

**DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
VESSEL INSPECTION REQUIREMENTS**


1. Date of Inspection 09/23/2024	2. COTP/OCMI Zone/Unit SECTOR NEW ORLEANS	3. MISLE Activity Number 7965023	4. ON/IMO# 1153102
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5. Vessel Name 403	6. Inspection Type COI Inspection
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7. Alternate Inspection Program: ACP MSP MSP Select TSMS SIP/TBSIP N/A - Traditionally Inspected

Nature of Deficiency: The vessel representative must inform the Recognized Organization, the Coast Guard, and/or the Streamlined Inspection Program (SIP/TBSIP) Coordinator, as applicable, when the following item(s) have been corrected. Note: "RO" includes ROs (33 CFR 96), Authorized Classification Societies (46 CFR 8), and Third Party Organizations (46 CFR 139).

8. No.	Deficiency Code	Description	Cite	Action	Code	SMS Related	Self Reported	Re-work List Item
01	06199	The inspection shall be such as to insure that the vessel, as regards the structure, boilers, and other pressure vessels and their appurtenances, piping, main and auxiliary machinery, electrical installations, life-saving appliances, fire-detecting and extinguishing equipment, pilot boarding equipment, and other equipment is in satisfactory condition and fit for the service for which it is intended. MI's observed inoperable stem valve on STBD quarter.	46 CFR 31.10-15(b)	705	c	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Note: Restrictions- Prior to utilizing Cargo and Piping system				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
02	07199	Each belt drive in a hazardous location must have pulleys, shafts, and driving equipment grounded to meet NFPA 77. MI's observed on the port quarter generator, metal fan installed.	46 CFR 111.105-27(b)	705	c	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Note: Restrictions- Prior to utilizing Prime Mover				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Copy Provided to: _____ (Printed name of vessel representative) Phone Number: 504-435-4402 Email: inspections@fmtshipyard.com Name of MI: Joseph Ferruzza, CWO-2 (Printed name of qualified marine inspector) Phone Number: 504-365-2242 Email: Joseph.T.Ferruzza@uscg.mil	Signature: _____  FERRUZZA.JOSEP Digitally signed by FERRUZZA.JOSEPH.THOMAS.I I:1297198390 Date: 2024.09.23 13:05:34 -05'00' Signature: H.THOMAS.II.129 7198390
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10. Copies forward to - check as appropriate: OTHER: _____
 Vessel Owner PSC Authority RO COMDT (CG-CVC) CG-5P-TI CG District: _____ CG Area: _____

Codes for action taken, see below (Note: code numbers are derived from international harmonization; U.S. uses similar codes and those are reflected below.)

10	Deficiency Rectified	60	Rectify deficiencies prior to movement	66	Prior to drilling or production operations	ACTION CODE
15	Rectify deficiencies by next port	40	Rectify deficiencies prior to next US port after sailing foreign	701	Prior to carriage of passengers/cargo	a To the satisfaction of RO
16	Rectify deficiencies w/in 14 days	30	Ship detained	702	Prior to embarking on International Voyage	c To the satisfaction of the Coast Guard
50	Rectify deficiencies w/in 30 days	20	Ship expelled	703	Prior to bunkering operations	d To the satisfaction of the SIP/TBSIP coordinator
17	Rectify deficiencies prior to departure	25	Ship denied entry	705	Other: See Notes above	

**DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
VESSEL INSPECTION REQUIREMENTS**

1. Date of Inspection 09/23/2024	2. COTP/OCMI Zone/Unit SECTOR NEW ORLEANS	3. MISLE Activity Number 7965023	4. ON/IMO# 1153102
5. Vessel Name 403		6. Inspection Type COI Inspection	

7. Alternate Inspection Program: ACP MSP MSP Select TSMS SIP/TBSIP N/A - Traditionally Inspected

Nature of Deficiency: The vessel representative must inform the Recognized Organization, the Coast Guard, and/or the Streamlined Inspection Program (SIP/TBSIP) Coordinator, as applicable, when the following item(s) have been corrected. Note: "RO" includes ROs (33 CFR 96), Authorized Classification Societies (46 CFR 8), and Third Party Organizations (46 CFR 139).

8. Deficiency No.	Description	Cite	Action Code	SMS Related	Self Inspected	Pe-Work List Item
01	06199 The inspection shall be such as to insure that the vessel, as regards the structure, boilers, and other pressure vessels and their appurtenances, piping, main and auxiliary machinery, electrical installations, life-saving appliances, fire-detecting and extinguishing equipment, pilot boarding equipment, and other equipment is in satisfactory condition and fit for the service for which it is intended. MI's observed inoperable stem valve on STBD quarter.	46 CFR 31.10-15(b)	705 c	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Note: Restrictions- Prior to utilizing Cargo and Piping system			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
02	07199 Each belt drive in a hazardous location must have pulleys, shafts, and driving equipment rounded to meet NFPA 77. MI's observed on the port quarter generator, metal fan installed.	46 CFR 111.105-27(b)	705 c	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Note: Restrictions- Prior to utilizing Prime Mover			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Both line items have been cleared on 24SEP24. No restrictions in place -CWO Joe Ferruzza, MI USCG Sector New Orleans <i>Joe Ferruzza</i>						

9. Copy Provided to: _____ <small>(Printed name of vessel representative)</small> Phone Number: 504-435-4402 Email: inspections@fmtshipyard.com Name of MI: Joseph Ferruzza, CWO-2 <small>(Printed name of qualified marine inspector)</small> Phone Number: 504-365-2242 Email: Joseph.T.Ferruzza@uscg.mil	Signature: <i>Benny White</i> FERRUZZA, JOSEPH THOMAS II Digitally signed by FERRUZZA, JOSEPH THOMAS II Signature: H.THOMAS.II.1297198390 Date: 2024.09.23 13:05:34 -05'00' 7198390
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10. Copies forward to - check as appropriate: Vessel Owner PSC Authority RO COMDT (CG-CVC) CG-5P-TI CG District: _____ CG Area: _____

Codes for action taken, see below (Note: code numbers are derived from international harmonization; U.S. uses similar codes and those are reflected below.)

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50	Rectify deficiencies w/in 30 days	20	Ship expelled	703	Prior to bunkering operations	d To the satisfaction of the SIP/TBSIP coordinator
17	Rectify deficiencies prior to departure	25	Ship denied entry	705	Other: See Notes above	



INTERNATIONAL LOAD LINE CERTIFICATE

Issued under the provisions of
the International Convention on Load Lines, 1966,
as modified by the Protocol of 1988 relating thereto
under the authority of the Government of

United States of America
Commandant, U.S. Coast Guard

by **American Bureau of Shipping**

Particulars of Ship

Name of Ship		Distinctive Number or Letters	
403		1153102	
Port of Registry	Length(L) as defined in Article 2(8)	IMO Number ¹	
Miami, FL	263 Feet 2-1/4 Inches	-	

Freeboard Assigned as: New

Type of Ship: Type A - 25 Reduced

Freeboard from Deck Line:		N/A	Load Line	
Tropical	3 Feet 9-5/8 Inches	(T)	2-3/4 Inches	above (S)
Summer	4 Feet 3/8 Inches	(S)	Upper edge of line through center of ring	
Winter	4 Feet 3-1/8 Inches	(W)	2-3/4 Inches	below (S)
Winter North Atlantic	4 Feet 5-1/8 Inches	(WNA)	4-3/4 Inches	below (S)
Timber Tropical	N/A	(LT)	N/A	above (LS)
Timber Summer	N/A	(LS)	N/A	above (S)
Timber Winter	N/A	(LW)	N/A	below (LS)
Timber Winter North Atlantic	N/A	(LWNA)	N/A	below (LS)

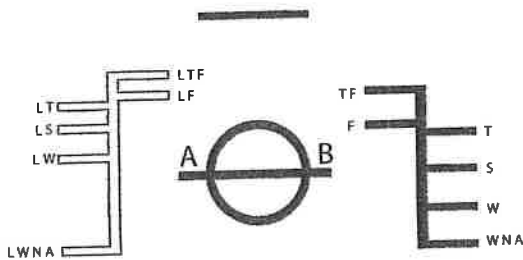
Allowance for fresh water for all freeboards other than timber: 3-3/16 Inches

For timber freeboards: N/A

The upper edge of the deck line from which these freeboards are measured is:

Opposite The Top of Upper Steel

deck at side.



"This certificate is valid for unmanned voyages only so long as the operating restrictions in the vessel's Certificate of Inspection, are observed."

¹ In accordance with the IMO Ship Identification Number Scheme, adopted by resolution A.600(15).

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the requirements of article 14 of the Convention.
2. That the survey showed that the freeboards have been assigned and load lines shown above have been marked in accordance with the Convention.

This certificate is valid until 12 August 2029²
 Subject to the annual surveys in accordance with article 14(1)(c) of the Convention.

Completion date of the survey on which this certificate is based: 23 September 2024

Issued at New Orleans, United States on 23 September 2024
(Place of issue of certificate) *(Date of Issue)*

Electronically Signed By
Wakefield, Kevin Brian, New Orleans Port
(Surveyor, American Bureau of Shipping)

NOTES:

1. When a ship departs from a port situated on a river or inland waters, deeper loading shall be permitted corresponding to the weight of fuel and all other materials required for consumption between the point of departure and the sea.
2. When a ship is in fresh water of unit density the appropriate load line may be submerged by the amount of fresh water allowance shown above. Where the density is other than unity, an allowance shall be made proportional to the difference between 1.025 and the actual density.
3. It is the owner's responsibility to furnish the master with approved information and instructions for loading and ballasting this vessel to provide guidance as to stability of the vessel under varying conditions of service and to avoid unacceptable stresses in the vessel's structure, as defined in 46 CFR 42.09-1.
4. The Winter North Atlantic Load Line applies only to vessels of 328 ft. in length or less, which enter any part of the North Atlantic Ocean during the winter months as defined by the Load Line Regulations in 46 CFR 42.30-5 and 42.30-35. The periods during which the other seasonal load lines apply in different parts of the world are as stated in the Load Line Regulations in 46 CFR 42.30-5 to 42.30-30, inclusive.
5. This Load Line Certificate will be cancelled by the Commandant, U. S. Coast Guard, if...
 - a) The annual surveys have not been carried out within three months either way of each anniversary date of the certificate.
 - b) The certificate is not endorsed to show that the ship has been surveyed as indicated in (a).
 - c) Material alterations have been made to the hull or superstructures of the vessel such as would necessitate the assignment of an increased freeboard.
 - d) The fittings and appliance for the protection of the openings, guardrails, freeing ports, or the means of access to the crew's quarters have not been maintained in as effective a condition as they were when the Certificate was issued.
 - e) The structural strength of the ship is lowered to such an extent that the ship is unsafe.
6. When this Certificate has expired or been cancelled, it must be delivered to the Issuing Authority.



<https://ABSeCert.Eagle.org>

² Insert the date of expiry as specified by the Administration in accordance with article 19(1) of the Convention. The day and the month of this date correspond to the anniversary date as defined in article 2(9) of the Convention, unless amended in accordance with article 19(8) of the Convention.

ENDORSEMENT FOR ANNUAL SURVEYS

THIS IS TO CERTIFY that, at an annual survey required by article 14(1)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Annual Survey:

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

Annual Survey:

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

Annual Survey:

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

Annual Survey:

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

ANNUAL SURVEY IN ACCORDANCE WITH ARTICLE 19(8)(c)

THIS IS TO CERTIFY that, at a survey in accordance with article 19(8)(c) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

**ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR
LESS THAN 5 YEARS WHERE ARTICLE 19(3) APPLIES**

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with article 19(3) of the Convention, be accepted as valid until _____



Signed:

(Surveyor, American Bureau of Shipping)

Place:

Date:

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND ARTICLE 19(4) APPLIES

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with article 19(4) of the Convention, be accepted as valid until _____

Signed: _____
(Surveyor, American Bureau of Shipping)

Place: _____

Date: _____

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE ARTICLE 19(5) OR 19(6) APPLIES

This certificate shall, in accordance with article 19(5)/19(6)³ of the Convention, be accepted as valid until _____

Signed: _____
(Surveyor, American Bureau of Shipping)

Place: _____

Date: _____

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE ARTICLE 19(8) APPLIES

In accordance with article 19(8) of the Convention, the new anniversary date is _____

Signed: _____
(Surveyor, American Bureau of Shipping)

Place: _____

Date: _____

In accordance with article 19(8) of the Convention, the new anniversary date is _____

Signed: _____
(Surveyor, American Bureau of Shipping)

Place: _____

Date: _____



INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

(Note: This Certificate shall be supplemented by a Record of Construction and Equipment)

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, (hereinafter referred to as "the Convention") under the authority of the Government of:



THE UNITED STATES OF AMERICA

By the

UNITED STATES COAST GUARD

Name of ship	Distinctive number or letters	Port of Registry	Gross Tonnage	Deadweight of ship (tons) ⁺	IMO Number ⁺⁺
403	1153102	MIAMI, FL	1741	876	N/A

Type of Ship:

- Oil Tanker (Form B Supplement attached)
- Ship other than an oil tanker with cargo tanks coming under regulation 2.2 of Annex I of the Convention (Form B Supplement attached)
- Ship other than any of the above (Form A Supplement attached)

THIS IS TO CERTIFY:

- That the ship has been surveyed in accordance with the requirements of regulation 6 of Annex I of the Convention; and
- That the survey shows that the structure, equipment, systems, fittings, arrangement 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 I of the Convention.

This certificate is valid until *: 23Sep2029 subject to surveys in accordance with the regulation 6 of Annex I of the Convention.

Issued at New Orleans, LA
 (Place of issue)
D Velez, CDR, By direction
 (Officer in Charge, Marine Inspection, U.S. Coast Guard)

23Sep2024
 (Date of issue)



+ For oil tankers
 ++ Refer to the IMO Ship Identification Number Scheme adopted by the Organization by resolution A.600(15).
 * Insert the date of expiry as specified by the Administration in accordance with regulation 10.1 of Annex I of the Convention. The day and the month of this day corresponds to the anniversary date as defined in regulation 1.27 of Annex I of the convention, unless amended in accordance with regulation 10.8 of Annex I of the convention.

The Coast Guard estimates that the average burden for this report is 5 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-CVC), U.S. Coast Guard, 2100 2nd Street SW Stop 7581, Washington, DC 20593-7581 or Office of Management and Budget, Paperwork Reduction Project (1625-0017), Washington, DC 20503.

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by regulation 6 of Annex I of the Convention the ship was found to comply with the relevant provisions of the Convention.

Annual Survey:



Signed: _____

Place: _____

Date: _____



Signed: _____

Place: _____

Date: _____



Signed: _____

Place: _____

Date: _____

Annual Survey:



Signed: _____

Place: _____

Date: _____

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION 10.8.3

THIS IS TO CERTIFY that, at an _____ in accordance with regulation 10.8.3 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention:



Signed: _____
(Signature of duly authorized official)

Place: _____

Date: _____

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION 10.3 APPLIES

This ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 10.3 of Annex I of the Convention, be accepted as valid until: _____



Signed: _____
(Signature of duly authorized official)

Place: _____

Date: _____

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 10.4 APPLIES

This ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 10.4 of Annex I of the Convention, be accepted as valid until: _____



Signed: _____
(Signature of duly authorized official)

Place: _____

Date: _____

**ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL
REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE
REGULATION 10.5 OR 10.6 APPLIES**

This Certificate shall, in accordance with regulation _____ of Annex I of the Convention,
be accepted as valid until: _____



Signed: _____
(Signature of duly authorized official)

Place: _____

Date: _____

**ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE
REGULATION 10.8 APPLIES**

In accordance with regulation 10.8 of Annex I of the Convention the new anniversary date is:



Signed: _____
(Signature of duly authorized official)

Place: _____

Date: _____

In accordance with regulation 10.8 of Annex I of the Convention the new anniversary date is:



Signed: _____
(Signature of duly authorized official)

Place: _____

Date: _____

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard
**SUPPLEMENT TO INTERNATIONAL AIR POLLUTION
PREVENTION CERTIFICATE (IAPP CERTIFICATE)**



Record of Construction and Equipment

Notes

1. This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.
2. The Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.
3. Entries in boxes shall be made by checking "Yes", "No", or "Not Applicable (N/A)" as appropriate.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

1. Particulars of Ship

1.1 Name of Ship	1.2 IMO Number	1.3 Date on Which Keel was Laid or Ship was at a Similar Stage of Construction	1.4 Length (L)* (meters)
403	N/A	06/29/2004	80.20

* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3, the NOX emission limit as given by regulation 13.5.1.1 will not apply.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report is 6 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-CVC), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0041), Washington, DC 20503.

2.2 Nitrogen Oxides (NO_x) (regulation 13)

2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated.

Applicable regulation of MARPOL Annex VI (NTC = NOX Technical Code 2008) (AM = Approved Method)		Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
1	Manufacturer and model	CAT-3406					
2	Serial number	1SS01323					
3	Use (applicable application cycle(s) – NTC 3.2)	Port Cargo Pump					
4	Rated power (kW) (NTC 1.3.11)	534/485					
5	Rated speed (RPM) (NTC 1.3.12)	1500/1800					
6	Identical engine installed ≥ 1/1/2000 exempted by 13.1.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Identical engine installation date (dd/mm/yyyy) as per 13.1.1.2						
8a	Major	13.2.1.1 & 13.2.2					
8b	Conversion	13.2.1.2 & 13.2.3					
8c	(dd/mm/yyyy)	13.2.1.3 & 13.2.3					
9a	Tier I	13.3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9c		13.2.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9e		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10a	Tier II	13.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10c		13.2.2 (Tier III not possible)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10e		13.5.2 (Exemptions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10f		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11a	Tier III (ECA-NOx only)	13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11c		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11d		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12		installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	AM*	not commercially available at this survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14		not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66)).

2.3 Sulphur Oxides (SO_x) and Particular Matter (regulation 14)

2.3.1 When the ship operates outside an emissions control area specified in regulation 14.3, the ship uses:

- .1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.50% m/m, and/or Yes No N/A
- .2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.50% m/m Yes No N/A

2.3.2 When the ship operates inside an emissions control area specified in regulation 14.3, the ship uses:

- .1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.10% m/m, and/or Yes No N/A
- .2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.10% m/m Yes No N/A

2.3.3. For a ship without an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6, the sulphur content of fuel oil carried for use on board the ship shall not exceed 0.50% m/m as documented by bunker delivery notes Yes No N/A

2.4 Volatile Organic Compounds (VOCs) (regulation 15)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585. Yes No N/A

2.4.2.2 VOC Management Plan approval reference. Yes No N/A

2.5 Shipboard Incineration (regulation 16)

The ship has an incinerator:

2.5.1 installed on or after 1 January 2000 which complies with:

- .1 resolution MEPC.76(40), as amended* Yes No N/A
- .2 resolution MEPC.244(66) Yes No N/A

2.5.2 installed before 1 January 2000 which complies with:

- .1 resolution MEPC.59(33), as amended** Yes No N/A
- .2 resolution MEPC.76(40), as amended* Yes No N/A

2.6 Equivalentents (regulation 4)

The ship has been allowed to use the following fitting, material, appliance, or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or Equipment	Equivalent Used	Approval Reference

Issued at New Orleans, LA, on 09/23/2024
(Place of issue of certificate) (Date of issue)

D Velez, CDR, By direction
(Name of authorized official issuing the certificate)


(Signature of authorized official issuing the certificate)



* As amended by resolution MEPC.93(45)
** As amended by resolution MEPC.92(45).

DEPARTMENT OF HOMELAND SECURITY
 U.S. Coast Guard
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:



THE UNITED STATES OF AMERICA

By the

United States Coast Guard

Particulars of Ship

Name of Ship	Distinctive Numbers or Letters	IMO Number+	Port of Registry	Gross Tonnage
403	1153102	N/A	MIAMI, FL	1741

THIS IS TO CERTIFY:


1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

Completion date of survey on which this Certificate is based: 09/23/2024 (mm/dd/yyyy)

This Certificate is valid until 09/23/2029 * subject to surveys in accordance with Regulation 5 of Annex VI of the Convention.

Issued at New Orleans, LA 09/23/2024
 (Place of issue of certificate) (Date of issue mm/dd/yyyy)

D Velez, CDR, By direction
 (Name of authorized official issuing the certificate)


 (Signature of authorized official issuing the certificate)



+ In accordance with IMO ship identification number scheme (resolution A.1117(30)).

* Insert the date of expiry as specified by the Administration in accordance with regulation 9.1 of Annex VI of the Convention. The day and month of this date correspond to the anniversary date as defined in regulation 2.3 of Annex VI of the Convention, unless amended in accordance with regulation 9.8 of Annex VI of the Convention.

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report is 6 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-CVC), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0041), Washington, DC 20593.

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by regulation 5 of Annex VI of the Convention the ship was found to comply with the relevant provisions of that Annex:

Annual Survey:



Signed: _____

(Signature of authorized official)

Place: _____

Date: _____

Annual/Intermediate Survey*



Signed: _____

(Signature of authorized official)

Place: _____

Date: _____

Annual/Intermediate Survey*



Signed: _____

(Signature of authorized official)

Place: _____

Date: _____

Annual Survey:



Signed: _____

(Signature of authorized official)

Place: _____

Date: _____

* Delete as appropriate

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION 9.8.3

THIS IS TO CERTIFY that, at an Annual/Intermediate Survey* in accordance with regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Signed: _____

(Signature of authorized official)

Place: _____

Date: _____



ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION 9.3 APPLIES

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with regulation 9.3 of Annex VI of the Convention, be accepted as valid until (mm/dd/yyyy):

Signed: _____

(Signature of authorized official)

Place: _____

Date: _____



ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 9.4 APPLIES

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with regulation 9.4 of Annex VI of the Convention, be accepted as valid until (mm/dd/yyyy):

Signed: _____

(Signature of authorized official)

Place: _____

Date: _____



* Delete as appropriate

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE REGULATION 9.5 OR 9.6* APPLIES

This Certificate shall, in accordance with regulation 9.5 or 9.6* of Annex VI of the Convention, be accepted as valid until (mm/dd/yyyy): _____

Signed: _____

(Signature of authorized official)

Place: _____

Date: _____



ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE REGULATION 9.8 APPLIES

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (mm/dd/yyyy): _____

Signed: _____

(Signature of authorized official)

Place: _____

Date: _____



In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (mm/dd/yyyy): _____

Signed: _____

(Signature of authorized official)

Place: _____

Date: _____



* Delete as appropriate

FORM B SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE (IOPP CERTIFICATE)

Record of Construction and Equipment for 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 to as "the Convention")

Notes:

1. This form is to be used for the first two types of ships as categorized in the IOPP Certificate, i.e. "oil tankers" and "ships other than oil tankers with cargo tanks coming under regulation 2.2 of Annex". For the third type of ships as categorized in the IOPP Certificate, Form A 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. The language of the original Records shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.
4. Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "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:

- 1.1 Name of ship: 403
- 1.2 Distinctive number or letters: 1153102
- 1.3 Port of registry: MIAMI, FL
- 1.4 Gross tonnage: 1741
- 1.5 Carrying capacity of ship: 3,636 (m³)
- 1.6 Deadweight of ship: 876.00 (metric tons) (regulation 1.23)
- 1.7 Length of ship: 80.20 (m) (regulation 1.19)
- 1.8 Date of build:
 - 1.8.1 Date of building contract: 10/10/2010
 - 1.8.2 Date on which keel was laid or ship was at a similar stage of construction: 06/29/2004
 - 1.8.3 Date of delivery: 11/01/2004
- 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 Unforeseen delay in delivery:
 - 1.10.1 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

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden per response is 6 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-CVC), U.S. Coast Guard Stop 7501, 2703 Martin Luther King Jr Ave SE, Washington, DC 20593-7501 or Office of Management and Budget, Paperwork Reduction Project (1625-0041), Washington, DC 20503.

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- 1.10.2 The ship has been accepted by the Administration as an "oil tanker delivered on or before 1 June 1982" under regulation 1.28.3 due to unforeseen delay in delivery
- 1.10.3 The ship is not required to comply with the provisions of regulation 26 due to unforeseen delay in delivery.....
- 1.11 Type of ship:
- 1.11.1 Crude oil tanker.....
- 1.11.2 Product carrier.....
- 1.11.3 Product carrier not carrying fuel oil or heavy diesel oil as referred to in regulation 20.2, or lubricating oil
- 1.11.4 Crude oil/product carrier.....
- 1.11.5 Combination carrier
- 1.11.6 Ship, other than an oil tanker, with cargo tanks coming under regulation 2.2 of Annex I of the Convention.....
- 1.11.7 Oil tanker dedicated to the carriage of products referred to in regulation 2.4.....
- 1.11.8 The ship, being designated 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.....
- 1.11.9 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.....

2. Equipment for the control of oil discharge from machinery space bilge and oil fuel tanks (regulations 12A, 14 and 16):

- 2A.1 The ship is required to be constructed according to the 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.
- 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
- 2.2 Type of oil filtering equipment fitted:
- 2.2.1 Oil filtering (15 ppm) equipment (regulation 14.6)
- 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7) ..
- 2.3 Approval standards:*
- 2.3.1 The separating/filtering equipment:
- .1 has been approved in accordance with resolution A.393(X);
- .2 has been approved in accordance with resolution MEPC.60(33);
- .3 has been approved in accordance with resolution MEPC.107(49);
- .4 has been approved in accordance with resolution A.233(VII);

* 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) and 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).

FORM B, SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

.5 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII);.....

.6 has not been approved.....

2.3.2 The process unit has been approved in accordance with resolution A.444(XI)

2.3.3 The oil content meter:

.1 has been approved in accordance with resolution A.393(X);

.2 has been approved in accordance with resolution MEPC.60(33);

.3 has been approved in accordance with resolution MEPC.107(49);

2.4 Maximum throughput of the system is _____ m³/h.

2.5 Waiver of regulation 14:

2.5.1 The requirements of regulation 14.1 and 14.2 are waived in respect of the ship in accordance with regulation 14.5. The ship is engaged exclusively on voyages within special area(s):.....

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 (m ³)
	Frames (from) – (to)	Lateral Position	
Total Volume:			0.00 m ³

2.5.3 In lieu of the holding tank(s) 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 12) and oily bilge water holding tank(s)*

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 (m ³)
	Frames (from) – (to)	Lateral Position	
Total Volume:			0.00 m ³

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

3.2.1 Incinerator for oil residues (sludge), maximum capacity _____

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge)

3.2.3 Other acceptable means, state which: _____

* 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

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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 (m ³)
	Frames (from) – (to)	Lateral Position	
Total Volume:			0.00 m ³

4. Standard discharge connection (regulation 13):

4.1 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 13

5. Construction (regulations 18, 19, 20, 23, 26, 27 and 28):

5.1 In accordance with the requirements of regulation 18, 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
- 5.1.5 Required to be provided with SBT or CBT
- 5.1.6 Not required to comply with the requirements of regulation 18

5.2 Segregated ballast tanks (SBT):

5.2.1 The ship is provided with SBT in compliance with regulation 18

5.2.2 The ship is provided with SBT, in compliance with regulation 18, which are arranged in protective locations (PL) in compliance with regulation 18.12 to 18.15

5.2.3 SBT are distributed as follows:

TANK	VOLUME (m ³)	TANK	VOLUME (m ³)
Total Volume:			0.00 m ³

5.3 Dedicated clean ballast tanks (CBT):

5.3.1 The ship is provided with CBT in compliance with regulation 18.8, and may operate as a product carrier

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5.3.2 CBT are distributed as follows:

TANK	VOLUME (m ³)	TANK	VOLUME (m ³)
		Total Volume:	0.00 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 33
- 5.4.2 The ship is equipped with a COW system in compliance with regulation 33 except that the effectiveness of the system has not been confirmed in accordance with regulation 33.1 and paragraph 4.2.10 of the Revised COW Specifications (resolution A.446(XI)) as amended by resolutions A.497(XII) and A.897(21))
- 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 safety aspects of the Revised COW Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21))

5.5 Exemption from regulation 18:

- 5.5.1 The ship is solely engaged in trade between _____
in accordance with regulation 2.5 and is therefore exempted from the requirements of regulation 18
- 5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 18.10 and is therefore exempted from the requirements of regulation 18

5.6 Limitation of size and arrangements of cargo tanks (regulation 26):

- 5.6.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 26
- 5.6.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 26.4 (see regulation 2.2)

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5.7 Subdivision and stability (regulation 28):

- 5.7.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 28
- 5.7.2 Information and data required under regulation 28.5 have been supplied to the ship in an approved form
- 5.7.3 The ship is required to be constructed according to, and complies with the requirements of regulation 27
- 5.7.4 Information and data required under regulation 27 for combination carriers have been supplied to the ship in a written procedure approved by the Administration

5.8 Double hull construction:

- 5.8.1 The ship is required to be constructed according to regulation 19 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 19.6
- 5.8.3 The ship is not required to comply with the requirements of regulation 19
- 5.8.4 The ship is subject to regulation 20 and:
 - .1 is required to comply with paragraphs 2 to 5, 7 and 8 of regulation 19 and regulation 28 in respect of paragraph 28.6 not later than _____
 - .2 is allowed to continue operation in accordance with regulation 20.5 until _____
 - .3 is allowed to continue operation in accordance with regulation 20.7 until _____
- 5.8.5 The ship is not subject to regulation 20 (*check which box(es) apply*):
 - .1 The ship is less than 5,000 tonnes deadweight
 - .2 The ship complies with regulation 20.1.2
 - .3 The ship complies with regulation 20.1.3
- 5.8.6 The ship is subject to regulation 21 and:
 - .1 is required to comply with regulation 21.4 not later than _____
 - .2 is allowed to continue operation in accordance with regulation 21.5 until _____ ..
 - .3 is allowed to continue operation in accordance with regulation 21.6.1 until _____ .
 - .4 is allowed to continue operation in accordance with regulation 21.6.2 until _____ .
 - .5 is exempted from the provisions of regulation 21 in accordance with regulation 21.7.2

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- 5.8.7 The ship is not subject to regulation 21 (*check which box(es) apply*):
- .1 The ship is less than 600 tonnes deadweight
 - .2 The ship complies with regulation 19 (Deadweight tonnes $\geq 5,000$)
 - .3 The ship complies with regulation 21.1.2
 - .4 The ship complies with regulation 21.4.2 ($600 \leq$ Deadweight tones $< 5,000$)
 - .5 The ship does not carry "heavy grade oil" as defined in regulation 21.2 of MARPOL Annex I
- 5.8.8 The ship is subject to regulation 22 and:
- .1 complies with the requirements of regulation 22.2
 - .2 complies with the requirements of regulation 22.3
 - .3 complies with the requirements of regulation 22.5
- 5.8.9 The ship is not subject to regulation 22
- 5.9 Accidental oil outflow performance:
- 5.9.1 The ship complies with the requirements of regulation 23
- 6. Retention of oil on board (regulation 29, 31 and 32):**
- 6.1 Oil discharge monitoring and control system:
- 6.1.1 The ship comes under category _____ oil tanker as defined in resolution _____
*(*select as appropriate*)
- 6.1.2 The oil discharge monitoring and control system has been approved in accordance with resolution MEPC.108(49)
- 6.1.3 The system comprises:
- .1 control unit
 - .2 computing unit
 - .3 calculating unit
- 6.1.4 The system is:
- .1 fitted with a starting interlock
 - .2 fitted with automatic stopping device
- 6.1.5 The oil content meter is approved under the terms of resolution _____
(*select as appropriate*) suitable for: **
- .1 crude oil
 - .2 black products
 - .3 white products
- 6.1.6 The ship has been supplied with an operations manual for the oil discharge monitoring and control system

* Oil tankers the keel 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).

** For oil content meters installed on tankers built prior to 2 October 1986, refer to the Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters adopted by the Organization by resolution A.393(X). For oil content meters as part of discharge monitoring and control systems installed on tankers built on or after 2 October 1986, refer to the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.586(14). For oil content meters as part of discharge monitoring and control systems installed on tankers the keel of which are laid or are in a similar stage of construction on or after 1 January 2005, refer to the revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49).

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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 29.2.3
- .2 regulation 29.2.3.1
- .3 regulation 29.2.3.2
- .4 regulation 29.2.3.3

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 Exemptions from regulations 29, 31 and 32:

6.4.1 The ship is exempted from the requirements of regulations 29, 31 and 32, in accordance with regulation 2.4

6.4.2 The ship is exempted from the requirements of regulations 29, 31 and 32, in accordance with regulation 2.2

6.5 Waiver of regulations 31 and 32:

6.5.1 The requirements of regulations 31 and 32 are waived in respect of the ship in accordance with regulation 3.5. The ship is engaged exclusively on:

.1 specific trade under regulation 2.5:

.2 voyages within special area(s):

.3 voyages within 50 nautical 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 30):

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

*Refer to the Specification for oil/water interface detectors adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.5(XIII).

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

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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 30.6.5
- 7.3.3 Below the waterline

7.4 Discharge of oil from cargo pumps and oil lines (regulations 30.4 and 30.5):

- 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/marine pollution emergency plan (regulation 37):

- 8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 37
- 8.2 The ship is provided with a shipboard marine pollution emergency plan in compliance with regulation 37.3

8A. Ship-to-ship oil transfer operations at sea (regulation 41)

- 8A.1 The oil tanker is provided with an STS operations Plan in compliance with regulation 41

9. Exemption:

9.1 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 paragraph(s)

of this Record. *(If additional space is needed, continue on a separate sheet.)*

10. Equivalent(s) (regulation 5):

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

2, 3, 4, & 6 - The design of this vessel is considered equivalent to _____
 requirements of regulations 13, 14, 29, 31, and 32; all oil and oily wastes
 must be retained on board for discharge to reception facilities.

of this Record. *(If additional space is needed, continue on a separate sheet.)*

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

11. Compliance with part II-A-chapter 1 of the Polar Code

11.1 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: _____
New Orleans, LA
Place of Issue of the Record

_____ 23SEP2024 _____
Date of Issue D Velez, CDR, By direction
Officer in Charge, Marine Inspection, U.S. Coast Guard



ATTACHMENT TO THE IOPP CERTIFICATE AND FORM B SUPPLEMENT

RECORD OF CONSTRUCTION AND EQUIPMENT OF OIL TANKERS

IOPP CERTIFICATE - GROSS TONNAGE:

* The vessel's gross tonnage has been measured by the tonnage authorities of the United States of America in accordance with national tonnage rules which were in force prior to the coming into force of the International Convention on Tonnage Measurement of Ships, 1969:

12. WAIVER OF REGULATIONS

12.1 This ship is waived from the requirements of Regulations 29, 31 and 32 in accordance with Regulation 3.4. This ship is engaged on voyages both of 72 hours or less in duration and within 50 nautical miles from the nearest land; this ship is engaged on trades between ports or terminals within a State Party to the present Convention; this ship shall retain on board all oily mixtures for subsequent discharge to reception facilities and to the determination by the Administration that facilities available to receive such oily mixtures are adequate.

12.2 This ship is waived from the requirements of Regulations 31 and 32 in accordance with Regulation 3.5.

.1 This ship is an oil tanker delivered on or before 1 June 1982, as defined in Regulation 1.28.3, of 40,000 deadweight tons or above, as referred to in Regulation 2.5 of this Annex, solely engaged in specific trades, and the conditions specified in Regulation 2.6 of this Annex are complied with; or

.2 The tanker is engaged exclusively in one or more of the following categories of voyages:

.1 voyages within special areas

.2 voyages within 50 nautical miles from the nearest land outside special areas where the tanker is engaged in trades between ports or terminals of a State Party to the present Convention or restricted voyages as determined by the Administration, and of 72 hours or less in duration

provided that all the following conditions shall be complied with:

- .3 all oily mixtures are retained on board for subsequent discharge to reception facilities;
- .4 for voyages specified in paragraph 5.2.2 of this regulation, the Administration has determined that adequate reception facilities are available to receive such oily mixtures in those oil loading ports or terminals the tanker calls at;
- .5 the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages specified in paragraphs 5.2.1 and 5.2.2.2 of this regulation; and
- .6 the quantity, time and port of discharge are recorded in the Oil Record Book.

12.3 This ship is waived from the requirements of Regulation 14.1 and 14.2 in accordance with Regulation 14.5.

.1 this ship is engaged exclusively on voyages within special areas; or:

.2 this ship is certified under the International Code of Safety for High-Speed Craft (or otherwise within the scope of this Code with regard to size and design) engaged on a scheduled service with a turn-around time not exceeding 24 hours and covering also non-passenger/cargo-carrying relocation voyages for these ships

with regard to the provisions of subparagraphs .1 and .2 of paragraph 13.3 above, the following conditions shall be complied with:

- .1 the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;
- .2 all oily bilge water is retained on board for subsequent discharge to reception facilities;
- .3 the Administration has determined that adequate reception facilities are available to receive such oily bilge water in a sufficient number of ports or terminals the ship calls at;
- .4 the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged on the voyages within special areas or has been accepted as a high-speed craft for the purpose of this regulation and the service is identified; and
- .5 the quantity, time and port of the discharge are recorded in the Oil Record Book Part I.