

## BILL OF LADING B/L No.: JYTJIS202/213

TO BE USED WITH CHARTER-PARTIES

References No.

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

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  
 JOY ARM2298 Port of loading  
 TIANJIN, CHINA

Port of discharge  
 ISKENDERUN

SHIPPING MARK	Shipper's description of goods	Gross weight "SAID TO BE" "SAID TO WEIGH / MEASURE"
PIPE FITTINGS	395PACKAGES	
FLANGES	VALVE	251994KGS/142.259CBM
PIPES	HS CODE :8481804090	
GASKETS	CHECK VALVE	
STUD BOLTS	HS CODE :8481300000	
ISOLATION JOINT	PIPE FITTINGS	
DNO Company	HS CODE :73079300/73079900	
Ministry of Natural Resources	FLANGES	
Plywood Box [XXX] of [XXX]	HS CODE : 7307910000	
DNO Company	PIPES	
Ministry of Natural Resources	HS CODE :84849000	
NUDE/BUNDLE [XXX] of [XXX]	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

Printed and sold by  
 Fr g Knudtzons Bogtrykkeri A/S, 55 Toldbodgade . DK-1253 Copenhagen K,  
 Telefax + 4533931184  
 by authority of the Baltic and International Maritime Council  
 (BIMCO). Copenhagen

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

# BILL OF LADING

page 1

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 25<sup>th</sup> 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 23<sup>rd</sup> 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, steated 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 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 a collision or contact.

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