

File No: SGD00945 Ship: MTDINSA DIENH: Ship's tank: IP,15,2P,2S,9S,9S,4P,4S,5P,5S,6P,6S. Owner: DEPNET TANKERS LTD. Operator: DENSATANKER ISLETIMECITGIT DIRKETT Inspected for cleanliness at port: [EMAIL_UREANNE Berth: 0] DENSATANKER ISLETIMECITGIT DIRKETT Inspected for cleanliness at port: [EMAIL_UREANNE Berth: 0] 1. When the provide it is a similar that in the form of the POSFA Combined Master's Certificate agend by the "Captaino-First Officer or an equivalent statement signed by the "Posfa Combined Master's Certificate agend by the "Captaino-First Officer or an equivalent statement signed by the "Posfa Combined Master's Certificate agend by the "Captaino-First Officer or an equivalent statement signed by the "Scaptaino-First Officer that the tank was "a bisiniferations and Operational Procedures for Ships Engaged in the Carriage of Oils and Fats in Bulk for Edible and Oleo-Chemical Use. 2. Prior to inspection we were informed by ship's *Captain, commerce or authorized agent certifying that: **a bisiniferation ship of the tank was not as a substance of the Carriage of Oils and Fats in Bulk for Edible and Oleo-Chemical Use. 2. Prior to inspection we were informed by ship's *Captain, commerce or authorized agent certifying that: **a. The invested copy of a support of the tank was not as a substance on the Investigation of the In		FOSFA CERTIFICATE OF C				
Ship: MT DENSA DEFNH. Owner: DENE TANKERS LTD. Inspected for cleanliness at port: LYAMIL, URRAINF Bettit: Some of the control of the control of the POSTA Combined Master's Criticate signed by the 2-Caption First Officer or an equivalent statement igned by the "ship's Owner-authorised agent certifying that the above named ship complies with the POSTA Qualifications and Operational Procedures for Ships Pragaged in the Carriage of Oils and Fals in Bulk for Edible and Olse-Chemical Uses informed by ship's 4-Captional Procedures for Ships Pragaged in the Carriage of Oils and Fals in Bulk for Edible and Olse-Chemical Uses informed by ship's 4-Captional First Officer that the above named ship complies with the POSTA Qualifications and Operational Procedures for Ships Pragaged in the Carriage of Oils and Fals in Bulk for Edible and Olse-Chemical Uses informed by ship's 4-Captional First Officer that the tank was a State of the Control of Co	E'I NI		BILITY OF SHIP'S T	'ANK(S)		
Owner: DEFNET ANKERS LTD. Operator: DENSA TANKER ISELTMECHIGIT TO SIRKETT (Impected for eleatimines as port in LWAIL (LIKRAINE) Herth: 128 hrs. (1604c): 21.03.2023 At (11me): 128 hrs. (1604c): 21.03.2023 At (1604c): 21.03.202			China 4-1-1 1D 1C 2D 20	C 2D 2C 4D 4C 5D 5C (1	0.60	
Inspected for cleantness at port: IZMAIL_UKRAINE Bertis 1. We have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the "Capation-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 for Ships Engaged in the Carriage of Oils and Fats in Bulk for Edible and Olore-Otherical Use. 2. Prior to Receive the Capation of Control by ship's 2Capation of Costs of Costs and Fats in Bulk for Edible and Olore-Otherical Use. 3. Net received a copy of a statement signed by ship's 2Capation of costs. 4. Statistical statement signed by ship's 2Capation of costs. 5. Statistical statement signed by ship's 2Capation of costs. 5. Statistical activities of the Costs of Costs o	-	MI DENSA DEFNE				
On (Date): 21.03.2023 A. (Time): T25 Ins 1. We have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the "Acaptain-First Officer or an equivalent statement signed by the "Aship's Owner/authorised agent certifying that the above named ship complies with the FOSFA Qualifications and Opter-chamical Use. 2. Prior to inspection we were informed by ship's Acaptain-First Officer that the tank was *a Stainless-steel *b Mild steel conted with (description of contin, EPOXY new conting/recording to be declared when appropriate/relevant "c. Mild-steel *b. Mild steel conted with (description of contin, EPOXY new conting/recording to be declared when appropriate/relevant "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 Londing of Landing and the tank complies with the Restrictions beyond the Immediate Previous Cargoes in force at the date of the Bill's of Londing and the tank complies with the Restrictions beyond the Immediate Previous Cargo on the London and London		DEFINE TANKERS LID.		AINKER ISLETIVIECILI	GI LID SIKKEII	
1. We have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the "Ship's Owner'authorised agent certifying that the above 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. 2. Prior to inspection we were informed by ship's **Geption*First Officer that the tunk was a "Statistics steed"		21 03 2023		hrc		
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*c. Applicable to mild steel tanks only. The three previous eargees were oils and fate for edible and eleo chemical use and/or malesses and ware stated to have been. *d. Applicable to newly-coated or fully recented tanks. The previous cargeose carried are stated to have been. (for contamination control purposes): Ships Tanks No. Last Cargo. PETRA VIRGIN OLIVE OIL %77 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %93 1\$ EXTRA VIRGIN OLIVE OIL %77 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %93 PETRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %93 PETRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %94 PETRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%97 CRUDE SOYABEAN OIL %94 PETRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%97 CRUDE SOYABEAN OIL %94 PETRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%97 CRUDE SOYABEAN OIL %92 CRUDE SOYABEAN OIL %91 ASS. EXTRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%97 CRUDE KERNEL OLIVE OIL%97 CRUDE SOYABEAN OIL %91 ASS. EXTRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %91 ASS. EXTRA VIRGIN OLIVE OIL %96 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %91 SS. EXTRA VIRGIN OLIVE OIL %97 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %93 BY EXTRA VIRGIN OLIVE OIL %97 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %93 CRUDE SOYABEAN OIL %93 BY EXTRA VIRGIN OLIVE OIL %97 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %93 CRUDE SOYABEAN OIL %93 CRUDE SOYABEAN OIL %93 EXTRA VIRGIN OLIVE OIL %97 CRUDE KERNEL OLIVE OIL%96 CRUDE SOYABEAN OIL %93 CRUDE SOYABEAN OIL %94 CRUDE KERNEL OLIVE OIL %96 CRUDE SOYABEAN OIL %94 CRUDE KERNEL OLIVE OIL %96 CRUDE SOYABEAN OIL %94 CRUDE KERNEL OLIVE OIL %96 CRUDE SOYABEAN OI						
molasses and were stated to have been: **O. Applicable to newly coated or fully recorated tanks. The previous cargoes carried are stated to have been. (for contamination control purposes): Ships Tanks No. Last Cargo. Second Last Cargo. Third Last Cargo. Etc (as necessa 19. P. EXTRA VIRGIN OLIVE OIL %77. CRUDE KERNEL OLIVE OIL%96. CRUDE SOYABEAN OIL %93. 2P. EXTRA VIRGIN OLIVE OIL %77. CRUDE KERNEL OLIVE OIL%96. CRUDE SOYABEAN OIL %93. 2P. EXTRA VIRGIN OLIVE OIL %87. CRUDE KERNEL OLIVE OIL%97. CRUDE SOYABEAN OIL %93. 3P. EXTRA VIRGIN OLIVE OIL %96. CRUDE KERNEL OLIVE OIL%97. CRUDE SOYABEAN OIL %94. 3P. EXTRA VIRGIN OLIVE OIL %92. CRUDE KERNEL OLIVE OIL%97. CRUDE SOYABEAN OIL %94. 4P. EXTRA VIRGIN OLIVE OIL %92. CRUDE KERNEL OLIVE OIL%97. CRUDE SOYABEAN OIL %94. 4P. EXTRA VIRGIN OLIVE OIL %97. CRUDE KERNEL OLIVE OIL%97. CRUDE SOYABEAN OIL %91. 4B. EXTRA VIRGIN OLIVE OIL %97. CRUDE KERNEL OLIVE OIL%96. CRUDE SOYABEAN OIL %91. 5P. EXTRA VIRGIN OLIVE OIL %97. CRUDE KERNEL OLIVE OIL%96. CRUDE SOYABEAN OIL %91. 5S. EXTRA VIRGIN OLIVE OIL %96. CRUDE KERNEL OLIVE OIL%96. CRUDE SOYABEAN OIL %91. 6B. EXTRA VIRGIN OLIVE OIL %91. REFINED OLIVE OIL%96. CRUDE SOYABEAN OIL %91. 6B. EXTRA VIRGIN OLIVE OIL %91. REFINED OLIVE OIL%96. CRUDE SOYABEAN OIL %93. 6B. EXTRA VIRGIN OLIVE OIL %91. REFINED OLIVE OIL%96. CRUDE SOYABEAN OIL %93. 6B. EXTRA VIRGIN OLIVE OIL %91. REFINED OLIVE OIL%96. CRUDE SOYABEAN OIL %92. Under the provisions of 3a. and 3b. above 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 Bannen dimmediate Cargoes or to be a product on the FOSFA List of Mannel mediate Cargoes or to be a product on the FOSFA List of Mannel	*c Applicable	to mild steel tanks only . The three previous	urgoes (back to a quantyme	s previous eargo) earrie	hemical use and/or	CII.
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4P EXTRA VIRGIN OLIVE OIL %97 CRUDE KERNEL OLIVE OIL %98 CRUDE SOYABEAN OIL %91 4S EXTRA VIRGIN OLIVE OIL %867 CRUDE KERNEL OLIVE OIL %955 CRUDE SOYABEAN OIL %91 5P EXTRA VIRGIN OLIVE OIL %667 CRUDE KERNEL OLIVE OIL %68 CRUDE SOYABEAN OIL %91 5S EXTRA VIRGIN OLIVE OIL %67 CRUDE KERNEL OLIVE OIL %68 CRUDE SOYABEAN OIL %93 6P EXTRA VIRGIN OLIVE OIL %91 REFINED OLIVE OIL %96 CRUDE SOYABEAN OIL %92 6S EXTRA VIRGIN OLIVE OIL %91 REFINED OLIVE OIL %96 CRUDE SOYABEAN OIL %92 Under the provisions of 3a. and 3b. above 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 Acceptable Previous Cargoes; whichever list to apply, dictated by the sales contract. 4 We sighted ship's log which confirmed the above information as to the previous cargoes and their respective volume in the tank. 5 We were informed by ship's *Captain*Chief Officer that the tank had been cleaned after the last cargo by using the following raning procedure: 1-BW with ambient sea water for 1,5 hrs; 2-BW with hot sea water for 2 hrs; 3-Rinse with fresh water for 20 min; 4-Draining, stripping, drying; 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 in a fit state to receive a cargo of Ukrainian Crude Sunflowerseedoil 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 visual inspection were found to be clean and dry with	3P	EXTRA VIRGIN OLIVE OIL %92	CRUDE KERNEL OLIVE OI	L%97 CRUDE SO	YABEAN OIL %92	
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Issued by: CISS Group (FOSFA Members Superintendent) Captain / Chief Officer	system or ta	ank internal fittings where they were in co	ntact with cargo.			
	Issued by:	CISS Group	(FOSFA Members Superin	ntendent)	Captain / Chief Offi	cer

Signed: Signed: Inspection completed at 1:25 hours on 21.03.2023 (Date)

