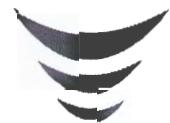


TANKER BILL OF LADING

ORIGINAL



HANSA TANKERS

Ship code(XXX) Voy nos (YY,ZZ) Cargo Nos (CC) Bills nos (//)

DAM 2506 0303

AMS DETAILS:

ICB NOS (USA): 9911DB434
EORI NOS (EU): FIN01101031450123
UK EORI: GB 079218193000

Shipped on board in apparent good order and condition by (shipper)

B/L NO.:

Shippers Ref. or PO Nos

SCAC CODE.:

KOLMAR GROUP AG
METALLI, BAARERSTRASSE 18, CH-6300 ZUG
SWITZERLAND

HAKE

AAA YYAA CCZZ

on board the tanker	DAMSGAARD	at the port of	MAILIAO, TAIWAN
whereof	Captain <MAHESH SINGH KARKI>	is the Master, to be delivered to the port of	KANDLA, INDIA
Consignee/Order of	TO THE ORDER OF KOLMAR GROUP AG	Notify	METEOR PRIVATE LIMITED

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	PHENOL	Marpol Category:	<Insert>
(Name of product IMO Name):	9724453	UN NOS	<Insert>
		CAS NOS	<Insert>

B/L QUANTITY: Said by the shipper to metric tons (Mts)	Bill of Lading Figure [Mts] 1,039.926 999.680 962.538.000	Ship Figure [Mts] Mts] MT CBM LITERS AT 15 DEG C
--	---	--

CONDITION:
'CLEAN ON BOARD'
'FREIGHT PAYABLE AS PER CHARTER PARTY'
HS CODE : 29071110

"This shipment said to be 1,039.926 metric tons was loaded on board the vessel as part of one original lot of **5,199.628** 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 <8S/P, 9S/P, 10S/P>

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

08	13	2025
Month	Day	Year

Between **HANSA TANKERS AS** **and** **KOLMAR GROUP AG**
As agent for owners

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. 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 23rd February 1968 ("the Hague 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 charterer, 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. If, however, it shall be adjudged that any other than said ship owner or demise charterer is 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 **MAILIAO, TAIWAN** **this** **04TH** **Day of** **September** **2025**

Comments



FAMOUS SHIPPING AGENCY LTD., LT D.
AS AGENT ONLY FOR AND ONBEHALF OF MASTER OF DAMSGAARD
Captain <MAHESH SINGH KARKI>

TANKER BILL OF LADING

DUPLICATE



HANSA TANKERS

AMS DETAILS:

ICB NOS (USA): 9911DB434
 EORI NOS (EU): FINO1101031450123
 UK EORI: GB 079218193000

Shipped on board in apparent good order and condition by (shipper)

on board the tanker DAMSGAARD at the port of MAILIAO, TAIWAN

whereof Captain <MAHESH SINGH KARKI> is the Master, to be delivered to the port of KANDLA, INDIA

Consignee/Order of TO THE ORDER OF KOLMAR GROUP AG Notify METEOR PRIVATE LIMITED

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	PHENOL	Marpol Category:	<Insert>
(Name of product IMO Name):	9724453	UN NOS	<Insert>
		CAS NOS	<Insert>

B/L QUANTITY: Said by the shipper to metric tons (Mts)	Bill of Lading Figure [Mts] 1,039.926 999.680 962,538.000	Ship Figure [Mts] [Mts] MT CBM LITERS AT 15 DEG C
--	---	---

CONDITION:
 'CLEAN ON BOARD'
 'FREIGHT PAYABLE AS PER CHARTER PARTY'
 HS CODE : 29071110

"This shipment said to be **1,039.926** metric tons was loaded on board the vessel as part of one original lot of **5,199.628** 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 <8S/P, 9S/P, 10S/P>

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

08	13	2025
Month	Day	Year

Between **HANSA TANKERS AS** and **KOLMAR GROUP AG**
 As agent for owners

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. 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 23rd February 1968 (the Hague Visby 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. If, however, it shall be adjudged that any other than said ship owner or demise charterer is 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 **MAILIAO, TAIWAN** this **04TH** Day of **September** **2025**

Comments



FAMOUS SHIPPING AGENCY CO., LTD.
 AS AGENT ONLY FOR AND ON BEHALF OF MASTER OF IDAMSGAARD
 Captain <MAHESH SINGH KARKI>

TANKER BILL OF LADING

TRIPPLICATE



HANSA TANKERS

AMS DETAILS:

ICB NOS (USA): 9911DB434
EORI NOS (EU): FINO1101031450123
UK EORI: GB 079218193000

B/L NO.:
Shippers Ref. or PO Nos

Ship code AAA Voy nos (Y) YAA Cargo Nos (CC) - Bills nos (Z)

DAM 2506 0303

Shipped on board in apparent good order and condition by (shipper)

Carrier Code: Ship code AAA Voy nos (Y) YAA Cargo Nos (CC) - Bills nos (Z)
SCAC CODE.: HAKE AAA YYAA CCZZ
KOLMAR GROUP AG
METALLI, BAARERSTRASSE 18, CH-6300 ZUG
SWITZERLAND

on board the tanker	DAMSGAARD	at the port of	MAILIAO, TAIWAN
whereof	Captain <MAHESH SINGH KARKI>	is the Master, to be delivered to the port of	KANDLA, INDIA
Consignee/Order of	TO THE ORDER OF KOLMAR GROUP AG	Notify	METEOR PRIVATE LIMITED

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	PHENOL	Marpol Category:	<Insert>
(Name of product IMO Name):	9724453	UN NOS	<Insert>
		CAS NOS	<Insert>

B/L QUANTITY: Said by the shipper to metric tons (Mts)	Bill of Lading Figure [Mts] 1,039.926 999.680 962,538.000	Ship Figure [Mts] [Mts] MT CBM LITERS AT 15 DEG C
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CONDITION:
'CLEAN ON BOARD'
'FREIGHT PAYABLE AS PER CHARTER PARTY'
HS CODE : 29071110

"This shipment said to be 1,039.926 metric tons was loaded on board the vessel as part of one original lot of 5,199.628 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 <8S/P, 9S/P, 10S/P>

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

08	13	2025
Month	Day	Year

Between **HANSA TANKERS AS** **and** **KOLMAR GROUP AG**
As agent for owners

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. 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 23rd February 1968 ("the Hague-Visby 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. If, however, it shall be adjudged that any other than said ship owner or demise charterer is 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 **MAILIAO, TAIWAN** **this** **04TH** **Day of** **September** **2025**

Comments

FAMOUS SHIPPING AGENCY CO., LTD.
AS AGENT ONLY FOR AND ON BEHALF OF MASTER OF DAMSGAARD
Captain <MAHESH SINGH KARKI>



TANKER BILL OF LADING

NON NEGOTIABLE

HANSA TANKERS

Ship code(VAA) Voy nos (YYAA) Cargo Nos(CC) - Bdy nos(ZZ)

DAM 2506 0303

AMS DETAILS:

ICB NOS (USA): 9911DB434
EORI NOS (EU): FINO1101031450123
UK EORI: GB 079218193000

Shipped on board in apparent good order and condition by (shipper)

B/L NO.:

Shippers Ref. or PO Nos

SCAC CODE: HAKE **Carrier Code:** Ship code(VAA) Vvoy nos (YYAA) Cargo Nos(CC) - Bdy nos(ZZ)
KOLMAR GROUP AG
METALLI, BAARERSTRASSE 18, CH-6300 ZUG
SWITZERLAND

on board the tanker **DAMSGAARD** at the port of **MAILIAO, TAIWAN**

whereof Captain <MAHESH SINGH KARKI> is the Master, to be delivered to the port of **KANDLA, INDIA**

Consignee/Order of TO THE ORDER OF KOLMAR GROUP AG Notify **METEOR PRIVATE LIMITED**

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	PHENOL	Marpol Category:
(Name of product IMO Name):	9724453	<Insert> UN NOS CAS NOS

B/L QUANTITY:	Bill of Lading Figure Mts 	Ship Figure Mts Mts
Said by the shipper to metric tons (Mts)	1.039.926 999.680 962.538.000	MT CBM LITERS AT 15 DEG C

CONDITION:
'CLEAN ON BOARD'
'FREIGHT PAYABLE AS PER CHARTER PARTY'
HS CODE : 29071110

"This shipment said to be 1,039.926 metric tons was loaded on board the vessel as part of one original lot of **5,199.628** 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 <8S/P, 9S/P, 10S/P>

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	08	13	2025
---	-----------	-----------	-------------

Month	Day	Year
--------------	------------	-------------

Between **HANSA TANKERS AS** **and** **KOLMAR GROUP AG**
As agent for owners

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. 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 23rd February 1968 ("the Hague Visby 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. If, however, it shall be adjudged that any other than said ship owner or demise charterer is 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 **MAILIAO, TAIWAN** **this** **04TH** **Day of** **September** **2025**

Comments



FAMOUS SHIPPING AGENCY CO., LTD.
AS AGENT ONLY FOR AND ON BEHALF OF MASTER OF DAMSGAARD
Captain <MAHESH SINGH KARKI>



TANKER BILL OF LADING

NON NEGOTIABLE

HANSA TANKERS

Ship code AAAA Vow nos (Y YAA) Cargo Nos (CC) - Bills nos (ZZ)

DAM 2506 0303

AMS DETAILS:

ICB NOS (USA): 9911DB434
EORI NOS (EU): FIN01101031450123
UK EORI: GB 079218193000

Shipped on board in apparent good order and condition by (shipper)

on board the tanker

DAMSGAARD

B/L NO.:

Shippers Ref. or PO Nos

SCAC CODE.: HAKE **KOLMAR GROUP AG**
METALLI, BAARERSTRASSE 18, CH-6300 ZUG
SWITZERLAND

Carrier Code Ship code AAAA Vow nos (Y YAA) Cargo Nos (CC) - Bills nos (ZZ)

AAA YYAA CCZZ

whereof

Captain <MAHESH SINGH KARKI>

is the Master, to
be delivered to
the port of

KANDLA, INDIA

Consignee/Order of

TO THE ORDER OF KOLMAR GROUP AG

Notify

METEOR PRIVATE LIMITED

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY

(Name of product IMO Name):

PHENOL

Marpol Category:

UN NOS

<Insert>

CAS NOS

<Insert>

B/L QUANTITY:

Said by the shipper to metric tons (Mts)

Bill of Lading Figure |Mts|

1,039.926

Ship Figure |Mts| |Mts|

MT

999.680

CBM

962,538.000

LITERS AT 15 DEG C

CONDITION:

'CLEAN ON BOARD'
'FREIGHT PAYABLE AS PER CHARTER PARTY'

HS CODE : 29071110

"This shipment said to be **1,039.926** metric tons was loaded on board the vessel as part of one original lot of **5,199.628** 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 <8S/P, 9S/P, 10S/P>

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

08

13

2025

Month

Day

Year

Between

HANSA TANKERS AS
As agent for owners

and

KOLMAR GROUP AG

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. 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 23rd February 1968 ("the Hague Visby 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 charterer, 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. If, however, it shall be adjudged that any other than said ship owner or demise charterer is 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

MAILIAO, TAIWAN

this

04TH

Day of

September

2025

Comments



FAMOUS SHIPPING AGENCY CO., LTD.
AS AGENT ONLY FOR AND ON BEHALF OF MASTER OF DAMSGAARD
Captain <MAHESH SINGH KARKI>



TANKER BILL OF LADING

NON NEGOTIABLE

HANSA TANKERS

AMS DETAILS:

ICB NOS (USA): 9911DB434
EORI NOS (EU): FINO1101031450123
UK EORI: GB 079218193000

Shipped on board in apparent good order and condition by (shipper)

on board the tanker

DAMSGAARD

whereof

Captain < MAHESH SINGH KARKI >

Consignee/Order of

TO THE ORDER OF KOLMAR GROUP AG

B/L NO.:

Shippers Ref. or PO Nos

Ship code(AAA) Voy nos (YYAA) Cargo Nos (CC) - Bills nos (ZZ)

DAM 2506 0303

SCAC CODE.:

KOLMAR GROUP AG

METALLI, BAARERSTRASSE 18, CH-6300 ZUG SWITZERLAND

Carrier Code: Ship code(AAA) Voy nos (YYAA) Cargo Nos (CC) - Bills nos (ZZ)

HAKE

AAA YYAA CCZZ

at the port of

MAILIAO, TAIWAN

is the Master, to
be delivered to
the port of

KANDLA, INDIA

Notify

METEOR PRIVATE LIMITED

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY

(Name of product IMO Name):

PHENOL

Marpol Category:

<Insert>

UN NOS

<Insert>

CAS NOS

<Insert>

Bill of Lading Figure [Mts]

Ship Figure [Mts] | Mts

1,039.926

MT

999.680

CBM

962,538.000

LITERS AT 15 DEG C

B/L QUANTITY:

Said by the shipper to metric tons (Mts)

'CLEAN ON BOARD'

CONDITION:

'FREIGHT PAYABLE AS PER CHARTER PARTY'

HS CODE : 29071110

"This shipment said to be 1,039.926 metric tons was loaded on board the vessel as part of one original lot of 5,199.628 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

<8S/P, 9S/P, 10S/P>

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

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08

13

2025

Month

Day

Year

Between

HANSA TANKERS AS
As agent for owners

and

KOLMAR GROUP AG

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. 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 23rd February 1968 ("the Hague Visby 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 charterer, 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. If, however, it shall be adjudged that any other than said ship owner or demise charterer is 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

MAILIAO, TAIWAN

this

04TH

Day of

September

2025

Comments


FAMOUS SHIPPING AGENCY CO., LTD.
AS AGENT ONLY FOR AND ON BEHALF OF MASTER OF DAMSGAARD
Captain <MAHESH SINGH KARKI>



FORMOSA PLASTICS MARITIME CORPORATION CARGO MANIFEST

FORMOSA INDUSTRIAL PARK NO.1, MAILIAO COUNTRY, YUNLIN
COUNTY, TAIWAN, ROC.
TEL: 886-5-6811014 • 886-5-6811015
FAX: 886-5-6811016 TELEFAX: 60151

Vessel: MT DAMSGAARD

Port of loading: MAILIAO, TAIWAN

Port of discharge: KANDI.A, INDIA

Date of loading: 04TH SEP. 2025

Page (s): 1

B/L No.	Consignor	Consignee & Notify Party	Marks & Nos.	Description of Commodities	Quantity	STOW	Freight	
							PP	CC
BL-DAM 2506 0303	KOLMAR GROUP AG METALLI, BAARERSTRASSE 18, CH-6300 ZUG SWITZERLAND	CONSIGNEE: TO THE ORDER OF KOLMAR GROUP AG NOTIFY : METEOR PRIVATE LIMITED	N/M	PHENOL C/P DATE: 13/08/2025 HS CODE : 29071110 'FREIGHT PAYABLE AS PER CHARTER PARTY' 'CLEAN ON BOARD' OCEAN CARRIAGE STOWAGE<8S/P, 9S/P, 10S/P>	1,039.926 MT 999.680 CBM 962,538.000 LITERS AT 15 DEG C			

