

Ship	MT DENSA DEFNE
Year Built	2004
Owners	DEFNE TANKERS LTD.
In respect of carriage of (tonnage)	6599,840 MT
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)

Voyage No	16/24
Official No	9297204
Operator	DENSA TANKER ISLETMECILIGI LTD
Description	Ukrainian crude Sunflower oil in Bulk
For shipment to	Ravenna, Italy
	(Discharge Port)

In Ships Tanks No(s) 1P/S; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S

*Shippers/Charterers "ODESKA TORGOVA KOMPANIA" LLC Ukraine, Odesa region, Odesa, Church str.,19
ON BEHALF OF D.A.M TRADE GROUP LLC
"IZMAIL-TRANSBULKTERMINAL" LLC ADDRESS: UKRAINE, ODESA REGION,
IZMAIL, AERODROMNE SHOSSE, 2
ON BEHALF OF DAM TRADE GROUP LLC

I state that -

1. The above named vessel is classed with (Society) Bureau Veritas Certificate No. ITB0/KUG/20220328135402
issued at Isanbul, Turkey dated 10.12.2024 which currently remains in force.
The oil tight integrity of all cargo compartments is a condition of s
2. 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.
3. Tank heating is by ~~*immersed coils/heat exchangers~~. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 17.10.2024 (date) to not less than 8,0 ~~kPa~~ / bars for a period of 20 minutes and found tight.
4. 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.
5. Tank access/cleaning hatches are staunch and tight with suitable packing and gaskets compatible with the cargo.
6. All internal structural members are self-draining.
7. Tank(s) is (are) ~~*mild steel/mild steel coated/stainless steel construction~~.
8. Where applicable tank coating(s) is (are) EPOXY which is (are) fit for food grade products/carriage of oils and fats.
9. In the tank heating system, heating medium is ~~*hot water, live steam~~.
10. ~~For contamination control purposes, if the vessel also has a thermal heating fluid system, the thermal heating fluid is~~
11. Cargo lines are ~~*stainless steel/mild steel~~ with sufficient drain valves to ensure complete clearing and draining of the system.
12. The tank(s) has (have) not contained, as the last three cargoes, any leaded products.
13. Cargo History - the previous cargoes were as follows:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc
1P	CSFSO 77,3%	MTBE 90,0%	VEGETABLE ORIGIN FAME 54,0%	
1S	CSFSO 77,1%	MTBE 90,0%	VEGETABLE ORIGIN FAME 55,0%	
2P	CSFSO 85,8%	CRUDE SOYABEAN OIL 82,0%	MTBE 92,0%	
2S	CSFSO 86,0%	CRUDE SOYABEAN OIL 82,0%	MTBE 92,0%	
3P	CSFSO 74,6%	CRUDE SOYABEAN OIL 76,0%	MTBE 95,0%	
3S	CSFSO 84,5%	CRUDE SOYABEAN OIL 76,0%	MTBE 95,0%	
4P	CSFSO 83,0%	CRUDE SOYABEAN OIL 75,0%	MTBE 95,0%	
4S	CSFSO 81,0%	CRUDE SOYABEAN OIL 75,0%	MTBE 95,0%	
5P	CSFSO 82,3%	CRUDE SOYABEAN OIL 76,0%	MTBE 95,0%	
5S	CSFSO 82,4%	CRUDE SOYABEAN OIL 76,0%	MTBE 95,0%	
6P	CSFSO 82,7%	CRUDE SOYABEAN OIL 94,0%	CSFSO 90,0%	
6S	CSFSO 82,7%	CSFSO 93,0%	CSFSO 90,0%	

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 ambient sea water for 1 hrs;

2-BW with hot sea water (65C) for 1,5 hrs;

3-Rinse with ambient fresh water for 10 min;

4-Draining, stripping, drying;

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 DENSA DEFNE
Date	21.10.2024
*Delete which is inapplicable.	

~~*Captain~~/Chief Officer

MUHAMMED ELEMIN CUBUKCU

