

Shipped in apparent good order and condition by

# Tanker Bill of Lading

B/L NO. LBG/PAR-01

Shipper

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

Consignee

BRF S.A.  
AV. SEN. ATTILIO FONTANA 1501  
CEP 83212-330 CNPJ 01.838.723/0364-07  
- PARANAGUA - PARANA - BRASIL

COPY  
NON-NEGOTIABLE

Notify Address

BRF S.A.  
AV. SEN. ATTILIO FONTANA 1501  
CEP 83212-330 CNPJ 01.838.723/0364-07  
- PARANAGUA - PARANA - BRASIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	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 OIL	1,500.000 MT

CLEAN ON BOARD  
DATED 22ND JULY 2025



"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 1P,1S,4P,4S,5P,6P AND 6S

This shipment of 1,500.000 Metric tons was loaded on board the Vessel as part of one original lot of 7,049.910  
Metric tons stowed in 1P,1S,4P,4S,5P,6P AND 6S with no segregation as to parcels. For the whole shipment 4 (FOUR) 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 liened 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 NON NEGOTIABLE

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

Dated at LUBUK GAUNG, INDONESIA this 22ND JULY 2025

As Agent for and on behalf of the Master  
CAPT. TIAGA AL LIRAZAN.

Shipped in apparent good order and condition by

Shipper

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

Tanker Bill of Lading

B/L NO. LBG/PAR-02

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	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	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 OIL



CLEAN ON BOARD  
DATED 22ND JULY 2025

QUANTITY  
(lbs., tonnes, barrels, gallons)

1,550.000 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 1P,1S,4P,4S,5P,6P AND 6S

This shipment of 1,550.000 Metric tons was loaded on board the Vessel as part of one original lot of 7,049.910  
Metric tons stowed in 1P,1S,4P,4S,5P,6P AND 6S with no segregation as to parcels. For the whole shipment 4 (FOUR) 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 liened 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 NON NEGOTIABLE

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

Dated at LUBUK GAUNG, INDONESIA this 22ND JULY 2025



As Agent: CAPT. TIAGA AL LIRAZAN.

Shipped in apparent good order and condition by  
Shipper

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

# Tanker Bill of Lading

B/L NO. LBG/PAR-03

## Consignee

SUL TRADING LTDA  
CNPJ : 10.770.101/0001-03  
CORONEL SANTA RITA, 2677, SALA 19,  
ROCIO, PARANAGUA - PR - 83221675 BRAZIL



## Notify Address

SUL TRADING LTDA  
CNPJ : 10.770.101/0001-03  
CORONEL SANTA RITA, 2677, SALA 19,  
ROCIO, PARANAGUA - PR - 83221675 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 OIL



CLEAN ON BOARD  
DATED 22ND JULY 2025

QUANTITY  
(lbs., tonnes, barrels, gallons)

1,999.910 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 1P,1S,4P,4S,5P,6P AND 6S

This shipment of 1,999.910 Metric tons was loaded on board the Vessel as part of one original lot of 7,049.910

Metric tons stowed in 1P,1S,4P,4S,5P,6P AND 6S with no segregation as to parcels. For the whole shipment 4 (FOUR) 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 liened 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 NON NEGOTIABLE

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

Dated at LUBUK GAUNG, INDONESIA this 22ND JULY 2025



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

Shipped in apparent good order and condition by

# Tanker Bill of Lading

B/L NO. LBG/PAR-04

Shipper

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

Consignee

JBS S/A  
CNPJ 02.916.265/0383-02  
AV BENTO ROCHA, 1369 - SALA 27, DOM PEDRO II  
CEP 83.221-595 PARANAGUA - PR - BRASIL



Notify Address

JBS S/A  
CNPJ 02.916.265/0383-02  
AV BENTO ROCHA, 1369 - SALA 27, DOM PEDRO II  
CEP 83.221-595 PARANAGUA - PR - BRASIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	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 OIL

2,000.000 MT

CLEAN ON BOARD  
DATED 22ND JULY 2025



"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 1P,1S,4P,4S,5P,6P AND 6S

This shipment of 2,000.000 Metric tons was loaded on board the Vessel as part of one original lot of 7,049.910  
Metric tons stowed in 1P,1S,4P,4S,5P,6P AND 6S with no segregation as to parcels. For the whole shipment 4 (FOUR) 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 liened 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 NON NEGOTIABLE

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

Dated at LUBUK GAUNG, INDONESIA this 22ND JULY 2025



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

Shipped in apparent good order and condition by  
Shipper

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

# Tanker Bill of Lading

B/L NO. LBG/PAR-05

## 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	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	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)
RSPO RBD PALM OIL (SEGREGATED)	1,999.858 MT
CLEAN ON BOARD DATED 22ND JULY 2025	
"FREIGHT PAYABLE AS PER CHARTER PARTY"	



OCEAN CARRIAGE STOWAGE: 3P AND 5S

This shipment of 1,999.858 Metric tons was loaded on board the Vessel as part of one original lot of 1,999.858  
Metric tons stowed in 3P AND 5S with no segregation as to parcels. For the whole shipment 1 (ONE) 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 liened 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 NON NEGOTIABLE

Bills of Lading of this tenor and date, one of which being accomplished, the others will be void.  
Dated at LUBUK GAUNG, INDONESIA this 22ND

JULY

2025

NOTE: CSPO: RBDPO/BG  
RSPO CERTIFICATE NUMBER: CU-RSPO SCC-832467



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

Shipped in apparent good order and condition by

# Tanker Bill of Lading

B/L NO. LBG/PAR-06

Shipper

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

Consignee

SUL TRADING LTDA  
CNPJ : 10.770.101/0001-03  
CORONEL SANTA RITA, 2677, SALA 19,  
ROCIO, PARANAGUA - PR - 83221675 BRAZIL



Notify Address

SUL TRADING LTDA  
CNPJ : 10.770.101/0001-03  
CORONEL SANTA RITA, 2677, SALA 19,  
ROCIO, PARANAGUA - PR - 83221675 BRAZIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	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	699.874 MT
CLEAN ON BOARD DATED 22ND JULY 2025	



"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 8P AND 8S

This shipment of 699.874 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 liened 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 NON NEGOTIABLE

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

Dated at LUBUK GAUNG, INDONESIA this 22ND JULY 2025



As Agent: 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

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

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CNPJ : 07.830.192/0004-55  
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PARANAGUÁ - PR, 83.221-595, BRAZIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	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



CLEAN ON BOARD  
DATED 22ND JULY 2025

"FREIGHT PAYABLE AS PER CHARTER PARTY"

QUANTITY  
(lbs., tonnes, barrels, gallons)

1,450.000 MT

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 liened 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 NON NEGOTIABLE

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

Dated at LUBUK GAUNG, INDONESIA this 22ND JULY 2025



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