PROFORMA - NON NEGOTIABLE

PAGE: 1 OF 3 **BILL OF LADING** 

LINE, AS CARRIER♦

				1101 010	OOKING NO		
SHIPPER/EXPORTER (COMPLETE NAME AN	ND ADDRESS)	EXPORT REFERENCES RATE FOLDER 00044037  TIABLE  FORWARDING AGENT-REFERENCES FMC NO.:  POINT AND COUNTRY OF ORIGIN OF GOODS  ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS  ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS					
SEASAGA ENTERPRIS	ES PVT. LTD	•				001027	01130130
PLOT NO: R-25 & R-				]	RATE FOLDER	00044037	
NAVI MIMBAT - 400	701 TNDTA	PYN	ON NE	EGO	LIABLE		
NAVI MOMBAI 100	701, INDIA						
CONSIGNEE (COMPLETE NAME AND ADDR	ESS)					RENCES	
SEA TREASURE SEAF	OODS LTD			1	FMC NO.:		
64 MAHANA ROAD TE							
HAMILTON, NEW ZEAL	•						
HAMILION, NEW ZEAL	LAND						
				ı	POINT AND COUNTRY OF O	RIGIN OF GOODS	
NOTIFY PARTY (COMPLETE NAME AND ADD	DRESS) (It is agreed that no resp (see Clause 13 on revers	onsibility shall be attached to se))	the Carrier or its Agents for failu	re to notify	ALSO NOTIFY PARTY-ROUT	ING & INSTRUCTIONS	
SEA TREASURE SEAF	OODS LTD						
64 MAHANA ROAD TE							
HAMILTON, NEW ZEAL							
•							
PRE-CARRIAGE BY		PLACE OF RECEIP	r				
FRE-CARRIAGE BT							
VESSEL/VOYAGE/FLAG	NHAVA SHEVA, INDIA PORT OF LOADING			LOADING PIER/TERMINAL	ORIGINALS TO BE	RELEASED AT	
OOCL NEW YORK 089 E		NHAVA SHE	VA, INDIA			MUMBAI	
PORT OF DISCHARGE		PLACE OF DELIVER			,	XED, USE DESCRIPTION OF PAG	,
AUCKLAND, NEW ZEALANI	D	AUCKLAND,	NEW ZEALANI	)	CY/CY		CY/CY
CHECK "HM" COLUMN IF HAZARDOUS MATER	•	PARTICULARS	S DECLARED BY	SHIPPER BL	JT NOT ACKNOWLE	DGED BY THE CARRIE	R
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS H		DESCRIPTION	OF GOODS		GROSS WEIGHT	MEASUREMENT
	LD1643 /	850 C	ARTONS	/FCT	/FCI /20RF/	9350.000KGS	
	-						
	850 CARTONS	1X20 FT, 850 CART	FCL			9350.000KGS	
	CARTONS	300 CART	ONS OF FRO	ZEN RAV	V PDTO	NET WEIGHT 8200.000KGS	
		VANNAMEI	ONS OF FRO SHRIMPS I : 10x 1 KG	QF .	NIE		
		WEIGHT	· IUX I KG	100% I	NE.I.		
		400 CART	ONS OF FRO	ZEN RAV	1 PD		
			ANNAMEI SH : 10x 1 KG				
		WEIGHT					
		150 CART	ONS OF FRO SHRIMPS	ZEN RAV	V HOSO		
			: 10X 800G				
		WEIGHT		00 7700	,		
		NEI WEIG. GROSS WE	HT: 8,200 IGHT: 9,3	.00 KGS	KGS		
NOTICE 1: For carriage to or from the United States of A	** TO	BE CONT	INUED ON A	TTACHEI	LIST **	incorporation of the LLS. Carriage of Good	is by Sea Act ("COGSA") unless the Merchant
declares a higher cargo value below and pay NOTICE 2: See Clause 28 on the reverse side hereof: N	s the Carrier's ad valorem freight cha	arge; and (ii) if carried on de	ck at Merchant's risk as to perils in	herent in such carriag	ge but in all other respects subject to t	he provisions of COGSA.	b by Coa rac ( Cocor, ), alloco allo motoriali.
NOTICE 3: If Goods carried on deck at Merchant's risk v	without responsibility for loss or dama	ge howsoever caused.					
Peclared Cargo Value US\$	·		s a value, Carrier's lin RVICE CONTRACT NO.		oility shall not apply and	the ad valorem rate will b	Received the Container/Package or other units
				0			indicated in the box identified as "Total No. of Containers/Packages received and acknowledged by Carrier" in apparent good
CODE TARIFF ITEM	FREIGHTED AS	RATE	PREPAID		COLLECT		order and condition, unless otherwise indicated, to be transported and delivered as herein
							provided.
							The receipt, custody, carriage and delivery of the goods are subject to the terms appearing on the
							face and back hereof and to the Carrier's applicable tariff.
							In witness whereof 3 original bills of lading
							have been signed, one of which being accomplished, the other(s) to be void.
							DATE CARGO RECEIVED  14 OCT 2022
							11 001 2022
							DATE LADEN ON BOARD o
							17 OCT 2022
							DATED 17 OCT 2022
							17 001 2022
		<u> </u>					
The printed terms and conditions appearing on available at www.oocl.com, in OOCL's published	this Bill of Lading are ed US tariffs, and in						A) PRIVATE LIMITED
pamphlet form.						BY:	
+ STRIKE OUT FOR ON BOARD VESSEL BIL ◆ SEE CLAUSE 1 HEREOF	L OF LADING						on agent for
o SEE CLAUSE 2 HEREOF QF001						ORIENT OVERSEAS	, as agent for
HQD 01/01						TIME AS CADDIE	

			PROFORMA - N	ON NEGOTIABLE		111021 2 01 3
VESSEL: OOCL NEW YORK				VOYAGE: 089 E	B/L	NO.: OOLU2707750130
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	Y NON	DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
		TEMPERATURE :	DATA LOGGER	NUMBER		
			PACKED BY :	77 [17]		
		LIMITED (UN		VATE		
		PLOT NO. E- INDUSTRIAL TALJIKA - PA		ਾਾ –		
		RAIGAD	- 410 208, I			
		EIC APPROVA FREIGHT PRE	L NO. 1261			
			4793381 DATE	:		
		TEMPERATURE 18 DEGREE C	SETTING TO BELSIUS	BE AT -		
TOTAL NO. OF CONTACALCULATION OF PAGE	CKAGE LIMI	TATION (IF A	PPLICABLE):	1 CONTAIN	ER(S)/PACKAGE	(S)
ESTINATION CHARGES AWFULLY DEMANDS DE	COLLECT CLIVERY OF	PER LINE TAR THE CARGO.	IFF, AND TO I	BE COLLECTED	FROM THE PAR	TY WHO
HIPPER LOAD AND COESTINATION OFFICE	ADDRESS:	AINER(S) SEA	LED BY SHIPPI	ΞR		
OOCL (NEW ZEALAND) EVEL 19 / 120 ALBE	ERT STREET					
UCKLAND, NEW ZEALA 64) 9-3557888	AND					
DELIE	BERATELY L	EFT BLANK AN	D CONTINUE O	N NEXT PAGE		
	1				1	I

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for

**COPY NON NEGOTIABLE** 

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

## TERMS AND CONDITIONS (Also Available in Pamphlet Form from the Carrier or its Agents)

The printed terms and conditions appearing on the face and reverse side of this Bill of Lading are available at www.oocl.com, in Carrier's published US tariffs, and in pamphlet form

Combined Transport
is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance
min the Place of Recept or the Port of Loading whichever is applicable to the Place of Delivery or the Port of Dis
is applicable and, save as is otherwise provided for in this Bill of Loading, the Carrier's liability for loss or damage
all the as follows:

If the stage of carriage where loss or damage occurred is not known Exclusione

- An act or orision of the Merchaet troutlicency or detective consists of packing or making, troutlicency or detective consists of packing or making. The packing of the packing of the packing of the Goods by the Merchant, Handling, loading, stowage or unloading of the Goods by the Merchant, Inherent vice of the Goods. Stills, lockout, stoppage or restraint of labour from whatever cause whether partial or general; A nuclear incident.

inding anything provided for in Clause 4(B)(1) if the stage of the carriage where loss or damage to the Goods is kin ct to the operation of Clause 4(C) which shall apply where loss or damage occurs to the Goods from the time when is loaded on board the Vessel at the Port of Loading until the time when the Goods are discharged from the Vessel at scharge the Carriers liability in respect of any such loss or damage occurring shall be determined as follows:

- 2. The Currier shall not be table in any capacity instancers for loss or delay to the Goods or on-delayer or misched to the Coods or any capacity of the Coods or on-delayer or misched to the Coods or on-delayer or misched to the coods of the Coods or on-delayer or misched to the Coods or on-delayer or on-d

MERCHANTS RESPONSIBILITY AND RES

DECK CARGO AND LIVESTOCK (not being Goods stoned in Comainers other than flats or pallets) which are stated herein to be carried or deck and k herber or not carried or deck, are carried without responsibility on the part of the Carrier for loss or damage of sever nature string during carriage by sea whether caused by unseaworthness or negligence or any other cause were, recept that in respect of Goods carried or for them the limits distree of America Goods are carried on deck at the rts risk as to perils inherent in such carriage but in all other respects subject to COGSA.

2) DESCRIPTION OF GOODS

This Bill of Lading shall be prima face evidence of the receipt by the Carrier in external apparent good order nordion except as otherwise noted of the total number of Containers or other packages or units identified on the face hereo Total Number of Containers Packages received and advancedaged by the Carrier.

No representation in made by the Carrier as to the weight, contents, measure, quantity, quality, description, conditionaries, numbers or value of the Goods and the Carrier shall be under no responsibility whatoover in respect of such descriptions.

acc of the Bit of Lading.

NOTIFICATION AND DELIVERY
Except as provided by terif, lawy mention herein of notify parties is solely for the Carrier's information, and failure to give itscribed has provided by terif, lawy mention herein of notify parties is solely for the Carrier's applicable terif.

The Merchant that liste delivery of the Goods within he time provided for in the Carrier's applicable teriff.

If the Merchant has to take delivery of the Goods or part of them grups experient on the teriffs periodicted free time, the first the Merchant threat the sole to the parties of the sole to the parties of the sole to the carrier's applicable teriff.

It will be a sole of the parties of the sole of the parties of the

odd to petroins known by mit to wave to represent an experiment of the first position known by mit to wave to represent of the content of the matter have been surprised end authorizing delivery to that Merchant at a single Place of Delivery. In the event that this interact have been surpriseded authorizing delivery to that Merchant at a single Place of Delivery. In the event that this agriencer is not fulfilled the Cartier may in its absolute discretion unpack the Container and, in respect of Goods for which fills undergrave having the support of the propriets of the container of a Container, then the particular of the Cools described in Hindight (all the Lading are sused in respect of the contents of a Container, then the particular of the Cools described in Hindight (all the Container contained to selliver the color to more than one Merchant and If all or part of the total Goods within the Container contains of bulk Goods or understand the Container contained that the delivery shortage in such proportions as the Cartier shall in its absolute discretion determine, and neither shall be all the container contained to the other particular the container contained to the container

such devery twee 

\*\*Taming of the Coods or other discrepancies of the Goods, who was a sample of the Goods or other discrepancies of the Goods, who was a sample of the Goods or other discrepancies of the Goods or other discrepancies of the Goods or any part thereof, by the Carrier whether or not such freight and changes are stated on the face of this Bill of Lading or the Coods and Analyses (middle or Collect at declaration, and shall be paid in hill without offset, constrainting or the Coods and or the Coods and the Coods and

- 7) MATTERS AFFECTING PERFORMANCE. If st any time the performance of the contract evidenced by this Bill of Lading is or is likely to be affected by any hindrance, risk, delay, difficulty or dissolvantage of whatsoner kind which cannot be wooded by the exercise of reasonable endeavours, the Carrier (whater or not the transpot is commercing may willout notice to the Merchant test the performance of this contract as terminated and place the Goods or any part of them at Merchant's deposal are any place or port notive that Center shall envertheless be entitled to full freight and changes on Goods received for such Goods shall cease. The Carrier shall revertheless be entitled to full freight and changes on Goods received for the transportation, and the Merchant shall pay any additional costs of carriage to and delivery and stonge at such place or port.

SIGNOUS STATINS, ATIO III partipolite (TOIT).

METIODOS AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to it Merchant (a) use any means of transport or stronge withstoover. (b) for any purpose whatsoover transfer the Goods for asseme on a substitute vester or therefore transfer the Goods from one conveyance on an extended vester or otherwise transfer the Goods from one conveyance on an extended vester or otherwise transfer the Goods from one conveyance or nearly desired to the Goods may not have been contemplated or provided for hereint. (c) proceed by any route whether or not assembly the contract of the Goods and the Contract of the Goods and the Goods of the Go

yours Cause. It may be a compared to the depair place of compared to the compared to the depair place to the compared to the depair place to the consequent labor of contenges, such advantages, such allows yould not even even each the right you for the transport occurred by the Bill of Lading.

3. The terms of this Bill of Lading shall govern the responsibility of the Carrier in connection with or a risking out of the supply of a Container to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or definer to the Merchant whether before or after the Goods are received by the Carrier for transportation or defined the contract of the Merchant whether before or after the Goods are received by the Carrier for transportation or defined the Carrier for transportation or defined the Carrier for the Carrier for transportation or defined the Carrier for transportation o

the costs of replacement, transportunes \*\*\*...\*\*...\*

20) INSPECTION OF GOODS

ADMINISTRATION OF GOODS

To Charles shall be entitled, but only not deligation, to goes any Container at any time such to region to the second container at any time such to region to the container at any time such to region to the container of the co

21) VARIATION OF CONTRACT. Merchant agrees that this Bill of Lading constitutes the entire agreement between the parties. There are no understandings to the subject market of this agreement other than as herein set forth, and any such actual or purposed prior to contemporances understandings or communications are hereby advegated. No sevent or agent of the Carlier shall have power to waive or vary any of the terms hereof unless such waiver or variation is in writing and is specifically advertised to the contraction of the variety of the Carlier subject to Clause 3. all agreements or freship entergenents for the other of the Goods of the Carlier subject to Clause 3. all agreements or freship entergenents for the other of the Goods.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, steeps shall be entitled to the same rights of limitation as are or would be available to the owner of the Vessel schmidtson Convention Convention of 1957, the London Limitation Convention of 1978 or any other applicable core, governing the rights of shipowners to limit their liability in accordance with the tonrage or value of the

consequences interect.

20 NOTICE OF LOSS: TIME BAR

1. Unless notice of loss or damage to the Goods and the general nature of it be given in writing to the Carrier at the Time of Delivery before or at the time of the removal of the Goods into the custody of the person entitled to delivery thereof under this Bill of Lading, or if the loss or damage be not apparent, within seven consecutive days thereafter, such removal shall be prima bace evidence of the delivery by the Carrier of the Goods described in this Bill of Lading.

2. Subject to Clause 26(3), the Carrier shall be discharged of all faisility under this Bill of Lading unless suit is trought and written notice them of the control of the Coods. In the case of total loss of the Goods have been shall delivery of the Goods. In the case of total loss of the Goods have been after delivery of the Coods. In the case of total loss of the Coods have been after of trigger little gap by by incorporation or by force of them, the Cood have been and a loss of the Goods. In the case of the Coods, and the Coods have been and the contribution of the Coods, and the Coods have been and the contribution of the Coods.

obligations of all parties concerned in correction with the carriage of the Goods hereunder shall be governed by an control in accordance with English law and any and all claims, sust, proceedings or disputes hossower strings in correction such Bill of Ladring, contract, right and obligations shall be determined in accordance with English law. If the carriage of Goods hereunder is longer trade by, from or history ap not in the United States or if COGSA shall for reason witsomer apply computionly to the carriage of the Goods hereunder is longer in the Committee of the Code hereunder them this Bill of Ladring, the correct control and other violences hereunder them this Bill of Ladring, the correct control and other violences hereunder them this Bill of Ladring, the correct control with the carriage of the COGSA hereunder them this Bill of Ladring, the correct control with the carriage of the COGSA hereunder them this Bill of Ladring, the correction with the carriage of the COGSA hereunder them the Bill of Ladring, control, criptic and obligations also the Committee of the COGSA hereunder them the Committee of the COGSA hereunder them the Bill of Ladring, control, criptic and obligations also the Committee of the COGSA hereunder them the Committee of the COGSA hereunder them the Bill of Ladring, control, criptic and obligations also the Committee of the COGSA hereunder them the Bill of Ladring, control, and the Committee of the COGSA hereunder them the COGSA hereunder them the Committee of the COGSA hereunder them the C

SIGNED OOCL (INDIA) PRIVATE LIMITED

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