



16711/MARPOL Annex I  
CG-3PCV Policy Letter  
No. 06-09  
DEC 22, 2006

*Michael B. Karr*

From: M. B. Karr, CAPT  
COMDT (CG-3PCV)

To: Distribution

Subj: IMPLEMENTATION OF THE INTERNATIONAL CONVENTION FOR THE  
PREVENTION OF POLLUTION FROM SHIPS (MARPOL) 73/78; ANNEX I *REVISED*

Ref: (a) International Maritime Organization (IMO) Marine Environmental Protection  
Committee Resolution (MEPC.117(52)) – MARPOL Annex I (Revised)  
(b) MOC Policy Letter 04-11 Rev. 1

1. Purpose. To notify Officers in Charge, Marine Inspection (OCMIs), Sector Commanders, as well as Area and District (p) staffs of the entry into force of MARPOL Annex I (Revised).
2. Directives Affected. COMDTPUB P16700.4 NVIC, 6-94 is supplemented by this policy.
3. Action. OCMIs shall apply the following guidance to vessels as required and bring this letter to the attention of appropriate individuals in the marine industry. The Coast Guard's Liaison Officer of Recognized and Authorized Classification Societies (LORACS) shall share this policy with classification societies. This policy will also be posted on the World Wide Web at [www.uscg.mil/hq/g-m/moc/docs.htm](http://www.uscg.mil/hq/g-m/moc/docs.htm).
4. Background.
  - a. On 15 October 2004, reference (a) was adopted and enters into force on 01 January 2007. These revised MARPOL Annex I Regulations incorporate the various amendments adopted since MARPOL entered into force in 1983, including technical and equipment changes. Some of these changes were addressed in previous policy (see reference (b)). The MARPOL Annex I revision also provides a more user-friendly, simplified Annex I. It separates, in different chapters, the construction and equipment provisions from the operational requirements and makes clear the distinctions between the requirements for new ships and those for existing ships. Consequentially, this revision incorporates a new regulation numbering system of Annex I.
  - b. Units should note this MARPOL Annex I regulation numbering system becomes effective 01 January 2007. To ease the transition, enclosure (1) contains a simple cross reference between the old and new regulation numbering systems. We have reformatted the International Oil Pollution Prevention (IOPP) Certificate and its supplements as well as the Oil Record Book for Ships to match the new numbering system of MARPOL Annex I (Revised), enclosure (3).

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5. Discussion.

- a. Although MARPOL Annex I (Revised) enters into force on 01 January 2007, vessels are not required to update their IOPP portfolio with the new format until their certificates' normally scheduled renewal date, provided they are issued/valid before 01 January 2007.
- b. Until such time as updated Oil Record Books are made available after the 01 January 2007 deadline, vessel operators are required to update existing Oil Record Books by replacing the cover and pages 1 through 15 with enclosure (3). The use of enclosure (3) expires on 01 June 2007.
- c. Operators are urged to phase in the new Oil Record Books as soon as practicable. New Oil Record Books may be obtained from local OCMI's.

6. Implementation.

- a. OCMI's should replenish Oil Record Book inventories with the 2007 Revision.
- b. Oil Record Books may be ordered via MILSTRIP request from ELC Baltimore.
- c. Oil Record Book revisions older than 2007 should not be issued to vessels after 01 January 2007.
- d. OCMI's are reminded that **only** 2007 revisions of the IOPP Certificate (and supplements) should be issued to vessels after 01 January 2007.
- e. CG-3PCV will notify OCMI's via message when the 2007 revisions of the IOPP Certificate and Oil Record Book become available.

7. Port State Control Guidance.

- a. IOPP Certificates (and supplements) need not comply with the new format requirements if the IOPP portfolio was issued and valid prior to 01 January 2007, provided the certificates are renewed with the appropriate version during the normal re-issuance cycle.
- b. Enclosure (2) provides the IMO philosophy regarding existing IOPP certificates. IOPP Certificates issued after 01 January 2007 should comply with the new certificate format.
- c. Similarly Oil Record Books issued before 01 January 2007 may be accepted provided all of the necessary entries are properly completed in accordance with MARPOL Annex I (Revised).

DEC 22, 2006  
16711/MARPOL Annex I

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d. As discussed in section 4 above, the MARPOL Annex I regulation numbering system has been revised. Units are reminded that the procedures relevant to Port State Control referenced under regulation 8A, the old regulation numbering system, is now referenced as regulation 11 in the new regulation numbering system.

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Distribution: All Area/District (p) offices  
All Sectors/ and MSUs  
LORACS

Encl: (1) MEPC.Circ.421  
(2) MEPC.1/Circ.513  
(3) Oil Record Book for Ships (CG-4602A, Rev. 01-07)

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IMO

*E*

Ref. T5/1.01

MEPC/Circ.421  
4 November 2004

**CROSS-REFERENCE TABLES BETWEEN “OLD” AND “NEW”  
REGULATIONS OF MARPOL ANNEX I**

1 MEPC 51 (29 March to 2 April 2004) agreed that the current resolutions, guidelines and circulars associated with the existing MARPOL Annex I should not be revised with the sole purpose of bringing cross-references in line with the new regulation numbering system under the revised Annex I. In addition, MEPC 51 decided that they should only be revised if they contained outdated provisions which need to be updated as a result of amendments to Annex I, or which need adaptation to technical progress (MEPC 51/22, paragraphs 12.9, 12.9.1 and 12.9.2).

2 MEPC 51 further agreed to instruct the Secretariat to prepare a draft MEPC circular, providing suitable tables with the cross-references between the “old” and “new” regulations of MARPOL Annex I, and *vice versa* (MEPC 51/22, paragraph 12.9.3) for ease of reference by all users of MARPOL Annex I.

3 MEPC 52 (11 to 15 October 2004) considered and approved the MEPC circular, attached at annex, which contains the cross-reference tables. Table “A” provides the correlation between the numbers of regulations in the existing Annex I and their corresponding numbers under the revised Annex I. Table “B”, on the other hand, provides the same correlation but from the revised Annex I to the existing Annex I.

4 Member Governments are invited to disseminate the MEPC circular to their maritime Administration officials, industry and interested organizations with the aim of facilitating the smooth implementation of the revised MARPOL Annex I.

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## ANNEX

TABLE A: "OLD" VERSUS "NEW" REGULATIONS

Old Reg.	New Reg.	Old Reg.	New Reg.
Number of regulation in current Annex I	Number of regulation in the revised Annex I	2(4)(a)	3.1
		2(4)(b)	3.2
		2(4)(c)	3.3
1(1)	1.1	3(1)	5.1
1(2)	1.3	3(2)	5.2
1(3)	1.4		
1(4)	1.5	4(1)	6.1
1(5)	1.8	4(1)(a)	6.1.1
1(6)	1.28.2	4(1)(b)	6.1.2
1(7)	1.28.1	4(1)(c)	6.1.3
1(8)(a)	1.9.1	4(1)(d)	6.1.4
1(8)(b)	1.9.2.1	4(1)(e)	6.1.5
1(8)(c)	1.9.2.2	4(2)	6.2
1(9)	1.10	4(3)(a)	6.3.1
1(10)	1.11	4(3)(b)	6.3.2
1(11)	1.12	4(3)(c)	6.3.3
1(12)	1.13	4(3)(d)	6.3.4
1(13)	1.14	4(4)(a)	6.4.1
1(14)	1.15	4(4)(b)	6.4.2
1(15)	1.16	4(4)(c)	6.4.3
1(16)	1.17		
1(17)	1.18	5(1)	7.1
1(18)	1.19	5(2)	7.2
1(19)	1.20	5(3)	Deleted (outdated)
1(20)	1.21		
1(21)	1.22	6(1)	8.1
1(22)	1.23	6(2)	8.2
1(23)	1.24	6(3)	8.3
1(24)	1.25	6(4)	8.4
1(25)	1.26		
1(26)	1.28.4, 18.11	7	9
1(27)	1.28.3		
1(28)	1.2	8(1)	10.1
1(29)	1.6	8(2)(a)	10.2.1
1(30)	1.7	8(2)(b)	10.2.2
1(31)	1.27	8(2)(c)	10.2.3
	1.28.8 (new text)	8(3)	10.3
		8(4)	10.4
2(1)	2.1	8(5)	10.5
2(2)	2.2	8(6)	10.6
2(3)	2.3	8(7)	10.7

Old Reg.	New Reg.
8(8)	10.8
8(9)	10.9
8A	11
9(1)	15.1, 34.1
9(1)(a)	34.1
9(1)(a)(i)	34.1.1
9(1)(a)(ii)	34.1.2
9(1)(a)(iii)	34.1.3
9(1)(a)(iv)	34.1.4
9(1)(a)(v)	34.1.5
9(1)(a)(vi)	34.1.6
9(1)(b)	15.2, 15.2.4-5
9(1)(b)(i)	15.A
9(1)(b)(ii)	15.2.1
9(1)(b)(iii)	15.2.3
9(1)(b)(iv)	15.2.2
9(2)	15.6
9(3)	15.7, 34.7
9(4)	34.2
9(5)	15.8, 34.8
9(6)	15.9, 34.9
9(7)	Deleted (outdated)
10(1)(a)	1.11.1
10(1)(b)	1.11.2
10(1)(c)	1.11.3
10(1)(d)	1.11.4
10(1)(e)	1.11.5
10(1)(f)	1.11.6
10(1)(g)	1.11.7
10(1)(h)	1.11.8
10(2)	15.1
10(2)(a)	15.3, 34.3
10(2)(a), 2nd sentence	15.4
10(2)(b)	15.6
10(3)(a)	34.4
10(3)(b)	15.3
10(3)(b)(i)	15.3.4
10(3)(b)(ii)	15.3.5
10(3)(b)(iii)	15.3.1
10(3)(b)(iv)	15.3.3
10(3)(b)(v)	15.3.2
10(3)(b)(vi)	15.3.2
10(4)(a)	15.8, 34.8

Old Reg.	New Reg.
10(4)(b)	15.9, 34.9
10(5)	15.5, 34.5
10(6)	15.7, 34.7
10(7)(a)(i)	38.4
10(7)(a)(ii)	38.5
10(7)(a)(iii)	Deleted (outdated)
10(7)(a)(iv)	38.8
10(7)(b)(i)	38.4
10(7)(b)(ii)	38.5
10(7)(b)(iii)	38.6.1
10(7)(b)(iv)	38.6.2
10(7)(b)(v)	38.6.3
10(7)(b)(vi)	38.6.4
10(7)(b)(vii)	38.6.5
10(8)	38.7
11(a)	4.1
11(b)	4.2
11(c)	4.3
12(1)	38.1
12(2)	38.2
12(3)	38.3
12(4)	Deleted (outdated)
12(5)	38.8
13(1)	18.1
13(2)	18.2
13(3)	18.3
13(4)	18.4
13(5)	18.5
13(6)	33.1, 35.3
13(7)	18.6
13(8)	18.7, 35.3
13(9)	Deleted (outdated)
13(10)	18.8
13(11)	18.9
13A(1)	18.8.1
13A(2)	18.8.2
13A(3)	18.8.3
13A(4)	18.8.4
13B(1)	33.3
13B(2)	33.2
13B(3)	Deleted (redundant)

Old Reg.	New Reg.
13B(4)	35.2
13B(5)	35.1
13C(1)	2.5
13C(2)	2.6
13D(1)	18.10.1
13D(1)(a)	18.10.1.1
13D(1)(b)	18.10.1.2
13D(1)(c)	18.10.1.3
13D(2)	18.10.2
13D(3)	18.10.3
13E(1)	18.12
13E(2)	18.13
13E(3)	18.14
13E(4)	18.15
13E(4)(a)	18.15.1
13E(4)(b)	18.15.2
13F(1)(a) to (d)	1.28.6
	1.28.5 (new text)
13F(2)(a)	19.2.1
13F(2)(b)	19.2.2
13F(3)(a)	19.3.1
13F(3)(b)	19.3.2
13F(3)(c)	19.3.3
13F(3)(d)	19.3.4
13F(3)(e)	19.3.5
13F(3)(f)	19.3.6
13F(4)(a)	19.4.1
13F(4)(b)	19.4.2
13F(4)(c)	19.4.3
13F(5)	19.5
13F(6)	28.6
13F(7)	19.6
13F(8)	19.7
13F(9)	19.8
13G(1)(a)	20.1.1
13G(1)(b)	20.1.2
13G(1)(c)	20.1.3
13G(2)(a)	20.2.1
13G(2)(b)	20.2.2
13G(3)(a)	20.3.1
13G(3)(b)	20.3.2
13G(3)(c)	20.3.3

Old Reg.	New Reg.
13G(4)	20.4
13G(5)(a)	20.5.1
13G(5)(b)	20.5.2
13G(5)(c)	20.5.3
13G(5)(d)	20.5.4
13G(6)	20.6
13G(7)	20.7
13G(8)(a)	20.8.1
13G(8)(b)	20.8.2
13H(1)(a)	21.1.1
13H(1)(b)	21.1.2
13H(2)(a)	21.2.1
13H(2)(b)	21.2.2
13H(2)(c)	21.2.3
13H(3)	21.3
13H(4)(a)	21.4.1
13H(4)(b)	21.4.2
13H(5)(a)	21.5.1
13H(5)(b)	21.5.2
13H(5)(c)	21.5.3
13H(5)(d)	21.5.4
13H(6)(a)	21.6.1
13H(6)(b)	21.6.2
13H(7)(a)	21.7.1
13H(7)(b)	21.7.2
13H(8)(a)	21.8.1
13H(8)(b)	21.8.2
13I	22
13I(1)	22.1
13I(2)	22.2
13I(3)	22.3
13I(4)	22.4
13I(5)	22.5
14(1)	16.1
14(2)	16.2
14(3)	16.4
14(4)	16.3
14(5)	16.4
15(1)	29.1, 31.1, 32
15(2)(a)	29.2.1
15(2)(b)	29.2.2
15(2)(c)	29.2.3, 29.3
15(2)(c)(i)	29.2.3.1

Old Reg.	New Reg.
15(2)(c)(ii)	29.2.3.2
15(2)(c)(iii)	29.2.3.3
15(2)(d)	29.2.4
15(3)(a)	31.2, 31.3, 36.6
15(3)(b)	32
15(3)(c)	31.4
15(4)	34.6, 36.3
15(5)(a)	3.4
15(5)(b)	3.5
15(5)(b)(i)	3.5.1
15(5)(b)(ii)	3.5.2
15(5)(b)(ii)(1)	3.5.2.1
15(5)(b)(ii)(2)	3.5.2.2
15(5)(b)(ii)(2)(aa)	3.5.2.2.1
15(5)(b)(ii)(2)(bb)	3.5.2.2.2
15(5)(b)(ii)(3)	3.5.2.3
15(5)(b)(ii)(4)	3.5.2.4
15(5)(b)(ii)(5)	3.5.2.5
15(5)(b)(ii)(6)	3.5.2.6
15(6)	Deleted (outdated)
15(7)	2.4
16(1)	14.1
16(2)	14.2
	14.3 (new text)
16(3)(a)	14.5.1
16(3)(b)	14.4
	14.5.2 (new text)
16(3)(a)	14.5.3
16(3)(a)(i)	14.5.3.1
16(3)(a)(ii)	14.5.3.2
16(3)(a)(iii)	14.5.3.3
16(3)(a)(iv)	14.5.3.4
16(3)(a)(v)	14.5.3.5
16(4)	14.6
16(5)	14.7
16(6)	Deleted (outdated)
17(1)	12.1
17(2)	12.3
17(3)	12.2
18(1)	30.1
18(2)	30.2
18(3)	30.3

Old Reg.	New Reg.
18(4)	30.4
18(5)	30.5
18(6)	30.6
18(6)(a)	30.6.1
18(6)(b)	30.6.2
18(6)(c)	30.6.3
18(6)(d)	30.6.4
18(6)(e)	30.6.5
	30.7 (new text)
19	13
20(1)	17.1, 36.1
20(2) and 20(2)(a)	17.2
20(2) and 20(2)(b)	36.2
20(2)(a)(i)	17.2.1
20(2)(a)(ii)	17.2.2
20(2)(a)(iii)	17.2.3
20(2)(a)(iv)	17.2.4
	17.2.5 (new text)
	17.2.6 (new text)
20(2)(b)(i)	36.2.1
20(2)(b)(ii)	36.2.2
20(2)(b)(iii)	36.2.3
20(2)(b)(iv)	36.2.4
20(2)(b)(v)	36.2.5
20(2)(b)(vi)	36.2.6
20(2)(b)(vii)	36.2.7
20(2)(b)(viii)	36.2.8
20(2)(b)(ix)	36.2.9
20(2)(b)(x)	36.2.10
20(3)	17.3, 36.4
20(4)	17.4, 36.5
	17.5 (new text)
20(5)	17.6, 36.7
20(6)	17.7, 36.8
20(7)	36.9
21	39
	23 (new text)
22(1)	24.1
22(1)(a)	24.1.1
22(1)(b)	24.1.2
22(2)	24.2



Old Reg.	New Reg.
23(1)	25.1
23(2)	25.2
23(3)(a)	25.3.1-3
23(4)	25.4
23(5)	25.5
24(1)	26.1
24(2)	26.2
24(3)	26.3
24(4)	26.4
24(5)	26.5
24(6)	26.6
	26.7 (new text)
25(1)	28.1
25(2)(a)	28.2.1
25(2)(b)	28.2.2
25(2)(c)	28.2.3
25(2)(d)	28.2.4
25(2)(e)	28.2.5
25(2)(f)	28.2.6
25(3)(a)	28.3.1
25(3)(b)	28.3.2
25(3)(c)	28.3.3
25(3)(d)	28.3.4
25(3)(e)	28.3.5
25(4)(a)	28.4.1
25(4)(b)	28.4.2
25(4)(c)	28.4.3
25(4)(d)	28.4.4
25(4)(e)	28.4.5
25(5)	28.5
25A(1)	1.28.7, 27.1
25A(2)	27.1
25A(3)	27.2
25A(4)	27.3
26(1)	37.1
26(2)	37.2
26(3)	37.3
26(4)	37.4

**TABLE B: "NEW" VERSUS "OLD" REGULATIONS**

New Reg.	Old Reg.
Number of regulation in the revised Annex I	Number of regulation in current Annex I
1.1	1(1)
1.2	1(28)
1.3	1(2)
1.4	1(3)
1.5	1(4)
1.6	1(29)
1.7	1(30)
1.8	1(5)
1.9.1	1(8)(a)
1.9.2.1	1(8)(b)
1.9.2.2	1(8)(c)
1.10	1(9)
1.11	1(10)
1.11.1	10(1)(a)
1.11.2	10(1)(b)
1.11.3	10(1)(c)
1.11.4	10(1)(d)
1.11.5	10(1)(e)
1.11.6	10(1)(f)
1.11.7	10(1)(g)
1.11.8	10(1)(h)
1.12	1(11)
1.13	1(12)
1.14	1(13)
1.15	1(14)
1.16	1(15)
1.17	1(16)
1.18	1(17)
1.19	1(18)
1.20	1(19)
1.21	1(20)
1.22	1(21)
1.23	1(22)
1.24	1(23)
1.25	1(24)
1.26	1(25)

New Reg.	Old Reg.
1.27	1(31)
1.28.1	1(7)
1.28.2	1(6)
1.28.3	1(27)
1.28.4	1(26)
1.28.5 (new text)	
1.28.6	13F(1)(a) to (d)
1.28.7	25A(1)
1.28.8 (new text)	
2.1	2(1)
2.2	2(2)
2.3	2(3)
2.4	15(7)
2.5	13C(1)
2.6	13C(2)
3.1	2(4)(a)
3.2	2(4)(b)
3.3	2(4)(c)
3.4	15(5)(a)
3.5	15(5)(b)
3.5.1	15(5)(b)(i)
3.5.2	15(5)(b)(ii)
3.5.2.1	15(5)(b)(ii)(1)
3.5.2.2	15(5)(b)(ii)(2)
3.5.2.2.1	15(5)(b)(ii)(2)(aa)
3.5.2.2.2	15(5)(b)(ii)(2)(bb)
3.5.2.3	15(5)(b)(ii)(3)
3.5.2.4	15(5)(b)(ii)(4)
3.5.2.5	15(5)(b)(ii)(5)
3.5.2.6	15(5)(b)(ii)(6)
4.1	11(a)
4.2	11(b)
4.3	11(c)
5.1	3(1)
5.2	3(2)

New Reg.	Old Reg.
6.1	4(1)
6.1.1	4(1)(a)
6.1.2	4(1)(b)
6.1.3	4(1)(c)
6.1.4	4(1)(d)
6.1.5	4(1)(e)
6.2	4(2)
6.3.1	4(3)(a)
6.3.2	4(3)(b)
6.3.3	4(3)(c)
6.3.4	4(3)(d)
6.4.1	4(4)(a)
6.4.2	4(4)(b)
6.4.3	4(4)(c)
7.1	5(1)
7.2	5(2)
	5(3) Deleted (outdated)
8.1	6(1)
8.2	6(2)
8.3	6(3)
8.4	6(4)
9	7
10.1	8(1)
10.2.1	8(2)(a)
10.2.2	8(2)(b)
10.2.3	8(2)(c)
10.3	8(3)
10.4	8(4)
10.5	8(5)
10.6	8(6)
10.7	8(7)
10.8	8(8)
10.9	8(9)
11	8A
12.1	17(1)
12.2	17(3)
12.3	17(2)
13	19

New Reg.	Old Reg.
14.1	16(1)
14.2	16(2)
14.3 (new text)	
14.4	16(3)(b)
14.5.1	16(3)(a)
14.5.2 (new text)	
14.5.3	16(3)(a)
14.5.3.1	16(3)(a)(i)
14.5.3.2	16(3)(a)(ii)
14.5.3.3	16(3)(a)(iii)
14.5.3.4	16(3)(a)(iv)
14.5.3.5	16(3)(a)(v)
14.6	16(4)
14.7	16(5)
15.1	9(1) (part)
15.1	10(2) (part)
15.A	9(1)(b)(i)
15.2	9(1)(b)
15.2.1	9(1)(b)(ii)
15.2.2	9(1)(b)(iv)
15.2.3	9(1)(b)(iii)
15.2.4	9(1)(b)
15.2.5	9(1)(b)
15.3	10(2)(a)
15.3	10(3)(b)
15.3.1	10(3)(b)(iii)
15.3.2	10(3)(b)(v)
	10(3)(b)(vi)
15.3.3	10(3)(b)(iv)
15.3.4	10(3)(b)(i)
15.3.5	10(3)(b)(ii)
15.4	10(2)(a), 2nd sentence
15.5	10(5)
15.6	9(2)
15.6	10(2)(b)
15.7	9(3)
15.7	10(6)
15.8	9(5)
15.8	10(4)(a)
	9(7) Deleted (outdated)
15.9	9(6)
15.9	10(4)(b)
16.1	14(1)
16.2	14(2)

New Reg.	Old Reg.
16.3	14(4)
16.4	14(3)
16.4	14(5)
17.1	20(1)
17.2	20(2) and 20(2)(a)
17.2.1	20(2)(a)(i)
17.2.2	20(2)(a)(ii)
17.2.3	20(2)(a)(iii)
17.2.4	20(2)(a)(iv)
17.2.5 (new text)	
17.2.6 (new text)	
17.3	20(3)
17.4	20(4)
17.5 (new text)	
17.6	20(5)
17.7	20(6)
18.1	13(1)
18.2	13(2)
18.3	13(3)
18.4	13(4)
18.5	13(5)
18.6	13(7)
18.7	13(8)
	13(9) Deleted (outdated)
18.8	13(10)
18.8.1	13A(1)
18.8.2	13A(2)
18.8.3	13A(3)
18.8.4	13A(4)
18.9	13(11)
18.10.1	13D(1)
18.10.1.1	13D(1)(a)
18.10.1.2	13D(1)(b)
18.10.1.3	13D(1)(c)
18.10.2	13D(2)
18.10.3	13D(3)
18.11	1(26)
18.12	13E(1)
18.13	13E(2)
18.14	13E(3)
18.15	13E(4)
18.15.1	13E(4)(a)
18.15.2	13E(4)(b)

New Reg.	Old Reg.
19.1	13F(1)
19.2.1	13F(2)(a)
19.2.2	13F(2)(b)
19.3.1	13F(3)(a)
19.3.2	13F(3)(b)
19.3.3	13F(3)(c)
19.3.4	13F(3)(d)
19.3.5	13F(3)(e)
19.3.6	13F(3)(f)
19.4.1	13F(4)(a)
19.4.2	13F(4)(b)
19.4.3	13F(4)(c)
19.5	13F(5)
19.6	13F(7)
19.7	13F(8)
19.8	13F(9)
20.1.1	13G(1)(a)
20.1.2	13G(1)(b)
20.1.3	13G(1)(c)
20.2.1	13G(2)(a)
20.2.2	13G(2)(b)
20.3.1	13G(3)(a)
20.3.2	13G(3)(b)
20.3.3	13G(3)(c)
20.4	13G(4)
20.5.1	13G(5)(a)
20.5.2	13G(5)(b)
20.6	13G(6)
20.7	13G(7)
20.8.1	13G(8)
21.1.1	13H(1)(a)
21.1.2	13H(1)(b)
21.2.1	13H(2)(a)
21.2.2	13H(2)(b)
21.2.3	13H(2)(b)
21.3	13H(3)
21.4.1	13H(4)(a)
21.4.2	13H(4)(b)
21.5.1	13H(5)(a)
21.5.2	13H(5)(b)
21.5.3	13H(5)(c)
21.5.4	13H(5)(d)
21.6.1	13H(6)(a)
21.6.2	13H(6)(b)

New Reg.	Old Reg.
21.7.1	13H(7)(a)
21.7.2	13H(7)(b)
21.8.1	13H(8)(a)
21.8.2	13H(8)(b)
22	13I
22.1	13I(1)
22.2	13I(2)
22.3	13I(3)
22.4	13I(4)
22.5	13I(5)
23 (new text)	
24.1	22(1)
24.1.1	22(1)(a)
24.1.2	22(1)(b)
24.2	22(2)
25.1	23(1)
25.2	23(2)
25.3.1	23(3)(a)
25.3.2	23(3)(a)
25.3.3	23(3)(a)
25.4	23(4)
25.5	23(5)
26.1	24(1)
26.2	24(2)
26.3	24(3)
26.4	24(4)
26.5	24(5)
26.6	24(6)
26.7 (new text)	
27.1	25A(1)
27.1	25A(2)
27.2	25A(3)
27.3	25A(4)
28.1	25(1)
28.2.1	25(2)(a)
28.2.2	25(2)(b)
28.2.3	25(2)(c)
28.2.4	25(2)(d)
28.2.5	25(2)(e)
28.2.6	25(2)(f)

New Reg.	Old Reg.
28.3.1	25(3)(a)
28.3.2	25(3)(b)
28.3.3	25(3)(c)
28.3.4	25(3)(d)
28.3.5	25(3)(e)
28.4.1	25(4)(a)
28.4.2	25(4)(b)
28.4.3	25(4)(c)
28.4.4	25(4)(d)
28.4.5	25(4)(e)
28.5	25(5)
28.6	13F(6)
29.1	15(1)
29.2.1	15(2)(a)
29.2.2	15(2)(b)
29.2.3	15(2)(c)
29.2.3.1	15(2)(c)(i)
29.2.3.2	15(2)(c)(ii)
29.2.3.3	15(2)(c)(iii)
29.2.4	15(2)(d)
29.3	15(2)(c)
30.1	18(1)
30.2	18(2)
30.3	18(3)
30.4	18(4)
30.5	18(5)
30.6	18(6)
30.6.1	18(6)(a)
30.6.2	18(6)(b)
30.6.3	18(6)(c)
30.6.4	18(6)(d)
30.6.5	18(6)(e)
30.7 (new text)	
31.1	15(1)
31.2	15(3)(a)
31.3	15(3)(a)
31.4	15(3)(c)
32	15(1) and 15(3)(b)
33.1	13(6)
33.2	13B(2)
33.3	13B(1)

New Reg.	Old Reg.
34.1	9(1)
34.1	9(1)(a)
34.1.1	9(1)(a)(i)
34.1.2	9(1)(a)(ii)
34.1.3	9(1)(a)(iii)
34.1.4	9(1)(a)(iv)
34.1.5	9(1)(a)(v)
34.1.6	9(1)(a)(vi)
34.2	9(4)
34.3	10(2)(a)
34.4	10(3)(a)
34.5	10(5)
34.6	15(4)
34.7	9(3)
34.7	10(6)
34.8	9(5)
34.8	10(4)(a)
34.9	9(6)
34.9	10(4)(b)
35.1	13B(5)
35.2	13B(4)
35.3	13(8) last sentence
36.1	20(1)
36.2	20(2) and 20(2)(b)
36.2.1	20(2)(b)(i)
36.2.2	20(2)(b)(ii)
36.2.3	20(2)(b)(iii)
36.2.4	20(2)(b)(iv)
36.2.5	20(2)(b)(v)
36.2.6	20(2)(b)(vi)
36.2.7	20(2)(b)(vii)
36.2.8	20(2)(b)(viii)
36.2.9	20(2)(b)(ix)
36.2.10	20(2)(b)(x)

New Reg.	Old Reg.
36.3	15(4)
36.4	20(3)
36.5	20(4)
36.6	15(3)(a)
36.7	20(5)
36.8	20(6)
36.9	20(7)
37.1	26(1)
37.2	26(2)
37.3	26(3)
38.1	12(1)
38.2	12(2)
38.3	12(3)
	12(4) Deleted (outdated)
38.4	10(7)(a)(i)
38.4	10(7)(b)(i)
38.5	10(7)(a)(ii)
38.5	10(7)(b)(ii)
	10(7)(a)(iii) Deleted (outdated)
38.6.1	10(7)(b)(iii)
38.6.2	10(7)(b)(iv)
38.6.3	10(7)(b)(v)
38.6.4	10(7)(b)(vi)
38.6.5	10(7)(b)(vii)
38.7	10(8)
38.8	10(7)(a)(iv)
38.8	12(5)
39	21

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IMO

*E*

Ref. T5/1.01

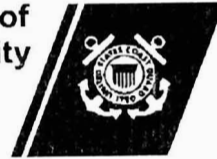
MEPC.1/Circ.513  
18 April 2006

**Validity of the IOPP Certificate and Supplements issued under the current  
MARPOL Annex I after 1 January 2007**

The Marine Environment Protection Committee, at its fifty-fourth session, noted that upon the expected entry into force of the revised MARPOL Annex I on 1 January 2007, the world's merchant fleet will still be carrying IOPP Certificates and supplements issued under the "old" or current MARPOL Annex I. A possible conflict may develop when port State control officers check the validity of IOPP Certificates issued under the "old" MARPOL Annex I after that date.

The Committee agreed that, unless the documentation is required to be re-issued as a consequence of a ship having to comply with any new requirements under the revised MARPOL Annex I, IOPP Certificates and supplements in effect at the time of entry into force of the revised MARPOL Annex I should be accepted, particularly by port State control officers, until the expiry date of the associated IOPP Certificate, at which time a new Supplement complying with the new requirements under the revised MARPOL Annex I would be issued for attachment to the renewed IOPP Certificate (MEPC 54/21, paragraph 6.14).

Member Governments and Parties to MARPOL 73/78 are invited to note the above and to bring this Circular to the attention of all parties concerned, in particular port State control officers under their jurisdiction.

U.S. Department of  
Homeland SecurityUnited States  
Coast Guard

# OIL RECORD BOOK FOR SHIPS

**CHECK ONE:**  This book is for Machinery Space Operations (Part I-All Ships)

This book is for Cargo/Ballast Operations (Part II-Oil Tankers)

Name of Ship:

Gross Tonnage:

Owner:


Period From:

To:

Official Number:

**THIS BOOK MUST BE MAINTAINED ABOARD THE SHIP FOR AT LEAST THREE YEARS  
FOLLOWING THE "TO" DATE LISTED ABOVE.**

This record book is issued by the Secretary of Homeland Security and is distributed by the United States Coast Guard to ships of American registry. It remains the property of the United States Government and each owner/operator is responsible to maintain and surrender it in accordance with the Secretary's regulations. Note that the Oil Record Book is *one* book with two parts; Machinery Space Operations is under Part I and Cargo/Ballast Operations is under Part II.

An Oil Tanker of 150 gross tons or above must maintain Parts I and II of the Oil Record Book; Machinery Space Operations (Part I), and Cargo/Ballast Operations (Part II). A ship of 400 gross tons or above, other than an oil tanker, and any other ship required by 33 CFR Part 151 must maintain Machinery Space Operations (Part I) in the Oil Record Book.

A non-tanker that carries more than 200 cubic meters of oil must fill in the Oil Record Book used for oil tankers. (Reference: MARPOL 73/78, Regulation 2.2).

An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The Coast Guard estimates that the average burden for this report is 10 minutes. You may submit comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to COMDT (CG-3PCV), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (2115-0526), Washington, DC 20503.



# **Extract of MARPOL 73/78 Regulations**

## **MARPOL 73/78 Annex I: Chapter 3, Regulation 15**

### **Requirements for Machinery Space Operations-Part I**

#### ***Control of discharge of oil***

(1) Subject to the provisions of regulation 4 of this annex and paragraphs 2, 3, and 6 of this regulation, any discharge into the sea of oil or oily mixtures from ships shall be prohibited.<sup>1</sup>

#### **A. Discharges outside special areas**

(2) Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all the following conditions are satisfied:

- .1 the ship is proceeding en route;
- .2 the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14 of this Annex;<sup>2</sup>
- .3 the oil content of the effluent without dilution does not exceed 15 parts per million;
- .4 the oily mixture does not originate from cargo pump room bilges on oil tankers;  
and
- .5 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

#### **B. Discharges in special areas**

(3) Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all of the following conditions are satisfied:

- .1 the ship is proceeding en route;
- .2 the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14.7 of this Annex;
- .3 the oil content of the effluent without dilution does not exceed 15 parts per million;
- .4 the oily mixture does not originate from cargo pump room bilges on oil tankers;  
and
- .5 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

(4) In respect of the Antarctic area, any discharge into the sea of oil or oily mixtures from any ship shall be prohibited.

(5) Nothing in this regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside a special area in accordance with paragraphs 2 of this regulation.

#### **NOTES:**

<sup>1</sup> Regulation 4 is titled "Exceptions."

<sup>2</sup> Regulation 14 is titled "Oil Filtering Equipment."

**C. Requirements for ships of less than 400 gross tonnage in all areas except the Antarctic area**

(6) In the case of a ship of less than 400 gross tonnage, oil and all oily mixtures shall either be retained on board for subsequent discharge to reception facilities or discharged into the sea in accordance with the following provisions:

- .1 the ship is proceeding en route;
- .2 the ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 parts per million;
- .3 the oily mixture does not originate from cargo pump room bilges on oil tankers; and
- .4 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

**D. General requirements**

(7) Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, Governments of Parties to the present Convention should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this regulation. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.

(8) No discharge into the sea shall contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this regulation.

(9) The oil residues which cannot be discharged into the sea in compliance with this regulation shall be retained on board for subsequent discharge to reception facilities.

## **OIL RECORD BOOK ENTRY REQUIREMENTS, PART I- MACHINERY SPACE OPERATIONS**

### **MARPOL 73/78 Annex I: Chapter 3, Regulation 17**

(1) Every oil tanker of 150 gross tons and above and every ship of 400 gross tons and above other than an oil tanker shall be provided with an Oil Record Book Part I (Machinery Space Operations). The Oil Record Book, whether as a part of the ship's official log-book or otherwise, shall be in the Form specified in appendix III to this Annex.

(2) The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship:

- .1 ballasting or cleaning of oil fuel tanks;
- .2 discharge of dirty ballast or cleaning water from oil fuel tanks;
- .3 collection and disposal of oil residues (sludge and other oil residues);
- .4 discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces; and
- .5 bunkering of fuel or bulk lubricating oil.

(3) In the event of such discharge of oil or oily mixture as is referred to in regulation 4 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 Part I 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 Part I, so that all 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 ship. The entries in the Oil Record Book Part I, for ships holding an International Oil Pollution Prevention Certificate, shall be at least in English, French or Spanish. Where entries in an official national language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

(5) Any failure of the oil filtering equipment shall be recorded in the Oil Record Book Part I.

(6) The Oil Record Book Part I, shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

(7) The competent authority of the Government of a Party to the present Convention may inspect the Oil Record Book Part I 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 Part I shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part I 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.

## OIL RECORD BOOK PART I-MACHINERY SPACE OPERATIONS

### INSTRUCTIONS FOR ALL SHIPS

#### **Introduction**

The following pages of this section show a comprehensive list of items of machinery space operations which are, when appropriate, to be recorded in the Oil Record Book Part I in accordance with regulation 17 of 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). The items have been grouped into operational sections, each of which is denoted by a letter Code.

When making entries in the Oil Record Book Part I, 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 spaces.

Each completed operation shall be signed for and dated by the officer or officers in charge. The master of the Ship shall sign each completed page.

The Oil Record Book Part I contains many references to oil quantity. The limited accuracy of tank Measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book Part I should be considered accordingly.

In the event of accidental or other exceptional discharge of oil statement shall be made in the Oil Record Book Part I of the circumstances of, and the reasons for, the discharge.

Any failure of the oil filtering equipment shall be noted in the Oil Record Book Part I.

The entries in the Oil Record Book Part I, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

The Oil Record Book Part I shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part I 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 Oil Record Book Part I shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part I 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.

## ***CODE AND ITEM NUMBER TO BE RECORDED FOR ALL SHIPS 400 GROSS TONS AND ABOVE and OIL TANKERS 150 GROSS TONS OR ABOVE***

### ***(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 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 Identify tank(s) into which cleaning water was transferred.
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 AND DISPOSAL OF OIL RESIDUES (SLUDGE and OTHER OIL RESIDUES)*

11. Collection of oil residues

Quantities of oil residues (sludge and other oil residues) 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>

12. Methods of disposal of residue.

State quantity of oil residues disposed of, the tank(s) emptied and the quantity of the contents retained in m<sup>3</sup>:

- .1 To reception facilities (identify port);<sup>2</sup>
- .2 Transferred 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 DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES*

13. Quantity discharged or disposed of, in cubic meters.<sup>3</sup>

14. Time of discharge or disposal (starts and stop).

15. Method of discharge or disposal:

- .1 Through 15 PPM equipment (state position at start and end);
- .2 To reception facilities (identify port);<sup>2</sup>
- .3 Transfer to slop tank or holding tank (indicate tank(s); state the total quantity retained in tanks(s), in m<sup>3</sup>).

*(E) AUTOMATIC DISCHARGE OVERBOARD 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.

NOTES:

<sup>1</sup> Only in tanks listed in item 3.1 of Form A and B of the Supplement to the IOPP Certificate used for sludge.

<sup>2</sup> Ships' master should obtain from the operator of the reception facilities which include 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. This 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.

*(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 therefore and general remarks.

*(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 metric tons and total content of tank(s)).
  - .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in metric tons and total content of tank(s)).

*(I) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS*

## EXAMPLES

Name of Ship  
Official Number

M/V NOT AN OIL TANKER  
413567

CARGO/BALLAST OPERATIONS (Oil Tanker) /

MACHINERY SPACE OPERATIONS

Date	Code	Item	Record of Operations/signature of officers in charge
			<b>EXAMPLE: BALLASTING/CLEANING FUEL TANKS</b>
10/07/2006	A	1	No. 5 DB Port and Stbd
	A	2	Yes
	A	3.1	49°56' N x 30°00'W - Start 1605 50°00' N x 29°58'W - Stop 1730
	A	3.2	No. 5 DB Port and Stbd, Rinsing through
	A	3.3	Collecting tank
	A	4.1	Start ballast 50°00' N x 29°58'W at 1730 End ballast 50°04' N x 29°56'W at 2357
			J. Brennan
			<b>EXAMPLE: VOYAGE/WEEKLY SLUDGE REPORT</b>
10/11/2006	C	11.1	Max. Cap    R.O.B
			Sludge Tank #6    67.4m <sup>3</sup> 21.7m <sup>3</sup>
			Sludge Tank #12    5 m <sup>3</sup> 4.4m <sup>3</sup>
			Total Retained on Board    26.1m <sup>3</sup>
			M.A. Carroll
			<b>EXAMPLE: SLUDGE REPORT</b>
11/10/2006	C	12.1	Providence, RI- Landed 3 drums with a total of .5m <sup>3</sup> Sludge from manual tank cleaning of #4 Collection tank.
			R.O.B 00.00 m <sup>3</sup>
			M. Walter

John Cate  
Signature of Master

## EXAMPLES

Name of Ship  
Official Number

M/V NOT AN OIL TANKER  
413567

CARGO/BALLAST OPERATIONS (Oil Tanker) /

MACHINERY SPACE OPERATIONS

Date	Code	Item	Record of Operations/signature of officers in charge
			<b>EXAMPLE: BILGE WATER DISPOSAL # 1</b>
05/06/2006	D	13	14 m <sup>3</sup> bilge water
	D	14	Start 1000 - Stop 1200
	D	15.3	To collecting tank, 14 m <sup>3</sup> transferred, 30 m <sup>3</sup> retained in tank.
			Z.L. Hughes
			<b>EXAMPLE: BILGE WATER DISPOSAL # 2</b>
05/06/2006	D	13	14 m <sup>3</sup> bilge water
	D	14	Start 0000 - Stop 0300
	D	15.1	50°00' N x 29°58'W - Start 49°56' N x 30°00'W - Stop
			K. Brennan
			<b>EXAMPLE: FAILURE OF MONITORING/CONTROL</b>
05/06/2006	F	19	Stop due to failure 1000
	F	20	Item repaired, Started 1130
	F	21	Recirculation valve opening prematurely, Cleaned lens; all in apparent good order.
			L. Kowalzy
			<b>EXAMPLE: BUNKERING</b>
05/17/2006	H	26.1	Boston, Mass. USA
	H	26.2	Start 0910 - Stop 1235
	H	26.3	Bunkered 600 m <sup>3</sup> Fuel oil IFO 380 as follows:
			F.O. Tank #4 Added 50 metric tons; 53 tons
			F.O. Tank #5 Added 75 metric tons; 79 tons
			F.O. Tank #6 Added 38 metric tons; 45 tons
			M. Broughton

John Cate  
Signature of Master



# **Extract of MARPOL 73/78 Regulations**

## **MARPOL 73/78 Annex I: Chapter 4, Regulation 34**

### **Requirements for the cargo area of oil tankers-Part II**

#### *Control of discharge of oil*

##### **A. Discharges outside special areas**

(1) Subject to the provisions of regulation 4 of this Annex and paragraph 2 of this regulation, any discharge into the sea of oil or oily mixtures from the cargo area of an oil tanker, shall be prohibited except when all the following conditions are satisfied:<sup>1</sup>

- .1 the tanker is not within a special area;
- .2 the tanker is more than 50 nautical miles from the nearest land;
- .3 the tanker is proceeding en route;
- .4 the instantaneous rate of discharge of oil content does not exceed 30 liters per nautical mile;
- .5 the total quantity of oil discharged into the sea does not exceed for tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, 1/15,000 of the total quantity of the particular cargo of which the residue formed a part, and for tankers delivered after 31 December 1979, as defined in regulation 1.28.2, 1/30,000 of the total quantity of the particular cargo of which the residue formed a part; and<sup>2</sup>
- .6 the tanker has in operation an oil discharge monitoring and control system and a slop tank arrangement as required by regulations 29 and 31 of this Annex.<sup>3</sup>

(2) The provisions of paragraph 1 of this regulation shall not apply to the discharge of clean or segregated ballast.

##### **B. Discharges in special areas**

(3) Subject to the provisions of paragraph 4 of this regulation, any discharge into the sea of oil or oily mixture from the cargo area of an oil tanker shall be prohibited while in a special area\*.

(4) The provisions of paragraph 3 of this regulation shall not apply to the discharge of clean or segregated ballast.

(5) Nothing in this regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside the special area in accordance with paragraph 1 of this regulation.

##### **C. Requirements for oil tankers of less than 150 gross tonnage**

(6) The requirements of regulations 29, 31 and 32 of this Annex shall not apply to oil tankers of less than 150 gross tonnage, for which the control of discharge of oil under this regulation shall be effected by the retention of oil on board with subsequent discharge of all contaminated washings to reception facilities. The total quantity of oil and water used for washing and returned to a storage tank shall be discharged to reception facilities unless adequate arrangements are made to ensure that any effluent which is allowed to be discharged into the sea is effectively monitored to ensure that the provisions of this regulation are complied with.<sup>4</sup>

#### NOTES:

<sup>1</sup> Regulation 4 is titled "Exceptions."

<sup>2</sup> Regulation 1 is titled "Definitions."

<sup>3</sup> Regulation 29 is titled "Slop tanks."

Regulation 31 is titled "Oil discharge monitoring and control system."

<sup>4</sup> Regulation 32 is titled "Oil/water interface detector."

\* Refer to regulation 38.6 (Regulation 38 is titled "Reception facilities.")

#### **D. General requirements**

(7) Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, the Governments of Parties to the present Convention should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this regulation. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.

(8) No discharge into the sea shall contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this regulation.

(9) The oil residues which cannot be discharged into the sea in compliance with paragraphs 1 and 3 of this regulation shall be retained on board for subsequent discharge to reception facilities.

## **OIL RECORD BOOK ENTRY REQUIREMENTS, PART II- CARGO/BALLAST OPERATIONS**

### **MARPOL 73/78 Annex I: Chapter 4, Regulation 36**

(1) Every oil tanker of 150 gross tonnage and above shall be provided with an Oil Record Book Part II (Cargo/Ballast Operations). The Oil Record Book Part II, whether as a part of the ship's official logbook or otherwise, shall be in the Form specified in appendix III to this Annex.

(2) The Oil Record Book Part II shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following cargo/ballast operations take place in the ship:

- .1 loading of oil cargo;
- .2 internal transfer of oil cargo during voyage;
- .3 unloading of oil cargo;
- .4 ballasting of cargo tanks and dedicated clean ballast tanks;
- .5 cleaning of cargo tanks including crude oil washing;
- .6 discharge of ballast except from segregated ballast tanks;
- .7 discharge of water from slop tanks;
- .8 closing of all applicable valves or similar devices after slop tank discharge operations;
- .9 closing of valves necessary for isolation of dedicated clean ballast tanks from cargo and stripping lines after slop tank discharge operations; and
- .10 disposal of residues.

(3) For oil tankers referred to in regulation 34.6 of this Annex, the total quantity of oil and water used for washing and returned to a storage tank shall be recorded in the Oil Record Book Part II.

(4) In the event of such discharge of oil or oily mixture as is referred to in regulation 4 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 Part II of the circumstances of, and the reasons for, the discharge.

(5) Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part II so that all 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 ship. The entries in the Oil Record Book Part II shall be at least in English, French or Spanish. Where entries in an official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of dispute or discrepancy.

(6) Any failure of the oil discharge monitoring and control system shall be noted in the Oil Record Book Part II.

(7) 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 the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

(8) The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part II 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 Part II shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II 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.

(9) For oil tankers of less than 150 gross tonnage operating in accordance with regulation 34.6 of this Annex, an appropriate Oil Record Book should be developed by the Administration.

## OIL RECORD BOOK PART II-CARGO/BALLAST OPERATIONS

### ADDITIONAL INSTRUCTIONS FOR OIL TANKERS

#### **Introduction**

The following pages of this section show a comprehensive list of items of cargo and ballast operations which are, when appropriate, to be recorded in the Oil Record Book Part II in accordance with regulation 36 of 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). The items have been grouped into operational section, each of which is denoted by a code letter.

When making entries in the Oil Record Book Part II, 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 spaces.

Each completed operation shall be signed for and dated by the officer or officers in charge. Each completed page shall be countersigned by the master of the ship.

In respect of the oil tankers engaged in specific trades in accordance with regulation 2.5 of Annex I of MARPOL 73/78, appropriate entry in the Oil Record Book Part II shall be endorsed by the competent port State authority.\*

The Oil Record Book Part II contains many references to oil quantity. The limited accuracy of tank Measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book Part II should be considered accordingly.

In the event of accidental or other exceptional discharge of oil a statement shall be made in the Oil Record Book Part II of the circumstances of, and the reasons for, the discharge.

Any failure of the oil discharge monitoring and control system shall be noted in the Oil Record Book Part II.

The entries in the Oil Record Book Part II, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in an official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

The Oil Record Book Part II shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned Ships under tow, shall be kept on board the Ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part II 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 Oil Record Book Part II shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II and 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.

*\* This sentence should only be inserted for the Oil Record Book of a tanker engaged in a specific trade.*

## **CODE AND ITEM NUMBER TO BE RECORDED FOR TANKERS**

### **(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 (state quantity added, in m<sup>3</sup> at 15°C and the total content of tank(s), in m<sup>3</sup>).

### **(B) INTERNAL TRANSFER OF OIL CARGO DURING VOYAGE**

4. Identity of tank(s)
  - .1 From:
  - .2 To: (state quantity transferred and total quantity of tank(s), in m<sup>3</sup>).
5. Was (were) tank(s) in 4.1 emptied? (If not, state the quantity retained, in m<sup>3</sup>).

### **(C) UNLOADING OF OIL CARGO**

6. Place of unloading.
7. Identity of tank(s) unloaded.
8. Was (were) tank(s) emptied? (If not, state quantity retained, in m<sup>3</sup>).

(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>1</sup>
11. Number of machines in use.
12. Time of start of washing.
13. Washing pattern employed.<sup>2</sup>
14. Washing line pressure.
15. Time washing was completed or stopped.
16. State method of establishing that tank(s) was (were) dry.
17. Remarks.<sup>3</sup>

(E) *BALLASTING OF CARGO TANKS*

18. Position of ship at start and end of ballasting.
19. Ballasting process:
  - .1 Identity of tank(s) ballasted;
  - .2 Time of start and end;
  - .3 Quantity of ballast received. Indicate total quantity of ballast for each tank involved in the operation, in m<sup>3</sup>.

(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 are flushed to slop tank.
23. Quantity of oily water which, after line flushing, is transferred to the slop tank(s) or cargo tank(s) in which slop is preliminarily stored (identify tank(s)). State the total quantity, in m<sup>3</sup>.
24. Position of ship when additional ballast water was taken into 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, in m<sup>3</sup>.

(G) *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>4</sup>
31. Tank washings transferred to:
  - .1 Reception facilities (state port and quantity, in m<sup>3</sup>);<sup>5</sup> and
  - .2 Slop tank(s) or cargo tank(s) designated as slop tank(s) (Identify tank(s); state quantity transferred and total quantity, in m<sup>3</sup>).

NOTES:

<sup>1</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>2</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.

<sup>3</sup> If the programs given in the Operations and Equipment Manual are not followed, give the reasons under Remarks.

<sup>4</sup> This includes hand hosing, machine washing and/or chemical cleaning. Where chemically cleaned, state the chemical concerned and amount used.

<sup>5</sup> Ships' masters should obtain from the operator of the reception facilities which include 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 II, may aid the master of the ship in proving that this ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part II.

*(H) DISCHARGE OF DIRTY BALLAST*

32. Identity of tank(s).
33. Time and position of ship at start of discharge into the sea.
34. Time and position of ship on completion of discharge into the sea.
35. Quantity discharged into the sea, in m<sup>3</sup>.
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); state total quantity, in m<sup>3</sup>).
40. Discharged to shore reception facilities (identify port and quantity involved, in m<sup>3</sup>).<sup>5</sup>

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

41. Identify slop tank(s).
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, in m<sup>3</sup> and rate of discharge, in m<sup>3</sup>/hour.
48. Final quantity discharged, in m<sup>3</sup> and rate of discharge, in m<sup>3</sup>/hour.
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, in meters.
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. (State the quantity retained, in m<sup>3</sup>).
57. Method of disposal:
  - .1 To reception facilities (identify port and quantity involved);<sup>5</sup>
  - .2 Mixed with cargo (state quantity);
  - .3 Transferred to (an)other tank(s) (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>.

*(K) DISCHARGE OF CLEAN BALLAST CONTAINED IN CARGO TANKS*

58. Position of Ship at start of clean ballast.
59. Identity of tank(s) discharged.
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?

**NOTES:**

<sup>5</sup> Ships' masters should obtain from the operator of the reception facilities which include 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 II, may aid the master of the ship in proving that this ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part II.

*(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, in m<sup>3</sup>:
  - .1 Into the sea; or
  - .2 To reception facility (identify port).<sup>5</sup>
- 67. Was there any indication of oil contamination of the ballast water before or during the 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, in m<sup>3</sup>, and type of oil.
- 76. Circumstances of discharge or escape, the reasons therefore and general remarks.

*(O) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS*

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ADDITIONAL CODES FOR 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) REALLOCATION OF BALLAST WATER WITHIN THE SHIP*

- 81. Reasons for reallocation.

*(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.

**NOTES:**

<sup>5</sup> Ships' masters should obtain from the operator of the reception facilities which include 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 II, may aid the master of the ship in proving that this ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part II.

## EXAMPLES

Name of Ship  
Official Number

M/V OIL TANKER  
703393

CARGO/BALLAST OPERATIONS

MACHINERY SPACE OPERATIONS (All Ships)

Date	Code	Item	Record of Operations/signature of officers in charge
			<b>EXAMPLE: LOADING CARGO</b>
3/2/2006	A	1	<i>Port Shaw, California</i>
	A	2	<i>Heavy fuel oil 1-5 C, 1-5 STBD, and 1-5 P</i>
	A	3	<i>238 m<sup>3</sup> loaded, 1010 m<sup>3</sup> Total aboard.</i>
			<i>N. Ely</i>
			<b>EXAMPLE: INTERNAL TRANSFER OF CARGO</b>
3/4/2006	B	4.1	<i>2C</i>
	B	4.2	<i>5C 70 m<sup>3</sup> transferred, 127m<sup>3</sup></i>
			<i>total quantity.</i>
	B	5	<i>No, 158 m<sup>3</sup> retained in 2C</i>
			<i>S. Williams</i>
			<b>EXAMPLE: UNLOADING CARGO</b>
3/8/2006	C	6	<i>Port Pine, Texas</i>
	C	7	<i>1C, 3C, and 5C</i>
	C	8	<i>Yes</i>
			<i>T. Colton</i>
3/17/2006			<b>EXAMPLE: BALLASTING CLEAN BALLAST TKS</b>
	F	20	<i>#3 Port</i>
	F	21	<i>49°56' N x 30°00'W</i>
	F	22	<i>49°54' N x 30°00'W</i>
	F	23	<i>77 m<sup>3</sup></i>
	F	24	<i>49°53' N x 30°00'W</i>
	F	25	<i>49°52' N x 29°58'W - 1730</i>
	F	26	<i>200 m<sup>3</sup></i>
			<i>S. Keep</i>

Thomas Carroll

Signature of Master



## EXAMPLES

Name of Ship  
Official Number

M/V OIL TANKER  
703393

CARGO/BALLAST OPERATIONS

MACHINERY SPACE OPERATIONS (All Ships)

Date	Code	Item	Record of Operations/signature of officers in charge
			<b>EXAMPLE: CLEANING CARGO TANKS</b>
3/29/2006	G	27	No. 5 port
	G	28	Rodeo, California
	G	29	3 Hours (1300-1600)
	G	30	Machine wash
	G	31.2	No. 1 Slop Tank, 7.9 m <sup>3</sup> transferred, 87 m <sup>3</sup> total.
			S. Bliss
			<b>EXAMPLE: DISCHARGE OF WATER FROM SLOP</b>
3/29/2006	I	41	No. 2 Slop Tank
	I	42	36 Hours
	I	44	1330 49°52' N x 29°58' W
	I	45	7 feet
	I	46	15 feet
	I	47	87 m <sup>3</sup> discharged at 6.813 m <sup>3</sup> /hour
	I	48	37 m <sup>3</sup> discharged at 2.271 m <sup>3</sup> /hour
	I	49	1530 49°53' N x 30°00' W
	I	50	Yes
	I	51	3.048 meters
	I	52	22 knots
	I	53	Yes
	I	54	All piping secured.
			J. Leigh
			<b>EXAMPLE: RESIDUE DISPOSAL</b>
4/27/2006	J	55	# 1 Slop Tank
	J	56	65 m <sup>3</sup> discharged to reception facility, 00 m <sup>3</sup> R.O.B.
	J	57.1	Dave's Oil Company, Rodeo, California.
			B. Cooley

Thomas Carroll

Signature of Master

## LIST OF OILS\* (Appendix I to Annex I of MARPOL 73/78)

*Asphalt Solutions:*  
Blending stocks  
Roofers flux  
Straight run residue

*Oils:*  
Clarified  
Crude oil Mixtures containing crude oil  
Diesel oil  
Fuel oil No. 4  
Fuel oil No. 5  
Fuel oil No. 6  
Residual Fuel oil  
Road oil  
Transformer oil  
Aromatic oil (excluding vegetable oil)  
Lubricating oils and Blending stocks  
Mineral oil  
Motor oil  
Penetrating oil  
Spindle oil  
Turbine oil

*Distillates:*  
Straight run  
Flashed feed stocks

*Gas Oil:*  
Cracked

*Gasoline Blending Stocks:*  
Alkylates - fuel  
Reformats  
Polymer - fuel

*Gasolines:*  
Casinghead (natural)  
Automotive  
Aviation  
Straight run  
Fuel oil No. 1 (kerosene)  
Fuel oil No. 1-D  
Fuel oil No. 2  
Fuel oil No. 2-D

*Jet Fuels:*  
JP - 1 (kerosene)  
JP-3  
JP-4  
JP - 5(kerosene, heavy)  
Turbo fuel  
Kerosene  
Mineral Spirit

*Naptha:*  
Solvent  
Petroleum  
Heartcut Distillate oil

\*This list of oils is not meant to be comprehensive, but suggest the most common types of oil carried.

### COMMON METRIC AND UNITED STATES LIQUID MEASURE CONVERSIONS

U.S. UNIT	METRIC UNIT
1 gallon =	3.7854 liters <i>or</i> .003785 m <sup>3</sup>
1 barrel (42 gal.) =	158.98 liters <i>or</i> .15898 m <sup>3</sup>
0.26417 gallon =	1 liter
1 cubic foot =	0.028317 m <sup>3</sup>
35.315 cubic feet =	1 m <sup>3</sup>
Other Conversions	
1 foot =	0.3048 m
2204 pounds =	1 ton [metric]

