

**MEDITERRANEAN SHIPPING COMPANY S.A.**12-14, chemin Rieu - CH -1208 GENEVA, Switzerland  
website: www.msc.com**SEA WAYBILL No.****MEDUHZ062348****NOT NEGOTIABLE - COPY**

"Port-To-Port" or "Combined Transport"(see Clause 1)

NO.&amp; SEQUENCE OF SEA WAYBILLS

NO. OF RIDER PAGES

0 Zero

SHIPPER:

UPM Sales Oy  
PEL TOKATU 26  
PO BOX 928  
FI - 33100 TAMPERE  
FINLANDCONSIGNEE:  
Graphoprint Ltd.  
KIBBUTZ TEL-IZHAK  
4580500 ISRAEL  
IL VAT IL510719842

NOTIFY PARTIES : (No responsibility shall attach to Carrier or to his Agent for failure to notify - see Clause 20)

GRAPHOPRINT LTD.  
KIBBUTZ TEL-IZHAK  
4580500 ISRAEL  
IL VAT IL510719842

CONTINUED IN CARRIER'S AGENTS ENDORSEMENTS...

CARRIER'S AGENTS ENDORSEMENTS: (Include Agent(s) at POD)  
SHIPPER'S LOAD, STOW AND COUNT; FCL/FCL; SAID TO CONTAIN

This carriage is subject to the MSC Sea Waybill or Bill of Lading Terms and Conditions found at the back of this document as well as to the MSC Agency Terms and Conditions available at www.msc.com/en/carrier-terms which are incorporated by reference.

... CONTINUED FROM NOTIFY PARTIES  
DORMEX IMPORT AND MARKETING LTD  
VAT 516407293TEL. +972 3 6166111  
FAX +972 3 5707750Lloyd's/IMO Number: 933395  
A SIGNIFICANT EQUIPMENT IMBALANCE SURCHARGE PAYABLE AT DESTINATION APPLIES TO EACH CONTAINER CARRIED UNDER THIS CONTRACT OF CARRIAGE, IN ADDITION TO THE FREIGHT AND OTHER CHARGES. CONTACT YOUR MSC AGENT OR SEE WWW.MSC.COM FOR THE AMOUNT.DUE TO DANGER OF CONFISCATION, WARRANTED VESSEL  
IS NOT TO CALL AT PORTS AND NOT TO ENTER THE  
[Continued in the Description section]PORT OF DISCHARGE AGENT:  
MSC (Israel) Ltd. 157, Yaffo Street 34004  
Haifa, 31339  
Phone : +972 4 854 9000 / Fax : +972 4 851 0161  
Email: info@msc-isr.com

VESSEL AND VOYAGE NO (see Clause 8 &amp; 9)

VALDIVIA - BJ529R

PORT OF LOADING

RAUMA PORT

PLACE OF RECEIPT: (Combined Transport ONLY - see Clause 1 &amp; 5.2)

XXXXXXXXXXXXXXXXXX

BOOKING REF.

(or)

SHIPPER'S REF.

PORT OF DISCHARGE

HAIFA

PLACE OF DELIVERY: (Combined Transport ONLY - see Clause 1 &amp; 5.2)

112IFI0011488

XXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXX

**PARTICULARS FURNISHED BY THE SHIPPER - NOT CHECKED BY CARRIER - CARRIER NOT RESPONSIBLE (see Clause 14)**

| Container Numbers, Seal Numbers and Marks | Description of Packages and Goods<br>(Continued on attached Bill of Lading Rider pages(s), if applicable)  | Gross Cargo Weight | Measurement                   |
|---|--|--------------------|-------------------------------|
| MSNU3338917<br>20' DRY VAN                | <p>continued from Carrier's Agent Endorsements</p> <p>TERRITORIAL WATERS OF SYRIA, LEBANON, IRAQ, SUDAN OR LIBYA FROM THE MOMENT THE CONTAINERS UNDER THE ABOVE MENTIONED CONTRACT OF CARRIAGE ARE LOADED IN THE PORT OF LOADING UNTIL THE SAID CONTAINERS ARE UNLOADED AT THE CONTRACTUAL PORT OF DISCHARGE, EXCEPT FOR DEVIATION ALLOWED UNDER ARTICLE 4.4 OF THE HAGUE/HAGUE-VISBY RULES OR IF IN DISTRESS OR SUBJECT TO FORCE MAJEURE.</p> <p>16 REELS(S) PAPER<br/>UPM ULTRA H<br/>TOTAL:<br/>16 PACKAGES<br/>19920 KGS<br/>17.0420 CBM<br/>ORDER: 8936038<br/>HS CODE: 48102200</p> <p>FREIGHT PREPAID<br/>DTHC PREPAID</p> <p>Total Items: 16</p> | 19,920.000 kgs.    | 17.042 cu. m.                 |
|   |  | Total :            | 19,920.000 kgs. 17.042 cu. m. |

FREIGHT &amp; CHARGES Cargo shall not be delivered unless Freight &amp; Charges are paid(see Clause 16)

**AS PER AGREEMENT**

RECEIVED by the Carrier from the Shipper in apparent good order and condition unless otherwise stated herein the total number or quantity of containers or other packages or units indicated in box entitled "Carrier's Receipt" for carriage subject to all the terms hereof from the Place of Receipt or the Port of Loading, to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTING THIS SEA WAYBILL THE SHIPPER EXPRESSLY ACCEPTS AND AGREES TO, ON HIS OWN BEHALF AND ON BEHALF OF THE CONSIGNEE, THE OWNER OF 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 SIDE AND ON THE REVERSE SIDE AND TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF AS IF THEY WERE ALL 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. This Sea Waybill is not a document of title to the Goods and delivery will be 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 Sea Waybill.

IN WITNESS WHEREOF the Carrier, Master or their Agent has signed this Sea Waybill.

SIGNED on behalf of the Carrier MSC Mediterranean Shipping Company S.A.  
by MSC Finland Oy As AgentDECLARED VALUE (Only applicable if Ad Valorem charges paid - see Clause 7.3)  
XXXXXXXXXXXXXXXXXX

CARRIER'S RECEIPT (No. of Cntrs or Pkgs rcvd by Carrier - see Clause 14.1)

1 cntr

PLACE AND DATE OF ISSUE

MSC Helsinki  
28-Jul-2025

SHIPPED ON BOARD DATE

26-Jul-2025

**TERMS AND CONDITIONS**

The terms and conditions shall apply in this Sea Waybill.

Carrier means MSC Mediterranean Shipping Company S.A.

COGSA means the U.S. Carriage of Goods by Sea Act, 1936.

**Combined Transport:** arises if the Carrier has indicated a Place of Receipt and/or a Place of Delivery on the front hereof in the relevant spaces. Combined Transport consists of a Port-to-Port carriage and Inland Transport.

**Container:** includes any container, trailer, transportable tank, flat or pallet, or any similar article used to consolidate Goods and any connected or accessory equipment.

**Freight:** includes the freight and all charges, costs and expenses whatever payable to the Carrier in accordance with the Hague Rules and Tariff, taxes, insurance, port, demurrage, per diem and demurrage.

**Goods:** includes any cargo, and/or any part of the cargo carried under this Sea Waybill, including any packing or packaging materials and Merchant owned or leased Containers.

**Hague Rules:** means the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25 August 1924 with the express exclusion of Article 9.

**Hague-Visby Rules:** means the provisions of The Hague Rules 1924 as Amended by the Protocol adopted at Brussels on 23 February 1966, and 21st December 1979 (SDR Protocol) where applicable. Notwithstanding anything to the contrary herein it is expressly agreed that nothing herein shall contractually apply the Hague-Visby Rules to this Sea Waybill and they shall apply only where compulsorily applicable by the law governing this Sea Waybill.

**Inland Transport:** means carriage during Combined Transport other than between the Port of Loading and the Port of Discharge.

**Merchant:** includes the Shipper, Consignee, holder of this Sea Waybill, the receiver of the Goods and any Person owning, entitled to or claiming the possession of the Goods or of this Sea Waybill or anyone acting on behalf of this Person.

**Person:** includes an individual, corporation, company or any other legal entity.

**Place of Delivery:** means the place at which the Carrier has contracted to deliver the Goods, when such place is other than the Port of Discharge.

**Place of Receipt:** means the place at which the Carrier has contracted to receive the Goods, when such place is other than the Port of Loading.

**Pomerene Act:** means the United States Federal Sea Waybill Act, 1916 49 U.S.C. 801 or any amendments thereto.

**Port-to-Port carriage:** means carriage between the Port of Loading and the Port of Discharge.

**Subcontractor:** includes any lessor, lessee, bailee, bailee-in-rent, charterer, charterer-in-rent, lessor-in-rent, lessor-in-rent-and-subcontractor, lessee-in-rent, lessee-in-rent-and-subcontractor, and all other lessors, operators, warehousemen and any independent contractors employed by the Carrier performing the carriage, and any direct or indirect Subcontractors, servants and agents thereof, whether in direct contractual privity or not.

**Vessel:** includes the vessel named herein or any substituted vessel, feeder vessel, lighter or other watercraft utilized by the Carrier for carriage by sea.

## 2. CONTRACTING PARTIES AND WARRANTY

The contract evidenced by this Sea Waybill is between the Carrier and the Shipper. The Shipper who is the only party giving notice to the Carrier to contract of carriage, undertakes to provide the Carrier, its servants, agents and subcontractors and the Consignee with a legible copy of all the Terms and Conditions contained in this Sea Waybill. Every Person defined as Merchant is jointly and severally liable towards the Carrier for all the various undertakings, responsibilities and liabilities of the Merchant under or in connection with this Sea Waybill and to pay the Freight due under it without deduction or set-off. The Shipper warrants that in agreeing to the terms and conditions this Sea Waybill, he is the owner of the Goods or he does so with the authority of the owner of the Goods, or of the Person entitled to the possession of the Goods or of this Sea Waybill, or of the Merchant.

## 3. CARRIER'S TARIFF

The terms and conditions of the Carrier's applicable Tariff are incorporated into this Sea Waybill. Particular attention is drawn to terms and conditions concerning additional charges including demurrage, per diem, storage and legal fees, etc. A copy of the applicable Tariff can be obtained from the Carrier or its agent upon request and the Merchant is deemed to know and accept such Tariff. In the case of any conflict or inconsistency between this Sea Waybill and the applicable Tariff, it is agreed that this Sea Waybill shall prevail.

## 4. SUBCONTRACTING AND INDEMNITY

4.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the carriage, including the delivery of the Goods.

4.2 The Merchant undertakes that no claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any servant, agent, or Subcontractor of the Carrier which imposes or attempts to impose upon any of them or any Vessel owned or chartered by any of them any liability whatsoever in connection with the Goods or the carriage of the Goods whether or not arising out of negligence on the part of such Person. If any such claim or allegation should nevertheless be made, the Merchant agrees to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing, every such servant, agent and Subcontractor shall have the benefit of all terms and conditions of whatsoever nature contained herein or otherwise benefiting the Carrier under the Sea Waybill if it is found to be in conflict with the terms and conditions contained in this contract; a Carrier, to the extent of such terms and conditions, does so on its own behalf and also agent and trustee for such servants, agents and Subcontractors.

4.3 The provisions of clause 4.2, including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons chartering space on the Vessel.

4.4 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier or any Person which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the carriage of the Goods other than in accordance with the terms and conditions of this Sea Waybill, whether or not arising out of negligence or misconduct on the part of the Carrier. If any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.

## 5. CARRIER'S RESPONSIBILITY

5.1 Port-to-Port carriage - If carriage under this Sea Waybill is Port-to-Port:

(a) The period of responsibility of the Carrier for any loss or damage to the Goods shall commence only at the time when the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel.

This Sea Waybill shall be subject to the Hague Rules unless the governing law makes the Hague or the Hague-Visby Rules compulsorily applicable in which case the said Hague or Hague-Visby Rules will apply to this Sea Waybill only to the extent that they are compulsorily applicable.

(b) Notwithstanding the above, in case and to the extent that the governing law, or a contractual arrangement, custom, practice, or any court or tribunal decision extends the Carrier's period of responsibility whether in contract, bailment, tort, or otherwise, the period of responsibility shall be limited to the period before loading, or the period after discharge, included for delivery, when the Carrier shall have the benefit of every right, defence, immunity, limitation and liberty provided for in the Hague Rules during such additional period of responsibility, notwithstanding that the loss, damage or misdelivery did not occur during the carriage by sea.

5.2 Combined Transport - The Carrier's liability for Combined Transport shall be as follows:

5.2.1 Where the loss or damage occurred during the Port-to-Port section of the carriage, the liability of the Carrier is in accordance with clause 5.1 above.

5.2.2 Where the loss or damage occurred during Inland Transport, the liability of the Carrier shall be determined: (a) if the period of responsibility of the Carrier for any loss or damage to the Goods shall commence only at the time when the Goods are loaded on board the Vessel and shall end when the Goods have been discharged from the Vessel;

(b) where no international convention, national law or regulation would have been compulsorily applicable, in the contract of carriage issued by the Subcontractor carrier for that stage of transport, including any limitations and exceptions contained therein, which contract the Merchant and the Carrier adopt and incorporate by reference, it being agreed that the Carrier's rights and liabilities shall be the same as those of the Subcontractor carrier, but subject to the terms and conditions of the COGSA and the Pomerene Act without prejudice to the Merchant's rights and liabilities under the COGSA and the Pomerene Act which are not inconsistent with the COGSA; or (c) if any court shall determine that no international convention, national law or regulation would have been compulsorily applicable and that the Carrier may not determine its liability, if any, by reference to the applicable Subcontractor's contract of carriage or where said Subcontractor carrier does not have a contract of carriage, then it is contractually agreed as between the Merchant and the Carrier that the Carrier's liability shall be determined as if the loss or damage complained of occurred during the Port-to-Port section of carriage as provided at 5.1 above, but in no event whatsoever shall the Carrier's liability exceed GBP 100 thousand legal tender per tonne.

(d) if the place of loss or damage cannot be established by the Merchant, then the loss or damage shall be presumed to have occurred during the Port-to-Port section of carriage and the Carrier's liability shall be determined as provided at 5.1 above.

5.2.3 Any transport that the Carrier arranges for the Merchant which is not part of the carriage under this Sea Waybill is done under the Merchant's own responsibility, time, risk and expense and the Carrier acts as agent only for the Merchant.

5.3 Delivery to Customs or Port Authorities - Where any law or regulation applicable at the Port of Discharge or Place of Delivery or to whomsoever else delivery of the Goods to the Merchant shall be effected by the customs or port authorities at the Port of Discharge or Place of Delivery, notwithstanding anything to the contrary, hereinafter, delivery of the Goods by the Carrier to such customs or port authorities shall be deemed to be lawful delivery of the Goods by the Carrier to the Merchant and the Carrier shall not be liable for any loss or damage to the Goods which occurs for any reason whatsoever after delivery of the Goods by the Carrier to the customs or port authorities.

5.4 Notwithstanding the application to this Sea Waybill of the Hague Rules, or the Hague-Visby Rules, or of any similar provision of legislation, THIS SEA WAYBILL IS NOT A DOCUMENT OF TITLE TO THE GOODS.

6. U.S. TRADE CLAUSES

6.1 Notwithstanding the provisions of clause 5, for carriage to or from any port of the United States, its territories or possessions, or if suit is brought in the United States, this Sea Waybill shall have effect subject to the provisions of the COGSA and to the provisions of the Pomerene Act regardless of whether said Act would apply of its own force. The provisions of the COGSA incorporated herein and save as otherwise provided herein shall apply throughout the entire time the Goods are in the Carrier's custody, including before loading and after discharge as long as the Goods remain in the custody of the Carrier or its Subcontractors, including cargo handling, loading and unloading, and delivery to or from the vessel or port of destination, including any limitation, exemption or limitation or an release of any of its responsibilities or liabilities under the COGSA. Except for clause 5, every other term, condition, limitation, defence and liberty whatsoever contained in this Sea Waybill shall apply to carriage in the US trades.

6.2 For limitation purposes under the COGSA, it is agreed that the meaning of the word package shall be any palletised and/or unitised assemblage of cartons which has been palletised and/or unitised for the convenience of the Merchant, regardless of whether said package or unit is disclosed on the front hereof.

6.3 Limitation of liability - LIABILITY FOR PACKED CARTONS

7.1 Subject always to the Carrier's right to limit liability, provided for herein, if the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods, plus Freight and insurance if paid. If there is no invoice value of the Goods or if any such invoice is not bona fide, such compensation shall be calculated by reference to the market value of such Goods at the place and time they are delivered or should have been delivered to the Merchant. The market value of the Goods shall be fixed according to the current market price, by reference to the normal value of goods of the same quality.

7.2 Save as is provided in clause 7.3

7.2.1 (a) If and to the extent the Hague Rules or Hague-Visby Rules, are compulsorily applicable to this Sea Waybill by virtue of clauses 5.1, 5.2.1 or 5.2.2 (or (d) or otherwise), the Carrier's liability for breaches or wrongs occurring during such period of compulsory application shall in no event whatsoever exceed the amounts provided in the Hague Rules or Hague-Visby Rules, whichever are compulsorily applicable.

(b) If and to the extent the Hague Rules apply only contractually pursuant to clause 5, the Carrier's maximum liability for breach or wrongs occurring during such period of compulsory application or unit shall in any event be or become liable in an amount exceeding US\$5500 per package or per customary freight unit.

7.3 The Merchant agrees and acknowledges that the Carrier has no knowledge of the value of the Goods. Higher compensation than that provided for in this Sea Waybill may be claimed only when, with the written confirmation of the Carrier, the value of the Goods declared by the Shipper upon delivery to the Carrier has been stated by the Carrier in the box marked Declared Value on the front of this Sea Waybill and ad valorem charges paid. In that case, the amount of the Declared Value shall be substituted for the limits provided in this Sea Waybill. Any partial loss or damage shall be adjusted pro rata on the basis of such Declared Value.

7.4 Nothing in this Sea Waybill shall operate to limit or deprive the Carrier of any statutory protection, defence, exemption or limitation of liability imposed by any applicable laws, statutes or regulations of any country in which it would have been applied, in the event of the carriage of the Goods under this Sea Waybill. The Carrier shall have the benefit of the said laws, statutes or regulations as if it were the owner of the Vessel. 7.5 When any claim is paid by the Carrier to the Merchant, the Carrier shall be automatically subrogated to all rights of the Merchant against any third party. The Merchant shall sign a subrogation receipt, release and indemnity immediately when requested by the Carrier.

## 8. SCOPE OF VOYAGE, DELAY, CONSEQUENTIAL DAMAGES

The scope of voyage herein contracted for may not include usual or customary or advertised ports of call, unless specifically mentioned in the front hereof. The Merchant shall be liable to pay to the Carrier the cost of any delay or damage caused by the Merchant's failure to make arrangements to receive the Goods or to forward the Goods to another port or to any other vessel, including but not limited to dock strike, strike, lockout, or any other cause beyond the control of the Carrier.

## 9. METHOD AND ROUTES OF CARRIAGE

9.1 The Carrier may at any time and without notice to the Merchant:

- (a) use any means of transport or storage whatever;
- (b) tranship the Goods from one conveyance to another including transhipping or carrying the Goods on a Vessel other than the Vessel named on the front hereof or by any other means of transport whatever, even though transhipment or forwarding of the Goods by such means may not have been contemplated or provided for by the Merchant;
- (c) sail without pilots, proceed via any route (whether or not the nearest) or most direct or customary or advertised route) at any speed and proceed to, return to and stay at any port or place whatsoever (including the Port of Loading) herein provided once or more often, and in any order in or out of the route or in a contrary direction to or beyond the Port of Discharge once or more often;
- (d) load and unload the Goods at any place or port (whether or not such port is named on the front hereof as the Port of Loading or Port of Discharge) and store the Goods at any such port or place, including but not limited to any port or place to which the Goods are to be forwarded or transhipped;
- (e) comply with any orders or recommendations given by any government or authority or any Person or body purporting to act as or on behalf of such government or authority or having under the terms of the insurance or any employment made by the Carrier the right to give orders or directions.

9.2 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.3 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.4 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.5 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.6 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.7 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.8 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.9 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.10 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.11 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.12 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.13 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.14 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.15 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.16 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.17 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.18 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.19 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.20 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.21 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.22 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.23 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.24 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.25 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.26 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.27 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.28 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.29 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.30 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.31 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.32 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.33 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.34 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.35 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.36 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.37 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.38 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.39 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.40 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.41 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.42 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.43 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.44 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods, including but not limited to loading or unloading other goods, bunkering or embarking or disembarking any Person(s), undergoing repairs or dry docking, towage or lifting, removal or replacement of any part of the Vessel, or any other work or service performed on the Vessel.

9.45 The liberties set out in clause 9.1 may be invoked by the Carrier for any purpose whatsoever whether or not connected with the carriage of the Goods