



BASE INSPECTION RUS FOSFA INTERNATIONAL

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TIMELOG

Report date 15.01.2020
Object Glard 1
Product Sunflower Seeds Oil
Location Rostov on Don, Russia
Date B/L

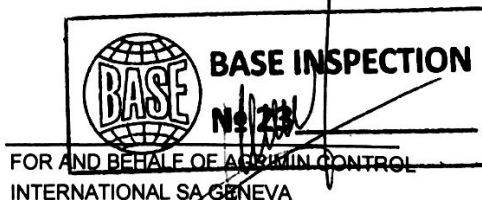
OPERATION	TIME	DATE
Vessel arrived at roads / EOSP*	-	-
Notice of Readiness Tendered*	16:00	15.01.2020
Dropp anchor*	-	-
Pilot on board*	-	-
Upp anchor*	-	-
Notice of Readiness Received*	a/s per	
First Line ashore*	15:50	15.01.2020
Vessel all fast	16:00	15.01.2020
Gangway in place	16:10	15.01.2020
Commenced inspection	17:00	15.01.2020
Cargotanks inspected and accepted	18:00	15.01.2020
Arm connected	17:40	15.01.2020
COMMENCED LOADING	20:00	15.01.2020
COMPLETED LOADING		16.01.2020
Arm disconnected		16.01.2020
Inspection Comenced		16.01.2020
Measurement and sampling completed		16.01.2020
Ullages calculation completed		16.01.2020
Documents on board		

* as per information received

DELAYS		REASON
FROM	TO	
15.01.2020/16:00	15.01.2020/20:00	Ballast operation

Remarks:

(Ships officer / Name & Rank)





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TANK INSPECTION REPORT

Report date 15.01.2020
Object Glard 1
Product Sunflower Seeds Oil
Location Rostov on Don, Russia

Date of Inspection 15.01.2020 Time of Inspection 17:00-18:00

Cargo to be loaded	Sunflower Seed Oil
Ship information supplied by	Sunflower Seed Oil

Information supplied by ship's officers or ship's log cannot be guaranteed as accurate and no liability can be assumed for errors that result from improper information supplied. The responsibility for such information must rest with the ship and her officers.

Last cargo	Sunflower Seed Oil
Second last cargo	Sunflower Seed Oil
Third last cargo	Sunflower Seed Oil

Method said to be used to clean tanks	<ol style="list-style-type: none"> 1. Butterworth with abundant cold sea water 6 cycles 2. Butterworth with hot water (80c) and 0,05% liquid detergent 3. Butterworth with hot fresh water 4. Steaming 5. Draining of tanks, line and pump 6. Drying
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Method said to be used to clean line system

Are any tanks coated	Yes
Which tanks and type of coating	All cargo tanks / Epoxy

This is to advise that on the above date, we carried out a visual inspection from deck level of the following tanks:

1S,1P,2S,2P,3S,3P,4S,4P,5S,5P,6S,6P

From such visual inspection, and from information as supplied by ship's officers, we consider that said tanks are substantially suitable to load the nominated cargo.

Whilst every effort has been made to comply with tank inspection instructions we cannot be held responsible for those areas beyond visual inspection (such as pumps, lines, closed or restricted sample system) and/or the effectiveness of advised tank cleaning methods.

Sea-valves sealed and numbered:	S/C: N/A
	O/B: N/A

Remarks The vessel is equipped with Segregated Ballast System.

(Ships officer / Name & Rank)



FOR AND BEHALF OF AGRIMONT CONTROL
INTERNATIONAL SA GENEVA

FOSFA COMBINED MASTERS CERTIFICATE

Ship	<u>GLARD-1</u>	Voyage No	<u>01/20</u>
Year Built	<u>2013</u>	Official No	<u>9679373</u>
Owners	<u>"SamaraTransShipping" LLC</u>	Operator	<u>"SamaraTransShipping" LLC</u>
In respect of carriage of (tonnage)	<u>about 5500 M.T.</u>	Description	<u>Sunflowerseed oil</u>
Loaded/Ex Transhipment at	<u>Rostov-on-Don</u>	For shipment to	<u>Kavkaz OPL</u>
	(load Port)		(Discharge Port)
In Ships Tanks No(s)	<u>1P;1S;2P;2S;3P;3S;4P;4S;5P;5S;6P;6S</u>		
*Shippers/Charterers			

I state that -

- The above named vessel is classed with (Society) RMRS Certificate No. 18.00416.252 issued at Varna dated 28.08.2018 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 Operation Procedures.
- Tank heating is by *immersed coils/heat-exchanger. Coils, tubes and shell as applicable are of stainless steel construction, and were tested on 17.07.2019 (date) to not less than 7 kPa/- bars for a period of 30 min 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) EPOXY which is (are) fit for food grade products/carriage of oils and fats.
- In the tank heating system, heating medium is *hot-water, steam, thermal-heating fluid
- Where medium is thermal heating fluid, this is WATER
- 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.
- The three previous cargoes were as follows:

Ships Tanks No	Last Cargo	Second Last Cargo	Third Last Cargo
<u>1 - P/S</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>
<u>2 - P/S</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>
<u>3 - P/S</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>
<u>4 - P/S</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>
<u>5 - P/S</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>
<u>6 - P/S</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>	<u>SUNFLOWERSEED OIL</u>

In each tank the percentage of the immediate previous cargo was not less than 60 percent by volume of the tank.

- Subject tanks have been cleaned after immediate previous cargoes using cleaning methods as noted below:
 - Butterworth with abundant cold sea water 6 cycles;
 - Butterworth with hot water (80°C) and 0.05% liquid detergent 3 cycles;
 - Butterworth with hot freshwater 1 cycle;
 - Steaming;
 - Draining tanks, lines, pumps;
 - Drying;
- 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

*Delete which is inapplicable.

GLARD-1

15.01.2020

*Captain/Ch. Officer



FOSFA CERTIFICATE OF COMPLIANCE, CLEANLINESS AND SUITABILITY OF SHIP'S TANKS

Date: 15.01.2020

Ship: Glard 1

Ship's tanks: 1S,1P,2S,2P,3S,3P,4S,4P,5S,5P,6S,6P

OWNERS NAME: Samara Trans Shipping LLC

Operator: Samara Trans Shipping LLC

Inspected for cleanliness at the port of:

Rostov on Don, Russia

Berth: 36

On: 15.01.2020

At:

18:00 LT

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 owners or authorised agent certifying that the above named ship complies with the FOSFA Qualifications and Operational Procedures.

All information in the Combined Master's Certificate obtained from the vessel representative is the sole responsibility of the vessel.

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 Epoxy
- c) * mild-steel

3. We received a copy of a statement signed by ship's Owners, Captain or authorised agent certifying that:

*a) The immediate previous cargo in the tank was not a substance appearing on the FOSFA INTERNATIONAL LIST of BANNED PREVIOUS CARGOES in force at the date of the Bill (s) of Lading and the tanks complies with the Restrictions beyond the immediate Previous Cargo as set out in the FOSFDA List of Banned Immediate Previous Cargoes. The three previous cargoes carried, stated to have been:

LAST	Sunflower Seed Oil
LAST SECOND	Sunflower Seed Oil
LAST THIRD	Sunflower Seed Oil

*b) ~~The immediate previous cargo in the tank was not a substance appearing on the FOSFA INTERNATIONAL LIST OF ACCEPTABLE PREVIOUS CARGOES in force at the date of the Bill (s) of Lading and the tank had not contained any loaded product as the three previous cargoes carried, stated to have been:~~

LAST	Sunflower Seed Oil
LAST SECOND	Sunflower Seed Oil
LAST THIRD	Sunflower Seed Oil

*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:~~

LAST	Sunflower Seed Oil
LAST SECOND	Sunflower Seed Oil
LAST THIRD	Sunflower Seed Oil

We sighted ship's log which confirmed the above information as to the last three cargoes and the percentage of the immediate previous cargo in the tank, which was not less than 60 percent by volume of the tank.

4. We were informed by ship's Chief officer that the tank had been cleaned after the last cargo by using the following cleaning procedure:

Flush the cargo tanks bottom and cargo pipelines prior to cleaning operations

1. Butterworth with abundant cold sea water 6 cycles
2. Butterworth with hot water (80c) and 0,05% liquid detergent
3. Butterworth with hot fresh water
4. Steaming
5. Draining of tanks, line and pump
6. Drying

5. Tanks were 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 time of our inspection, was in a fit state to receive a cargo of: Sunflower Seed Oil

6. From our inspection we found that 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.~~

7. Ship's cargo pumps and fixed pipelines were inspected as far as possible in-situ and based on visual inspection found to be clean and dry with no significant odour.

8. We witnessed an application of live steam /hot water/ thermal heating fluid to tank coils and/or heat exchangers to not less than 7,0 kPa/bars for a period of 30 min and were found tight.

9. As far as could be seen from a 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 the cargo.

(Ships officer / Name & Rank)

