PROFORMA - NON NEGOTIABLE BOOKING NO. BILL

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

Shipperiexporter (Complete Name and Address)						2686567130 OOLU2686567130				
M/S.SANCHITA MARINE PRODUCTS						ORT REFERENCES	000/	14027		
PVT.LTD.						RATE FOLDER 00044037 IN SHPR IEC 0399030841				
OFFICE NO. 608, 6TH FLOOR, OPY NON NEGO NMS TITANIUM, PLOT NO. 74,						AR IEC	0393	0030041		
NMS TI	TANIUM, PLO	г NO. 74,		OH HE						
SECTOR-15, CBD BELAPUR,*  CONSIGNEE (COMPLETE NAME AND ADDRESS)						FORWARDING AGENT-REFERENCES				
						FMC NO.:				
GLOBAL FISH CO., LTD.										
99/5 MOO 5, EKACHAI RD,										
KHOKKAM, MUEANG SAMUTSAKHON										
74000, THAILAND.						POINT AND COUNTRY OF ORIGIN OF GOODS				
NOTIFY PARTY (COMPLETE NAME AND ADDRESS) (It is agreed that no responsibility shall be attached to the Carrier or its Agents for failure to notify (see Clause 13 on reversel)						ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS				
GLOBAL FISH CO., LTD.										
99/5 MOO 5, EKACHAI RD,										
KHOKKAM, MUEANG SAMUTSAKHON										
74000, THAILAND.										
PRE-CARRIAGE	E BY	Г								
			NHAVA SHEVA, INDIA			LOADING PIER/TERMINAL ORIGINALS TO E			DELEACED AT	
VESSEL/VOYAGE/FLAG			PORT OF LOADING						RELEASED AT	
EM SPETSES 421 E PORT OF DISCHARGE			NHAVA SHEVA, INDIA			TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF P.			CKAGES AND GOODS FIELD)	
BANGKOK, PAT, THAILAND			BANGKOK, PAT, THAILAND			CY/CY			CY/CY	
						BUT NOT ACKNOWLEDGED BY THE CARRIER				
	NOS. W/SEAL NOS.	QUANTITY (FOR CUSTOMS		DESCRIPTION OF GOOD				DSS WEIGHT	MEASUREMENT	
	RK&NUMBERS 18016 /OOLG	DECLARATION ONLY)	2650 C	ARTONS /	FCI./	FCL /40RO	/2862	0 000kGS		
		-								
SHIPPIN	IG SANCHITA	2650 CARTONS	L X 40 RH FCL 2650 CARTONS				2862	0.000KGS		
MAKKS . D	ANCIIIA	CARTONS	(TOTAL T	TOTAL TWO THOUSAND SIX						
			(TOTAL TWO THOUSAND SIX HUNDRED FIFTY CARTONS ONLY) 2650 CARTONS OF FROZEN							
INDIAN MACKI PACKING: 1 HS CODE: 030				N MACKEREL NG: 1 X 10 KGS BULK IF						
	02/12/2021 GROSS WT:28620.00 KGS NET WEIGHT:26500.00 KG									
	*NAVI MUMBAI, THANE, MAHARASHTRA -400 614, I									
	MAHARASHTRA -400 614, I					A				
TEMPERATURE SETTING TO 1										
NOTICE 1: For ca	arriage to or from the United States of A	America,(i) Clauses 4 and 23 on the re	everse side hereof limit the	INUED ON ATTAC Carrier's liability to a maximum of U.S.\$500 per	r package or o	customary freight unit by virtue	or incorporation	of the U.S. Carriage of Goods	s by Sea Act ("COGSA"),unless the Merchant	
NOTICE 2: See C	Clause 28 on the reverse side hereof: N	lotice to Endorsee and/or Holder and/o	or Transferee.	ck at Merchant's risk as to perils inherent in suc	ch carriage bu	it in all other respects subject to	the provisions of	of COGSA.		
Declared Car	ods carried on deck at Merchant's risk v			s a value, Carrier's limitation	of liabilit	v shall not apply an	nd the ad v	alorem rate will be	e charged.	
	HARGES PAYABLE AT:	<u></u>		RVICE CONTRACT NO. DOC FO	ORM NO.	COMMODITY CODE	ia the da v	alorem rate will be	Received the Container/Package or other units indicated in the box identified as "Total No. of	
0005	TABLEE ITEM	EDEIOUTED AO	DATE	0		0011507			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	
									3 DEC 2021	
									DATE LADEN ON BOARD -	
									DATE LADEN ON BOARD 0	
									DATED	
									7 DEC 2021	
The printed term available at www				SIGNED OOCL (INDIA) PRIVATE LIMITED						
pamphlet form.	·				BY:					
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING • SEE CLAUSE 1 HEREOF										
o SEE CLAUSE QF001				ODIE	NT OVERSEAS	, as agent for				
HQD 01/01								NT OVERSEAS		

LINE, AS CARRIER♦

VESSEL: EM SPETSES VOYAGE: 421 E B/L NO.: OOLU2686567130 QUANTITY (FOR CUSTOMS DECLARATION ONLY) GROSS WEIGHT MEASUREMENT 21 DEGREE CELSIUS OCEAN FREIGHT PREPAID

| TOTAL NO. OF CONTAINERS/PACKAGES RECEIVED & ACKNOWLEDGED BY CARRIER FOR THE PURPOSE OF |
| CALCULATION OF PACKAGE LIMITATION (IF APPLICABLE): 1 CONTAINER(S)/PACKAGE(S)
| DESTINATION CHARGES COLLECT PER LINE TARIFF, AND TO BE COLLECTED FROM THE PARTY WHO LAWFULLY DEMANDS DELIVERY OF THE CARGO.
| SHIPPER LOAD AND COUNT, CONTAINER(S) SEALED BY SHIPPER |
| DESTINATION OFFICE ADDRESS: | OOCL (THAILAND) LTD.
29/F, OCEAN TOWER BUILDING II
75/68-69 SUKHUMVIT 19
KLONGTOEY, BANGKOK THAILAND (66) 2 6469500 DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

VESSEL: EM SPETSES

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-delayer on-delayer on-delayer or on-delayer on-delayer or on-delayer on-delayer

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 of the fill of the Carrier agrient all ost, and any clams, loss, damage, fires or expense setting for many breach of any warranty or other obligation of the Merchart such existence of the Blid of Lading and the personal insulty or loss of or damages or you properly). So thin demnity shall include and any domain, because or designation (c) under this Blid Lading.

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 facie evidence of the recept by the Carrier in external apparent good order nordition except as devivelenced of the total number of Containers or other packages or units identified on the face hereof Total Number of Containers Packages received and activorslegated by the Carrier.

No representation is made by the Carrier as to the weight, cortents, 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 school 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 ore of the madelivery of Goods in the Scalar constructive exession to persons holding forget or fraudulent documents which reasonably purpor to be original Bits of Lading or other raid documents evidency free to Scalar sole to the New York or the New York or the Scalar sole to the New York or the Scalar sole to the New York or th

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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 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 the Carrier range been and set and convenient, whereupon the responsibility of the Carrier is 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 vessel or of harviest transfer the Goods from one conveyance on an extended vessel or of harviest transfer the Goods from one conveyance on a notification of the Goods may not have been contemplated or provided for hereint; (a) proceed by any note whether or not such as the nesteen or most direct or canadra you late to the formation of the Goods may not have been contemplated or provided for hereint; (a) proceed by any note whether or not such as the nesteen of the contemplate of provided for hereint; (a) proceed by any note in propose. (b) proceed in the provided for the formation of t

B/L NO.: OOLU2686567130

consequences loss or usuage areas forming volcate, and excellent subconversables be into ageing scale or any south deat of indicate or consequential loss or disrange, such liability shall in no evert exceed the fleight again for the transport covered by this 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 shelver to the Merchant.

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 of t

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 matter of this agreement other than as herein set forti, and any such actual or upported pict to recontemporations understandings or communications are hereby advaged. No servant or agent of the Carlier shall have power to waive or vary any of the terms hereof unless such valveor or variations in writing and is specifically advanticed in writing by the Carlier. Subject to Status 2, all agreements or height engagements for the subpress of the Carlier subject of the Garden Subject to the subpress of the Garden Subject to the subpress of the Garden Subject to the Subjec

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 thereof given to the Carrier within nine months after the Goods have been after delivery of the Goods. In the case of total loss of the Goods have been after delivery of the Goods. In the case of total loss of the Goods have been after delivery of the Carrier sport store.

3. The Carrier of the Carrier of the Goods have been delivered to the Carrier of the Goods, and the Carrier of the Carrie

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, susts, proceedings or disputes hossower arrian; 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 long-trusted, by more of hossing-by a port in the Uniform States or If COGSA shall for reason witsomer apply computionly to the carriage of the Goods hereunder is long-to-control with the carriage of the Codd hereunder been this Bill of Ladring, the correct control and other violences hereunder been this Bill of Ladring, the correct control and other violences hereunder with the carriage of the Codd hereunder been this Bill of Ladring, the correct control with the carriage of the Codd hereunder been this Bill of Ladring, the correct control with such proceedings of all parties and obligations and the control of the Codd hereunder the triple to the Codd hereunder the codd hereu

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER