

SHIPPER
 GREAT SOUTHERN FISHERIES PERU S.A.C
 AV. MANUEL OLGUIN NRO. 211 INT. 4
 (TORRE OMEGA - PISO 4)
 LIMA - LIMA - SANTIAGO DE SURCO
 RUC:20601766338
 CONTACTO:GIANCARLO PACHECO

**DRAFT
 BILL OF LADING**

VOYAGE NUMBER
 OMH88W1MA
 BILL OF LADING NUMBER
 LMM0310295

CONSIGNEE
 RED CHAMBER CO
 1912 E VERNON AVE VERNON,
 CA 90058-1611 (323) 234-9000
 TAX ID: 95-354461700
 MARCELO@REDCHAMBER.COM
 CC: LUPE@REDCHAMBER.COM

EXPORT REFERENCES



NOTIFY PARTY, Carrier not to be responsible for failure to notify
 RED CHAMBER CO
 1912 E VERNON AVE VERNON,
 CA 90058-1611 (323) 234-9000
 TAX ID: 95-354461700
 MARCELO@REDCHAMBER.COM
 CC: LUPE@REDCHAMBER.COM

CARRIER: CMA CGM Société Anonyme au Capital de 234 988 330 Euros
 Head Office: 4, quai d'Arenç - 13002 Marseille - France
 Tel: (33) 4 88 91 90 00 - Fax: (33) 4 88 91 90 95
 562 024 422 R.C.S. Marseille

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING
		LIMA	THREE (3)
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*
CMA CGM MUMBAI	CALLAO, PERU	LOS ANGELES, CA, USA	

MARKS AND NOS CONTAINER AND SEALS	NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN	GROSS WEIGHT	TARE	MEASUREMENT
			CARGO		
			KGS	KGS	CBM
CGMU5086695 SEAL 003PL018076 SEAL G6502777 SEAL ABM360 SEAL CM001801 SEAL 0006139	1 x 40RH	1452 CARTONS	16860.000	4600	50.000
CRSU6102794 SEAL 003PL018073 SEAL G6499897 SEAL ABM371 SEAL CM001867 SEAL CM001867	1 x 40RH	1452 CARTONS	15960.000	4740	50.000
TEMU9272094 SEAL 003PL018077 SEAL G6502968 SEAL ABM929 SEAL CM001985 SEAL 0006175	1 x 40RH	1285 CARTONS	14840.000	4490	50.000
TRIU8121974 SEAL 003PL018074 SEAL G6499976 SEAL ABL947	1 x 40RH	1452 CARTONS	15810.000	4630	50.000

Continued on Next Sheet Sheet 1 of 3
 ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

4. Cargo at port is at merchant risk, expenses and responsibility
 5. FCL
 77. THC at destination payable by Merchant as per line/port tariff
 91. Ground rent/storages/power supply/monitoring costs at port of discharge for Merchant s account according to port rates.
 92. Reefer container can only be operated by electrical power. During land transportation the Carrier will not be liable in any respect whatsoever for consequences, due to non refrigeration.
 191. Unless the value of cargo is declared on the face of this bill of lading or waybill in the conditions set for on the reverse, limitation of liability in respect of loss or damage to goods shall not exceed US\$ 500 per package, or customary freight unit if goods are not shipped in package.
 194. For the purpose of the present carriage, clause 14(2) shall exclude the application of the York/Antwerp rules, 2004.
 214. U.S. demurrage and detention conditions are billed per CMA-CGM (America)'s U.S. tariff or service

contracts filed with the FMC
 216. Mis-declaration of cargo weight endangers crew, port workers and vessels' safety. Your cargo may be weighed at any place and time of carriage and any mis-declaration will expose you to claims for all losses, expenses or damages whatsoever resulting thereof and be subject to freight surcharge.
 225. The shipper acknowledges that the Carrier may carry the goods identified in this bill of lading on the deck of any vessel and in taking remittance of this bill of lading the Merchant (including the shipper, the consignee and the holder of the bill of lading, as the case may be) confirms his express acceptance of all the terms and conditions of this bill of lading and expressly confirms his unconditional and irrevocable consent to the possible carriage of the goods on the deck of any vessel.
 274. The Merchant is responsible for returning any empty container, with interior clean, free of any dangerous goods placards, labels or markings, at the designated place, and within 60 days following to the date of release, failing which the container shall be construed as lost. The Merchant shall be liable to indemnify the Carrier for any loss or expense whatsoever arising out of the foregoing, including but not limited to liquidated damages equivalent to the sound market value - or the depreciated value due by the Carrier to a container lessor. The Carrier is entitled to collect a deposit from the Merchant at the time of

RECEIVED by the carrier from the shipper in apparent good order and condition (unless otherwise noted herein) the total number or quantity of Containers or other packages or units indicated above stated by the shipper to comprise the cargo specified above for transportation subject to all the terms hereof (including the terms on page one) from the place of receipt or the port of loading, whichever is applicable, to the port of discharge or the place of delivery, whichever is applicable. Delivery of the Goods will only be made on payment of all Freight and charges. On presentation of this document (duly endorsed) to the Carrier, by or on behalf of the holder, the rights and liabilities arising in accordance with the terms hereof shall (without prejudice to any rule of common law or statutes rendering them binding upon the shipper, holder and carrier) become binding in all respects between the Carrier and Holder as though the contract contained herein or evidenced hereby had been made between them.
 All claims and actions arising between the Carrier and the Merchant in relation with the contract of Carriage evidenced by this Bill of Lading shall exclusively be brought before the Tribunal de Commerce de Marseille and no other Court shall have jurisdiction with regards to any such claim or action. Notwithstanding the above, the Carrier is also entitled to bring the claim or action before the Court of the place where the defendant has his registered office.
 In witness whereof three (3) original Bills of Lading, unless otherwise stated above, have been issued, one of which being accomplished, the others to be void.
(OTHER TERMS AND CONDITIONS OF THE CONTRACT ON PAGE ONE)

PLACE AND DATE OF ISSUE CALLAO 07 JUN 2021

SIGNED FOR THE CARRIER CMA CGM S.A.
 BY CMA CGM Peru S.A.C.
 as agents for the carrier CMA CGM S. A.

SIGNED FOR THE SHIPPER
 *APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED
 TRANSPORT BILL OF LADING



DRAFT BILL OF LADING

VOYAGE NUMBER
OMH88W1MA
BILL OF LADING NUMBER
LMM0310295

PRE CARRIAGE BY*	PLACE OF RECEIPT*	FREIGHT TO BE PAID AT	NUMBER OF ORIGINAL BILLS OF LADING		
		LIMA	THREE (3)		
VESSEL	PORT OF LOADING	PORT OF DISCHARGE	FINAL PLACE OF DELIVERY*		
CMA CGM MUMBAI	CALLAO, PERU	LOS ANGELES, CA, USA			
MARKS AND NOS CONTAINER AND SEALS	NO AND KIND OF PACKAGES	DESCRIPTION OF PACKAGES AND GOODS AS STATED BY SHIPPER SHIPPER'S LOAD STOW AND COUNT SAID TO CONTAIN	GROSS WEIGHT CARGO	TARE	MEASUREMENT
			KGS	KGS	CBM

SEAL CM003570
SEAL 0006136

TCLU1069020 1 x 40RH 1452 CARTONS 16560.000 4420 50.000

SEAL 003PL018075
SEAL G6502809
SEAL ABM364
SEAL CM001862
SEAL 0006133

WHOLE FROZEN LOBSTER
Jasus caveorum
7093 CARTONS
NET WEIGHT: 70,930.00 KG
GROSS WEIGHT: 80,030.00 KG
FREIGHT PREPAID
TEMPERATURE -20°C

Cargo is stowed in a refrigerated container set at the shipper's requested carrying temperature of -20 degrees Celsius

PREPAID CHARGES:
BUNKER SURCHARGE NOS: USD 3,240.00
EXPORT DECLARATION SURCHARGE: USD 32.00
SCANNING BY CUSTOMS, INCL OTHE: USD 0.00
BL FEES EXPORT: USD 0.00
EXPORT DOCUMENTATION FEE: USD 0.00
EXPORT SERENITY CONTAINER GUAR: USD 125.00
DETENTION & DEMURRAGE IN TRANS: USD 2,500.00
OCEAN FREIGHT ALL IN: USD 15,530.00
COLLECT CHARGES:
IMPORT DOCUMENTATION FEES: USD 0.00
LOCAL PORT CHARGES DESTINATION: USD 30.00

Shipped on Board CMA CGM MUMBAI 07-JUN-2021 CMA CGM Peru S.A.C.
As agents for the Carrier

Weight in Kgs Total: 5 CONTAINER(S) Continued From Previous Sheet Sheet 2 of 3 80030.000 22880 250.000
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

release of the container which shall be remitted as security for payment of any sums due to the Carrier, in particular for payment of all detention and demurrage and/or container indemnity as referred above.

315. Following to the slow down / lock out affecting the US west coast ports, cargo may be discharged in an alternative port without notice - subject to availability - or be on forwarded to the intended port of destination. All additional costs, including but not limited to storage, demurrage, at the alternative port, or extra on forwarding freight shall be for Merchant's account and payable prior to delivery.

343. In the event that this Bill of Lading is a Paperless Bill of Lading, it shall be governed by the Terms and Conditions available on the CMA CGM website (<https://www.cma-cgm.com/products-services/shipping-guide/bl-clauses>) which the Merchant has read and accepted. The delivery of the cargo carried under a Paperless Bill of Lading shall be made to the Consignee after the Paperless Bill of Lading has been surrendered to the Carrier on the eBusiness platform and after payment of any outstanding Freight and charges.

358. Following the exceptional measures adopted by various governments in relation with the outbreak of COVID-19 virus and the operational constraints resulting thereof, the Merchants are hereby notified that the carriage of cargo may be disrupted or delayed. Cargo may not be loaded on the intended vessel and

may be on forwarded to the port of destination on any alternative vessel at Carrier's sole discretion. Furthermore in case of disruption of ports' operations, the cargo may be discharged in an alternative port without notice and - subject to availability - be on forwarded to the original intended port of destination. Carrier reserve its rights to accomplish the bill of lading in any alternative port. All additional costs, including but not limited to storage, demurrage, plugging, monitoring, at the alternative discharge port or extra on forwarding costs, shall be on Merchant's account and payable before delivery and the carrier shall have no liability whatsoever for any loss or damage resulting thereof

366. The Merchant warrants that the particulars relating to the Goods have been checked and that such particulars are adequate and correct. In case of failure of the Merchant to comply with such warranty, the Carrier shall be entitled to charge the Merchant at any time an amount of USD 2,000 per Container or Goods (for non-containerized cargo) as processing and administrative fees. This fee shall also be applicable in case of discrepancy between the Verified Gross Mass (VGM) sent to the Carrier, or the weight declared to the Carrier (for non-containerized cargo), and the weight declared by the Shipper in his shipping instruction or otherwise weighted during the Carriage.

369. All local charges generating in Peru are to be paid by the Merchant to the agent and designated

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SIGNED FOR THE SHIPPER					
*APPLICABLE ONLY WHEN THIS DOCUMENT IS USED AS A COMBINED TRANSPORT BILL OF LADING					



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Continued From Previous Sheet Sheet 3 of 3
ABOVE PARTICULARS DECLARED BY SHIPPER. CARRIER NOT RESPONSIBLE.

ADDITIONAL CLAUSES

empty container depot, who render the services locally. All local charges are duly registered on the website <https://www.cma-cgm.com/local/peru/tariffs-local-charges>

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