

Ship	MT NIKSAR	Voyage No	13/24
Year Built	1993	Official No	8871003
Owners	SEBA SHIPPING	Operator	SEBA SHIPPING
In respect of carriage of (tonnage)	3001.520 MT	Description	UKRAINIAN ORIGIN CRUDE SUNFLOWER SEED OIL, IN BULK
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)	For shipment to	KALAMAKI (KORINTHIAS) PORT / GREECE (Discharge Port)

In Ships Tanks No(s) 1S, 2S, 3S, 1P, 2P, 3P, 1C, 2C, 3C, 4C, 5C

*Shippers/Charterers «IZMAILSKA TORGOVA COMPANIA» LLC
Ukraine, Odesa region, Izmail, Aerodromne shosse, 2 zh
ON BEHALF OF D.A.M TRADE GROUP LLC

I state that -

1. The above named vessel is classed with (Society) ABS Certificate No. 9418471-6407018-045
issued at ISTANBUL dated 18.05.2024 which currently remains in force.
The oil tight integrity of all cargo compartments is a condition of such classification.
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 12.10.2024 (date) to not less than 10 ~~kPa~~ / bars for a period of 1.5 HRS 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
1C	CSFSO	CORN OIL	CSFSO	-
2C	CSFSO	CORN OIL	CSFSO	-
3C	CSFSO	CORN OIL	CSFSO	-
4C	CSFSO	CORN OIL	CSFSO	-
5C	CSFSO	CORN OIL	CSFSO	-
1P	CSFSO	CORN OIL	CSFSO	-
1S	CSFSO	CORN OIL	CSFSO	-
2P	CSFSO	CORN OIL	CSFSO	-
2S	CSFSO	CORN OIL	CSFSO	-
3P	CSFSO	CORN OIL	CSFSO	-
3S	CSFSO	CORN OIL	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.

14. Subject tanks have been cleaned after immediate previous cargoes using cleaning methods as noted below:

1. BW WITH ABUNDANT COLD SEA WATER FOR 2 HRS;
2. BW WITH HOT (60C) AND 0,05% LIQUID DETERGENT FOR 1 HR;
3. BW WITH HOT FRESH WATER 60C FOR 0,5 HR;
4. STEAMING (FREE) FOR ABOUT 1 HR EACH TANK;
5. DRAINING OF TANKS, LINES AND PUMPING;
6. DRYING, MOPPING, VENTILATION;

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 NIKSAR
Date 18.11.2024
*Delete which is inapplicable.

*Captain/Chief Officer

ALIMIRZA TAHIROV

