



DET NORSKE VERITAS
INTERNATIONAL OIL POLLUTION
PREVENTION CERTIFICATE
 This Certificate shall be supplemented by Record of
 Construction and Equipment

Certificate no.:
27661B
 Date of issue:
2010-03-26

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, as amended, (hereinafter referred to as "the Convention") under the authority of the Government of

THE KINGDOM OF DENMARK

by Det Norske Veritas AS

Particulars of ship

Name of ship:	<u>"MÆRSK TERRIER"</u>
Distinctive number or letters:	<u>OYGW2</u>
Port of registry:	<u>FREDERIKSHAVN</u>
Gross tonnage:	<u>4678</u>
Deadweight of ship (metric tons) ¹ :	<u>3501</u>
IMO number:	<u>9413468</u>

- 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 6 of Annex I of the Convention.
- 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 that the ship complies with the applicable requirements of Annex I of the Convention.

Remarks/Recommendations:

- Ref. Supplement 1.5: Fuel oil capacity of 1191 m3 includes own bunker and is accordingly accepted as below 1000 m3.
- Ref. 5.6.2 and 10.1: The lengths of cargo tanks have been accepted as providing equivalent safety as the tank volumes are less than would be found in an oil tanker of similar dimensions.
- All tank washings after carriage of oil cargoes are required to be delivered to reception facilities.

This Certificate is valid until **2014-11-24**² subject to surveys in accordance with Regulation 6 of Annex I of the Convention.

Completion date of survey on which this Certificate is based: **2009-11-24**

Issued at **Høvik, Norway** on **2010-03-26**

for Det Norske Veritas AS



Alf Roger Skevig
 Alf Roger Skevig
 Head of Section

¹ For oil tankers
² 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 date correspond to 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 provisions of the Convention.

1st annual survey:

Place: SÃO LUÍS, BRAZIL

Date: 2010-11-27

Stamp



Signature:

[Handwritten Signature]
Surveyor, Det Norske Veritas AS

2nd annual/intermediate³ survey:

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

3rd annual/intermediate³ survey:

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

4th annual survey:

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

Annual/intermediate survey in accordance with Regulation 10.8.3

THIS IS TO CERTIFY that, at an annual/intermediate³ 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.

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

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:

Place:

Date:

Stamp

Signature:

Surveyor, Det Norske Veritas AS

³ Delete 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:

Place: Date:

Signature:

Stamp

Surveyor, Det Norske Veritas AS

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 10.5⁴ or 10.6⁴ of Annex I of the Convention, be accepted as valid until:

Place: Date:

Signature:

Stamp

Surveyor, Det Norske Veritas AS

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:

Place: Date:

Signature:

Stamp

Surveyor, Det Norske Veritas AS

In accordance with Regulation 10.8 of Annex I of the Convention, the new anniversary date is:

Place: Date:

Signature:

Stamp

Surveyor, Det Norske Veritas AS

⁴ Delete as appropriate



DET NORSKE VERITAS
SUPPLEMENT TO THE INTERNATIONAL
OIL POLLUTION
PREVENTION CERTIFICATE
(IOPP CERTIFICATE)

Record no.:
27661B
Date of issue:
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FORM B

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").

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.

This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.

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.

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>"MÆRSK TERRIER"</u>
1.2 Distinctive number or letters	<u>OYGW2</u>
IMO number	<u>9413468</u>
1.3 Port of registry	<u>FREDERIKSHAVN</u>
1.4 Gross tonnage	<u>4678</u>
1.5 Carrying capacity of ship	<u>1191</u> (m ³)
1.6 Deadweight of ship	<u>3501</u> (metric tons) (Regulation 1.23)
1.7 Length of ship	<u>66.901</u> (m) (Regulation 1.19)
1.8 Date of build:	
1.8.1 Date of building contract:	<u>2006-03-22</u>
1.8.2 Date on which keel was laid or ship was at a similar stage of construction:	<u>2008-10-31</u>
1.8.3 Date of delivery:	<u>2009-11-24</u>
1.9 Major conversion (if applicable):	
1.9.1 Date of conversion contract:	<u>-</u>
1.9.2 Date on which conversion was commenced:	<u>-</u>
1.9.3 Date of completion of conversion:	<u>-</u>
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 type="checkbox"/>

- | | | |
|-----------|---|-------------------------------------|
| 1.11 | Type of ship | |
| 1.11.1 | Crude oil tanker | <input type="checkbox"/> |
| 1.11.2 | Product carrier | <input type="checkbox"/> |
| 1.11.3 | Product carrier not carrying fuel oil or heavy diesel oil as referred to in Regulation 20.2, or lubricating oil | <input type="checkbox"/> |
| 1.11.4 | Crude oil/product carrier | <input type="checkbox"/> |
| 1.11.5 | Combination carrier | <input type="checkbox"/> |
| 1.11.6 | Ship, other than an oil tanker, with cargo tanks coming under Regulation 2.2 of Annex I of the Convention | <input checked="" type="checkbox"/> |
| 1.11.7 | Oil tanker dedicated to carriage of products referred to in Regulation 2.4 | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> |
| 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 tanks | <input type="checkbox"/> |
| 2.2 | Type of oil filtering equipment fitted: | |
| 2.2.1 | Oil filtering (15 ppm) equipment (Regulation 14.6) | <input type="checkbox"/> |
| 2.2.2 | Oil filtering (15 ppm) equipment with alarm and automatic stopping device (Regulation 14.7) | <input checked="" type="checkbox"/> |
| 2.3 | Approval standards | |
| 2.3.1 | The separating / filtering equipment: | |
| | .1 has been approved in accordance with Resolution A.393(X) ¹ | <input type="checkbox"/> |
| | .2 has been approved in accordance with Resolution MEPC.60(33) ¹ | <input type="checkbox"/> |
| | .3 has been approved in accordance with Resolution MEPC.107(49) ² | <input checked="" type="checkbox"/> |
| | .4 has been approved in accordance with Resolution A.233(VII) | <input type="checkbox"/> |
| | .5 has been approved in accordance with National Standards not based upon Resolution A.393(X) or A.233(VII) | <input type="checkbox"/> |
| | .6 has not been approved | <input type="checkbox"/> |
| 2.3.2 | The process unit has been approved in accordance with Resolution A.444(XI) | <input type="checkbox"/> |
| 2.3.3 | The oil content meter: | |
| | .1 has been approved in accordance with Resolution A.393(X) ¹ | <input type="checkbox"/> |
| | .2 has been approved in accordance with Resolution MEPC.60(33) ¹ | <input type="checkbox"/> |
| | .3 has been approved in accordance with Resolution MEPC.107(49) ² | <input checked="" type="checkbox"/> |
| 2.4 | Maximum throughput of the system is 2.50 m ³ /h | |

¹ Equipment installed on ships keel laid on or after 30 April 1994 should be in accordance with Resolution MEPC.60(33).

² Equipment installed on ships keel laid on or after 1st January 2005 or new installations fitted onboard ships on or after 1st January 2005 should be according to Resolution MEPC.107(49).

2.5 Waiver of Regulation 14:

2.5.1 The requirement 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 (This table is used only in connection with waivers in accordance with Regulation 14.5)	Tank Location		Volume (m ³)
	Frames (from-to)	Lateral Position (P-C-S)	
Total volume			

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

2A Bunker tank protection, (entry into force 1 August 2007) (Regulation 12 A)

2A.1 The ship is required to be constructed according to Regulation 12A and complies with the requirements of:

.1 paragraphs 6 and either 7 or 8 (double hull construction)

.2 paragraph 11 (accidental oil fuel outflow performance)

2A.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

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 (P-C-S)	
407P Sludge Tank	41-43	P	1.10
408S Sludge Tank	41-43	S	1.10
49P Sludge	37-41	P	35.00
414S Waste Oil Tank	38-43	S	28.00
Total volume			65.20

3.2 Means for the disposal of oil residues in addition to the provision of sludge tanks:

3.2.1 Incinerator for oil residues; capacity l/h Kg/h kW

3.2.2 Auxiliary boiler suitable for burning oil residues

3.2.3 Tank for mixing oil residues with fuel oil; capacity m³

3.2.4 Other acceptable means:

3.3 The ship is fitted with holding tank(s) for the retention on board of oily bilge water as follows:

Tank Identification ³	Tank Location		Volume (m ³)
	Frames (from-to)	Lateral Position (P-C-S)	
418S Dirty Bilge	41-43	S	13.00
420S Clean Bilge	41-43	C	12.00
Total volume			25.00

³ 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 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
 - .1 The ship is not required to be, but 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 ³)	Tank	Volume (m ³)
		Total volume:	

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 ³)	Tank	Volume (m ³)
		Total volume:	

5.3.3 The ship has been supplied with a Dedicated Clean Ballast Tank Operation Manual, approved on by

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 Regulation 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, approved on by

5.4.4 The ship is not required to be, but is equipped with COW in compliance with 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 according to, and complies with, the requirements of Regulation 26
 - 5.6.2 The ship is required to be constructed according to, 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 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 (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 operate 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 because:
 - .1 it is subject to Regulation 19
 - .2 it is below the 5000 dwt size limit
 - .3 it complies with Regulation 19 (ref. Regulation 20.1.2)
 - .4 it is fitted with a double-hull arrangement accepted in accordance with Regulation 20.1.3
 - 5.8.6 The ship is subject to Regulation 21 (if carrying heavy grade oil) 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 because:
 - .1 it is below the 600 dwt size limit
 - .2 it is fitted with a double-hull arrangement accepted in accordance with Regulation 21.1.2
 - .3 it is fitted with a double-hull arrangement accepted in accordance with Regulation 21.4.2
 - .4 it complies with Regulation 19, (only for ships above 5000 dwt, ref. Regulation 21.4.1)
 - 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 Resolution A.586 (14)

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 Resolution A.586(14)⁴ or Resolution MEPC.108(49)⁵ 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 of type test

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 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 terms of Resolution MEPC.5(XIII)

6.4 Exemptions from Regulation 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 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)

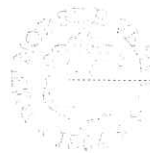
⁴ Oil tankers the keels of which are laid, or are at a similar stage of construction, on or after 2nd October 1986 should be fitted with a system approved under Resolution A.586(14).
⁵ Oil tankers the keels of which are laid on or after 1st January 2005 or new installations fitted onboard ships on or after 1st January 2005 should be fitted with a system approved under Resolution MEPC.108(49).

- 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 ⁶:
 - 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 ⁶:
 - 7.3.1 Above the waterline
 - 7.3.2 Below 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 (SOPEP / SMPEP) (Regulation 37)**
 - 8.1 The ship is provided with Shipboard Oil Pollution Emergency Plan in compliance with Regulation 37
 - 8.2 The ship is provided with 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
- 10. **EQUIVALENTS (Regulation 5)**
 - 10.1 Equivalentents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s) **Ref. 5.6.2, see front page of the certificate** of this Record
- 11. **REMARKS / SUPPLEMENTARY INFORMATION**

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

Issued at Høvik, Norway on 2010-03-26

for Det Norske Veritas AS



Kristian Johnsen
Kristian Johnsen
Surveyor

⁶ Only those outlets which can be monitored are to be indicated.