

# BOOKING NOTE

Port of Tuapse

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Agent s (full style and address) | | Place and date: | | | |  |
| Vessel:  DIAMOND FALCON | | | |  |
| Carrier (full style and address) | | Lay/Can: | | | |  |
| Port of loading: | | | |  |
| Port of discharging:  Port of Kao-hsiung | | | |  |
| Shipper\* (full style and address) | | Shipper’ 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 3  (if available) |  |
| Freight details and charge s | | | Special term s, if agreed | | | |
| Freight payment | | |

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

|  |  |
| --- | --- |
| Signature (Shipper) | Signature (Carrier ) |

# BOOKING NOTE RIDER

## 1) Freight

100% of Freight to be paid into nominated bank account in Sri Lanka prior to breaking bulk in USD **(based on exchange rate is used by Central Bank of Thailand)** , at the Port of Kaohsiung.

**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. Shippers 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 id le 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 Shippers to form an integral part of this Booking Note. Any delays and/or costs incurred due t o differences of cargo actually presented for loading (whether number of units, weights and/or dimensions) and the packing list submitted shall be borne by Shippers. 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 Shipper or Shipper’s surveyor beyond that required by the master shall be for the Shipper’s account.

**11) Deck Stowage**

Carriage , Under- Deck / On - Deck. DMU, 2nd Class Coaches should be loaded Under Deck only.

## 12) Excluded Charges

Any truck unloading/loading, other terminal charges, wharf age, dues, duties on cargo and/or freight to be for account of the Shippers 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

1. Part cargo
2. Under deck / On Deck stowage. DMU, & 2nd class coaches should be loaded Under Deck only.
3. Shipper to ensure that comprehensive insurance coverage is obtained against all risk for cargo. d. Loading / discharging: by ship’s gears
4. All loading vessels shall not be older than 17 years at the time of each shipment from the date of completion of building
5. Shipco transport will issue House B/L against Carrier’s surrendered B/L. Therefore, Carrier’s B/L should be surrendered and released upon vessel’s sailing.
6. Adcom 2.5% to Shipper
7. Other terms & conditions as per owners' Bill of Lading clauses

Signature (Carrier) Signature (Shipper)

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Date: Date: