

# ORIGINAL

## TANKER BILL OF LADING



HANSA TANKERS

**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

EMA 2406 0201

Shipper Code: VAA Consignee Code: YYAA/Cargo Type: CCL/Booking Ref: Z/1

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:**

<b>COMMODITY</b>	<b>CYCLOHEXANONE</b>	Marpol Category:	<Insert>
(Name of product - IMO Name):	PACKING: IN BULK ON BOARD DATE: JUN. 28TH, 2024 LETTER OF CREDIT NUMBER: 00511M11E2406502 AND DATE 240610 IEC NO.0388097744, MAHARASHTRA GSTIN NO.:27AAAFCS600N1ZJ, GUJARAT GSTIN NO.:24AAAFCS600N2ZO, PAN NO.:AAAFCS600N, JIS CODE:29142200. EMAIL ID:IMPORT@CJSNAHGROUP.COM.	UN NOS	<Insert>
B/L QUANTITY: Said by the shipper to metric tons (Mts)	<b>1,444.812 MTS</b>	CAS NOS	<Insert>
CONDITION:	<b>CLEAN ON BOARD 'FREIGHT PAYABLE AS PER CHARTER PARTY'</b>	Ship Figure [Mts] [Mts]	

"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 in Brussels on 25<sup>th</sup> 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 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. It, 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 Bell-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

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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