

FOSFA COMBINED MASTERS CERTIFICATE

Ship	MT PEARL-T	Voyage No	12/23
Year Built	2003	Official No	9264166
Owners	TUVIA ENTERPRISES S.A.	Operator	CITY MARINE S.A.
In respect of carriage of (tonnage)	4230,940 MT	Description	CRUDE SUNFLOWER SEED OIL UKRAINE ORIGIN, IN BULK FOR FOOD USE AFTER APPROPRIATE REFINING
Loaded/Ex Transhipment at	IZMAIL, UKRAINE (Load Port)	For shipment to	MONOPOLI, ITALY (Discharge Port)
In Ships Tanks No(s)	1P/S-2P/S-3P/S-4P/S-5P/S		
*Shippers/Charterers	SUNOLTA (SUISSE) SA		

I state that -

- The above named vessel is classed with (Society) BUREAU VERITAS Certificate No. ITB0/TOZ/20210107195348
issued at Istanbul, Turkey dated 19.01.2021 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 28.09.2023 (date) to not less than 8 kPa / bars for a period of 20 MIN 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) MARINELINE 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 leaded products.
- Cargo History - the previous cargoes were as follows:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc
1P	ULSD 97,1%	CSFO 94,2%	ULSD 97,0%	
1S	ULSD 97,7%	CSFO 94,3%	ULSD 97,8%	
2P	ULSD 97,7%	CSFO 93,0%	ULSD 97,56%	
2S	ULSD 97,9%	CSFO 93,9%	ULSD 98,0%	
3P	ULSD 97,8%	CSFO 97,6%	ULSD 97,7%	
3S	ULSD 97,8%	CSFO 97,5%	ULSD 97,69%	
4P	ULSD 97,9%	CSFO 97,9%	ULSD 95,73%	
4S	ULSD 97,9%	CSFO 96,6%	ULSD 94,14%	
5P	ULSD 89,2%	CSFO 69,3%	ULSD 85,99%	
5S	ULSD 89,4%	CSFO 80,2%	ULSD 86,23%	

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; 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 SW for 60 min;
2. BW with hot (60C) SW for 120 min;
3. BW with ambient FW for 20 min;
4. Ventilation, Mopping, Drying;

- 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 PEARL-T
Date 29.09.2023
*Delete which is inapplicable.

*Captain/Chief Officer

SERCAN YILDIRIM

