

## 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,

(HEREINAFTER REFERRED TO AS "THE CONVENTION")

UNDER THE AUTHORITY OF THE GOVERNMENT OF

**Republic of Vanuatu**

*(name of the State)*

by **Fonseca, Paulo Jose Alvares Da**

*Surveyor, American Bureau of Shipping*

### Particulars of Ship

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

Type of ship<sup>1</sup>

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 4

### THIS IS TO CERTIFY:

- That the ship has been surveyed in accordance with Regulation 6 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 Rio de Janeiro, Brazil on 03 October 2007 is attached.

This certificate is valid until 28 February 2012<sup>5</sup> subject to surveys in accordance with Regulation 6 of Annex I of the Convention.

Completion date of the survey on which this certificate is based: 03 October 2007

Issued at Rio de Janeiro, Brazil on 03 October 2007

*Place of issue of certificate*

*Date of issue*



**Fonseca, Paulo Jose Alvares Da, Rio de Janeiro Port**

*Surveyor, American Bureau of Shipping*

<sup>1</sup> Delete as appropriate

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

<sup>3</sup> 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 for existing ships of the International Convention on Tonnage Measurement of Ships, 1969.

<sup>4</sup> For oil tankers.


<sup>5</sup> 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 date 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.

**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 requirements of the Convention.

Annual Survey:

Signed:

 Jeduo  
Surveyor, American Bureau of Shipping

Place:

SALVADOR, BRAZIL

Date:

14 MAY 2008

(seal or stamp of the authority, as appropriate)

~~Annual Survey/Intermediate Survey~~

Signed:

Paik  
Surveyor, American Bureau of Shipping

Place:

ILHEUS, BRAZIL


Date:

29 MAY 2009

(seal or stamp of the authority, as appropriate)

~~Annual Survey/Intermediate Survey~~

Signed:

 Jeduo  
Surveyor, American Bureau of Shipping

Place:

ARACATU, BRAZIL

Date:

22 MAY 2010

(seal or stamp of the authority, as appropriate)

Annual Survey:

Signed:

\_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place:

Date:

(seal or stamp of the authority, as appropriate)

\* Delete as appropriate

**Annual/intermediate survey\*in accordance with Regulation 10.8.3**

**THIS IS TO CERTIFY** that, at an annual /intermediate\* survey 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:

\_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place:

Date:

(seal or stamp of the authority, as appropriate)

**Endorsement to extend the Certificate if valid for less than 5 years where Regulation 10.3 applies**

The 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:

\_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place:

Date:

(seal or stamp of the authority, as appropriate)

**Endorsement where the renewal survey has been completed and Regulation 10.4 applies**

The 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:

\_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place:

Date:

(seal or stamp of the authority, as appropriate)

**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 10.5 /10.6\* of Annex I of the Convention, be accepted as valid until

\_\_\_\_\_

Signed:

\_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place:

Date:

(seal or stamp of the authority, as appropriate)

\* Delete as appropriate

**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: \_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place: \_\_\_\_\_

*(seal or stamp of the authority, as appropriate)*

Date: \_\_\_\_\_

In accordance with Regulation 10.8 of Annex I 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 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. 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:	MAJESTIC TIDE	
1.2	Distinctive number or letters:	653294 YJZL4	
1.3	Port of registry:	Port Vila	
1.4	Gross tonnage:	1398	
1.5	Carrying capacity of ship:		731.92 (m3)
1.6	Deadweight of ship: (regulation 1.23)		N/A (metric tons)
1.7	Length of ship: (regulation 1.19)	58.46 m	(m)
1.8	Date of build:		
1.8.1	Date of building contract:	26 June 1981	
1.8.2	Date on which keel was laid or ship was at a similar stage of construction:	22 March 1982	
1.8.3	Date of delivery:	01 December 1982	
1.9	Major conversion (if applicable):		
1.9.1	Date of conversion contract:	N/A	
1.9.2	Date on which conversion was commenced:	N/A	
1.9.3	Date of completion of conversion:	N/A	
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		<input type="checkbox"/>
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		<input type="checkbox"/>
1.10.3	The ship is not required to comply with the provisions of regulation 26 due to unforeseen delay in delivery		<input checked="" type="checkbox"/>

## 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 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 bilges and oil fuel tanks

(regulations 16 and 14)

## 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);

\* 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 IMO-608E. 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 IMO-646E.

2.4 Maximum throughput of the system is: 2.27 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. 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 <sup>3</sup> )
	Frames (from) - (to)	Lateral Position	
-	-	-	-
<b>Total volume:</b>			- m <sup>3</sup>

2.5.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank

**2A. Oil fuel tank protection (regulation 12A)**

2.A.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).

2.A.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 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	
SLUDGE OIL TANK	31 - 33	PORT SIDE ENGINE ROOM	4.61

Total volume: 4.61 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: \_\_\_\_\_

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 fitted 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.



**4. Standard discharge connection** (regulation 13)

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 compliance 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 regulations 18.12 to 18.15

5.2.3 SBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
-	-	-	-

**Total volume:** - m<sup>3</sup>

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

5.3.2 CBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
<b>Total volume:</b>			<b>- m<sup>3</sup></b>

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 regulation 33

5.4.2 The ship is equipped with a COW system in compliance with regulation 33 except that the effectiveness of the system has not been confirmed in accordance with regulations 33.1 and paragraph 4.2.10 of the Revised COW Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21))

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)) as amended by resolutions A.497(XII) and A.897(21))

5.5 Exemption from regulation 18:

5.5.1 The ship is solely engaged in trade between: -

-  
in accordance with regulation 2.5 and is therefore exempted from the requirements of regulation 18

5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 18.10 and is therefore exempted from the requirements of regulation 18

5.6 Limitation of size and arrangements of cargo tanks (regulation 26):

5.6.1 The ship is required to be constructed in accordance with, and complies with, the requirements of regulation 26

5.6.2 The ship is required to be constructed in accordance with, and complies with, the requirements of regulation 26.4 (see regulation 2.2)

- 5.7 Subdivision and stability (regulation 28)
- 5.7.1 The ship is required to be constructed in accordance with, 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 in accordance with 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 in accordance with, and complies with the requirements of regulation 19.6 (double bottom requirements)
- 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
- 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.
- 5.8.7 The ship is not subject to regulation 21
- 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** (regulations 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 A.496(XII) or A.586(14) \* *(delete 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 A.393(X) or A.586(14) or MEPC. <sup>+</sup> *(delete as appropriate)* 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
- 6.1.6 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: - \_\_\_\_\_ m<sup>3</sup>, 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

\* Oil tankers the keels 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); see IMO sales publication IMO-646E.

\*\* Oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 1 January 2005 should be fitted with a system approved under resolution MEPC.108(49) (see IMO sales publication IMO-646E).

<sup>+</sup> 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); see IMO sales publication IMO-646E. 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 Guideline and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49); see IMO sales publication IMO-646E)

## 6.5 Waiver of regulation 15:

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

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

## 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

\* Refer to the Specifications for oil/water interface detectors adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.5(XIII); see IMO sales publication IMO-646E.

+ Only those outlets which can be monitored are to be indicated.

**10 Equivalents (regulation 5)**

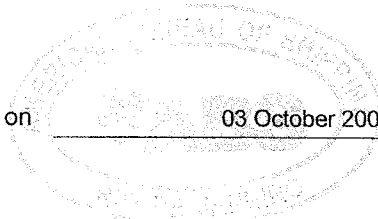
10.1 Equivalents have been approved by the Administration for certain requirements of Annex I on those items listed under paragraph(s): \_\_\_\_\_



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

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

Issued at \_\_\_\_\_ Rio de Janeiro, Brazil \_\_\_\_\_ on \_\_\_\_\_ 03 October 2007  
(Place of issue of the Record)



*[Handwritten Signature]*  
\_\_\_\_\_  
Fonseca, Paulo Jose Alvares Da, Rio de Janeiro Port  
Surveyor, American Bureau of Shipping



**MARINHA DO BRASIL**  
**Capitania dos Portos do Rio de Janeiro**

**DECLARAÇÃO DE CONFORMIDADE PARA TRANSPORTE DE PETRÓLEO**  
**(STATEMENT OF COMPLIANCE FOR OIL TRANSPORT)**

Nº de inscrição: 381E005054

Certifico que o navio **MAJESTIC TIDE**, bandeira Vanuatu, nº IMO 8119613,  
*This is to Certify that the ship MAJESTIC TIDE, flag Vanuatu, IMO Number 8119613,*

nº de inscrição 381E005054, classificado pela **American Bureau of Shipping**, foi submetido à  
*Registration Number 381E005054, classified by American Bureau of Shipping, was submitted to*

**PERÍCIA TÉCNICA** para efetuar o transporte a granel de petróleo e seus derivados em 22/09/2009,  
*TECHNICAL INVESTIGATION to carry oil and products in bulk in 09/22/2009,*

no Porto/Terminal **Fortaleza**, de acordo com o estabelecido nas Normas da Autoridade Marítima.  
*at Port/Terminal Fortaleza, in accordance with the requirements established in the Maritime Authority's*

para Operação de Embarcações Empregadas na Navegação de Mar Aberto - NORMAM 01 - Capítulo 5.  
*Regulation for Vessels Engaged in Open Sea Operations - NORMAM 01 - Chapter 5*

e está autorizado a transportar petróleo e seus derivados até a data de validade desta Declaração.  
*and is authorized to carry oil and products in bulk until validity date of this Statement.*

Esta Declaração, emitida nos Termos do Convênio firmado entre a Diretoria de Portos e Costas - DPC e a  
*This Statement was issued under the terms of the Agreement signed by the Directorate of Ports and Coasts - DPC*  
*and the*

Agência Nacional do Petróleo - ANP, constitui documento válido para operação em Águas Jurisdicionais  
Brasileiras - AJB.

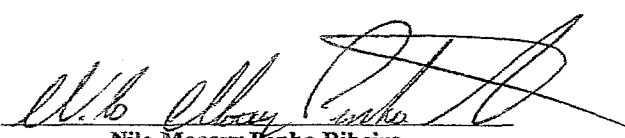
*National Petroleum Agency - ANP and constitutes valid document for operation in Brazilian Jurisdictional*  
*Waters - AJB.*

Emitido na Capitania dos Portos do Rio de Janeiro, em 16/04/2010.

*Issued at Capitania dos Portos do Rio de Janeiro, in 04/16/2010.*

Válido até 22/09/2010.

*Valid until 09/22/2010.*

  
Nilo Moacyr Fenha Ribeiro  
Capitão de Mar-e-Guerra  
Capitão dos Portos

**CARGO SHIP SAFETY EQUIPMENT CERTIFICATE**

THIS CERTIFICATE SHALL BE SUPPLEMENTED BY A RECORD OF EQUIPMENT (FORM E)

ISSUED UNDER THE PROVISIONS OF THE  
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,  
AS MODIFIED BY THE PROTOCOL OF 1988 RELATING THERETO

UNDER THE AUTHORITY OF THE GOVERNMENT OF

**Republic of Vanuatu**

*(name of the State)*

by **Fonseca, Paulo Jose Alvares Da**

*Surveyor, American Bureau of Shipping*

Particulars of Ship:

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage <sup>1</sup> a) According to footnote <sup>2</sup> b) According to footnote <sup>3</sup>
<b>MAJESTIC TIDE</b>	653294 YJZL4	Port Vila	1398
Deadweight of Ship (Metric Tons) <sup>4</sup>	Length of Ship (Regulation III/3.12)	IMO Number	Date on which keel was laid <sup>5</sup>
N/A	58.46 m	8119613	22 March 1982

Type of ship:<sup>1</sup>

Bulk Carrier

Oil Tanker

Chemical Tanker

Gas Carrier

Cargo Ship other than any of the above

**THIS IS TO CERTIFY :**

- 1 that the ship has been surveyed in accordance with the requirements of Regulation I/8, of the Convention.
- 2 that the survey showed that:
  - 2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans
  - 2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

<sup>1</sup> Delete as appropriate

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

<sup>3</sup> 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 for existing ships of the International Convention on Tonnage Measurement of Ships, 1969.

<sup>4</sup> For oil tankers, chemical tankers and gas carriers only.

<sup>5</sup> Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alternation or modification of a major character was commenced.



- 2.3 the ship was provided with a line-throwing appliance and radio installations used in life-saving appliances in accordance with the requirements of the Convention;
- 2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications.
- 2.5 the ship was provided with lights, shapes, means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;
- 2.6 in all other respects, the ship complied with the relevant requirements of the Convention.

3. That an Exemption Certificate has been issued.

This Certificate is valid only when Record Form E issued at Rio de Janeiro, Brazil on 03 October 2007 is attached.

This certificate is valid until 28 February 2012<sup>6</sup> subject to the annual and periodical surveys in accordance with regulation I/8 of the Convention.

**Note: The Republic of Vanuatu issued an Exemption Certificate from the requirements to carry Immersions Suits and Thermal Protectives Aids on All Voyages under the following conditions: When operating on coastal voyages between 32 degrees North latitude and 32 degrees South latitude except the vessel is not to make trans-Indian, trans-Pacific or trans-Atlantic ocean passages or trans-mediterranean sea passages without an additional exemption.**

Completion date of the survey on which this certificate is based: 03 OCTOBER 2007

Issued at Rio de Janeiro, Brazil on 03 October 2007  
*Place of issue of certificate* *Date of issue*

  
 Fonseca, Paulo José Alvares Da, Rio de Janeiro Port

*Surveyor, American Bureau of Shipping*



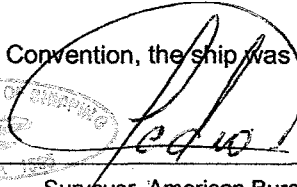

<sup>6</sup> Insert the date of expiry as specified by the Administration in accordance with Regulation I/14(a) of the Convention. The day and the month of this date correspond to the anniversary date as defined in Regulation I/2(n) of the Convention, unless amended in accordance with Regulation I/14(h).

### ENDORSEMENT FOR ANNUAL AND PERIODICAL SURVEYS

**THIS IS TO CERTIFY** that, at a survey required by Regulation I/8 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:

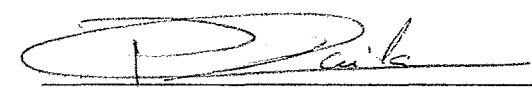
SALVADOR, BRAZIL

Date:

14 MAY 2008

Annual Survey / ~~Periodical~~<sup>7</sup>:

Signed:



Surveyor, American Bureau of Shipping

Place:

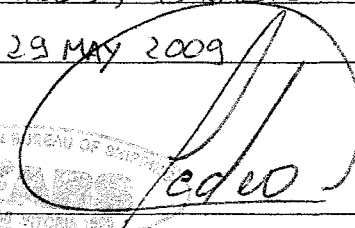

ILHEUS, BRAZIL

Date:

29 MAY 2009

~~Annual Survey~~ / Periodical<sup>7</sup>:

Signed:

Surveyor, American Bureau of Shipping

Place:

ARACATU, BRAZIL

Date:

22 MAY 2010

Annual Survey:

Signed:

\_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place:

\_\_\_\_\_

Date:

\_\_\_\_\_



**ABS**

<sup>7</sup> Delete as appropriate

**ANNUAL/PERIODICAL SURVEY IN ACCORDANCE WITH REGULATION I/14(h)(III)**

**THIS IS TO CERTIFY** that, at the Annual Survey / Periodical in accordance with regulation I/14(h)(III) of the Convention, the ship was found to comply with the relevant requirements of the Convention.

Signed: \_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place: \_\_\_\_\_

Date: \_\_\_\_\_

*Endorsement to extend the certificate if valid for less than 5 years where regulation I/14(c) applies*

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with Regulation I/14(c) of the Convention, be accepted as valid until \_\_\_\_\_

Signed: \_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place: \_\_\_\_\_

Date: \_\_\_\_\_

*Endorsement where the renewal survey has been completed and Regulation I/14(d) applies*

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with Regulation I/14(d) of the Convention, be accepted as valid until \_\_\_\_\_

Signed: \_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place: \_\_\_\_\_

Date: \_\_\_\_\_

*Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where regulation I/14(e) or I/14(f) applies.*

This certificate shall, in accordance with Regulation \_\_\_\_\_ of the Convention, be accepted as valid until \_\_\_\_\_

Signed: \_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place: \_\_\_\_\_

Date: \_\_\_\_\_



*Endorsement for advancement of anniversary date where Regulation I/14(h) applies*

In accordance with Regulation I/14(h) of the Convention, the new anniversary date is \_\_\_\_\_

Signed: \_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place: \_\_\_\_\_

Date: \_\_\_\_\_

In accordance with Regulation I/14(h) of the Convention, the new anniversary date is \_\_\_\_\_

Signed: \_\_\_\_\_  
Surveyor, American Bureau of Shipping

Place: \_\_\_\_\_

Date: \_\_\_\_\_



# RECORD OF EQUIPMENT FOR THE CARGO SHIP SAFETY EQUIPMENT CERTIFICATE (FORM E)

THIS RECORD SHALL BE PERMANENTLY ATTACHED TO THE  
CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE  
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,  
IN ACCORDANCE WITH ASSEMBLY RESOLUTION A.883(21) RELATING TO THE GLOBAL  
IMPLEMENTATION OF THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION

## 1 Particulars of ship

Name of ship	MAJESTIC TIDE
Distinctive number or letters	653294 YJZL4

## 2 Details of life-saving appliances

1 Total number of persons for which life-saving appliances are provided	20 (Twenty)	
	Port	Starboard
2 Total number of lifeboats	-	-
2.1 Total number of persons accommodated by them	-	-
2.2 Number of totally enclosed lifeboats (regulation III/31 and LSA Code, section 4.6)	-	-
2.3 Number of lifeboats with a self contained air support system (regulation III/31 and LSA Code, section 4.8)	-	-
2.4 Number of fire-protected lifeboats (regulation III/31 and LSA Code, section 4.9)	-	-
2.5 Other lifeboats		
2.5.1 Number	-	-
2.5.2 Type	-	-
2.6 Number of freefall lifeboats		
2.6.1 Totally enclosed (regulation III/31 and LSA Code, section 4.7)	-	-
2.6.2 Self-contained (regulation III/31 and LSA Code, section 4.8)	-	-
2.6.3 Fire-protected (regulation III/31 and LSA Code, section 4.9)	-	-
3 Number of motor lifeboats (included in the total lifeboats shown above)	-	-
3.1 Number of lifeboats fitted with searchlights	-	-
4 Number of rescue boats	01	-
4.1 Number of boats which are included in the total lifeboats shown above	-	-
5 Liferrafts		
5.1 Those for which approved launching appliances are required:		
5.1.1 Number of liferafts	-	-
5.1.2 Number of persons accommodated by them	-	-
5.2 Those for which approved launching appliances are not required:		
5.2.1 Number of liferafts	04	-
5.2.2 Number of persons accommodated by them	81	-
5.3 Number of liferafts required by regulation III/31.1.4	-	-
6 Number of lifebuoys	9	-
7 Number of lifejackets	35	-

8 Immersion suits	
8.1 Total number	EXEMPTED
8.2 Number of suits complying with the requirements for the life-jackets	-
9 Radio installations used in lifesaving appliances	
9.1 Number of radar transponders	02
9.2 Number of two-way VHF radiotelephone apparatus	03

### 3 Details of navigational systems and equipment

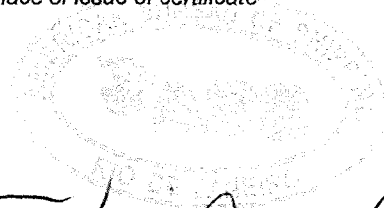
Item	Actual Provisions
1.1 Standard magnetic compass*	PROVIDED
1.2 Spare magnetic compass*	PROVIDED(GYRO)
1.3 Gyro compass*	PROVIDED
1.4 Gyro compass heading repeater*	-
1.5 Gyro compass bearing repeater*	-
1.6 Heading or track control system*	-
1.7 Pelorus or compass bearing system*	-
1.8 Means of correcting heading and bearings	PROVIDED
1.9 Transmitting heading device (THD)*	PROVIDED
2.1 Nautical charts/Electronic chart display and information system (ECDIS)**	PROVIDED
2.2 Back up arrangements for ECDIS	-
2.3 Nautical publications	PROVIDED
2.4 Back up arrangements for electronic nautical publications	-
3.1 Receiver for a global navigation satellite system/ terrestrial radionavigation system***	PROVIDED
3.2 9 GHz radar*	PROVIDED
3.3 Second radar (3 GHz/9. GHZ**)*	PROVIDED
3.4 Automatic radar plotting aid (ARPA)*	-
3.5 Automatic tracking aid*	-
3.6 Second automatic tracking aid*	-
3.7 Electronic plotting aid*	-
4 Automatic identification system (AIS)	PROVIDED
5.1 Voyage data recorder (VDR)**	-
5.2 Simplified voyage data recorder (S-VDR)**	-
6.1 Speed and distance measuring device (through the water)*	-
6.2 Speed and distance measuring device (over the ground in the forward and athwartship direction)*	FROM GPS
6.3 Echo sounding device*	PROVIDED
7.1 Rudder, propeller, thrust, pitch and operational mode indicator*	PROVIDED
7.2 Rate of turn indicator*	-
8 Sound reception system*	-
9 Telephone to emergency steering position*	PROVIDED
10 Daylight signalling lamp*	PROVIDED
11 Radar reflector*	-
12 International Code of Signals	PROVIDED
13 IAMSAR Manual, Volume III	PROVIDED

\* Alternative means of meeting this requirement are permitted under regulation V/19. In case the other means, they shall be specified.

\*\* Delete as appropriate.

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

Issued at Rio de Janeiro, Brazil  
*Place of issue of certificate*



  
Fonseca, Paulo Jose Alvares Da, Rio de Janeiro Port

03 October 2007  
*Date of issue*

Surveyor, American Bureau of Shipping



# INTERNATIONAL SEWAGE POLLUTION PREVENTION CERTIFICATE

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.115(51), (hereinafter referred to as "the Convention") under the authority of the Government of:

Republic of Vanuatu

(full designation of the country)

by the American Bureau of Shipping

Name of ship	Distinctive number or letter	Port of Registry	Gross tonnage	Number of persons which the ship is certified to carry
MAJESTIC TIDE	653294 YJZL4	Port Vila	1398	20
IMO Number <sup>1</sup>				
8119613				

Existing Ship\*

Date on which keel was laid or ship was at a similar stage of construction or where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced

01 December 1982

## THIS IS TO CERTIFY:

- (1) That the ship is equipped with Comminuter \* and a discharge pipeline in compliance with regulation 9 and 10 of Annex IV of the Convention as follows:

### \*(1.1) Description of sewage treatment plant:

Type of sewage treatment plant N/A

Name of manufacturer N/A

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in resolution MEPC.2 (VI)

### \*(1.2) Description of comminuter:

Type of comminuter Type II Marine Sanitation Devices - Model 10B MSD

Name of manufacturer HUMPHREY ENGINEERING M.S.S

Standard of sewage after disinfection N/A

### \*(1.3) Description of holding tank :

Total capacity of the holding tank N/A m<sup>3</sup>

Location N/A

<sup>1</sup> In accordance with resolution A.600(15) - IMO Ship Identification Number Scheme, this information may be included voluntarily

\* Delete as appropriate



(1.4) A pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection.

- (2) The ship has been surveyed in accordance with regulation 4 of Annex IV of the International Convention.
- (3) That the survey shows that the structure, equipment, systems, fittings, arrangements and material of the ship and the condition thereof are in all respects satisfactory and the ship complies with the applicable requirements of Annex IV of the Convention.

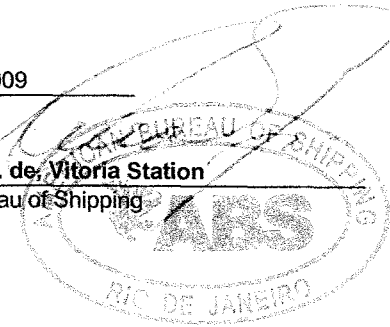
This certificate is valid until 28 February 2012<sup>3</sup> Subject to surveys in accordance with regulation 4 of Annex IV of the Convention.

Completion date of the survey on which this certificate is based: 15/11/2008

Issued at Salvador Port, Brazil on 09 April 2009



Sousa, Pedro Augusto B. de, Vitoria Station  
 Surveyor, American Bureau of Shipping



<sup>3</sup> Insert the date of expiry as specified by the Administration in accordance with regulation 8.1 of Annex IV of the Convention. The day and month of this date correspond to the anniversary date as defined in regulation 1.8 of Annex IV of the Convention

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 IV of the Convention, be accepted as valid until \_\_\_\_\_

Signed: \_\_\_\_\_  
(Signature of authorized official)

Place: \_\_\_\_\_

Date: \_\_\_\_\_

(Seal or Stamp of the authority, as appropriate)

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 IV of the Convention, be accepted as valid until \_\_\_\_\_

Signed: \_\_\_\_\_  
(Signature of authorized official)

Place: \_\_\_\_\_

Date: \_\_\_\_\_

(Seal or Stamp of the authority, as appropriate)

Endorsement where the renewal survey has been completed and regulation 8.5 or 8.6 applies.

This Certificate shall, in accordance with regulation 8(5) or 8(6) of Annex IV of the Convention, be accepted as valid until \_\_\_\_\_

Signed: \_\_\_\_\_  
(Signature of authorized official)

Place: \_\_\_\_\_

Date: \_\_\_\_\_

(Seal or Stamp of the authority, as appropriate)