

BIJLAGE II, behorende bij de Ministeriële Regeling, met algemene werking, houdende vaststelling van het model van het Internationaal Certificaat ter voorkoming van verontreiniging door olie en het model van het Internationaal Certificaat ter voorkoming van verontreiniging voor het vervoer van schadelijke stoffen in bulk.

INTERNATIONAAL CERTIFICAAT TER VOORKOMING VAN
VERONTREINIGING VOOR HET VERVOER VAN
SCHADELIJKE STOFFEN IN BULK

68 (GT)

- 2 -

INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS LIQUID
SUBSTANCES IN BULK

CURAÇAO

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973
as modified by the Protocol of 1978 relating thereto as amended (hereinafter referred to as "the Convention")

under the authority of the Government of Curaçao

by the Head of the Shipping Inspection

Name of Ship	Distinctive Letters	Port of Registry	Gross tonnage

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the provisions of Regulation 10 of Annex II of the Convention;
2. That the survey showed that the structure, equipment, systems, fitting, arrangements and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex II of the Convention;
3. That the ship has been provided with a manual in accordance with the standards for procedures and arrangements as called for in Regulations 5, 5a and 8 of Annex II of the Convention, and that the arrangements and equipment of the ship prescribed in the manual are in all respects satisfactory and comply with the applicable requirements of the said standards.
4. That the ship is suitable for carriage in bulk of the following noxious liquid substances, provided that all relevant operational provisions of Annex II of the Convention are observed.

Noxious liquid substances	Conditions of carriage (tank number, etc.)
Continued on the additional signed and dated sheet(s).	

5. That this certificate is valid until _____ subject to surveys in accordance with Regulation 10 of Annex II of the Convention.

Issued at Willemstad, the _____, under no. _____

The undersigned declares that he is duly authorized by the said Government to issue this Certificate.

Het Hoofd van de Scheepvaartinspectie
in Curaçao

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY:

that at a survey, required by Regulation 10 of Annex II of the Convention the ship was found to comply with the relevant provisions of the Convention.

Annual survey	Signed	.....
	Place	.....
	Date	.....
Annual/Intermediate survey*	Signed	.....
	Place	.....
	Date	.....
Annual/Intermediate survey*	Signed	.....
	Place	.....
	Date	.....
Annual survey	Signed	.....
	Place	.....
	Date	.....

* Delete if not applicable

SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION CERTIFICATE
(IOPP CERTIFICATE)
RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred as "the Convention").

1. PARTICULARS OF SHIP

- 1.1 Name of ship
- 1.2 Distinctive number or letters
- 1.3 Port of registry
- 1.4 Gross Tonnage
- 1.5 Date of build:
 - 1.5.1 Date of building contract
 - 1.5.2 Date on which keel was laid or ship was at a similar stage of construction
 - 1.5.3 Date of delivery
- 1.6 Major conversion (if applicable):
 - 1.6.1 Date of contract
 - 1.6.2 Date on which conversion was commenced
 - 1.6.3 Date of completion of conversion
- 1.7 Status of ship:
 - 1.7.1 New ship in accordance with regulation 1(6) []
 - 1.7.2 Existing ship in accordance with regulation 1(7) []
 - 1.7.3 The ship has been accepted by the Administration as an "existing ship" under regulation 1(7) due to unforeseen delay in delivery []

2. EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (regulations 10 and 16)

- 1.1 Carriage of ballast water in oil fuel tanks
 - 1.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks []
- 1.2 Type of separating/filtering equipment fitted:
 - 1.2.1 Oily-water separating equipment (100 ppm equipment) []
 - 1.2.2 Oil filtering equipment (15 ppm equipment) []
- 1.3 Type of control system:
 - 1.3.1 Discharge monitoring and control system (regulation 16(5)) .2
 - .1 with automatic stopping device []
 - .2 with manual stopping device []
 - 1.3.2 15 ppm alarm (regulation 16(7))
 - 1.3.3 Automatic stopping device for device for discharges in special areas (regulation 10(3)(b)(vi)) []
 - 1.3.4 Oil content meter (resolution A.444(XI))
 - .1 with recording device []
 - .2 without recording device []
- 1.4 Approval standards:
 - 1.4.1 The separating/filtering equipment
 - .1 has been approved in accordance with resolution A.393(X) []
 - .2 has been approved in accordance with resolution A.233(VII) []
 - .3 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII) []
 - .4 has not been approved []
 - 1.4.2 The process unit has been approved in accordance with resolution A.444(XI) []
 - 1.4.3 The oil content has been approved in accordance with resolution A.393(X) []
- 1.5 Maximum throughput of the system is m3/h
- 1.6 Waiver of regulation 16
 - 1.6.1 The requirements of regulation 16(1) or (2) are waived in respect of the ship in

accordance with regulation 16(3)(a).

The ship is engaged exclusively on:

- .1 voyages within special area(s): ☐
- .2 voyages within 12 miles of the nearest land outside special area(s) restricted to: ☐
- 1.6.2 The ship is fitted with holding tank(s) having a volume of m3 ☐
for the local retention on board of all oily bilge water

2. MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (regulation 17)

2.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank	Location		Volume m3
	Frames (from)-(to)	Lateral	Position	
				Total volume m3

2.2 Means for the disposal of residues in addition to the provision of sludge tanks:

- 2.2.1 incinerator for oil residues; ☐
capacity l/h
- 2.2.2 auxiliary boiler suitable for burning oil residues ☐
- 2.2.3 tank for mixing oil residues with fuel oil; ☐
capacity m3 other acceptable means: ☐

3. STANDARD DISCHARGE CONNECTION (regulation 19)

3.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 19 ☐

4. SHIPBOARD OIL POLLUTION EMERGENCY PLAN (regulation 26)

4.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26 ☐

5. EXEMPTION

5.1 Exemptions have been granted by the Administration from the requirement of chapter II Annex I of the Convention in accordance with regulations 2(4)(a) on those items listed under paragraph(s) ☐

of this Record

6. EQUIVALENTS (regulation 3)

6.1 Equivalents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s) ☐

of this Record

This is to certify that this record is correct in all respects,

Issued at Curaçao, the

under No:

The head of the Shipping Inspection
in Curaçao

SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE
(IOPP CERTIFICATE)
RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL TANKERS

In respect of the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

1. PARTICULARS OF SHIP

- | | | |
|--------|---|----------------------------------|
| 1.1 | Name of ship | |
| 1.2 | Distinctive number or letters | |
| 1.3 | Port of registry | WILLEMSTAD, Curaçao. |
| 1.4 | Gross tonnage | |
| 1.5 | Carrying capacity of ship | m3 |
| 1.6 | Deadweight of ship | (metric tons) (regulation I(22)) |
| 1.7 | Length of ship | (m) (regulation I(18)) |
| 1.8 | Date of build: | |
| 18.1 | Date of building contract | |
| 18.2 | Date on which keel was laid or ship was at a similar stage of construction | |
| 18.3 | Date of delivery | |
| 1.9 | Major conversion (if applicable) | |
| 1.9.1 | Date of conversion contract | |
| 1.9.2 | Date on which conversion was commenced | |
| 1.9.3 | Date of completion of conversion | |
| 1.10 | Status of ship: | |
| 1.10.1 | New ship in accordance with regulation I(6) | <input type="checkbox"/> |
| 1.10.2 | Existing ship in accordance with regulation I(7) | <input type="checkbox"/> |
| 1.10.3 | New oil tanker in accordance with regulation I(26) | <input type="checkbox"/> |
| 1.10.4 | Existing oil tanker in accordance with regulation I(27) | <input type="checkbox"/> |
| 1.10.5 | The ship has been accepted by the Administration as an "existing ship" under regulation I(7) due to unforeseen delay in delivery | <input type="checkbox"/> |
| 1.10.6 | The ship has been accepted by the Administration as an "existing oil tanker" under regulation I(27) due to unforeseen delay in delivery | <input type="checkbox"/> |
| 1.10.7 | The ship is not required to comply with the provisions of regulation 24 due to the unforeseen delay in delivery | <input type="checkbox"/> |
| 1.11 | Type ship; | |
| 1.11.1 | Crude oil tanker | <input type="checkbox"/> |
| 1.11.2 | Product carrier | <input type="checkbox"/> |
| 1.11.3 | Crude oil/product carrier | <input type="checkbox"/> |
| 1.11.4 | Combination carrier | <input type="checkbox"/> |
| 1.11.5 | Ship other than an oil tanker, with cargo tanks coming under regulation 2(2) of Annex I of the Convention | <input type="checkbox"/> |
| 1.11.6 | Oil tanker dedicated to the carriage of products referred to in regulation 15(7) | <input type="checkbox"/> |
| 1.11.7 | The ship, being designed as a "crude oil tanker" operating with COW, is also designated as a "product carrier" operating with CBT, for which a separate IOPP Certificate has also been issued | <input type="checkbox"/> |
| 1.11.8 | The ship, being designated as a "product carrier" operating with CBT, is also designated as a "crude oil tanker" operating with COW, for which a separate IOPP Certificate has also been issued | <input type="checkbox"/> |
| 1.11.9 | Chemical tanker carrying oil | <input type="checkbox"/> |

2. EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (regulation 10 and 16)

- | | | |
|-------|---|--------------------------|
| 2.1 | Carriage of ballast water in oil fuel tanks | |
| | The ship may under normal condition carry ballast water in oil fuel tanks | <input type="checkbox"/> |
| 2.2 | Type of oil filtering equipment fitted: | |
| 2.2.1 | Oil filtering (15 ppm) equipment (regulation 16(4)) | <input type="checkbox"/> |

- 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 16(5)) []
- 2.3 The ship is allowed to operate with the existing equipment until 6 July 1998 (regulation 16(6) and fitted with:
- 2.3.1 Oily-water separating (100 ppm) equipment []
- 2.3.2 Oil filtering (15 ppm) equipment without alarm []
- 2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device []
- 2.4 Approval standards:
- 2.4.1 The separating/filtering system:
- .1 has been approved in accordance with resolution A.393(X) []
- .2 as been approved in accordance with resolution A.233(VII) []
- .3 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII) []
- .4 has not been approved []
- 2.4.2 The process unit has been approved in accordance with resolution A.444(XI) []
- 2.4.3 The oil content meter has been approved in accordance with resolution A.393(X) []
- 2.5 Maximum throughput of the system is m³/h
- 2.6 Waiver of regulation 16
- 2.6.1 The requirements of regulation 16(1) or (2) are waived in respect of the ship in accordance with regulation 16(3)(a).
The ship is engaged exclusively on:
- .1 Voyages within special area(s): []
- .2 Voyages within 12 miles of the nearest land outside special area(s) restricted to: []
- 2.6.2 The ship is fitted with holding tank(s) having a volume of m³
for the total retention on board of all oily bilge water []
- 2.6.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank []
3. MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (regulation 17)
- 3.1 The ship is provided with oil residue (sludge) tanks as follows:
- | Tank identification | Tank Location | | Volume m ³ |
|---------------------|------------------|------------------|--------------------------------|
| | frames to (from) | Lateral Position | |
| | | | |
| | | | Total volume
m ³ |
- 3.2 Means for disposal of residues in addition of sludge tanks:
- 3.2.1 Incinerator for oil residues,
capacity.....l/h []
- 3.2.2 Auxiliary boiler suitable for burning oil residues []
- 3.2.3 Tank for mixing oil residues with fuel oil,
capacity.....m³ []
- 3.2.4 Other acceptable means: []
4. STANDARD DISCHARGE CONNECTION (regulation 19)
- 4.1 The ship is provided with a pipeline for the discharge of residues form machinery bilges to reception facilities, fitted with a standard discharge connection in compliance with regulation 19 []
5. CONSTRUCTION (regulation 13, 24 and 25)
- 5.1 In accordance with the requirements of regulation 13, the ship is
- 5.1.1 Required to be provided with SBT, PL and COW []
- 5.1.2 Required to be provided with SBT and PL []
- 5.1.3 Required to be provided with SBT []

- 5.1.4 Required to be provided with SBT or COW []
- 5.1.3 Required to be provided with SBT or CBT []
- 5.1.6 Not required to comply with the requirements of regulation 13 []
- 5.2 Segregated ballast tanks (SBT)
- 5.2.1 The ship is provided with SBT in compliance with regulation 13 []
- 5.2.2 The ship is provided with SBT, in compliance with regulation 13, which are arranged in protective location (PL) in compliance with regulation 13E []
- 5.2.3 SBT are distributed as follows:

Tank	Vol. (m ³)	Tank	Vol. m ³
		Total Volume (m ³)	

- 5.3 Dedicated clean ballast tanks (CBT)
- 5.3.1 The ship is provided with CBT in compliance with regulation 13A, and may operate as a product carrier []
- 5.3.2 CBT are distributed as follows:

Tank	Vol. (m ³)	Tank	Vol. m ³
		Total Volume (m ³)	

- 5.3.3 The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual, which is dated []
- 5.3.4 The ship has common piping and pump arrangements for ballasting the CBT and handling cargo oil []
- 5.3.5 The ship has separate independent piping and pumping arrangements for ballasting the CBT []
- 5.4 Crude oil washing (COW)
- 5.4.1 The ship is equipped with a COW system in compliance with regulation 13B []
- 5.4.2 The ship is equipped with a COW system in compliance with regulation 13B except that the effectiveness of the system has not been confirmed in accordance with regulation 13(6) and paragraph 4.2.10 of the Revised COW specifications (resolution A.446(XI)) []
- 5.4.3 The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated []
- 5.4.4 The ship is not required to be but is equipped with COW in compliance with the safety aspect of Revised COW Specifications (resolution A.446(XI)) []
- 5.5 Exemption from regulation 13:
- 5.5.1 The ship is solely engaged in trade between in accordance with regulation 13C and is therefore exempted from the requirements of regulation 13 []
- 5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 13D and is therefore exempted from the requirements of regulation 13 []
- 5.6 Limitations of size and arrangements of cargo tanks (regulation 24)
- 5.6.1 The ship is required to be constructed to and complies with, the requirements of regulation 24 []
- 5.6.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 24(4) (see regulation 2(2)) []
- 5.7 Subdivision and stability (regulation 25)
- 5.7.1 The ship is required to be constructed according to, and complies with

- te requirements of regulation 25 []
- 5.7.2 Information and data required under regulation 25(5) have been supplied to the ship in an approved form []
- 5.8 Double hull construction:
- 5.8.1 The ship is required to be constructed according to regulation 13F and complies with the requirements of:
- .1 paragraph (3) (double-hull construction) []
 - .2 paragraph (4) (mid-height deck tankers with double side construction) []
 - .3 paragraph (5) (alternative method approved by the Marine Environment Protection Committee) []
- 5.8.2 The ship is required to be constructed according to and complies with the requirements of regulation 13F(7) (double bottom requirements) []
- 5.8.3 The ship is not required to comply with the requirement of regulation 13F []
- 5.8.4 The ship is subject to regulation 13G and:
- .1 is required to comply with regulation 13F not later than []
 - .2 is so arranged that the following tanks or spaces are not used for the carriage of oil []
- 5.8.5 The ship is not subject to regulation []
6. RETENTION OF OIL ON BOARD (regulation 15)
- 6.1.1 Oil discharge monitoring and control system
- 6.1.1.1 The ship comes under category oil tanker as defined in resolution A.496(XII) or A.586(14)*(delete as appropriate) []
- 6.1.2 The system comprises:
- .1 control unit []
 - .2 computing unit []
 - .3 calculating unit []
- 6.1.3 The system is:
- .1 fitted with a starting interlock []
 - .2 fitted with automatic stopping device []
- 6.1.4 the oil content meter is approved under the terms of resolution A.393(X) or A.586(14) (delete as appropriate) suitable for:
- .1 crude oil []
 - .2 black products []
 - .3 white products []
 - .4 oil-like noxious liquid substances as listed in the attachment to the Certificate []
- 6.1.5 The ship has been supplied with an operations manual for the oil discharge monitoring and control system []
- 6.2 Slop tanks
- 6.2.1 The ship is provided with dedicated slop tank(s) with the total capacity of m³, which is % of the oil carrying capacity, in accordance with:
- .1 regulation 15(2)(e) []
 - .2 regulation 15(2)(e)(i) []
 - .3 regulation 15(2)(e)(ii) []
 - .4 regulation 15(2)(e)(iii) []
- 6.2.2 Cargo tanks have been designated as slop tanks
- 6.3 Oil/water interface detectors
- 6.3.1 The ship is provided with oil/water interface detectors approved under the terms of resolution MEPC.5 (XIII) []
- 6.4 Exemption from regulation 15
- 6.4.1 The ship is exempted from the requirements of regulation 15(1), (2) in accordance with regulation 15(7) []
- 6.4.2 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 2(2) []

* Oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after

2 October 1986 should be fitted with a system approved under resolution A.586(14).

6.5 Waiver of regulation 15

6.5.1 The requirements of regulation 15(3) are waived in respect of the ship in accordance with regulation 15(5)(b).

The ship is engaged exclusively on:

- .1 specific trade under regulation 13C: []
- .2 voyages within special area(s): []
- .3 voyages within 50 miles of the nearest land outside special area(s) of 72 hours or less in duration restricted to: []

7. PUMPING, PIPING AND DISCHARGE ARRANGEMENTS (regulation 18)

7.1 The overboard discharge outlets for segregated ballast are located:

- 7.1.1 Above the waterline []
- 7.1.2 Below the waterline []

7.2 The overboard discharge outlets, other than the discharge manifold, for clean ballast are located:*

- 7.2.1 Above the waterline []
- 7.2.2 Below the waterline []

7.3 The overboard discharge outlets, other than the discharge manifold, for dirty ballast water or oil contaminated water from cargo tank areas are located:*

- 7.3.1 Above the waterline []
- 7.3.2 Below the waterline in conjunction with the part flow arrangements in compliance with regulation 18(6)(e) []
- 7.3.3 Below the waterline []

7.4 Discharge of oil from cargo pumps and oil lines (regulation 18(4) and (5))

- 7.4.1 Means to drain all cargo pumps and oil lines at the completion of cargo discharge
 - .1 drainings capable of being discharged to a cargo tank or slop tank []
 - .2 for discharge ashore a special small diameter line is provided []

8. SHIPBOARD OIL POLLUTION EMERGENCY PLAN (regulation 26)

8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26 []

9. EQUIVALENT ARRANGEMENTS FOR CHEMICAL TANKERS CARRYING OIL

9.1.1 As equivalent arrangements for the carriage of oil by a chemical tanker, the ship is fitted with the following equipment in lieu of slop tanks (paragraph 6.2 above) and oil/water interface detectors (paragraph 6.3 above)

9.1.1 Oily-water separating-equipment capable of producing effluent with oil content less than 100ppm, with the capacity of m3. []

9.1.2 A holding tank with the capacity of m3 []

9.1.3 A tank for collecting tank washings which is:

- .1 a dedicated tank []
- .2 a cargo tank designated as a collecting tank []

9.1.4 A permanently installed transfer pump for overboard discharge of effluent oil through the oily-water separating equipment []

9.2 The oily-water separating equipment has been approved under the terms of resolution A.393(X) and is suitable of the full range of Annex I products []

9.3 The ship holds a valid Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk []

10. OIL-LIKE NOXIOUS LIQUID SUBSTANCES

The ship is permitted, in accordance with regulation 14 of Annex II of the Convention, to carry the oil-like noxious liquid substances specified in the list** attached []

* Only those outlets which can be monitored are to be indicated

11. EXEMPTION

Exemption have been granted by the Administration from the requirements of chapters II and III of Annex I of the Convention in accordance with regulation 2(4)(a) on those items listed under paragraph(s)

[]

of this Record

12. EQUIVALENT (regulation 3)

Equivalents have been approved by the Administration for certain requirements of Annex I on those items listed under paragraph(s)

[]

of this Record

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at Curaçao, the

,under no. C-I0

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The Head of the Shipping Inspection
in Curaçao

** The list of oil-like noxious substances permitted for carriage, signed, dated and certified by a seal or a stamp of the issuing authority shall be attached.