



SHIPPER/EXPORTER (2) SENATE FORWARDING INC P.O. BOX 560 ORANGE PARK, FL 32067		DOCUMENT NO (5) USG0278540F EXPORT REFERENCES (6) USG0278540F		
CONSIGNEE (3) (NOT NEGOTIABLE UNLESS CONSIGNED TO ORDER) DEWITT TRANSPORTATION P.O BOX 12788 TAMUNNING GUAM 96931		FORWARDING AGENT - REFERENCES (7) CHB: FMC:		
NOTIFY (4) DEWITT TRANSPORTATION P.O BOX 12788 TAMUNNING GUAM 96931		POINT AND COUNTRY OF ORIGIN (8) DOMESTIC ROUTING/EXPORT INSTRUCTIONS (9) NOEEI 30.40 (B)		
PIER/TERMINAL (10) FENIX MARINE TERMINAL	COMBINED TRANSPORT* PRECARRIAGE FROM (10A) -			
VESSEL (11) PRESIDENT GRANT 0DBJ0W1PL	PORT OF LOADING (12) LOS ANGELES, CA			
PORT OF DISCHARGE FROM VESSEL (13) PITI, GUAM	FOR TRANSHIPMENT TO (14) -			
COMBINED TRANSPORT - ONWARD CARRIAGE (15)* -				
CARRIER'S RECEIPT		PARTICULARS FURNISHED BY SHIPPER - CARRIER NOT RESPONSIBLE		
MARKS AND NUMBERS (16)	NO. of PKGS. (17)	DESCRIPTION OF GOODS (18) SHIPPER'S STOW LOAD AND COUNT	GROSS WEIGHT (19)	MEASUREMENT (20)
. BEAU6251891 SN# 00181533	 11	1x40HC CONTAINER: APL CERTIFIED US FLAG CARGO LVNS HOUSEHOLD GOODS AND PERSONAL EFFECTS 5 OF 5 SM: GERLACH, CODEY SCAC: (SHSP) GBL:KKFA0896220 4968LB 879CF RDD: 10/01/2024 NET: 3478 4 OF 14 SM: SARNOSKI, ELIZABETH SCAC: (SHSP) GBL:BGAC0649918 4148LB 663CF RDD: 10/17/2024 NET: 3118 2 OF 2 SM: LUCIO, ERIANA SCAC: (SHSP) GBL:BGAC0656534 2410LB 306CF RDD: 10/16/2024 NET: 1985 HS CODE: 980000 FREIGHT COLLECT	 5228.106KGS 11526.000LBS	 52.330CBM 1848.000FTQ
SHIPPER'S DECLARED VALUE SUBJECT TO EXTRA FREIGHT AS PER TARIFF AND THE CARRIER'S B/L TERMS & CONDITIONS				
If above commodities, technology, and/or software were exported from the U.S., the Merchant must comply with all applicable U.S. laws and regulations. Diversions contrary to U.S. law are prohibited.				

RECEIVED by the Carrier from the Shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of containers or other packages or units indicated above by the Merchant for carriage, subject to all the terms hereof and tariff for the relevant trade, from the place of receipt or the port of loading, whichever applicable, to the port of discharge or place of delivery whichever applicable. This Waybill is deemed to be a contract of carriage as defined in Article I (b) of the Hague Rules and Hague Visby Rules although this is not a document of title to the Goods.

DELIVERY will only be made on Payment of all Freight and Charges and to the named Consignee or any third party nominated by the Consignee by written instruction to the Carrier or his Agent, unless the Shipper instructs otherwise prior to delivery. The rights and liabilities arising according to the terms hereof shall (without prejudice to any rule of common law and status) become binding between the Carrier and Consignee as if this agreement has been made between them and the Shipper guarantees on reception of this Waybill that he has accepted it on his own behalf, on behalf of the Consignee and the Owner of the Goods, and warrants that he has authority to do so.

LAW AND JURISDICTION

This Waybill is issued subject to the C.M.I Uniform Rules for Sea Waybills.

i) Insofar as anything has not been dealt with by the terms and conditions of this Bill of Lading, the laws of the United States of America shall apply.

ii) All disputes relating to this Bill of Lading shall be determined by the United States Federal Court for the Southern District of New York which shall have the exclusive jurisdiction to hear all such disputes. Notwithstanding the foregoing, Carrier may in its absolute and sole discretion invoke or voluntarily submit to the jurisdiction of the Courts of any other country which, but for the terms of this Bill of Lading, could properly assume jurisdiction to hear and determine such disputes, but shall not constitute a waiver of the terms of this provision in any other instance.

IN WITNESS WHEREOF ZERO

Bills of Lading all of like tenor, have been executed, ONE of which being accomplished, the other shall stand void.

DAY MONTH YEAR

27-JUL-24

BL/No.
APLU

USG0278540F

Signed for the Carrier American President Lines, LLC by
AMERICAN PRESIDENT LINES LLC as agent for the Carrier

By

(Continued on reverse side)



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	11	ETD: 27-JUL-2024 ETA: 18-AUG-2024 TOTAL Shipped on Board PRESIDENT GRANT 27-JUL-2024 American President Lines LLC As agents for the Carrier 	5228.106KGS 11526.000LBS	52.330CBM 1848.000FTQ
1. Cargo at port is at merchant risk, expenses and responsibility 11. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidate damages equivalent to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or container indemnity as referred above. 14. Demurrage and/or detention shall be calculated and paid as per general tariff available on the web site www.apl.com, or in any of APL agency. However if special free time conditions are granted, then rates applicable as per general tariff grid shall start from the day following the last free day. U.S. demurrage and detention conditions are billed per APL (America's) U.S. tariff or service contracts filed with the FMC 2. THC at destination payable by consignees as per line/port tariff				
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IN WITNESS WHEREOF ZERO

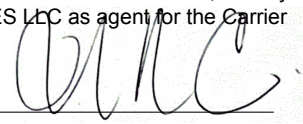
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3. Ground rent/storages/power supply/monitoring costs at port of discharge for Receiver's account according to port rates. 4. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge. 5. For any amendment in BL data it has to resubmit the SI through APL website or EDI with necessary amendment as because amendment request by phone and email are not acceptable (Amendment charge applicable if amendment request comes after filed the manifest) 6. For Freight and applicable charges payment at the third country- it must mention in the BL description field during SI submission about the third country name and payment party details with marked as- Freight Collect (Cross Payment Fee will be charged on top of freight charges and other surcharges for payment to APL at the third country) 105. Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed. Cargo may not be loaded on the intended vessel and may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion. Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination. Carrier reserve its rights to accomplish the bill of lading in any alternative port. All additional costs, including but not limited to storage, demurrage, plugging, monitoring at the alternative discharge port or extra on forwarding costs, shall be on Merchant's account and payable before delivery and the carrier shall have no liability whatsoever for any loss or damage resulting thereof 364. Bill of Lading for US Flag Ocean Transport or Multimodal Transport 365. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container as processing and operational fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier and the weight declared by the Shipper in his shipping instruction or otherwise weighted during the Carriage.				
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