BILL OF LADING FOR COMBINED TRANSPORT OR PORT TO PORT SHIPMENT

1. Definitions:

"Carrier" in this Bill of Lading means P/F Skipafelagid Feroyar, trade name SKIPAFELAGID or FAROE SHIP.

"Carriage" means the whole or any part of the operations and by the Carrier in respect of the Goods covered by this Bill of Lading, and the Carrier in respect of the Goods covered by this Bill of Lading, and any substituted wessel and any vessel, craft or lighter to which transhipment may be made in the performance of this contract.

"Merchant" includes, jointly and severally, the Shipper, the Convention of the Goods or of this Bill of Lading and anyone acting, whether as servant or agent or otherwise, for any of them.

"Molder" means any Person for the time being in possession of this Bill of Lading to whom the property in the Goods has passed or otherwise, for any of them.

"Molder" means any Person for the time being in possession of the Goods has passed on the endorsement of this Bill of Lading to whom the property in the Goods has passed on the endorsement of this Bill of Lading or otherwise.

"Person" includes an individual, group, corporation, company or other entity.
"Touche" means the whole or any part of the cargo accepted from

the endorsement of this Bill of Lading or otherwise.

"Person" includes an individual, group, corporation, company or other entity.

"Goods" means the whole or any part of the cargo accepted from the Shipper and includes any Containers not supplied by or on the Shipper and includes any Containers not supplied by or on Charges" includes freight and all charges, dues, costs, expenses and money obligations incurred and payable by the Merchant.

"Combined Transport" arises when a Place of Receipt and/or Place of Delivery is/are completed on the face hereof.

It is a proper to the complete of the face hereof.

"Container" includes any container, open top, trailer, transportable trank, flat, platform or pallet or any similar article of transport used to consolidate Goods and any equipment threeof or connected the mellon means as follows:

FCL/FCL means that the Container is packed and unpacked under the Merchant's responsibility, even when such operation is physically effected on his behalf by the Carrier,

FCL/FCL means that the Container is packed and unpacked under the Merchant's responsibility, even when such operation is physically effected on his behalf by the Carrier, and unpacked under the Carrier's responsibility.

FCL/FCL means that the Container is packed and unpacked under the Carrier's responsibility.

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2. Carrier's Tariff:
The terms of the Carrier's applicable tariff are incorporated herein (Jariff'). Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier or its agents upon request. In the case of inconsistency between this Bill of Lading and the applicable Tariff this Bill of Lading and the applicable Tariff this Bill of Lading shall prevail except with respect to the calculation of freight and other charges, in which case the Tariff shall prevail.

- Freight and other charges, in which case use the same process.

 3. Merchant's warranty:

 (i) The Merchant warrants that in agreeing to the terms and conditions hereof he is, or has the authority of, the Person owning or entitled to the possession of the Goods and the Bill of Lading.

 (ii) The Goods as set out overleaf have been checked by the Shipper are ceipt of this Bill of Lading and that such particulars and any other particulars furnished by or on behalf of the Shipper are correct and complete in all material respects and no representation of any nature as to such particulars, in favour of any person, is made, either directly, or by implication by the Carrier.

 (iii) The Merchant warrants that the Goods are in a condition and packed in a manner adequate to withstand the ordinary risks of the condition and requirements which may be applicable.

- to their nature and in compliance with all laws, regulations and requirements which may be applicable.

 4. Sub-contracting:

 (i) The Carrier shall be entitled to sub-contract on any terms the whole or any part of the Carriage, loading, unloading, storing, warehousing, handling and, without limitation, any and all other ducties whatsoever undertaken by the Carrier in relation to the contraction of the Carrier, including but not limited to stevedores and terminal operators, which imposes or attempts to impose upon any of them or any such claim or allegation should nevertheless be made, to defend, indemnify and hold harmless the Carrier against all consequence thereof. Without prejudice to the foregoing, every such servant, indemnify and hold harmless the Carrier against all consequence thereof. Without prejudice to the foregoing, every such servant, tions, limitations, provisions, conditions and liberties herein benefiting the Carrier as if such provisions were expressly made for their benefit; and, in entering into this contract, the Carrier, to the extent of these provisions, does so not only on its own sub-contractors. The Carrier shall be entitled to be paid by the Merchant ton agent and under the such as the contract of the Carrier, to ray loss, damage, delay or otherwise.

 (iii) Carrier of the Carrier of the Carrier, and indirect sub-contractors and their respective servants and agents.
- and indirect sub-contractors and their respective servania and agents.

 The Merchant further undertakes that no claim or allegation howsoever 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 on the Carrier any liability whatsoever in connection with the Goods, or the Carrier got 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 defend, indemnify and hold harmless the Carrier against all consequences thereof.

and hold harmless the Carrier against all consequences thereof.

5. Carrier's Responsibilities:
Port to Port Shipment:
If the Carriage called for by this Bill of Lading is a Port-to-Port
Shipment, the liability (if any) of the Carrier for loss of or damage to
the Goods occurring from and during loading onto any Vessel upto and
during discharge from that Vessel or from another Vessel into which
the Goods have been transhipped shall be determined in accordance
to the condense of the Carrier shall be under no liability
the Hague Ruler.
Notwithstanding the above, the Carrier shall be under no liability
whatsoever for loss of or damage to the Goods, howsoever occurring,
when such loss or damage arises prior to loading on or subsequent to
discharge from the Vessel.

discharge from the Vessel.

6. Carrier's Responsibilities:
Combined Transport:
If the Carriage called for by this Bill of Lading is Combined Transport:
If the Carriage called for by this Bill of Lading is Combined Transport.
If the Carriage called for by this Bill of Lading is Combined Transport.
If the Carriage Carr

(i) an act or omission of the Merchant;
(ii) insufficiency of or defective condition of packing or making;
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The Metrichant sain, nowwerly be enhitted to brove mit in oss or more of these causes or events.

(c) Limitation of Liability.

Except as provided in Clause 7(iii) total compensation shall in no circumstances whatsoever and nowsoever arising exceed SDR 2 per kilo of the gross weight of the Goods fost or damaged, or SDR if the stage of the Carriage when loss or damage coccurred is known:

If the stage of the Carriage when loss or damage occurred is Innovan.

Notice of the Carriage when loss or damage occurred is Innovan.

Notice of the Carriage when loss or damage scale to the Carriage to Clauses 5, 21 and 25, if it is known during which stage of the Carriage the loss or damage scaurred, 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:

() cannot be departed from by private contract to the detriment of the Merchant; and detriment of the Merchant; and and the damage as exparate 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 in order to make such international convention or national law applicable; or (b) if no international convention or national law would apply by virtue of Clause 6(2) (a), by the Hague Rules if the loss or damage is known to have occurred at sea or on inland waters,

by virtue of Clause 6(2) (a) y the Hague Rules if the loss or damage is known to have occurred at sea or on inland waters;

(c) by the provisions of Clause 6(1) if the provisions of Clause 6(2) (a) or (b) do not apply.

For the purposes of this clause 6(2), references in the Hague Rules to carriage by sea shall be deemed to include reference to carriage by inland waters and the Hague Rules shall be construed accordingly, if the Hague Rules of Clause 6(2)(b), the Carrier's liability the Hague Rules apply by writue of Clause 6(2)(b), the Carrier's liability (b).

[3] If the Place of Receipt or Place of Delivery is not named on the face hereof:

If the Place of Receipt is not named on the face hereof the Carrier shall be under no liability whatsoever for loss of or damage to the Goods, howsoever occurring, if such loss or damage arises prior to loading onto the Vessel. If the Place to plelwey is not named ever for loss of or damage to the Goods, howsoever occurring, when such loss or damage arises subsequent to discharge from the Vessel.

- When such loss of usingle alless subsequent to discharge from the Vessel.

 7. The Amount of Compensation:

 (Subject to Clauses 5, 6, 8 and 25 and paragraphs (ii), (iii) and (ii) of this Clause, when the Carrier is liable for compensation in respect of loss of or damage to Goods, such compensation shall be calculated by reference to the invoice value of the Goods plus be calculated on a pro rate basis.

 (ii) If there is no invoice value of the Goods, such Goods at the place and time they are delivered to the Merchant in accordance with the contract or should have been so delivered. The value of the Goods shall be fixed according to the commodity exchange price or, if there he no commodity exchange price or current market price, by reference to the normal value of Goods of the same kind and quality.

 (iii) Ulnless otherwise expressly agreed herein compensation shall not exceed SOR. 2 per killo of gross weight of the Goods lost or more compensation shall not exceed SOR. 2 per killo of gross weight of the Goods lost or more succeed SOR. 2 per killo of gross weight of the Goods lost or not succeed SOR. 2 per killo of gross weight of the Goods lost or not succeed SOR. 2 per killo of gross weight of the Goods lost or not succeed SOR 2 per killo of gross weight of the Goods lost or not succeed SOR 2 per killo of gross weight of the Goods lost or not succeed SOR 2 per killo of gross weight of the Goods lost or not succeed SOR 2 per killo of gross weight of the Goods lost or succeed SOR 2 per killo of gross weight of the Goods has been declared by a succeed SOR 2 per killo of gross weight of the Goods has been declared by a succeed SOR 2 per killo of gross weight of the Goods and extra freight is paid on such declared will of required.

 (v) in case value has been declared in accordance with this Clause, and the succeed SOR 2 per killo of gross weight of the Sold per succeed SOR 2 per succeed

- 8. Ceneral:

 (i) The Carrier does not undertake that the Goods shall arrive at the Port of Discharge or Place of Delivery at any particular time or to in no circumstances be liable for any direct, indirect or consequential loss, damage or costs caused by delay.

 (ii) Save as otherwise provided herein, the Carrier shall in no circumstances whatsoever or howsoever be liable for any direct or indirect or consequential loss, damage or costs or for loss of indirect or consequential loss, damage or costs or for loss of in the terms of this Bill of Ladine shall sower the responsibility of
- profits.

 (iii) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or delivery to the Merchant.

- 9. Notice of Loss, Time Bar:

 (i) Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or its agents at the Port of Discharge or the Place of Delivery as the case may be before or at the time of removal of the Goods into the custody of the Merchant such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of Lading. If the loss or damage is not apparent, then notice must be given in writing within three days of the deliver from any liability unless said is brought, and notice thereof given, within one year after delivery of the Goods or the date when the Goods should have been delivered.

10. Defence and Limits for the Carrier, Interest:

- The exercise and Limits for the Larrier, Interest:

 I he exemptions from liability, defences, liberties and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for delay, loss of or damage to the Goods howsoever occurring whether the action be founded in contract or in fort and even if the loss, damage, or delay arose as a result of tion of contract.

 (ii) No interest shall be allowed on any claim against the Carrier up to the time of the rendition of judgement.

- 11. Methods and Routes of Transportation:
 (1) The Carrier may at any time and without notice to the Merchant;
 (i) see any means of transport or strage whatsoever;
 (ii) see any means of transport or strage whatsoever;
 (ii) transfer the Coods from one conveyance to another including transhipping or currying the same on another Vessel that be Vessell name or verying the same on another Vessell with the Vessell name or though transhipment of forwarding of the Goods may not have been contemplated or provided for herein.
- whatsoewer and even though transhipment or forwarding of the Goods may not have been contemplated or provided for herein;

 (iii) sail without pilots, proceed via any route, at any speed, proceed to, return to and stay at any port or place whatsoever (including the Port of Loading herein provided) in any order in or out of the route or in a contrary direction to or beyond or discharging cargo or embarking or discembarking any person(s) whether in connection with the present a prior or subsequent voyage or without limitation any other purpose whatsoever, and before giving delivery of the Coods at the Port of Discharge or the Place of Delivery herein provided and with liberties as aforesaid leave and then return to and discarge the Coods as the Place of Delivery herein provided and with liberties as aforesaid leave and then return to and discarge the Coods as the Place of Delivery herein provided with or without cargo on board;

 (iv) unpack and remove the Goods which have been packed into a Container and/or forward the same in Containers or otherwise as the Carrier in its sole discretion may decide;

 (v) load and unload the Goods at any port(s) or place(s).

 (2) Anything done or not done in accordance with sub-clause (1) or any delay arising therefrom shall be deemed to be within the contactual Carriage and shall not be a deviation.

12. Government directions, War, Epidemics, Ice, Strikes

- 12. Government directions, War, Epidemics, Ice, Strikes etc.:

 (17. The Master, and/or the Carrier, shall have liberty to comply with any orders, directions or recommendations as to loading, departure, routes, ports of call, stoppages, destination, arrival, discharge, delivery or in any other ways whatsoever given by any government or any presson to body acting to purporting to act with having under the terms of the Hull risks insurance on the Vessel the right to give any orders, directions or recommendations.

 (ii) If in the opinion of the Master or the Carrier the venture is made unsafe, unlawful or inadvisable by the imminence or existence of war, warlike operations or hostilities, the Goods may be aske and convenient by the Master or the Carrier.

 (iii) If on account of any hindrance, risk, delay, difficulty, or disadvantage of any kind and howsoever arising (even though the circumstances giving rise to each hindrance, delay, difficulty or disadvantage of any kind and howsoever arising (even though the circumstances giving rise to each hindrance, delay, difficulty or disadvantage of any kind and howsoever arising (even though the circumstances giving rise to each hindrance, delay, difficulty or disadvantage or any kind and howsoever arising (even though the circumstances giving rise to each hindrance, delay, difficulty or disadvantage or any kind and howsoever arising (even though the circumstances giving rise to each hindrance, delay, difficulty or disadvantage or any kind and howsoever arising (even though the circumstances giving rise to each hindrance, delay, difficulty or disadvantage in the succession or difficulties to have a succession or difficulties to load and officulties of the contract even before the foods have been received and onvenient or otherwise dealt with pursuant to the liberties and powers contained in Clause in the usual manner or proceed thence on the voyage, the Gods may be discharged at a feb error or decreased and convenient or otherwise dealt with pursuant to the liberties and p

13. Merchant's liability and Compliance with Local

13. Merchant's liability and Compliance with Local Laws:

The Merchant shall be liable for and shall defend, indemnify, and hold harmless the Carrier and the Vessel against any payment, expenses, incurred by or levied upon the Carrier or the Vessel in connection with the Goods for any cause whatsoever, including but not limited to their nature, quality or condition (whether known to the Carrier or Master or not) and any breach of awarrant under this Bill of Lading. Also for any action to a requirement of any government to government all authority and the control of the content of the

tion the Merchant shall be liable for and shall pay return freight and

- tion the Merchant shall be liable for and shall pay return freight and charges thereon.

 14. Temperature controlled cargo:

 (i) Goods, including Goods of a perishable nature, may be carried in dry general purpose Containers or ordinary compartments in the container of the conta

- Lading.

 15. Containers:
 () Goods may be stowed by the Carrier or its agents or servants in Containers and/or consolidated with other Goods in Containers. Containers whether stowed as aloresald or received in a stowed without notice to the Merchant and, subject always to Clause 21(iii), if they are so carried the Hague Rules, or (when applicable) US COGSA as incorporated herein, shall be applicable notwithstanding carriage on or under deck and the Goods and/or Containers shall contribute in General Average and/or salvage whether carried on or under deck. And the Goods and/or containers shall not container and the Carrier and the Carrier shall be a receipt only for damage to the contents and the Merchant shall defend, indemnify and hold harmless the Carrier against any loss, damage, liability or expense incurred by the Carrier, if such loss, damage, liability or expense incurred by the Carrier, if such loss, damage, liability or expense incurred by the Carrier, if such loss, damage, liability or expense has been caused by the Container has been stowed, filled, the unsuitability of the contents for carriage in Containers; or or the unsuitability of defective condition of the Container.

- expetiss manner in which the container has been stowed, filled, packed, stuffed or loaded; or (b) the unsuitability of the contents for carriage in Containers; or (c) the unsuitability or detective condition of the Container arising without any want of due diligence on the part of the foreign without any want of due diligence on the part of the foreign without any want of due diligence on the part of the foreign without any want of due diligence on the part of the foreign without any want of due diligence on the part of the foreign with the foreign which would have been apparent upon reasonable inspection by the Merchant at or pior to the time when the (c) packing Goods which need temperature control, including refrigerated Goods, that are not at the correct temperature for carriage hereunder.

 (iii) The Carrier shall be entitled to the containers being sound and suitable for use.

 (iii) The Carrier shall be entitled, but under no obligation, to open any Containers any time and to inspect the contents. If it thereupon appears that the contents or any part thereof cannot safely or properly be carried or carried further, either at all or in the contents or any part thereof cannot safely or properly be carried or carried further, either at all or in the contents or any part thereof cannot safely or properly be carried or carried further, either at all or measures and/or incur any reasonable additional expense to carry or to continue the Carriege or to store the same ashore or affloat deemed to constitute due delivery under this Bill of Lading, The Merchant shall indemnify the Carrier against any reasonable additional expense so incurred.

 (Where the Goods in respect of which Bills of Lading have been issued form part of an LCL shipment which has been consolidated the Carrier shall have liberty to unpack such Container in order to effect delivery of the said Goods.

 (Where a Container owned or leased by the Carrier is unpacked at the Merchant's premises the Merchant is responsible for place of discharge or to the p

16. Lien:
The Carrier shall have a lien on the Goods and any documents relating thereto, inclusive of any Container owned or leased by the Merchant,

- thereto, inclusive of any Container owned or leased by the Merchant, for all sums payable to the Carrier under this contract, b) all sums quote from the Merchant to the Carrier under any other contract, whether connected with Carriage of Goods or not, and contained to the Carrier under any other contract, whether connected with Carriage of Goods or not, and due. The lien shall in any event extend to cover the costs and expenses of exercising such a lien and for that purpose the Carrier shall have the carrierism of the contained of the contained

- against all and any cost incurred by the Carrier in exercising its rights under this clause.

 17. Freight; Payment of Charges:

 (17. Freight, shall be payable on actual gross intake weight or measurement, or at Carrier's option, on actual gross discharged weight or measurement. Freight may be calculated on the basis of the Carrier may at any time open any Container or other package and examine, weigh, measure and value the Goods. In case Merchant's particulars are found to be erroneous and additional freight is payable, the Goods shall be liable for any expense incurred in freight shall be paid on damaged or unsound Goods. Full freight hereunder shall be considered completely earned on receipt of the Goods by the Carrier, and the Carrier shall be entitled to all freight and Charges due hereunder, whether actually paid or not, ever, the Vessel and/or Goods lost or not lost.

 17. The Merchant shall be liable for all expenses of sorting, mending, cooperage, baling or reconditioning of Goods and/or packages containing the Goods and gathering of loose cargo and/or from excepted peris.

 18. Goods once shipped cannot be taken away by the Merchant except upon Carrier's consent and against payment of full freight and compensation for any damages ustained by the Carrier and other dues and Charges appeals in respect of the Goods after dues and Charges payable in respect of the Goods after leaving ships tackle.

 19. The Merchant shall be laid sea and charges, wharfage charges and other dues and Charges payable in respect of the Goods after leaving ships tackle.

 20. The Merchant shall be laid and summary of the Coods after leaving ships tackle.

 21. The Merchant shall be laid and the part of the payment of the Carrier are due on demand and shall be paid in full and without any offset, counterclaim or deduction. Any entire the additional amount from the Merchant carrier and the Carr

- the date of the information of the control of the merchant shall defend, indemnify and hold harmless the Carrier against all and any cost incurred by the Carrier in exercising its rights under this clause.

18. Both to Blame Collision Clause: The Both-to-Blame Collision and New Jason clauses published and/or approved by BIMCO and obtainable from the Carrier or his agents upon request are hereby incorporated herein.

19. General Average and Salvage:

(i) General Average shall be adjusted and payable according to York-Antwerp Rules of 1994 at any port or place at the option of the Carrier, whether declared by the Carrier or a sub-contractor of the Carrier, the respect of all congo, whether carrier on or under deck. The carrier of the carrier of a sub-contractor of the Carrier o

20. Fire:

The Carrier shall not be liable to answer for or make good any loss or damage to the Goods occurring at any time and even though before loading on, or after discharge from, the Vessel by reason or by means of any fire whatsoever unless such fire shall be caused by its actual fault or privity.

- fault or privity.

 21. Optional Stowage:

 () Goods may be stowed, without notice to the Merchant, on deck stowage.

 () Goods may be stowed, without notice to the Merchant, on deck stowage of the stowag

- place existing at any time.

 22. Dangerous Goods:

 (i) The Merchant undertakes not to tender for transportation any Goods which are of a dangerous, inflammable, radio-active, or nature to the Carrier, making the Goods and the Container or other covering on the outside as required by any laws or regulations which may be applicable during the Carriage.

 (ii) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage having regard which may be applicable during the Carriage.

 (iii) If the requirements of paragraphs (i) and (ii) are not complied with the Merchant shall defend, indemnify and hold harmless the Carrier against all loss, damage or expense arising out of the Goods being tendered for transportation or handled or carried by (ii). Goods which are or at any time become dangerous, inflammable, radio-active or damaging may at any time or place, be unloaded, destroyed, or rendered harmless without compensation, and if the Merchant has not given notice of their nature to the Carrier under (r) above, the Carrier shall be under not lability to make any General Average contribution in respect of such Goods.

 3. Notification and Delivery:

- the Merchant has not given notice of their nature to the Carrier under (r) above, the Carrier shall be under not liability to make any Carrier and Carrier shall be at liberty to discharge the Goods or any part thereof from the Vessel without notice directly they come to hand at or on to any wharf, craft or place on any day and at any they have been discharged as aforesaid. Such discharge shall constitute due delivery, and thereupon all liability of the Carrier (if any) in respect of the Goods or that part hereof discharges day after any carrier and car

24. Metal Products: The term "Apparent good Lading with reference 24. Metal Products: The term, Apparent good order and condition" when used in this Bill of Lading with reference to iron, steel, or metal products does not mean if the Shipper's or equests, a substitute Bill of Lading will be issued omitting the above definition and setting forth any notations as to rust or moisture which may appear on the mate's or tally clerk's receipts.

- or moisture which may appear on the mate's or tally clerk's receipts.

 25. USA Clause paramount:

 If Carriage includes Carriage to, from or through a port in the United States of America, this Bill of Lading shall be subject to the COGSA) the terms of which are incorporated herein and shall be paramount throughout Carriage by Sea (except as provided in Clause 21(ii) and the entire time that the Goods are in the actual custody of the Carrier or his Sub-Contractor at the sea terminal before loading not the Vessel or after discharge therefrom as the case may be.

 (ii) The Carrier shall not be liable in any capacity whatsoever for the carrier of these times the Carrier acts as agent only to procure Carriage by a third party (one or more) under the usual terms and conditions of such third party, if for any reason the Carrier is denied the right to act as agent only at these times, its lability for loss, damage or delay to the Goods All be determined in accordance with Clauses 6, 7, 9, and 10 in It his Bill Qif adine is accreted by a non-wessel operating common
- at these times, its issuancy ...
 shall be determined in accordance with Clauses 6, 7, 9, and 10
 shall be determined in accordance with Clauses 6, 7, 9, and 10
 (iii) this control is a complete of the control is a control in the control is an expectation of the control is a control in the control is an expectation of the control is an inturn issued other contracts of carriage to third parties, the said NVOCC hereby warrants that all contracts of carriage issued by him in respect of Goods the subject of this Bill of Lading shall incorporate the terms and conditions of this Bill of Lading shall incorporate the terms and onditions of this Bill of Lading shall incorporate the terms and in NVOCC further agrees to defend, indemnify and hold harmless the Carrier, its servants, agents and sub-contractors against all consequences of his falling so to incorporate.

 (iv) As allowed by US COGSA, the liability of the Carrier and/or Vessel shall not exceed the amount set forth in Clause 7 (iii) hereof, unless the value of the Coods has been declared on the face hereof and extra freight paid on such declared value if required.

26. Validity:
In the event that anything herein contained is inconsistent with any applicable international convention or national law which cannot be departed from by private contract, the provisions hereof shall to the extent of such inconsistency but no further be null and void.

27. Jurisdiction and Law:
Except as provided in Clause 27 (USA Clause paramount) the contract
Except as provided in Clause 27 (USA Clause paramount) the contract
Fare tellands and any dispute arising hereunder shall be determined
by the Faroese Courts according to Faroese Law to the exclusion of the
jurisdiction of the courts of any other country.