

Shipped in apparent good order and condition by

# Tanker Bill of Lading

B/L NO. LBG/PAR-07

## Shipper

PT INTIBENUA PERKASATAMA  
SPRING TOWER, 02 - 21 JL. K.L. YOS SUDARSO  
TANJUNG MULIA - MEDAN DELI - MEDAN -  
SUMATERA UTARA - 20241 INDONESIA

# FIRST ORIGINAL

## Consignee

AAK DO BRASIL INDUSTRIA E COMERCIO DE OLEOS VEGETAIS LTDA  
CNPJ : 07.830.192/0004-55  
ESTRADA VELHA DO ROCIO, SALA 26 - VILA RUTE  
PARANAGUÁ - PR, 83.221-595, BRAZIL

## Notify Address

AAK DO BRASIL INDUSTRIA E COMERCIO DE OLEOS VEGETAIS LTDA  
CNPJ : 07.830.192/0004-55  
ESTRADA VELHA DO ROCIO, SALA 26 - VILA RUTE  
PARANAGUÁ - PR, 83.221-595, BRAZIL

## On board the tanker

MT. EVA PEARL VOY. 2506

## Flag

PHILIPPINES

## Master

CAPT. TIAGA AL LIRAZAN

## Loaded at the port of

LUBUK GAUNG, INDONESIA

## To be delivered to the port of

PARANAGUA, BRAZIL

A quantity in bulk said by the Shipper to be:

## COMMODITY

(Name of Product)

## QUANTITY

(lbs., tonnes, barrels, gallons)

RBD PALM KERNEL STEARIN  
NCM: 1513.29.19

1,450.000 MT

CLEAN ON BOARD  
DATED 22ND JULY 2025

FREIGHT UNIT : USD 107.00/MT

TOTAL FREIGHT AMOUNT : USD 155,150.00

"FREIGHT PREPAID"

OCEAN CARRIAGE STOWAGE: 8P AND 8S

This shipment of 1,450.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,149.874

Metric tons stowed in 8P AND 8S with no segregation as to parcels. For the whole shipment 2 (TWO) sets

Of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery.

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered to the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Cargo is warranted free of danger to Vessel except for the usual risks inherent in the carriage of the commodity as described.

This shipment is carried under and pursuant to the terms of the Charter dated 27TH JUNE 2025

Between HANSA TANKERS AS as Owner and ICOF SHIP CHARTERING PTE LTD As Charterers, and all conditions, liberties and exceptions whatsoever of the said Charter apply to and govern the rights of the parties concerned in this shipment. The Clause Paramount, New Jason Clause and Both to Blame Collision Clause as set out on the reverse of this Bill of Lading are hereby incorporated herein and shall remain in effect even if unenforceable in the United States of America. General Average payment according to the York-Antwerp Rules 1974, as amended 1994.

The Master is authorized to act for all interests in arranging for salvage assistance on terms of Lloyd's Open Form. The freight is payable discountless and is earned concurrent with loading, ship and/or cargo lost or not lost or abandoned.

The Owners shall have an absolute lien on the cargo for all freight. Deadfreight, demurrage, damages for detention and all other monies due under the above mentioned Charter or under this Bill of Lading, together with the costs and expenses, including attorneys fees, of recovering same, and shall be entitled to sell or otherwise dispose of the property lien and apply the proceeds towards satisfaction of such liability.

The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterers of the Vessel named herein to carry the cargo described above.

It is understood and agreed that, other than said shipowner or demise charterer, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. If, however, it shall be adjudged that any other than said shipowner or demise charterer is carrier or bailee of said shipment or under any responsibility with respect thereto, all limitations of or exonerations from liability and all defences provided by law or by the terms of the contract of carriage shall be available to such other.

All of the provisions written, printed or stamped on either side hereof are part of this Bill of Lading Contract.

In Witness Whereof, the master has signed THREE (3) ORIGINALS

Bills of Lading of this tenor and date, one of which being accomplished, the others will be void.

SINGAPORE AS AT LUBUK

Dated at GAUNG, INDONESIA this 22ND day of JULY 2025

AS AGENT FOR AND ON BEHALF OF THE MASTER  
CAPT. TIAGA AL LIRAZAN

Shipped in apparent good order and condition by

# Tanker Bill of Lading

B/L NO. LBG/PAR-07

## Shipper

PT INTIBENUA PERKASATAMA  
SPRING TOWER, 02 - 21 JL. K.L. YOS SUDARSO  
TANJUNG MULIA - MEDAN DELI - MEDAN -  
SUMATERA UTARA - 20241 INDONESIA

## SECOND ORIGINAL

## Consignee

AAK DO BRASIL INDUSTRIA E COMERCIO DE OLEOS VEGETAIS LTDA  
CNPJ : 07.830.192/0004-55  
ESTRADA VELHA DO ROCIO, SALA 26 - VILA RUTE  
PARANAGUÁ - PR, 83.221-595, BRAZIL

## Notify Address

AAK DO BRASIL INDUSTRIA E COMERCIO DE OLEOS VEGETAIS LTDA  
CNPJ : 07.830.192/0004-55  
ESTRADA VELHA DO ROCIO, SALA 26 - VILA RUTE  
PARANAGUÁ - PR, 83.221-595, BRAZIL

## On board the tanker

MT. EVA PEARL VOY. 2506

## Flag

PHILIPPINES

## Master

CAPT. TIAGA AL LIRAZAN

## Loaded at the port of

LUBUK GAUNG, INDONESIA

## To be delivered to the port of

PARANAGUA, BRAZIL

A quantity in bulk said by the Shipper to be:

## COMMODITY

(Name of Product)

RBD PALM KERNEL STEARIN  
NCM: 1513.29.19

## QUANTITY

(lbs., tonnes, barrels, gallons)

1,450.000 MT

## CLEAN ON BOARD

DATED 22ND JULY 2025

FREIGHT UNIT : USD 107.00/MT

TOTAL FREIGHT AMOUNT : USD 155,150.00

## "FREIGHT PREPAID"

OCEAN CARRIAGE STOWAGE: 8P AND 8S

This shipment of 1,450.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,149.874

Metric tons stowed in 8P AND 8S with no segregation as to parcels. For the whole shipment 2 (TWO) sets

Of Bill of Lading have been issued for which the Vessel is relieved from all responsibilities to the extent it would be if one set only would have been issued. The Vessel undertakes to deliver only that portion of the cargo actually loaded which is represented by the percentage that the total amount specified in the Bill(s) of Lading bears to the total of the commingling shipment delivered at destination. Neither the Vessel nor the owners assume any responsibility for the consequences of such commingling nor for the separation thereof at the time of delivery.

The quantity, measurement, weight, gauge, quality, nature and value and actual condition of the cargo unknown to the Vessel and the Master, to be delivered to the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Cargo is warranted free of danger to Vessel except for the usual risks inherent in the carriage of the commodity as described.

This shipment is carried under and pursuant to the terms of the Charter dated 27TH JUNE 2025

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The Master is authorized to act for all interests in arranging for salvage assistance on terms of Lloyd's Open Form. The freight is payable discountless and is earned concurrent with loading, ship and/or cargo lost or not lost or abandoned.

The Owners shall have an absolute lien on the cargo for all freight, Deadfreight, demurrage, damages for detention and all other monies due under the above mentioned Charter or under this Bill of Lading, together with the costs and expenses, including attorneys fees, of recovering same, and shall be entitled to sell or otherwise dispose of the property lien and apply the proceeds towards satisfaction of such liability.

The contract of carriage evidenced by this Bill of Lading is between the shipper, consignee and/or owner of the cargo and the owner or demise charterers of the Vessel named herein to carry the cargo described above.

It is understood and agreed that, other than said shipowner or demise charterer, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. If, however, it shall be adjudged that any other than said shipowner or demise charterer is carrier or bailee of said shipment or under any responsibility with respect thereto, all limitations of or exonerations from liability and all defences provided by law or by the terms of the contract of carriage shall be available to such other.

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In Witness Whereof, the master has signed THREE (3) ORIGINALS

Bills of Lading of this tenor and date, one of which being accomplished, the others will be void.

SINGAPORE AS AT LUBUK

Dated at GAUNG, INDONESIA this 22ND day of JULY 2025



AS AGENT FOR AND ON BEHALF OF THE MASTER  
CAPT. TIAGA AL LIRAZAN

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# Tanker Bill of Lading

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## Shipper

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SPRING TOWER, 02 - 21 JL. K.L. YOS SUDARSO  
TANJUNG MULIA - MEDAN DELI - MEDAN -  
SUMATERA UTARA - 20241 INDONESIA

# THIRD ORIGINAL

## Consignee

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CNPJ : 07.830.192/0004-55  
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ESTRADA VELHA DO ROCIO, SALA 26 - VILA RUTE  
PARANAGUÁ - PR, 83.221-595, BRAZIL

## On board the tanker

MT. EVA PEARL VOY. 2506

## Flag

PHILIPPINES

## Master

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## COMMODITY

(Name of Product)

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NCM: 1513.29.19

## QUANTITY

(lbs., tonnes, barrels, gallons)

1,450.000 MT

FREIGHT UNIT : USD 107.00/MT

TOTAL FREIGHT AMOUNT : USD 155,150.00

CLEAN ON BOARD

DATED 22ND JULY 2025

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OCEAN CARRIAGE STOWAGE: 8P AND 8S

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COPY NOT NEGOTIABLE

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SINGAPORE AS AT LUBUK

Dated at GAUNG, INDONESIA this 22ND day of JULY 2025



AS AGENT FOR AND ON BEHALF OF THE MASTER  
CAPT. TIAGA AL LIRAZAN

TERMS CONTINUED FROM OVERSIDE

1. **CLAUSE PARAMOUNT.** This Bill of Lading shall have effect subject to the provisions of the carriage of Goods by Sea Act of the United States, approved April 16, 1936, as amended, except that if this Bill of Lading is issued at a place where any other Act, ordinance or legislation gives statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels, August 1924, as amended, then this bill of lading shall have effect, subject to the provisions of such Act, ordinance or legislation. The applicable Act, ordinance or legislation (hereinafter called the "Act") shall be deemed to be incorporated herein and nothing herein contained shall be deemed a surrender by the Owner of any of its rights or immunities or an increase of any of its responsibilities or liabilities under the Act. If any term or this Bill of Lading be repugnant to the Act to any extent, such term shall be void to the extent but no further.

2. **NEW JASON CLAUSE.** In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract or otherwise, the goods, shippers, consignees or owners of the goods shall contribute with the carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery.

3. **BOTH TO BLAME.** If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the Master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the carrier against all loss or liability to the other non-carrying ship or her owners in so far as such loss or liability represent loss of, or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-carrying ship or her owners to the owners of the said goods and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or carrier. The foregoing provisions shall also apply where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or object are at fault in respect to a collision or contact.