

ORIGINAL**TANKER BILL OF LADING****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)

B/L NO.:**EMA 2406 0804****Shippers Ref. or PO Nos**

Ship code(XXX) Voy nos (YY YYA) Cargo Nos (CC) Bill nos (Z)

SCAC CODE.: HAKE**AAA YYAA CCZZ****TAIWAN FIELDRICH CORPORATION
NO. 25 11F, SEC. 4, JEN-AI RD, TAIPEI, TAIWAN**on board the tanker **EVA MANILA V-2406** at the port of **TAICHUNG, TAIWAN**whereof **Capt. Cabañas Restituto Nipas** is the Master, to be delivered to the port of **KANDLA PORT, INDIA**Consignee/Order of **TO ORDER**

Notify

- 1) DORF KETAL CHEMICALS INDIA PVT LTD
#S.No. 130/1, Jayanbhai Desai Marg Dadra Silvassa Dadra & Nagar Haveli - 396193, India
- 2) Jupiter Petrochem DMCC
PO Box 115942 Dubai - United Arab Emirates
- 3) HONG KONG AND SHANGHAI BANKING CORPORATION LTD.
Global Trade and Receivables Imports Dept.
NESCO-IT Park Building, 9th Floor, NESCO Complex, Western Express Highway
Goregaon East Mumbai, Maharashtra 400063, India

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

(Name of product - IMO Name):

Methyl Ethyl Ketone**Marpol Category:**

<Insert>

UN NOS

<Insert>

PACKING: IN BULK**ORIGIN IN TAIWAN**

Vessels agent at discharge port:

Samudra Marine Services Pvt. Ltd., (Agency Division)
 Level 2, La-Shewa Building, 233, P D'Mello Road, Opposite G.P.O Fort, Mumbai 400 001
 Tel : +91 22 2270 1125 / 26 / 27 Fax: +91 22 2270 1128
 Email : ageney@samudramarine.com Website : www.samudramarine.com
 NOC Number & Date: PC-IMP-S65/2024; 06/06/2024
 HS Code: 29141200 Proforma Invoice: 2024-25/M/003
 IEC: 0392032937 GSTIN: 26AACD3819P1ZD PAN: AAACD3819P
 Email ID: sudhadevadiga@dorsketal.com

CAS NOS

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Bill of Lading Figure [Mts]**Ship Figure [Mts] | Mts****B/L QUANTITY:**

Said by the shipper to metric tons (Mts)

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

"This shipment said to be 207.659 metric tons was loaded on board the vessel as part of one original lot of 1,007.659 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 4P

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

JUNE**21ST****2024**

Month

Day

Year

Between**HANSA TANKERS AS
As agent for owners****and****JUPITER PETROCHEM DMCC**

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 10, 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**TAICHUNG, TAIWAN****this****08TH****Day of****JULY****2024****Comments**


 HANSEN INTERNATIONAL AGENCY CO., LTD.
 AS AGENT FOR AND ON BEHALF OF MASTER OF EVA MANILA V-2406 CAPT. CABAÑAS RESTITUTO NIPAS

