



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

File No: SGD00756
 Ships Tanks No: 1P/S; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S; Slop C
 Owners: BC TANKER LTD
 Inspected for cleanliness at port: ODESSA, UKRAINE
 On (Date): 13.09.2022

Ship: M/T "LARA S"
 Operator: ATLANTIK DENIZCILIK TIC. VE SAN A.S.
 Berth: 5-6
 At (Time): 13:30

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.

All information in the Combined Masters Certificate obtained from the vessel's representative is the sole responsibility of the vessel.

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)

MARINE LINE

*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 three previous cargoes 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 three previous cargoes 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:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo
1P	Crude Sunflowerseed oil	SN100LS-UK	BS 150
1S	Crude Sunflowerseed oil	SN100LS-UK	SN 150
2P	Crude Sunflowerseed oil	SN100LS-UK	SN600
2S	Crude Sunflowerseed oil	EHC 120	150N
3P	Crude Sunflowerseed oil	EHC 50	150N
3S	Crude Sunflowerseed oil	EHC 50	4CST
4P	Crude Sunflowerseed oil	CORE 100	SN600
4S	Crude Sunflowerseed oil	CORE 100	SN600
5P	Crude Sunflowerseed oil	EHC 120	SN 900
5S	Crude Sunflowerseed oil	EHC 50	SN 150
6P	Crude Sunflowerseed oil	SN100LS-UK	4CST
6S	Crude Sunflowerseed oil	SN100LS-UK	4CST
SLOP C	EHC 50	SN100LS-UK	4CST

4 We sighted ship's log which confirmed the above information as to the last three cargoes and the percentage of the immediate previous cargo in the tank, which was not less than 60 percent by volume of the tank.

5 We were informed by ship's *Captain/First Officer that the tank had been cleaned after the last cargo by using the following cleaning procedure: 1-BW WITH 35-40 C DEG SEA WATER AT 45 MINS

2-BW WITH 70-80 C DEG SEA WATER AT 60 MINS

3-BW WITH AMB. TEMP. FRESH WATER AT 15 MINS

4-DRYING, MOPPING AND VENTILATION

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 CRUDE SUNFLOWER SEED OIL UKRAINE ORIGIN, IN BULK FOR

in a fit state to receive a cargo of FOOD USE 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 our visual inspection found to be clean and dry with no significant odour.

9 We were informed by the ship's C/O that the tank coils and/or heat exchangers were tested on 08.08.2022 (date) by an application of live steam/hot water to not less thankPa 7,5 bar for a period of 30 MINS 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: CISS Group (FOSFA Members Superintendent)
 Signed: Signed:

Inspection completed at 14:30 hours on 13.09.2022 (Date)

