BILL OF LADING
TO BE USED WITH CHARTER PARTIES

NEGOCIOS INDUSTRIALES REAL S.A.
AVE. CARLOS LUIS PLAZA DAHIN Y LA
PRIMERA (CIUDADELA LA ATARAZANA)
GUAYAQUIL, ECUADOR.

Consignee

TO ORDER

Notify address

MITSUBISHI CORP., TOKYO

Vessel

MANOLIS

Port of loading

GUAYAQUIL

Port of discharge

KAGOSHIMA-JAPAN

Shippers description of goods

ECUADOR, FISHMEAL 10.355 BAGS/525 TONS OF 1.000 KILOS
TREATED WITH
ANTIOXIDANT
PRODUCT OF ECUADOR
PAIS AMAZONICO

ECUADOR FISHMEAL TREATED WITH
ANTIOXIDANT OF ETHOXYQUINE.
Packed in new polypropylene
Woven bags 50,70 kilos each
Gross for net.

"CLEAN ON BOARD"

"FREIGHT PREPAID OR FREIGHT PAYABLE
AS PER CHARTER PARTY"

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

GROSS weight

525000 KILOS

ORIGINA L

(of which

on deck at Shippers risk, the Carrier not
being responsible for loss or damage however
existing)

Freight payable as per
CHARTER-PARTY dated

FREIGHT ADVANCE,
Received on account of freight:

US$. 60,00/1.000,00 KIls. FIO $31.500

Time used for loading

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
stated above.

WEIGHT, measure, quality, quantity, condition, contents and value
shall be

ATTACHED: a photocopy of the Master or Agent of the said Vessel has signed
the number of Bills of Lading indicated below as witness and states
any one of which being accomplished the others shall be void.

For Conditions of Carriage see Overleaf

Freight payable as per
GUAYAQUIL

Number of original Bill
THREE/3

Guayaquil

Guayaquil

APR. 30 1989

RECEIVED

COMPANIA TRANSCONAV

HOLEG C. FIEBAU
GERENTE

Printed and sold
by Fr. G. Knudsen Ltd., 46, Fiolbrovej, Copenhagen,
by authority of The Baltic and International Marine Conference
(BIMCO), Copenhagen.
BILL OF LADING

TO BE USED WITH CHARTER

CODE NAME: "CONSTANT"

EIDIAEZ 1978

ADOPRED BY
THE BALTIC AND INTERNATIONAL
MARITIME CONFERENCE (BICOS)

CONDITIONS OF CARRIAGE

1. All terms and conditions, liberties and exceptions of the Charter Party, dated as overhead, are hereon incorporated. The Carrier shall be responsible for loss, or damage to cargo herein 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 of August 25th, 1924, as amended by the Protocol signed at Brussels on February 23rd, 1929 - the Hague-Visby Rules - apply completely, the provisions of the said Convention shall apply to the contract. Where no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, or in respect of shipments to which no such enactment is 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.

CARGO'S contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Shippers, Consigners and Consignees expressly renounce the Netherlands Commercial Code, Part II, Art. 146.

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, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the goods, save the goods contained in a vessel owned by the Carrier or in charge of the Carrier, shall be paid for as fully as if the said vessel, or any part thereof, or any ship or object thereon or therein, were the fault of the Carrier, or its agents (including any stevedores, wharfingers, or any other persons for whom the Carrier is responsible in respect of the said ship, its cargo, or other things thereon). Any such liability shall be limited to the value of the goods at the time of charge or of discharge, or at any part thereof, and shall be in addition to the general average of such goods.

5. Both-to-Blame Collision Clause.

If the vessel comes into collision with any other vessel as a result of the collision of the other ship and any act, neglect or default of the Master, Pilot or the servants of the Carrier in the navigation of the vessel, the Carrier shall be liable for all loss or liability to the owner or owners of such other vessel, or to any person entitled to claim on behalf of such owner or owners, for the loss, or damage, or any claim whatsoever of loss of goods, or interest, or personal injury, whether or not such loss or damage is caused by the act of the Carrier, or its servants, or to any other person, or by the negligence of the Carrier, its servants, or any other person, or by any other cause.

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