

Shipper \_\_\_\_\_

**BILL OF LADING**

Reference No. \_\_\_\_\_

to be used for shipments chartered on the "Scancon" Charter  
Code Name: "Scanconbill"  
Edition 1993

Consigned to order of \_\_\_\_\_

Please notify \_\_\_\_\_

Vessel \_\_\_\_\_ Port of loading \_\_\_\_\_

Port of discharge \_\_\_\_\_ Number of original Bs/L \_\_\_\_\_

Shipper's description of goods \_\_\_\_\_ Gross weight \_\_\_\_\_

(of which \_\_\_\_\_ on deck for which the Carrier shall  
only be responsible as stated overleaf)

Freight and other conditions of carriage as per  
CHARTER PARTY dated \_\_\_\_\_

FREIGHT ADVANCE.  
Received on account of freight:

Time used for loading \_\_\_\_\_ days \_\_\_\_\_ hours.

**SHIPPED** in apparent good order and condition on board the  
Vessel for carriage to the port of discharge or if prevented from entering  
such port by unforeseeable hindrances then so near thereto as she may  
safely get, the goods specified above to be delivered in the like good  
order and condition.

For Conditions of Carriage see overleaf.

Place and date of issue

Signed by

## Conditions of Carriage

All the terms, conditions, liberties, and exceptions of the Charter Party dated as overleaf are herewith incorporated.

### General Paramount Clause

- (a) The International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd, 1968 - the Hague-Visby Rules - shall apply to this Contract.
- (b) However, in circumstances in which the Hague-Visby Rules are not compulsorily applicable to claims under Bills of Lading issued pursuant to the Charter, the International Brussels Convention 1924 - the Hague Rules - shall apply to this Contract.
- (c) In respect of deck cargo the above shall apply, but the Carrier shall only be responsible if it be proved that the damage or the loss is due to the actual fault or neglect of the Carrier or of someone for whom he is responsible.
- (d) The Carrier shall in no case be responsible for loss of or damage to cargo arisen prior to loading and after discharging.

### General Average

General Average shall be settled according to York-Antwerp Rules 1974 as amended 1990 or any modification thereof.

### Amended Jason Clause

In the event of accident, danger, damage, or disaster before or after 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 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 ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the salving ship or ships belong to strangers.

### Both-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 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 ship 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 ship or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact.

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 stated overleaf, any one of which being accomplished the others to be void.

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