

Shipper

PIERO DE GASPERIS & CO.
AS AGENTS

BILL OF LADING

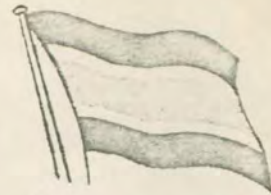
B/L No

Reference No.

1

Consignee

ORDER



LINEAS EUROFLOT

SERVICIOS REGULARES:
EUROPA - ARGENTINA - BRASIL
URUGUAY - PARAGUAY

Notify party. Carrier not to be responsible for failure to notify

SERGIO DE CAMARGO
Rua Araticum 807 - Largo Anil
JACAREPAGUA, RIO DE JANEIRO (Brasil)

Avda. Calvo Sotelo, 3, 2.º Izqda.
Apartado 350
SANTANDER (ESPAÑA)

Teléf. (942) 22 75 50 *
Telex 35930 EUFO E
35940 EUFO E

Pre-carriage by *

Place of receipt *

Intended vessel

SONIA S.

Intended port of loading

MARINA DI CARRARA

Port of discharge

RIO DE JANEIRO

Place of delivery *

* Applicable only when this document is used as a
Combined Transport Bill of Lading.

Marks and nos.

No. of packages

Description of packages and goods

Gross weight

Measurement

IKKU 306079/6

contr. 1

SAID TO CONTAIN:
63 cases with MARBLE WORKS.-

18.000

shipping marks:

S.D.C./RIO DE JANEIRO

FREIGHT PREPAID

ORIGINAL

ET PER TERMS

ABOVE PARTICULARS DECLARED BY SHIPPER CARRIER NOT RESPONSIBLE

Freight and charges

RECEIVED the goods for shipment on board in aparent good order and condition, weight, measure, marks, numbers, quality, contents and value unknown, for carriage to the Port of Discharge or so near thereto as the vessel may safely get and lie always afloat, to be delivered in the same good order and condition at the aforesaid Port unto Consignees or their Assigns, they paying freight as indicated to the left plus other charges incurred, in accordance with the provisions contained in this Bill of Lading. In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its stipulations on both sides, whether written, printed, stamped or otherwise incorporated, as fully as if they were all signed by the Merchant.

One original Bill of Lading must be surrendered duly endorsed in exchange for the goods or delivery order.
In witness whereof the Master of the said Vessel has signed the number of original Bills of Lading stated below, all of this tenor and date, one of which being accomplished, the others to stand void.

Place and date of issue
Marina di Carrara
Signed for the Carrier

Daily demurrage rate (clause 19)

Freight payable at

PREPAID

Number of original B/L

2 (TWO)

By

As agents only

LINEAS EUROFLOT

Office of the U.S. S.T.C. Store

Wherever the term "Merchant" is used in this Bill of Lading, it shall include the Shipper, the Receiver, the Consignee, the Holder of the Bill of Lading and the Owner of the cargo.

PARAMOUNT 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 the 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 Amendments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

3. JURISDICTION. Any claim against the Carrier arising under this Bill of Lading shall be decided according to Spanish law, except as provided elsewhere herein, and in the Spanish courts, to the exclusive jurisdiction of which the Carrier and the Merchant submit themselves.

4. FREIGHT OF RESPONSIBILITY. The Carrier or his Agent shall not be liable for loss or damage to the goods during the period before loading and after unloading from the vessel, however such loss or damage arises.

5. THE COURSE OF VOYAGE. The contract is for liner service and the voyage shall include usual or customary or advertised ports of call whether named in this contract or not, also ports in or out of the advertised geographical usual or ordinary route or order, even though in proceeding thereto the vessel may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The vessel may call at any port for the purpose of the current voyage or of a prior or subsequent voyage. The vessel may omit calling at any port or ports whether scheduled or not, and may call at the same port more than once; may, either with or without the goods onboard, and before or after proceeding towards the port of discharge, adjust compasses, dry-dock, go on ways or to repair yards, shift berths, undergo degaussing, wiping or similar measures, take fuel or stores, land stowaways, remain in port, sail without pilots, tow and be towed, and save or attempt to save life or property, and all of the foregoing are included in the contract voyage.

6. SUBSTITUTION OF VESSEL, TRANSHIPMENT AND FORWARDING. Whether expressly arranged beforehand or otherwise, the Carrier shall be at liberty to carry the goods to their port of destination by the said or other vessel or vessels either belonging to the Carrier or others, or by other means of transport, proceeding either directly or indirectly to such port and to carry the goods or part of them beyond their port of destination, and to tranship, land and store the goods either on shore, or afloat and reship and forward the same at Carrier's expense but at Merchant's risk. When the ultimate destination at which the Carrier may have engaged to deliver the goods is other than the vessel's port of discharge, the Carrier acts as Forwarding Agent only.

The responsibility of the Carrier shall be limited to the part of the transport performed by him on vessels under his management and no claim will be acknowledged by the Carrier for damage or loss arising during any other part of the transport even though the freight for the whole transport has been collected by him.

7. LIGHTERAGE. Any lighterage in or off ports of loading or ports of discharge to be for the account of the Merchant.

8. LOADING, DISCHARGING AND DELIVERY of the cargo shall be arranged by the Carrier's Agent unless otherwise agreed.

Loading, stowing and delivery shall be for the Merchant's account.

Loading and discharging may commence without previous notice.

The Merchant or his Assign shall tender the goods when the vessel is ready to load and as fast as the vessel can receive and — but only if required by the Carrier — also outside ordinary working hours notwithstanding any custom of the port. Otherwise the Carrier shall be relieved of any obligation to load such cargo and the vessel may leave the port without further notice and deadfreight is to be paid.

The Merchant or his Assign shall take delivery of the goods and continue to receive the goods as fast as the vessel can deliver and — but only if required by the Carrier — also outside ordinary working hours notwithstanding any custom of the port. Otherwise the Carrier shall be at liberty to discharge the goods and any discharge to be deemed a true fulfillment of the contract, or alternatively to act under clause 16.

The Merchant shall bear all overtime charges in connection with tendering and taking delivery of the goods as above.

If the goods are not applied for within a reasonable time, the Carrier may sell the same privately or by auction.

The Merchant shall accept his reasonable proportion of unidentified loose cargo.

9. LIVE ANIMALS, PLANTS AND DECK CARGO shall be carried subject to the Hague Rules as referred to in clause 2 hereof with the exception that the Carrier shall not be liable for any loss or damage resulting from any act, neglect or default of his servants in the management of such animals, plants and deck cargo.

10. OPTIONS. The port of discharge for optional cargo must be declared to the vessel's Agents at the first of the optional ports not later than 48 hours before the vessel's arrival there. In the absence of such declaration the Carrier may elect to discharge at the first or any other optional port and the contract of carriage shall then be considered as having been fulfilled. Any option can be exercised for the total quantity under this Bill of Lading only.

11. FREIGHT AND CHARGES.

a) Prepayable freight, whether actually paid or not, shall be considered as fully earned upon loading and non-returnable in any event. The Carrier's claim for any charges under this contract shall be considered definitely payable in like manner as soon as the charges have been incurred.

Interest at 10 per cent., shall run from the date when freight and charges are due.

b) The Merchant shall be liable for expenses of fumigation and of gathering and sorting loose cargo and of weighing onboard and expenses incurred in repairing damage to and replacing of packing due to excepted causes and for all expenses caused by extra handling of the cargo for any of the aforementioned reasons.

c) Any dues, duties, taxes and charges which under any denomination may be levied on any basis such as amount of freight, weight of cargo or tonnage of the vessel shall be paid by the Merchant.

The Merchant shall be liable for all fines and/or losses which the Carrier, vessel or cargo may incur through non-observance of Custom House and/or import or export regulations.

The Carrier is entitled in case of incorrect declaration of contents, weights measurements or value of the goods to claim double the amount of freight which would have been due if such declaration had been correctly given. For the purpose of ascertaining the actual facts the Carrier reserves the right to obtain from the Merchant the original invoice and to have the contents inspected and the weight, measurement or value verified.

12. LIEN. The Carrier shall have a lien for any amount due under this contract and costs of recovering same and shall be entitled to sell the goods privately or by auction to cover any claims.

13. DELAY. The Carrier shall not be responsible for any loss sustained by the Merchant through delay of the goods unless caused by the Carrier's personal gross negligence.

14. GENERAL AVERAGE AND SALVAGE. General Average to be adjusted at any port or place at Carrier's option and to be settled according to the York-Antwerp Rules 1950. In the event of accident, danger, damage or disaster before or after 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 Merchant shall contribute with the Carrier in General Average to the payment of any sacrifice, 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 salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the salving vessel or vessel belonged to strangers.

15. CARRIAGE AND STORAGE. The Carrier may stow the goods in proper, fireproof, waterproof, or other deck, passageway, bunker space, or any other covered in space commonly used in the trade for the carriage of goods, and may stow them in containers, and when so stowed shall be deemed for all purposes to be stowed under deck.

The Carrier also has the right, without notice to the shipper, to carry closed containers on deck, but if it does so The Hague Rules as incorporated herein by clause 2 hereof shall apply notwithstanding the fact that the goods are carried on deck. All cargo stowed as provided above in this clause shall participate in general average. Special heated or specially cooled stowage is not to be furnished, unless contracted for at an increased rate of freight.

16. GOVERNMENT DIRECTIONS, WAR, EPIDEMICS, ICE, STRIKES, ETC.

a) The Master and the Carrier shall have liberty to comply with any order of direction or recommendations in connection with the transport under this contract given by any Government of Authority, or anybody acting or purporting to act on behalf of such Government or Authority, or having under the terms of the insurance on the vessel the right to give such orders or directions or recommendations.

b) Should it appear that the performance of the transport would expose the vessel or any goods onboard to risk of seizure or damage or delay, resulting from war, wartime operations, blockade, riots, civil commotions or piracy, or any person onboard to the risk of loss of life or freedom, or that any such risk has increased, the Master may discharge the cargo at port of loading or any other safe and convenient port.

c) Should it appear that epidemics, quarantine, ice — labour troubles, labour obstructions, strikes, lockouts, any of which onboard or on shore — difficulties in loading or discharging would prevent the vessel from leaving the port of loading or reaching or entering the port of discharge or there discharging in the usual manner and leaving again, all of which safely and without delay, the Master may discharge the cargo at port of loading or any other safe and convenient port.

d) The discharge under the provisions of this clause of any cargo for which a Bill of Lading has been issued shall be deemed due fulfillment of the contract. If in connection with the exercise of any liberty under this clause any extra expenses are incurred, they shall be paid by the Merchant in addition to the freight, together with return freight if any and a reasonable compensation for any extra services rendered to the goods.

e) If any situation referred to in this clause may be anticipated, or if for any such reason the vessel cannot safely and without delay reach or enter the loading port or must undergo repairs, the Carrier may cancel the contract before the Bill of Lading is issued.

f) The Merchant shall be informed if possible.

17. IDENTITY OF CARRIER. The Contract evidenced by Bill of Lading is between the Merchant and the Owner of the vessel named herein (or substitute) and it is therefore agreed that said Shipowner only shall be liable for any damage or loss due to any breach or non-performance of any obligation arising out of the contract of carriage, whether or not relating to the vessel's seaworthiness. If, despite the foregoing, it is adjudged that any other is the Carrier and/or bailee of the goods shipped hereunder, all limitations of, and exonerations from, liability provided for by law or by this Bill of Lading shall be available to such other.

It is further understood and agreed that as the Line, Company or Agents who has executed this Bill of Lading for and on behalf of the Master is not a principal in the transaction, said Line, Company or Agents shall not be under any liability arising out of the contract of carriage, nor as Carrier nor bailee of the goods.

18. LIMITATION OF LIABILITY. All limitations of liability and other provisions herein contained shall inure not only to the benefit of the Carrier, his vessels, Agents, Employees and other Representatives but also to be benefit of any independent Contractor performing services to the goods.

19. DEMURRAGE. The Carrier shall be paid demurrage at the daily rate per ton of the vessel's gross register tonnage as indicated on demurrage box if the vessel is not loaded or discharged with the dispatch set out in clause 8, any delay in waiting for berth at or off port to load or discharge. If the delay is due to causes beyond the control of the Merchant, no demurrage shall be deducted from time on demurrage.

Each Merchant shall be liable towards the Carrier for a proportionate part of the total demurrage due, based upon the total freight on the goods to be loaded or discharged at the port in question.

No Merchant shall be liable for demurrage for any delay in unloading in connection with goods belonging to other merchants.

The demurrage in respect of each parcel shall not exceed its freight.

(This clause shall only apply to cargo in containers.)

20. LADEN REFERER CLAUSE. The Carrier shall be liable for any loss or damage to the goods which may be caused by any act, neglect or default of his servants in the management of the vessel, within the meaning of this Bill of Lading, which Party shall be held liable for or held to be responsible for the cargo, care or damage of the goods shipped.

21. Except in collision with a new vessel, as approved by the Board of Directors of the Line, the Carrier shall be held liable for any loss or damage to the goods which may be caused by any act, neglect or default of his servants in the management of the vessel, within the meaning of this Bill of Lading, which Party shall be held liable for or held to be responsible for the cargo, care or damage of the goods shipped.

22. The Carrier shall be held liable for any loss or damage to the goods which may be caused by any act, neglect or default of his servants in the management of the vessel, within the meaning of this Bill of Lading, which Party shall be held liable for or held to be responsible for the cargo, care or damage of the goods shipped.

23. ANTWERP LANDING CLAUSE. Cargo for Antwerp to be landed and received by the Corporation appointed by the agents of the steamer, consignees paying current charges whether delivery is taken on shore or on the quay.

24. WEIGHING ON BOARD. Any extra expenses of discharging and/or delivery arising or resulting from weighing on board to be borne by consignees, any custom of the port notwithstanding.

SUPERINTENDENCIA NACIONAL DE MARINERÍA Y COMERCIO MARÍTIMO
 Oficina de Inspección y Registro de Buques
 Calle de la Marina, 10 - Madrid
 19 de Septiembre de 1950