

\square Northland Services, Inc. \square

Aloha	Cargo	Trans	port	
Division	of North	land Se	rvices,	Inc.

B/L No.	
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P. O. Box 24527 • Seattle, WA 98124 (206) 763-3000 (800) 426-3113 Fax (206) 767-5579

BILL OF LADING ORIGINAL - NOT NEGOTIABLE

		BIL	L OF LADING IN	STRU	JCTIONS AS GIVEN	BY SHIPPER OR HI	S REPRESEN	TATIVE		
DATE BOOKING			/ PRO NO.		VESSEL AND VOYAGE NO.		CONTROL NO.			
PORT OF LOADING PORT OF D				DISCHARGE		DESTINATION		BEYOND CARRIER		
SHIPPER				CONSIGNEE		COLLECT PREPAID OTHER Please Specify				
							BILL TO: Please show complete address - include zip			
TELEPHON	NE			TELEPHONE						
CONTAINER NO. CONTAINER TYPE			Έ	SEAL NO.	LOAD DATE	SET TEMP	PROCESSOR	/ SUPPLIER		
NO OF KIND OF HM PIECES PACKAGE			D	DESCRIPTION OF GOODS PROVIDED BY SHIPPER			NET WEIGHT	GROSS WEIGHT		
									_	
n accepting this Bill of Lading the shipper agrees that the custody and carriage of the goods identified hall be subject to the terms and conditions on the reverse hereof (or on a separate page if this document was roduced in facsimile form or from an electronic source) and/or of Carrier's tariff or applicable contract of ffreightment, which shall govern the relations, whatsoever they may be, between the carrier and the hipper, owner and/or consignee of the goods, in every contingency and whensoever occurring. Received for Carrier in good order, count, and condition unless otherwise noted hereon. Date:										
This is to ce	rtify that the ab	ove na	med materials are	propei	rly classified, described,	packaged, marked	Received By:_			
Department of is declared	f Transportation that the packing	. If the	shipment is of a haz	zardou	is nature and has been to d out in accordance with	endered in a container,	Quantity:			
19 CFR 176.27 (c). Shipper:					Date:	Temperature Received:				
Received \$ to apply to prepayment				nt of the charges on the property described hereon.			All terms and conditions available online at			
Agent or Carrier representative: Northland Services				, Inc. www.northla			andservices.com/ter	ms/NSI_Terms.htm		
Per:				(Th	ne signature here acknowledge	s only the amount prepaid.)				
Shipper's attention is directed to Section 18 on the reverse side of this Bill of La on value, shippers are required to state specifically in writing the agreed or decl-THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY STAT TO BE IN EXCESS OF \$ PER					ared value of the property. TED BY THE SHIPPER NOT	signature hereon acknowled additional charges are paid	riff provisions limit Carrier's liability for household goods to \$0.60 per lb. per item. Shipper breen acknowledges this released valuation unless a different value is declared here and larges are paid per Tariff NOLS-100, Rule 985. INSED VALUE OF THE PROPERTY IS NOT TO EXCEED \$ PER L			
Shipper: Date:					Shipper:	Date:				

1. CLAUSE PARAMOUNT: This Bill of Lading and the applicable tariff of the Carrier shall have effect, while goods are in the custody of the Vessel or Carrier, its agents, servants and independent contractors. When this Bill of Lading governs, it is subject to the Carriage of Goods by Sea Act of the United States, approved April 16, 1936 ("COGSA"), the provisions of which are deemed fully incorporated herein and nothing herein contained shall be deemed a suremedre by Carrier of any of its responsibilities or limitations or an increase only of its responsibilities or liabilities under COGSA unless explicitly so stated in the applicable tariff or otherwise agreed in a writing by Carrier. If any term of this Bill of Lading is repugnant to COGSA to any extent, such term shall be void to the extent, but not further. COGSA shall come throughout the time the goods are in the custody of or are the responsibility of the country of place of the custody of or are the responsibility of the Carrier, including before the goods are loaded on and after they are discharged from the Vessel. The terms of this Bill of I ading shall be separable, and if any part or term hereof is invalid or unenforceable, such circumstances shall not affect the validity or enforceablity of any other part or term hereof.

The Carrier shall be entitled to the full benefits of all rights and immunities and all limitations of, and exemptions from, liability contained in any than of the United States or any other country or place he laws shall be applicable. This Bill of Lading shall not be deemed to give rise to a personal contract of Carrier. Nothing in this Bill of Lading, expressed or implied, shall be deemed to away to or operate to deprive Carrier of, or lesson the herelits of any such term in the minimum of the country of place he laws shall be applicable. Notwithstanding the foregoing, in some cases the Carrier has accepted certain extended liability for earge loss or damage as outlined within its trails. Said tartiff provisions shall override and

decemed to waive or operate to deprive Carrier of, or leasen the benefits of any such rights, immanities, limitations or exemptions.

Notwithstanding the foregoing, in some cases the Carrier has accepted certain actended liability for cargo loss or damage as outlined within its turiffs. Said tartiff provisions shall override and superaced the terms and conditions of this Bill of Lading, when it conflict, but only to the extent of such conflict.

2. DEFINITIONS: In this Bill of Lading the word "Vessel" shall include the barge named in this Bill of Lading. The word "Carrier" shall include the company named as carrier on the face ask of this Bill of Lading, the Vessel as defined herein and her cowners, operators and denies charters, any substitute Carrier, and also my time charterer or person to the extent bound by this Bill of Lading. The word "Charge" shall include the company named as carrier on the face ask of this Bill of Lading, the vessel is all the shall include the company named as carrier on the face ask of this Bill of Lading, the vessel is all the country of the goods, the holder of this Bill of Lading, the consignee and the country of the goods, the holder of this Bill of Lading, the corrigines and the country of the goods, the holder of this Bill called the country of the goods, the holder of this Bill of Lading, the corrigines of the country of the goods, the holder of this Bill of Lading, the corrigines of the country of the goods, the holder of this Bill of Lading, the corrigines of the country of the goods, the holder of this Bill of Lading, the corrigines of the country. The word "Charges" shall include freight and all general average subge, special charges, expenses, amounts and more of the pools, the country of th

agents of the compper.

If Carrier elects to lighter the goods in or with lighters or crafts operated or controlled by it, Carrier shall have the benefit of all liberties, rights, exemptions, immunities and limitation contained in this Bill of Lading, with respect to such lighterage and may collect the costs thereof from the

Shipper.

5. ON DECK CARRIAGE: Transportation bereunder will be accomplished by the use of unmanned barge or barges without motive power of their own, to be towed by a towing Vessel or Vessels on a single, double or multiple tow basis. All goods accepted hereunder may be earried without notice to Shipper either under the covered deckhouse (if any) or on deck or on the roof of the deckhouse (if any) of said barge or barges, at the carrier's option, any custom or practice of the trade to the contrary notwithstanding. Goods so carried supplies to the provisions herein and shall participate in general average. All risk of loss or darrage by perils inherent in or incident to such carriage shall be borne by Shipper, but in all other respects the custody and carriage of such goods shall be governed by the terms of this Bill of Lading and COGSA, notwithstanding Section 1(c) thereof

owner respects the custody and carriage of such goods shall be governed by the terms of this Bill of Lading and COSBA, notwithstanding Section 1(c) thereof.

SPECIAL CIRCUMSTANCES: In any situation whatsoever and wheresoever occurring and whether existing or anticipated before commencement of or taking place during the voyage, including the period before and during discharge, which in the judgment of the carrier or master is likely to give rise to risk of capture, seizure, detention, damage, delay (howsoever long or short) or dissordantee to soos of the Vessel or any part of her cargo, or to make it unsafe, imprudent, unlawful or impossible for any reason to commence or proceed on or continue to discharge the goods at the port of discharge, or to give rise to any delay (howsoever long or short) or difficulty in artiving, discharging or continuing to discharge the goods at the post of a the port of a discharge, or to give it is to any delay (howsoever long or short) or difficulty in artiving, discharging or continuing to discharge or leaving the post of a discharge, or to give to do so, may discharge and warehouse the goods at Shipper's risk and expense, or Carrier or the Master, whether or not proceeding toward or entering or attempting to enter a port of discharge or reaching or attempting to reach usual place of discharge therein or attempting to discharge the goods, and compact the containers at the port of adjunctant or at any other port, in depot, lighter erral or other place or may discharge the goods, and or may call the post of a discretion and discharge the goods or any part thereof or any understanding arrangement for any such forwarding, shall be the forwarding agent of Shipper, or the Vessel's proceed or return directly or indirectly to r stop at any port or place whatsoever at Carrier's sole discretion and discharge the goods or any part thereof at any such port, or Carrier any retain same on board until the return trip or until such time as Carrier or the Master thinks advisable and discharge them

indirectly to or stop at any port or place whatsoever at Carrier's or Master's sole discretion and discharge the goods or any part thereof at any such port, or Carrier may retain same on board until the return trip or until such time as Carrier or the Master thinks advisable and discharge them at any place whatsoever as been provided.

All additional charges and expenses incurred as a result of such circumstances and Carrier's response thereto shall be for the account of Shipper. Discharge of the goods under the provisions of this clause shall constitute complete delivery and performance under this contract and Carrier shall be freed from any further responsibility. When the goods are discharged from the Vessel as provided in this clause they shall be the rick and expense of the Shipper and all charges incurred shall be payable by the Shipper. When the place of delivery is named herein and the goods are oncarried by carrier from the port at which they are discharged from the Vessel as provided in this clause to such place of delivery. Shipper shall pay all
additional charges and transport costs in connection therewish.

7. DESCRIPATION OF GOODS: Any reference on the few hereof to marks, numbers, description, quantity, gauge, weight, measure, kind, value
and only other particulars of the goods is as furnished by the Shipper, and Carrier shall not be responsible for the accountry thereof.

8. COOPERACE, FINES: Shipper shall be liable for all expenses for mending, cooperage, bailing or reconditioning of the goods or packages
and gathering of loose contents for puckages, also for any payment, expense, fines, dues, duty, tax, import, loss, damage or detention sustained or incurred by or levied upon Carrier or the Vessel in connection with the goods, however caused, including any action or requirement of any other certificates to accompany the goods for to comply with lathority thereof, scienzer under legal process or attempted seizure, incorrect or insufficient marking, numbering or addressing of packages or descr

Shipper shall indemnify the Carner against any reasonable additional expense so incurred.

10. DANGEMOUS GOODS, CONTRABAND:

(1) Carrier undertakes to carry goods of an explosive, flammable, radioactive, corrosive, damaging, noxious, hazardous, poisonous, injurious or dangerous nature only upon Carrier acceptance of a prior written application by the Shipper for the carriage of such goods. Such application must accurately state the nature, name, label and classification of such goods, as well as the method of rendering them innocuous with the full name and address of the Shipper and the consignee.

(2) Shipper shall undertake that the nature of the goods referenced in the preceding paragraph is distinctly and permanently marked and namificated on the outside of the package(s) and container(s) and shall also undertake to submit the documents or certificates required by any applicable statutes or regulations to the Carrier.

(3) Whenever the goods are discovered to have been received by the Carrier without complying with paragraphs (1) or (2), above, or the goods are found to be contraband or prohibited by any laws or regulations of the port of loading, discharge or call or any place or watered unincuous thrown overboard or discharged or otherwise disposed of at Carrier's discretion without compensation and Shipper shall be liable for and indemnify Carrier against any kind of loss, damage of tibelity including loss of freight and any expenses directly or indirectly arising out of or resulting from such goods.

(4) Carrier may exercise or enjoy the right of benefit conferred upon the Carrier under preceding paragraph whenever it is determined that the goods received in compliance with paragraphs (1) and (2), above, become dangerous to Carrier, Vessel, cargo, persons and/or other property.

(5) Carrier has the right to inspect the contents of the package(s) at any time and anywhere without Shipper's agreement but only at the risk and expense of the Shipper.

A Charles date up ligate a mapped the control of the property of the Shipper.

11. EARNED FREIGHT: Full fletight and charges bereunder to port of discharge named herein shall be considered completely and in earned upon commencement of loading, whether the fleight be stated or intended to be prepaid or to be collected at destination and Carrie entitled to all freight and charges due hereunder, whether actually paid or not and to receive and retain them invocably under all circu whatsoever, Vessel and/or goods lost or not lost or the voyage broken or shandoned. If there shall be a forced intention or abandonm voyage at the port of loading or elsewhere, any forwarding of the goods or any part thereof shall be at the risk and expense of the goods.

Freight shall be payable on actual gross intuke weight or measurement, or, at the Camier's option, on actual gross discharge weight or measurement. Freight may be calculated on the basis of particulates of the goods flurished by Shipper, bot the Camier may any time open the package (s) and examine, weight, measure and which the goods in care Shipper's particulars and found to be erroreous and additional freight is all the paid to Camier's Individual and the paid of Camier's Individual and the paid to Camier may direct.

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delivery of the goods or the date the goods should have been delivered. Suit shall not be deemed brought against Carrier or Vessel unless jurisdictions shall have been obtained over Carrier or Vessel, or both, by service of process on Carrier or a written agreement by Carrier to appear.

20. GOVERNMENTAL OR OTHER ORDERS: Carrier, the mester and the Vessel shall have liberty to comply with any directions, recommendations, orders, requirements or suggestions as to the Vessel, her voyage, employment movements or any disposition or other natter whatsoever relating to the goods and including but not limited to loading, departure, arrival, routes, zones, ports of call, stoppages, discharge destination, delivery or in any other matter whatsoever given by the government of the nation under whose flag the Vessel sails or any other government or local authority, including any de facto government or local authority, or by any person or body acting or purporting to act as or with the authority of any such some your entered to the property of the prop

before loading on or airer discharge activities the second of the Vessel or Carrier and conditions of liability, privileges and conditions granted or provided by this Bill of Lading or by COSOA or by any applicable statute for the benefit of the Vessel or Carrier shall also apply to and for the benefit of the naster, officers and crew of the Vessel and to and for the benefit of all corporations parent of, subsidiary to, affiliated with or under the same management as Carrier, as well as all directors, officers, employees and agents of said corporations, and to and for the benefit of all parties performing services for or on behalf of the Vessel or Carrier as employees, servants, agents or contractors of Carrier (including without limitation, stevedores and terminal operators), and the directors, officers, employees, servants, agents and subcontractors of

such parties.

25. HEADINGS FOR CONVENIENCE: The headings of the above clauses are for the convenience of reference only and shall not affect

35. HEADINGS FOR CONVENIENCE: The headings of the above clauses are for the convenience of reference only and shall not affect the interpretation of terms of this Bill of Lading.

46. FURTHER AGREEMENTS: All prior agreements or fieight engagements for the shipment of the goods are superseded by this Bill of Lading. If required by Carrier, a signed original Bill of Lading, duly endorsed, mast be surrendered to the Carrier on delivery of the goods. It is specifically spreed that during any rail or motor vehicle carriage prior to the time the water in has custedy of the goods such carriage shall be governed by and be subject to the terms and conditions of rail or motor vehicle carrier's Bill of Lading. It is also agreed that carriage of the goods hereunder is subject to all terms and provisions of the tarrifts on the three of the control of the such as the supersection of the subject to all terms and provisions of the tarrifts on the three of the subject to all terms and provisions of the tarrifts on the subject to all terms and provisions of the tarrifts on the subject to all terms and provisions of the tarrifts on the subject to all terms and provisions of the tarrifts on the subject to all terms and provisions of the tarrifts on the subject to all terms and provisions of the tarrifts on the subject to all terms and conditions of this Bill of Lading.

77. APPLICABLE LAW - SEVERABILITY: This Bill of Lading shall be construed according to the laws of the United States of America and the Shipper; consignee and holder hereof agree that any suits against the Carrier shall be brought in the Federal Courts of the United States located in King County, Washington. The terms of the Bill of Lading shall be construed as the subject of the Bill of Lading shall be seemed a surreader, waiver or reduction by the Carrier, or operate to deprive the Carrier of any of its rights, immunities, exemptions, linialations or liberties, or an increase of any of its responsibilities or liabilities under the aforementioned laws or any other