

|   |                                |                 |                                       |
|---|--------------------------------|-----------------|---------------------------------------|
| Ship  | MT VITIS                       | Voyage No       | 09/2022                               |
| Year Built  | 1991                           | Official No     | 197567                                |
| Owners  | UNIKA GROUP                    | Operator        | MAKO MARINE LLC                       |
| In respect of carriage of (tonnage)   | 5858                           | Description     | UKRAINIAN CRUDE SUNFLOWER OIL IN BULK |
| Loaded/Ex Transhipment at   | IZMAIL, UKRAINE<br>(Load Port) | For shipment to | RAVENNA, ITALY<br>(Discharge Port)    |
| In Ships Tanks No(s) 1P, 2P, 3P, 4P, 5P, 6P, 7P, 8P, 9P, 10P, 11P, 1S, 2S, 3S, 4S, 5S, 6S, 7S, 8S, 9S, 10S, 11S |                                |                 |                                       |
| LLC «NEW LOGIST UKRAINE»<br>65005, Ukraine, Odessa, street Balkovskaya, bldg. 108, of. 27                       |                                |                 |                                       |
| *Shippers/Charterers ON BEHALF OF AGRO TRADE GLOBAL FZC   |                                |                 |                                       |

I state that -

- The above named vessel is classed with (Society) Rina Services Certificate No. 93409-R025-003 issued at Termini Imerese, Italy dated 03.08.2022 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 03.08.2022 (date) to not less than 3 kPa / bars for a period of 1 HOUR 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) \_\_\_\_\_ 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 loaded products.
- Cargo History - the previous cargoes were as follows:

| Ships Tanks No | Last Cargo          | Second Last Cargo   | Third Last Cargo    | Etc |
|----------------|---------------------|---------------------|---------------------|-----|
| 1P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 1S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 2P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 2S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 3P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 3S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 4P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 4S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 5P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 5S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 6P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 6S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 7P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 7S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 8P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 8S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 9P             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 9S             | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 10P            | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 10S            | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 11P            | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | -   |
| 11S            | CRUDE SUNFLOWER OIL | CRUDE SUNFLOWER OIL | CRUDE 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.

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

1-BW with HOT sea water (85C) for 3 hrs per tank;  
2-Recirculation with ambient temperature sea water + Caustic Soda 3% for 2 hrs per tank;  
3-Rinsing with ambient temperature fresh water for 20 min per tank;  
4-Flushing with Ethanol for 45 min per tank;  
5-Flushing with ambient temperature destilled water for 20 min per tank;  
6-Vent, Mop, Dry  
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 MT VITIS  
Date 05.10.2022  
\*Delete which is inapplicable.

\*Captain/Chief Officer

SAVCHENKO OLEKSANDR

