

Ship	MT HIRA V	Voyage No	13/24
Year Built	2001	Official No	9217333
Owners	HIRA V SHIPPING	Operator	VEYSEL VARDAL GEMICILIK DENIZCILIK
In respect of carriage of (tonnage)	5410,090	Description	CRUDE SUNFLOWER SEED OIL UKRAINE ORIGIN, IN BULK
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)	For shipment to	MONOPOLY, ITALY (Discharge Port)
In Ships Tanks No(s)	SC, 1P/S, 2P/S, 3P/S, 4P/S, 6P/S		
*Shippers/Charterers	"IZMAIL-TRANSBULKTERMINAL" LLC ADDRESS: UKRAINE, ODESA REGION IZMAIL, AERODROMNE SHOSSE,2 ON BEHALF OF D.A.M TRADE GROUP LLC		

I state that -

- The above named vessel is classed with (Society) Bureau Veritas Certificate No. ITB0/HKD/20220103143216-E1 issued at Istanbul, Turkey dated 03.01.2022 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 01.07.24 (date) to not less than 10,5 kPa / bars for a period of 15 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) Marine Line 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	CSFO 97,1%	MTBE 95,6%	CSBO 95,5%	
1S	CSFO 97,8%	MTBE 96,3%	CSBO 95,5%	
2P	CSFO 95,9%	MTBE 96,9%	CSBO 96,6%	
2S	CSFO 95,4%	MTBE 96,4%	CSBO 96,1%	
3P	CSFO 96,1%	MTBE 96,9%	CSBO 95,3%	
3S	CSFO 96,6%	MTBE 97,2%	CSBO 95,8%	
4P	CSFO 89,5%	MTBE 96,8%	CSBO 95,5%	
4S	CSFO 88,6%	MTBE 95,8%	CSBO 94,6%	
6P	CSFO 81,4%	MTBE 96,9%	CSBO 75,0%	
6S	CSFO 81,4%	MTBE 97,0%	CSBO 75,1%	
SLOP C	CSFO 89,7%	MTBE 86,5%	CSBO 93,8%	

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-BW with ambient sea water for 1,0 hrs;

2-BW with hot (60-70) sea water for 1,5 hrs;

3-BW with fresh water for 20 min;

4-Draining Pumps and lines, Ventilation, Mopping;

- 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 HIRA V  
Date 11.09.2024

\*Captain/Chief Officer

AYKUT BASARAN



\*Delete which is inapplicable.