

Commodities International  
Shipping and Survey

## FOSFA COMBINED MASTERS CERTIFICATE

Ship M/T "AQASIA"  
 Year Built 2011  
 Owners DSB INVESTMENT LIMITED

Voyage No 12/2020  
 Official No 9556753  
 Operator KELEBEK SHIPPING  
 UKRAINIAN CRUDE SUNFLOWERSEED

In respect of carriage of (tonnage) 1000,000  
 Loaded/Ex Transhipment at IZMAIL, UKRAINE  
 (Load Port)

Description OIL, IN BULK  
 For shipment to DAMIETTA PORT, EGYPT  
 (Discharge Port)

In Ships Tanks No(s) 3P,3S,4P,4S

"ODESKA TORGOVA KOMPANIA" LLC  
 UKRAINE, ODESSA REGION,

\*Shippers/Charterers ODESSA, CHURCH STR.,19

I state that -

- The above named vessel is classed with (Society) Bureau Veritas Certificate No. ITB0/EOZ/20160406083123 issued at Yarimca, Turkey dated 31.05.2016 which currently remains in force. The oil tight integrity of all cargo compartments is a condition of such classification.
- The 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.
- Tank heating is by \*immersed coils/heat exchangers. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 02.09.2020 (date) to not less than 5.0 kPa / bars for a period of 30 minutes and found tight.
- Copper and its alloys such as brass, bronze or gun metal are not present in any part of the system installation and means of transport that has contact with the oils or fats.
- Tank access/cleaning hatches are staunch and tight with suitable packing and gaskets compatible with the cargo.
- All internal structural members are self-draining.
- Tank(s) is (are) \*mild steel/mild steel coated/stainless steel construction.
- Where applicable tank coating(s) is (are) Marineline which is (are) fit for food grade products/carriage of oils and fats.
- In the tank heating system, heating medium is \*hot water, live steam.
- ~~For contamination control purposes, if the vessel also has a thermal heating fluid system, the thermal heating fluid is~~
- Cargo lines are \*stainless steel/mild steel with sufficient drain valves to ensure complete clearing and draining of the system.
- The tank(s) has (have) not contained, as the last three cargoes, any leaded products.
- Cargo History - the previous cargoes were as follows:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc
3P,3S	HYDRAULIC 32	SN 500	METHYL ALCOHOL	-----
4P,4S	HYDRAULIC 32	SN 150	METHYL ALCOHOL	-----

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 Previous Cargoes or to be a product on the FOSFA List of Acceptable Previous Cargoes; whichever list to apply, dictated by the sales contract.

14. Subject tanks have been cleaned after immediate previous cargoes using cleaning methods as noted below:

1.Butterworth with hot sea water (70C) for 2 hours

2.Kinse with ambient fresh water for 1 hour

3.Draining of tanks, lines and pumps. Drying. Mopping.

15. Subject tank were/ were not \*re-coated prior to loading.

All information in the Combined Masters Certificate obtained from the vessel representative is the sole responsibility of the vessel.

Signed  
 Ship M/T "AQASIA"  
 Date 04.09.2020  
 \*Delete which is inapplicable.

\*Captain/Chief Officer

Osman Can Ozer

