

**DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD**

U.S. Coast Guard (G-WPE)  
Washington, D.C. 20593  
Phone: (202) 755-7917

NVIC 8-83  
9 Aug 1983

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 8-83

Subj: Guidance for Compliance with Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

Ref: (a) The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78)  
(b) Port and Tanker Safety Act of 1978  
(c) Title 33 Code of Federal Regulations, Parts 151, 155, 157  
(d) NVIC 7-83, "Guidance for Issuing International Oil Pollution Prevention (IOPP) Certificates under the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating thereto (MARPOL 73/78)"  
(e) Act to Prevent Pollution from Ships of 1980 (33 USC 1901 et. seq.)  
(f) International Maritime Organization, MEPC Circular 111, "Instructions for the Keeping of Oil Record Books On Board Ships"  
(g) NVIC 1-81, "Guidance for Enforcement of the Requirements of the Port and Tanker Safety Act of 1978 (PTSA) Pertaining to SBT, CBT, COW, IGS, Steering Gear, and Navigation Equipment for Tank Vessels"

1. PURPOSE. This Circular provides guidance regarding U.S. Coast Guard enforcement policies with respect to Annex I of MARPOL 73/78.

2. BACKGROUND.

- a. On October 2, 1983 MARPOL 73/78 enters into force and all signatory states are obligated to enforce Annex I, Regulations for the Prevention of Pollution by Oil. Annex I requires equipment to be fitted, procedures to be instituted, and ship design changes to reduce accidental and operational pollution of the sea by oil from ships.
- b. With respect to ships carrying oil in bulk, many of the requirements of MARPOL 73/78 have already been implemented by the U.S. under the Port and Tanker Safety Act of 1978 (PTSA). None of the guidelines in this NVIC alter enforcement under the PTSA. PTSA requirements include major systems such as Segregated Ballast Tanks (SBT), Dedicated Clean Ballast Tanks (CBT), and Crude Oil Washing Systems (COW).
- c. This NVIC is based, in part, on the proposed regulations implementing Annex I of MARPOL 73/78 (proposed 33 CFR Parts 151 and 155). Enclosure (1) provides a set of keyword definitions to assist in better understanding and using this NVIC.

3. DISCUSSION.

- a. All Parties to MARPOL 73/78 are obligated to ensure that ships comply with applicable requirements upon their entry into force. The U.S. is a party to MARPOL 73/78 and the U.S. Coast Guard is the U.S. agency designated to ensure compliance. Therefore, every ship in a port or at an offshore terminal under U.S. jurisdiction is subject to Coast Guard boarding for verification of compliance with MARPOL 73/78.
- b. The Coast Guard is obligated to ensure that non-Party ships, if they operate in the navigable waters or call at offshore terminals subject to U.S. jurisdiction, are afforded no more favorable treatment than that given to ships of Party states (Article 5(4) of MARPOL 73/78).
- c. The Marine Environmental Protection Committee (MEPC) of the International Maritime Organization (IMO) has adopted interpretations of various regulations of MARPOL 73/78 to clarify their meaning. The Coast Guard intends for its regulatory and enforcement programs generally to be consistent with these interpretations, amendments, and proposed amendments. The only exception to date pertains to Regulation 25(1)(see section 6 of enclosure (2)).
- d. The Coast Guard has implemented a program for issuing International Oil Pollution Prevention (IOPP) Certificates to U.S. ships. Information on this program and on the survey requirements for U.S. ships under Annex I of the MARPOL 73/78 is contained in Navigation and Vessel Inspection Circular No. 7-83.
- e. As required by MARPOL 73/78 the Coast Guard has prepared a revised Oil Record Book. The revised Oil Record Book follows an internationally accepted format which provides for easier recording and review of ship transfer operations. The most significant new feature of the revised Oil Record Book is the recording of transfer operations in chronological order by coded and numbered entries. Enclosure (3) contains guidance and examples for properly maintaining the Oil Record Book.

4. RESPONSIBILITIES UNDER MARPOL 73/78.

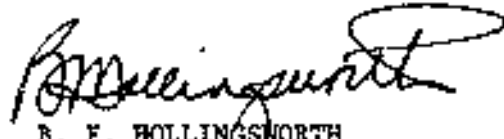
- a. The Coast Guard will ensure that all U.S. oceangoing ships comply with the requirements of MARPOL 73/78, and will board them in port or at offshore terminals to verify compliance.
- b. U.S. oceangoing ships are to have on board and maintain the revised Oil Record Book as of October 2, 1983. The revised Oil Record Books are available from Coast Guard Marine Safety Offices, Captains of the Port or Marine Inspection Offices.
- c. The Coast Guard will ensure that all foreign ships, with the exception of Canadian ships operating solely on the Great Lakes and adjacent inland waters and those ships that are specifically excluded by the MARPOL 73/78, that enter the navigable waters of the U.S., or call at Offshore terminals under U.S. jurisdiction, comply with the applicable provisions of MARPOL 73/78. To this end --
  - (1) Ships of a Party state are to comply with design and equipment requirements and are to have on board and maintain (a) a valid International Oil Pollution

Prevention (IOPP) Certificate, (b) a revised Oil Record Book, and (c) cargo and bilge monitor records, as appropriate. MARPOL 73/78 records will be examined to determine if ships have been complying with operational requirements. Coast Guard boarding officers will use the guidance contained in enclosure (2) when examining the ships of Party states.

- (2) Because of Article 5(11) of MARPOL 73/78, a non-Party ship is required to meet all of the applicable provisions of MARPOL 73/78 as if its flag-state were a Party. The ship must have on board documentary evidence that it is designed and equipped to comply with all applicable requirements of MARPOL 73/78. The document must contain all of the elements of the appropriate supplement (Form A or Form B) to the IOPP Certificate and must be issued by either the ship's flag-state government or a member of the International Association of Classification Societies. The ship is expected to maintain and must be able to produce an Oil Record Book and the recordings from a cargo and/or bilge monitor. Coast Guard boarding officers will use the guidance contained in enclosure (2) when examining these ships; however, where examination of a ship reveals serious discrepancies in the documentary evidence of compliance, a more thorough examination of the ship, based on the survey standards for U.S. ships in Navigation and Vessel Inspection Circular No. 7-83, may be conducted.
- d. Coast Guard officials conducting examinations and inspections of ships will use the guidance in the "Procedures for the Control of Ships and Discharges" for Annex I of MARPOL 73/78 as adopted by the 18th Session of the Marine Environmental Protection Committee of the International Maritime Organization. Where the Coast Guard determines that the condition of a ship or its equipment is such that the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment, the Coast Guard will ensure that immediate corrective actions are taken (MARPOL 73/78, Annex I, Regulation 4(3)(d)).
- e. Where examination of the Oil Record Book or other records reveals that a ship has not complied with the oil discharge limitations of MARPOL 73/78, a thorough investigation will be made, even when the improper discharge of oil may have been outside of U.S. waters. Appendix 2 to enclosure (3) provides a tabular presentation of discharge limitations.
- f. The Coast Guard will conduct offshore aircraft surveillance to detect oil discharges and will use all other appropriate and practical means of detection and environmental monitoring to ensure compliance.
- g. Certain requirements of the Port and Tanker Safety Act of 1978 exceed those of MARPOL 73/78, or were implemented at an earlier date for ships entering U.S. waters. In particular are the requirements pertaining to segregated ballast tanks (SBT), dedicated clean ballast tanks (CBT), and crude oil washing (COW) systems. The Coast Guard will continue to enforce these requirements using established procedures. Information on these requirements, which predominately apply to oil tankers and other ships carrying oil in bulk, is contained in Navigation and Vessel Inspection Circular No. 1-81.

NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 8-83

- h. The Coast Guard will support the efforts of other parties in their actions against U.S. oceangoing ships when a port-state examination of such ships reveals they are not designed, equipped or operating in compliance with MARPOL 73/78.



**B. F. HOLLINGSWORTH**  
Chief, Office of Marine Environment  
and Systems

- Encl: (1) Definitions  
(2) Policy Guidelines  
(3) Oil Record Book Information

Non-Standard Distribution:

- C:e Baltimore (115); Alameda (110); Port Arthur, Honolulu, Seattle (35); Miami, Mobile, Long Beach (25); Norfolk, Jacksonville, Portland OR (20); Boston, Portland ME, Charleston, Anchorage (15); Cleveland (12); Cincinnati, Louisville, Memphis, Nashville, Paducah, Pittsburgh, St. Louis, Savannah, San Juan, Tampa, Galveston, Buffalo, Chicago, Detroit, Duluth, Milwaukee, San Diego, Juneau, Valdez (10); providence, Huntington, Wilmington, Corpus Christi, Toledo (5).
- C:m New Orleans (1110); New York (70); Philadelphia (35); Houston (25); St. Ignace (5); Sturgeon Bay (11).
- D:l CG Liaison Officer MILSEALIFTCOMD M-65 STRAT MOB, CG Liaison Officer JUSMAGPHTh (1).
- E:o New York, Philadelphia, New Orleans, Houston (10) extra. 2TC-68

DEFINITIONS

1. "Administration" means the Government of the state under whose authority the ship is operating. For fixed or floating platforms engaged in exploration and exploitation of the coastal seabed and subsoil, the Administration is the Government of the coastal state exercising sovereign rights for the purpose of exploration and exploitation of their natural resources.
2. "Discharge" means any release, however caused, from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying. It does not include:
  - a) dumping within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, done at London on 13 November 1972 (activities under Environmental Protection Agency or Army Corps of Engineers permits); or,
  - b) release of harmful substances directly arising from the exploration, exploitation and associated with offshore processing of seabed mineral resources.
3. "Equivalent" means an alternative for a fitting, material, appliance or apparatus allowed by the Administration which at a minimum is as effective as the MARPOL 73/78 requirement. An equivalent shall not include the substitution of an operational method to effect the control of discharge of oil for design and construction features required by MARPOL 73/78.
4. "Existing Ship" means any ship which is not a "new ship."
5. "International Oil Pollution Prevention (IOPP) Certificate" means a Certificate issued to a ship by an Administration party to MARPOL 73/78 after successful completion of a survey to insure compliance with MARPOL 73/78 requirements. An IOPP Certificate is only issued to ships whose flag state is a Party to MARPOL 73/78.
6. "IOPP Certificate Equivalency" means valid documentation showing that a non-Party ship has been surveyed in accordance with and complies with the requirements of MARPOL 73/78. Evidence of compliance may be issued by either the government of a country or a recognized classification society. The evidence of compliance must contain all of the information in and have substantially the same format as the IOPP Certificate, form A or form B as appropriate.
7. "MARPOL 73/78" means the International Convention for Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto.
8. "New Ship" means a ship:
  - a) for which the building contract is placed after 31 December 1975; or,
  - b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 30 June 1976; or,
  - c) the delivery of which is after 31 December 1979; or,
  - d) which has undergone a major conversion:
    - (1) for which the contract is placed after 31 December 1975; or,

- (2) in the absence of a contract, the construction work of which is begun after 30 June 1976; or,
- (3) which is completed after 31 December 1979.

9. "Oceangoing Ship" means a ship that:

- a) is operated under the authority of the United States and engages in international voyages;  
or
- b) is operated under the authority of the United States and is certificated for ocean service; or,
- c) is operated under the authority of the United States and is certificated for coastwise service beyond three miles from land; or,
- d) is operated under the authority of the United States and operated at any time seaward of the outermost boundary of the territorial sea of the United States as defined in 33 CFR 2.05; or,
- e) is operated under the authority of a country other than the United States.

A Canadian or U.S. ship that operates exclusively on the Great Lakes of North America or their connecting and tributary waters is not an "oceangoing" ship.

- 10. "Oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse, and refined products. "Oil" does not include animal or vegetable based oil nor does it include noxious liquid substances designated under Annex II of MARPOL 73/78. See appendix (1) to this enclosure.
- 11. "Oily mixture" means an oily mixture is one with any oil content, including bilge slops, oily wastes, oil residues (sludge), oily ballast water, and washings from cargo oil tanks.
- 12. "Public vessel" means any warship) naval auxiliary or other ship owned or operated by a country and used, for the time being, only on government non-commercial service.
- 13. "Ship" means any vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft (self propelled or not) and fixed or floating platforms.

LIST OF OILS UNDER MARPOL 73/78\*

<b>Asphalt solutions</b>	<b>Gasoline Blending Stock</b>
Blending Stocks	Alkylates-fuel
Roofers Flux	Reformates
Straight Run Residue	Polymer-fuel
<b>Oils</b>	<b>Gasolines</b>
Clarified	Casinghead(natural)
Crude Oil	Automotive
Mixtures containing crude oil	Aviation
Diesel Oil	Straight Run
Fuel Oil No. 4	Fuel Oil No. 1(Kerosene)
Fuel Oil No. 5	Fuel Oil No. 1-D
Fuel Oil No. 6	Fuel Oil No. 2
Residual Fuel Oil	Fuel Oil No. 2-D
Road Oil	
Transformer Oil	<b>Jet Fuels</b>
Aromatic Oil	JP-1(Kerosene)
(excluding vegetable oils)	JP-3
Lubricating Oils	JP-4
and Blending Stocks	
Mineral Oil	JP-5 (Kerosene Heavy)
Motor Oil	Turbo Fuel
Penetrating Oil	Kerosene
Spindle Oil	Mineral Spirit
Turbine	
<b>Distillates</b>	<b>Naphtha</b>
Straight Run	Solvent
Flashed Feed Stocks	Petroleum
	Heartcut Distillate Oil
<b>Gas Oil</b>	
Cracked	

\* This list of oils is not comprehensive.

POLICY GUIDELINES

1. MARPOL 73/78 Deficiencies: MARPOL 73/78 deficiencies found by Coast Guard officials will be brought to the immediate attention of the ship's master or the owner's representative. Depending upon the deficiency, a ship may be detained in port, until in the opinion of the authority issuing the order, the ship can proceed to sea without presenting an unreasonable threat of harm to the marine environment. The detention order may authorize the ship to proceed to the nearest available shipyard rather than remaining at the place where the deficiency was discovered.

If the deficiency involves a foreign flag ship, the Coast Guard office taking the action will notify the closest local consul or diplomatic representative of the flag state as required by MARPOL 73/78. The Coast Guard office will also notify Commandant (G-WPE-1) of deficiencies and - update the ship's history in the MSIS.

The Coast Guard may forward information concerning deficiencies to the International Maritime Organization (IMO) and the ship's flag state.

2. International Oil Pollution Prevention (IOPP) Certificates: A valid IOPP Certificate is required under MARPOL Regulations 4 and 5 for each oil tanker of 150 gross tons and above, and every other ship of 400 gross tons and above which engages in international voyages to ports or offshore terminals under the jurisdiction of other parties to MARPOL 73/78. A new ship is required to have an IOPP Certificate on board by October 2, 1983. Existing ships must have an IOPP Certificate by October 2, 1984. Information concerning the adequacy of an IOPP Certificate or IOPP Certificate equivalency will be made available to all Coast Guard Captains of the Port (COTP), Officers in Charge of Marine Inspection (OCMI) and Coast Guard Headquarters (G-WPE-1). The Coast Guard will use the following procedures as guidance to enforce the requirement to carry an IOPP Certificate:

- a. U.S. oceangoing ships: Coast Guard Marine Inspectors using the guidance in NVIC 7-83, will conduct the required survey and issue the IOPP Certificate for U.S. ships. Unless requested earlier, surveys will be conducted at the next regularly scheduled inspection. Although this survey may occur after MARPOL 73/78 entry into force, U.S. ships must have all required equipment on board and functioning as of October 2, 1983. The new equipment requirements include oily-water separators, monitors, and/or alarms and cargo interface detectors. Other Parties to MARPOL 73/78 are expected to refuse entry to or detain in port U.S. ships not having IOPP Certificates.
- b. Foreign flag ships: New ships of Party states are to have on board valid IOPP Certificates and non-Party new ships are to have IOPP Certificate equivalency as of October 2, 1983.
- c. Enforcement actions: For ships having a valid IOPP Certificate or IOPP certificate equivalency on board the Coast Guard will perform routine boarding. For ships not having a valid IOPP certificate or IOPP certificate equivalency the Coast Guard may take one or more of the following actions: issue a Letter of Warnings initiate civil penalty proceedings, restrict ship operations, detain the ship until the discrepancies are corrected, and/or for U.S. ships issue a Notice of Merchant Marine Inspection Requirements (CG-835). Party and non-Party states will be informed when a ship under their flag does not possess an IOPP certificate or IOPP certificate equivalency and that the ship may be denied further U.S. port calls.



3. Oil Record Book: Annex I of MARPOL 73/78, Regulation 20, requires every oil tanker of 150 gross tons and above and every other ship of 400 gross tons and above to maintain an Oil Record Book. The IMO's Marine Environmental Protection Committee, in Circular 111, revised the form of the Oil Record Book. The Oil Record Book now follows an internationally accepted format which provides for easier recording and review of ship transfer operations. The revised Oil Record Book supersedes the book required under the 1954 Convention for the Prevention of Pollution of the Sea by Oil. The most significant new feature of the revised Oil Record Book is the recording of transfer actions in chronological order by coded and numbered entries.

U.S. flag ships may obtain the Oil Record Book from the local MSO/COTPs/MIOs. Oil tankers of 150 gross tons and above are required to maintain both parts of the Oil Record Book: Machinery Space Operations (Part I) and Cargo/Ballast Operations (Part II). This will involve maintaining one Oil Record Book solely for machinery spaces normally to be kept in the engine room, and also maintaining a second Oil Record Book solely for cargo/ballast operations normally to be kept in the cargo control room. Non-tank ships are only required to maintain Part I, the Machinery Space Operations portion of the Oil Record Book. Ships fitted with cargo spaces which are constructed and utilized to carry oil in bulk as cargo, of an aggregate capacity of 200 cubic meters or more, must complete both Parts, Machinery Space Operations and Cargo/Ballast Operations in the Oil Record Book. Enclosure (3), derived from an IMO Circular, provides guidance on Oil Record Book recording practices and control of discharge tables. The ship's master is responsible for properly maintaining the Oil Record Book and for ensuring its availability on board the ship for inspection. An entry in the Oil Record Book must be completed after every tank-to-tank operation, as described in the Oil Record Book and the regulations. The officer(s) in charge shall sign each completed operation. The ship's master shall counter-sign each completed page.

- a. U.S. flag ships: Starting on October 2, 1983 the revised Oil Record Book is required to be on board and maintained. The Coast Guard will periodically inspect the Oil Record Book (Parts I and/or II) and check for expected voyage entries and the position of the ship at the time of transfer operations. MARPOL 73/78 requires ships to maintain the Oil Record Book on board for a period of three years after the date of the final entry.
  - b. Foreign flag ships: Starting on October 2, 1983, the revised Oil Record Book in the international format is required to be on board and maintained. The Coast Guard may examine the Oil Record Book (Parts I and/or II) and check for expected voyage entries and the position of the ship at the time of transfer operations.
  - c. Enforcement actions: The Coast Guard may issue a civil penalty report of violation for failure to accurately maintain or have on board the ship the revised Oil Record Book. An improperly kept Oil Record Book may be used as evidence against a ship suspected of an illegal oil discharge. On the other hand, a correctly maintained record could establish a successful defense to an alleged violation.
4. Equipment for the Control of Oil Discharge from Machinery Space Bilges and Oil Fuel Tanks: Regulations 14 and 16 of MARPOL 73/78 require the installation and use of bilge equipment for the processing of oily water mixtures from bilge or machinery spaces or oil fuel tanks. The Coast Guard will use the following procedures to enforce this requirement:
- a. U.S. flag ships: Equipment required for the control of oil discharge from machinery space bilges and oil fuel tanks are detailed in NVIC 7-83. The Coast Guard will periodically inspect equipment to control oil discharges from machinery space bilges and oil fuel tanks.

Where the equipment installed has an automatic recording device, the inspection may include a review of the continuous record. Continuous records, when maintained, are to be identifiable as to time and date and are to be kept for a three year period.

- b. Foreign flag ships: Ships must have equipment for the control of oil discharges from machinery space bilges and oil fuel tanks approved under either 46 CFR 162.050 or IMO Assembly Resolutions A.393(X) or A.444(xi). The Coast Guard may examine equipment to control oil discharges from machinery space bilges and oil fuel tanks. Where the equipment installed has an automatic recording device, the inspection may include a review of the continuous record. Continuous records, when maintained, are to be identifiable as to time and date and are to be kept for a three year period.
  - c. Enforcement actions: For machinery space bilge and oil fuel tank equipment or system violations, the Coast Guard may take one or more of the following actions: issue a Letter of Warning, initiate civil penalty proceedings, restrict ship operations, detain the ship until the discrepancies are corrected, or for U.S. ships, issue a Notice of Merchant Marine Inspection Requirements (CG-835). Monitor continuous recordings that indicate discharges in excess of authorized limits will be used by the Coast Guard as evidence that a violation occurred. The Coast Guard may take into account other evidence when considering if a ship has committed a discharge violation.
5. Cargo Monitors on Tankers and Other Ships that Carry Oil in Bulk: Regulations 2(2) and 15 of MARPOL 73/78 require tankers and other ships that carry oil in bulk to have on board cargo monitors for the control of oily-water mixture discharges from cargo areas and cargo pumprooms. The Coast Guard will use the following procedures to enforce these requirements.
- a. U.S. flag ships: The equipment requirements for U.S. flag ships are detailed in NVIC 7-83. The Coast Guard will periodically inspect the cargo monitors. This equipment has an automatic recording device, and the inspection may include a review of the continuous record. Continuous records are to be identifiable as to time and date and are to be kept for a three year period.
  - b. Foreign flag ships: The Coast Guard may examine the cargo monitors. This equipment has an automatic recording device, and the examination may include a review of the continuous record. Continuous records are to be identifiable as to time and date and are to be kept for a three year period. For oil tankers and ships which carry more than 200 cubic meters of oil as cargo delivered before October 2, 1983, the Coast Guard may accept a delay in cargo monitor system installation for a maximum period of 12 months, provided:
    - (1) evidence is produced that a purchase order has been placed;
    - (2) the delay is necessary for valid technical reasons such as to coordinate the installation with a scheduled shipyard visit or to coordinate the installation of other suitable equipment for full compliance with Resolution A.496(XII); and
    - (3) the IOPP Certificate or IOPP Certificate equivalency is endorsed accordingly.
  - c. Enforcement actions: For cargo monitor equipment or system violations, the Coast Guard may take one or more of the following actions: issue a Letter of Warning, initiate civil penalty proceedings, restrict ship operations, detain the ship until the discrepancies are

corrected, or for U.S. ships, issue a Notice of Merchant Marine Inspection Requirements (CG-835). Monitor continuous recordings that indicate discharges in excess of authorized limits will be used by the Coast Guard as evidence that a violation occurred. The Coast Guard may take into account other evidence when considering if a ship has committed a discharge violation.

6. Subdivision and Stability: After October 2, 1983, every oil tanker that is a "new ship" must comply with subdivision and damage stability criteria required under Annex I, Regulation 25 of MARPOL 73/78 for any operating draft reflecting actual partial or full load conditions. There must be sufficient information on board to assess the damage stability of the ship under conditions the same as or more severe than those under which the ship operates while in U.S. waters. The Coast Guard will examine the ship's loading manual to determine if the ship meets this requirement. For ships failing to meet the stability requirement, the Coast Guard may take one or more of the following actions: issue a Letter of Warning, initiate civil penalty proceedings, restrict ship operations, detain the ship until the discrepancies are corrected, deny entry to U.S. ports, or for U.S. ships, issue a Notice of Merchant Marine Inspection Requirements (CG-835).
7. Waste Reception Facilities: Regulation 12 of Annex I of MARPOL 73/78 requires Parties to ensure adequate waste reception facilities. Under U.S. law waste reception facilities at ports and terminals in countries party to MARPOL 73/78 must be certified as adequate for Annex I waste oils by October 2, 1984. The Coast Guard is developing regulations which outline the criteria used for determining the adequacy of waste reception facilities. When the waste reception facility regulations become effective, ships destined for a U.S. terminal without a Coast Guard waste reception facility Certificate of Adequacy will be denied entry to that specific terminal.
8. Equivalents: Under Regulation 3 of Annex I of MARPOL 73/78, the Coast Guard may accept any fitting, material, appliance or apparatus fitted in a ship as an alternative, provided that the fitting, material, appliance or apparatus is at least as effective as that required by MARPOL 73/78. An Administration that grants an equivalency must communicate the particulars of the equivalency to IMO for distribution to Parties. NVIC 7-83 contains a listing of equivalents which have been accepted by the Coast Guard for U.S. ships and sent to IMO for circulation. Any additional requests for equivalencies for U.S. ships should be submitted to Coast Guard Headquarters (G-MVI). Coast Guard Headquarters (G-WPE-1) intends to maintain a list of those equivalencies granted by other Administrations. Questions regarding equivalents granted by other Administrations should be addressed to Commandant (G-WPE-1).
9. Enforcement of Discharge Violations: Article 4 of MARPOL 73/78 directs Parties to establish under their own law penalties for violations. The Act to Prevent Pollution from Ships (33 U.S.C. 1901 et seq.) implements MARPOL 73/78 for the United States. The Federal Water Pollution Control Act (FWPCA) also prohibits certain discharges of oil in the navigable waters of the United States and in the contiguous zone. However, in the contiguous zone, discharges which are allowed under MARPOL 73/78 are not prohibited by the FWPCA.
  - a. U.S. territorial seas: The FWPCA defines those quantities of oil which may not be discharged into the navigable waters of the United States, which include the territorial sea. Under the Act, any discharge of oil in a "which may be harmful" as defined in 40 CFR 110 (one which forms a sheen, sludge, film or emulsion) is not permitted.
    - (1) U.S. and foreign flag ships: The master of the ship must report (as detailed in 33 CFR 153.203 and proposed 33 CFR 151.15) the particulars of a discharge to the

nearest Coast Guard Captain of the Port or to the National Response Center (NRC: toll free number 800-424-8802) by the fastest means possible.

- (2) Enforcement actions: For discharges in violation of the FWPCA or MARPOL 73/78, a ship is subject to a \$5000 civil penalty under the FWPCA and/or a \$25,000 civil penalty under the Act to Prevent Pollution from Ships. Under the FWPCA, non-notification is a criminal offense for which a maximum fine of \$10,000 and/or a maximum of one year imprisonment may be imposed.
- b. U.S. contiguous zone: The U.S. contiguous zone is the area between 3 and 12 nautical miles offshore as measured from the baseline from which the territorial sea is measured. In the contiguous zone oil discharges are controlled by the FWPCA and MARPOL 73/78. The FWPCA prohibits any discharge of oil in a quantity which may be harmful as defined in 40 CFR 110 (one which forms a sheen, sludge, film or emulsion) but excludes discharges permitted by MARPOL 73/78. MARPOL 73/78 permits discharges from machinery space bilges and oil fuel tanks in concentrations of less than 15 parts per million (ppm) when the ship has in operation an approved oily-water separator, and monitor or alarm system. Thus, discharges in the contiguous zone in compliance with MARPOL 73/78 restrictions are not a violation of the FWPCA even if a sheen is formed.
- (1) U.S. flag ships: The master of the ship must report (as detailed in proposed 33 CFR 151.15) the particulars of an incident to the nearest Coast Guard Captain of the Port or to the NRC (toll free number 800-424-8802) by the fastest means possible. For each violation the owner, operator, or person-in-charge of a ship discharging oil in violation of the FWPCA or MARPOL 73/78 is subject to a \$5,000 civil penalty under the FWPCA and/or a \$25,000 civil penalty under the Act to Prevent Pollution from Ships.
  - (2) Foreign flag ships: The master of a ship must report the discharge in accordance with 33 CFR 153.203. The owner, operator, or person in charge of a ship discharging oil in violation of the FWPCA is subject to a civil penalty of \$5,000. Violations of MARPOL 73/78 will be referred to the ship's flag state.
- c. Discharges beyond the contiguous zone: Beyond the contiguous zone discharges of oil are presently limited only by MARPOL 73/78 except for discharges associated with Outer Continental Shelf drilling operations which are limited by NPDES permits issued by the EPA (40 CFR 435).
- (1) Discharges from machinery space bilges and fuel tanks: MARPOL 73-78 permits discharges from machinery space bilges and oil fuel tanks in concentrations of less than 100 ppm when the ship has in operation an approved oily-water separator, and monitor or alarm system. Specific conditions for discharge are found in proposed 33 CFR 151.09 and MARPOL 73/78 Annex I, Regulations 9 and 10.
    - (a) U.S. flag ships: The master of a ship involved in an unauthorized discharge shall direct a report without delay (as detailed in proposed 33 CFR 151.15) to the appropriate officer or agency of the government of the country in whose waters the incident occurs. For discharges on the high seas, the report must be given to the nearest Captain of the Port or the NRC (toll free number 800-424-8802 or telex number 892427). A U.S.

ship suspected of discharging oil in violation of MARPOL 73/78 may be boarded and inspected at a port or offshore terminal of a Party. The inspections and boarding may include examining the Oil Record Book, the bilge or cargo oil content monitor continuous records, and appropriate areas of the ship. Under the Act to Prevent Pollution from Ships, the owner, operator, or person-in-charge is subject to a civil penalty of not more than \$25,000.

(b) Foreign flag ships: Reports of incidents occurring beyond the contiguous zone should be made in accordance with MARPOL 73/78. A ship suspected of discharging in violation of MARPOL 73/78 may be boarded and inspected at a port or offshore terminal under the jurisdiction of the United States. The inspections and boardings may include examining the Oil Record Book, the bilge or cargo oil content monitor continuous records, and appropriate areas of the ship. The Coast Guard will forward the information concerning the incident to the IMO and to the ship's flag state.

(2) Discharges from tanker cargo tanks and cargo pump rooms: Discharges of oil from cargo tanks and cargo pump room bilges are permitted only when the oil tanker is 50 miles from land and the ship has in operation an approved cargo monitor. Other specific requirements for discharge are contained in 33 CFR 157.37.

(a) U.S. flag ships: The master of a ship carrying oil in bulk involved in an unauthorized discharge shall direct a report without delay (as detailed in proposed 33 CFR 151.15) to the appropriate officer or agency of the government of the country in whose waters the incident occurs. For discharges on the high seas and for all other discharges, the report must be given to the nearest Captain of the Port or the NRC (toll free number 800 424-8802 or telex number 892427). A U.S. oil tanker suspected of discharging in violation of MARPOL 73/78 may be boarded and inspected at a port or offshore terminal of a Party. The inspection and boarding may include examining the Oil Record Book, the bilge or cargo oil content monitor continuous records, and appropriate areas of the ship. The owner, operator, or person-in-charge is subject to a civil penalty of not more than \$25,000 under the Act to Prevent Pollution from Ships.

(b) Foreign flag ships: Reports of incidents occurring beyond the U.S. contiguous zone should be made in accordance with MARPOL 73/78. A ship carrying oil in bulk suspected of discharging in violation of MARPOL 73/78 may be boarded and inspected at a port or offshore terminal under the jurisdiction of the United States. The inspection and boarding may include examining the Oil Record Book, the bilge or cargo oil content monitor continuous records, and appropriate areas of the ship. The Coast Guard will forward the information concerning the incident to the IMO and to the ship's flag state.

- d. Discharges from existing ships: While existing ships are not required to be equipped with bilge separating equipment and/or cargo monitors until 2 October 1986, they will nevertheless be bound by the applicable discharge limitations of MARPOL 73/78.
  
- e. Fixed and floating drilling rigs and other platforms: There are no additional equipment or discharge limitations on fixed and floating drilling rigs and other platforms which are operating under a valid National Pollutant Discharge Elimination System (NPDES) permit in accordance with section 402 of the FWPCA, as amended and with 40 CDR Chapter I. Compliance with an NPDES permit will be considered to be full compliance with MARPOL 73/78. However, when not operating under a permit, the MARPOL 73/78 control of discharge of oil limitations in proposed 33 CFR 151.09 will be fully applicable. Compliance with an NPDES permit is a fully satisfactory alternative to compliance with the specific requirements of MARPOL 73/78.

## OIL RECORD BOOK (ORB) INFORMATION<sup>1</sup>

### 1. Introduction

In accordance with the International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), Oil Record Books shall be kept on every ship of 400 gross tonnage and above, and on every oil tanker of 150 gross tonnage and above, as required by Regulation 20 of Annex I, (attached as Appendix I). Such records are necessary for the enforcement of pollution regulations and fulfill the same role as entries in the deck and engine room logs in case a ship is suspected of violation. It is therefore very important that all entries are made carefully and precisely.

An improperly kept Oil Record Book could be used as evidence against a suspected ship. On the other hand a correctly maintained record could acquit a suspected ship. Even though the Master is entrusted with the overall responsibility of his ship, officers designated by him to perform -specific duties also become punishable in case of an offense under the laws of many countries.. It is therefore very important that the Oil Record Book is completed carefully and precisely. The responsibility of the Master or the person designated by him for making entries in the Oil Record Book is no less than that for the ship's official log books.

MARPOL 73/78 means the introduction of new forms for the Oil Record Book. In its new version, the Oil Record Book has been modified so as to accord with the new requirements regarding equipment and thus with new procedures on board ships. The main difference compared with the old Oil Record Book is that the entries are now required to be made in chronological order as in ship's log books.

All officers concerned with operations specifically introduced to minimize pollution (COW, CBT, LOT) should familiarize themselves with the basic concept of these operational procedures and the equipment provided on board to facilitate and improve such operations. Thus, the various manuals found on board should be carefully studied to provide a better understanding of the list of operations provided at the beginning of each part of the Oil Record Book.

### 2. Regulations for the discharge of oil and oily mixtures

Whether or not a discharge is permissible depends on the oil content, usually expressed in ppm (parts per million) and the location of the ship at the time of the discharge. The difference in the regulations are determined mainly by the ecological conditions in the areas concerned. In the Special Areas, comprising the Baltic Sea area, the Mediterranean Sea area, the Black Sea area, (and the Red Sea area, and the Gulfs area when they are so declared by IMO), every form of discharge is prohibited except for those containing processed bilge water from the machinery spaces which contain not more than 15 ppm of oil, clean ballast and segregated ballast. In other areas a higher content of oil is allowed in the effluent from machinery spaces and discharge of dirty ballast is also allowed provided the total quantity of oil discharged does not exceed a fixed quantity. In those areas limits of distance from land are imposed for the discharge of dirty ballast and other effluent having an oil content in excess of 15 ppm. Anything that may not be discharged according to the regulations must either be disposed on board (incinerated for example) or retained until it can be discharged to a reception facility.

---

<sup>1</sup> Adapted from IMO Marine Environmental Protection Committee Circular 111 (NOTE: English units of measure may be used in lieu of the metric units shown in the examples provided herein.)

Two tables on control of discharges under MARPOL 73/78, one for discharges from machinery spaces of all ships, and one for discharges from the cargo tank area of oil tankers are attached as Appendix 2.

3. Operations to be recorded in the Oil Record Book Examples of operations to be recorded are briefly shown in the figures below. The relevant requirements can be found in Regulation 20(2) of MARPOL 73/78, included in Appendix 1 of this enclosure.

4. Oil Record Books - description and keeping

The U.S. Oil Record Book contains both Part I for machinery space operations and Part II for cargo/ballast operation in a single bound book. Consequently, on U.S. tankers, two Oil Record Books shall be provided. One Oil Record Book shall be dedicated to recording only Part I activities and will normally be kept in the engine room, while the other Oil Record Book shall be dedicated to recording only Part II activities and will normally be kept in the cargo control room. On ships other than oil tankers only Part I of the Oil Record Book (machinery space operations) need be kept, unless the ship is fitted with cargo spaces. constructed and utilized for the carriage of oil in bulk of an aggregate capacity of 200 cubic meters or more, then it must also maintain Part II of the Oil Record Book which covers cargo/ballast operations.

The first pages in each Oil Record Book show a comprehensive list of items of operations. The items are grouped into operational sections, each of which is denoted by a letter code. When making entries in the Oil Record Book, the date, operational code and item number shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically in the blank space. The entries in the Oil Record Book for ships holding an IOPP Certificate, shall be in English or French. other ships shall make entries in the official language of the State whose flag the ship is entitled to fly.

Each completed operation shall be signed and dated by the officers(s) in charge, and each completed page shall be signed by the Master of the ship.

The following should be observed when making entries in the Oil Record Book:

- a. If a wrong entry is made it should be struck by a single line still making the wrong entry legible. The wrong entry is signed and the correct entry follows.
- b. The entries must be made in indelible ink and the Oil Record Book must be preserved for a period of three years after the date of last entry.
- c. As soon as the operation is completed the officer or the officers in charge of the operation(s) shall make entries in the Oil Record Book. In the case of an unavoidable delay, the Oil Record Book the entries shall be made at the earliest opportunity.
- d. As soon as each page is completed the Oil Record Book shall be presented to the Master for his signature at the bottom of the page.
- e. If in the opinion of an officer (of the ship) it is considered that certain events must be noted down in the Oil Record Book even though such an entry is not listed, a list of items under column H or 0 should be developed to enter such operations or events.



The items to be recorded in the Oil Record Book have been kept to the absolute minimum required to reconstruct a situation or sequence of events.

5. Inspection of Oil Record Books

Under MARPOL 73/78, the Oil Record Books may be inspected at a port, and may be made available in any judicial proceedings as evidence of facts stated in the entries MARPOL 73/78 further provides for a system whereby port authorities may, if the inspection of the Oil Record Book indicated that an unauthorized discharge might have occurred, detain and inspect the ship to find more evidence of the suspected contravention.

6. Example of Machinery Space Operations

The following example shows how the machinery space operations listed below are recorded in the Oil Record Book.

The entries are assumed to be made by Mr. Johnson, the second engineer of the general cargo ships MIS NONSUCH, who has been given the responsibility of controlling the overboard discharge of treated bilge water, ballast water from fuel/ballast tanks and the handling of sludge generated in the machinery spaces.

1st August: The bilge pump was started to transfer 5m<sup>3</sup> of oily bilge water which had collected in the bilge wells in the engine room to the collecting tank at 1000 hrs. The ship was in port.

3rd August: The collecting tank had nearly filled to its maximum capacity of 25m and as the ship was at sea it was decided to empty the tank using the filtering system on board. About 20 m<sup>3</sup> of bilge water was withdrawn from the collecting tank, the operations taking place around 1000 hrs.

4th August: At 0300 hrs the filtering equipment was put for automatic operation, the system being connected to the bilge level indicators in the engine room. By this time the ship was well away from land.

7th August: On this day the chief officer requested the second engineer to ballast the No. 5 DB tanks (P+S) if the oil fuel from them had been transferred to the settling tanks. The second engineer confirmed the completion of transfer and as per request ballasted the No. 5 DB tanks.

11th August: The ship was nearing the coast and at 0730 hrs it was decided to put the bilge water filtering system back to manual operation.

12th August: About 5 m<sup>3</sup> of oily bilge water was transferred at 0830 hrs to the collecting tank by the fourth engineer. On completion of the operation the engineer entered the required particulars in the Oil Record Book and signed it. On the same day, in the afternoon, the ship came alongside and transfer of dirty ballast from No. 5 DB tanks to reception facilities ashore began without delay.

14th August: The ship was again at sea and it was decided to discharge about 10 cubic meters of bilge water from the collecting tank over board via the filtering system. This was done at 1000 hours. On the same day at 1800 hours, when the engine room changed over to unmanned service the ship was clear of coastal waters, the filtering system was set for automatic discharge of processed bilge water from the engine room.

List Of Part I, Machines Space Operation Items To Be Recorded

(A) BALLASTING OR CLEANING OF OIL FUEL TANKS

1. Identity of tank(s) ballasted.
2. Whether cleaned since they last contained oil and, if not, type of oil previously carried.
3. Position of ship at start of cleaning.
4. Position of ship at start of ballasting.

(B) DISCHARGE OF DIRTY BALLAST OR CLEANING WATER FROM OIL FUEL TANKS REFERRED TO UNDER SECTION (A)

5. Identity of tank(s).
6. Position of ship at start of discharge.
7. Position of ship on completion of discharge.
8. Ship's speed(s) during discharge.
9. Method of discharge:
  - .1 Through 100 ppm equipment;
  - .2 Through 15 ppm equipment;
  - .3 To reception facilities.
10. Quantity discharged.

(C) DISPOSAL OF OIL RESIDUES (SLUDGE)

11. Quantity of residue retained on board for disposal.
12. Methods of disposal of residue:
  - .1 To reception facilities (identify port);
  - .2 Mixed with bunkers;
  - .3 Transferred to another (other) tank(s) (identify tank(s));
  - .4 Other method (state which).

(D) NON-AUTOMATIC DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES

13. Quantity discharge.
14. Time of discharge.
15. Method of discharge or disposal:
  - .1 Through 100 ppm equipment;
  - .2 Through 15 ppm equipment;
  - .3 To reception facilities (identify port);
  - .4 To slop or collecting tank (identify tank).

(E) AUTOMATIC DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES

16. Time when the system has been put into automatic mode of operation for discharge overboard.
17. Time when the system has been put into automatic mode of operation for transfer of bilge water to collecting (slop) tank (identify tank).
18. Time when the system has been put to manual operation.
19. Method of discharge overboard:
  - .1 Through 100 ppm equipment;
  - .2 Through 15 ppm equipment.

(F) CONDITION OF OIL DISCHARGE MONITORING AND CONTROL SYSTEM

20. Time of system failure.
21. Time when system has been made operational.
22. Reasons for failure.

(G) ACCIDENTAL OR OTHER EXCEPTIONAL DISCHARGES OF OIL

23. Time of occurrence.
24. Place or position of ship at time of occurrence.
25. Approximate quantity and type of oil.

26. Circumstances of discharge or escape, the reasons therefore and general remarks.

(H) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS

NAME OF SHIP: M/S NORDSUCH

DISTINCTIVE NUMBER OR LETTERS: XXX

~~BARREL~~ OPERATIONS (OIL TANKS)\* / MACHINERY SPACE OPERATIONS (ALL SHIPS)\*

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
1-8/82	D	13	5 m <sup>3</sup>
		14	1000 lbs
		15.4	to collecting tank
			1-8/82 J. Johnson
3-8/82	D	13	20 m <sup>3</sup>
		14	1000 hours
		75.2	
			3-8/82 J. Johnson
4-8/82	E	16	0030 hrs.
		19.2	
			4-8/82 J. Johnson
7-8/82	A	1	No. 5 DB Port and Sdbd
		2	No. fuel oil 3000 sec.
			7-8/82 J. Johnson

Signature of Master: J. Johnson

\* Delete as appropriate.

NAME OF SHIP: U/S MONSIEUR

DISTINCTIVE NUMBER OR LETTERS: XXXX

~~CARGO/BALLAST OPERATIONS (OIL TANKERS)~~ MACHINERY SPACE OPERATIONS (ALL SHIPS)\*

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
11-8/82	F	78	0730 hrs / 11-8/82 J. Johnson
12-8/82	D	13/74	5 m <sup>3</sup> / 0730 hrs
		15.4	to collecting tank / 12-8/82 M. Blom
12-8/82	B	5	No. 5 DB Port and Stbd.
		6/7	Port Aike
		9.3	to reception facility
		10	750 m <sup>3</sup> / 12-8/82 J. Johnson
14-8/82	D	13/14	10 m <sup>3</sup> from collecting tank / 1000 hrs
		15.2	/ 14-8/82 J. Johnson
14-8/82	E	16	1800 hrs
		19.2.	/ 14-8/82 J. Johnson
16-8/82	C	11/12.4	15 m <sup>3</sup> / incinerated / 16-8/82 J. Johnson

Signature of Master... J. Johnson

\* Delete as appropriate.

7. Example of Cargo/Ballast Operations on Board An Oil Tanker

The following example shows how Part II for the cargo/ballast operations listed below are recorded in the Oil Record Book. The operations are assumed to take place on board an oil tanker with a full load of heavy fuel oil from Rotterdam. Some of the cargo is unloaded at Holmsund, and the remainder at Stockholm. The tanks are cleaned while the tanker is in ballast on its way back to Rotterdam. Details are as follows:

26 August: The slop tank No. 5 SB was machine washed and the tank washings simultaneous discharged ashore to a reception facility. On the same day the ship took a full load of heavy fuel oil and sailed for Sweden.

30 August: The ships arrived Holsmsund and was immediately berthed at the product jetty. All cargo from center tanks 1, 3, and 5 was discharged. On completion of discharge the ship sailed for Stockholm where it was scheduled to unload the remaining cargo.

31 August: In order to trim the ship by stern to improve the steering qualities and with the wished of the pilots, part of the cargo from No. 2C was transferred to No. 5C. The ship arrived at its final port of discharge and completed discharge during the early hours of the day. After the tanks had been stripped, ballast was taken into wing tanks No.1, 3 and 4 (SB + P) while the ship was still alongside.

01 September: Tank cleaning of arrival ballast tanks 1 C, 3 C and 5 C began the same day using hot water. The tank cleaning pump took suction from sea and fed the tank cleaning machines via the heater. Tankwashings were withdrawn from the tanks using cargo pump and discharged into the slop tanks. The tanks were washed for 2 hours each. Lines and pumps which were to be used for taking clean ballast the following morning were also flushed into the slop tanks.

03 September: Clean ballast was pumped into 1 C, 3 C and 5 C.

During the same day, on completion of ballasting, the dirty ballast from departure ballast tanks was discharged overboard. The discharge monitoring and control system was brought into operation to monitor the water being discharged overboard. About 10 cubic meters of contaminated ballast was retained in each of the tanks. This part of the dirty ballast would be transferred to the slop tanks after part of the slops had been discharged overboard.

It was decided to withdraw the separated water from the slop tanks which were nearly full to make room for the dirty ballast and further line washing. On completion of discharge from slop tanks, the remaining ballast from departure ballast tanks (about 60 m<sup>3</sup>) was transferred to the starboard slop tank.

During the evening lines and pumps for deballasting were flushed into the slop tanks.

4th September: The ship arrived at loading berth where the full contents of slop tanks were discharged ashore to reception facilities.



LIST OF PART II CARGO/BALLAST OPERATION ITEMS TO BE RECORDED

(A) LOADING OF OIL CARGO

1. Place of loading.
2. Type of oil loaded and identity of tank(s).
3. Total quantity of oil loaded.

(B) INTERNAL TRANSFER OF OIL CARGO DURING VOYAGE

4. Identity of tank(s).
  - .1 From:
  - .2 To:
5. Was (were) tank(s) in 4(1) emptied?

(C) UNLOADING OF OIL CARGO

6. Place of unloading.
7. Identity of tank(s) unloaded.
8. Was (were) tank(s) emptied?

(D) CRUDE OIL WASHING (COW TANKERS ONLY) (To be completed for each tank being crude oil washed)

9. Port where crude oil washing was carried out or ship's position if carried out between two discharge ports.
10. Identity of tank(s) washed.<sup>2</sup>
11. Number of machines in use.
12. Time of start of washing.
13. Washing pattern employed.<sup>3</sup>
14. Washing line pressure.

---

<sup>2</sup> When an individual tank has more machines than can be operated simultaneously, as described in the Operations and Equipment Manual) then the section being crude oil washed should be identified, e.g. No. 2 center, forward section.

<sup>3</sup> In accordance with the Operations and Equipment Manual, enter whether single-stage or multi-stage method of washing is employed. If multi-stage method is used, give the vertical arc covered by the machines and the number of times that arc is covered for that particular stage of the program.



15. Time completed or stopped washing.
16. State method of establishing that tank(s) was (were) dry.
17. Remarks.<sup>4</sup>

(E) BALLASTING OF CARGO TANKS

18. Identity of tank(s) ballasted.
19. Position of ship at start of ballasting.

(F) BALLASTING OF DEDICATED CLEAN BALLAST TANKS (CBT TANKERS ONLY)

20. Identity of tank(s) ballasted.
21. Position of ship when water intended for flushing, or port ballast was taken to dedicated clean ballast tank(s).
22. Position of ship when pump(s) and lines were flushed to slop tank.
23. Quantity of oily water resulting from line flushing transferred to slop tanks (identify slop tank(s)).
24. Position of ship when additional ballast water was taken to dedicated clean ballast tank(s).
25. Time and position of ship when valves separating the dedicated clean ballast tanks from cargo and stripping lines were closed.
26. Quantity of clean ballast taken on board.

(C) CLEANING OF CARGO TANKS

27. Identity of tank(s) cleaned.
28. Port or ship's position.
29. Duration of cleaning.
30. Method of cleaning.<sup>5</sup>
31. Tank washings transferred to:

- .1 Reception facilities;

---

<sup>4</sup> If the programs given in the Operations and Equipment Manual are not followed, then the reasons must be given under Remarks.

<sup>5</sup> Hand hosing, machine washing and/or chemical cleaning. Where chemically cleaned, the chemical concerned and amount used should be stated.

.2 Slop tank(8) or cargo tank(s) designated 88 slop tank(s) (identify tank(8)).

(H) DISCHARGE OF DIRTY BALLAST

32. Identity of tank(8).
33. Position of ship at start of discharge into the sea.
34. Position of ship on completion of discharge into the sea.
35. Quantity discharged into the sea.
36. Ship's speed(s) during discharge.
37. Was the discharge monitoring and control system in operation during the discharge?
38. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?
39. Quantity of oily water transferred to slop tank(s) (identify slop tank(s)).
40. Discharged to shore reception facilities (identify port if applicable).

(I) DISCHARGE OF WATER FROM SLOP TANKS INTO THE SEA

41. Identity of slop tanks.
42. Time of settling from last entry of residues, or
43. Time of settling from last discharge.
44. Time and position of ship at start of discharge.
45. Ullage of total contents at start of discharge.
46. Ullage of oil/water interface at start of discharge.
47. Bulk quantity discharged and rate of discharge.
48. Final quantity discharged and rate of discharge.
49. Time and position of ship on completion of discharge.
50. Was the discharge monitoring and control system in operation during the discharge?
51. Ullage of oil/water interface on completion of discharge.
52. Ship's speed(s) during discharge.

- 53. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?
- 54. Confirm that all applicable valves in the ship's piping system have been closed on completion of discharge from the slop tanks.

(J) DISPOSAL OF RESIDUES AND OILY MIXTURES NOT OTHERWISE DEALT WITH

- 55. Identity of tank(s).
- 56. Quantity disposed of from each tank.
- 57. Method of disposal:
  - .1 To reception facilities (identify port);
  - .2 Mixed with cargo;
  - .3 Transferred to another tank(s) (identify tank(s));
  - .4 Other method (state which).

(K) DISCHARGE OF CLEAN BALLAST CONTAINED IN CARGO TANKS

- 58. Position of ship at start of discharge of clean ballast.
- 59. Identity of tank(s) discharge.
- 60. Was (were) the tank(s) empty on completion?
- 61. Position of ship on completion if different from 58.
- 62. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?

(L) DISCHARGE OF BALLAST FROM DEDICATED CLEAN BALLAST TANKS (CBT TANKERS ONLY)

- 63. Identity of tank(s) discharged.
- 64. Time and position of ship at start of discharge of clean ballast into the sea.
- 65. Time and position of ship on completion of discharge into the sea.
- 66. Quantity discharged:
  - .1 Into the sea; or
  - .2 To reception facility (identify port).

- 67. Was there an indication of oil contamination of the ballast water before or during discharge into the sea?
- 68. Was the discharge monitored by an oil content meter?
- 69. Time and position of ship when valves separating dedicated clean ballast tanks from the cargo and stripping lines were closed on completion of deballasting.

(M) CONDITION OF OIL DISCHARGE MONITORING AND CONTROL SYSTEM

- 70. Time of system failure.
- 71. Time when system has been made operational.
- 72. Reasons for failure.

(N) ACCIDENTAL OR OTHER EXCEPTIONAL DISCHARGES OF OIL

- 73. Time of occurrence.
- 74. Port or ship's position at time of occurrence.
- 75. Approximate quantity and type of oil.
- 76. Circumstances of discharge or escape) the reasons therefore and general remarks.

(O) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS

TANKERS ENGAGED IN SPECIFIC TRADES

(P) LOADING OF BALLAST WATER

- 77. Identity of tank(s) ballasted.
- 78. Position of ship when ballasted.
- 79. Total quantity of ballast loaded in cubic meters.
- 80. Remarks.

(Q) RE-ALLOCATION OF BALLAST WATER WITHIN THE SHIP

- 81. Reasons for re-allocation.

(R) BALLAST WATER DISCHARGE TO RECEPTION FACILITY

- 82. Port(s) where ballast water was discharged.
- 83. Name or designation of reception facility.

- 84. Total quantity of ballast water discharged in cubic meters.
- 85. Date, signature and stamp of port authority official.

NAME OF SHIP: M/T Tankship

DISTINCTIVE NUMBER OR LETTERS: XXXX

CARGO/BALLAST OPERATIONS (OIL TANKERS)\*/~~MACHINERY ROOM OPERATIONS (ALL SHIPS)~~

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
26/8-82	G	27	5 SB
		28	Rotterdam (Europool)
		29	1 hrs
		30	Machine washing
		51.7	26/8 G Eriksson
26/8-82	A	1	Rotterdam
		2	Heavy fuel oil/ 1-5 C, 1-5 SB and 1-5 P
		3	2800 m <sup>3</sup> 26/8 G Eriksson
30/8-82	C	6	Holmsund
		7	1 C, 5 C and 5 C
		8	Yes 30/8 G Eriksson
31/8-82	B	4.7	2 C
		4.8	5 C
		5	No 31/8 G Eriksson
1/9-82	C	6	Stockholm
		7	2 C, 4 C, 5 C, 1-5 SB and 1-5 P
		8	Yes 1/9 G Eriksson
1/9-82	E	18	1 SB+P, 3 SB+P and 4 SB+P 1/9 G Eriksson

Signature of Master: P Lind

\* Delete as appropriate.

NAME OF SHIP: M/T Tankship

DISTINCTIVE NUMBER OR LETTERS: XXXX

CARGO/BALLAST OPERATIONS (OIL TANKS/PUMPS/VENTS/SPACE OPERATIONS/FAUCETS/SBPS)\*

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
		19	Stockholm 1/9 G Eriksson
1/9-82	G	27	1 C, 3 C, 5 C
		28	N 51° 30' E 12° 25'
		29	2 hrs, 2 hrs, 2 hrs
		30	Machine washing
		31.2	5 SB-P 1/9 G Eriksson
5/9-82	E	18	1 C, 3 C and 5 C
		19	N 57° 32' E 06° 24' 3/9 G Eriksson
3/9-82	H	32	1 SB-P, 3 SB-P and 4 SB-P
		33	N 57° 05' E 06° 15'
		34	N 56° 15' E 06° 02'
		35	650 m <sup>3</sup>
		36	74.5 knots
		37	Yes
		38	No
		39	60 m <sup>3</sup> .20 5 SB 3/9 G Eriksson

Signature of Master, P. Lind

\* Delete as appropriate.

NAME OF SHIP: M/T Tankship

DISTINCTIVE NUMBER OR LETTERS: XXXX

CARGO/BALLAST OPERATIONS (OIL TANKERS) \* / ~~WHEAT/GRAIN OPERATIONS (TANKERS)~~ \*

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge
3/9-82	7	41	5 SB+P 3/9 G Eriksson
		42	20 hrs
		44	1400 hrs N 54° 40', E 04° 15'
		45	0.8 metres, 0.8 metres
		46	1.4 - " , 1.3m - " -
		47	95 m <sup>3</sup> at 30 m <sup>3</sup> /h, 90 m <sup>3</sup> at 30 m <sup>3</sup> /h
		49	1530 hrs N 54° 12., E 04° 40'
		50	Yes
		51	4.2 metres, 4.2 metres
		52	14.5 knots
		53	Yes
		54	Yes 3/9 G Eriksson
4/9	5	58/59	Rosterdam (Europoort) / 1 C, 3 C and 5 C
		60/62	Yes/Yes 4/9 G Eriksson
4/9-82	2	55/56	5 SB+P 75 m <sup>3</sup> , 75 m <sup>3</sup>
		57, 1	Rosterdam (Europoort) 4/9 G Eriksson

Signature of Master P Lind

\* Delete as appropriate.

MARPOL 73/78) ANNEX I, CHAPTER II, REGULATION 20

- (1) Every oil tanker of 150 tons gross tonnage and above and every ship of 400 tons gross tonnage and above other than an oil tanker shall be provided with an Oil Record Book Part I (Machinery Space Operations). Every oil tanker of 150 tons gross tonnage and above shall also be provided with an Oil Record Book Part II (Cargo/Ballast Operations). The Oil Record Book(s), whether as a part of the ship's official log book or otherwise, shall be in the Form(s) specified in Appendix III to this Annex. (It is important to note the United States has combined Parts I and II into ONE book.)
- (2) The Oil Record Book shall be completed on each occasion, on a tank to tank basis if appropriate, whenever any of the following operations take place in the ship:
  - (a) for machinery space operations (all ships):
    - (i) ballasting or cleaning of oil fuel tanks;
    - (ii) discharge of dirty ballast or cleaning water from tanks referred to under (i) of the sub-paragraph;
    - (iii) disposal of oily residues (sludge);
    - (iv) discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces.
  - (b) for cargo/ballast operations (oil tankers):
    - (i) loading of oil cargo;
    - (ii) internal transfer of oil cargo during voyage;
    - (iii) unloading of oil cargo;
    - (iv) ballasting of cargo tanks and dedicated clean ballast tanks;
    - (v) cleaning of cargo tanks including crude oil washing;
    - (vi) discharge of ballast except from segregated ballast tanks;
    - (vii) discharge of water from slop tanks;
    - (viii) closing of all applicable valves or similar devices after slop tank discharge operations;
    - (ix) closing of valves necessary for isolation of dedicated clean ballast tanks from cargo and stripping lines after slop tank discharge operations;
    - (x) disposal of residues.
- (3) In the event of a discharge of oil or oily mixture referred to in Regulation 11 of this Annex or in the event of accidental or other exceptional discharge of oil not excepted by that Regulation, a



statement shall be made in the Oil Record Book of the circumstances of, and the reasons for, the discharge.

- (4) Each operation described in paragraph (2) of this Regulation shall be fully recorded without delay in the Oil Record Book so that all the entries in the book appropriate to that operation are completed. Each completed operation shall be signed by the officer or officers in charge of the operations concerned and each completed page shall be signed by the master of the ship. The entries in the Oil Record Book shall be in an official language of the State whose flag the ship is entitled to fly, and, for ships holding an International Oil Pollution Prevention Certificate, in English or French. The entries in an official national language of the State whose flag the ship is entitled to fly shall prevail in case of a dispute or discrepancy.
- (5) The Oil Record Book shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved on board the ship for a period of three years after the last entry has been made.
- (6) The competent authority of the Government of a Party to MARPOL 73/78 may inspect the Oil Record Book on board any ship to which this Annex applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the Master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the Master of the ship as a true copy of an entry in the ship's Oil Record Book shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

## CONTROL OF DISCHARGE OF OIL UNDER MARPOL 73/78 .

TABLE 1  
Control of Discharge of Oil from Cargo Tank Areas of Oil Tankers

Sea Areas		Discharge Criteria
Within a SPECIAL AREA*		NO DISCHARGE except clean** or segregated ballast
Outside a SPECIAL AREA	Within 50 nautical miles from land	NO DISCHARGE except clean or segregated ballast
	More than 50 nautical miles, from land	NO DISCHARGE except either  (a) clean or segregated ballast; or  (b) when: (1) the tanker is enroute; and  (2) the instantaneous AREA rate of discharge of oil does not exceed 60 litres per nautical mile; and  (3) the total quantity of oil discharged does not exceed 1/15,000 (for existing tankers) or 1/30,000 (for new tankers) of the total quantity of cargo which was carried on the previous voyage; and  (4) the tanker has in operation an oil discharge monitoring and control system and slop tank arrangements as required by Regulation 15 of Annex I of MARPOL 73/78.

\*Special area requirements take effect in the Mediterranean Sea, Black Sea and Baltic Sea areas October 2, 1983, and for the Red Sea and Gulf areas from the date established by IMO.

\*\*"Clean ballast" is the ballast in a tank which has been so cleaned that the effluent therefrom does not create a visible sheen or the oil content exceed 15 ppm.

**TABLE 2**  
**Control of Discharge of Oil and Oily Waste from all Ships**  
**(Machinery Space/Fuel Oil Tank Ballast Water)**

Sea Areas		Ship Type & Size	Discharge Criteria
Within a SPECIAL AREA*	Anywhere	Oil tankers of all sizes and other ships ≥ 400 grt	NO DISCHARGE except when: (1) the ship is proceeding enroute; and  (2) the oil content of effluent without dilution does not exceed 15 ppm; and  (3) the ship has in operation oil filtering equipment with automatic 15 ppm stopping device; and  (4) for oil tankers the bilge water does not originate from cargo pump room bilges or is not mixed with oil cargo residue.
	Within 12 nautical miles from land	Ships < 400 grt other than oil tankers	NO DISCHARGE except when the oil content of effluent without dilution does not exceed 15 ppm
	More than 12 nautical miles from land		NO DISCHARGE except when either:  (a) the oil content of effluent without dilution does not exceed 15 ppm; or  (b) (1) the ship is proceeding enroute; and  (2) the oil content of the effluent is less than 100 ppm.

\* For application of Special Area requirements see footnote in Table 1.

TABLE 2 CONTINUED

Sea Areas		Ship Type & Size	Discharge Criteria
Outside a SPECIAL AREA*	Within 12 ** nautical miles from land	Oil Tankers of all sizes and other ships ≥ 400 grt	NO DISCHARGE except when the oil content of effluent without dilution does not exceed 15 ppm.
		Other ships < 400 grt	The condition for ships ≥ 400 grt apply as far as practicable and reasonable.
	More than 12 nautical miles from land	Oil tankers of all sizes and other ships ≥ 400 grt	NO DISCHARGE except when either:  (a) the oil content of effluent does not exceed 15 ppm; or  (b)(1) the ship is proceeding enroute; and  (b)(2) the oil content of the effluent is less than 100 ppm; and  (b)(3) the ship has in operation an oil discharge monitor- ing and control system, oily-water separating or filtering equipment or other installation required by Regulation 16 of Annex I of MARPOL 73/78; and  (b)(4) for oil tankers the bilge water does not originate from cargo pump room bilges or is not mixed with oil cargo residue.
		Other ships < 400 grt	The conditions for ships ≥ 400 grt apply as far as practicable and reasonable.

\*\* Discharges of a quantity of oil that may be harmful are prohibited within the territorial seas of the U. S.

U. S. GOVERNMENT PRINTING OFFICE: 1983-3-107