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.

reducing discharges of oil and mixtures containing oil into the sea, whether in substitution for or in addition to the equipment already so fitted in the ship, the said new equipment shall comply with all the requirements specified in the said Schedule.

Given under the Official Seal of the Minister of Transport and Civil Aviation this thirty-first day of July, 1957.

(L.S.)

Harold Watkinson,
The Minister of Transport and Civil Aviation.

SCHEDULE

The equipment shall be an oily-water separator which complies with the following requirements:—

(*a*) it shall be of such design, construction and capacity as to be adequate for the purpose of separating oil from a mixture of oil and ballast water from the bunker fuel tanks of the ship;

(*b*) its strength shall be adequate for the pressure at which it will be required to work and suitable provision shall be made to prevent overpressure;

(*c*) it shall be connected to a pump capable of delivering the mixture to it at such a rate that the capacity for which the separator is designed, measured in tons per hour, is not exceeded;

(*d*) it shall be of a type which will separate mixtures of residual fuel oil of specific gravity of not less than ·95 (at 60°F.) and fresh water, so that the oil content of the water after treatment in the separator does not exceed 50 parts per million;

(*e*) it shall be so designed that it can be inspected and cleaned internally;

(*f*) it shall be fitted with a pressure gauge;

(*g*) a cock or valve shall be provided for draining when desired;

(*h*) a non-return valve shall be fitted at the mixture inlet to prevent flow back; and

(*i*) means shall be provided for taking samples of the mixture entering the separator and of the separated water leaving the separator.

EXPLANATORY NOTE

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

These Regulations require all 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, to be fitted with an oily-water separator. The Regulations also specify the requirements with which the separators must comply.