



# Commodities International Shipping and Survey

FILE No. SGD01057  
VESSEL M/T "WINE TRADER"  
COMMODITY Ukrainian crude Sunflower oil in Bulk  
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S,10P,10S  
LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5949,300

## SURVEY REPORT ON TIMES/TIME SHEET

Event	From	Date	To	Date
	Time		Time	
Vessel arrived EOSP	23:15	05.07.2023		
Pilot on board (ukrainian)	16:10	17.07.2023		
NOR tendered	22:45	05.07.2023		
First Line/All fast	22:15	17.07.2023	22:25	17.07.2023
Gangway down	22:30	17.07.2023		
Initial inspection	23:55	17.07.2023	0:45	18.07.2023
Cargo tanks accepted for loading	0:45	18.07.2023		
Cargo arms connected	1:35	18.07.2023		
Cargo Handling	2:00	18.07.2023	9:00	20.07.2023
Ullaging & callculation	9:10	20.07.2023	11:10	20.07.2023
Cargo arms disconnected	10:00	20.07.2023		
Remarks:				
Key/Safety meeting				
Blowing of ship's lines				
Settling of cargo				

### For vessel

Name: ZANE PREMTIM  
Dated: 20.07.2023

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

### For CISS Group

Name: V.TSVIGUNENKO  
Dated: 20.07.2023



Commodities International  
Shipping and Survey

## FOSFA COMBINED MASTERS CERTIFICATE

Ship	M/T "WINE TRADER"	Voyage No	03/23
Year Built	1989	Official No	8808707
Owners	WATERFALLS CO. LTD	Operator	SICILSHIP SRL/PALERMO/ITALY
In respect of carriage of (tonnage)	5950 mt	Description	Ukrainian crude Sunflower oil in Bulk
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)	For shipment to	RAVENNA, ITALY (Discharge Port)

In Ships Tanks No(s) 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S,10P,10S

\*Shippers/Charterers SUNOLTA OU

HARJU MAAKOND, TALLINN, KESKLINNA LINNAOSA, JÕE TN 4C  
10151 ESTONIA

I state that -

- The above named vessel is classed with (Society) RINA Certificate No. 9399-V012-001  
issued at PALERMO, ITALY dated 16.10.2019 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 11.03.2023 (date) to not less than 21 kPa / bars for a period of 1,0 HR 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) --- 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~~ 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.
- Cargo History - the previous cargoes were as follows:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc
1P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
1S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
2P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
2S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
3P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
3S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
4P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
4S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
5P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
5S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	
6P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
6S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
7P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
7S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
8P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
8S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
9P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
9S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
10P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
10S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	

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.

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

1. Rinse with FW portable washing machine;
2. BW with hot SW for 1hr;
3. BW with FW & Detergent 0,5 hr;
4. Rinse with ambient SW for 1hr;
5. Rinse with FW with 2 BW machine 10 min;
6. Draining of tanks, lines and pumps;
7. Vent, Mop, Dry;

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

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

Signed  
Ship M/T "WINE TRADER"  
Date 17.07.2023

\*Captain/Chief Officer

TONI BOTICA

\*Delete which is inapplicable.





Commodities International  
Shipping and Survey

1 April 2020

# FOSFA CERTIFICATE OF COMPLIANCE, CLEANLINESS AND SUITABILITY OF SHIP'S TANK(S)

File No: SGD01057  
Ship: M/T "WINE TRADER"  
Owner: WATERFALLS CO. LTD  
Inspected for cleanliness at port: IZMAIL, UKRAINE  
On (Date): 17.07.2023  
Ship's tank: 1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S, 8P, 8S, 9P, 9S, 10P, 10S  
Operator: SICILSHIP SRL/PALERMO/ITALY  
Berth: PPK-1, PIER#8  
At (Time): 0:45 hrs

- We have sighted a statement in the form of the FOSFA Combined Master's Certificate signed by the \*Captain/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 Oleo-Chemical Use.
- Prior to inspection we were informed by ship's \*Captain/First Officer that the tank was
  - \*a Stainless steel
  - \*b Mild steel coated with (description of coating) --- new coating/recoating to be declared when appropriate/relevant
  - \*c Mild steel
- 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 cargo in the tank was a substance on the FOSFA List of Acceptable 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 Acceptable Previous Cargoes. The previous cargoes (back to 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 edible and oleo-chemical use and/or molasses and were stated to have been:
  - \*d. Applicable to newly coated or fully recoated 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 necessary)
1P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
1S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
2P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
2S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
3P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
3S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
4P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
4S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
5P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
5S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	
6P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
6S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
7P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
7S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
8P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
8S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
9P	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
9S	WINE	CRUDE SUNFLOWER SEED OIL	WINE	
10P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	
10S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE	

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.

- We sighted ship's log which confirmed the above information as to the previous cargoes and their respective volume in the tank.
- We were informed by ship's \*Captain/Chief Officer that the tank had been cleaned after the last cargo by using the following cleaning procedure:

1. Rinse with FW portable washing machine;
2. BW with hot SW for 1hr;
3. BW with FW & Detergent 0.5 hr;
4. Rinse with ambient SW for 1hr;
5. Rinse with FW with 2 BW machine 10 min;
6. Draining of tanks, lines and pumps;
7. Vent, Mop, Dry;

- 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 Sunflower oil in Bulk in bulk.

- 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.

- 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.

- We were informed by the ship's Chief Officer that the tank coils and/or heat exchangers were tested on 11.03.2023 by an application of live steam/hot water to not less than 21 bar for a period of 1.0 HR and were found tight.

- 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)  
Signed: Signature

Captain/Chief Officer

Inspection completed at 0:45 hours on 18.07.2023 (Date)

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER





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LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5950 mt

## STATEMENT OF SHIP MASTER

I certify,

- \*a. The immediate previous cargo in the tanks 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 has not contained any leaded products as the three previous cargoes carried, stated to have been:
- \*b. The immediate previous cargo in the tanks was a substance on the FOSFA List of Acceptable Previous Cargoes in force at the date of the Bill/s of Lading and the tanks has not contained leaded products as the three previous cargoes carried, stated to have been:

	Last Cargo	Second Last Cargo	Third Last Cargo
1P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
1S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
2P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
2S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
3P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
3S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
4P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
4S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
5P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
5S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL
6P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
6S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
7P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
7S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
8P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
8S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
9P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
9S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
10P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
10S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE

- \*c. ~~Applicable mild steel tanks only - The three previous cargoes were oils and fats for edible and oleo-chemical use and/or molasses and were stated to have been:~~

- \*d. ~~Applicable to newly coated or fully recoated tanks - The previous cargoes carried are stated to have been - (for contamination control purposes):~~

For vessel

Name: ZANE PREMTIM  
Dated: 17.07.2023





# Commodities International Shipping and Survey

FILE No. SGD01057  
VESSEL M/T "WINE TRADER"  
COMMODITY Ukrainian crude Sunflower oil in Bulk  
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S,10P,10S  
LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5950 mt

## CERTIFICATE OF LAST THREE CARGOES CARRIED IN THE CARGO TANKS

I, the undersigned, Captain of said vessel herewith certify that the previous cargoes carried in the tanks, lines and pumps systems were a substances which:

### LAST THREE CARGOES CARRIED ARE AS FOLLOWS:

Ships Tanks N°	Last cargo	Second Last Cargo	Third Last Cargo
1P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
1S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
2P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
2S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
3P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
3S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
4P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
4S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
5P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
5S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL
6P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
6S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
7P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
7S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
8P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
8S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
9P	WINE	CRUDE SUNFLOWER SEED OIL	WINE
9S	WINE	CRUDE SUNFLOWER SEED OIL	WINE
10P	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE
10S	CRUDE SUNFLOWER SEED OIL	CRUDE SUNFLOWER SEED OIL	WINE

I also certify that the said tanks had not contained any leaded Petroleum or other leaded products as last three previous cargoes.

While the heating exchangers, lines, pumps or fitting used for loading carrying or discharging of the above mentioned Cargo do not contain copper or copper alloy.

Ethylene Dichloride was not carried as the two previous Cargoes in organic coated tanks and as the last cargo in stainless steel and inorganic tanks.

Styrene Monomer was not carried as the three previous cargoes in organic coated tanks and as the last cargo in stainless steel and inorganic tanks.

I, the undersigned, herewith certify that the above mentioned vessel's tanks are suitable and safe to receive above mentioned cargo.

For vessel

IMO 8808707  
THE MASTER

Name: TONI BOTICA  
Dated: 17.07.2023







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LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5950 mt

**CLEANLINESS OF TANKS CERTIFICATE**

THIS IS TO CERTIFY that prior to loading operations we inspected the following cargo tanks:

1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S,10P,10S

Based on visual inspection the above tanks were found suitable for loading of above mentioned cargo.

Air tests: Ok

Heat coils/exchanger: Ok

Vessel's pumps: Ok

Vessel's lines: Ok

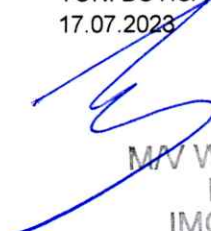
Inspected as far as it was possible and accessible and found to be in apparently good condition.

Vessel passed inspection : 17.07.2023 at 0:45 HRS LT

Remarks : Sea valve sealed : N/A

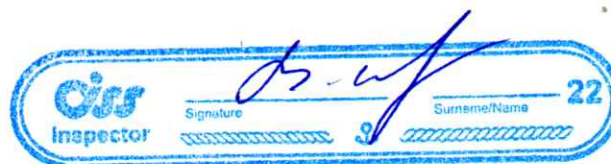
**For vessel**

Name: TONI BOTICA  
Dated: 17.07.2023

  
M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

**For CISS Group**

Name: V.TSVIGUNENKO  
Dated: 17.07.2023





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VOYAGE NO 03/23  
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LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5949,300

### FOSFA HEATING INSTRUCTIONS IN RESPECT SHIPMENT OF OILS AND FATS

(in the following text the word oil shall be understood to mean oil/fat)

Following the FOSFA Heating Instructions in respect of bulk shipment of oils and fats:

1. Shippers shall ensure that the temperature of the oil during delivery into the tank(s) of a ship is that at which the oil is usually handled and where the heat is applied that temperature in no case exceeds that given in the appropriate table

2. Master shall supply to cargo receivers a statement showing the cargo temperature at loading and a chart on which the daily temperatures after loading have been recorded.

The chart shall be signed by the Master or authorised officer.

3. Shippers shall supply the following instructions with regard to heating of oil during the voyage:

3.1 Ship's tanks fitted with heating coils.

3.1.1 On completion of loading, ship's coils shall be completely covered with oil.

3.1.2 Heating shall be effected by hot water or, where this is impracticable, by low pressure saturated steam. Pressure shall not exceed 1.5 bar gauge.

3.1.3 During the voyage the oil shall be maintained in accordance with the temperatures set out in the Heating recommendations (Table A).

3.1.4 In sufficient time prior to arrival at port of discharge, heat shall be applied gradually to ensure that the temperature of the oil at time of discharge is in accordance with the temperatures set out in the Heating recommendations (Table A). The cargo shall be maintained within the range of temperatures throughout the discharge.

3.1.5 In order to avoid any damage to the quality of the oil, it is essential that heat is applied gradually.

A sudden increase in temperature must be avoided as it will almost certainly result in damage to the oil.

3.1.6 The increase in temperature of the oil during any period of 24 hours shall never exceed 5°C.

3.1.7 As far as practicable, top and bottom temperatures shall be maintained at equal levels; the difference between these two temperatures shall never exceed 5°C.

3.1.8 The temperatures referred to above are the average of top, middle and bottom readings.

The top reading shall be taken at about 30 cm (one foot) below the surface of the oil.

The bottom reading shall be taken:

- In tanks which have bottom coils at 30 cm (one foot) above the level of the coils;
- In tanks which have side coils but no bottom coils, at a point about two feet (60 cm) from the bottom of the tank and about 30 cm (one foot) from the side coils.

3.1.9 The temperatures indicated in 3.1.4 above are applicable under normal conditions ruling at port of discharge.

In the event of abnormal conditions (such as extremely low air or water temperatures), receivers, either directly or through their appointed representatives, may vary the temperatures stated and instruct shipowners or their agents accordingly.

Details of such variations shall be duly recorded and advised to shippers or their representatives.

If there is more than one receiver of the oil ex one ship's tank:

- All receivers from that tank should be in agreement to the proposed variations in the temperatures stated in 3.1.4 above;
- Shipper's representatives at port of discharge shall endeavour to reconcile requirements of the individual receivers.

#### 3.2 For tanks with heat exchangers

All instructions under paragraph 3.1 are applicable except for 3.1.1 and 3.1.8; the bottom temperature should be taken 30 cm (one foot) above tank bottom.

#### 3.3 Bulk Oils not normally requiring heating during the voyage

If it is envisaged that the temperature of the oil at the time of discharge will be below the minimum figure indicated in the temperature is reached

#### 3.4 Bulk oils shipped in tanks by vessels whose voyage by sea or inland waterway do not exceed 5 days

The oil must be loaded at a temperature which will enable the discharge temperature to be reached by raising the temperature of the oil by not more than 5°C per 24 hours

TEMPERATURE TABLE			
During Voyage		At time of discharge	
min °c	max °c	min °c	max °c
AMBIENT	AMBIENT	15	20

(\*): It is recognized that in some cases the ambient temperatures may exceed the recommended maximum figures shown in the Heating Recommendations.

Master of the M/T: M/T "WINE TRADER"

Name: ZANE PREMTIM  
Dated: 20.07.2023

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LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5949,300

## ULLAGE REPORT OF SHIP'S TANKS

Tank Nr	Obs Ullage cm	Corr. Ullage cm	Total Obs Volume M3	Temp in C	Density at Obs Temp	Correction for thermal expansion	Gross Weight MT
1P	177,0	177,0	198,092	34,2	0,91034	1,000000	180,331
1S	177,0	177,0	196,172	34,2	0,91034	1,000000	178,583
2P	179,0	179,0	313,270	35,3	0,90960	1,000000	284,950
2S	178,0	178,0	312,168	34,3	0,91028	1,000000	284,160
3P	177,0	177,0	395,071	34,0	0,91048	1,000000	359,704
3S	180,0	180,0	391,872	34,6	0,91007	1,000000	356,631
4P	176,0	176,0	412,392	31,0	0,91252	1,000000	376,316
4S	182,0	182,0	407,320	31,2	0,91238	1,000000	371,631
5P	179,0	179,0	376,608	31,6	0,91211	1,000000	343,508
5S	177,0	177,0	375,229	31,3	0,91232	1,000000	342,329
6P	175,0	175,0	275,503	30,9	0,91259	1,000000	251,421
6S	177,0	177,0	272,518	30,7	0,91272	1,000000	248,733
7P	179,0	179,0	102,420	31,8	0,91198	1,000000	93,405
7S	178,0	178,0	102,566	31,7	0,91204	1,000000	93,544
8P	176,0	176,0	410,817	30,5	0,91286	1,000000	375,018
8S	179,0	179,0	410,696	31,5	0,91218	1,000000	374,629
9P	176,0	176,0	410,817	34,9	0,90987	1,000000	373,790
9S	180,0	180,0	410,111	35,2	0,90966	1,000000	373,062
10P	200,0	200,0	369,703	35,2	0,90966	1,000000	336,304
10S	181,0	181,0	382,687	34,4	0,91021	1,000000	348,326
							5946,375

Metric Tonnes Air Loaded VEF not applied:	5946,375
V.E.F.	n/a
Metric Tonnes Air Loaded VEF applied:	n/a

Density at 20°C 0,9200

Draft:	Fore	6,00	Trim:	0,60
	Aft:	6,60	List:	Nil

Remarks: Ullages were taken manually

### For vessel

Name: TONI BOTICA  
Dated: 20.07.2023

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

### For CISS Group

Name: V.TSVIGUNENKO  
Dated: 20.07.2023







**Commodities International  
Shipping and Survey**

FILE No.	SGD01057
VESSEL	M/T "WINE TRADER"
COMMODITY	Ukrainian crude Sunflower oil in Bulk
B/L DATE	20.07.2023
SHIP'S TANKS	1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S,10P,10S
LOADING PORT	IZMAIL, UKRAINE
BERTH No	PPK-1, PIER#8
PORT OF DESTINATION	RAVENNA, ITALY
QUANTITY, MT	5949,300

**NOTICE OF DISCREPANCY**

**TO: WHOM IT MAY CONCERN**

Dears Sirs,

We, CISS GROUP on behalf of our principals notify you with following:

B/L Weight (mt)	5949,300 MT
Vessel Loaded (mt)	5946,375 MT
Difference	-2,925 MT
Representing Loss against Bill of Lading	-0,049 %
B/L Weight (mt)	5949,300 MT
Vessel Loaded (mt)	5946,375 MT
VEF as Divisor (calculated by CISS)	n/a
Vessel Loaded (mt) / VEF applied	n/a MT
Difference	n/a MT
Representing Loss against Bill of Lading	n/a %

Taking into consideration the above discrepancy on behalf of our Principals we hold you fully responsible and liable for the apparent shortage.

For vessel

Name: ZANE PREMTIM

Dated: 20.07.2023

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

**FOR RECEIPT ONLY  
WITHOUT PREJUDICE**

For CISS Group

Name:

Dated: 20.07.2023





# Commodities International Shipping and Survey

FILE No. SGD01057  
VESSEL M/T "WINE TRADER"  
COMMODITY Ukrainian crude Sunflower oil in Bulk  
SHIP'S TANKS 1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S, 8P, 8S, 9P, 9S, 10P, 10S  
LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5949,300

## SAMPLING REPORT

We, CISS GROUP as a first class superintending company, hereby certify that the following samples were drawn and sealed co-jointly with:

SET	QUANTITY OF SAMPLE	SEAL NUMBER		METHOD OF SAMPLING	DISPATCH	REMARK'S
		CISS Group	-			
1	20*0.45 lt	D40164811	----	FF	AT YOUR DISPOSAL	FIRST FOOT SAMPLE TK 1P/S, 2P/S, 3P/S, 4P/S, 5P/S, 6P/S, 7P/S, 8P/S, 9P/S, 10P/S
2	20*0.45 lt	D40164812	----	DB	AT YOUR DISPOSAL	BOTTOM SAMPLE TK 1P/S, 2P/S, 3P/S, 4P/S, 5P/S, 6P/S, 7P/S, 8P/S, 9P/S, 10P/S
3	1*0.45 lt	D40164813		L	PRE SHIPMENT	In Line Sample
4	1*0.45 lt	D40164814		L	PRE SHIPMENT	In Line Sample
5	1*0.45 lt	D40164815		L	PRE SHIPMENT	In Line Sample
6	1*0.45 lt	D40164816		L	PRE SHIPMENT	In Line Sample
7	1*0.45 lt	D40164817		L	PRE SHIPMENT	In Line Sample
8	20*0.45 lt	D40164818		U-M-L	TO MASTER	VESSEL'S SAMPLES
9	20*0.45 lt	D40164819		U-M-L	To Receiver	VESSEL'S SAMPLES
10	20*0.45 lt	D40164820		U-M-L	AT YOUR DISPOSAL	VESSEL'S SAMPLES
11	20*0.45 lt	D40164821		U-M-L	AT YOUR DISPOSAL	VESSEL'S SAMPLES
12	20*0.45 lt	D40164822		U-M-L	AT YOUR DISPOSAL	VESSEL'S SAMPLES
13	20*0.45 lt	D40164823		U-M-L	AT YOUR DISPOSAL	VESSEL'S SAMPLES
14	20*0.45 lt	D40164824		U-M-L	AT YOUR DISPOSAL	VESSEL'S SAMPLES
15	20*0.45 lt	D40175938		U-M-L	TO MASTER	VESSEL'S SAMPLES
16	20*0.45 lt	D40175939		U-M-L	TO MASTER	VESSEL'S SAMPLES

### Description of Sample

- ship's tanks composite after loading
- ship's tanks composite before discharging
- ship's tanks No. \_\_\_\_ composite sample
- ship's average sample
- parcel No. \_\_\_\_ average sample
- shore tank No. \_\_\_\_ composite
- first foot sample
- pre-shipment
- shore line composite sample

U - Upper Level  
M - Middle Level  
L - Lower Level  
U-M-L - All Levels

### Method of Sampling

DB - Dead Bottom  
3MUB - 3 m Under Bottom  
FF - First Foot  
R - Running Sample

LZ - from Load Zone  
L - in-Line Sample  
I - Intermitten  
O - Other

### Samples had been taken together with

YES Representative of ship's Administration  
YES Charterer's Representative  
NO Oil Terminal / Laboratory Representative

Remarks:

For -

Name:

Dated: 20.07.2023

For CISS Group

Name:

Dated:

20.07.2023







# Commodities International Shipping and Survey

FILE No. SGD01057  
VESSEL M/T "WINE TRADER"  
COMMODITY Ukrainian crude Sunflower oil in Bulk  
SHIP'S TANKS 1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S, 8P, 8S, 9P, 9S, 10P, 10S  
LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5949,300

## CARGO TANKS SEALING CERTIFICATE

This is to certify that the undersigned CISS Group. sealed the cargo tanks of the above-named vessel upon completion of loading. All tanks and valves have been properly closed and sealed as follows:

Port		Starboard	
Position	Seals No:	Position	Seals No:
1P	C76015791	1S	C76014416
2P	C76015792	2S	C76014417
3P	C76015793	3S	C76014418
4P	C76015794	4S	C76014419
5P	C76015795	5S	C76014420
6P	C76015796	6S	C76014421
7P	C76015797	7S	C76014422
8P	C76015798	8S	C76014423
9P	C76015799	9S	C76014424
10P	C76015800	10S	C76014425
Manifolds	C76014426	Manifolds	C76014428
Manifolds	C76014427	Manifolds	C76014429

REMARKS : TOTAL: 24 SEALS

For vessel

Name: ZANE PREMTIM  
Dated: 20.07.2023

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

For CISS Group

Name: V.TSVIGUNENKO  
Dated: 20.07.2023





## Commodities International Shipping and Survey

FILE No. SGD01057  
VESSEL M/T "WINE TRADER"  
COMMODITY Ukrainian crude Sunflower oil in Bulk  
SHIP'S TANKS 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S,7P,7S,8P,8S,9P,9S,10P,10S  
LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5949,300

### MASTER'S RECEIPT FOR DOCUMENTS

I, the undersigned, Captain or Authorised Representative of the vessel, declare that I have received below listed documents for further delivery to the cargo receiver at discharge port.

- FOSFA COMBINED MASTERS CERTIFICATE
- FOSFA CERTIFICATE OF COMPLIANCE, CLEANLINESS
- STATEMENT OF SHIP MASTER
- CERTIFICATE OF LAST THREE CARGOES
- CLEANLINESS OF TANKS CERTIFICATE
- ULLAGE REPORT OF SHIP'S TANKS
- FOSFA HEATING INSTRUCTIONS
- SAMPLE RECEIPT
- MASTER'S RECEIPT FOR DOCUMENTS
- CARGO TANKS SEALING CERTIFICATE
- VESSEL EXPERIENCE FACTOR
- SURVEY REPORT ON TIMES/TIME SHEET
- NOTICE OF APPARENT DISCREPANCY

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#### For vessel

Name: ZANE PREMTIM  
Dated: 20.07.2023

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

#### For CISS Group

Name:  
Dated: 20.07.2023







# Commodities International Shipping and Survey

FILE No. SGD01057  
VESSEL M/T "WINE TRADER"  
COMMODITY Ukrainian crude Sunflower oil in Bulk  
SHIP'S TANKS 1P, 1S, 2P, 2S, 3P, 3S, 4P, 4S, 5P, 5S, 6P, 6S, 7P, 7S, 8P, 8S, 9P, 9S, 10P, 10S  
LOADING PORT IZMAIL, UKRAINE  
BERTH No PPK-1, PIER#8  
PORT OF DESTINATION RAVENNA, ITALY  
QUANTITY, MT 5949,300

## SAMPLE RECEIPT

I, the undersigned, Captain or Authorised Representative of the vessel, declare that  
I have received below listed sealed samples for further delivery to the cargo receiver  
at discharge port.

SET	QUANTITY	SEAL		DISPATCH	REMARK'S
	OF SAMPLE	NUMBER			
		CISS Group	-		
8	20*0.45 lt	D40164818	0	To Master	VESSEL'S SAMPLES
9	20*0.45 lt	D40164819	0	To Receiver	VESSEL'S SAMPLES
15	20*0.45 lt	D40175938	0	To Master	VESSEL'S SAMPLES
16	20*0.45 lt	D40175939	0	To Master	VESSEL'S SAMPLES

### Samples were taken con-jointly with:

YES Representative of ship's Administration  
YES Shipper's Representative  
NO Oil Terminal / Laboratory Representative

REMARKS :

### For vessel

Name: ZANE PREMTIM  
Dated: 20.07.2023

M/V WINE TRADER  
PANAMA  
IMO 8808707  
THE MASTER

### For CISS Group

Name:  
Dated: 20.07.2023

