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

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RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL TANKERS
(FORM B)

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	**ROYAL LADY**
1.2	Distinctive number or letters	**V2YA3**
	IMO number	**9300829**
1.3	Port of registry	**ST. JOHN'S**
1.4	Gross tonnage	**9993**
1.5	Carrying capacity of ship	**16304 m³**
1.6	Deadweight of ship	**14825** metric tons (Regulation 1.23)
1.7	Length of ship	**133.250 m** (Regulation 1.19)
1.8	Date of build:	
1.8.1	Date of building contract:	**2003-03-01**
1.8.2	Date on which keel was laid or ship was at a similar stage of construction:	**2004-07-19**
1.8.3	Date of delivery:	**2005-03-29**
1.9	Major conversion (if applicable):	
1.9.1	Date of conversion contract:	**-**
1.9.2	Date on which conversion was commenced:	**-**
1.9.3	Date of completion of conversion:	**-**

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 ..... [-]

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 ..... [-]

1.10.3 The ship is not required to comply with the provisions of Regulation 26 due to unforeseen delay in delivery [-]

1.11 Type of ship

1.11.1 Crude oil tanker ..... [-]

1.11.2 Product carrier ..... [X]

1.11.3 Product carrier not carrying fuel oil or heavy diesel oil as referred to in Regulation 20.2, or lubricating oil ... [-]

1.11.4 Crude oil/product carrier ..... [-]

1.11.5 Combination carrier ..... [-]

1.11.6 Ship, other than an oil tanker, with cargo tanks coming under Regulation 2.2 of Annex I of the Convention [-]

1.11.7 Oil tanker dedicated to carriage of products referred to in Regulation 2.4 ..... [-]

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:

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) ..... [X]

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] ..... [X]

.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] ..... [X]

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

2.4 Maximum throughput of the system is **1.00 m³/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. [-]
The ship is engaged exclusively on voyages within special area(s):
.....

[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).

2.5.2 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 12A)

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]

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)	
Sludge Tank No. 81	**22-28**	**P**	**43.10**
Waste Oil Tank No. 74	**18-28**	**C**	**15.20**
F.O. Drain Tank No. 85	**17-22**	**P**	**20.90**
Total volume			**79.20**

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: **Transfer to Deck Slop Tanks by means of non-permanent connection** [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

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)	
Bilge Water Holding Tank No. 80	**11-17**	**C**	**26.40**
Total volume			**26.40**

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]

5. Construction (Regulations 18, 19, 20, 21, 22, 23, 26, 27, 28 and 33)

5.1 In accordance with the requirements of regulation 18, the ship is qualified as a segregated ballast tanker in compliance with regulation 18.9 ..... [X]

5.2 Segregated ballast tanks (SBT) in compliance with regulation 18 are distributed as follows:

Tank	Volume (m^3)
Fore Peak Tank	**369.90**
W.B. Tank No. 1 P&S	**630.70**
W.B. Tank No. 2 P&S	**802.90**
W.B. Tank No. 3 P&S	**927.20**
W.B. Tank No. 4 P&S	**580.70**
W.B. Tank No. 5 P&S	**920.20**
W.B. Tank No. 6 P&S	**724.30**
W.B. Tank No. 7 P&S	**947.50**
Total volume	**5904.40**

5.3 Crude oil washing (COW):

5.3.1 The ship is equipped with a COW system in compliance with Regulation 33 ..... [-]

5.3.2 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)) [-]

5.3.3 The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, approved on - by ..... [-]

5.3.4 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)) ..... [-]

5.4 Limitation of size and arrangements of cargo tanks (Regulation 26):

5.4.1 The ship is required to be constructed according to, and complies with, the requirements of Regulation 26 [X]

5.4.2 The ship is required to be constructed according to, and complies with, the requirements of Regulation 26.4 (see Regulation 2.2) ..... [-]

5.5	Subdivision and stability (Regulation 28):	
5.5.1	The ship is required to be constructed according to, and complies with, the requirements of Regulation 28	X
5.5.2	Information and data required under Regulation 28.5 have been supplied to the ship in an approved form .	X
5.5.3	The ship is required to be constructed according to, and complies with, the requirements of Regulation 27	X
5.5.4	Information and data required under Regulation 27 for combination carriers have been supplied to the ship in a written procedure approved by the Administration	-
5.5.5	The ship is provided with an Approved Stability Instrument in accordance with regulation 28(6)	-
5.5.6	The requirements of regulation 28(6) are waived in respect of the ship in accordance with regulation 3.6. Stability is verified by the following means:	
	.1 loading only to approved conditions defined in the stability information provided to the master in accordance with regulation 28(5)	-
	.2 verification is made remotely by a means approved by the Administration	X
	.3 loading within an approved range of loading conditions defined in the stability information provided to the master in accordance with regulation 28(5)	-
	.4 loading in accordance with approved limiting KG/GM curves covering all applicable intact and damage stability requirements defined in the stability information provided to the master in accordance with regulation 28(5)	-
5.6	Double-hull construction:	
5.6.1	The ship is required to be constructed according to Regulation 19 and complies with the requirements of:	
	.1 Paragraph 3 (double-hull construction)	X
	.2 Paragraph 4 (mid-height deck tankers with double side construction)	-
	.3 Paragraph 5 (alternative method approved by the Marine Environment Protection Committee)	-
5.6.2	The ship is required to be constructed according to and complies with the requirements of Regulation 19.6	-
5.6.3	The ship is not required to comply with the requirements of Regulation 19	-
5.6.4	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	-
5.6.5	The ship is not subject to Regulation 20 because:	
	.1 it is subject to Regulation 19	X
	.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	-
5.6.6	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	-
5.6.7	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)	X
	.5 the ship does not carry “heavy grade oil” as defined in Regulation 21.2 of MARPOL Annex I	-

5.6.8 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 ..... [-]

5.6.9 The ship is not subject to Regulation 22 ..... [X]

5.7 Accidental oil outflow performance

5.7.1 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 ..... [-]

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 **3 (Slop Tk. P&S and CT 4S)** dedicated slop tank(s) with the total capacity of **1084.70** m^3, which is **6.65** % of the oil carrying capacity, in accordance with:

.1 Regulation 29.2.3 ..... [X]

.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) [X]

6.4 Exemptions from 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 ..... [-]

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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).

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): [X]
The North West European waters & the Baltic Sea area .....

.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)

7.1 The overboard discharge outlets for segregated ballast are located:

7.1.1 Above the waterline ..... [X]

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 ..... [X]

.2 for discharge ashore a special small-diameter line is provided ..... [X]

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 [X]

8A Ship-to-ship oil transfer operations at sea (Regulation 41)

8A.1 The oil tanker is provided with an STS operations plan in compliance with Regulation 41 ..... [X]

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

11. Compliance with part II-A - chapter 1 of the Polar Code

11.1 This 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 ..... [-]

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

Certificate no.: **nN2654295-xui**
Date of issue: **2025-03-07**

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

Issued at **Skagen, Denmark** on **2025-03-07**

for **DNV**

This document is signed electronically in accordance with IMO FAL.5/Circ.39/Rev.2. Validation and authentication can be obtained from trust.dnv.com by using the Unique Tracking Number (UTN):
nN2654295-xui and ID: 30473

Yury Shishkin