

OIL RECORD BOOK, PART I

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

(A) Ballasting or cleaning of oil fuel tanks

- 1 Identity of tank(s) ballasted.
- 2 Whether cleaned since they last contained oil and, if not, type of oil previously carried.
- 3 Cleaning process:
 - 1 position of ship and time at the start and completion of cleaning;
 - 2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in 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.
- 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);
 - 3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m³).

(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

- 16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.
- 17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).
- 18 Time when the system has been put into manual operation.

(F) Condition of the oil filtering equipment

- 19 Time of system failure.
- 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)).