



Government of Bermuda
Department of Maritime Administration

BERMUDA SHIPPING NOTICE

AMENDMENTS TO MARPOL Annex 1.

Summary

Amendments to MARPOL Annex 1 enter into force on 1st January 2011. This notice sets out the steps that officers in Bermuda ships will need to take to ensure compliance. This Notice was amended in February 2011 to include further guidance on the discrepancy between the MEPC circular and the IMO Resolution on using the amended codes.

Changes to the Oil Record Book Part I and Part II.

The changes are set out in IMO Resolution MEPC.187(59). In effect Sections (A) to (H) of the list of items to be recorded is amended in the front of the oil record book. For the Part I log book there is a new 11.4 added in section (C) plus minor word changes in other sections. Section I of the instructions remains unchanged.

In the Part II log book there are changes to the wording in section (J).

The changes mean that some new entries will have to be made from time to time and crew members dealing with the oil record book should familiarise themselves with the changes.

The new instructions are as set out below for the Part I log book.

(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 m³);
 - .3 identity of tank(s) into which cleaning water was transferred and the quantity in m³.

 - 4 Ballasting:
 - .1 position of ship and time at start and end of ballasting;
 - .2 quantity of ballast if tanks are not cleaned, in m³.
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(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 m³.

(C) Collection, transfer and disposal of oil residues (sludge)

- 11 Collection of oil residues (sludge).

Quantities of oil residues (sludge) retained on board. The quantity should be recorded Weekly¹: (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) m³
- .3 total quantity of retention m³
- .4 quantity of residue collected by manual operation m³
(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:

- .1 to reception facilities (identify port);
- .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
- .3 incinerated (indicate total time of operation);
- .4 other method (state which).

(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 m³.³

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).

(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.

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 therefore 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 tonnes and total content of tank(s)).
- .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

Section (I) remains unchanged from the current version.

Part II of the Oil Record book has an amendment to Section (J) which is replaced by:

(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m³.)

57 Method of transfer or disposal:

- .1 disposal to reception facilities (identify port and quantity involved);
- .2 mixed with cargo (state quantity);
- .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 m³); and
- .4 other method (state which); state quantity disposed of in m³.

Use of Existing Bermuda Oil Record Books.

Ships that are still using the current Bermuda Oil Record Book, either Part I or Part II can continue to use the book until it is full. However to ensure that the correct entries have been made and to avoid problems with port state control officials it is recommended that the instructions on pages 2 to 4 of the Part I log book and Page 7 of the Part II log book are amended to show the corrected versions as set out in this notice from 1st January 2011.

The Bermuda Maritime Administration has amended its template to incorporate the changes and new books will include the changes.

IOPP Certificates.

The MARPOL amendments also introduce changes to the IOPP Certificate supplement. The issue of IOPP certificates is delegated to Class and it is anticipated that the attending classification society surveyor will make the necessary change during the course of the next annual IOPP survey.

Correct Selection of Codes.

When the amendments to Annex I MARPOL were promulgated in IMO Resolution MEPC.187(59) they included amendments to section "J" of the codes. Section "J" is for use when collecting, transferring or disposing of residues and oily mixtures not otherwise dealt with.

Subsequently the IMO issued MEPC.1/Circ.736 which provides guidance on the use of the amended codes and several examples of their use.

There appears to be a discrepancy between the entries included in the examples under Code "O" and code "J". In the resolution, Code "J" (for part II Oil record books) would be required for the transfer of bilge water from an engine room to a deck/cargo slop tank. In the Circular example No. 24 uses code "O" for this operation.

It will ultimately be necessary for the IMO to issue a new circular correcting this discrepancy. In the meantime, it is the view of the Bermuda Maritime Administration that the text of the Resolution is the correct text and that this operation should therefore be recorded under code "J". Thus if using example No. 24 in the MEPC Circular, "J" should be substituted for "O".

It is also noted that in a number of the examples in MEPC.1 Circ 736, the sample data against the entry H.26.2 in example No. 18 as well as similar examples at Nos. 19 and 22 indicates the entry for Start / Stop is a date. In fact the date is already included as an entry in the date column and the Bermuda maritime Administration takes the view that the correct entry in this case is the actual Start or Stop time. (hh:mm).

Code "J" in the Part II oil record book, has as its first entry – J.55 Identity of tanks. The operations that come under "J" include at least 2 tanks as it is a transfer. It is the view of the Bermuda Maritime Administration that entries under J.55 and J.56 should record both tanks, the tank from which residues are pumped, and the quantity remaining, and the tank to which they are directed.

Until the IMO amends the circular officers completing Oil Record Books in Bermuda ships should note these interpretations and follow the guidance in this notice.
