

PLAINTIFF'S
EXHIBIT

JM 974

TELEPHONE: ROCHDALE 4221

TELEGRAMS: TURNERS ROCHDALE-TELEX 63-174

TURNER BROTHERS ASBESTOS CO. LTD.

(TURNER & NEWALL LTD.)



BY REGISTERED AIR MAIL

P. O. BOX NO. 40.
ROCHDALE,
ENGLAND

YOUR REFERENCE

OUR REFERENCE

A/cs.1/4/MAR

2nd August, 1965

Johns-Manville Product Corporation,
Manville,
New Jersey,
U.S.A.

Dear Sirs,

We attach hereto one negotiable Bill of Lading, insurance certificate in duplicate, and invoice amounting to U.S. \$ 2310.26 covering a shipment of 30 packages, Nos. 546/559 and 575/590, by s.s. "Alaunia" from Liverpool.

You will notice our terms of payment are nett cash 30 days from invoice date, in accordance with which we shall be pleased to receive your remittance in due course.

One negotiable Bill of Lading, Customs invoice, commercial invoice and specification in duplicate have been forwarded to Frederick Henjes Jr., Inc., New York, and we trust the consignment will arrive safely.

Yours faithfully,
TURNER BROTHERS ASBESTOS CO. LTD.

085793

Quotations are given subject to alteration without notice. Orders and contracts are accepted only on the express condition that we are exempt from all liability (including liability to deliver at obsolete prices) arising from any accident or hindrance of what kind soever beyond our control, which prevents or delays the due execution thereof.

129A

MTC 014169

1990

SHIPPED FOR S.S. "ALABAMA"

100

THE

SECRET

本公司

5-207

NEW YORK

THE INSTANT

20

MTC 014170

THE CUNARD STEAM-SHIP COMPANY LIMITED.
CUNARD WHITE STAR
NEW YORK OFFICE:— **NEW YORK LOCAL**

THE CUNARD STEAM-SHIP COMPANY LIMITED,
CUNARD BUILDING, 25, BROADWAY.

in apparent good order and condition on the Ship..... bound from the Port
of **LIVERPOOL** to **NEW YORK** (including liberty to call at
and as otherwise provided in this Bill of Lading).

shipper's marks and numbers as below (weight, measure, brand, contents, quality and value unknown), and to be delivered, subject to the terms and provisions hereinafter mentioned, in like good order and condition at the Port of **NEW YORK** (or so near thereto as she may safely get) unto ORDER OF UNITED STATES PRODUCE COMMISSION
HARTFORD, CONN. JANUARY 1954

Plain copies of Bills of Lading for goods consigned to "Order" must state the name and address of the parties at destination who are to be notified of arrival, any expenses incurred in consequence of failure to supply the information will be for account of the owners of the goods.

MTC 014171

Total £
(Sterling)

For CUNARD LINE LIMITED As Agents

085795

THE TERMS AND PROVISIONS OF THE BILL OF LADING BEFORE MENTIONED

IT IS MUTUALLY AGREED AS FOLLOWS:—

1. THIS BILL OF LADING IS AND SHALL HAVE EFFECT SUBJECT TO:—

- the terms and provisions of the Carriage of Goods by Sea Act, 1924, and of the Rules comprising the Schedule thereto (herein referred to as "the Rules") as in the said Schedule set out and hereby incorporated in this Bill of Lading and/or as applied thereto by the said Act, and
- the terms and provisions set out herein.

Provided that nothing contained in the Rules shall deprive the Carrier of the right to claim, and that the Carrier shall have under this Bill of Lading, the full benefit of all limitations of, or exemptions from, liability conferred on the Carrier and/or the ship by Public Law of any country.

2. It is HEREBY DECLARED THAT it is the intention of both the Carrier and the Shipper that the goods shall be actually put on board the above-named ship, but if from any cause the goods or any part are shut out, the Carrier shall have liberty to, and shall, ship and carry the same upon the terms of this Bill of Lading on the next available ship of this Line, or (at the option of the Carrier) of any other line.

3. FREIGHT, CHARGES, AND PRIMAHS IF payable at the port of shipment:—

- shall be paid in exchange for this Bill of Lading
- shall be deemed earned on shipment
- shall not be repayable, ship and/or goods lost or not lost.

4. FREIGHT, CHARGES, AND PRIMAHS IF payable at the port of delivery:—

- shall be paid ship and/or goods lost or not lost;
- shall be paid immediately on the discharge of the goods. Provided that in the event of non-arrival of goods or loss of vessel and/or goods or otherwise such freight and charges shall be payable on demand;
- shall be paid at the current rate of exchange on New York on the date of the vessel's sailing from the final port of loading in the United Kingdom. Provided that in the event of non-arrival of goods hereunder by reason of loss of vessel and/or goods or otherwise such freight and charges shall be payable at current rates of exchange at time of demand;
- shall be paid in full on damaged or unseaworthy goods and on barrels delivered part full, or empty;
- shall not be paid on any increase in bulk or weight caused by the absorption of water during the voyage.

5. Parcels for different consignees collected or made up in a single package addressed to one Consignee shall pay full freight on each parcel.

6. In case any damage or loss results to the Carrier, ship, cargo, lighters, cranes, or hoisting tackle owing to incorrect weight, or no weight, having been declared, the Shipper, Consignee, and/or Owner of the goods shall be responsible therefor.

7. The Carrier shall have the right to re-weigh or re-measure any goods where doubt exists as to the correctness of the weight or measurement shown on this Bill of Lading, and freight shall be paid on the excess weight or measurement (if any) so ascertained. The expenses incident to re-weighing or re-measuring shall be borne by the Carrier if the weights or measurements are found to be correct, but otherwise such expenses shall be borne and paid by the owner of the goods.

13. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, or if the loss or damage be not apparent, within three days, such removal shall be prima facie evidence of the delivery by the Carrier of the goods as described in this Bill of Lading. The notice in writing need not be given if the state of the goods has at the time of their receipt been the subject of joint survey or inspection. In any event irrespective of whether the damage or loss shall have occurred prior to loading on board the vessel or after discharge therefrom the Carrier and the ship shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after delivery of the goods or the date when the goods should have been delivered. In the case of any actual or apprehended loss or damage the Carrier and the receiver shall give all reasonable facilities to each other for inspecting and tallying the goods.

I. HANDLING, CUSTODY AND CARE BEFORE THE GOODS ARE ON THE SHIP'S TACKLE.

- Goods carried at through rates via the port of shipment shall be subject to all the terms, conditions and exceptions, of the carriers bringing the same down to the port of shipment.
- The Carrier shall be under no liability whatsoever for any loss of, or detention of, or damage to, the goods (whether in his actual or constructive possession or not) before they are loaded on the ship, and he shall be at liberty to carry the goods in vessel, tender or lighter to the ship, and such carriage, and the loading and unloading on and from the vessel, tender or lighter, shall be at the sole risk of the Owner of the goods.

II. STOWAGE.

- Goods stowed in poop, forecastle, deckhouse, shelter deck, or other covered in space, commonly used in the trade for the carriage of goods, shall be deemed for all purposes to be stowed under deck.

III. VOYAGE.

- The Carrier shall have liberty:—
 - To sail with or without pilots.
 - To tow vessels in all situations.
 - To carry live stock and/or cargo on deck.
 - To carry goods of all kinds, dangerous or otherwise.
 - To proceed to and use any port or ports in any rotation for any purposes whatsoever, whether in, out of, or beyond, the customary or advertised route, and all such ports shall be deemed to be included in the intended voyage.
 - To put the ship into dry dock for any purpose whatsoever with the whole or part of the cargo shipped under this Bill of Lading on board, at any time and place, before or after sailing, or after arrival at the port of destination.
 - To land and/or tranship the goods, and to forward them to their destination by land or water should the ship put into a port of refuge, of from any cause be prevented from commencing or proceeding in the ordinary course of her voyage.
- If on account of ice, weather, strikes, lockouts or labour troubles (whether the Carrier or his employees are parties thereto or not), interdiction, prohibition of importation, riot, war or other disturbance or any cause beyond the Carrier's control, it shall be considered by the Carrier or his agents or the Master, in his or their sole discretion, impossible, unsafe, unreasonable or inadvisable to proceed to the port of discharge or to remain in the port of discharge, the Carrier may proceed to the nearest convenient port and there may land and/or tranship the goods and may forward them at the sole risk and expense of the Owner of the goods to their destination by land or water, or may further (provided no additional freight be charged or claimed) retain the goods on board until the return trip or until such times as the Carrier considers advisable. Any disposition of the goods in accordance with this clause shall not be deemed to be an infringement or breach of the Rules aforesaid or of the contract of carriage.
- The Carrier, in addition to any liberties expressed or implied in this Bill of Lading, shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, transshipment, discharge, destination, delivery or otherwise howsoever given by the government of any nation or any Department thereof, or any person acting or purporting to act with the authority of such Government, or of any Department thereof, or by the Committee or person having, under the terms of the War Risks Insurance on the ship, the right to give such orders or directions, and nothing done or not done by reason of any such orders or directions shall be deemed a deviation. Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfilment of the contract voyage.

IV. QUARANTINE.

- If in the opinion of the Carrier, or his agents, or of the Master, entry into the port of discharge or communication therewith would render the ship liable to quarantine at any subsequent port on her intended voyage, the Carrier shall be at liberty to proceed to the nearest convenient port and there land the goods or put them into depot, lazarette, bulk, lighter or other vessel, at the sole risk of the Owner of the goods.
- In the port of discharge the goods in the event of quarantine may at the sole risk of the Owner of the goods be discharged into depot, lazarette, bulk, lighter or other vessel, or the ship may proceed to and discharge the goods at the nearest convenient port.
- Discharge of the goods in accordance with the provisions contained in Clauses (1) or (2) shall be deemed to be due delivery of the goods under this Bill of Lading.
- The Carrier or his agents or the Master shall, as soon as may be, notify through the post the Consignee if named, or otherwise the Shipper, of the steps taken under Clauses (1) or (2).
- The Owner of the goods shall bear and pay all charges and expenses incurred in consequence of the quarantine, and previous to the delivery of the goods shall pay such deposit as the Carrier or his agents may deem sufficient to cover the estimated contribution of the goods.

V. PORT, CUSTOMS, CONSULAR AND OTHER REGULATIONS.

- The Shipper shall furnish all particulars necessary to enable this Bill of Lading to be made out in accordance with the prescriptions and regulations of the Port, Customs and Consular Authorities.
- All Consular, Health or other Certificates required to accompany the goods shall be procured by the Shipper and detention, charges or penalties accruing to the ship or her cargo owing to the want of any such certificate shall be borne and paid by the Shipper, Consignee and/or Owner of the goods.
- The Consignee and/or Owner of the goods shall bear and pay all tonnage dues, shed dues, harbour dues, customs dues and charges, wharfage charges, and other dues and charges payable in respect of the goods.

If the ship comes into collision with another ship as the result of the negligence of the other ship, and any act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-carrying ship or her owners to the owners of the said goods and set off, recouped by the other or non-carrying ship or her owners, or in addition to the colliding ships or objects or at fault in respect to a collision or contact, also apply where the Owners, Operators, or those in charge of any ship or ships or objects other than, or in addition to the colliding ships or objects are at fault in respect to a collision or contact.

If the ship is not owned by or chartered by demise to The Cunard Steam-Ship Company Limited this bill of lading shall take effect only as a contract with the owner or demise charterer, as the case may be, as principal, and the agents of The Cunard Steam-Ship Company Limited which acts as agent only and which under no circumstances when the carrying vessel is chartered by or under demise charter to The Cunard Steam-Ship Company Limited shall have any personal liability as of a carrier or otherwise in respect of such contract, or howsoever in relation to any goods covered thereby.

Neither the carrier nor any corporation owned by, subsidiary to or associated or affiliated with the carrier shall be liable to answer for or make good any loss or damage to the goods occurring at any time and even though before loading on or after discharge from the ship, by reason of any fire whatsoever, unless such fire shall be caused by his or their actual design, neglect, fault or privity.

It is hereby expressly agreed that no servant or agent of the Carrier (including every independent contractor from time to time employed by the Carrier) shall in any circumstances whatsoever be under any liability whatsoever to the Shipper, Consignee or Owner of the goods or to any holder of this Bill of Lading for any loss, damage or delay of whatsoever kind arising or resulting directly or indirectly from any act, neglect or default on his part while acting in the course of or in connection with his employment and, without prejudice to the generality of the foregoing provisions in this Clause, every exemption, limitation, condition and liberty herein contained and every right, exemption from liability, defence and immunity of whatsoever nature applicable to the Carrier or to which the Carrier is entitled hereunder shall also be available and shall extend to protect every such servant or agent of the Carrier acting as aforesaid and for the purpose of all the foregoing provisions of this Clause the Carrier is or shall be deemed to be acting as agent or trustee on behalf of and for the benefit of all persons who are or might be his servants or agents from time to time (including independent contractors as aforesaid) and all such persons shall to this extent be or be deemed to be parties to the contract in or evidenced by this Bill of Lading.

8. The Shipper, Consignee, and/or Owner of the goods shall bear and pay the cost of all mending, baling, and cofferage of, and repairs to, packages, boxes, crates, wrappers, bags, or barrels resulting from insufficiency of packing, or from excepted perils.

9. It is mutually agreed that the value of each package or other freight unit shipped hereunder does not exceed £100 on which basis the freight is adjusted and the Carrier's liability irrespective of whether the damage or loss shall have occurred prior to loading on board the vessel or after discharge therefrom shall in no case exceed such sum per package or other freight unit unless the value in excess thereof be specially declared by the shipper and stated herein and extra freight as may be agreed on paid, and in such case if the actual value of the goods per package or other freight unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value, and the Carrier's liability, if any, shall not exceed the declared value. The extra freight payable on goods the value of which has been declared by the shipper to exceed £100 per package or freight unit, has been based and calculated upon the description and value furnished by the shipper. If such description or value has been misstated, the Shipper, Consignee, and/or Owner of the goods shall pay such freight as would have been charged by the Carrier if the goods had been accurately described and valued, and a certificate signed by the Carrier or his agents shall be conclusive evidence of the amount that would have been so charged. Whenever the value of the goods is less than £100 per package or other freight unit, their value in the calculation and adjustment of claims for which the carrier may be liable shall for the purpose of avoiding uncertainties and difficulties in fixing value be deemed to be the invoice value, plus freight and insurance if paid, irrespective of whether any other value is greater or less, but so that the Carrier's liability irrespective of whether the damage or loss shall have occurred prior to loading on board the vessel or after discharge therefrom shall in no case exceed £100 per package or other freight unit.

10. Freight, charges, and prima, and all other payments becoming payable under this Bill of Lading shall be paid in full without any allowance, credit or discount.

11. LIES. The Carrier shall have a lien over the goods, and the right to sell the same, by public auction or otherwise, for all freight, prima, and charges (including additional freight payable on goods the value of which has been declared by the shipper and stated herein) and for all payments made and liabilities incurred in respect of charges, expenditure, damages, costs and expenses (including the costs and expenses of exercising such lien and of such sale) and for the interest (if any) payable thereon, which under the provisions of this Bill of Lading are to be borne and paid by the Shipper, Consignee, and/or Owner of the goods. If, on a sale of the goods, the proceeds fail to cover the amount for which the Carrier has a lien on the goods, and the costs and expenses of exercising such lien and of the sale, the Carrier shall be entitled to recover the difference from the Shipper, Consignee, and/or Owner of the goods.

12. If the goods are consigned or forwarded to a point where the vessel does not discharge, the Shipper constitutes the Carrier his Agent to forward the goods to or toward their ultimate destination and all liabilities whatsoever shall be deemed to be incurred by the Shipper and shall cease upon the goods leaving the actual custody of the Carrier. Such forwarding carriage shall be subject to the terms of the usual Bill of Lading, receipt, contract or shipping document of the on-carrier whether issued or not, including, but without limiting the generality of the foregoing, any valuation or limitation of liability, or exemption from liability, or the requirement for notice of claim or commencement of suit, even though such terms be less favourable to the Shipper than the terms of this Bill of Lading, whether known to the Shipper or not, even though exempting the on-carrier from liability for negligence. Unless the value of the goods is declared in writing and is stated herein, and extra freight as may be agreed upon is paid by the Shipper, Consignee, and/or Owner of the goods, the Carrier shall in no event be obligated to declare to the on-carrier any valuation of the goods, even though the on-carrier's Bill of Lading, receipt or shipping document contains a valuation or limitation of liability less than that contained in this Bill of Lading.

4. The Shipper, Consignee and/or Owner of the goods shall comply with the regulations and requirements of the Port, Customs and other Authorities, and shall bear and pay all duties, taxes, fines, imposts, expenses, loss or damage of whatever nature incurred or suffered by reason of the breach thereof or the illegal, incorrect or insufficient marking, numbering or addressing of packages, or description of their contents and shall indemnify the Carrier and his agents and the ship and the owners of the other cargo on board against all claims, demands, losses and expenses in respect thereof.

5. In the event of the goods by reason of their not being marked with the name of the country from which they are consigned or forwarded not complying with the Customs Regulations at the port of discharge, the Carrier shall be at liberty to bring back, or to re-ship, such goods to the port of shipment at the sole risk and expense of the Shipper, Consignee and/or Owner of the goods.

6. The collector of the port or other duly appointed official is authorised to grant a general order for the discharge of the ship immediately on the ship's arrival.

7. Should the Carrier desire to discharge beyond usual Customs hours the Consignee and/or Owner of the goods shall, if so required, sign immediately an application for that purpose.

VI. HANDLING, CUSTODY AND CARE AFTER THE GOODS ARE UNLOADED FROM THE SHIP'S TACKLE.

- Without prejudice to any other provision of this bill of lading the rights and immunities as set forth in Article IV of the Rules aforesaid shall extend and apply to loss or detention of or damage to goods in the actual custody of the Carrier or his servants after the goods are discharged from the ship as fully as if the same were set out fully herein. Provided always that neither the Carrier nor the ship shall under any circumstances be liable for loss or detention of or damage to goods from any cause whatsoever when the goods are not in the actual custody of the Carrier or his servants.
- The ship may commence discharging immediately on arrival without notice to the Consignee and without delay, irrespective of weather, by day and by night, Sundays and holidays included, any custom of the port to the contrary notwithstanding, on quay, or into barge, depot or lighter, as the Carrier or his agents may determine. The Carrier, his agents and servants shall not under any circumstances whatever be under any liability for failure to notify the Consignee of arrival of the goods, any custom of the port to the contrary notwithstanding.
- If the goods are not taken by the Consignee directly they come to hand in discharging the ship or if they are not removed from alongside the ship without delay, the Carrier shall be at liberty, at the sole risk and expense of the Owner of the goods, to enter and land or remove the goods, and/or to put them into craft or store.
- The Carrier shall be under no liability whatsoever for any loss of, or detention of, or damage to the goods (whether in his actual or constructive possession or not) after they are discharged from the ship, and he shall be at liberty to carry the goods in vessel, tender or lighter from the ship, and such carriage and the loading and unloading on and from the vessel, tender or lighter shall be at the sole risk of the Owner of the goods.
- If any Consignee has a shortage in the marks or numbers called for by this Bill of Lading, undischarged goods of like kind and quality shall at the Carrier's option be deemed to constitute a part of the goods and be accepted by the Consignee as good delivery under this Bill of Lading.
- Goods carried at through rates to a place beyond the port of discharge shall be subject to all the terms, conditions and exceptions of the carriers carrying them beyond the port of discharge. The Carrier or his agents may, in respect of dutiable goods transhipped at the port of discharge give such undertaking as the Customs Authorities at that port require with respect to dealing with the goods at the port where duty is payable, and all charges involved or liabilities incurred shall be borne by the Owner of the goods.
- The Shipper or Consignee shall supply the agent of the ship at the port of discharge with the necessary papers for passing the goods through the Customs House by the time of the Ship's arrival and shall be liable for all expenses incurred in default thereof.
- In the event of there being no immediate opportunity for transhipping or forwarding the goods from the port of discharge to the ultimate destination, the Carrier shall be at liberty to enter and land the goods, or to put them into craft or store, at the sole risk and expense of the Owner of the goods.
- If the goods are made deliverable hereunder to a named Consignee, or to a named Consignee or assigns, and not to order or assigns, and the law in force at the port of discharge so requires, delivery may be made to such named Consignee without production or delivery of this Bill of Lading.

VII. GENERAL AVERAGE.

- Saves as mentioned in Sub-clauses (3) and (4) hereof, General Average shall be adjusted according to 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 or contract or otherwise, the Shipper, Consignee or Owners of the cargo shall contribute with the Carrier in general average to the payment of any sacrifices, 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 cargo. In case of salvage services rendered by another ship belonging wholly or in part to the same Owners or in their service such salvage services shall be paid for as fully as if such saving ship or ships belonged to strangers. Such deposit as the Carrier or his Agents may deem sufficient to cover the estimated contribution of the goods and any special charges thereon shall, if required, be paid to the Carrier or his Agents before delivery.
- Passengers' effects, if any, shall not contribute in General Average, but claims for passengers' effects so certified shall be allowed in General Average, less their proper contribution.
- Goods stowed in poop, forecastle, deck house, shelter deck, or other covered in space shall be deemed for purposes of General Average to be stowed under deck.
- The adjustment shall be prepared at such port as shall be selected by the Carrier.

085796

MTC 014172

Maritime Insurance Company Limited

INDIA BUILDINGS :: WATER STREET :: LIVERPOOL 2

CERTIFICATE OF INSURANCE

No. A. 35565

4199

K8W

27th July, 1965

This is to Certify that TURNER BROTHERS ASBESTOS CO., LTD., have
Insured £ 908 (nine hundred and eight Pounds) sterling
on

MARKS AND NUMBERS

J - M CO
M-6002 (TR)
REQ. No. B-264
1220 BLUE YARN
'B' BUILDING
MANVILLE N.J.
via NEW YORK
Made in England

546/559

14 cartons

Asbestos yarn

REQ. No. B-265
1030 BLUE YARN

575/590

16 cartons

-ditto-

Via Liverpool

per S.S. "Alaunia" and/or Conveyances
from Rochdale to Manville, N.J.

CONDITIONS Against all risks of loss or damage as per Institute Cargo Clauses (All Risks) hereover.

Including War, Strikes, Riots, and Civil Commotions as per current Institute War and Strikes Clauses.

SURVEY CLAUSE—In the event of loss or damage which may give rise to a claim under this certificate, notice must be given immediately to the undernoted agent/s so that he/they may appoint a Surveyor if he/they so desire.

Company's Agents at _____ are Use nearest Lloyd's agent
Lloyd's

A duly stamped Policy has been issued, against which the interest insured hereunder has been declared and no stamp duty is payable hereon.

~~STAMP PAYABLE HEREON~~ (Delete if not required). In the event of a claim arising under this Certificate it is agreed that it shall be settled in accordance with
English Law and Custom and shall be so settled at _____ by _____

085797

The original Certificate must be produced when claim is made and must be surrendered on payment.

For MARITIME INSURANCE COMPANY LIMITED.

This Certificate is not valid unless countersigned by
TURNER BROTHERS ASBESTOS CO., LTD.

Countersigned A. Bradley

John Powell
UNDERWRITER

MTC 014173

REPLACEMENT CLAUSE

[illegible]

C 014174

085798

Maritime Insurance Company Limited

INDIA BUILDINGS :: WATER STREET :: LIVERPOOL 2

CERTIFICATE OF INSURANCE

No. A. 35565

27th July, 1965

This is to Certify that **TURNER BROTHERS ASBESTOS CO., LTD** have
Insured **£ 800** (Eight hundred and eight Pounds) sterling
on
MARKS AND NUMBERS

J - M CO
M-6002 (TR)
REQ. No. B-264
1220 BLUE YARN
'B' BUILDING
MANVILLE N.J.
via NEW YORK
Made in England

546/559

14 cartons Asbestos yarn

REQ. No. B-265
1030 BLUE YARN

575/590

16 cartons

-ditto-

Via Liverpool

per **S.S. "Alumina"** and/or Conveyances
from **Reddale** to **Manville, N.J.**

CONDITIONS Against all risks of loss or damage as per Institute Cargo Clauses (All Risks) hereover.

Including War, Strikes, Riots, and Civil Commotions as per current Institute War and Strikes Clauses.

SURVEY CLAUSE In the event of loss or damage which may give rise to a claim under this certificate, notice must be given immediately to the undernoted agent/s so that he/they may appoint a Surveyor if he/they so desire.

Company's Agents at _____ are **See nearest Lloyd's agent**

A duly stamped Policy has been issued, against which the interest insured hereunder has been declared and no stamp duty is payable hereon.

~~XXXXXX~~ (Delete if not required). In the event of a claim arising under this Certificate it is agreed that it shall be settled in accordance with English Law and Custom and shall be so settled at **Liverpool** by **Maritime Insurance Co. Ltd.**

The original Certificate must be produced when claim is made and must be surrendered on payment.

For MARITIME INSURANCE COMPANY LIMITED.

This Certificate is not valid unless countersigned by
TURNER BROTHERS ASBESTOS CO., LTD.

Countersigned **A. Bruckley**

MTC 014175

085799

Jack Power
UNDERWRITER

INDIA BUILDINGS :: WATER STREET :: LIVERPOOL 3

[illegible]

DISPOSAL:

085800

[illegible]

TURNER BROTHERS, 25280100, LTD.
The Certificate is not valid unless countersigned by

MTC 014176

024720

TURNER BROTHERS ASBESTOS CO. LTD.

(TURNER & NEWALL LTD.)

ROCHDALE ENGLAND

Johns-Manville Product Corporation,

New Jersey

J-M CO

J-M CO

DATE

12th July 1965

M-6002 (TR)

M-6002 (TR)

REQ. NO. B-265

REQ. NO. B-264

1030 BLUE YARN

1220 BLUE YARN

"B" BUILDING

"B" BUILDING

MANVILLE N.J.

MANVILLE N.J.

VIA NEW YORK

VIA NEW YORK

MADE IN ENGLAND

MADE IN ENGLAND

SHIPPED PER S.S. "ALBAUNIA"

546/559

575/590

NO.	PACKING	GOODS	NET WEIGHT	NET WEIGHT	GROSS WEIGHT	LENGTH	WIDTH	DEPTH
		<u>YB.406</u> spools	1b		1b	each carton measures		
546	Cartons	16	73		78	1'8"	1'5"	10"
547		16	79		84			
548		16	74		79			
549		16	74		79			
550		16	73		78			
551		16	80		85			
552		16	75		80			
553		16	72		77			
554		16	77		82			
555		16	77		82			
556		16	74		79			
557		16	72		77			
558		16	77		82			
559		13	62		68			
		<u>AMP.1447/2</u>						
575		16	68		73			
576		16	67		72			
577		16	65		70			
578		16	65		70			
579		16	69		74			
580		16	68		73			
581		16	69		74			
582		16	68		73			
583		16	69		74			
584		16	69		74			
585		16	68		73			
586		16	67		72			
587		16	69		74			
588		16	68		73			
589		16	68		73			
590		10	43		51			

085801

MTC 014177

TURNER BROTHERS ASBESTOS CO. LTD.

ROCHDALE ENGLAND

Johns-Manville Product Corporation,
New Jersey

J-M CO

J-M CO

DATE 12th July 1965

M-6002 (TR) M-6002 (TR)

REQ. NO.B-265 REQ.No.B-264

1030 BLUE YARN 1220 BLUE YARN

"B" BUILDING "B" BUILDING

MANVILLE N.J. MANVILLE N.J.

VIA NEW YORK VIA NEW YORK

MADE IN ENGLAND MADE IN ENGLAND

SHIPPED PER S.S. "ALAUNIA"

546/559

575/590

NO.	PACKING	GOODS	NET WEIGHT	NET WEIGHT	GROSS WEIGHT	LENGTH	WIDTH	DEPTH
546	Cartons	<u>YB.406</u> spools	1b		1b	each carton measures 1'8" 1'5" 10"		
547		16	73		78			
548		16	79		84			
549		16	74		79			
550		16	74		79			
551		16	73		78			
552		16	80		85			
553		16	75		80			
554		16	72		77			
555		16	77		82			
556		16	77		82			
557		16	74		79			
558		16	72		77			
559		13	77		82			
			62		68			
		<u>AMP.1447/2</u>						
575		16	68		73			
576		16	67		72			
577		16	65		70			
578		16	65		70			
579		16	69		74			
580		16	68		73			
581		16	69		74			
582		16	68		73			
583		16	69		74			
584		16	69		74			
585		16	68		73			
586		16	67		72			
587		16	69		74			
588		16	68		73			
589		16	68		73			
590		10	43		51			

033502

MTC 014178

SPECIFICATION OF GOODS FOR SHIPMENT
TURNER BROTHERS ASBESTOS CO. LTD.
(TURNER & NEWALL LTD.)
ROCHDALE ENGLAND

Johns-Manville Product Corporation,
New Jersey

J-M CO J-M CO

DATE 12th July 1965

M-6002 (TR) M-6002 (TR)

REQ. NO. B-265 REQ. NO. B-264
1030 BLUE YARN 1220 BLUE YARN

"B" BUILDING "B" BUILDING

MANVILLE N.J. MANVILLE N.J.

VIA NEW YORK VIA NEW YORK

MADE IN ENGLAND MADE IN ENGLAND

SHIPPED PER S.S. "ALAUZIA"

546/559

575/590

NO.	PACKING	GOODS	NET NET WEIGHT	NET WEIGHT	GROSS WEIGHT	LENGTH	WIDTH	DEPTH
		<u>YB.406</u> spools	1b		1b	each carton measures		
546	Cartons	16	73		78	1'8"	1'5"	10"
547		16	79		84			
548		16	74		79			
549		16	74		79			
550		16	73		78			
551		16	80		85			
552		16	75		80			
553		16	72		77			
554		16	77		82			
555		16	77		82			
556		16	74		79			
557		16	72		77			
558		16	77		82			
559		13	62		68			
		<u>AMP. 1447/2</u>						
575		16	68		73			
576		16	67		72			
577		16	65		70			
578		16	65		70			
579		16	69		74			
580		16	68		73			
581		16	69		74			
582		16	68		73			
583		16	69		74			
584		16	69		74			
585		16	68		73			
586		16	67		72			
587		16	69		74			
588		16	68		73			
589		16	68		73			
590		10	43		51			

085803

MTC 014179

SPECIFICATION OF GOODS FOR SHIPMENT
TURNER BROTHERS ASBESTOS CO. LTD.
(TURNER & NEWALL LTD.)
ROCHDALE ENGLAND

Johns-Manville Product Corporation,
 New Jersey

J-M CO J-M CO

DATE 12th July 1965

M-6002 (TR) M-6002 (TR)

REQ. NO. B-265 REQ. NO. B-264

1030 BLUE YARN 1220 BLUE YARN

"B" BUILDING "B" BUILDING

MANVILLE N.J. MANVILLE N.J.

VIA NEW YORK VIA NEW YORK

MADE IN ENGLAND MADE IN ENGLAND

546/559

575/590

DELIVERED Franco, customer's
 warehouse, Manville,
 New Jersey

SHIPPED PER S.S. "ALAUZIA"

NO.	PACKING	GOODS	NET WEIGHT	NET WEIGHT	GROSS WEIGHT	LENGTH	WIDTH	DEPTH
		<u>YB.406</u> spools	1b		1b	each carton measures		
546	Cartons	16	73		78	1'8"	1'5"	10"
547		16	79		84			
548		16	74		79			
549		16	74		79			
550		16	73		78			
551		16	80		85			
552		16	75		80			
553		16	72		77			
554		16	77		82			
555		16	77		82			
556		16	74		79			
557		16	72		77			
558		16	77		82			
559		13	62		68			
		<u>AMP.1447/2</u>						
575		16	68		73			
576		16	67		72			
577		16	65		70			
578		16	65		70			
579		16	69		74			
580		16	68		73			
581		16	69		74			
582		16	68		73			
583		16	69		74			
584		16	69		74			
585		16	68		73			
586		16	67		72			
587		16	69		74			
588		16	68		73			
589		16	68		73			
590		10	43		51			

085804

MTC 014180

INVOICE

ROCHDALE ENGLAND

INVOICED TO

Johns-Manville Product Corporation,
Manville,
New Jersey,
U.S.A.

TELEPHONE: ROCHDALE 422
TELEGRAMS: "TURNERS ROCHDALE"
TELEX : 34-44

593/30

DATE OF INVOICE 12th July 1965

COUNTRY OF ORIGIN
UNITED KINGDOM

TERMS net cash 30 days from invoice date

PURCHASER'S ORDER No.
M-6002 (JR) 5-5-65

DELIVERED

In 30 packages

Franco, customer's warehouse,
Manville, New Jersey

546/559

MARKS AND NUMBERS ON PACKAGES

J-M CO J-M CO
M-6002 (TR) M-6002 (TR)
REQ. No. B-265 RFQ. No. B-264
1030 BLUE YARN 1220 BLUE YARN
"B" BUILDING "B" BUILDING
MANVILLE N.J. MANVILLE N.J.
VIA NEW YORK VIA NEW YORK
MADE IN ENGLAND MADE IN ENGLAND

575/592

SHIPPED PER S.S. "ALAUNIA"

4199

DESCRIPTION OF GOODS

QUANTITY

PRICE

£

s

d.

£

s

d.

YB.406 Requisition No. B-265

Blue asbestos yarn

1b
1039

per lb
1.035

1075.36

Requisition No. B-264

AMP. 1447/2 - 1220 Blue asbestos yarn

1060

1.165

1234.90

2310.26

Delivered to Consignee's address
Includes duty

F.O.B. Value packed \$1923.68
(Includes cost of packing \$9.80
and U.K. transportation \$4.24)

Also included in Franco (delivered) price:

Ocean Freight

Insurance

Estimated Import Duty

Estimated landing, custom's clearance,
U.S. inland trucking etc

95.94
5.48
171.30
113.83

MANVILLE CO

AUG. 5 1965 RECD

GRO S

CKD

Specification attached

A tax rebate will be claimed under the U.K. Export Rebate Scheme pursuant to the Finance (No.2) Act, 1964 and U.K. Customs notices Nos. 435 and 436 of January 1965, copies of which have been supplied to the U.S. Bureau of Customs. The rate applicable to the goods referred to in this invoice is 12%

CERTIFIED CORRECT

Turner Brothers Asbestos Co. Ltd.

Supervisor

0 28103
0 28105
80794

MTC 014181

085805

INVOICE

TURNER BROTHERS' ASBESTOS CO. LTD.
(TURNER & NEWALL LTD.)
ROCHDALE ENGLAND

LW

INVOICED TO

Johns-Manville Product Corporation,
Manville,
New Jersey,
U.S.A.

TELEPHONE: ROCHDALE 4221
TELEGRAMS: "TURNERS ROCHDALE"
TELEX: 63-174

593/30

DATE OF INVOICE 12th July 1965

COUNTRY OF ORIGIN

UNITED KINGDOM

TERMS

net cash 30 days from invoice date

PURCHASER'S ORDER No.

M-6002 (JR) 5-5-65

DELIVERED		MARKS AND NUMBERS ON PACKAGES					
In 30 packages		J-M CO M-6002 (TR).			J-M CO M-6002 (TR)		
Franco, customer's warehouse, Manville, New Jersey		REQ. No. B-265			REQ. No. B-264		
		1030 BLUE YARN			1220 BLUE YARN		
		"B" BUILDING			"B" BUILDING		
		MANVILLE N.J.			MANVILLE N.J.		
		VIA NEW YORK			VIA NEW YORK		
		MADE IN ENGLAND			MADE IN ENGLAND		
SHIPPED PER S.S. "ALAUNIA"		4199		546/559		575/590	
DESCRIPTION OF GOODS		QUANTITY	PRICE	£	£	£	£
YB.406	<u>Requisition No. B-265</u>						
	Blue asbestos yarn	1b 1039	per 1b 1.075				
	<u>Requisition No. B-264</u>						
	AMP. 1447/2 - 1220 Blue asbestos yarn	1060	1.165				

INVOICE

ROCHDALE ENGLAND

INVOICED TO
Johns-Manville Product Corporation,
Manville,
New Jersey,
U.S.A.

TELEPHONE: ROCHDALE 4231
 TELEGRAMS: "TURNERS ROCHDALE"
 TELEX: 43474

593/30

DATE OF INVOICE 12th July 1965

COUNTRY OF ORIGIN
UNITED KINGDOM

TERMS net cash 30 days from invoice date

PURCHASER'S ORDER No.
M-6002 (JR) 5-5-65

DELIVERED In 30 packages
 Franco, customer's warehouse,
 Manville, New Jersey

MARKS AND NUMBERS ON PACKAGES

J-M CO	J-M CO
M-6002 (TR)	M-6002 (TR)
REQ. No. B-265	REQ. No. B-264
1030 BLUE YARN	1220 BLUE YARN
"B" BUILDING	"B" BUILDING
MANVILLE N.J.	MANVILLE N.J.
VIA NEW YORK	VIA NEW YORK
MADE IN ENGLAND	MADE IN ENGLAND

546/559

575/590

SHIPPED PER S.S. "ALAUZIA"

4199

DESCRIPTION OF GOODS		QUANTITY	PRICE	£	s	d	£	s	d
YB.406	<u>Requisition No. B-265</u>								
	Blue asbestos yarn	1b 1039	per lb 1.035						
	<u>Requisition No. B-264</u>								
	AMP. 1447/2 - 1220 Blue asbestos yarn	1060	1.165	1234.90					
							2310.26		
				Delivered to Consignee's address Includes duty					
F.O.B. Value packed £1923.68 (Includes cost of packing £9.80 and U.K. transportation £4.24)									
Also included in Franco (delivered) price:									
Ocean Freight		95.97							
Insurance		5.48							
Estimated Import Duty		171.30							
Estimated landing, custom's clearance, U.S. inland trucking etc		113.83							
Specification attached									
A tax rebate will be claimed under the U.K. Export Rebate Scheme pursuant to the Finance (No.2) Act, 1964 and U.K. Customs notices Nos. 435 and 436 of January 1965, copies of which have been supplied to the U.S. Bureau of Customs. The rate applicable to the goods referred to in this invoice is 12%									
				CERTIFIED CORRECT					
				Turner Brothers Asbestos Co Ltd.					
				<i>[Signature]</i>					
				Supervisor					
O 28103 O 28105 80794									
				MTC 014183					
				085807					



JOHNS-MANVILLE

PRODUCTS CORPORATION

(CORPORATION TITLE)
MANVILLE, NEW JERSEY

(ADDRESS)

ORDER DATE
5/17/68

DATE REQUIRED

MARK FOR

REQUISITION NO.
See BelowPURCHASE ORDER NO.
M-6002Turner Bros. Asbestos Co., Ltd.
c/o Walter M. Deckman
Mechanicsville, Bucks Co., Pa.
(18934)

RELEASE No.



CHANGE OF PURCHASE ORDER

PLEASE OBSERVE THE FOLLOWING CHANGE
APPLYING TO OUR ORDER, AND ACKNOWLEDGE

TERMS

VIA

F.O.B.

SHIPPED FROM

DESCRIPTION	QUANTITY	UNIT	PRICE	PER
BLUE AFRICAN YARN (Mr. W. M. DeckmanYour Letter 5/7) <u>Req. B-265</u> Price to be - - - - -			1.035	lb.

ACCOUNTING CODE

3-61104-120-000-123595

PURCHASING DEPT

PER J. F. Hurley /rk (921)

FOR JOHNS-MANVILLE USE ONLY

RECEIVING REPORT

DELIVERING CARRIER

SHIPPING POINT

SEAL NO

CAR NO

PRO NO

AMOUNT

DATE RECEIVED

RECEIVED

085808

FORM 3-480 PRINTED IN U.S.A.

MTC 014184

MAY 6 1965

3/3/65 SEE BELOW

"B" BLDG.

SEE BELOW

N-6002(TR)

TURKEY BRICK ASBESTOS CO LTD
C/O WALTER M. DECIORAN
MECHANICSVILLE, MCKINNEY CO, PA.
1893

30 *pf letter at*
NET *7/19/65*
MANVILLE, N.J.

YOUR DELY

REQ. B-261 ✓
YARN, BLUE AFRICAN B/120/2 PLY
12 CUT

DELIVER:

1000 # ON 6/3/65
1000 # ON 7/3/65

REQ. B-265 ✓
YARN BLUE AFRICAN B/100/3 PLY ✓

DELIVER:

1000 # ON 6/3/65
1000 # ON 7/3/65

PER J-M SPEC. PF-2283-2

3-61104-120-000-123593

uni *to*
ci

J.F. HURLEY/RS # 921

085809

MTC 014185