



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

No: p:	SGD01386		ATY OF SHIP'S	. ()		
	M/T VITIS		Ships Tanks No:	1P,2P,3P,4P,51	, 6P,7P,8P,9P,10P	,11P,1S,2S,3S,4S,5S,6S,7S
ners:	Gradul Chartering LTD	.	Operator:	Gradul Charte	ming I TD	
		SA, UKRAINE	Berth:	5-6	ing Lib	
Date):	14.10.2024		At (Time):	0:05		
	ighted a statement in the form of					
	ent statement signed by the *sh					
FOSFA Qu	ualifications and Operational P	ocedures for Ships F	ingaged in the Carriag	e of Oils and F	ats in Bulk for E	dible
	hemical Use.					
Prior to ins	spection we were informed by s	hip's *Captain/First	Officer that the tank w	as		
	*a stainless steel					
	*b mild steel coated with (description of coatin	.g) -	new coating/r	ecoating to be de	clared when appropriate/re
	*c mild steel	1 1:10 4:	4 . 1			
	ed a copy of a statement signed liate previous cargo in the tank					Durvious Company
	the date of the Bill/s of Lading					
	st of Banned Immediate Previo					as cargo as set out in the
	diate previous cargo in the tank					rce at
	the Bill/s of Lading and the tail					
	ceptable Previous Cargoes. The				icvious cargo as	set out in the 1 OSI A
	to mild steel tanks only - The				eo-chemical use	and/or
	nd were stated to have been:	r-2.15ab cargo		una on		
	to newly coated or fully recoa	ed tanks- The previo	us cargoes carried are	stated to have	been – (for cont a	mination control purposes)
hips Tanks		Cargo	Second La			nird Last Cargo
1P		0 (98%)	SFSO ((98%)		SFSO (98%)
1S	SFSC) (98%)	SFSO (98%)		SFSO (98%)
2P	SFSC	(98%)	SFSO ((98%)		SFSO (98%)
2S	SFSC) (98%)	SFSO (98%)		SFSO (98%)
3P		(98%)	SFSO (SFSO (98%)
3S) (98%)	SFSO (SFSO (98%)
4P 4S) (98%)) (98%)	SFSO (SFSO (98%) SFSO (98%)
5P) (98%)	SFSO (SFSO (98%)
5S) (98%)	SFSO	98%)		SFSO (98%)
6P		(98%)	SFSO			SFSO (98%)
6S		(98%)	SFSO			SFSO (98%)
7P	SFSC) (98%)	SFSO (98%)		SFSO (98%)
7S) (98%)	SFSO (SFSO (98%)
8P) (96%)	SFSO (SFSO (98%)
8S		(96%)	SFSO (SFSO (98%)
9P) (98%)	SFSO (SFSO (98%)
9S 10P) (98%)	SFSO (SFSO (98%)
) (98%)) (98%)	SFSO (SFSO (98%) SFSO (98%)
109) (94%)	SFSO			SFSO (94%)
10S 11P	I SESC) (94%)	SFSO			SFSO (94%)
11P						
11P 11S			•	the FOSEA Lie	t of Banned imm	adiata Caraasa ar ta
11P 11S Under the p	SFSC	ıs cargo. Such cargo	not to be a product on	THE I COLA LIS	t of Barrioa mini	ediate Cargoes or to
11P 11S Under the p is not to be be a produce	SFSC provisions of 3a. and 3b. above considered a qualifying previount on the FOSFA List of Accept	able Previous Cargo	es; whichever list to ap	oly, dictated by	the sales contrac	ot.
11P 11S Under the pis not to be be a product. We sighted	SFSC provisions of 3a. and 3b. above considered a qualifying previounct on the FOSFA List of Accept I ship's log which confirmed the	able Previous Cargoe e above information	es; whichever list to ap as to the previous carg	oly, dictated by goes and their re	the sales contractes	ct. e in the tank.
11P 11S Under the p is not to be be a product We sighted We were in	SFSC provisions of 3a. and 3b. above considered a qualifying previous on the FOSFA List of Accept d ship's log which confirmed the afternation of the ship's which confirmed the ship's ship's *Captain/Ch	able Previous Cargoe e above information	es; whichever list to ap as to the previous carg	oly, dictated by goes and their re	the sales contractes	ct. e in the tank.
11P 11S Under the pis not to be be a product We sighted We were in	SFSC provisions of 3a. and 3b. above considered a qualifying previouse to not he FOSFA List of Accept I ship's log which confirmed the formed by ship's *Captain/Ch rocedure:	able Previous Cargoe e above information ief Officer that the ta	es; whichever list to ap as to the previous carg	oly, dictated by goes and their re	the sales contractes	ct. e in the tank.
11P 11S Under the pis not to be be a product. We sighted We were in cleaning product. BW WIT	SFSC provisions of 3a. and 3b. above considered a qualifying previot t on the FOSFA List of Accept I ship's log which confirmed th nformed by ship's *Captain/Ch rocedure: FH SW AMB TEMP FOR T	able Previous Cargoe e above information ief Officer that the ta	es; whichever list to ap as to the previous carg	oly, dictated by goes and their re	the sales contractes	ct. e in the tank.
11P 11S Under the pis not to be be a product We sighted We were in cleaning pr 1. BW WIT 2. BW WIT	SFSC provisions of 3a. and 3b. above considered a qualifying previot t on the FOSFA List of Accept I ship's log which confirmed th nformed by ship's *Captain/Ch rocedure: TH SW AMB TEMP FOR TI TH S.W (60 C) FOR 1,5 HO	able Previous Cargoe e above information ief Officer that the ta HOUR; UR;	es; whichever list to ap as to the previous carg	oly, dictated by goes and their re	the sales contractes	ct. e in the tank.
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11P 11S Under the pis not to be be a product We sighted We were in cleaning product 1. BW WIT 2. BW WIT 3. RINSE VA. VENT, METAL TANK WAS COMMENT.	SFSC provisions of 3a. and 3b. above considered a qualifying previous ct on the FOSFA List of Accept d ship's log which confirmed th fformed by ship's *Captain/Ch rocedure: FH SW AMB TEMP FOR TI FH S.W (60 C) FOR 1,5 HO WITH AMB. TEMP FW FOR MOP, DRY; examined internally for cleanling	able Previous Cargoe e above information ief Officer that the ta HOUR; UR; R 20 MIN; ness and as far as cou	es; whichever list to ap as to the previous carg nk had been cleaned a	ply, dictated by goes and their refter the last car	the sales contractes pective volume go by using the f	et. e in the tank. collowing
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11P 11S Under the pis not to be be a productive we sighted were in cleaning pr 1. BW WIT 2. BW WIT 3. RINSE V 4. VENT, N Tank was a harmful main a fit stat	SFSC provisions of 3a. and 3b. above considered a qualifying previous t on the FOSFA List of Accept d ship's log which confirmed the formed by ship's *Captain/Ch rocedure: TH SW AMB TEMP FOR TI TH S.W (60 C) FOR 1,5 HOW WITH AMB. TEMP FW FOW MOP, DRY; examined internally for cleanling aterial and, in our opinion, in the te to receive a cargo of CRL	able Previous Cargoe e above information ief Officer that the ta HOUR; UR; R 20 MIN; ness and as far as countis respect based on officer that the ta	es; whichever list to ap as to the previous carg nk had been cleaned a	poly, dictated by goes and their refter the last car	the sales contractes pective volume go by using the f	et. in the tank. following n , was
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11P 11S Under the p is not to be be a produ We sighted We were ir cleaning pr 1. BW WIT 2. BW WIT 3. RINSE V 4. VENT, N Tank was 6 harmful main a fit stat	provisions of 3a. and 3b. above considered a qualifying previous to on the FOSFA List of Accept I ship's log which confirmed the afformed by ship's *Captain/Chrocedure: ITH SW AMB TEMP FOR ITH S.W (60 C) FOR 1,5 HOWITH AMB. TEMP FW FOWITH AMB. TEMP FW	able Previous Cargoe e above information ief Officer that the ta HOUR; UR; R 20 MIN; ness and as far as counis respect based on o IDE SUNFLOWERS onstruction was: s far as could be seen ithout loose scale or	es; whichever list to ap as to the previous carg nk had been cleaned a and the seen was found to bur visual inspection a EED OIL the coating appeared closed blisters.	poly, dictated by goes and their refter the last car	the sales contracespective volume go by using the f	et. e in the tank. following n , was
11P 11S Under the pis not to be be a productive we sighted We were in cleaning pit. BW WIT. 3. RINSE V. 4. VENT, N. Tank was charmful main a fit stat. From our in	provisions of 3a. and 3b. above considered a qualifying previous to on the FOSFA List of Accept d ship's log which confirmed the formed by ship's *Captain/Chrocedure: TH SW AMB TEMP FOR 1. TH S.W (60 C) FOR 1,5 HOWITH AMB. TEMP FW FOMOP, DRY; examined internally for cleanling aterial and, in our opinion, in the to receive a cargo of a created and a constant of the constant of	able Previous Cargoe e above information ief Officer that the ta HOUR; UR; R 20 MIN; ness and as far as countis respect based on office SUNFLOWERS onstruction was: s far as could be seen ithout loose scale or could be seen appear	es; whichever list to ap as to the previous carg nk had been cleaned a and the seen was found to our visual inspection a IEED OIL.	to be in sound	dry and free from of our inspection with a loose scale.	et. e in the tank. collowing m , was minimal
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11P 11S Under the pis not to be be a product we sighted We were in cleaning pr 1. BW WIT 2. BW WIT 3. RINSE WALL ALVENT, ME TO TANK WAS CONTROLL OF THE WAS CONTROLL O	provisions of 3a. and 3b. above considered a qualifying previous to on the FOSFA List of Accept of ship's log which confirmed the afformed by ship's *Captain/Chrocedure: ITH SW AMB TEMP FOR 1. ITH SW (60 C) FOR 1,5 HOWITH AMB. TEMP FW FOMOP, DRY; examined internally for cleanling aterial and, in our opinion, in the to receive a cargo of CRU inspection we found the tank of a Stainless steel. *b Mild steel coated and a mild steel exposure, where the area of the properties of	able Previous Cargoe e above information ief Officer that the ta HOUR; UR; R 20 MIN; ness and as far as countis respect based on officer that the ta DE SUNFLOWERS onstruction was: s far as could be seen ithout loose scale or could be seen appear ere inspected as far a our. the tank coils and/or	as to the previous carg nk had been cleaned a multiple of the previous carg nk had been cleaned a multiple of the cleaned	to be in sound dition without based on our vi	dry and free from the send to the sales contract the sales contract the send to the sales and the sales are the sa	et. e in the tank. following m , was minimal
11P 11S Under the pis not to be be a product We sighted We were in cleaning product 1. BW WI 12. BW WI 13. RINSE V. 4. VENT, Manager 1. We were in a fit state from our in the state of the clean we were in application and were for the state of the state	provisions of 3a. and 3b. above considered a qualifying previous to on the FOSFA List of Accept I ship's log which confirmed the afformed by ship's *Captain/Chrocedure: ITH SW AMB TEMP FOR THE SW (60 C) FOR 1,5 HOWITH AMB. TEMP FW FOW MOP, DRY; examined internally for cleanling aterial and, in our opinion, in the to receive a cargo of CRU inspection we found the tank of a Stainless steel. *b Mild steel coated and a mild steel exposure, which was a pumps and fixed pipelines we and dry with no significant of a formed by the ship's C/O that a of live steam/hot water to not bound tight.	able Previous Cargoe e above information ief Officer that the ta HOUR; UR; R 20 MIN; ness and as far as cou nis respect based on o IDE SUNFLOWERS onstruction was: s far as could be seen ithout loose scale or could be seen appea ere inspected as far a our. the tank coils and/or less than	as to the previous carg nk had been cleaned a and be seen was found to our visual inspection a EED OIL a the coating appeared closed blisters. red to be in sound con us possible in-situ and theat exchangers were	to be in sound dition without based on our vitested on kPa bar for a	dry and free from the scales contract of our inspection with release scale. It is a second of our inspection from the scale of our inspection from the scale of t	et. in the tank. following n , was ninimal found (date) by an 6 hours
11P 11S Under the pis not to be be a production we sighted We were in cleaning pit. BW WIT 3. RINSE V 4. VENT, M Tank was charmful main a fit state. From our in Ship's carge to be clean we were in application and were for As far as continued to the signal of the signa	SFSC provisions of 3a. and 3b. above considered a qualifying previot ct on the FOSFA List of Accept d ship's log which confirmed th afformed by ship's *Captain/Ch rocedure: TH SW AMB TEMP FOR TI TH S.W (60 C) FOR 1,5 HOW WITH AMB. TEMP FW FOW MOP, DRY; examined internally for cleanlin aterial and, in our opinion, in the to receive a cargo of CRU anspection we found the tank co *a Stainless steel. *b Mild steel coated and a mild steel exposure, w *c Mild steel and as far as to pumps and fixed pipelines w and dry with no significant od another to the steam/hot water to not ound tight. ould be seen from our visual in	able Previous Cargoe e above information ief Officer that the ta HOUR; UR; R 20 MIN; ness and as far as countis respect based on officer that the ta ins respect based on officer that the ta ins respect based on officer that the tall that th	as to the previous carg nk had been cleaned a and be seen was found to the coating appeared closed blisters. red to be in sound con as possible in-situ and theat exchangers were 3 overs and jointing app	to be in sound dition without based on our vitested on kPa bar for a peared to be in second to	dry and free from the solution with recondition with recondition of the solution of the soluti	et. in the tank. following n , was minimal found (date) by an 6 hours the seals
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