

UWL, Inc. 1340 Depot Street #200 Cleveland, OH 44116 Tel. +1-440-895-8200 OTI# 020340NF NIF/VAT# 27-4266545

NVOICE SSESGN2411232869

The Lovesac Company 2 Landmark Sq Ste 300 Stamford CT 06901-2410

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

Page 1 of '

INVOICE DATE	16-Dec-24
CUSTOMER ID	LOVESABDR
SHIPMENT	SSESGN2411232869
DUE DATE	15-Jan-25
TERMS	30 days from Inv. Date

CONSOL NUMBER CSESGN2411182956

SHIPMENT DETAILS				PR	RINTED BY: Anna Garac		
SHIPPER		CONSIGNEE					
TAN HOANG GIA TRADING CO.,LTD		The Lovesac Company					
ORDER NUMBERS / OWNERS REFERENCE		SHIPPERS REFERENCE	SHIPPERS REFERENCE				
	LoveSac	LoveSac					
GOODS DESCRIPTION							
SACTIONALS DEEP SEAT (THG242-2024)	HS CODE: 94019999						
IMPORT CUSTOMS BROKER	WEIGHT	VOLUME	CHARGEA	BLE	PACKAGES		
	8600.000 KG	61.920 M3	61.920 M3		344 CTN		
VESSEL / VOYAGE / IMO(LLOYDS)		OCEAN BILL OF LADI	NG	HOUSE BI	LL OF LADING		
HONIARA CHIEF / 2501E / 9861902	HN501HMS0355 UWLD24K232869			232869			
ORIGIN	ETD	DESTINATION ETA			ETA		
VNSGN = Ho Chi Minh City, Viet Nam	12-Dec-24	USCHI = Chicago, United States 08-Jan-25			08-Jan-25		
CONTAINERS							
CAIU9150343 - 40HC							
CHARGES							
DESCRIPTION					CHARGES IN USD		
Bunker Adjustment Factor - 1 40HC Container(s) @ USD 700.00/Container 700.00							
International Freight - 1 40HC Container(s) @ USD 3600.00/Container 3,600.00							

TOTAL CHARGES					
PLEASE SEND ALL REMITTANCE INFORMATION TO UWLCOLLI		SUBTOTAL	4,300.00		
Beginning 5/1/2021 UWL will begin billing ocean freight, base dray + port of discharge. Additional charges will be billed upon empty return					
All final shipments charge will be billed and must be paid as COD. Effective 5/1/21 all duty outlays will be assessed a 3% outlay fee unl		TOTAL USD	4,300.00		
CUSTOMER ID LOVESABDR PAYMENT METHOD	Invoiced	USD 4,300.00	BALANCE DUE DUE DATE	USD 4,300.00 15-Jan-25	
Transfer Funds To:		Address:		10 0411 20	
ABA 031207607		PNC Bank c/o UW			
Account 8026275682	Lockbox Number 7				
PNC BANK NA	Itasca IL 60143				
PO BOX 775989, CHICAGO, IL, 60677	United States				
Pay Ref LOVESABDR SSESGN2411232869 00]				

WUWL

Bill of Lading

OTI NO. 020340NF

		Laung	01110. 02	004011		
SHIPPER / EXPORTER COMPLETE NAME AND ADDRESS		DOCUMENT NO.	UWL BOOKING	REFERENCE		
TAN HOANG GIA TRADING CO.,LTD 10/14 XUAN DIEU STREET , WARD 4 , TAN BINH DISTRICT , HOCHIMINH CITY , VIETNAM		UWLD24K232869	SSESGN2411232869			
		EXPORT REFERENCE	OCEAN BOOKING NO.			
		LoveSac	H24ADM17277			
			MBL NO:QWJAHN	I501HMS0355		
CONSIGNEE (COMPLETE NAME AND ADDRESS)		FORWARDING AGENT REFERENCES	l.			
THE LOVESAC COMPANY 2 LANDMARK SQUARE, SUITE 300 STAMFORD, CT 06901 IOR & EIN: 32-051495800		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	et Nam			
NOTIFY PARTY / COMPLETE NAME AND ADDRESS		FOR DELIVERY APPLY TO:				
1) DAMCO CUSTOWS SERVICES SOO WEST 100TH STREET, STH FLOOR SUITE 500 GARDENA, CA 90248, UNITED STATES CONTACT - LUCY GARCIA EMAIL - LOVESACTEAN@LNS.MAERSK.COM MOBILE: 323-203-934 TAX ID 43-1185120 2) GEMINI SHIPPERS ASSOCIATION 137 WEST 25TH STREET, 3RD FLOOR NEW YORK, NY 10001 EMAIL: NOTLES@GEMINISHIPPERS.COM		UWL, Inc. 1340 Depot St Ste 200 Rocky River OH 44116 United States				
PLACE OF RECEIPT	SERVICE TYPE	Phone: +1 440-895-8200				
HO CHI MINH CITY, VIET NAM	CY/CY	Fax: +1 440-356-8870				
VESSEL	VESSEL PORT OF LOADING		NUMBER OF ORIGINALS			
HONIARA CHIEF / 2501E	HO CHI MINH CITY, VIET NAM		3			
PORT OF DISCHARGE	PLACE OF DELIVERY	Original Bill Required at				
SEATTLE, UNITED STATES	CHICAGO, UNITED STATES	Destination				
	PARTICULARS FUR	NISHED BY SHIPPER				
MARKS & NOS / CONTAINER(S) NOS NOS OF PKGS		ACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT		
N/M 1	SACTIONALS DEEP SEAT x 40HC CONTAINER 344 Carton(s) SACTIONALS DEEP SEAT (THG242-2024) HS CODE: 94019999		8600.000 кg	61.920 м3		
CAIU9150343 F96204 4		olume Packages Mode 20 M3 344 CTN CY/CY*				

		INCOTERM: FOB SHIPPED ON BOARD		*Shipper Load and Count		
TOTAL NUMBER OF PK	ONE CONTAINER(S)				NSA: UWLD24037	
DECLARED VALUE (\$) SEE CLAUSE 20 ON REVERSE SIDE						
CHARGES, INCLUDING FREIG	HT			RECEIVED by Carrier	or the Shipper in good order and condition unless otherwise stated	
	RATE	PREPAID COLLECT		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 herof from the		
				is applicable. IN ACCE ACCEPTS AND AGRE CONSIGNEE, THE OV HAS AUTHORITY TO STAMPED OR OTHER TERMS AND CONDIT SIGNED BY THE SHIF the Goods will be made as a Sea Waybill (other delivery made, after pa proper proof of identity	Port of Loading, to the Port of Discharge or Place of Delivery, whichever PITING THIS HOUSE BILL OF LADING THE SHIPPER EXPRESSLEY ES TO, ON HIS OWN BEHALF AND ON BEHALF OF THE NER OF THE GOODS AND THE MERCHANT AND WARRANTS HE DO SO. ALL THE TERMS AND CONDITIONS WHETHER PRINTED, WISE INCORPORATED ON THIS AND ON THE REVERSE SIDE AND ONS OF THE CARRIRS APPLICABLE TARIFF AS IF THEY WERE PER. Unless instructed otherwise in writing by the Shipper delivery of only to the Consignee or his authorized representatives. Bill(s) printed than line of credits) is not a docuernent of title to the Goods and the yment of any outstanding Freight and charges, only on provision of and of authorization at the Port of Discharge or Place of Delivery, as e need to produce or surrender a copy of this Waybill. UWL_VNM	
					AS CARRIER	
HB0L-TTC						

DEFINITIONS] "Still of Lagrantian the standard of the service and address]. In the standard of the standard

e. "Charges" means freight, deadfreight, demurrage and all expenses and money obligations incurred and payable by the Merchant. "Container" means any container (closed or open top), van, trailer, flatbed, transportable tank, railroad car, vehicle, flat, flatrack, pallet, skid, orm, craide, sling-load or any other article of transport and any equipment associated or apputremant thereto. "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 arrier.

the C

(a) "Goods" means the cargo received from the shipper and described on the face side hereot and any Container not supplied by or on cenario of the cargo reparson entitled to the possession of the strong and the servariats and agents of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of all of the servariats and agents of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of all of the servariats and agents of any of these, all of whom shall be jointly and severally liable to the Carrier for the payment of all of variations of any of them under this Bill of Lading.
(i) To Board" or similar words endorsed on this Bill of Lading, a part of the servation and the servariation of the other of the interview of the cargo and the servariation of any of the under this Bill of Lading.
(i) To Board" or similar words endorsed on this Bill of Lading, a part of the servation of the cargo and the servariation of any of the actual ocean earlier. In the event of intermodal transportation, if the originating carrier is an intaid of a coastal of any of the actual ocean earlier. In the event of intermodal transportation, if the originating carrier is an intaid of a coastal of any of the servation of any of the actual ocean earlier. In the Port of Loading thamed on the reverse side.
(i) "Participating carrier" mans any other carrier by water, line do or air, performing any stage of the Carriage, including inland carriers, abettitute carrier and/or bailer.
(i) "Participating carrier" mans any other carrier and/or bailer.
(i) "Participating carrier" mans any other carrier and/or bailer.
(i) "Participating carrier" and any substitute carrier and/or bailer.
(i) "Participating carrier" and any substitute carrier and/or bailer.
(i) "Participating carrier" mans any other carrier and/or bailer.
(i) "Participating carrier" and any substitute varrier and/or bailer.
(i) "Participati

2. CARREST TARIES, The cooled carried hereunder are subject to all the terms and conditions of the Carrier's applicable and for runtific on fitting the source of the Carrier's applicable and for runtific on the source of the Carrier's applicable carries and conditions of the Sale Carrier's applicable carries and conditions of the source of the Sale Carrier's applicable carries and conditions of the source of the Sale Carrier's applicable carries and conditions of the Sale Carrier's applicable carrier's appli

3. WARRANTY/ACKNOWLEDGMENT. The Marchant 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 Marchant acknowledges that the Carrier is a non-vessel operating common carrier ("NVOCC"), and that in entitlerest in the Goods. The Marchant acknowledges that the Carrier is a non-vessel operating common carrier ("NVOCC"), and that in entitlere other carrier to accomplish the Carriage contemplated by this Bill of Lading and does as agent of the Marchant. The Marchant further achnowledges that by identifying the carriage contemplated by this Bill of Lading and does as agent of the Marchant. The Marchant further achnowledges that by identifying the carrier is bill of lading and does as agent of the Marchant. The Marchant entering there are on the set of the termine the name of the actual ocean carrier is and conditions of the actual ocean carrier's bill of lading and applicable tarff(s) and agrees to be bound thereby.

thereby.
4. REPONSIBILITY
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 computability applicable ordinance or status of a nature similar to the international Convention for the unfailution of the rithm Rules Relating to all bills of Lading, dated at ordinance or status of a nature similar to the international Convention for the unfailution of the rithm Rules Relating to all bills of Lading, dated at ordinance or status of a nature similar to the international Convention for the unfailution of the rithm Rules Relating to all bills of Lading, dated at ordination of the rithm Rules Relating to all bills of Lading, dated at ordination of the rithm Rules Relating to all bills of Lading, data there effect subject to the Carriage of Goods by 20 act of the United States ("COGSA"), approved April (5, 1936), and nothing herein contained, unless otherwise stated, shall be deened a surender by the Carrier of any of its regonsibiles or loading on and after discharge from the vessal and throughout the entire time the Code or of all subcontractors), their gients and servints, whether engaged by or acting for the Carrier or any other presonsible for the Goods. In the absence of compulsorily applicable legislation, COGSA hall apply during the entire time the Codes is no fall be carrier is responsible for the Goods. In the absence of compulsorily applicable legislation, COGSA hall apply during the entire time the Carrier remains responsible hereunder.
b) The Carrier remains responsible hereunder.
c) The register shall no the label in any capacity whatsoever for any delay, non-delivery, mis-delivery or other loss or damage to or in competion with the Goods or Containes or other packages occurring at any time contemplated under subjectivian al of this provisions of Lading about the entire time. The Code or is contained with the Goods or Containes or other packages occurring at any time contemplated under subjection of the provis

Contractor, whether in tort, contract of 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 pot of Loading (Inrough Transportation basis), the Carrier will produce transportation to or from the sea terminal and such inland point or place other than the pot of Loading (Inrough Transportation basis), the Carrier will produce transportation to or from the sea terminal and such inland point or place other than the pot of Loading of Whatsoever nature and howsoever arising to the following extent, but no further: applicable legislation, as set forth in Clause 4. a) hereof, said legislation shall apply; or subdivision thereof contrains provisions that are compulsorily applicable and would have applied if the Marchant had made a separate and direct handing wherein the loss or damage or course a vidence there of a particular receipt or other channels have the liability of the Carrier, Participating carrier and independent contractor shall be subject to the provisions of such law. — (If it should be determined that the Carrier shall be subject to the provisions of a damage science; subdivision's applicable to harding where it shalls and policible there is any responsibility for loss or damage or clause — (If it should be determined that the Carrier shall be subject to the provisions of such law. — (If it should be determined berein applicable there is shall be mained to all ingits, defrais, immunities, immunities, examptions) however, that nothing contained herein shall be determined as subjectable there is shall be entited to all ingits, defrais, immunities, examptions) and or control of any Participating carrier or independent contractor, their agents and/or servents, and be subject to law compulsorily applicable to there is hall a belief to all ingits, defrais, immunities, immunities, immunities, immunities, immunities, immunities, immunities, immunities, examptions) any of its responsibilities under th

any of its responsibilities or inabilities under this bill or Lading, the Carrier's applicable tarth or laws applicable or relating furetco.
d) Except sub-thermolded, the Carrier's shall have the liability for loss or damage to the Goods.

5. SUBCONTRACTING-ENEFICIARIES

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 any other goods, regardless of the port or place where any loss or damage shall occur and without and very in the Goods or other goods are transported on fire in its vowed and/or free out terms, all everptions, limitations of and exonerations from liability provided by law or by the Terms and Conditions hereof shall be available to all agents, servants, employees, representatives, all Participating (including rail and other inand) or larriers and all steedores, terminal operators, warehousenen, crane operators, watchmen, carpenters, ship cleaners, surveyors and all independent contractors, inclusive of all persons providing any service whatsoever. In contracting for the foregoing exemptions, limitations of on exonerations from liability. The Carrier is acting as gent and braise of any other good or all all persons providing any service whatsoever. In contracting for the foregoing exemptions, limitations of or exonerations from liability the Carrier is acting as gent and braise of prot of Loading to Port of all persons, and any greater of further exemptions, and the service sa necessary and shall have the right at its sole discrition to select any mode of land, sea or artier undertakes to procure such services as necessary and shall have t

The study advice or variation is in writing and is specifically authorized or ratified in writing by an officer or director of the Carrier having exclual authorize to be interested on the second of the carrier having exclual authorized or ratified in writing by an officer or director of the Carrier having exclual authorized or ratified in writing by an officer or director of the Carrier having exclual authorized or other specase or documents relating thereto are furnished by the Merchant, and the Merchant warrants to the Carrier having exclusion and are prepresentation made including, but not limited to, weight, content, measure, quantity, quality, condition, and any expresentation made including, but not limited to, weight, content, measure, quantity, quality, condition, and any expresentation made including, but not limited to, weight, content, measure, quantity, quality, condition, and any expresentation made including, but not limited to, weight, content, measure, quantity, quality, condition, and any expresentation made in ananre adequate to writish and there of the Authorities.
The Merchant further warrants that the Social are packed in a manner adequate to writish and the ordinary risks of Carriage having regard to a flature and in compliance with all laws, regulations and requirements which may be applicable.
There on writices and o as to comply with all applicable laws, regulations and requirements are as to indicate the nature and character of any such articles and o as to comply with all applicable laws, regulations and requirements. If any such articles are delived to the Carrier for Carrier's prior express consent in writing and without the Carrier for Carrier's prior express consent in writing and without the Carrier or any labor to the Carrier or any express or express to consent with all applicable laws, regulations and requirements without on consent and marking or if in the opinion of the Carrier's horier express sonsent in writing and without the Carrier or any labor or expre

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 stowed, may be carrier or under deck without notice, and the Merchant expressly agrees that cargo stowed in a Container and carrier on deck is considered for all legal pupposes to be cargo stowed under deck. Goods stowed in Containers on deck shall be subject to the legalstation referred to in Cause A hered and with Controller to General Average, as the case may and receive Compensation in General Average. . The 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 has and contained on Labing and govern the reportshaming of the carlier with respect of the supply of a container of the of If a Container has been stiffed 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 stiffed and its contents secured, (2) by the unsuitability of the Goods for carriage in Containers or for the type of Container requested by and furnished to the Merchant, or (3) condition of the Container furnished, d) The Merchant acknowledges has been inspected by it or on its behalf before stiffing 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), bind (2) above:

9. CONTAINERS WITH HEATING OR REEFER APPARATUS. Containers with temperature or atmosphere control apparatus for heating, refrigeration, ventilation or otherwise will not be furnished unless contracted for expressly in writing at time of booking and, when furnished, 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.

I will all and in reindrauo to both a basence of an express request, it shall be conclusively presumed that the use of a dry container is appropriate to the Goods. 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 dilgone 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 the functioning of temperature or atmosphere-controlled Containers not owned or leased by Carrier or for latent defects not discoverable by the Container, that the Goods have been properly stuffed any source within a transmitter or for latent defects not discoverable by the Expression of all loss of damage of whatsoever nature resulting from a pression of any of these warranties, including but not limited to other cargo consolidated in the Container to the Container and that the temperature warranties, including but not limited to other cargo consolidated in the Container to the Container warrants warrants, including and to other cargo consolidated in the Container with the Merchant's Goods or to any other cargo, property or person damaged or injured as a result thereof, and the Merchant agrees to defend, indemnity and hold the Carrier, Participating carriers and Independent contractor. Their agrees to defend, indemnity and hold the Carrier, Participating carriers are independent contractor. The area the strate starts, harmless from and against all claims, suits, proceedings and all other consequences thereof regardess of their nature and ment.

10. CARRER'S SOUMNENT: INDEMINITY Whenever has herchart, or an agent, serving, contractor or avyone else acting on its behalf, interchip or test section is a super serving on the serving or test behalf, or the serving or test behalf, and hold harmines the denting and equipment. The serving or test behalf, or the serving or test behalf,

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 to inspect the contents. If it thereupon appears that the contents or any part thereof cannot safely or properly be carried or transportation thereof and/or take any measures and/or incur any reasonable additional expenses to continue the Carriage or to store the Goods, which storage shall be deemed to constitute due delivery under this Bill of Lading. The Merchant shall indemnify the Carrier against any reasonable additional Charges so incurred.

12. DECK CARGO. Deck cargo (except that carried in Containers on deck) and live animals are received and carried solely at Merchant's risk (including accident or mortality of animals), and the Carrier will not in any event be liable for any loss of damage for or from which he is exempt, immine or exconcrated by applicable law, or from any other cause whistoever not due to the fault of the Carrier, any warrenty of seaworthiness in the premises being hereby waived, and the burden of proving liability being in all respect upon the Merchant. Except as my be otherwise provided, such shipments shall be demed Goods and shall be subject to all Terms and Conditions of this Bill of Lading. 12

METHODS AND ROUTES OF TRANSPORTATION. With respect to the Goods or Containers or other packages, the Carrier may at any and without notice to the Merchant: ne and without notice to the Merchant; a use any means of transport (weter, and and/or air) or storage whatsoever; b) forward, tranship or retain on board or carry on another vessel or conveyance or by any other means of transport than that named on e reverse side hereof;

b) forward, transship or retain on board or carry on another vessel or conveyance or by any other means of transport than that named or hereverse ide hereof: c) carry Goods on or under deck at its option; d) proceed by any route in its oble and absolute discretion and whether the nearest, most direct, customary or advertised route or in or ut of geographical rotation; f) store, vanned or devanned, explosives, munitions, warlike stores, dangerous or covered; f) store, vanned or devanned, explosives, munitions, warlike stores, dangerous or hazardous goods or goods of any and all kinds; f) brove conned or devanned, explosives, munitions, warlike stores, dangerous or hazardous goods or goods of any and all kinds; f) droved or devanned, explosives, munitions, warlike stores, dangerous or hazardous goods or goods of any and all kinds; f) droved or devanned, explosives, munitions, warlike stores, dangerous or hazardous goods or goods of any and all kinds; f) droved or devanned, explosives, munitions, warlike stores, dangerous or hazardous goods or goods of any and all kinds; f) droved or lead require the Merchant to take delivery, vanned or devanned; k) comply with any orders, directions or recommend given by any government or authority or by any person or body acting or upporting to are wind the authority of any government or authority d'intany more of the surfaces. The liberties et out in subdivisions a) through 11 may be invoked for any purpose whatsoever even if no connected with the Carriage sovered by this Bill of Lading, and any action taken or omitted to be taken, and any dray arising thereform, shall be demed to be within he contractual and contemplated Carriage and not be an urreasonable to dray and any dange caused by delay. In no circumstance whatsoever shall the Carrier be liable for direct, indirect or consequential loss or danage caused by delay. A MATERS AERECTURO FERCIMANCE. In any scituation whatsoaver and whetsoever corring and whetber eviction or anticinated.

In no circumstance whatsoever shall the Carrier be liable for direct, indirect or consequential loss or damage caused by delay. 4. MATERS AFFECTING PERFORMANCE. In any situation whatsoever and wheresoever occurring and whether existing or anticipated before commencement of, during or after the Carriage, which in the judgment of the Carrier is likely to give rise to any hindrance, nsk, capture, seizure, detention, damage, delay, difficulty or disgdwantage or loss to the Carrier or any part of the doors, or make it unsafe, imprudent, impracticable or unlawful for any reason to receive, keep, load, carry or discharge them or any part of them or commence or loss to damage, cellay, difficulty or disgdwantage or loss to the Carrier or any part of them or commence or loss to damage, cellay, difficulty or disgdwantage or loss to the Carrier or any part of them or commence or loss to damage, cellay, difficulty or disgdwantage or loss to the Carrier or any part of them or commence or loss to damage, cellay, difficulty or disgdwantage or loss to the Carrier or any part of the Goods, or make it unsafe, loss to damage, cellay, difficulty or disgdwantage or loss to the carrier or any part of the Goods and geods or may forward or tranship them as provided in this Bill of Lading, or the Carrier may retain the Goods on board until the return of thereafter dispare them at any place whatsoever, in such even, as herein provided, such shall be at the risk and expense of the Merchant and Goods, and such action shall constitute complete delivery and performance under this contract, and the Carrier shall be free from any further responsibility. For any service rendered as herein above provided or to any delay or experse to the Carrier shall be free orn the Goods for same. Notice of disposition of the Goods shall be sent to the fercinant name delay for any lase was ascensible on the Goods for same. Notice of disposition of the Goods shall be sent to the fercinant name in this Bill of Lading within a Baseen here. or to give

The thereafter. The second approximation of the Good shall be deemed to be within the contractual and contemplated Carriage and not be an All actions taken by the Carrier hereunder shall be deemed to be within the contractual and contemplated Carriage and not be an unreasonable deviation.

unreasonable deviation.
15. DELIVERY. If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant when and where
16. DELIVERY. If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant when and where
16. DELIVERY. If delivery of the Goods or Containers or other packages or any part thereof is not taken by the Merchant and the week of the week of the Werchant and the Corner may, it is option, subject to its lien and where majed. They shall
be considered into we been diverded to the Merchant, and the Carrier may, it is option, subject to its lien and whore majed. They shall
be considered to have been diverded to the Merchant, and the Carrier may, its
merchant and Goods.
If the Goods are stowed within a Container owned or leased by the Carrier, the Carrier shall be entitled to devan the
constrainer of the Merchant and the Goods shall be considered to have been delivered to the Merchant, and the Carrier may, at
the risk and expense of the Merchant and Goods.
At ports or places where by local law, subhrotites or outsorn, the Carrier is required to discharge cargo to lighters or other
craft or where it has been so agreed or where wharves are not available which the Vessel can get to, beat, lie at, or leave, diveys safely
afloat, or where conditions prevailing at the time render discharge at a whard drangerous, imprudent, or likely to delay the subhrage at the discharge of the discharge or other
Merchant finite promythy furning by the adde of the Merchant and Goods.
Description of the merchant and Goods.
Constrainer to all provide the second of the render discharge at a whard drangerous, imprudent, or likely to delay the vessel, the
Merchant finite promythy furning by the date of the merchant discharge of the Goods into south lighters or other draft shall prove the Merchant and Goods.
Description of the Merchan

delivery, and any further responsibility of Carrier with respect to the Goods shall thereupon terminate. 16. CHARGES, INCLUDING FREIGHT. The Charges payable hereunder have been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier shall at any time, be entitled to inspect, reveipt, remessure or revalue the contents and, if any of the behalf of the Merchant. The Carrier shall at any time, be entitled to inspect, reveipt, remessure or revalue the contents and, if any of the responsible to pay the correct Charges and all expenses incurred by the Carrier in checking said particulars or any of them. Charges shall be demet dearned on acceptance of the Goods or Containers or other packages for shipment by the Carrier and shall be paid by the Merchant in full, without any offset, counterclaim or deduction, cargo and/or vessel for other conveyance lost or not lost, and shall be non-returned; in any event, esonsible for all Charges, regardless whether the Bill of Lading states, in words or symbols, that its "Prepaid." To be Prepaid" or "Collect. In arranging for any services with respect to the Goods, the Carrier shall be considered the exclusive agent of the Merchant for all purposes, and any payment of Charges to other than the Carrier shall not, in any event, be considered payment to the Carrier.

Carrier. The Merchant shall defend, indemnify and hold the Carrier, any Participating carrier, independent contractor, their agent and servants, harmless from and against all liability, loss, damage and expense which may be sustained or incurred relative to the above.

and servans, namines from and against an indunty, hoss, damage and expense winch may be sustained on incurred retarter to the advect equipment and appurtenances thereto, as well as on any Charges due any person, and on any documents relating thereto, which lien shall survive delivery, for all sums due under this contract or any other contract or undertaking to which the Merchant, and del involved, including, but not limited to, General Average contributions, salvage and the cost of recovering such sums, inclusive of attorney's fees. Such lien may be enforced by the Carrier by public or private sale at the expense of and without notice to the Merchant agents and searchs, harmless from and against all liability. Dass, damage or expense which may be sustained or incurred by the Carrier and behave to the substrain harmless from and against all liability. Dass, damage or expense which may be sustained or incurred by the Carrier berought, whether said proceeding is of a civil or criminal nature.

18. RUST. It is agreed that superficial rust, exidation or any like condition due to moisture is not a condition of damage but is inherent to the nature of the Goods. Acknowledgement of receipt of the Goods in apparent good order and condition is not a representation that such conditions of rust, exidation or the like did not exist on receipt.

19. GENERAL A VERAGE a) If General Average is declared, it shall be adjusted according to the York/Antwerp Rules of 1994 and all subsequent amendments herefor from time to time made, at any place at the option of any person entitled to declare General Average, and the Amend Jason Clause as approved by BIMCO is to be considered as incorporated herein, and the Merchant shall obtain any participating required in this connection.
b) Notwithstanding a) above, the Merchant shall defend, indemnify and hold harmless the Carrier and any Participating carrier, their agents and servaris, in respect of any claim (and any expense arising therefrom) of a General Average nature which may be made against the Carrier and/or any Participating carrier and shall provide such security as may be equired by the Carrier in this connection. ended

connection. c) Neither the Carrier nor any Participating carrier shall be under any obligation to take any steps whatsoever to post security for General Average or to collect security for General Average contributions due to the Merchant.

bettinet the Carrier for any Participating Carrier's shall be under any obligation to take any steps whatsoever to post security for General Average contributions due to the Merchant.
 LIMITATION OF LABILITY. Except as otherwise provided in this Clause or elsewhere in this Bill of Lading, in case of any loss or damage to or in connection with cargo exceeding in actual value the equivalent of \$500 here package or per shipping unit have been to income the state of cargo per package or per shipping unit. The value of the cargo shall be deemed to be \$500 per package or per shipping unit have been to eargo per package or per shipping unit shall exceed such declared value and the eargo explanates the nature of the cargo and valuation higher than \$500 per package or per shipping unit shall exceed such declared value.
 a package, or per shipping unit shall exceed such declared value. The value shall nevertheless be deemed to be declared value and the Carrie's liability. If any, shall not exceed the declared value and the cargo per package or ger shipping unit shall exceed the declared value and the cargo per package or ger shipping unit shall exceed such declared value and the cargo per package or ger shipping unit shall exceed the declared value and the cargo per package or ger shipping unit shall exceed the declared value and the cargo per package or ger shipped in bulk, the limitation solution whatsoever, except cargo shipped in bulk, and interspective of the weight or measurement unit employed in calculating freight and related charges.
 ar such dare the state shower of the samp and the second shipped in bulk.
 Where a Container is not stuffed by or on behalf of the Carrier or the parties characterize the Container as a package or a such pack and threspective of the second shipped in bulk.
 Where a Container is not stuffed by or on behalf of the Carrier or the parties characterize the Container as a package or a such other shipped in bulk.</li

entitled to avail itself of such lesser limitation
21. NOTICE OF CLAIM: TIME FOR SUIT. As to any loss or damage presumed to have occurred during the Carrier's period of responsibility,
the Carrier must be notified in writing of any such loss or damage or claim before or at the time of dischargefermoval of the Goods by the
Merchant or, if the loss or damage is not then apparent, writin 3 consecutive days after dischargefelivery or the date when the Goods
should have been discharged/dialivered. If not so notified, discharge, removal of delivery, depending upon the law applicable, shall be
prima facie evidence of discharged/divery of the Carrier of such Goods.
The date when the Goods by the Carrier of such Goods.
The divery of the sole of discharged/divery of the date when the Goods
and of the date when the Goods and discharged from all liability of whatsoever nature unless suit is brought which in Year
after delivery of transport which is subject by applicable law and/or tariff and/or contract to a shorter period for notice of claim or
commencement of suit, any liability whatsoever of the Carrier shall be during divery or contract to a shorter period.
Suit shorter period.
Suit applicable is applicable law and/or tariff and/or contract to a shorter period in writing and suit is brought within
year agreement of suit, any liability that body the Carrier shall be designed from all have been distined over the Carrier by service of process or
body and the distingtion of the Carrier shall cease unless proper claim is made in writing and suit is brought within
y an agreement of suit as bub desened throught unless juridicition shall have been distingt on writing compulsary legislation shall apply
which the Carrier the distingtion should be held invalid during that period in writing compulsary legislation shall apply
which the Carrier to any the tackle-to-tackle period, it shall nevertheless apply during all non-compulsary periods during
which the Carrier Trainsor weard of the tackle-to-tackle period, it shall nevertheless

22. JURISDICTION specific court and logisputes of whatsoever nature under or in connection with this Bill of Lading shall be determined by the Tresert specific court and logisputes of whatsoever nature under or in connection with the the Carrier may in its absolute and sole discretion invoke or volumatini submit to the jurisdiction of any other court PROVIDED AL WAYS that the Carrier may in its absolute and sole discretion jurisdiction to hear and determine such disputes, but such shall not constitute a waiver of the terms of this provision in any other instance.

23. NON-WAIVER AND SEPARABILITY. Nothing in this Bill of Lading shall operate to deprive the Carrier of any statutory protection or any defense, immunity, exemption, limitation of or exoperation from liability contained in the laws of the United States, or of any other country whose laws may be compulsorily applicable. The Terms and Conditions of this Bill of Lading (including all the terms and conditions of the carrier's applicable tariff's incorporated herein by virtue of Clause 2. above) shall be separable, and if any part or term hereof shall be held invalid, such holding shall not affect the validity or enforceability of any other part or term hereof.