BILL OF LADING
TO BE USED WITH CHARTER PARTIES

NEGOCIOS INDUSTRIALES REAL S.A.
Av. CARLOS Luis Plaza Dañin y La Primera (Ciudadela La Atarazana)
GUAYAQUIL/ECUADOR.

Consignee

TO ORDER

Notify address

MITSUBISHI CORP., TOKYO

Vessel

MANOLIS

Part of loading

GUAYAQUIL

Part of discharge

KASHIMA - JAPAN

Shipper's description of goods

ECUADOR FISHMEAL TREATED WITH ANTIOXIDANT PRODUCT OF ECUADOR PAIS AMAZONICO

5,424 BAGS/275 TONS OF 1,000 KILOS 275,000,00 Kilos.

ECUADOR FISHMEAL TREATED WITH ANTIOXIDANT OF ETHOXYquine.
Packed in new Polypropylene woven bags 50,70 Kilos each gross for net.

"FREIGHT PREPAID OR FREIGHT PAYABLE AS PER CHARTER PARTY"

REF.: EX# 4/89 LH
P. E. #: 03435

"CLEAN ON BOARD"

 Pirate

[Signature]

Printed and sold by F. G. Knudtson Ltd., St. Toldsborgvej, Copenhagen, by authority of The Baltic and International Maritime Conference (BIMCO), Copenhagen.
CONDITIONS OF CARRIAGE

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as of date, and heretofore incorporated, the Carrier shall in no case be responsible for loss or damage to cargo arisen prior to loading and after discharging.

(2) General Average Clause.

The provisions contained in the International Convention for the Unification of certain rules relating to Bills of Lading, 1924, and the corresponding legislation of the country of destination shall apply, but in respect of shipowners to which no such enactment is in force in the country of destination, theapplicable terms of the said Convention shall apply.

(3) General Average.

Average shall be adjusted, stowed and sorted according to York-Antwerp Rules 1974, in London unless another place is agreed in the Charter.

Cargo's contribution to General Average shall be paid to the Carrier 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 Netherlands Commercial Code, Part II, Art. 141.

(4) New Jason Clause.

Should the vessel be lost or damaged by the carrier, such loss or damage shall be borne by the carrier in general average to the payment of any special, general or sporadic salvage and special charges incurred in respect of the goods.

(5) Third-Party Collisions 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, Pilot or of 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 carrier or non-carrying ship or her Owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying ship or her Owners in the event of said cargo and set-off, recovered or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying vessel or in addition to, the colliding ships or objects at fault in respect of a collision or contact.

For particulars of cargo, weight, destination, etc., see overleaf.