

TANKER BILL OF LADING

ORIGINAL



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 0201

Shippers Ref. or PO Nos

SCAC CODE.: HAKE AAA YYAA CCZZ

TAIWAN PROSPERITY CHEMICAL CORPORATION.
7TH FLOOR, NO.301 SONGJIANG RD. ZHONGSHAN DISTRICT 10483, TAIPEI 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, INDIA

Consignee/Order of TO ORDER OF UNION BANK OF INDIA
LCB FORT BRANCH, NANAVATI MAHALAYA 18
HOMI MODI STREET FORT MUMBAI-400023, INDIA
Notify C.J. SHAH AND CO.
105, BAJAJ BHAVAN, 10TH FLOOR, NARIMAN POINT, MUMBAI-400021, INDIA
UNION BANK OF INDIA, LCB FORT BRANCH, NANAVATI MAHALAYA
18 HOMI MODI STREET FORT MUMBAI-400023, INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CYCLOHEXANONE	Marpol Category:	<Insert>
(Name of product - IMO Name):	PACKING: IN BULK ON BOARD DATE: JUN. 28TH, 2024 LETTER OF CREDIT NUMBER: 00511M11F2406502 AND DATE 240610 IEC NO. 0388097744, MAHARASHTRA GSTIN NO.: 27AAAF05600N1ZJ, GUJARAT GSTIN NO.: 24AAAF05600N2ZO, PAN NO.: AAFAFC5600N, HS CODE: 29142200, EMAIL ID: IMPORT@CJSHAHGROUP.COM.	UN NOS	<Insert>
		CAS NOS	<Insert>

Bill of Lading Figure [MTs]

Ship Figure [MTs] [MTs]

B/L QUANTITY: 1,444.812 MTS
Said by the shipper to metric tons (MTs)

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

"This shipment said to be 1,444.812 metric tons was loaded on board the vessel as part of one original lot of 1,444.812 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 3P

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	14	2024
Month	Day	Year

Between HANSA TANKERS AS and C.J. SHAH AND CO.
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 term 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 KAOHSIUNG, TAIWAN this 28TH Day of JUN. 2024

Comments

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

See also next page which forms an integral part of this Bill of Lading document

Hansa Tankers Form 22 - Version 8.0
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