PAGE: 1 OF 3
BILL OF LADING
BLE (Non Negotiable Unless Consigned to Order)
BILL OF LADING NO.

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)						2704035130 OOLU2704035130					
SANCHITA MARINE PRODUCTS PVT.						ORT REFERENCES					
LTD.						RATE FOLDER 00044037					
OFFICE NO. 608, 6TH FLOOR, NMS NON NEGO						TIABLE					
•	•		OII IIL								
SECTOR-15, CBD BELAI CONSIGNEE (COMPLETE NAME AND ADDRESS)						VARDING AGENT-REFER	RENCES				
TO THE ORDER					FMC N	FMC NO.:					
					POIN1	T AND COUNTRY OF OR	RIGIN OF GO	ODS			
NOTIFY PARTY (COMPLETE NAME AND ADDRES	(It is agreed that no respo (see Clause 13 on reverse	nsibility shall be attached t	the Carrier or its Agents for failure	to notify	ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS						
UNITED FISHERIES LT	D					*NAVI MUMBAI, THANE,					
50-58 PARKHOUSE ROAD					MAI	MAHARASHTRA - 400 614, INDIA					
SOCKBURN CHRISTCHURG NEW ZEALAND	CH 8042										
NEW ZEALAND											
PRE-CARRIAGE BY		PLACE OF RECEIP	Г		+						
VESSEL/VOYAGE/FLAG		NHAVA SHE	VA, INDIA		LOAD	DING PIER/TERMINAL	1	ORIGINALS TO BE	RELEASED AT		
SEAMAX STRATFORD 116 E			VA, INDIA					MUMBAI			
PORT OF DISCHARGE		PLACE OF DELIVER					ED, USE DE	SCRIPTION OF PAC	KAGES AND GOODS FIELD)		
AUCKLAND, NEW ZEALAND CHECK "HM" COLUMN IF HAZARDOUS MATERIAL)	<u> </u>		NEW ZEALAND			/CY			CY/CY -		
CNTR. NOS. W/SEAL NOS.	QUANTITY (FOR CUSTOMS	PARTICULARS	DESCRIPTION O			NOT ACKNOWLED		THE CARRIE			
MARK & NUMBERS SZLU3631316 /OOLGLC	DECLARATION ONLY)	744 C	ARTONS			FCL /20RF/			MEASUREMENT		
					. Сп/ г						
		1 X 20' : 744 CART					9151	.200KGS	20.000CBM		
		(TOTAL S	EVEN HUNDRE	D FC)RTY	ONIC					
		OF FROZE	TONS ONLY)7 N RAW PD (C	ŪŤ)	TAII	L ON					
		VANNAMEI PACKED 2	PRAWN CUTI 0 X 500 G,	NET	MEIG TOP.	GHT					
		AS PER P	ROFORMA	002							
	ļį	DATED 16	SMP/21-22/0 /07/2021 HT: 7440.00 3015158 DF 22	,,,,,	~						
		NEI WEIG	3015158 DA	ATE :	:						
	l li	23/07/20 FREIGHT	22 PREPAID								
			URE SETTING	חידי י	DF 7	\ т					
NOTICE 1: For carriage to or from the United States of America	* * TO	BE CONT	INUED ON AT	TACH	HED I	LIST **	incorporation of t	ne LLS. Carriage of Goods	by Sea Act ("COGSA"),unless the Merchant		
declares a higher cargo value below and pays the C NOTICE 2: See Clause 28 on the reverse side hereof: Notice to	o Endorsee and/or Holder and/o	or Transferee.	ck at Merchant's risk as to perils inh	erent in such	carriage but in	in all other respects subject to th	e provisions of C	OGSA.	,		
NOTICE 3: If Goods carried on deck at Merchant's risk without Declared Cargo Value US\$			s a value, Carrier's lim	itation of	f liability	shall not apply and	the ad val	orem rate will be	charged.		
FREIGHT & CHARGES PAYABLE AT:		SE	RVICE CONTRACT NO.	DOC FOR	RM NO.	COMMODITY CODE			Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and		
CODE TARIFF ITEM F	FREIGHTED AS	RATE	PREPAID			COLLECT			acknowledged by Carrier" in apparent good 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 24 JUL 2022		
									24 001 2022		
								•	DATE LADEN ON BOARD o		
									26 JUL 2022		
								-	DATED		
									26 JUL 2022		
The printed terms and conditions appearing on this I	Bill of Lading are							0001 /TNDT3	A DOTTAME TEATRED		
available at www.oocl.com, in OOCL's published US tariffs, and in pamphlet form.							SIGNED (JOCL (INDIA	A) PRIVATE LIMITED		
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF • SEE CLAUSE 1 HEREOF • SEE CLAUSE 2 HEREOF	LADING								, as agent for		

COPY NON NEGOTIABLE

QF001 HQD 01/01 ORIENT OVERSEAS CONTAINER

LINE, AS CARRIER♦

PAGE: 2 OF 3 PROFORMA - NON NEGOTIABLE
VOYAGE: 116 E

				PROFORMA	- NON NEGOTIA	ABLE		
VESSEL: SEAMAX STRATFORD		- 7			VOYAGE: 11	.6 E	B/L	NO.: OOLU2704035130
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	H M	NON	DESCRIPTION OF GO	ods ABL		GROSS WEIGHT	MEASUREMENT
		-21	DEGREE	CELSIUS				
TOTAL NO. OF CONTA CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE SHIPPER LOAD AND CO DESTINATION OFFICE OOCL (NEW ZEALAND) LEVEL 19 / 120 ALBE AUCKLAND, NEW ZEALA (64) 9-3557888	KAGE LIMI COLLECT LIVERY OF UNT, CONT ADDRESS: LIMITED RT STREET	TATI PER THE AINE	ON (IF A LINE TAR CARGO.	PPLICABLE) IFF, AND T	: 1 CONT O BE COLLEC	TAINE	R(S)/PACKAGE	:(S)
DELIB	ERATELY L	 EFT	 BLANK AN	D CONTINUE	ON NEXT PA	AGE		

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

VESSEL: SEAMAX STRATFORD

PROFORMA - NON NEGOTIABLE VOYAGE: 116 E B/L NO.: OOLU2704035130 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 troutliness 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 materiorer for loss or delay to the Goods or on-delayer or misched the country of the Coods or on-delayer or misched the country of the Goods or on-delayer or misched the country of the Coods or on-delayer or misched the country of the Coods or on-delayer on-delayer or on-delayer or on-delayer or on-delayer on-delayer on-delayer or on-delayer on-de

Septicine national or international safety standards and in it in all respects for camage by the Camer.

MERICHATS RESPONSIBILITY AND INDEMNIFICATION
1. All of the persons coming within the definition of Merchart shall be jointly and severally liable to the Carrier for the dustributed of all obligations understates by the Merchart in this fill of Lading and remains so liable throughout the transportation routestasshing their having transferred this fill of Lading and/or title to the Cooks to another pasty.

Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions between the control of the fill of Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions of the fill of Lading have been checked by the Shipper on needed of this fill Calledge and that such particulars and any other particulars functions to the fill of Lading have been checked by the Shipper of the Carrier to such indemnity shall in no way time its responsibility and liability under or indebeguage of such particulars. The right of the Carrier to such indemnity shall in no way time its responsibility and liability under notice of their nature and the required temperature setting of the themson and the required temperature setting of the themson and the capital expension of the such and the such and the capital expension of the such and the

DECK CARGO AND LIVESTOCK (not being Goods stored in Comainers other than flats or pallets) which are stated herein to be carried or deck and k herber or not carried on 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 outsion except as otherwise noted of the total number of Containers or other packages or units identified on the face hereof clall Number of Containers Packages received and advancedaged by the Carrier.

No representation in stade by the Carrier as to the verigit contents, measure, quantity, quality, description, conditionaries, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever 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 late delivery of the Goods or part of them grups experient on the teriffs periodicted free time, the first the Merchant that is to late delivery of the Goods or part of them grups experient on the teriffs periodical free time, the second is packed an Container and/or store or warehouse the Goods or any past thereof ashore, afford, in the open or cover at the sole first and expenses of the Merchant. Therepore, he lability of the Carrier in respect of the Goods shall be widely and the costs of such storage if paid or payable by the Carrier or any spent or sub-contractor of the Carriery has in all circumstances. Carrier shall have no islability without or for the maddlering of Goods in the Studies or constructive exession to persons holding forget or fraudulent documents which reasonably purpor to be original Bits of Lading or other raid documents emisting them to possession, so long as the Carrier acts inconcernly and does not intentionally deliver the data persons brown by the to have no right is possession under the Bit of Lading.

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 **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 control of the Property 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 Goods and any document entered the Goods and the Medicant control of the Goods and the Medicant control of the Goods and any document entered the Goods and any document entered the Goods and any document entered the Goods and the Goods and any document entered the Goods and the Goods and any document entered the Goods and any document entered the Goods and the Goods and any document entered the Goods and the Goods and any document entered the Goods and the Goods

- 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 the Carrier range been and set and convenient, whereupon the responsibility of the Carrier in respect of such Goods shall cease. The Carrier shall revertheless be entitled to full freight and changes on Goods received for transportation, and the Merchant shall pay any additional costs of carriage to and delivery and stonge at such place or port.

SIGNOUS STATINS, aft of in participate (Toffm.)

METHODOS AND ROUTES OF TRANSPORTATION. The Carrier may at any time and without notice to it Merchant (a) use any means of transport or stronge withstowers (b) for any purpose whatsower 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 next developed transfer prices of the Goods may not have been contemptated or provided for hereint; (a) proceed by any route whether or not asset to the state of the Goods and the state of t

yours Cause. It may be a summy activities to the legally liable for any usuch direct or indirect or consequential loss of uname, such individual horizont inventments be held legally liable for any covered by the Bill of Lading.

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

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 engineers for the other of the Goods of the Carlier subject to Clause 3. all agreements or freship engineers for the other of the Goods.

LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, stems shall be entitled to the same rights of limitation as are or would be available to the owner of the Vertex to Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable come, governing the rights of shipowners to limit their liability in accordance with the tonnage 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 Goods have been after of trigger little gap by by incorporation or by force of the reference of the control of the Coods. In the case of the Coods, and the control of the Coods have been and the control of the Coods. The Coods have been and the control 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, and the CogsA hereunder them the CogsA hereunder the third them the CogsA hereunder them the CogsA hereunder

SIGNED OOCL (INDIA) PRIVATE LIMITED

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