Short Term

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

(Note: This Certificate shall be supplemented by a Record of Construction and Equipment) Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973 as modified by the Protocol of 1978 relating thereto, and as amended (hereinafter referred to as "the Convention") Under the authority of the Government of **GAMBIA** by **MCBG CLASS**

Particulars of Ship

Name of ship:	**ADHARA**
Distinctive number or letters:	**C5J758**
Port of registry:	**BANJUL**
Gross Tonnage:	**23353.00**
Deadweight of ship (metric tons)[1]:	**37296.00**
IMO number:	**9353125**
Type of ship:	**OIL TANKER**

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with Regulation 6 of Annex I of the Convention; and
2. That the survey shows that the structure, equipment, systems, fittings, arrangement and materials of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This certificate is valid until[2] **22/11/2025** (dd/mm/yyyy) subject to surveys in accordance with regulation 6 of Annex I of the Convention.

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Completion date of survey on which this Certificate is based **04/09/2023** (dd/mm/yyyy)

Issued at **BANJUL** on **03/09/2025** (dd/mm/yyyy)

Digitally signed by: A JALLOW
Surveyor/Auditor to MCBG CLASS

Name and Signature of authorized official issuing the Certificate

1 For oil tankers only.
2 Insert the date of expiry as specified by the Administration in accordance with regulation 10.1 of Annex I of the Convention. The day and the month of this date correspond to the anniversary date as defined in regulation 1.27 of Annex I of the Convention, unless amended in accordance with regulation 10.8 of Annex I of the Convention.

FORM B

SUPPLEMENT TO THE

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

(IOPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS 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, as amended (hereinafter referred to as "the Convention")

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 any of the above". For 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, For A shall be used.
2. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available onboard the ship at all times.
3. If the language of the original Record is neither English nor French nor Spanish, the text shall include a translation into one of these languages.
4. Entries in boxes shall be made by inserting either a check (✓) for the answer "yes" and "applicable" or a cross (x) for the answers "no" and "not applicable" as appropriate.
5. Unless otherwise stated, 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	**ADHARA**
1.2		Distinctive number or letters	**C5J758**
	1.2.1	IMO No.	**9353125**
1.3		Port of registry	**BANJUL**
1.4		Gross tonnage	**23353.00**
1.5		Carrying capacity of ship	**undefined** m^3

1.6		Deadweight of ship	**37296.00** (metric tons) (regulation 1.23)
1.7		Length of ship	**184.33** (m) (regulation 1.19)
1.8		Date of build	
	1.8.1	Date of building contract	**06/12/2006**
	1.8.2	Date on which keel was laid or ship was at a similar stage of construction	**02/05/2008**
	1.8.3	Date of delivery	**12/09/2008**
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	☒
	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 the 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 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 (15ppm) equipment (regulation 14.6) ☒

.1 Manufacturer :

.2 Type and model number as per Certificate of Type Test :

2.2.2 Oil filtering (15ppm) equipment with alarm and automatic stopping device (regulation 14.7) ☑

.1 Manufacturer :

.2 Type and model number as per Certificate of Type Test :

2.3 Approval standards: *

2.3.1 The separating/filtering equipment:

.1 has been approved in accordance with resolution A.393(X) ☒

.2 has been approved in accordance with resolution MEPC.60(33) ☒

.3 has been approved in accordance with resolution MEPC.107(49) ☑

.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) ☒

.2 has been approved in accordance with resolution MEPC.60(33) ☒

.3 has been approved in accordance with resolution MEPC.107(49) ☑

2.4 Maximum throughput of the system is **2.5m3/h** m^3/h

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 ☒

The ship is engaged exclusively on voyages within special area(s): -

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 [m^3]
	Frames (from) – (to)	Lateral Position (P-C-S)	
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
		Total volume: - m^3	

2.5.3 In lieu of holding tank(s) the ship is provided with arrangements to transfer bilge water to the slop tank ☒

2A. OIL FUEL TANK PROTECTION (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. ☑

3. Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)*

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)	
OILY BILGE TANK	18-20	PORT	7.40
NO 1FO SLUDGE TANK	32-37	PORT	7.20
NO 2FO SLUDGE TANK	27-31	PORT	14.50
LO SLUDGE TANK	29-32	PORT	4.30
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
		Total volume: 33.40 m^3	

* Refer to 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 Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on 6 July 1993, superseded resolution A.393(X) and A.444(XI); (see IMO sales publication IMO-646E); and to the revised Guidelines and specifications for pollution prevention equipment for machinery spaces of ships adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.107(49) which, effective on 1 January 2005, superseded resolutions MEPC.60(33), A.393(X) and A.444(XI) (see IMO sales publication IMO-646E);

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 **2 F.O. Sludge Tank(Fr. 27-31) of Capacity 14.5 m3 may be heated to reduce oil Reside (sludge) volume according to MEPC.1/Circ. 640; 2. Transfer to Residual oil tank (Fr. 43-76 with capacity of 278.4 m3) via nonpermanent connection (non-return valve and flexible hose) using bilge and/or sludge pump. Notice is displayed.** ☑

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 HOLDING TANK	11-20	E/R Double Bottom	38.40
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
		Total volume: 38.40 m^3	

4. Standard discharge connection (regulation 13)

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 compliance with regulation 13 ☑

5. Construction (regulations 18, 19, 20, 23, 26, 27 and 28)

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. ☒

* Oily bilge water holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3.

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

Tank	Volume (m^3)	Tank	Volume (m^3)
FORE PEAK	586.80	No. 5 Water Ballast Tank (S)	1241.90
No. 1 Water Ballast Tank (P)	1482.70	No. 6 Water Ballast Tank (P)	1788.70
No. 1 Water Ballast Tank (S)	1249.70	No. 6 Water Ballast Tank (S)	1500.30
No. 2 Water Ballast Tank (P)	1480.40	-	-
No. 2 Water Ballast Tank (S)	1245.90	-	-
No. 3 Water Ballast Tank (P)	1479.50	-	-
No. 3 Water Ballast Tank (S)	1243.90	-	-
No. 4 Water Ballast Tank (P)	1479.50	-	-
No. 4 Water Ballast Tank (S)	1243.90	-	-
No. 5 Water Ballast Tank (P)	1477.60	-	-
		Total volume: 17500.80 m^3	

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 33.1and 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 by **approved by LLOYD'S REGISGER ASIA, BDSO** on **27/08/2008** ☒

5.3.4 The ship is not required to be but is equipped with COW in compliance with the 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 ☑

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 ☑

5.5.2 Information and data required under regulation 28.5 have been supplied to the ship in an approved form. **-** approved by **-** on **-** ☑

5.5.3 The ship is required to be constructed according to and complies with the requirements of regulation 27 ☑

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: **-** ☒

.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) ☑

.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 the requirements of 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 continue operation in accordance with regulation 20.5 until **-** ☒

.3 is allowed to continue operation in accordance with regulation 20.7until **-** ☒

5.6.5 The ship is not subject to regulation 20

.1 The ship is less than 5,000 tonnes deadweight ☒

.2 The ship complies with regulation 20.1.2 ☒

.3 The ship complies with regulation 20.1.3 ☒

.4 The ship is subject to regulation 19 (ship delivered on or after 6 July 1996) ☒

5.6.6 The ship is subject to regulation 21 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

.1 The ship is less than 600 tonnes deadweight ☒

.2 The ship complies with regulation 19 (Deadweight tonnes ≥ 5,000) ☑

.3 The ship complies with regulation 21.1.2 ☒

.4 The ship complies with regulation 21.4.2 (600 ≤ Deadweight tonnes < 5,000) ☒

.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 ☒

5.7 Accidental oil outflow performance

5.7.1 The ship complies with the requirements of regulation 23 ☒

6. Retention of oil on board (regulation 29, 31 and 32)

6.1 Oil discharge monitoring and control system (ODMCS)

6.1.1 The ship comes under category **-** oil tanker as defined in resolution **A 496(XII) / A 586(14)** ***** *(delete as appropriate)* ☒

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 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) / A 586(14) /**~~ **MPEC 108(49)** ***(delete as appropriate) suitable for:

.1 crude oil ☑

.2 black products ☑

.3 white products ☑

.4 Manufacturer : **-**

.5 Type and model number as per Certificate of Type Test : **-**

6.1.6 The ship has been supplied with an operations manual for the oil discharge monitoring and control system approved by **-** dated **-** ☒

6.2 Slop tanks

6.2.1 The ship is provided with **03** dedicated slop tank(s) with the total capacity of **1352.6m3/h** m^3, which is **3.17%** % of the oil carrying capacity, in accordance with:

.1 regulation 29.2.3 ☑

.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 detector

6.3.1 The ship is provided with oil / water interface detectors approved under the terms of resolution MEPC.5(XIII)* ☑

.1 Manufacturer : **-**

.2 Type and model number as per Certificate of Type Test : **-**

6.4 Exemptions from regulation 29, 31 and 32:

6.4.1 The ship is exempted from the requirements of regulation 29, 31 and 32 in accordance with regulation 2.4 ☒

6.4.2 The ship is exempted from the requirements of regulation 29, 31 and 32 in accordance with regulation 2.2 ☒

***** Oil tankers the keel of which are laid, or which are at similar stage of construction, on or after 02 October, 1986 should be fitted with a system approved under Resolution A.586 (14);

****** Oil tankers the keel of which are laid, or which are at a similar stage of construction, on or after 1 January 2005 should be fitted with a system approved under resolution MEPC.108(49) as amended by MEPC.240(65) (delete as appropriate)

******* For oil content meters installed on tanker build prior to 2 October 1986, refer to the Recommendation on international performance and test specifications for oily water -separating equipment and oil content meters adopted by the Organization by resolution A.393(X). For oil content meters as part of discharge

monitoring and control system installed on tankers built on or after 2nd October 1986,refer to the Guidelines and Specification for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.586(14).For oil content meters as part of discharge monitoring and control system installed on tankers the keel of which are laid or are in a similar stage of construction on or after 1st January 2005, refer to the revised Guidelines and Specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49) as amended by MEPC.240(65) (delete as appropriate).

* Refer to the Specification for oil / water interface detectors adopted by MEPC by resolution MEPC 5 (XIII);

+ Only those outlets which can be monitored are to be indicated

6.5 Waiver of regulation 31 and 32:

6.5.1 The requirements of regulation 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) **-** ☒

.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 ☑

7.1.2 Below the waterline ☒

7.2 The overboard discharge outlets, other than the discharge manifold, for clean ballast are located:+

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:+

7.3.1 Above the waterline ☑

7.3.2 Below the 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 (regulation 30.4 and 30.5):

7.4.1 Means to drain all cargo pumps and oil line at the completion of cargo discharge: ☒

.1 draining 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 (regulation 37)

8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 37 ☑

8.2 The ship is provided with a shipboard marine pollution emergency plan in compliance with regulation 37.3 ☒

8.3 The ship is subject to regulation 37.4, and a contract is in place for prompt access to computerised shore-based damaged stability and residual structural strength ☒

calculation programs with

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 approve by **YES** dated **-** ☑

9 Exemption

9.1 Exemptions have been granted by the Administration from the requirements of Chapter 3of 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 on those items listed under paragraph(s) **-** of this Record. ☒

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

11.1 The 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 ☒

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

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Issued at **BANJUL** on **03/09/2025**

Digitally signed by: A JALLOW
Surveyor/Auditor to MCBG CLASS

Name and Signature of authorized official issuing the Certificate