

Ship	M/T VITIS	Voyage No	05/2024
Year Built	1991	Official No	45409-PEXT-4
Owners	Gradul Chartering LTD	Operator	Gradul Chartering LTD
In respect of carriage of (tonnage)	2950,000	Description	CRUDE SUNFLOWER OIL
Loaded/Ex Transhipment at	ODESA, UKRAINE (Load Port)	For shipment to	SEVILLE, SPAIN (Discharge Port)
In Ships Tanks No(s)	2P,3P,6P,7P,8P,11P,2S,3S,6S,7S,8S,11S		
*Shippers/Charterers	SUNOLTA OU HARJU MAAKOND, TALLINN, KESKLINNA LINNAOSA, JOE TN 4C, 10151 ESTONIA		

I state that -

1. The above named vessel is classed with (Society) RINA Certificate No. 93409-R038-009  
issued at ISTANBUL dated 07.03.2024 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 20.03.2024 (date) to not less than 6 kPa / bars for a period of 30 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) - 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
2P	SFSO (98%)	SFSO (98%)	SFSO (98%)
2S	SFSO (98%)	SFSO (98%)	SFSO (98%)
3P	SFSO (98%)	SFSO (98%)	SFSO (98%)
3S	SFSO (98%)	SFSO (98%)	SFSO (98%)
6P	SFSO (98%)	SFSO (98%)	SFSO (98%)
6S	SFSO (98%)	SFSO (98%)	SFSO (98%)
7P	SFSO (98%)	SFSO (98%)	SFSO (98%)
7S	SFSO (98%)	SFSO (98%)	SFSO (98%)
8P	SFSO (98%)	SFSO (98%)	SFSO (98%)
8S	SFSO (98%)	SFSO (98%)	SFSO (98%)
11P	SFSO (95%)	SFSO (96%)	SFSO (94%)
11S	SFSO (98%)	SFSO (95%)	SFSO (94%)

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 SW AMB TEMP FOR 1 HOUR;**
- 2. BW WITH S.W (60 C) FOR 1,5 HOUR;**
- 3. RINSE WITH AMB. TEMP FW FOR 20 MIN;**
- 4. VENT, MOP, DRY ;**

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 VITIS  
Date 06.05.2024

\*Delete which is inapplicable.

\*Captain/Chief Officer

