



INTERNATIONAL CLASSIFICATION SOCIETY

# CERTIFICATE OF CLASSIFICATION

Nr DKR0/BKO/20130826143508

**SEA STERLING**

Ship's Name

**NIGERIA**

Flag

**SEA PETROLEUM & GAS COMPANY LIMITED**

Owners

**14565J**

Register Nr

**LAGOS**

Port of Registry

This is to certify that the above named ship has been entered in the Bureau Veritas Register Book with the following classification symbols and notations

**I ✕ HULL ✕ MACH**  
**Oil tanker ESP**  
**Unrestricted navigation**  
**ICE CLASS ID**

This certificate is issued within the scope of Bureau Veritas Marine & Offshore Division General Conditions.

At LAGOS

on 26 August 2013

Limit date of validity

**23 May 2017**

**B. KOUASSI**

By Order of the Secretary

Signature and stamp



Conditions and endorsements overleaf.

Any person not a party to the contract pursuant to which this certificate is delivered may not assert a claim against Bureau Veritas for any liability arising out of errors or omissions which may be contained in said certificate, or for errors of judgement, fault or negligence committed by personnel of the Society or of its Agents in the establishment or issuance of this certificate, and in connection with any activities which it may provide for.

## ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

The endorsements refer to the completion of periodical surveys only.

Annual survey 1  
(from 23-feb-2013 to 23-aug-2013)

Completed at: TAIZHOU  
on: 20/04/2013  
by: YAO FANG-LIN, FRANK



Name, Signature and stamp

Annual survey 2  
(from 23-feb-2014 to 23-aug-2014)

Completed at:  
on:  
by:

Name, Signature and stamp

Intermediate survey  
(from 23-feb-2014 to 23-aug-2015)

Completed at:  
on:  
by:

Name, Signature and stamp

Annual survey 3  
(from 23-feb-2015 to 23-aug-2015)

Completed at:  
on:  
by:

Name, Signature and stamp

Annual survey 4  
(from 23-feb-2016 to 23-aug-2016)

Completed at:  
on:  
by:

Name, Signature and stamp

Conditions of validity:

1. This certificate remains the property of Bureau Veritas.
2. This certificate cannot be used in connection with the sale of ship without permission of the Society.
3. The validity of the assigned class is conditioned upon due compliance with the requirements of chapter 2 of the Rules regarding notably adequate maintenance and operation of the ship and declaration of defects to the Society.
4. The latest published Rules of Bureau Veritas Marine & Offshore Division and the General Conditions are applicable.



BUREAU  
VERITAS

# NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY



MEM/BC/00022

## CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF CIVIL LIABILITY FOR BUNKER OIL POLLUTION DAMAGE

Issued in accordance with the provisions of Article VII of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001

Name of Ship	GT	NET	Distinctive number or Letters	Port of Registry	Name and address of owner
SEA STERLING	4126	1717	5NXF	LAGOS	SEA PETROLEUM & GAS COMPANY LTD, KM 14, LEKKI EPE EXPRESS WAY, AGUNGI, LEKKI. STERLING BANK PLC. STERLING TOWER 20 MARINA, P. M.B 12735. LAGOS.

This is to certify that there is in force in respect of the above named ship a policy of insurance or other financial security satisfying the requirements of Article VII of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

Type of Security **P & I Cover**

Duration of Security 17TH SEPTEMBER, 2013 - 17TH SEPTEMBER, 2014

Name LODESTAR MARINE LIMITED WALSINGHAM HOUSE, 35 SEETHING

Address LONDON, UNITED KINGDOM

This certificate is valid until 17TH SEPTEMBER, 2014

Issued at **LAGOS-NIGERIA**

On 24TH SEPTEMBER, 2013

Issuing/Certifying Officer: Name ASAGWARA, S. N (MRS)

Designation DDMEM for DG/CEO NIMASA

Signature [Signature]

# NIGERIAN MARITIME ADMINISTRATION AND SAFETY AGENCY



MEM/CL/0026

## CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF CIVIL LIABILITY FOR OIL POLLUTION DAMAGE

Issued in accordance with the provisions of Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1992

Name of Ship	GT	NET	Distinctive number or Letters	Port of Registry	Name and address of owner
MT SEA STERLING	4126	1717	5NXF	LAGOS	SEA PETROLEUM & GAS COMPANY LTD, KM 14, LEKKI EPE EXPRESS WAY, AGUNGI, LEKKI, STERLING BANK PLC, STERLING TOWERS 20 MARINA, P.M.B 12735, LAGOS

This is to certify that there is in force in respect of the above named ship a policy of insurance or other financial security satisfying the requirements of Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1992.

Type of Security **P & I Cover**  
 Duration of Security **17TH SEPTEMBER, 2013 - 17TH SEPTEMBER, 2014**  
 Name and Address of the Insurer(s) and/or Guarantor(s) **LODESTAR MARINE LIMITED**  
 Name **WALSINGHAM HOUSE, 35 SEETHING**  
 Address **LONDON, UNITED KINGDOM**  
 This certificate is valid until **17TH SEPTEMBER, 2014**  
 Issued at **LAGOS-NIGERIA** On **24TH SEPTEMBER, 2013**

Issuing/Certifying Officer: Name **ASAGWARA, S. A (MRS)**  
 Designation **DDMEM** for **DG/CEO NIMASA**  
 Signature

SHORT TERM\* (see page 2)

No DKR0/BKO/20130823094554

INTERIM

## INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

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, as amended, (hereinafter referred to as "the Convention") under the authority of the Government of

### FEDERAL REPUBLIC OF NIGERIA

by BUREAU VERITAS

(Note : This Certificate shall be supplemented by a Record of Construction and Equipment.)

Name of Ship BV No : 14565J	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
SEA STERLING	5NXF	LAGOS	4126	9607318

Deadweight of ship (metric tons) (for oil tankers) : 6025.0

Type of ship :

Oil tanker

Ship other than oil tanker with cargo tanks coming under Regulation 2(2) of Annex I of the Convention

Ship other than any of the above

#### 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 material 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 **23 January 2014**

Completion date of the survey on which this certificate is based : 23/08/2013

Issued at LAGOS, on the 23 August 2013

Valid only when the Supplement No. DKR0/BKO/20130823094912 is available for inspection.

**BUREAU VERITAS**

B. KOUASSI



\*Short term maximum validity 2 months.  
Interim maximum validity 5 months.



Order of the Secretary

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

**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").

**Notes :**

1. 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.
2. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board 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 cross (X) for the answers "yes" and "applicable" or a dash (-) 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.

**I. PARTICULARS OF SHIP**

1.1. Name of ship : **SEA STERLING**

BV Register : **14565J**

1.2. Distinctive number or letters : **5NXF**

1.3. Port of Registry : **LAGOS**

1.4. Gross tonnage : **4126**

1.5. Carrying capacity of ship (in m3) : **6001.7**

1.6. Deadweight of ship (in metric tons) (regulation 1.23) : **6025.0**

1.7. Length of ship (in m) (regulation 1.19) : **105.748**

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**NAME OF SHIP : SEA STERLING**  
**BV REGISTER : 14565J**

1.8. Date of build :

- 1.8.1. Date of building contract 25/02/2008  
1.8.2. Date on which keel was laid or ship was at a similar stage of construction 17/05/2008  
1.8.3. Date of delivery 24/05/2012

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  
[ x ] 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  
[ - ] 1.11.8 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 IOPP Certificate has also been issued  
[ - ] 1.11.9 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 IOPP Certificate has also been issued

**2. EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACES BILGES AND OIL FUEL TANKS (regulations 16 and 14)**

2.1. Carriage of ballast water in oil fuel tanks :

- [ - ] The ship may under normal conditions carry ballast water in oil fuel tanks

2.2. Type of oil filtering equipment fitted :

- [ - ] 1. Oil filtering (15 ppm) equipment (regulation 14.6)  
[ x ] 2. Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7)

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)  
[ x ] 3. has been approved in accordance with resolution MEPC.107(49)

\* 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.223(VII). Further reference is made to the Guidelines and specifications for pollution prevention equipment for machinery spaces bilges adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on July 1993, superseded resolutions A.393(X) and A.444(XI); 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).

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- 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 1.0 m3/h

2.5. Waiver of regulation 14

2.5.1. The requirements of regulation 14.1 and 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 (m3)
	Frames (from) - (to)	Lateral position	
NA			
Total Volume (m3)			

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

2A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of:

- paragraphs 6 and either 7 or 8 (double hull construction)
- 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)** (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 )

3.1. The ship is provided with oil residue (sludge) tanks for retention of oil residues (slugde) on board as follows :

Tank Identification	Tank Location		Volume (m3)
	Frames (from) - (to)	Lateral position	
RESIDUAL OIL T .	FR. 20-FR.23	STBD	4.08
SLUDGE O.T	FR 25-FR.27	PORT	3.82
LO. SLUDGE O. T	FR.17-FR.24	STBD	10.87



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Tank Identification	Tank	Location	Volume (m3)
	Frames (from) - (to)	Lateral position	
Total Volume (m3)			18.77

3.2. Means for the disposal of oil residues (sludge) retained in oil residues (sludge) tanks :

1. Incinerator for oil residues (sludge), maximum capacity kW

2. Auxiliary boiler suitable for burning oil residues (sludge)

3. Other acceptable means (state which) :

DISCHARGE TO PORT RECEPTION FACILITIES

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 (m3)
	Frames (from) - (to)	Lateral position	
BILGE TANK	FR.11-FR15	CENTRAL	5.83
Total Volume (m3)			5.83

#### 4. STANDARD DISCHARGE CONNECTION (regulation 13)

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 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

1. Required to be provided with SBT and PL and COW

2. Required to be provided with SBT and PL

3. Required to be provided with SBT

4. Required to be provided with SBT or COW

5. Required to be provided with SBT or CBT

6. Not required to comply with the requirements of regulations 18

5.2. Segregated ballast tanks (SBT)

1. The ship is provided with SBT in compliance with regulation 18

2. The ship is provided with SBT which are arranged in protective locations (PL) in compliance with regulation 18.12 to 18.15

3. SBT are distributed as follows :

Tank	Volume (m3)	Tank	Volume (m3)
N°1 BWT (P)	277.07	N°1 BWT (S)	277.07
N°2 BWT (P)	211.12	N°2 BWT (S)	219.11
N°3 BWT (P)	200.51	N°3 BWT (S)	208.50

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Tank	Volume (m3)	Tank	Volume (m3)
N°4 BWT (A)	200.25	N°4 BWT (S)	208.23
N°5 BWT (P)	200.25	N°5 BWT (S)	208.23
N°6 BWT (P)	240.60	N°6 BWT (S)	250.27
		Total	2701.21 m3

### 5.3. Dedicated clean ballast tanks (CBT)

1. The ship is provided with CBT in compliance with regulation 18.8, and may operate as a product carrier

2. CBT are distributed as follows :

Tank	Volume (m3)	Tank	Volume (m3)
		Total	m3

3. The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual, which is dated

4. The ship has common piping and pump arrangements for ballasting the CBT and handling cargo oil

5. The ship has separate independent piping and pumping arrangements for ballasting the CBT

### 5.4. Crude oil washing (COW)

1. The ship is equipped with a COW system in compliance with regulation 33

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 resolution A.497(XII) and A.897(21))

3. The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated

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) as amended by resolution A.497(XII) and A.897(21))

### 5.5. Exemption from regulation 18 :

1. The ship is solely engaged in trade between in accordance with regulation 2.5 and is therefore exempted from the requirements of regulation 18

2. The ship is operating with special ballast arrangements in accordance with regulation 18.10 and is therefore exempted from the requirements of regulation 18

### 5.6. Limitation of size and arrangements of cargo tanks (regulation 26)

1. The ship is required to be constructed according to, and complies with, the requirements of regulation 26

2. The ship is required to be constructed according to, and complies with, the requirements of regulation 26.4 (see regulation 2.2)

### 5.7. Subdivision and stability (regulation 28)

1. The ship is required to be constructed according to, and complies with, the requirements of regulation 28

2. Information and data required under regulation 28.5 have been supplied to the ship in an approved form

3. The ship is required to be constructed according to, and complies with the requirements of regulation 27

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.

### 5.8 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)

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- [ - ] 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 paragraph 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 20.7 until

5.8.5 [ x ] 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

5.8.6 [ - ] 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. 5 is exempted from the provisions of regulation 21 in accordance with regulation 21.7.2 .

5.8.7 [ x ] The ship is not subject to regulation 21.

- [ - ] 1. The ship is less than 600 tonnes deadweight
- [ x ] 2. The ship complies with regulation 19 (deadweight tonnes  $\geq$  5,000)
- [ - ] 3. The ship complies with regulation 21.1.2
- [ - ] 4. The ship complies with regulation 21.4.2 ( $600 \leq$  deadweight tonnes  $<$  5,000)
- [ - ] 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:

- [ x ] .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

- [ x ] 5.9.1 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

- [ - ] 6.1.1. The ship comes under category oil tanker as defined in resolution [ ] A.496(XII) [ ] A.586(14)\*
- [ x ] 6.1.2. The oil discharge monitoring and control system has been approved in accordance with resolution MEPC.108(49)\*\*

\* For oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 2 October 1986 should be fitted with a system approved under resolution A.586(14)

\*\* Oil tankers the keels 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)

6.1.3. The system comprises :

- [ x ] 1. control unit
- [ x ] 2. computing unit
- [ - ] 3. calculating unit

6.1.4. The system is :

- [ x ] 1. fitted with a starting interlock
- [ x ] 2. fitted with automatic stopping device

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6.1.5. The oil content meter is approved under the terms of resolution

A.393(X)  A.586(14)\*\*\*  MEPC.108(49) suitable for :

- 1. crude oil
- 2. black products
- 3. white products

\*\*\* For oil content meters installed on tankers built 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 systems installed on tankers built on or after 2 October 1986, refer to the Guidelines and specifications 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 systems installed on tankers the keel of which are laid or are in a similar stage of construction on or after 1 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).

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 dedicated slop tank(s) with the total capacity of m<sup>3</sup> which is % 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 detectors

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

\* Refer to the Specification for oil/water interface detectors adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.5(XIII)

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

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 :

- above the waterline
- below the waterline

7.2. The overboard discharge outlets, other than the discharge manifold, for clean ballast are located (Only those outlets which can be monitored are to be indicated) :

- above the waterline
- 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 :

- 1. above the waterline
- 2. below the waterline in conjunction with the part flow arrangements in compliance with Regulation 30.6.5
- 3. below the waterline

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**BV REGISTER : 14565J**

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 lines at the completion of cargo discharge

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 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

**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**

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)**

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 LAGOS, on the 23 August 2013

**BUREAU VERITAS**



**B. KOUASSI**  
By Order of the Secretary



**Transocean Shipping Ventures Private Limited**

## STS TRANSFER OPERATIONS PLAN

For compliance with MARPOL Annex I, Resolution MEPC.186(59)

Rev No : 00
Dated : 12.08.2013

**English is Official Working Language on board this Vessel**

Ship Name	IMO No.
MT SEA STERLING	9607318

<b>TRANSOCEAN SHIPPING VENTURES PRIVATE LIMITED</b>
903, B-WING, GREAT EASTERN SUMMIT, PLOT NO. 66, SEC. 15, CBD BELAPUR,
NAVI MUMBAI – 400 614, MAHARASHTRA
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MT SEA STERLING - STS PLAN

BUREAU VERITAS Register: 14565 J

Reviewed within the General Conditions of Marine Division of BUREAU VERITAS in order to check the compliance with the applicable requirements of Reg. Annex I of MARPOL Annex I on behalf of the Administration of NIGERIA

The review of this document does not give rise to remarks  
Dubai: 10/10/2013



L1P9HH3S6T7CER20130829174353

## CERTIFICATE OF INSURANCE

REF: L1P9HH3S6T7

DATED: 29-Aug-2013

ASSURED: Sea Petroleum & Gas Co Ltd (Joint Owner)  
Sterling Bank PLC (Joint Owner)

JOINT ASSURED: Sea Shipping Agency Ltd (Operator)

ASSURED'S COUNTRY: Nigeria

VESSEL NAME	TYPE	BUILT	GT	CLASS	FLAG	PORT	IMO
SEA STERLING	Tanker (Clean)	2012	4128	Bureau Veritas	Nigeria	Lagos	9607318

### EVIDENCE OF INSURANCE

This is to confirm that cover is in place, as per the Terms and Conditions itemised below. The Underwriters of this insurance are identified below under Security. This Certificate of Insurance or any Endorsement hereto is evidence only of the contract of indemnity insurance between the above named Assured(s) and the Insurer(s) and shall not be construed as evidence of any undertaking, financial or otherwise, on the part of the Insurer(s) to any other party.

PERIOD: 00:00 GMT 17-Sep-2013 to 00:00 GMT 17-Sep-2014

**LIMIT OF LIABILITY:** USD 50,000,000 each vessel, combined single limit, all claims inclusive of costs, fees and expenses either approved and/or incurred by the Insurer(s), any one accident or occurrence or series of accidents or occurrences arising out of one event.

**CONDITIONS:** Lodestar Marine Limited Protection and Indemnity Terms and Conditions Edition 1 (September 2012), including cover in respect of pollution and wreck removal liabilities, subject to the Conditions and the Special Conditions set out in the Policy of Insurance.

**SPECIAL CONDITIONS:** Including 4/4ths collision liability in accordance with Clause 8.

#### MISDIRECTED ARROW CLAUSE

Including Transocean Shipping Venture Private Limited (Technical Managers) and Sterling Bank PLC (Mortgagee Bank) as Co-Assureds, subject always to the policy and the following

special terms:

1. The Co-Assured named above may recover from the Insurer the amount that he is found liable in law to pay, which is correctly the responsibility of the Assured
2. This clause does not revise the Assured's obligations under this policy to jointly limit their liability.
3. The maximum amount recoverable under this policy to settle the liability shall only be paid once, regardless of the number of Assureds involved.

#### **EXCESS P&I WAR RISKS CLAUSE**

Cover is extended in accordance with clause 68, to include P&I war risk liability in excess of the Ship's hull value, subject to the following special conditions:

1. A Ship's Hull Policy is in force at all times including cover for perils in the current Institute War and Strikes Clauses - Hull - Time (1.11.95) (CI.281) with Protection and Indemnity and Crew inclusion clauses (or equivalent clauses) for not less than the hull value of the insured vessel.
2. All provisions of Clause 68 including sub sections 68.1, 68.2 and **SPECIAL CONDITIONS** 68.2.2 are maintained throughout the period of this policy.
3. Cover under this clause will automatically terminate on expiry of notice given by the Insurer under Clause 68.1.
4. Cover under this clause is subject to the vessel remaining within the policy Trading Limit.

Sub Limit of Liability:

**USD 50,000,000** all claims in the aggregate inclusive of costs, fees and expenses either approved and/or incurred by the Insurer, any one accident or occurrence, each vessel. The vessel's proper hull value forms a deductible from this sub limit.

All other terms of this policy remain unchanged.

**WARRANTIES:** Trading West African Waters.

**DEDUCTIBLE(S):** USD 20,000 from all collision claims, each accident or occurrence.

USD 20,000 from all loss or damage to property claims (FFO), each accident or occurrence.

25% from all contamination and admixture claims, subject to a minimum of USD 15,000 and maximum of USD 25,000, each single voyage.

USD 7,500 from all claims in respect of seamen, each accident or occurrence.

USD 5,000 from all other claims, each accident or occurrence.

Claims arising from a single incident may be subject to more than one deductible.



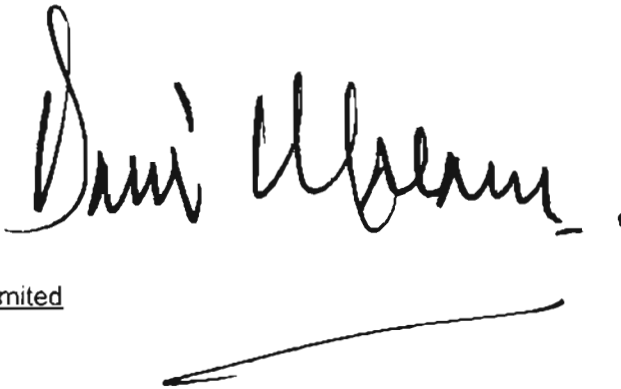
<b>PREMIUM:</b>	Fixed premium as agreed by the Insurer(s). Premium is the amount due to the Insurer(s) and any local taxes must be added to the amount and paid separately and may not be deducted from the premium due to the Insurer(s).  Subject to cancelling returns only.
<b>SECURITY:</b>	Up to USD 50,000,000 underwritten by Lodestar Marine Limited for and on behalf of Royal & Sun Alliance Insurance plc (No. 93792) - Registered in England and Wales at St Mark's Court, Chart Way, Horsham, West Sussex, RH12 1XL, England. Authorised and regulated by the Financial Services Authority.

Signed

29-Aug-2013

David Mahoney

Lodestar Marine Limited



 **Lodestar**  
Marine Limited

 **Lodestar**

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**RSA** 



# Lodestar

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London, EC3N 4DQ  
United Kingdom

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**E:** info@lodestar-marine.com  
**W:** www.lodestar-marine.com

**ENDORSEMENT NO:** 001 attaching to and forming part of

**POLICY NO:** L1P9HH3S6T7

**VESSEL/S:** SEA STERLING

**EFFECTIVE DATE OF ENDORSEMENT:** 23<sup>rd</sup> December 2013

It is hereby noted and agreed that the Limit of Liability in respect of Vessel SEA STERLING has increased from USD 50,000,000 to USD 500,000,000 with effect from 23<sup>rd</sup> December 2013.

All other terms remain unamended.

Signed:

Dated: 24/12/2013

David Mahoney

Underwriter

**Lodestar Marine Limited**



## Interim International Ship Security Certificate

Issued under the provision of the International Code for the Security of Ships and Port Facilities (ISPS Code),  
under the authority of the Government of the Federal Republic of Nigeria by Lloyd's Register EMEA.

Particulars of Ship	
Name of Ship	SEA STERLING
Distinctive numbers or letters	5NXF
Port of registry	Lagos
Type of ship	Oil Tanker
Gross tonnage	4,126
IMO number	9607318

Name of the Company<sup>1</sup> Transocean Shipping Ventures Private Limited  
Address of the Company 903, Great Eastern Summit,  
B-Wing, Plot 66, Sector 15, CBD Belapur  
400614, Navi Mumbai, Maharashtra  
India  
Company identification number 5628994

Is this a subsequent, consecutive interim Certificate? NO

If Yes, date of issue of initial Interim Certificate:

This Ship Security Plan has been approved for and on behalf of the Government of the Federal Republic of Nigeria as complying with the Regulations stated below.

THIS IS TO CERTIFY that the requirements of section A/19.4.2. of the ISPS Code have been complied with.  
This certificate is issued pursuant to section A/19.4 of the ISPS Code.

### SOLAS 74 Chapter XI-2 Regulation 4

In the development of the Ship Security Plan, in accordance with ISPS Code A/9.4, the provisions of ISPS Code B/8.1 to 13.8 have been duly taken into account and applied as appropriate for the ship.

This is to certify:

- that the security system and any associated security equipment of the ship has been verified in accordance with section 19.1 of part A of the ISPS Code;
- that the verification showed that the security system and any associated security equipment of the ship is in all respects satisfactory and that the ship complies with the applicable requirements of chapter XI-2 of the Convention and part A of the ISPS Code;
- that the ship is provided with an approved Ship Security Plan.

This Interim International Ship Security Certificate is valid until: Thursday, 27 February 2014

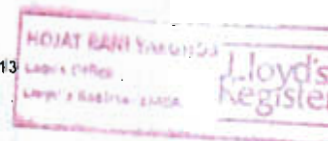
Completion date of the verification on which this certificate is based: Saturday, 31 August 2013

Issued at: Lagos on: Saturday, 31 August 2013

H. Baniyaeghob

Surveyor to Lloyd's Register EMEA

A subsidiary of Lloyd's Register Group Limited



<sup>1</sup> Delete as appropriate



# Document of Compliance

Issued under the provisions of the International Convention for the Safety of Life at Sea 1974, as amended, under the authority of the Government of the Federal Republic of Nigeria by Lloyd's Register Asia.

Name of the Company **Transocean Shipping Ventures Private Limited**  
Address of the Company **903, Great Eastern Summit,  
B-Wing, Plot 66, Sector 15, CBD Belapur  
400614, Navi Mumbai,  
Maharashtra  
India**

Company identification number **5528994**


This is to certify that the Safety Management System of the Company has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) for the type(s) of ships listed below (delete as appropriate)


- ~~— Passenger Ship —~~
- ~~— Passenger High Speed Craft —~~
- ~~— Cargo High Speed Craft —~~
- ~~— Bulk Carrier —~~
- Oil Tanker
- Chemical Tanker
- ~~— Gas Carrier —~~
- ~~— Mobile Offshore Drilling Unit —~~
- Other Cargo Ship

This Document of Compliance is valid until **25 July 2018** subject to periodical verification.

Completion date of the verification on which this certificate is based **26 July 2013**

Issued at **Chennai** on **10 September 2013**

  
Anil Kumar, Office  
Surveyor to Lloyd's Register Asia



A subsidiary of Lloyd's Register Group Limited

<sup>1</sup> See paragraph 1.1.2 of the ISM Code

Lloyd's Register Group Limited, its affiliates and subsidiaries and their respective officers, employees or agents are, individually and collectively, referred to in this clause as 'Lloyd's Register'. Lloyd's Register assumes no responsibility and shall not be liable to any person for any loss, damage or expense caused by reliance on the information or advice in this document or howsoever provided, unless that person has signed a contract with the relevant Lloyd's Register entity for the provision of this information or advice and in that case any responsibility or liability is exclusively on the terms and conditions set out in that contract.

### Endorsement for annual verification

This is to certify that at the periodical verification in accordance with regulation IX /6.1 of the Convention and paragraph 13.4 of the ISM Code, the safety management system was found to comply with the requirements of the ISM Code.

#### 1<sup>st</sup> Annual Verification

Signed:

Place

Date

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#### 2<sup>nd</sup> Annual Verification

Signed:

Place

Date

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#### 3<sup>rd</sup> Annual Verification

Signed:

Place

Date

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#### 4<sup>th</sup> Annual Verification

Signed:

Place

Date

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# Interim Safety Management Certificate

Issued under the provision of the International Convention for the Safety of Life at Sea 1974, as amended,  
under the authority of the Government of the Federal Republic of Nigeria by Lloyd's Register EMEA.

Particulars of Ship	
Name of Ship	SEA STERLING
Distinctive numbers or letters	5NXF
Port of registry	Lagos
Type of ship	Oil Tanker
Gross tonnage	4,126
IMO number	9607318

Name of the Company<sup>1</sup> **Transocean Shipping Ventures Private Limited**  
Address of the Company **903, Great Eastern Summit,  
B-Wing, Plot 66, Sector 15, CBD Belapur  
400614, Navi Mumbai, Maharashtra  
India**

Company identification number **5528994**

This is to certify that the requirements of paragraph 14.4 of the ISM Code have been met and that the Document / Interim Document of Compliance of the Company is relevant to this ship.

This Interim Safety Management Certificate is valid until: **27.02.2014** subject to the Document / Interim Document

Completion date of the verification on which this certificate is based: **Saturday, 31 August 2013**

Issued at: **Lagos** on: **Saturday, 31 August 2013**



H. Baniyaeghob  
Surveyor to **Lloyd's Register EMEA**  
A subsidiary of Lloyd's Register Group Limited

The validity of this Interim Safety Management Certificate is extended to

Extended at: on:

Signed:

Surveyor to

A subsidiary of Lloyd's Register Group Limited

<sup>1</sup> See paragraph 1.1.2 of the ISM Code