

CODE NAME: "CONGENBILL" EDITION 1994

BILL OF LADING B/L N°: TGBS2301WDVP012

**Shipper**

DAVID DEL CURTO SPA  
RUT:93329000-K  
AVDA. KENNEDY 5682, PISO 4, VITACURA SANTIAGO, CHILE  
CATHERINE ROJAS  
catherine.rojas@ddc.cl 322212881  
CHILE

TO BE USED WITH CHARTER-PARTIES  
Reference No.

**Consignee (not for order)**

Mastronardi Berryworld America LLC  
Schoolcraft Road No. 36121 Livonia, MI 48150  
322212881  
Erving Garcia  
Erving.Garcia@sunsetgrown.com 322212881  
ESTADOS UNIDOS DE AMERICA

**NON NEGOTIABLE COPY**

**Notify party/address**

ADVANCE CUSTOMS BROKERS & CONSULTING  
1400 Northwest 79th Avenue, Miami, FL 33126  
Pat  
Pat@advancecustomsbrokers.com 786.476.0700

ESTADOS UNIDOS DE AMERICA

**Vessel** EMERALD **Port of loading** Valparaiso

**Port of discharge** Wilmington

description of goods	Gross weight.
4080 CASES ON 20 PALLETS SAID TO CONTAIN	19584 KG

Marks: .  
SEGU932241-3  
Seal-Numbers  
TGBS20138  
USDA SAG 2023594

Type: 40RE  
Tw: 4.420,00  
Gw: 19584,00  
Cnt. Ld.: FCL/FCL 4080 CASES WITH FRESH BLUEBERRIES ON 20 PALLETS, G.W. 19584 KGS  
"USDA\_Inspection"  
4080 CASES FRESH BLUEBERRIES ON 20 PALLETS HS CODE 081040 REF C0021-23 PALLETS  
CHEP CLEAN ON BOARD FREIGHT PREPAID REFRIGERATED CARGO VESSEL CODE NUMBER  
203633  
""

CLEAN ON BOARD:28-12-2022

FREIGHT PAYABLE AS PER CHARTER PARTY

(of which ..NIL.. on deck at Shipper"s risk; the Carriers not 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 specified above. 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 indicated below all of this tenor and date, any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at	Place and date of issue VALPARAISO, Dec 28 ,2022
N° of original Bs L 0()	Signature as Agents only for and on behalf of the master of MV 

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## **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, nor in respect of deck cargo of 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 salvaging vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salvaging 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 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 or 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.