BILL OF LADING
TO BE USED WITH CHARTER PARTIES

M. CICIOS INDUSTRIALES REAL S.A.
Ave. Carlos Luis Plaza Dañin y la Primera (Ciudadela La Atarazana)
GUAYAQUIL/ECUADOR.

Shipped to

TO ORDER

Notify address

MITSUBISHI CORP., TOKYO

Vessel
HANOLIS
Port of loading
GUAYAQUIL
Port of discharge
KASHIMA - JAPAN

Shipper's description of goods
ECUADOR FISHMEAL, TREATED WITH ANTIOXIDANT OF ETHOXYQUINE.
Packed in new polypropylene woven bags 50.70 Kilos each cross for net.

"FREIGHT PREPAID OR FREIGHT PAYABLE AS PER CHARTER PARTY"

REF.: EX # 3/89 LH
2)
P.E. # 03466
"CLEAN ON BOARD"

Original

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 thereof as the ship may safely get the goods specified above.

Weight, measure, quality, quantity, condition, contents and value unknown.

KILIMANJARO, Master or Agent of the said vessel has signed the number at the bottom of this bill of lading indicating that for any of which being accomplished the others shall be valid.

FOR CONDITIONS OF CARGO AS OVERLEAF

Freight payable as per CHARTER-PARTY dated __________________________

FREIGHT ADVANCE
Received an amount of freight:

US$ .60.00/1.000 Kilos. FIO US$ .63.000

Time used for loading _______ days

Guayaquil, APR 30 1989

Signature

G. REBAU
GERENTE
BILL OF LADING

TO BE USED WITH CHARTERER'S

COOL NAME: "GONGENDILL"

EDITED 1978

ADOPTED BY

THE BALTIC AND INTERNATIONAL

MARITIME CONFERENCE (BIMCO)

HERMOS INDUSTRIAL S.A.

FIRMA AUTORIZADA

ALFRED C. TOEPFER

INTERNATIONAL GMBH

INTERNATIONAL GMBH

Blechenbrücke 10, 20097 Hamburg

Conditions of Carriage.

1. All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, are hereby incorporated and shall be responsible for loss or damage to cargo when prior to loading and after discharging.

2. General Paramount Clause.

The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels on 25th August 1924, shall apply to this contract. Where no such enactment is in force in the country of shipment, the applicable, the terms of the said Convention shall apply.

3. General Average.

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

4. War 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 goods, Cargo and or owners or consignees of the goods shall contribute with the Carrier in general average to the payment of any sacrifices, losses or expenses of general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods. If a salvaging ship is owned or operated by the Carrier, salvage shall be paid for in full as if the said salvaging ship or ships 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 shall be required, to be made by the goods, Cargo, Consignee or owners of the goods to the Carrier before delivery.


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, Mastering, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the Vessel shall indemnify the Carrier against all loss or liability in the other or non-carrying ship or her Owners in so far as such loss or liability are caused or sustained by the other or non-carrying ship or her Owners to the owners of said Vessel and shall be held, accepted or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying Vessel or Carrier. The foregoing provisions shall also apply where the Owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects or at fault in respect of a collision or contact.

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