MEDITERRANEAN SHIPPING COMPANY S.A.

12-14, chemin Rieu - CH -1208 GENEVA, Switzerland

website: www.msc.com

BILL OF LADING No. ORIGINAL

MEDUOP310578

NO.& SEQUENCE OF ORIGINAL B/L's 2 Of Two

NO. OF RIDER PAGES 0 Zero 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

ZIBO TOPSUB INTERNATIONAL TRADE CO.,LTD RFC: 91370310MA7GF12H0K ADDRESS:INTERSECTION OF CHANGGUO EAST ROAD AND CHENGDONG ROAD, FENGSHUITOWN, ZIBO ECONOMIC

DEVELOPMENT ZONE, SHANDONG PROVINCE TEL:

CONSIGNEE: This B/L is not negotiable unless marked "To Order" or "To Order of ..." here. SONIA AMANDA BERNAL ARANIBAR CALLE CHOROLQUE NRO 1056, 14 DE SEPTIEMBRE

LA PAZ, BOLIVIA TAX ID: 507999015 CI:507999 TELEFONO:+5917055982 JOSMAR_BOR@YAHOO.COM

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

SONIA AMANDA BERNAL ARANIBAR CALLE CHOROLQUE NRO 1056, 14 DE SEPTIEMBRE LA PAZ, BOLIVIA TAX ID: 507999015 CI:507999 TELEFONO:+5917055982 JOSMAR_BOR@YAHOO.COM Lloyds/IMO Number: 9110975

PORT OF DISCHARGE AGENT: MSC CHILE S.A. SAN MARTIN 151 OFICINA A Iquique, Chile



VESSEL AND VOYAGE NO (see Clause 8 & 9) PORT OF LOADING PLACE OF RECEIPT: (Combined Transport ONLY - see Clause 1 & 5.2) MSC JAPAN III - PM530A QINGDAO XXXXXXXXXXXXXXX **IQUIQUE EXPRESS, 2523E** SHIPPER'S REE PORT OF DISCHARGE (or) PLACE OF DELIVERY: (Combined Transport ONLY - see Clause 1 & 5.2) 177SSHSHA9533 YYYYYYYYYYYY IQUIQUE, CHILE

	XXXXXXXXXXXXXXX IQUIQUE, CHILE	XXXXXXXXXXXXXXX		
	HED BY THE SHIPPER - NOT CHECKED BY CARRIER	- CARRIER NOT RESPO	NSIBLE (see	Clause 14)
Container Numbers, Seal Numbers and Marks	Description of Packages and Goods (Continued on attached Bill of Lading Rider pages(s), if appli	Gross Cargo Weight	Measurement	
MSBU5403399 40' HIGH CUBE Seal Number: FX41243954 Tare Weight: 3,840 kgs. Marks and Numbers: N/M	1552 Carton(s) of CERAMIC MUGS STAINLESS STEEL MUGS ALUN TRANSIT TO BOLIVIA . ON- CARRIAGE ARRANGED BY MERCHANT RESPONSIBILITY AND AT THEIR COSTS AND RISKS, CARRIER'S RI POD	'S UNDER THEIR	19,385.200 kgs.	69.320cu. m
	Total Items: 1552	Total:	19,385.200kgs.	69.320 cu. m

FREIGHT & CHARGE: Cargo shall not be delivered unless Freight & Charges are paid(see Clause 16)

FREIGHT & CHARGES	BASIS	RATE		PREPAID		COLLECT	
Documentation Fee	1	CNY	450.00	CNY	450.00		
Ocean Freight	1	USD	3,800.00	USD	3,800.00		
Terminal Handling Charge	1	USD	145.00			USD	145.00
Terminal Handling Charge	1	CNY	1,012.00	CNY	1,012.00		
MANIFEST CORRECTOR FEE	1	CNY	350.00	CNY	350.00		
	TOTAL FREIGHT & CHARGES		USD	3,800.00 1,812.00	USD	145.00	

RECEIVED by the Carrier in apparent good order and condition (unless otherwise stated herein) the total number or quantity of Containers or other packages or units indicated in the box entitled Carrier's Receipt for carriage subject to all the terms and conditions hereof from the Place of Receipt or Port of Loading to the Port of Discharge or Place of Delivery, whichever is applicable. IN ACCEPTING THIS BILL OF LADING THE MERCHANT EXPRESSLY ACCEPTS AND AGREES TO ALL THE TERMS AND CONDITIONS, WHETHER PRINTED, STAMPED OR OTHERWISE INCORPORATED ON THIS SIDE AND ON THE REVERSE SIDE OF THIS BILL OF LADING AND THE TERMS AND CONDITIONS OF THE CARRIER'S APPLICABLE TARIFF AS IF THEY WERE ALL SIGNED BY THE MERCHANT.

If this is a negotiable (To Order / of), Bill of Lading, one original Bill of Lading, duly endorsed must be surrendered by the Merchant to the Carrier (together with outstanding Freight and charges) in exchange for the Goods or a Delivery Order. If this is a non-negotiable (straight) Bill of Lading, the Carrier shall deliver the Goods or issue a Delivery Order (after payment of outstanding Freight and charges) against the surrender of one original Bill of Lading or in accordance with the national law at the Port of Discharge or Place of Delivery whichever is applicable.

IN WITNESS WHEREOF the Carrier or their Agent has signed the number of Bills of Lading stated at the top, all of this tenor and date, and wherever one original Bill of Lading has been surrendered all other Bills of Lading shall be void.

DECLARED VALUE (Only applicable if Ad Valorem XXXXXXXXXXXXXXX

CARRIER'S RECEIPT (No. of Cntrs or Pkgs rovd by

Carrier - see Clause 14 1) cntr

PLACE AND DATE OF ISSUE

235

SHIPPED ON BOARD DATE

Arica, Chile, Chile 08-Aug-2025

22-Jun-2025

SIGNED on behalf of the Carrier MSC Mediterranean Shipping Company S.A. by MSC MEDITERRANEAN SHIPPING CO. (Chile) S.A. AS AGENT, FOR THE CARRIER MSC MEDITERRANEAN SHIPPING COMPANY S.A.



MEDITERRANEAN SHIPPING COMPANY S.A.

CONTRACT OF CARRIAGE Contract of Carriage continued from the front page

Terms and conditions of MSC Mediterranean Shipping Company S.A.

TIONS

Inj definitions shall apply in this Bill of Lading:
usans MSC Mediterranean Shipping Company S. A.
means the U.S. Carriage of Goods by Sea Act, 1936.
Transport: arises if the Carrier has indicated a Place of Receipt and/or a Place of Deli
Transport: arises if the Carrier has indicated a Place of Receipt and/or a Place of Deli
Transport consists of a Port-to-Port carriage

impulsionly applicable by the law governing this cell of Lading, the receiver of the Goods and y fland Transport the mean carriage during Combined Transport there are considered that the Port of Loading at the Port of Discharge.

If the Port of Discharge, the Company of the Control of the Control of the Goods or of this Bill of Lading or yone acting on behalf of this Person, responsible to or claiming the possession of the Goods or of this Bill of Lading or yone acting on behalf of this Person, responsible the Control of the

2. CONTRACTING PARTIES AND WARRANTY
The contract evidenced by this Bill of Lading is between the Carrier and the Merchant. Express defined as "Merchant," is jointly, and severally liable towards the Carrier for all various undertakings, responsibilities and liabilities of the Merchant under or in connection in this Bill of Lading and to pay the Freight due under it without deduction or set-off. The Merchavarrants that in agreeing to the terms and conditions in this Bill of Lading, he is the owner of Goods or he does so with the authority of the owner of the Goods or of the Person entitled to possession of the Goods or of this Bill of Lading.

Tanif, it is agreed that this Bill of Lading shall prevail.

4. SUBCONTRACTING AND INDERINITY

4. 1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the carriage, including behry to further sub-contract

4.2 The Merchant undertakes that no claim or allegation whether arising in contract, ballment, tort or otherwise shall be made against any servent, 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 whatseever in connection with the Goods or the carrier of the Goods whether or not rating out of whatseever in connection with the Goods or the carrier of the Goods whether or not rating out of the Goods whether or not rating out of the Goods or the carrier of the Goods whether or not rating out of the Goods or the carrier of the Goods whether or not rating out of the Goods or the carrier of the Goods whether or not rating out of the Goods or the contractor shall have the benefit of all terms and conditions of whatseever nature contained herein or otherwise benefiting the Carrier under this Bill of Lading, as if such terms and conditions were expressly for their benefits, in entering into his contract, the Lading, as if such terms and conditions were expressly for their benefits the nature of the Goods or the carrier and canditions of the such carrier and canditions of this Bill of Lading, whether or not arising out of negligence or misdelivery on the carrier and and sout chaim or allegation in respect of the Goods shall be made against the Carrier and and sout chaim or allegation in prepared of the Goods shall be made against the Carrier and and sout chaim or allegation in the propact of the Goods shall be made against the Carrier and and conditions of this Bill of Lading, whether or not arising out of negligence or misdelivery on the part of t

intent that the Goods are loaded on board me vessel and area and makes the Haque or def from the Vessel.

Lading shall be subject to the Haque Rute unless the governing law makes the Haque or dely Rute scomplosorily applicable in which case the safe Haque or Haque-Visby Rutes will little of Lading only to the extent that they are compulsorily applicable.

Ill of Lading only to the extent that they are compulsorily applicable, or custom and practice, or any court or tribunal decision extends the Camier's period of wheeler in contract, on Ladinerto or otherwise to all or any part of the period before or custom and practice, or any court or tribunal decision extends the Camier's period of wheeler in contract, on Ladinerto or otherwise to all or any part of the period before the period of the period before inmunity. Irrelation and liberty provided for in the Hague Rutes during such ido of responsibility, notwithstanding that the loss, damage or misdelivery did not occurriance by see.

5.2.2 Where the loss or damage occurred during Inland Transport, the liability of the Carrier shall be determined:

(a) by the provisions contained in any international convention, national law or regulation applicable to the means of transport utilized, if such convention, national law or regulation would have been been assigned to the particular stage of transport concerned, or a separate continuct had been made in respect to the particular stage of transport concerned, or (b) where no international convention, national law or regulation would have been compulsority applicable, by 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 exceed GBP 100 stering legal stemder par package, no event vitablesover shall the Carrier's liability exceed GBP 100 stering legal stemder par package, one event vitablesover shall be Carrier's liability exceed GBP 100 stering legal stemder par package, or contract of carriage or vitable stage stages and the carrier shall be contracted to carriage or structure of carriage or vitable said Subcontractor carrier does not have a contract of carriage as provided at 5.1 above, but in no event vihableover shall the Carrier's liability shall be presumed to have occurred during the Port-to-Port section of carriage as provided at 5.1 above, but in no event whatcover shall the Carrier's liability shall be presumed to have occurred during the Port-to-Port section of carriage as provided at 5.1 above, but in no event whatcover shall the Carrier's liability shall be presumed to these contractions of the carriage and the Carrier's liability shall be presumed to the expectage of the carrier of the carriage and the Carrier's liability shall be presumed to the support of the carriage and the Carrier's liability shall be presumed to those or damage cannot

Subject always to the Carrier's right to Imit liability as provided for herein, if the Carrier is lable for subject always to the Carrier's right to Imit liability as provided for herein, if the Carrier is lable for mensation in respect of loss of or damage to the Goods, sub-compensation shall be calculated be derected to the invoice value of the Goods, plus Freight and insurance if paid. If there is no invoice use of the Goods or if any such invoice is not bona fide, such compensation shall be calculated a territorial but the matter value of soft Goods at the place and time they are delivered or should have right of the Carrier's the Car

applicable.
the extent the Hague Rules apply only contractually pursuant to clause 5, the Carrier's billity shall in no event whatsoever exceed GBP 100 sterling lawful currency per package or

assumments or the limits provided in this Bill of Lading. Any partial loss or damage shall be adjusted pro-ratia on the basis of such Declared Vallue.

7.4 Nothing in this Bill of Lading shall be sold ported to limit or deprive the Carrier of any statutory protection, defence, exemption or limitation of liability authorised by any applicable laws, statutes or regulations of any country or which would have been applicable in the absence of any of the terms set out in this Bill of Lading. The Carrier shall have the benefit of the said laws, statutes or regulations as if it were the owner of the Vessar.

8 . SCOPE OF VOYAGE, DELAY, CONSEQUENTIAL DAMAGES

. MERCHANT-PACKED CONTAINERS
Container has not been packed by or on behalf of the Carrier.
The Merchant shall inspect the Container for suitability for carriage of the Goods before packing it.
Merchant's use of the Container shall be prima facie evidence of its being sound and suitable for

e Merchant's use of the Container shall be prima facile evidence of its being source enaugement. 2. The Carrier shall not be liable for loss of or damage to the Goods caused by:

2. The Carrier shall not be liable for loss of or damage to the Goods caused by:

1. The manner in which the Goods have been pocked; stowed, stiffed or secured in the Container, or

1. The unsuitability of the Goods for carrage in the Container supplied or for carrage by Container

1. The very limited of the Container shall be container of the incorrect setting of any mitigenation

1. The standard of the Container has been supplied by or on behalf of the Carrier; this

1. The Merchant is container was packed, or

1. The Merchant is responsible for the packing and seasing of all Merchant-packed Containers and, if

3. The Merchant is responsible for the packing and seasing of all Merchant-packed Containers and, if

3. The Merchant is responsible for the packing and seasing of all Merchant is responsible for the packing and seasing of all Merchant in sepasors with the carrier with an original seal as allied by the Merchant

1. The Merchant is sepasorable for the packing and seasing of all Merchant in sepasors with the packing canties as sold the container with an original seal as allied by the Merchant

1. The Merchant is sepasorable for the packing and seasing of all Merchant in sepasors with the packing canties are sold the packing and seal of all merchant packed Containers and, if

REATION, HEATING, INSULATION
Containers with refrigeration, heating or insulation shall not be furnished unless contracted
and of this Bill of Lading and extra Freight paid. If a carrying temperature is noted on the
Bill of Lading, the Merchant shall deliver the Goods to the Carrier at plus or minus 2 as
is from the noted temperature, and the Carrier shall acrossed we dilegence to melitation
as from the noted temperature, and the Carrier shall acrossed we dilegence to melitation
as from the noted temperature, and the Carrier shall acrossed we dilegence to melitation
ACHANTS OBLIGATION TO SET ANDIOR CHECK THAT THE TEMPERATURE.
ON THE CONTAINER ARE ATT HE REQUIRED CARRYING TEMPERATURE AND TO
SET THE VENTS. The Carrier does not undertake to deliver empty refrigerated Containers
int at any specific temperature. The Carrier has the right but not the obligation to refuse to
ordialize loaded by the Merchant for shipment where the Goods are not or were not loaded
the containers and the container of the containers and the containers are contained to the containers and the containers are contained to the carriage, nor,
and control funding levels, even if a setting facility exists, and because humidity is
free and control funding levels, even of a carriage to the Carrier and the containers and the containers and any other facilities, provided that the Carrier exceed
before releasing the empty Container to the Shipper
first does not very container to make Shipper
for the recording of temperatures in any form other than any referring pool of the pr

13 . INSPECTION OF GOODS AND SPECIAL CIRCUMSTANCES Inspection - The Carrier shall be entitled, but shall be under no obligation, to open and/or scan any package or Container at any time and to inspect, verify and weigh the contents without notice to the Marchant

packaging of Contained at any sime and to inspect, verify and weight the contains at many means to inspect, verify and weight the Contained at all of without incoming any additional expense or taking any measures in creation to the Container or the Cooks, the Carrier may without notice to the Merchant (but as his agant only) take any measures and/or incur any reasonable additional expense to carry or to continue the carriege of the Cooks, and/or to star or dispose of them and/or to absonic on the carrier and/or to store them ashone or affoot, under cover or in the open, at any place, whichever the Carrier in its absolute discretion considers must appropriate, and any safe, disposal, absonichment or storage shall be discretion considers must appropriate, and any safe, disposal, absonichment or storage shall be discretion considers must appropriate, and any safe disposal, absonichment or storage shall be clause shall not be under any displace to take any additional any additional and additional additional and additional additional and additional additional and additional additional additional and additional additional additional additional additional additional and additional ad

from sorth action, including but not limited to any detention, demurrage and storage charges for the Goods and/or the Container.

14.8 The Carrier allows a period of free time for the use of the Containers and other equipment in accordance with the Tariff and as advised by the local MSC agent at the Ports of Loading and Discharge. Free time commences from the day the Container and other equipment is collected by the Merchant or is discharged from the Vessel or is delivered to the Piace of Delivery, as the case may be. The Merchant is required and has the responsibility to return to a place nominated by the Carrier the the Piace of Delivery. Demurrage per driem and detention charges will be leved and payable by the Merchant thereafter in accordance with the Tariff. 14.9 The Merchant shall redeliver, to a place nominated by the Carrier, the Containers and other equipment in like good order and condition, undamaged, empty, dotur free, cleaned and with all fittings installed by the Merchant removed and without any rubbish, chunge or other debors inside. The Merchant shall be liable to indemity the Carrier for any and all costs incurred miritating or replacing the properties of the condition of the condition is specified above, including the reasonable legal expenses and costs of recovering the costs incurred and interest thereby.

Tesaconable again expenses and costs of recovering the costs incurred and interest thereon.

15. DANGEROUS GR HAZARDUS GOODS.

15.1 The Carrier will not accept any Goods of a dengerous or hazardous nature without prior written approval to carry them. The Carrier is written approval to carry them. When the Marchant delivers Goods of a dengerous or hazardous nature to the Carrier, the Merchant salt fully inform the Carrier is writing of the precise and accurate dealist of the Goods, and special salt fully inform the Carrier in writing of the precise and accurate dealist of the codes, and special the Cortainer as well as on the outside of the Such Goods shall be distinctly marked on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer as well as on the outside of the Cortainer the Cortainer the Vessel and Cortainer as well as on the outside of the Cortainer the Carrier, the Vessel and Cortainer as well as on the Cortainer the Carrier, the Vessel and Cortainer as well as on the Cortainer the Carrier, the Vessel and Cortainer as well as on the Cortainer the Carrier, the Vessel and Cortainer as well as on the Cortainer the Carrier, the Vessel and Cortainer as well as on the Cortainer the Vessel and Cortainer as well as on the Cortainer the Vessel and Cortainer as well as on the Cortainer the Vessel and Cortainer as well as on the Cortainer the Vessel and Cortainer as well as on the Cortainer the Vessel and Cortainer as well as on the Cortainer the Ve

othing contained in this clause shall deprive the Carrier of any of its rights provided for elsewhere

16. Picturbi has been calculated on the basis of many labels, the Merchant shall be many many found to be erroneous and additional Freight is payable, the Merchant shall be many many for any expense thereby incurred.
16.2 All Preight is earned and due upon receipt of the Goods by the Carrier, whether the Freight 16.2 All Preight is earned and due upon receipt of the goods by the Carrier, whether the Freight 16.2 All Preight shall be paid when one without any sectorary of the contract of the order of the counter claim, and shall be paid to the Carrier counter claim, and shall be paid to the Carrier than the paid to the Carrier counter claim.

Celligit as it is not because in any system and the control of the

Merchant in the payment or reignt.

7. CARRIER'S LEMTHE CARRIER ITS SERVANTS OR AGENTS SHALL HAVE A LIEN ON THE GOODS AND AND THE CARRIER ITS SERVANTS OR AGENTS SHELL HAVE A CHEN OF GENERAL AMERAGE CONTRIBUTIONS TO WHOMSOEVER DUE. THE CARRIER, ITS SERVANTS OR AGENTS SHALL ALSO HAVE A LIEN AGAINST THE MERCHANT ON THE GOODS AND AN DOCUMENT RELATING THE AGENTS SHALL ALSO HAVE A LIEN AGAINST THE MERCHANT TO THE CARRIER UNDER ANY OTHER CONTRACT. THE CARRIER UNDER ANY OTHER CONTRACT. THE CARRIER OF CARRIER SHALL AND THE CARRIER OF CARRIER SHALL AND THE CARRIER OF CARRIE

difference between the amount due to the Carrier and the net amount realised by such sale.

13. OPTIONAL STOWAGE, EXCK-CARCO AND LIVESTOCK.

13. I Goods, whether packed in Containers or not, may be carried on deck or under deck without notice to the Merchant unless it is specifically stipulated on the front hereof that the Containers or Goods will be carried under dock. If carried on deck, the Carrier shall not be required to note, mark or stamp on the Bill of Lading any statement of such on-deck carriage. Save as provided in clause 16.2 such Goods (secoet) investock) carried on or under deck and whether or not stated to be carried on deck shall off the Happe Rules or the COSSA or any computatively applicable legislation and shall be carried subject to such Rules or Act, whichever is applicable.

18.2. Goods which are out of gauge and/or are stowed on or in open top containers, flattacks or platforms, and which are stated on the front hereof to be carried on deck, and all investocs whether Carrier for loss or damage of whatshower nature that years provided in the state of the COSSA shall not apply.

shall not apply.

19. MATTERS ADVERSELY AFFECTING CARRIER'S PERFORMANCE

19. If at any time the carriage is or is likely to be affected by any hindrance, risk, danger, delay, officulty or disadvantage of whatsoever kind and howsoever arising which cannot be avoided by the hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this company set to such hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this company set to such hindrance, risk, danger, delay, difficulty or disadvantage existed at the time this company in the company of the Goods were received for the carriage) the Carrier may at its sole discretion and without notice to the Merchant and whether or not the carriage is commenced either (a) carry the Goods to time contracted Port of Discharge or Place of Delivery, whichever is applicable, by an alternative route to that the dading or that which is usual for Goods consigned to the Merchant and the carrier of the Goods and store them ashore or afficial upon the terms and conditions of this Ball of Lading and endeavour to floward them as soon as possible, but the Carrier may deem safe and converient, or from which the Carrier may deem safe and converient, or from which the Carrier may deem safe and converient, or from which the Carrier may deem safe and converient, or from which the Carrier may deem safe and converient, or from which the Carrier may deem safe and converient, or from which the Carrier is unable by the exercise of of such Goods shall cases. The Carrier ball expensions of the abandonment of the Goods. If the Carrier ball pay any additional costs incurred by reason of the abandonment of the Goods. If the Carrier the subsequently to abandon the carriage under clause 19.1 (b) this shall not prejudice its right subsequently to abandon the carriage under clause 19.1 (b) this shall not prejudice its right subsequently to abandon the carriage.

19.2 If the Carrier elects to invoke the terms of una cases are to carrier may determine, clause 9, the Carrier shall be entitled to such additional Freight and costs as the Carrier may determine, clause 9, the Carrier shall be entitled to such additional Freight and costs as the Carrier may determine, 20.4 The Carrier to any liability nor reliave the Merchant of any obligation hereunder.
20.2 The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable farified or as otherwise agreed. If the Merchant fails to 50 so, the Carrier may without notice ungest the Goods if potential or containers and/or store the Goods above, afted in the open or under thereupon all liability whatsover of the Carrier's paged of the Goods. In the open or under thereupon all liability whatsover of the Carrier's provided for the Carrier's opinion the otherwise in excess of their value, the Carrier's provided for the Carrier's provided f

regal costs, for the cleaning and disposal of Goods refused and/or abandoned by the Merchant.

21. 8DHT to BLAME COLLISION CLAUSE
If the Vessel comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the mester, mariner, plot or the servents of the Carrier in the negligence or in the management of the Vessel, the owners of the Coods carrier defaunder will indemnly the Carrier and the control of the control of the Coods of the Coods carrier in the grant sail loss or, or damage to, or any claim whatsoewer of the owners of said Goods, paid or psysolo by the other or non-carrying ship or her owners to the owners of said Goods and set off, recopped or recovered by the other or non-carrying ship or her owners to the owners of said Goods and set off, recopped or recovered by the other or non-carrying ship or her owners as a part of their claim against the Vessel or Carrier. The foregoing provisions shall also apply where the owners, operators or those in charge of any ships or objects of the owners.

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