

SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

No. 90377-V016-005 - R

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

in respect of the provision 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 to as "the Convention").

- Notes:
- 1 This form is to be used for the third type of ships as categorized in the IOPP Certificate, i.e. "ships other than any of the above". For oil tankers and ships other than oil tankers with cargo tanks coming under regulation 2(2) of Annex I of the Convention, form B shall be used.
 - 2 This record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
 - 3 If the language of the original Record is neither English nor French, the text shall include a translation into one of these languages.
 - 4 Entries in boxes shall be made by inserting either a cross (x) for the answer "yes" and "applicable" or a dash (-) for the answer "no" and "not applicable" as appropriate.
 - 5 Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex I of the Convention and Resolutions refer to those adopted by the International Maritime Organization.

1. Particulars of ship	IMO Number	6808090	RINA No.	90377
1.1 Name of ship	ALVA			
1.2 Distinctive number or letters	J8B4361			
1.3 Port of registry	KINGSTOWN			
1.4 Gross tonnage	489.06 tons			
1.5 Date of build:				
1.5.1 Date of building contract			1967	
1.5.2 Date on which keel was laid or ship was at similar stage of construction			28 December 1967	
1.5.3 Date of delivery			01 March 1968	
1.6 Major conversion (if applicable):				
1.6.1 Date of conversion contract				
1.6.2 Date on which conversion was commenced				
1.6.3 Date of completion of conversion				
1.7 The ship has been accepted by the Administration as a "ship delivered on or before 31 December 1979" under Regulation 1.28.1 due to unforeseen delay in delivery				<input type="checkbox"/>
2. Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks (Regulations 16 and 14)				
2.1 Carriage of ballast water in oil fuel tanks:				
2.1.1 The ship may under normal conditions 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 14.6)				<input checked="" type="checkbox"/>
2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (Regulation 14.7)				<input type="checkbox"/>
2.3 Approval standards: [1]				
2.3.1 The separating / filtering equipment:				
.1 has been approved in accordance with Resolution A.393(X)				<input checked="" type="checkbox"/>
.2 has been approved in accordance with Resolution MEPC 60(33)				<input type="checkbox"/>
.3 has been approved in accordance with Resolution MEPC 107(49)				<input type="checkbox"/>
.4 has been approved in accordance with Resolution A.233(VII)				<input type="checkbox"/>
.5 has been approved in accordance with national standards not based upon Resolution A.393(X) or A.233(VII)				<input type="checkbox"/>
.6 has not been approved				<input type="checkbox"/>
2.3.2 The process unit has been approved in accordance with Resolution A.444(XI)				<input type="checkbox"/>
2.3.3 The oil content meter:				
.1 has been approved in accordance with Resolution A.393(X)				<input type="checkbox"/>
.2 has been approved in accordance with Resolution MEPC 60(33)				<input type="checkbox"/>
.3 has been approved in accordance with Resolution MEPC 107(49)				<input type="checkbox"/>

2.4 Maximum throughput of the system is 0.50 m³/h

2.5 Waiver of Regulation 14:

2.5.1 The requirements of Regulation 14.1 or 14.2 are waived in respect of the ship in accordance with Regulation 14.5.

2.5.1.1 The ship is engaged exclusively on voyages within special area(s):

2.5.1.2 The ship is certified under the international code of safety for high speed craft and engaged on a scheduled service with a turn-around time not exceeding 24 hours

2.5.2 The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water as follows:

Tank identification	Tank location		Volume (m³)
	Frames (from) - (to)	Lateral position	
	Total volume		

2A Oil fuel tank protection (Regulation 12A)

2A.1 The ship is required to be constructed according to Regulation 12A and complies with the requirements of:

- paragraphs 6 and either 7 or 8 (double hull construction)
- paragraph 11 (accidental oil fuel outflow performance)

2A.2 The ship is not required to comply with the requirements of Regulation 12A.

3. Means for retention and disposal of oil residues (sludge) (Regulation 12) and oily bilge water holding tank(s) [2]

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

Tank identification	Tank location		Volume (m³)
	Frames (from) - (to)	Lateral position	
Dirty Oil Tank	10-12	STB	1.70
	Total volume		1.70 m³

3.2 Means for disposal of oil residues (sludge) retained in oil residues (sludge) tanks

- 3.2.1 Incinerator for oil residues(sludge)
- 3.2.2 Auxiliary boiler suitable for burning oil residues (sludge)
- 3.2.3 Other acceptable means, state which:

3.3 The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows:

Tank identification	Tank location		Volume (m³)
	Frames (from) - (to)	Lateral position	
	Total volume		

4. Standard discharge connection (Regulation 13)

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges and sludges to reception facilities, fitted with a standard discharge connection in accordance with Regulation 13

5. Shipboard oil/marine pollution emergency plan (Regulation 37)

5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with Regulation 37

5.2 The ship is provided with a shipboard marine pollution emergency plan in compliance with Regulation 37.3

6. Exemption

6.1 Exemptions have been granted by the Administration from the requirements of Chapter 3 of Annex I of the Convention in accordance with Regulation 3.1 on those items listed under the following paragraph(s) of this Record

7. **Equivalents (Regulation 5)**

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

8. **Compliance with part II-A-Chapter 1 of the Polar Code**

8.1 The ship is in compliance with additional requirements in the environment-related provisions of the introduction and section 1.2 of chapter 1 of part II-A of the Polar Code

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

Issued at: **GDANSK**

on **23 January 2018**



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- [1] Refer to the Recommendation on international performance and test specifications of oily-water separating equipment and oil content meters adopted by the Organization on 14 November 1977 by resolution A.393(X), which superseded resolution A.233(VII). Further reference is made to the Guidelines and specifications for pollution prevention equipment for machinery space bilges adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on 6 July 1993, superseded resolutions A.393(X) and A.444(XI) (see IMO sales publication IMO-646E); and to the revised Guidelines and specifications for pollution prevention equipment for machinery spaces of ships adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.107(49) which, effective on 1 January 2005, superseded resolutions MEPC.60(33), A.393(X) and A.444(XI)
- [2] Oily bilge water holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3