

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. DUM/PAR-01

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 DUMAI, 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 OIL



CLEAN ON BOARD
DATED 21ST JULY 2025

QUANTITY
(lbs., tonnes, barrels, gallons)

1,000.000 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 1,000.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878

Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST 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. DUM/PAR-02

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 DUMAI, 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 OIL	100.000 MT
CLEAN ON BOARD DATED 21ST JULY 2025	



"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 100.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878
Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST

JULY

2025



DUMAI 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. DUM/PAR-03

Shipper

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

Consignee

SEVEN COMERCIO INTERNACIONAL LTDA
CNPJ: 50.161.403/0001-90
R PEDRO PAULINO, 01 SALA 08 GALERIA 13 DE MAIO
ZIP CODE 57.025-340 MACEIO AL - BRAZIL PHONE: (11) 3185-6919



Notify Address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AV.: CORONEL SANTA RITA, 2001 -
OFFICE: 17 - DISTRICT: INDUSTRIAL
STATE/UF: PARANAGUA/PR ZIP CODE: 83221-675
PHONE: (11) 3185-6919

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 OIL	400.000 MT
CLEAN ON BOARD DATED 21ST JULY 2025	

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 400.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878
Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST 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. DUM/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

SEVEN COMERCIO INTERNACIONAL LTDA
CNPJ: 50.161.403/0001-90
R PEDRO PAULINO, 01 SALA 08 GALERIA 13 DE MAIO
ZIP CODE 57.025-340 MACEIO AL - BRAZIL PHONE: (11) 3185-6919



Notify Address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AV.: CORONEL SANTA RITA, 2001 -
OFFICE: 17 - DISTRICT: INDUSTRIAL
STATE/UF: PARANAGUA/PR ZIP CODE: 83221-675
PHONE: (11) 3185-6919

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 OIL

CLEAN ON BOARD
DATED 21ST JULY 2025

QUANTITY
(lbs., tonnes, barrels, gallons)

450.000 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 450.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878
Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST 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. DUM/PAR-05

Consignee

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL

COPY
NON-NEGOTIABLE

Notify address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 OIL



QUANTITY
(lbs., tonnes, barrels, gallons)

200.000 MT

CLEAN ON BOARD
DATED 21ST JULY 2025

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 200.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878

Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST 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. DUM/PAR-06

Consignee

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL



Notify address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 OIL

CLEAN ON BOARD
DATED 21ST JULY 2025



QUANTITY
(lbs., tonnes, barrels, gallons)

500.000 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 500.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878

Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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.

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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.

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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 DUMAI, INDONESIA this 21ST JULY 2025



DUMAI 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. DUM/PAR-07

Consignee

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL



Notify address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 OIL



CLEAN ON BOARD
DATED 21ST JULY 2025

QUANTITY
(lbs., tonnes, barrels, gallons)

500.000 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 500.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878

Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST JULY 2025



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

Shipped in apparent good order and condition by

Tanker Bill of Lading

B/L NO. DUM/PAR-08

Shipper

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

Consignee

CARGILL AGRICOLA SA
AV CARGILL PORTARIA COMPLEMENTAR AV. ANTONIO DE OLIVEIRA
SANTOS, SN - BAIRRO DISTRITO INDUSTRIAL CEP 18121-070 -
MAIRINQUE/SP, BRAZIL CNPJ/TAX ID: 60.498.706/0078-36



Notify address

CARGILL AGRICOLA SA
AV CARGILL PORTARIA COMPLEMENTAR AV. ANTONIO DE OLIVEIRA
SANTOS, SN - BAIRRO DISTRITO INDUSTRIAL CEP 18121-070 -
MAIRINQUE/SP, BRAZIL CNPJ/TAX ID: 60.498.706/0078-36

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 OIL, IN BULK

QUANTITY
(lbs., tonnes, barrels, gallons)
700.000 MT



SHIPPED ON BOARD
DATED 21ST JULY 2025

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 700.000 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878

Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST JULY 2025

As Agent: PT. ADIGANA PARADUTA MULYA

DUMAI 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. DUM/PAR-09

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 DUMAI, 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 OIL	1,499.878 MT
CLEAN ON BOARD DATED 21ST JULY 2025	

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 2P,2S,7P AND 7S

This shipment of 1,499.878 Metric tons was loaded on board the Vessel as part of one original lot of 5,349.878
Metric tons stowed in 2P,2S,7P AND 7S with no segregation as to parcels. For the whole shipment 9 (NINE) 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 DUMAI, INDONESIA this 21ST JULY 2025



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

As Agent:

Shipped in apparent good order and condition by

Tanker Bill of Lading

B/L NO. DUM/PAR-10

Shipper

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

Consignee

SEVEN COMERCIO INTERNACIONAL LTDA
CNPJ: 50.161.403/0001-90
R PEDRO PAULINO, 01 SALA 08 GALERIA 13 DE MAIO
ZIP CODE 57.025-340 MACEIO AL - BRAZIL PHONE: (11) 3185-6919



Notify Address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AV.: CORONEL SANTA RITA, 2001 -
OFFICE: 17 - DISTRICT: INDUSTRIAL
STATE/UF: PARANAGUA/PR ZIP CODE: 83221-675
PHONE: (11) 3185-6919

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN

Loaded at the port of	To be delivered to the port of
DUMAI, INDONESIA	PARANAGUA, BRAZIL

A quantity in bulk said by the Shipper to be:

COMMODITY (Name of Product)	QUANTITY (lbs., tonnes, barrels, gallons)
RBD PALM STEARIN	200.000 MT



"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 3S,9P AND 9S

This shipment of	200.000	Metric tons was loaded on board the Vessel as part of one original lot of	2,249.824
Metric tons stowed in	3S,9P AND 9S	with no segregation as to parcels. For the whole shipment	8 (EIGHT) 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 DUMAI, INDONESIA this 20TH JULY 2025



DUMAI 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. DUM/PAR-11

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 DUMAI, 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 STEARIN	424.824 MT
CLEAN ON BOARD DATED 20TH JULY 2020	
"FREIGHT PAYABLE AS PER CHARTER PARTY"	

OCEAN CARRIAGE STOWAGE: 3S,9P AND 9S

This shipment of 424.824 Metric tons was loaded on board the Vessel as part of one original lot of 2,249.824
Metric tons stowed in 3S,9P AND 9S with no segregation as to parcels. For the whole shipment 8 (EIGHT) 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 DUMAI, INDONESIA this 20TH 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. DUM/PAR-12

Consignee

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL



Notify address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 STEARIN	300.000 MT
CLEAN ON BOARD DATED 20TH JULY 2025	



"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 3S,9P AND 9S

This shipment of 300.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,249.824

Metric tons stowed in 3S,9P AND 9S with no segregation as to parcels. For the whole shipment 8 (EIGHT) 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 DUMAI, INDONESIA this 20TH JULY 2025

JULY

2025



DUMAI 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. DUM/PAR-13

Consignee

SEVEN COMERCIO INTERNACIONAL LTDA
CNPJ: 50.161.403/0001-90
R PEDRO PAULINO, 01 SALA 08 GALERIA 13 DE MAIO
ZIP CODE 57.025-340 MACEIO AL - BRAZIL PHONE: (11) 3185-6919



Notify Address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AV.: CORONEL SANTA RITA, 2001 -
OFFICE: 17 - DISTRICT: INDUSTRIAL
STATE/UF: PARANAGUA/PR ZIP CODE: 83221-675
PHONE: (11) 3185-6919

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 STEARIN



QUANTITY
(lbs., tonnes, barrels, gallons)

110.000 MT

CLEAN ON BOARD
DATED 20TH JULY 2025

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 3S, 9P AND 9S

This shipment of 110.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,249.824

Metric tons stowed in 3S, 9P AND 9S with no segregation as to parcels. For the whole shipment 8 (EIGHT) 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 DUMAI, INDONESIA this 20TH JULY 2025



AS AGENT FOR AND ON BEHALF OF THE MASTER
As Agent of 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. DUM/PAR-14

Consignee

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL



Notify address

CELENA ALIMENTOS S/A
CNPJ: 06.159.809/0005-70 AVENIDA: CORONEL SANTA RITA, 2001 -
SALA: 17 CEP: 83221-675 BAIRRO: INDUSTRIAL
PARANAGUA - PR BRASIL

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 STEARIN



CLEAN ON BOARD
DATED 20TH JULY 2025

QUANTITY
(lbs., tonnes, barrels, gallons)

250.000 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 3S,9P AND 9S

This shipment of 250.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,249.824

Metric tons stowed in 3S,9P AND 9S with no segregation as to parcels. For the whole shipment 8 (EIGHT) 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.

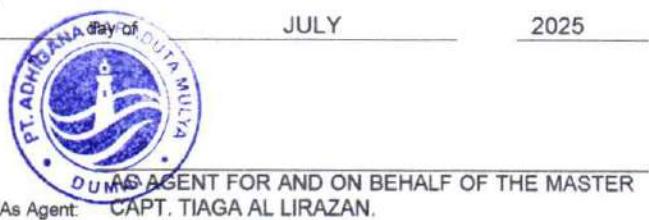
It is understood and agreed that, other than said shipowner or demise charterer, no person, firm or corporation or other legal entity whatsoever, is or shall be deemed to be liable with respect to the shipment as carrier, bailee or otherwise in contract or in tort. If, however, it shall be adjudged that 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 DUMAI, INDONESIA this 20TH JULY 2025



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. DUM/PAR-15

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 DUMAI, 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 STEARIN

CLEAN ON BOARD
DATED 20TH JULY 2025

"FREIGHT PAYABLE AS PER CHARTER PARTY"

QUANTITY
(lbs., tonnes, barrels, gallons)

476.000 MT

OCEAN CARRIAGE STOWAGE: 3S,9P AND 9S

This shipment of 476.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,249.824

Metric tons stowed in 3S,9P AND 9S with no segregation as to parcels. For the whole shipment 8 (EIGHT) 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 DUMAI, INDONESIA this 20TH 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. DUM/PAR-16

Consignee

INTER-CONTINENTAL OILS AND FATS PTE. LTD.
150 BEACH ROAD, #16-01 GATEWAY WEST,
SINGAPORE 189720



Notify address

INTER-CONTINENTAL OILS AND FATS PTE. LTD.
150 BEACH ROAD, #16-01 GATEWAY WEST,
SINGAPORE 189720

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 STEARIN	300.000 MT
CLEAN ON BOARD DATED 20TH JULY 2025	



"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 3S,9P AND 9S

This shipment of 300.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,249.824
Metric tons stowed in 3S,9P AND 9S with no segregation as to parcels. For the whole shipment 8 (EIGHT) 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 DUMAI, INDONESIA this 20TH 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. DUM/PAR-17

Shipper

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

Consignee

INTER-CONTINENTAL OILS AND FATS PTE. LTD.
150 BEACH ROAD, #16-01 GATEWAY WEST,
SINGAPORE 189720



Notify address

INTER-CONTINENTAL OILS AND FATS PTE. LTD.
150 BEACH ROAD, #16-01 GATEWAY WEST,
SINGAPORE 189720

On board the tanker	Flag	Master
MT. EVA PEARL VOY. 2506	PHILIPPINES	CAPT. TIAGA AL LIRAZAN
Loaded at the port of DUMAI, 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 STEARIN
CLEAN ON BOARD
DATED 20TH JULY 2025

QUANTITY
(lbs., tonnes, barrels, gallons)

189.000 MT

"FREIGHT PAYABLE AS PER CHARTER PARTY"

OCEAN CARRIAGE STOWAGE: 3S,9P AND 9S

This shipment of 189.000 Metric tons was loaded on board the Vessel as part of one original lot of 2,249.824

Metric tons stowed in 3S,9P AND 9S with no segregation as to parcels. For the whole shipment 8 (EIGHT) 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 DUMAI, INDONESIA this 20TH JULY 2025

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