MARPOL 73/78, Annex I

Equipment for the Prevention of Marine Pollution

For Oil Tankers and ships other than Oil Tankers carrying Oil as Cargo

General Data

Name of ship	**GL-Register no.**
Port of registry	**Call sign**
Owner	
Builders	**Hull no.**
Gross Tonnage	**Carrying capacity** m³
Type of ship	**Deadweight** metric tons
Date of building contract	**Date on which keel was laid** / **Date of delivery**

Code letters 1 Yes / True 0 No 2 Not applicable

A Machinery Spaces

1 Bilge water separator

Manufacturer

Type / **Capacity** m³/h

Type test certificate[1] issued by

according to ☐ IMO Res. A.393(X) ☐ Res. MEPC 60(33) ☐ Res. MEPC 107(49)[2]

1.1	EC type examination certificate[1, 3] is available	☐
1.2	The system can only be operated with its associated pump	☐
1.3	A sampling point is provided in a vertical section of the discharge pipe	☐
1.4	The piping system for the oil filtering equipment is independent of the main bilge system	☐
1.5	Re-circulating facilities for testing the oil filtering equipment with the overboard valve closed, are provided. (In installations with an automatic stopping device acc. to 2.3, the re-circulating facilities have to be located between the stopping device and the overboard valve.)	☐

[1] Certificate to be attached to this form.
[2] Applicable to ships with a keel laying date on or after 1st January 2005.
[3] Required for vessels flying the flag of a member state of the European Union.

2 Monitoring

2.1 A 15 ppm alarm is provided. ☐

Manufacturer _____ **Type** _____

Type test certificate[1] issued by _____

according to ☐ IMO Res. A.393(X) ☐ Res. MEPC 60(33) ☐ Res. MEPC 107(49)[2]

2.2 EC type examination certificate[1, 3] is available ☐

2.3 An automatic stopping device is provided (re-circulating line of effluent to bilge / tank (3 way valve)) ☐

3 Collecting tanks for oil residues (sludge, dirty oil, oily water, bilge water) (Reg. 17)

3.1 The ship is provided with tanks for oil residues as follows: ☐

Tank Identification (acc. to tank plan / capacity plan)	Location		Volume m³
	Frames (from – to)	Lateral position (port/stb/centre)	
		Total volume m³	

3.2 The tanks are connected to the piping for discharge to reception facilities. ☐

3.3 The tanks are designed to facilitate their cleaning. ☐

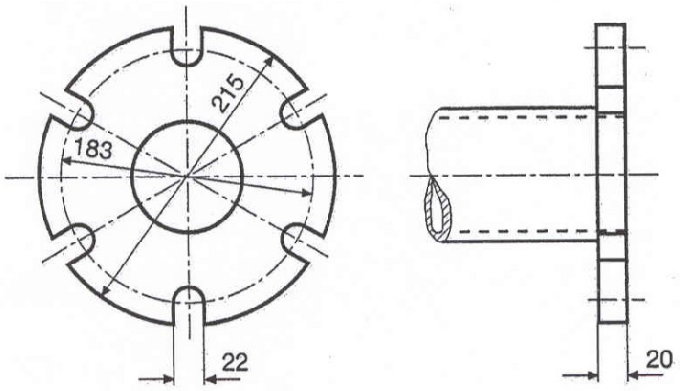
3.4 Sludge tanks are provided with heating coils. ☐

3.5 The tanks can be discharged via the standard discharge connection according to 4. ☐

4 Discharge of oil residues to reception facilities

4.1 A permanent pipe installation for discharging of oil residues is provided. ☐

4.2 Dimensions of the discharge flange are in accordance with Reg. 19 (see drawing) ☐



[1] Certificate to be attached to this form.
[2] Applicable to ships with a keel laying date on or after 1st January 2005.
[3] Required for vessels flying the flag of a member state of the European Community.

4.3 Discharging pump ☐

Manufacturer	Type	Capacity
		m³/h

5 Means for the disposal of residues in addition to the provision of sludge tanks

5.1 Incinerator for oil residues ☐

Manufacturer

Type | Capacity l/h

Type test certificate[1] issued by

according to ☐ Res. MEPC 76(40)[2]

EC type examination certificate [1, 3]is available ☐

5.2 Auxiliary boiler suitable for burning oil residues Capacity l/h ☐

5.3 Tank for mixing oil residues with fuel oil Volume m³ ☐

5.4 Other means ☐

6 Carriage of ballast water in oil fuel tanks (Reg. 14)

6.1 Ballast water may be carried in following oil fuel tanks ☐

6.2 Volume m³

6.3 The ballast water is discharged overboard via following oily water separating or filtering equipment ☐

6.4 A pipe installation for discharge to reception facilities is provided. ☐

B Cargo Area

1 Oil discharge monitoring and control system (Reg. 15 (3) (a))

Manufacturer

Type

Type test certificate[1] issued by

According to ☐ IMO Res. A 586 (14) ☐ Res. MEPC 108 (49)[4]

[1] Certificate to be attached to this form.
[2] Applicable to ships with a keel laying date on or after 1st January 2000.
[3] Required for vessels flying the flag of a member state of the European Union.
[4] Applicable to ships with a keel laying date on or after 1th January 2005.

1.1 EC Type examination certificate[1,3] is available ☐

1.2 Category of the monitoring system A or B[4,5,6]

1.2.1 For category A the monitoring system comprises of

Control unit ☐

Starting interlock ☐

Overboard discharge control ☐

1.2.2 For category B the monitoring system comprises of

Computing unit ☐

2 Oil / Water interface detector (Reg. 15 (3) (b))

_____
Manufacturer

_____
Type

_____
Type test certificate[1] according to Res. MEPC 5(XIII) issued by

EC Type examination certificate[1,3] is available ☐

3 Tank cleaning / Slop tanks (Reg. 15(2))

3.1 Arrangements for cleaning the cargo tanks (for COW refer to 6)

_____

3.2 Slop tank(s)

_____ _____ m^3
Number **Capacity**

4 Pumping, piping and discharge arrangements (Reg. 18) for all oil tankers

4.1 Discharge manifolds for connection to reception facilities are provided for dirty ballast water and/or oil contaminated water (slop) ☐

4.2 Outlets for discharge to the sea above the waterline in the deepest ballast condition for

Ballast water ☐

Oil contaminated water ☐

4.3 Means for stopping discharge to the sea are provided as follows:

Directly at the observation position, or ☐

A communication system between the observation position and the discharge control position ☐

4.4 Additional requirements for **crude oil carriers ≥ 20.000 tdw** and **product carriers ≥ 30.000 tdw**

Draining of cargo pumps and cargo lines

Design and installation of piping ensures minimizing of oil residues ☐

[1] Certificate to be attached to this form.
[2] Applicable to ships with a keel laying date on or after 1st January 2000.
[3] Required for vessels flying the flag of a member state or the European Union.
[4] Category A required for tankers of 4.000 tdw and above.
[5] Category B required for tankers of less than 4.000 tdw but more than 150 GRT:
[6] Applicable to ships with a keel laying date before 1st January 2005.

Cargo pumps and piping can be drained to a cargo tank or slop tank ☐

Draining can be discharged ashore via a special small diameter line which is connected outboard of the ship's Manifold valves (cross-sectional area ≤ 10 % of cargo main) ☐

mm	mm
Diameter of main cargo discharge line	**Diameter of small diameter line**

5 Segregated ballast

5.1 The ballast system is completely separated from the cargo oil and fuel oil systems ☐

5.2 Provisions are made for emergency discharge of the segregated ballast as follows:

A portable spool piece for connection to a cargo pump, **and** ☐

A non-return valve on the segregated ballast connection, **and** ☐

A permanent notice restricting the use of the spool piece to the emergency discharge of ballast water ☐

5.3 Tanks for segregated ballast are distributed as follows:

Tank	Capacity (m³)
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	
17.	
18.	
19.	
20.	
Total Capacity (m³)	

5.4 Additional requirements for **crude oil carriers ≥ 20.000 tdw** and **product carriers ≥ 30.000 tdw**

Capacity and location of segregated ballast tanks comply with Reg. 13
(minimum draught, maximum trim, full immersion of propeller) ☐

6 Crude oil washing system (COW) (Reg. 13. B) (Required only for crude oil carriers ≥ 20.000 tdw)

6.1 Crude oil washing system according to IMO Res. A 446 (XI)

Tank washing machines ☐

Manufacturer

Type

6.2 An inert gas system is provided for cargo tanks and slop tanks ☐

7 Shipboard oil pollution emergency plan will be provided ☐

8 Documentation specified in page 7 will be submitted for approval ☐

9 An international oil pollution prevention certificate is applied for ☐

Remarks

Place/Date **Stamp** **Signature**

Enclosures

Additional documentation to be submitted for approval (as far as applicable), if not submitted for classification purpose

1. **Type test certificates of following equipment:**

   - Oily water separator
   - 15 ppm alarm
   - Oil discharge monitoring and control system
   - Oil/Water interface detector
   - Sludge incinerator

2. **EC type examination certificates of equipment item 1**

3. **For the oil discharge monitoring and control system:**

   - Operations and equipment manual
   - Diagrams/drawings of the pumping and piping arrangements showing:
     - Locations of operational outlets to the sea for ballast and oil contaminated water from the cargo tank area
     - Locations and mounting of components, bulkhead penetrations, sampling points, sampling piping etc.
   - Technical documentation of the system's major components.
   - Sample response time calculation (max. 40 sec. including the response time of the meter)
   - On board installation test and check-out procedure specific to the installed monitoring system

4. **Arithmetical proof that the requirements of the following regulations are met:**

   - Reg. 24 (Size and arrangement of cargo tanks)
   - Reg. 25 (Subdivision and damage stability)

5. **For crude oil carriers of 20.000 tdw and above:**

   - Crude oil washing operations and equipment manual according to Res. A. 446 (XI), para. 7
   - Shadow diagrams with arithmetical or graphical proof that the number and locations of the COW machines comply with the requirements of para. 4.2.8 of Res. A. 446 (XI)
   - Drawings showing:
     - Arrangement and piping drawings of the COW installations, stripping system, and inert gas system
     - Locations and size of hand dipping openings
     - Anchoring of COW machines
   - Particulars of COW machines

6. **For crude oil carriers of 20.000 tdw and above, and product carriers of 30.000 tdw and above:**

   Calculation furnishing proof that the capacity and arrangement of segregated ballast comply with the requirements of Reg. 13 (1) to (5) (min. draught, max. trim, full immersion of the propeller)