

Form No 06: Booking Note & Booking Note Rider

BOOKING NOTE

Agents (full style and address)		Place and date		
Carrier (full style and address)		Vessel		
Merchant* (full style and address) CEYLON SHIPPING CORPORATION LIMITED 27, MICH Building Sir Razik Fareed Mawatha (Bristol Street) Colombo 01 Sri Lanka.		Lay/Can : 20 th - 29 th October 2021		
		Port of loading: Chennai in India		
		Port of discharging: Colombo (BQ4 Terminal)		
Marks and Numbers (if available)		Number and kind of packages; description of cargo	Gross weight, kg (if available)	Measurement, m ³ (if available) Freight charge is based on B/L weight / volume only.

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 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, railway wagons 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, railway wagons 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

All cargoes to be measured at the Joint Survey for the purpose of calculating the cubic measurement of cargo. Joint Surveyor may measure the cargo to determine measurement of cargo. The Bill of Lading shall show the volume of cargo derived from the Joint Measurement Survey, which shall be shown in the Bill of Lading and shall be used for purposes of calculating freight charges.

Approximate weight and volume shown in the Bidding Document and the Booking Note, if any, shall be superseded by the weight and volume shown in the Bill of Lading.

All calculations and offer are based on IMO standards for lifting, stowage and lashing.

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

Carriage under deck / on deck. 1st Class & 2nd Class Coaches should be loaded under deck only.

12) Excluded Charges

Any truck unloading/loading, other terminal charges wharf age, dues and 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. Under Deck / On Deck stowage. However 1st Class & 2nd Class coaches should loaded be Under Deck
- 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 17 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)

XXXXXXXXXXXXXXXXXXXX

Ceylon Shipping Corporation Limited

Date:

Date: