUANTITY
NAME OF COMMODITY: IRON ORE FINES	27,500.00 WMT
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 04.03.2021

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 the Master or Agent of the 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 be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

FREIGHT

Number of Original B/L's
(3) THREE

PLACE AND DATE OF ISSUE

VISAKHAPATNAM PORT, INDIA Dt 14-03-2021

Signature
FOR AND ON BEHALF OF THE MASTER OF
VESSEL MV ULTRA ROCANVILLE
CAPT. RICO ALFEO PABLO

AS AGENT



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

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(a) 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 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 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.

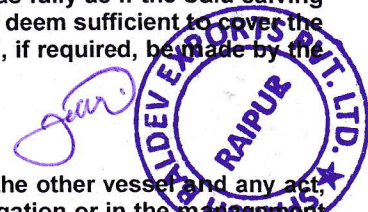
(4) New Jason Clause

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 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.



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