

THE CUNARD STEAM SHIP COMPANY, LIMITED.

Ακαδημία Αθηνών / Academy of Athens

The within Goods to be forwarded to Shipper's and or Consignee's risk, and subject to the stipulations, exceptions, and conditions, whether written or printed, on the Bills of Lading issued by the Owners or Agents of the Steamer sailing to said Port, providing the Transhipment Steamer be not prevented by Ice, Blockade, the hostile act of any power, or other cause, from sailing to or reaching the said Port, in which event the Goods to be taken delivery of in Liverpool by the Consignees or their Agents. Consignees to give bond for Goods liable to duty, and to bear any expense caused by delay in giving bond.

at Ship's expense, but at

Shipped, in good order and condition, by *I. Sotiriadis*
 in and upon the good Steam-ship called the *Morocco*
 whereof is Master for this present voyage *Stephens*
 and now lying in this Port and bound for the Port of LIVERPOOL
Three hundred & seven cases current 4.91.38 900.

being marked and numbered as per margin, warranted legal Merchandise here and at Port of discharge, and to be delivered subject to the exceptions and conditions hereinafter mentioned, from the Ship's deck (where the Company's responsibility in all cases shall cease) in the like good order and condition at the aforesaid Port of LIVERPOOL.

The Goods to be discharged from the Ship as soon as she is ready to unload, on to Quay, or into Hulk, Lazaretto, or Hired Lighter, at the option of and by the Agents of the Owners of the Vessel, at the Shippers' or Consignees' risk and expense, and with liberty to change Docks, and to discharge in any one or more Docks within the Port, or partly in River and partly in Dock. All Cargo to be taken from alongside the Steamer within reach of her tackle, and as fast as the Steamer can discharge, any custom of the Port to the contrary notwithstanding. The Act of God, the Queen's Enemies, Pirates, Robbers, Thieves, of whatever kind, whether on land or afloat, Barratry of Master or Mariners, Rulers, or People, Revolutions, Riots, or Emeutes, Strikes or Stoppage of Labour from whatever cause, Fire on Board, in Hulk or Craft or on Shore, Vermin, Rain, Spray, Sweating, Drainage, Leakage, Breackage, Rust, Decay, Insufficiency in strength of Wrappers and Packages, and all injury to the same; and all damage arising from other Goods by stowage or by contact therewith, or through Leaking, Smell, or Evaporation from them, or otherwise howsoever, or from Errors, Omissions, Insufficiency or absence of Marks, Numbers, Addresses, or description of any Goods shipped; Explosion, Heat, Boilers, Steam, or Machinery, and the consequence of any damage to or defect in Boilers or Machinery, Collision, Stranding, Steaming, Jettison, or any other Peril of the Seas, Rivers, Navigation, or of Land Transit, of whatsoever nature or kind, and whether any of the perils, causes, or things above-mentioned, or the loss or injury arising therefrom, be occasioned by the wrongful act, default, negligence, or error in judgment of the Owners, Pilot, Master, Officers, Crews, Stevedores, or other persons whomsoever in the service of Ship, and whether on board the Vessel carrying the Goods or any other Vessel owned by the Company, or for whose acts the Company would otherwise be liable, or by unseaworthiness of the Ship at the commencement, or at any period of the voyage (provided all reasonable means have been taken to provide against such unseaworthiness), or otherwise howsoever, always excepted.

unto *Order*

or to his or their Assigns, he or they paying Freight, Primage, and Charges on the said Goods in Cash on Ship's arrival (*free of Interest*), as per margin, (but in no case shall the amount receivable be less than 10/6 to Liverpool) General Average according to York and Antwerp Rules. Freight payable by Shippers to be paid Ship lost or not lost.

1.—IT IS ALSO MUTUALLY AGREED that the Company or its Agents shall not be accountable for Weight, Measure, Gauge, Quality, Condition, Brand, or Quantity of Contents, and for Value; nor for Wrong Delivery arising from insufficiency or Deficiency of Marks or Numbers; nor for any Goods of whatever description which are above the value of £100 per package, unless the value be herein expressed, and extra freight, as may be agreed on, paid; nor for any extent for Money, Gold, Silver, Bullion, Spices, Precious or Valuable Stones, Precious Metals, Manufactured or Unmanufactured, Plated Articles, Glass, China, Jewellery, and articles used for Jewellery, Watches, Clocks, Timepieces, Mosaics, Marble, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of Money; Stamps, Maps, Title Deeds, or other Documents of any nature whatsoever; Paintings, Pictures, or Statuary, Quinine, Silk, Laces, Furs, or Cashmere, manufactured or unmanufactured, made up into Cloths or otherwise, unless Bills of Lading are signed therefor, with the value thereof therein expressed, and extra Freight, as may be agreed upon paid. And that the Company is not liable for any loss, detriment, or damage to any goods which are capable of being covered, or have been paid for by Insurance, nor for any claim of which notice is not given before the removal of the goods, nor for any claim however arising, for damage to, or detention, or loss of, any goods where the damage is done, or the detention or loss occurs while the goods are not in the actual possession of the Company, nor in any case for more than the declared or invoice value of the goods, whichever shall be less. [Also that Goods of an inflammable, explosive, or otherwise dangerous nature, shipped without permission and without full disclosure of their nature, whether the Shipper be aware thereof or not, may be seized and confiscated or destroyed by the Company, or its Servants or Agents, at any time before delivery, without any compensation to the Shipper, Consignee, or Owner. And that all fines and expenses, losses or damages, which the Company, or its Agents or Servants, or the Ship or Cargo, may incur or suffer on account of incorrect or insufficient marks or description of any package or its contents, or the inflammable or dangerous nature of such contents (whether the Shipper be aware thereof or not), shall be paid by the Shipper or Consignee, whether they or he be Agents or Principals, as may be required. Also, that any duty, tax or impost of whatever nature levied upon the Steamer by the Authorities at the port of discharge, for or in connection with the goods herein described shall be paid by the Consignees of the Goods before delivery. Also, that the only condition on which Glass, Glassware, Earthenware, and China will be carried is, that the Company, its Servants and Agents, shall not be liable for any breakage, whether caused by negligence, or otherwise, howsoever. Also, that the Goods while on Quay, in Lighters, Barges, or elsewhere, at any time or in any place, either before shipment or after discharge, shall be at the sole risk of the Shippers, Owners, or Consignees.]

2.—THE Company reserves liberty before shipment or at any subsequent period, and so often as may for any cause be deemed expedient, and at any place, to ship the whole or any part of the said goods by any other Steamer or Vessel, whether belonging to the Company or not, or to tranship or land and store, or put into hulk or craft by Lighter or otherwise, for such time as may be deemed expedient, and thence to re-ship by Lighter or otherwise in the same or any other Steamer or Vessel, whether belonging to the Company or not, with liberty for the Steamer or substituted Steamer or Vessel to sail or enter Port with or without Pilots, to tow and assist vessels in all situations, or to be towed, although deviating from the voyage, and to carry Goods of all kinds, dangerous or otherwise, and to carry cargo on deck, and to proceed to her Port of Destination, first returning to or staying at any Port or Ports in any order in Great Britain, Ireland, France, Germany, Belgium, Spain, Portugal, Africa, Egypt, Mediterranean, Adriatic, Levant, or Black Seas, for the purpose of trading, or for any purpose whatsoever, in any order or rotation, and whether in or out of the customary or advertised route, without the same being deemed a deviation.

3.—THAT the Company shall have a lien and right of sale by public auction over the goods, not only for the Freight and Charges due thereon, whether payable in advance or not, but also for all amounts in any wise to become payable to them under the provisions of this Bill of Lading, although the same may not then be ascertained. And also, in respect of any previously unsatisfied Freight, Inland Charges, Primage, Porterage, Fines, Costs and Charges, due to the Company, either from Shippers or Consignees; and also, for the Costs and Expenses of exercising any such lien, and to deduct from the proceeds of any sale the cost of and incidental thereto, or to the exercise of any such lien as aforesaid.

4.—FREIGHT on Goods to "order," Liquids, and Brittle or Perishable Goods, is in all cases payable by Shippers in advance. Weight and Measurement of all Goods shall if required by the Company be verified at the port of discharge and freight paid accordingly. Ten Pounds sterling per ton of 40 cubic feet will be charged on all Goods not truly described. In case of Average, such Deposit as the Company or its Agents at the Port of Discharge may deem sufficient to cover the estimated contribution of the Goods and any special charges thereon shall, if required, be paid to the Company or its Agents, previous to delivery. In case the whole or any part of the Goods specified herein are not from any cause found for delivery during the vessels stay at their port of destination the Company is only bound to forward them to such port of destination from any subsequent port by any other steamer or steamers, ship or ships either belonging to the Company or to other persons, and proceeding either directly or indirectly to such port, such carriage to be at the Company's expense but the Merchant's risk, and the Company shall be under no further responsibility. Goods which may require to be forwarded by rail or otherwise to their destination from any port of discharge shall be so forwarded subject to the ordinary conditions of carriage of such Railway or other Carrier or subject to any special terms required by them. Master Porterage and Cooperage to be done by the Agents of the Vessel, at the expense and risk of the Consignees.

5.—IN CASE of the Blockade or Interdict of the Port of Discharge, or of the entry of such Port or communication therewith, rendering or being liable to render the vessel liable to Quarantine at any subsequent Port, or in case of the Master considering the entry of any Port either from war, civil disturbances, epidemic, or otherwise, unsafe or injurious to the further prosecution of the voyage, or in case of Ice preventing the Steamer from reaching her Port of Discharge without delay, the Goods may be landed or put into Lazaretto, Hulk, or Lighter, at any other available Port the Master may consider safe, at Shipper's risk and expense; and thereupon the liability of the Company hereunder shall absolutely cease. In the event of Quarantine the Goods may be discharged, on arrival into Quarantine Depot, Hulk, Lighter, or other Vessels necessary for the Ship's despatch, at the Consignee's risk and expense, or the Master may carry on the Goods to the nearest safe Port to which he is bound, and there land them, and thereupon the Company's responsibility hereunder shall absolutely cease. All Quarantine Expenses upon the Goods, of whatever nature, are payable by the Shipper or Consignee.

AND FINALLY, in accepting this Bill of Lading, the Shipper and/or Owner of the Goods, and the Shipper, or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written, stamped, or printed, and that should any question arise on this contract it be decided according to English Law.

One copy of this Bill of Lading is to be given up in exchange for a delivery order for the goods.

IN WITNESS whereof, the Master or Agent of the said Ship hath affirmed to *me* Bills of Lading, all of this tenor and date, the one of which being accomplished, the other to stand void.

Dated in *Paris* *15th October* *1889*

W.H. Walters
Agent

307 cases

AKAΔHMIA

17/6 per ton of 20 cwt. gross weight
 " 40 cubic feet
 with *15* per cent. primage.

Freight £
 Primage
 £

PRINTED BY TURNER & DUNNETT, LIVERPOOL.