**BILL OF LADING**

**Reference No.**

**Consignee**

TO ORDER

Today address

MITSUBISHI CORP., TOKYO

**Vessel**

* MANOLIS *

**Port of loading**

GUAYAQIL

**Port of discharge**

KASHIRA-JAPAN

**Shipper's description of goods**

UNPESCA FISHMEAL

250 TONS. OF 1,000 KILOS

SAID TO BE ECUADOR FISHMEAL TREATED WITH ANTIOXIDANT 250,000 KGS.

PRODUCT OF ECUADOR

AMAZONITIC COUNTRY

PACKED IN NEW POLYPROPYLENE LOOMED BAGS WITH CONTAIN ABOUT 50 KILOS EACH CROSS FOR HMT.

* CLEAN ON BOARD *

* FREIGHT PAYABLE AS PER CHARTER PARTY *

P.E. No. 0395/5 de Abril 20/89

L/C No. 509 009 4007

B/E. 4030/89,

P.O. 40/89

**Original**

(OF WHICH ON DECK AT SHIPPER'S RISK, THE CARRIER NOT BEING RESPONSIBLE FOR LOSS OR DAMAGE HOWEVER ARISING)

<table>
<thead>
<tr>
<th>Freight payable as per Quarter Party dated</th>
<th>SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of discharge or as near thence as may safely get the goods specified above.</th>
</tr>
</thead>
<tbody>
<tr>
<td>FREIGHT ADVANCE</td>
<td>Weighed, measured, quality, quantity, condition, contents and value unknown. For Conditions of Carriage see Overleaf</td>
</tr>
<tr>
<td>Received on account of freight:</td>
<td>WITNESSETH whereof the Master or Agent of the said Vessel has signed any one of which being accomplished the others shall be void</td>
</tr>
<tr>
<td>US$ 60.00/1,000 kgs F/C 1,000,000</td>
<td></td>
</tr>
<tr>
<td>Time used for loading: days</td>
<td></td>
</tr>
</tbody>
</table>

**Freight payable at**

GUAYAQUIL

**Number of original Bills**

THREE /3

**Signed**

BRUNO RICCARDI

GERENTE

**Date and place of issue**

GUAYAQUIL, APR 30 1989

**Printed and sold**

by F. C. Knudsen Ltd. Copenhagen by authority of the Baltic and International Maritime Conference (BIMCO), Copenhagen.
BILL OF LADING

TO BE USED WITH CHARTER

CODE NAME: "CONCEALED"

EDITION 1978

ADOPTED BY

THE BALTIC AND INTERNATIONAL
MARITIME CONFERENCE (BIMCO)

ALFRED C. TOEPFER
INTERNATIONAL GMBH

Conditions of Carriage.

1. All terms and conditions, liberties and exceptions of the Charter Party, dated as overseas, are herewith incorporated. The Carrier shall in no case be responsible for loss of or damage to cargo arising prior to loading and after discharging.

2. General Average Clause.

The Hague Rules contained in the International Convention for the Unification of Certain Rules Relating to Bills of Lading, dated Brussels the 25th August 1924, as enacted in the country of shipment shall apply to this contract. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily 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. New Jason Clause.

In the event of accident, 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, passengers, 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 average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods.

5. Both-to-Blame Collision 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 officers, the owners of the Vessel shall have indemnity line Carrier against all loss or liability to the other 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 Carrier or non-carrying ship or her Owners to the owners of the Vessel. The foregoing provisions shall also apply where the Owners operate, or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact.

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