

COPY.

BULK CARGO

MINISTRY OF WAR TRANSPORT

STANDARD WAR-TIME TANKER BILL OF LADING

(For bulk oil cargoes)

CONTENTS	ULLAGES					
	PORT		CENTRE		STARBOARD	
Tons	Ft.	ins.	Ft.	ins.	Ft.	ins.
Tank No. 1 .....						
" " 2 .....						
" " 3 .....						
" " 4 .....						
" " 5 .....						
" " 6 .....						
" " 7 .....						
" " 8 .....						
" " 9 .....						
" " 10 .....						
Summer-tank No. 1 .....						
" " 2 .....						
" " 3 .....						
" " 4 .....						
" " 5 .....						
" " 6 .....						

Time occupied in loading ..... running hours.

Notice of readiness given .....

Loading commenced .....

Loading completed .....

(18413) 51121/1179 500 3/43 K.H.K. Gp. 8/9

Shipped in apparent good order and condition by ASIATIC PETROLEUM CORPORATION AS AGENTS THE on board the good Tank 1  
 Motor/Steam Vessel called the "KOLLEBJORG" whereof E.A. OLSEN is Master now lying at the port of New York. 2  
 say --3,052.25-- TONS EQUAL TO 1,030,760 GALLONS OF POOL WHITE SPIRIT in bulk as per margin to be delivered at the port of U.K. 3

or so near thereunto as the vessel can safely get always afloat (but with liberty to sail without pilots, to call at any port or ports in any order in or out of or beyond the 4  
 customary route, for bunkering, landing or discharging cargo or any other purposes whatsoever, to make trial trips with or without notice or to adjust compasses, all as 5  
 part of the contract voyage) unto THE PETROLEUM BOARD.  
 Ministry of War Transport Standard War-Time Tanker Voyage Charter Party, ship or cargo lost or not lost. or order, freight being payable in accordance with the 6  
 7

1. All the terms, conditions and exceptions of the Ministry of War Transport Standard War-Time Tanker Voyage Charter Party and of any modifications thereto, 8  
 which may be in force at the date of this Bill of Lading, are incorporated herein, but if the Contract of Carriage herein contained is a Contract of Carriage to which the 9  
 United States Carriage of Goods by Sea Act, 1936, or other similar legislation giving statutory effect to the Brussels Convention of October, 1922, for the unification of 10  
 certain rules relating to Bills of Lading, applies by reason of the port of shipment being in territory in which the said Act or other similar legislation is in force, this Bill 11  
 of Lading shall have effect subject to the provisions of the said Act or other similar legislation as the case may be, which shall be deemed to be incorporated herein and 12  
 nothing herein contained shall be deemed to be a surrender by the carrier of any of his rights or immunities under the said Act or other similar legislation or of any of his 13  
 responsibilities or liabilities under the said Act or other similar legislation. If any term of this Bill of Lading be repugnant to the said Act or other similar legislation as 14  
 so incorporated, such terms shall be void to that extent but no further. 15

2. The following clauses shall apply to any shipment to or from any port in the United States of America :— 16  
 (i) **New Jason Clause.** In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause what- 17  
 soever, 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 goods, 18  
 shippers, consignees or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses or expenses of a general 19  
 average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. 20  
 If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit 21  
 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 22  
 made by the goods, shippers, consignees or owners of the goods to the carrier before delivery. 23  
 (ii) **Both to blame collision Clause.** If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or 24  
 default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder 25  
 will indemnify the carrier against all loss and liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of or damage 26  
 to or any claim whatsoever of the owners of the said goods, paid or payable by the other non-carrying ship or her owners to the owners of the said goods and set 27  
 off, recouped or recovered by the other non-carrying ship or her owners as part of their claim against the carrying ship or carrier. 28

3. **War Clauses.** 29  
 (1) No Bills of Lading to be signed for any blockaded port and if the port of discharge be declared blockaded after Bills of Lading have been signed, or if the port 30  
 to which the ship has been ordered to discharge either on signing Bills of Lading or thereafter, be one to which the ship is or shall be prohibited from going by the Govern- 31  
 ment of the Nation under whose flag the ship sails or by any other Government, the owner shall discharge the cargo at any other port covered by the Charter Party under 32  
 which the ship is serving as ordered by the Charterers (provided such other port is not a blockaded or prohibited port as above mentioned), or, if unchartered, at any other 33  
 convenient port in the master's or owners' discretion and shall be entitled to freight as if the ship had discharged at the port or ports of discharge to which she was 34  
 originally ordered. 35  
 (2) The ship shall have liberty to comply with any orders or directions as to departure, arrival, routes, ports of call, stoppages, destination, delivery or otherwise 36  
 howsoever given by the Government of the Nation under whose flag the vessel sails or any department thereof, or by any other Government or any department thereof, 37  
 or any person acting or purporting to act with the authority of any such Government or of any department thereof, or by any committee or person (including the Ministry 38  
 of War Transport War Risks Insurance Office) having, under the terms of the War Risks Insurance on the ship, the right to give such orders or directions or to approve the 39  
 voyage and if by reason of and in compliance with any such orders or directions anything is done or is not done, the same shall not be deemed a deviation, and delivery in 40  
 accordance with such orders or directions shall be a fulfilment of the contract voyage and the freight shall be payable accordingly. 41

4. **General Average.**—General average shall be payable according to the York/Antwerp Rules, 1924. 42  
 5. In accepting this Bill of Lading, the shipper, owner and consignee of the goods and the holder of this Bill of Lading agree to be bound by all its stipulations, 43  
 exceptions and conditions whether written or printed or incorporated therein as fully as if they were all signed by such shipper, owner, consignee or holder. 44

IN WITNESS whereof the Master or Agent of the said ship has affirmed to THREE (3) 45  
 Bills of Lading, all of this tenor and date, one of which being accomplished, the other(s) to stand void. 46  
 Dated at NEW YORK the day of JANUARY 1943. 47

The cargo covered by this memorandum bill of lading is to be delivered only upon surrender of the original bill of lading issued at Aruba, N.W.I. for the cargo on the steam vessel "Pan Carolina" dated September 1942".

(Sgd.)...



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W1189 60084

M/V  
"Kollbjorn"

Inst of W T Bill  
of lading  
Inst. rept No. 43047.

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