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

MP 1-T

General Data

<table>
<thead>
<tr>
<th>Name of ship</th>
<th>GL-Register no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of registry</td>
<td>Call sign</td>
</tr>
<tr>
<td>Owner</td>
<td></td>
</tr>
<tr>
<td>Builders</td>
<td>Hull no.</td>
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<tr>
<td>Gross Tonnage</td>
<td>Carrying capacity</td>
</tr>
<tr>
<td>Type of ship</td>
<td>Deadweight</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Date of building contract</th>
<th>Date on which keel was laid</th>
<th>Date of delivery</th>
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<tbody>
<tr>
<td>1</td>
<td>Yes / True</td>
<td>0</td>
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</tbody>
</table>

A Machinery Spaces

1 Bilge water separator

| Manufacturer | |
| Type | Capacity m³/h |

Type test certificate issued by

according to | | | Res. MEPC 107(49)²

1.1 EC type examination certificate¹, 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.

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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:

<table>
<thead>
<tr>
<th>Tank Identification (acc. to tank plan / capacity plan)</th>
<th>Location</th>
<th>Volume (m^3)</th>
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<tr>
<td></td>
<td>Frames (from – to)</td>
<td>Lateral position (port/stb/centre)</td>
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</table>

Total volume \(m^3\)

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)

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\(^1\) 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

- Volume: m³

6.2 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)\(^4\)

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\(^1\) 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 flying the flag of a member state of the European Union.
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)

<table>
<thead>
<tr>
<th>Number</th>
<th>Capacity (m(^3))</th>
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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

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1 Certificate to be attached to this form.
2 Applicable to ships with a keel laying date on or after 1\(^{st}\) 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.
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
- 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)

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<thead>
<tr>
<th>Diameter of main cargo discharge line (mm)</th>
<th>Diameter of small diameter line (mm)</th>
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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:

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<th>Tank</th>
<th>Capacity (m³)</th>
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<td>19.</td>
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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)