

Ship	M/T HIRA V	Voyage No	03/24
Year Built	2012	Official No	9566708
Owners	HIRA SHIPPING CO LTD	Operator	VEYSEL VARDAL GEMICILIK DENZCILIK
In respect of carriage of (tonnage)	6200,000 MT	Description	CRUDE SUNFLOWER SEED OIL UKRAINE ORIGIN, IN BULK FOR FOOD USE AFTER APPROPRIATE REFINING
Loaded/Ex Transhipment at	ODESA, UKRAINE (Load Port)	For shipment to	MONOPOLI, ITALY (Discharge Port)
In Ships Tanks No(s)	1P, 2P, 3P, 4P, 5P, 6P, 1S, 2S, 3S, 4S, 5S, 6S		
*Shippers/Charterers	SUNOLTA (SUISSE) SA		

I state that -

1. The above named vessel is classed with (Society) Bureau Veritas Certificate No. TITB0/HKD/20220103143216-E2 issued at ISTANBUL dated 03.01.2022 which currently remains in force.  
The oil tight integrity of all cargo compartments is a condition of such the oil classification.
2. 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.
3. Tank heating is by ~~\*immersed coils/heat exchanger~~. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 24.02.2024 (date) to not less than 10.5 ~~kPa~~ / bars for a period of 15 minutes and found tight.
4. 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.
5. Tank access/cleaning hatches are staunch and tight with suitable packing and gaskets compatible with the cargo.
6. All internal structural members are self-draining.
7. Tank(s) is (are) ~~\*mild steel/mild steel coated/stainless steel construction~~.
8. Where applicable tank coating(s) is (are) Marine line which is (are) fit for food products/carriage of oils and fats.
9. In the tank heating system, heating medium is ~~\*hot water, steam~~.
10. ~~For contamination control purposes, if the vessel also has a thermal heating fluid system, the thermal heating fluid is~~ n/a
11. Cargo lines are ~~\*stainless steel/mild steel~~ with sufficient drain valves to ensure complete clearing and draining of the system.
12. The tank(s) has (have) not contained, as the last three cargoes, any leaded products.
13. Cargo History - the previous cargoes were as follows:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo	Etc
1P	MTBE 94.3%	CRSO 81.5%	CRSO 96.7%	-
1S	MTBE 94.9%	CRSO 82.1%	CRSO 97.3%	-
2P	MTBE 92.9%	CRSO 96.6%	CRSO 97.5%	-
2S	MTBE 92.4%	CRSO 93.8%	CRSO 97.0%	-
3P	MTBE 92.8%	CRSO 90.8%	CRSO 96.9%	-
3S	MTBE 93.2%	CRSO 91.2%	CRSO 97.3%	-
4P	MTBE 92.9%	CRSO 97.4%	CRSO 97.4%	-
4S	MTBE 92.0%	CRSO 96.4%	CRSO 97.4%	-
5P	MTBE 93.5%	CRSO 89.7%	CRSO 96.4%	-
5S	MTBE 94.0%	CRSO 90.2%	CRSO 96.9%	-
6P	MTBE 91.0%	CRSO 93.4%	CRSO 67.1%	-
6S	MTBE 91.1%	CRSO 93.5%	CRSO 67.1%	-

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. BW with Ambient SW, 60 min**

**2. BW with Hot SW, 90 min**

**3. BW with FW, 20 min**

**4. Draining pumps and lines, Ventilation, Moping**

15. Subject tank ~~were~~ / were not ~~\*re-coated~~ / passivated prior to loading.

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

Signed

Ship M/T HIRA V  
Date 26.02.2024

\*Delete which is inapplicable.

\*Captain/Chief Officer

