

Shipper

BILL OF LADING

B/L No.

CODE NAME: "NUVOYBILL-84"

Reference No.

Issued pursuant and subject to all terms of "NUVOY-84"

C/P dated

at

Consignee

Notify address

Draft Copy

Vessel

Port of loading

Port of discharge

Marks and Nos.

Number and kind of packages;
description of the cargo

Gross Weight

Measurement

Shipper's description of cargo

Draft Copy

FREIGHT ADVANCE.

Received on account of freight

SHIPPED on board at the port of loading in apparent good order and condition for carriage to the port of discharge, or so near thereto as the vessel may safely get.

Weight, measure, quality, condition, contents and value unknown.

IN WITNESS whereof the Master or Agent of the Owners has signed original Bills of Lading in the number indicated below, all of this tenor and date, one of which being accomplished - the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

Number of original Bs/L

Signature

RECOMMENDED**BILL OF LADING**

Code Name: "NUVOYBILL-84"
To be used for shipments under
the "Nuvoy-84" Charter Party

by the Documentary Council of the Baltic and
International Maritime Conference, Copenhagen
and the Documentary Committee of the General
Council of British Shipping, London.

(1) Incorporation clause

All terms of the Charter Party, dated as overleaf, are herewith incorporated.

(2) General Paramount clause

(a) Provisions of the International Convention for the Unification of certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924 (the 'Hague Rules') shall apply to this Bill of Lading. In respect of shipments to which national enactments of the said Rules are compulsorily applicable, provisions of such enactments shall prevail.

In trades where the above Convention as amended by the Protocol dated Brussels, 23rd February 1968 (the 'Hague-Visby Rules'), is compulsorily applicable, provisions of the Hague-Visby Rules shall apply.

(b) The Carrier shall in no case be responsible for loss of or damage to cargo, howsoever arising prior to loading into and after discharge from the vessel, nor in respect of deck cargo and live animals.

(3) General average

(a) General average shall be adjusted in accordance with the York-Antwerp Rules 1974, or any subsequent modification thereof, and - as to matters not provided for by these Rules - in accordance with the law and practice prevailing at the place where the adjustment is drawn up.

Carrier shall have the right to decide the place where the adjustment will be drawn up and appoint the average adjuster.

(b) *New Jason clause*. In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by Statute, contract or otherwise, the cargo, shippers, consignees or owners of the cargo shall contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo.

If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers.

Such deposit as the Carrier, or his agent, may deem sufficient to cover the estimated contribution of the cargo and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the cargo to the Carrier before delivery.

(4) Both-to-Blame Collision clause

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the Servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of the said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of the said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or object other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

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