

Ship M/T VITIS Voyage No 10/2024  
Year Built 1991 Official No 45409-PEXT-4  
Owners Gradul Chartering LTD Operator Gradul Chartering LTD  
In respect of carriage of (tonnage) 5900,000 Description CRUDE SUNFLOWERSEED OIL  
Loaded/Ex Transhipment at ODESA, UKRAINE For shipment to SEVILLE, SPAIN  
(Load Port) (Discharge Port)

In Ships Tanks No(s) 1P,2P,3P,4P,5P,6P,7P,8P,9P,10P,11P,  
1S,2S,3S,4S,5S,6S,7S,8S,9S,10S,11S.

\*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. 93409-R039-001  
issued at VARNA dated 09.10.2024 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 25.09.2024 (date) to not less than 3 kPa / bars for a period of 6 hours 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
1P	SFSO (98%)	SFSO (98%)	SFSO (98%)
1S	SFSO (98%)	SFSO (98%)	SFSO (98%)
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%)
4P	SFSO (98%)	SFSO (98%)	SFSO (98%)
4S	SFSO (98%)	SFSO (98%)	SFSO (98%)
5P	SFSO (98%)	SFSO (98%)	SFSO (98%)
5S	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 (96%)	SFSO (98%)	SFSO (98%)
8S	SFSO (96%)	SFSO (98%)	SFSO (98%)
9P	SFSO (98%)	SFSO (98%)	SFSO (98%)
9S	SFSO (98%)	SFSO (98%)	SFSO (98%)
10P	SFSO (98%)	SFSO (98%)	SFSO (98%)
10S	SFSO (98%)	SFSO (98%)	SFSO (98%)
11P	SFSO (94%)	SFSO (96%)	SFSO (94%)
11S	SFSO (94%)	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 15.10.2024

\*Captain/Chief Officer

\*Delete which is inapplicable.

