

**FOSFA COMBINED CERTIFICATE**

Ship..... Voyage No.....  
 Year Build..... Official No.....  
 Owners..... Operator.....  
 In respect of carriage of (tonnage)..... Description.....  
 Loaded / Ex Transshipment at..... For shipment to.....  
 (Load Port) (Discharge Port)

In Ships tanks No(s).....  
 \*Shippers/Charterers.....

**I state that –**

1. The above named vessel is classed with – (Society).....  
 Certificate No..... Issued at ..... Dated ..... Which currently remains in force. The oil tight integrity of all cargo compartments is a condition of such classification.
2. The named ship complies with the FOSFA Qualifications and Operational Procedures.
3. Tank heating is by \* immersed coils / heat exchanger. Coils, tubes and shell as applicable are of stainless steel constructions, and were tested on ..... (date) to not less than .....Kpa..... bars for a period of ..... and found tight.
4. 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.
5. Tank access / cleaning hatches are staunch and tight with suitable packing and gaskets compatible with the cargo.
6. All internal structural members are self draining.
7. Tank(s) is (are) \*mild steel/mild steel coated/stainless steel construction.
8. Where applicable tank coating(s) is (are) ..... which is (are) fit for food grade products / carriage of oils and fats.
9. In the tank heating system, heating medium is \*hot water, steam, thermal heating fluid.
10. Where medium is thermal heating fluid, this is.....
11. Cargo lines are \*stainless steel/mild steel with sufficient drain valves to ensure complete clearing and draining of the system.
12. The tank(s) has (have) not contained, as the last three cargoes, any leaded products.
13. The three previous cargoes were as follows:

<u>Ships tanks No</u>	<u>Last Cargo</u>	<u>Second Last Cargo</u>	<u>Third Last Cargo</u>
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In each tank the percentage of the immediate previous cargo was not less than 60 percent by volume of the tank.

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

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

Signed ..... \* Captain/Chief Officer  
 Date ..... \*Delete which is inapplicable  
 Issued by : CONTROL UNION INSPECTIONS FRANCE (FOSFA MEMBER SUPERINTENDENT)