

Certificate No.: 8210346-599812-006

Deadweight: 0

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

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 AND AS AMENDED BY RESOLUTION MEPC.39(29)
(HEREINAFTER REFERRED TO AS "THE CONVENTION")

UNDER THE AUTHORITY OF THE GOVERNMENT OF

Republic of Vanuatu

(name of the State)

by **De Souza, Marco Antonio Lino**

Surveyor, American Bureau of Shipping

Particulars of Ship

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage ¹ a) According to footnote 2 b) According to footnote 3	Deadweight of ship (metric tons) ⁴	IMO Number
MAJESTIC TIDE	653294 YJZL4	Port Vila	1398	N/A	8119613

Type of Ship

~~Oil tanker~~

Ship other than an oil tanker with cargo tanks coming under Regulation 2(2) of Annex I of the Convention

~~Ship other than any of the above~~

THIS IS TO CERTIFY:

- That the ship has been surveyed in accordance with Regulation 4 of Annex I of the Convention;
- 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 only when Supplement B issued at SALVADOR, BA, BRAZIL on 09 AUGUST 2005 is attached.

This certificate is valid until 28 February 2007⁵ subject to surveys in accordance with Regulation 4 of Annex I of the Convention.

Completion date of the survey on which this certificate is based 09 AUGUST 2005

Issued at SALVADOR, BA, BRAZIL

Place of issue of certificate

on 09 August 2005

Date of issue

De Souza, Marco Antonio Lino, Rio de Janeiro Port

Surveyor, American Bureau of Shipping



ABS

¹ Delete as appropriate

² The above gross tonnage has been determined in accordance with the International Convention on Tonnage Measurement of Ships, 1969

³ The above gross tonnage has been determined by the authorities of the Administration in accordance with the national tonnage rules which were in force prior to the coming into force of existing ships of the International Convention on Tonnage Measurement of Ships, 1969

⁴ For oil tankers

⁵ This is used the date of expiry as specified by the Administration in accordance with regulation 3(1) of Annex I of the Convention. The day and the month of date corresponds to the anniversary date as defined in regulation 1(3) of Annex I of the Convention, unless amended in accordance with regulation 3(3) of Annex I of the Convention

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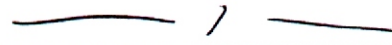
Deadweight: 0

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 requirements of the Convention.

Annual Survey:

Signed:



Surveyor, American Bureau of Shipping

Place:

Date:

(seal or stamp of the authority, as appropriate)

Annual Survey/Intermediate Survey

Signed:



Surveyor, American Bureau of Shipping


Place:

Date:

(seal or stamp of the authority, as appropriate)

Annual Survey/Intermediate Survey

Signed:



Surveyor, American Bureau of Shipping

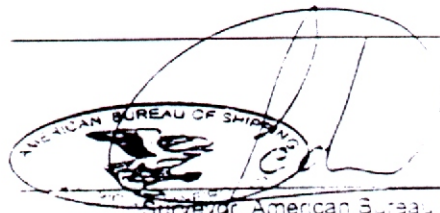
Place:

Date:

(seal or stamp of the authority, as appropriate)

Annual Survey:

Signed:



Surveyor, American Bureau of Shipping

Place:

S R PARSONS, Esq.

Date:

24 APRIL 2008

(seal or stamp of the authority, as appropriate)

Delete as appropriate

Certificate No.: 8210346-599812-006

Deadweight: 0

Annual/intermediate survey in accordance with Regulation 8(8)(c)

THIS IS TO CERTIFY that, at an annual /intermediate survey in accordance with Regulation 8(8)(c) of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention.

Signed: _____
Surveyor, American Bureau of Shipping

Place: _____

(seal or stamp of the authority, as appropriate)

Date: _____

Endorsement to extend the Certificate if valid for less than 5 years where Regulation 8(3) applies

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with Regulation 8(3) of Annex I of the Convention, be accepted as valid until _____

Signed: _____
Surveyor, American Bureau of Shipping

Place: _____

(seal or stamp of the authority, as appropriate)

Date: _____

Endorsement where the renewal survey has been completed and Regulation 8(4) applies

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with Regulation 8(4) of Annex I of the Convention, be accepted as valid until _____

Signed: _____
Surveyor, American Bureau of Shipping

Place: _____

(seal or stamp of the authority, as appropriate)

Date: _____

Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation 8(5) or 8(6)* applies

This Certificate shall, in accordance with regulation 8(5) / 8(6)* of Annex I of the Convention, be accepted as valid until _____

Signed: _____
Surveyor, American Bureau of Shipping

Place: _____

(seal or stamp of the authority, as appropriate)

Date: _____

* Delete as appropriate

Endorsement for advancement of anniversary date where Regulation 8(8) applies

In accordance with Regulation 8(8) of Annex II of the Convention, the new anniversary date is _____

Signed: _____
Surveyor, American Bureau of Shipping

Place: _____

(seal or stamp of the authority, as appropriate)

Date: _____

In accordance with Regulation 8(8) of Annex II of the Convention, the new anniversary date is _____

Signed: _____
Surveyor, American Bureau of Shipping

Place: _____

(seal or stamp of the authority, as appropriate)

Date: _____

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 I of the Convention." 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. If the language of the original Record is neither English nor 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. 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:	<u>MAJESTIC TIDE</u>	
1.2	Distinctive number or letters:	<u>653294 YJZL4</u>	
1.3	Port of registry:	<u>Port Vila</u>	
1.4	Gross tonnage:	<u>1398</u>	
1.5	Carrying capacity of ship:	<u>838,1</u>	(m ³)
1.6	Deadweight of ship: (regulation 1(22))	<u>N/A</u>	(metric tons)
1.7	Length of ship: (regulation 1(18))	<u>58.46 m</u>	(m)
1.8	Date of build:		
1.8.1	Date of building contract:	<u>26 JUNE 1981</u>	
1.8.2	Date on which keel was laid or ship was at a similar stage of construction:	<u>22 MARCH 1982</u>	
1.8.3	Date of delivery:	<u>01 December 1982</u>	
1.9	Major conversion (if applicable):		
1.9.1	Date of conversion contract:	<u>N/A</u>	
1.9.2	Date on which conversion was commenced:	<u>N/A</u>	
1.9.3	Date of completion of conversion:	<u>N/A</u>	
1.10	Status of ship:		
1.10.1	New ship in accordance with regulation 1(6)		<u> </u>
1.10.2	Existing ship in accordance with regulation 1(7)		<u>X</u>
1.10.3	New oil tanker in accordance with regulation 1(26)		<u> </u>
1.10.4	Existing oil tanker in accordance with regulation 1(27)		<u> </u>
1.10.5	The ship has been accepted by the Administration as an "existing ship" under regulation 1(7) due to unforeseen delay in delivery		<u> </u>

- 1.10.6 The ship has been accepted by the Administration as an "existing oil tanker" under regulation 1(27) due to unforeseen delay in delivery
- 1.10.7 The ship is not required to comply with the provisions of regulation 24 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 13G, or lubricating oil.
- 1.11.4 Crude oil/product carrier
- 1.11.5 Combination carrier
- 1.11.6 Ship, other than 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 15(7)
- 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
- 1.11.10 Chemical tanker carrying oil
2. Equipment for the control of oil discharge from machinery space bilges 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 is 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 MEPC.60(33)
- 3 has been approved in accordance with resolution A.233(VII)
- 4 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII)
- 5 has not been approved.
- 6 has been approved in accordance with resolution MEPC.107(49)
- 2.4.2 The process unit has been approved in accordance with resolution A.444(XI)
- 2.4.3 The oil content meter:
- 1 has been approved in accordance with resolution A.393(X)

Refer to 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); see IMO sales publication: MO-646E. 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); see IMO sales publication: MO-646E.

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

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

2.5 Maximum throughput of the system is: 2.27 m³/h

m³/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 accordance with regulation 16(3)(a). The ship is engaged exclusively on voyages within special area(s):

2.6.2 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: m³

2.6.3 In lieu of the holding tank 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 17) 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 ³)
	Frames (from) - (to)	Lateral Position	
SLUDGE TANK	FRAME 31 - 37	PORTSIDE ENGINE ROOM	14

Total volume: 14 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:

3.2.2 Auxiliary boiler suitable for burning oil residues

* Bilge water holding tanks are not required by the Convention. Entries in the table under paragraph 3.3 are voluntary.

3.2.3 Tank for mixing oil residues with fuel oil, capacity: _____ m³

3.2.4 Other acceptable means:

3.3 The ship is fitted 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: _____ m³

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 compliance with regulation 19

Construction (regulations 13, 24 and 25)

5.1 In accordance with the requirements of regulation 13, 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 13

5.2 Segregated ballast tanks (SBT):

5.2.1 The ship is provided with SBT in compliance with regulation 13

5.2.2 The ship is provided with SBT, in compliance with regulation 13, which are arranged in protective locations (PL) in compliance with regulation 13E

5.2.3 SBT are distributed as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)

Total volume: _____ m³

3.2.3 Tank for mixing oil residues with fuel oil, capacity: _____ m³

3.2.4 Other acceptable means:

3.3 The ship is fitted 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: _____ m³

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 compliance with regulation 19

Construction (regulations 13, 24 and 25)

5.1 In accordance with the requirements of regulation 13, 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 13

5.2 Segregated ballast tanks (SBT):

5.2.1 The ship is provided with SBT in compliance with regulation 13

5.2.2 The ship is provided with SBT, in compliance with regulation 13, which are arranged in protective locations (PL) in compliance with regulation 13E

5.2.3 SBT are distributed as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)

Total volume: _____ m³

5.3 Dedicated clean ballast tanks (CBT):

5.3.1 The ship is provided with CBT in compliance with regulation 13A, and may operate as a product carrier

5.3.2 CBT are distributed as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)
Total volume:			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 pumping 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 13B

5.4.2 The ship is equipped with a COW system in compliance with regulation 13B except that the effectiveness of the system has not been confirmed in accordance with regulation 13(6) and paragraph 4.2.10 of the Revised COW Specifications (resolution A.446(XI))

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 the safety aspects of the Revised COW Specifications (resolution A.446(XI))

5.5 Exemption from regulation 13:

5.5.1 The ship is solely engaged in trade between:

_____ in accordance with regulation 13C and is therefore exempted from the requirements of regulation 13

5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 13D and is therefore exempted from the requirements of regulation 13

5.6 Limitation of size and arrangements of cargo tanks (regulation 24):

5.6.1 The ship is required to be constructed in accordance with, and complies with, the requirements of regulation 24

5.6.2 The ship is required to be constructed in accordance with, and complies with, the requirements of regulation 24(4) (see regulation 2(2))

- 5.7 Subdivision and stability (regulation 25)
 - 5.7.1 The ship is required to be constructed in accordance with, and complies with the requirements of regulation 25:
 - 5.7.2 Information and data required under regulation 25(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 25A
 - 5.7.4 Information and data required under regulation 25A for combination carriers have been supplied to the ship in a written procedure approved by the Administrator.
- 5.8 Double hull construction
 - 5.8.1 The ship is required to be constructed in accordance with regulation 13F 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 in accordance with, and complies with the requirements of regulation 13F(7) (double bottom requirements)
 - 5.8.3 The ship is not required to comply with the requirements of regulation 13F
 - 5.8.4 The ship is Cat.2 or Cat.3 or Blank subject to regulation 13G and:
 - .1 is required to comply with regulation 13F not later than:
 - .2 is so arranged that the following tanks or spaces are not used for the carriage of oil:
 - .3 is allowed to continue operation in accordance with regulation 13G(5) until _____
 - .4 is allowed to continue operation in accordance with regulation 13G(7) until _____
 - 5.8.5 The ship is not subject to regulation 13G
 - 5.8.6 The ship is subject to regulation 13H and
 - .1 is required to comply with regulation 13H (4) not later than:
 - .2 is allowed to continue operation in accordance with regulation 13H(5) until _____
 - .3 is allowed to continue operation in accordance with regulation 13H(6)(a) until _____
 - .4 is allowed to continue operation in accordance with regulation 13H(6)(b) until _____
 - .5 is exempted from the provisions of regulation 13H in accordance with regulation 13H(7)(b).
 - 5.8.7 The ship is not subject to regulation 13H

1. Category B oil tankers between 20,000 and 30,000 tons deadweight are prohibited from carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo.

Retention of oil on board (regulation 15)

- 6.1 Oil discharge monitoring and control system:
- 6.1.1 The ship comes under category: _____ oil tanker as defined in resolution A.496(XII) or A.586()
- 6.1.2 The system comprises:
- .1 control unit
 - .2 computing unit
 - .3 calculating unit
- 6.1.3 The system is:
- .1 fitted with a starting interlock
 - .2 fitted with automatic stopping device
- 6.1.4 The oil content meter is approved under the terms of resolution A.393(X) or A.586(14) or MEPC. 10 suitable for:
- .1 crude oil
 - .2 black products
 - .3 white products
 - .4 oil-like noxious liquid substances as listed in the attachment to the certificate
- 6.1.5 The ship has been supplied with an operations manual for the oil discharge monitoring and control system
- 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 15(2)(c)
 - .2 regulation 15(2)(c)(i)
 - .3 regulation 15(2)(c)(ii)
 - .4 regulation 15(2)(c)(iii)
- 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 regulation 15:
- 6.4.1 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 15(7)
- 6.4.2 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 2(2)
- 6.5 Waiver of regulation 15:
- 6.5.1 The requirements of regulation 15(3) are waived in respect of the ship in accordance with regulation 15(5)(b). The ship is engaged exclusively on:

.1 specific trade under regulation 13C

.2 voyages within special area(s)

.3 voyages, within 50 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 18)

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

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 18(6)(e)
- 7.3.3 Below the waterline

7.4 Discharge of oil from cargo pumps and oil lines (regulation 18(4) and (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 pollution emergency plan (regulation 26)

8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26

9. Equivalent arrangements for chemical tanker carrying oil

9.1 As equivalent arrangements for the carriage of oil by a chemical tanker, the ship is fitted with the following equipment in lieu of slop tanks (paragraph 6.2 above) and oil/water interface detectors (paragraph 6.3 above):

- 9.1.1 Oily-water separating equipment capable of producing effluent with oil content less than 100 ppm with the capacity of _____ m³
- 9.1.2 A holding tank with the capacity of _____ m³

On those entries which can be monitored are to be indicated
 Bilge water holding tanks are not required by the Convention, entries in the table under paragraph 3.3 are voluntary

9.1.3 A tank for collecting tank washings that is:

- .1 a dedicated tank
- .2 a cargo tank designated as a collecting tank

9.1.4 A permanently-installed transfer pump for overboard discharge of effluent containing oil through the oily-water separating equipment

9.2 The oily-water separating equipment has been approved under the terms of resolution A.393(X) and is suitable for the full range of Annex I products

9.3 The ship holds a valid Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk

10. Oil-like noxious liquid substances

10.1 The ship is permitted, in accordance with regulation 14 of Annex II of the Convention, to carry the oil-like noxious liquid substances specified in the list attached*

11. Exemption

11.1 Exemptions have been granted by the Administration from the requirements of chapters II and III of Annex I of the Convention in accordance with regulation 2(4)(a) on those items listed under paragraph(s): _____

_____ of this Record

12. Equivalents (regulation 3)

12.1 Equivalents have been approved by the Administration for certain requirements of Annex I on those items listed under paragraph(s): _____

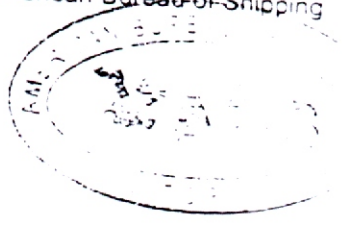
_____ of this Record

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

Issued at SALVADOR, BA, BRAZIL
(Place of issue of the Record)

on 09 August 2005

De Souza, Marco Antonio Lino, Rio de Janeiro Port
Surveyor, American Bureau of Shipping



*The list of oil-like noxious substances permitted for carriage signed, dated and certified by a seal or a stamp of the issuing authority shall be attached