

BILL OF LADING

| b/l No | |
|--------|--|
| D/1140 | |

 \square for Ocean Transport* \square for Combined Transport* (* indicate as appropriate)

| 2 | Consignee: | | | | | 0 C E A N | VESSEL | | |
|-----|--|-------|-------------------------|-------------------|--|--|--|--|--|
| | ourisignee. | 17 | | | | | | | |
| | | /7 | /7 | /7 | 6 Port of Lo | pading: | | | |
| 3 | Notify Address: | | | | 7 Port of D | ischarge: | | | |
| | , i | | | | 75 | | | | |
| | 15 | 17 | | | 8 Free Stor | Free Storage Period: storage weeks [see article 1 (j)] | | | |
| 4 | Precarriage from: | | | | 9 Place of | 9 Place of Storage after Sea Carriage: [see article 9 (2)] | | | |
| 5 | Place and Date of Storage before Sea Carriage: [see article 3 (2) (b)] | | | | Place of Delivery after Oncarriage: [see article 9 (2)] | | | | |
| | | | | 15 | 5 | | | | |
| | Marks and Nos | | er and Kind Packages | G | Description of Goods | Gı | oss Weight | Net Weight | |
| | | | | ZG | F | | | | |
| | | | 今 <i>国</i> | 唇 | | | | | |
| | | 万 | Ē | JE/ | | | | | |
| | | -15 | JE/ | _ | | | | | |
| | 4 | 垣 | Pai | rticulars furnish | ned by the Merchar cargo description given or | nt a attached sheet | | | |
| 11 | Freight, Charges, e | etc.: | | | SHIPPED on board discharged at the a and be always saf shown herein. We | in apparent good order a foresaid port of discharg e afloat. This Bill of Ladi ight, measurements, mar | e or so near thereto as ng is a receipt only for ks and numbers, quali | therwise stated and to be the Vessel may safely get the number of packages ty, quantity, contents and | |
| | | | | | considered unknow Lading is not to be of Lading the Merc conditions, on both fully as if they were | value shown above are furnished by the Merchant and have not been checked and are to be considered unknown unless expressly acknowledged and agreed to. The signing of this Bill of Lading is not to be considered as such acknowledgement or agreement. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its stipulations, exceptions and conditions, on both pages, whether printed, written, stamped or otherwise incorporated, as fully as if they were all signed by the Merchant. One of the Bills of Lading must be surrendered duly endorsed in exchange for the Goods or delivery order. | | | |
| | | | | | Bills of Lading state others to stand voic Full freight and cha | IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of original Bills of Lading stated below, all of this tenor and date, one of which being accomplished, the others to stand void. Full freight and charges are payable as per agreement, but always deemed earned latest on signing Bills of Lading, discountless and non returnable, Ship and/or Goods lost or not. | | | |
| 10 | | | | | _ | NAL BILLS OF LADING | | | |
| 12 | • | | | | T4 Place an | 14 Place and Date of Issue: | | | |
| 4.0 | Total Laytime: | | | | | | | | |
| 13 | Freight payable: | | | | Signatur | е | | | |

Signature for/by the Master:

SG/RP/79/0313/---

CONDITIONS OF CARRIAGE

S ling both on the front and on the reverse, the terms mentioned hereunder shall have the

shall man the party on whose balls the Bill of Lading has been signed, shall include the parson or firm in whose name the booking was concluded, as well as shall include the parson or firm in whose name the booking was concluded, as well as the Shipper, the Receiver, the Consigner, the Holder of the Bill of Lading and the Owner of the Goods or he who is entitled thereto and any one having a present or future interest in the Goods and the assigns and the successors of rights of all the above mentioned, or any one acting on behalf of any such person. shall include the Merchant.
shall include the Merchant includes any Container, transportable tank or flat, or similar means of transport used to consolidate Goods.
Includes any Container, transportable tank or flat, or similar means of transport used to consolidate Goods.
Includes any substituted Vessel and any Wessel or other means of conveyance whatcover, Vessel' owned, chartered, operated, employed or on his behalf contracted for by the Carrier.

Vessel' owned, chartered, operates, etiquizer or on the Shipper and include any Carrier.

mean the whole or any part of the Goods accepted from the Shipper and include any Container not supplied by or on behalf of the Carrier.

arises when the shipment is from one port to another without Pre- or Oncarriage but which Transport' may include storage prior and/or subsequent to the carriers in the Port of Losding or in or near to the Port of Discharge. This is to be indicated overleaf in box 5 and/or box 3.

of Loading or in or near to the Port of Discharge. This is to be indicated overleaf in box 5 and/or box 9.

arises when the shipment is from one port to another with Pre- and/or flocarriage, which is Transport to be indicated overleaf in box 4 and/or box 10. This may include storage prior to and/or subsequent to the Sea Carriage in the Port of Discharge. This is to be indicated overleaf in box 5 and/or box 3. shall mean the period of storage subsequent to the Sea Carriage in case of Ocean Period Transport as described in article 3 (1), (c) in crase of Combined Transport as described in article 3 (1), (c) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described in article 3 (1), (d) in crase of Combined Transport as described as descri

Brills or Fullow

The Merchant warrants that in accepting this Bill of Lading he agrees to the terms hereof and that he is, or has the authority of the person, owning of entitled to the possession of the Goods, or has tithe authority of any person who has a) a present or future interest in the Goods.

This Bill of Lading can be used for Clean Transport and Chomined Transport, with or without carriage or storage prior or subsequent to the Sea Carriage to or from, respectively in or near to the Port of Loading Orbichatego, which is to be indicated on the face hereof, in accordance with the actual situation and with the definitions under article 1 hyeror.

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arising from the issuance or use of self made or self-printed stamps.

CARRIETS RESPONSIBILITY

General provisions;

(a) Clause Paramojint

Subject to article 12 and to par (3) of this article below, this Bill of Lading in sofar as it relates to Sea Carriage shall have effect subject to the Hague Rules or any legislation making such Rules or the Hague-Visby Rules computionly applicable (such as CDGSA or CDGWA) to this Bill of Lading and the provisions of the Hague Rules or applicable (selejiation shall be deemed incorporated herein. The Hague Rules for CDGSA or CDGWA) if this Bill of Lading is subject to U.S. or Clanadian law respectively) shall apply to the carriage of Goods by inland vustreways and reference to carriage by sea in such Rules or legislation shall be ideemed to include reference to inland waterways. If and to the extent that the provisions of the Hagter Rat of the United States of America 1839 would otherwise be complished; by applicable to regulate the Carrier's responsibility for the Goods during any period prior to loading on or after discharge from the Vesses the Carrier's responsibility shall have been considered by the provisions of article 4, hereof, but if such provisions are found to be invalid such responsibility shall be subject to CDGSA. Where the Insharupr Rules apply, same shall be deemed incorporated herein, but only to the extent of the plant of the Carrier's relation to the extent of the Carrier's relation to the extent of the Carrier will not be extent to the carrier will not be extent to the Carrier will not be extent to the Goods for loading, or, in case of shore cranse being used, when the Goods cross the Ship's rail, unless the Bill of Lading reads Fig. Free in stowed, in which case the Carrier will not be liable prior to disconnection of the tackle and loading, stowing and/or trimming of the Goods in the Vessel's holds, as the case may be. If the Free Storage Period and/or free of Storage after Sac Carriage andfor Delivery (box 8, and/or 10) is not named on the face hereof

with the opening of the vessel's hatches in the Port of Discharge but in any case with the commencement of the discharge.

Unitation of islability

The Carrier shall be entitled to (and nothing herein shall operate to deprive or limit such entitlement) the full benefit of, and rights to, all limitations of and exclusions from islability and all rights conferred or authorized by any applicable law, statute or regulation of any country and without prejudice to the enerality of the foregoing also any law, statute or regulation of any country and without prejudice to the opening that the foregoing also any law, statute or regulation available to the Owner of the Vessells) on which the Goods are carried.

1) Delay/consequential diamage

The Carrier shall neither be liable for any loss sustained by the Merchant through delay of the Goods, unless, but then only to such extent that the contract of carriage is compulsorily subject to the Hamburg Rules, nor shall the Carrier be liable for any indirect or consequential damage, howsoever and whenever sectial Provisions; Orean Tangeria.

(d) DelayConsequential damage
The Carrier shall neither be liable for any loss sustained by the Merchant through delay of the Goods, unless, but then only to such extent that the contract of carriage is compulsorily subject to the Hamburg Rules, nor shall the Carrier be liable for any inferior or consequential damage, howsover and whenever (a) the Carrier of the C

occurrent vancinums on assure in order to make such international convention or by the Haguer (Yaby) Rules (or CDGSA in U.S.A or CDGWA in Canada, if applicable in case no international convention or national law is applicable, if, the loss or daimage is known to have occurred at sea or on inland waterways; or by the provisions of clause (3) if If the provisions of clause (3) (II) (A) and (B) above do not (C)

apply. For the purpose of this clause (3) (II), references in the Hague (Visby) Rules (or ${\tt COGSA}$ or

COGWA) or Hamburg Rules shall be construed accordingly.

Combined Transport with storage subsequent to the Sea Carriage
When, in the course of Combined Transport, the Goods far to be stored subsequent to the Sea Carriage
When, in the course of Combined Transport, the Goods far to be stored subsequent to the Sea Carriage
in the Port of Discharge as indicated overled in box 9, such storage will be for a maximum period of the
Free Storage Period as indicated overled in box 9, such storage will be for a maximum period of the
free Storage Period of the Carriage of the Sea Carriage of the storage of the storage of the storage of the storage of the destination as described overled and ingling which this Goods will be deemed to have been placed at the
disposal of the Merchant, of the moment and in the manner as described in article 9 (2) hered, and the
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by him, Friejaht received, as far as relating to further storage and/or carriage, will be considered to be foowsiding commission and expenses.

U.S.A. CLAUSE

II. The Bill of Lading covers the transportation of Goods to or from ports in the United States of America, this Bill of Lading shall be subject to United States Carriage of Goods by Sea Act, 1936, which shall be incorporated herein, and the provisions of said act shall govern before loading and after discharge and throughout the entire time the Goods are in the custody of the Carrier.

If anything herein contained be invalid or unenforceable under the provisions of said Act, such circumstances shall not fact the validity or enforceablity of any other part or term hered. The Carrier shall not be liable in any capacity whatoever for loss, damage or delay of or 10 Goods while the

are a chain for each of an ally capacity what over the roots, damage or daily or to a cool as where the SIGHTION/APPLICABLE LAW SIGHTION/APPLICABLE LAW It is contact to contract of carriage against the Carrier shall exclusively be brought before the elsent Count; at Rotterdam.

If Am secons bender the contract or carriage against the Carrier sain at excassively be throught oberre the competent Dourt at Rotterdam.

See a six far as six pithin be not the contract of the terms and conditions hereof, Dutch Law shall apply.

See as if are as the six pithin be not the carrier and the contract of the carrier and the contract of the carrier and the carrier and

Juding bunkening and/or maintenance of Vessel and/or matters returing to up over.

IGHTERAGE
6 Carrier has the option to load/discharge the Goods into lighters or any other craft and such operation shall
at the sole risk and expenses of the Merchant, unless expressly agreed otherwise. The Carrier shall peither
liable for any risk to the Goods arising while they are being moved from the Vessel to the warehouse or from, the
arrhouses to the Vessel. Any lightering in or off port of discharge to be for the account of the Merchant.

LOADING, DISCHARGING, NOTHICATION, DELIVERY AND OPTIONS

ble for any risk to the Goods arising while they are being moved from the Vessel to the warehouse or from the bloose to the Vessel. Any lightering in or of port of discharge to be for the account of the Merchant. Obscuse to the Vessel. Any lightering in or of port of discharge to be for the account of the Merchant. Provisions.

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Merchant at the first or any other opposite in the considered as having been fulfilled. Such option can be exercised for the total quantity hereunder only, slivery after storage.

I when it has been agreed and as indicated in box 3 overleaf, that after discharge from the Vessel in the Port of Discharge, the Goods will so remain stored at the risk and asygened of the Carrier for a maximum period of the Free Storage Period as described in an article 3 (2). The Merchant will, in case of Ocean Transport with a Free Storage Period as described in anticle 3 (2). The Merchant will, in case of Ocean Transport with a Free Storage Period as described in anticle 3 (2). The Merchant will, in case of Ocean Transport with a free Storage Period as described in anticle 3 (3) (b) shall give timely instructions for Oncarriage to final destination as described above in the memorined article, falling which the Goods will be deemed to have been placed at the disposal of the Merchant at 2400 hrs. local time of the last day of the Free Storage Period, whereafter the Goods will remain stored at the very considerable of the Merchant (also) under applicability of the general trading conditions (if any) of the relevant storage facility, and the Carrier will be releved from any and all lability, without projudice however to all the Carrier's rights and remedies as set out herein and/or any (other) legislation in force, and, in case of Combined Transport, the Carrier will be reminder act as forwarding Agent only.

(also) under applicability of the general trading conditions if any old for evident storage facility, and the Carrier will be relieved from any and all liability, without projudice however to at the Carrier's rights and remedies as set out herein and/or any (tehto) eligislation in force, and, in case of Combined Transport, the Carrier will thereinster act as forwarding Agent only.

10. APPORTIONMENT

The Carrier or his Agents may at their discretion sell unclaimed and perishable Goods forthwith and frezen or other unclaimed Goods after three months from date of discharge and payment to the Owners of the Goods of the net proceeds of the sale less freight and charges, if any, shall free the Carrier from all liability.

11. CONTANESS, OPPIONAL STOWAGE CONSOLDIANT with Carrier's groin by means of palets, Containers, and the content of the Container's groin by means of palets, Containers, and the containers, which is the container of the Container's groin by means of palets, Containers, and the containers, or the containers and the containers and the containers and the carrier of the containers and the containers or the contain

ibility whatsoever for the functioning of reefer Containers or trailers, not rier.

(I) The Carrier has no responsibility whatsoever for the functioning of relater Containers or trailers, not owned or leaves due to the Carrier.

22 EECK GOODS AND LIVE STOKK.

13 EDECK GOODS AND LIVE STOKK.

14 South in the being stowed in Containers of a carried or to be carried on deck and stated herein to be so carried, the carrier of the carrier

ivestock.

REGIST AND OTHER CHARGES

Freight is due, and shall be considered as fully earned and non returnable in any event, upon receipt of the

soon by the Currier of roat Triansport or Combined Transport, respectively for storage prior to such

arriage or transport, Ship and/or Goods lost or not lost, whether the Goods arrive in sound, damaged or in condition. due, whether the Carrier acts as Carrier or (in part or in whole) as Forwarder only, in accordance with

leaking comtion.
Freight as day, whether the Carrier acts as Carrier or (in part or in whole) as Forwarder only, in accordance with article 3 (3) (b) hereof.
The Freight pass) believe the Carrier and a seen calculated and based on particulars furnished by or on behalf of the Merchant. The Carrier may at any time open any Container or package in order to count, inspect, reweigh, the measure or reveals the Contents, and, if the particulars furnished by or on behalf of the Merchant are incorrect, it is agreed that the Carrier is entitled to claim, as liquidated damages to the Carrier double and an advantage of the Carrier double the Carrier and an advantage of the Carrier double the Carrier and an advantage of the Carrier double the Carrier and the Carrier an

shall run from the date Freight and Charges, however named, are due. In any event the persons denominated "Merchant" are jointly and severally liable for Freight, additionals and any Charges due in connection with the performance of this contract of carriage.

In Merchant is liable for expenses of furnigation, of gathering and sorting loose Goods, of weighing on board and expenses incurred in repairing damage to and replacing of packing, and for all expenses caused by extra handling of the Goods for any reason whatsover.

Furthermore any dues, duties, taxes and Charges which under any denomination may be levied on any basis shall be paid by the Merchant.

Freight and Charges shall be paid in the currency in which the Goods are freighted or at Carriers's option in the currency of the country of the Port of Losding or Port of Discharge, in each case converted at the highest rate of exchange on the date of booking or shipmant or date of payment, whichever is the higher.

The Carrier is not responsible for the payment or collection of whatsover taxes, dues etc. on the Goods and/ or freight and/or the Vessel having cargo on board. Such levies to be paid by the Merchant.

DESCRIPTION AND PARTICULARS OF GOODS

The discription and particulars of the Goods set out on the face hereof are furnished by the Merchant and are unknown to the Carrier who has no knowledge of the number, weight, contents, measure, quantity, condition, marks, numbers and value of the Goods and who shall be under no responsibility whatsoever in respect of, nor be bound by, such description and particulars.

The Merchant warrants to the Carrier that the particulars relating to the Goods as set out on the front hereof, and any other particulars runnished by or on behalf of the Merchant; are correct, and the Merchant shall indemnify the Carrier against all loss, delay, damages and expenses, including any fines, arising or Particulars furnished by or on behalf of the Merchant; are correct, and the Merchant shall indemnify the Carrier as set out in clau

(3) Particularly the Merchant warrants to the Carrier that no drugs and/or other contraband will be hidden in or form part of or are being packed with or within the Goods. In case of breach of this warranty the Merchant shall indemnify the Carrier as set out in clause (2) hereof.

15. DANCEMOUS COIDS

(1) When the Merchant hands Goods of a diagnosus nature to the Carrier, the shall inform him in writing of the occurrence of the danger and indicate, if necessary, the pressuration to be taken.

Sect chause of the danger and indicate, if necessary, the pressuration to be taken.

Sect chause of the danger and indicate, if necessary, the pressurations can the Merchant shall be liable for all expenses, loss or damage, arising out of the handing over for carriego or out of the carriers and the convention of the carrier of the carrier and the carrier without any compensation; and the Merchant shall be liable for all expenses, loss or damage, arising out of the handing over for carriego, or out of the carriege of such Goods.

(3) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a diager to the Ship or the Goods, they may in the like manner be landed at any place or destreyed or rendered innocuous by the Carrier without any liability on the part of the Carrier except to General Average, if any.

(1) If it appears at any time that the Goods cannot safely or properly be carried or on-carried further, either at all or without nucring any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any additional expenses to kaing any measure(s) and/or incur any

obligations under this contract, and the topics were use usernated.

17. LIEN

The Carrier shall have a lien on the Goods and on any documents relating thereto for any amount due by the Merchant under this contract and any earlier contracts and the costs of recovering what is due to the Carrier and shall be entitled to sell the Goods by public, auction or privately, without nucleot to the Merchant.

18. IDENTITY OF CARRIER.

19. The contract evidenced hereby is between the Merchant and the owner of the Vessel named herein (or a substitute vessel) and is is therefore agreed that said shipowner only shall be liable for any damage or loss due to any breach of non-performance of any obligation arising out of the contract of carriage, whether or not relating to the Vessel's seaworthiness. If, despite the foregoing, it is adjudged that any other is a Carrier and/or ballee of the Goods shipped hereunder, all limitations of and exonerations from, liability provided for by law or hereby shall be available to such other.

20. It is further understood and agreed that as the Company or Agents who has executed this Bill of Lading for and on behalf of the Master is not a principle in the transaction, said company or Agents shall not be under any liability arising out of the contract of carriage, neather as Carrier nor as ballee of the Goods.

19. BOTH TO BLANE COLLISION AND NEW JASON CLAUSES

BORN to Blame Collision and New Jason clauses as recommended by Birnco, latest version, shall be deemed to be incorporated herrin.

oth to Blame Collision and New Jason clauses as recommended by Bimco, latest version, shall be deemed be incorporated herein.

3. ECHEMAL AVERAGE AND SALVAGE

10. GENERAL AVERAGE AND SALVAGE

10. General Average to be adjusted at any port or place at Carrier's option and to be settled in Rotterdam according to the York-Antwerp Rules 1984, or any modifications thereafter. In the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any causes 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 Merchant shall contribute with the Carrier in General Average to the payment of any sacrifice, losses or expenses of a General Average nature that may be made or incurred, and shall pay Salvage, Salvage charges and other charges incurred in respect of the Goods.

9. If a salving Vessel is comed or operated by the Carrier, Salvage shall be paid for as fully as if the salving Vessel or Vessels belonged to third parties.

11. The Merchant shall be highed to the payment of the General Average Contributions of the Goods and/or any Salvage and/or payed and the salving Vessel or Vessels belonged to third parties.

12. Salvage and/or special charges thereon as well as for making such deposits to the Carrier as the Carrier may deem sufficient to cover the estimated amount of such contribution and/or Salvage and/or charges. Such payments and deposits shall not prejudice Carrier's leno not the Goods and shall be made as required by the Carrier before or after delivery of the Goods.

11. Merchard thall be obliged to declare on Carrier's request the value of the Goods for the purpose of determining the storesaid amounts.

12. Merchard the accepting this Bill of Lading expressly waives and renounces the Belgian Commercial Code Part II Article 148.

13. Merchard the accepting this Bill of Lading expresses and sacrifices incurred by the Vessel, even if caused by Merchard appress that d

(5) The Merchant by accepting this Bill of Lading expressly waives and renounces the Belgian Commercial Code Part II Article 148.
(6) The Merchant agrees that damage to and expenses and sacrifices incurred by the Vessel, even if caused by the inherent vice or unseaworthiness of the Vessel, or by fault or neglect of the Master or Crew, shall be considered as maters of General Average and shall be contributed to the Merchant accordingly.
21. EXEMPTIONS AND IMMUNITES OF ALL SERVANTS AND ACENTS OF THE CARRIER (III) It is hereby expressly agreed that no servant or Agent of the Carrier (including every independent contractor from time to time employed by the Carrier's shall in any circumstances whatsoever be under any liability whatsoever to the Merchant for any loss, damage or delay arising or resulting directly or indirectly from any act, neglect or default on his part whila eacting in the course of or in connection with his employment and without prejudice to the generality of the foregoing provisions in this clause, every exemption, limitation, condition and liberly herein contained and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier arise a softense and seal as a breasil. For the purpose of all the foregoing provisions of this clauses the Carrier is entitled hereunder shall also be available and shall extend to protect every such sevenat or Agent of the Carrier acting as a foresall? For the purpose of all the foregoing provisions of this clauses the Carrier is or shall be deemed to be acting as Agent to trustee on behalf of and for the benefit of all persons who are or might be his sevenates to Agents from time to time (including independent contractors as aforesall) and all such persons shall to this extent be or be deemed to be parties to the contract evidenced hereby.

The Carrier shall be entitled to be paid by the Merchant on demand any sum recovered or recoverable by the Merchant or any other from such servant or Agent of the Carrier for any such loss, damage or delay or otherwise.
 GOVERNMENT DIRECTIONS, WAR, EPIDEMICS, ICE, STRIKES, ETC.
 The Master and the Carrier shall have blevity to comply with any order or directions or recommendations in connection with the transport under this contract (given by any Government or Authority, or anybody scring or purporting to act on behalf of such Government or Authority, or having under the terms of the insurance on the Vessel the right to give such orders or directions or recommendations.
 Should it appear that the performance of the transport would expose the Vessel or any Goods on board to risk of source or dramage or delay, resulting from war, varietic operations, blockage, flots, civil commotions or privacy, or would expose any persons on board to the risk of loss of life or freedom, or that point at Master's discretion.
 Should it appear that epidemics, quarantine, i.c., labour troubles, labour obstructions, strikes, lockouts, any of which no board or on shore, of difficulties in loading or discharging would prevent the Vessel from leaving the Port of Loading or reaching or entering the Port of Discharge or there discharging in the usual manner and leaving again, all of which safely and without delay, the Goods to be discharged at the Port of Loading or any other convenient port at Master's discretion.
 If any shaution referred to in this clause may be anticipated, or if for any such reacon the Vessel from leaving any other convenient port at Master's discretion.
 If any shaution referred to in this clause may be anticipated, or if for any such reacon the Vessel cannot safely and without delay the Merchant in addition to the freight, together with a such and the properties are intered to be discount to referred to in this clause may be antic

Derson entitled to delivery thereof hereunder, or it the loss or damage is not appeared.

(2) In any event the Carrier shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after delivery of the Goods or the date when the Goods should have been delivered, resp. two years in as far as the Hamburg Rules apply compulsory

(3) In the case of any actual or apprehended loss or damage the Carrier and the Merchant shall give all reasonable facilities to each other for inspecting and tallying the Goods.

(4) The Carrier shall not be liable to pay any compensation if the nature or the value of the Goods has been willfully misstand. The above includes claims in the nature of General Average.

(5) This clause in its entirety shall also apply in any case of loss sustained as a result of mis-delivery, wongliud elivery or delivery wongliud elivery or delivery wongliud elivery or delivery to any person whomsoever not entitled to the Goods.

24. WAIVERS

This clause in its entirety shall also apply or any case or ross sussement as a considering variety of delivery, considered delivery, considered delivery of the person with mosewer not entitled to the Goods.

WAVES

WAVES**

Althing herein's healt operate to limit or deprive the Carrier of any statutory protection or exemption from, or itation of, liability or to increase his responsibilities or liabilities under any statute.

VALIDITY

The event that anything contained herein is inconsistent with any applicable international convention or titional law which cannot be departed from by private contract, the provisions hereof shall to the extent of such consistency but no further be null and void.