



# Commodities International Shipping and Survey

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000,000

## 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
- NOTICE OF DISCREPANCY
- VESSEL EXPERIENCE FACTOR
- SURVEY REPORT ON TIMES/TIME SHEET

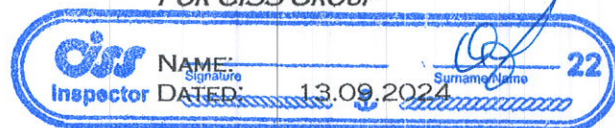
	1
	1
	1
	1
	1
	1
	1
	1
	1
	1
	1
	1
	1

### FOR VESSEL

NAME: IMAN HUSEYNOV  
DATED: 13.09.2024



### FOR CISS GROUP





**Commodities International  
Shipping and Survey**

VESSEL	NERA
COMMODITY	UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CRI
SHIP'S TANKS	1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.
LOADING PORT	ODESA, UKRAINE
BERTH NO	5-6
PORT OF DESTINATION	VARNA, BULGARIA
QUANTITY	

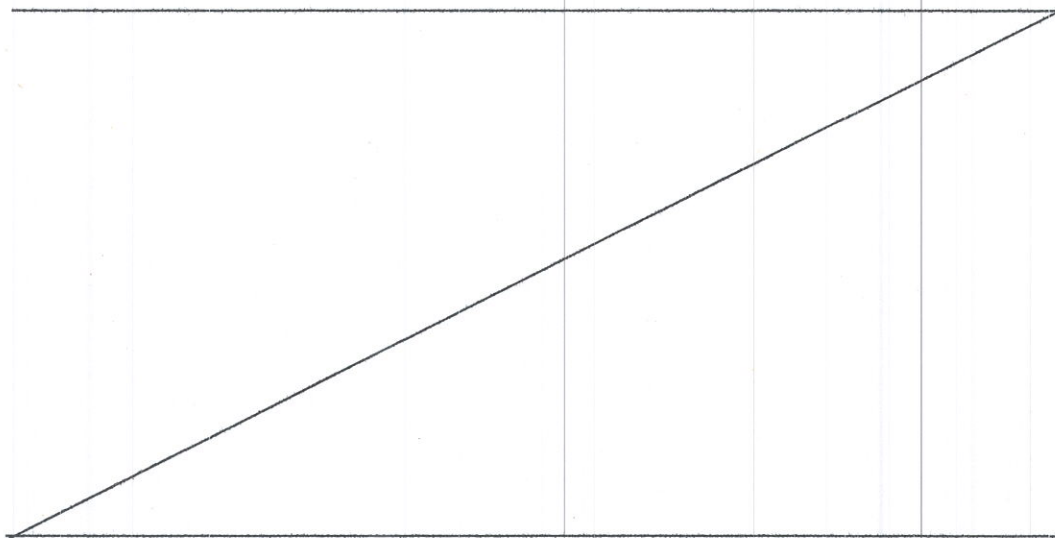
TO:  
CC:  
RE:  
DATE:

**LETTER OF RESERVE**

VEF

WE, CISS GROUP AS A FIRST CLASS SUPERINTENDING COMPANY, HEREBY INFORM YOU  
ABOUT THE FOLLOWING FACT(S):

VEF WAS NOT APPLIED DUE TO THE DATA WERE NOT AVAILABLE FOR CALCULATION



FOR CISS GROUP

NAME:  
DATED:

13.09.2024





# Commodities International Shipping and Survey

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

## SURVEY REPORT ON TIMES/TIME SHEET

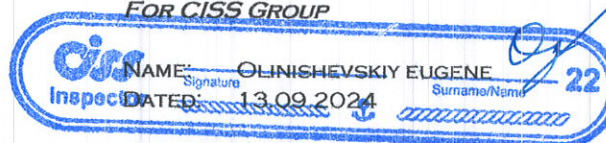
EVENT	FROM		TO	
	TIME	DATE	TIME	DATE
VESSEL ARRIVED ON ROAD (EOSP)	14:00	11.09.2024		
NOR TENDERED	14:00	11.09.2024		
PILOT ON BOARD	8:50	12.09.2024		AS PER C/P
FIRST LINE/ALL FAST	10:28	12.09.2024	10:38	12.09.2024
GANGWAY DOWN	10:47	12.09.2024		
INWARD FORMALITIES	11:30	12.09.2024	12:30	12.09.2024
INITIAL INSPECTION	12:30	12.09.2024	14:30	12.09.2024
CARGO TANKS ACCEPTED FOR LOADING	14:30	12.09.2024		
CARGO ARMS CONNECTED	13:50	12.09.2024		
CARGO HANDLING	14:30	12.09.2024	11:24	13.09.2024
CARGO ARMS BLOWING	11:24	13.09.2024	11:36	13.09.2024
ULLAGING & CALLCULATION	11:36	13.09.2024	13:36	13.09.2024
CARGO ARMS DISCONNECTED	12:50	13.09.2024	13:00	13.09.2024
SEALING OF CARGO TANKS	13:36	13.09.2024	14:36	13.09.2024

### FOR VESSEL

NAME: IMAN HUSEYNOV  
DATED: 13.09.2024



### FOR CISS GROUP







**Commodities International  
Shipping and Survey**

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

**CLEANLINESS OF TANKS CERTIFICATE**

THIS IS TO CERTIFY THAT PRIOR TO LOADING OPERATIONS WE INSPECTED THE FOLLOWING CARGO TANKS:

1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.

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 : 12.09.2024 AT 14:30 HRS LT

REMARKS : SEA VALVE SEALED : N/A

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

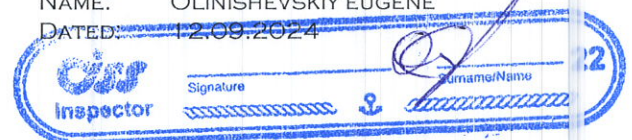
FOR VESSEL

NAME: IMAN HUSEYNOV  
DATED: 12.09.2024



FOR CISS GROUP

NAME: OLINISHEVSKIY EUGENE  
DATED: 12.09.2024





# Commodities International Shipping and Survey

FILE No. SGDO1368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

## 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 PUMP SYSTEMS WERE A SUBSTANCES WHICH:

LAST THREE CARGOES CARRIED ARE AS FOLLOWS:

SHIPS TANKS N°	LAST CARGO	SECOND LAST CARGO	THIRD LAST CARGO
1CENTER	PALM STEARIN (75%)	SFSO (97%)	PALM OIL (98%)
2P	PALM STEARIN (93%)	SFSO (97%)	PALM STEARIN (95%)
2S	PALM STEARIN (70%)	SFSO (97%)	PALM STEARIN (95%)
3P	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
3S	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
4P	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
4S	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
5P	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
5S	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
6P	PALM STEARIN (87%)	SFSO (97%)	PALM OIL (95%)
6S	PALM STEARIN (86%)	SFSO (95%)	PALM OIL (95%)

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-COILS, LINES, PUMPS OR FITTING USED FOR LOADING CARRYING OR DISCHARGING OF THE ABOVE MENTIONED CARGO DO NOT CONTAIN COPPER OR COPPER ALLOY.

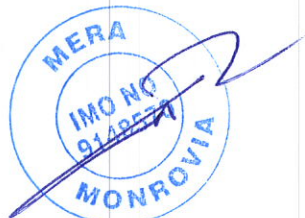
ETHYLENE DICHLORIDE WAS NOT CARRIED AS THE TWO PREVIOUS CARGOES IN ORGANIC COATED TANKS AND AS THE LAST CARGO IN STAINLESS STEEL AND INORGANIC TANKS.

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

NAME: IMAN HUSEYNOV  
DATED: 12.09.2024







Commodities International  
Shipping and Survey

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

File No: SGD01368

Ship: MERA

Ships Tanks No: 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.

Owners: ALYA SHIPPING CORP LTD

Operator: Chemtankers Shipping

Inspected for cleanliness at port: ODESA, UKRAINE

Berth: 5-6

On (Date): 12.09.2024

At (Time): 12:30

1. 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.
2. 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
3. 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 three previous cargoes 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 three previous cargoes 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
1CENTER	PALM STEARIN (75%)	SFSO (97%)	PALM OIL (98%)
2P	PALM STEARIN (93%)	SFSO (97%)	PALM STEARIN (95%)
2S	PALM STEARIN (70%)	SFSO (97%)	PALM STEARIN (95%)
3P	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
3S	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
4P	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
4S	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
5P	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
5S	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
6P	PALM STEARIN (87%)	SFSO (97%)	PALM OIL (95%)
6S	PALM STEARIN (86%)	SFSO (95%)	PALM OIL (95%)

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.

- 4 We sighted ship's log which confirmed the above information as to the previous cargoes and their respective volume in the tank.
- 5 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. BUTERWORTHING WITH HOT SEAWATER 2 HOURS;
  2. BUTERWORTHING WITH HOT WATER (80C) AND 0.05% LIQUID DETERGENT 1 HOUR;
  3. BUTERWORTHING WITH HOT FRESHWATER 30 MINUTES;
  4. STEAMING;
  - 5.DRAINING OF TANK LINE AND PUMP;
  - 6.DRYING;

- 6 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 origin Crude Sunflower Oil, in bulk, crop 2023

- 7 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.

- 8 Ship's cargo pumps and fixed pipelines were inspected as far as possible in-situ and based on our visual inspection found to be clean and dry with no significant odour.
- 9 We were informed by the ship's C/O that the tank coils and/or heat exchangers were tested on 11.09.2024 (date) by an application of live steam/hot water to not less than 5 kPa bar for a period of 15 minutes and were found tight.
- 10 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

Signed:

Inspector Signature  
Signed: 22  
Surname/Name

(FOSFA Members Superintendent)

Captain / Chief Officer

Inspection completed at 14:30 hours on 12.09.2024 (Date)







## FOSFA COMBINED MASTERS CERTIFICATE

Ship MERA Voyage No 12/2024  
 Year Built 1998 Official No 21892  
 Owners ALYA SHIPPING CORP LTD Operator Chemtankers Shipping  
 In respect of carriage of (tonnage) 6000.000 Description Ukrainian origin Crude Sunflower Oil, in bulk, crop 2023  
 Loaded/Ex Transhipment at ODESA, UKRAINE For shipment to VARNA, BULGARIA  
 (Load Port) (Discharge Port)

In Ships Tanks No(s) 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
 \*Shippers/Charterers SUNOLTA (SUISSE) SA RUE DU 23 - JUIN 26, 2800 DELEMONT, SWITZERLAND

I state that -

- The above named vessel is classed with (Society) RINA Certificate No. 74862-V063-002  
 issued at Istanbul, Turkey dated 31.08.2023 which currently remains in force.  
 The oil tight integrity of all cargo compartments is a condition of such the oil 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 exchanger. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 11.09.2024 (date) to not less than 5 kPa / bars for a period of 15 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) which is (are) fit for food products/carriage of oils and fats.
- In the tank heating system, heating medium is \*hot water, 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
1CENTER	PALM STEARIN (75%)	SFSO (97%)	PALM OIL (98%)
2P	PALM STEARIN (93%)	SFSO (97%)	PALM STEARIN (95%)
2S	PALM STEARIN (70%)	SFSO (97%)	PALM STEARIN (95%)
3P	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
3S	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
4P	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
4S	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
5P	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
5S	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
6P	PALM STEARIN (87%)	SFSO (97%)	PALM OIL (95%)
6S	PALM STEARIN (86%)	SFSO (95%)	PALM OIL (95%)

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. BUTERWORTHING WITH HOT SEAWATER 2 HOURS;

2. BUTERWORTHING WITH HOT WATER (80C) AND 0.05% LIQUID DETERGENT 1 HOUR;

3. BUTERWORTHING WITH HOT FRESHWATER 30 MINUTES;

4. STEAMING;

5. DRAINING OF TANK LINE AND PUMP;

6. DRYING;

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

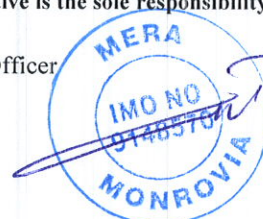
Date

MERA

12.09.2024

\*Delete which is inapplicable.

\*Captain/Chief Officer







## Commodities International Shipping and Survey

FILE NO. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROF  
VOYAGE NO 12/2024  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH NO 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

### 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:
      - A. IN TANKS WHICH HAVE BOTTOM COILS AT 30 CM (ONE FOOT) ABOVE THE LEVEL OF THE COILS;
      - B. 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:
      - A. ALL RECEIVERS FROM THAT TANK SHOULD BE IN AGREEMENT TO THE PROPOSED VARIATIONS IN THE TEMPERATURES STATED IN 3.1.4 ABOVE;
      - B. 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 MT: MERA

NAME: IMAN HUSEYNOV  
DATED: 12.09.2024







# Commodities International Shipping and Survey

FILE NO. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH NO 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

## ULLAGE REPORT OF SHIP'S TANKS

TANK NR	OBS ULLAGE CM	CORRECT. ULLAGE CM	TOTAL OBS VOLUME M3	TEMP IN C	DENSITY AT OBS TEMP	CORRECTI ON FOR THERMAL	GROSS WEIGHT MT
1 C	180.5	181.2	712.659	30.1	0.91363	1.000000	651.107
2P	188.5	188.8	579.913	30.2	0.91356	1.000000	529.785
2S	185.5	185.5	581.881	30.0	0.91370	1.000000	531.665
3P	200.0	200.0	548.174	30.1	0.91363	1.000000	500.828
3S	202.5	202.5	549.035	29.9	0.91377	1.000000	501.692
4P	215.5	215.4	601.456	30.0	0.91370	1.000000	549.550
4S	217.0	216.9	598.584	29.6	0.91397	1.000000	547.088
5P	200.0	199.9	581.740	30.2	0.91356	1.000000	531.454
5S	194.5	194.4	588.220	29.2	0.91424	1.000000	537.774
6P	200.5	200.5	603.110	30.2	0.91356	1.000000	550.977
6S	197.0	197.0	612.677	27.5	0.91540	1.000000	560.845
							5992.765

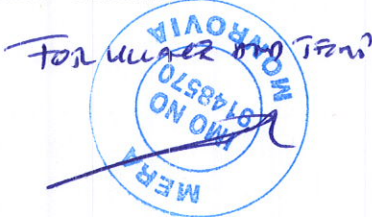
METRIC TONNES AIR LOADED VEF NOT APPLIED:

5992.765 DENSITY AT 20°C 0.92050

DRAFT: FORE 6.24 TRIM: 0.61  
AFT: 6.85 LIST: NIL

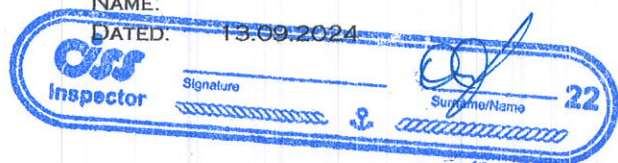
FOR VESSEL

NAME: YUSUF CELAYIR  
DATED: 13.09.2024



FOR CISS GROUP

NAME:  
DATED: 13.09.2024





**Commodities International  
Shipping and Survey**

FILE No.	SGD01368
VESSEL	MERA
COMMODITY	UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023
SHIP'S TANKS	1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.
LOADING PORT	ODESA, UKRAINE
BERTH No	5-6
PORT OF DESTINATION	VARNA, BULGARIA
QUANTITY, MT	6000.000

## NOTICE OF DISCREPANCY

### TO: WHOM IT MAY CONCERN

DEARS SIRs,

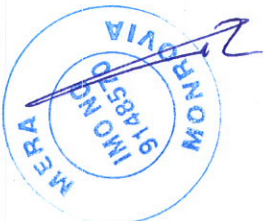
WE, CISS GROUP, ON BEHALF OF OUR PRINCIPALS NOTIFY YOU WITH FOLLOWING:

B/L WEIGHT (MT)	6000.000 MT
VESSEL LOADED (MT)	5992.765 MT
DIFFERENCE	-7.235 MT
REPRESENTING LOSS AGAINST BILL OF LADING	-0.121 %

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: IMAN HUSEYNOV  
DATED: 13.09.2024



FOR CISS GROUP







Commodities International  
Shipping and Survey

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

### 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	TYPE OF SAMPLE	QUANTITY OF SAMPLE	SEAL NUMBER		METHOD OF SAMPLING	DISPATCH	REMARK'S
			CISS GROUP	CONTROL UNION			
1	SHORE TANKS SAMPLE	10X0,45LTR	D94939711	4786206	U-M-L	CISS	SHORE TANKS NoNo 1, 2, 3, 4, 5, 10, 12, 13, 14, 15.
2	SHORE TANKS SAMPLE	10X0,45LTR	D94939712	4786207	U-M-L	CISS	
3	SHORE TANKS SAMPLE	10X0,45LTR	D94939713	4786208	U-M-L	CISS	
4	SHORE TANKS SAMPLE	10X0,45LTR	D94939714	4786209	U-M-L	CISS	
5	SHORE TANKS SAMPLE	10X0,45LTR	D94939715	4786210	U-M-L	CISS	
6	SHORE TANKS BOTTOM SAMPLE	10X0,45LTR	D94939716	-	DB	CISS	
7	SHORE TANKS BOTTOM SAMPLE	10X0,45LTR	D94939717	-	DB	CISS	
8	SHORE TANKS BOTTOM SAMPLE	10X0,45LTR	D94939718	-	DB	CISS	
9	VESSEL PIPELINE SAMPLE	11X0,45LTR	D94939719	4184016	L	CISS	VESSEL TANKS NoNo 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.
10	VESSEL PIPELINE SAMPLE	11X0,45LTR	D94939720	4184017	L	CISS	
11	VESSEL PIPELINE SAMPLE	11X0,45LTR	D94939721	4184018	L	CISS	
12	VESSEL PIPELINE SAMPLE	11X0,45LTR	D94939722	4184019	L	CISS	
13	VESSEL PIPELINE SAMPLE	11X0,45LTR	D94939723	4184020	L	CISS	
14	VESSEL PIPELINE SAMPLE	11X0,45LTR	D94939724	4184021	L	CISS	
15	FIRST FOOT SAMPLE	11X0,45LTR	D94939725	-	FF	CISS	
16	FIRST FOOT SAMPLE	11X0,45LTR	D94939726	-	FF	CISS	
17	FIRST STREAM SAMPLE	1X0,45LTR	D94939727	-	R	CISS	
18	FIRST STREAM SAMPLE	1X0,45LTR	D94939728	-	R	CISS	
19	VESSEL TANKS BOTTOM SAMPLE	11X0,45LTR	D94939729	-	DB	CISS	
20	VESSEL TANKS SAMPLE	11X0,45LTR	D94939730	4184022	U-M-L	CISS	
21	VESSEL TANKS SAMPLE	11X0,45LTR	D94939731	4184023	U-M-L	CISS	
22	VESSEL TANKS SAMPLE	11X0,45LTR	D94939732	4184024	U-M-L	CISS	
23	VESSEL TANKS SAMPLE	11X0,45LTR	D94939733	4184025	U-M-L	CISS	
24	VESSEL TANKS SAMPLE	11X0,45LTR	D94939734	4184026	U-M-L	CISS	
25	VESSEL TANKS SAMPLE	11X0,45LTR	D94939735	4184027	U-M-L	CISS	
26	VESSEL TANKS SAMPLE	11X0,45LTR	D94939736	4184028	U-M-L	TO MASTER	
27	VESSEL TANKS SAMPLE	11X0,45LTR	D94939737	4184029	U-M-L	TO MASTER	

#### 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 - LOWEL 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  
YES OIL TERMINAL / LABORATORY REPRESENTATIVE

REMARKS:

FOR

NAME: YUSUF CELAYIR  
DATED: 13.09.2024

Signature  
FOR CISS GROUP  
NAME  
DATED: 13.09.2024  
Sumame/Name 22





Commodities International  
Shipping and Survey

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

### 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	TYPE OF SAMPLE	QUANTITY OF SAMPLE	SEAL NUMBER		METHOD OF SAMPLING	DISPATCH	REMARK'S
			CISS GROUP	CONTROL UNION			
1	SHORE TANKS SAMPLE	10x0,45LTR	D94939711	4786206	U-M-L	CISS	SHORE TANKS No 1, 2, 3, 4, 5, 10, 12, 13, 14, 15
2	SHORE TANKS SAMPLE	10x0,45LTR	D94939712	4786207	U-M-L	CISS	
3	SHORE TANKS SAMPLE	10x0,45LTR	D94939713	4786208	U-M-L	CISS	
4	SHORE TANKS SAMPLE	10x0,45LTR	D94939714	4786209	U-M-L	CISS	
5	SHORE TANKS SAMPLE	10x0,45LTR	D94939715	4786210	U-M-L	CISS	
9	VESSEL PIPE-LINE SAMPLE	11x0,45LTR	D94939719	4184016	L	CISS	VESSEL TANKS No 11
10	VESSEL PIPE-LINE SAMPLE	11x0,45LTR	D94939720	4184017	L	CISS	
11	VESSEL PIPE-LINE SAMPLE	11x0,45LTR	D94939721	4184018	L	CISS	
12	VESSEL PIPE-LINE SAMPLE	11x0,45LTR	D94939722	4184019	L	CISS	
13	VESSEL PIPE-LINE SAMPLE	11x0,45LTR	D94939723	4184020	L	CISS	
14	VESSEL PIPE-LINE SAMPLE	11x0,45LTR	D94939724	4184021	L	CISS	VESSEL TANKS No 11
20	VESSEL TANKS SAMPLE	11x0,45LTR	D94939730	4184022	U-M-L	CISS	
21	VESSEL TANKS SAMPLE	11x0,45LTR	D94939731	4184023	U-M-L	CISS	
22	VESSEL TANKS SAMPLE	11x0,45LTR	D94939732	4184024	U-M-L	CISS	
23	VESSEL TANKS SAMPLE	11x0,45LTR	D94939733	4184025	U-M-L	CISS	
24	VESSEL TANKS SAMPLE	11x0,45LTR	D94939734	4184026	U-M-L	CISS	VESSEL TANKS No 11
25	VESSEL TANKS SAMPLE	11x0,45LTR	D94939735	4184027	U-M-L	CISS	
26	VESSEL TANKS SAMPLE	11x0,45LTR	D94939736	4184028	U-M-L	TO MASTER	
27	VESSEL TANKS SAMPLE	11x0,45LTR	D94939737	4184029	U-M-L	TO MASTER	

#### 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  
- PRESHIPMENT  
- SHORE LINE COMPOSITE SAMPLE

U - UPPER LEVEL  
M - MIDDLE LEVEL  
L - LOWEL 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  
YES OIL TERMINAL / LABORATORY REPRESENTATIVE

REMARKS:

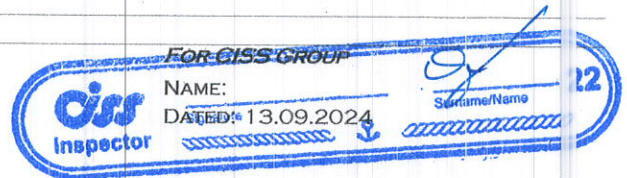
FOR CONTROL UNION

NAME:  
DATED: 13.09.2024



FOR CISS GROUP

NAME:  
DATED: 13.09.2024







# Commodities International Shipping and Survey

FILE NO. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

## 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.

	QUANTITY OF SAMPLE	SEAL NUMBER		DISPATCH	REMARK'S
		CISS GROUP	CONTROL UNION		
SET					
26	11x0,45LTR	D94939736	4184028	To MASTER	NONE
27	11x0,45LTR	D94939737	4184029	To MASTER	NONE

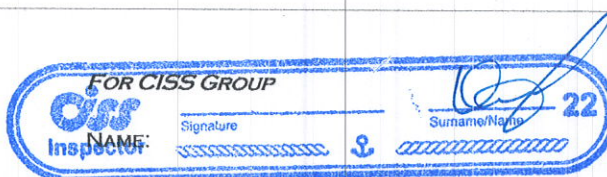
### SAMPLES WERE TAKEN CON-JOINTLY WITH:

- YES REPRESENTATIVE OF SHIP'S ADMINISTRATION  
YES SHIPPER'S REPRESENTATIVE  
NO OIL TERMINAL / LABORATORY REPRESENTATIVE

### REMARKS:

#### FOR VESSEL

NAME: IMAN HUSEYNOV  
DATED: 13.09.2024





# Commodities International Shipping and Survey

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
B/L DATE  
SHIP'S TANKS 1 C; 2 P/S; 3 P/S; 4 P/S; 5 P/S; 6 P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

## CARGO TANKS SEALING CERTIFICATE

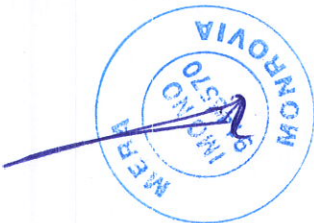
THIS IS TO CERTIFY THAT THE UNDERSIGNED CISS GROUP, SEALED THE CARGO TANKS OF THE ABOVE-NAMED VESSEL UPON COMPLETION OF LOADING. ALL TANKS AND VALVES HAVE BEEN PROPERLY CLOSED AND SEALED AS FOLLOWS:

PORT			STARBOARD		
POSITION		SEALS No:	POSITION		SEALS No:
1P	HATCH COVER	D94939741	1S	HATCH COVER	D94939758
	HATCH COVER	D94939742		HATCH COVER	D94939759
	HATCH COVER	D94939743		HATCH COVER	D94939760
2P	HATCH COVER	D94939744	2S	HATCH COVER	D94939761
	HATCH COVER	D94939745		HATCH COVER	D94939762
	HATCH COVER	D94939746		HATCH COVER	D94939763
3P	HATCH COVER	D94939747	3S	HATCH COVER	D94939764
	HATCH COVER	D94939748		HATCH COVER	D94939765
	HATCH COVER	D94939749		HATCH COVER	D94939766
4P	HATCH COVER	D94939750	4S	HATCH COVER	D94939767
	HATCH COVER	D94939751		HATCH COVER	D94939768
	HATCH COVER	D94939752		HATCH COVER	D94939769
5P	HATCH COVER	D94939753	5S	HATCH COVER	D94939770
	HATCH COVER	D94939754		HATCH COVER	D94939771
	HATCH COVER	D94939755		HATCH COVER	D94939772
6P	HATCH COVER	D94939756	6S	HATCH COVER	D94939773
	HATCH COVER	D94939757		HATCH COVER	D94939774
	MANIFOLDS	C76016361		MANIFOLDS	C76016363
	COMON LINE	C76016362		COMON LINE	C76016364
TOTAL:		38	SEALS		

REMARKS:

FOR VESSEL

NAME: IMAN HUSEYNOV  
DATED: 13.09.2024



FOR CISS GROUP







# Commodities International Shipping and Survey

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH NO 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

## LAND TANKS GAUGING REPORT

THE WEIGHT WAS ASCERTAINED BY MEASUREMENT OF THE LAND TANKS 1, 2, 3, 4, 5, 10, 12, 13, 14, 15. BEFORE AND AFTER LOADING  
WITH FOLLOWING RESULTS:

SHORE TANK NO.		SOUND	TOTAL OBSERVED VOLUME	LABOR.DENSITY AT 20°C IN AIR	TEMP.	DENSITY OBS. TEMP.	GROSS WEIGHT
		CM	M3		C		MT
(BEFORE)	1	1057.5	904.615	0.9205	31.90	0.91241	825.380
(AFTER)	1	EMPTY					
(BEFORE)	2	1044.1	891.385	0.9205	28.10	0.91499	815.608
(AFTER)	2	EMPTY					
(BEFORE)	3	1056.0	902.436	0.9205	30.60	0.91329	824.186
(AFTER)	3	EMPTY					
(BEFORE)	4	1050.6	897.201	0.9205	30.10	0.91363	819.710
(AFTER)	4	EMPTY					
(BEFORE)	5	1054.4	901.358	0.9205	30.70	0.91322	823.138
(AFTER)	5	EMPTY					
(BEFORE)	10	286.6	99.054	0.9205	31.50	0.91268	90.405
(AFTER)	10	EMPTY					
(BEFORE)	12	858.2	492.223	0.9205	30.40	0.91343	449.611
(AFTER)	12	EMPTY					
(BEFORE)	13	859.7	492.757	0.9205	30.10	0.91363	450.198
(AFTER)	13	EMPTY					
(BEFORE)	14	865.2	493.725	0.9205	33.0	0.91166	450.109
(AFTER)	14	EMPTY					
(BEFORE)	15	864.8	494.791	0.9205	31.3	0.91282	451.655
(AFTER)	15	EMPTY					
TOTAL							6 000.000

DENSITY AT 20 C IN AIR: 0.92050  
DENSITY CHANGES 1°C: 0.00068

TOTAL MT LOADED : 6 000.000 MT

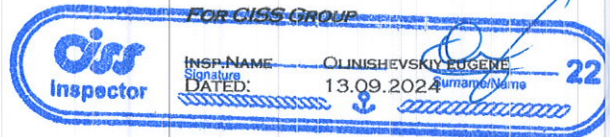
REMARKS:

FOR TERMINAL

NAME:  
DATED:



FOR CISS GROUP





# Commodities International Shipping and Survey

FILE No. SGD01368  
VESSEL MERA  
COMMODITY UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN BULK, CROP 2023  
SHIP'S TANKS 1C; 2P/S; 3P/S; 4P/S; 5P/S; 6P/S.  
LOADING PORT ODESA, UKRAINE  
BERTH No 5-6  
PORT OF DESTINATION VARNA, BULGARIA  
QUANTITY, MT 6000.000

## 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 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
1CENTER	PALM STEARIN (75%)	SFSO (97%)	PALM OIL (98%)
2P	PALM STEARIN (93%)	SFSO (97%)	PALM STEARIN (95%)
2S	PALM STEARIN (70%)	SFSO (97%)	PALM STEARIN (95%)
3P	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
3S	PALM STEARIN (70%)	CORN OIL (95%)	SFSO (97%)
4P	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
4S	PALM STEARIN (85%)	SFSO (97%)	PALM STEARIN (95%)
5P	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
5S	PALM STEARIN (90%)	CORN OIL (95%)	SFSO (97%)
6P	PALM STEARIN (87%)	SFSO (97%)	PALM OIL (95%)
6S	PALM STEARIN (86%)	SFSO (95%)	PALM OIL (95%)

- \*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: IMAN HUSEYNOV  
DATED: 12.09.2024

