

CHANGES TO OIL RECORD BOOK (EFFECTIVE 01/JAN/2007)

(Go through the Rules yourself – errors and omissions likely)

New Print Marked in Red -- explanatory remarks in Blue

(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.
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 and disposal of oil residues (sludge and other oil residues)

(Codes 11 - . 1, . 2 changed)

11. Collection of oil residues.

Quantities of oil residues (sludge and other oil residues) retained on board. **The quantities should be recorded weekly¹ (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

¹ Only in tanks listed in item 3 of form A and B of the Supplement in the IOPP Certificate used for sludge.

12. Methods of disposal of residue.
State quantity of oil residues disposed of, the tank(s) emptied and the quantity of contents retained **in m³**:
- .1 to reception facilities (identify port)²
 - .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 metres**.³
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)²
 - .3 transfer to slop tank or holding tank (indicate tank(s); state the total quantity retained in tank(s), **in m³**).

(E) Automatic discharge overboard or disposal othererwise 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.
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 was put into manual operation.

Item (E) 19 deleted. 19 carried forward to (F) and subsequent item numbers changed.

(F) Condition of the oil discharge monitoring and control system.

19. Time of system failure. *(This used to be item 20)*
20. Time when system has been made operational. *(This used to be item 21)*
21. Reasons for failure. *(This used to be item 22)*

(G) Accidental or other exceptional discharges of oil.

22. Time of occurrence *(This used to be item 23)*
23. Place or position of ship at time of occurrence. *(This used to be item 24)*
24. Approximate quantity and type of oil. *(This used to be item 25)*
25. Circumstances of discharge or escape, the reasons therefor and general remarks. *(This used to be item 26)*

² Ship's masters 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 his 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.

(H) Bunkering of fuel or bulk lubricating oil.

26. Bunkering: *(This used to be item 27)*
- .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)).

All Items under (I) are Optional/Additional.

(I) Additional operational Procedures and general remarks

27. Cleaning / Steaming of oily - water separator.
- .1 position of ship and time at start and completion of cleaning.
 - .2 identify the tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals, type and quantity of chemicals used).
 - .3 identify tank(s) into which cleaning, water was transferred.
28. Changing cartridge / coalescer of oily - water separator.
- .1 position of ship and time at the start and completion of changing.
 - .2 method of containing cartridge / coalescer in preparation for disposal to shore facility (must be sealed and labeled properly).
29. Testing 15 ppm equipment
- .1 time at which equipment was tested
 - .2 condition of equipment during the test.
30. Transfer of Oils within ship.
- .1 from fuel storage tank (identity of tank) to fuel settling tank, quantity transferred (cubic meters), number of transfers per day, mode of transfer (manual or automatic pump).
 - .2 from diesel storage tank (identity of tank) to diesel setting tank, quantity transferred (cubic meters) number of transfer (manual or automatic pump).
 - .3. from cylinder oil storage tank to measuring tank (if applicable), quantity transferred (liters / number of transfers per day / mode of transfer (pump or gravity)).
 - .4 from main engine oil storage tank(s) lube oil service tank (identity of tanks ie. main engine sump tank, Stern tube header tank, etc & quantity transferred (liters), mode of transfer (pump, gravity, bucket)).
 - .5 from generator engine oil storage tank to lube oil service tank (identity of tank, ie G:E engine sump tank, etc) quantity transferred (liters) mode of transfer (pump, gravity, bucket).
 - .6 from 200 L drums (location / ex deck, forecastle, steering room. etc.) to lube oil storage or service tank (identity of tank ex cylinder oil storage tank; E M lube oil storage tank, etc) quantity transferred / mode of transfer (pump, gravity, bucket).