



PANAMA MARITIME AUTHORITY
Directorate General of Merchant Marine
International Representative Office, N.Y.

Merchant Marine Circular No.148

Panama Maritime Authority

To:	Master of Panamanian Vessels, Legal Representatives, Recognized Organizations and Class Societies.
Subject:	Amendments to Oil Record Book and Cargo Record Book
Reference:	Marpol 73/78 2002 Edition amended by Resolution MEPC. 117(52) and 118(52).

The purpose of this notice is to formally instruct all concerned parties on how to correct the existing Oil Record Book and Cargo Record Book (including to Chemical vessel) until the Administration issues and make available the new amended Oil Record Book and Cargo Record Book. These corrections may be made manually (initially pen-and-ink changes are acceptable) to reflect the amendments, as a result of the revised Annex I and II, effective on January 1, 2007. “White out” should not be used.

The required corrections are as follow:

With regard to Cargo Record Book (Including Chemical vessels) the amendments incorporated are as follow:

- a. Cover: Add IMO Number for Ship;
- b. Cover Note: Change "REGULATION 9" to "REGULATION 15";
- c. Introduction: First Paragraph: strike “paragraph 2 of regulation 9” and replace with “regulation 15.2.” Fourth paragraph: strike out;
- d. List of items to be recorded:
 - i. Opening sentence: strike “Categories A, B, C and D” and replace with “all Categories of;”
 - ii. Add asterisks after 14.1, 14.2, 16.2, and 23.2, add a footnote on each page where those asterisks appear: “* Ship’s masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate specifying the quantity of tank washings transferred, together with the time and date of the transfer. The receipt or certificate should be kept together with the Cargo Record Book;”
 - iii. Strike paragraph 15.3 “dilution of cargo residues with water” and renumber 15.4 “ventilation procedures used” as new 15.3; and
- e. On each page where operations are recorded: add the ship’s IMO number under the “Distinctive number or letter” entry.

The OIL RECORD BOOK new edition contains two main sections: Oil Record Book Part I – Machinery Space Operation and an Oil Record Book Part II - Cargo / Ballast Operation.

The amendments to the old edition include these two sections separated.

a) **Cover note:** Extract of Marpol 73/78 Regulations, change MARPOL 73/78, Annex I, Chapter II, Regulation 9 to MARPOL 73/78, Annex I, Chapter III, Regulation 15 including all the paragraphs and replace by the attached cover note Extract of Marpol 73/78 Regulations.

Extract of MARPOL 73/78 Regulations.

MARPOL 73/78, Annex I, Chapter III, Regulation 15 Control of discharge of oil.

1 Subject to the provisions of regulation 4 of this annex and paragraphs 2, 3, and 6 of this regulation, any discharge into the sea of oil or oily mixtures from ships shall be prohibited.

A. Discharges outside special areas

2 Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all the following conditions are satisfied:

- .1 The ship is proceeding en route;
- .2 The oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14 of this Annex;
- .3 The oil content of the effluent without dilution does not exceed 15 parts per million;
- .4 The oily mixture does not originate from cargo pump room bilges on oil tankers; and
- .5 The oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

B. Discharges in special areas

3 Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all of the following conditions are satisfied:

- .1 The ship is proceeding en route;
- .2 The oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14.7 of this Annex;
- .3 The oil content of the effluent without dilution does not exceed 15 parts per million;
- .4 The oily mixture does not originate from cargo pump room bilges on oil tankers; and
- .5 The oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

- 4 In respect of the Antarctic area, any discharge into the sea of oil or oily mixtures from any ship shall be prohibited.
- 5 Nothing in this regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside a special area in accordance with paragraphs 2 of this regulation.

C. Requirements for ships of less than 400 gross tonnage in all areas except the Antarctic area

- 6 In the case of a ship of less than 400 gross tonnage, oil and all oily mixtures shall either be retained on board for subsequent discharge to reception facilities or discharged into the sea in accordance with the following provisions:
 - .1 The ship is proceeding in route;
 - .2 The ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 parts per million;
 - .3 The oily mixture does not originate from cargo pump room bilges on oil tankers; and
 - .4 The oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

b) Cover note: Oil Record Book Entry Requirements, change MARPOL 73/78, Annex I, Chapter II, Regulation 20 to MARPOL 73/78, Annex I, Chapter III, Regulation 17 including the paragraphs 1,2 and replace them by the following paragraphs:

“1 Every oil tanker of 150 gross tonnage and above and every ship of 400 gross tonnage and above other than an oil tanker shall be provided with an Oil Record Book Part I (Machinery Space Operations). The Oil Record Book whether as a part of the ship’s official log-book or otherwise, shall be in the Form specified in appendix III to this Annex.

2 The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship:

- .1 ballasting or cleaning of oil fuel tanks;
- .2 discharge of dirty ballast or cleaning water from oil fuel tanks;
- .3 collection and disposal of oil residues (sludge and other oil residues);
- .4 discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces; and
- .5 bunkering of fuel or bulk lubricating oil. ”

Third paragraph: strike regulation 11 and replace with regulation 4. Add “I” after Oil Record Book.

Fourth paragraph: Add “I” after each phrase “Oil Record Book”.

After paragraph four add a new paragraph five: “Any failure of the oil filtering equipment shall be recorded in the Oil Record Book Part I.

Renumber paragraph 5 as a new paragraph 6 and add “I” after the phrase Oil Record Book.
Renumber paragraph 6 as a new paragraph 7 and add “I” after the phrase “Oil Record Book”.

Part I - Machinery Space Operation:

c) Introduction: First paragraph: Change regulation 20 to regulation 17.

Second paragraph: Add part “I” after “Oil Record Book”.

Fourth paragraph: Add “Part I” after the phrases “Oil Record Book”.

Add after the paragraph fourth the following paragraphs:

“In the event of accidental or other exceptional discharge of oil statement shall be made in the Oil Record Book Part I of the circumstances of, and the reasons for, the discharge.

Any failure of the oil filtering equipment shall be noted in the Oil Record Book Part I.
The entries in the Oil Record Book Part I, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

The Oil Record Book Part I shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part I on board any ship to which this Annex applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the ship as a true copy of an entry in the Oil Record Book Part I shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry.

The inspection of an Oil Record Book Part I and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed”.

List of items to be recorded:

A.3.2 add after chemicals used the word “in m3”.

A.4.2 add after cleaned the word “in m3”.

B.10 add after discharged “in m3”.

C.11 is replace by the following:

“(C) Collection and disposal of oil residues (sludge and other oil residues)

11. Collection of oil residues

Quantities of oil residues (sludge and other oil residues) 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 ”

C.12 Add after the word “retained” the phrase “in m³”.

D.13 Add after the phrase “disposed of” the expression “in cubic metres³.”

D.15.3 Strike out the phrase “quantity transferred and” and add after the second word “tank(s)” the phrase “in m³”.

E.16 Add after the word “overboard” the phrase “through 15ppm equipment”.

E.19 Strike out this line.

F Change “Condition of Oil Discharge Monitoring and Control System” to “Condition of the oil filtering equipment”.

F.20 Renumber since F 20 until H 27 as F 19 until H 26. Besides in actual F.20 after failure add “4”.

H.27.3 Actual numbered, after the phrase “state quantity added” replace the word “and” by the expression “in tonnes and”.

H.27.4 Actual numbered, after the phrase “state quantity added” insert the phrase “in tonnes”.

Part II Cargo / Ballast Operations

a) **Cover note:** Extract of Marpol 73/78 Regulations Add the whole page:

Extract of MARPOL 73/78 Regulations

MARPOL 73/78, Annex I, Chapter IV, Requirements for the Cargo Area of Oil Tankers. Regulation 34 Control of discharge of oil.

A. Discharges outside special areas

1 Subject to the provisions of regulation 4 of this Annex and paragraph 2 of this regulation, any discharge into the sea of oil or oily mixtures from the cargo area of an oil tanker, shall be prohibited except when all the following conditions are satisfied:

- .1 The tanker is not within a special area;
- .2 The tanker is more than 50 nautical miles from the nearest land;
- .3 The tanker is proceeding en route;
- .4 The instantaneous rate of discharge of oil content does not exceed 30 litres per nautical mile;
- .5 the total quantity of oil discharged into the sea does not exceed for tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, 1/15,000 of the total quantity of the particular cargo of which the residue

formed a part, and for tankers delivered after 31 December 1979, as defined in regulation 1.28.2, 1/30,000 of the total quantity of the particular cargo of which the residue formed a part; and

.6 The tanker has in operation an oil discharge monitoring and control system and a slop tank arrangement as required by regulations 29 and 31 of this Annex.

2 The provisions of paragraph 1 of this regulation shall not apply to the discharge of clean or segregated ballast.

B. Discharges in special areas

3 Subject to the provisions of paragraph 4 of this regulation, any discharge into the sea of oil or oily mixture from the cargo area of an oil tanker shall be prohibited while in a special area*.

4 The provisions of paragraph 3 of this regulation shall not apply to the discharge of clean or segregated ballast.

5 Nothing in this regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside the special area in accordance with paragraph 1 of this regulation.

C. Requirements for oil tankers of less than 150 gross tonnage

6 The requirements of regulations 29, 31 and 32 of this Annex shall not apply to oil tankers of less than 150 gross tonnage, for which the control of discharge of oil under this regulation shall be effected by the retention of oil on board with subsequent discharge of all contaminated washings to reception facilities. The total quantity of oil and water used for washing and returned to a storage tank shall be discharged to reception facilities unless adequate arrangements are made to ensure that any effluent which is allowed to be discharged into the sea is effectively monitored to ensure that the provisions of this regulation are complied with.

* Refer to regulation 38.6

b) **Cover note:** Oil Record Book Entry Requirements, add the whole page:

OIL RECORD BOOK ENTRY REQUIREMENTS

MARPOL 73/78, Annex I, Chapter IV, Regulation 36

1 Every oil tanker of 150 gross tonnage and above shall be provided with an Oil Record Book Part II (Cargo/Ballast Operations). The Oil Record Book Part II, whether as a part of the ship's official logbook or otherwise, shall be in the Form specified in appendix III to this Annex.

2 The Oil Record Book Part II shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following cargo/ballast operations take place in the ship:

- .1 loading of oil cargo;
- .2 internal transfer of oil cargo during voyage;
- .3 unloading of oil cargo;
- .4 ballasting of cargo tanks and dedicated clean ballast tanks;
- .5 cleaning of cargo tanks including crude oil washing;
- .6 discharge of ballast except from segregated ballast tanks;
- .7 discharge of water from slop tanks;
- .8 closing of all applicable valves or similar devices after slop tank discharge operations;
- .9 closing of valves necessary for isolation of dedicated clean ballast tanks from cargo and stripping lines after slop tank discharge operations; and
- .10 disposals of residues.

3 For oil tankers referred to in regulation 34.6 of this Annex, the total quantity of oil and water used for washing and returned to storage tank shall be recorded in the Oil Record Book Part II.

4 In the event of such discharge of oil or oily mixture as is referred to in regulation 4 of this Annex or in the event of accidental or other exceptional discharge of oil not excepted by that regulation, a statement shall be made in the Oil Record Book Part II of the circumstances of, and the reasons for, the discharge.

5 Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part II so that all entries in the book appropriate to that operation are completed. Each completed operation shall be signed by the officer or officers in charge of the operations concerned and each completed page shall be signed by the master of ship. The entries in the Oil Record Book Part II shall be at least in English, French or Spanish. Where entries in an official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of dispute or discrepancy.

6 Any failure of the oil discharge monitoring and control system shall be noted in the Oil Record Book Part II.

7 The Oil Record Book shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

8 The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part II on board any ship to which this Annex applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the ship as a true copy of an entry in the ship's Oil Record Book Part II shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II and the taking of a certified copy by

the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

c) Introduction: First paragraph: add II after the phrase Oil Record Book. Change “regulation 20” to “Regulation 36”. Second paragraph: add II after phrase Oil Record Book. Third paragraph: Change the actual paragraph and insert the following paragraph and subsequently paragraphs:

Each completed operation shall be signed for and dated by the officer or officers in charge. Each completed page shall be countersigned by the master of the ship.

In respect of the oil tankers engaged in specific trades in accordance with regulation 2.5 of Annex I of MARPOL 73/78, appropriate entry in the Oil Record Book Part II shall be endorsed by the competent port State authority.*

The Oil Record Book Part II contains many references to oil quantity. The limited accuracy of tank Measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book Part II should be considered accordingly.

In the event of accidental or other exceptional discharge of oil a statement shall be made in the Oil Record Book Part II of the circumstances of, and the reasons for, the discharge.

Any failure of the oil discharge monitoring and control system shall be noted in the Oil Record Book Part II.

The entries in the Oil Record Book Part II, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in an official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

The Oil Record Book Part II shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned Ships under tow, shall be kept on board the Ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part II on board any Ship to which this Annex applies while the Ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the Ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the Ship as a true copy of an entry in the Oil Record Book Part II shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II and taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

LIST OF ITEMS TO BE RECORDED:

- A.3 after the phrase “state quantity added” replace the word “and” by the expression “in m³ at 15 C”. Add at the end of the sentence “in m³”.
- B.4.2 Add at the end of sentence “in m³”.
- B.5 Add at the end of sentence “in m³”.
- C.8 Add at the end of sentence “in m³”.
- E.19.3 Add at the end of sentence “in m³”.
- F.23 Add at the end of sentence “in m³”.
- F.26 Add at the end of sentence “in m³”.
- G.31.1 Add at the end of sentence “in m³)5 and
- G.31.2 Add at the end of sentence “in m³”.
- H.33 and H 34 Insert at the beginning of sentence “Time and”.
- H.35 Add at the end of sentence “in m³”.
- H.39 Add at the end of sentence “in m³”.
- H.40 Add at the end of sentence “in m³)5”
- I.47 Add after the word discharged “in m³” and add at the end of sentence “in m³/hour”.
- I.48 Add after the word discharged “in m³” and add at the end of sentence “in m³/hour”.
- I.51 Add at the end of sentence “in metres”.
- J.56 Add at the end of sentence “in m³”.
- J.57.3 Add at the end of sentence “in m³”.
- J.57.4 Add at the end of sentence “in m³”.
- L.66 Add at the end of sentence “in m³”.
- L.66.2 Insert (identify port)5.
- N.75 Insert after word quantity “in m³”.

Changes to this circular will be added as required.

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