OIL IN NAVIGABLE WATERS

1957 No. 357

The Oil in Navigable Waters (Records) Regulations, 1957

Made - - - -	*5th March*, 1957
Laid before Parliament	12*th March*, 1957
Coming into Operation	1*st April*, 1957

The Minister of Transport and Civil Aviation in exercise of his powers under subsections (1) and (4) of Section 7 of the Oil in Navigable Waters Act, 1955(a), (hereinafter referred to as "the Act") and of all other powers him enabling in that behalf hereby makes the following Regulations :—

1.—(1) These Regulations shall come into operation on the first day of April, 1957, and may be cited as the Oil in Navigable Waters (Records) Regulations, 1957.

(2) The Interpretation Act, 1889(b), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

2.—(1) The master of every British ship registered in the United Kingdom (not being a tanker) of 80 tons gross tonnage or over shall maintain a record in the form set out in the First Schedule to these Regulations of the matters specified in paragraphs (*a*) and (*b*) of subsection (1) of Section 7 of the Act and in the form set out in the Third Schedule of the matters specified in paragraph (*c*) of that subsection.

(2) The master of every British ship, being a tanker registered in the United Kingdom, shall maintain a record in the form set out in the First Schedule to these Regulations of the matters specified in paragraphs (*a*) and (*b*) of subsection (1) of Section 7 of the Act and in the form set out in the Second Schedule of the matters specified in paragraph (*c*) of that subsection.

3. The records required to be maintained in accordance with Regulation 2 of these Regulations shall be retained in the ship for the duration of the voyage and thereafter either in the ship or at the principal office in the United Kingdom of the owners of the ship for a period of 12 months.

Given under the Official Seal of the Minister of Transport and Civil Aviation this fifth day of March, 1957.

(L.S.) *Harold Watkinson,*
The Minister of Transport and Civil Aviation.

(a) 3 & 4 Eliz. 2. c. 25. (b) 52 & 53 Vict. c. 63.

FIRST SCHEDULE

ACCIDENTAL AND OTHER EXCEPTIONAL DISCHARGES OR ESCAPES OF OIL					
1. Date and time of occurrence	.....	.....	.....	.....	.....
2. Place or position of ship	.....	.....	.....	.....	.....
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 operations concerned	.....	.....	.....	.....	.....
Date of entry	.....	.....	.....	.....	.....
Signature of Master	.....	.....	.....	.....	.....
Date	.....	.....	.....	.....	.....

THE OIL IN NAVIGABLE WATERS (RECORDS) REGULATIONS, 1957

SECOND SCHEDULE

DATE OF ENTRY					
(a) Ballasting of and discharge of ballast from cargo tanks					
1. Identity number(s) of tank(s)					
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					
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 ...					
(d) Disposal from ship of oily residues from slop tank(s) and other sources					
17. Date and method of disposal					
18. Place or position of ship					
19. Sources and approximate quantities ...					

.....Signature of Officer or Officers in charge of the operations concerned.

.....Signature of Master.

THIRD SCHEDULE

(a) Ballasting, or cleaning during voyage, of bunker fuel tanks				
1. Identity number(s) of tank(s)				
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				
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 from ship of oily residues from bunker fuel tanks and other sources				
8. Date and method of disposal				
9. Place or position of ship				
10. Sources and approximate quantities ...				
Signature of Officer in charge of operations and date of entry				
Signature of Master and date				

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations apply to certain classes of British ships registered in the United Kingdom and require records to be kept of the matters relating to oil specified in Section 7 (1) of the Oil in Navigable Waters Act, 1955.

1957 No. 1424

The Oil in Navigable Waters (Ships' Equipment) Regulations, 1957

Made - - - -	31*st July*, 1957
Laid before Parliament	8*th August*, 1957
Coming into Operation	1*st July*, 1958

The Minister of Transport and Civil Aviation in exercise of the powers conferred upon him by subsection (1) of section 5 of the Oil in Navigable Waters Act, 1955(a), and of all other powers him enabling in that behalf hereby makes the following Regulations—

1. These Regulations shall come into operation on the first day of July, 1958, and may be cited as the Oil in Navigable Waters (Ships' Equipment) Regulations, 1957.

2. The Interpretation Act, 1889(b), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

3. These Regulations shall apply to British ships registered in the United Kingdom, not being tankers, which have a gross tonnage of 80 tons or more and which use their bunker fuel tanks for ballast water.

4. Subject to the provisions of the next following Regulation, every ship to which these Regulations apply shall be properly fitted with equipment for the purpose of preventing or reducing discharges of oil and mixtures containing oil into the sea, and such equipment shall comply with the requirements specified in the Schedule to these Regulations.

5. Where at the date of coming into operation of these Regulations a ship to which these Regulations apply is already fitted with equipment for the purpose mentioned in the last foregoing Regulation, it shall be sufficient for the purpose of these Regulations if that equipment complies only with the requirements specified in paragraphs (*a*), (*b*) and (*c*) of the Schedule to these Regulations:

Provided that if at any time after the said date any such ship as last aforesaid is fitted with new equipment for the purpose of preventing or

(a) 3 & 4 Eliz. 2. c. 25. (b) 52 & 53 Vict. c. 63.