



Commodities International
Shipping and Survey

ORIGINAL

FOSFA COMBINED MASTERS CERTIFICATE

Ship M/T "LARA S" Voyage No 05/22
Year Built 2007 Official No 9334301
Owners BC TANKER LTD Operator ATLANTIK DENIZCILIK TIC. Ve SAN A.S.
CRUDE SUNFLOWER SEED OIL UKRAINE
ORIGIN, IN BULK FOR FOOD USE AFTER
In respect of carriage of (tonnage) 5750.000 Description APPROPRIATE REFINING
Loaded/Ex Transhipment at ODESSA, UKRAINE For shipment to MONOPOLI, ITALY
(Load Port) (Discharge Port)
In Ships Tanks No(s) 1P/S; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S; Slop C
GNT TRADE DMCC
OFFICE 32A, GOLD TOWER,
*Shippers/Charterers CLUSTER 1, JLT, DUBAI, UAE

I state that -

- The above named vessel is classed with (Society) DNV Certificate No. IT0BYER20220505 issued at Istanbul, Turkey dated 18.05.2022 which currently remains in force.
The oil tight integrity of all cargo compartments is a condition of such the oil classification.
- The named ship complies with the FOSFA Qualifications and Operation Procedures.
- Tank heating is by *immersed coils/heat exchanger. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 08.08.2022 (date) to not less than 7,5 kPa / bars for a period of 30 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) grade MARINE LINE which is (are) fit for food products/carriage of oils and fats.
- In the tank heating system, heating medium is *hot water, steam.
- For contamination control purposes, if the vessel also has a thermal heating fluid system, the thermal heating fluid is n/a
- 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.
- The three previous cargoes were as follows:

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

In each tank the percentage of the immediate previous cargo was not less than 60 percent by volume of the tank.

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

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

15. Subject tank were/ were not *re-coated /passivated prior to loading.

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

Signed

Ship M/T "LARA S"

Date 13.09.2022

*Delete which is inapplicable.

*Captain/Chief Officer

Huseyin Ozen

