

# MARPOL 73/78

## Consolidated Edition 2006

### PART I - MACHINERY SPACE OPERATIONS (ALL SHIPS)

#### 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 cubic metres);
    - .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 cubic metres;
- (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 cubic metres.
- (C) **COLLECTION AND DISPOSAL OF OIL RESIDUES (SLUDGE AND OTHER 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 contents retained, in cubic metres:

    - .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 metres.<sup>3</sup>
  14. Time of discharge or disposal (start 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 quantity transferred and the total quantity retained in tank(s), in cubic metres).

<sup>1</sup>Tanks listed in item 3.1 of Forms A and B of the Supplement in the IOPP Certificate used for sludge.

<sup>2</sup>Ships' 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.

<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.

- (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 FILTERING EQUIPMENT**
19. Time of system failure.<sup>4</sup>
  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 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 and total content of tank(s)).
    - .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added and total content of tank(s)).
- (I) **ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS**

<sup>4</sup> The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.