

**FOSFA COMBINED MASTERS CERTIFICATE**

|                                     |                                |                 |   |
|-------------------------------------|--------------------------------|-----------------|---|
| Ship                                | MT HIRA V                      | Voyage No       | 04/23                                       |
| Year Built                          | 2001                           | Official No     | 9217333                                     |
| Owners                              | HIRA V SHIPPING                | Operator        | VEYSEL VARDAL GEMICILIK DENIZCILIK          |
| In respect of carriage of (tonnage) | 6200,820 MT                    | Description     | CRUDE SUNFLOWERSEED OIL                     |
| Loaded/Ex Transhipment at           | IZMAIL, UKRAINE<br>(Load Port) | For shipment to | SEVILLE / BILBAO, SPAIN<br>(Discharge Port) |

In Ships Tanks No(s) 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,Slop

\*Shippers/~~Charterers~~ SUNOLTA OU  
KESKLINNA LINNAOSA, JOE TN 4C, 10151,  
HARJU MAAKOND, TALLINN, ESTONIA

I state that -

- The above named vessel is classed with (Society) Bureau Veritas Certificate No. ITB0/HKD/20220103143216-E1 issued at Isanbul, Turkey dated 03.01.2022 which currently remains in force.  
The oil tight integrity of all cargo compartments is a condition of such classification.
- 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.
- Tank heating is by ~~\*immersed coils/heat exchangers~~. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 21.03.2023 (date) to not less than 10,5 kPa / bars for a period of 15 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) Marine Line which is (are) fit for food grade products/carriage of oils and fats.
- In the tank heating system, heating medium is ~~\*hot water, live steam~~.
- ~~For contamination control purposes, if the vessel also has a thermal heating fluid system, the thermal heating fluid is~~
- 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 loaded products.
- Cargo History - the previous cargoes were as follows:

| Ships Tanks No | Last Cargo | Second Last Cargo | Third Last Cargo | Etc |
|----------------|------------|-------------------|------------------|-----|
| 1P             | CSFO       | CSBO              | CSFO             |     |
| 1S             | CSFO       | CSBO              | CSFO             |     |
| 2P             | HOSO       | CSBO              | CSFO             |     |
| 2S             | HOSO       | CSBO              | CSFO             |     |
| 3P             | CSFO       | CSBO              | CSFO             |     |
| 3S             | CSFO       | CSBO              | CSFO             |     |
| 4P             | HOSO       | CSBO              | CSFO             |     |
| 4S             | HOSO       | CSBO              | CSFO             |     |
| 5P             | CSFO       | CSBO              | CSFO             |     |
| 5S             | CSFO       | CSBO              | CSFO             |     |
| 6P             | HOSO       | CSBO              | CSFO             |     |
| 6S             | HOSO       | CSBO              | CSFO             |     |
| SLOP C         | HOSO       | CSBO              | CSFO             |     |

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 Cragoes; whichever list to apply, dictated by the sales contract.

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

1-BW with ambient sea water for 1,0 hrs;  
2-BW with hot (60-70) sea water for 1,5 hrs;  
3-BW with fresh water for 10 min;  
4-Draining Pumps and lines, Ventilation

- 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 HIRA V  
Date 28.03.2023  
\*Delete which is inapplicable.

\*Captain/Chief Officer

MURAT SAHIP OZSOY

