

ORIGINAL**TANKER BILL OF LADING****HANSA TANKERS****AMS DETAILS:**

ICB NOS (USA): 9911DB434
 EORINOS (EU): FIN01101031450123
 UK EORI: GB 079218193000
 Shipped on board in apparent good order and condition by (shipper)

B/L NO.:**EMA 2406 0704****Shippers Ref. or PO Nos****SCAC CODE.:****HAKE AAA YYAA CCZZ**

TAIWAN PROSPERITY CHEMICAL CORPORATION
7TH FLOOR, NO.301, SONGJIANG RD., ZHONGSHAN DISTRICT, TAIPEI CITY 104070, TAIWAN

on board the tanker

EVA MANILA V-2406

at the port of

KAOHSIUNG, TAIWAN

whereof

Capt. Cabañas Restituto Nipas

is the Master, to be delivered to the port of

KANDLA PORT, INDIA

Consignee/Order of

**TO THE ORDER OF UNION BANK OF INDIA,
 LARGE CORPORATE BRANCH, 14TH FLOOR,
 MAKER TOWER F, CUFFE PARADE MUMBAI
 400006 INDIA.**

Notify

1) UNION BANK OF INDIA LARGE CORPORATE BRANCH, 14TH FLOOR, MAKER TOWER F, CUFFE PARADE MUMBAI 400006 INDIA.
 2) JUPITER DYECHM PVT. LTD MITTAL COURT A WING OFFICE NO 92 AND 93 9TH FLOOR NARIMAN POINT MUMBAI 400021 INDIA. BRANCH OFFICE: 88, PILOT NO.297, 12 B GRAIN SEEDS AND OIL MERCHANT ASSO. BLDG, KUTCH, GANDHIDHAM 370201 INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:**COMMODITY**

(Name of product - IMO Name):

CYCLOHEXANONE

Marpol Category:

<Insert>

UN NOS

<Insert>

PACKING IN BULK

HS CODE 29142200, IEC CODE 0389025232,

GST NO 24AACJ0893M1ZD, PAN NO. AAACJ0893M,

OFFICIAL EMAIL ID N_SELLAPPAN@CHOKHANIGROUP.COM

LC NO.49580M11F2400831 LC DATE:240607

CAS NOS

<Insert>

Bill of Lading Figure [Mts]

Ship Figure [Mts] [Mts]

B/L QUANTITY:

Said by the shipper to metric tons (Mts)

382.661 MTS**CONDITION:****FREIGHT PAYABLE AS PER CHARTER PARTY****CLEAN ON BOARD**

"This shipment said to be 382.661 metric tons was loaded on board the vessel as part of one original lot of 970.269 metric tons with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE**2P**

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

All terms, liberties and exceptions of the Charter Party including the law and arbitration clause /dispute resolution clause, are herewith incorporated to the terms this shipment is carried under and pursuant to the terms of the Charter dated

JUN**21****2024**

Month

Day

Year

Between

**HANSA TANKERS AS
 As agent for owners**

and

JUPITER DYECHM PVT LTD

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. A copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924 ("the Hague Rules") or the Hague Rules as amended by the protocol signed at Brussels on 25th February 1968 (the Hague/Vishby Rules) applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation as the case may be, which shall be deemed 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 or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that other than said shipowner or demise charter, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. It, however, it shall be adjudged that any other than said ship owner or demise charterer or carrier or bailee of said shipment or under any responsibility with respect thereto, all limitations of or exonerations from liability and all defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE(3)**

Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at

KAOHSIUNG, TAIWAN

this

28TH**JUN.****2024**

Comments

HANSEN INTERNATIONAL AGENCY CO. LTD.
汉森国际有限公司
AS AGENT FOR AND ON BEHALF OF MASTER OF M/T EVA MANILA E-2406 CAPT. CABANAS RESTITUTO NIPAS