

## Shipper

CARIBBEAN GAS CHEMICAL LIMITED  
LOT 2A, UNION INDUSTRIAL ESTATE  
LA BREA, TRINIDAD & TOBAGO

## BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

B/L NO: BTR 2501 0102

## Consignee

IVICT EUROPE GMBH  
Kennedydamm 19  
40476 Dusseldorf

FIRST ORIGINAL

## Notify party

Wilhelmsen Port Services Romania SRL  
Mamaia Blvd 27, 4th Floor  
900189, Constanta, Romania

## Vessel

M.T. BIRDIE TRADER

## Port of Loading

La Brea, Trinidad &amp; Tobago

## Port of Discharge

Constanta, Romania

## Shipper's Description of Goods

METHANOL (METHYL ALCOHOL), IN BULK CLASS 3  
CLASSIFICATION CODE FT1  
PACKING GROUP II  
UN NO 1230-METHANOL

## Gross Weight

8,000.000  
Metric Tons

CLEAN ON BOARD

FREIGHT PAYABLE AS PER CHARTER PARTY DATED 15.01.2025

STOWAGE: 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S

This shipment of 8,000.000 metric tons was loaded on board the vessel as part of one original lot of 17,015.992 metric tons stowed in 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S with no segregation as to parcels. For the whole shipment TWO sets of Bill(s) of Lading have been issued for which the vessel is relieved from all responsibilities. To the extent it would be if one set only would have been issued. The vessel undertakes to deliver only that portion of the cargo actually loaded, which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingled shipment delivered at destination. Neither the vessel nor the Owners assume any responsibility for the consequences nor for the separation at the time of delivery

(of which                      on deck at Shipper's risk; the Carrier not  
being responsible for loss or damage howsoever arising)

Freight payable as per  
CHARTER-PARTY dated

15.01.2025

SHIPPED

at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the  
Port of Discharge or so near thereto as she may safely get the goods  
specified above.

Weight, measure, quality, quantity, condition, contents and value  
unknown.

IN WITNESS whereof the Master or Agent of the said Vessel has signed the  
number of Bills of Lading indicated below all of this tenor and date, any one  
of which being accomplished the others shall be void.

Freight payable at  
As per Charter-Party

Place and date of issue

La Brea, Trinidad &amp; Tobago – February 3rd, 2025.

Number of Original Bs/L

Signature

Three (3)

A&R MARITIME AGENCY LIMITED,  
AS AGENTS ONLY, FOR AND ON BEHALF OF  
CAPTAIN CHRISTOPHER B. BULANDRA  
MASTER OF M.T. BIRDIE TRADER



# BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Page 1

## Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2)

### General Paramount Clause.

- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bill of Lading, dated Brussels the 25<sup>th</sup> August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
- (b) *Trades where Hague-Visby Rules apply.*  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23<sup>rd</sup> 1968 – the Hague-Visby Rules – apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (c) The Carrier shall in no case be responsible for loss or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another carrier, nor in respect of deck cargo or live animals.

(3)

### General Average.

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

(4)

### New Jason Clause.

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the 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. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

(5)

### Both-to-Blame Collision Clause.

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel 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 Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel 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 cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of collision or contact.

For particulars of cargo, freight destination, etc., see overleaf.



## Shipper

CARIBBEAN GAS CHEMICAL LIMITED  
LOT 2A, UNION INDUSTRIAL ESTATE  
LA BREA, TRINIDAD & TOBAGO

## BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

B/L NO: BTR 2501 0102

## Consignee

IVICT EUROPE GMBH  
Kennedydamm 19  
40476 Dusseldorf

SECOND ORIGINAL

## Notify party

Wilhelmsen Port Services Romania SRL  
Mamaia Blvd 27, 4th Floor  
900189, Constanta, Romania

## Vessel

M.T. BIRDIE TRADER

## Port of Loading

La Brea, Trinidad &amp; Tobago

## Port of Discharge

Constanta, Romania

## Shipper's Description of Goods

METHANOL (METHYL ALCOHOL), IN BULK CLASS 3  
CLASSIFICATION CODE FT1  
PACKING GROUP II  
UN NO 1230-METHANOL

## Gross Weight

8,000.000  
Metric Tons

CLEAN ON BOARD

FREIGHT PAYABLE AS PER CHARTER PARTY DATED 15.01.2025


STOWAGE: 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S

This shipment of 8,000.000 metric tons was loaded on board the vessel as part of one original lot of 17,015.992 metric tons stowed in 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S with no segregation as to parcels. For the whole shipment TWO sets of Bill(s) of Lading have been issued for which the vessel is relieved from all responsibilities. To the extent it would be if one set only would have been issued. The vessel undertakes to deliver only that portion of the cargo actually loaded, which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingled shipment delivered at destination. Neither the vessel nor the Owners assume any

responsibility for the consequences nor for the separation at the time of delivery

(of which on deck at Shipper's risk; the Carrier not  
being responsible for loss or damage howsoever arising)

Freight payable as per CHARTER-PARTY dated	15.01.2025	SHIPPED at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above. Weight, measure, quality, quantity, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading indicated below all of this tenor and date, any one of which being accomplished the others shall be void.
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Freight payable at As per Charter-Party	Place and date of issue La Brea, Trinidad & Tobago – February 3rd, 2025.
Number of Original Bs/L Three (3)	Signature 

A&R MARITIME AGENCY LIMITED,  
AS AGENTS ONLY, FOR AND ON BEHALF OF  
CAPTAIN CHRISTOPHER B. BULANDRA  
MASTER OF M.T. BIRDIE TRADER



# BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Page 1

## Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2)

### General Paramount Clause.

- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bill of Lading, dated Brussels the 25<sup>th</sup> August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
- (b) *Trades where Hague-Visby Rules apply.*  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23<sup>rd</sup> 1968 – the Hague-Visby Rules – apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (c) The Carrier shall in no case be responsible for loss or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another carrier, nor in respect of deck cargo or live animals.

(3)

### General Average.

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.  
Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

(4)

### New Jason Clause.

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the 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. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

(5)

### Both-to-Blame Collision Clause.

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel 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 Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel 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 cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.  
The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of collision or contact.

For particulars of cargo, freight destination, etc., see overleaf.



## Shipper

CARIBBEAN GAS CHEMICAL LIMITED  
LOT 2A, UNION INDUSTRIAL ESTATE  
LA BREA, TRINIDAD & TOBAGO

## BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

B/L NO: BTR 2501 0102

## Consignee

IVICT EUROPE GMBH  
Kennedydamm 19  
40476 Dusseldorf

THIRD ORIGINAL

## Notify party

Wilhelmsen Port Services Romania SRL  
Mamaia Blvd 27, 4th Floor  
900189, Constanta, Romania

## Vessel

M.T. BIRDIE TRADER

## Port of Loading

La Brea, Trinidad &amp; Tobago

## Port of Discharge

Constanta, Romania

## Shipper's Description of Goods

METHANOL (METHYL ALCOHOL), IN BULK CLASS 3  
CLASSIFICATION CODE FT1  
PACKING GROUP II  
UN NO 1230-METHANOL

## Gross Weight

8,000.000  
Metric Tons

CLEAN ON BOARD

FREIGHT PAYABLE AS PER CHARTER PARTY DATED 15.01.2025

STOWAGE: 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S

This shipment of 8,000.000 metric tons was loaded on board the vessel as part of one original lot of 17,015.992 metric tons stowed in 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S with no segregation as to parcels. For the whole shipment TWO sets of Bill(s) of Lading have been issued for which the vessel is relieved from all responsibilities. To the extent it would be if one set only would have been issued. The vessel undertakes to deliver only that portion of the cargo actually loaded, which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingled shipment delivered at destination. Neither the vessel nor the Owners assume any responsibility for the consequences nor for the separation at the time of delivery

(of which on deck at Shipper's risk; the Carrier not being responsible for loss or damage howsoever arising)

Freight payable as per  
CHARTER-PARTY dated

15.01.2025

SHIPPED

at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the

Port of Discharge or so near thereto as she may safely get the goods  
specified above.

Weight, measure, quality, quantity, condition, contents and value  
unknown.

IN WITNESS whereof the Master or Agent of the said Vessel has signed the  
number of Bills of Lading indicated below all of this tenor and date, any one  
of which being accomplished the others shall be void.

Freight payable at  
As per Charter-Party

Place and date of issue

La Brea, Trinidad &amp; Tobago – February 3rd, 2025.

Number of Original Bs/L

Signature

Three (3)

A&R MARITIME AGENCY LIMITED,  
AS AGENTS ONLY, FOR AND ON BEHALF OF  
CAPTAIN CHRISTOPHER B. BULANDRA  
MASTER OF M.T. BIRDIE TRADER



# BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Page 1

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### New Jason Clause.

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For particulars of cargo, freight destination, etc., see overleaf.



## Shipper

CARIBBEAN GAS CHEMICAL LIMITED  
LOT 2A, UNION INDUSTRIAL ESTATE  
LA BREA, TRINIDAD & TOBAGO

## BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

B/L NO: BTR 2501 0102

## Consignee

IVICT EUROPE GMBH  
Kennedydamm 19  
40476 Dusseldorf

COPY NON NEGOTIABLE

## Notify party

Wilhelmsen Port Services Romania SRL  
Mamaia Blvd 27, 4th Floor  
900189, Constanta, Romania

## Vessel

M.T. BIRDIE TRADER

## Port of Loading

La Brea, Trinidad &amp; Tobago

## Port of Discharge

Constanta, Romania

## Shipper's Description of Goods

METHANOL (METHYL ALCOHOL), IN BULK CLASS 3  
CLASSIFICATION CODE FT1  
PACKING GROUP II  
UN NO 1230-METHANOL

## Gross Weight

8,000.000  
Metric Tons

CLEAN ON BOARD

FREIGHT PAYABLE AS PER CHARTER PARTY DATED 15.01.2025

STOWAGE: 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S

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Freight payable at  
As per Charter-Party

Place and date of issue

La Brea, Trinidad &amp; Tobago – February 3rd, 2025.

Number of Original Bs/L

Signature

Three (3)

A&R MARITIME AGENCY LIMITED,  
AS AGENTS ONLY, FOR AND ON BEHALF OF  
CAPTAIN CHRISTOPHER E. BULANDRA  
MASTER OF M.T. BIRDIE TRADER



# BILL OF LADING

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

Page 1

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For particulars of cargo, freight destination, etc., see overleaf.