



Commodities International Shipping and Survey

FILE No. UA01602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1401,469

MASTER'S RECEIPT FOR DOCUMENTS

I, the undersigned, Captain or Authorised Representative of the vessel, declare that I have received below listed documents for further delivery to the cargo receiver at discharge port.

- FOSFA COMBINED MASTERS CERTIFICATE
- FOSFA CERTIFICATE OF COMPLIANCE, CLEANLINESS
- STATEMENT OF SHIP MASTER
- CERTIFICATE OF LAST THREE CARGOES
- CLEANLINESS OF TANKS CERTIFICATE
- ULLAGE REPORT OF SHIP'S TANKS
- FOSFA HEATING INSTRUCTIONS
- SAMPLE RECEIPT
- MASTER'S RECEIPT FOR DOCUMENTS
- CARGO TANKS SEALING CERTIFICATE
- VESSEL EXPERIENCE FACTOR
- SURVEY REPORT ON TIMES/TIME SHEET
- NOTICE OF APPARENT DISCREPANCY
- TIGHTNESS DECLARATION

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For vessel

Name: N. KHYTROV
Dated: 04.11.2023



For CISS Group

Name:
Dated: 04.11.2023





Commodities International Shipping and Survey

FILE No. UA01602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1401,469

SURVEY REPORT ON TIMES/TIME SHEET

Event	From		To	
	Time	Date	Time	Date
Vessel arrived EOSP	13:30	03.11.2023		
Pilot on board (ukrainian)	-			
NOR tendered	13:30	03.11.2023		As per C/P
First Line/All fast	16:00	03.11.2023	16:15	03.11.2023
Gangway down	16:15	03.11.2023		
Initial inspection	16:15	03.11.2023	17:15	03.11.2023
Cargo tanks accepted for loading	17:15	03.11.2023		
Cargo arms connected	19:25	03.11.2023		
Cargo Handling	19:55	03.11.2023	5:30	04.11.2023
Ullaging & callculation	5:30	04.11.2023	8:00	04.11.2023
Cargo arms disconnected	6:00	04.11.2023		
Remarks:				
Key/Safety meeting				
Blowing of ship's lines				
Settling of cargo				

For vessel

Name: N. KHYTROV
Dated: 04.11.2023



For CISS Group

Name: V.TSVIGUNENKO
Dated: 04.11.2023





Commodities International
Shipping and Survey

1 April 2020

FOSFA COMBINED MASTERS CERTIFICATE

Ship	M/T "AMICI"	Voyage No	06/23
Year Built	1989	Official No	02320447
Owners	AMICHI SHIPPING B.V.	Operator	AMICHI SHIPPING B.V.
In respect of carriage of (tonnage)	1400 MT	Description	Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)	For shipment to	CONSTANTA, ROMANIA IN TRANSIT (Discharge Port)
In Ships Tanks No(s)	1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S		
*Shippers/Charterers	CRYSTAL ALLIANCE TRADE LLC		

I state that -

- The above named vessel is classed with (Society) KONINKRIJK Certificate No. 3267AN
issued at ANTWERPEN dated 23.08.2021 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 02.07.2023 (date) to not less than 7,0 kPa / bars for a period of 30 MIN 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	CSFSO	CSFSO	CSFSO	
1S	CSFSO	CSFSO	CSFSO	
2P	CSFSO	CSFSO	CSFSO	
2S	CSFSO	CSFSO	CSFSO	
3P	CSFSO	CSFSO	CSFSO	
3S	CSFSO	CSFSO	CSFSO	
4P	CSFSO	CSFSO	CSFSO	
4S	CSFSO	CSFSO	CSFSO	
5P	CSFSO	CSFSO	CSFSO	
5S	CSFSO	CSFSO	CSFSO	
6P	CSFSO	CSFSO	CSFSO	
6S	CSFSO	CSFSO	CSFSO	

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. WELL DRAINED ONLY:

- 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 "AMICI"
Date 03.11.2023

*Captain/Chief Officer

*Delete which is inapplicable.





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

File No: UA01602
Ship: M/T "AMICT" Ship's tank: 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
Owner: AMICHI SHIPPING B.V. Operator: AMICHI SHIPPING B.V.
Inspected for cleanliness at port: IZMAIL, UKRAINE Berth: DSS, PIER#6
On (Date): 03.11.2023 At (Time): 17:15 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) **EPOXY** ~~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	tc (as necessary)
1P	CSFSO	CSFSO	CSFSO	
1S	CSFSO	CSFSO	CSFSO	
2P	CSFSO	CSFSO	CSFSO	
2S	CSFSO	CSFSO	CSFSO	
3P	CSFSO	CSFSO	CSFSO	
3S	CSFSO	CSFSO	CSFSO	
4P	CSFSO	CSFSO	CSFSO	
4S	CSFSO	CSFSO	CSFSO	
5P	CSFSO	CSFSO	CSFSO	
5S	CSFSO	CSFSO	CSFSO	
6P	CSFSO	CSFSO	CSFSO	
6S	CSFSO	CSFSO	CSFSO	

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. WELL DRAINED ONLY;

- 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 **Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk**

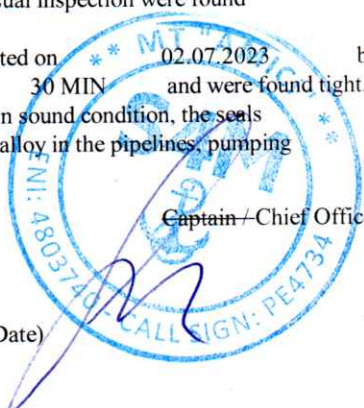
- 7 From our inspection we found the tank construction was:

- *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 **02.07.2023** by an application of live steam/hot water to not less than **7.0** bar for a period of **30 MIN** 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: CISSE Group (FOSFA Members Superintendent)
Signed: Signed:

Inspection completed at **17:15** hours on **03.11.2023** (Date)





Commodities International Shipping and Survey

FILE No. UAO1602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1400 MT

CERTIFICATE OF LAST THREE CARGOES CARRIED IN THE CARGO TANKS

I, the undersigned, Captain of said vessel herewith certify that the previous cargoes carried in the tanks, lines and pumps systems were a substances which:

LAST THREE CARGOES CARRIED ARE AS FOLLOWS:

Ships Tanks N°	Last cargo	Second Last Cargo	Third Last Cargo
1P	CSFSO	CSFSO	CSFSO
1S	CSFSO	CSFSO	CSFSO
2P	CSFSO	CSFSO	CSFSO
2S	CSFSO	CSFSO	CSFSO
3P	CSFSO	CSFSO	CSFSO
3S	CSFSO	CSFSO	CSFSO
4P	CSFSO	CSFSO	CSFSO
4S	CSFSO	CSFSO	CSFSO
5P	CSFSO	CSFSO	CSFSO
5S	CSFSO	CSFSO	CSFSO
6P	CSFSO	CSFSO	CSFSO
6S	CSFSO	CSFSO	CSFSO

I also certify that the said tanks had not contained any leaded Petroleum or other leaded products as last three previous cargoes.

While the heating exchangers, lines, pumps or fitting used for loading carrying or discharging of the above mentioned Cargo do not contain copper or copper alloy.

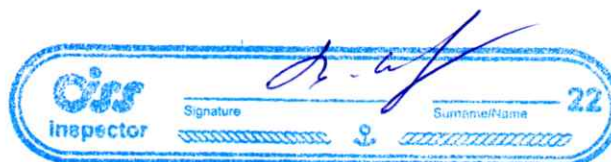
Ethylene Dichloride was not carried as the two previous Cargoes in organic coated tanks and as the last cargo in stainless steel and inorganic tanks.

Styrene Monomer was not carried as the three previous cargoes in organic coated tanks and as the last cargo in stainless steel and inorganic tanks.

I, the undersigned, herewith certify that the above mentioned vessel's tanks are suitable and safe to receive above mentioned cargo.

For vessel

Name: N. KHYTROV
Dated: 03.11.2023





Commodities International Shipping and Survey

FILE No. UA01602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1400 MT

CLEANLINESS OF TANKS CERTIFICATE

THIS IS TO CERTIFY that prior to loading operations we inspected the following cargo tanks:

1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S

Based on visual inspection the above tanks were found suitable for loading of above mentioned cargo.

Air tests: Ok

Heat coils/exchanger: -

Vessel's pumps: Ok

Vessel's lines: Ok

Inspected as far as it was possible and accessible and found to be in apparently good condition.

Vessel passed inspection : 03.11.2023 at 17:15 HRS LT

Remarks : Sea valve sealed : N/A

For vessel

Name: N. KHYTROV
Dated: 03.11.2023



For CISS Group

Name: V.TSVIGUNENKO
Dated: 03.11.2023





Commodities International Shipping and Survey

FILE No. UA01602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After
Appropriate, Refining) In Bulk
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1401,469

ULLAGE REPORT OF SHIP'S TANKS

Tank	Obs	Corr.	Total Obs	Temp	Density	Correction for	Gross
Nr	Ullage	Ullage	Volume	in	at Obs	thermal	Weight
	cm	cm	M3	C	Temp	expansion	MT
1P	236,0	236,0	97,490	36,9	0,90851	1,000000	88,571
1S	235,0	235,0	98,689	35,4	0,90953	1,000000	89,761
2P	309,0	309,0	129,719	37,9	0,90783	1,000000	117,763
2S	313,0	313,0	133,093	37,7	0,90796	1,000000	120,843
3P	316,5	316,5	139,948	38,2	0,90762	1,000000	127,020
3S	320,5	320,5	143,578	36,0	0,90912	1,000000	130,530
4P	341,0	341,0	151,001	39,2	0,90694	1,000000	136,949
4S	349,0	349,0	155,746	38,7	0,90728	1,000000	141,305
5P	323,5	323,5	136,182	38,8	0,90722	1,000000	123,547
5S	319,0	319,0	135,934	36,1	0,90905	1,000000	123,571
6P	252,0	252,0	105,328	38,3	0,90756	1,000000	95,591
6S	274,5	274,5	116,547	35,2	0,90966	1,000000	106,018
							1401,469

Metric Tonnes Air Loaded VEF not applied:	1401,469
V.E.F.	n/a
Metric Tonnes Air Loaded VEF applied:	n/a

Density at 20°C 0,9200

Draft:	Fore	2,90	Trim:	0,20
	Aft:	3,10	List:	Nil

Remarks: Ullages and Temp taken manually

For vessel

Name: N. KHYTROV
Dated: 04.11.2023



For CISS Group

Name: V.TSVIGUNENKO
Dated: 04.11.2023





Commodities International Shipping and Survey

FILE No. UA01602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk
VOYAGE NO 06/23
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1401,469

FOSFA HEATING INSTRUCTIONS IN RESPECT SHIPMENT OF OILS AND FATS

(in the following text the word oil shall be understood to mean oil/fat)

Following the FOSFA Heating Instructions in respect of bulk shipment of oils and fats:

1. Shippers shall ensure that the temperature of the oil during delivery into the tank(s) of a ship is that at which the oil is usually handled and where the heat is applied that temperature in no case exceeds that given in the appropriate table

2. Master shall supply to cargo receivers a statement showing the cargo temperature at loading and a chart on which the daily temperatures after loading have been recorded.

The chart shall be signed by the Master or authorised officer.

3. Shippers shall supply the following instructions with regard to heating of oil during the voyage:

3.1 Ship's tanks fitted with heating coils.

3.1.1 On completion of loading, ship's coils shall be completely covered with oil.

3.1.2 Heating shall be effected by hot water or, where this is impracticable, by low pressure saturated steam. Pressure shall not exceed 1.5 bar gauge.

3.1.3 During the voyage the oil shall be maintained in accordance with the temperatures set out in the Heating recommendations (Table A).

3.1.4 In sufficient time prior to arrival at port of discharge, heat shall be applied gradually to ensure that the temperature of the oil at time of discharge is in accordance with the temperatures set out in the Heating recommendations (Table A). The cargo shall be maintained within the range of temperatures throughout the discharge.

3.1.5 In order to avoid any damage to the quality of the oil, it is essential that heat is applied gradually. A sudden increase in temperature must be avoided as it will almost certainly result in damage to the oil.

3.1.6 The increase in temperature of the oil during any period of 24 hours shall never exceed 5°C.

3.1.7 As far as practicable, top and bottom temperatures shall be maintained at equal levels; the difference between these two temperatures shall never exceed 5°C.

3.1.8 The temperatures referred to above are the average of top, middle and bottom readings.

The top reading shall be taken at about 30 cm (one foot) below the surface of the oil.

The bottom reading shall be taken:

- In tanks which have bottom coils at 30 cm (one foot) above the level of the coils;
- In tanks which have side coils but no bottom coils, at a point about two feet (60 cm) from the bottom of the tank and about 30 cm (one foot) from the side coils.

3.1.9 The temperatures indicated in 3.1.4 above are applicable under normal conditions ruling at port of discharge.

In the event of abnormal conditions (such as extremely low air or water temperatures), receivers, either directly or through their appointed representatives, may vary the temperatures stated and instruct shipowners or their agents accordingly.

Details of such variations shall be duly recorded and advised to shippers or their representatives.

If there is more than one receiver of the oil ex one ship's tank:

- All receivers from that tank should be in agreement to the proposed variations in the temperatures stated in 3.1.4 above;
- Shipper's representatives at port of discharge shall endeavour to reconcile requirements of the individual receivers.

3.2 For tanks with heat exchangers

All instructions under paragraph 3.1 are applicable except for 3.1.1 and 3.1.8; the bottom temperature should be taken 30 cm (one foot) above tank bottom.

3.3 Bulk Oils not normally requiring heating during the voyage

If it is envisaged that the temperature of the oil at the time of discharge will be below the minimum figure indicated in the temperature is reached

3.4 Bulk oils shipped in tanks by vessels whose voyage by sea or inland waterway do not exceed 5 days

The oil must be loaded at a temperature which will enable the discharge temperature to be reached by raising the temperature of the oil by not more than 5°C per 24 hours

TEMPERATURE TABLE			
During Voyage		At time of discharge	
min °c	max °c	min °c	max °c
AMBIENT	AMBIENT	15	20

(*): It is recognized that in some cases the ambient temperatures may exceed the recommended maximum figures shown in the Heating Recommendations.

Master of the MT: M/T "AMICI"

Name: N. KHYTROV
Dated: 04.11.2023





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VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After A
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1401,469

CARGO TANKS SEALING CERTIFICATE

This is to certify that the undersigned CISS Group, sealed the cargo tanks of the above-named vessel upon completion of loading. All tanks and valves have been properly closed and sealed as follows:

Port		Starboard	
Position	Seals No:	Position	Seals No:
1P	C53580178	1S	C53580190
1P	C53580179	1S	C53580191
2P	C53580180	2S	C53580192
2P	C53580181	2S	C53580193
3P	C53580182	3S	C53580194
3P	C53580183	3S	C53580195
4P	C53580184	4S	C53580196
4P	C53580185	4S	C53580197
5P	C53580186	5S	C53580198
5P	C53580187	5S	C53580199
6P	C53580188	6S	C53580200
6P	C53580189	6S	C53581045
Manifolds	C76015059	Manifolds	C76015057
Manifolds	C53579072	Manifolds	C76015058

REMARKS : TOTAL: 28 SEALS

For vessel

Name: N. KHYTROV
Dated: 04.11.2023



For CISS Group

Name: V.TSVIGUNENKO
Dated: 04.11.2023





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Shipping and Survey**

FILE No. UA01602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption
After Appropriate, Refining) In Bulk
B/L DATE 04.11.2023
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT Izmail, Ukraine
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1401

TIGHTNESS DECLARATION

I, the undersigned, Master / Chief Officer of said vessel herewith certify that:

Ship's tanks Nos:

1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S

The hatch covers, hoses, valves, bulkheads, pipes, pumps, heater coils, etc. are tight, staunch, closed, fit and safe for carriage and preservation of the intended cargo to be loaded. 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. The immersed coils were tested for pressure and found tight.

All information obtained is the sole responsibility of the vessel's Authorities.

For vessel

Vessel representative

Name: N. KHYTROV
Dated: 04.11.2023



VESSEL	AMICI	REPORT:	CH2318320.1
CARGO	CRUDE SUNFLOWER SEED OIL IN BULK	DATE :	04-11-23
PORT / TERMINAL	DSR, IZMAIL, UKRAINE	BERTH :	6
SHIP'S PARCEL	1401,469 MT		

☒ Loading

☐ Unloading

JOINT SAMPLING REPORT

THIS IS TO CERTIFY THAT THE FOLLOWING SAMPLES HAVE BEEN CO-JOINTLY TAKEN AND SEALED:

SAMPLE TYPE	QUANTITY	Cotecna Seal No.	CISS Seal No.	-	-	-	TANK(s) No.
SHIP'S TANKS BOTTOM SAMPLES	12*0,5L	4020571	-	-	-	-	1P/S, 2P/S, 3P/S, 4P/S, 5P/S, 6P/S
FIRST FOOT SAMPLES	12*0,5L	4020572	-	-	-	-	
FIRST SPOUT SAMPLES	1*0,5L	4020573	-	-	-	-	
PRE-SHIPMENT SAMPLE	12*0,5L	4020574	D57427801	-	-	-	
PRE-SHIPMENT SAMPLE	12*0,5L	4020575	D57427802	-	-	-	
PRE-SHIPMENT SAMPLE	12*0,5L	4020576	D57427803	-	-	-	
PRE-SHIPMENT SAMPLE	12*0,5L	4020577	D57427804	-	-	-	
PRE-SHIPMENT SAMPLE	12*0,5L	4020578	D57427805	-	-	-	

Remarks:

For and on behalf of
Cotecna Inspection



For and on behalf of
CISS Inspection



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Commodities International Shipping and Survey

FILE No. UA01602
VESSEL M/T "AMICI"
COMMODITY Crude Sunflowerseed Oil Of Edible Grade (Fit For Human Consumption After Appropriate, Refining) In Bulk
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S
LOADING PORT IZMAIL, UKRAINE
BERTH No DSS, PIER#6
PORT OF DESTINATION CONSTANTA, ROMANIA IN TRANSIT
QUANTITY, MT 1401,469

SAMPLING REPORT

We, CISS GROUP as a first class superintending company, hereby certify that the following samples were drawn and sealed co-jointly with:

COTECNA

SET	QUANTITY OF SAMPLE	SEAL NUMBER		METHOD OF SAMPLING	DISPATCH	REMARK'S
		CISS Group	COTECNA			
1	12*0.45 lt	D57427806	-----	FF	AT YOUR DISPOSAL	FIRST FOOT SAMPLE TK 1P/1S, 2P/S,3P/S,4P/S,5P/S,6P/S
2	12*0.45 lt	D57427807	-----	DB	AT YOUR DISPOSAL	BOTTOM SAMPLE TK 1P/1S, 2P/S,3P/S,4P/S,5P/S,6P/S
3	1*0.45 lt	D57427808	-----	FS	AT YOUR DISPOSAL	First stream
4	12*0.45 lt	D57427809	4223941	L	PRE SHIPMENT	In Line Sample
5	12*0.45 lt	D57427810	4223942	L	PRE SHIPMENT	In Line Sample
6	12*0.45 lt	D57427811	4223943	L	PRE SHIPMENT	In Line Sample
7	12*0.45 lt	D57427812	4223944	L	PRE SHIPMENT	In Line Sample
8	12*0.45 lt	D57427813	4223945	L	PRE SHIPMENT	In Line Sample
9	12*0.45 lt	D57427814	4223946	L	PRE SHIPMENT	In Line Sample
10	12*0.45 lt	D57427815	-----	U-M-L	VESSEL'S SAMPLES	AT YOUR DISPOSAL
11	12*0.45 lt	D57427816	-----	U-M-L	VESSEL'S SAMPLES	AT YOUR DISPOSAL
12	12*0.45 lt	D57427817	-----	U-M-L	VESSEL'S SAMPLES	AT YOUR DISPOSAL
13	12*0.45 lt	D57427818	-----	U-M-L	VESSEL'S SAMPLES	AT YOUR DISPOSAL

Description of Sample

- ship's tanks composite after loading
- ship's tanks composite before discharging
- ship's tanks No. ____ composite sample
- ship's average sample
- parcel No. ____ average sample
- shore tank No. ____ composite
- first foot sample
- pre-shipment
- shore line composite sample

U - Upper Level
M - Middle Level
L - Lowel Level
U-M-L - All Levels

Method of Sampling

DB - Dead Bottom
3MUB - 3 m Under Bottom
FF - First Foot
R - Running Sample

LZ - from Load Zone
L - in-Line Sample
I - Intermitten
O - Other

Samples had been taken together with

YES Representative of ship's Administration
YES Charterer's Representative
NO Oil Terminal / Laboratory Representative

Remarks:

For COTECNA

Name:

Dated: 04.11.2023



For CISS Group

Name:

Dated:

04.11.2023

