COMBINED TRANSPORT BILL OF LADING

Received in apparent good order and condition, unless otherwise stated herein, for shipment on board the ocean vessel mentioned herein or on board the feeder vessel or other means of transportation (rail or truck) if named herein the goods or packages or containers said to contain goods, hereinafter called "the Goods", specified herein for carriage from the port of loading named herein or place of receipt if mentioned herein, on a voyage as described and agreed by this bild of lading and discharge at the port of discharge and herein or delivery at the place of delivery if mentioned herein, such carriage, discharge or delivery being always subject to the exceptions, limitations, conditions and liberties hereinafter agreed, in like order and condition at the port of discharge or place of delivery if named as the uses may be, for delivery unto the Consignee mentioned herein or to his/her or their assigns where the Carrier's responsibilities shall in all cases and all circumstances whatsoever finally cesse.

Full freight hereunder shall be due and payable by the shipper in cash without deduction on receipt of the goods or part thereof by the carrier for shipment and shall be deemed to have been fully carned upon such receipt of goods. All charges due hereunder together with freight shall be due from and payable by the Shipper, Consignee, Owner of the Goods Holder of this Bill of Lading (shoo shall be jointly and severally liable to the carrier therefore) on demand at such port or place as the Carrier may require, vessel or other means of transportation or eargo lost or not lost from any cause whatsoever.

The freight stated herein to be paid or payable has been calculated and based on the particulars of the Goods furnished by the Shipper to the Carrier. The Carrier shall be entitled at any time to open and re-classify or re-weigh or re-measure or re-value any goods, and freight shall be paid on the proper classification or the excess weight or measurement or value (if any) is the case may be so ascertained. The expenses of and incidental to re-classifying or re-weighing or re-measuring or re-valuating shall be borned by the Carrier if the classification or weight or measurement or value as furnished by the Shipper (if bound to be correct but otherwise such expenses shall be considered as freight and shall be borne and paid by the Shipper, Consigner, Owner of the Goods and or Holder of the Bill of Lading. The Shipper shall, if required by the Carrier so to do, furnish forthwith on demand to the Carrier the invoice or true copy thereof relating to the Goods.

Agents signing this Bill of Lading on behalf of the Company or Line by whom the Bill of Lading is issued have only the limited authority at common law of a vessel's master signing a Bill of Lading

Notwithstanding the heading "Combined Transport Bill of Lading", the provisions set out and referred to in this document shall also apply if the transport as described on the face of the Bill of Lading is performed by one mode of transport only.

THE TERMS OF THIS BILL OF LADING ON THIS SIDE AND ON THE REVERSE SIDE HEREOF ARE HEREBY MUTUALLY AGREED AS FOLLOWS

Except as otherwise provided herein, all carriage under this Bill of Lading shall have effect subject to the provisions of the "Carriage of Goods by Sea Act 1936" ("COSA") of the United States, and which states of America in respect to carriage of goods to or from the United States, and which shall be deemed to be incorporated herein, and nothing herein contained shall be under the states of the states of

DEFINITIONS: In this Bill of Lading:

"Ship" means the vessel named in this Bill of lading, or any conveyance owned, chartered, or operated by Carrier or used by Carrier for the performance of this contrac

"Shipper" means the person or legal entity named as such in this Bill of Lading and the person or legal entity for whose account the goods are shipped.

"Carrier" means Poseidon Lines (a division of Kominis International, LLC) on whose behalf this Bill of Lading has been signed and

"Consignee" means the Holder of the Bill of Lading, properly endorsed and the Receiver and the owner of the Goods.

"Holder" means and includes any person or legal entity for the time being in possession of this Bill of Lading to whom the property in the Goods has passed on or by reason of the consignment of the Goods or the endorsement of this Bill of Lading or otherwise.

"Merchant" means and includes the Shipper, the Exporter, the Receiver, the Consignor, the Consignee, the Holder of this Bill of Lading, any person including any Corp Company or other legal entity owning or entitled to the possession of the Goods or this Bill of Lading, and any person having a present or future interest in the Goods or acting on behalf of any of the above mentioned persons.

"Package" is the largest individual unit of partially or completely covered or contained cargo made up by or for the Merchant which is delivered and entrusted to Carrier, including palletized units and/or each container stuffed and sealed by the Merchant or on its behalf, although Merchant may have furnished a description of the contents of such sealed containers to the latter of the contents of such sealed containers on the latter of the latter red units and/or each co ner on this bill of lading

"Goods" means and includes the cargo described on the face of this Bill of Lading and, if the cargo is packed into container(s) supplied or furnished by or on behalf of the Mercania cargo is packed into container(s) as well

"Container" means and includes any container, trailer, transportable tank, lift van, flat, pallet, or any similar article of transport used to consolidate goods

"Carrier's Container or Carrier's Equipment" means and includes any and all containers or equipment owned, leased or used by Carrier in the transportation of Merchant's goods

"Charges" means freight and any or all expenses and money obligations incurred and payable by the Goods, Shipper, Merchant, and Consignee, or any of them

"The Internal Law of a State" shall be deemed to exclude all principles of private international law applied by such State

CARRIER'S TARIFF:
 The terms of the Carrier's applicable Tariff are incorporated herein. Copies of the relevant provisions of the applicable Tariff are obtainable from the Carrier upon request. In the case of inconsistency between this Bill of Lading and the applicable Tariff, this Bill of Lading shall prevail.

SUB-CONTRACTING: The Carrier shall be entited.

itled to sub-contract on any terms the whole or any part of the carriage, loading, unloading, storing, warehousing, handling and any and all duties the Carrier in relation to the Goods.

(2) The Merchant undertakes that no claim or allegation shall be made against any servant, agent, stevedore or sub-contractor of the Carrier which imposes or attempts to impose upon any of them or any vessel owned or chartered by any of them any liability whatsoever in connection with the Goods, and, if any such claim or allegation should nevertheless be made to indemnify the Carrier against all consequences thereof. Without prejudice to the foregoing every such sevents, agent, sevedow advocations and sub-contractor shall have the benefit of all provisions berein benefiting the Carrier as if such provisions were expressly for their benefit, and all limitations of and exonerations from liability provided to the Carrier by law and by the terms bereof shall be available to them, and, in entering into this contract the Carrier, to the extent of those provisions, does so not only on its own behalf, but also as agent and trustee for such servants, agents, stevedores and sub-contractors.

(3) The expression "sub-contractor" in this clause shall include direct and indirect sub-contractors and their respective servants and agents

CARRIER'S RESPONSIBILITY: he Carrier undertakes responsibility from the place of receipt if named herein or from the port of loading to the port of discharge or the place of delivery if named hereto as

Where loss or damage has occurred between the time of receipt of the Goods by the Carrier at the port of loading and the time of delivery by the Carrier at the port of dischar during any prior or subsequent period of carriage by water, or where it cannot be established where the loss or damage occurred, the liability of the Carrier shall be determine accordance with the provisions of the Carriage of Goods by Sea Act of the United States of America 1936 (COGSA) or where otherworpulsorily applicable the Internat Convention for the Unification of Certain Rules relating to Bills of Lading dated Brussels the 25th August, 1924 such as the Carriage of Goods by Sea Act 1924 of the Unite Kingdom, or of like statutes of other countries. If anything herein contained were inconsistent with the said acts or Laws it shall, to the extent and on the occasion of such inconsistency and no further, be null and void.

In no event shall the liability of the carrier exceed the amount of compensation payable under Claus of or exemptions from liability authorized by any provision of Section 4281 to 4289 of the Revised other provisions of the laws of the United States or of any other country whose laws shall apply. vable under Clause 5. The Carrier shall be entitled to the full benefit of and right to all limitations

Nothing in this Bill of Lading, expressed or implied, shall be deemed to waive or operate to deprive the Carrier of or lessen the benefits of any such rights, immunities, limitations or

(1) When the Carrier is liable for compensation in respect of loss of or damage to the Goods, such compensation shall be calculated by reference to the invoice value of the Goods plan freight and insurance if paid.

(2) In no event shall the Carrier be or became liable for any loss of or damage to or in connection with the Goods in an amount exceeding the limit per package or unit (meaning the unit in which the eargo is shipped; container stuffed by the Merchant to be considered as a unit) provided for by the United States Carriage of Goods by Sea Act, Section 4(5) (Currently identified as \$5000 to per package, and as may be further revised or adjusted) or by any similar act in force according to the provisions of clause 4 unless the nature and value of such goods have been declared by the Shipper before shipment, agreed by the Carrier, inserted in the Bill of Lading and moreover freight paid on "ad valorem" basis. Whenever the value of the Goods is less than such an amount this value in the calculation and the adjustment of Claims for which the Carriar sple halbels shall be the purpose of avoiding uncertainties and difficulties in fixing values be deemed to be the invoice value plus freight and insurance, if paid, irrespective of whether any other value is greater or less.

(3) Higher compensation may be claimed only when, with the written consent of the Carrier, the value of the Goods declared by the Shipper, which exceeds the limits laid down in this clause, has been stated in this Bill of Lading. In that case the amount of the declared value shall be substituted for that limit. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

to the transfer of the transfer of the transfer of the transfer of the place of delivery at any particular time or to meet any particular market or use and save as is provided in clause 4 the Carrier shall in no circumstances be liable for any direct, indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally lable for any such direct or indirect or consequential loss or damage caused by delay. If the Carrier should nevertheless be held legally lable for any such direct or indirect or consequential loss or damage caused by delay, such liability shall in no event exceed the freight paid for the transport covered by this Bill of Lading or \$500.00 per package as provided under 5 (2) of this Bill of Lading, whichever is less.

(2) Save as is otherwise provided herein, the Carrier shall in no circumstances be liable for direct or indirect or cons

(3) The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or arising out of the supplying of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or delivered to the Merchant.

7. NOTICE OF LOSS, TIME BAR:

Includes notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his agents at the port of discharge or the place of delivery, as the case may be, before or at the time of removal of the goods in to the custody of the Merchant such removal shall be prima facie evidence of the delivery by the Carrier of the Goods as described in this Bill of I admig. If the loss or damage is not apparent, then notice must be given within three days of the delivery. In any event, the Carrier shall be discharged from any liability unless suit is brought within one year after delivery or the goods or the date when the Goods should have been delivered.

DEFENCES AND LIMITS FOR THE CARRIER:
the defenses and limits of liability provided for in this Bill of Lading shall apply in any action against the Carrier for loss of or damage to the Goods whether the action be founded The defenses and lim in contract or in tort.

9. MERCHANT-PACKED CONTAINERS:
(1) If a container has not been filled, packed, stuffed or loaded by the Carrier, the Carrier shall not be liable for loss of or damage to the contents and the Merchant shall indemnify the Carrier against any injury, loss, damage, liability or expense has been caused by:

(a) The manner in which the Container has been filled, packed, stuffed or loaded; or (b) the unsuitability of the contents for carriage in Containers; or (c) the unsuitability of electricitie condition of the Container which would have been apparent upon reasonable inspection by the Merchant at or prior to the time the Container was filled, packed, stuffed or loaded.

(2) If a Container which has not been filled, packed, stuffed or loaded by the Carrier is delivered by the Carrier with seals intact, such delivery shall be deemed as full and complete performance of the Carrier's obligation hereunder and the Carrier shall not be liable for any loss of or damage to the contents of the Container.

(3) The Merchant shall inspect Containers before stuffing them and the use of the Containers shall be prima facie evidence of their being sound and suitable for use

10. INSPECTION OF GOODS: The Carrier shall be entitled, but un thereof cannot safely or properly be under no obligation, to open any Package or Container at any time and to inspect the contents. If it thereupon appears that the contents or any part se carried or carried further, either at all or without incurring any additional expense or taking any measures in relation to such Package or

Container or its contents or any part thereof, the Currier may abandon the transportation thereof and/or take any measures and/or incur any reasonable additional expense to carry or to continue the carriage or to store the same ashore or afloat under cover or in the open, at any place, which storage shall be deemed to constitute due delivery under this Bill of Ladding. The Merchant shall indemnify the Carrier against any reasonable additional expenses so incurred.

11. DESCRIPTION OR GOODS

rier as to the weight, contents, measure, quantity, quality, description, condition, marks, numbers or value of the Goods and the Carrier shall be respect of such description or particulars.

12. MERCHANT'S RESPONSIBILITY:

(1) The Merchant warrants to the Carrier that the particulars relating to the Goods as set out overleaf have been checked by the Merchant on receipt of this Bill of Lading and that such particulars and any other particulars furnished by or on behalf of the Merchant are correct.

(2) The Merchant shall indemnify the Carrier against all loss, damage or expenses arising or resulting from inaccuracies or inadequacy of such particulars

13. FREIGHT AND CHARGES:

is drawn to the stipulations concerning currency in which the freight and charges are to be paid, rate of exchange, devaluation and other contingencies relative to freight and charges in the applicable Tariff.

(2) The freight has been calculated on the basis of particulars furnished by or on behalf of the Merchant. The Carrier may at any time open any Container or other Package or Unit in order to re-weigh, re-measure, re-classify or re-value the contents, and if the particulars furnished by or on behalf of the Merchant are incorrect, it is agreed that a sum equal to the difference between the correct freight and the freight charged shall be payable by the Merchant to the Carrier.

(1) The Carrier shall have a lien on the Goods and any documents relating thereto for all sums payable to the Carrier under this contract and for general average contributions to whomsoever due and for the cost of recovering the same, and for that purpose shall have the right to sell the Goods by Public Auction or private treaty without notice to the Merchant. If on sale of the Goods the proceeds fail to cover the amount due and the cost incurred, the Carrier shall be entitled to recover the deficit from the Merchant.

(2) If the Goods are unclaimed during a reasonable time, or whenever in the Carrier's opinion the Goods will become deteriorated, decayed or worthless, the Carrier may, at his discretion and subject to his lien and without any responsibility attaching to him, sell, abandon or otherwise dispose of the Goods at the sole risk and expense of the Merchant.

15. OPTIONAL STOWAGE, DECK CARGO AND LIVESTOCK:

imilar articles of transport used to consolidate goods

(2) Goods stowed in Containers, whether by the Carrier or by the Merchant, may be carried on deck or under deck without notice to the Merchant unless on the face hereof it is specifically stipulated that the Containers will be carried under deck, and if carried on deck, the Carrier shall not be required to note, mark or stamp on the Bill of Lading any statement of such on deck carriage. Such goods (other han livestock) whether carried on deck or under deck and whether or not state shall participate in general average and shall be deemed to be within the definition of Goods for the purpose of the Hague Rules or similar provisions of any other Act which may be applicable.

(3) Goods (not being goods stowed in Container other than flats or pallets) which are stated herein to be carried on deck and livestock, whether or not carried on deck, are carried without responsibility on the part of the Carrier for loss or damage of whatsoever nature arising during carriage by sea whether caused by unseaworthiness or negligence or any other cause whatsoever.

16 METHODS AND ROUTES OF TRANSPORTATION:

(1) The Carrier may at any time and without notice to the Merchant:

- any time and without make to the execution of transport or storage whatsoever; transfer the Goods from one conveyance to another including trans-shipping or carrying the same on another vessel than the vessel named overleaf or on any other means of transport whatsoever and even though transshipment or forwarding of the Goods may not have been contemplated or provided for herein; sail without pilots, proceed via any route, proceed to, return to and stay at any port or place whatsoever (including the port of loading herein provided) in any order in or out of the route or in a contrary direction to the beyond the port of discharge one or othere for bunkering or loading or discharging cargo or embarking or dissembarking any person(s) whether in connection with the present, a prior, or a subsequent voyage or any other purpose whatsoever, and before giving delivery of the Goods at the port of discharge not the place of delivery herein provided and with liberties as storesial leave and the contrary discharges the Goods at such port, tow or he towed, make trial trips, adjust compasses, or repair or dry-dock, with or without eargo emboard; load and unload the Goods at any or or place (whether or not any such port is named overleaf as the Port of Loading or Port of Discharge) and store the Goods at any such port or place; comply with any orders or recommendations given by any government or authority or any person or body or purporting to act as or on behalf of such government or authority or having under the terms of the insurance on the conveyance employed by the Carrier the right to give orders or directions.
- (d)
- (e)

(2) Anything done or not done in accordance with sub-clause (1) or any delay arising there from shall be deemed to be within the contractual carriage and shall not be a deviation

17. MATTERS AFFECTING PERFORMANCE:
(1) If at any time the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of what the removard has commenced may, without notice to the Merchant, treat (1) If at any time the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or disadvantage of whatsoes kind which cannot be avoided by the exercise of reasonable endeavors, the Carrier (whether or not the transport has commenced) may, without notice to the Merchant, treat the performance of this contract as terminated and place the Goods or any part of them at the Merchant's disposal at any port or place whatsoever which the Carrier or Master may consider safe and advisable in the circumstances, whereupon the responsibility of the Carrier in respect of such goods shall cease. The Carrier shall nevertheless be entitled to full freight and charges on Goods received for transportation, and the Merchant shall pay any additional costs of carriage to and delivery and storage at such port or place.

(2) The circumstances referred to in sub-clause (1) above shall include, but shall not be limited to, those caused by the existence or apprehension of war declared or under hostilities, warlike or beligerent acts or operations, inots, civil commotions or other disturbances, closure of, obstacles in or danger to any canal; blockade of port or place interdist or prohibition of or restriction on commerce or trading, quantatine, sanitary or other similar regulations or restrictions, strikes, lockouts or other labor troubles when the commerce or trading, quantatine, sanitary or other similar regulations or restrictions, strikes, lockouts or other labor troubles when the commerce or trading, quantatine, sanitary or other similar regulations or restrictions, strikes, lockouts or other labor troubles when the commerce of the commerce of the sub-contractions, congestion of opts, wharf, sea terminary only other places, shown obstacles of labor or facilities for loading, discharge, delivery or other handling of the Goods, epidemics or diseases, bad weather, shallow water, ice, landside or other ob marigation or handlage.

18. REFRIGERATED CARGO:

18. REFRIGERATED CARGO:

(1) The Merchant undertakes not to tender for transportation any Goods which require refrigeration without previously giving written notice of their nature and particular temperature range to be maintained and in case of a refrigerated Container packed by or on behalf of the Merchant further undertakes that the Goods have been properly stower the Container and that its thermostatic controls have been adequately set by him before receipt of the Goods by the Carrier. If the above requirements are not complied with, the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising.

(2) The Carrier shall not be liable for any loss of or damage to the Goods arising from latent defects, derangement, breakdown, stoppage of the refrigerating machinery, plant, insulation and/or any apparatus of the Container, vessel, conveyance and any other facilities whatsoever provided that the Carrier shall before or at the beginning of the transport excress due diligence to maintain the refrigerated Container in an efficient state.

19. DANGEROUS GOODS: (1) The Merchant undertake

19. DANGEROUS GOODS:

(1) The Merchant undertakes not to tender for transportation any Goods which are of a dangerous, inflammable, radioactive or damaging nature without previously giving written notice of their nature to the Carrier and marking the Goods and the Container or other covering on the outside as required by any laws or regulations which may be applicable during the carriage. The Carrier or the Master may however, in their absolute discretion reject any such cargo.

(2) If the requirements of sub-clause (1) are not complied with the Goods may at any time or place be unloaded, destroyed, or rendered harmless without compensation and the Merchant shall indemnify the Carrier against all loss, damage or expense arising out of the Goods being tendered for transportation or handled or carried by the Carrier. Further the Carrier shall be under no lability to make any general average contribution in respect of such Goods.

(3) If the Goods of a dangerous, inflammable, radioactive or damaging nature, which were tendered in compliance with sub-clause (1) shall become a danger to the vessel, car any other property or person, such goods may in like manner be unloaded, destroyed or rendered harmless without compensation and the Merchant shall indemnify the Carrier against all loss, damage or expense which the Carrier could not avoid by the uncertained results of the carrier of results of the carrier of results of the carrier of such goods.

20. HEAVY LIFT: 20. HEAY LEFT: (1) Single Packages with a weight exceeding 2,240.0 pounds (Lbs) gross weight not presented to Carrier in enclosed containers must be declared in writing by the Merchant before receipt by the Carrier. The weight of such Packages must be clearly and durably marked on the outside of the Package in letters and figures not less than two inches high.

(2) If the Merchant fails to comply with the above provisions, the Carrier shall not be liable for any loss of or damage to the goods, persons or property, and the Merchant shall be liable for any loss of or damage to persons or property resulting from such failure and the Merchant shall indemnify the Carrier against any and all loss or liability suffered or incurred by the Carrier as a result of such failure.

(3) The Merchant agrees to comply with all laws or regulations that may be applicable during the carriage concerning overweight containers or any other heavy lift cargo and the Merchant shall indemnify the Carrier against any and all loss or liability suffered or incurred by the Carrier as a result of Merchant's failure to comply with these provisions.

21. REGULATIONS RELATING TO GOODS: The Merchant shall comply with -11

The Merchant shall comply with all regulations or requirements of Custom port and other authorities, and shall bear and pay all duties, taxes, fines, imports, expenses or losses incurred or suffered by reason thereof or by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods, and indemnify the Carrier in respect thereof.

22. NOTIFICATION AND DELIVERY:

(1) Any mention in this Biol Tading or parties to be notified of the arrival of the Goods is solely for information of the Carrier, and failure to give such notification shall not involve the Carrier in any liability nor relieve the Merchant of any obligation hereunder.

(2) The Merchant shall take delivery of the Goods within the time provided for in the Carrier's applicable Tariff.

(3) If the Merchant fails to take delivery of the Goods or part of them in accordance with this Bill of Lading, the Carrier may without notice unstow the Goods or that part thereof and/or store the Goods or that part thereof ashore, afloat, in the open or under cover. Such storage shall constitute due delivery hereunder, and thereupon all liability whatsoever of the Carrier in respect of the Goods or that part thereof shall case.

(4) The Merchant's attention is drawn to the stipulations concerning free storage time and demurrage contained in the Carrier's applicable Tariff, which is incorporated in this Bill of Lading.

(5) The Carrier may in his absolute discretion receive the Goods as Full Container Load and deliver them as Less than Full Container Load and/or as split delivery of the Goods to more than one receiver. In such event the Carrier shall not be liable for any shortage, loss, damage or discrenancies of the Goods, which are found upon unpacking of the Container.

6) The Carrier may in his absolute discretion receive the Goods as Less than Full Container Load and deliver them as Full Container Load. In such event the Carrier shall not be liable for any shortage, loss, damage or discrepancies of the goods, which were not apparent at the time of such delivery, provided that he shall have exercised ordinary care in packing the Containers.

28. BOTH-TO-BLAME COLLISION CLAUSE:

If the carrying ship comes into collision with another ship as a result of negligence of the other ship and any act, neglect or default in the navigation or the management of the carrying ship, to pay to the Carrier as trustee for the owner and/or demise charterer of the carrying ship, a sum sufficient to indemnify the Carrier and/or the owner and/or demise charterer of the carrying ship as an assume sinsefar as much loss or liability to the other or non-carrying ship or shore sinsefar as much loss or liability to the other or non-carrying ship or her owners to the Merchant and set off, recouped or recovered by the other or non-carrying ship or her owners to the Merchant and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or her owners of carrier. The foregoing provisions shall all also apply where the owners, operators, or those in charge or any ship or ships or objects, are at fault in respect to a collision, contact, stranding or other accident.

24. NEW JASON CLAUSE:

24. NEW JASON CLAUSE:

(1) In the event of accident, 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 consequence of which the Carrier is not responsible, by statute, contract or otherwise, the Goods and the Merchant shall jointly and severally contribute with the Carrier in general a werage to the payment of any sacrifices, losses or expenses of a general average to the payment of any sacrifices, losses or expenses of a general average to the payment of any sacrifices, losses or expenses of a general average to the goods.

(2) If a salving ship is owned or operated by the Carrier, Salvage shall be paid for as fully as if the said salving ship belonged to strangers

25, GENERAL AVERAGE:
(1) General average shall be adjusted at any port or place in the option of the Carrier in accordance with the York-Antwerp Rules 1974. (1) Octical average sant to eagusset at any point of piace in the option of the Cartier of the Goods and any sate Services (2) Such deposit is the Cartier and goods and the Cartier of th

reasonably require.

(3) The Carrier shall be under no obligation to exercise any lien for general average contribution due so the Merchant.

26. VARIATION OF THE CONTRACT, ETC.:

No servant, employee, or agent of the Carrier shall have power to waive or vary any terms of this Bill of Lading unless such waiver or variation is in writing and in specifically authorized or ratified in writing by the Carrier.

27. AFFILIATES: This company is a This company is a shipper or seller of goods in international commerce or is affiliated with such an entity. Upon request, a general statement of its business activities and those of its affiliates, along with a written list of the names of such affiliates, will be provided.