



DEPARTMENT OF ECONOMIC DEVELOPMENT

MARPOL Annex I and Changes to the Oil Record Book Parts I and II.

The objective of this MSN is to clarify the changes to MARPOL Annex I and the Oil Record Books.

The 'Oil Record Book (Part I): Machinery Space Operations (All Ships)' is required to record Machinery Space Operations for every ship of over 400 tons gross tonnage (other than oil tankers) and every oil tanker over the 150 tons gross tonnage.

The 'Oil Record Book (Part II): Cargo / Ballast Operations (Oil Tankers)' is required 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 (MARPOL 73/78)

Documents referred to in this notice:

The latest amendments to MARPOL Annex I as revised by Resolution MEPC 187(59) adopted on 17 July 2009.

Most regulations and notices are available on the Isle of Man Government web site: www.iomshipregistry.com or by contacting marine.survey@gov.im

Introduction

The latest amendments to MARPOL Annex I were adopted as IMO resolution MEPC 187(59) in July 2009 and will enter into force on 1st January 2011. These amendments will result in a number of new regulations being introduced and, as a consequence, a renumbering of some of the existing regulations.

This has meant that the "List of Items to be Recorded" has changed in both the "Oil Record Book Part I" and the "Oil Record Book Part II"

There are currently available from the TSO new versions of the Oil Record Book Part I and Oil Record Book Part II.

The ISBN number for the Oil Record Book Part I is 978-0-11-553156-9

The ISBN number for the Oil Record Book Part II is 978-0-11-553157-6

Transitional Arrangements

However, to avoid the unnecessary replacement of the Oil Record Books this shipping notice contains corrigenda for both books.

The appropriate corrigendum for each book should be inserted inside the front cover of the book in use.

The "List of Items to be Recorded" contained in each corrigendum should be used for all entries after 01 January 2011.

Oil Record Book Part I

CORRIGENDUM

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

LIST OF 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. 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 m³);
 3. identity of tank(s) into which cleaning water was transferred and the quantity in m³.
4. Ballasting:
 1. position of ship and time at start and end of ballasting;
 2. quantity of ballast if tanks are not cleaned, in m³.

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 m³.

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 weekly¹: (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) - (m³)
3. total quantity of retention - (m³)
4. quantity of residue collected by manual operation - (m³)

(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

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 m³:

1. to reception facilities (identify port)²;
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 m³.³

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)²;
3. to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m³).

¹ 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).

² 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.

³ 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.

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 failure⁴.
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.

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)).

I. Additional operational procedures and general remarks

⁴ *The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.*

Oil Record Book Part II

CORRIGENDUM

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 m³.)

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 m³); and
4. other method (state which); state quantity disposed of in m³.

Isle of Man Ship Registry

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Please note - The Isle of Man Ship Registry cannot give Legal Advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.