## BILL OF LADING

Printed: 29-Jan-2022 14:58

('U'-status. B/L is NOT o	created and waiting for $HM$	(P I (P I	REVIEW)				
Shipper/Exporter(comple name	,		Booking No.		L No. HDMU		
BLUE-FIN FROZEN FOODS PVT. LTD. PLOT NO. L-72, MIDC TALOJA DIST RAIGAD, MAHARASHTRA, INDIA- 410208			BOMA400837 Export References	BOMA40083703 BOMA40083703 Export References			
Consignee(complete name and JASMINE SEAFOOL NO.111/322 MOO A. MUEANG SAMUS THAILAND.	S CO., LTD. 4 T. KHOK KHAM,		Forwarding Agent Refe Point and Country of O				
			Tom and Country of C	ngin			
Notify Party(complete name and JASMINE SEAFOOL NO.111/322 MOO A. MUEANG SAMUS THAILAND.	S CO., LTD. 4 T. KHOK KHAM,		Also Notify / Domestic I	Routing / Export Instructions			
Pre-Carriage by		Place of Receipt *		Port of Discharge			
		NHAVA SHEVA, I	NDIA		BANG, THAILAND		
Ocean Vessel / Voyage / Flag MOL GROWTH V 216E			Port of Loading NHAVA SHEVA, INDIA		Place of Delivery* LAT KRABANG, THAILAND		
Onward Inland RoutingOnward Inland Routing For Transshipment to			Final Destination(I	Final Destination(For the Merchants Ref.)			
		PARTICULARS F	URNISHED BY SHIPPE	R			
Container No./Seal No. Marks and Numbers	No.of Containers Descript or Other Pkgs	on of Packages and Goods		Gross We	eight Me	easurement	
SHIPPING MARKS: BLUE-FIN HDMU5573970	1 X 40 REEFER 2650 MASTER CART FROZEN INDIAN MA HS CODE : 030359 FREIGHT PREPAID	CKEREL 10 ERATED CONTAINER DT. 25/01/2022 00 KGS .000 KGS A REFRIGERATED ATURE SET	AT -18C	=FREIGH	28,620.000 <sup>'</sup> KGS T PREPAID = CY / CY	40.0000 CBM	
Total Number of Containers or F	Packages( in words)						
Freight & Charges	Rate		Unit Pr	epaid	Collect		

FREIGHT ALL AS ARRANGED			Prepaid	Collect
Rate Applicability Date : 2022-01-17				
Rate Applicability Date : 2022-01-17  Declared Value (Optional ) :US \$	(PACKAGE LIMITATION CLAUSE) Section 4.(5) of U.S. Carriage of Goods by Sea Act-1936: Neither the carrier nor the ship shall in	Total Charges		
Declared Value (Optional ) :US \$	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or	Ŭ		
Declared Value (Optional) :US \$ damage to or in connectin with the transportation of goods in an amou United States, or in case of goods not shipped in packages, per custor	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or decoding \$500 per package lawful money of the rary freight unit or the equivalent of that sum in other d by the shipmer before shipment and inserted in the	Total Charges	,	
Declared Value (Optional) :US \$ damage to or in connectin with the transportation of goods in an amou United States, or in case of goods not shipped in packages, per custor currency, unless the nature and value of such goods have been declare forma fraine wirdence. but shall not be consultavien on the carrier THISCI	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or decoding \$500 per package lawful money of the rary freight unit or the equivalent of that sum in other d by the shipmer before shipment and inserted in the	Ŭ	s) / L On Board Da JAN.25	
Declared Value (Optional) :US \$ damage to or in connectin with the transportation of goods in an amou United States, or in case of goods not shipped in packages, per custor currency, unless the nature and value of such goods have been declare Bill of Lading and additional freight has been paid as required. This du prime face evidence, but shell not be conclusive on the carrier. THIS CL OR FROM PORTS OF UNITED STATES.	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or ne exceeding \$500 per package lawful money of the any freight unit or the equivalent of that sum in other d by the shipper before shipment and inserted in the claration, if emodeld in the Bill of Lading, shall be NUSE SHALL APPLY ONLY TO GOODS MOVING TO	Ŭ	,	, 2022
Declared Value (Optional) :US \$ damage to or in connectin with the transportation of goods in an amout United States, or in case of goods not shipped in packages, per custor currency, unless the nature and value of such goods have been declare Bill of Lading and additional freight has been paid as required. This de prima facie evidence, but shall not be conclusive on the carrier. THIS CL OR FROM PORTS OF UNITED STATES.	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or average the state of the second state of the second average freight unit or the second state of that sum in other average the second state of the second state of the second state of the second state of the second state vector state of the second state of the second state uses state. A second state of the second state of the second state of the second state of the second state and second state of the second state of the second state second state of the second state of the second state second state of the second state of the second state second state of the second	Ŭ	JAN. 25	, 2022
Declared Value (Optional) :US \$ damage to or in connectin with the transportation of goods in an amou United States, or in case of goods not shipped in packages, per custor currency, unless the nature and value of such goods have been declare Bill of Lading and additional freight has been paid as required. This d prime facie evidence, but shall not be conclusive on the carrier. THIS CL OR FROM PORTS OF UNITED STATES. IN ACCEPTING THIS BILL OF LADING, the shipper, owner and consig supressly accept and agree to all its stipulations, exceptions and conditi signed by such shipper, owner, consignee and/or holder. No agent is au IN WITNESS WHEREOF.	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or any register the or become liable for any loss or any regist into it the equivalent of that sum in other d by the shipper before shipment and inserted in the valuration. If embodied in the Bill of Lading, shall be AUSE SHALL APPLY ONLY TO GOODS MOVING TO nee of the goods, and the holder of the Bill of lading ns, whether written, stamped, or printed, as fully as if horized to waive any of the provisions of the clauses.	Number of Original B(	JAN. 25	, 2022
Declared Value (Optional) :US \$ damage to or in connectin with the transportation of goods in an amou ourneroy, unless the nature and value of auch goods have, paer custor ourneroy, unless the nature and value of auch goods have, paer bene declare Bill of Lading and additional freight has been paid as required. This de prima facie evidence, but shall not be conclusive on the carrier. THIS CL OR FROM PORTS OF UNITED STATES.	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or any register the or become liable for any loss or any regist into it the equivalent of that sum in other d by the shipper before shipment and inserted in the valuration. If embodied in the Bill of Lading, shall be AUSE SHALL APPLY ONLY TO GOODS MOVING TO nee of the goods, and the holder of the Bill of lading ns, whether written, stamped, or printed, as fully as if horized to waive any of the provisions of the clauses.	Number of Original B(	JAN. 25	, 2022
Declared Value (Optional) :US \$ damage to or in connectin with the transportation of goods in an amou United States, or in case of goods not shipped in packages, per custor currency, unless the nature and value of such goods have been declare Bill of Lading and additional freight has been paid as required. This d prime facie evidence, but shall not be conclusive on the carrier. THIS CL OR FROM PORTS OF UNITED STATES. IN ACCEPTING THIS BILL OF LADING, the shipper, owner and consig supressly accept and agree to all its stipulations, exceptions and conditi signed by such shipper, owner, consignee and/or holder. No agent is au IN WITNESS WHEREOF.	Act-1936: Neither the carrier nor the ship shall in any event be or become liable for any loss or fit exceeding \$500 per package lawful money of the any reight into the equivalent of that sum in other d by the shipper before shipment and inserted in the ALUSE SHALL APPLY ONLY TO GOODS MOVING ALUSE SHALL APPLY ONLY TO GOODS MOVING have of the goods, and the holder of the Bill of lading new, where write an atomped, or printed, as fully as if articrized to axis on yof the ovisions of the duages, d to Bill of Loading, all of this tenor and date. ONE of	Number of Original B(	JAN. 25	, 2022



= End of Document =

## **PREVIEW** Non Negotiable