

# 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 ship 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.

### 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 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. -----

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 20 minutes. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (CG-3PCV), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0041), Washington DC 20503.

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**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); -----
- .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 \_\_\_\_\_ m<sup>3</sup>/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. -----

\* 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).

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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 <sup>3</sup> ) |
|---------------------|----------------------|------------------|--------------------------|
|                     | Frames (from) - (to) | Lateral Position |                          |
|                     |                      |                  |                          |
| Total Volume: _____ |                      |                  | m <sup>3</sup>           |

**3. Means of retention and disposal of oily residues (sludge) (regulation 12) and bilge water holding tank(s)\***

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

| Tank Identification | Tank Location        |                  | Volume (m <sup>3</sup> ) |
|---------------------|----------------------|------------------|--------------------------|
|                     | Frames (from) - (to) | Lateral Position |                          |
|                     |                      |                  |                          |
| Total Volume: _____ |                      |                  | m <sup>3</sup>           |

3.2 Means for the disposal of residues in addition to the provisions 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 \_\_\_\_\_ m<sup>3</sup> -----

3.2.4 Other acceptable means: \_\_\_\_\_

  
  
  


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 <sup>3</sup> ) |
|---------------------|----------------------|------------------|--------------------------|
|                     | Frames (from) - (to) | Lateral Position |                          |
|                     |                      |                  |                          |
| Total Volume: _____ |                      |                  | m <sup>3</sup>           |

\* Bilge water holding tank(s) are not required by the Convention, entries in the table under paragraph 3.3 are voluntary.

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**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. 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 paragraph(s) : \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_ of this Record. -----

**7. Equivalentents (regulation 5):**

7.1 Equivalentents 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:** \_\_\_\_\_  
Place of issue of the Record

\_\_\_\_\_  
Date of issue

\_\_\_\_\_  
Officer in Charge, Marine Inspection, U.S. Coast Guard



**ATTACHMENT TO THE IOPP CERTIFICATE AND FORM A SUPPLEMENT**

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS  
OTHER THAN 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 of the International Convention on Tonnage Measurement of Ships, 1969:-----

**8 WAIVER OF REGULATION 14**

The 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 area(s): 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 section 8 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 1.

**9 WAIVER OF REGULATION 39**

9.1 Drilling rigs shall be equipped as far as practicable with oil-water separating/filtering equipment. The U.S. Coast Guard has determined that it is not practicable to install oil-water separating/filtering equipment on this ship. All platform machinery space oily wastes shall be retained on board the waste oil tank for discharge in barrels to reception facilities:-----