



## Record of Construction and Equipment for Ships Other than Oil Tankers (Form A)

Supplement to the International Oil Pollution Prevention Certificate

12411004

### Notes:

1. 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.
2. This Form shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
3. 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.
4. 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:   | <b>EAGLE I</b>  |
| 1.1.1 | IMO Number:   | <b>9227869</b>  |
| 1.2   | Distinctive number or letters:  | <b>5IM 756</b>  |
| 1.3   | Port of registry:   | <b>ZANZIBAR</b>   |
| 1.4   | Gross tonnage:  | <b>11194</b>  |
| 1.5   | Date of build:  |   |
| 1.5.1 | Date of building contract   | <b>09 November 1999</b>   |
| 1.5.2 | Date on which keel was laid or ship was at a similar stage of construction: | <b>13 September 2000</b>  |
| 1.5.3 | Date of delivery:   | <b>30 March 2001</b>  |
| 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
- 2.1.2 The ship does not 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)
- 2.3 Approval standards:\*
- 2.3.1 The separating/filtering equipment:
- 2.3.1.1 has been approved in accordance with Resolution A.393(X)
- X 2.3.1.2 has been approved in accordance with Resolution MEPC.60(33)
- 2.3.1.3 has been approved in accordance with Resolution MEPC.107(49)
- 2.3.1.4 has been approved in accordance with Resolution A.233(VII)
- 2.3.1.5 has been approved in accordance with national standards not based upon Resolution A.393(X) or A.233(VII)
- 2.3.1.6 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 :
- 2.3.3.1 has been approved in accordance with Resolution A.393(X)
- X 2.3.3.2 has been approved in accordance with Resolution MEPC.60(33)
- 2.3.3.3 has been approved in accordance with Resolution MEPC.107(49)
- 2.4 Maximum throughput of the system is (m<sup>3</sup>/h) **2.0**
- 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

\* 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).

--- 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 m³
	Frames		Lateral Position	
	From	To		
TOTAL VOLUME (m³)				

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)

X 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 OILY BILGE WATER HOLDING TANK(S) \*

X 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		Lateral Position	
	From	To		
WASTE OIL SERVICE	12	14	PS	1.0
OILY BILGE COLLECT. TK (P)	19	24	PS	6.10
OILY BILGE COLLECT. TK (S)	19	24	STBD	6.10
L.O. SLUDGE TK	21	23	STBD	0.60
WASTE OIL SEPARATE TK	12	14	PS	2.0
FO SLUDGE TK	27	39	STBD	2.0
TOTAL VOLUME (m³)				17.80

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

X 3.2.1 Incinerator for oil residues (sludge)

--- 3.2.2 Auxiliary boiler suitable for burning oil residues

X 3.2.3 other acceptable means:

**Discharge to receipt facilities**

X 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		Lateral Position	
	From	To		
CLEAN BILGE TANK	10	16	CL	10.50
TOTAL VOLUME (m³)				10.50

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

**4. STANDARD DISCHARGE CONNECTION (Regulation 13)**

- X 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. SHIP OIL POLLUTION EMERGENCY PLAN (Regulation 37)**

- X 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

**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):

**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):

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

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

This is to certify that this Record is correct in all respects

Issued at **Port of Spain**

on **10 January 2025**

for the  
**MEDITERRANEAN SHIPPING REGISTER**

  
(signature of authorised official)



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