

SIDE SOLUTION STATES AND SUITABILITY OF SHIP'S TANK(S) SIDE MITHRAY SHIPPING SIDE STATES Ship's tank WITHRAY SHIPPING Operator UNIVERSITY SAPAS, S.P.S.S.P.S.S.P.S.S.P.S.S.S. SAPAS, S. Solop WEYSEL VARDAL CEMICILIK DENIZCILIK INSPECTION INSPE		AND SUITAL		•		
Ship's IMEA V SHIPPING Operators Inspected for cleanliness at port: IZMAIL, URRAINE Berth: Book Selfited a statement in the form of the FOSFA Combined Master's Certificate signed by the Selfice as statement in the form of the FOSFA Combined Master's Certificate signed by the Selfice as statement in the form of the FOSFA Combined Master's Certificate signed by the Selfice as a statement signed by the Ship's Owner/authorised agent certificate signed by the Selfice and Oleac-Chemical Coc. 2. Prior to Certificate signed by the Selfice and Oleac-Chemical Coc. 2. Prior to Certificate signed by the Selfice and Certificate signed by the Selfice and Oleac-Chemical Coc. 2. Prior to Certificate signed by the Selfice and Certificate signed by the Selfice and Oleac-Chemical Coc. 2. Prior to Certificate signed by ship's Captain, where or authorised agent certifying that: ** Statistic content of the Selfice and Certificate signed by ship's Captain, owners or authorised agent certifying that: ** The immediate previous cargo in the tank was not a substance appearing on the FOSFA List of Banned Immediate Previous Cargos in force at the date of the Bill's of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargos as set out in the FOSFA List of Selfice previous cargos. The previous cargos Chack to a qualifying previous cargo) carried are stated to have been: ** The immediate previous cargo in the tank was a substance on the POSFA List of Acceptable Previous Cargos as set out in the FOSFA List of Acceptable Previous Cargos as set out in the FOSFA List of Acceptable Previous Cargos as the self-to-POSFA List of Acceptable Previous Cargos as the self-to-POSFA List of Acceptable Previous Cargos as the self-to-POSFA List of Acceptable Previous Cargos in force at the date of the Bill's of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargos are found to the self-to-POSFA List of Acceptable Previous Cargos in force at the date of the Bill's of Lading and the tank	File No:		SILITY OF	SHIP'S TANK(S	8)	
Dispected for cleaniness at port: Manual Expected for cleaniness at port: Manual Expected for cleaniness at p			Ship's tank:	1P.1S.2P.2S.3P.3S	4P.4S.5P.5S.6P.6S.Slop	
Inspected for cleamliness at port: ZMAIL_UKRAINE Berth: 1730 hrs 1. We have sighted a statement in the form of the FUSFA Combined Master's Certificate signed by the "Aship'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 Olec-Chemical Use. 2. Prior to inspection we we informed by ship's "Captain-First Officer that the tank was and olec-Chemical Use. 3. We received a copy of a statement signed by ship's Captain-First Officer that the tank was reason and the complex of t	Owner:	HIRA V SHIPPING				••••
On (Date): 2.8.03.2023 At (Time): 17:40 hs Ne have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the *Suprisor First Officer or an equivalent statement signed by the *Suprisor Combined Master's Certificate signed by the *Suprisor First Officer or an equivalent statement signed by the *Suprisor First Officer that the tank was **PoSFA Qualifications and Operational Proceedures for Ships Engaged in the Carriage of Oils and Fats in Bulk for Edible and Olso-Chemical Use. Private to impectation we were informed by ship's "Captains*First Officer that the tank was **a Statistica-steel** **By Mild seed coated with (description of coating)** Marine Line new-coating/recoating to be declared when appropriate/relevent **The Immediate previous Cargo in the tank was not a substance apparaging on the FOSFA List of Bamed Immediate Previous Cargo as set out in the FOSFA List of Bamed Immediate Previous Cargo as set out in the FOSFA List of Bamed Immediate Previous Cargo as the count in the Cost of Bamed Immediate Previous Cargo in the tank was a substance on the FOSFA List of Acceptable Previous Cargos. The previous cargos chack to a qualifying previous cargos force at the date of the Bill's of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargos as the count in the FOSFA List of Acceptable Previous Cargos. The previous cargos cargos chack to a qualifying previous cargos cargo carried are stated to have been: **The immediate previous cargos in the tank was a substance on the FOSFA List of Acceptable Previous Cargos. The previous cargos carried are stated to have been: **Applicable to muldi-statel anticomy.** The three previous cargos carried are stated to have been: **Applicable to muldi-statel anticomy.** The three previous cargos carried are stated to have been: **The immediate previous cargos are muldi-stately previous cargos or to the previous cargos or to the previous cargos or to the previous cargos.** The previous cargos or to the previ	Inspected for clea	inliness at port: IZMAIL, UKRAINI	E Berth:	8		
1. We have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the "Supis Conversations" and capacitate that 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 Olos-Chemical Use. 2. Prior to inspection we were informed by ship's "Capation" First of Officer that the tank was "a Stanisles steel" * b Mild Steel Conted with (description of contag) Marine Line new-coating/recording to be declared when appropriate/relevent "A Child steel" and the Control of the Ship Ship's Capation, owners or authorised agent certifying that: * a. The immediate previous cargos in the tank was not a substance appearing on the FOSFA List of Banueral Immediates previous Cargos and the Control of Ship Ship's Capation, owners or authorised agent certifying that: * a. The immediate previous cargos in the tank was not a substance on the FOSFA List of Banueral Immediates previous Cargos on the Control of Ship Ship Ship Ship Ship Ship Ship Ship	On (Date):	28.03.2023	At (Time):	17:40	nrs	••••
an equivalent statement signed by the "ship's Owner/authorised agent certifying that the above named ship complies with the FOSFA Qualifications and Option Chemical Use. POSFA Qualifications and Option of Contage of Contage of Oils and Fast in Bulk for Edible and Oilso-Chemical Use. Post to inspect on the west of the Chemical Use. Post third state of the Chemical Use. The intermediate previous cargo in the tank was not a substance apparaing on the POSFA List of Barned Immediate Previous Cargo as et out in the FOSFA List of Barned Immediate Previous Cargo as et out in the FOSFA List of Barned Immediate Previous Cargo as et out in the FOSFA List of Barned Immediate Previous Cargo as et out in the FOSFA List of Pamed Immediate Previous Cargo as et out in the FOSFA List of Acceptable Previous Cargos. The previous cargos chack to a qualifying previous cargo force at the date of the Bill's of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as the control of the Chemical Use Previous Cargos as the Chemical Use and Post Cargos as the Chemical Use and Post Cargos as the Chemical Use and Post Cargos and Cargos and Post Cargos as the Chemical Use and Post Cargos and Post Cargos as the Chemical Use and Post Cargos Cargos and Post Cargos and Post Cargos Cargos and Post Cargos Cargos and Post Cargos Cargos and Post Cargos Carg	1. We have sig	hted a statement in the form of the FOSFA C	ombined Maste	er's Certificate signed	by the *Captain/First Officer or	••••
2. Prior to inspection we were informed by ship's #Captein#First Officer that the tank was * Staintiese.stees* * B Mild steel coated with (description of coating) Marine Line new essating/recoating to be declared when appropriate/relevent * C Mild steel 3. We received a copy of a statement signed by ship's Captain, owners or authorised agent certifying that: * The immediate previous cargo in the tank was not a substance appearing on the POSFA List of Banned Immediate Previous Cargo as set out in the FOSFA List of Banned Immediate Previous Cargo as set out in the FOSFA List of Banned Immediate Previous Cargo as set out in the FOSFA List of Banned Immediate Previous Cargo as set out in the FOSFA List of Banned Immediate Previous Cargo as set out in the FOSFA List of Acceptable Previous Cargo as set out in the FOS	an equivaler	at statement signed by the *ship's Owner/auth	orised agent ce	rtifying that the abov	e named ship complies with the	
**a Niembeos steel **b Mild steel conted with (description of conting) **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 previous cargoes (back to a qualifying previous cargo) carried are stated to have been: **b. The immediate previous cargoes in the tank complies with the Restrictions beyond the Immediate Previous Cargo as set out in the FOSFA List of Acceptable Previous Cargoes. The previous cargoes to the OSFA List of Acceptable Previous Cargoes. The previous cargoes to the Cost of a qualifying previous cargo carried are stated to have been: **c. Applicable to mild steel tanks only. The three previous cargoes were oils and fats for othle and olos-obmical use and/or mulacuse. *d. Applicable to mild steel tanks only. The three previous cargoes carried are stated to have been: *d. Applicable to mild steel tanks only. The three previous cargoes carried are stated to have been: *d. Applicable to newly control of fully reconstitution. The previous cargoes carried are stated to have been: *d. Applicable to newly control of fully reconstitution. The previous cargoes are stated to have been: *d. Applicable to newly control of fully reconstitution. The previous cargoes carried are stated to have been: *d. Applicable to newly control of fully reconstitution. The previous cargoes carried are stated to have been: *d. Applicable to newly control of fully reconstitution. *d. CSFO CSBO CSFO SSBO CSFO			First Officer th	at the tank was		
**E. 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 Cargos 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 Cargo as ret out in the FOSFA List of Banned Immediate Previous Cargos. The previous cargos (back to a qualifying previous cargo say carried are stated to have been: **h. The immediate previous agroes (back to a qualifying previous Cargo as set out in the FOSFA List of Acceptable Previous Cargos. The previous cargos (back to a qualifying previous cargo) carried are stated to have been: **t. Applicable to mild steel tanks only. The three previous cargose were alls and fats for edible and olse chemical use and/or molasses and were stated to have been: **d. Applicable to mild steel tanks only. The three previous cargose carried are stated to have been. (for contamination control purpose): **philosophy content or fully recented tanks. The previous cargose carried are stated to have been. (for contamination control purpose): **philosophy control or fully recented tanks. The previous cargos. Second Last Cargo. **Exp (as part of the previous cargos. Second Last Cargo. **Description of the previous cargos. Second Last Cargo. **The Cargo. **philosophy cargos. **p	*a	Stainless steel				
**a. The immediate previous cargo in the tank was not a substance appearing on the FOSFA List of Banned Immediate Previous Cargoa as set out in the FOSFA List of Banned Immediate Previous Cargoa as set out in the FOSFA List of Banned Immediate Previous Cargoa as set out in the FOSFA List of Banned Immediate Previous Cargoa as set out in the FOSFA List of Banned Immediate Previous Cargoa in the tank was a substance on the FOSFA List of Acceptable Previous Cargos in force at the date of the Billy of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as set out in the FOSFA List of Acceptable Previous Cargos in force at the date of the Billy of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as set out in the FOSFA List of Acceptable Previous Cargos in force at the date of the Billy of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargos in force at the date of the Billy of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargos in force at the date of the Billy of Lading and the tank complies and the Restrictions beyond the Immediate Previous Cargos in force at the date of the Billy of Lading and the Immediate Previous Cargos in force at the date of the Billy of Lading and the Immediate Previous Cargos to the Restriction beyond the Restrictio	*c	Mild steel		_		/relevent
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 previous cargoes (such to a qualifying previous cargoes in force at the date of the Bill's of Lading and the tank complies with the Restrictions beyond the 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 Cargoes as eat out in the FOSFA List of Acceptable Previous Cargoes. The previous cargoes (back to a qualifying previous cargo) carried are stated to have been "chaptions on mild setel enhance only." The Interprevious cargoes were oils and fats for edible and else chamical use and/or malescase and wave stated to have been "chaptions of mild set enhance on fully recorated tanks." The previous cargoes carried are stated to have been "chaptions of mild set enhance of mild set enhanced on the mild set enhan						toes
FOSFA List of Banned Immediate Previous Cargoes. The previous cargoes (back to a qualifying previous cargo) carried are stated to have been: **h. The immediate previous cargo in the tank was a substance on the FOSFA List of Acceptable Previous Cargo as the fore at the date of the Bill's of Lading and the tank complies with the Restrictions beyond the Immediate Previous Cargo as the total to the Complex of t						
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 previous cargoes were oils and fats for edible and oleo elemical use and/or mediascer and were stated to have been: *d. Applicable to mild steel tanks only. The three previous cargoes were oils and fats for edible and oleo elemical use and/or mediascer and were stated to have been: *d. Applicable to melly conted or full's recented 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 neces 1P CSFO CSBO CSBO CSFO 1S CSFO CSBO CSFO 1S CSFO CSBO CSFO 2S HOSO CSBO CSFO 2S HOSO CSBO CSFO 3P CSFO CSBO CSFO 3P CSFO CSBO CSFO 3S CSFO CSBO CSFO 4P HOSO CSBO CSFO 4S HOSO CSBO CSFO 4S HOSO CSBO CSFO 4S HOSO CSBO CSFO 5P CSFO CSBO CSBO 5P CSFO CSBO CSBO 5P CSFO CSBO CSBO 5P CSFO CSBO CSBO 6S CSFO 6S CSFO CSBO CSFO 6S HOSO CSBO CSFO 6S HOSO CSBO CSFO 5VOP C HOSO CSFO CSFO 5VOP C HOSO CSFO CSFO 5VOP C HO	FOSFA List	of Banned Immediate Previous Cargoes. The	previous cargo	oes (back to a qualify	ring previous cargo) carried are state	
List of Acceptable Previous Cargoes. The previous cargoes (back to a qualifying previous cargo carried are stated to have been: **C. Applicable to mild steet lenks only. The three previous cargoes were oils and fats for edible and oleo-chemical use and/or melaneses and were stated to have been. **A. Applicable to mely seated of fully recoasted tanks. The previous cargoes carried are stated to have been. **Groot fully recoasted tanks. The previous cargoes carried are stated to have been. **Groot fully recoasted tanks. The previous cargoes carried are stated to have been. **Groot fully recoasted tanks. The previous cargoes carried are stated to have been. **Groot fully recoasted tanks. The previous cargoes carried are stated to have been. **Groot fully recoasted tanks. The previous cargo. **Groot fully recoasted fully recoasted tanks. The previous cargo. **Groot fully recoasted full						e FOSFA
melasses and were stated to have been "d. Applicable to newly coated or fully reconsted tanks." The previous cargoes carried are stated to have been. (for contamination control purposes): Ships Tanks No. Last Cargo. Second Last Cargo. Second Last Cargo. Third Last Cargo. Etc (as neces 1P.P	List of Acce	ptable Previous Cargoes. The previous cargo	es (back to a qu	ualifying previous car	rgo) carried are stated to have been:	
*d. Applicable to newly eceted or fully reconted tanks: The previous cargoese carried are stated to have been. (for contamination control purposees): Ships Tanks No Last Cargo Second Last Cargo Third Last Cargo Ete (as neces) 1P CSFO CSBO CSFO 1S CSFO SSBO CSFO 1S CSFO SSBO CSFO 2P HOSO CSBO CSFO 2S HOSO CSBO CSFO 2S HOSO CSBO CSFO 3P CSFO SSBO CSFO 3S CSFO SSBO CSFO 3S CSFO SSBO CSFO 4P HOSO CSBO CSBO CSFO 4S HOSO CSBO CSFO 4S HOSO CSBO CSFO 4S HOSO CSBO CSFO 5P CSFO CSBO CSFO 5S CSFO CSBO CSFO 5P CSFO CSBO CSFO 5P CSFO CSBO CSFO 5S CSFO CSBO CSFO 5D CSFO CSFO 5D CSFO CSBO CSFO 5D CSFO CSBO CSFO 5D CSFO CSFO CSBO CSFO 5D CSFO CSBO CSFO 5D CSFO CSBO CSFO 5D CSFO CSFO CSFO 5D CSFO CSFO CSFO 5D CSFO CSFO CSFO 5D CSFO CSFO CSFO 5D CSFO			argoes were oi	ls and fats for edible	and oleo-chemical use and/or	
Ships Tanks No					havahaa (fan aantamination aa	
1P CSFO CSBO CSFO CSBO CSFO SSFO SSFO SSFO SSFO SSFO SSFO SSF						
18	1	<u> </u>	Secon			Etc (as fieces
2P HOSO CSBO CSBO CSFO 2S HOSO CSFO 3P CSFO SBO CSFO 3P CSFO SBO CSFO 3S CSFO SBO CSFO 3S CSFO SBO CSFO 3S CSFO SBO CSFO 4P HOSO CSBO CSFO 4S HOSO CSBO CSFO 4S HOSO CSBO CSFO 5P CSFO CSBO CSFO 5S CSPO CSFO 5S CSPO CSPO 5S CSPO CSBO CSFO 5S CSPO CSPO 5S CSPO			+			+
28 HOSO CSFO 38 CSFO 38 CSFO CSFO CSBO CSFO CSBO CSFO 38 CSFO CSFO CSBO CSFO CSFO CSBO CSFO APP HOSO CSBO CSFO SSBO CSFO SSFO SSFO SSFO SSFO SSFO SSFO SSF			+			+
3P			+			+
AP			+			+
4P HOSO CSBO CSBO CSFO 48 HOSO CSBO CSBO CSFO 5P CSFO CSBO CSBO CSFO 5S CSFO CSBO CSFO 5S CSFO CSBO CSFO 6P HOSO CSBO CSBO CSFO 6S HOSO CSBO CSFO 6S HOSO CSBO CSFO 10 HOSO CSBO CSFO 6S HOSO CSBO CSFO 10 HOSO CSFO HOSO CSFO 10 HOSO HOSE CSFO CSFO 10 HOSO HOSE CSFO CSFO 10 HOSO CSFO CSFO CSFO CSFO CSFO CSFO 10 HOSO CSFO CSFO CSFO CSFO CSFO CSFO CSFO C			+			+
4S HOSO CSPO SPO SPO SPO SPO SPO SPO SPO SPO SPO			+			+
5P CSFO CSBO CSBO CSFO 5S CSFO CSBO CSFO 6P HOSO CSBO CSFO 6S HOSO CSBO CSFO 6S HOSO CSBO CSFO 6S HOSO CSBO CSFO 5LOP C HOSO CSBO CSBO CSFO 5LOP C HOSO CSBO CSFO 6S HOSO CSFO CSBO CSFO 6S LOP C HOSO CSBO CSFO 6S LOP CSFO CSBO 6S LOP CSFO CSBO CSPO 6S LOP CSFO CSBO 6S LOP CSFO CSBO 6S LOP CSFO CSBO 6S LOP CSFO CSBO 6S LOP CSFO CSCO 6S LOP CSCO CSCO 6S LOP						
5S CSFO CSBO CSFO 6P HOSO CSBO CSFO 5SO CSPO 5SO						
6P HOSO CSBO CSFO 6S HOSO CSBO CSFO SLOP C 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 aning procedure: 1-BW with ambient sea water for 1,0 hrs; 2-BW with his water for 10 min: 4-Draining Pumps and lines, 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 in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, 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 ar 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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 an			+			+
SLOP C			+			
SLOP C HOSO CSFO 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 Banned immediate Cargoes or 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 aning procedure: 1-BW with motification of 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 aning procedure: 1-BW with motification of the same cleaned after the last cargo by using the following aning procedure: 1-BW with hot (60-70) sea water for 1,0 hrs; 2-BW with firesh water for 10 min; 4-Draining Pumps and lines, 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 in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, IN BULK 7 From our inspection we found the tank construction was: * * Stainless steel. * * 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 no significant odour. 9 We were informed by the ship's Chief Officer						
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 Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the Institute Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the FOSFA List of Banned immediate Cargoes or to be a product on the Institute Cargoes or Institute Cargoes and their respective volume in the tank. **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 ur visual inspection and at the time of our inspection, was in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, IN BULK **Tormour inspection we found the tank construction was: **a Stainless steel.** **b Mild steel contact 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			+			+
is not to be considered a qualifying previous cargo. Such cargo not to be a product on the FOSFA List of Banned immediate Cargoes or 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 aning procedure: 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 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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of Live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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 t			nt a cargo was 1			orded but
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 aning procedure: 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 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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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)						
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 aning procedure: 1-BW with anbient 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 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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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)						goes of to
5 We were informed by ship's *Captain/Chief Officer that the tank had been cleaned after the last cargo by using the following aning procedure: 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 firesh water for 10 min; 4-Draining Pumps and lines, 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 in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain / Chief Officer						
aning procedure: 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 firesh water for 10 min: 4-Draining Pumps and lines, 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 in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer	5 We signled s	snip's log which confirmed the above informa	ition as to the p	orevious cargoes and i	and again the respective volume in the tank.	
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 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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain /- Chief Officer			he tank had be	en cleaned after the fa	ast cargo by using the following	
3-BW with fresh water for 10 min; 4-Draining Pumps and lines, 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 in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer	aning procedure.	1-b w with ambient sea water for 1,0 ms,				
4-Draining Pumps and lines. 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 in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer						
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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer						
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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer	4-Draining I	rumps and lines, ventilation				
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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer						
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 STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer	6 Tank was ex	camined internally for cleanliness and as far a	s could be seen	was found to be cler	an and dry and free from	
in a fit state to receive a cargo of STANDARD CRUDE SUNFLOWER SEED OIL, 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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10,5 bar for a period of 15 minutes 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) Captain/Chief Officer						
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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10,5 bar for a period of 15 minutes 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) Captain/Chief Officer	in a fit atata					
*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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10,5 bar for a period of 15 minutes 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) Captain/Chief Officer			DE SUNFLOW	EK SEED OIL, IN B	ULK	
*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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer						
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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer			the coating an	neared to be in cound	condition with minimal	
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 no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer		mild steel exposure, without loose scale or o	closed blisters.	•		
to be clean and dry with no significant odour. 9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 21.03.2023 by an application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer						
9 We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on application of live steam/hot water to not less than 10,5 bar for a period of 15 minutes 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) Captain/Chief Officer			iai as possible	m situ and based on	visual inspection were found	
application of live steam/hot water to not less than 10.5 bar for a period of 15 minutes 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) Captain/Chief Officer			k coils and/or 1	heat exchangers were	tested on 21.03.2023	hy an
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) Captain / Chief Officer						•
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) Captain / Chief Officer						15.11.
system or tank internal fittings where they were in contact with cargo. Issued by: CISS Group (FOSFA Members Superintendent) Captain / Chief Officer						
Issued by: CISS Group (FOSFA Members Superintendent) Captain / Chief Officer				no copper or cop	per and, in the piperines, pumping	
	-		_			
	Issued by:	CISS Group	(FOSFA Mei Signed:	mbers Superintendent	t) Captain / Chief O	tticer

Inspection completed at 17:40 hours on 28.03.2023

(Date)



