PROFORMA - NON NEGOTIABLE

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

LINE, AS CARRIER♦

SHIPPER/EXPORTER (COMPLETE NAME AND ADDRESS)					1	KING NO.	BILL OF LADING		
M/S. SANCHITA FROZEN FOODS						098959330 ORT REFERENCES	OOLU26	98959330	
PVT.LTD.					R.A	RATE FOLDER 00044037			
OFFICE NO. 607, 6TH FLOOR, OPY NON NEGO NMS TITANIUM, PLOT NO. 74,						IN SHPR IEC 0399030841			
NMS TITANIUM, PLOT	г NO. 74,	PYN	ON NE	G		IABLE			
SECTOR-15, CBD BEI									
CONSIGNEE (COMPLETE NAME AND ADDRESS)						FORWARDING AGENT-REFERENCES FMC NO.:			
GLOBAL FISH CO., LTD.									
99/5 MOO 5, EKACHA	•								
KHOKKAM, MUEANG SAMUTSAKHON									
74000, THAILAND.**						POINT AND COUNTRY OF ORIGIN OF GOODS			
NOTIFY PARTY (COMPLETE NAME AND ADD	DRESS) (It is agreed that no respo (see Clause 13 on revers	onsibility shall be attached e))	to the Carrier or its Agents for failure	e to notify	ALS	O NOTIFY PARTY-ROU	TING & INSTRUCTIONS		
GLOBAL FISH CO., I									
99/5 MOO 5, EKACHA	· · · · · · · · · · · · · · · · · · ·								
KHOKKAM, MUEANG SA									
74000, THAILAND.*	•								
PRE-CARRIAGE BY		PLACE OF RECEIP	т						
		NHAVA SHE	CVA, INDIA						
VESSEL/VOYAGE/FLAG		PORT OF LOADING			LOA	DING PIER/TERMINAL	ORIGINALS TO BE	RELEASED AT	
OOCL BRAZIL 022 E PORT OF DISCHARGE		NHAVA SHEVA, INDIA PLACE OF DELIVERY			TYP	E OF MOVEMENT (IF M	MUMBAI IXED, USE DESCRIPTION OF PA	CKAGES AND GOODS FIELD)	
LAEM CHABANG, THAILAN	ND	LAT KRABA	NG, THAILAND)	CY	Z/CY		CY/CY	
(CHECK "HM" COLUMN IF HAZARDOUS MATER		PARTICULAR	S DECLARED BY S	HIPPER	RBUT	NOT ACKNOWLE	EDGED BY THE CARRIE	R	
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY) H		DESCRIPTION	OF GOODS	3		GROSS WEIGHT	MEASUREMENT	
OOLU6286584 /OOLG	CC3945 /	2550 C	ARTONS	/ I	FCL/	FCL /40RQ	/27540.000KGS		
SHIPPING	2550	 1	H FCL				27540.000KGS	40.000CBM	
MARKS: SANCHITA	CARTONS	2550 CAR	TONS WO THOUSANI	n			NET WEIGHT 25500.000KGS		
		FIVE HU	NDRED FIFT	Ÿ			23300.000KGS		
		CARTONS 2550 CAR	ONLY) TONS OF FRO	OZEN					
		INDIAN M	ACKEREL			_			
	1 1	HG CODE:	1 X 10 KGS			F.			
		NET WEIG	HT: 25500 (00 K	3S				
		DATE : 0	1233744 7/05/2022						
		*NAVI MU	MBAI, THANI TRA - 400 (Ε 614					
		INDIA		•					
	** TO	BE CONT	66 86 514 ' INUED ON A	TTACE	HED	LIST **			
NOTICE 1: For carriage to or from the United States of A declares a higher cargo value below and pay. NOTICE 2: See Clause 28 on the reverse side hereof: N	America,(i) Clauses 4 and 23 on the re is the Carrier's ad valorem freight cha	everse side hereof limit the rge: and (ii) if carried on de	Carrier's liability to a maximum of t	J.S.\$500 per p	oackage or c	customary freight unit by virtue	or incorporation of the U.S. Carriage of Good the provisions of COGSA.	ds by Sea Act ("COGSA"),unless the Merchant	
NOTICE 3: If Goods carried on deck at Merchant's risk w	vithout responsibility for loss or damage	ge howsoever caused.			£ 11 - 1- 1114		date and colored and action of	bd	
PREIGHT & CHARGES PAYABLE AT:			RVICE CONTRACT NO.	DOC FO		COMMODITY CODE	d the ad valorem rate will b	Received the Container/Package or other units indicated in the box identified as "Total No. of	
CODE TABLES ITEM	EDEICHTED AS	DATE	DDEDAID	0		COLLECT		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	
								10 MAY 2022	
								DATE LADEN ON BOARD o	
								14 MAY 2022	
								DATED	
								14 MAY 2022	
The printed terms and conditions appearing on this Bill of Lading are available at www.ood.com, in OOCL's published US tariffs, and in pamphlet form.							SIGNED OOCL (INDI	A) PRIVATE LIMITED	
+ STRIKE OUT FOR ON BOARD VESSEL BIL	L OF LADING								
◆ SEE CLAUSE 1 HEREOF o SEE CLAUSE 2 HEREOF								, as agent for	
QF001 HQD 01/01							ORIENT OVERSEAS		

VESSEL: OOCL BRAZIL		VOYAGE: 022 E	B/L	NO.: OOLU2698959330
CNTR. NOS. W/SEAL NOS. MARK & NUMBERS	QUANTITY (FOR CUSTOMS DECLARATION ONLY)	DESCRIPTION OF GOODS	GROSS WEIGHT	MEASUREMENT
		EMAIL ID: SSVIMPORT.TRANSPORT@GMAIL.COM		
		TEMPERATURE SETTING TO BE AT -		
CALCULATION OF PAC DESTINATION CHARGES LAWFULLY DEMANDS DE SHIPPER LOAD AND CO DESTINATION OFFICE OOCL (THAILAND) LTD 29/F, OCEAN TOWER B 75/68-69 SUKHUMVIT KLONGTOEY, BANGKOK THAILAND (66) 2 6469500	INERS/PACE KAGE LIMIT COLLECT E LIVERY OF UNT, CONTE ADDRESS: UILDING II	FREIGHT PREPAID TEMPERATURE SETTING TO BE AT - 21 DEGREE CELSIUS	TER(S)/PACKAGE FROM THE PAF	I(S)

SIGNED OOCL (INDIA) PRIVATE LIMITED BY:

, as agent for

COPY NON NEGOTIABLE

ORIENT OVERSEAS CONTAINER LINE, AS CARRIER♦

PROFORMA - NON NEGOTIABLE VOYAGE: 022 E VESSEL: OOCL BRAZIL

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

MERCHANTS RESPONSIBILITY AND RES

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 whatsoever in respect of such descriptions.

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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

B/L NO.: OOLU2698959330

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.

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 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, 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 corw, 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 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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