

## 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 Numbers or Letters	Port of Registry	Gross Tonnage
BARANOF PROVIDER	639267	NAT'L VESSEL DOC CENTER	1257

**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:**

1. That the ship has been surveyed in accordance with the requirements of regulation 4 of Annex I on the Convention; and
2. 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: 31 JANUARY 2011  
subject to surveys in accordance with regulation 4 of Annex I of the Convention.

Issued at: U. S. COAST GUARD MARINE SAFETY OFFICE JUENAU, ALASKA  
Place of issue

31 JANUARY 2006  
Date of Issue

J.P. SIFLING, CDR, USCG OCMI  
Officer in Charge, Marine Inspection, U.S. Coast Guard



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 (G-MVI), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0041), 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 4 of Annex I 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 as appropriate

# 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 or 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 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: BARANOF PROVIDER
- 1.2 Distinctive number or letters: 639267
- 1.3 Port of registry: NATIONAL VESSEL DOCUMENT CENTER
- 1.4 Gross tonnage: 1257
- 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: 03 AUGUST 1981
- 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 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 This ship has been accepted by the Administration as an "existing ship" under regulation 1 (7) due to an 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 (G-MSO), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (2115-0526), Washington DC 20503.

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**2. Equipment for the control of oil discharge from machinery space bilge and oil fuel tanks (regulations 10 and 16):**

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 16(4)) -----

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 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 -----

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 ----- m<sup>3</sup>/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 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 ----- m<sup>3</sup> for the total retention on board of all oily bilge water -----

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**3. Means of retention and disposal of oily residues (sludge) (regulation 17):**

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

Tank Identification	Tank		Location		Volume (m3)
	Frames	(from) - (to)	Lateral	Position	
0	0		0		0.00
Total Volume					0.00 m3.

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 \_\_\_\_\_ 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 from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 19 \_\_\_\_\_

**5. Shipboard oil pollution emergency plan (regulation 26):**

5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26 \_\_\_\_\_

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**6. Exemption:**

6. Exemptions have been granted by the Administration from the requirements of chapter II of Annex I of the Convention in accordance with regulation 2(4)(a) on those items listed under paragraph(s) : \_\_\_\_\_

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

**7. Equivalentents (regulation 3):**

7.1 Equivalentents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s): Regulation 2(1), 2(2), and Regulation 3(1) & (3) the design of the ship is considered equivalent to requirements of Regulations 10 16, and 17; all oil and oily wastes must be retained on board for discharge to shore reception facilities ...

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

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

**Issued at:** U. S. COAST GUARD MARINE SAFETY OFFICE JUNEAU, ALASKA  
Place of issue of the Record

31JAN06  
Date of issue

J.P. SIFLING, CDR, USCG OCMI  
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 16**

8.1 The ship is waived from the requirements of Regulation 16(1) and (2) in accordance with Regulation 16 (3) (a). The ship is engaged exclusively on:

.1 Voyages within Special Area(s): .....

.2 The ship is fitted with holding tank having a volume of \_\_\_\_\_ m<sup>3</sup> for the total retention on board of all oily bilge water: .....

**9 WAIVER OF REGULATION 21**

9.1 Drilling rigs shall be equipped as far as practicable with oil-water separating/filtering equipment. The 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 boarding the waste oil tank for discharge in barrels to reception facilities: .....