



How to Read a Bill of Lading

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This cargo is covered by an Ocean Bill of Lading, and it's not going to be delivered today.



Same story here...




...and, of course, here!



Time to Look at the Bill of Lading



Tanker B/L

Odjell Form B/L: Bill of Lading for Port to Port Shipment		 ODFJELL
Shipped in apparent good order and condition by:	B/L No.: OTUS-18-B SHIPPER'S REF: 10-1904719 FORWARDER'S REF NO: 706-7409371 UPS SUPPLY CHAIN SOLUTIONS FMC # 275-F 15850 VICKERY DRIVE, HOUSTON, TEXAS 77032	
Consignee or Order: INDUSTRIAS VENCEDOR SA AV VENEZUELA 5197, SAN MIGUEL LIMA, PERU	Carrier (owner or demise charterer of the Vessel): (If carrier is not named herein, then Carrier is the owner or demise charterer of the Vessel)	
Notify Party/Address:	Onboard the Vessel BOW SANTOS and Voy. No.: 200704 FLAG: PANAMANIAN; CAPTAIN: DO YOUNG LEE STOWAGE: 11P TARIFF NO: 2915.32.00.00	
Port of Loading: TEXAS CITY, TEXAS NO SED REQUIRED - AES OPT 4 38-1285128 94- 3083515-0 "CLEAN ON BOARD BOW SANTOS" 04 / 19 / 07	Port of Discharge (or so near thereto as the Vessel can safely get always afloat): CALLAO, PERU "FREIGHT PAYABLE AS PER CHARTER PARTY" 262.052 M/TS @ USD \$ /MT = USD	

A quantity in bulk said by the shipper to be metric tonnes (MT): 262.052 M/TS (577,724 LBS.) Product: CARGO NAME: VINYL ACETATE MONOMER (VINYL ACETATE 14-17 PPM HQ) MARPOL CATEGORY: Y BULK to be delivered to Consignee or to Order; provided always that Freight is paid as per governing Charter Party (CP)/Contract of Affreightment (CoA) between ODFJELL SEACHEM AS and [redacted] dated 03/09/2006.

This shipment is carried pursuant to CP/CoA referred to above and all the terms, clauses, conditions, liberties and exceptions whatsoever contained therein are incorporated into this Bill of Lading, including the lien clause and the arbitration/law/jurisdiction clause. Obligations or liabilities of any charter (howsoever described) herein shall be obligations and liabilities of the Merchant hereunder. Any dispute arising under this Bill of Lading or between the holder thereof and the Carrier shall be resolved in accordance with the arbitration/law/jurisdiction clause.

The place for arbitration or court proceedings, as the case may be under the CP/CoA, is available upon request from the Carrier or its agents. If the governing CP/CoA, does not contain an arbitration/law/jurisdiction clause, then the clause appearing on the reverse side of this Bill of Lading shall apply to any disputes arising under this Bill of Lading.

The quantity, measurement, weight, gauge, quality, nature, value and condition of the cargo are unknown to the Carrier, the Vessel and to the Master.

This shipment said to be 262.052 MT was loaded on board the Vessel as part of one original lot said to total 524.101 MT stowed in 11P with no segregation as to parcels.

Non Segregated and Commingled Cargo:
Where the cargo when shipped is not segregated from other cargo or is commingled on or after shipment, the Carrier, Vessel and the Master shall have no liability or responsibility for the consequences therefore, nor for the separation of parcels on discharge or delivery. The Carrier, the Vessel and the Master undertake only to deliver such portion of the cargo actually received as is represented by such percentage by which the amount stated in this Bill of Lading bears to the total quantity of commingled cargo delivered, whether such delivery takes place to one or more persons or at one or more ports.

Further terms and conditions governing this Bill of Lading are found on the reverse side, including Lien, Freight, Paramount, Benetton, Both-to Blame Collision, General Average and Demise clauses.

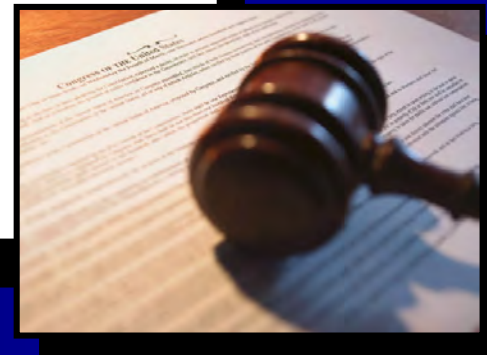
In witness whereof the Master or Agent of the Vessel has signed THREE (3) Original Bills of Lading and all of this tenor and date, drawn as one set and consecutively numbered, any one of which being accomplished, the others shall be void.

THESE COMMODITIES, TECHNOLOGY, OR SOFTWARE WERE EXPORTED FROM THE UNITED STATES IN ACCORDANCE WITH THE EXPORT ADMINISTRATION REGULATIONS. DIVERSION CONTRARY TO U.S. LAW PROHIBITED. NLR FOR CHEMICAL EMERGENCY, SPILL, LEAK, FIRE, EXPOSURE OR ACCIDENT, CALL CHEMTREC COLLECT 703-527-3887 DAY OR NIGHT.

HOUSTON, TEXAS 04 / 19 / 07 CAPTAIN: DO YOUNG LEE
Place and Date of issue Signed By or For the Master

The Bill of Lading is a ...

- **Document of Title**
- **Transportation Contract**
- **Receipt for Transit**



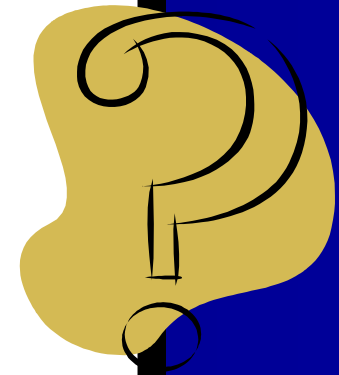
Liner


Bills of Lading



Liner Bill Questions

- **Port-to-Port or Multimodal?**
- **How Many Packages?**
- **Who Signed it?**
- **Is There a Service Contract?**



	
Shipper / Exporter (complete name and address) OUP CO., LTD. HIGHWAY, YIXINGBU TOWN, BEICHEN DISTRICT, TIANJIN	
Consignee (complete name and address) TO THE ORDER OF SHIPPER YIXINGBU TOWN, BEICHEN DISTRICT, TIANJIN	
Notify Party (complete name and address)	

LADINC	
Document No. 061506	B/L No. HDMU XGLA0213051
Export References	
Forwarding Agent References	
Point and Country of Origin	
Domestic Routing / Export Instructions	

LADINC	
OUP CO., LTD. HIGHWAY, YIXINGBU TOWN, BEICHEN DISTRICT, TIANJIN	
TO THE ORDER OF SHIPPER YIXINGBU TOWN, BEICHEN DISTRICT, TIANJIN	
Notify Party (complete name and address)	

Pre-Carriage by EASLINE TIANJIN V.192 <small>Ocean Vessel / Voyage / Flag</small>		Place of Receipt * XINGANG, CHINA <small>Port of Loading</small>		Onward Inland Routing TZ 0082838	
Port of Discharge HYUNDAI PIONEER LOS ANGELES, CA		For Transshipment to XINGANG, CHINA		Place of Delivery * MEMPHIS, TN. DOOR USA	
Final Destination (For the Merchants Ref.)					

PARTICULARS FURNISHED BY SHIPPER

HYUNDAI MERCHANT MARINE CO., LTD.
BILL OF LADING

DEP. CO., LTD.
 YIXINBU TOWN, BEICHEN DISTRICT,
 TIANJIN

TO THE ORDER OF SHIPPER
 YIXINBU TOWN, BEICHEN DISTRICT,
 TIANJIN

MEMPHIS, TENNESSEE 38112
 TEL: 901 525 1111

MEMPHIS, TENNESSEE 38112
 TEL: 901 525 1111

LOS ANGELES, CA

GLDU0852862/HD441832 DC 4H

ONE (1) CONTAINER ONLY

08 JUL 2006

SHIPPER'S LOAD, COUNT AND SEAL

PARTICULARS FURNISHED BY SHIPPER				
Container No. / Seal No. Marks and Numbers	No. Of Containers or Other Pkgs	Description of packages and Goods	Gross Weight	Measurement
N/M	"SHIPPER'S LOAD, COUNT & SEAL" 929PIECES	NEW TYRE	KGS 10,928.4000	CBM 70.0000
		THIS SHIPMENT CONTAINS NO SOLID WOODEN PACKING MATERIALS. CY/DOOR FREIGHT PREPAID		
		GLDU0852862/HD441832 DC 4H		
Total Number of Containers or Packages(in words)	ONE (1) CONTAINER ONLY			
Freight & Charges		Rate	Unit	Prepaid Collect

08 JUL 2006

现代商船(中国)有限公司天津分公司
 HYUNDAI MERCHANT MARINE (CHINA) CO.,LTD
 TIANJIN BRANCH

Declared Value (Optional) : US\$

[PACKAGE LIMITATION CLAUSE]
 Section 4.(5) of U. S. Carriage of Goods
 by Sea Act-1936: Neither the carrier nor
 the ship shall in any event be or become liable for any loss or damage to or in connection with the transportation of
 goods in an amount exceeding \$ 500 per package lawful money of the United States, or in case of goods not
 shipped in packages, per customary freight unit, or the equivalent of that sum in other currency, unless the nature
 and value of such goods have been declared by the shipper before shipment and inserted in the Bill of Lading and
 additional freight has been paid as required. This declaration, if embodied in the Bill of Lading, shall be prima facie
 evidence, but shall not be conclusive on the carrier. THIS CLAUSE SHALL APPLY ONLY TO GOODS MOVING TO
 OR FROM PORTS OF UNITED STATES.

IN ACCEPTING THIS BILL OF LADING, the shiper, owner and consignee of the goods, and the holder of the Bill
 of Lading expressly accept and agree to all its stipulations, exceptions and conditions, whether written, stamped or
 printed, as fully as if signed by such shipper, owner, consignee and/or holder. No agent is authorized to waive any
 of the provisions of the clauses.

IN WITNESS WHEREOF, the master or agent of the said ship has affirmed to Bill of Lading, all of this tenor and
 date, ONE of which being accomplished, the others to stand void.

* Applicable only when this document is used as and intermodal transport Bill of Lading

Total Charges

Number of Original B(s)/L

On Board Date

THREE (3) JUL. 08, 2006
 (OBD: JULY EIGHTH, 2006)

Dated at TIANJIN, CHINA JUL 08 2006
 HYUNDAI MERCHANT MARINE CO., LTD. AS CARRIER

By

Expeditors International Ocean



BILL OF LADING

SHIPPER (Name and Full Address)		SHIPPER'S I. D. BOX	BOOKING NUMBER	B/L NUMBER
CONSIGNEE (Name and Full Address/Non-Negotiable Unless Consigned to Order)		EXPORT REFERENCES		
		FORWARDING AGENT REFERENCES		
NOTIFY PARTY/INTERMEDIATE CONSIGNEE (Name and Full Address)		POINT AND COUNTRY OF ORIGIN OF GOODS		
INITIAL CARRIAGE		PLACE OF RECEIPT		
EXPORT CARRIER (Vessel, voyage)		PORT OF LOADING		
PORT OF DISCHARGE		PLACE OF DELIVERY		

ALSO NOTIFY (Name and Full Address)/DOMESTIC ROUTING/
EXPORT INSTRUCTIONS/PIER-TERMINAL/ONWARD ROUTING
FROM POINT OF DESTINATION. FOR RELEASE OF CARGO
PLEASE CONTACT:

2005 NOV -4 PM 4:29
MHC Agency, LLC

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS/ CONTAINER NUMBERS	NOS. OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS	GROSS WEIGHT KGS	MEASUREMENT CBM
<p>COPY NOT NEGOTIABLE</p>				
<p>SHIPPER'S DECLARED VALUE: \$ IF MERCHANT ENTERS A VALUE, CARRIER'S LIMITATION OF LIABILITY SHALL NOT APPLY AND THE AD VALOREM RATE WILL BE CHARGED.</p>				

BILL OF LADING TO BE RELEASED AT

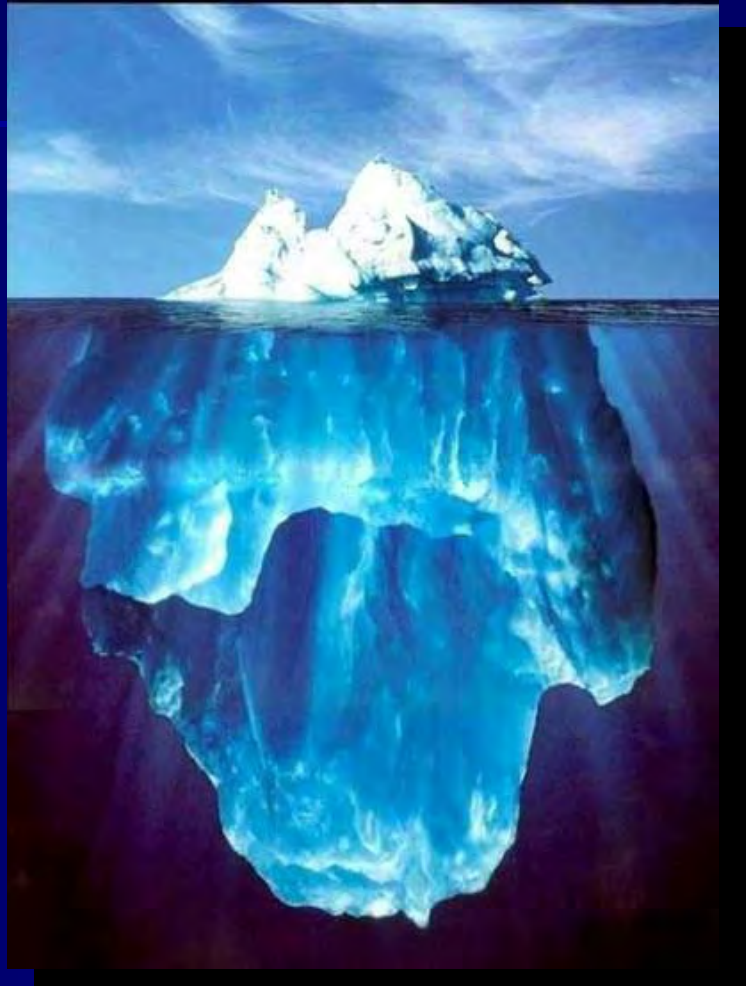
<small>THE CHART RATES CHARGES WEIGHT AND/OR MEASUREMENTS SUBJECT TO CORRECTION</small>	PREPAID	COLLECT
DECLARED VALUE CHARGES		
TOTAL		

The Goods, or the containers or packages, shall contain the cargo herein mentioned, to be carried subject to all the terms and conditions of this Bill of Lading by the vessel named herein or any substitute at the Carrier's option and/or other means of transport from the place of receipt or the port of loading to the port of discharge or the place of delivery shown hereon and there to be delivered unto order or assigns in accordance with this Bill of Lading. Shipper (as defined by Article 1 on the back hereof) agrees to be bound by all stipulations, exceptions, terms, and conditions on the face and back hereof, whether written, typed, stamped or printed, as fully as if signed by the Shipper, any local custom or privilege to the contrary notwithstanding, and understands that Carrier's liability will be limited as set forth in Article 22, unless Shipper declares ad valorem value in excess of \$500 per container, per package, or in case of Goods not shipped in packages, per customary freight unit, and pays extra freight as required by the Carrier's published tariff.

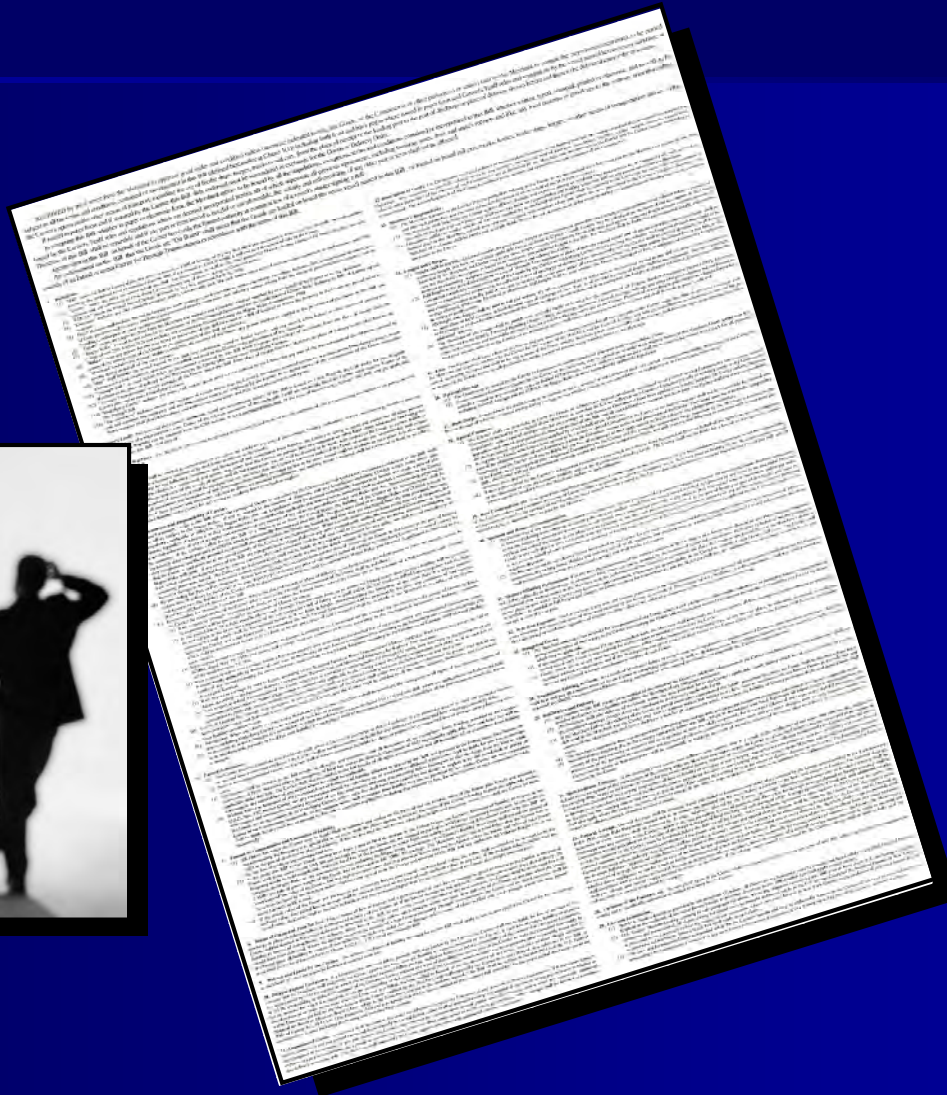
IN WITNESS WHEREOF THE CARRIER BY ITS AGENT HAS SIGNED 3 BILLS OF LADING, ALL OF THE SAME TENOR AND DATE, ONE OF WHICH BEING ACCOMPLISHED, THE OTHERS TO STAND VOID.

DATED AT PORT OF LOADING SHOWN ABOVE
For **EXPEDITORS INTERNATIONAL OCEAN**

BY DATE
as the Carrier



You're Lost Without a Back



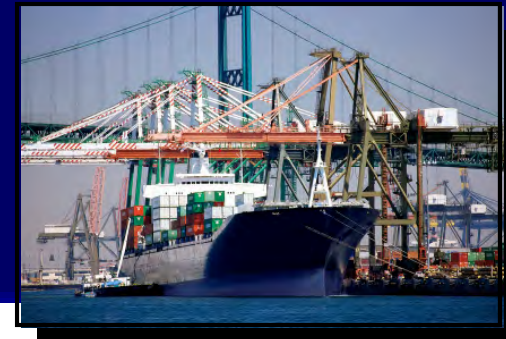
Himalaya Clause

- **4. Subcontracting**
- **4.1 The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage.**
- **4.2 The Merchant undertakes that no claim or allegation whether arising in contract, bailment, tort or otherwise shall be made against any servant, agent, or Subcontractor of the Carrier which imposes or attempts to impose upon any of them or any vessel owned or chartered by any of them any liability whatsoever in connection with the Goods or the Carriage of the Goods whether or not arising out of negligence on the part of such Person, and, if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing every such servant, agent, and Subcontractor shall have the benefit of all Terms and Conditions of whatsoever nature herein contained or otherwise benefiting the Carrier including clause 26 hereof, the law and jurisdiction clause, as if such Terms and Conditions (including clause 26 hereof) were expressly for their benefit and, in entering into this contract, the Carrier, to the extent of such Terms and Conditions, does so on its own behalf, and also as agent and trustee for such servants, agents and Subcontractors.**
- **4.3 The provisions of the second sentence of clause 4.2 including but not limited to the undertaking of the Merchant contained therein, shall extend to all claims or allegations of whatsoever nature against other Persons chartering space on the carrying vessel.**
- **4.4 The Merchant further undertakes that no claim or allegation in respect of the Goods shall be made against the Carrier by any Person other than in accordance with the Terms and Conditions of this bill of lading which imposes or attempts to impose upon the Carrier any liability whatsoever in connection with the Goods or the Carriage of the Goods, whether or not arising out of negligence on the part of the Carrier, and if any such claim or allegation should nevertheless be made, to indemnify the Carrier against all consequences thereof.**

Port-to-Port Doesn't Mean It Will Get There *(What to Do)*



Port-to-Port



- **. 5 Carrier's Responsibility: Port-to-Port Shipment**
- **5.1 Where the Carriage is Port-to-Port, then the liability (if any) of the Carrier for loss of or damage to the Goods occurring between the time of loading at the Port of Loading and the time of discharge at the Port of Discharge shall be determined in accordance with any national law making the Hague Rules compulsorily applicable to this bill of lading (which will be US COGSA for shipments to or from the United States of America) or in any other case in accordance with the Hague Rules Articles 1-8 inclusive only.**
- **5.2 The Carrier shall have no liability whatsoever for any loss or damage to the Goods while in its actual or constructive possession before loading or after discharge, howsoever caused. Notwithstanding the above, in case and to the extent that any applicable compulsory law provides to the contrary, the Carrier shall have the benefit of every right, defense, limitation and liberty in the Hague Rules as applied by clause 5.1 during such additional compulsory period of responsibility, notwithstanding that the loss or damage did not occur at sea.**
- **5.3 Where US COGSA applies then the provisions stated in the said Act shall govern before loading on the vessel or after discharge there from, as the case may be, during Carriage to or from a container yard or container freight station in or immediately adjacent to the sea terminal at the Port of Loading and/or Discharge. If the Carrier is requested by the Merchant to procure Carriage by an inland carrier in the United States of America and the inland carrier in his discretion agrees to do so, such carriage shall be procured by the Carrier as agent only to the Merchant and such carriage shall be subject to the inland carrier's contract and tariff. If for any reason the Carrier is denied the right to act as agent at these times, his liability for loss damage or delay to the Goods shall be determined in accordance with clause 6 hereof.**
- **5.4 In the event that the Merchant requests the Carrier to deliver the Goods:**
 - **(a) at a port other than the Port of Discharge; or**
 - **(b) (save in the United States of America) at a place of delivery instead of the Port of Discharge, and the Carrier in its absolute discretion agrees to such request, such further Carriage will be undertaken on the basis that the Terms and Conditions of this bill of lading are to apply to such Carriage as if the ultimate destination agreed with the Merchant had been entered on the reverse side of this bill of lading as the Port of Discharge or Place of Delivery.**

Intermodal/Multimodal

- **6. Carrier's Responsibility - Multimodal Transport**
- Where the Carriage is Multimodal Transport, the Carrier undertakes to perform and/or in his own name to procure performance of the Carriage from the Place of Receipt or the Port of Loading, whichever is applicable, to the Port of Discharge or the Place of Delivery, whichever is applicable, and, save as is otherwise provided for in this bill of lading, the Carrier shall be liable for loss or damage occurring during the Carriage only to the extent set out below:
- **6.1 Where the stage of Carriage where loss or damage occurred is not known.**
- **(a) Exclusions**
The Carrier shall be relieved of liability for any loss or damage where such loss or damage was caused by:
 - (i) an act or omission of the Merchant or Person acting on behalf of the Merchant other than the Carrier, his servant, agent or Subcontractor,
 - (ii) compliance with instructions of any Person entitled to give them.
 - (iii) insufficient or defective condition of packing or marks,
 - (iv) handling, loading, stowage or unloading of the Goods by the Merchant or any Person acting on his behalf,
 - (v) inherent vice of the Goods,
 - (vi) strike, lock out, stoppage or restraint of labor, from whatever cause, whether partial or general,
 - (vii) a nuclear incident,
 - (viii) any cause or event which the Carrier could not avoid and the consequences whereof he could not prevent by the exercise of reasonable diligence.

(b) Burden of Proof

The burden of proof that the loss or damage was due to one or more of the causes or events specified in this clause 6.1 shall rest upon the Carrier. Save that if the Carrier establishes that, in the circumstances of the case, the loss or damage could be attributed to one or more of the causes or events specified in clause 6.1(a)(iii), (iv) or (v), it shall be presumed that it was so caused. The Merchant shall, however, be entitled to prove that the loss or damage was not, in fact, caused either wholly or partly by one or more of these causes or events

(c) Limitation of Liability

Except as provided in clauses 7.2(a), (b) or 7.3, if clause 6.1 operates, total compensation shall under no circumstances whatsoever and howsoever arising exceed USD 500 per package where Carriage includes Carriage to, from or through a port in the United States of America and in all other cases 2 SDR per kilo of the gross weight of the Goods lost or damaged.

Intermodal/Multimodal (cont'd.)

- **6.2 Where the stage of Carriage where the loss or damage occurred is known. Notwithstanding anything provided for in clause 6.1 and subject to clause 18, the liability of the Carrier in respect of such loss or damage shall be determined:**
 - (a) by the provisions contained in any international convention or national law which provisions:**
 - (i) cannot be departed from by private contract to the detriment of the Merchant, and**
 - (ii) would have applied if the Merchant had made a separate and direct contract with the Carrier in respect of the particular stage of the Carriage during which the loss or damage occurred and received as evidence thereof any particular document which must be issued if such international convention or national law shall apply; or**
 - (b) in case of shipments to or from the United States of America by the provisions of US COGSA if the loss or damage is known to have occurred during Carriage by sea to or from the USA or during Carriage to or from a container yard or container freight station in or immediately adjacent to the sea terminal at the Port of Loading or of Discharge in ports of the USA; or**
 - (c) by the Hague Rules Articles 1-8 only inclusive where the provisions of clauses 6.2(a) or (b) do not apply if the loss or damage is known to have occurred during Carriage by sea; or**
 - (d) if the loss or damage is known to have occurred during Carriage inland in the USA, in accordance with the contract of carriage or tariffs of any inland carrier in whose custody the loss or damage occurred or, in the absence of such contract or tariff by the provisions of Clause 6.1, and in either case the law of the State of New York will apply; or**
 - (e) where the provisions of clause 6.2(a), (b), (c) and/or (d) above do not apply, in accordance with the contract of carriage or tariffs of any inland carrier in whose custody the loss or damage occurred or in the absence of such contract or tariff by the provisions of clause 6.1. For the purposes of clause 6.2 references in the Hague Rules to carriage by sea shall be deemed to include references to all waterborne Carriage and the Hague Rules shall be construed accordingly.**

Limitation of Liability

- **7. Compensation and Liability Provisions**
- **7.1 Subject always to the Carrier's right to limit liability as provided for herein, if the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods plus Freight and insurance if paid. If there is no invoice value of the Goods or if any such invoice is not bona fide, such compensation shall be calculated by reference to the value of such Goods at the place and time they are delivered or should have been delivered to the Merchant. The value of the Goods shall be fixed according to the current market price, by reference to the normal value of goods of the same kind and/or quality.**
- **7.2 Save as is provided in clause 7.3:**
 - (a) **Where the Hague Rules apply hereunder by national law by virtue of clause 5.1 or clause 6.2(a) the Carrier's liability shall in no event exceed the amounts provided in the applicable national law. If the Hague Rules Article 1-8 only apply pursuant to clauses 5.1 or 6(c) the Carrier's maximum liability shall in no event exceed GBP 100 per Package or unit.**
 - (b) **Where Carriage includes Carriage to, from or through a port in the United States of America and US COGSA applies by virtue of clauses 5.1 or 6.2(b) neither the Carrier nor the Vessel shall in any event be or become liable in an amount exceeding US\$500 per Package or customary freight unit.**
 - (c) **In all other cases compensation shall not exceed the limitation of liability of 2 SDR per kilo as provided in clause 6.1(c).**

Time for Suit



■ 9. Notice of Loss, Time Bar

- Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his agents at the Place of Delivery (or Port of Discharge if no Place of Delivery is named on the reverse hereof) before or at the time of removal of the Goods into the custody of the Merchant or if the loss or damage is not apparent within *three days* thereafter, such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this bill of lading. In any event, the Carrier shall be discharged from all liability whatsoever in respect of the Goods unless suit is brought within *one year* after their delivery or the date when they should have been delivered.

GA/Salvage: Get Your Guarantees Out!



General Average & Salvage

- **24. General Average and Salvage**
- **24.1 General average to be adjusted at any port or place at the Carrier's option and to be settled according to the York-Antwerp Rules 1994, this covering all Goods carried on or under deck. General average on a vessel not operated by the Carrier shall be adjusted according to the requirements of the operator of that vessel.**
- **24.2 Such security including a cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon, shall, if required, be submitted to the Carrier prior to delivery of the Goods. The Carrier shall be under no obligation to exercise any lien for general average contribution due to the Merchant.**
- **24.3 If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving ship belonged to strangers.**

Law & Jurisdiction



Forum Selection/Choice of Law

- **26. Law and Jurisdiction**

- **Whenever clause 6.2(d) and/or whenever US COGSA applies, whether by virtue of Carriage of the Goods to or from the United States of America or otherwise, that stage of the Carriage is to be governed by United States law and the United States Federal Court of the Southern District of New York is to have exclusive jurisdiction to hear all disputes in respect thereof. In all other cases, this bill of lading shall be governed by and construed in accordance with English law and all disputes arising hereunder shall be determined by the English High Court of Justice in London to the exclusion of the jurisdiction of the courts of another country.**

OR

- **Governing Law and Jurisdiction (“K” Line)
The contract evidenced by or contained in this Bill of Lading shall be governed by Japanese law except as may be otherwise provided for herein, and any action thereunder or in connection with Carriage of Goods shall be brought before the Tokyo District Court in Japan, to whose jurisdiction Merchant irrevocably consents.**

Which Way Did He Go?



Law & Jurisdiction *(cont'd.)*

- **Is it Mandatory?**



- **Are Statutory Rights Protected?**

Charter Party

Bills of Lading



Charter Party Bill of Lading (Congenbill)

FORM NAME: "CONGENBILL", EDITION 1994
 SHIPPER

BILL OF LADING C 12
 TO BE USED WITH CHARTER-PARTIES
 Reference No.

Commodity _____

Notify address _____

Vessel _____ Port of loading _____

Port of discharge _____

Shipper's description of goods _____

Gross weight _____

(of which _____ in deck at Shipper's risk, the Charterer being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated _____

FREIGHT ADVANCE.
 Received on account of freight: _____

Time used for loading _____ days _____ hours.

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 weighed, measured, counted, certified and valued.

IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below all of this date and date, any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at _____

Number of original bills _____

Place and date of issue _____

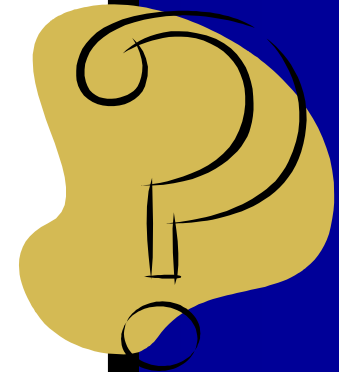
Signature _____

and issued by
 Hill Rivkins & Hayden A/S, 25 Nørrebrovej, DK-2202 Copenhagen K,
 City of The Baltic and International Maritime Council
 Copenhagen

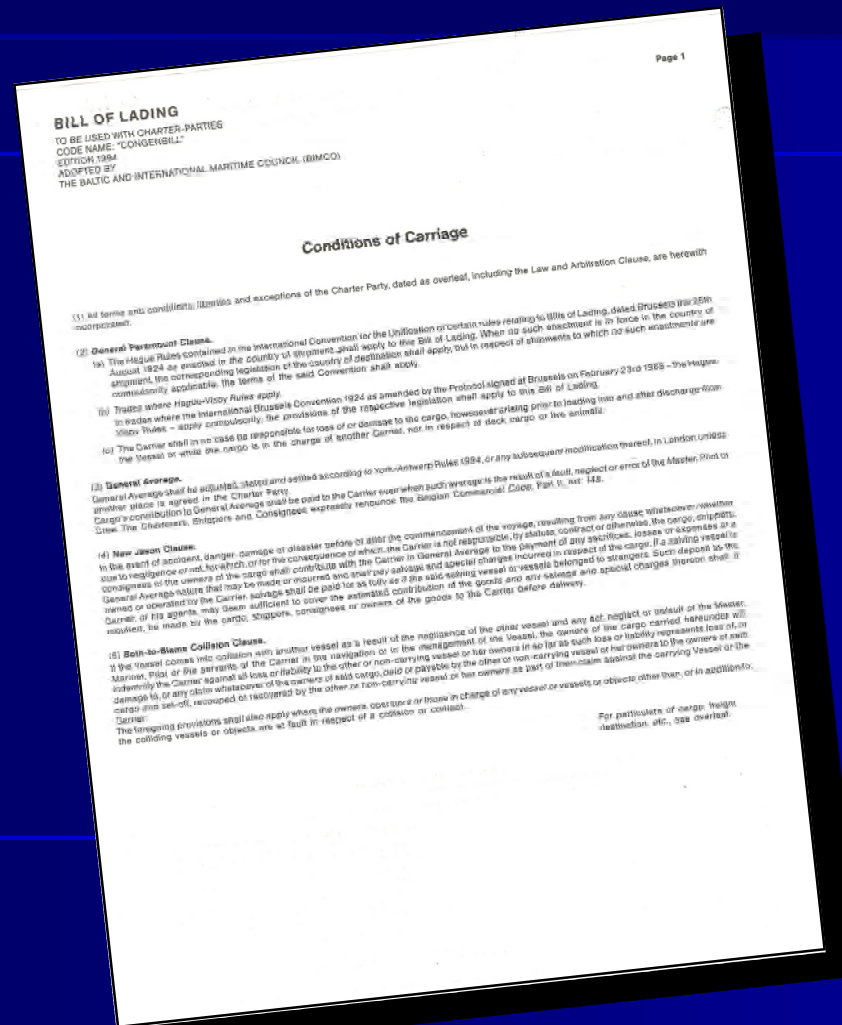
Charter Party

Bills of Lading

- **Who Is Holding The Document?**
 - Receipt?
 - Negotiable Document of Title?
- **Are Hague Rules Incorporated?**
- **Is Charter Party Incorporated?**
- **Suit or Arbitration? Where?**



Back of a Typical Charter B/L (Congenbill)



ASBATANKVOY CHARTER PARTY FORM

Association of Ship Brokers
& Agents (U.S.A.), Inc.
October 1977

CODE WORD FOR TRUS
CHARTER PARTY:
ASBATANKVOY

TANKER VOYAGE CHARTER PARTY

PREAMBLE

Place _____ Date _____

IT IS THIS DAY AGREED between _____
chartered owner/owner (hereinafter called the "Owner") of the _____ (hereinafter called the "Vessel")
SS/MS _____ (hereinafter called the "Charterer")
and _____
that the transportation herein provided for will be performed subject to the terms and conditions of this Charter Party, which includes this Preamble and
Part I and Part II. In the event of a conflict, the provisions of Part I will prevail over those contained in Part II.

PART I

A. Description and Position of Vessel:

Deadweight: _____ tons (2240 lbs.)
Loaded draft of Vessel on assigned summer freeboard _____ ft. in salt water.
Capacity for cargo: _____ tons (of 2240 lbs. each)
Coated: Yes No
Cooled: Yes No
Now: _____

Classed: _____
or more in less, Vessel's option.
Last two sugars: _____
Expected Ready: _____

B. Laydays: _____
Commencing: _____
Discharging: _____

C. Loading Port(s): _____
Charterer's Option

D. Discharging Port(s): _____
Charterer's Option

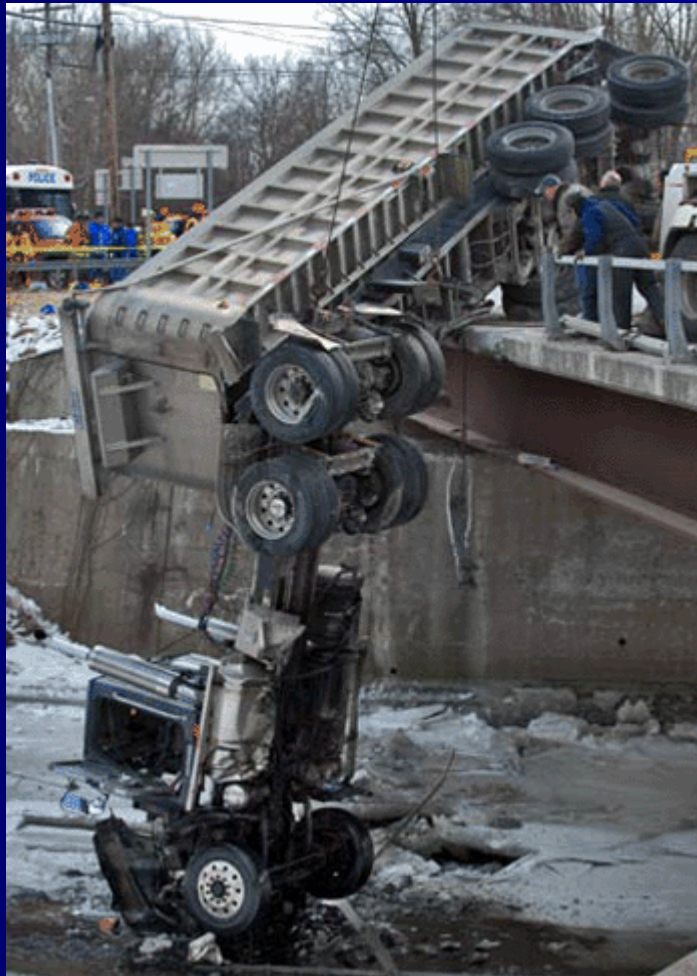
E. Cargo: _____
Charterer's Option
(not less than (of 2240 lbs. each))

F. Freight Rate: _____ at _____

G. Freight Payable to: _____

< BB >

Overland *Bills of Lading*



Typical Motor Carrier Bill

08-22-2005 11:31AM FROM: DMG CH

PLEASE CALL US FOR NATIONWIDE RATE QUOTES

STRAIGHT BILL OF LADING - SHORT FORM - ORIGINAL - Not Negotiable

RECEIVED subject to the classification and tariffs in effect on the date of the issue of this Bill of Lading.

CARRIER: **KAISER TRANSPORT, INC.**

Shipper: **WALKER BROTHERS**
3830 E. CORONADO STREET
ANAHEIM, CA

Consignee: **DMG**
C/O COAST INTERNATIONAL
4312 WILKINSON BLVD.
CHARLOTTE, NC 28208
STEVE@704-392-8109

KAISER TRANSPORT, INC.
General Office: Air-Ride Flatbeds & Drop Decks
P.O. Box 448, Jansenville, WI 53547
Phone: 888-783-7271 Fax: 608-768-9183

Lot #	HTM	Description of Goods, special marks, etc.	INC. 2000 SLABS	Weight (Pounds or Kilograms)	Class or Rate	Freight	Other Charges
		Machine Tools					
		Actual Time: 7:30 AM '05					
		Departure Time: 11:00 AM '05					

Notes: Shipper and Consignee responsible for loading, unloading and safe place claims. If the shipment moves through two parties by a carrier, the carrier is not responsible for the Bill of Lading and whether it is "weight" or "weight" or "weight".

RECEIVED IN GOOD ORDER THE ABOVE DESCRIBED PROPERTY

Consignee: *Robert...* (Full Signature Required) DATE: 7/29/05

Carrier: *Law...* DATE:

White Copy: Shipper Pink Copy: Consignee Yellow Copy: Carrier

Overland Bill of lading Inquiries

- **Check the Tariff or Published Terms**
- **Check the Classification**
- **Find the Limitation**
- **Numerous Venues for Suit Unless Restricted in Lading/Tariff/Terms**

