

IV. Quality marks, if any, to be of the same size as and contiguous to the leading marks; and if inserted in the shipping notes accepted by the mate, the master is bound to sign bills of lading conformable thereto.

V. Ship not accountable for gold, silver, bullion, specie, documents, jewelry, works of art or other precious articles, nor for any package above the value of £ 100.—, unless bills of lading be signed therefor with the value therein expressed and a special agreement be made.

VI. Shippers accountable for any loss or damage to ship or cargo caused by inflammable, explosive, or other dangerous goods, shipped without special agreement and without full disclosure of their nature, whether such shipper shall have been aware of it or not, and whether such shipper be principal or agent: such goods may be thrown overboard or destroyed by the master or owner of the ship at any time without compensation.

VII. Shipper and consignee to be responsible for all fines or damages which the ship or cargo may incur or suffer by reason of incorrect or insufficient marking of packages or description of their weight or contents.

VIII. If a receipt has been given for goods on quay or in lighters, such goods to be considered as taken on board as far as the ship's responsibility is concerned.

IX. Goods once shipped cannot be taken away by the shipper, except upon payment of full freight and compensation for any damages sustained by the owners through such taking away.

X. In case the ship shall be prevented from reaching her destination by quarantine, blockade, ice, or the hostile act of any power, the master or owners may discharge the goods into any dépôt or lazaretto, or at any other convenient port where the ship's responsibility shall cease; the shippers and consignees to be responsible for all expenses thereby incurred upon the goods.

XI. Full freight is due on damaged goods and on goods diminished by leakage. No freight due on any increase in weight by sea-water.

XII. If the goods be not taken by the consignee without delay, or within such time as is provided by the regulations of the port of discharge, they may be landed or discharged into hulks or lighters by the master at the expense and risk of their owners.

XIII. Ship to have a lien on all goods for payment of freight and charges, including dead freight, demurrage, forwarding charges, charges for carriage to port of shipment, and the fines, damages and expenses mentioned in Rule VII and X, and for general average claims, and to be entitled to recover from the shipper the difference between the amount of freight stipulated in the bill of lading and the proceeds of the goods, should the freight not be paid otherwise.

XIV. In the event of claims for short delivery when the ship reaches her destination, the price to be the market price at the port of destination on the day of the ship's entry at the custom house, less freight and all charges saved.

XV. Weight, measure, quality, contents and value, although mentioned in the bill of lading, to be considered as unknown to the master, unless expressly recognized and agreed to the contrary. Simple signature not to be considered as such agreement.

XVI. General average to be paid according to York and Antwerp rules, and average bond to be signed with values declared therein, or sufficient security to be given, as required by the master.

XVII. Freight and charges, if payable at port of destination, to be paid on delivery in cash, without discount, and in the currency stipulated in the bill of lading or, at consignee's option, at the rate of exchange for banker's bills at sight current on the day of the ship's entry at the custom house. Prepaid freight cannot be re-claimed, ship or goods lost or not lost.