



Draft Bill of Lading

					iiig						
Shipper 1 PATODIA OVERSEAS EXPORTS LLP 1 B-41, GROUND FLOOR, COTTON EXCHANGE BUILDING, 1 AVENUE 3RD BOUNDARY ROAD, COTTON GREEN RAILWAY STATION 1 MUMBAI - 400033, MAHARASHTRA 1 INDIA 1					2 B/L No:CSX22MUNLCH007512 Ocean Bill of Lading or Multimodal Bill of Lading						
						ARRIER THE GOODS SPECIFIED					
Concience			1			AND SUBJECT TO ALL TERMS AND					
Consignee FENATEX CO., LTD. 9TH FLOOR, FICO PLACE BUILDING, 18/8 SUKHUMVIT 21 (ASOKE), KLONGTOEY NUA, WATTANA, BANGKOK 10110, THAILAND					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						
						WN TO THE CARRIER. IN WITNESS BELOW HAVE BEEN SIGNED, AND					
				VOID. IF REQU	UIRED E	BY THE CARRIER, AT LEAST ONE	ORIGINAL	BILL OF LADING, DULY			
				SURRENDERE	ED IN EX	CHANGE FOR THE GOODS, OR A	DELIVERY	ORDER.			
Notify Party (Carrier not responsible for failure to notify and no claim shall attach therefrom) 5 FENATEX CO., LTD.					Shipper/ Export /Forwarder References 2						
9TH FLOOR, FICO PLACE BUILDING, 18/8 SUKHUMVIT 21 (ASOKE), KLONGTOEY NUA, WATTANA, BANGKOK 10110, THAILAND Also Notify 6					Place of Receipt 7 Port of L				_oading		
					MUNDRA PORT, INDIA MUND			PRA PORT,INDIA			
								Delivery/Final Destination			
								Delivery/Final Descination			
								CHABANG, THAILAND			
					Pre-carriage by Vessel &			k Voyage 12			
							JAN R	ITSCHER/JANR-89	Ε		
1- Container No.s & Seal No.s	⁴ Marks & No. of Packages	5	tion of Goods & Pa	on of Goods & Packages 16			Gross Weight of Cargo (KG)	Measureme (CBM)			
BEAU6432797 / 040421	164 BALES	3 X D40H CONTAINERS						24660.0000	()		
NLLU4184123 / 40423	165 BALES	100% COTTON COMBER NOIL HS CODE : 5202.9900						24340.0000			
NLLU4185752 / 040422	164 BALES	PO. 32200093 (11/2) P/I. EXP-136/21-22 DATED 16-02-2022						24360.0000			
1122041031327040422		INVOICE NO 244/21-2 SHIPPING BILL NO. : 91									
	3 X D40H	NET WT 24140.00 KG	S	.2022							
		GROSS WT 24340.00 KGS INVOICE NO 242/21-22 DATED -19.03.2022									
		SHIPPING BILL NO. : 90		2022							
NET WT 48620.00 KGS GROSS WT 49020.00 KGS											
		TOTAL NET WEIGHT : 72760.00 KGS TOTAL GROSS WEIGHT : 73360.00 KGS SHIPPERS LOAD STOW AND COUNT									
		SHIPPED ON BOARD 27/03/2022 FREIGHT PREPAID CY/CY									
		FCL/FCL									
		310									
			Eroo dayr	allowed at Dis	iccharc	a Dost					
				Detention (days) Combined (Demurrage + Detention)							
		Demurrage (days)				days					
		5		9		0					
			SHIPPER'	S LOAD, STOW							
Additional Information for Refriger	ated Cargo / Hazardous (L Cargo / OOG Cargo	Shirt Ek	5 20, 10, 51011,	7410 0			1		19	
	All car	rgo-related particulars above a	is furnished by the Ship	pper but without i	respons	sibility and representation by Carr	ier				
Freight & Charges	20	Units 24	Curre	ency	25	Prepaid	26	5 Col	ect	27	
		3				FREIGHT PREPA	ID				
Freight Pavable at	Freight Payable at 21 Freig		ght Payable By 22 No.of Original E		ills of Lading 28 Place of		29	29 Date of Issue		30	
	MUNDRA				IREE) MUNDRA			27-MAR-2022			
estination Agent		31	- (.	32							
UNAR STAR LINE CO.,LTD.	ROOM NO.6/4 6TH FI	OOR.	-	Sig						3	
ATCHADAPISED ROAD BANGPO		Draft									
EL NO: +662290738											
						EMINENT SHIPPING SERVICES LLP					
ARLINE.COM	.,	-		As	Agent						
IO.55 MAONSIRIKUL BUILDING F KATCHADAPISED ROAD BANGPC SANGKOK 10120 THAILAND, TH/ EL NO: +662290738 JPS@LUNARSTARLINE.COM,WA: COM,ARAYA@LUNATSTARLINE.C 'ARLINE.COM 'AX NO:	LINE.			Cordelia Container Shipping Line							

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
OVGSA means the Carrier of Goods by Sea Art of the lutinet datase of America
OVGSA means the Carrier of Goods by Sea Art of the lutinet datase of America
OVGSA means the Carrier and Foods by Sea Art of the lutinet datase of America
OVGSA means the Carrier of Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of the datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of America
OVGSA means the Carrier and Sea Art of the lutinet datase of the datase and the dataset of the dataset of the lutinet datase of the dataset of the lutinet datase of the dataset of the lutinet dataset of the lutinet dataset of the dataset of the luti

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 morre 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. Carriage Tariage the carriage to Discharge, whether on not no board the vessel.

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 Preson or Vessel Whatsoever, of Including Such Particulars are included to sub-contract on any terms whatsoever the whole or any part of the Carriage. The CARRER TAND OTHER PERSONS The Carrier shall be entitled to sub-contract on any terms whatsoever the whole or any part of the Carriage what the decard and all

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), (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 of Nish by national law or pursuant to Clause 62(2)(8)(1) the Carrier's liability shall there were target according to the same constraints of the constraints of the same constraints of the constraints of the constraints of the same constraints of the same constraints of the constraints of the same constraints

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 SESDNJBILITY
(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 duritical services on any illegal, incorrect or with all laws regulations and requirements without sea or so in diracte the nature and of acting of the Cords are obtained in a manner adequate to with all laws regulations and requirements without sea or so in diracte the ords we packed being distinctly marked on the outsides os as to indicate the ontare searce secret in the

(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
7. TEMPERATURE CONTROLLED CARGO
The MartNuRE CONTROLLED CARGO
The MartNuRE CONTROLLED CARGO
The MartNuRE CONTROLLED CARGO
The MartNuRE CONTROLLED CARGO
Total and the set of the set o

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 this live lading be carried on deck and which are so carried and livestock whether on the live lading the carrier applicable to the source of applicable to the source any decisitation of a sock and which are so carried and livestock. Whether on one carried on deck and which are corregilgence any other carrier for loss or damage of whatsoever natur

and the second s

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 to 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 are non-carrying Vessel or object, and the Amended such as desoff, recoved or recovered by such Vessel, object or the non-carrying Vessel or object are non-carrying Vessel or object.
 CENERA AVERACE
 CENERA AVERACE
 CENERA AVERACE
 CENERA AVERACE
 CENERA AVERACE
 CENERA AV