



DET NORSKE VERITAS
SUPPLEMENT TO THE INTERNATIONAL
OIL POLLUTION
PREVENTION CERTIFICATE
(IOPP CERTIFICATE)

Record no.:
31573B
Date of issue:
2012-05-30

FORM B

RECORD OF CONSTRUCTION AND EQUIPMENT FOR 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").

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	"UMGENI"	
1.2	Distinctive number or letters	9V9273	
	IMO number	9382499	
1.3	Port of registry	SINGAPORE	
1.4	Gross tonnage	11271	
1.5	Carrying capacity of ship	19794	(m ³)
1.6	Deadweight of ship	16500	(metric tons) (Regulation 1.23)
1.7	Length of ship	136.44	(m) (Regulation 1.19)
1.8	Date of build:		
1.8.1	Date of building contract:	2006-07-31	
1.8.2	Date on which keel was laid or ship was at a similar stage of construction:	2008-05-19	
1.8.3	Date of delivery:	2011-08-09	
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		<input type="checkbox"/>
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		<input type="checkbox"/>
1.10.3	The ship is not required to comply with the provisions of Regulation 26 due to unforeseen delay in delivery		<input type="checkbox"/>

- 5.8 Double-hull construction:
- 5.8.1 The ship is required to be constructed according to Regulation 19 and complies with the requirements of:
- .1 Paragraph 3 (double-hull construction)
- .2 Paragraph 4 (mid-height deck tankers with double side construction)
- .3 Paragraph 5 (alternative method approved by the Marine Environment Protection Committee)
- 5.8.2 The ship is required to be constructed according to and complies with the requirements of Regulation 19.6
- 5.8.3 The ship is not required to comply with the requirements of Regulation 19
- 5.8.4 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
- 5.8.5 The ship is not subject to Regulation 20 because:
- .1 it is subject to Regulation 19
- .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
- 5.8.6 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
- 5.8.7 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)
- .5 the ship does not carry "heavy grade oil" as defined in Regulation 21.2 of MARPOL Annex I
- 5.8.8 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
- 5.8.9 The ship is not subject to Regulation 22
- 5.9 Accidental oil outflow performance
- 5.9.1 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

- .1 drainings capable of being discharged to a cargo tank or slop tank
- .2 for discharge ashore a special small-diameter line is provided

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

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

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 Equivalentents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s) of this Record

11. REMARKS / SUPPLEMENTARY INFORMATION

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

Issued at Høvik, Norway on 2012-05-30

for Det Norske Veritas AS



Morten Ingvaldsen
Morten Ingvaldsen
Surveyor