

\*Delete which is inapplicable.

## FOSFA COMBINED MASTERS CERTIFICATE

Ship	MT HIRA V	Voyage No	13/24	
Year Built	2001	Official No	9217333	
Owners	HIRA V SHIPPING	Operator	VEYSEL VARDAL GEMICILIK DENIZCI	LIK
In respect of carriage	of (tonnage) 5410,090	Description	CRUDE SUNFLOWER SEED OIL UKRAII FOR FOOD USE AFTER APPROPRIATE I	
Loaded/Ex Transhipm			MONOPOLY, ITALY (Discharge Port)	
In Ships Tanks No(s)	SC, 1P/S, 2P/S, 3P/S, 4P/S, 6P/S			
*Shippers/Charterers	"IZMAIL-TRANSBULKTERMINAL			
	ADDRESS: UKRAINE, ODESA REC			
	IZMAIL, AERODROMNE SHOSSE, ON BEHALF OF D.A.M TRADE GR			
	LLC			
I state that -			G	4001 ¢ E1
	ed vessel is classed with (Society)	Bureau Veritas	Certificate No. ITB0/HKD/2022010314	43216-E1
issued at	Istanbul, Turkey		which currently remains in force.	
_	egrity of all cargo compartments is			
-	s in Bulk for Edible and Oleo-Chem	-	edures for Ships Engaged in the Carriage	
			pplicable are of stainless steel construction	. and
	01.07.24 (date) to not less that		10,5 kPa / bars for a period of	
	and found tight.			
4. Copper and its	alloys such as brass, bronze or gun	metal are not present in any p	part of the system installation and means	
of transport th	at has contact with the oils or fats.			
5. Tank access/cle	aning hatches are staunch and tight	with suitable packing and ga	skets compatible with the cargo.	
	ictural members are self-draining.			
	*mild steel/mild steel coated/staink			
8. Where applicab	le tank coating(s) is (are)	Marine Line	which is (are) fit for food grade products	s/carriage of
	ing system, heating medium is *hot	water live steam		
			d system, the thermal heating fluid is	
			complete clearing and draining of the syste	
10 Th - 41-(-) 1				/III.
12. The tank(s) has	(have) not contained, as the last thr	ee cargoes, any leaded produ		
13. Cargo History -	(have) not contained, as the last thr the previous cargoes were as follow	vs:	icts.	AII.
13. Cargo History - Ships Tanks No	the previous cargoes were as follow Last Cargo	vs: Second Last Cargo	Third Last Cargo	Etc
13. Cargo History - Ships Tanks No	Last Cargo  CSFO 97,1%	vs: Second Last Cargo MTBE 95,6%	Third Last Cargo CSBO 95,5%	
13. Cargo History - Ships Tanks No 1P 1S	Last Cargo CSFO 97,1% CSFO 97,8%	Second Last Cargo MTBE 95,6% MTBE 96,3%	Third Last Cargo CSBO 95,5% CSBO 95,5%	
13. Cargo History - Ships Tanks No 1P 1S 2P	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9%	VS:  Second Last Cargo  MTBE 95,6%  MTBE 96,3%  MTBE 96,9%	CSBO 95,5% CSBO 96,6%	
13. Cargo History - Ships Tanks No  1P  1S  2P  2S	Last Cargo  CSFO 97,1%  CSFO 97,8%  CSFO 95,9%  CSFO 95,4%	VS:    Second Last Cargo     MTBE 95,6%     MTBE 96,3%     MTBE 96,9%     MTBE 96,4%	CSBO 96,6% CSBO 96,1%	
13. Cargo History - Ships Tanks No 1P 1S 2P	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9%	VS:    Second Last Cargo     MTBE 95,6%     MTBE 96,3%     MTBE 96,9%     MTBE 96,4%     MTBE 96,9%	CSBO 95,5% CSBO 96,6% CSBO 96,1% CSBO 95,3%	
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 95,4% CSFO 96,1%	VS:    Second Last Cargo     MTBE 95,6%     MTBE 96,3%     MTBE 96,9%     MTBE 96,4%	CSBO 96,6% CSBO 96,1%	
13. Cargo History - Ships Tanks No 1P 1S 2P 2S 3P 3S	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 96,4% CSFO 96,1% CSFO 96,6%	MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 97,2%	CSBO 95,5% CSBO 96,6% CSBO 96,1% CSBO 95,3% CSBO 95,8%	
13. Cargo History - Ships Tanks No 1P 1S 2P 2S 3P 3S 4P	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 95,4% CSFO 96,1% CSFO 96,6% CSFO 89,5%	MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,8%	CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%	
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S	the previous cargoes were as follow  Last Cargo  CSFO 97,1%  CSFO 97,8%  CSFO 95,9%  CSFO 95,4%  CSFO 96,1%  CSFO 96,6%  CSFO 89,5%  CSFO 88,6%	MTBE 95,6%  MTBE 96,3%  MTBE 96,9%  MTBE 96,4%  MTBE 96,9%  MTBE 97,2%  MTBE 96,8%  MTBE 95,8%	CSBO 95,5% CSBO 96,6% CSBO 95,3% CSBO 95,3% CSBO 95,8% CSBO 95,8% CSBO 95,8% CSBO 95,5% CSBO 95,6%	
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S  SLOP C	the previous cargoes were as follow  Last Cargo  CSFO 97,1%  CSFO 97,8%  CSFO 95,9%  CSFO 95,4%  CSFO 96,1%  CSFO 96,6%  CSFO 89,5%  CSFO 88,6%  CSFO 81,4%  CSFO 81,4%  CSFO 89,7%	MTBE 95,6%  MTBE 96,3%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 97,2%  MTBE 96,8%  MTBE 96,8%  MTBE 96,9%  MTBE 97,0%  MTBE 97,0%  MTBE 97,0%  MTBE 97,0%  MTBE 86,5%	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 975,0%  CSBO 75,1%  CSBO 93,8%	Etc
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S  SLOP C  In the event tha	Last Cargo  CSFO 97,1%  CSFO 97,8%  CSFO 95,9%  CSFO 96,1%  CSFO 96,6%  CSFO 89,5%  CSFO 88,6%  CSFO 81,4%  CSFO 81,4%  CSFO 89,7%  t a cargo was less than 60% of volutions.	MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 97,2%  MTBE 96,8%  MTBE 96,8%  MTBE 95,8%  MTBE 95,8%  MTBE 96,9%  MTBE 96,9%  MTBE 97,0%  MTBE 86,5%  me of the tank, such cargo to	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a considered and	Etc
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S  SLOP C  In the event that previous cargo.	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 96,4% CSFO 96,6% CSFO 89,5% CSFO 88,6% CSFO 81,4% CSFO 81,4% CSFO 89,7% t a cargo was less than 60% of volu Such cargo not to be a product on to	Second Last Cargo  MTBE 95,6%  MTBE 96,3%  MTBE 96,9%  MTBE 96,9%  MTBE 97,2%  MTBE 96,8%  MTBE 96,8%  MTBE 95,8%  MTBE 95,8%  MTBE 97,0%  MTBE 97,0%  MTBE 86,5%  me of the tank, such cargo to the FOSFA List of Banned In	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 94,6%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a commediate Previous Cargoes or to be a productive considered a commediate Previous Cargoes or to be a productive considered a commediate Previous Cargoes or to be a productive considered a commediate Previous Cargoes or to be a productive considered a commediate Previous Cargoes or to be a productive considered a commediate Previous Cargoes or to be a productive considered a commediate Previous Cargoes or to be a productive considered a commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as commediate Previous Cargoes or to be a productive considered as	Etc
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S  SLOP C  In the event that previous cargo. FOSFA List of	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 96,4% CSFO 96,6% CSFO 89,5% CSFO 81,4% CSFO 81,4% CSFO 89,7% t a cargo was less than 60% of volus Such cargo not to be a product on the Acceptable Previous Cragoes; whice	Second Last Cargo MTBE 95,6% MTBE 96,3% MTBE 96,9% MTBE 96,9% MTBE 96,9% MTBE 97,2% MTBE 96,8% MTBE 95,8% MTBE 95,8% MTBE 97,0% MTBE 97,0% MTBE 86,5% me of the tank, such cargo to the FOSFA List of Banned In hever list to apply, dictated by the second se	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a commediate Previous Cargoes or to be a product the sales contract.	Etc
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S  SLOP C  In the event tha previous cargo. FOSFA List of 14. Subject tanks h.1-BW with ambient see	Last Cargo  CSFO 97,1%  CSFO 97,8%  CSFO 95,9%  CSFO 95,4%  CSFO 96,6%  CSFO 89,5%  CSFO 89,5%  CSFO 81,4%  CSFO 81,4%  CSFO 89,7%  t a cargo was less than 60% of volu: Such cargo not to be a product on taxe been cleaned after immediate prese water for 1,0 hrs;	Second Last Cargo MTBE 95,6% MTBE 96,3% MTBE 96,9% MTBE 96,9% MTBE 96,9% MTBE 97,2% MTBE 96,8% MTBE 95,8% MTBE 95,8% MTBE 97,0% MTBE 97,0% MTBE 86,5% me of the tank, such cargo to the FOSFA List of Banned In hever list to apply, dictated by the second se	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a commediate Previous Cargoes or to be a product the sales contract.	Etc
13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S  SLOP C  In the event tha previous cargo. FOSFA List of 14. Subject tanks h 1-BW with ambient ss 2-BW with hot (60-70)	Last Cargo  CSFO 97,1%  CSFO 97,8%  CSFO 95,9%  CSFO 96,1%  CSFO 96,6%  CSFO 89,5%  CSFO 89,5%  CSFO 81,4%  CSFO 81,4%  CSFO 89,7%  t a cargo was less than 60% of volu: Such cargo not to be a product on the Acceptable Previous Cragoes; which are the awater for 1,0 hrs;  Sea water for 1,5 hrs;	Second Last Cargo MTBE 95,6% MTBE 96,3% MTBE 96,9% MTBE 96,9% MTBE 96,9% MTBE 97,2% MTBE 96,8% MTBE 95,8% MTBE 95,8% MTBE 97,0% MTBE 97,0% MTBE 86,5% me of the tank, such cargo to the FOSFA List of Banned In hever list to apply, dictated by the second se	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a commediate Previous Cargoes or to be a product the sales contract.	Etc
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13. Cargo History - Ships Tanks No  1P  1S  2P  2S  3P  3S  4P  4S  6P  6S  SLOP C  In the event tha previous cargo. FOSFA List of 14. Subject tanks h 1-BW with ambient se 2-BW with hot (60-70 3-BW with fresh wate	Last Cargo  CSFO 97,1%  CSFO 97,8%  CSFO 95,9%  CSFO 96,1%  CSFO 96,6%  CSFO 89,5%  CSFO 89,5%  CSFO 81,4%  CSFO 81,4%  CSFO 89,7%  t a cargo was less than 60% of volu: Such cargo not to be a product on the Acceptable Previous Cragoes; which are the awater for 1,0 hrs;  Sea water for 1,5 hrs;	Second Last Cargo MTBE 95,6% MTBE 96,3% MTBE 96,9% MTBE 96,9% MTBE 96,9% MTBE 97,2% MTBE 96,8% MTBE 95,8% MTBE 95,8% MTBE 97,0% MTBE 97,0% MTBE 86,5% me of the tank, such cargo to the FOSFA List of Banned In hever list to apply, dictated by the second se	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a commediate Previous Cargoes or to be a product the sales contract.	Etc
13. Cargo History - Ships Tanks No 1P 1S 2P 2S 3P 3S 4P 4S 6P 6S SLOP C In the event tha previous cargo. FOSFA List of 14. Subject tanks h.1-BW with ambient so 2-BW with hot (60-70) 3-BW with fresh water 4-Draining Pumps and	Last Cargo CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 96,1% CSFO 96,6% CSFO 89,5% CSFO 89,5% CSFO 81,4% CSFO 81,4% CSFO 89,7% t a cargo was less than 60% of volu. Such cargo not to be a product on the Acceptable Previous Cragoes; which are the care of 1,0 hrs; Sea water for 1,0 hrs; Sea water for 1,5 hrs; Tor 20 min;	Second Last Cargo MTBE 95,6% MTBE 96,3% MTBE 96,9% MTBE 96,9% MTBE 96,9% MTBE 97,2% MTBE 96,8% MTBE 95,8% MTBE 95,8% MTBE 95,8% MTBE 96,9% MTBE 97,0% MTBE 86,5% me of the tank, such cargo to the FOSFA List of Banned In thever list to apply, dictated levious cargoes using cleaning	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a commediate Previous Cargoes or to be a product the sales contract.	Etc
13. Cargo History - Ships Tanks No 1P 1S 2P 2S 3P 3S 4P 4S 6P 6S SLOP C In the event tha previous cargo. FOSFA List of 1-BW with ambient se 2-BW with hot (60-70 3-BW with fresh wate 4-Draining Pumps and	Last Cargo CSFO 97,1% CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 95,4% CSFO 96,1% CSFO 96,6% CSFO 89,5% CSFO 89,5% CSFO 81,4% CSFO 81,4% CSFO 81,4% CSFO 89,7% t a cargo was less than 60% of volution to the cargo not to be a product on the cargo and the cargo and the cargo was less than 60% of volution to the cargo may be a water for 1,0 hrs; by sea water for 1,5 hrs; r for 20 min; l lines, Ventilation, Mopping;	Second Last Cargo  MTBE 95,6%  MTBE 96,3%  MTBE 96,9%  MTBE 96,9%  MTBE 97,2%  MTBE 96,8%  MTBE 95,8%  MTBE 95,8%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 97,0%  MTBE 86,5%  me of the tank, such cargo to the to the tank, such cargo to the to the to apply, dictated levious cargoes using cleaning.	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 95,5%  CSBO 75,0%  CSBO 75,1%  CSBO 93,8%  be recorded but is not to be considered a commediate Previous Cargoes or to be a product the sales contract.	Etc
13. Cargo History - Ships Tanks No 1P 1S 2P 2S 3P 3S 4P 4S 6P 6S SLOP C In the event tha previous cargo. FOSFA List of 14. Subject tanks h1-BW with ambient se 2-BW with fresh water 4-Draining Pumps and 15. Subject tank were	Last Cargo CSFO 97,1% CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 95,4% CSFO 96,1% CSFO 96,6% CSFO 89,5% CSFO 89,5% CSFO 81,4% CSFO 81,4% CSFO 81,4% CSFO 89,7% t a cargo was less than 60% of volution to the cargo not to be a product on the cargo and the cargo and the cargo was less than 60% of volution to the cargo may be a water for 1,0 hrs; by sea water for 1,5 hrs; r for 20 min; l lines, Ventilation, Mopping;	Second Last Cargo  MTBE 95,6%  MTBE 96,3%  MTBE 96,9%  MTBE 96,9%  MTBE 97,2%  MTBE 96,8%  MTBE 96,8%  MTBE 96,8%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,0%  MTBE 96,0%  MTBE 96,0%  MTBE 96,0%  MTBE 97,0%  MTBE 97,0%  MTBE 80,5%  me of the tank, such cargo to the FOSFA List of Banned In hever list to apply, dictated I revious cargoes using cleaning.	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 975,0%  CSBO 93,8%  CSBO 75,0%  CSBO 93,8%  Description of the considered a commediate Previous Cargoes or to be a product the sales contract.  Third Last Cargo  STORY  STORY  STORY  TO SHO 95,5%  CSBO 93,8%  TO SHO 94,6%  TO SHO 94,6%  TO SHO 95,1%  TO SHO 9	Etc
13. Cargo History - Ships Tanks No 1P 1S 2P 2S 3P 3S 4P 4S 6P 6S SLOP C In the event tha previous cargo. FOSFA List of 14. Subject tanks h 1-BW with ambient se 2-BW with firesh wate 4-Draining Pumps and 15. Subject tank were	Last Cargo CSFO 97,1% CSFO 97,1% CSFO 97,8% CSFO 95,9% CSFO 95,9% CSFO 96,6% CSFO 89,5% CSFO 89,5% CSFO 81,4% CSFO 81,4% CSFO 89,7% t a cargo was less than 60% of volu Such cargo not to be a product on taxon cargo was less than 60% of volus and cargo was less than 60% of volus and cargo was less than 60% of volus and cargo not to be a product on taxon cargo was less than 60% of volus and cargo was less than 60% of	Second Last Cargo  MTBE 95,6%  MTBE 96,3%  MTBE 96,9%  MTBE 96,9%  MTBE 97,2%  MTBE 96,8%  MTBE 95,8%  MTBE 95,8%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 96,9%  MTBE 97,0%  MTBE 86,5%  me of the tank, such cargo to the to the tank, such cargo to the to the to apply, dictated levious cargoes using cleaning.	Third Last Cargo  CSBO 95,5%  CSBO 95,5%  CSBO 96,6%  CSBO 96,1%  CSBO 95,3%  CSBO 95,8%  CSBO 95,5%  CSBO 975,0%  CSBO 93,8%  CSBO 75,0%  CSBO 93,8%  Description of the considered a commediate Previous Cargoes or to be a product the sales contract.  Third Last Cargo  STORY  STORY  STORY  TO SHO 95,5%  CSBO 93,8%  TO SHO 94,6%  TO SHO 94,6%  TO SHO 95,1%  TO SHO 9	Etc
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