

CODE NAME: "CONGENBILL", EDITION 1994

Shipper

BENXI IRON AND STEEL (GROUP) INTERNATIONAL
ECONOMIC AND TRADING CO., LTD
NO. 9 DONGMING AVENUE PINGSHAN DISTRICT BENXI
LIAONING P.R. CHINA

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

B/L NO.: AR2210DLIZM006A

Reference No.

Consignee

VESTEL BEYAZ ESYA SAN.VE TIC.A.S.
ORGANIZE SANAYI BOLGESI 45030 MANISA TURKEY

Notify address

SAME AS CONSIGNEE



Vessel

MV ARAGONA V.2210

Port of loading

DALIAN PORT, CHINA

Port of discharge

IZMIR PORT, TURKEY

Shipper's description of goods

Gross weight

313 COILS
COLD ROLLED STEEL SHEETS IN COILS
FREIGHT COLLECT

2809.455 MT

N/M

TOTAL NET WEIGHT: 2787.295MT

REMARKS: CARGO CONDITION AS PER PNI SURVEYOR'S
REPORT NO TMC2201MALDO7ZS

SAY : THREE HUNDRED AND THIRTEEN COILS ONLY

(of which

NIL

on deck at Shipper's risk: the Carrier no

being responsible for loss or damage howsoever arising)

Freight payable as per
CHARTER-PARTY dated

FREIGHT ADVANCE.
Received on account of freight:

Time used for loading days hours.

SHIPPED

at the Port of Loading in apparent good
condition on board the Vessel for carriage to
of Discharge or so near thereto as she may safely get
specified above.

Weight, measure, quality, quantity, condition, contents
unknown.

IN WITNESS whereof the Master or Agent of the said Vessel has
the number of Bills of Lading indicated below all of this
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Number of original Bs/L

THREE (3)

Place and date of issue

DALIAN, CHINA 2022-01-28

Signature

For and on behalf of
AS AGENT FOR AND ON BEHALF OF
THE MASTER: DMYTRO KOSHKIN
DALIANIANGMU INTERNATIONAL SHIPPING AGENCY CO., LTD

吕浩岩
As agent for Carrier

BILL OF LADING

TO BE USED WITH CHARTER-PARTIES
CODE NAME: "CONGEN BILL"
EDITION 1994
ADOPTED BY
THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, 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 Bill 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 11, 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 salvaging vessel is owned or operated by the Carrier, salvage shall be paid for 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.

(5) Both-to-Bleme 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 vessel or 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.