FORM APPROVED
OMB No. 1625-0009

U.S. Department of Homeland Security

United States Coast Guard

OIL RECORD BOOK FOR SHIPS

CHECK ONE: ☐ This book is for Machinery Space Operations (Part I-All Ships)

☐ This book is for Cargo/Ballast Operations (Part II - Oil Tankers)

Name of Ship: _____ Official Number: _____

Owner: _____ Gross Tonnage: _____

_____

_____

_____

Period From: _____ To: _____

THIS BOOK MUST BE MAINTAINED ABOARD THE SHIP FOR AT LEAST THREE YEARS FOLLOWING THE "TO" DATE LISTED ABOVE.

As per 33 Code of Federal Regulations (CFR) 151.25, this record book is issued by the Secretary of Homeland Security and is distributed by the United States Coast Guard to ships of American registry. It remains the property of the United States Government and each owner/operator is responsible to maintain and surrender it in accordance with the Secretary's regulations. Note that the Oil Record Book is *one* book with two parts; Machinery Space Operations is under Part I and Cargo/Ballast Operations is under Part II.

Each oil tanker of 150 gross tons and above, ship of 400 gross tons and above other than an oil tanker, and manned fixed or floating drilling rig or other platform shall maintain an Oil Record Book Part I (Machinery Space Operations). An oil tanker of 150 gross tons and above or a non oil tanker that carries 200 cubic meters or more of oil in bulk, shall also maintain an Oil Record Book Part II (Cargo/Ballast Operations).

Oil Record Books printed by the U.S. Government are available to the masters or operators of all U.S. ships subject to 33 CFR 151.25, from any Coast Guard Sector Office, Marine Inspection Office, or Captain of the Port Office.

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OIL RECORD BOOK

PART I - Machinery Space Operations
(All Ships)

INSTRUCTIONS FOR ALL SHIPS

Each oil tanker of 150 gross tons and above, ship of 400 gross tons and above other than an oil tanker, and manned fixed or floating drilling rig or other platform shall maintain an Oil Record Book Part I (Machinery Space Operations). 33 CFR 151.25 (a)

The following pages of this section show a comprehensive list of items of machinery space operations which are, when appropriate, to be recorded in the Oil Record Book Part I (Machinery Space Operations) in accordance with regulation 17 of Annex I to MARPOL 73/78 and implemented in 33 CFR 151.25. The items have been grouped into operational sections, each of which is denoted by a letter Code.

When making entries in the Oil Record Book Part I, the date, operational code, and item number shall be inserted in the appropriate columns and the required particulars shall be recorded in chronological order as they have been executed on board. Each operation shall be fully recorded without delay so that all the entries in the book appropriate to that operation are completed. Each operation should be dated in the dd-MONTH-yyyy format (e.g. 20- JAN-2011). **Each Completed operation shall be entered and signed by the officer/person or officers/persons in charge of the operations concerned and each completed page shall be signed by the master of the ship.**

Do not leave any full lines empty between successive entries. If a wrong entry has been recorded in the Oil Record Book (ORB), it should immediately be struck through with a single line in such a way that the wrong entry is still legible. The wrong entry should be signed and dated, with the new corrected entry following.

Tank nomenclature should be recorded as per the format noted within the International Oil Pollution Prevention (IOPP) Certificate.

The Oil Record Book Part I contains many references to oil quantity. The limited accuracy of tank measurement devices, temperature variations and c1ingage will affect the accuracy of these readings. The entries in the Oil Record Book Part I should be considered accordingly. **All quantities should be consistently recorded throughout the Oil Record Book as cubic meters, gallons, or barrels.**

In the event of accidental or other exceptional discharge of oil, statement shall be made in the Oil Record Book Part I of the circumstances of, and the reasons for, the discharge.

Any failure of the oil filtering equipment shall be noted in the Oil Record Book Part I.

The entries in the Oil Record Book Part I for ships holding an IOPP Certificate shall be in English.

The Oil Record Book Part I shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part I on board any ship to which Annex I applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the ship as a true copy of an entry in the Oil Record Book Part I shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part I and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

Selected excerpts of MARPOL 73/78 and 33 CFR 151 regulations pertaining to oil discharge and Oil Record Book standards are provided in the appendix found at the end of this Oil Record Book.

LIST OF ITEMS TO BE RECORDED

PART I - Machinery Space Operations

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

(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 m^3, gals., or bbls.

(C) COLLECTION, TRANSFER AND DISPOSAL OF OIL RESIDUES (SLUDGE AND OTHER OIL RESIDUES)

11 Collection of oil residues (sludge).
Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly[1]: (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) in m3, gals., or bbls.
.3 total quantity of retention in m3, gals., or bbls.
.4 quantity of residue collected by manual operation in m3, gals., or bbls.
(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, gals., or bbls:
.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 with time of start and stop);
.4 other method (state which).

NOTES:
[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.

(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, gals., or bbls.[1]
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, gals., or bbl).

(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.[3]
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 there for 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 tons, m^3, gals., or bbls., and total content of tank(s)).
.4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tons, m^3, gals., or bbls., and total content of tank(s)).

(I) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS

NOTES:
[1] 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.
[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] The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

EXAMPLES

Name of Ship *M/V ALL SHIPS*
Official Number *413567*

CARGO/BALLAST OPERATIONS (Oil Tanker) / MACHINERY SPACE OPERATIONS

Date	Code	Item	Record of Operations/signature of officers in charge
			BALLASTING/CLEANING FUEL TANKS
07-OCT-2010	A	1	No. 5 DB Port and Stbd
		2	No, Fuel oil IFO 380
		3.1	49°56' N x 30°00'W - Start 1605
			50°00' N x 29°58'W - Stop 1730
		3.2	No. 5 DB Port and Stbd, Rinsing through
		3.3	No. 1 Collecting tank
		4.1	Start ballast 50°00' N x 29°58'W at 1730
			End ballast 50°04' N x 29°56'W at 2357
			J. Brennan
			DISCHARGE FROM CLEANED OIL TANKS
10-OCT-2010	B	5	No. 1 Collecting tank
		6	Jets Oil Contractors, New York, NY
		7	Jets Oil Contractors, New York, NY
		8	0 kts
		9.2	Reception Facility
		10	52.5 m^3
			J. Brennan
			EXAMPLE: VOYAGE/WEEKLY SLUDGE REPORT
11-OCT-2010	C		Capacity Retention (Ret.)
		11.1 / 11.2	Sludge Tank #6 67.4m^3 21.7m^3
		11.1 / 11.2	Sludge Tank #12 5.0 m^3 4.4m^3
		11.3	Total Retained on Board 26.1m^3
			M.A. Carroll

John Cate
Signature of Master

EXAMPLES

Name of Ship *M/V ALL SHIPS*
Official Number *413567*

CARGO/BALLAST OPERATIONS (Oil Tanker) / MACHINERY SPACE OPERATIONS

Date	Code	Item	Record of Operations/signature of officers in charge
			EXAMPLE: RECORDING OF OIL RESIDUE (SLUDGE) COLLECTED BY MANUAL OPERATION & TRANSFERRED INTO AN OIL RESIDUE (SLUDGE) TANK
11-OCT-2010	*C*	*11.4*	*1.5 gal collected from galley deep fat fryer to Sludge Tank #6*
			M.A. Carroll
11-OCT-2010	*C*	*11.4*	*0.5 m³ collected from air compressor sump tank to Sludge Tank #6*
			M.A. Carroll
11-OCT-2010	*C*	*11.4*	*0.5 m³ collected from turbo charger sump to Sludge Tank #6*
			M.A. Carroll
			EXAMPLE: SLUDGE TRANSFER
11-OCT-2010	*C*	*12*	*0.5 m³ (3 drums) sludge from cleaning*
			#4 Collection Tank, Ret.: 0.00 m³
		12.1	*Landed, Providence, RI*
			M. Walter
			EXAMPLE: SLUDGE TRANSFER
11-OCT-2010	*C*	*12*	*2.6 m³ from HFO Sludge Tk, Ret.: 0.1m3*
		12.2	*To no 1 Waste Oil Tk, Ret.: 9.1m³*
			M. Walter
			EXAMPLE: INCINERATION OF SLUDGE
11-OCT-2010	*C*	*12*	*0.8 m³, Incinerator Sludge TK, Ret.: 0.2 m³*
		12.3	***Incinerated, 4 hrs: 1200hrs - 1600hrs***
			M. Walter
			EXAMPLE: EVAPORATION OF WATER
11-OCT-2010	*C*	*12*	*0.2 m³ Water from Incinerator Sludge TK, Ret.: 0.8 m³*
		12.4	*Evaporated to Atmosphere*
			J. Brennan

John Cate
Signature of Master

EXAMPLES

Name of Ship *M/V ALL SHIPS*
Official Number *413567*

CARGO/BALLAST OPERATIONS (Oil Tanker) / MACHINERY SPACE OPERATIONS

Date	Code	Item	Record of Operations/signature of officers in charge
			EXAMPLE: BILGE WATER DISPOSAL (OWS)
06-DEC-2010	*D*	*13*	*14 m³ oily bilge water from bilge Hldg Tk, Ret: 1.1m³*
		14	*Start 0000 - Stop 0300*
		15.1	*50°00' N x 29°58'W - Start*
			49°56' N x 30°00'W - Stop
			K. Brennan
			EXAMPLE: OILY BILGE WATER TO RECEPTION FACILITIES
06-JAN-2011	*D*	*13*	*16.3 m³ Oily Bilge Water from bilge Hldg Tk, Ret: 0.1m³*
		14	*Start 1000hrs - Stop 1430hrs*
		15.2	*To Shell Oil Refinery, Anacortes, WA*
			Z.L. Hughes
			EXAMPLE: OILY BILGE WATER TRANSFER
06-JAN-2011		*13*	*16.3 m3 Bilge Water from P/S Bilge Wells*
		14	*Start 1000hrs - Stop 1430hrs*
		15.2	*To Bilge Holding Tk, Ret: 10.1m3*
			Z.L. Hughes
			EXAMPLE: PLACING BILGE PUMP IN AUTO
06-JAN-2011	*E*	*17*	*0820 hrs to Bilge Holding Tank*
			K. Brennan
			EXAMPLE: PLACING BILGE PUMP IN MANUAL
06-JAN-2011	*E*	*18*	***1630 hrs***
			K. Brennan

John Cate
Signature of Master

EXAMPLES

Name of Ship *M/V ALL SHIPS*
Official Number *413567*

CARGO/BALLAST OPERATIONS (Oil Tanker) / MACHINERY SPACE OPERATIONS

Date	Code	Item	Record of Operations/signature of officers in charge
			EXAMPLE: FAILURE OF MONITORING/CONTROL
06-JAN-2010	F	19	Stop due to failure 1000
		20	Item repaired, Started 1130
		21	Recirculation valve opening prematurely,
			Cleaned lens; all in apparent good order.
			L. Kowalz
24-JAN-2010	G	22	1500
		23	Poland Ave Warf, New Orleans, LA
		24	0.2 m^3 oil fuel
		25	Ruptured bunkering hose
			L. Kowalz

John Cate
Signature of Master

EXAMPLES

Name of Ship *M/V ALL SHIPS*
Official Number *413567*

CARGO/BALLAST OPERATIONS (Oil Tanker) / MACHINERY SPACE OPERATIONS

Date	Code	Item	Record of Operations/signature of officers in charge
			EXAMPLE: BUNKERING
17-JAN-2010	*H*	*26.1*	*Boston, Mass. USA*
		26.2	*Start 0910 - Stop 1235*
		26.3	*Bunkered 600 m^3 Fuel oil IFO 380*
			F.O. Tank #4 Added 50m^3 ; Ret: 220m^3
			F.O. Tank #5 Added 210m^3; Ret: 230 m^3
			F.O. Tank #6 Added 34m^3; Ret: 402 m^3
			M. Broughton
			EXAMPLE: TESTING OF OIL WATER SEPARATOR
21-JAN-2010	*I*		*Test operated OWS for USCG*
			Discharged processed water to bilge
			From Bilge Holding Tank, Ret: 13.2 m^3
			OWS overboard valves remained closed and no water was processed overboard
			Z.L. Hughes

John Cate
Signature of Master

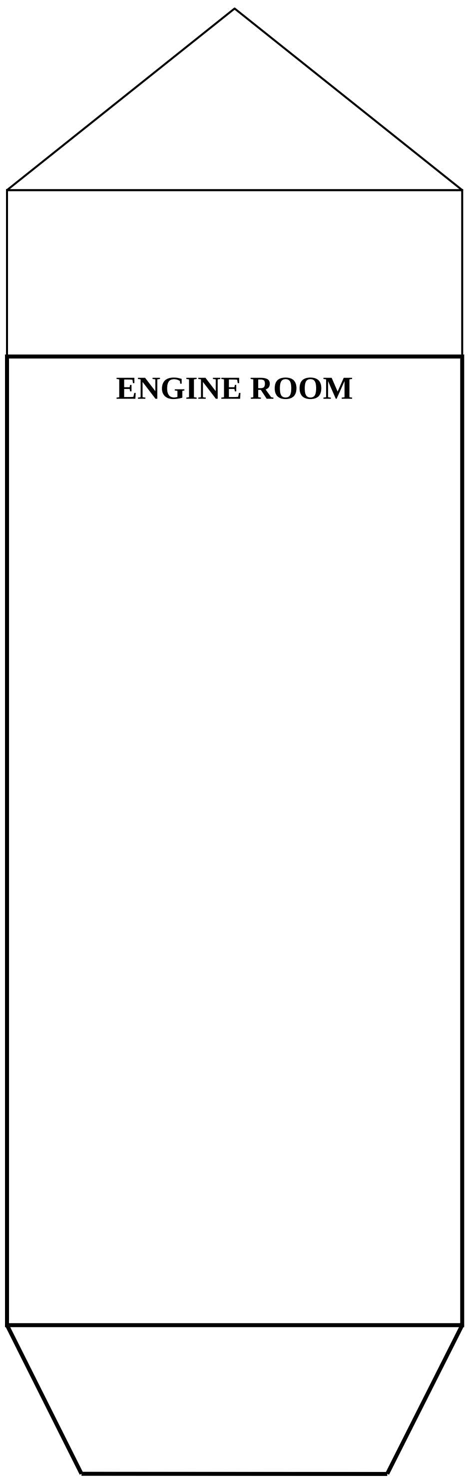
IDENTIFICATION OF SHIP'S TANKS

Name of Ship____

Official Number ____

Plan View of Engine Room Holding Tanks

(to be completed on board)



Identification of Ship's Tanks	Capacity

OIL RECORD BOOK
PART II – Cargo / Ballast Operations
(Oil Tankers)

ADDITIONAL INSTRUCTIONS FOR OIL TANKERS

Each oil tanker of 150 gross tons and above or a non oil tanker that carries 200 cubic meters (m^3) or more of oil in bulk, shall also maintain an Oil Record Book Part II (Cargo/Ballast Operations) in addition to an Oil Record Book Part I. 33 CFR 151.25 (a)

The following pages of this section show a comprehensive list of items of cargo and ballast operations which are, when appropriate, to be recorded in the Oil Record Book Part II in accordance with regulation 36 of Annex I to MARPOL 73/78 and implemented in 33 CFR 151.25. The items have been grouped into operational sections. each of which is denoted by a code letter.

When making entries in the Oil Record Book Part II, the date, operational code and item number shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically in the blank spaces. Each operation shall be fully recorded without delay so that all the entries in the book appropriate to that operation are completed. Each operation should be dated in the dd-MONTH-yyyy format (e.g. 20- JAN-2011). **Each Completed operation shall be entered and signed by the officer/person or officers/persons in charge of the operations concerned and each completed page shall be signed by the master of the ship.**

Do not leave any full lines empty between successive entries.

In respect of the oil tankers engaged in specific trades in accordance with regulation 2.5 of Annex I of MARPOL 73/78, appropriate entry in the Oil Record Book Part II shall be endorsed by the competent port State authority. (This sentence should only be inserted for the Oil Record Book of a tanker engaged in a specific trade.)

The Oil Record Book Part II contains many references to oil quantity. The limited accuracy of tank measurement devices, temperature variations and c1ingage will affect the accuracy of these readings. The entries in the Oil Record Book Part II should be considered accordingly. **All quantities should be consistently recorded throughout the Oil Record Book as cubic meters, gallons, or barrels.**

In the event of accidental or other exceptional discharge of oil, a statement shall be made in the Oil Record Book Part II of the circumstances of, and the reasons for, the discharge.

Any failure of the oil discharge monitoring and control system shall be noted in the Oil Record Book Part II.

The entries in the Oil Record Book Part II, for ships holding an IOPP Certificate, shall be in English.

The Oil Record Book Part II shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part II on board the ship to which Annex I applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the ship as a true copy of an entry in the Oil Record Book Part II shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II and taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

Selected excerpts of MARPOL 73/78 and 33 CFR 151 regulations pertaining to oil discharge and Oil Record Book standards are provided in the appendix found at the end of this Oil Record Book.

LIST OF ITEMS TO BE RECORDED

PART II – Cargo / Ballast Operations

(A) LOADING OF OIL CARGO

1. Place of loading.
2. Type of oil loaded and identity of tank(s).
3. Total quantity of oil loaded (state quantity added, in m^3, gals., or bbls. at 15°C and the total content of tank(s) in m^3, gals., or bbls.).

(B) INTERNAL TRANSFER OF OIL CARGO DURING VOYAGE

4. Identity of tank(s)
   .1 From:
   .2 To: (state quantity transferred and total quantity of tank(s), in m^3, gals., or bbls.).
5. Was (were) tank(s) in 4.1 emptied? (If not, state the quantity retained, in m^3, gals., or bbls.).

(C) UNLOADING OF OIL CARGO

6. Place of unloading.
7. Identity of tank(s) unloaded.
8. Was (were) tank(s) emptied? (If not, state quantity retained, in m^3, gals., or bbls.).

(D) CRUDE OIL WASHING (COW TANKERS ONLY)
(To be completed for each tank being crude oil washed)

9. Port where crude oil washing was carried out or ship's position if carried out between two discharge ports.
10. Identity of tank(s) washed.[1]
11. Number of machines in use.
12. Time of start of washing.
13. Washing pattern employed.[2]
14. Washing line pressure.
15. Time washing was completed or stopped.
16. State method of establishing that tank(s) was (were) dry.
17. Remarks.[3]

(E) BALLASTING OF CARGO TANKS

18. Position of ship at start and end of ballasting.
19. Ballasting process:
    .1 Identity of tank(s) ballasted;
    .2 Time of start and end;
    .3 Quantity of ballast received. Indicate total quantity of ballast for each tank involved in the operation in m^3, gals., or bbls.

NOTES:

[1] When an individual tank has more machines than can be operated simultaneously, as described in the Operations and Equipment Manual, then the section being crude oil washed should be identified, e.g. No. 2 center, forward section.

[2] In accordance with the Operations and Equipment Manual, enter whether single-stage or multi-stage method of washing is employed. If multi-stage method is used, give the vertical arc covered by the machines and the number of times that arc is covered for that particular stage of the program.

[3] If the programs given in the Operations and Equipment Manual are not followed, give the reasons under Remarks.

(F) BALLASTING OF DEDICATED CLEAN BALLAST TANKS (CBT TANKERS ONLY)

20. Identity of tank(s) ballasted.
21. Position of ship when water intended for flushing, or port ballast was taken to dedicated clean ballast tank(s).
22. Position of ship when pump(s) and lines are flushed to slop tank.
23. Quantity of oily water which, after line flushing, is transferred to the slop tank(s) or cargo tank(s) in which slop is preliminarily stored (identify tank(s)). State the total quantity, in m^3, gals., or bbls.
24. Position of ship when additional ballast water was taken into dedicated clean ballast tank(s).
25. Time and position of ship when valves separating the dedicated clean ballast tanks from cargo and stripping lines were closed.
26. Quantity of clean ballast taken on board in m^3, gals., or bbls.

(G) CLEANING OF CARGO TANKS

27. Identity of tank(s) cleaned.
28. Port or ship's position.
29. Duration of cleaning.
30. Method of cleaning.[1]
31. Tank washings transferred to:
    .1 Reception facilities (state port and quantity, in m^3, gals., or bbls.);[2] and
    .2 Slop tank(s) or cargo tank(s) designated as slop tank(s) (Identify tank(s); state quantity transferred and total quantity, in m^3, gals., or bbls.).

(H) DISCHARGE OF DIRTY BALLAST

32. Identity of tank(s).
33. Time and position of ship at start of discharge into the sea.
34. Time and position of ship on completion of discharge into the sea.
35. Quantity discharged into the sea, in m^3, gals., or bbls.
36. Ship's speed(s) during discharge.
37. Was the discharge monitoring and control system in operation during the discharge?
38. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?
39. Quantity of oily water transferred to slop tank(s) (identify slop tank(s); state total quantity, in m^3, gals., or bbls.).
40. Discharged to shore reception facilities (identify port and quantity involved, in m^3, gals., or bbls.).[2]

NOTES:

[1] This includes hand hosing, machine washing and/or chemical cleaning. Where chemically cleaned, state the chemical concerned and amount used.

[2] Ships' masters should obtain from the operator of the reception facilities which include 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 II, may aid the master of the ship in proving that this ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part II.

(I) DISCHARGE OF WATER FROM SLOP TANKS INTO THE SEA

41. Identify slop tank(s).
42. Time of settling from last entry of residues, or
43. Time of settling from last discharge.
44. Time and position of ship at start of discharge.
45. Ullage of total contents at start of discharge.
46. Ullage of oil/water interface at start of discharge.
47. Bulk quantity discharged, in m^3, gals., or bbls. and rate of discharge, in m^3/hour, gal/hour, or bbl/hour.
48. Final quantity discharged, in m^3, gals., or bbls. and rate of discharge, in m^3/hour, gal/hour, or bbl/hour.
49. Time and position of ship on completion of discharge.
50. Was the discharge monitoring and control system in operation during the discharge?
51. Ullage of oil/water interface on completion of discharge, in meters or feet.
52. Ship's speed(s) during discharge.
53. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?
54. Confirm that all applicable valves in the ship's piping system have been closed on completion of discharge from the slop tanks.

(J) DISPOSAL OF RESIDUES AND OILY MIXTURES NOT OTHERWISE DEALT WITH

55. Identity of tank(s).
56. Quantity disposed of from each tank. (State the quantity retained, in m^3, gals., or bbls.).
57. Method of disposal:
    .1 Disposal to reception facilities (identify port and quantity involved); (identify port and quantity involved in m^3, gals., or bbls.);[1]
    .2 Mixed with cargo (state quantity in m^3, gals., or bbls.);
    .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 m^3, gals., or bbl);
    .4 Other method (state which); state quantity disposed of, in m^3, gals., or bbls.

(K) DISCHARGE OF CLEAN BALLAST CONTAINED IN CARGO TANKS

58. Position of Ship at start of clean ballast.
59. Identity of tank(s) discharged.
60. Was (were) the tank(s) empty on completion?
61. Position of ship on completion if different from 58.
62. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?

(L) DISCHARGE OF BALLAST FROM DEDICATED CLEAN BALLAST TANKS (CBT TANKERS ONLY)

63. Identity of tank(s) discharged.
64. Time and position of ship at start of discharge of clean ballast into the sea.
65. Time and position of ship on completion of discharge into the sea.
66. Quantity discharged, in m^3, gals., or bbls.:
    .1 Into the sea; or
    .2 To reception facility (identify port).[1]
67. Was there any indication of oil contamination of the ballast water before or during the discharge into the sea?
68. Was the discharge monitored by an oil content meter?
69. Time and position of ship when valves separating dedicated clean ballast tanks from the cargo and stripping lines were closed on completion of deballasting.

NOTES:

[1] Ships' masters should obtain from the operator of the reception facilities which include 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 II, may aid the master of the ship in proving that this ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part II.

(M) CONDITION OF OIL DISCHARGE MONITORING AND CONTROL SYSTEM

70. Time of system failure.
71. Time when system has been made operational.
72. Reasons for failure.

(N) ACCIDENTAL OR OTHER EXCEPTIONAL DISCHARGES OF OIL

73. Time of occurrence.
74. Port or ship's position at time of occurrence.
75. Approximate quantity, in m^3, gals., or bbls., and type of oil.
76. Circumstances of discharge or escape, the reasons therefore and general remarks.

(O) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS

ADDITIONAL CODES FOR TANKERS ENGAGED IN SPECIFIC TRADES

(P) LOADING OF BALLAST WATER

77. Identity of tank(s) ballasted.
78. Position of ship when ballasted.
79. Total quantity of ballast loaded in m^3, gals., or bbls.
80. Remarks.

(Q) REALLOCATION OF BALLAST WATER WITHIN THE SHIP

81. Reasons for reallocation.

(R) BALLAST WATER DISCHARGE TO RECEPTION FACILITY

82. Port(s) where ballast water was discharged.
83. Name or designation of reception facility.
84. Total quantity of ballast water discharged in m^3, gals., or bbls.
85. Date, signature and stamp of port authority official.

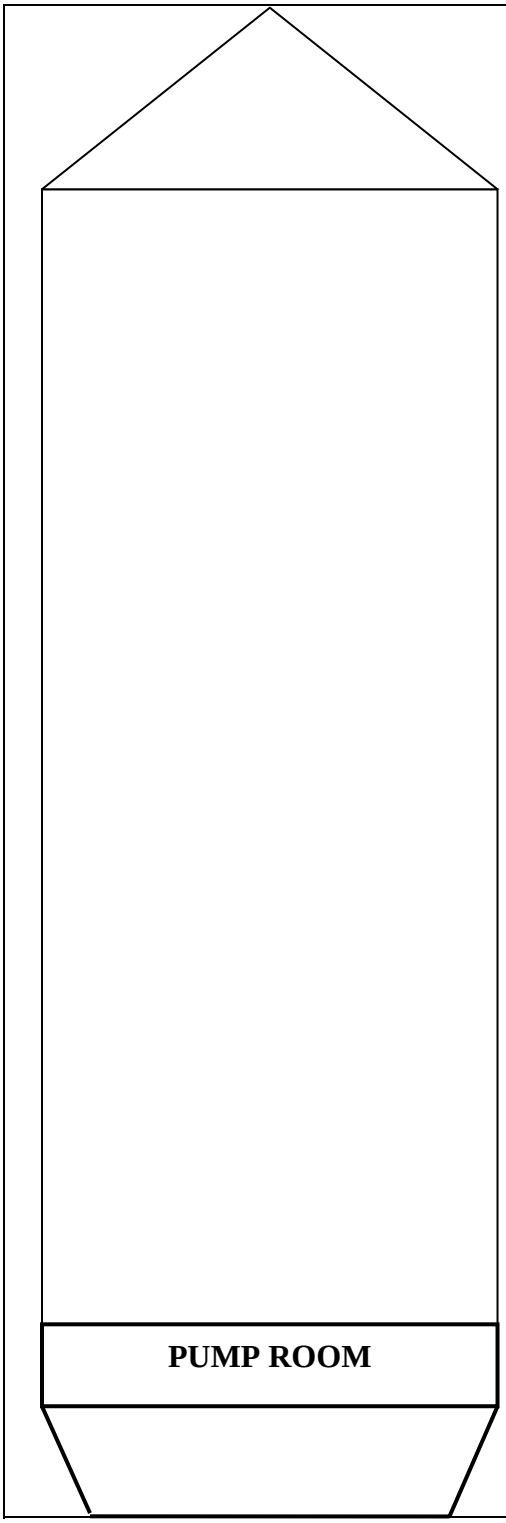
IDENTIFICATION OF SHIP'S TANKS

Name of Ship_____

Official Number _____

Plan View of Cargo and Slop Tanks

(to be completed on board)



Identification of Ship's Tanks	Capacity
Depth of slop tank(s):	

(Give the capacity of each tank and the depth of slop tank(s))

EXAMPLES

Name of Ship *M/V OIL TANKER*
Official Number *703393*

CARGO/BALLAST OPERATION / MACHINERY SPACE OPERATIONS (All Ships)

Date	Code	Item	Record of Operations/signature of officers in charge
			EXAMPLE: LOADING CARGO
05-OCT-2009	*A*	*1*	*Port Shaw, California*
		2	*ANS Crude Oil: 1-5 C, 1-5 STBD, and 1-5 P*
		3	*238 m^3 loaded, 1010 m^3 Total aboard.*
			N. Ely
			EXAMPLE: INTERNAL TRANSFER OF CARGO
20-OCT-2009	*B*	*4.1*	*2C*
		4.2	*5C: 70 m^3 transferred, 127m^3 total*
		5	*No, 158 m^3 retained in 2C*
			S. Williams
			EXAMPLE: UNLOADING CARGO
03-NOV-2009	*C*	*6*	*Port Pine ,Texas*
		7	*1C, 3C, and 5C*
		8	*Yes*
			T. Colton
			EXAMPLE: CRUDE OIL WASHING
18-NOV-2009	*D*	*9*	*Shell NW, Anacortes, WA*
		10	*1P*
		11	*4*
		12	*0815*
		13	*Multi-Stage, Top Wash -40° -150° -40°* *Bottom Wash -40° -0° -40° -0°*
		14	*9.5 Bar*
		15	*1115*
		16	*Hermetic Hand Tape, Suction Loss, SAAB*
		17	*None*
			S. Williams

Thomas Carroll
Signature of Master