

|                                     |                                     |                 |  |
|-------------------------------------|-------------------------------------|-----------------|--|
| Ship                                | barge UT-3                          | Voyage No       | N/A                                      |
| Year Built                          | 2009                                | Official No     | 33001702                                 |
| Owners                              | URBAN TIME INC                      | Operator        | ITM GROUP                                |
| In respect of carriage of (tonnage) | 1133,693 MT                         | Description     | UKRAINIAN ORIGIN CRUDE SUNFLOWER OIL, IN |
| Loaded/Ex Transhipment at           | IZMAIL, UKRAINE<br>(Load Port)      | For shipment to | SILISTRA, BULGARIA<br>(Discharge Port)   |
| In Ships Tanks No(s)                | 1P,1S,2P,2S,3P,3S,4P,4S,5P,5S,6P,6S |                 |  |
| *Shippers/Charterers                | SUNOLTA (SUISSE) SA                 |                 |  |

I state that -

- The above named vessel is classed with (Society) CRS Certificate No. CR200036/350646  
issued at Zagreb dated 11.04.2023 which currently remains in force.  
The oil tight integrity of all cargo compartments is a condition of such 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 exchangers~~. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on N/A (date) to not less than N/A ~~kPa~~ / bars for a period of N/A 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 grade products/carriage of oils and fats.
- In the tank heating system, heating medium is ~~\*hot water, live steam~~.
- ~~For contamination control purposes, if the vessel also has a thermal heating fluid system, the thermal heating fluid is~~
- 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  | Etc |
|----------------|------------|-------------------|-------------------|-----|
| 1P             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 1S             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 2P             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 2S             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 3P             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 3S             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 4P             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 4S             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 5P             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 5S             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 6P             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |
| 6S             | CSFSO      | CRUDE SOYBEAN OIL | CRUDE SOYBEAN OIL | -   |

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. WELL DRAINED ONLY;

15. Subject tank ~~were~~/ were not \*re-coated prior to loading.

**All information in the Combined Masters Certificate obtained from the vessel representative is the sole responsibility of the vessel.**

Signed \_\_\_\_\_  
Ship barge UT-3  
Date 08.10.2025  
\*Delete which is inapplicable.

\*Captain/Chief Officer \_\_\_\_\_

