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

> > Page 1 of 2

Arrival Notice

The Lovesac Company 2 Landmark Sq Ste 300 Stamford CT 06901-2410 SHIPMENT <u>SSESGN2411233108</u> CONSOL CSESGN2411183156 DATE 16-Dec-24 14:56

SHIPME							PRIN	TED BY: R	odolfo Sicuro	
					EE	_				
SHIPPER TAN HOANG GIA TRADING CO.,LTD 10/14 XUAN DIEU STREET , WARD 4 , TAN BINH DISTRICT , HOCHIMINH CITY ,700 HO CHI MINH 7000 Viet Nam				CONSIGNEE The Lovesac Company 2 Landmark Sq Ste 300 Stamford CT 06901-2410 United States						
NOTIFY	PARTY			GOODS A	VAILABLE	AT				
DAMCO CUSTOMS SERVICES INC 500 W 190th Street 5th Floor Gardena CA 90248 United States				Union Pacific Railroad 3000 Patterson Rd Joliet IL 60436-9305 United States FIRMS Code: I206						
Phone:	Phone: Fax:			Phone: Fax:						
	SE ТҮРЕ			СОММОДІТУ ТҮРЕ						
OBR - O	riginal Bill Required at Des	ination		GEN (Ger	eral) - 94019	9999				
	INCOTERM FOB - Free On Board				ADDITIONAL TERMS					
CARRIE	R			GOODS TO BE CLEARED BY						
	nipping Pte Ltd (Swire Proje	cts)			0 01 011					
Carrier S QWJA	SCAC									
ORDER	NUMBERS / REFERENCE			OCEAN B	ILL OF LAD	ING	HOUSE B	LL OF LAD	DING	
	DM17353			HN501HM	IS0365		UWLD24K			
			WEIGHT 8600.000 KG	VOLUME CHARGEABLE			EST DELIVERY			
	COLLECTED FROM		ETD	GOODS DELIVERED TO ETA						
	= Ho Chi Minh City, Viet Na	am	12-Dec-24	USCHI = Chicago, United States 08-Jan-25						
ROUTIN Mode	G INFORMATION Vessel / Voyage / IMO(Llovds)	Carrier	Load	Disch.	ETD	ETA	ATD	ΑΤΑ	
SEA	HONIARA CHIEF / 250 9861902		Swire Shipping Pte Ltd (Swire Projects)	VNSGN = Ho Chi Minh City	USSEA = Seattle	12-Dec-24	29-Dec-24	12-Dec-24		
RAI	RAIL / 02-Jan		Swire Shipping Pte Ltd (Swire Projects)	USSEA = Seattle	USCHI = Chicago	02-Jan-25 00:00	08-Jan-25 00:00			
CONTAI	NER	INBOND T	RANSIT (IT) NUMBER	SEAL			WEIGH1	·	PACKS	
				TYPE			VOLUME		RAIL AMS #	
TCLU84	45578	609912166	5	F96214 40HC FCL	-		8600.000 KG 61.920 M3		344 CTN	
	DESCRIPTION							-		
	NALS DEEP SEAT									
(THG246-2024)										
	E: 94019999									
	AND NUMBERS									
N/M										



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

SHIPMENT <u>SSESGN2411233108</u> CONSOL CSESGN2411183156 DATE 16-Dec-24 14:56

Rodolfo Sicuro DMC Imports Email: Rodolfo.Sicuro@shipUWL.com

Bill of Lading

OTI NO. 020340NF

•		Laung	01110. 02	0040141	
SHIPPER / EXPORTER COMPLETE NAME AND ADDRESS TAN HOANG GIA TRADING CO., LTD	DOCUMENT NO. UWLD24K233108	UWL BOOKING REFERENCE SSESGN2411233108			
10/14 XUAN DIEU STREET , WARD 4 ,		EXPORT REFERENCE	OCEAN BOOKING NO.		
TAN BINH DISTRICT , HOCHIMINH CITY , VIETNAM	LoveSac	H24ADM17353			
			MBL NO:QWJAHN	I501HMS0365	
CONSIGNEE (COMPLETE NAME AND ADDRESS)		FORWARDING AGENT REFERENCES			
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			
NOTIFY PARTY / COMPLETE NAME AND ADDRESS		FOR DELIVERY APPLY TO:			
1) DAMCO CUSTOWS SERVICES 500 WEST 190TH STREET, STH FLOOR SUITE 500 GADDENA, CA 90248, UNITED STATES CONTACT - LUCY GARCIA EMAIL - LOVESACTEAM®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	PORT OF LOADING	СОРҮ	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 FURM	NISHED BY SHIPPER	1		
MARKS & NOS / CONTAINER(S) NOS NOS OF PKGS	DESCRIPTION OF PA	ACKAGES AND GOODS	GROSS WEIGHT	MEASUREMENT	
N/M 1	SACTIONALS DEEP SEAT X 40HC CONTAINER 344 Carton(s) SACTIONALS DEEP SEAT (THG246-2024) HS CODE: 94019999		8600.000 кg	61.920 м3	
TCLU8445578 F96214 4		olume Packages Mode 20 M3 344 CTN CY/CY*			

	ONE CONTAINER(S)	INCOTERM: FOB SHIPPED ON BOARD		*Shipper Load and Count			
TO THE NOMBER OF THE	ONE CONTAINER(3)			NSA: UWLD24037			
DECLARED VALUE (\$)		SEE CLAUSE 20 ON RE	VERSE SIDE				
CHARGES, INCLUDING FREIGHT				RECEIVED by Carrier fo	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 ACCET ACCEPTS AND AGREE CONSIGNEE, THE OW HAS AUTHORITY TO D STAMPED OR OTHER TERMS AND CONDITIC SIGNED BY THE SHIPP the Goods will be made as a Sea Waybill (other delivery made, after pay proper proof of identity a	Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTTING THIS HOUSE BILL OF LADING THE SHIPPER EXPRESSLEY 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 CARRIES 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 tille 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.		
				BY	UWL VNM		
HBOL-TTC					AS CARRIER		

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 varies, and for the performance of the obligations of any of them under this Bill of Lading.
(i) To Board" or similar words endorsed on this Bill of Lading, a the negative set of the carrier of the endorsed on the actual ocean earlier. In the evert of intermodal transportation, if the originating carrier is an intaid or coastal of existing any carrier and en route or are intended to be transported to the Port of Loading transportation. If the originating carrier is an intaid or coastal of a sub-carrier, connecting carrier and or alive, performing any stage of the Carriage, including inland carriers, whether acting as sub-carrier, connecting carrier and/or be active or are intended to be transported to the Port of Loading thamed on the reverse side.
(i) "Participating carrier means any other carrier by water, line, b aboy corporate or any other entity of whatsoever nature.
(i) "Associating carrier is an intaid of the bar or alive bar or alive the carrier and/or balle."

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 tartf(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 not for 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 Carrier remains responsible for the Goods. In the absence of compulsorily any time contemplated under subdivision all of this Clause.
b) The Carrier shall note balle in any capacity whatsoever for any delay, non-delivery, mis-delivery or other loss or damage to or in competion with the Goods or Containets or the packages occurring at any time contemplated under subdivision all of this Clause.
c) The Carrier shall note balls is

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) any of its responsibilities under this Bill of Lading, the Carrier of any of its rights, defraises, immunities, immunities, and indices, immunities example as the responsibility for loss or damage or carring during the care, simplicable there is shall be entited to all rights, defraises, immunities, exemptions) However, that nothing contain

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 event fithe Goods or other goods are transported on fite in its vowed and/or free out terms, all evert should be adjudged to arrier sand all steederos, terminal operators, warehousenen, crane operators, watchmen, carpenters, ship cleaners, surveyors and all independent contractors, inclusive of all gents, servants, employees, representatives, all Participating (including rail and other inand) or contractors, inclusive of all gents agent and traits or and on behalt of all persons providing any service whatsoever. In contracting for the foregoing exemptions, limitations of on exorentions from liability, the Carrier is acting as gent and traits of and on persons, acting or exonerations from liability and under this Bill of Lading in any giver of unther exemptions, and the persons providing any service whatsoever. In contracting for the foregoing exemptions, limitations of on exorentions from liability the carrier is acting as gent and traits persons providing any service whatsoever. In contracting for a ritrarsport and barries and all the service as a necessary and shall have the right at its sole discrition to select any mode of land, sea o

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 present 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 strates the strates area the strates and the strates and many the strates and the strates areas the advice as result thereof, how the strates areas and all other consequences thereof regardless 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 ureasonable to dray and any dange caused by delay. In no circumstance whatsoever shall the Carrier to any object or division.

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, ciday, difficulty or disgdwantage or loss to the Carrier or any part of them or commence or loss to damage, ciday, difficulty or disgdwantage or loss to the Carrier or any part of them or commence or loss to damage, ciday, difficulty or disgdwantage or loss to the Carrier or any part of them or commence or loss to damage, ciday, difficulty or disgdwantage or loss to the Carrier or any part of the Goods, or make it unsafe, loss to damage, ciday, difficulty or disgdwantage or loss to the carrier or any part of the Goods and any Participate device of one of the Merchant take delivery and upon failure to do so, may warehouse them at the risk and expense of the Merchant and Goods 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 disorge 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 ranze, delay or experse to the Carrier shall be free on the Goods for same. Notice of disposition of the Goods shall be sent to the Merchant name aconsthe delivery and performance u 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 week of the Merchant, and the Carrier may, it is option, subject to its lien and where majed. They shall
be considered to have been device to have be the device to other place, always at the risk and expense of the
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
constraint of y such Container, whereupon 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.
A transmission of the Merchant and Goods.
A to post or places where by local law, suthorities 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, always safely
afloat, or where conditions prevailing at the time render discharge at a whard drangerous, imprudent, or likely to devise the second beat, the second beat, the and doods.
Where this may any further exponsibility or other
and constrainer and Goods.
Constrainer the provide the Merchant and Goods.
D to be the second and the target or the devise or other date the target or the devise or other are any at the risk and expense of the Merchant and Goods.
D to the second on the resonant and the constrainer a

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 denied earned 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 earnet, esonoisle 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.
 a package, including articles of things of any description whatsoever, except cargo shipped in bulk, and interspective of the weight or measurement unit employed in calculating freight and related charges.
 ar such dare in As to cargo shipped in bulk. The imitation applicable thereto shall be the limitation provided in Section 1304(5) of COGSA, wave of limitation as to cargo shipped in bulk.
 Where a Contianer is not stuffed by or on behalf of the Carrier or the parties characterize the Contianer as a package or a such type and the respective of the section 1304(5) of COGSA.
 wave of limitation as to cargo shipped in bulk.
 Where a Contianer is not stuffed by or on behalf of the Carrier or the pachitics characterize the Contianer as a package or a such type

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 applicable is a writing that period in writing compulsary legislation shall apply
which the Carrier to applicable is any applicable and applicable is anot applicable and applicable and app

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.