



FOSFA COMBINED MASTERS CERTIFICATE

Ship	M/T "SEAVEN VOYAGER"	Voyage No	11
Year Built	2004	Official No	9405796
Owners	DOMASO SHIPPING S.A	Operator	SEAVEN TANKER MANAGEMENT INC.
In respect of carriage of (tonnage)	3000,260	Description	CRUDE SUNFLOWER SEED OIL, IN BULK
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)	For shipment to	RAVENNA PORT, ITALY (Discharge Port)
In Ships Tanks No(s)	1P, 1S, 5P, 5S, 6P, 6S, SP AND SS		
*Shippers/Charterers	«Kublich Grain» LLC, LLC "CAREFIELD", LLC «Company Prometey», "ODESKA TORGOVA KOMPANIA" LLC		

I state that -

- The above named vessel is classed with (Society) Bureau Veritas Certificate No. LPR0/VDO/2020013013214 issued at Piraeus, Greece dated 30 January 2020 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 06.06.2020 (date) to not less than 5.5 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) Epoxy 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
1P,1S,5P,5S	SUNFLOWER OIL	SUNFLOWER OIL	SUNFLOWER OIL	-----
6P,6S,SP, SS	SUNFLOWER OIL	SUNFLOWER OIL	SUNFLOWER OIL	-----

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.

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

1. Butterworth all COT with sea water (45C) - 0.5 hour including lines and pumps
2. Butterworth all COT with sea water (60C) - 2 hours including lines and pumps
3. Rinse with ambient temperature by fresh water - 15 minutes including lines and pumps
4. Drain lines and pumps
5. Ventilation, mopping and dry

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

Certificate of Passivation to be provided

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

Signed
Ship M/T "SEAVEN VOYAGER"
Date 12.06.2020
*Delete which is inapplicable.

*Captain/Chief Officer

Diuzhakov Mikhail

