

**FOSFA COMBINED MASTERS CERTIFICATE**

Ship	MT MRC LINA	Voyage No	14/2022
Year Built	2009	Official No	197567
Owners	MRC LINA SHIPPING CORPORATION	Operator	MRC DENIZCILIK TURIZM VE PETROL
In respect of carriage of (tonnage)	3850,000 MT	Description	CRUDE SUNFLOWERSEED OIL, IN BULK
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)	For shipment to	BILBAO, SPAIN (Discharge Port)
In Ships Tanks No(s)	2 P/S, 3 P/S, 6 P/S		
*Shippers/Charterers	SUNOLTA (SUISSE) SA RUE DU 23-JUIN 26, 2800 DELEMONT, SWITZERLAND REG.NO. CHE-345.676.000		

I state that -

- The above named vessel is classed with (Society) Bureau Veritas Certificate No. ITB0/LSN/20210224150525-E3 issued at Isanbul, Turkey dated 24.02.2021 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 24.12.22 (date) to not less than 9 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) 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 cc #ДЕЛ/0!
- The tank(s) has (have) not contained, as the last three cargoes, any leaded products.
- Cargo History - the previous cargoes were as follows:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc
2P	METHANOL 90%	GASOLINE 96%	GASOLINE 96%	
2S	METHANOL 91%	GASOLINE 96%	GASOLINE 95%	
3P	METHANOL 91%	METHANOL 90%	METHANOL 92%	
3S	METHANOL 92%	METHANOL 89%	METHANOL 92%	
6P	METHANOL 94%	GASOLINE 93%	VEGOIL 92%	
6S	METHANOL 95%	GASOLINE 92%	VEGOIL 89%	

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

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

1-Venting of compartment and pipework;  
2-BW with ambient FW for 0,5 hrs;  
3-Draining of tanks, lines and pumps;  
4-Vent, Mop, Dry;

15. 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 MRC LINA  
Date 19.06.2023  
\*Delete which is inapplicable.

\*Captain/Chief Officer

VATANSEVER HAKAN

