



Commodities International
Shipping and Survey

ORIGINAL

**FOSFA CERTIFICATE OF COMPLIANCE, CLEANLINESS
AND SUITABILITY OF SHIP'S TANK(S)**

File No: UA01017
Ship: M/T "AQASIA" Ship's tank: 3P,3S,4P,4S
Owner: DSB INVESTMENT LIMITED Operator: KELEBEK SHIPPING
Inspected for cleanliness at port: IZMAIL, UKRAINE Berth: 8
On (Date): 04.09.2020 At (Time): 17:40 hrs

1. We have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the *Captain/First Officer or an equivalent statement signed by the *ship's Owner/authorised agent certifying that the above named ship complies with the FOSFA Qualifications and Operational Procedures for Ships Engaged in the Carriage of Oils and Fats in Bulk for Edible and Oleo-Chemical Use.
2. Prior to inspection we were informed by ship's *Captain/First Officer that the tank was
 - *a Stainless steel
 - *b Mild steel coated with (description of coating) Marineline new coating/recoating to be declared when appropriate/relevant
 - *c Mild steel
3. We received a copy of a statement signed by ship's Captain, owners or authorised agent certifying that:
 - *a. The immediate previous cargo in the tank was not a substance appearing on the FOSFA List of Banned Immediate Previous Cargoes in force at the date of the Bill/s of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as set out in the FOSFA List of Banned Immediate Previous Cargoes. The previous cargoes (back to a qualifying previous cargo) carried are stated to have been:
 - *b. ~~The immediate previous cargo in the tank was a substance on the FOSFA List of Acceptable Previous Cargoes in force at the date of the Bill/s of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as set out in the FOSFA List of Acceptable Previous Cargoes. The previous cargoes (back to a qualifying previous cargo) carried are stated to have been:~~
 - *c. ~~Applicable to mild steel tanks only - The three previous cargoes were oils and fats for edible and oleo-chemical use and/or molasses and were stated to have been:~~
 - *d. ~~Applicable to~~

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc (as necessary)
3P,3S	HYDRAULIC 32	SN 500	METHYL ALCOHOL	*****
4P,4S	HYDRAULIC 32	SN 150	METHYL ALCOHOL	*****

Under the provisions of 3a. and 3b. above in the event that a cargo was less than 60% of volume of the tank, such cargo to be recorded but is not to be considered a qualifying previous cargo. Such cargo not to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Acceptable Previous Cargoes; whichever list to apply, dictated by the sales contract.

- 4 We sighted ship's log which confirmed the above information as to the previous cargoes and their respective volume in the tank.
- 5 We were informed by ship's *Captain/Chief Officer that the tank had been cleaned after the last cargo by using the following cleaning procedure: 1.Butterworth with hot sea water (70C) for 2 hours
2.Rinse with ambient fresh water for 1 hour
3.Draining of tanks, lines and pumps. Drying. Mopping.

- 6 Tank was examined internally for cleanliness and as far as could be seen was found to be clean and dry and free from harmful material and, in our opinion, in this respect based on our visual inspection and at the time of our inspection, was in a fit state to receive a cargo of UKRAINIAN CRUDE SUNFLOWERSEED OIL, IN BULK in bulk.
- 7 From our inspection we found the tank construction was:
 - *a Stainless steel.
 - *b Mild steel coated and as far as could be seen the coating appeared to be in sound condition with minimal mild steel exposure, without loose scale or closed blisters.
 - *c Mild steel and as far as could be seen appeared to be in sound condition without loose scale.

- 8 Ship's cargo pumps and fixed pipelines were inspected as far as possible in-situ and based on visual inspection were found to be clean and dry with no significant odour.
- 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 02.09.2020 (date) by an application of live steam/hot water to not less than 6.0 kPa/ bar for a period of 30 minutes and were found tight.
- 10 As far as could be seen from our visual inspection, the hatch covers and jointing appeared to be in sound condition, the seals and packing did not appear to contain copper or copper alloy and there was no copper or copper alloy in the pipelines, pumping system or tank internal fittings where they were in contact with cargo.

Issued by: CISS Group (FOSFA Members Superintendent)
Signed: Signed:

Captain / Chief Officer

Inspection completed at 17:40 hours on 04.09.2020 (Date)

