

OIL POLLUTION

MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION) (RECORDS) REGULATIONS 1986

The Merchant Shipping (Prevention of Oil Pollution) (Records) Regulations 1986 were made on the 19th May, 1986 by the former Isle of Man Harbour Board (function now transferred to the Department of Trade and Industry) in exercise of their powers under section 10 of the Oil Pollution Act 1986.

These Regulations require the Masters of Manx ships, being tankers of less than 150 GRT and other Manx ships of between 80 GRT and 400 GRT to keep a record in the form of an oil record book of discharges or escapes of oil or oily mixtures from the ship and of specified operations carried out on or in connection with the ship.

The Regulations are made after consultation with the Secretary of State for the Department of Transport and were approved by Tynwald on 17th June, 1986. The Regulations came into force on the 1st July, 1986.

TEXT REVISED : NOVEMBER 1998
PRICE : £1.50

OIL POLLUTION ACT 1986

MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION) (RECORDS) REGULATIONS 1986

In exercise of the powers conferred on the Isle of Man Harbour Board ^(a) by section 10 of the Oil Pollution Act 1986 ^(b), and of all other powers enabling it in that behalf, the following Regulations are hereby made:-

Citation and commencement

1. These Regulations may be cited as the Merchant Shipping (Prevention of Oil Pollution) (Records) Regulations 1986, and subject to section 17 of the Act, shall come into operation on the 1st July 1986.

Interpretation

2. In these Regulations -

“the Act” means the Oil Pollution Act 1986;

“Manx ship” has the same meaning as in section 1(2) of the Merchant Shipping Act 1985 ^(c);

“tanker” means a vessel the greater part of the cargo space of which is constructed or adapted for the carriage of liquid cargoes in bulk and which is either carrying a cargo of oil in bulk in that part of its cargo space or has on board oil residues from a cargo of oil in bulk previously carried;

“GRT” means gross registered tonnage and the gross registered tonnage of a ship having alternative gross registered tonnages shall be taken to be the larger of those tonnages.

Records : Tankers

3. (1) The master of every Manx ship, being a tanker of less than 150 GRT, shall carry on board an oil record book, and shall record in the book the following matters, namely

(a) Functions now transferred to the Department of Trade and Industry by the Transfer of Functions (Marine Administration) Order 1997 (SD 51/97)

(b) 1986 c. 12

(c) 1985 c. 3

- (a) any of the following operations carried out on board or in connection with the ship, namely -
 - (i) loading of oil cargo;
 - (ii) transfer of oil cargo during a voyage;
 - (iii) discharge of oil cargo;
 - (iv) ballasting of cargo tanks;
 - (v) cleaning of cargo tanks;
 - (vi) discharge of dirty ballast;
 - (vii) discharge of water from slop tanks;
 - (viii) disposal of oil residues;
 - (ix) discharge overboard of oily bilge water which has accumulated in machinery spaces including pump rooms whilst in port;
 - (x) subject to sub-paragraph (3), the routine discharge at sea of oily bilge water;
- (b) any occasion on which oil or a mixture containing oil is discharged from a ship for the purpose of securing the safety of any vessel or of preventing damage to any vessel or cargo, or of saving life;
- (c) any occasion on which oil or a mixture containing oil is found to be escaping, or to have escaped, from the ship in consequence of damage to the ship, or by reason of leakage.

(2) Entries shall be made in the book in respect of the operations specified in sub-paragraph (a) of paragraph (1) above, and in respect of every occasion specified in sub-paragraphs (b) and (c) of that paragraph in the form and containing the particulars set out in Schedule 1.

- (3)
 - (i) The requirement to keep a record in the form required by paragraphs (1) and (2) shall not apply to any discharge referred to in paragraph (1)(a)(x) insofar as it relates to the discharge of oily bilge water from machinery spaces, including pump rooms, if such discharge has been entered in the engine room log book or deck log book.
 - (ii) Any entry relating to the discharge of oily bilge water from machinery spaces, including pump rooms, whether made in the oil record book or in the engine room log book or deck log book, state whether the discharge was made through a separator. Where the pump discharging such bilge water starts automatically and discharges through a separator at all times it will be sufficient to enter each day "Automatic discharge from bilges through a separator".

Records : Ships other than Tankers

4. (1) The master of every Manx ship of 80 GRT or more but less than 400 GRT which uses oil fuel, not being a tanker, shall carry on board an oil record book, and shall record in the book the following matters, namely -

- (a) any of the following operations carried out on board or in connection with the ship, namely -
 - (i) ballasting or cleaning of bunker fuel tanks;
 - (ii) discharge of dirty ballast or cleaning water from bunker fuel tanks;
 - (iii) disposal of oil residues;
 - (iv) discharge overboard of oily bilge water which has accumulated in machinery spaces including pump rooms whilst in port;
 - (v) subject to sub-paragraph (3), the routine discharge at sea of oily bilge water;
- (b) any occasion on which oil or a mixture containing oil is discharged from the ship for the purpose of securing the safety of any vessel or of preventing damage to any vessel or cargo, or of saving life;
- (c) any occasion on which oil or a mixture containing oil is found to be escaping, or to have escaped, from the ship in consequence of damage to the ship, or by reason of leakage.

(2) Entries shall be made in the book in respect of the operations specified in sub-paragraph (a) of paragraph (1) above, and in respect of every occasion specified in sub-paragraphs (b) and (c) of that paragraph in the form and containing the particulars set out in Schedule 2.

- (3) (i) The requirement to keep a record in the form required by paragraphs (1) and (2) shall not apply to any discharge referred to in paragraph (1)(a)(v) insofar as it relates to the discharge of oily bilge water from machinery spaces, including pump rooms, if such discharge has been entered in the engine room log book or deck log book.
- (ii) Any entry relating to the discharge of oily bilge water from machinery spaces, including pump rooms, whether made in the oil record book or in the engine room log book or deck log book, shall state whether the discharge was made through a separator.

Where the pump discharging such bilge water starts automatically and discharges through a separator at all times it will be sufficient to enter each day "Automatic discharge from bilges through a separator".

Retention, custody and disposal of records

5. (1) Every master of a ship in respect of which records are required to be kept pursuant to the preceding Regulations shall retain the records in his custody in the ship until the expiration of the period of two years next following the date of the last entry therein;

Provided that if the principal place of business of the owners of the ship is in the Island the master may at any time within that period transmit the records to the owners at that place of business.

(2) Records transmitted to the owners of a ship pursuant to the proviso to paragraph (1) shall be retained by them in their custody at their principal place of business in the Island until the expiration of the period of two years next following the date of the last entry therein.

SCHEDULE 1

TANKERS

NAME OF SHIP.....

TOTAL CARGO CARRYING CAPACITY OF SHIP IN CUBIC METERS.....

<p><i>(a) Loading of oil cargo</i></p> <p>1. Date of place of loading</p> <p>2. Types of oil loaded</p> <p>3. Identity of tank(s) loaded</p> <p><i>(b) Transfer of oil cargo during voyage</i></p> <p>4. Date of transfer</p> <p>5. Identity of tank(s) (i) From (ii) To</p> <p>6. Was (were) tank(s) in 5(i) emptied ?</p> <p><i>(c) Discharge of oil cargo</i></p> <p>7. Date and place of discharge</p> <p>8. Identity of tank(s) discharged</p> <p>9. Was (were) tank(s) emptied ?</p> <p><i>(d) Ballasting of cargo tanks</i></p> <p>10. Identity of tank(s) ballasted</p> <p>11. Date and position of ship at start of ballasting</p> <p><i>Signature of Officer or Officers in charge of the operations and date</i></p> <p><i>Signature of Master and date</i></p>				
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<p><i>(e) Cleaning of cargo tanks</i></p> <p>12. Identity of tanks(s) cleaned</p> <p>13. Date and duration of cleaning</p> <p>14. Methods of cleaning (Hand hosing, machine washing or chemical cleaning. Where chemically cleaned the chemical concerned and amount used should be stated).</p> <p><i>(f) Discharge of dirty ballast</i></p> <p>15. Identity of tank(s)</p> <p>16. Date and position of ship at start of discharge to sea</p> <p>17. Date and position of ship at finish of discharge to sea</p> <p>18. Ship's speed(s) during discharge.</p> <p>19. Quantity discharged to sea.</p> <p>20. Quantity of polluted water transferred to Slop tank(s). (Identify Slop tank(s))</p> <p>21. Date and port of discharge into shore reception facilities (if applicable).</p> <p><i>(g) Discharge of water from slop tanks.</i></p> <p>22. Identity of slop tank(s)</p> <p>23. Time of settling from last entry of residues, or</p> <p><i>Signature of Officer or Officers in charge of the operations and date</i></p> <p><i>Signature of Master and date</i></p>				
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<p>24. Time of settling from last discharge.</p> <p>25. Date, time and position of ship at start of discharge.</p> <p>26. Sounding of total contents at start of discharge</p> <p>27. Sounding of interface at start of discharge.</p> <p>28. Bulk quantity discharged and rate of discharge.</p> <p>29. Final quantity discharged and rate of discharge.</p> <p>30. Date, time and position of ship at end of discharge.</p> <p>31. Ship's speed(s) during discharge</p> <p>32. Sounding of interface at end of discharge.</p> <p><i>(h) Disposal of Residues</i></p> <p>33. Identity of tanks(s)</p> <p>34. Quantity disposed from each tank.</p> <p>35. Method of disposal of residue :-</p> <p>(a) Reception facilities</p> <p>(b) Mixed with cargo</p> <p>(c) Transferred to another (other) tank(s) (Identify tank(s)).</p> <p>(d) other method.</p> <p>36. Date and port of disposal of residue.</p> <p><i>Signature of Officer or Officers in charge of the operations and date</i></p> <p><i>Signature of Master and date</i></p>				
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<p><i>(i) Discharge of oily bilge water which has accumulated in machinery spaces (including pump rooms) whilst in port.</i></p> <p>37. Port</p> <p>38. Duration of stay</p> <p>39. Quantity disposed</p> <p>40. Date and place of disposal</p> <p>41. Method of disposal (state whether a separator was used) *</p> <p><i>(j) Routine discharge at sea of oily bilge water from machinery spaces (including pump rooms). **</i></p> <p>42. Frequency of discharge and method of disposal (state whether or not a separator was used).***</p> <p><i>Signature of Officer or Officers in charge of the operations and date</i></p> <p><i>Signature of Master and date</i></p>				
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* Where the pump starts automatically and discharges through a separator at all times it will be sufficient to enter each day “Automatic discharge from bilges through separator”.

** In accordance with Regulation 3(3) such discharges need not be entered in this book if entered in the engine room log book or deck log book.

*** Where the pump starts automatically and discharges through a separator at all times it will be sufficient to enter each day “Automatic discharge from bilges through separator”.

<p><i>(k) Accidental or other exceptional discharges of oil.</i></p> <p>43. Date and time of occurrence.</p> <p>44. Place or position of ship at time of occurrence.</p> <p>45. Approximate quantity and type of oil.</p> <p>46. Circumstances of discharge or escape and general remarks.</p> <p><i>Signature of Officer or Officers reporting the occurrence.</i></p> <p><i>Signature of Master and date</i></p>				
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SCHEDULE 2

SHIPS OTHER THAN TANKERS

NAME OF SHIP.....

<p><i>(a) Ballasting or cleaning of bunker fuel tanks</i></p> <ol style="list-style-type: none"> 1. Identity of tank(s) ballasted. 2. Whether cleaned since last containing oil and, if not, type of oil previously carried. 3. Date and position of ship at start of cleaning. 4. Date and position of ship at start of ballasting. <p><i>(b) Discharge of dirty ballast or cleaning water from tanks referred to under (a).</i></p> <ol style="list-style-type: none"> 5. Identity of tank(s). 6. Date and position of ship at start of discharge. 7. Date and position of ship at finish of discharge. 8. Ship's speed(s) during discharge 9. Method of discharge (state whether separator used). 10. Quantity discharged. <p><i>Signature of Officer or Officers in charge of the operations and date</i></p> <p><i>Signature of Master and date</i></p>				
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<p><i>(c) Disposal of residues</i></p> <p>11. Quantity of residue retained on board</p> <p>12. Methods of disposal of residue</p> <p>(a) reception facilities</p> <p>(b) mixed with next bunkering</p> <p>(c) transferred to another (other) tank(s)</p> <p>13. Date and port of disposal of residue *</p> <p><i>Signature of Officer or Officers in charge of the operations and date</i></p> <p><i>Signature of Master and date</i></p> <p><i>(d) Discharge of oily bilge water which has accumulated in machinery spaces whilst in port.</i></p> <p>14. Port.</p> <p>15. Duration of stay.</p> <p>16. Quantity disposed</p> <p>17. Date and place of disposal</p> <p>18. Method of disposal (state whether separator was used) **</p> <p><i>(e) Routine discharge at sea of oily bilge water from machinery spaces.*</i></p>				
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* In accordance with Regulation 4(3) such discharges need not be entered in this book if entered in the engine room log book or deck log book.

** Where the pump starts automatically and discharges through a separator at all times it will be sufficient to enter each day “Automatic discharge from bilges through separator”.

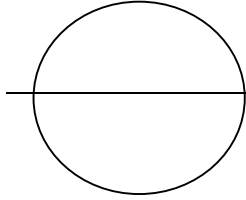
<p>19. Frequency of discharge and method of disposal (state whether or not a separator was used).</p> <p><i>Signature of Officer or Officers in charge of the operations and date</i></p> <p><i>Signature of Master and date.</i></p> <p><i>(f) Accidental or other exceptional discharge of oil.</i></p> <p>20. Date and time of occurrence.</p> <p>21. Place or position of ship at time of occurrence.</p> <p>22. Approximate quantity and type of oil.</p> <p>23. Circumstances of discharge or escape and general remarks.</p> <p><i>Signature of Officer or Officers reporting the occurrence and date</i></p> <p><i>Signature of Master and date</i></p>				
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GIVEN under the official seal of the Isle of Man Harbour Board this 19th day of May, 1986.

E. C. Irving
Chairman

SEAL

H. G. Moore,
Secretary.



EXPLANATORY NOTE

(This note is not part of the Regulations)

These Regulations require the masters of Manx ships, being tankers of less than 150 GRT and other Manx ships of between 80 and 400 GRT to keep a record in the form of an oil record book of discharges or escapes of oil or oily mixtures from the ship and of specified operations carried out on or in connection with the ship.