



Record of Construction and Equipment for Oil Tankers

FORM B

Supplement to the International Oil Pollution Prevention Certificate

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').

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.

This Record shall be permanently attached to the International Oil Pollution Prevention Certificate and shall be available on board the ship at all times.

Entries shall be made by insertions either a cross (X) for the answer "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

1. Particulars of Ship:

1.1	Name of ship	HANNE THERESA
1.1.1	IMO number	9246918
1.2	Distinctive number or letters	OUIQ2
1.3	Port of registry	Struer
1.4	Gross tonnage	2,682
1.5	Carrying capacity of ship (m³)	4772
1.6	Deadweight of ship (metric tons) (regulation 1(22))	4282
1.7	Length of ship (m) (1(18))	86.615
1.8	Date of Build:	
1.8.1	Date of building contract	
1.8.2	Date on which keel was laid ¹	28 May 2001
1.8.3	Date of delivery	02 August 2002
1.9	Major conversion:	
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	Status of ship:	
X	1.10.1 New ship in accordance with regulation 1(6)	
---	1.10.2 Existing ship in accordance with regulation 1(7)	
X	1.10.3 New oil tanker in accordance with regulation 1(26)	
---	1.10.4 Existing oil tanker in accordance with regulation 1(27)	
---	1.10.5 The ship has been accepted by the Administration as an "existing ship" under regulation 1(7) due to unforeseen delay in delivery	
---	1.10.6 The ship has been accepted by the Administration as an "existing oil tanker" under regulation 1(27) due to unforeseen delay in delivery.	
---	1.10.7 The ship is not required to comply with the provisions of regulation 24 due to the unforeseen delay in delivery.	

¹ Date on which the keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced.

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- 1.11 Type of ship:
- 1.11.1 Crude oil tanker
- X** 1.11.2 Product carrier
- 1.11.2.1 Product carrier not carrying fuel oil or heavy diesel oil as referred to in regulation 13G(2), or lubricating oil
- 1.11.3 Crude oil / product carrier
- 1.11.4 Combination carrier
- 1.11.5 Ship, other than an oil tanker, with cargo tanks coming under regulation 2(2) of Annex I of the Convention
- 1.11.6 Oil tanker dedicated to the carriage of products referred to in regulation 15(7)
- 1.11.7 The ship, being designated as a "crude oil tanker" operating with COW, is also designated as a "product carrier" operating with CBT, for which a separate Record of Construction and Equipment has also been issued, No:
- 1.11.8 The ship, being designated as a "product carrier" operating with CBT, is also designated as a "crude oil tanker" operating with COW, for which a separate Record of Construction and Equipment has also been issued, No:
- 1.11.9 Chemical tanker carrying oil
2. Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks (regulations 10, 16)
- 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
- X** 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 16(4)):
- 2.2.1.1 Manufacturer
- 2.2.1.2 Type and model number as per Certificate of Type Test
- X** 2.2.2 Oil filtering (15ppm) equipment **with alarm and automatic stopping device (regulation 16(5)):**
- 2.2.2.1 Manufacturer **Filter: Jowa AB Alarm: Jowa AB**
- 2.2.2.2 Type and model number as per Certificate of Type Test **Filter: Jowa F200 Carbon Alarm: Jowa M-93; electro magnetic valves + pump stop**
- 2.3 The ship is allowed to operate with the existing equipment until 6th July 1998 (regulation 16(6)) and fitted with :
- 2.3.1 Oily-water separating (100ppm) equipment:
- 2.4 Approval Standards:
- 2.4.1 The separating/filtering equipment:
- 2.4.1.1 has been approved in accordance with resolution A.393(X)
- X** 2.4.1.2 has been approved in accordance with resolution MEPC.60 (33)
- 2.4.1.3 has been approved in accordance with resolution A.233(VII)
- 2.4.1.4 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII)
- 2.4.1.5 has not been approved
- 2.4.1.6 has been approved in accordance with MEPC.107(49)
- 2.4.2 The process unit has been approved in accordance with resolution A.444(XI)
- 2.4.3 The oil content meter has been approved in accordance with resolution A.393(X)
- X** 2.4.4 The oil content meter has been approved in accordance with resolution MEPC.60(33)
- 2.4.5 The oil content meter has been approved in accordance with resolution MEPC.107(49)
- 2.5 Maximum throughput of the system is **1.0 m³/h**
- 2.6 Waiver of regulation 16:
- 2.6.1 The requirements of regulation 16(1) or (2) are waived in respect of the ship in accordance with regulation 16(3)(a). The ship is engaged exclusively on voyages within special area(s):

--- 2.6.2 The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water

Tank Identification	Tank Frames From-To	Location Lateral Position	Volume m ³
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Total Volume (m³) 0

--- 2.6.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank

3. Means for Retention and disposal of oil residues (sludge) (regulation 17) and bilge water holding tank(s)

3.1 the ship is provided with oil residue (sludge) tanks as follows:

Tank Identification	Tank Frames From-To	Location Lateral Position	Volume m ³
SEP. SLUDGE TANK	19-21	PORT SIDE IN E/R DB	3.52
DIRTY OIL TANK	13-16	PORT SIDE IN E/R DB	2.6
LEAK TANK	13-16	STBD SIDE IN E/R DB	2.96
BILGE TANK	16-19	PORT SIDE IN E/R DB	2.6

Total Volume (m³) 11.68

3.2 Means for the disposal of residues in addition to the provisions of sludge tanks:

X	3.2.1	Incinerator for oil residues; capacity	15 litre/hour
---	3.2.2	Auxiliary boiler suitable for burning oil residues	
X	3.2.3	tank for mixing oil residues with fuel oil; capacity	0.57 m ³
---	3.2.4	other acceptable means	

* Bilge water holding tank(s) are not required by the Convention, entries in the table under paragraph 3.3 are voluntary.

--- 3.3 The ship is fitted with holding tank(s) for the retention onboard of oily bilge water as follows:

Tank Identification	Tank Frames From-To	Location Lateral Position	Volume m ³
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- Total Volume (m³) **0**
4. Standard Discharge Connection
- 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 19
5. Construction (regulations 13, 24 and 25)
- 5.1 In accordance with the requirements of regulation 13, the ship:
- 5.1.1 Required to be provided with SBT, PL and COW
- 5.1.2 Required to be provided with SBT and PL
- 5.1.3 Required to be provided with SBT
- 5.1.4 Required to be provided with SBT or COW
- 5.1.5 Required to be provided with SBT or CBT
- X** 5.1.6 Not required to comply with the requirements of regulation 13.
- 5.2 Segregated ballast tanks (SBT):
- X** 5.2.1 The ship is provided with SBT in compliance with regulation 13
- 5.2.2 The ship is provided with SBT, in compliance with regulation 13, which are arranged in protective locations (PL) in compliance with regulation 13E
- 5.2.3 SBT are distributed as follows:

Tank	Volume m ³	Tank	Volume m ³
DB. BALLAST TANK 1 PORT	80.77	DB BALLAST TANK 1 STBD	84.92
DB. BALLAST TANK 2 PORT	99.96	DB BALLAST TANK 2 STBD	95.43
DB. BALLAST TANK 3 PORT	132.61	DB BALLAST TANK 3 STBD	139.18
DB. BALLAST TANK 4 PORT	141.09	DB BALLAST TANK 4 STBD	134.45
DB. BALLAST TANK 5 PORT	134.39	DB BALLAST TANK 5 STBD	139.79
DB. BALLAST TANK 6 PORT	142.49	DB BALLAST TANK 6 STBD	135.91

Total Volume (m³) **1460.99**

- | Tank | Volume
m ³ | Tank | Volume
m ³ |
|------|--------------------------|------|--------------------------|
|------|--------------------------|------|--------------------------|

Total Volume (m³) 0

- | | | |
|-----|-------|---|
| --- | 5.3.3 | The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual approved by

and dated |
| --- | 5.3.4 | The ship has common piping and pumping arrangements for ballasting the CBT and handling cargo oil |
| --- | 5.3.5 | The ship has separate independent piping and pumping arrangements for ballasting the CBT |
| --- | 5.4 | Crude oil washing (COW): |
| --- | 5.4.1 | The ship is equipped with a COW system in compliance with regulation 13B |
| --- | 5.4.2 | The ship is equipped with a COW system in compliance with regulation 13B except that the effectiveness of the system has not been confirmed in accordance with regulation 13(6) and paragraph 4.2.10 of the Revised COW specifications (resolution A.446(XI)) |
| --- | 5.4.3 | The ship has been supplied with a valid Crude Oil Washing Operation and Equipment Manual approved by

and dated |
| --- | 5.4.4 | The ship is not required to be but is equipped with COW in compliance with the safety aspects of Revised COW Specifications (resolution A.446(XI)) |

- 5.5 Exemption from regulation 13:
- 5.5.1 The ship is solely engaged in trade between
- in accordance with regulation 13C and is therefore exempted from the requirements of regulation 13
- 5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 13D and is therefore exempted from the requirements of regulation 13
- 5.6 Limitation in size and arrangement of cargo tanks (regulation 24)
- X 5.6.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 24
- 5.6.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 24(4) (see regulation 2(2))
- 5.7 Subdivisions and stability (regulation 25):
- X 5.7.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 25
- X 5.7.2 The information and data required under regulation 25(5), have been supplied to the ship in an approved form, and are included in

Damage Stability Information Booklet

approved by **Bureau Veritas**
and dated **02 August 2002**

- 5.7.3 The ship is required to be constructed according to, and complies with the requirements of regulation 25A
- 5.7.4 Information and data required under regulation 25A for combination carriers have been supplied to the ship in a written procedure approved by the Administration.
- 5.8 Double hull construction:
- X 5.8.1 The ship is required to be constructed according to regulation 13F and complies with the requirements of:
- X 5.8.1.1 paragraph (3) (double hull construction)
- 5.8.1.2 paragraph (4) (mid-height deck tankers with double side construction)
- 5.8.1.3 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 13F(7) (double bottom requirements)
- 5.8.3 The ship is not required to comply with the requirements of 13F

Applicable until 5 April 2005

- 5.8.4 The ship is subject to regulation 13G and:
- 5.8.4.1 is required to comply with regulation 13F not later than
- 5.8.4.2 is so arranged that the following tanks or spaces are not used for the carriage of oil:
- 5.8.4.3 is provided with an operation manual approved on in accordance with resolution MEPC.64(36)

approved by
and dated

- 5.8.4.4 is allowed to continue in operation in accordance with regulation 13G(5)(a)
- 5.8.4.5 is allowed to continue in operation in accordance with regulation 13G(5)(b)
- 5.8.4.6 is allowed to continue in operation in accordance with regulation 13G(7)

Applicable with effect from 5 April 2005 - MEPC 111(50) amendments to regulation 13G

- 5.8.4 The ship is subject to regulation 13G and:
- 5.8.4.1 is required to comply with regulation 13F not later than
- 5.8.4.2 is so arranged that the following tanks or spaces are not used for the carriage of oil:
- 5.8.4.3 Is allowed to continue operation in accordance with regulation 13G(5) until
- 5.8.4.4 is allowed to continue operation in accordance with regulation 13G(7) until
- X 5.8.5 The ship is not subject to regulation 13G
- 5.8.5.1 The ship is not required to comply with the requirements of regulation 13G as the ship complies with regulation 13F(3)(a) and (b) in accordance with 13G(1)(c)

Applicable with effect from 5 April 2005 - MEPC 111(50) new regulation 13H

- 5.8.6 The ship is subject to regulation 13H and:
 - 5.8.6.1 is required to comply with regulation 13H(4) not later than
 - 5.8.6.2 is allowed to continue operation in accordance with regulation 13H(5) until
 - 5.8.6.3 is allowed to continue operation in accordance with regulation 13H(6)(a) until
 - 5.8.6.4 is allowed to continue operation in accordance with regulation 13H(6)(b) until
 - 5.8.6.5 is exempted from the provisions of 13H in accordance with regulation 13H(7)(a)/(b)
 - X 5.8.7 The ship is not subject to regulation 13H
6. Retention of oil on board (regulation 15):
- 6.1 Oil discharge monitoring and control system:
 - X 6.1.1 The ship comes under category **A** oil tanker as defined in resolution **A.586(14)**
 - 6.1.1.1 The oil discharge monitoring and control system has been approved in accordance with resolution MEPC.108(49)
 - 6.1.2 The system comprises:
 - X 6.1.2.1 control unit
 - 6.1.2.2 computing unit
 - 6.1.2.3 calculating unit
 - 6.1.3 The system is :
 - X 6.1.3.1 fitted with a starting interlock
 - X 6.1.3.2 fitted with automatic stopping device to activate overboard discharge valve closure
 - 6.1.4 The oil content meter is approved under the terms of resolution **A.586(14)** suitable for:
 - X 6.1.4.1 crude oil
 - X 6.1.4.2 black products
 - X 6.1.4.3 white products
 - X 6.1.4.4 oil-like noxious liquid substances as listed in the attachment to the certificate
 - 6.1.4.5 Manufacturer **Jowa A/B Sweden**
 - 6.1.4.6 Type and model number as per Certificate of Type Test **Jowa Cleanoil 9000**
 - X 6.1.5 The ship has been supplied with an operations manual for the oil discharge monitoring and control system approved by:
Bureau Veritas

and dated **30 July 2002**
 - 6.2 Slop tanks:
 - X 6.2.1 The ship is provided with **4 dedicated** slop tank(s) with the total capacity of **650 m³** which is **14%** of the oil carrying capacity, in accordance with:
 - X 6.2.1.1 regulation 15(2)(c)
 - 6.2.1.2 regulation 15(2)(c)(i)
 - 6.2.1.3 regulation 15(2)(c)(ii)
 - 6.2.1.4 regulation 15(2)(c)(iii)
 - X 6.2.2 The following cargo tanks have been designated as slop tanks:
Deck Tks P.S. & St.Sd. Cargo Tanks No. 2 P.S. & St.Sd.
 - 6.3 Oil/water interface detectors:
 - X 6.3.1 The ship is provided with oil/water interface detectors approved under the terms of resolution MEPC.5(XIII):
 - 6.3.1.1 Manufacturer **Jowa AB**
 - 6.3.1.2 Type and model number as per Certificate of Type Test **Oil Sensor K - 45 (fixed type)**

- approved by **Lloyd's Register**
dated **12 February 2003**

² Only those outlets which can be monitored are to be indicated

9. Equivalent Arrangements For Chemical Tankers Carrying Oil

- 9.1 As equivalent arrangements for the carriage of oil by a chemical tanker, the ship is fitted with the following equipment in lieu of slop tanks (paragraph 6.2 above) and oil/water interface detectors (paragraph 6.3)
- 9.1.1 oily- water separating equipment capable of producing effluent with oil content less than 100ppm, with capacity of m³/h
- 9.1.2 a holding tank with capacity of m³
- 9.1.3 a tank for collecting tank washings which is:
- 9.1.3.1 a dedicated tank
- 9.1.3.2 a cargo tank designated as a collecting tank
- 9.1.4 a permanently installed transfer pump for overboard discharge of effluent containing all through the oily-water separating equipment
- 9.2 The oily-water separating equipment has been approved under the terms of resolution A.393(X) and is suitable for the full range of Annex I products
- 9.3 The ship holds a valid Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk

10. Oil-Like Noxious Liquid Substances

- X 10.1 The ship is permitted in accordance with regulation 14 of Annex II of the Convention to carry the oil-like substances specified in the list attached.

11. Exemption

- 11.1 Exemptions have been granted by the Administration from the requirements of chapter II and III of Annex I of the Convention in accordance with regulation 2(4)(a) on those terms listed under paragraph(s)

of this record

12. Equivalents (regulation 3)

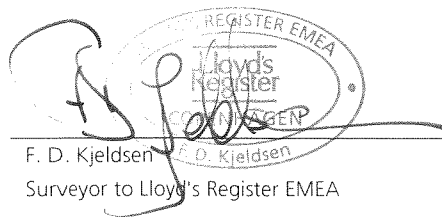
- 12.1 Equivalents have been approved by the administration for certain requirements of Annex I on those items listed under paragraph(s)

of this record

This is to certify that this record is correct in all respects.

Issued at **Copenhagen**

on **20 March 2006**


F. D. Kjeldsen
Surveyor to Lloyd's Register EMEA

A member of the Lloyd's Register Group



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HERNING SHIPPING A/S
Olufsvænget 29
DK-7400 Herning
Denmark
Attn.: Mr. Lars Yde Sørensen

Date 20 March 2006
Your ref
Our ref CPN/FDK

HANNE THERESA - IMO No. 9246918
Record

Dear Sir,

With reference to your email dated 16 March 2006 I have the pleasure in enclosing the following:

Record of Construction and Equipment for Oil Tankers – 9246918/04

The record has been amended to cater for the deletion of holding referenced in paragraph 3.3 of the record.

Yours faithfully



Flemming D. Kjeldsen
Surveyor to Lloyd's Register EMEA

Encl.: