



Draft Bill of Lading

Drart Bill or Lading									
Shipper SILVER SEA FOOD UNIT- II SURVEY NO. 24/2, JAVAR NAK PORBANDAR -360575, GUJAR INDIA.			1	2 в/L № : CSX22MUNJEA021445					
E.U. APPROVAL NO. 1109				Ocean Bill of Lading or Multimodal Bill of Lading					
					NON-NEGOTIABLE UNLESS CONSIGNED "TO ORDER". RECEIVED BY THE CARRIER THE GOODS SPECIFIED BELOW IN APPARENT GOOD ORDER AND CONDITION, UNLESS OTHERWISE STATED HEREIN, FOR TRANSPORTATION TO SUCH PLACE AS AGREED, AUTHORIZED, OR				
Consignee TO ORDER OF UNITED ARAB BANK, SHARJAH, UAE.					PERMITTED HEREIN AND SUBJECT TO ALL TERMS AND CONDITIONS APPEARING ON FRONT AND REVERSE OF THIS BILL OF LADING TO WHICH THE SHIPPER AGREES BY ACCEPTING THIS BILL OF LADING, ANY LOCAL PRIVILEGES AND CUSTOMS NOTWITHSTANDING. THE PARTICULARS OF THE CARGO GIVEN BELOW ARE AS STATED BY THE SHIPPER. THE WEIGHT, MEASURE, QUANTITY, CONDITION, CONTENTS, AND VALUE OF THE GOODS ARE UNKNOWN TO THE CARRIER. IN WITNESS WHEREOF AS MANY ORIGINAL COPIES OF THIS BILL OF LADING AS STATED BELOW HAVE BEEN SIGNED, AND IF ANY ONE OF THIS IS ACCOMPLISHED, OTHERS ARE VOID. IF REQUIRED BY THE CARRIER, AT LEAST ONE ORIGINAL BILL OF LADING, DULY ENDORSED, MUST BE SURRENDERED IN EXCHANGE FOR THE GOODS, OR A DELIVERY ORDER.				
Notify Party (Carrier not responsib UNITED ARAB BANK SHARJAH, UAE.	failure to notify	/ and no claim shall attac	h therefrom) ⁵	Shipper/Export/Forwarder References 4					
SHARJAH, UAL.				Place of Receipt 7 Port of Loading			8		
				MUNDRA		MUNDRA			
				Port of Discharge	9	Place of Delivery/Final Destination 10			
Also Notify BLUE WAVE SEAFOOD LLC			6	JEBEL ALI		JEBEL ALI			
P.O. BOX 235880 DUBAI INDUSTRIAL CITY				Pre-carriage by	11	Vessel & Voyage 12			
DUBAI, UAE.						NORTHERN PRACTISE/0018W			
14	arks & No. of					16	Gross Weight of	Measurement 18	
Container No.s & Seal No.s CXRU1478160 / 043300		Packages 0 PACKAGES	1 X R40H CONTAINERS S	on or Goods & Package	n of Goods & Packages			(CBM) 40	
	R40H	400 M/CS FROZEN OCTO 650 M/CS FROZEN SQUII 40 M/CS FROZEN BLOCK SEA TIGER SHRIMPS 310 M/CS FROZEN HEAD WHITE SHRIMPS 120 M/CS FROZEN RAW TAIL OFF SHRIMP. 1520 M/CS TOTAL NET WEIGHT : 15' DOCUMENTARY CREDIT ISSUED BY : UNITED ARA DATA LOGGER NO. : AN2 RECEIVED FOR SHIPMEN FREIGHT PREPAID CY/CY FCL/FCL	D WHOLE CLEANED IC CHEADON SHELL ON DON SHELL ON PEELED AND DEVEINE 900.000 KGS NUMBER : ILC1021/22 88 BANK 109094974 NT	EINED					
			Free days allowed at Discharge Port Demurrage (days) Detention (days)						
0				10					
						LOAD, STOW AND COUNT			
Additional Information for Refrigerated Cargo / Hazardous Cargo / OOG Cargo THE SHIPPING LINE SHALL NOT BE RESPONSIBLE FOR THE OUTTURN IF THE CARGO HAS BEEN HOT-LOADED. 19									
CONTAINER NO : CXRU1478160 TEMPERATURE : -21 VENT : NIL HUMIDITY : 0%									
All cargo-related particulars above as furnished by the Shipper but without responsibility and representation by Carrier									
Freight & Charges			Units 24	Curre	ncy 25		Prepaid 26	Col	lect 27
İ		1			FRE	EIGHT PREPAID			

Cordelia Container Shipping Line Limited, 134, Archiepiskopou Makariou Avenue, Yiota Court, Apt. 102, 3021 Limassol, Cyprus

DEFINITIONS
Carriage means the whole or any part of the operations and services of whatsoever
nature undertaken by or performed by or on behalf of the Carrier in relation to the
Goods covered by this bill of lading including but not limited to the loading, transport,
unloading, storage, warehousing and handling of the goods.
 Carrier means the issuer of this bill of Lading as named on the face of it.
 Charges includes freight, demurrage and all expenses and monetary obligations,
including but not limited to duties, taxes and dues, incurred by the Carrier and payable
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approved on 16th April 1936. **Combined Transport** arises where an address (and not just the name of a Port) is indicated as the Place of Receipt and/or the Place of Delivery on the face of this bill of lading in the relevant spaces. **Consignee** means the party named as Consignee on the face of this bill of lading in the

Consumer enterins one party namea as consignee on the face of this bill of lading in the relevant space. Consolidation includes stuffing, packing, loading or securing of Goods on or within Containers and Consolidate shall be construed accordingly. Container includes any container (including but not limited to open top containers), trailer, transportused to consolidate apatorm, lift van, flat, paller or any similar article of transport used to consolidate goods and any ancillary equipment. Goods means the whole or any part of the cargo received by the Carrier from the Shipper and includes any packing and any equipment or Container not supplied by or on behalf of the Carrier). Haque Rules means the provisions of the international Convention for Limiteriation of the Carrier).

behalf of the Carrier (but excludes any Container supplied by or on behalf of the Carrier). Hague Rules means the provisions of the International Convention for Unification of creatian Rules relating to bills of lading signed at Brussels on 25th August 1924. The Brussels on 23th February 1968 and the 1979 Protocol. (It is expressly provided that Brussels on 23th February 1968 and the 1979 Protocol. (It is expressly provided that Rules). Holder means any Person for the time being in lawful possession of, or lawfully entitled to possession of, this bill of lading to or in whom rights of suit and/or liability under this bill of lading have been lawfully transferred or vested. Indemmly includes defend, indemnify and hold harmless, including in respect of legal indemnify includes the Shipper, the Consignee, the receiver of the Codot to the robust of the Shipper, the Consignee, the receiver of the codot, the Holder mon-neglignet acts or omission owning or lawfully entitled to the possession of the Gords or this bill of lading, any Person owning or lawfully entitled for an easier so the Corrier of the codot or this bill of lading, any Person owning or lawfully entitled for an easier so the Carrier of Persons.

this bill of lading, any Person acting on behalf of any of the auvernment. Coods or this bill of lading, any Person acting on behalf of any of the auvernment. Persons. On Board or similar words endorsed on this Bill of Lading mean that in a Port to Port movement, the Goods have been loaded on board the Vessel or are in the custody of a similar words endorsed on this Bill of Lading mean that in a Port to Port movement, the Goods have been loaded on board the Vessel or are in the custody of a lading and the sent of means that the movement board rail cars and/or another mode of transport at the Place of Receipt or are in the custody of a Participating carrier and en route to the Port of Loading named on the morra cide.

board rail cars and/or another mode of transport at the Place of Receipt or are in the custedy of a Participating carrier and en route to the Port of Loading named on the reverse side. Package where the goods are loaded into a Container by the Shipper on his load, stow, and count, whether as individual cartons/bundles or unitised, such a sealed trace of the Bill of Lading, shall be deemed as Package. Person includes an individual, corporation or other legal entity. Port o Port Shipment arises if the Carriage to not Combined Transport. Sub-Contractor includes, but is not limited to, owners, charterers and operators, road, rail and air transport operators, warehousemen, longshoremen, customs inspection stations and any independent contractor employed by the Carrier in performance of the Carriage and any independent contractor employed by the Carrier in performance of the Carriage and any independent contractor employed by the Carrier in performance of the Carriage and any independent terms, rights, defences, provisions, conditions, **Versel** (other contractual privily with the Carriage under this bill of lading including but not limited to a feeder vessel or ocean vessel. **Verified** Gross Mass means the combined mass of a Container's tare mass and the masses of all packages and cargo items including but not limited to pallets, dunnage, other packing material and securing materials packed in the Carriage the seq/water terminal of the Port of Loading or the Port of Discharge, whether on not no board the vessel. **CARIER'S TARIEF**

Vessel. 2. CARRIER'S TARIFF The provisions of the Carrier's applicable tariff, if any, are incorporated herein. Particular attention is drawn to the provisions therein, if any, relating to free storage time and to container demurrage. Copies of such provisions are obtainable from the Carrier or his agents upon request or, where applicable, from a government body with whom the tariff has been filed. In the case of inconsistency between this bill of lading and the applicable tariff, this bill of lading shall prevail. 3. WARRANTY

and une applicative carini, chio bin of isoling shall prevail. The Merchant warrants to the Carrier that the particulars relating to the goods as set out on the reverse hereof have been checked by the Merchant on receipt of this Bill of Lading and that such particulars, and any other particulars furnished by or on behalf of the Shipper, are adequate and correct. The Merchant also warrants that the Goods lawful goods, and contain on contraband, drugs or other illegal substances or stowaways, and that the Goods will not cause loss, damage or expense to the Carrier to any other Cargo. The Merchant further warrants that he is not listed as a Sanctioned Rengtioner the States of America or any Unite Altication. Compare to this of the government), the goods loaded and/or mainfirsted are not Sanctioned goods or goods under any international or national embargo, and not forming part of any prohibited trade transaction.

to any other Cargo. The Merchant further warrants that he is not listed as a Sanctioned Party (where the Sanctioning authority is the United Nations, European Union, United States of America or any other applicable competent authority or government), the goods loaded and/or manifested are not Sanctioned goods or goods trade transaction. 4. NEGOTABUITY AND TITLE TO THE COME COODS This bill of lading shall be non-negotiable unless made out to order in which event it shall be negotiable and shall constitute title to the Coods and the Holder shall be entitled to receive or to transfer the Goods herein described. This bill of lading shall be non-negotiable unless made out to order in which event it shall be negotiable and shall constitute title to the Coods and the Holder shall be entitled to receive or to transfer the Goods herein described. This bill of lading shall be prodiced or transferer for valuable consideration to a third party acting in good faith. If any particulars of any letter of credit and/or import license and/or sales contract and/or invoice or order number and/or details of any contract to which the Carrier is not a Party are shown on the face of this bill of Lading, such particulars are included at the sole risk of the Merchant and for his convenience. The Merchant grees that the inclusion of such particulars shall no be regarded as a declaration of value and in no way increase Carrier's liability under this Bill of Lading. The Merchant further agrees to a third part of the Sole risk of the Merchant and for his convenience. The Merchant grees is a share of the sole risk of the Merchant grees that the inclusion of such particulars shall no calim or allegation shall be made against any Presson or Vessel Whatsoever of including such parts of the sole risk of the Merchant green share the sole risk of the Merchant green share the sole risk of the Merchant green share the effect of all provisions therein benefiting the Carrier gainst all consequences whatsoever the whole or any part of the Carrier

Closes to any other roles as applied by Classe 6(1) (2) others additional computers of responsibility, notwithstanding that the long such additional (C) If COGSA applies, then the provisions stated in COGSA shall govern the Carrier's liability throughout the Carrier or his Sub-Contractor at the container yard, freight station or area immediately adjacent to the sea terminal before loading onto the vessel or after discharge therefrom as the case may be. Where the Merchant requests the Carrier to procure Carriage by an inland Carrier in the United States of America, such carriage shall be subject to the inland Carrier's contract tariff. If, for any reason, the Carrier is denied the right to act as agent only at these times, his liability for loss, damage or delay to the Coods shall be determined in accordance with Clause 6(2) hereof.

(2) COMBINED TRANSPORT Save as is otherwise provided in this bill of lading, the Carrier shall be liable for loss or damage to the Goods occurring from the time when he receives the Goods into his charge until the time of delivery to the extent set out below: (A), Where the stage of Carriage where the loss or damage occurred cannot be proved

:he Merchant: The Carrier shall be relieved from liability where such loss or damage was caused

an act or omission of the Merchant or Person acting on behalf of the Merchant ter than the Carrier, his servant, agent or Sub-Contractor; compliance with the instructions of a Person entitled to give them; the lack or insufficiency of or defective condition of packing in the case of Goods (h, by their nature are liable to wastage or to be damaged when not packed or en not properly packed; handling, loading, stowage or unloading of the Goods by or on behalf of the

e) f)

handling, locating, source richant; inherent vice of the Goods; strikes or lock outs or stoppages or restraints of labour from whatsoever causes ether partial or general; fire, unless caused by the actual fault or privity of the Carrier; for which the any cause or event which the Carrier could not avoid as a consequence whereof he uld not prevent by the exercise of reasonable diligence. act of God.

snactions imposed on a country or region
 arrest or restraint of princes, rulers or people or seizure under legal process.
 quarantine restrictions.
 nuclear incident
 The burden of proof that the loss or damage was due to one or more of the causes or events specified in this Cause 6(2) (A) will resupen the Carrier-Sea that if the attributed to one or more of the causes or events specified in this Cause 6(2) (A) will resupen the Carrier-Sea that if the attributed to one or more of the causes or events specified in Clause 6(2)(A)(1) a), b), (A) (b),
Subject to the Carrie's high to unit liability as provided for writin this bill of lability of all became the carrier shall be determined according to the value of the Goods at the place and time of delivery to the Merchant or at the place and time when they should have been so delivered. (8) Package or Shipping Unit Limitation IWhere the Hague Rules, Hague-Nisby rules, COGSA or any other rules apply under this Bill of Lading by national law or pursuant to Clause 62(2)(8)(1) the Carrier's liability shall be they should have been so delivered. (8) Package or Shipping Unit Limitation IWhere the Hague Rules, Hague-Nisby rules, COGSA or any other rules apply under this Bill of Lading by national law or pursuant to Clause 62(2)(8)(1) the Carrier's liability shall they are applicable. III on lythe Hague Rules, Articles 1-8 (excluding Article 3, Rule 8) apply pursuant to Clause 6(1)(4), Clause 6(1)(8) or Clause 6(2)(8) (2) then the Carrier's inaximum liability shall in or excluse CGSS oper package or customary freight unit. III only the Hague Rules Carriage to, from or through a port in the United States of America and CGSA applies pursuant to Clause 6(1)(4) or 6(2) (8) (1) neither the Gorier not tut Vhet Carriage and event be label for any loss or damage toor in package or customary freight unit. Iwin all other cases compensation shall not exceed the limitation of liability of US2.00 or per kilo of gross weight of the Coods lost of Amanout exceeding the value of the Goods by the shippet upon delivery to the Carrier of the Goods for shipment, such if required by the Carrier's Lability, fany, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value. (9) Delay, Consequential Loss (1) Advalorem: Declared Value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, fany, shall in on circumstances be liable for direct, indirect or consequential loss of damage caused by delay or any other cause

to his representative at the place of delivery before or at the time of 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 is not apparent, within three consecutive days to (1) Timest.
The Carrier shall be discharged of all liability whatsoever in respect of the Goods nuless suit it brought in the proper forum and written notice thereof received by the Carrier: (1) within nime months in respect of Combined Transport or (ii) within 12 months in respect of Combined Transport or (ii) within 12 months in respect of Combined Transport or (ii) within 12 months in respect of Ports-PortShighting the the Goods set out on the face hereof are furnished by the Carrier; (1) within SESDNSIBILITY
(1) The description and particulars of the Goods set out on the face hereof are furnished by the Merchant and the Merchant warrants to the Carrier that the description and particulars including, but not limited to, weight, content, measure, quantity, quality, condition, marks, numbers and value are correct.
(2) The Merchant shall Comply with all applicable laws, regulations and requirements (including but not limited to any imposed at any time before or during the Carriage indertaken) incurred or suffrieded by reason thereof or by reason of any illegal, incorrect or suffrient marking, numbering or addressing of the Goods.
(3) The Merchant undertakes that the Goods are packed in a manner adequate to withstand the ordinary risks of Carriage handing regard to their nature and in compliance with all laws, regulations and requirements without any device so as to indicate the nature and/or the Goods thereof or by received by reason of any illegal, incorrect or insufficient marking, numbering or addressing of the Goods are to be transported and/or the Cords thereof by the Carrier is acyress consent in writing; and
(b) Carrier sexpress consent in writing; and
(c) Charlemany consent in writing; and</

(b) The Merchank answermany, the more of the matters covered by Clause 8(3) (v) and septence whatsoever arising from one or more of the matters covered by Clause 8(3) (v) and there the Carrier is instructed to provide a Container, in the absence of a written request to the contrary accepted by the Carrier, the Carrier is not under an obligation to provide a Container of any particular type or quality.
9. TEMPERATURE CONTROLLED CARGO
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consolidated in the container and that its thermostatic controls have been properly set by the Merchant before receipt of the Gods by the Carrier.
If the above requirements are not completed with, the Carrier shall not be liable for any loss of or damage to the Goods howsoever arising.
The Carrier shall not be liable for any loss of or damage to the Goods arising from defects, derangement, breakdown, stoppage of: the temperature-controlling machinery, plant, insulation or any apparatus of the Container, provided that the Carrier shall before or at the beginning of the Carriage exercise due diligence to file.
INSPECTION OF GCODS
The Carrier or any Person authorized by the Carrier shall be entitled, but under no obligation, to open and/or scan any Container or package at any time and to inspect the contents. If it appears at any time that the Goods cannot safely or properly be carried, or carried further, either at all or without incurring any additional expense or taking measures in relation to the Container or Goods, the Carrier of, and/or to sell or dispose affoat, under ono poly take any measures and/or incur any reasonable additional expense to carry or continue the Carriege thereof, and/or to sell or dispose failed, under cover or in the open, at any place, whichever the Carrier in his absolute discretion considers most appropriate, which sale, disposal, abandonment or storage shall be deemed to constitute due delivery under this bill of dalong. The Merchant Shall indemnify the Carrier against any reasonable additional expense so incurred. The Garriage thereof or not less shall not be under any obligation to take any particular measures and shall not be liable for any loss, delay or damage however arising from any action or lack of action under this classe.
11. METHODS AND ROUTE OF TRANSPORTATION
11. Use any means of transport or storage whatsoever;
12. Use any means of transport or devent on the heat for thereof or not;
13. In

the Carrier the right to give orders or directions; h) permit the Vessel to proceed with or without pilots, to tow or be towed or to be dry-docked;) permit the Vessel to proceed with or without pilots, to tow or be towed or to be dry-docked; (2) The liberties set out in Loues 11(1) above may be invoked by the Carrier for any (2) The liberties set out in Loues 11(1) above may be invoked by the Carrier for any including but not: limited to loading or unloading the goods, bunkering, undergoing perairs, adjusting instruments, picking up on Landing any Persons, including but not limited to Persons involved with the operation or maintenance of the Vessel and satisting Vessels in all situations. Anything done in accordance with Clause 11(1) above or any delay arising therefrom shall be deemed to be within the contractual Carriage and shall not be a deviation of whatsoever nature or degree. 12. DECK CARCO AND LIVESTOCK Coods of any description, whether containerized or not, may be stowed on or under deck without notice to the Merchant unless on the font of this bill of lading a tris specifically studied the Containers or Goods will be carried under dock and such Carrier shall not be required to note, mark or stamp on the bill of lading, carried on deck or under deck shall participate in General Average and such Goods (other than livestock) shall be deemed to be within the definition of Goods for the purposes of the Hague Rules or any legislation making such rules COGS or the Hague-Visby Rules compulsorily applicable to this bill of lading. Coods for the so carried and livestock, whether on tairier for loss or damage of whatsoever nature so carried (and livestock) whether on not carrier on deck and which are so carried and livestock. Whether or not carrier on deck and which are so carried and livestock. Such the deriver for loss or damage of whatsoever nature against all and any extra cost incurred for any reason whatsoever in connection with earriage of livestock.

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directions are not any set of the Goods shall cease on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any Person acting or purporting to act as or on behalf of such government or authority. This shall amount to due delivery to the Marchant

The liability of the Carrier in respect of the Goods sull case on the delivery or other disposition of the Goods in accordance with the orders or recommendations given by any government or authority or any Person acting or purporting to act as or on behalf of such government or authority. This shall amount to due delivery to the Merchant.
 (3) The liability of the Carrier, and failure to give such notification shall not involve the vertain of the Carrier, and failure to give such notification shall not involve the provided for in the Carrier's applicable farifig or otherwise. If the Merchant shall take delivery of the Goods within the Free Carrier may without notice unload the Goods or part thereof from the Vessel or the Container on the Carrier's applicable farifig or otherwise. If the Merchant Such storage shall constitute due delivery hereinder, and thereof of the Goods or part thereof ashore, afloat, in the open or under cover at the sole risk of the Merchant. Such storage shall constitute due delivery hereinder, and thereof ashore, afloat, in the open or under cover at the sole risk of the Merchant. Such storage shall constitute due delivery hereinder, and thereof sole of sole of the Order cover at the sole risk of the Merchant. Such storage shall constitute due delivery hereinder, and thereos for sole (the Order arrier) shall inmediately on demand be paid by the Carrier of sole of the arrival the Carrier of the Merchant to the Carrier.
 (4) BOHT-D8-LAME COLLISION
 If He Vessel on which the Goods are carried (the Carrying Vessel) comes into collision with any other Vessel or object. The non-carrying Vessel or object, and rundertakes to inderving the Sole of the Merchant to the non-carrying Vessel or object and the Amended such accriter, and state-off, recovered by such Vessel, object or the onver of charterer of or Person responsible for the more carrying Vessel or object as the option of the Carrier in thessel or phytice at the option of the Carrier and the