

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commandant (CG-CVC)  
United States Coast Guard

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16711 / Serial No. 756  
2007 Oil Record Book  
**AUG 21 2013**

Vessel Master and Chief Engineer

Subj: CONTINUED USE OF 2007 OIL RECORD BOOK, CG-4602A (Rev. 01-07)

The International Maritime Organization (IMO) Marine Environmental Protection Committee Resolution (MEPC.187(59)), which amended the International Convention For The Prevention of Pollution From Ships (MARPOL) 73/78, Annex I, was adopted and entered into force on 01 January 2011. Specifically, MEPC.187(59) Annex 3, entitled "*Amendments to the Oil Record Book Parts I and II*", amended specific entry requirements of the Oil Record Book. The United States Coast Guard is currently revising its Oil Record Book to comply with the latest MARPOL Annex I amendments. The new draft Oil Record Book was attached to the Notice of proposed rulemaking (NPRM), USCG-2010-0194, "*NPRM: MARPOL Annex I Amendments*". Until the revised Oil Record Book is made available, you should continue to use the 2007 version of the Oil Record Book, CG-4602A (Rev. 01-07).

Until the U.S. Coast Guard updates the Oil Record Book, please attach this letter with a copy of Resolution (MEPC.187(59)) to your existing Oil Record Books. Additionally, we recommend that you document your Oil Record Book in accordance with Annex 3 of the Resolution in order to minimize compliance issues when in foreign ports. If you have any further questions or concerns regarding this matter, please contact Commander Steven Keel of my staff at 202-372-1224 or [CG-CVC-1@uscg.mil](mailto:CG-CVC-1@uscg.mil).

Sincerely,

A handwritten signature in blue ink, appearing to read "Kyle P. McAvoy", followed by a horizontal line.

KYLE P. McAVOY  
Captain, U. S. Coast Guard  
Chief, Office of Commercial Vessel Compliance  
By direction

Enclosure: International Maritime Organization Marine Environmental Protection Committee Resolution (MEPC.187(59)), Annex 3, *Amendments to the Oil Record Book Parts I and II*

Annex 3

**AMENDMENTS TO THE OIL RECORD BOOK PARTS I AND II**

1 Sections (A) to (H) of the Oil Record Book Part I are replaced by the following:

**“(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 Cleaning process:
  - .1 position of ship and time at the start and completion of cleaning;
  - .2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m<sup>3</sup>);
  - .3 identity of tank(s) into which cleaning water was transferred and the quantity in m<sup>3</sup>.
- 4 Ballasting:
  - .1 position of ship and time at start and end of ballasting;
  - .2 quantity of ballast if tanks are not cleaned, in m<sup>3</sup>.

**(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 15 ppm equipment;
  - .2 to reception facilities.
- 10 Quantity discharged, in m<sup>3</sup>.

**(C) Collection, transfer and disposal of oil residues (sludge)**

- 11 Collection of oil residues (sludge).

Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly<sup>1</sup>: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):

  - .1 identity of tank(s)
  - .2 capacity of tank(s) ..... m<sup>3</sup>
  - .3 total quantity of retention ..... m<sup>3</sup>
  - .4 quantity of residue collected by manual operation ..... m<sup>3</sup>  
(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

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<sup>1</sup> Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- 12 Methods of transfer or disposal of oil residues (sludge).  
State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m<sup>3</sup>:
- .1 to reception facilities (identify port)<sup>2</sup>;
  - .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
  - .3 incinerated (indicate total time of operation);
  - .4 other method (state which).
- (D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces**
- 13 Quantity discharged, transferred or disposed of, in m<sup>3</sup>.<sup>3</sup>
- 14 Time of discharge, transfer or disposal (start and stop).
- 15 Method of discharge, transfer, or disposal:
- .1 through 15 ppm equipment (state position at start and end);
  - .2 to reception facilities (identify port)<sup>2</sup>;
  - .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m<sup>3</sup>).
- (E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces**
- 16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.
- 17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).
- 18 Time when the system has been put into manual operation.
- (F) Condition of the oil filtering equipment**
- 19 Time of system failure<sup>4</sup>.
- 20 Time when system has been made operational.
- 21 Reasons for failure.
- (G) Accidental or other exceptional discharges of oil**
- 22 Time of occurrence.
- 23 Place or position of ship at time of occurrence.
- 24 Approximate quantity and type of oil.
- 25 Circumstances of discharge or escape, the reasons therefor and general remarks.

<sup>2</sup> The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

<sup>3</sup> In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

<sup>4</sup> The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

**(H) Bunkering of fuel or bulk lubricating oil**

**26 Bunkering:**

- .1 Place of bunkering.
- .2 Time of bunkering.
- .3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).
- .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s))."

**2 Section (J) of the Oil Record Book Part II is replaced by the following:**

**“(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with**

**55 Identity of tanks.**

**56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m<sup>3</sup>.)**

**57 Method of transfer or disposal:**

- .1 disposal to reception facilities (identify port and quantity involved);
- .2 mixed with cargo (state quantity);
- .3 transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank(s); state quantity transferred and total quantity in tank(s), in m<sup>3</sup>); and
- .4 other method (state which); state quantity disposed of in m<sup>3</sup>.”

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