

## ... teški teret

- Teškoće pri izradi plana ukrcaja/ iskrcaja (potrebni podaci o teretu – nacrti s dimenzijama, opisom i redom težina),
- Ukrcaj, podlaganje, učvršćivanje tereta,
- Tijekom putovanja nadzor nad teretom.



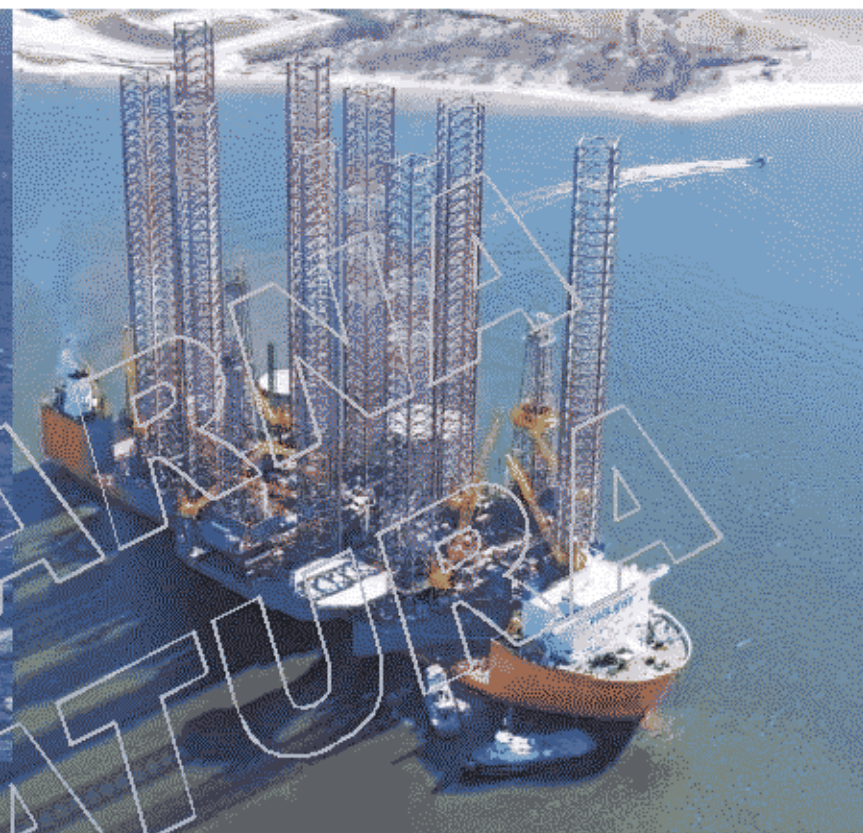
Flo/Flo teh.

Fork-lift teh.



specijalnih tereta, te njihova svojstva





Riggy-Back teh.





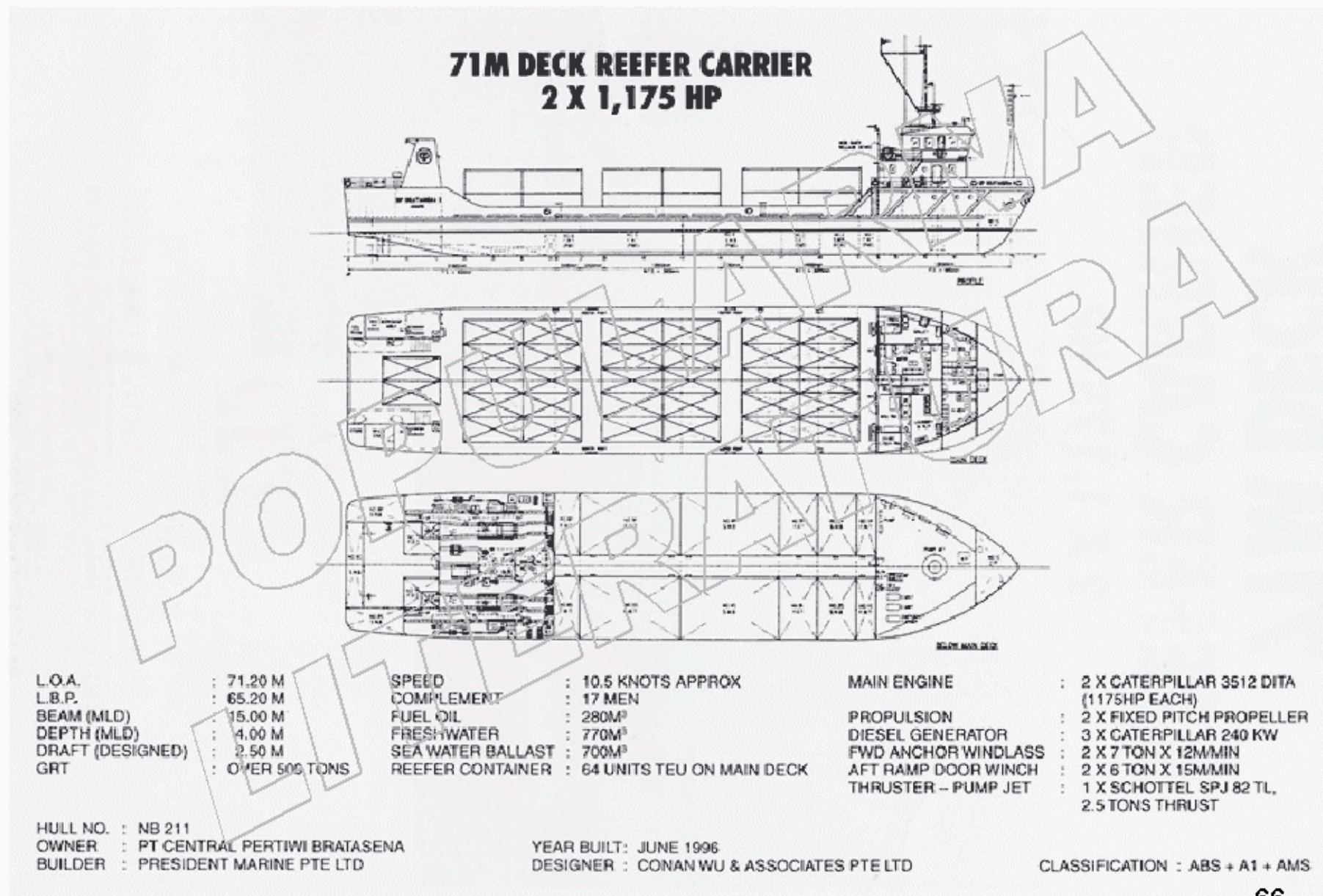
## Hlađeni i smrznuti teret

- hlađeni teret ( $> +4^{\circ}\text{C}$ ) –  
voće, povrće, prirodni sokovi,
- smrznuti teret ( $< -18^{\circ}\text{C}$ ) –  
meso, riba, smrznuto povrće  
i voće.





... brod za prijevoz hladenog i smrznutog tereta

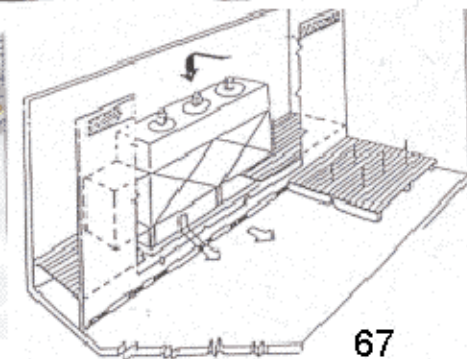
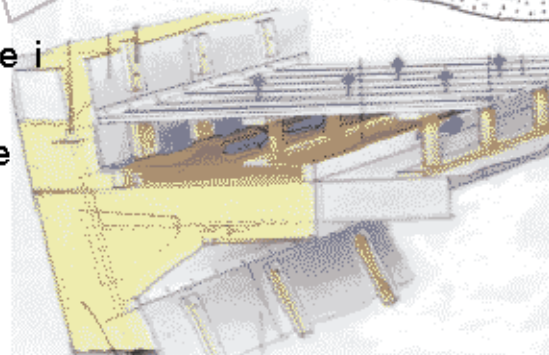
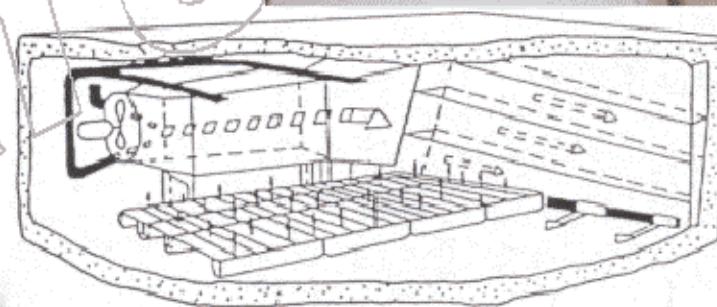




## ...hlađeni i smrznuti teret

- Održavanje skladišta:
  - suho čišćenje (metenje) – oprezno radi podizanja prašine,
  - pranje vodom i deterdžentima – oprezno radi povećanja vlage,
  - uklanjanje mikroorganizama i mirisa (dezinficiranje i deodoriranje) – naranče, mandarine i limun emitiraju mirise, jaja i maslo upijaju mirise.
  - ventilacija skladišta – otvaranje grotla, prirodna i mehanička ventilacija,
  - provjera izolacije skladišta – pluto, aluminij

- Prije ukrcaja tereta:
  - provjera čistoće, vlage u skladištu, izolacijskog materijala,
  - podlaganje,
  - testiranje opreme hlađenja, kontrolne i mjerne opreme,
  - predhlađenje skladišta (4–24 h) prije ukrcaja,
  - pregled prekrcajne opreme,
  - priprema plana ukrcaja



## ...hlađeni i smrznuti teret

- Slagane tereta:

- u ovisnosti o vrsti tereta – ispuštanje/upijanje mirisa, temperatura skladištenja, rotacija ukrcaja/iskrcaja, ventilacija, duljina putovanja,
- paziti na ventilacijske otvore i prolaze,
- osigurati teret od pomicanja.

- Briga o teretu tijekom prijevoza:

- održavati potrebnu temperaturu,
- provjeravati atmosfere unutar skladišta, ( $O_2$ ,  $CO_2$ ,...),
- viaga,
- ventilirati skladišta,
- pregled tereta tijekom putovanja.



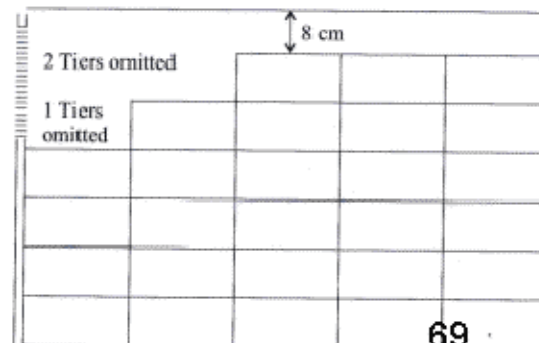
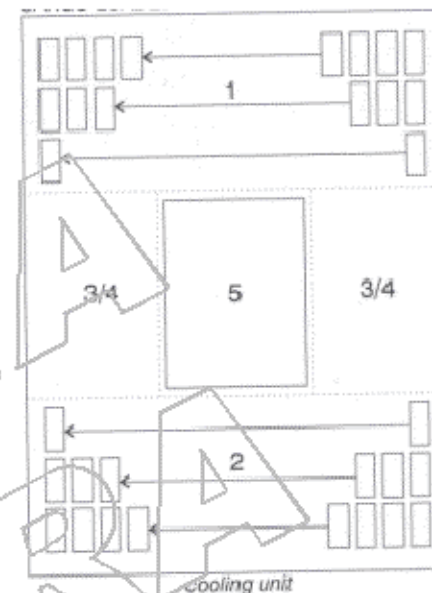


# ...hlađeni i smrznuti teret

- Združivost tereta i uputstva za ukrcaj:

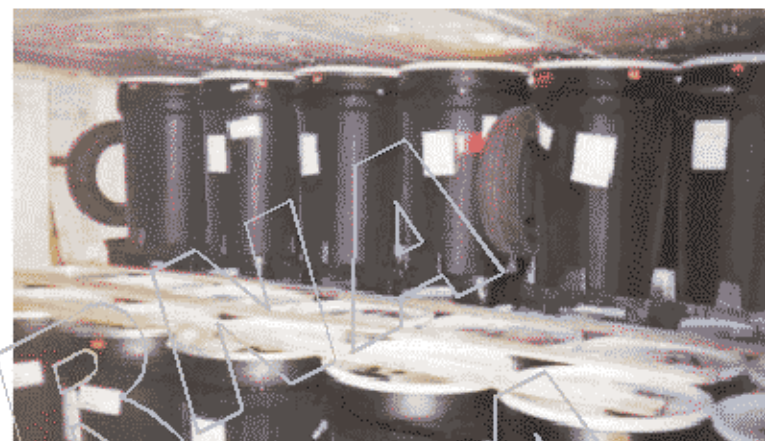
	apples	bananas	butter fr.	cheese	eggs	fish fr.	grapefruit	grapes	kiwi	lemon	meat fr.	meat chill.	melon	orange	pear	potato	pinapple	plum	tomato	vegetables
apples	Y	Y	Z	Y	Z	X	X	Y	X	Y	Y	X	X	X	X	Z	X	X	Z	X
bananas	Y	X	X	X	X	Z	X	Y	Z	X	X	Z	Z	Y	Z	Y	Z	X	Y	X
butter fr.	Y	X		Z	X	X	Y	X	X	X	X	Z	Y	Y	Y	Y	Y	X	X	Z
cheese	Z	X	Z		Y	Y	Y	Z	X	Y	Z	Z	Z	Y	Z	Y	Z	X	X	X
eggs	Y	X	X	Y		X	Y	X	X	Y	X	X	Z	Y	Z	Y	Y	Z	X	X
fish fr.	Z	X	X	Y	X		Z	X	X	Z	X	X	Z	Y	X	Z	Z	X	X	X
grapefruit	X	Z	Y	Y	Y	Z	X	Z	X	Y	Y	X	X	X	X	X	X	X	X	X
grapes	X	X	X	Z	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
kiwi	Y	Y	X	X	X	Z	X		Z	X	X	Y	Y	Z	Y	Z	X	Y	Z	X
lemon	X	Z	Y	Y	Y	Z	X	X	Z		Y	Y	X	X	X	X	X	X	X	X
meat fr.	Y	X	X	Z	X	X	Y	X	X	Y		X	Z	Y	Y	Y	Y	X	X	X
meat chill.	Y	X	X	Z	X	X	Y	X	X	Y	X		X	Z	Y	Y	Y	X	X	X
melon	X	Z	Z	Z	Z	X	X	Y	X	Z	Y		X	X	Z	Z	X	X	X	X
orange	X	Z	Y	Y	Y	X	X	Y	X	Y	Y	X		X	X	X	X	X	X	X
pear	X	Y	Y	Z	X	X	Y	X	Y	X	X	X		X	X	X	X	X	X	X
potato	Z	Z	Y	Z	Y	Z	X	X	Z	X	Y	Z	Z	X	X		X	X	X	X
pinapple	X	X	Y	Y	Y	Z	X	X	X	Y	Y	Z	X	X	X		X	X	X	X
plum	X	X	X	Z	Z	X	X	Y	X	X	X	X	X	X	X	X		X	X	X
tomato	Z	Y	X	X	X	X	X	Z	X	X	X	X	X	X	Z	X	X	X	X	X
vegetables	X	X	Z	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

COMMODITY	MAXIMUM TRANSIT & SHELF LIFE (DAYS)	OPTIMUM TRANSIT TEMP °C*	RECOMMENDED RELATIVE HUMIDITY %	ETHYLENE SENSITIVITY	AIR EXCHANGE
ANONA (cherrytomato)	14-28	14	95	H	H
APPLES (not sensitive to chilling)	90-240	-	90	H	H
APRICOTS	7-14	0	90	H	H
ARTICHOKES (globe)	10-28	0	90	L	VL
ASPARAGUS	14-21	2	90	M	M
AVOCADO (finger, hard, ripe)	14-28	2	90	H	H
AVOCADO (hard, 10 January 13)	14-28	4	90	H	H
BANANAS	7-28	13	85	H	H
BEANS (snap or green)	3-10	7	90	M	M
BEET ROOT	90-150	0	95		VL
BROCCOLI	10-21	0	90	H	H
BRUSSELS SPROUTS	21-35	0	90	H	H
CABBAGE (green, not savoy)	30-180	0	95	H	H
CABBAGE (savoy)	21-60	0	95	H	M
CARROTS	28-180	0	95	L	VL
CARAMBOLA	30-45	5	90	M	L
CAULIFLOWER	14-30	0	90	H	H
CELERIAC	180-240	0	95	L	VL
CELERY	14-45	0	90	M	M
CHICORY	14-28	0	95	H	H
CORN (SWEET) (fresh on the cob)	4-14	0	90	L	VL
CUCUMBERS	10-14	10	90	H	M
DATES (dry)	165-365	0	70	L	VL
EGGPLANT	10-14	10	90	L	VL



## ...hlađeni i smrznuti teret

- Slaganje različitog hlađenog i smrznutog tereta
- Štete na teretu usljed:
  - pomicanja tereta,
  - neodržavanja pravilne temperature,
  - vlage, ... konstrukcija
  - manjak iskrčanog tereta.







## ... hlađeni teret – voće

- citrusi:

- krcaju se u predhlađenom stanju,
- ventilatori rade maksimalnom snagom tijekom cijelog putovanja,
- temperatura u skladištu 0–15C,
- CO<sub>2</sub> – ispod 0.5%,
- rel.vlaga – 85–95%.



- jabuke:

- krcaju se u predhlađenom stanju,
- ventilatori rade maks. u početku, kasnije pola snage,
- temperatura u skladištu 0–15 C,
- CO<sub>2</sub> – ispod 0.7%,
- rel.vlaga ~90%,
- temperatura smrzavanja ~ –1.5C,
- dodavati svježi zrak.



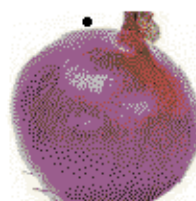
## hlađeni teret – povrće

- krumpir:

- ohladiti skladište prije ukrcaja na +10C,
- prije ukrcaja provjeriti vreće da su suhe,
- max 9 vreća vertikalno,
- teret osjetljiv na svjetlo,
- temp. u transportu 5–9C + ventilacija,
- prije iskrcaja izjednačiti temp tereta i okoliša.

- mrkva:

- temperatura u skladištu 0C,
- CO<sub>2</sub> – ispod 0.5%,
- rel.vlaga ~95–98%
- temperatura smrzavanja ~ –1.2C,
- dodavati svježi zrak.





## ...smrznuti teret

- prije ukrcaja:
  - očistiti i po potrebi oprati skladište,
  - ukloniti mirise
  - odvođe održavati prohodne (26%  $\text{CaCl}_2$ ),
  - provjera ventilatora i rashladnog sustava,
  - predhlađenje skladišta 48h.

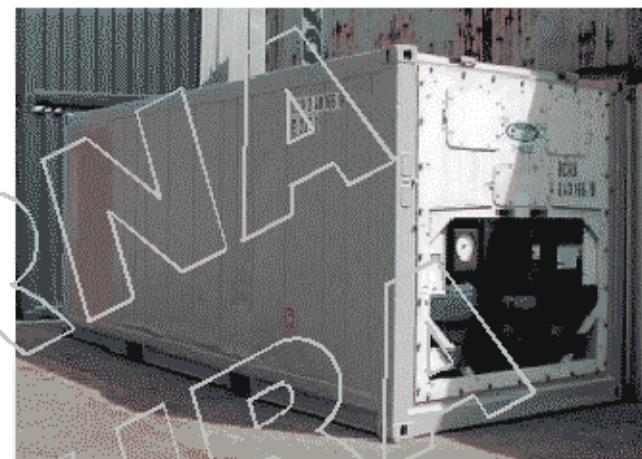


- meso / riba:
  - krcaju se u predhlađenom stanju – skladište na  $-20^{\circ}\text{C}$ ,
  - ventilatori rade maks. u početku, kasnije se smanji da se spriječi isušivanje tereta,
  - ne smije biti dovoda zraka
  - temperatura u skladištu  $-18$ – $25^{\circ}\text{C}$ .



## ... hlađeni i smrznuti teret – kontejneri

- prilikom ukrcaja frigo kontejnera:
  - pregledati i provjeriti rad kontejnera (pogledati temp.Partlow chart),
  - podesiti kontrolni uređaj (temp. i ventilacija),
  - podesiti po potrebi temp.pisač,
  - kontejner mora biti pravilno zapečaćen.





# Vježbe

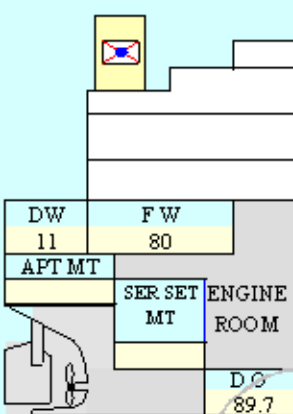
## Generalni i specijalni tereti



# Generalni teret – metalni proizvodi

M.V. _____				VOYAGE N° 28			
CARGO PLAN							
CARGO : STEEL PRODUCT		FROM : PRAIA MOLE		TO : MAPTA PHUT, KAOSHIUNG, MOKPO, BUSAN, ULSAN			



		N° 5		N° 4		N° 3		N° 2		N° 1	
DW 11	FW 80	M.T. 9014,091		M.T. 9988,372		M.T. 11286,206		M.T. 10042,834		M.T. 9401,761	
APT MT	SER SET MT	ENGINE ROOM		D.O. 89.7							
		FOT 3 MT		FOT 2 MT		FOT 1 MT		DBT 2 MT		DBT 1 MT	

PORTS LOAD	PRAIA MOLE				
ARRIVED	11:03:06 08:00				
COMM. LOAD	17:03:06 03:30				
COMPL. LOAD	24:03:06 18:20				
DEPARTURE	24:03:06 22:30				

SAILING DRAFT		PLIMSOL MARK	
FWD	11.73M	STBD	11.95M
AFT	12.12M	PORT	11.98M
MEAN	11.925M	MEAN	11.965
DFL	0.004 m	HEEL	0
GoM	6.54 m	F.W.A	0
S.F.		DENS.	1.025

DISTRIBUTION OF CARGO		
HOLD N° 1	MT	9401,761
HOLD N° 2	MT	10042,834
HOLD N° 3	MT	11286,206
HOLD N° 4	MT	9988,372
HOLD N° 5	MT	9014,091
DECK CGO	MT	
TOTAL	MT	49733,264

LEGEND		
MAPTA PHUT		10703.726 BILLET
KAOSHIUNG		15384.939 BILLET, 1224.290 SLABS
MOKPO		4916.898 PLATES
BUSAN		7481.935 SLABS, 3530.109 INGOTS
BUSAN		1684.498 WIRE-RODS
ULSAN		4806.869 PLATES
CARGO	MT	49733,264
I.F.O.	MT	1.458,30
M.D.O.	MT	89,70
F.& D. WAT.	MT	91,00
BALLAST	MT	42,00
CONST.	MT	230,00
DIFF SURV.	MT	
TOTAL	MT	51644,261

MASTER : _____	CHIEF OFFICER : _____
----------------	-----------------------



- **SECTION ONE: DRY CARGOES**

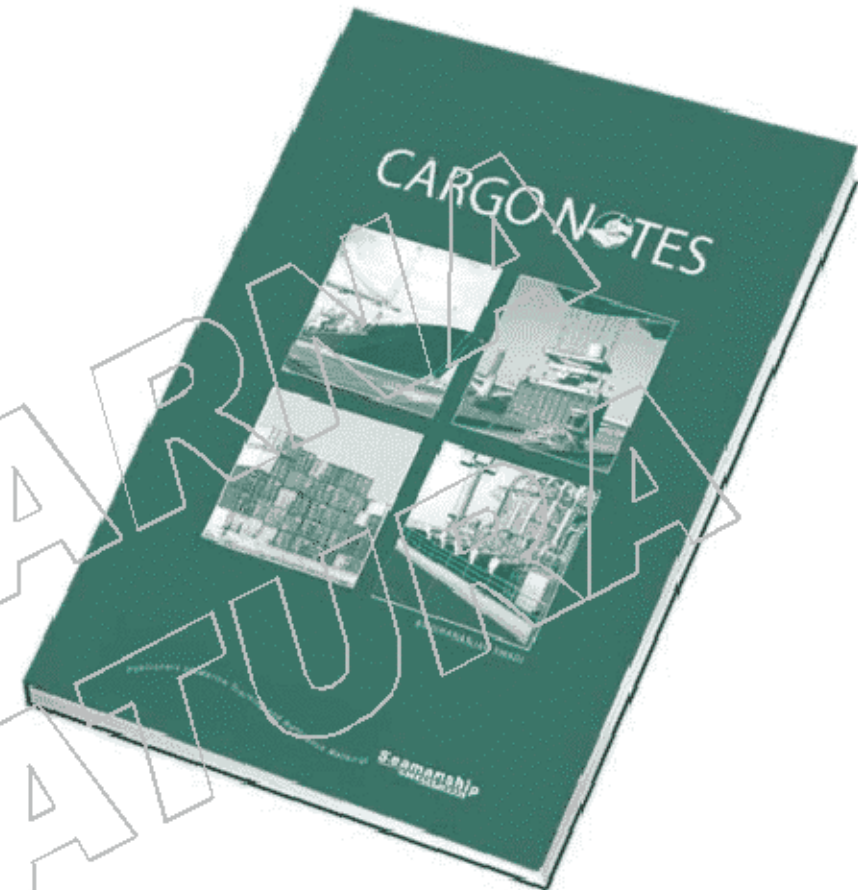
- Cargo Planning
- Cargo Documentation
- Cargo Watchkeeping
- Hold Preparation
- Use of Dunnage
- Separation and Marking of Cargo
- Cargo Ventilation
- Stowage Factor & Broken Stowage
- Cargo Gear: Derricks
- Cargo Gear: Cranes
- Lifting Plant: Testing & Certification
- Heavy Lift Precautions
- Cargo Stowage & Securing Code (CSS)
- Cargo Securing Manual
- Timber Deck Cargoes
- Container Cargoes
- Ro-Ro Vessels Stowage & Securing
- Reefer Cargoes
- Bulk Cargoes: Hazards
- Bulk Cargoes: BC Code
- Bulk Cargoes: BLU Code
- Bulk Cargoes: Coal
- Bulk Cargoes: Grain
- Carriage of Dangerous Goods
- IMDG Code

- **SECTION TWO: LIQUID AND GAS CARGOES**

- Petroleum Cargoes: Hazards
- Oil & Product Cargoes: Pipeline Systems
- Inert Gas Systems
- Tank Washing Operations: Crude Oil Washing
- Oil & Product Cargoes: Cargo Operations
- Oil & Product Cargoes: Cargo Calculations
- Chemical Cargoes & IBC Code
- Liquefied Gas Cargoes & IGC Code

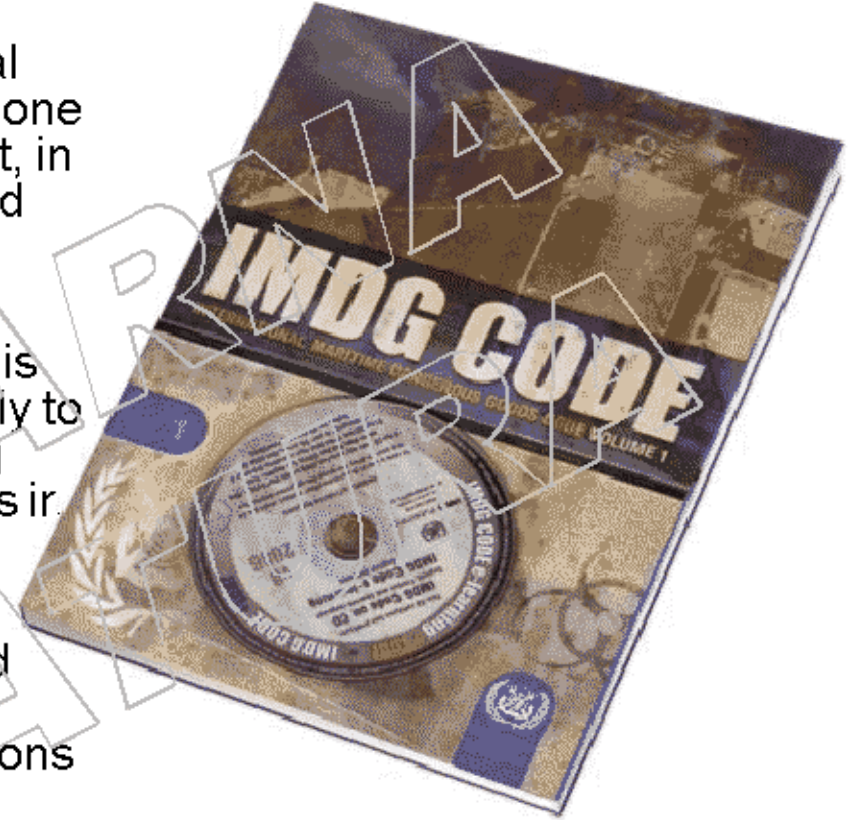
- **ANNEXES**

- Principles and Operational Guidance for Deck Officers in Charge of a Watch
- in Port
- Ro-Ro Deck Accidents to Crew
- Carriage of Coal Cargoes
- Carriage of Coconut Oil and Vegetable Oil in Deep Tank
- Recommendations on the Safe Use of Pesticides
- Inspection of Shell Doors on Ro-Ro
- Fumigated Bulk Cargoes





- This Code, which sets out in detail the requirements applicable to each individual substance, material or article, has undergone many changes, both in layout and content, in order to keep pace with the expansion and progress of industry.
- IMO's Maritime Safety Committee (MSC) is authorized by the Organization's Assembly to adopt amendments to the Code, enabling IMO to respond promptly to developments in transport.
- The MSC at its eighty-first session agreed that, in order to facilitate the multimodal transport of dangerous goods, the provisions of the IMDG Code, 2006, may be applied from 1 January 2007 on a voluntary basis, pending their official entry into force on 1 January 2008 without any transitional period.
- This is described in resolution MSC.205(81) and the Preamble to this Code.



CHAPTER 1	GENERAL
1.1	DEFINITIONS
1.2	GENERAL INFORMATION
CHAPTER 2	SECURING DEVICES AND ARRANGEMENTS
2.1	SPECIFICATION FOR FIXED CARGO-SECURING DEVICES
2.2	SPECIFICATION FOR PORTABLE CARGO-SECURING DEVICES
2.3	INSPECTION AND MAINTENANCE SCHEMES
CHAPTER 3	STOWAGE AND SECURING OF CONTAINERS AND OTHER STANDARDIZED CARGO
3.1	HANDLING AND SAFETY INSTRUCTIONS
3.2	EVALUATION OF FORCES ACTING ON CARGO UNITS
3.3	APPLICATION OF PORTABLE SECURING DEVICES ON VARIOUS CARGO UNITS, VEHICLES AND STOWAGE BLOCKS
3.4	SUPPLEMENTARY REQUIREMENTS FOR RO-RO SHIPS
3.5	BULK CARRIERS
CHAPTER 4	STOWAGE AND SECURING OF CONTAINERS AND OTHER STANDARDIZED CARGO
4.1	HANDLING AND SAFETY INSTRUCTIONS
4.2	STOWAGE AND SECURING INSTRUCTIONS
4.3	OTHER ALLOWABLE STOWAGE PATTERNS
4.4	FORCES ACTING ON CARGO UNITS





## 2. Class Survey Requirements

### 2.1 Periodical Classification Surveys

- 2.1.1 General
- 2.1.2 Special Survey
- 2.1.3 Annual Survey
- 2.1.4 Intermediate Survey
- 2.1.5 Drydock Survey

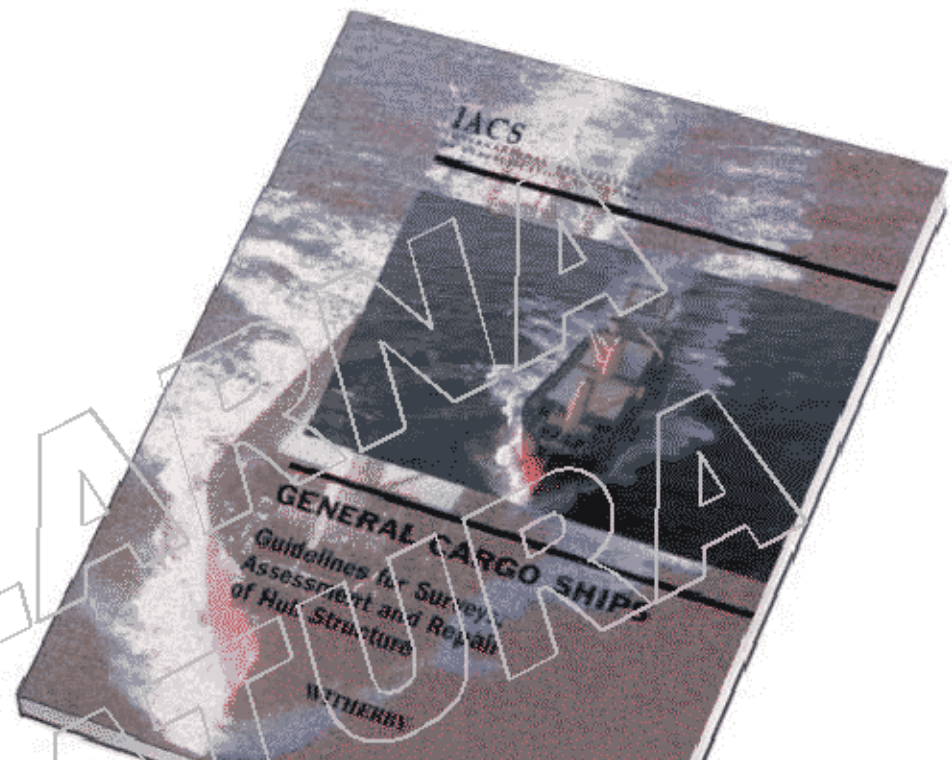
### 2.2 Damage and Repair Surveys

## 3. Technical Background or Surveys

- 3.1 General
- 3.2 Definitions
- 3.3 Structural Damages and Deterioration
  - 3.3.1 General
  - 3.3.2 Material Wastage
  - 3.3.3 Fractures
  - 3.3.4 Deformations
- 3.4 Structural Detail Failures and Repairs
- 3.5 IACS Early Warning Scheme (EWS) for Reporting of Significant Damage

## 4. Survey Planning, Preparation and Execution

- 4.1 General
- 4.2 Conditions for Survey
- 4.3 Access Arrangement and Safety



- 4.4 Equipment and Tools
  - 4.4.1 Personnel Protective Equipment
  - 4.4.2 Personnel Survey Equipment
  - 4.4.3 Thickness Measurement and Fracture

### Detection

- 4.5 Survey at sea or Anchorage
- 4.6 Documentation on Board

## 5. Structural Detail Failures and Repairs

- 5.1 General
- 5.2 Catalogue of Structural Detail Failures and Repairs

### Part 1. Cargo Hold Region

#### Area 1 – Upper Deck Structure

PART 2 THE HISTORY OF REFRIGERATED TRANSPORT

PART 3 THE PRESERVATION OF PERISHABLE FOODSTUFF

3.1 GENERAL CONSIDERATIONS

3.2 DETERIORATION OF FRUIT AND VEGETABLES

3.3 HANDLING TECHNIQUES

3.4 PRESERVATION OF FRUIT AND VEGETABLES

3.5 THE CASE OF THE LESSER DEVELOPED COUNTRIES

PART 4 THE TRANSPORT OF PERISHABLE FOODSTUFF

4.1 GENERAL CONSIDERATIONS

4.2 MODIFIED AND CONTROLLED ATMOSPHERES

4.3 PRODUCT STOWAGE

4.4 PALLETIZATION

4.5 ROAD TRANSPORT OF PERISHABLES

4.6 AIR TRANSPORT

PART 5 THE DEVELOPMENT OF THE REFRIGERATED CONTAINER

5.1 WHAT IS A REFRIGERATED CONTAINER?

5.2 TECHNICAL FACTORS

5.3 THE REFRIGERATED TANK CONTAINER

PART 6 TECHNOLOGY OF THE REFRIGERATED CONTAINER

6.1 AIR DELIVERY SYSTEMS

6.2 REFRIGERATED MACHINERY

PART 7 CONTAINER TERMINAL AND TRANSPORT LOGISTICS

PART 8 SOME ECONOMICAL CONSIDERATIONS

PART 9 INTERNATIONAL STANDARDS AND REGULATIONS

PART 10 BANANAS – A COMMODITY STUDY

PART 11 ENVIRONMENTAL AND OTHER CONSIDERATIONS

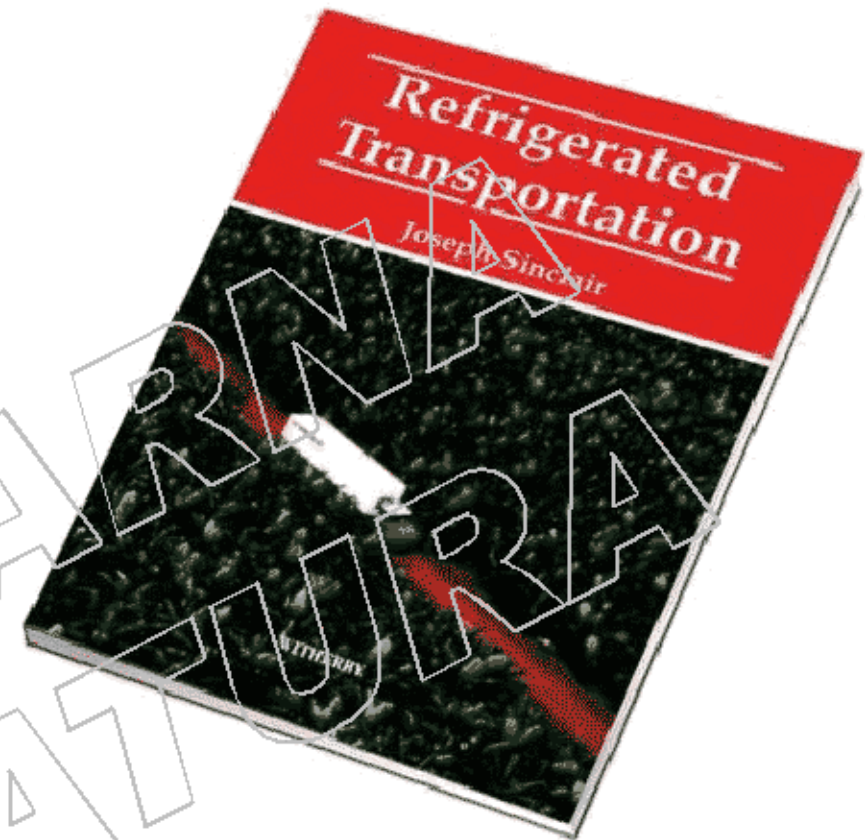
APPENDICES

GEOGRAPHIC DISTRIBUTIONS

MATCH REEFER COMMODITIES

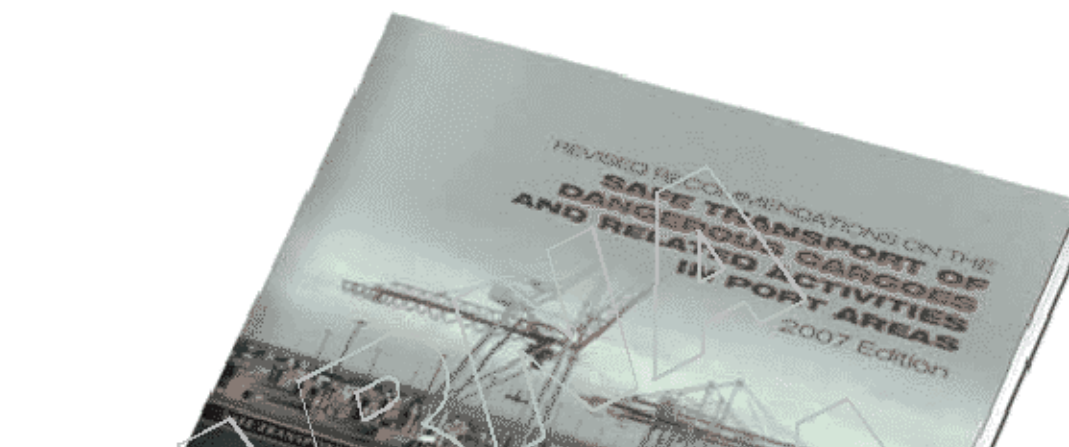
REEFER TRADE TO 2005

REEFER TRADE TO COMMODITIES





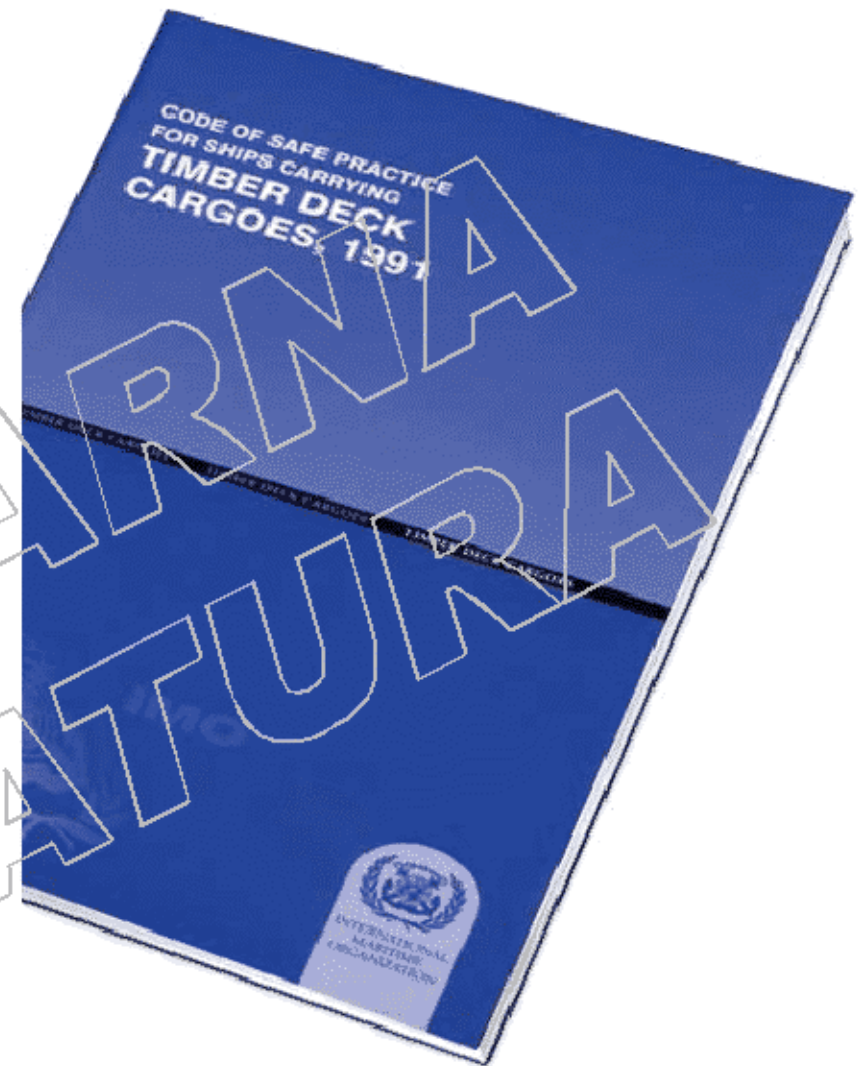
- 3 Warehouses, terminal areas and infrastructure
  - 3.1 General
  - 3.2 Land-use planning
  - 3.3 Considerations for specific dangerous cargoes
  - 3.4 Specific considerations for warehouses and terminal areas
- 4 Training
  - 4.1 Regulatory authorities
  - 4.2 Management
  - 4.3 Personnel (cargo interests, berth operators and ships)
  - 4.4 Training Content
- 5 Security Provisions
- 6 Responsibilities
  - 6.1 Role of regulatory authorities
  - 6.2 Role of Port Authorities
  - 6.3 Role of berth operators and cargo interests
  - 6.4 Awareness
- 7 General recommendations for regulatory authorities, port authorities, ships, berth operators and cargo interests
  - 7.1 Regulatory authorities and port authorities
  - 7.2 Ships carrying dangerous cargoes
  - 7.3 Shore installations
  - 7.4 Cargo interests
- 8 Dangerous cargoes in packaged form
  - 8.1 Documentation
  - 8.2 Supervision
  - 8.3 Information for operational and emergency purposes
  - 8.4 General handling precautions



- 9 Liquid bulk dangerous cargoes (including liquefied gas)
  - 9.1 General
  - 9.2 Ships carrying liquid bulk dangerous cargoes
  - 9.3 Shore installations
  - 9.4 Handling
  - 9.5 Special categories
  - 9.6 Combination carriers
- 10 Solid bulk dangerous cargoes
  - 10.1 Documentation
  - 10.2 Responsibility for compliance
  - 10.3 Emission of harmful dusts
  - 10.4 Emission of dangerous vapour/oxygen deficiency
  - 10.5 Emission of explosive dusts
  - 10.6 Spontaneously combustible substances and substances that react with water
  - 10.7 Oxidizing substances
  - 10.8 Incompatible materials

Chapter 1	General
Chapter 2	Stability
Chapter 3	Stowage
Chapter 4	Securing
Chapter 5	Personnel Protection and Safety Devices
Chapter 6	Action to be taken during the voyage
Appendix A	Advice on stowage practices
Appendix B	General Guidelines for the under-deck stowage of logs
Appendix C	Recommendation on intact stability for passenger and cargo ships under 100m in length, as amended, with respect to ships carrying deck cargoes
Appendix 1	Calculation of stability curves
Appendix 2	Standard conditions of loading to be examined
Appendix 3	Memorandum to Administrations on an approximate determination of ships stability by means of rolling period tests (for ships up to 70m in length)
Annex	Suggested form of guidance to the master on an approximate determination of ships stability by means of the rolling period test
Appendix D	Text of regulation 44 of the International Convention on Load Lines 1966

Resolution A.715(17) – adopted on 6 November 1991





Vježbe zajedničke

Rasuti, generalni i specijalni tereti

1. Agents	STANDARD STATEMENTS OF FACTS (SHORT FORM) RECOMMENDED BY THE BALTIMORE AND INTERNATIONAL MARITIME CONFERENCE (BIMCO) AND THE REPRESENTATION OF NATIONAL ASSOCIATIONS OF SHIP BROKERS AND AGENTS (PCHASBA)	
2. Vessel's name	3. Port	
4. Owners/Disponent Owners	5. Vessel berth	
8. Cargo	6. Loading commenced	7. Loading completed
	9. Discharging commenced	10. Discharging completed
	11. Cargo documents on board	12. Vessel called
10. Charter Party*	14. Working hours/meal hours of the port*	
15. Bill of Lading weight/quantity	16. Outturn weight/quantity	
17. Vessel arrived on loads	18.	
19. Notice of readiness tendered	20.	
21. Next tide available	22.	

#### DETAILS OF DAILY WORKING\*

Date	UAT	Hours worked		Hours stopped		No. of cargo	Quantity 1000, 01501.	Remarks*
		From	to	From	to			
General remarks*								
Place and date						Name and signature (Master)*		
Name and signature (Agents)*						Name and signature (for the Charterers/Shipowners/Receivers)*		

\* See Explanatory Notes overleaf for filling in the boxes

Printed by The BIMCO Charter Party Editor

## Izvešće o lučkim operacijama

### INSTRUCTIONS FOR FILLING IN THE BOXES

#### General

It is recommended to fill in the boxes with a short text. When it is a matter of figures to be inserted as is the case in most of the boxes, this should be done as follows:

5. Loading commenced  
1000 OR 15 0000

The figures being mentioned in the following order: year-month-day-hour

#### Boxes Calling for Special Attention

##### Charter Party\*

Insert name and date of charter, for instance, 'Genson' dated 1076 03 01.

##### Working hours/meal hours of the port\*

Indicate normal working hours/meal hours of the port and not the actual hours worked on board the vessel which may be longer or shorter than the hours normally worked in the port. Such day-by-day figures should be indicated in the box provided for under "Details of Daily Working".

Some empty boxes are made available in which other relevant information applying to the particular port or vessel could be inserted, such as, time of granting free pratique, if applicable, etc.

##### Details of Daily Working\*

Insert day-by-day figures and indicate in the vertical column marked "Remarks" all relevant details as to reasons for stoppages such as bad weather, strikes, breakdown of winches/cranes, shortage of cargo, etc.

##### General Remarks\*

This box should be used for insertion of such general observations which are not covered in any of the boxes provided for in the first main group of boxes, for instance, reasons for berthing delay or other general observations.

##### Signatures\*

It is of importance that the boxes provided for signatures are duly signed by the parties concerned.

Printed by The BIMCO Charter Party Editor



# BILL OF LADING

TO BE USED WITH CHARTER-PARTIES  
CODE NAME: "CONDONELL"  
EDITION 1984  
ADOPTED BY  
THE BALTIK AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

# Teretnica

Page 1

## Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

### (2) General Paramount Clause.

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

(b) *Trades where Hague-Visby Rules apply.*

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily the provisions of the respective legislation shall apply to this Bill of Lading.

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

### (3) General Average.

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1950, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

### (4) New Jason Clause.

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

### (5) Both-to-Blame Collision Clause.

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

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

For particulars of cargo, freight, destination, etc., see overleaf.

Bill of Lading - Teretnica

Ships

BILL OF LADING  
TO BE USED WITH CHARTER-PARTIES

DA No.

Page 2

Reference No.

Consignee

Notify address

Vessel

Port of loading

Port of discharge

Shippers description of goods

Gross weight

Draft Copy

(if when or date at Shipper's risk, the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated FREIGHT ADVANCE Received on account of freight		SHIPPED at the Port of Loading in apparent good order and condition on board the vessel for carriage to the Port of Discharge or so near therein as she may safely get the goods specified above weight, measure, quality, quantity, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of bills of Lading indicated below all of this tenor and date any one of which being accomplished the others shall be void. FOR CONDITIONS OF CARRIAGE SEE OVERLEAF	
Time used (including	days	hours	
Freight payable at: Number of original bills		Forward date of issue: Signature	

Printed by the BIMCO Charter Party Editor

85

## ( NON-NEGOTIABLE UNLESS CONSIGNED TO ORDER )

(SEE REVERSE FOR TERMS AND CONDITIONS)

SHIPPER / CONSIGNOR		BOOKING NUMBER		BILL OF LADING NUMBER	
COMBINEE		EXPORT REFERENCES			
		FORWARDING AGENT - REFERENCES			
		PORT AND COUNTRY OF SHIPMENT OF GOODS			
NOTIFY PARTY		DOMESTIC ROUTING / EXPORT INSTRUCTIONS (Add/initially/initially)			
INC. CARRIER BY		COPIES OF RECEIPT (Pre-carriage)			
EXPORTING CARRIER		PORT OF LOADING		LOADING/UNLOADING TERMINAL	
PORT OF DISCHARGE		FOR TRANSHIPMENT (Pre-carriage)		CONTAINER NO.	
MARKS AND NUMBERS		NUMBER OF PACKAGES		GROSS WEIGHT	
CONTAINER NUMBER		DESCRIPTION OF PACKAGES AND GOODS		MEASUREMENT	
SEAL NUMBER					
ONLY CLEAN DOCK RECEIPT ACCEPTED				SPECIAL INSTRUCTIONS	
FREIGHT PROFILE AT		NUMBER OF BILLS OF LADING REQUIRED		DECLARED VALUE	
		Original Copies			
DELIVERED BY:		RECEIVED THE ABOVE DESCRIBED GOODS OR PACKAGES SUBJECT TO ALL THE TERMS OF THE UNDERGROUND'S REGULAR FORM OF DOCK RECEIPT AND BILL OF LADING WHICH SHALL CONSTITUTE THE CONTRACT UNDER WHICH THE GOODS ARE RECEIVED. COPIES OF WHICH ARE AVAILABLE FROM THE CARRIER ON REQUEST AND MAY BE INSPECTED AT ANY OF ITS OFFICES.			
LIGHTER TRUCK					
ARRIVED — DATE — TIME					
UNLOADED — DATE — TIME					
CHECKED IN/SHIP ON DOCK LOCATION		BY _____ DATE _____			



# CREDIT LETTER

## THE MOON BANK

INTERNATIONAL OPERATIONS  
5 MOONLIGHT BLVD.  
EXPORT-CITY AND POSTAL CODE  
EXPORT-COUNTRY

OUR ADVISE NO.  
MB-5432

ISSUING BANK REF. NO. & DATE  
SBRE-777 January 26, 2001

TO: UVW Exports  
88 Prosperity Street East, Suite 707  
Export-City and Postal Code

Dear Sirs:

We have been requested by The Sun Bank, Sunlight City, Import-Country to advise that they have opened with us their irrevocable documentary credit number SB-87654 for account of DEF Imports, 7 Sunshine Street, Sunlight City, Import-Country in your favor for the amount of not exceeding Twenty Five Thousand U.S. Dollars (US\$25,000.00)

available by your draft(s) drawn on us  
at sight for full invoice value

accompanied by the following documents:

1. Signed commercial invoice in five (5) copies indicating the Buyer's Purchase Order No. DEF-111 dated January 10, 2001.
2. Packing list in five (5) copies.
3. Full set 1/3 clean on board ocean bill of lading, plus two (2) non-negotiable copies, issued to order of The Sun Bank, Sunlight City, Import-Country, notify the above account, marked "Freight Prepaid", dated latest March 19, 2001, and showing documentary credit number.
4. Insurance policy in duplicate for 110% CIF value covering Institute Cargo Clauses (A), Institute War and Strike Clauses, evidencing that claims are payable in Import-Country.

Covering: 100 Sets ABC Brand Pneumatic Tools, 1/2" drive,  
complete with hose and quick couplings, CIF Sunny Port

Shipment from Moonbeam Port, Export-Country to Sunny Port, Import-Country  
Partial shipment prohibited

Transshipment permitted

Special conditions:

1. All documents indicating the Import License No. IP/123456 dated January 18, 2001.
2. All charges outside the Import-Country are on beneficiary's account.

Documents must be presented for payment within 15 days after the date of shipment.

Draft(s) drawn under this credit must be marked

Drawn under documentary credit No. SB-87654 of The Sun Bank,  
Sunlight City, Import-Country dated January 26, 2001

We confirm this credit and hereby undertake that all drafts drawn under and in conformity with the terms of this credit will be duly honored upon delivery of documents as specified, if presented at this office on or before March 26, 2001

Very truly yours,

  
Authorized Signature

Unless otherwise expressly stated, this Credit is subject to the Uniform Customs and Practice for Documentary Credits, 1993 Revision, International Chamber of Commerce Publication No. 500.

# Dodaci



## Još slika – teški tereti

- Brodovi i dizalice za teške terete

