1967 No. 712

MERCHANT SHIPPING

The Oil in Navigable Waters (Records and Reports) Regulations 1967

Made - - -	8*th May* 1967
Laid before Parliament	12*th May* 1967
Coming into Operation	18*th May* 1967

The Board of Trade in exercise of their powers under section 7 of the Oil in Navigable Waters Act 1955(a) (hereinafter called "the principal Act") as amended by the Oil in Navigable Waters Act 1963(b) (hereinafter called "the 1963 Act") and under section 2(2) of the 1963 Act, as having effect by virtue of the Transfer of Functions (Shipping and Construction of Ships) Order 1965(c), and of all other powers enabling them in that behalf, hereby make the following Regulations:—

Records: Tankers

1.—(1) The master of every ship to which section 7 of the principal Act applies, being a tanker, shall keep a record in the form of a book of the following matters, namely—

(*a*) 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;

(*b*) 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;

(*c*) any of the following operations carried out on board or in connection with the ship; namely—

(i) any ballasting of, and discharge of ballast from, oil tanks being cargo tanks;

(ii) any cleaning of oil tanks being cargo tanks;

(iii) any settling in slop tanks and discharge of water therefrom;

(iv) any disposal of oil residues from slop tanks or other sources.

(2) Entries shall be made in the said book in respect of every occasion specified in sub-paragraphs (*a*) and (*b*) of paragraph (1) above in the form and containing the particulars set out in Schedule 3 to these Regulations, and in respect of the operations specified in sub-paragraph (*c*) of that paragraph in the form and containing the particulars set out in Schedule 1 to these Regulations.

(a) 1955 c. 25. (b) 1963 c. 28. (c) S.I. 1965/145 (1965 I, p. 431).

Records: ships other than tankers

2.—(1) The master of every ship to which section 7 of the principal Act applies of 80 tons or more which uses oil fuel, not being a tanker, shall keep a record in the form of a book of the following matters, namely—

(*a*) 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;

(*b*) 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;

(*c*) any of the following operations carried out on board or in connection with the ship, namely—

(i) any ballasting of, and discharge of ballast from, oil tanks being bunker fuel tanks;

(ii) any cleaning of, and discharge of washing water from, oil tanks being bunker fuel tanks;

(iii) any separation of oil from water, or from other substances, in any mixture containing oil;

(iv) any disposal of oil residues from oil tanks being bunker fuel tanks or from other sources.

(2) Entries shall be made in the said book in respect of every occasion specified in sub-paragraphs (*a*) and (*b*) of paragraph (1) above in the form and containing the particulars set out in Schedule 3 to these Regulations, and in respect of the operations specified in sub-paragraph (*c*) of that paragraph in the form and containing the particulars set out in Schedule 2 to these Regulations.

Retention, custody and disposal of records

3.—(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 United Kingdom 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) of this Regulation shall be retained by them in their custody at their principal place of business in the United Kingdom until the expiration of the period of two years next following the date of the last entry therein.

Reports

4.—(1) Any report required to be made by the master of a ship to the Board of Trade pursuant to section 2(2) of the 1963 Act (Reports of the discharge anywhere at sea of oil or oily mixture from new ships of 20,000 tons or more to which that section applies) shall be in the form and contain the particulars set out in Schedule 4 to these Regulations.

(2) On the arrival of the ship at its first port of call following the incident reported the report thereof shall be sent by prepaid letter post to the Marine Navigational Aids Branch of the Board of Trade, using the quickest postal service available.

Interpretation and Revocation

5.—(1) In these Regulations—

"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 not carrying a cargo other than oil in that part of its cargo space;

"tons" means tons gross tonnage.

(2) The Interpretation Act 1889(a) shall apply to the interpretation of these Regulations as if these Regulations and the Regulations hereby revoked were Acts of Parliament.

(3) The Oil in Navigable Waters (Records) Regulations 1957(b) are hereby revoked.

Citation and Commencement

6. These Regulations may be cited as the Oil in Navigable Waters (Records and Reports) Regulations 1967 and shall come into operation on 18th May 1967.

J. P. W. Mallalieu,
Minister of State,
Board of Trade.

8th May 1967.

(a) 1889 c. 63.

(b) S.I. 1957/357 (1957 I, p. 1364).

SCHEDULE 1

TANKERS

DATE OF ENTRY					
(*a*) *Ballasting of and discharge of ballast from cargo tanks*					
1. Identity number(s) of tank(s) concerned					
2. Type of oil previously contained in tank(s) ...					
3. Date and place of ballasting					
4. Date and time of discharge of ballast water ...					
5. Place or position of ship at time of discharge ...					
6. Approximate amount of oil-contaminated water transferred to slop tank(s)					
7. Identity number(s) of slop tank(s)					
(*b*) *Cleaning of cargo tanks*					
8. Identity number(s) of tank(s) cleaned					
9. Type of oil previously contained in tank(s) ...					
10. Identity number(s) of slop tank(s) to which washings transferred					
11. Dates and times of cleaning					
(*c*) *Settling in slop tank(s) and discharge of water*					
12. Identity number(s) of slop tank(s)					
13. Period of settling (in hours)					
14. Date and time of discharge of water					
15. Place or position of ship					
16. Approximate quantities of residue					
17. Approximate quantities of water discharged ...					
(*d*) *Disposal of oily residues from slop tank(s) and other sources*					
18. Date and method of disposal					
19. Place or position of ship at time of disposal ...					
20. Sources and approximate quantities					
Signature of Officer or Officers in charge of the operations concerned					
Signature of Master					

SCHEDULE 2

SHIPS OTHER THAN TANKERS

(a) Ballasting, or cleaning during voyage, of bunker fuel tanks

1. Identity number(s) of tank(s) concerned ...				
2. Type of oil previously contained in tank(s) ...				
3. Date and place of ballasting				
Signature of Officer in charge of operations and date of entry				
Signature of Master and date				
4. Date and time of discharge of ballast or washing water				
5. Place or position of ship at time of disposal ...				
6. Whether separator used; if so, give period of use				
7. Disposal of oily residue retained on board ...				
Signature of Officer in charge of operations and date of entry				
Signature of Master and date				

(b) Disposal of oily residues from bunker fuel tanks and other sources

8. Date and method of disposal				
9. Place or position of ship at time of disposal ...				
10. Sources and approximate quantities				
Signature of Officer in charge of operations and date of entry				
Signature of Master and date				

SCHEDULE 3

ALL SHIPS

ACCIDENTAL AND OTHER EXCEPTIONAL DISCHARGES OR ESCAPES OF OIL					
1. Date and time of occurrence					
2. Place or position of ship at time of occurrence ...					
3. Approximate quantity and type of oil					
4. Circumstances of discharge or escape and general remarks					
Signature of Officer or Officers in charge of the operation concerned ... ... Date of entry					
Signature of Master ... ... Date					

SCHEDULE 4

REPORT

Made under section 2 of the Oil in Navigable Waters Act 1963, of the discharge at sea of oil or oily mixture from a ship of 20,000 tons gross tonnage or over to which that section applies.

PARTICULARS

1. Name of ship ... ...
2. Gross tonnage ... ...
3. Name and address of owner ... ...
4. Name and address of owner's agent in the United Kingdom ... ...
5. Time and date of discharge ... ...
6. Ship's position at time of discharge ... .
7. Type of oil or oily mixture discharged ... .
8. Approximate quantity of oil or oily mixture discharged ... ...
9. Any special circumstances which made it impracticable or unreasonable to retain the oil or mixture in the ship... .....

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Signature of Master.....

Date.....

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations replace and revoke the Oil in Navigable Waters (Records) Regulations 1957 (S.I. 1957/357).

They require the masters of ships to which section 7 of the Oil in Navigable Waters Act 1955 applies, with certain exceptions, to keep a record in the form of an oil record book of accidental and other exceptional discharges or escapes of oil or oily mixture from the ship and of specified operations carried out on board or in connection with the ship involving those substances.

The Regulations also prescribe, for the purposes of section 2(2) of the Oil in Navigable Waters Act 1963, the form and manner in which reports are required to be made to the Board of Trade by the masters of new ships of 20,000 tons or more to which that section applies, in the event of the discharge from such a ship anywhere at sea of oil or oily mixture.