

1 DEFINITIONS

AS USED IN THIS BILL OF LADING:

(a) **CARRIER:** means TURKON CONTAINER TRANSPORTATION & SHIPPING, INC; the vessel, the vessel's Owners; the demise charterer (if bound by this Bill of Lading); the time charterer; any subcontracted or substituted carrier.

(b) **COGSA :** means the United States Carriage of Goods by Sea Act 46 U.S.C. 1300 at seq

(c) **COMBINED TRANSPORT:** refers to this contract of carriage when it covers the carriage of the **GOODS** from the place of receipt from the **MERCHANT** to the place of delivery to the **MERCHANT** by the **CARRIER** plus one or more **UNDERLYING CARRIERS**.

(d) **CONTAINER :** includes any container, ISO standart dry container, trailer, **SPECIAL CONTAINER**, or other item of transportation equipment in conformance with ISO standard.

(e) **FREIGHT :** means all the following relating to or connection with the goods:

(1) Ocean **FREIGHT** and other charges provided by the **CARRIER** as applicable tariff including ad valorem charges, advance charges and less than full Container Load ("FCL") service charges, currency adjustment factor, surcharges, war risk premiums, arbitrary and accessorial charges.

(2) All charges and expenses arising or incurred under this Bill of Lading as a result of changing the port of loading or discharge;

(3) Deadfreight including service contract dead-freight;

(4) Special **FREIGHT** for the carriage of special containers;

(5) Return **FREIGHT** if the **GOODS** are returned

(f) **GOODS :** Means the cargo accepted from the **MERCHANT** and includes any pallet **CONTAINER** or similar article or transport packaging, whether supplied by or on behalf of the **CARRIER** or by the **MERCHANT**.

(g) **HAGUE RULES :** As used herein refers to the provisions of the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on 25th August 1924 and includes any amendments thereto including the Hague Visby Amendments 1968.

(h) **MERCHANT :** Includes the shippers, holder of this Bill of Lading; consignee, receiver of the **GOODS**; every person owning, accepting or entitled to the possession of the **GOODS** or of this Bill of Lading and any one acting on behalf of any such persons.

(i) **PACKAGE** means:

(1) The **CONTAINER** when the **GOODS** are shipped in a **CONTAINER**;

(2) The skid or pallet when **GOODS** are shipped on a skid or pallet and stuffed in a **CONTAINER**, and the **CONTAINER** is adjudged not to be the **PACKAGE** for the purposes of the **CARRIER**'s limitation or liability.

(3) The skid or pallet when **GOODS** are shipped on a skid or pallet but not in a **CONTAINER**;

(4) That shipping unit which contains the greatest quantity of the **GOODS** and to which some packaging preparation for transportation has been made which facilitates handling even though it does not conceal or completely enclose the **GOODS**. A yacht shall be deemed a single **PACKAGE**. This clause does not apply to **GOODS** shipped in bulk, and it supersedes any inconsistent provision which may be printed, stamped or written elsewhere in this Bill of Lading.

(j) **PORT TO PORT SHIPMENT :** Arises when only the Port of Loading and the Port of Discharge are shown on the face here of neither the Place of Acceptance nor the Final Destination are stipulated on the face hereof.

(k) **UNDERLYING CARRIER :** Includes any water, rail, motor or other carrier utilized by the **CARRIER** for any part of the transportation of the shipments covered by this **COMBINED TRANSPORT** Bill of Lading.

2 THE CONTRACT AND SUPERSEDING CLAUSE :

(a) This Bill of Lading is the entire contract of carriage, it supersedes all prior agreements, booking, dock receipts, freight engagements and other arrangements relating to **CARRIAGE** of the **GOODS**, in accepting this Bill of Lading the **MERCHANT** especially agrees to be bound by it as fully as if he had signed it.

(b) No servant or agent of the CARRIER has the power to waive or vary any of the terms or conditions of this Bill of Lading unless such waiver or variation is in writing and signed by one TURKON CONTAINER TRANSPORTATION & SHIPPING INC'S authorized officers, directors.

3 PARAMOUNT CLAUSE :

(a) To or from non United States Ports : As far as this Bill of Lading covers the carriage of GOODS by water in non U.S. trades either by the CARRIER or any UNDERLYING CARRIER, the contract evidenced in this Bill of Lading shall have effect subject to the Hague Rules, as defined above, if and as enacted in the country of shipment and any legislation making those Rules compulsorily applicable to this Bill of Lading. When no such enactment is in force in the country of shipment, the Hague Rules will apply if any term of this Bill of Lading is repugnant to the Hague Rules or any other compulsorily applicable international Convention which can not be departed from by private contract. Then such provision shall be null and void to the extent of such invalidity without invalidating the remaining provisions hereof; provided, however the CARRIER shall be entitled to the benefits of all privileges, rights and immunities contained with regard to any term determined to be repugnant as aforescribed.

(b) To or form Ports of the United States: If the carriage called for in this Bill of Lading is a shipment to or from the United States, the liability of the CARRIER shall be exclusively determined pursuant to COGSA; Pomerene Act. 49 USC 880113 (1999) and the Uniform Commercial Code B7-302.

(c) If it is adjudged that any provision of this Bill of Lading is violative of mandatory law, then such shall be void to that extent but no further.

(d) The provisions cited in the Hague Rules and COGSA shall also covers before the GOODS are loaded and after they are discharged from the vessel and throughout the entire time the GOODS are in the actual custody of the CARRIER.

4 LAW AND JURISDICTION :

The claims arising from or in connection with or relating to this bill of lading shall be exclusively governed by the law of Turkey, any and all action concerning custody or carriage under this bill of lading whether based on breach of contract tort or otherwise shall be brought before the commercial courts of first instance in İstanbul, Turkey.

5 SUBCONTRACTING/HIMALAYA CLAUSE :

(a) The CARRIER shall be entitled to subcontract any vessel and to subcontract all or any part of the carriage.

(b) It is expressly agreed that any and all servants, agents and independent contractors (including the Master, Officers and Crew of the vessel and all employees, representatives, terminal operators, warehousemen, stevedores, watchmen, husbanding agents managing agents, general agents, ship's agents and all other agents, subcontractors and independent contractors whatsoever) used or employed by the CARRIER in connection with the performance of the CARRIER's obligations under this bill of lading in consideration of the agreement to be so used or employed, shall be express beneficiaries under this bill of lading and shall have the benefit of all defenses to which the CARRIER is entitled so that in no circumstances shall any servant, agent or independent contractor of the carrier be under any liability in contract, warranty, tort (including negligence) indemnity or contribution, greater than that of the CARRIER any one other than the CARRIER.

6 MERCHANT'S OBLIGATIONS :

(a) The MERCHANT warrants and represents to the CARRIER that in agreeing to this bill of lading, he is or has the authority of, the person owning or entitled to possession of the GOODS and of this bill of lading, and that no part of the GOODS consist of contraband, including drugs or narcotics.

(b) The MERCHANT is solely responsible for providing the CARRIER with an accurate description and correct particulars of the GOODS. the MERCHANT warrants that the description and particulars relating to

the GOODS which appear in this bill of lading have been checked by him upon receipt of this bill of lading and that all such descriptions and particulars are correct.

(c) The MERCHANT shall comply with the bill of lading and with all laws relating to the GOODS and their carriage. The MERCHANT shall pay all duties, taxes, fines, imports, civil and criminal penalties and assessments, expenses and other charges however designated, imposed by any governmental authority are incurred or suffered due to MERCHANT's failure to comply with the bill of lading or law including (i) any illegal, incorrect or insufficient marking, numbering or addressing of the GOODS (ii) the discovery of any contraband in the GOODS and (iii) the discovery of any drugs or narcotics in the GOODS.

7 LIABILITY FOR PRE AND ON-CARRIAGE :

When the carrier arranges pre-carriage of the cargo from a place other than the vessel's port of loading or on-carriage of the cargo to a place other than the vessel's port of discharge, the carrier shall contract as the merchant's agent only and the carrier shall not be liable for any loss or damage arising during any part of the carriage other than between the port of loading and the port of discharge even though the freight for the whole carriage has been collected by him.

8 CARRIER'S OBLIGATIONS :

(a) General

(b) Port to Port Shipments. On port to port shipments, the CARRIER shall have no liability for any loss occurring before loading, after discharge or while the GOODS are not in the CARRIER's custody.

(c) Combined Transport Shipments. On combined transport shipments, the CARRIER's liability for loss shall be determined as follows;

(1) During the ocean carriage, and at all times while the GOODS are in its custody, the CARRIER's liability shall be determined in accordance with this bill of lading.

(2) The CARRIER will act solely as the MERCHANT's shipping agent in procuring:

(a) Overland carriage by one or more UNDERLYING CARRIERS and subject to the UNDERLYING CARRIER's contracts of carriage and tariffs; and

(b) Services incident to overland carriage and subject to the usual contracts of the persons providing such services.

(3) The CARRIER will have no liability for any loss caused by or occurring while the GOODS are in the custody of an UNDERLYING CARRIER. The CARRIER will also have no liability for any loss resulting from the act or omission of any person performing such services incident to transportation by an UNDERLYING CARRIER.

(d) In addition to the defenses permitted to the CARRIER by law and by this bill of lading, the CARRIER shall also have the benefit of all defenses available to the UNDERLYING CARRIER(s) by law and by the term of its or their contracts of carriage and tariffs, all of which shall be deemed incorporated in this bill of lading and as applicable;

(i) With respect to road carriage between countries in Europe all rights, defences, limitation and exemptions from liability according to the Convention on the Contract for the International Carriage of Goods by Road (CMR), dated May. 19, 1956, and during rail carriage between countries in Europe all rights, defense, limitations and exemptions from liability according to the International Agreement on Railway Transports (CIM) dated February 25, 1961;

(ii) With respect to rail or road carriage within an European country all rights, defences, limitations and exemptions from liability according to the international Law of such state and/or any International Convention which is compulsorily applicable by the law of such state. In the absence of such law or conventions then according to the UNDERLYING CARRIER's contracts of carriage tariffs if any.

(e) Extent of liability for COMBINED TRANSPORT. In any event the liability of the CARRIER shall under no circumstances whatsoever be greater than that of the UNDERLYING CARRIER under said UNDERLYING CARRIER's contract of carriage and the CARRIER shall be entitled to all the rights, defenses, limitations and exemptions from liability contained therein.

(f) Subrogation. When any claims are paid to the MERCHANT by the CARRIER shall be automatically subrogated to all rights to the MERCHANT against all others, including UNDERLYING CARRIER's on account of such loss of damage.

9 CONTAINERS AND OPTIONAL STOWAGE:

- (a) The GOODS may be packed by the CARRIER in CONTAINERS or other similar articles of transport used to consolidate GOODS.
- (b) The CARRIER may, at any time, and without notice to the MERCHANT unpack and remove GOODS which have been packed into a CONTAINER and forward them in another CONTAINER or otherwise.
- (c) Except when GOODS are containerized by the CARRIER the MERCHANT is solely responsible for selection of the proper type of CONTAINER for the GOODS. The CARRIER is not liable for any loss caused by the unsuitability of the CONTAINER for CARRIAGE of the particular GOODS being shipped.
- (d) With respect to CONTAINERS packed by the MERCHANT the CARRIER is not liable for any loss caused by any defective condition of the CONTAINER (unless the CONTAINER was supplied by the CARRIER and the defect was noted on the bill of lading); the MERCHANT's failure to clean the CONTAINER before packing; in which the CONTAINER has been packed.
- (e) SPECIAL CONTAINERS: The CARRIER does not undertake to provide GOODS with any special care or to carry them in a SPECIAL CONTAINER: Neither does the CARRIER undertake to carry any SPECIAL CONTAINER packed by the MERCHANT. instead the CARRIER will treat such GOODS as ordinary GOODS and such SPECIAL CONTAINERS as standard dry cargo shipping CONTAINERS.
- (f) CONTAINER Chassis: Except in case of CARRIER supplied chassis, it is at all times the obligation of the MERCHANT, and not the CARRIER, to chose the proper platform chassis or trailer for any CONTAINER and to properly place a CONTAINER on a platform chassis or trailer. If any persons in the CARRIER's control or employment undertake to engage in any such activities, they shall be considered as agents or servants of the MERCHANT.

10 TRANSHIPMENT AND FORWARDING :

The Carrier may at any time and for any purpose whatsoever discharge the goods or any part thereof from the vessel whether before or after sailing from the port of loading and/or land to store the same either on shore or afloat and/or tranship or forward the same by another vessel or other vessels, whether prior to or subsaquent to the sailing of the vessel and whether sailing from the port of receipt of the goods or from any port and whether belonging to the carrier or to any other persons and/or may forward the same by any mode or method or modes or methods of conveyance whether by water, land or air or other wise howsoever and whether under one or more Bill of Lading and/or other contracts of on carriage. In any such case the responsibility of each carrier acting as such is limited to that part of the transit actually undertaken by him and the carrier shall not be liable for any loss damage or delay howsoever caused to the goods arising after discharge from his vessel in respect of the storage and/or forwarding of the goods after such discharge. The Carrier act only as the forwarding agent, making contracts for such storage and/or forwarding on the terms subject to the limitation of liability in the use by the persons with whom such contracts are made. Unless the value of the goods is declared at the time of shipment and is stated thereon and extra freight as may be agreed upon is paid, The Carrier shall in no event be under any obligation to declare to the oncarrier any valuation of the goods, even though the oncarrier' contract or carriage contains a valuation or limitation of liability less than that contained in this Bill of Lading . If the goods cannot be forwarded immediately to destination, any charges incurred for storage shall be borne by Owner of the goods. If the goods are fowarded by more than one conveyance the Consignee must take delivery of each portion immediately after arrival.

11 INSPECTION OF GOODS :

The CARRIER and any persons authorized by the CARRIER are entitled, but under no obligation, to open any CONTAINER package or shipping unit at any time either to inspect the contents or if requested or ordered to do so by any governmental authority. The CARRIER is not liable for any loss arising out of opening or inspection of the GOODS.

12 DANGEROUS GOODS :

The MERCHANT will not tender any dangerous goods for CARRIAGE without giving the CARRIER prior written notice of their nature, and making the outside of the GOODS as required by law. If the dangerous goods are delivered to the CARRIER without marking or without its consent, they may be destroyed, disposed of, abandoned or rendered harmless without compensation to the MERCHANT. The CARRIER has no obligation to make any General Average contribution in respect of undeclared or unmarked dangerous goods. In addition to complying with the requirement of this Clause, The MERCHANT shall be solely responsible for packing all dangerous goods in a manner sufficient to comply with law and adequate to withstand the risk of carriage. Before carriage, the MERCHANT must obtain from the CARRIER a special stowage order giving consent to the carriage of the dangerous goods.

13 DECK CARGO :

(a) GOODS, including GOODS packed in CONTAINERS by the CARRIER or the MERCHANT, may be carried on deck without notice to the MERCHANT. GOODS, stowed in any covered-in-space or packed in a CONTAINER carried on the deck shall be deemed to be stowed under deck for all purposes including where applicable COGSA and the HAGUE RULES.

(b) If GOODS not shipped in CONTAINERS are shipped on deck according to the custom of carrying such GOODS, or if the on deck carriage is stated on the face of this Bill of Lading, then the CARRIER is not liable for loss resulting from any cause incidental to on deck stowage.

14 METHODS AND ROUTE OF CARRIAGE :

(a) The CARRIER may at any time and without notice to the MERCHANT;

(1) use any means of the carriage whatsoever;

(2) transfer the GOODS from one conveyance to another including but not limited to transshipping or carrying them on a vessel (other than that named on the face of this Bill of Lading);

(3) proceed by any route in the CARRIER's discretion (whether or not the nearest or most direct or customary or advertised route), at any speed, and proceed to or stay at any place or port whatsoever, once or more often, and in any order;

(4) Load or unload GOODS at any place or port (whether or not the place of delivery or port of discharge) and store the GOODS at any such place or port;

(5) comply with orders, directions or recommendations given by any governmental authority, or by any persons authorized under the terms of the insurance of the vessel; or

(6) permit the vessel to proceed with or without pilots, to tow or be towed, or to be dry docked.

(b) The liberty set out above may be invoked by the CARRIER for any purpose whatsoever, whether or not connected with the carriage of the GOODS, including the carriage of other GOODS, bunkering, undergoing repairs, adjusting instruments, picking up or landing any persons (including but not limited to persons involved in the operation or maintenance of the vessel), or assisting vessel in all situations. Anything done pursuant to this clause shall not be a deviation.

15 FREIGHT :

(a) FREIGHT has been calculated on the basis of particulars furnished by the MERCHANT. If these particulars are incorrect, the MERCHANT shall pay the CARRIER liquidated damages equal to double the correct FREIGHT minus the FREIGHT already paid.

(b) Full FREIGHT is completely earned on receipt of the GOODS by the CARRIER. The CARRIER is absolutely entitled to all FREIGHT, whether paid or not and to receive and retain the FREIGHT under all circumstances including the vessel and/or GOODS lost or not: the carriage changed, broken up, frustrated, suspended or abandoned. The CARRIER'S right to full FREIGHT shall not be affected by the CARRIER'S exercise of any defenses. Full FREIGHT shall be paid without deduction to any counter claim, cross claim, offset, deduction to any counter claim. Cross claim, offset, deduction or recoupment however described.

(c) The MERCHANT and the GOODS are jointly and severally liable to CARRIER for the payment of FREIGHT.

(d) Payment of FREIGHT to a freight forwarder, broker or any one other than Turkon Container Transportation & Shipping. Inc. and its authorized agent is not payment to the CARRIER and shall be made at the payor's sole risk. The freight forwarder is the exclusive agent of the MERCHANT for all purposes.

16 LIEN :

The CARRIER shall have a lien for FREIGHT on the GOODS and on any documents relating to the GOODS. The lien shall survive delivery of the GOODS at the CARRIER's option, can attach to subsequent GOODS moved by the CARRIER on behalf of the MERCHANT in the context of prior unpaid FREIGHT owed by the MERCHANT to the CARRIER. The CARRIER has the right to sell the GOODS at public or private sale without notice to MERCHANT to satisfy the lien in whole or in part. If the proceed of this sale fail to cover the whole amount the CARRIER is entitled to recover the deficit from the MERCHANT.

17 NOTICE OF CLAIM TIME FOR SUIT:

- (a) Unless notice of loss and the general nature of such loss be given in writing to the CARRIER at the port of discharge or place of delivery before or at the time of delivery of the GOODS or if the loss is not apparent, within three (3) consecutive days after that delivery, the GOODS shall be presumed to have been delivered as described in this Bill of Lading.
- (b) Where the loss has occurred in the custody of any overland carrier, the CARRIER shall be discharged from all liability in respect of loss unless notice of claim is failed and suit is brought within the time period prescribed by the overland carrier's contract of carriage tariff or by law covering such overland carrier or overland carriage.
- (c) In any event the CARRIER shall be discharged from all liability in respect of loss unless suit is brought within one (1) year after delivery of the GOODS or the date when the GOODS should have been delivered.

18 GENERAL DISCLAIMERS AND LIMITATIONS:

- (a) All claims for which the CARRIER may be liable shall be adjusted and settled on the basis of the lesser of the net invoice value of the GOODS plus FREIGHT and insurance, of the applicable market value at the port of discharge or place of delivery. The CARRIER has the option, but not the obligation to replace lost GOODS or repair damaged GOODS.
- (b) The CARRIER is not liable for any direct, indirect, consequential or incidental loss or damage caused by delay or early arrival of the goods.
- (c) The CARRIER shall not be liable in any capacity, whatsoever, for any delay, non-delivery or misdelivery, or loss of or damage to the GOODS however caused occurring while the GOODS are not in the actual custody of the CARRIER.
- (d) The CARRIER's liability shall in on case be any greater than the liability of the overland carrier.
- (e) The total amounts recoverable from the CARRIER and any person adjudged to be a CARRIER or bailee of the GOODS, shall in no case exceed the limits provided for in this Bill of Lading contract.
- (f) In all of the cases, unless the nature and value of the GOODS have been declared by the MERCHANT before shipment, agreed to by the CARRIER, inserted in this Bill of Lading and the applicable ad valorem FREIGHT paid as provided in CARRIER's tariff, then the CARRIER shall in no event be liable, whether as bailee or CARRIER for any loss in connection with the carriage of GOODS or for contribution or indemnity in respect of such loss in any amount exceeding that provided for in clause 18(g) (1) .
- (g) The CARRIER's liabilities shall be limited as follows.
 1. On Shipments to or from the United States; the CARRIER shall not be liable for any loss or damage to or in connection with the GOODS in an amount exceeding the limit of US\$500.00 per package or, where GOODS are not shipped in packages per customary freight unit regardless of whether COGSA applies.
 2. On shipments to or from Turkey which do not involve US ports, the CARRIER shall not be liable for any loss or damage to or in connection with the GOODS in an amount exceeding US\$500.00 per package or, where GOODS are not shipped in packages, per customary freight unit regardless of whether COGSA applies.
 3. If clause 18 (g) (1) and (2) do not apply or are adjudged to be unenforceable, the limitation shall be that

provided by the HAGUE RULES or if the HAGUE RULES are unenforceable the corresponding law enforced in the country which any action is brought. This Clause 18 (g) (1) shall not operate to displace COGSA from any Bill of Lading which would otherwise govern.

(h) If the actual value of the GOODS per package, unit or customary freight unit exceeds the declared value, the value shall nevertheless be the declared value. Any partial loss shall be adjusted pro rata on the basis of the declared value, in no event does this clause increase the CARRIER's liability.

(i) If the CARRIER is held liable for early or delayed arrival of the GOODS despite clause 16 (b), its liability shall be limited to the FREIGHT charges for the GOODS. If that limitation is unenforceable, then the early or late arrival shall be considered a loss and the CARRIER's maximum liability determined by Clauses 18 (g) (1) (2).


(j) Where more than one person or MERCHANT has claims against the CARRIER arising out the same loss or related to the same GOODS, the CARRIER's limitation of liability applies to all claimants jointly (including claimants for indemnity or contribution) and not to each claimant separately.

19 GENERAL AVERAGE/NEW JASON CLAUSE:

(a) General Average shall be adjudged, stated and settled at the port selected by the CARRIER and according to the York/Antwerp Rules 1974 as amended in 1990 except Rules 21 and 22 thereof and as to matters not provided for by those Rules according to the laws and usages at the port selected by the CARRIER. The General Average Statement in every instance shall be prepared by average adjusters selected by the CARRIER. In average adjustments, disbursements in foreign currency shall be exchanged into any currency of the CARRIER's option at the rate prevailing at the time of payment and allowances for damage to cargo claimed in foreign currency shall be converted at the rate prevailing on the last day of discharge at the port of final discharge of such damaged cargo. Average agreement or bond and such additional security as may be required by the CARRIER, must be furnished before the delivery of the GOODS. Such cash deposit, agreement or other security, as the CARRIER or his agents may consider requisite to cover the estimated contribution of the GOODS and any salvage and special charges thereon shall be made by the goods or the MERCHANT to the CARRIER if required before delivery. Any deposit shall be payable at CARRIER's option in the currency to be indicated on each occasion by the CARRIER and be remitted to the Average Adjusters. Refunds of credit balance shall be paid in the same currency. It is understood that in every instance the MERCHANT shall remain responsible until the statement of average has been settled.

20 BOTH TO BLAME CLAUSE :

The both to blame collision clause published by the Baltic and international Maritime Council (BIMCO) is incorporated here by this reference.

Shipper	Country of Origin		Bill of Lading No:	
	F/Agent Name & Ref.			Shipper's Ref
Consignee (not to order)				
				
Notify Party (Address)				
Pre-Carriage By(*)				
Place of Receipt(*)	Port of Loading	Transhipment Port	Feeder Vessel	
Vessel	Port of Discharge	Place of Delivery(*)	No. of Bills of Lading	

Container No TareW. Cnttp Seal

SAID TO CONTAIN VALUE OF THE GOOD IS UNKNOWN
 SHIPPERS LOAD STOW AND COUNT

Freight:
 Shp.Term:

Shipped On Board
 Demurrage Free Time:

Declared Value \$ ----- If Merchant enters actual value of the Goods and pays the applicable ad valorem tariff rate, carrier's package limitation shall not apply. (see clause 18 (g))

Received by the Carrier from the Shipper in apparent good order and condition (unless other wise noted herein) the goods or the containers said to contain the cargo mentioned herein for carriage subject to all the terms and conditions of this bill of lading including the Terms and Conditions on the reverse hereof and Carrier's applicable tariff from the place of receipt or the port of loading to the place of delivery or port of discharge showed herein, whichever is applicable. One original bill of lading, duly endorsed, may, at the option of the carrier, be surrendered by the merchant to the carrier in exchange for the goods or a delivery order.
 In accepting this bill of lading the merchant expressly accepts and agrees to all its terms and conditions whether printed, stamped or written, Or otherwise incorporated, not withstanding the non-signing of this bill of lading by the merchant.
 In witness whereof, the number of original bills of lading stated above all of the same tenor and date has been signed, one of which being accomplished, the others to stand void.

Place and date of issue _____

Signed on behalf of the carrier: (Turkon Container Transportation and Shipping Inc.)

by