OOCL ORIENT OV	erseas Cont	TAINER LINE	PROFORMA - NON N	EGOTIA	BLE (Nor	PAGE: 1 OF 3 BILL OF LADING Negotiable Unless Consigned to Order)	
			BOOKING NO.		BILL OF LADING		
SHIPPER/EXPORTER (COMPLETE NAME AND	ADDRESS)		2711169370		OOLU271	.1169370	
AQUATICA FROZEN FO	ODS		EXPORT REFERENCES				
GLOBAL PVT LTD			RATE FOLDE				
D.NO.1-116/4/1 & 2	DV NON NE	IN SHPR IE	IN SHPR IEC 2614000582				
PLOT NO. 401 & 402	CO	PY NON NE	GUIIABL				
VISALAKSHINAGAR, *							
CONSIGNEE (COMPLETE NAME AND ADDRES		FORWARDING AGENT-R	FORWARDING AGENT-REFERENCES				
TO ORDER OF THE SH		FMC NO.:					
		POINT AND COUNTRY O	POINT AND COUNTRY OF ORIGIN OF GOODS				
NOTIFY PARTY (COMPLETE NAME AND ADDR	consibility shall be attached to the Carrier or its Agents for failure to se))	o notify	ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS				
QUIRCH FOODS LLC		PEGASUS SH	IPPING	INC			
2701 S LE JEUNE RD	OR	535 N.BRAN	535 N.BRAND BLVD #400				
CORAL GABLES FL 33		GLENDALE,	GLENDALE, CA 91203				
PH : (305) 691-353		TEL: 818-	TEL: 818-844-3510				
PRE-CARRIAGE BY		PLACE OF RECEIPT					
THE OMNUMBER		CHENNAI, INDIA					
VESSEL/VOYAGE/FLAG		PORT OF LOADING	LOADING PIER/TERMINA	L	ORIGINALS TO BE F	RELEASED AT	
DAPHNE 841 E		CHENNAI, INDIA			CHENNAI		
PORT OF DISCHARGE		PLACE OF DELIVERY	,	TYPE OF MOVEMENT (IF MIXED, USE DESCRIPTION OF PACKAGES AND GOODS FIELD)			
SAVANNAH CHECK "HM" COLUMN IF HAZARDOUS MATERIA	Δ1)	SAVANNAH	FCL / FCL			CY/CY	
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	CNTR. NOS. W/SEAL NOS. QUANTITY (FOR CUSTOMS (FOR CUSTOMS) DESCRIPTION OF GO			GROSS WEIGHT			
OOLU6204544 /OOLHS	DECEARATION CIVET)	3500 CARTONS	/FCL/FCL /40RG	2/20657	7.000KGS		
	CARTONS	TOTAL 3500 CARTONS 3500 CARTONS OF RAW IOF PD TAIL ON VANN SHRIMPS "DIAMOND REEF" BRAN PACKED 5 X 2 LB PE SCIENTIFIC NAME: LITOPENAEUS VANNAME INV NO. AFF-294/22- DT.09.12.2022 PO # 1531588 SB # 6041171 DT.09. FREIGHT PREPAID NET WT: 15,890.000 35,000 LBS\ GROSS WT: 20,657.00	AMEI D R CARTON I 23 12.2022 KGS (20657	7.000KGS	40.000CBM	

NOTICE 1: For carriage to or from the United States of America (I) Clauses a Anat 25 or the reverse side hereof limit the Carrier's liability to a maximum of U.S. 300 per package or customary freight unit by virtue or incorporation of the U.S. Carriage of Goods by Sea Act ("COGSA"), unless the Merchant odeclares a higher cargo value below and pays the Carrier's advancent freight charges and the Carrier's and statement freight charges and the Carrier's and th

Declared Cargo Value US\$	lf Merchant en	ters a value, Carrier's lin	nitation of liabilit	y shall not apply and	the ad valorem rate will b	e charged.	
FREIGHT & CHARGES PAYABLE AT:		SERVICE CONTRACT NO.	DOC FORM NO.		Received the Container/Package or other undicated in the box identified as "Total No Containers/Packages received acknowledged by Carrier in apparent grofer and condition, unless otherwise indicate to be transported and delivered as help provided.		
CODE TARIFF ITEM FREIGHTED AS	RATE	PREPAID		COLLECT			
						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	
						12 DEC 2022	
						DATE LADEN ON BOARD 0 12 DEC 2022	
						DATED 12 DEC 2022	
The printed terms and conditions appearing on this Bill of Lading are available at www.oocl.com, in OOCL's published US tariffs, and in pamphlet form.					SIGNED OOCL (INDIA) PRIVATE LIMITED BY:		
+ STRIKE OUT FOR ON BOARD VESSEL BILL OF LADING • SEE CLAUSE 1 HEREOF OFEO SEE CLAUSE 2 HEREOF OFO01					, as agent for ORIENT OVERSEAS CONTAINER		
HQD 01/01				LINE, AS CARRIER+			

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

VESSEL: DAPHNE VOYAGE: 841 E B/L NO.: OOLU2711169370 QUANTITY (FOR CUSTOMS DECLARATION ONLY) GROSS WEIGHT MEASUREMENT 45,500.00 LBS) TEMPERATURE SETTING TO BE AT - 20 DEGREE CELSIUS 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:
OCCL (USA) INC.
774 SOUTH SHELMORE BOULEVARD SUITE 101 MOUNT PLEASANT, SC 29464 (1) 888-3886625 *VISAKHAPATNAM 530043 ANDHRAPRADESH, INDIA DELIBERATELY LEFT BLANK AND CONTINUE ON NEXT PAGE

SIGNED OOCL (INDIA) PRIVATE LIMITED

, as agent for

COPY NON NEGOTIAB

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

B/L NO.: OOLU2711169370 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 then the Carrier undertakes to perform and/or in its own name to procure performance is Combined Transport then the Carrier undertakes to perform and/or in its own name to procure performance mn 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 Lading, the Carrier's liability for loss or damage all be as follows: If the stage of carriage where loss or damage occurred is not known Exclusione

- An act or omission of the Merchant: lexuficiony or defective condition of packing or marking. Complation with the instructions of persons entitled to give them: Handling, loading, stowage or unloading of the Goods by the Merchant: Interest vice of the Goods: Sitike, 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 o

- 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 standard or indexequency 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 only the carrier.

 The Richard understake so the closely for the themsolate controls before receipt of the Cooks by the Carrier.

 The International registes to indemnity and hold harmless the Carrier against all loss, diving enforced the responsibility and before the carrier agrees to indemnity or both of the Samples of the Richard and any domestics, diving little and any domestics and any domestics. Such and any domestics all carriers agrees to indemnity and hold harmless the Carrier agrees to indemnity or loss of of changes or you properly. Such indemnity shall include any action, because the personal instruction of the Merchard's obligation(s) under this Bill 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 fill of Lading shall be prima facine evidence of the receipt by the Carrier in external apparent good order and condition except as orderwise noted of the total number of Cortainers or other packages or units identified on the face hereof as Total Number of Cortainers/Packages received and acknowledged by the Carrier.
 No representation is made by the Carrier as to the weight, contrain, measure, quantity, quality, description, condition, sarks, numbers or value of the Goods and the Carrier shall be under no responsibility whatsoever in respect of such description.

- 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 part firstered anhore, afford, in the open or cover at the sole first and expenses of the Merchant. Therepore, the 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 shall be also any spent or sub-contractor of the Carriery than it is all commands. Carrier shall be not book shall be contractive exession to persons holding forged or fraudulent documents which reasonably purpor to be original Bits of Lading or other rain documents emitting them to possession, so long as the Carrier acts innocernly and does not intentionally deliver the data persons brown by the to have no right is possession under the Bit of Lading.

- odd to petroids forborn by min to ware two rights of which the provided and the provided an

- such devery twee

 **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 Coods and was a 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 Coods and or the Coods and of 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 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

consequences loss or usuage areas forming volcate, and excellent subconversables be into ageing scale or any south deat of indicate or consequential loss or dismaps, such institution that is not evert exceed the fetigit and 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 container at any time such to region to the container at any time such to region to the container of the co

- 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 valve or variations is writing and is specifically advanticed in writing by the Carlier. Subject to Status 2, all agreements or height engagements for the subpress of the Good and the Carlier shall be carlier. Subject of the Good and the Carlier shall be called a Subject to the subpress of the Good and the Carlier shall be called a Subject to the subpress of the Good and the Carlier shall be called a Subject to the Subject to the Subject to the Subject to the Carlier shall be called a Subject to the Subje

- LIMITATION OF LIABILITY. The Carrier, the Vessel, her owner(s), operator(s), demise, time, si-rers shall be entitled to the same rights of limitation as are or would be available to the owner of the Ver-last Limitation Convention of 1957, the London Limitation Convention of 1976 or any other applicable conve-, governing the rights of shipowners to limit their fability in accordance with the tornage 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 Common and an advantage of the Codd hereunder them this Bill of Ladring, the correct contains and other evidences therewish with the carriage of the Codd hereunder them this Bill of Ladring, the correct contains of correction with the carriage of the Codd hereunder them this Bill of Ladring, the correct contains of correction with the carriage of the Codd hereunder them this Bill of Ladring, the correct contains of the Codd hereunder them the Bill of Ladring, contract, rights and obligations shall be determined as coordinates with United States law.

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER