



Commodities International
Shipping and Survey

ORIGINAL

FOSFA COMBINED MASTERS CERTIFICATE

Ship M/T BARBAROS HAYRETTIN VARDAL Voyage No 19/2024
Year Built 2003 Official No 92282675
Owners BH Vardal Shipping Co Ltd Operator Anonim Sikreti
In respect of carriage of (tonnage) 5400,000 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,1S,2S,3S,4S,5S
*Shippers/Charterers SUNOLTA (SUISSE) SA RUDE DU 23-JUIN 26, 2800 DELEMONT, SWITZERLAND

I state that -

- The above named vessel is classed with (Society) Bureau Veritas Certificate No. ITB0/UER/20221130121930-E2 issued at ISTANBUL dated 03.12.2022 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 10.11.2024 (date) to not less than 7.5 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) MARINE LINE 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	CSFSO %91.9	CSFSO %96	CSS %60.0
1S	CSFSO %91.9	CSFSO %96.4	CSS %60.0
2P	CSFSO %93.0	CSFSO %96.1	CSS %74.9
2S	CSFSO %93.9	CSFSO %96.1	CSS %75.1
3P	CSFSO %93.0	CSFSO %95.1	FAME%87.9
3S	CSFSO %92.7	CSFSO %94.9	FAME%87.9
4P	CSFSO %87.9	CSFSO %87.1	CSS %60.4
4S	CSFSO %90.5	CSFSO %87.8	CSS %60.4
5P	CSFSO %89.3	CSFSO %86.7	CSS %66.2
5S	CSFSO %90.9	CSFSO %87.8	CSS %71.2

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.

- Subject tanks have been cleaned after immediate previous cargoes using cleaning methods as noted below:

- BW WITH MOD(35C) SW FOR 0.5 HOUR;
- BW WITH HOT(75C) SW FOR 1.5 HOURS;
- BW WITH AMBIENT FW FOR 12 MINUTES;
- EJECTING, DRYING, MOPPING;
- VENTILATION FOR 2.5 HOURS;

- 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

*Captain/Chief Officer

Ship M/T BARBAROS HAYRETTIN VARDAL

Date 10.11.2024

*Delete which is inapplicable.

