STATUTORY INSTRUMENTS

1972 No. 1929

MERCHANT SHIPPING

The Oil in Navigable Waters (Records) Regulations 1972

Made - - -	8*th December* 1972
Laid before Parliament	15*th December* 1972
Coming into Operation	5*th January* 1973

The Secretary of State in exercise of powers conferred by 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 1971(**b**) and now vested in him(**c**) and of all other powers enabling him in that behalf, hereby makes the following Regulations:—

Citation and Commencement

1. These Regulations may be cited as the Oil in Navigable Waters (Records) Regulations 1972 and shall come into operation on 5th January 1973.

Interpretation and Revocation

2.—(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 either carrying a cargo of oil in bulk in that part of its cargo space or has on board oil residues from a cargo of oil in bulk previously carried.

"tons" means tons gross tonnage.

(2) The Interpretation Act 1889(**d**) 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 and Reports) Regulations 1967(**e**) are hereby revoked.

Records: Tankers

3.—(1) The master of every ship to which section 7(1) of the principal Act applies, being a tanker, shall carry on board ship an oil record book, and shall record in such book the following matters, namely—

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

(i) loading of oil cargo;

(ii) transfer of oil cargo during a voyage;

(**a**) 1955 c. 25.
(**b**) 1971 c. 21.
(**c**) *See* S.I. 1965/145, 1970/1537 (1965 I, p. 438; 1970 III, p. 5293).
(**d**) 1889 c. 63.
(**e**) S.I. 1967/712 (1967 II, p. 2152).

(iii) discharge of oil cargo;

(iv) ballasting of cargo tanks;

(v) cleaning of cargo tanks;

(vi) discharge of dirty ballast;

(vii) discharge of water from slop tanks;

(viii) disposal of oil residues;

(ix) discharge overboard of oily bilge water which has accumulated in machinery spaces including pump rooms whilst in port;

(x) subject to sub-paragraph (3), the routine discharge at sea of oily bilge water;

(*b*) any occasion on which oil or a mixture containing oil is discharged from a ship for the purpose of securing the safety of any vessel or of preventing damage to any vessel or cargo, or of saving life;

(*c*) 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.

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

(3) (i) The requirement to keep a record in the form required by paragraphs (1) and (2) of this Regulation shall not apply to any discharge referred to in paragraph (1)(*a*)(x) of this Regulation, insofar as it relates to the discharge of oily bilge water from machinery spaces, including pump rooms, if such discharge has been entered in the engine room log book or deck log book.

(ii) Any entry relating to the discharge of oily bilge water from machinery spaces, including pump rooms, whether made in the oil record book or in the engine room log book or deck log book, shall state whether the discharge was made through a separator. Where the pump discharging such bilge water starts automatically and discharges through a separator at all times it will be sufficient to enter each day "Automatic discharge from bilges through a separator".

Records: ships other than tankers

4.—(1) The master of every ship to which section 7(1) of the principal Act applies of 80 tons or more which uses oil fuel, not being a tanker, shall carry on board ship an oil record book and shall record in such book the following matters, namely—

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

(i) ballasting or cleaning of bunker fuel tanks;

(ii) discharge of dirty ballast or cleaning water from bunker fuel tanks;

(iii) disposal of oil residues;

(iv) discharge overboard of oily bilge water which has accumulated in machinery spaces including pump rooms whilst in port;

(v) subject to sub-paragraph (3), the routine discharge at sea of oily bilge water;

(*b*) 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;

(*c*) 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.

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

(3) (i) The requirements to keep a record in the form required by paragraphs (1) and (2) of this Regulation shall not apply to any discharge referred to in paragraph (1)(*a*)(v) of this Regulation, insofar as it relates to the discharge of oily bilge water from machinery spaces, including pump rooms, if such discharge has been entered in the engine room log book or deck log book.

(ii) Any entry relating to the discharge of oily bilge water from machinery spaces, including pump rooms, whether made in the oil record book or in the engine room log book or deck log book, shall state whether the discharge was made through a separator.

Where the pump discharging oily bilge water starts automatically and discharges through a separator at all times it will be sufficient to enter each day "Automatic discharge from bilges through a separator".

Retention, custody and disposal of records

5.—(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.

8th December 1972.

Michael Heseltine,
Minister for Aerospace and Shipping,
Department of Trade and Industry.

SCHEDULE 1

TANKERS

NAME OF SHIP.....

TOTAL CARGO CARRYING CAPACITY OF SHIP IN CUBIC METRES.....

(*a*) *Loading of oil cargo* 1 Date of place of loading					
2 Types of oil loaded					
3 Identity of tank(s) loaded					
(*b*) *Transfer of oil cargo during voyage* 4 Date of Transfer					
5 Identity of tank(s) (i) From					
(ii) To					
6 Was (were) tank(s) in 5(i) emptied?					
(*c*) *Discharge of oil cargo* 7 Date and place of discharge					
8 Identity of tank(s) discharged					
9 Was (were) tank(s) emptied?					
Signature of Officer or Officers in charge of the operations and date					
Signature of Master and date					

(*d*) *Ballasting of cargo tanks* 10 Identity of tank(s) ballasted					
11 Date and position of ship at start of ballasting.					
(*e*) *Cleaning of cargo tanks* 12 Identity of tank(s) cleaned					
13 Date and duration of cleaning					
14 Methods of cleaning (Hand hosing, machine washing or chemical cleaning. Where chemically cleaned the chemical concerned and amount used should be stated).					
(*f*) *Discharge of dirty ballast* 15 Identity of tank(s)					
16 Date and position of ship at start of discharge to sea.					
17 Date and position of ship at finish of discharge to sea.					
18 Ship's speed(s) during discharge.					
19 Quantity discharged to sea					
20 Quantity of polluted water transferred to Slop tank(s). (Identify Slop tank(s)).					
21 Date and port of discharge into shore reception facilities (if applicable).					
Signature of Officer or Officers in charge of the operations and date					
Signature of Master and date					

(*g*) *Discharge of water from slop tanks.*					
22 Identity of slop tank(s)					
23 Time of settling from last entry of residues, *or*					
24 Time of settling from last discharge					
25 Date, time and position of ship at start of discharge					
26 Sounding of total contents at start of discharge					
27 Sounding of interface at start of discharge					
28 Bulk quantity discharged and rate of discharge					
29 Final quantity discharged and rate of discharge					
30 Date, time and position of ship at end of discharge					
31 Ship's speed(s) during discharge					
32 Sounding of interface at end of discharge					
Signature of Officer or Officers in charge of the operations and date.					
Signature of Master and date.					

(*h*) *Disposal of Residues* 33 Identity of tank(s)					
34 Quantity disposed from each tank					
35 Method of disposal of residue:— (*a*) Reception facilities (*b*) Mixed with cargo (*c*) Transferred to another (other) tank(s) (identify tank(s)). (*d*) other method					
36 Date and port of disposal of residue					
Signature of Officer or Officers in Charge of the operations and date.					
Signature of Master and date.					
(*i*) *Discharge of oily bilge water which has accumulated in machinery spaces (including pump rooms) whilst in port.* 37 Port					
38 Duration of stay					
39 Quantity disposed					
40 Date and place of disposal					
41 Method of disposal (state whether a separator was used)†					

†Where the pump starts automatically and discharges through a separator at all times it will be sufficient to enter each day "Automatic discharge from bilges through separator".

(*j*) *Routine discharge at sea of oily bilge water from machinery spaces (including pump rooms).**					
42 Frequency of discharge and method of disposal (state whether or not a separator was used)†					
Signature of Officer or Officers in charge of operations and date.					
Signature of Master and date.					
(*k*) *Accidental or other exceptional discharges of oil.*					
43 Date and time of occurrence					
44 Place or position of ship at time of occurrence.					
45 Approximate quantity and type of oil					
46 Circumstances of discharge or escape and general remarks.					
Signature of Officer or Officers reporting the occurrence					
Signature of Master and date.					

*In accordance with Regulation 3(3) such discharges need not be entered in this book if entered in the engine room log book or deck log book. †Where the pump starts automatically and discharges through a separator at all times it will be sufficient to enter each day "Automatic discharge from bilges through separator".

SCHEDULE 2

SHIPS OTHER THAN TANKERS

NAME OF SHIP.....

(*a*) *Ballasting or cleaning of bunker fuel tanks* 1 Identity of tank(s) ballasted.					
2 Whether cleaned since last containing oil and, if not, type of oil previously carried					
3 Date and position of ship at start of cleaning.					
4 Date and position of ship at start of ballasting.					
(*b*) *Discharge of dirty ballast or cleaning water from tanks referred to under* (*a*). 5 Identity of tank(s).					
6 Date and position of ship at start of discharge.					
7 Date and position of ship at finish of discharge.					
8 Ship's speed(s) during discharge.					
9 Method of discharge (state whether separator used).					
10 Quantity discharged.					
Signature of Officer or Officers in Charge of the operations and date. *Signature of Master and date.*					

(*c*) *Disposal of residues* 11 Quantity of residue retained on board.					
12 Methods of disposal of residue:— (*a*) reception facilities (*b*) mixed with next bunkering (*c*) transferred to another (other) tank(s).					
13 Date and port of disposal of residue.*					
Signature of Officer or Officers in charge of the operations and date					
Signature of Master and date.					
(*d*) *Discharge of oily bilge water which has accumulated in machinery spaces whilst in port.* 14 Port					
15 Duration of Stay					
16 Quantity disposed					
17 Date and place of disposal					
18 Method of disposal (state whether separator was used)†					
(*e*) *Routine discharge at sea of oily bilge water from machinery spaces**.					

*In accordance with Regulation 4(3) such discharges need not be entered in this book if entered in the engine room log book or deck log book.
†Where the pumps starts automatically and discharges through a separator at all times it will be sufficient to enter each day "Automatic discharge from bilges through separator".

19 Frequency of discharge and method of disposal (state whether or not a separator was used).*†					
Signature of Officer or Officers in charge of the operations and date.					
Signature of Master and date.					
(f) Accidental or other exceptional discharge of oil. 20 Date and time of occurrence					
21 Place or position of ship at time of occurrence.					
22 Approximate quantity and type of oil.					
23 Circumstances of discharge or escape and general remarks.					
Signature of Officer or Officers reporting occurrence and date.					
Signature of Master and date.					

EXPLANATORY NOTE

(This Note is not part of the Regulations.)

These Regulations require masters of ships to which section 7 of the Oil in Navigable Waters Act 1955 as amended by the Oil in Navigable Waters Act 1971 applies, to keep a record in the form of an oil record book of discharges or escapes of oil or oily mixtures from the ship and of specified operations carried out on or in connection with the ship.

These Regulations replace the Oil in Navigable Waters (Records and Reports) Regulations 1967 and the requirements take into account amendments to the International Convention for the Prevention of Pollution of the Sea by Oil 1954, which were adopted by the Assembly of the Inter-Governmental Maritime Consultative Organisation on 21st October 1969.

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