

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 **
YUKON TRADER	634641	Seattle, WA	1548 ITC		

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 6 of Annex I of 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 *: 31Mar2026 subject to surveys in accordance with the regulation 6 of Annex I of the Convention.

Issued at Naknek, AK

(Place of issue)

R. T. Garcia, LCDR, USCG, by direction

22Jun2021

(Date of issue)

(Officer in Charge, Marine Inspection, U.S. Coast Guard)



+ 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: [Signature]

Place: Naknek, AK

Date: 05 May 22



Signed: [Signature] 05 12

Place: Naknek, AK

Date: 26 APR 2023



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: _____

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: YUKON TRADER
- 1.2 Distinctive number or letters: 634641
- 1.3 Port of registry: Seattle, WA
- 1.4 Gross tonnage: 1548 ITC
- 1.5 Carrying capacity of ship: _____ (m³)
- 1.6 Deadweight of ship: _____ (metric tons) (regulation 1.23)
- 1.7 Length of ship: 75.00 (m) (regulation 1.19)
- 1.8 Date of build: _____
- 1.8.1 Date of building contract: _____
- 1.8.2 Date on which keel was laid or ship was at a similar stage of construction: 01/01/1981
- 1.8.3 Date of delivery: _____
- 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).

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.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: _____

* Only 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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5.7 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. Equivalents (regulation 5):
- 10.1 Equivalents have been approved by the Administration for certain requirements of Annex I on those items listed under paragraph(s)
- 2.2, 2.3, & 5. The design of this ship is considered equivalent to the
- requirements of regulations 12, 14, & 15; all oily and oily wastes must be
- retained on board for discharge to a reception facility.
- _____
- _____
- 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: Naknek, Alaska

Place of Issue of the Record

22JUN2021

Date of Issue

R. T. Garcia, LCDR

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.