

BCSEA Project - Training for Flag State Inspectors

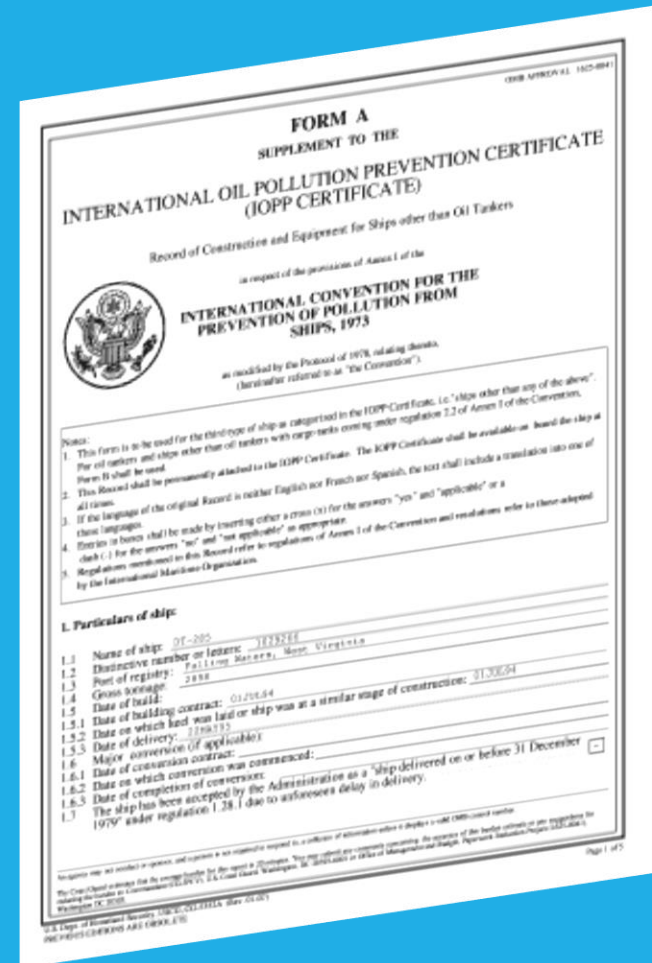
MARPOL Annex I documentation

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Unit B.3.1 Environment & Capacity Building

Lisbon / 21 May 2019

International Oil Pollution Prevention Certificate (IOPP)

- Oil tanker > 150 GT
- Other ships > 400 GT



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

Record of Construction and Equipment for Ships other than Oil Tankers

in respect of the provisions of Annex 1 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 ship as categorized in the IOPP Certificate, i.e. "ships other than oil tankers".
2. For oil tankers and ships other than oil tankers with cargo tanks coming under regulation 2.2 of Annex 1 of the Convention, Form B shall be used.
3. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
4. If the language of the original Record is neither English nor French nor Spanish, the text shall include a translation into one of these languages.
5. 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.
6. Regulations mentioned in this Record refer to regulations of Annex 1 of the Convention and resolutions refer to those adopted by the International Maritime Organization.

I. Particulars of ship:

1.1	Name of ship:	OT-200
1.2	Distinctive number or letters:	1123200
1.3	Port of registry:	Falling Waters, West Virginia
1.4	Gross tonnage:	2000
1.5	Date of build:	01/20/84
1.5.1	Date of building contract:	01/20/84
1.5.2	Date on which keel was laid or ship was at a similar stage of construction:	01/20/84
1.5.3	Date of delivery:	11/28/83
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"/>

No space may be provided in spaces, and space is not required to be filled in. The ship's name and number shall be entered in the spaces provided for the ship's name and number. The ship's name and number shall be entered in the spaces provided for the ship's name and number. The ship's name and number shall be entered in the spaces provided for the ship's name and number.

U.S. Dept. of Commerce, Bureau of Maritime Security, 1200 Jefferson Davis Highway, Suite 1200, Alexandria, VA 22304-6100

Supplement to International IOPP form A

FORM A

Supplement to the International Oil Pollution Prevention 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 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 nor Spanish, 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 answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.
- 5 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.

Supplement to International IOPP form A

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: _____m			

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)*

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: _____m			

Any doubts?

Piping diagrams

Capacity plans

Tank sounding tables

Might be a great help!

Supplement to International IOPP form A

4. Standard discharge connection (regulation 13)

2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7) ☐

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 ☐

Oil Record book Part 1 (Reg. 36)

Date

Operational code

Item number

Shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically

Oil Record book Part 1 (Reg. 36)

(C) COLLECTION AND DISPOSAL OF OIL RESIDUES (SLUDGE)

11 Collection of oil residues (sludge).

Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly*: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):

* Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- .1 identity of tank(s)
- .2 capacity of tank(s) m³
- .3 total quantity of retention m³
- .4 quantity of residue collected by manual operation m³

(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)



Oil Record book Part 1 (Reg. 36)

12 Methods of transfer or disposal of oil residues (sludge).

State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m³:

.1 to reception facilities (identify port)**;

** The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

.2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));

.3 incinerated (indicate total time of operation);

.4 other method (state which).

Oil Record book Part 1 (Reg. 36)

13 Quantity discharged, transferred or disposed of, in m³.***

*** In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

14 Time of discharge, transfer or disposal (start and stop).

15 Method of discharge, transfer, or disposal:

- .1 through 15 ppm equipment (state position at start and end);
- .2 to reception facilities (identify port)²;
- .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m³).

Oil Record book Part 1 (Reg. 36)

(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.

17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).

18 Time when the system has been put into manual operation.

(F) Condition of the oil filtering equipment

19 Time of system failure****.

**** The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

20 Time when system has been made operational.

21 Reasons for failure.

Oil Record book Part 1 (Reg. 36)

(I) Additional operational procedures and general remarks

Name of ship

Distinctive number or letters

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations / signature of officer in charge

Signature of Master



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