RECEIVED by the Carrier in external apparent good order and condition unless otherwise stated the number of containers, packages or other customary feeight units to be transported to such place as agreed, authorised or permitted herein and subject to all the terms and conditions appearing on the front and reverse of this Bill of Lading either written, printed or stamped or otherwise incorporated by which the Metchant agrees to be bound in accepting this Bill of all of the properties of the pro

NS means the whole or any part of the operations and services undertaken or performed by or on behalf of the Carrier in respect of the Goods covered by this Bill of

"Casted" on whose behalf this Bill Cading has been signed means Schookercoan Ltd. 35F. Sylvine Tower, 39 Wang Kwong Road, Kowloon Bay, Hong Kong, S.A.R., China, "Charges" includes freight, all expenses, costs, detention, demurage and any other money obligations incurred and payable by the Merchant and all collection costs for freight and other amounts for from the Merchant including attempts, fees and court cross.

"COSSA" means the Carriage of Goods by Sea Act of the United States of America approved on 16 April 1936.

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"CoSSA" means the Carr

"Container" includes any container, trailler, transportable tank, lift van, flat platform palled or any similar article of transport used to consolidate Goods and any connected or accessory equipment, whele or any part of the caze possible by the Machastan ten includes any Consister or package or explored propriet and the provisions of the International Convention for Lutilization of Certain Poller shallers and the special propriet of the International Convention for Lutilization of Certain Poller shallers and the special propriet of the International Convention for Lutilization of Certain Poller shallers and the International Convention for Lutilization of Certain Poller shallers and the International Convention for the International Convention for the International Convention of Certain Pollers (International Certain Pollers School).

\*\*Machastan Conventional Pollers School Po

do sub-contract on any terms whatcover the whole or any part of the Carriage,
that no claim or allegations whether airsing in contract, but, bullment or otherwise shall be made against any person or vessel whatcover, either than the
not claim or allegations whether airsing in contract, but, bullment or otherwise shall be made against any person or vessel whatcover, either than the
sty whom he whole or any part of the Carriage, whether directly or indirectly, is procured, performed or undertaken which imposes or attempts to
on or vessel owned and chartered by any of them cut opon which the Goods have been carried any lability antonever in comercions with the Goods or
whether airsing out of inegligence or not on the part of such person or vessel; and if any claim or allegation should nevertheless be made to defend,
as it is such provisions were expressly for his benefit and in externing into this contract. Here there is a first of the contract of the provision of the contract of the provision of the contract of the provision of the contract. Intended the part of the contract of the provision of the contract of the contract of the provision of the contract of the

rforming the Carriage. The liability of the Carriew whist Carriage or this Bill of Lading is subject to COSA shall not exceed the limits in Clause 66(4) herein. Pero? Sulpients, the repossibility of the Carriew is hilling to have carried to the control of the

In this Bill of Lading, the Carriage is Combined Transport the Carrier undertakes to perform or to procure performance of the Carriage and shall only or of delay to the Goods occurring from the Place of Receipt, if applicable is otherwise the Port of Loading, up until the Place of Delivery, if applicable is, indicated on the lace of the Bill of Lading to the extent set out below.

In the Place of Delivery, if applicable is not been set on the Place of Receipt, if applicable is not been set the loss of change occurred cannot be proved by the property of the Place of the Place of Lading, up until the Place of Delivery, if applicable is not been set of the Place of Lading, up until the Place of Delivery, if applicable is not been set of the Place of Delivery, if applicable is not been set of the Place of Delivery in the Place of Lading, up until the Place of Delivery is the Place of Lading, up until the Place of Delivery is the Place of Lading, up until the Place of Delivery is the Place of Lading, up until the Place of Delivery is the Place of Lading, up until the Place of Delivery, if applicable is the Place of Lading, up until the Place of Delivery is the Place of Lading, up until the Place of Delivery is the Place of Lading, up until the Place of Delivery is the Place of Lading, up until the Place of Delivery is the Place

or the loss or damage. Rules or any legislation applying such Rules (such as COGSA) or the Hague-Visby Rules is not compulsorily applicable, the Carrier's SDR 666.67 per package or shipping unit or SDR 2.00 per kilo of the gross weight (whichever is less) of the Goods lost, damaged or o, through or from a port in the United States of America, USS500 per package or shipping unit or USD 2.00 per kilo of the gross

The procession of the first of the procession of

det grinal facie to have delivered the Goods as described in this Bill of Lading unless notice of loss of, or damage or delay to, the Goods , indicating the st, damage or delay shall have been given to the Carrier or his representative at the Place of Delivery before or at the time of removal of the Goods into the believely thereful one this Bill of Lading, or, if the loss or damage is not appears, within three consecutive desy thereafter. In case of damage, on alone or of proof that such occurred during Carriage shall be on the Merchant. Any notation of loss or damage on the receipt or notice given by the Merchant shall find the Carrier shall not accept responsibility for such loss or damage howovere occurring.

at tries shall be discharged of all liability whatsoever in respect of the Goods unless suit is brought in the proper forum and written notice thereof received by the Carrier within onths after delivery of the Goods or if the Goods are not delivered the date when the Goods should have been delivered. Notwithstanding the above, where the Hague Rollars we Visky Rollers of COGSA apply whether by incroppration in this Bill of Lading or by compositoryl applicable law, the Carrier shall be discharged of all liability whatsoever in not of the Goods unless such is brought in the proper forum within one year of their delivery or of the date when they should have been delivered.

der schoold have been delivered to the Merchant. The value of the Goods shall be fixed according to the current market price, by reference to the normal herband actor quality.

Herband actor quality are any legislation maging either of sach Raises composition, applicable (out her GOSA) to this Bill of Lading apply, the Merchant Price of the South and the Goods and shall not, unless a declared value has been noted in accordance with Clause 713 below, he or become liable or in connection with the Goods in an amount per package or shipping unit in excess of the package or shipping unit limitation is allowed to the scale and the state of the package or shipping unit limitation is allowed to apply the service of the package or shipping unit limitation as leaded to the package or shipping unit limitation as leaded when you child accordance with Clause 730 below. If such Raise or legislation are not complicating validate, subject to any exert is less 1 of the Goods which consider the state of the state of the South Raise of the South Raise of the Goods which consider the state of the G

NO of cOODS. any shall be prima factle evidence of the receipt by the Carrier in apparent good order and condition save as may be otherwise noted of the total number of packages ainers comprising or in which the Goods have been packed or stuffed.
on is made by the Carrier as to the weight, contents, measure, quantity, quality, discription, condition, marks, numbers, origin or value of the Goods and the Carrier ter any responsibility whatsoever in respect of such description or particulars and particulars of the Goods set out on the face herees are faremined by the Merchant and the Merchant warrants to the Carrier that the description and particulars or on its behalf including but not limited to, of weight, measure, quantity, quality, description, conditions, maks, numbers, origin and value have been checked by the number of the packed of the control of the contro

the Carrier or to the Vessel or to any other MERCHANT'S RESPONSIBILITY

(5) The Merchant u 10. HEAVYLIFT

centimeters in height.

2) If the Merchant fails to comply with Clause 10(1), the Carrier shall not be liable for any loss or damage resulting from such failure and the Merchant shall indemnify the Carrier against all loss or damage or liability suffered or incurred by the Carrier as a result of such failure.

3) The Merchant agrees to comply with all laws or regislations that may be applicable during the Carriage concerning overweight Containers or any other heavylift cargo and shall indemnify the Carrier against any and all loss or damages or liability suffered or incurred as a result of the Merchant's failure to comply with the provisions of Clause 10(1).

to be the Carrier in or on Containers and Goods may be stuffed with other Goods.

Ill of Lading shall at all times goneral filt exposurability of the Carrier in connection with or arising out of the supply of a Container to the Merchant, whether the Goods are reviewed by the Carrier of delivered to the Merchant not only during the Carriage but both before and after the Carriage.

In the Carriage but both before and after the Carrier in Carriage but both before and after the Carriage.

In the Carriage but both before and the Carrier shall not be liable for loss or damage or delay to the Goods howsoever carried including but without

affect has one sturies for cartiage in Controllers. For cartiage in Controllers are controllers on the carties of the individual carties of the carties of the carties of the carties of (b) would have been apparent upon reasonable inspection when the Container was stiffed and hold harmless the Cartier against any loss, damage, claim liability or expense whatsoever arising from one or more of the matter of the carties of the carties

administration of carrier against any loss, damings, claim isomity or expense winascover arrange from one or more of the material scaling all Containers not suffered by the Carrier with to original seal as affixed by leable for any shortage of goods on delivery nor for any condensation or humility loss or damage. A container is the bestern of a written request to the container, the Carrier is not under an obligation to provide a Container of any all inspect the Container prior to staffing and use of such Containers that the deemed to be acceptance by the Merchant of it being sound all inspect the Container prior to staffing and use of such Containers that the deemed to be acceptance by the Merchant of it being sound in the containers are not received by the container and the containers are not returned within the time prescribed in the Carrier's applicable affects of the containers are not returned within the time prescribed in the Carrier's applicable affects of the containers are not returned within the time prescribed in the Carrier's applicable Tailf Cogether with any other losses and openers arising the formation of the Carrier's applicable Tailf Cogether with the Carrier is necessarily and the containers are not that the Carrier assume responsibility to return the indemnity by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in respect of any charges, costs and expenses of whatsoever nature incurred by the Carrier in

as the Carrier may determine; or suspend the Carrier and of store them ashore or affoat subject to the terms of the Bill of Lading and use reasonable endeavours to forward them the Goods if p to destinations abandon the Carriage of the Goods and where reasonably possible place the Goods or any part of them at the Merchan's disposal at any place which the Carrier is the Carrier and the Carrier an

17. DECK CARGO (AND LIVESTOCK)
(1) Goods of any description whether the control of the control o

TOCK) untilled in ontainers or not may be carried on or under deck at the sole discretion of the Carrier without notice to the Merchant and such stowage are nature or degice. If carrier on dock, the Carrier shall not be obliged to note, mark on stamp on the bill of lading any statement that the Goods are carried without notice of the stamp o

18. DELIVERY OF GOODS

ELIVERY OF GOODS
delivery of the Goods or any part thereof is not taken by the Merchant at the time and place when and where the Carrier is entitled to call upon the Merchant to take delivery neterod as may be provided by the Carrier's applicable Tailf, the Carrier shall be entitled without notice to remove from a Container the Goods or that part thereof is stuffed in or a Container and to store the Goods or that part thereof is stuffed in or an Container and to store the Goods or that part thereof is stuffed in or an a Container and to store the Goods or that part thereof is stuffed in or an accommand to the Carrier including for miscellevery or non-delivery in respect of the Goods or that part thereof shall case and the costs of the graze shall be papalifed electrivity upon demand by the Merchant to the Carrier.

The Merchant fails or refuses to take delivery of the Goods within 30 days of delivery under sub-clause (1) above, or such shorter time as may be provided in any law, order, excere or regulation applicable at the place of discharge, or in the sole opinion of the Carrier the Merchant fails or refuses to take delivery or the the Sole opinion of the Carrier the Goods are flightly to perhip to be rendered less valuable or worthless sooner within that period, or hour Change's in excess of their value the Carrier shall be entitled at his discretion without further notice to the Merchant and without preplicable or any other members which the Carrier shall be entitled as the discretion without further notice to the Merchant and without preplicable or any other members which the Carrier shall be entitled as the discretion without further notice to the Merchant and without preplicable or any other members which the Carrier shall be entitled as the discretion without further notice to the Merchant and without preplicable or any other members which the Carrier shall be entitled as the discretion without further notice to the Merchant and without preplicable or any other members and the carrier shall be entitled

19. BOTH-TO-BLAME COLLISION

20. GENERAL AVERAGE
(1) The Carrier may declare Ge