

BERTH TERM GRAIN BILL OF LADING

SHIPPED, in apparent good order and condition, by

on behalf of

On board the good steamship or motor vessel, called the
now lying in the Port of THUNDER BAY, ON., CANADA

M/V "PILICA"

and bound for MERSIN PORT/TURKEY

SAID TO WEIGH

viz: FOUR THOUSAND TWO HUNDRED MT WHOLE RED LENTILS

(4,200.000 MT)

Being marked and numbered as herein, and to be delivered in like good order and condition at the aforesaid Port of MERSIN PORT/TURKEY

Consigned

(the dangers of the Seas only excepted), unto TO ORDER

or to his or their Assigns

FIRST ORIGINAL**QUANTITY, DESCRIPTION AND STOWAGE**

SAID TO WEIGH

4,200.000 MT WHOLE RED LENTILS

"FREIGHT PREPAID"

SHIPPED ON BOARD

M/V "PILICA"

AT THUNDER BAY, ON., CANADA

ON OCTOBER 21, 2008

OCEAN BL

STOWAGE: IN BULK IN HOLD NO. 2, HOLD NO. 4,
FIRST LOT IN

NOTIFY:

SIGNED AS AGENTS BY AUTHORITY
FOR AND ON BEHALF OF THE MASTER
CAPTAIN

L/C NO: 087M08SA0001082

"ALL TERMS, CONDITIONS AND EXCEPTIONS INCLUDING ARBITRATION CLAUSE AND STRIKE CLAUSE OF CHARTER PARTY COVERING CURRENT VOYAGE AND ANY ADDENDA THERETO TO BE CONSIDERED AS INCORPORATED HEREIN AS IF FULLY WRITTEN, ANYTHING TO THE CONTRARY CONTAINED IN THIS BILL OF LADING NOTWITHSTANDING."

1. This Bill of Lading shall have effect subject to the provisions of the Water Carriage of Goods Act, 1936, enacted by the Parliament of the Dominion of Canada, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. If any term of this Bill of Lading be repugnant to said act to any extent, such term shall be void to that extent but no further.

2. Each Bill of Lading covering the hold or holds enumerated herein to bear its proportion of shortage and/or damage if any incurred.

3. Shipper's weight, quantity and quality unknown.

4. It is also mutually agreed that the Carrier shall not be liable for loss or damage occasioned by causes beyond his control, by the perils of the seas or other waters, by fire from any cause whatsoever occurring by barratry of the master or crew, by enemies, pirates or robbers, by arrest and restraint of Princes rulers or people, by explosion, bursting of boilers, breakage of shafts or any latent defect in hull, machinery or appurtenance, by collisions, stranding or other accidents of navigation of whatsoever kind (even when occasioned by the negligence, default or error in judgment, of the pilot, master, mariners or other servants of the ship owner, not resulting, however, in any case, from want of due diligence by the owners of the ship or any of them, or by the Ship's Husband or Manager).

5. General Average shall be payable according to the York (Antwerp Rules, 1994). Average bond with values declared herein to be signed, also sufficient security to be given as required by Master or Agents. If the owner shall have exercised due diligence to make the Steamer in all respects seaworthy and to have her properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster, resulting from faults or errors in navigation, or in the management of the steamer, or from any latent defect in the steamer, her machinery or appurtenances, or from unseaworthiness whether existing at the time of shipment or at the beginning of the voyage (providing the latent defect or the unseaworthiness was not discovered by the exercise of due diligence), the consignees or owners of the cargo shall, nevertheless pay salvage, and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred for the common benefit, or to relieve the adventure from any common peril, all with the same force and effect, and to the same extent, as if such danger, damage or disaster had not resulted from, or been occasioned by faults or errors in navigation or in the management of the vessel, or any, latent defect or unseaworthiness.

In Witness Whereof, the Master or Agent of said vessel has affirmed to THREE (3) Bills of Lading, all of this tenor and date; one of which being accomplished, the others to stand void. (see over)

Dated at THUNDER BAY, ON., CANADA
OCTOBER 21, 2007SIGNED AS AGENTS BY AUTHORITY
FOR AND ON BEHALF OF THE MASTER
CAPTAIN