

TO BE USED WITH CHARTER-PARTIES

Shipper
ZGL GLOBAL LOGISTICS CO., LTD.
ADD.: ROOM# A402, BUILDING#7, D & J INNOVATION SCIENCE PARK,
PHASE#2, XIA LI SOUTH ROAD #73.,
NANWAN STREET, LONG GANG DISTRICT, SHENZHEN, CHINA.TEL:
+86-755-84864143-806
E-MAIL: ABBY.TAN@ZELIN-INTERNATIONAL.COM

References No.

Consignee
STARLIGHT NAK. ITH. IHR. LTD. STI.
ISMET INONU BULV.ANADOLU HAYAT IS MERKEZİ KAT 5 NO. 509
MERSIN-TURKEY
TEL : +90 324 2379401 ATTN. MR. MASUM BILEN TAX NR. 781 036 2979

Notify address
DNO IRAQ COMPANY
EMPIRE BUSINESS COMPLEX,BUILDING C2 - 3RD FLOOR
AIRPORT ROAD,ERBIL, IRAQ

Vessel	Port of loading
JOY	ARM2298
	TIANJIN, CHINA

Port of discharge
ISKENDERUN

SHIPPING MARK	Shipper's description of goods	Gross weight "SAID TO BE" "SAID TO WEIGH / MEASURE"
PIPE FITTINGS FLANGES PIPES GASKETS STUD BOLTS ISOLATION JOINT	395PACKAGES VALVE HS CODE :8481804090 CHECK VALVE HS CODE :8481300000 PIPE FITTINGS HS CODE :73079300/73079900	251994KGS/142.259CBM
DNO Company Ministry of Natural Resources Plywood Box [XXX] of [XXX]	FLANGES HS CODE : 7307910000 PIPES HS CODE :73041920/73043990	
DNO Company Ministry of Natural Resources NUDE/BUNDLE [XXX] of [XXX]	GASKETS HS CODE :84849000 STUD BOLTS HS CODE :7318159090 ISOLATION JOINT HS CODE : 8547901000 CARGO IN TRANSIT TO IRAQ(final destination), ALL THE COSTS AND RISKS AND RESPONSIBILITIES FROM ISKENDERUN(disport) TO IRAQ(final destination) TO BE ON RECEIVER'S ACCOUNT REIGHT PREPAID . SHIPPED ON BOARD	

SAY : TOTAL: THREE HUNDRED AND NINETY-FIVE PACKAGES ONLY.

REMARKS:JYTJIS202:CARGO’S QUANTITY AS PER COSTACO TIANJIN,AND QUALITY&WEIGHT AS DECLARED BY SHIPPERS

JYTJIS213:CARGO CONDITION AS PER ATTACHED P&I SURVEYOR CARGO CONDITION REPORT NO TMS-22040029

PIPE FITTINGS FLANGES PIPES GASKETS STUD BOLTS ISOLATION JOINT

FOR PIPES

1)All cargo stacked at open yard without covering before shipment.

2)Dust-stained on the surface, affected all packages.

3)Partly rust-stained on the surface, affected all packages.

4)Partly scratched/nicked on the surface, affected all packages.

5)End protective caps loose/broken/missing, affected 10 packages.

6)Cargo’s quantity as per COSTACO Tianjin, and Quality & Weight as declared by shippers.

FOR WOODEN CASES

1)Outer wooden packing partly torn & content unknown, affected 3 packages.

2)Cargo’s quantity as per COSTACO Tianjin, and Quality & Weight as declared by shippers.

(of which NIL on deck at Shipper’s risk: the Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated	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 thereto as she may safely get the goods specified above.
FREIGHT ADVANCE.	Weight, measure, quality, quantity, condition, contents and value unknown
Received on account of freight:	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.
Time used for loading days hours	FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at	Place and date of issue TIANJIN,CHINA 10 TH MAY,2022
Number of original BS/L THREE	Signature AS AGENT FOR AND ON BEHALF OF MASTER: KOVTUN VALERII

BILL OF LADING

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TO BE USED WITH CHARTER-PARTIES
CODE NAME: "CONGENBILL"
EDITION 1994
ADOPTED BY
THE BALTIC AND INTERNATIONAL
MARITIME COUNCIL (BIMCO)

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.

© 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 1994, 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 vessels 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 a collision or contact.

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