PAGE: 1 OF 3 **BILL OF LADING** (Non Negotiable Unless Consigned to Order)

LINE, AS CARRIER♦

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS) SANCHITA MARINE PRODUCTS PVT. LTD. OFFICE NO. 608, 6TH FLOOR, PY NONEGO NMS TITANIUM, PLOT NO. 74, SECTOR-15, CBD BELAPUR,* CONSIGNEE (COMPLETE NAME AND ADDRESS) TO ORDER 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 reverse)) LANDAUER INTERNATIONAL SEAFOOD S.A.R.L., 14 CHEMIN ROBERT F-13100 AIX					26 EXPERIMENTAL SECTION ALSO LABORATION DI	FORWARDING AGENT-REFERENCES FORWARDING AGENT-REFERENCES FORWARDING AGENT-REFERENCES FMC NO.: POINT AND COUNTRY OF ORIGIN OF GOODS ALSO NOTIFY PARTY-ROUTING & INSTRUCTIONS LANDAUER LIMITED SEAFOODS DIVISION, 25 BEAUFORT COURT, ADMIRALS				
EN PROVENCE, FRANCE VAT NUMBER: FR544 990 60358						WAY, LONDON E14 9XL, UK**				
PRE-CARRIAGE BY		PLACE OF RECEIP								
vesselvoyage/flag COSCO JAPAN 093 W		PORT OF LOADING NHAVA SHE	NHAVA SHEVA, INDIA.			LOADING PIER/TERMINAL ORIGINALS TO BE RELEASED AT MUMBAI				
PORT OF DISCHARGE ANTWERP, BELGIUM.		PLACE OF DELIVER ANTWERP,				E OF MOVEMENT (IF M	IXED, USE DESCRIPTION OF PAGE	CX / CY		
(CHECK "HM" COLUMN IF HAZARDOUS MATERIAL) CNTR. NOS. W/SEAL NOS. QUANTITY H					BUT I	NOT ACKNOWLE	EDGED BY THE CARRIE			
OOLU6196109 /OOLGI	(FOR CUSTOMS DECLARATION ONLY)	2200 a	ARTONS		or /	EGT /40DO	GROSS WEIGHT /20480.000KGS	MEASUREMENT		
NOTICE 2: See Clause 28 on the reverse side hereof: No	CARTONS ** TO merica,(i) Clauses 4 and 23 on the re s the Carrier's ad valorem freight cha	1 X 40' RH FCL 3200 CARTONS (TOTAL THREE THOUSAND TWO HUNDRED CARTONS ONLY) ONE FULL CONTAINER LOAD OF 3200 MASTER CARTONS OF FROZEN RAW HEAD-ON SHELL-ON BLACK TIGER SHRIMP SCIENTIFIC NAME: PENAEUS MONODON PACKED: 1QF, 6 X 800G SHRINK-WRÂPPED INNER CARTONS PER MASTER CARTO (5-8 PERCENT PROTECTIVE) BE CONTINUED ON ATTACHE De reverse side hereof limit the Carrier's liability to a maximum of U.S.500 per packs charge; and (ii) if carried on deck at Merchant's fisk as to perils inherent in such carried or Transference				LIST ** ustomary freight unit by virtue of	20480.000KGS	is by Sea Act ("COGSA"),unless the Merchant		
NOTICE 3: If Goods carried on deck at Merchant's risk w Declared Cargo Value US\$		f Merchant enter					nd the ad valorem rate will b			
FREIGHT & CHARGES PAYABLE AT: CODE TARIFF ITEM	FREIGHTED AS		RVICE CONTRACT NO. PREPAID	DOC FOR		COLLECT	au valorem fate will b	Received the Container/Package or other units indicated in the box identified as "Total No. of Containers/Packages received and 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 DATE LADEN ON BOARD o		
								11 NOV 2021 DATED 11 NOV 2021		
The printed terms and conditions appearing on available at www.oocl.com, in OOCL's publishe pamphlet form. + STRIKE OUT FOR ON BOARD VESSEL BILL • SEE CLAUSE 1 HEREOF	d US tariffs, and in						SIGNED OOCL (INDI.	A) PRIVATE LIMITED		
o SEE CLAUSE 2 HEREOF QF001 HQD 01/01				I			ORIENT OVERSEAS			

PROFORMA - NON NEGOTIABLE

VOYAGE: 093 W B/L NO.: OOLU2683773390 VESSEL: COSCO JAPAN

VESSEL: COSCO JAPAN				VOYAGE: 093 W	B/L	NO.: OOLU2683773390
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	YNON	DESCRIPTION OF GOODS	IABLE	GROSS WEIGHT	MEASUREMENT
		CARTONS)BRA PREMIUM AS ORDER NUMBEE ORIGIN: IND PO NUMBER: (REF. CNFRO MANUFACTURI NAME: SANCH PRODUCTS PV EU APPROVAL FDA REGISTR 19474550652 TEMPERATURE AT -21 DEGR HACCP NO. C NET WEIGHT:	VEIGHT PER INNIND: SEAFOOD PER PURCHASE R 002010 VIA 002010 VIA 000003) VIG PLANTS VITA MARINE TT. LTD. ANUMBER: 263 VATION NUMBER: CEETING TO BEEE CELSIUS CONFHACCP1414 15360.00 KGS 199871 DATE:			
OCEAN FREIGHT PREPA TOTAL NO. OF CONTA CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE SHIPPER LOAD AND CO DESTINATION OFFICE OOCL BENELUX N.V. THEATER BUILDING, 1 ITALIELEI 124 - BUS B-2000 ANTWERP	INERS/PAC KAGE LIMI COLLECT LIVERY OF UNT, CONT ADDRESS: 7TH FLOOR	TATION (IF A PER LINE TAR THE CARGO. AINER(S) SEA	APPLICABLE): LIFF, AND TO B	1 CONTAIN E COLLECTED	ER(S)/PACKAGE	(S)
BELGIUM (32)-3-2348888 *NAVI MUMBAI, THANE MAHARASHTRA - 400 6 **VAT NUMBER: GB549	14, INDIA 2136 		 ID CONTINUE ON			
DETITO	ERAIELI L	EFI BLANK AN	D CONTINUE ON	NEAT PAGE		

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for

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ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

PROFORMA - NON NEGOTIABLE VOYAGE: 093 W VESSEL: COSCO JAPAN

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 furnished by or on behalf of the Shipper are adequate, accounts and cornect.

 3. The Shipper shall indemnify the Carter against all loss, damage and exponses arising or resulting from inaccurates in or inadequacy of such particulars. The right of the Carrier to such indemnify shall in no way time its responsibility and liability under notice of their nature and the required temperature setting only only the carrier.

 3. The Shipper standard setting the Carrier against all loss, damage and exponses arising or resulting from inaccurates in or inadequacy of such particulars. The right of the Carrier to such indemnify shall in no way time its responsibility and liability under notice of their nature and the required temperature setting of the themson of the carrier against all loss, damage, these or expense setting for may breach of any warranty or other obligation of the Merchart such existence for the size of the processing or resulting from any breach of any warranty or other obligation of the Merchart such existence of the Size of the processing or the processing or resulting from any breach of any warranty or other obligation of the Merchart'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 Bill of Lading shall be prima face evidence of the receipt by the Carrier in external apparent good order nordion except as otherwise noted of the total number of Containers or other packages or units identified on the face hereo Total Number of Containers Packages received and advancedaged by the Carrier.

 No representation in made by the Carrier as to the weight, contents, measure, quantity, quality, description, conditionaries, numbers or value of the Goods and the Carrier shall be under no responsibility whatoover 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 part 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 that the New York of the Scalar sole to the Scalar sole to the New York of the Scalar sole to the New York of the New York of the Scalar sole to the New York of the New York of the Scalar sole to the New York of the New

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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 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 rate and enventedness be entitled to full freight and changes on Goods received for such Goods shall cease. The Carrier shall revertheless be entitled to full freight and changes on Goods received for the 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 contraction of the Goods and the contraction of the Goods and the Goods an

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- 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 the container and the cartied further, or without incurring any additional expense or labring any measures in relation to the Container or its contents befored, the Content way at the side in six and expenses or the Merchant shadnon the transportation feered and measures and/or incur any reasourable additional expense to carry or to continue the carriage or to store the same state under cover or in the open, any place, which stronges that be deterned to complete the deligible of the container of the container of the container of the coverage of the store that under cover or in the open, and up these. which stronges that be deterned to containe the deligible or labely contained to the container of the coverage of the container of the container of the container of the coverage of the container of the container of the container of the coverage of the container of the coverage of the container of the container of the container of the container of the coverage of the container o

- 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, 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

- (c) Without prejudice to the Merchant's indemnity obligations herein, the Vessel and every subcontractor of any nature whetsoever (including but not limited to the Participating Cartier, the Vessel, the owner, chart Master, officer and cave of the Vessel, and employees, agents, representatives, and all stevedores, terminant or contractives, bather, ship cleaners, surveyors and other independent contractors) shall have the benefit deficience, limition and bettery of whitsoever matter benefit continued or otherwise valuables to the Cartier as it were expressly for its benefit, and in entering into this contract, the Cartier, does not only on its own behalf but and trustee for such repensor or Vessel. The term "subcontractor's usued herein shall include both direct explorations have by the Cartier to perform the Cartier's own obligations under the Bill of Lading, or the doll priviley. For the purpose of this Calties are the cartier's and the properties of the Cartier's own obligations under the Bill of Lading, or the doll priviley. For the purpose of this Calties 25, the Vessel and all subcontractors shall be deemed to be parties it evidenced by this Bill of Lading.

- 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 them, the Carrier shall be described from all lability when the Coods have been delivered.

- 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 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 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 Computer of the Code hereunder them this Bill of Ladring, the correct control and other violences the lawly, and the rights and obligations of all parties concerned in control with the carriage of the Code hereunder them this Bill of Ladring, the correct control with the carriage of the Code hereunder them this Bill of Ladring, the correct control with the carriage of the Code hereunder them the Bill of Ladring, the control control with such processing of the Code hereunder them the Bill of Ladring, control, edge and obligations also the determinance coordinates with United States law.

SIGNED OOCL (INDIA) PRIVATE LIMITED

ORIENT OVERSEAS CONTAINER