

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0101

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker	M.T. FLOYEN V.2505	at the port of	PUERTO CASTILLA,HONDURAS C.A.
whereof	CAPT. AJAI MATHEW	is the Master, to be delivered to the port of	DEENDAYAL/KANDLA, INDIA
Consignee/Order of	TO ORDER	Notify	CAGILL INDIA PRIVATE LIMITED 10 TH FLOOR, TOWER-1 & 3, API BUSINESS CLUB, GOLF COURSE EXT. ROAD, SECTOR-62, GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category:	Y
(Name of product - IMO Name):		UN NOS	
		CAS NOS	

Bill of Lading Figure [Mts]

B/L QUANTITY:	500.000	Said by the shipper to metric tons (Mts)
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CONDITION:	"FREIGHT PREPAID AS PER CHARTER PARTY"
"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"	

OCEAN CARRIAGE STOWAGE	3P, 3S, 6P, 6S, 8P & 8S	CLEAN ON BOARD SEPTEMBER 14, 2025
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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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party.

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between	HANSA TANKERS AS	and	CAI TRADING LLC
As agent for owners			
as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, ("the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23 rd February 1968 (the Hague/Visby Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.			

In Witness Whereof, the Master has signed **THREE(3)** Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at **PUERTO CASTILLA, HONDURAS C.A.** this **14th** Day of **SEPTEMBER** **2025**

Comments

BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0102

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 at the port of PUERTO CASTILLA,HONDURAS C.A.

whereof CAP. AJAI MATHEW is the Master, to be delivered to DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER Notify CAGILL INDIA PRIVATE LIMITED
 10 TH FLOOR, TOWER-1 & 3, AIPL BUSINESS CLUB,
 GOLF COURSE EXT. ROAD. SECTOR-62,
 GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S CLEAN ON BOARD SEPTEMBER 14, 2025

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between HANSA TANKERS AS and CAI TRADING LLC

As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, ("the Hague Rules") or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 ("the Hague/Viaby Rules") applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed THREE(3) Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at PUERTO CASTILLA, HONDURAS C.A. this 14th Day of SEPTEMBER 2025

Comments

BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0103

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 **at the port of** PUERTO CASTILLA, HONDURAS C.A.

whereof CAP. AJAI MATHEW **is the Master, to be delivered to the port of** DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER **Notify** CAGILL INDIA PRIVATE LIMITED
 10 TH FLOOR, TOWER-1 & 3, AIPL BUSINESS CLUB,
 GOLF COURSE EXT. ROAD, SECTOR-62,
 GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be **500.000** metric tons was loaded on board the vessel as part of one original lot of **7,200.000** metric tons with stowed in **the tanks 3P, 3S, 6P, 6S, 8P & 8S** with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE **3P, 3S, 6P, 6S, 8P & 8S** **CLEAN ON BOARD SEPTEMBER 14, 2025**

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between **HANSA TANKERS AS** **and** **CAI TRADING LLC**
 As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague/Visby Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE(3)** Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at **PUERTO CASTILLA, HONDURAS C.A.** **this** **14th** **Day of** **SEPTEMBER** **2025**

Comments

 BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0104

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 at the port of PUERTO CASTILLA,HONDURAS C.A.

whereof CAPT. AJAI MATHEW is the Master, to be delivered to the port of DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER Notify CAGILL INDIA PRIVATE LIMITED
 10 TH FLOOR, TOWER-I & 3, AIPL BUSINESS CLUB,
 GOLF COURSE EXT. ROAD, SECTOR-62,
 GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PAYABLE AS PER CHARTER PARTY"

"This shipment said to be **500.000** metric tons was loaded on board the vessel as part of one original lot of **7,200.000** metric tons with stowed in **the tanks 3P, 3S, 6P, 6S, 8P & 8S** with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S CLEAN ON BOARD SEPTEMBER 14, 2025

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

This shipment is carried under and pursuant to the terms of the Charter dated AUGUST 20 2025
 Month Day Year

Between HANSA TANKERS AS and CAI TRADING LLC
 As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague/Vienna Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein; and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed THREE(3) Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at PUERTO CASTILLA, HONDURAS C.A. this 14th Day of SEPTEMBER 2025

Comments

 BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:
Shippers Ref. or PO Nos

FLO 2505 0105

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 **at the port of** PUERTO CASTILLA,HONDURAS C.A.

whereof CAPT. AJAI MATHEW **is the Master, to be delivered to the port of** DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER **Notify** CAGILL INDIA PRIVATE LIMITED
 10 TH FLOOR, TOWER-1 & 3, AIPL BUSINESS CLUB,
 GOLF COURSE EXT. ROAD, SECTOR-62,
 GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be **500.000** metric tons was loaded on board the vessel as part of one original lot of **7,200.000** metric tons with stowed in **the tanks 3P, 3S, 6P, 6S, 8P & 8S** with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S **CLEAN ON BOARD SEPTEMBER 14, 2025**

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between HANSA TANKERS AS
 As agent for owners
 and CAI TRADING LLC
 as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, ("the Hague Rules") or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 ("the Hague/Visby Rules") applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE(3)**

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

Dated at PUERTO CASTILLA, HONDURAS C.A. **this** 14th **Day of** SEPTEMBER **2025**

Comments

 BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0106

Shippers Ref. or PO Nos

Shipped on board in apparent good
order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)

Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
Colon, Honduras C.A. Tel. 00 504 2408-0163
Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 at the port of PUERTO CASTILLA,HONDURAS C.A.

whereof CAPT. AJAI MATHEW is the Master, to be delivered to DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER Notify CAGILL INDIA PRIVATE LIMITED
10 TH FLOOR, TOWER-1 & 3, AIPL BUSINESS CLUB,
GOLF COURSE EXT. ROAD, SECTOR-62,
GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category:	Y
(Name of product – IMO Name)*		UN NOS	
		CAS NOS	

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PRAPAID AS PER CHARTER PARTY"

"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S CLEAN ON BOARD SEPTEMBER 14, 2025

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party.

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between HANSA TANKERS AS and CAI TRADING LLC

As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague/Visby Rules)" applies by reason of the port of loading or discharge being in territory in which said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed THREE(3) Bills of Lading of this tenor and date, one of
Which being accomplished, the others will be void.

Dated at PUERTO CASTILLA, HONDURAS C.A. this 14th Day of SEPTEMBER 2025

Comments

BAUTISTA HERMANOS AGENTS
ONLY BEHALF OF CAPT. AJAI MATHEW
MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0107

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 at the port of PUERTO CASTILLA,HONDURAS C.A.

whereof CAPT. AJAI MATHEW is the Master, to be delivered to DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER Notify CAGILL INDIA PRIVATE LIMITED
 10 TH FLOOR, TOWER-I & 3, AIPL BUSINESS CLUB,
 GOLF COURSE EXT. ROAD. SECTOR-62,
 GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S CLEAN ON BOARD SEPTEMBER 14, 2025

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party.

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between HANSA TANKERS AS and CAI TRADING LLC

As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, ("the Hague Rules") or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 ("the Hague/Visby Rules") applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed THREE(3) Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at PUERTO CASTILLA, HONDURAS C.A. this 14th Day of SEPTEMBER 2025

Comments

BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0108

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmers del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker	M.T. FLOYEN V.2505	at the port of	PUERTO CASTILLA,HONDURAS C.A.
whereof	CAPT. AJAI MATHEW	is the Master, to be delivered to the port of	DEENDAYAL/KANDLA, INDIA
Consignee/Order of	TO ORDER	Notify	CAGILL INDIA PRIVATE LIMITED 10 TH FLOOR, TOWER-I & 3, API BUSINESS CLUB, GOLF COURSE EXT. ROAD. SECTOR-62, GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE **3P, 3S, 6P, 6S, 8P & 8S** CLEAN ON BOARD SEPTEMBER 14, 2025

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party.

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between **HANSA TANKERS AS** **and** **CAI TRADING LLC**

As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague/Visby Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE(3)** Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at **PUERTO CASTILLA, HONDURAS C.A.** this **14th** Day of **SEPTEMBER** 2025

Comments

 BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:
Shippers Ref. or PO Nos

FLO 2505 0109

Shipped on board in apparent good
order and condition by (shipper)
Palmeros del Aguan, S.A. (PALMASA)
Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
Colon, Honduras C.A. Tel. 00 504 2408-0163
Registro Fiscal : 02099008140037

on board the tanker	M.T. FLOYEN V.2505	at the port of	PUERTO CASTILLA,HONDURAS C.A.
whereof	CAPT. AJAI MATHEW	is the Master, to be delivered to the port of	DEENDAYAL/KANDLA, INDIA
Consignee/Order of	TO ORDER	Notify	CAGILL INDIA PRIVATE LIMITED 10 TH FLOOR, TOWER-I & 3, API BUSINESS CLUB, GOLF COURSE EXT. ROAD, SECTOR-62, GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: **500.000**
Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PAYABLE AS PER CHARTER PARTY"

"This shipment said to be **500.000** metric tons was loaded on board the vessel as part of one original lot of **7,200.000** metric tons with stowed in **the tanks 3P, 3S, 6P, 6S, 8P & 8S** with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE **3P, 3S, 6P, 6S, 8P & 8S**

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between **HANSA TANKERS AS** **and** **CAI TRADING LLC**

As agent for owners
as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading in Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague/Visby Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE(3)** Bills of Lading of this tenor and date, one of
Which being accomplished, the others will be void.

Dated at **PUERTO CASTILLA, HONDURAS C.A.** **this** **14th** **Day of** **SEPTEMBER** **2025**

Comments

BAUTISTA HERMANOS AGENTS
ONLY BEHALF OF CAPT. AJAI MATHEW
MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0110

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 **at the port of** PUERTO CASTILLA,HONDURAS C.A.

whereof CAPT. AJAI MATHEW **is the Master, to be delivered to the port of** DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER **Notify** CAGILL INDIA PRIVATE LIMITED
 10 TH FLOOR, TOWER-I & 3, AIPL BUSINESS CLUB,
 GOLF COURSE EXT. ROAD, SECTOR-62,
 GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S **CLEAN ON BOARD SEPTEMBER 14, 2025**

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party.

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between HANSA TANKERS AS and CAI TRADING LLC

As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague/Visby Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein; and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed THREE(3) Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at PUERTO CASTILLA, HONDURAS C.A. this 14th Day of SEPTEMBER 2025

Comments

 BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0111

Shippers Ref. or PO Nos

Shipper's Name: Palmeros del Aguan, S.A. (PALMASA)
Address: Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 at the port of PUERTO CASTILLA,HONDURAS C.A.

whereof CAPT. AJAI MATHEW is the Master, to be delivered to DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER Notify CAGILL INDIA PRIVATE LIMITED
 10 TH FLOOR, TOWER-1 & 3, AIPL BUSINESS CLUB,
 GOLF COURSE EXT. ROAD, SECTOR-62,
 GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 1,000.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be 1,000,000 metric tons was loaded on board the vessel as part of one original lot of 7,200,000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S CLEAN ON BOARD SEPTEMBER 14, 2025

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between HANSA TANKERS AS and CAI TRADING LLC

As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, ("the Hague Rules") or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 ("the Hague/Viaby Rules") applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed THREE(3) Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at PUERTO CASTILLA, HONDURAS C.A. this 14th Day of SEPTEMBER 2025

Comments

BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:
Shippers Ref. or PO Nos

FLO 2505 0112

Shipped on board in apparent good
order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
Colon, Honduras C.A. Tel. 00 504 2408-0163
Registro Fiscal : 02099008140037

on board the tanker M.T. FLOYEN V.2505 at the port of PUERTO CASTILLA,HONDURAS C.A.

whereof CAPT. AJAI MATHEW is the Master, to be delivered to DEENDAYAL/KANDLA, INDIA

Consignee/Order of TO ORDER Notify CAGILL INDIA PRIVATE LIMITED
10 TH FLOOR, TOWER-1 & 3, AIPL BUSINESS CLUB,
GOLF COURSE EXT. ROAD, SECTOR-62,
GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category:	Y
(Name of product – IMO Name):		UN NOS	
		CAS NOS	

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PAYABLE AS PER CHARTER PARTY"

"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE 3P, 3S, 6P, 6S, 8P & 8S

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party

This shipment is carried under and pursuant to the terms of the Charter dated	AUGUST	20	2025
	Month	Day	Year

Between HANSA TANKERS AS and CAI TRADING LLC

As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague/Vienna Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed

THREE(3)

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

Dated at PUERTO CASTILLA, HONDURAS C.A. this 14th Day of SEPTEMBER 2025

Comments

BAUTISTA HERMANOS AGENTS
ONLY BEHALF OF CAPT. AJAI MATHEW
MASTER OF THE MT FLOYEN

TANKER BILL OF LADING



HANSA TANKERS

B/L NO.:

FLO 2505 0113

Shippers Ref. or PO Nos

Shipped on board in apparent good order and condition by (shipper)

Palmeros del Aguan, S.A. (PALMASA)
 Carretera No. 39, Km. 185, 32401 Tepic, Bonito Oriental,
 Colon, Honduras C.A. Tel. 00 504 2408-0163
 Registro Fiscal : 02099008140037

on board the tanker	M.T. FLOYEN V.2505	at the port of	PUERTO CASTILLA,HONDURAS C.A.
whereof	CAPT. AJAI MATHEW	is the Master, to be delivered to the port of	DEENDAYAL/KANDLA, INDIA
Consignee/Order of	TO ORDER	Notify	CAGILL INDIA PRIVATE LIMITED 10 TH FLOOR, TOWER-I & 3, AIPL BUSINESS CLUB, GOLF COURSE EXT. ROAD, SECTOR-62, GURGAON, 122018 (HARYANA) INDIA

A QUANTITY IN BULK SAID BY THE SHIPPER TO BE:

COMMODITY	CRUDE PALM OIL EDIBLE GRADE IN BULK	Marpol Category: Y
(Name of product – IMO Name):		UN NOS
		CAS NOS

Bill of Lading Figure [Mts]

B/L QUANTITY: 500.000
 Said by the shipper to metric tons (Mts)

CONDITION: "FREIGHT PREPAID AS PER CHARTER PARTY"

"This shipment said to be 500.000 metric tons was loaded on board the vessel as part of one original lot of 7,200.000 metric tons with stowed in the tanks 3P, 3S, 6P, 6S, 8P & 8S with no segregation as to parcels, neither the vessel nor the owners assume any responsibilities for the consequences of such commingling nor the separation thereof at the time of delivery"

OCEAN CARRIAGE STOWAGE **3P, 3S, 6P, 6S, 8P & 8S** CLEAN ON BOARD SEPTEMBER 14, 2025

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 at the port of discharge or so near thereto as the Vessel can safely get, always afloat upon prior payment of freight as agreed. Freight payable as per charter party.

This shipment is carried under and pursuant to the terms of the Charter dated AUGUST 20 2025
 Month Day Year

Between **HANSA TANKERS AS** and **CAI TRADING LLC**
 As agent for owners

as Charterer, and all the terms (including Arbitration Clause) whatsoever of the said Charter except the rate and payment of freight specified therein apply to and govern the rights of the parties concerned in this shipment. Copy of the Charter may be obtained from the Shipper or Charterer. If this Bill of Lading is a document of title to which the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, or similar legislation giving statutory effect to the International Convention for the Unification of Certain Rules relating to Bills of Lading at Brussels of August 25, 1924, "(the Hague Rules) or the Hague Rules as amended by the protocol signed at Brussels on 23rd February 1968 (the Hague-Visby Rules)" applies by reason of the port of loading or discharge being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation, as the case may be, which shall be deemed incorporated herein, and nothing herein contained shall be deemed a surrender by the carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act or other similar legislation. If any term of this Bill of Lading is repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further. 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 charterer of the vessel named herein to carry the cargo described above. It is understood and agreed that, other than said shipowner or demise charter, 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 ship owner 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 defenses provided by law or by the terms of the contract of carriage shall be available to such other. The New Jason, Both-to-Blame Collision and Himalaya clauses are incorporated herewith.

In Witness Whereof, the Master has signed **THREE(3)** Bills of Lading of this tenor and date, one of
 Which being accomplished, the others will be void.

Dated at **PUERTO CASTILLA, HONDURAS C.A.** this **14th** Day of **SEPTEMBER** 2025

Comments

 BAUTISTA HERMANOS AGENTS
 ONLY BEHALF OF CAPT. AJAI MATHEW
 MASTER OF THE MT FLOYEN