Shipper Consignee Notify Party (No liability shall attach to the Carrier or to his Agent for failure to notify. See Clause 14).		Delivery Agent				
Place of Receipt (Multimodal Pre-carriage by		Port of Loading Sea Waybill-No.				
Transport only)	<u> </u>					
	yage No.	Port of Transshipment				
Port of Discharge Pla	ce of Delivery (Multimodal Transport	Movement	ovement Freight Payable at			
PARTICULARS FURNISHED BY SHIPPER – CARRIER NOT RESPONSIBLE (See Clause 7.3)						
Marks and Numbers Number of Packages Description of Goods Gross Weight kgs Measu				Measurement		
SPECIMEN						
OCEANFREIGHT AND CHARGES Rates, Weight and/or Measurement subject to correction		Parter Den Vila				
	-	Declare Cargo Value				
	valorem rate will be charged.					
Total amount due	checking, in apparent good number or quantity of Conta "Number of Packages" for C. mentioned above) to the poi such carriage being always exceptions, limitations, and CONDITIONS ON THE REV AND CONDITIONS CONTA Shipper's attention is drawn stowage (see clause 13) an waybill, any local customs o agrees to be bound by all Te stamped or incorporated on signed by the Merchant. Uni the Goods will be made only sea waybill is not a docume payment of any outstanding identity and of authorisation without the need to produce	Received by the Carrier from the Shipper, as far as ascertained by reasonable means of checking, in apparent good order and condition unless otherwise herein stated, the total number or quantity of Containers or other packages or units indicated in the box entitled "Number of Packages" for carriage from the port of loading (or the place of receipt, if mentioned above) to the port of discharge (or the place of delivery, if mentioned above), such carriage being always subject to the terms, rights, defences, provisions, conditions, exceptions, limitations, and liberties hereof (INCLUDING ALL THOSE TERMS AND CONDITIONS ON THE REVERSE HEREOF NUMBERED 1-21 AND THOSE TERMS AND CONDITIONS CONTAINED IN THE CARRIER'S APPLICABLE TARIFF) and the Shipper's attention is drawn in particular to the Carrier's liberties in respect of on deck stowage (see clause 13) and the carrying vessel (see clause 12). In accepting this sea waybill, any local customs or privileges to therwise in whiting by the Merchant unless instructed otherwise, in writing by the Shipper delivery of the Goods will be made only to the consignee or his authorised representatives. This sea waybill is not a document of tile to the Goods and delivery will be made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorisation at the port of discharge or place of delivery, as appropriate, without the need to produce or surrender a copy of this sea waybill. IN WITNESS WHEREOF the Carrier by its agents has signed this sea waybill.				
		For and on behalf of the	e Carrier			
		N Blue An America L by As Agents for the Ca	ine			

A Blue Anchor

Line

TERMS AND CONDITIONS

1. DEFINITIONS "Carriage" means the whole or any part of the operations and services of whatsoever nature undertaken by or performed by or on behalf of the Carrier in relation to the Goods covered by this sea waybill including but not limited to the loading, transport, unloading, storage, warehousing and handling of the Goods and related documentary, customs and IT processes. Carrier" means Kuehne + Nagel Inc., Jersey CIV, trading as Blue Anchor America Line. Carrier" means Kuehne + Nagel Inc., Jersey CIV, trading as Blue Anchor America Line. Carrier" means Kuehne + Nagel Inc., Jersey CIV, trading as Blue Anchor America Line. Carrier" includes stuffing, packing, loading or securing of Goods on or with Containers and Consolidate shall be construed accordingly. "Consolidation" Includes stuffing, packing, loading or securing of Goods on or with Containers and Consolidate shall be construed accordingly. "Consolidation" Includes stuffing, packing, loading or securing of Goods on or with Containers and Consolidate shall be construed accordingly. "Consolidation" Includes stuffing, packing, loading or securing of Goods on or with Containers and Consolidate shall be construed accordingly. "Consolidation" Includes stuffing, part of the line of the open to containers), trailer, transportable tank, platform, lift van, flat, pallet or any similar acticle of transport used to Consolidate goods and any ancliary degliations, including but not limited to duiles, taxes and dues, incurred by the Carrier and payable by the Merchant. "Goods" means the whole or any part of the cargo received by the Carrier from the Merchant and includes any packing and any equipment or Container not supplied by or on behalf of the Carrier (but xcludes any container gueyment or Container to the unfiltation of Carrier into the unfiltation of Carrier into the duiles of Law relating to Bills of Lading signed at Brussels of Zanh Vagues Rule"

on 25th August 1924. "Hague-Visby Nues" means the Hague Rules as amended by the Protocol signed a Brussels on 23rd February 1968. It is expressly provided that nothing in this sea waybill shall be construed as contractually applying the Hague-Visby Rules. "Indemnity" means defend, indemnity and hold harmels, including in respect of legal fees and costs, whether or not the obligation to indemnity arises out of negligent or non-negligent acts or omissions of the indemnitying party. "Merchant" includes the Shipper and the Persons named in this sea waybill as consignee and notify party, the receiver of the Goods or this sea waybill, the Person entitled to receive the Goods or notification by the Merchant, any Person owing or lawfully entitled to the possession of the Goods or this sea waybill, the Person entitled to receive the Goods on andification by the Merchant, any Person aring on behalf of any of the above mentioned Persons, including ageits, servants and

Num-contractors. Multimodal Transport arises if the Carrier has indicated a place of receipt and/or a place of delivery on the front hereof in the relevant spaces. "Non US Carriage" means any carriage which is not US Carriage. "Package" where a Container is loaded with more than one package or unit, the packages where of the singling units enumerated on the face of this sea waybill as package in such Container and entered in the box on the face hereof entitled "Total number of Containers or Packages received by the Carrier" are each deemed a Package.

The scalar and a package. The scalar package The scalar package

Vessel's means any waterbone craft used in the Carnege university of the Carne's Agents act as the Carne's agents only and that the Shipper has no 2. CONTRACTING PARTIES 2. CONTRACTING PARTIES 2. Contract evidenced by this sea waybill or sublishing out of the Carne's Agents act as the Carne's agents only and that the Shipper has no 2. Contract evidenced by this sea waybill is between the Carne's and the Shipper. The Shipper, who is the only party entitled to give the Carne's nature The contract evidenced by this sea waybill is between the Carne's and the Shipper. The Shipper, who is the only party entitled to give the Carne's and the Carne's agents and the Shipper has no contained in this sea waybill. 3. CARRIER'S TARIFF 3. The provisions of the Containe's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any relating to applicable from the Containe's and veltice demurga. Copies of such provisions are obtainable from the Carne's or his agents upon request or where applicable. From a government body with whom the tariff has been filed. In the case of inconsistency between this sea waybill and the applicable tariff, this

sea waybill shall preval. 4. NON-NEGOTRABILITY Notwithstanding the application to this sea waybill of the Hague Rules, or the Hague-Visby Rules, or of any similar convention or legislation, this sea waybill is or hegotable and is not a document of tille to the Goods. 5. SUB-CONTRACTING AND INDEMNITIES 5. The Cartier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the sub-contract of the sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the sub-contract of the sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the sub-contract of the sub-contract of the sub-contract of the sub-contract of the contract of the contract of the sub-contract of th

5. SUB-CONTRACTING AND INDEXINITES¹¹ or exceed.
5. The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the Merchant is entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage and the Merchant agrees (to the extent that the Merchant is entitled to bring claims against Sub-Contractors that any Sub-Contractor can, at its option, apply its own terms of contract with the Carrier to defend claims brought by the Merchant.
5.2 The Merchant undertakes:
(a) that no claim or allegation shall be made against any Sub-Contractor whatsoever, whether directly or indirectly, which imposes or attempts to impose (a) that no claim or allegation shall be made against any Sub-Contractor whatsoever, whether directly or indirectly, which imposes or attempts to impose (b) if any claim or allegation shall be made against any Sub-Contractor whatsoever, whether directly or indirectly, which imposes or attempts to impose (b) if any claim or allegation shall be were made against a Sub-Contractor, to indemnify the Carrier against all consequences thereod.
(b) if any claim or allegation shall nevertheles be amade against a Sub-Contractor, ball have the benefit or all provisions herein benefiting the Carrier 5.3 Without prejudice to the other provisions in this Clause, as if this are waybil (incluing Clause 2 thereof), we repressive for the benefit and inclause, as if this exercises a waybil (incluing Clause 2 thereof) were expressive for the other entring into this contract. **Carriers 1 Healting 1**

D-Contractor shall to the CARRIER'S LIABILITY US CARRIAGE

6. CARRIER'S LIABILITY
6. IS CARRIER'S LIABILITY
6.1 US CARRIAGE
(a) For US Carriage this see waybill shall have effect subject to the provisions of COGSA and to the Pomerene Act regardless of whether said Act would apply of its own force. The provisions of COGSA are incorporated herein and save as otherwise provided herein shall apply the entire time the Goods are in free Carrier or the Sub-Contractor, including before loading and after discharge as long as the Goods remain in the custody of the Carrier or its Sub-Contractor, including costs carrier on deck. Nothing contained herein is to be deemed as surrender by the Carrier of its fights. Immunities, exerptions or limitations or an increase of any of its responsibilities or liabilities under COGSA. Except for clause 6.2, every other term, condition, intraction, defence and liberty whatsever
(b) Where the Merchant requests the Carrier op procure Carriage beta be subject to the inland carrier's own contractual conditions and tartff. If, for any reason, the inland carrier's own contractual conditions and tartff. If, for any reason, the carrier of predict the right to act as agent only at these times, this lability for loss, damage or delay to the Goods shall be determined in accordance with clause 6 hereot.

Carrier is connect the figure to do to adjust own as unsets mixed, we make the set of th

Initial instructions and the COGSA. It is agreed that the meaning use in the second state of the control of the contr

liability of the Carrier shall be determined by sub-clause 6.2(c). (c) Where the Nor UB Carrage is Multimoid Transport but the Merchant cannot prove at what stage the loss or damage occurred or if this sub-clause (c) Merce the Nor UB Carrage is Multimoid Transport but the Merchant cannot prove at what stage the loss or damage occurred or if this sub-clause (i) the Carrier shall be relieved dilability for any loss or damage if such loss or damage arcse or resulted from: (d) the wordput is or neglect of the Merchant or any Person acting on behalf of the Merchant ofter than the Carrier or its servant, agent or Sub-Contractor: (B) compliance with the instructions of a Person entitled to give them; (C) planticat or video: the Merchant or any here case of Goods which, by their nature, are liable to wastage or to be damage when not packed or (D) here is do it, or detective control of packing in the case of Goods which, by their nature, are liable to wastage or to be damage when not packed or (D) handing, loading, stowage or unloading of the Goods by the Merchant, or any person acting on behalf of the Merchant; (E) instructive or default in the margingtion or man free Goods, coverings, or unit loads: (F) instructive or default in the navigation or many free Goods, solvenings, or unit loads: (F) instructive or default in the navigation or magement of the Vessel accurring during carringe by water; (I) and c, neglect or default in the navigation or magement of the Vessel accurring during carringe by water; (I) and c, neglect or default in the navigation or magement of the Vessel accurring during carringe by water; (I) for curves or event which the Carrier could not avoid and the consequences whereof it could not prevent by the exercise of reasonable diligence. (I) The burden of proof that the loss or damage was due to one or more of the causes, or events, specified in sub-clause 6.2(c)(i) shall rest upon the Carrier (I) Where the Garrier establishes that in the circumstrances of the cause, in the clauses o

If builds one now to terringe. Compensation and Limitation Subject to the Carrier's right to limit liability as provided for within this sea waybill, the Carrier's liability shall be calculated by reference to the value of the soft at the place and time at which they were accepted for Carriage. Where the Hague Rules, Hague-Visby Rules or any other rules compulsorily apply to the Carriage the Carrier's liability shall in no event exceed the cursts provided for in the applicable rules. In all other cases compensation shall not exceed the limitation of liability of 2SDRs per kilo of gross weight of the Goods lost, damaged or in respect of the thermal states. amounts provided for (iii) In all other cases which the claim arises (e) Time-bar

Time-bar Where the Hague Rules, Hague-Visby Rules or any other rules apply compulsorily to the Carriage, the time limit for bringing claims will be as prescribed the applicable rules. In all other cases, the Carrier shall be discharged of all liability unbetween the time time to be a set of the carriage.

and the Carrier's liability, if any, shall not exceed the declared value and any partial loss or damage snall be adjusted pro rata on the basis or such declared value. (c) Delay - Otherwise provided herein, the Carrier does not undertake that the Goods shall arrive at any pare at any particular time and shall in no concrustances be liable for direct, indirect or consequential loss or damage caused by teledy or any other cause whatsoever and howseever causes d. Without prejudice to the foregoing, if the Carrier is found liable for delay, liability shall be limited to the Freight applicable to the relevant stage of the transport. (c) Notice of Loss or Damage The Carrier shall be deemed prima facie to have delivered the Goods as described in this sea waybill unless notice of loss of, or damage to, the Goods, indicating the general nature of such loss or damage, shall have been given in writing to the Carrier or to her representative at the place of delivery before or at the time of presental nature of such loss or damage is not apparent. (c) The defortant shall indemity the Carrier agrice is the such of the Carrier or to the representative at the place of delivery before or at the time of presental nature of such loss or damage is not apparent. (c) The defortant shall indemity the Carrier agrice any claim or before the same waybill or the loss or damage is not apparent. (c) The defortant shall indemity the Carrier signality under this sea waybill (c) and any expense arising thereform) arising from the Carrier or los of conside such defored is been applied as varybills and the such avaibilities under or in concention with this sea waybill and to pay the Freight due under it without deduction or set-off. 2.1 Here of Presen defined as Mechanis lipinghy and severably liable to the Carrier or all the Goods and this sea waybill. 2.3 The description and particulars including, but not limited to, verified agrices and severable. 3.4 The waybersea deliver and the adverable the parent or set-offf

Carrier that the description and particulars including, but not limited to, verified gross mass, weight, content, measure, quantity, quality, condition, marks, 7.4 The Marchant shall comply with all applicable laws, regulations and requirements (including but not limited to any imposed at any time before or during the Carriage relating to anti-ferroim measures) of usions, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, agreeness and the Carriage relating to anti-ferroim measures) of usions, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, agreeness and the Carriage relating to anti-ferroim measures) of usions, port and other authorities and shall bear and pay all duties, taxes, fines, imposts, agreeness and by reason of any lilegal. Incorrect or insufficient marking, numbering or addressing of the Goods. 7.5 The Merchant undertakes that the Goods are packed in a mamer adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all kays, regulations and requirements which may be applicable. The Merchant shall be liable for any loss, damage or injury caused by additional expenses as occused. additional expenses as occused. The defortance so caused. In the containers when supplied by the Merchant, or a hall indemnify the Carriar against and additional expenses as occused. that the Carrier will pass on to the Merchant any proceeds of a sale or other disposal exceeding the sums due and the costs relating to the sale or other 34 VARIATION OF THE CONTRACT 13.1 No servant or agent of the Carrier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically authorsed or ratified in writing by a director or officer of the Carrier to havie or variation. It is in writing and is specifically authorsed or ratified in writing by a director or officer of the Carrier to havie or vary. 20. PARTIAL INVALIDITY 20. FARTIAL INVALIDITY 20. Fartial attach only to such provision. The validity of the remaining provisions shall not be affected thereby and this sea waybill 21.1 drays provision in this sea waybill is held to be invalid or unerforceable by any court, tribunal or regulatory or self regulatory agency or body, such invalidity or unerforceability shall attach only to such provision was not contained herein. 21.1 Havie provision in this sea waybill is poverned by United States law and the United States Federal Court of the Southern District of New York has exclusive jurisdiction to hear all disputs hereunder. 21.2 Noricoedings may be brought before other courts, unless both parties expressly agree the choice of the other court or arbitration tribunal and the law to be then applicable.

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Kuehne + Nagel Inc. d/b/a Blue Anchor America Line 10 Exchange Place Jersey City, NJ 07302

7.8 The Merchant shall indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this clause 7 or from any cause in connection with the Godds for which the Carrier is not responsible.
8. DANGEROUS GODDS
8. DANGEROUS GODDS
(a) the control of the provision of the carrier is not responsible.
(b) the control are or may become dangerous (whether or not so listed in codes). Inflammable, damaging, injurious (including radioactive materials), notaxis or which are or may become liable to damage any property or Person whatsoever shall be tendered to the Carrier for Carriage without:
(c) the Carrier and/or other covering in which the Godds are to be transported and/or the Godds themselves being distinctly marked on the outside so as to indicate the nature and character of any such Godds and so as to comply with all applicable laws, regulations and/or cherecovering in which the Godds the to be transported and/or the Godds themselves being distinctly marked on the outside so as to indicate the nature and if, at any time, they are deemed to be a hazard to life or property, they may at any place be unloaded, destroyed or rendered harmlese, as inclumated or the uncertaine. The burden of proof that the Garrier knew the exact nature of the danger constituted by the carriage class or expenses and for a marker with evaluation and the Carrier is unaware of the array place be unloaded, destroyed or rendered harmlese, as control proof that the Garrier knew the exact nature of the danger constituted by the carriage, class, classing from the Carriage. The burden of proof that the Garrier knew the exact nature of the danger constituted by the carriage vite so the dangerous nature shall be liable of the Garrier as to her dangerous nature shall be laws the dangerous nature shall be laws the dangerous nature shall be exact nature of the carriage. The burden of proof that the Garrier knew the exact nature of the danger constituted rgo, they may in like manner be landed at any place or destroyed or rendered innocuous by the Carrier without liability on the part of the ship or neral Average, if any. The Merchant hall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of contrainers of the Grant of the Goods for which the Carrier is not responsible.

this clause 8 or from any cause in connection with the Goods for which the Carrier is not responsible. **5 CONTAINEE**: **5 CONTAINEE**: **6 CONTAINEE**: **6 Consolidated by** the Carrier in or on Containers and Goods may be do Consolidated with Goods owned by other Persons. **9.2** The terms of this saw awybill shall govern the responsibility of the Carrier in a connection with or arising out of the supply of a Container to the Merchant, which are supplied before or after the Goods are received by the Carrier in connection with or arising out of the supply of a Container to the Merchant, **9.3** If a Container has been Consolidated by or on behalf of the Merchant, the Carrier shall not be liable for loss of or damage to the Goods: (a) caused by the unsuitability of the Goods for carriage in Container schuling used (b) caused by the unsuitability of the Goods for carriage in Container schuling used (c) caused by the unsuitability of the Goods for carriage in Container schuling used (c) caused by the unsuitability of the Goods for carriage in Container schuling used (c) caused by the unsuitability of the Goods for carriage in Container schuling used (c) caused by the paragraph (ii) stall only apply (ii) the unsuitability or defective condition would have been apparent upon reasonable inspection by the Merchant at or prior to the time when the Container was sufficed. (c) if the Container is not sealed at the commencement of the Carriage except where the Carrier has agreed to by the Carrier, the carrier is not under a distigation for yords a Container. **9.4** Where the Carrier is instructed to provide a Container, in the absence of a written request to the contray accepted by the Carrier is not under a distigation provide a Container. **9.6** The provisions of clause 6 also apply with respect to the Haugue Nites and Haugue Nitey Putes. **9.6** The provisions of clause 6 also apply with respect to the Integrative that Haugue Nites and Haugue Nites Putes.

The Merchant shall Indemnify the Carrier against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of clause 9 or from any cause in connection with the Goods for which the Carrier is not responsible.

9.7 The Merchant shall Indemnify the Carrier against any toss, usingle, usin, using the control without previously giving written notice (and filling in this clause 9 of non any cause in connection with the Code for writch the Carrier is not responsible.
10. TEMPERATURE CONTROLLED CARCO
10. TEMPERATURE CONTROLLED CARCO
10. TEMPERATURE CONTROLLED CARCO
11. To the Code of a writch of the Code of a writch the Carrier is not responsible.
12. The more than the Code of a writch of the Code of the

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11.1 The Carrier any Description and the content shall be entitled, but under no obligation, to open and/or scan any Lonaamer or pervege at any since and to inspect the contents.
11.2 If appears at any lime that the Goods, or any part of them, cannot safely or properly be carried, or carried further, either at all or without incurring any annual dilional expenses or taking measures in relation to the Container or Goods, the Carrier any annual contacts to the Merchant (tub as his sgent only) take any measures and/or incur any reasonable additional expense to carry or continue the Carriage thereof, and/or to set or the Goods shore or a foad, under cover or in the open, any plane, underwork the Carriage and any plane. Which were the Carriage thereof, and/or to set or the Goods shore or a foad, under cover or in the open, any plane, and bus aboutte discription considers to the Carrier against any reasonable additional expense to incurred.
11.3 The Carrier in exercising the liberities contained in this clause shall not be under any obligation to take any particular measures and shall not be lable for any loss, delay or damage howsoever arising from any action or lack of action under this clause.
12.1 The Carrier may at any lime and without notice to the Merchant (the Carrier against any lines and lines any measures of action or description.
13.2 The Carrier any at any lime and without notice to the Merchant (the Carrier against any reasonable additional expenses to incurred.
12.1 The Carrier any attributes contained in this clause shall not be under any obligation to take any particular measures and shall not be lable for any loss. delay or damage howsoever arising from any action or lack of action under this clause.
12.1 The Carrier any at any lime and without notice to the Merchant.
13.1 The Carrier any at any lime and without notice to the Merchant.
14.1 The Carrier any lime and without notice to the Merchant.
15.1 The Carrier any at any lime and w

Internoop and Noor Corners of Industry Nation Use any means of transport or storage whatevers: use any means of transport or storage whatevers: transfer that Cooks from one conveyance to monitor including transshipping or carrying the same on a Vessel other than the Vessel named on the front early any other means of transport whatevers and even though transshipping or for warding of the Goods may not have been contemplated or whet from the Cooks and transport whatevers and even though transshipping or for warding of the Goods may not have been contemplated or whet for harding.

provided for herein: (d) at any place umpack and remove Goods which have been stuffed in or on a Container and forward the same in any manner whatsoever; (e) proceed at any speed and by any route in his discretion (whether or not the nearest or most direct or customary or advertised route) and proceed to or stay at any place on whatsoever once of the namin any order; (f) load or unload the Goods from any conveyance at any place (whether or not the place is a port named on the front hereof as the intended Port of Loading or intended Port of Discharge); whether the place is a port named on the place is a port named on the front hereof as the intended Port of Loading or intended Port of Discharge); (h) permit the vesse I to proceed with or without place is to tow or b towed or to be dry-docked with or without cargo onboard; (i) permit the Vesse I to carry livestock, Goods of all kinds, dangerous or otherwise, contraband, explosives, munitions or warlike stores and sail armed or unamed).

rmed. The liberties set out in sub-clause 12.1 above may be invoked by the Carrier for any purposes whatsoever whether or not connected with the Carriage ne Goods, including but not limited to loading or unloading the goods, bunkering, undergoing repairs, adjusting instruments, towing or being towed, saling or without pilots, dydocking, picking up or landing any Persons, including but not limited to Persons involved with the operation or maintenance of the set and assisting Vessels in all situations. Anything done in accordance with sub-clause 12.1 above or any delay arising therefrom shall be deemed to be in the controcial Carriage and shall not be a deviation of whatsoever nature or degree.

ECK CARGO Diffest it is specifically stipulated that the Goods will be carried under deck on the front of this sea waybill, the Goods (whether containerised or not) be stowed on or under deck without notice to the Merchant and any deck stowage shall not be a deviation of whatsover nature or degree. I carried on deck, the Carrier shall not be required to note, mark or stamp on the sea waybill any statement of such on deck carriage. Such Goods er carried on deck or under deck shall participate in General Average and, subject to Clause 13.3, such Goods shall be deemed to be within the ion of Goods for the purposes of the Hague Rules or any legislation making such rules. COGSA or the Hague-Nisby Rules computionity applicable to may be sto 13.2 If can this sea way 13.3 Goods

bill, which are stated on the front of this sea waybill to be carried on deck, and which are actually carried on deck, are carried without responsibility if the Carrier for loss or damage of whatsoever nature arising during Carriage by sea or inland waterway whether caused by unseaworthiness or Control on the case of the case of the managed o

Goods into or from the vehicle and: the Carrier shall not be under any obligation to provide any plant, power or labour which may be required for the loading or unloading at such premises. s shall be the responsibility of the Merchant at his own risk and expense. any assistance given by the Carrier additional to the foregoing is given entirely at the Merchant's risk as to damage to or loss of Goods or injury to

(b) any assistance given by the Carter accountain to the toregoing is given entretry at the metchants track so todaws and a so have to so the source of any to the persons. 14.2 If any time the Carriage is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind (including the condition of the Goods), whereavever and howscever anions (whether on not the Carriage has commenced) the Carrier may. (a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible places. Obsords or any part of them at the Archant's explose in a source of the Carrier may. (a) without notice to the Merchant abandon the Carriage of the Goods and where reasonably possible places. Obsords or any part of them at the Merchant's payles. If orders where the Goods or that part thereds is discharged could have been discharged calls the Vector of the Carrier in respect of such Goods and under the carriage the carrier in respect of such Goods and exploses of the such and the regress of the such and the regress of the such active to the Archant's exponsibility of the Carrier in respect of such Goods shall cease; (c) without projudice to the Carrier's right to subsequently abandon the Carriage under Clause (a) (4.2 (a) above, continue the Carriage. (c) without projudice to the Carrier's right to subsequently abandon the Carriage and the Merchant shall pay any additional costs resulting from the above mentioned circumstances.

(b) without prejudice to me using a right to subsequency in subsequency in the subsequency of the subsequ

(also available in pamphlet form from the Carrier and its agents and under www.america.blueanchorline.com)

1 The latest version of BIMCO's Both-to-Blame Collision Clause is incorporated herein which is available on request. **GENERAL AVERAGE** 1 General Average shall be adjusted at any part or place at the Carrier's option, and to be settled according to the York-Antwerp Rules 1994, this covering Soods whether carried on or under deck. The New Jason Clause as approved by BIMCO shall be considered as incorporated herein which is available on

all Goods Whener Carned on or under text. The reverses on onlines as approved by Emroy of the construction of the construction

16.4 The Carrier shall be under no obligation to take any steps whatsoever fo collect security for General Average contributions due to the Merchant.
17. FREIGHT
17. Freight shall be deemed fully earned upon receipt of the Goods by the Carrier and shall be paid and be non-returnable in any event.
17.2 The Merchant's attention is drawn to the signaliations concerning currency in which the Freight is to be paid, rate of exchange, devaluation and other contingencies relative to Freight in the relevant tariff conditions. If no such signalations are to exchange devaluation and other contingencies relative to Freight in the relevant tariff conditions. If no such signalations are to evaluate the works or is again, then all Freight again that be paid and be non-returned. Paid the all freight agains are to the signal again and the relative target is a under the date of the Freight again when the Freight agains and the ada the date when the Freight agains. The signal agains are to evaluate the works of a gain that all be date when the corrency. Payment shall be currency named in the sea waybill, or, at the option of the Carrier, in another currency specified by the Carrier. The another currency specified by the Carrier. The another currency is specified by the Carrier, the angeoted that without previolate to the freight again the sea vaschill, or a currency thereof and to inspect, reweight, re-measure and revalue the Goods and if the particulars are found by the Carrier of the Carrier shall be entitled to production of the Carrier shall be entitled to production to the sea waybill as the Freight particular and pay other sum hinding been stated in this sea waybill as the Freight payable as a logitary of the carrier shall be carrier, the saget of the Carrier shall be entitled to production to the correct. If reight and the Freight payable as a logitary of the sum hinding any other sum hinding been stated in this sea waybill as the Freight payable.
17.5 Despite the acceptance by the Carrier of

operation 18. LIEN 18.1 The Carrier shall have a lien on Goods and any documents relating thereto for all sums whatscever due at any time to the Carrier under this sea waybill General Average contributions to whomscever due. Carrier shall also have a lien on the Goods and any documents relating thereto for all sums due from the Merchant to the Carrier under any other

18.2 The Car contract. 18.3 The Carrier may exercise his lien at any time and at any plece in his side discretion, whether the Carriage is completed or not. In any event any lien 18.3 The Carrier may exercise his lien at any time and at any plece in his side discretion, whether the Carriage is completed or not. In any event any lien 18.4 To Sartonce and sately the Carrier's lien, the Carrier shall have the right to sell or otherwise dispose of the aforementioned Goods and documents by public auction or private treaty at the Merchant's exponses and in the Merchant's names and without any lability towards the Merchant's provided that the Carrier has used reasonable efforts to notify the shipper and the consignee shown on the front side of the sea waybiling to to any sale or other disposal and that the Carrier will pass on to the Merchant any proceeds of a sale or other disposal exceeding the sums due and the const relating to the sale or other disposal and the consignee shown on the front side of the sea waybility towards the relating to the sale or other disposal and the consignee shown on the front side of the sea waybility to any sale or other disposal and the constituent of the disposal and the constituent of the disposal and the constituent of the disposal and the const sea or other disposal and the disposal and the const sea or other disposal