**BILL OF LADING**

**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 thereto as she may safely get the goods specified above.

**WEIGHT** , measure, quality, quantity, condition, contents and value unaltered.

**IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below, all of this tenor and date any one of which being accomplished the others shall be void.

**FOR CONDITIONS OF CARGO SEE OVERleaf**

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<th>Freight payable as per Chartar-Party dated</th>
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BILL OF LADING

TO BE USED WITH CHARRER,
CODE NAME: "CONVER".
EDITION 1978
ADOPTED BY
THE BALTIC AND INTERNATIONAL
MARITIME CONFERENCE (BIMCO)

ALFRED G. TOEPFER
INTERNATIONAL GMBH

Conditions of Carriage.

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

(2) General Paramount Clause.
The Hague Rules contained in the International Convention for the Unification of Certain Rules relating to Bills of Lading, dated Brussel 25th August 1924 as enacted in the country of shipment shall apply to this contract. Where no such enactment is in force in the country of shipment, the applicable terms of the said Convention shall apply.

Treaty states where Hague-Visby Rules apply.

In those states where the International Convention Brussels 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby rules - apply compulsorily, the provisions of the respective legislation shall be considered incorporated in this Bill of Lading. The Carrier takes in the charge of another Carrier, and to deck cargo and live animals.

(3) General Average.
General Average shall be adjusted, stated, and settled according to York-Antwerp Rules 1947, in London unless otherwise agreed in the Charter.

Cargo's contribution to General Average shall be paid to the Carrier even in the result of a fault, neglect or default of the Master, Pilot or Crew. The Charterer, Shipper and Consignee expressly renounce the Netherlands Commercial Code, Part II, Art. 140.

(4) New Jason Clause.
In the event of accidental, 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 consequences of which, the Carrier is not responsible by statute, contract or otherwise, the goods, Shippers, Consignees or owners of the goods shall contribute with the Carrier in general average in 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.

If a salvaging ship is owner or operated by the Carrier, salvage shall not be paid for as fully as if the said salvaging ship or ships belonged to strangers. Such distress as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, Shippers, Consignees or owners of the goods to the Carrier before delivery.

(5) Bight-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 the servants of the Carrier in the navigation or the management of the Vessel, the owners of the cargo carried hereunder will be liable to the owners of the cargo carried hereunder will be liable to, or any claim or demands by the owners of the other vessel or by any other persons in respect of such loss of, or damage to, any or any part of the cargo or any part of the cargo, and shall be payable by the owner or owners of the other vessel or by any other persons in respect of the claim of the owner or owners of the other vessel or by any other persons in respect of the claim of the owner or owners or the claim against the carrying vessel or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, weight, undelivered, etc., see previous.