

FMC LIC.# 016997NF PFG & SIIS MARITIME INC

FIRST ORIGINAL

250, WEST'39	TH STREE	T, SUITE: 503, 6969 - Fax 2	NEW YORK	, NY 100	UNIFORM	M THROU	GH EX	PORT BILL	OF LADING
SHIPPER/EXPORTER					EXPORT REFERENCE :			SPED NO.	
INTERMARKET (INDIA) PRIVATE LIMITED PLOT H-1, H1A, R-32, 4TH CROSS, TEXTILE PROCESSING ZONE, SIPCOT IND. GROWTH CENTRE, PERUNDURAI – 638052 GSTIN: 33AAACI5146A1Z8*					00				<u> </u>
CONSIGNEE : TO THE ORDER		100-2	2000)RWARDING	AGENT - REF	ERENCE	:S:	
					POINT AND COUNTRY OF ORIGIN:				
NOTIFY PARTY VENUS GROUP,INC. 25861 WRIGHT STREET FOOTHILL RANCH CA 92610	USA				DOMESTIC ROL	JTING/EXPOI	RT INSTR	UCTIONS :	
VESSEL:	PORT OF LOADIN	IG:		DELIVERY AGE	NT:	-			
MSC SPRING III VOY SI307R PORT OF DISCHARGE : FINA CHARLESTON, SC		FINAL DESTINATION	ENNORE PEGASUS LOS ANGELES DESTINATION: PEGASUS MARITIME INC FORTLAWN,SC 505 N BRAND BLVD # 210, TEL.:818-844-3512; FAX:81						
					NISHED BY SHIP				-
PRODUCT DESCRIPTION, SKU, COLOR, SIZE, QUALITY, CASE/CARTON, PACK QTY., GROSS WT., NET WT., PO #, CARTON DIMENSIONS, MADE IN INDIA CTN NO: 01 - 603 1 X 40 HC CONT NO ::MSDU7424356/SEAL NO :FX22433050	SKU, COLOR, SIZE, QUALITY, CASE/ CARTON, PACK QTY., GROSS WT., NET WT., PO #, CARTON DIMENSIONS, MADE IN INDIA CTN NO: 01 - 603 1 X 40 HC CONT NO :MSDU7424356/SEAL NO :FX22433050		DESCRIPTION OF PACKAGES AND GOODS 603 PACKAGES (557 PKG LOADED ON 40 PALLETS) & PACKAGES FLOOR LOADED 100% COTTON, COTTON & POLYESTOR BLENDED (CVC) GES AS PER PO# SC.3787, SC.3799, SC.3762, SC.3807, SC.3 INV NO SIPE186/2223 DATE:15.02.2023 INV NO SIPE186/2223 DATE:15.02.2023 HTS CODE:63049250, 63041910, 63049239 ALSO NOTIFY WESTERN OVERSEAS CORPORATION CUSTOMS BROKERS-INTERNATIONAL FREIGHT FORWAI 10731 WALKER STREET., CYPRESS, CA90630. PO BOX 90099, LONG BEACH, CA 90809 PHONE: 562-252-8600, FAX: 562-986-1367 CONTACT:- MAURINE CECIL AND SUSAN PARK. FREIGHT DDC & ACD COLLECT FREIGHT AS ARRANGED SAID TO CONTAINWEIGH SHIPPERS LOAD,STOW & COUNT "REFER TO THE BACK OF THE BILL OF LADING FOR TER CONDITIONS"			TS) & 46 (CVC) MADEUP . SC.3808 ORWARDERS R TERMS &	GR.W NET.V	WT. OF CARGO T - KGS 11331.400 WT - KGS 9772.160	MEASUREMENT CBM 45.130 CY/SD
	TRANS ON CO	DETENTION/DEMURRAGE CHARGES DESTUFFING CHARGES AND TRANSPORTATION CHARGES AT DESTINATION AS PER LINES TAR ON CONSIGNEE'S ACCOUNT.							
THESE COMMODITIES LICENSED BY THE U	JNITED STATES	ACCOL	INT/CUSTOM	HOLD EX	AMINATION CHARGE	GNEE'S S & STORAGE	DIVERSIO	N CONTRARY TO UNITED	STATES LAW PROHIBITED
Received by the Carrier in apparent good indicated hereon, the container(s) and/or transported and/or otherwise forwarded intended place of Delivery upon and suppearing on the face and back of this bill this bill of Lading duty endorsed must be Goods or delivery order.	r goods herein from the Plac ject to all the l of Lading. If re le surrendered	tion unless otherwise fler mentioned to be e of Receipt to the erms and conditions equired by the Carrier in exchange for the	EG IE ANIV ON		TAILS OF CHARG	ES		PREPAID	COLLECT
IN WINESS WHEREOF THE CARRIER BILLS OF LADING, ALL OF THE SAME TI BEING ACCOMPLISHED THE OTHERS TO OF NOBLE SHIPPI	-	SHI	IPPED ON	N BOAF					

PEGASUS AS AGENT ONLY

PGSM-NSP-CHS-173190

AS AGENTS

FEB 2023 2 3 CONTAINER NO Agent for the Carrier B/LADING NO.

TOTALS

Combined Transport Bill Of Lading

Netwithstanding the heading "Combined Transport Bill of Lading," the provisions set out and referred to in this document shall also apply if the transport as described on the face of the Bill of Lading is performed by one mode of transport only. These provisions constitute a contract between Marchant and Carrier and may be used by Carrier only with the consent of the National Customs Brokers and Forwarders Association of America, Inc.

(1) CLAUBE PARAMOUNT

(1) CLAUSE PARAMOSI taking to or from the United States shall have effect subject to the provisions of the Cartage of Goods by Sea Act of the United States. A6 U.S. C. seations 1300-1316 (hereafter "COGSA"). All parriage to and from other States shall be governed by the law of any state making the Hague Ruise or Hague-Yubby Ruise compationly applicable to this Bill in Lading or I five the one such law (if encoordance with the Hague Ruise). The provisions of applicable shall say by the law of any state making the Hague Ruise. The provisions of applicable shall say the Hague Ruise of the State S (2) DEFINITIONS

2.1 "Ship" means the vessel named in this Bill of Lading, or any conveyance owned, chartered, toward or operated by Carrier or used by Carrier for

2.1 "Ship" means the vessel named in this Bill of Leding, or any conveyance owned, chattered, towed or operated by Carrier or used by Carrier for the performance of this contract.

2.2 "Carrad" means Pagessus Maritime, Inc., on whose behalf this Bill of Leding has been algreed.

2.3 "Marchan" includes the Shipper, the Receiver, the Consigned, the Consignee, the Holder of this Bill of Leding and any person having a present or tuture interest in the Goods or my person acting on behalf of any of the between embined persons.

2.4 "Package" is the largest individual unit of partially or completely covered or contained cargo made up by or for the Shipper which is delivered and entrusted to "armer, including pelatized units and each container suiffed and sealed by the Shipper or on its behalf, although the Shipper may have turnished a reacription of the contents of such sealed container on this bill ollading.

2.5 "Container" includes any container, trailer, transportable tank, kif van, flet, pelat, or any similar article of transport used to consolidate

Carrier's container or carrier's equipment' includes containers or equipment owned, leased or used by Carrier in the transportation of

Merchanit a goods.

2.7 'Goods' mean the cargo described on the face of this Bill of Ladiny and, if the cargo is packed into container(a) supplied or furnished by or on behalf of the Merchant, include the container(s) as well.
(3) SUBCONTRACTING:

(s) observe the current and the antible to subcontract directly or indirectly on any terms the whole or any part of the hending, storage, or carriage of the goods and all dubles undertisen by Carrier in relation to the opcode. Every servant, agent, subcontractor (including sub-subcontractors), or other person whose services here been used to perform this contract shall be entitled to the rights, exemptions from, or limitalismo, to liability, determined infimurities set forth herein. For these purposes, Carrier shall be deemed to be acting as agent or trustee for such servants, agents, subcontractors, or other persons. who shall be deemed to be parties to this contract.
(4) ROUTE OF TRANSPORT:

(a) NOUTE OF TRANSPORT:

Carrier is notified to perform the transport in any reasonable means and by any reasonable means, methods and routes. The Ship shall have the liberty, either with or without the goods on board, to at any time, edjust navigational instruments, make trial trips, dry dock, go to repair yards, shift bertils, take in flue or stores, embet or disembark any persons, cerry contraband and hazardous goods, sall with or without pilots and save or attempt to save life or prosety. Delays resulting from such activities shall not be deemed a deviation.

(5) HINDRANCES AFFECTING PERFORMANCE:

(5) HINDRANCES AFFECTING PERFORMANCE:
5.1 Carrier seal that reasonable endeavors to complete transport and to deliver the goods at the place designated for delivery.
5.2 It all any time the performance of this contract as evidenced by this Bill of Lading in the opinion of Carrier is or will be affected by any hindrance, risk, delay, injury, difficulty or disadventage of any hind, including strike, and if by virtue of the above the nemderand or is likely to render it in any way unaste, impractic able, unleavitu, or against the interest of Carrier to whether ance of the contract. Carrier, whether net on the transports commenced, may without notice to Merchant elect to (-6) treat the performance of this contract as terminated and place the goods at Merchants disposed at any place Carrier shall deem safe and convenient, or (5) deliver the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, in any event, Carrier, whether the goods at the place of delivery, and the goods at the good at

disposal of any place Carrier shall be admented and convenient, or (b) deliver this poods at the place of delivery, in any event, Carrier shall be shilled to, and Marchant shall pay, full fright for any opocar accessed for transportation and additional compensation for extre coasts and expenses resulting from the accountances relatered to show.

5.31, after strage, descharge, or any actions according to sub-part 5.2 above Cerrier makes arrangements to store and/or forward the goods, it is agreed that is exhall do so only a segant for and at the sole nak and expenses of Marchant without any isability whatsoever in respect of such agency.

5.4 Carrier, in addition to all other libertias provided for in this Article, a shall have liberty to comply with orders, direction, regulation, a regulation, or suggestions as to navigidate or the charges of hadding of the poods or the shall provious relateration to the contract of public extendity, or by any committee or parten having under the terms of any insurance on the Shap, the right to give such order, direction, regulation, or suggestions, and the strategies of the provious or compliance with any such order, direction, or suggestions, or suggestions, sugarities and the strategies of the provious description or compliance with any such order, direction, or suggestions, or suggestions, sugarities and the same shall be deemed to be included within the contract of carriage and shall not be a deviation.

(5) BASIC LARIETY:

6.1 Carrier shall be shall for say or demange to the goods coourned shall give a carriage or during carriage by land in the United States, liability what shall be provided that the loss of or damage to the goods coourned shall give a carriage or during carriage by land in the United States, liability what shall be a loss or damage, and the say of the says of damage or or damage to the goods coourned shall give a shall not be provided in Section 10 this Bill of Lading, tithy time shall give shall not be determined by the provisions contained in any inter

(g) fire, unless caused by actual stutt or privily of Carmer.
(h) any cause or owner which Cerrier could not evoid and the consequences of which he could not prevent by the exercise of due diligence.

6.7 When Currier pays claims to Marchant, Carrier shall automatically be subrogated to all rights of Marchant against all others, including Inland
Carriers, on account of the losses or damages for which such drains are paid.

8.3 The side has send minimal obstability provided for in this Bill of Lading and payin any action or claim against Carrier relating to the goods, or the receipt, transportation, storage or delivery hemnol, whether the action be founded in contract, forth or otherwise.

7.1 Chinese Alband San DamAngel.

7.1 Unless otherwise mandsted by compulsority explicable law, Carrier's liability for compensation for loss of or damage to goods shall in no case sexes the amount of USSSOD per package or per customary freight unit, unless Marchant, with the consent of Carrier, has declared a higher value for the goods in the space provided on the front of this Bill Lading and pad extra freight pro-Carrier's tarkin, those according to the contract of the process of the space provided on the front of this Bill of Lading and pad extra freight pro-Carrier's tarkin, those as such higher value shall be the limit of Carrier's tails this type pada loss or damage shall be adjusted pro retia on the basis of such declared value. Where a container is suited by Shipper or on its basis to accordance is asset and container, sensely then the Shipper declares the value on the face heroed and pays additional sharpes on auto headand value as astead in Carrier's tarkii. The freight charged on sealed containers when no higher valuation is declared by the Shipper is based on a value of USSSOD per package or part to stark have the color of replacing bodd containers when no higher valuation is declared by the Shipper is based on a value of USSSOD per package or per customary freight unit, their value for compensation purposes shall

required.
7.5 Carrier will not arrange for insurance on the goods except upon express instructions from the Consignor and then only at Consignor's expense and presentation of a destaxation of value for insurance purposes prior to shipment.

(8) DESCRIPTION OF GYDOS AND INFORMATION FOR U.S. CUSTOMS:

Center is reasonable for transmitting information to U.S. CUSTOMS:

Center is reasonable for transmitting information to U.S. Customs and Border Protection prior to lading of the Goods including, without limitation, precise common: y descriptions, numbers and quantities of the source and Border Protection prior to lading of the Goods including, without limitation, precise common: y descriptions, numbers and quantities of the source and borders, and the standard precise codes, and contains and numbers of the goods, including codes, and contains and numbers. On the process descriptions, analize, numbers, quantity, weight, seel numbers, identities of shard condigues and hour drove make the process of the arising from any inaccuracy.
(9) CARRIER'S CONTAINERS:

If good sire not notive by Certier already in containers, Carrier may pack them in any type container. Merchant shell be liable to Carrier for damage to Carrier's containers or equipment if such damage occurs white such equipment is in control of Merchant or his agents. Merchant indemnifies Certier for any damage or injury to persons or property caused by Carrier's containers or equipment during heading by or when in consustain or certified Merchant. possession or control of Merchant.
(10) CONTAINER PACKED BY MERCHANT:

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If Carrier receives the poofs sirredy pocked into containers:
10.1. The Bill of Lading briefs is drawly packed into containers:
10.1. The Bill of Lading briefs is drawly packed into containers on contained the containers;
10.2. Marchant warrants that the atomage and set of the containers;
10.2. Marchant warrants that the atomage and set of the containers are sails and proper and suitable for handling and carriage and indemnifies
Carrier for any inury, loss or damage caused by breach of this warranty;
10.3. Delivery which be deemed as full and complete performance when the containers are delivered by Carrier with the seals intact; and
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(11) DA NGEROUS GOODS:

11 1 Marchant may not tender goods of a dangerous nature without written opplication to Corrier and Cerrier's acceptance of the same. In the lication, Marchant must identify the nature of the goods with reasonable specificity as well as the names and addresses of the shippers and

approximent, materiant make learning we nature or the goods with reasonable specificity as well as the names and addresses of the shippers and consignees.

11 2 Membani shall distinctly and permanently mark the nature of the goods on the outside of the speckage and container in a form and member as required by lew and shall submit to Carrior or to the appropriate authorities all necessary documents required by taw or by Carrier for the transportation of such goods.

11 3 fifthe goods subsequently, in the judgment of Carrier, become a danger to Carrier, the Ship, or other cargo, Carrier may dispose of the goods without componention to Membani and Marchani shall indemnity Carrier for any loss or expanses a rising from such solion.

(12) DISCK CARGO:

(12) DSK CARGO:

Cartier has the right to carry the goods in any container under deck or on deck. Carner is not required to note "on deck stowage" on the face of this Bit of Lading and goods accurried shall constitute under deck stowage for all purposes including General Average. Except as otherwise provided by any leve applicable to this contract, it this Bit of Lading states that the cargo is aboved on deck, then Carrier shall not be liable for any non-delivery, mischinery of the ships unseaworthiness.

(13) SCLAS WEIGHT CERTIFICATION:

(13) SULLAS WEIGHT CERTIFICATION:

Metchant scinowledges that it is required to provide verified weights obtained on calibrated, certified equipment of all required to statemathy lines. Shipper agrees that Carrier is entitled to roly on the accuracy of such weights and to counter-sign or endorse it as Carrier's own cartified weight to the steamarby line carrying the cargo. The Merchant agrees that it shall indemnify and hold the Carrier harmless from any and all delimal losses, penalties or other coast resulting from any incorrect or questionable verification of the weight provided by Merchant or its agent or CAME HAVICE (ACM). (14) HEAVY LIFT:

(14) HEAVY LIFT:

14 1 Single packages with a weight exceeding 2,240 pounds gross not presented to Carrier menciosed containors must be declared in writing by Merchant before receipt of the packages by Carrier. The weight of such packages must be clearly and durably marked on the outside of the package in lettereand ligures not less than two inches high.

1-2.2 If Merchant falls to comply with the above provisions, Cerrier shall not be liable for any loss of or damage to the goods, persons or property, and Merchant falls to comply with me above are resulted and the large of the package of the packag

(16) DELIVERY:

Carrier shell have the right to deliver the goods at any time at any place designated by Carrier within the commercial or geographic limits of the port of discharge or place of delivery shown in this Bill of Leding. Carrier's responsibility shell cease when delivery has been made to Merchent, any parson authorized by Merchant to receive the goods, or in any manner or to any other parson in accordance with the custom and usage of the port of discharge or place of delivery. If goods should remain in Carrier's subject yster discharge from the ship and possession is not by Merchant, after notice within the time ellowed in Carrier's applicable terift, the goods may be considered to have been delivered to Merchant or abandoned at Carrier's applic, and may be disposed of or storad at Merchant's expense.

Written notice of claims for loss of or damage to goods occurring or presumed to have occurred while in the custody of Carrier must be given to Carrier at the port of discharge before or at the time of removal of the goods by one entitled to delivery. If such notice is not provided, removal shall be prime: cole evidence of delivery by Carrier. If such loss or demage is not apparent. Carrier must be given written notice within 3 days of the delivery.

[17] FREIGHT AND CHARGES.

(17) FRIGHT AND CHARGES:

1. If Freight may be activated in the basis of the particulars of the goods furnished by Merchant, who shall be deemed to have guaranteed to Carrier the accuracy of the contents, weight, measure, or value as furnished by him at the time of receipt of the goods by the Carrier or intend Carrier, but Currier for the purpose of scentralining the actual particulars may at any time and at the risk and expense of Merchant open the container or package and examine contents, weight, measure, and value of the goods. In case of incorrect declaration of the contents, weight, measure and or value of the goods. In case of incorrect declaration of the contents, weight, measure and or value of the goods. Merchant shall be liable for and bound to pay to Carrier (a) the balance of freight between the freight chempt his thirty high outdoor and freight between the freight chempt his thirty high could have been due to a freight between the freight chempt on the thirty high could have been due to the carrier chempt. Outdoors are to freight between the freight chempt or other changes given by Carrier to Marchant are for informational purposes only and are subject to change without notice and shall not under any circumstances be failed under change of the subject to change without notice and shall not under any circumstances be failed in Carrier's least.

filled in Centric's tariff.

17.2 Projekt shall be deemed earned on receipt of goods by Carmer, the goods lost or not lost, whether the freight is intended to be prepaid or collected at destination. Payment shall be in full and in cash without any offset, counterclaim, or deduction, in the currency named in this Bill of Lading, or another currency at Cartrid's option. Inferest at 11 kp per month shall run from the date when freight and charges are dues. Payment of freight charges to a fairlight forwarder, broker or anyone other than directly to Centrier shell not be deemed payment to the Carrier, Merchant farmin liable for all charges hereunder notwithstanding any extonsion of credit to the freight forwarder or broker by Certier. Full freight shall be paid on damaged or

charges hereunder notwithstanding any extension of credit to the freight interval or broker by Cerrier. Pull freight hall be paid on damaged or 1:3 Merchant shall be liable for all dues, fees, duties, fines, taxes and charges, including consular fees, levied on the goods. Merchant shall be liable for all dues, fees, duties, fines, taxes and charges, including consular fees, levied on the goods of they are refused export or import by any government. Merchant shall be liable for all demurrage, deterring or other charges imposed on the goods or their containers by third parties.

17.4 The Shipper, consignes, holder hereof, and owner of the goods, and their principals, shall be jointly and severally liable to Carrier for the payment of all freight and charges, including exhances and shall, in any referred for collection or action for monites due to Carrier, upon recovery by the bill old ding has been marked impedit or "freight propad" so long as freight and charges aromain unpaid.

17.5 The Shipper, consignes, holder hareof, and owner of the goods, and their principals, and jointly and severally indemnity Carrier for all claims, these, penalties, damages, costs and other amounts which may be incurred or imposed upon Carrier by reason of any breach of any of the provisions of the Bill old length or of any statutory or regulatory requirements.

(16) LIEN.

Carrier shall have a lien on any and all property (and documents rotating thereto) of Marchent in its actual or constructive possession, custody or control or an route, which lien shall survive delivory, for all claims for charges, expenses or advances incurred by Cerrier in connection with this shipmant, or any previous shipmant, of Marchant, or both, which lien shall survive delivory, and if such claim remains unsatisfied for 30 days after demand for its perment la made, Carrier may self a byblic suction or private sale, upon 10 days written notice, registered mail to Marchant, the good, wares and/or marchand(se or so much as may be necessary to satisfy such lien and the costs of recovery, and apply the net process of such safe, the payment of the amount due Carrier. Any surplus from such said shall be transmitted to Marchant, and Merchant shall be isoble for any deficiency in the sace.

the a.s.. (18) TIME BAR:

C. Infer hall be discharged from all liability for loss of or damage to goods unless suit is brought within one (1) year after delivery of the goods or the date when the goods should have been delivered. Suit shall not be dearmed brought against Carrier Julii jurisdiction shall have been obtained over (20) JURISDICTION:

The courts of the Southern District of New York shall have exclusive jurisdiction over any dispute arising from the carriage evidenced by this Bill of Lading, Marchant and Carrier each hereby agree to the personal jurisdiction of the forum having jurisdiction over their disputes under this clause. Except as otherwise provided in this Bill of Lading, the laws of the State of New York shall apply.

(21) GENERAL AVERAGE:

(21) GENERALAVERAGE.

2.1.1 General Average shall be adjusted at New York, or any other port at Carrier's option, eccording to the York-Anhwerp Rules of 1994. The General Average shall be adjusted at New York, or any other port at Carrier's option, eccording to the York-Anhwerp Rules of 1994. The General Average statement shall be prepared by adjusters appointed by Carrier.

2.2 In the event of accident, damage, danger or diseater after commencement of the voyage resulting from any cause whatsoever, whether due to negligence on for for the consequence of which Carrier is not responsible by salute, contract or otherwise. Merchant shall contribute with Carrier in General Average to the payment of any sacrifice, loss or expense of a General Average nature that may be made or incurred in respect of the goods. It as adving vessel is owned or operated by Carrier, salvage shall be paid for as fully as if the selving vessel or vessels belonged to strongers.

(22) EDTH-TO-BLAME COLLISION CLAUSE:

If the 8No come into collation with accriter vessels as examiled fearlineage of the selving vessels as examiled fearlineage.

(22)E-17H-10-BLAME COLLISION CLAUSE:
If this kip comes into collision with another vessel as a result of negligence of the other vessel and any negligence or fault on the part of Carrier or its esterants or subcontractors, Merchant shall indemnify Carrier against all loss or liability to the other or non-carrying vessel or har owners, insofar as such loss or liability represents loss of, or damage to, or any dain whatsoever of Merchant paid or psychole by the other or non-carrying vessel or har owners as part of their calm against the carrying skilp or the owner. This provision shall apply as well where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ship or objects are at fault with respect to a collision or contact.

(23) CARRIERS' TARIFFS:

(23) CARRIERS TARIFFS:

The goods carried under this Bill of Lading are also subject to all the terms and conditions of lartif(s) published pursuant to the regulations of the Uniter States Aderdard Martinea Commission or any other regulatory agency which governs a particular portion of the carriage and the terms are incorporated herein as part of the terms and conditions of this Bill of Lading, Copies of Carriers' teriffs may be obtained from Cerrier or its agents or from Cerrier wheeling, the address of which is as in orth on the U.S. Federal Martinea Commissions with size at wew fine, pay. Carrier may enter into Nego: also Rate Arrangements with Merchant in lisu of publishing the applicable rates and charges for services provided in that services provided in the services and on the reverse size of this Dill of Identify that the open of the services of container, provided that Carrier shall before or at the beginning of the strangord exercise due diligence to maintain the special hold or container in an efficient state.

special hold or container in an efficient state.

2: All Merchant Hundertakes not to lender for transportation any goods that require refrigeration without given written notice of their nature and the required temperature satisfing of the internatiatic controls before receipt of the goods by Carrier in case of refrigerated containers pecked by or on behalf of Marchant, Merchant warrants that the goods have been properly stowed in the container and that the harmostatic controls have been adequately set before receipt of the goods by Carrier.

24.3 Marchant's attention is drawn to the fact that refrigerated containers are not designed to freeze down cargo which has not been presented for staffing at or below its designated carrying temperature. Carrier shall not be responsible for the consequences of cargo tendered at a higher temperature than that required for the transportation.

24.4 All the above requirements are not complied with, Carrier shall not be fished for any loss of or damage to the goods whatsoever.

(25) SEVERABILITY:

The terms of this Billiof Lesion shall be executable and if you retrieve them because the shall be a contained as the shall be a contained as the shall be a contained as the shall be shall be contained as the shall be

The terms of this Bill of Lading shall be severable, and, if any part or term hereof shall be held invalid, such holding shall not affect the validity or enfor seability of any other part or term h (28) VARIATION OF THE CONTRACT:

This contract supersedes all prior agreement between the parties with respect to its subject matter. No servant or agent of Carrier shall have power to wave or very any of the terms hereof unless such variation is in writing and is specifically authorized or ratified in writing by Carrier.