

# Form No 06: Booking Note & Booking Note Rider

## BOOKING NOTE

Agents (full style and address)	Place and date		
	Vessel		
Carrier (full style and address)	Lay/Can: Izmir: 16th – 25th July 2021		
	Port of loading: Izmir in Turkey		
	Port of discharging: Colombo		
Merchant* (full style and address) CEYLON SHIPPING CORPORATION LIMITED 27, MCH Building Sir Razik Fareed Mawatha (Bristol Street) Colombo 01 Sri Lanka.	Merchant's representatives at loading port (full style and address)		
Marks and Numbers (if available)	Number and kind of packages; description of cargo	Gross weight, kg (if available)	Measurement, m <sup>3</sup> (if available)

Freight details and charges	Special terms, if agreed
Freight payment	

This contract shall be performed subject to the terms of the Carrier's / Vessel Owner's Liner Bill of Lading.

Signature (Merchant)	Signature (Carrier)
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\* "Merchant" includes the shipper, the receiver, the consignor, the consignee, the holder of the Bill of Lading, the owner of the cargo and any person entitled to possession of the cargo

## **BOOKING NOTE RIDER**

### **1) Freight**

100% of Freight to be paid into nominated bank account in Sri Lanka prior to breaking bulk in Sri Lankan Rupee (**based on exchange rate issued by Central Bank of Sri Lanka**), at the Port of Colombo.

### **2) Berth terms, hook to hook at both ends.**

All cost/expenses before loading, up to hook at loading port, and after discharging all the charges at discharging port, to be for Charterers' account.

### **3) Packing**

Cargo to be suitably marked and packed for ocean transportation in accordance with international standards.

### **4) Lifting Equipment or Gear**

Any special required spreaders or lifting frames not already on board of the vessel shall be supplied **by the Ship Owner**.

### **5) Support Equipment and Handling Marks**

Cargo to be fitted with suitable lifting/lashing lugs or other adequate means of lifting and lashing and center of gravity to be clearly marked. Any special/additional saddles/cradles and/or other equipment/materials which may be required to support the cargo should be supplied **by the Ship Owner**.

### **6) Cargo Delivery/Receiving**

At the loading port or discharging port, if cargo is delivered or received directly under hook by trucks, trailers, transformers and accessories or barges, the cargo shall be delivered or received as fast as the ship is able to load or discharge, otherwise detention to apply. Merchants to bring the cargo alongside the vessel, under reach of ship's tackle, in sequence as required by Carrier.

### **7) Detention**

The detention rate of USD XXXX/- per day/pro rata to be applied for all time lost in case of any delays to vessel due to cargo and/or cargo documents related problems (shipping orders, custom declarations, import/export formalities, etc.) and/or any idle time incurred due to unavailability of trucks, trailers, transformers and accessories or barges if cargo is delivered or received directly.

Any time lost waiting for berth due to congestion/swell/tide, after tendering of Notice of Readiness by the Master of the ship, the same shall be on ship owner's account at both ends.

### **8) Measurement**

The Bill of Lading shall show the weight and volume of cargo declared by shipper which shall be shown in the Bill of Lading.

**9) Packing List**

The packing list submitted by Merchants to form an integral part of this Booking Note. Any delays and/or costs incurred due to differences of cargo actually presented for loading (whether number of units, weights and/or dimensions) and the packing list submitted shall be borne by Merchants. If the Carrier is prevented from booking additional cargoes or is unable to load other part cargoes that have already been booked due to any such mis-description, Carrier shall have the right to refuse the loading of any units/pieces that are not in compliance with the packing list governing this booking.

**10) Securing**

Cargo to be secured to the master’s satisfaction by the carrier. The time and expense of additional securing required by the Merchant or Merchant’s surveyor beyond that required by the master shall be for the Merchant’s account.

**11) Deck Stowage**

02 Nos of transformers carriage under deck only

**12) Excluded Charges**

Any truck unloading/loading, other terminal charges, wharfage, dues, duties on cargo and/or freight to be for account of the Merchants at both ends.

**13) Carrier’s Agents**

Carrier’s agents to be nominated at both ends.

< Loading Port >  
To be advised later

< Discharging Port >  
To be advised later

**14) Agreed terms and conditions**

- a. Part cargo
- b. 02 Nos transformers should be loaded under deck stowage
- c. Merchant to ensure that comprehensive insurance coverage is obtained against all risk for cargo.
- d. Loading / discharging: by ship’s gears
- e. All loading vessels shall not be older than 15 years at the time of each shipment from the date of completion of building
- f. Ceylon Shipping Corporation (CSC) will issue CSC House B/L against Carrier’s surrendered B/L. Therefore, Carrier’s B/L should be surrendered and released upon vessel’s sailing.
- g. Adcom 2.5% to Merchant
- h. Other terms & conditions as per owners' Bill of Lading clauses

Signature (Carrier)

Signature (Merchant)

XXXXXXXXXXXXXXXXXXXXX

Ceylon Shipping Corporation Limited

Date:

Date: