

## BILL OF LADING

B/L No : RTI02308008

TO BE USED WITH CHARTERER PARTIES

COPY

Shipper / Consignor

TETIS. GLOBAL. FZE

Consignee

XIN RUI JI TRAD CO., LIMITED  
UNIT C,9/F WINNING HOUSE, NO.72-76 WING LOK STREET,  
SHEUNG WAN, HONG KONG.

Notify Party

Vessel

MT RITI

Port of Loading

TOMPOK UTARA, MALAYSIA

Port of Discharge

ONE OR MORE SAFE PORT (S) IN CHINA



Shippers's Description of goods

MALAYSIAN LIGHT CRUDE OIL

BARRELS AT 60 U.S. GALLONS  
METRIC TONS AIR

GROSS  
767,205  
104,556.836

'CLEAN ON BOARD'

FREIGHT PAYABLE AS PER CHARTER PARTY	SHIPPED at port of Loading in apperant 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. Pursuant and subject to all terms and conditions, liberties and exceptions as per Tanker Voyage Charter Party indicated hereunder including provision overleaf. 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.
	Place and date of issue
Number of original/copies B/Ls	TOMPOK UTARA, MALAYSIA 12TH AUGUST 2023
1/2	Signature MASTER
	 Master of MT RITI CAPT. YAO BIN 

**BILL OF LADING**  
**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.

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, not 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 consequences of which, the Carrier is not responsible, by statute, contract or otherwise, the Goods, shippers, consignee or owner of the Goods 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 Goods. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully and in the same manner as if the said salving ship or ships 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 goods, shipper, consignee, or owner of the goods to the Carrier before delivery.

**(5) 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 Goods carried hereunder shall indemnify the Carrier against all loss or liability which might be incurred directly or indirectly to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of or damage to his Goods or any claim whatsoever of the owner of the said goods, paid or payable by the other or non-carrying ship or her owner to the owner of the said goods and set-off, recouped or recovered by the other or non-carrying ship or her owner as part of his claim against the carrying Vessel or the Carrier. The foregoing provisions shall also apply where the owner, 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.

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