

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

File No: UA01533  
 Ship: MT BANDIRMA Ship's tank: 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S  
 Owner: HICRITERCILT DENIZCILIK A.S. Operator: HICRITERCILT DENIZCILIK A.S.  
 Inspected for cleanliness at port: IZMAIL, UKRAINE Berth: 8  
 On (Date): 21.04.2023 At (Time): 14:50 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)~~ - ~~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 newly coated or fully recoated tanks - The previous cargoes carried are stated to have been (for contamination control purposes):~~

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc (as necessary)
1P	SULPHURIC ACID	SULPHURIC ACID	PHOSPHORIC ACID	
1S	SULPHURIC ACID	SULPHURIC ACID	PHOSPHORIC ACID	
2P	SULPHURIC ACID	SULPHURIC ACID	UREA AMMONIUM NITRATE SOLUTION	
2S	SULPHURIC ACID	SULPHURIC ACID	UREA AMMONIUM NITRATE SOLUTION	
3P	SULPHURIC ACID	SULPHURIC ACID	UREA AMMONIUM NITRATE SOLUTION	
3S	SULPHURIC ACID	SULPHURIC ACID	UREA AMMONIUM NITRATE SOLUTION	
4P	UREA AMMONIUM NITRATE SOLUTION	SULPHURIC ACID	SULPHURIC ACID	
4S	UREA AMMONIUM NITRATE SOLUTION	SULPHURIC ACID	SULPHURIC ACID	
5P	SULPHURIC ACID	SULPHURIC ACID	PHOSPHORIC ACID	
5S	SULPHURIC ACID	SULPHURIC ACID	PHOSPHORIC ACID	
6P	SULPHURIC ACID	SULPHURIC ACID	UREA AMMONIUM NITRATE SOLUTION	
6S	SULPHURIC ACID	SULPHURIC ACID	UREA AMMONIUM NITRATE SOLUTION	
7P	SULPHURIC ACID	SULPHURIC ACID	PHOSPHORIC ACID	
7S	SULPHURIC ACID	SULPHURIC ACID	PHOSPHORIC ACID	

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: AFTER SULPHURIC ACID AFTER UREA AMMONIUM NITRATE SOL.  
 1-BW AMBIENT SW 1 HR; 1-BW WARM FW 0,5 HRS;  
 2-RINSE AMBIENT FW 15 MIN; 2-BW HOT 50C SW 1 HR;  
 3-VENT/MOP/DRY; 3-RINSE AMBIENT FW 20 MIN;  
 4-VENT/MOP/DRY;

- 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 SUNFLOWER OIL 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 18.04.2023 by an application of ~~live steam/hot water~~ to not less than 4 bar for a period of 15 minutes and were found tight.

The vessel has a thermal heating fluid system, the thermal heating fluid is: Completely blanked.

- 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 14:50 hours on 21.04.2023 (Date)

