



UWL, Inc.

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Long Beach, CA 90802
Tel. 1-213-539-5940
OTI# 020340NF
NIF/VAT# 27-4266545

www.shipuwl.com

Phone: 440-895-8200 | Email: info@shipuwl.com

Arrival Notice

*** NO ORGANIZATION DETAILS FOUND ***

SHIPMENT	SSESGN2408220956
CONSOL	CSESGN2408171846
DATE	25-Sep-24 16:29

SHIPMENT DETAILS PRINTED BY: Anna Garac

SHIPPER YIBEI HOME DESIGN ONE MEMBER COMPANY LIMITED NO.2 VSIP II-A, BACH DANG STREET, VIETNAM-SINGAPOR INDUSTRIAL PARK, VINH TAN WARD, TAN UYEN CITY, TAN UYEN 7000 Viet Nam	CONSIGNEE The Lovesac Company 2 Landmark Sq Ste 300 Stamford CT 06901-2410 United States
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NOTIFY PARTY DAMCO CUSTOMS SERVICES INC 500 W 190th Street 5th Floor Gardena CA 90248 United States Phone: _____ Fax: _____	GOODS AVAILABLE AT Union Pacific Railroad 3000 Patterson Rd Joliet IL 60436-9305 United States FIRMS Code: I206 Phone: _____ Fax: _____
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RELEASE TYPE EBL - Express Bill of Lading	COMMODITY TYPE GEN (General) - 940161
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INCOTERM FOB - Free On Board	ADDITIONAL TERMS
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CARRIER Swire Shipping Pte Ltd (Swire Projects)	GOODS TO BE CLEARED BY DAMCO USA
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Carrier SCAC QWJA

ORDER NUMBERS / REFERENCE , H24ADM11109	OCEAN BILL OF LADING HN240HMS0708	HOUSE BILL OF LADING UWLD24H220956
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PACKAGES 676 CTN (OUTER), 0 CTN (INNER)	WEIGHT 16562.000 KG	VOLUME 139.310 M3	CHARGEABLE 139.310 M3	EST DELIVERY
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GOODS COLLECTED FROM VNSGN = Ho Chi Minh City, Viet Nam	ETD 16-Sep-24	GOODS DELIVERED TO USCHI = Chicago, United States	ETA 15-Oct-24
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ROUTING INFORMATION								
Mode	Vessel / Voyage / IMO(Lloyds)	Carrier	Load	Disch.	ETD	ETA	ATD	ATA
SEA	HONIARA CHIEF / 2407E / 9861902	Swire Shipping Pte Ltd (Swire Projects)	VNSGN = Ho Chi Minh City	USSEA = Seattle	16-Sep-24	02-Oct-24	16-Sep-24	
RAI	RAIL / 07-Oct	Swire Shipping Pte Ltd (Swire Projects)	USSEA = Seattle	USCHI = Chicago	07-Oct-24 00:00	15-Oct-24 00:00		

CONTAINER	RAIL AMS #	SEAL	WEIGHT	PACKS
GOODS DESCRIPTION	INBOND TRANSIT (IT) NUMBER	TYPE	VOLUME	
GCXU6000206		F81250	8281.000 KG	338 CTN
6 Series Sactionals Seat <input type="checkbox"/> Insert Se: 830040245		40HC FCL	69.655 M3	
TEMU8932629		F81252	8281.000 KG	338 CTN
6 Series Sactionals Seat <input type="checkbox"/> Insert Se: 830040245		40HC FCL	69.655 M3	

MARKS AND NUMBERS N/M

HANDLING/DELIVERY INSTRUCTIONS WUP - Wait for Pack/Unpack

Yours Sincerely,

*** NO ORGANIZATION DETAILS FOUND ***

SHIPMENT	SSESGN2408220956
CONSOL	CSESGN2408171846
DATE	25-Sep-24 16:29

Anna Garac
Client Logistic Specialist
Email: anna.garac@shipuwl.com



Bill of Lading

OTI NO. 020340NF

SHIPPER / EXPORTER COMPLETE NAME AND ADDRESS YIBEI HOME DESIGN ONE MEMBER COMPANY LIMITED NO.2 VSIP II-A, BACH DANG STREET, VIETNAM-SINGAPORE II-A INDUSTRIAL PARK, VINH TAN WARD, TAN UYEN CITY, BINH DUONG PROVINCE, VIETNAM		DOCUMENT NO. UWLD24H220956	UWL BOOKING REFERENCE SSESGN2408220956	
		EXPORT REFERENCE	OCEAN BOOKING NO. H24ADM11109	
CONSIGNEE (COMPLETE NAME AND ADDRESS) THE LOVESAC COMPANY 2 LANDMARK SQUARE, SUITE 300 STAMFORD, CT 06901 IOR & EIN: 32-051495800		FORWARDING AGENT REFERENCES Marine Connections Vietnam on behalf of UWL Inc 5B Ton Duc Thang Street Ben Nghe ward District 1 HO CHI MINH CITY 700000 Viet Nam		
		POINT AND COUNTRY OF ORIGIN Ho Chi Minh, Viet Nam		
NOTIFY PARTY AND ADDRESS DAMCO CUSTOMS SERVICES 500 WEST 190TH STREET, 5TH FLOOR SUITE 500 GARDENA, CA 90248, UNITED STATES CONTACT - LUCY GARCIA EMAIL - LOVESACTEAM@LNS.MAERSK.COM MOBILE: 323-203-5934 TAX ID 43-1185120	2nd NOTIFY PARTY AND ADDRESS Gemini Shippers Association 137 West 25th Street, 3rd Floor New York, NY 10001 Email: notices@geminishippers.com	FOR DELIVERY APPLY TO: UWL, Inc. 1340 Depot St Ste 200 Rocky River OH 44116 United States		
PLACE OF RECEIPT HO CHI MINH CITY, VIET NAM	SERVICE TYPE CY/CY	Phone: +1 440-895-8200 Fax: +1 440-356-8870		
VESSEL HONIARA CHIEF / 2407E	PORT OF LOADING HO CHI MINH CITY, VIET NAM	EXPRESS Express Bill of Lading	NUMBER OF ORIGINALS 0	
PORT OF DISCHARGE SEATTLE, UNITED STATES	PLACE OF DELIVERY CHICAGO, UNITED STATES			

PARTICULARS FURNISHED BY SHIPPER

MARKS & NOS / CONTAINER(S) NOS	NOS OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT		
N/M	2	x 40HC CONTAINER 676 Carton(s) 6 Series Sactionals Seat Insert Set: Standard PO# YBVN642-2024 PO# YBVN643-2024 HS CODE: 940161	16562.000 KG	139.310 M3		
Container	Seals	Type	Weight	Volume	Packages	Mode
GCXU6000206	F81250	40HC	8281.000 KG	69.655 M3	338 CTN	CY/CY*
338 CTN	8281.000 KG	GEN	Sactionals Seat Cushion Insert			
TEMU8932629	F81252	40HC	8281.000 KG	69.655 M3	338 CTN	CY/CY*
338 CTN	8281.000 KG	GEN	Sactionals Seat Cushion Insert			

TOTAL NUMBER OF PKI	TWO CONTAINER(S)	INCOTERM: FOB	*Shipper Load and Count
DECLARED VALUE (\$)		SEE CLAUSE 20 ON REVERSE SIDE	

CHARGES, INCLUDING FREIGHT				RECEIVED by Carrier for the Shipper in good order and condition unless otherwise stated herein the total number or quantity of containers or other packages or units indicated in box entitled "Description of Packages and Goods" for carriage subject to all the terms hereof from the Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTING THIS HOUSE BILL OF LADING THE SHIPPER EXPRESSLY ACCEPTS AND AGREES TO, ON HIS OWN BEHALF AND ON BEHALF OF THE CONSIGNEE, THE OWNER OF THE GOODS AND THE MERCHANT AND WARRANTS HE HAS AUTHORITY TO DO SO. ALL THE TERMS AND CONDITIONS WHETHER PRINTED, STAMPED OR OTHERWISE INCORPORATED ON THIS AND ON THE REVERSE SIDE AND TERMS AND CONDITIONS OF THE CARRIRS APPLICABLE TARIFF AS IF THEY WERE SIGNED BY THE SHIPPER. Unless instructed otherwise in writing by the Shipper delivery of the Goods will be made only to the Consignee or his authorized representatives. Bill(s) printed as a Sea Waybill (other than line of credits) is not a document of title to the Goods and the delivery made, after payment of any outstanding Freight and charges, only on provision of proper proof of identity and of authorization at the Port of Discharge or Place of Delivery, as appropriate, without the need to produce or surrender a copy of this Waybill.
RATE	PREPAID	COLLECT		
			BY <u>UWL VNM</u> AS CARRIER	

1. DEFINITIONS

- a) "[insert]" is a trade name for [insert name and address].
- b) "Bill of Lading" as a basic term includes all bills of lading, as well as electronic, express and laser bills of lading, sea waybills and all like documents, howsoever generated, covering the Carriage of Goods to, from or through the United States, whether or not issued to the Merchant.
- c) "Carriage" means the voyage and operations and services undertaken or performed by or on behalf of the Carrier with respect to the Goods.
- d) "Carrier" means the Company named on the face side hereof and on whose behalf this Bill of Lading was issued, whether acting as carrier or bailee.
- e) "Charges" means freight, deadfreight, demurrage and all expenses and money obligations incurred and payable by the Merchant.
- f) "Container" means any container (closed or open top), van, trailer, flatbed, transportable tank, railroad car, vehicle, flat, flatrack, pallet, skid, platform, cradle, sling-load or any other article of transport and any equipment associated or appurtenant thereto.
- g) "Goods" means the cargo received from the shipper and described on the face side hereof and any Container not supplied by or on behalf of the Carrier.
- h) "Merchant" means the shipper, consignee, receiver, holder of this Bill of Lading, owner of the cargo or person entitled to the possession of the cargo and the servants and agents of the Merchant, and the holder of the Bill of Lading liable to the Carrier for the payment of all Charges, and for the performance of the obligations of any of them under this Bill of Lading.
- i) "On Board" or similar words endorsed on this Bill of Lading mean that in a Port of Port movement, the Goods have been loaded on board the Vessel or are in the custody of the Merchant, and the actions of the Merchant in respect of the Goods are those of the Merchant.
- j) "Participating carrier" means any carrier (closed or open top), van, trailer, flatbed, transportable tank, railroad car, vehicle, flat, flatrack, pallet, skid, platform, cradle, sling-load or any other article of transport and any equipment associated or appurtenant thereto.
- k) "Person" means an individual, a partnership, a body corporate or any other entity of whatsoever nature.
- l) "Vessel" means the ocean vessel named on the face side hereof, and any substitute vessel, feeder, barge, or other means of conveyance by water used in whole or in part by the Carrier to fulfill this contract.

2. CARRIER'S TARIFFS. The Goods carried hereunder are subject to all the terms and conditions of the Carrier's applicable tariff or tariffs on file with the Federal Maritime Commission, Interstate Commerce Commission or any other regulatory body which governs a particular portion of the carriage and said terms and conditions are hereby incorporated herein as part of the Terms and Conditions of this Bill of Lading. Copies of the relevant provisions of the applicable tariff or tariffs are obtainable from the Carrier, Federal Maritime Commission, Interstate Commerce Commission or other regulatory body upon request. In the event of a conflict between the terms and conditions of such tariff or tariffs and the Terms and Conditions of this Bill of Lading, this Bill of Lading shall prevail.

3. WARRANTY/ACKNOWLEDGEMENT. The Merchant warrants that in agreeing to the Terms and Conditions hereof, it is, or is the agent and has the authority, of the owner or person entitled to the possession of the Goods or any person who has a present or future interest in the Goods. The Merchant acknowledges that the Carrier is a non-vessel operating common carrier ("NVOCC"), and that it neither owns nor charters vessels, and as a result, it is not a vessel, and is not subject to the provisions of the United States Shipping Laws. The Merchant agrees to enter into a contract with an actual ocean carrier to accomplish the Carriage contemplated by this Bill of Lading and does so as agent of the Merchant. The Merchant further acknowledges that by identifying the carrying Vessel on the face side hereof, it knows or can determine the name of the actual ocean carrier and the terms and conditions of the actual ocean carrier's bill of lading and applicable tariff(s) and agrees to be bound thereby.

4. RESPONSIBILITY

- a) Except where the Carriage covered by this Bill of Lading is to or from a port or locality where there is in force a compulsorily applicable ordinance or statute of a nature similar to the International Convention for the Unification of Certain Rules Relating to Bills of Lading, dated at Brussels, August 25, 1924, the provisions of which are in effect in the country of origin, destination, or transit of the Goods, or in the port or locality, this Bill of Lading shall have effect subject to the Carriage of Goods by Sea Act of the United States ("COGSA"), approved April 16, 1936, and nothing herein contained, unless otherwise stated, shall be deemed a surrender by the Carrier of any of its rights, immunities, exemptions, limitations or exonerations or an increase of any of its responsibilities or liabilities under COGSA or, as the case may be, such compulsorily applicable ordinances or statutes. The provisions of COGSA or such compulsorily applicable ordinances or statutes (except as otherwise specifically provided herein) shall govern before loading on and after discharge from the vessel and throughout the entire time the Goods or Containers or other packages are in the custody, control or charge of the Carrier, a Participating carrier or independent contractor (inclusive of all subcontractors), their agents and servants, whether engaged by or acting for the Carrier, any other party or as well as during the entire time the Carrier is responsible for the Goods. In the absence of compulsorily applicable legislation, COGSA shall apply during the entire time the Carrier remains responsible hereunder.
- b) The Carrier shall not be liable in any capacity whatsoever for any delay, non-delivery, mis-delivery or other loss or damage to or in connection with the Goods or Containers or other packages occurring at any time contemplated under subdivision a) of this Clause.
- c) The Carrier shall, irrespective of which law is applicable under this subdivision a), be entitled to the benefit of the provisions of Sections 4281 through 4286, inclusive, of the United States Revised Statutes and Amendments thereto.
- d) The rights, defenses, exemptions, limitations of and exonerations from liability and immunities of whatsoever nature provided for in this Bill of Lading shall apply in any action or proceeding against the Carrier, its agents and servants and/or any Participating carrier or independent contractor, whether in tort, contract or otherwise.

5. THROUGH TRANSPORTATION. When either the Place of Receipt or Place of Delivery set forth herein is an inland point or place other than the Port of Loading (Through Transportation), the Carrier procures transportation to and from the sea terminal and such inland point(s) or place(s) and, notwithstanding anything in this Bill of Lading contained, but always subject to Clause 4, hereof, the Carrier shall be liable for loss or damage of whatsoever nature and howsoever arising to the following extent, but not further:

- a) Upon proof that the loss or damage of the Carriage herein made subject to COGSA or other compulsorily applicable legislation, as set forth in Clause 4, a) hereof, said legislation shall apply;
- b) Upon proof that the loss or damage not falling within a) above, but concerning which the law of any country, state or subdivision thereof is compulsorily applicable and would have applied if the Merchant had made a separate and direct contract with the Carrier, a Participating carrier or independent contractor, as referred to herein, relative to a particular stage of transport or other handling wherein the loss or damage occurred and received as evidence thereof a particular receipt or other document, then the liability of the Carrier, Participating carrier or independent contractor, shall be determined by the law of that country, state or subdivision.
- c) If it should be determined that the Carrier bears any responsibility for loss or damage occurring during the care, custody and/or control of any Participating carrier or independent contractor, their agents and/or servants, and be subject to law compulsorily applicable to such Participating carrier, their agents and/or servants, then the Carrier shall be liable for such loss or damage to the extent of the limitations of and exonerations from liability of whatsoever nature accorded under such bill of lading, receipt, tariff and/or applicable law, provided however, that nothing contained herein shall be deemed a surrender by the Carrier of any of its rights, defenses and immunities or an increase of any of its responsibilities or liabilities under COGSA or, as the case may be, such compulsorily applicable legislation thereto.
- d) Except as hereinabove provided, the Carrier shall have no liability for loss or damage to the Goods.

6. SUBCONTRACTING-BENEFICIARIES

- a) The Carrier shall be entitled to subcontract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and any and all duties whatsoever undertaken by it in relation to the Goods or Containers or other packages or any other goods.
- b) It is understood and agreed that if it should be adjudged that any person or entity other than or in addition to the Carrier is under any responsibility with respect to the Goods or Containers or other packages or any other goods, such responsibility shall be determined without regard to whether the Goods covered hereby or any other goods are being handled or are damaged directly or indirectly during any handling, and even if the Goods or other goods are transported on free in, stowed and/or free out terms, all exemptions, limitations of and exonerations from liability provided by law or by contract shall apply to the Carrier, its agents and servants, whether engaged by or acting for the Carrier, any other party or as well as during the entire time the Carrier is responsible for the Goods. Participating (including rail and other inland) carriers and all stevedores, terminal operators, warehousemen, crane operators, watchmen, carpenters, ship cleaners, surveyors and all independent contractors, inclusive of all persons providing any service whatsoever. In contracting for such services, the Carrier shall be deemed to have selected the persons to whom such services are to be provided, and the persons described above, all of whom shall to this extent be deemed to be a party to the contract evidenced by this Bill of Lading, regardless for whom acted or by whom retained and paid, it being always understood that said beneficiaries are not entitled to any greater or further exemptions, limitations of and exonerations from liability than those provided for in this Bill of Lading.
- c) The Carrier undertakes to procure such services as necessary and shall have the right at its sole discretion to select any mode of land, sea or air transport and to arrange participation by other carriers to accomplish the total or any part of the carriage from Port of Loading to Port of Discharge or from Port of Discharge to Port of Loading, and the Carrier shall be deemed to be a beneficiary of the actual ocean carrier's bill of lading and of all exemptions, limitations of and exonerations from liability therein contained even though the Carrier acts as agent of the Merchant in contracting with the actual ocean carrier for the Carriage and notwithstanding that the Carrier shall be responsible for any damages to or in excess of the actual ocean carrier or any beneficiaries of its bill of lading.
- d) No agent or servant of the Carrier or other person or class name in subdivision b) hereof shall have power to waive or vary any of the terms set forth in this Bill of Lading or to vary or specifically authorized or ratified in writing by an officer or director of the Carrier having actual authority to bind the Carrier to such waiver or variation.

7. MERCHANT'S RESPONSIBILITIES/DESCRIPTION OF GOODS

- a) The description and particulars of the Goods set out on the face hereof and any description, particular or other representation appearing on the Goods, Container or other packages or documents relating thereto are furnished by the Merchant, and the Merchant warrants to the Carrier that the description, particulars and any representation made including, but not limited to, weight, content, measure, quantity, quality, condition, marks, numbers and value are correct.
- b) The Merchant warrants that it has complied with all applicable laws, regulations and requirements of Customs, Port and other Authorities and that it shall bear and pay all duties, taxes, import and export duties and other charges or expenses by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering, addressing or any other particular relating to the Goods.
- c) The Merchant further warrants that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard to their nature and in compliance with all laws, regulations and requirements which may be applicable.
- d) No Goods which are or may become liable to loss or damage by reason of their nature or because they become liable to damage by any property or person whatsoever shall be tendered to the Carrier for Carriage without the Carrier's prior express consent in writing and without the Container or other covering in which the Goods are to be transported being distinctly marked on the outside thereof so as to indicate the nature and character of such articles and so as to comply with all applicable laws, regulations and requirements of Customs, Port and other Authorities, and without such written consent and marking or if in the opinion of the Carrier the articles are or are liable to become of a dangerous, inflammable or damaging nature, the same may at any time be destroyed, disposed of, abandoned or rendered harmless without compensation to the Merchant and without notice.
- e) The Merchant shall be liable for all loss of damage of any kind whatsoever including, but not limited to, contamination, soiling, dentation and demurrage before, during and after the Carriage of property (including but not limited to Containers) of the Carrier or any person or vessel (other than the Carrier) caused by the Merchant or any person acting on its behalf or for which the Merchant is otherwise responsible.
- f) The Merchant and the Goods themselves shall be liable for and shall indemnify the Carrier, and the Carrier shall have a lien on the Goods for all expenses of mending, repairing, fumigating, repacking, reconditioning, reworking, reconditioning of the Goods and gathering of loose contents, also for expenses for repairing Containers damaged while in the possession of the Merchant, for storage on Containers and any payment, expense, fines, dues, duty, tax, import, loss, damage or detention sustained or incurred by or levied upon the Carrier, Vessel, Goods, Containers or other packages and for any action or requirement of any government or governmental authority or person purporting to act under the authority thereof, specific under legal process or attempted, incorrect or insufficient marking, numbering or addressing of Containers or other packages or description of the contents, failure of the Merchant to procure consular, Board of Health or other certificates to accompany the Goods or to comply with laws or regulations or of any kind imposed with respect to the Goods by the authorities at any port of place or by any act or omission of the Merchant. The Carrier's lien shall survive the discharge of the Goods and shall be enforceable by private or public sale and without notice.
- g) The Merchant shall defend, indemnify and hold harmless the Carrier, any Participating carrier, independent contractor, their agents and servants, against any loss, damage, claim, liability or expense whatsoever arising from any breach of the provisions of this Clause 7. or from any other cause for which the Carrier is not ultimately responsible.

8. CONTAINERS

- a) Goods may be stowed by the Carrier in or on Containers, and may be stowed with other goods. Containers, whether stowed by the Carrier or received fully loaded, may be carried on or under deck without notice, and the Merchant expressly agrees that cargo stowed in a Container and carried on deck is considered for all legal purposes to be cargo stowed under deck. Goods stowed in Containers on deck shall be subject to the legislation referred to in Clause 4, hereof and will contribute in General Average and receive compensation in General Average, as the case may be.
- b) Terms and Conditions of this Bill of Lading shall govern the responsibility of the Carrier with respect to the supply of a Container to the Merchant.
- c) A Container having been stuffed by or on behalf of the Merchant, the Carrier, any Participating Carrier, all independent contractors and all persons rendering any service whatsoever hereunder shall not be liable for any loss or damage to the Goods, Containers or other packages or to any other goods caused (1) by the manner in which the Container has been stuffed and its contents secured, (2) by the unsuitability of the Goods or packages in Containers or by the manner in which the Containers are secured, or (3) condition of the Container furnished, which the Merchant acknowledges has been inspected by it or on its behalf before stuffing and sealing.
- d) The Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, claim, liability or expense whatsoever arising from one or more of the matters covered by a), b) and c) above.
- e) CONTAINERS WITH HEATING OR REFRIGERATION APPARATUS. Containers with temperature or atmosphere control apparatus for heating, refrigeration, ventilation or other purposes, or for expressly in writing at time of booking and in effect, may be used, and their use, may entail increased Charges. In the absence of an express request, it shall be conclusively presumed that the use of a dry container is appropriate for the Goods.
- f) The Merchant must provide Carrier with desired temperature range in writing at time of booking and insert same on the face side of the Bill of Lading, and where so provided, Carrier is to exercise due diligence to maintain the temperature within a reasonable range while the Containers are in its care, custody and/or control or that of any Participating Carrier or independent contractor. The Carrier does not accept any responsibility for malfunctioning of temperature or atmosphere-controlled Containers not owned or leased by Carrier or latent defects not discoverable by the exercise of due diligence.
- g) Where the Container is stuffed or partially stuffed by or on behalf of the Merchant, the Merchant warrants that it has properly pre-cooled the Container and that the Goods have been properly stuffed and secured within the Container and the temperature control apparatus has been properly set prior to delivery of the Container to the Carrier, its agents, servants, or any Participating carrier or independent contractor. The Merchant accepts responsibility for all loss or damage of whatsoever nature resulting from a breach of any of these warranties, including but not limited to other than the Merchant caused by the Merchant or any person acting on its behalf or for which the Merchant is otherwise responsible.
- h) The Merchant shall defend, indemnify and hold the Carrier, Participating carrier and independent contractors, their agents and servants, harmless from and against all claims, suits, proceedings and all other consequences thereof regardless of their nature and merit.

10. CARRIER'S EQUIPMENT-INDemnITY. Whenever the Merchant, or an agent, servant, contractor or anyone else acting on its behalf, directly or indirectly, takes possession of or exercises control over a Container and/or any equipment whatsoever owned or leased by, or under the control of, the Carrier, or any independent contractor, the Merchant, its agents, servants and independent contractors, the Carrier, any Participating Carrier, their agents, servants and independent contractors from and against any loss or damage to said Container and equipment, as well as to any third-party property, and for any injury to or death of persons arising out of the use of said Container and equipment.

11. OPTION OF INSPECTION. The Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at any time and at any place, for the purpose of inspecting the contents of any part thereof or for any other purpose, and the Merchant, its agents, servants and independent contractors, the Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at any time and at any place, for the purpose of inspecting the contents of any part thereof or for any other purpose, and the Merchant, its agents, servants and independent contractors, the Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at any time and at any place, for the purpose of inspecting the contents of any part thereof or for any other purpose, and the Merchant, its agents, servants and independent contractors, the Carrier and any Participating carrier shall be entitled, but under no obligation, to open any Container at any 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