

# BILL OF LADING

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

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## 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 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 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 for 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 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.

Shipper  
 CASTLEROCK FISHERIES PVT.LTD.  
 203 DALAMAL CHAMBERS,  
 NEW MARINE LINES,  
 MUMBAI 400 020. INDIA.

**BILL OF LADING** B/L No. **NSSP11220059**  
 TO BE USED WITH CHARTER-PARTIES  
 REFERENCE No.

Consignee  
 LLC 'UNIFROST'  
 195027, RUSSIA, SAINT-PETERSBURG,  
 YAKORNAYA STR., 17,  
 LETTER A, OF.208  
 INN0814162716

Reference No.  
 MDLRUS00065

Notify address LLC 'UNIFROST' Also Notify  
 195027, RUSSIA, SAINT-PETERSBURG,  
 YAKORNAYA STR., 17,  
 LETTER A, OF.208  
 INN0814162716

Vessel ATLANTIC NAVIGATOR II Port of loading Nhava Sheva

Port of discharge  
 ST PETERSBURG

Shipper's description of goods			Gross weight	CBM
APRU 573813-8	1 X	40' REEFER SO	GRS:22290.00	
SEAL #:D M A 001379			TARE:4100.00	

MARKS:  
 NO

2000 CARTONS  
 HEADLESS PEELED TAIL ON VANNAMEI  
 SHRIMP BLANCHED FROZEN (LATIN NAME:  
 LITOPENAEUS VANNAMEI PACKING:10X1KG)  
 (TWO THOUSAND CARTONS ONLY)  
 GOODS STOWED IN REFRIGERATED  
 CONTAINER & MAINTAINED AT-23 DEG C  
 H.S.CODE NO:030617  
 AS PER CONTRACT NO:19-06-20  
 DTD. JUNE 19,2020  
 NT.WT.20000.000KGS  
 S/B.NO.4492273 DT.28.09.2022

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 1 26390.00

REMARKS:  
 All terms, conditions, liberties,  
 exceptions and the Arbitration  
 Clause of the charter party dated  
 07.07.2022 governing this voyage,  
 and any addenda thereto, are  
 herewith incorporated.  
 CONTAINERS CARRIED ON DECK WITH  
 SHIPPER'S PERMISSION AND KNOWLEDGE,  
 CARRIER IS WITHOUT LIABILITY FOR  
 LOSS AND DAMAGE HOWSOEVER CAUSED.  
 CONTAINERS ARE IN USED CONDITION,  
 PARTLY RUSTED, DENTED/DEFORMATED.  
 SHIPPER'S LOAD, STOW, COUNT, WEIGHT AND SEAL, FCL/FCL

( of which **NONE** on deck at Shipper's risk; the Carrier not being responsible for loss or damage howsoever arising )

Freight payable as per CHARTER-PARTY dated 07.Jul.2022  Received on account of freight: .....  Time used for loading.....days.....hours.	<b>SHIPPED</b> 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 shall be void FOR CONDITIONS OF CARRIAGE SEE OVERLEAF
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Freight payable at	Place and date of issue Nhava Sheva 10/1/2022
Number of original Bs/L	Signature DIAMOND MARITIME AGENCY PRIVATE LIMITED AS AGENT ON BEHALF OF THE MASTER OF MV ATLANTIC NAVIGATOR II CAPT. MAZILOV OLEKSANDR