



# INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

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

**Cert. Nr.: PHRS/IOPP GC INT/523704931/12757/040324**

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

**REPUBLIC OF PALAU**

by **PHOENIX REGISTER OF SHIPPING**

Name of Ship	Call Sign IMO Nr. <sup>1</sup>	Port of Registry	Gross Tonnage	Deadweight of ship (tonnes) <sup>2</sup>
MARIS	T8A4083 9124897	MALAKAL HARBOR	6178	--

Type of Ship<sup>3</sup>:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | Oil tanker.   |
| <input type="checkbox"/>            | Ship other than oil tanker with cargo tanks coming under Regulation 2.2 of Annex I of the Convention. |
| <input checked="" type="checkbox"/> | Ship other than any of the above.   |

### THIS IS TO CERTIFY THAT:

- That the ship has been surveyed in accordance with regulation 6 of Annex I of the Convention; and
- That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This Certificate is valid until **03 May 2024**, 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: **04 October 2023**

Issued at **Istanbul, Turkey**, on **04 March 2024**.

INTERIM <sup>3</sup>  
CONDITIONAL



For Validation Scan QR Code or Check link:  
<https://eservices.phrs.gr/vdt/cert/ad6b7099-db7d-4bfb-aa11-00ef9ed9d46a>

For the  
**PHOENIX REGISTER OF SHIPPING**  
**Sergey Gudko / 204**  
The attending Surveyor

*This certificate is digitally signed according to IMO Guidelines for the Use of Electronic Certificates (FAL.5/Circ.39/Rev.2).*

<sup>1</sup> Refer to the IMO Identification Number Scheme, in accordance with resolution A.600(15)

<sup>2</sup> For oil tankers

<sup>3</sup> Mark box as applicable

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## 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").

Notes:

- This Form is to be used for the third type of ships as categorized in the IOPP Certificate, i.e. "ships other than oil tankers with wing tanks coming under regulation 2.2 of Annex I of the Convention of the above". For oil tankers and ships other than oil tankers with cargo tanks, Form B shall be used.
- This Form shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
- 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.
- 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 Organisation.

#### 1. PARTICULARS OF SHIP

- |   |                |
|---|----------------|
| 1.1. Name of ship   | MARIS          |
| 1.1.1. IMO No.  | 9124897        |
| 1.2. Distinctive number or letters  | T8A4083        |
| 1.3. Port of Registry   | MALAKAL HARBOR |
| 1.4. Gross tonnage  | 6178           |
| 1.5. Date of build:   |                |
| 1.5.1. Date of building contract  | 25.02.1995     |
| 1.5.2. Date on which keel was laid or ship was at a similar stage of construction   | 06.07.1995     |
| 1.5.3. Date of delivery   | 19.10.1995     |
| 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   | -              |
| <input type="checkbox"/> 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 14 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 14.6)
- 2.2.2. Oil filtering (15 ppm) equipment with alarm and automatic stopping device (Regulation 14.7)

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## 2.3. Approval standards: \*

## 2.3.1. The separating/filtering equipment:

<input type="checkbox"/>	2.3.1.1.	has been approved in accordance with Resolution A.393(X)
<input checked="" type="checkbox"/>	2.3.1.2.	has been approved in accordance with Resolution MEPC.60(33)
<input type="checkbox"/>	2.3.1.3.	has been approved in accordance with Resolution MEPC.107(49)
<input type="checkbox"/>	2.3.1.4.	has been approved in accordance with Resolution A.233(VII)
<input type="checkbox"/>	2.3.1.5.	has been approved in accordance with national standards not based on Res. A.393(X) or A.233(VII)
<input type="checkbox"/>	2.3.1.6.	has not been approved
<input type="checkbox"/>	2.3.2.	The process unit has been approved in accordance with Resolution A.444(XI)

## 2.3.3. The oil content meter :

<input type="checkbox"/>	2.3.3.1.	approved in accordance with Resolution A.393(X)
<input type="checkbox"/>	2.3.3.2.	approved in accordance with Resolution MEPC.60(33)
<input type="checkbox"/>	2.3.3.3.	approved in accordance with Resolution MEPC.107(49)

2.4. Maximum throughput of the system is **1,00** 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.:

2.5.1.1. The ship is engaged exclusively on voyages within Special Area(s):

-

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 the following holding tank(s) for the total retention onboard of all oily bilge waters:

Tank Identification	Tank Location		Volume m3
	Frames (From-To)	Lateral Position	
-	-	-	-
TOTAL VOLUME (m3)			=

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

2.A.1.1. paragraphs 6 and either 7 or 8 (double hull construction)

2.A.1.2. paragraph 11 (accidental oil fuel outflow performance).

2.A.2. The ship is not required to comply with the requirements of regulation 12A.

\* Refer to the Recommendation on international performance and test specifications of oily-water separating equipment and oil content meters adopted by the Organization on 14 November 1977 by Resolution A.393(X), which superseded Resolution A. 233(VII). Further reference is made to the Guidelines and specifications for pollution prevention equipment for machinery space bilges adopted by the IMO MEPC.60 (33), which effective on 6 July 1993, superseded resolutions A.393(X) and A.444(XI); and to the Guidelines and specifications for pollution prevention equipment for machinery space bilges adopted by the IMO MEPC.107(49), which effective on 1 January 2005, superseded resolutions IMO MEPC.60(33), A.393(X) and A.444(XI).

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3. MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 12) AND OILY BILGE WATER HOLDING TANK(S) \*

(Oily bilge water holding tank(s) are not required by the Convention, entries in the table under par. 3.3 are voluntary)

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 m3
	Frames (From-To)	Lateral Position	
SLUDGE TANK No.1	19-25	PORT, (D/B)	8.49
F.O. & L.O. SLUDGE TANK	21 -23	STARBOARD, (E/R)	1.00
STUFFING BOX DRAIN TANK	19-21	STARBOARD, (E/R)	1.90
SCAV. BOX DRAIN TANK	17-19	STARBOARD, (E/R)	0.98
WASTE OIL TANK	8-10	CENTER, (E/R)	0.59
TOTAL VOLUME (m3)			<u>12.96</u>

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
- 3.2.3. other acceptable means: **DISCHARGE TO RECEPTION FACILITIES**

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 m3
	Frames (From-To)	Lateral Position	
BILGE TANK ?1	10-13	CENTER (D.B)	4,37
BILGE TANK ?2	21-25	StBD (D.B.)	6.59
TOTAL VOLUME (m3)			<u>10.96</u>

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. SHIPBOARD OIL/MARINE POLLUTION EMERGENCY PLAN (Regulation 37)

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

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

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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 on those items listed under paragraph(s):

- .....  
 - ..... of this Record  
 .....

8. *COMPLIANCE WITH PART II-A – CHAPTER 1 OF THE POLAR CODE*

8.1. The ship is in compliance with additional requirements in the environment-related provisions of the Introduction and section 1.2 of chapter 1 of part II-A of the Polar Code.

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

Issued at Istanbul, Turkey on 04 March 2024.

For the  
**PHOENIX REGISTER OF SHIPPING**

**Sergey Gudko / 204**

The attending Surveyor