DNV·GL

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

This Certificate shall be supplemented by a Record of Construction and Equipment

Certificate No:
G30915
DNV GL Id No:
G30915
Date of issue:
2016-04-06

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

ANTIGUA AND BARBUDA

by **DNV GL**

Particulars of Ship

Name of Ship:	**HAITHABU**
Distinctive Number or Letters:	**V2GP7**
Port of Registry:	**ST. JOHN'S**
Gross Tonnage:	**1372**
Deadweight of ship (metric tons) [1] :	**-**
IMO Number:	**8222185**

Type of Ship:[2]

- [-] Oil tanker
- [-] Ship other than an oil tanker with cargo tanks coming under Regulation 2(2) of Annex I of the Convention
- [X] Ship other than any of the above

This is to certify:

1. That the ship has been surveyed in accordance with Regulation 6 of Annex I of the Convention.
2. 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.

1 For oil tankers

2 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.

Certificate No: **G30915**
Date of issue: **2016-04-06**

This Certificate is valid until **2019-04-30** [3] subject to surveys in accordance with Regulation 6 of Annex I of the Convention.

Completion date of survey on which this Certificate is based: **2014-04-16**

Issued at **Szczecin, Poland** on **2016-04-06**

for **DNV GL**

Aleksander Niemczycki
Surveyor

3 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.

Certificate No: **G30915**
Date of issue: **2016-04-06**

Endorsement for annual and intermediate surveys

THIS IS TO CERTIFY:
that, at a survey required by Regulation 6 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention.

Annual survey: Place: Szczecin Date: 2015-06-24.

Confirmed carried out

Signature: _____

Stamp 1400 Surveyor, DNV GL

Annual / ~~Intermediate~~ survey: Place: GDYNIA Date: 2016-06-30

Signature: R. SEREMENT

Stamp 3178 Surveyor, DNV GL

Annual / Intermediate [4] survey: Place: _____ Date: _____

Signature: _____

Stamp Surveyor, DNV GL

Annual survey: Place: _____ Date: _____

Signature: _____

Stamp Surveyor, DNV GL

Annual/intermediate survey in accordance with Regulation 10.8.3

THIS IS TO CERTIFY that, at an annual / intermediate [4] 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: _____

Signature: _____

Stamp Surveyor, DNV GL

4 Delete as appropriate.

1400

Certificate No: **G30915**
Date of issue: **2016-04-06**

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: _____

Signature: _____

Stamp _____ Surveyor, DNV GL

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, DNV GL

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 or 10.6 [4] of Annex I of the Convention, be accepted as valid until: _____

Place: _____ Date: _____

Signature: _____

Stamp _____ Surveyor, DNV GL

1400

Certificate No: **G30915**
Date of issue: **2016-04-06**

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, DNV GL

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

Place: _____ Date: _____

Signature: _____

Stamp Surveyor, DNV GL

SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE (IOPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

1 Particulars of ship

1.1	Name of ship		*FEHN CARTAGENA*
1.2	Distinctive number or letters		*ZDF09*
1.3	Port of registry		*Gibraltar*
1.4	Gross tonnage		*1372*
1.5	Date of build:		
	1.5.1	Date of building contract	---
	1.5.2	Date on which keel was laid or ship was at a similar stage of construction	*15th July, 1982*
	1.5.3	Date of delivery	*1st May, 1984*
1.6	Major conversion (if applicable):		
	1.6.1	Date of conversion contract	---
	1.6.2	Date on which conversion was commenced	---
	1.6.3	Date of completion of conversion	---
1.7	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		[-]

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)	[x]
	2.2.2	Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7)	[-]

Note: This Record shall be permanently attached to the IOPP Certificate No. 030915/97/09/16

DNV·GL

SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE (IOPP CERTIFICATE)

Certificate No:
G30915
DNV GL Id No:
G30915
Date of issue:
2016-04-06

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS
(FORM A)

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 third type of ships as categorized in the IOPP Certificate, i.e. "ships other than any of the above". For oil tankers and ships other than oil tankers with cargo tanks coming under Regulation 2.2 of Annex I of the Convention, Form B shall be used.

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	**"HAITHABU"**
1.2	Distinctive number or letters	**V2GP7**
	IMO number	**8222185**
1.3	Port of registry	**ST. JOHN'S**
1.4	Gross tonnage	**1372**
1.5	Date of build:	
1.5.1	Date of building contract:	**-**
1.5.2	Date on which keel was laid or ship was at a similar stage of construction:	**1982-07-15**
1.5.3	Date of delivery:	**1984-05-30**
1.6	Major conversion (if applicable):	
1.6.1	Date of conversion contract:	**-**
1.6.2	Date on which conversion was commenced:	**-**
1.6.3	Date of completion of conversion:	**-**

1.7 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 ..... [-]

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 ..... [-]

2.2 Type of oil filtering equipment fitted:

3. Means for retention and disposal of oil residues (sludge) and oily bilge water holding tank(s) [3] (Regulation 12)

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

Tank Identification	Tank Location		Volume (m^3)
	Frames (from-to)	Lateral Position (P-C-S)	
Sep. Sludge Tank	**18 - 20**	**P**	**0.15**
Dirty Oil Tank	**16 - 18**	**P**	**3.32**
L.O. Leak Tank	**18 - 19**	**P**	**0.18**
Total volume			**3.65**

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge)..... [-]

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge) ..... [-]

3.2.3 Other acceptable means, state which: _____ [-]

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

Tank Identification	Tank Location		Volume (m^3)
	Frames (from-to)	Lateral Position (P-C-S)	
Total volume			

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 accordance with Regulation 13 ..... [X]

[3] Oily bilge water holding tank(s) are not required by the Convention, if such tank(s) are provided they shall be listed in table under paragraph 3.3

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) [1] ..... [-]

.2 has been approved in accordance with Resolution MEPC.60(33) [1] ..... [-]

.3 has been approved in accordance with Resolution MEPC.107(49) [2] ..... [-]

.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) [1] ..... [-]

.2 has been approved in accordance with Resolution MEPC.60(33) [1] ..... [-]

.3 has been approved in accordance with Resolution MEPC.107(49) [2] ..... [-]

2.4 Maximum throughput of the system is **m^3/h**

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. ..... [-]

2.5.1.1 The ship is engaged exclusively on voyages within special area(s):
The Baltic Sea area
The Nort West European waters ..... [X]

2.5.1.2 The ship is certified under the International Code of Safety for High-Speed Craft and engaged on a scheduled service with a turn-around time not exceeding 24 hours ..... [-]

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)	
Dirty Oil Tank	**16-18**	**P**	**3.32**
Total volume			

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 ..... [X]

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).

Certificate No: **G30915**
Date of issue: **2016-04-06**

5. Shipboard oil/marine pollution emergency plan (SOPEP / SMPEP) (Regulation 37)

5.1 The ship is provided with Shipboard Oil Pollution Emergency Plan in compliance with Regulation 37 ..... [X]

5.2 The ship is provided with a Shipboard Marine Pollution Emergency Plan in compliance with Regulation 37.3 ..... [-]

6. Exemption

6.1 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 ..... [-]

7. Equivalents (Regulation 5)

7.1 Equivalents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s) of this Record ..... [-]

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

Issued at **Szczecin, Poland** on **2016-04-06**

for **DNV GL**

Aleksander Niemczycki
Surveyor

TYPENPRÜFUNGSZEUGNIS
Separator- und Filteranlagen für ölhaltiges Wasser

Certificate of Type Test for Oily Water Separating and Filtering Equipment

Ausgestellt im Namen der Regierung der

BUNDESREPUBLIK DEUTSCHLAND

durch die SEE-BERUFSGENOSSENSCHAFT

Issued under the authority of the Government of the FEDERAL REPUBLIC OF GERMANY by See-Berufsgenossenschaft

Hiermit wird bescheinigt, daß die aufgeführte Anlage einer Prüfung unterzogen und gemäß den Anforderungen der technischen Beschreibung, enthalten in Teil II der Anlage zur Empfehlung der IMCO-Entschließung A 393 (X), erprobt wurde.
This is to certify that the equipment listed has been examined and tested in accordance with the requirements of the specification contained in Part II of the Annex to the Recommendation contained in IMCO Resolution No. A 393 (X).

Das geprüfte System umfaßt die nachstehenden Anlagenteile; das ausgestellte Zeugnis ist nur hierfür gültig.
The System tested comprised the following components and this certificate is valid only for such a system.

System*): GSF 0,5
System)*

Hergestellt durch: RWO Maschinenfabrik, Armaturen- und Apparatebau GmbH,
manufactured by 2803 Weyhe-Dreye

bestehend aus:
including

Separator (Schwerkraft-, ~~Zentrifugal~~abscheidung)*): Entöler
Separator)*

Hergestellt durch: RWO Maschinenfabrik, Armaturen- und Apparatebau GmbH
manufactured by

Gemäß Zeichnungen Nrn.: E 6100/1
to Drawing Nos

Coalescer*): Type CF 07
Coalescer)*

Hergestellt durch: RWO Maschinenfabrik, Armaturen- und Apparatebau GmbH
manufactured by

Gemäß Zeichnungen Nrn.: F 6200/1
to Drawing Nos

Filter*): Filter
Filter)*

Hergestellt durch: RWO Maschinenfabrik, Armaturen- und Apparatebau GmbH
manufactured by

Gemäß Zeichnungen Nrn.: F 6200/1
to Drawing Nos

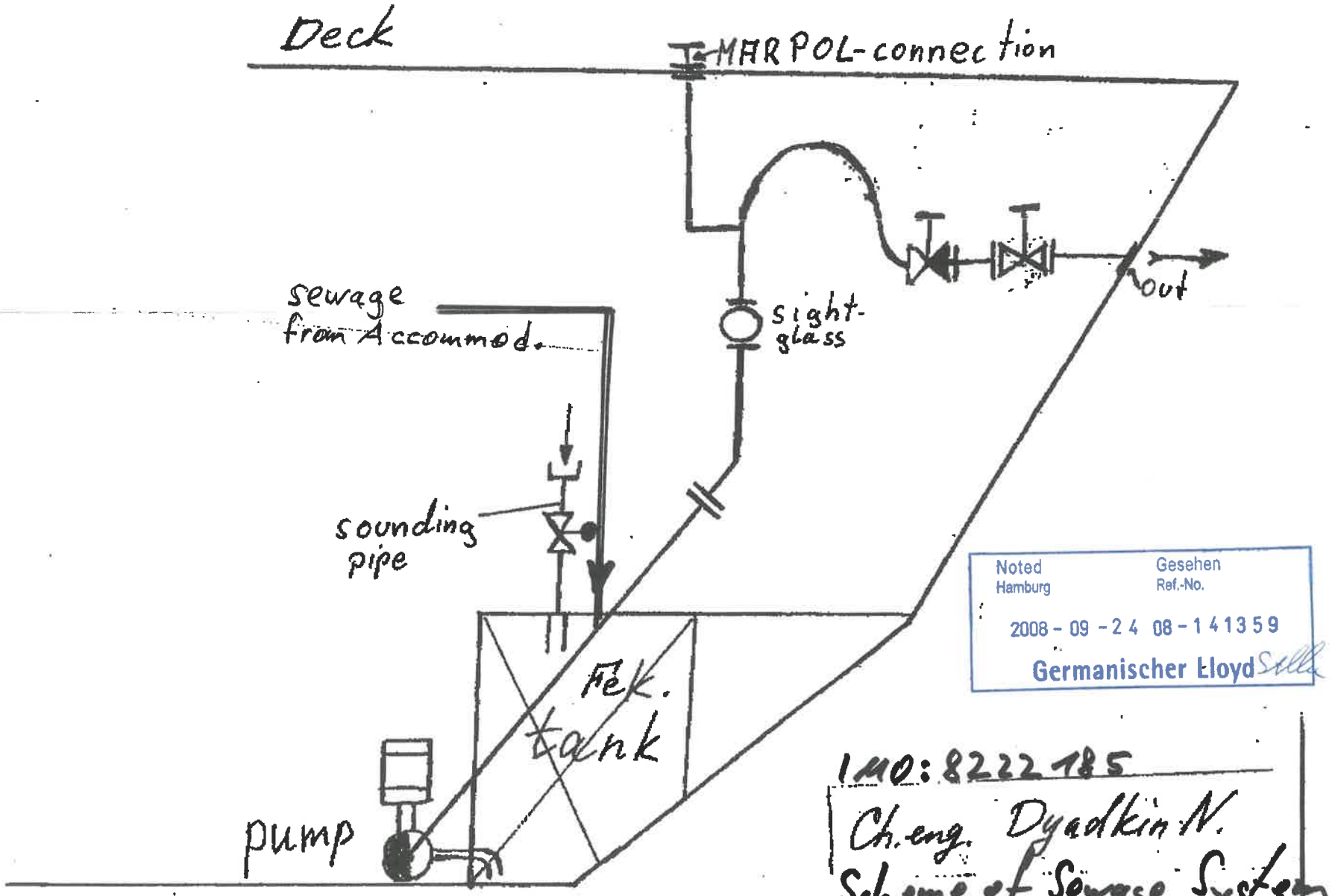
Steuergeräte: Type IE Twin
Control equipment

Hergestellt durch: RWO Maschinenfabrik, Armaturen- und Apparatebau GmbH
manufactured by

Gemäß Zeichnungen Nrn.: S-3-408
to Drawing Nos

Zulassungs-Nr. 07/64

*) **Nichtzutreffendes streichen.**
*) *Delete as appropriate.*



IMO: 8222185

Ch.eng. Dyadkin N.

Scheme of Sewage System

3. **Sewage holding tank(s)** acc. to MARPOL Annex IV, Reg. 9, 1.3 [1]

Tanks (acc. to tank plan / capacity plan)	Location		Volume m³
	Frames (from – to)	Lateral Position (Port/Stb/Centre)	
Holding tank no.	13 - 18	Stbd.	6.2
Holding tank no.			
		Total Volume m³	6.2

3.1 Means for tank level sounding are provided [1]

3.2 High level alarm is provided [1]

4. **Sewage piping system**

4.1 Grey and black water have [1] **common** discharge pipes [2] **separate** discharge pipes

4.2 Grey water is discharged to the desinfection tank of the sewage treatment plant [2]

4.3 For waste water from galleys a grease separator is provided [2]

4.4 The toilets are discharged by a vacuum system [2]

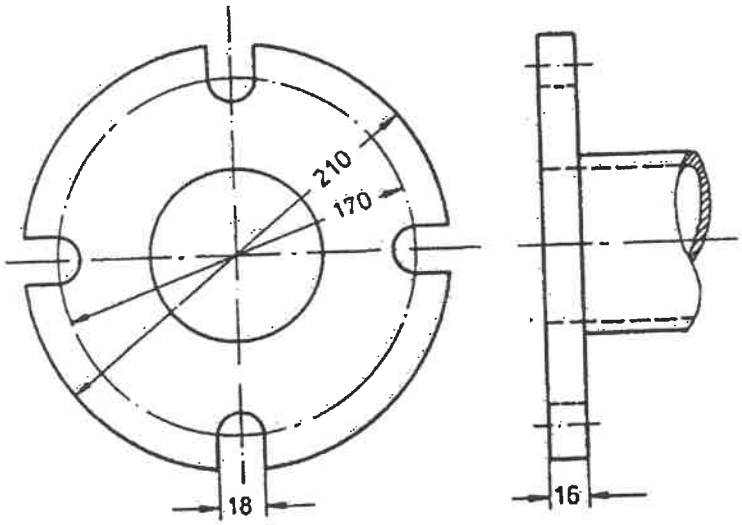
4.5 The toilets flushing operates on [2] **fresh water** [1] **sea water**

5. **Discharge to reception facilities**

5.1 A permanent pipe installation for discharge of sewage to reception facilities is provided. [2]

5.2 The dimensions of the standard flange are in accordance with Reg. 10 (see drawing) [2]

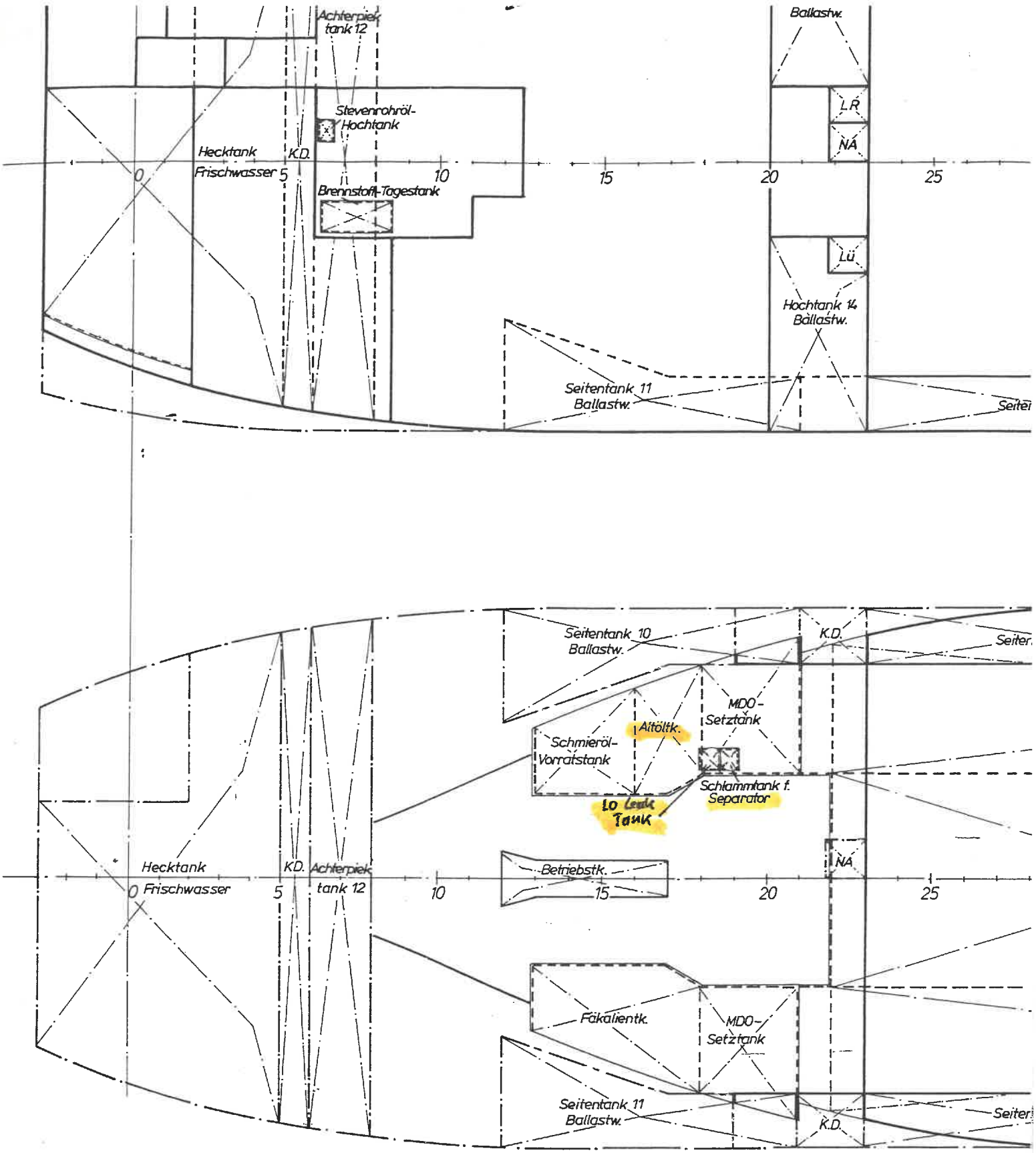
A quick closing coupling has been agreed by the administration. [2]



5.3 Direct discharge pipes to the sea of untreated black water, residues from sewage treatment and sewage from holding tanks are [2] **blinded off** [1] **not blinded off**

Tankinhalte und Schwerpunkte

Bezeichnung		Spant-Bereich	Inhalt [m³]	Gewicht [t]	Schwerpunkt von HL (m)	Schwerpunkt über UKK (m)
Ballastwasser	$\gamma = 1{,}025$ t/m³					
Vorpiek	MS	104 - vorne	35,39	36,27	68,73	3,25
DB.-Tank 1	MS	64 - 100	125,07	128,20	33,54	0,66
Seiten-u.DB.-Tank 2	BB	64 - 98	156,88	160,80	50,72	2,27
Seiten-u. DB.-Tank 3	StB	64 - 98	156,88	160,80	50,72	2,27
Seiten-u. DB.- Tank 4	BB	22 - 64	187,80	192,50	29,69	1,92
Seiten-u. DB.- Tank 5	StB	22 - 64	187,80	192,50	29,69	1,92
Seitentank 8	BB	23 - 34	32,67	33,49	16,93	3,40
Seitentank 9	StB	23 - 34	32,67	33,49	16,93	3,40
Seitentank 10	BB	12 - 21	7,98	8,18	10,65	3,76
Seitentank 11	StB	12 - 21	7,98	8,18	10,65	3,76
Hochtank 13	BB	20 - 23	9,49	9,73	13,58	4,95
Hochtank 14	StB	20 - 23	8,76	8,98	13,57	4,95
Achterpiek 12	MS	6 - 8	16,45	16,86	4,23	3,04
Gesamt			965,82	989,98		
Frischwasser	$\gamma = 1{,}000$ t/m³					
Hecktank	MS	hinten - 5	24,13	24,13	0,83	4,01
Treiböl	$\gamma = 0{,}860$ t/m³					
Tagestank, Vorschiff	StB	100 - 104	3,14	2,70	65,52	3,02
DB.-Tank 6	MS	43 - 64	68,79	59,16	34,38	0,60
DB.-Tank 7	MS	22 - 43	68,79	59,16	20,73	0,60
Setztank	BB	18 - 21	5,62	4,83	12,34	1,06
Setztank	StB	18 - 21	5,62	4,83	12,34	1,06
Tagestank	StB	6 - 9	1,41	1,21	4,45	5,35
Gesamt			153,37	131,89		
Schmieröl	$\gamma = 0{,}920$ t/m³		3,19	2,93	3,18	
Vorratstank	BB	13 - 16	~~2,88~~	~~2,65~~	~~9,12~~	1,26
Betriebstank	MS	12 - 17	1,81	1,67	9,00	0,90
Stevenrohröl-Hochtank	BB	6 - 7	0,06	0,06	3,90	5,05
Gesamt			4,75	4,38		
Sonstige Tanks						
Altöltank	BB	16 - 18	3,32	3,05	10,68	1,28
Schlammtk. f. Separator	BB	18 - 20	0,15	0,15	11,60	2,20
Fäkalientank	StB	13 - 18	6,20	6,20	9,84	1,29
Kühlw.-Ausgleichtank	StB	4 - 5	0,16	0,16	2,68	6,75
Lubeoil leak tank		16-18	0,15	0,15		
Gesamt			3,95	9,67		


Achterpiek tank 12
Stevenrohröl-Hochtank
Hecktank
Frischwasser
K.D.
Brennstoff-Tagestank
Ballastw.
L.R
NA
Lü
Hochtank 14 Ballastw.
Seitentank 11 Ballastw.
0
5
10
15
20
25

Seitentank 10 Ballastw.
K.D.
MDO-Setztank
Altöltk.
Schmieröl-Vorratstank
Schlammtank f. Separator
Lo Leak Tank
Hecktank
Frischwasser
K.D.
Achterpiek tank 12
Betriebstk.
NA
Fäkalientk.
MDO-Setztank
Seitentank 11 Ballastw.
0
5
10
15
20
25

-Permanent pipe installation for discharge of sewage to reception facilities with the standard flange (in accordance with Reg. 10) is not provided.

- The overflow valve DN 100 and the discharge valve DN 100, both connected to side shell, has to be replaced for a new one with GL-approval.
The use of gray cast iron is not allowed (see I-Part, Section 11, piping system, valves and pumps, chapter 2, page 11-3)

- High level alarm sensor in worth condition. To be renewed.

To be presented to next GL-Surveyor in charge.

Dirty Oil To Shore Procedure

1. Empty the dirty oil TK via bilge pump to shore

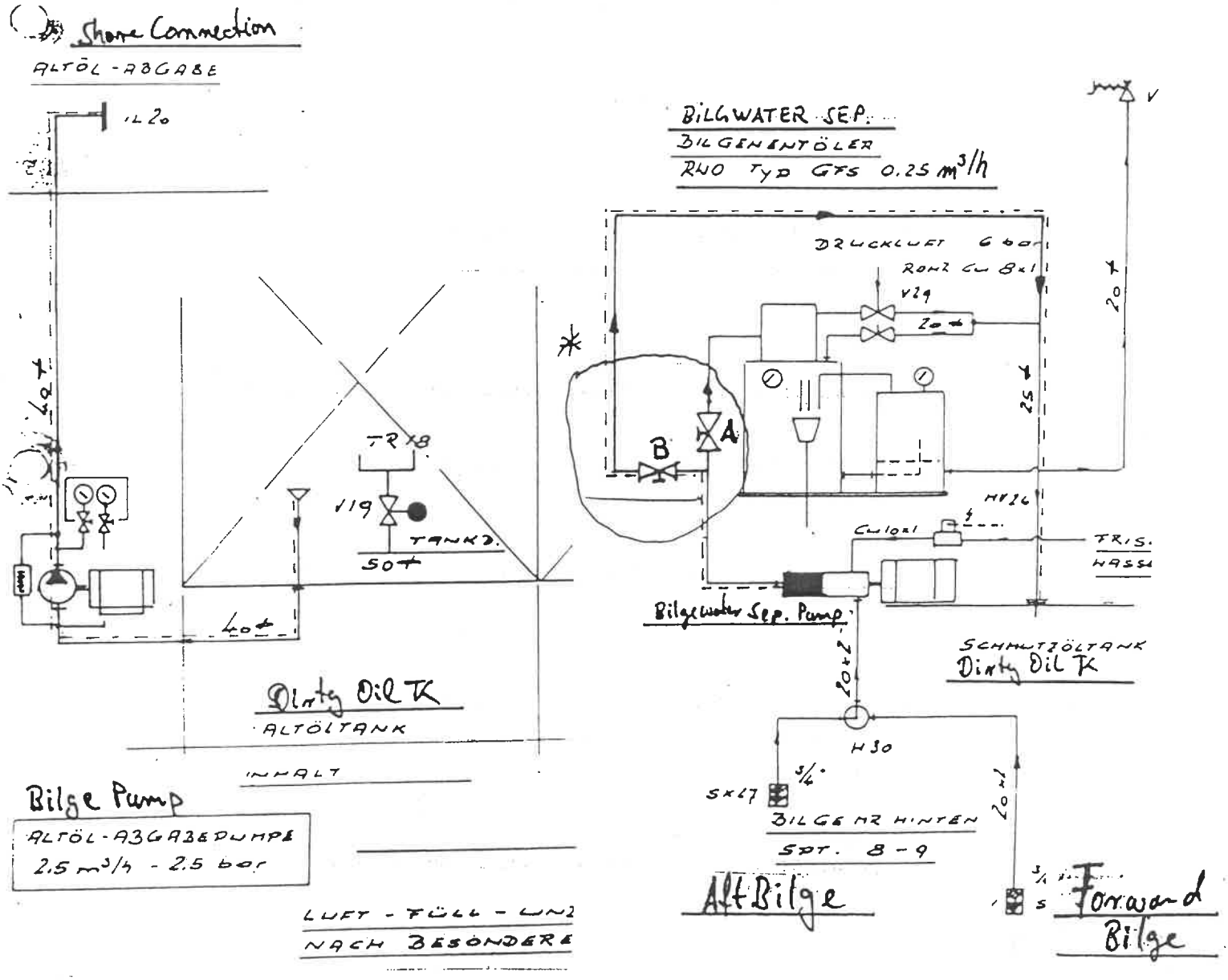
2. Close the valve A and open valve B from the bilge water separator line.

Ten minutes later

3. Start the bilge water separator pump and pump the water from the bilge to the dirty oil TK.

762

Confirmed existing * System on board Swinoujscie 2004-05-05 Kiel.



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 --- m^3

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	
Sep. Sludge Tank	*18 – 20*	*Port*	*0.15*
Dirty Oil Tank	*16 – 18*	*Port*	*3.32*
~~*Oil Fuel Leak Tank*~~	~~*13 – 13*~~	~~*Stbd.*~~	~~*0.12*~~
L.O. Leak Tank	*18 – 19*	*Port*	*0.18*
			Total volume ~~*3.77 m^3*~~ *3,65 m^3*

SUPPLEMENT AMENDED IN 3.1:
– OIL FUEL LEAK TANK DELETED)
– TOTAL VOLUME 3,65 m^3
2006-06-01, Szczecin Jurij Garbuzov

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

3.2.1 Incinerator for oil residues, capacity --- l/h [-]

3.2.2 Auxiliary boiler suitable for burning oil residues [-]

3.2.3 Tank for mixing oil residues with fuel oil, capacity --- m^3 [-]

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 --- m^3

* Bilge water holding tank(s) are not required by the Convention, entries in the table under paragraph 3.3 are voluntary.