



IMCO

INTERNATIONAL CONFERENCE ON
MARINE POLLUTION, 1973

Committee II

Agenda item 2

CONSIDERATION OF THE DRAFT TEXT OF ANNEX I OF THE
INTERNATIONAL CONVENTION FOR THE PREVENTION
OF POLLUTION FROM SHIPS, 1973

Revised Draft Regulations of Annex I

Prepared by the Secretariat

Regulation 17

Tanks for Oil Residues (Sludge)

- (1) Every ship of 400 tons gross tonnage and above shall be provided with tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oily residues (sludges) resulting from the purification of fuel and lubricating oils and oil leakages ~~in the~~ machinery spaces, which cannot be dealt with otherwise in accordance with the requirements of this Annex.
- (2) In all ships, such tanks shall be designed and constructed so as to facilitate their cleaning and discharge of residues to reception facilities. Existing ships shall comply with this requirement as far as it is reasonable and practicable.

Regulation 18Pumping and Piping Arrangements of Oil Tankers for
the Discharge to Reception Facilities or to the Sea

- (1) In every oil tanker, pipelines for the discharge of dirty water ballast or oil contaminated water to reception facilities shall be led to the open deck on both sides of the ship.
- (2) In every oil tanker, pipelines for the discharge to the sea of effluent which may be permitted under Regulation 9 of this Annex shall be led to the open deck or to the ship's side above the waterline in deepest ballast condition.
- (3) In new oil tankers, means of control of the discharge shall be provided at a position where the effluent referred to in paragraph (2) of this Regulation may be visually observed unless a positive communication system is provided between the discharge controls and the position **where** such locations may be visually observed.
- (4) Discharge below the waterline of clean and segregated ballast water may be permitted only in ports.

Regulation 19Standard Discharge Connection

To enable pipes of reception facilities to be connected with the ship's pipe discharge line for residues from machinery bilges, both lines shall be fitted with a standard discharge connection in accordance with the following table:

Standard dimensions of flanges for discharge pipes

Description	Dimension
Outside diameter	215 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	183 mm
Slots in flange	6 holes 22 mm in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 22 mm
Flange thickness	20 mm
Bolts and nuts: quantity, diameter	6, each of 20 mm in diameter and of suitable length
The flange is designed to accept pipes up to a maximum internal diameter of 125 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a gasket of oilproof material, shall be suitable for a service pressure of 6 kg/cm ² .	

Regulation 20Reception Facilities

- (1) Except as required in Regulation 12 of this Annex, each Contracting Government undertakes to ensure the provision of facilities at oil loading terminals, repair ports, and in other ports in which ships have oily residues to discharge for the reception of such residues and oily mixtures as remain from oil tankers and other ships, without causing undue delay to ships, and according to the needs of the ships using them.
- (2) The requirement to provide facilities in accordance with paragraph (1) of this Regulation shall apply to:
- (a) all ports and terminals which load crude oil into oil tankers where such tankers have immediately prior to arrival completed a ballast voyage of not more than 72 hours or not more than 1,200 nautical miles;
 - (b) all ports and terminals which load oil other than crude oil in bulk at an average quantity of more than 1,000 metric tons per day;
 - (c) all ship repair yards and tank cleaning facilities;
 - (d) all ports and terminals which handle ships provided with the holding tank(s) required by Regulation 17 of this Annex;
 - (e) all ports in respect of oily bilge waters and other residues, which cannot be discharged in accordance with Regulation 9 of this Annex; and
 - (f) bulk cargo loading ports in respect of oil residues from combination carriers which cannot be discharged in accordance with Regulation 9 of this Annex.
- (3) The capacity for the reception facilities shall be as follows:
- (a) Crude oil loading terminals shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9(1)(a) of this Annex from all oil tankers on voyages as defined in paragraph (2)(a) of this Regulation.

- (b) Loading ports and terminals referred to in paragraph (2)(b) of this Regulation shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9(1)(a) of this Annex from tankers which load oils referred to in paragraph (2)(b) of this Regulation.
- (c) All ship repair yards and tank cleaning facilities shall have sufficient reception facilities to receive all residues and oily mixtures as remain on board for disposal from ships prior to entering such yards or facilities.
- (d) All facilities provided in ports and terminals under paragraph (2)(d) of this Regulation shall be sufficient to receive all residues retained according to Regulation 17 of this Annex from all ships that may reasonably be expected to call at such ports and terminals.
- (e) All facilities provided in ports and terminals under this regulation shall be sufficient to receive oily bilge waters and other residues which cannot be discharged in accordance with Regulation 9 of this Annex.
- (f) The facilities provided in bulk loading ports shall take into account the special problems of combination carriers as appropriate.

(4) The reception facilities prescribed in paragraphs (2) and (3) of this Regulation shall be made available no later than one year from the date of entry into force of the present Convention or by 1 January 1977, whichever occurs later.

(5) As regards paragraph (1) of this Regulation, each Contracting Government shall report to the Organization for transmission to the Contracting Governments concerned all cases where the facilities are alleged to be inadequate.

Regulation 21Oil Record Book

- (1) Every oil tanker of 150 tons gross tonnage and above and every ship other than oil tankers, of 400 tons gross tonnage and above shall be provided with an Oil Record Book, whether as part of the ship's official log book or otherwise, in the form specified in Appendix III of this Annex.
- (2) The Oil Record Book shall be completed on each occasion, on a tank-to-tank basis, whenever any of the following operations take place in the ship:
- (a) For oil tankers
- (i) loading of oil cargo;
 - (ii) internal transfer of oil cargo during voyage;
 - (iii) opening and closing of the sluice valves at the cargo tank bulkheads at the loading terminals;
 - (iv) opening or closing of isolating valves between cargo piping and sea water ballast piping and of the ship's side valves when the ship is alongside terminals;
 - (v) ballasting of cargo tanks;
 - (vi) cleaning of cargo tanks;
 - (vii) discharge of ballast except from segregated ballast tanks;
 - (viii) discharge of water from slop tanks;
 - (ix) disposal of residues;
 - (x) discharge overboard of bilge water which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water which has accumulated in machinery spaces.
- (b) For ships other than oil tankers

- (i) ballasting or cleaning of bunker tanks or oil cargo spaces;
- (ii) discharge of ballast or cleaning water from tanks referred to under (i) of this sub-paragraph;

(iii) disposal of residues;

(iv) discharge overboard of bilge water which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water which has accumulated in machinery spaces.

(3) In the event of such discharge or escape of oil or oily mixture as is referred to in Regulation 10 of this Annex or in the event of accidental or other exceptional discharge of oil not contemplated by Regulation 10, a statement shall be made in the Oil Record Book of the circumstances of, and the reasons for, the discharge or escape.

(4) Each operation described in paragraph (2) of this Regulation shall be fully recorded without delay in the Oil Record Book so that all the entries in the book appropriate to that operation are completed. Each section of the book shall be signed by the officer or officers in charge of the operations concerned, and, when the ship is manned in accordance with the requirements of the Administration, each page shall be signed by the Master of the ship. The written entries in the Oil Record Book shall be in an official language of the State the flag of which the ship is entitled to fly, and, for ships holding an International Oil Pollution Prevention Certificate, in English and French. However, the entries in the official national language shall prevail in case of a dispute or discrepancy.

(5) Oil Record Books 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. They shall be preserved for a period of three years after the last entry has been made.

(6) Pursuant to Article 6(2) of the present Convention, the competent authorities of a Contracting Government may inspect on board any ship to which the present Convention applies while within a port or at any loading terminal under its jurisdiction the Oil Record Book required to be carried in the ship in compliance with the provisions of this Regulation, and may make a true 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 shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. Any action by the competent authorities under this paragraph shall be taken as expeditiously as possible and the ship shall not be unduly delayed.

Regulation 21A

Special Requirements for Drilling Rigs
and other Platforms

Fixed and floating drilling rigs when engaged in the exploration, exploitation and associated offshore processing of sea-bed mineral resources and other platforms shall comply with the requirements of this Annex applicable to ships of 400 tons gross tonnage and above other than oil tankers, except that:

- (a) they shall be equipped as far as practicable with the installations required in Regulations 16 and 17 of this Annex; and
- (b) they shall keep a record of all operations involving oil or oily mixture discharges, in a form approved by the Administration.

CHAPTER III

REQUIREMENTS FOR MINIMIZING OIL POLLUTION FROM OIL TANKERS
DUE TO SIDE AND BOTTOM DAMAGES

Regulation 22

Damage Assumptions

Regulation adopted without amendment, as given in MP/CONF/4.

Regulation 23

Hypothetical Outflow of Oil

Regulation adopted, as given in MP/CONF/4, with the following amendments.

In paragraph (1)(b) replace definition of b_1 by:

" b_1 = Width of wing tank in metres under consideration measured inboard from the ship's side at right angles to the centreline at the level of the summer load line."

In paragraph (2) delete footnote 46.

Regulation 24

Limitation of Size and Arrangement of Cargo Tanks

Regulation adopted, as given in MP/CONF/4 with the following amendments and outstanding items.

In paragraph (1)(a) and (1)(b)(i) delete the square brackets.

Replace paragraph (1)(b)(ii) by:

"(ii) the building contract is placed after 1 January 1974, or in cases where no building contract has previously been placed, the keel is laid or the tanker is at a similar stage of construction after 30 June 1974."

In paragraph (2) the Committee decided to come back to the question of whether or not to require for new ships for the hypothetical outflow $380 \sqrt[3]{V}$, where V is the volume of the cargo tank spaces.

In paragraph (3) the Committee decided to come back to a proposal by the United Kingdom to add the following sentence to paragraph (3):

"However in segregated ballast tankers as defined in Regulation 13, the permitted volume of a wing cargo oil tank situated between two segregated ballast tanks, each exceeding l_c in length, may be increased to the maximum limit of hypothetical oil outflow provided that the width of the wing tanks exceeds t_c "

Add a new paragraph (5) as follows:

["(5) In order not to exceed the volume limits established by paragraphs(2), (3) and (4) of this Regulation and irrespective of the accepted type of cargo transfer system installed, when such system interconnects two or more cargo tanks valves or other closing devices shall be provided for separating the tanks from each other. These valves or devices shall be closed when the tanker is at sea.]

Regulation 25

Subdivision and Stability

Regulation adopted, as given in MP/CONF/4 with the following amendments:

Delete footnotes 48, 49, 50 and 51.

Replace paragraph 2(a) by:

"(2)(a) the extent of side or bottom damage shall be as specified in Regulation 22 of this Annex, except that the longitudinal extent of bottom damage forward of 0.3L from the forward perpendicular shall be the same as for side damage, as specified in Regulation 22(a)(i). If any damage of lesser extent results in a more severe condition such damage shall be assumed."

In sub-paragraphs (2)(b) and (2)(c)(i) delete "Regulation 22(a)(i) of this Annex" and substitute by "sub-paragraph (a) of this paragraph".

APPENDIX I TO ANNEX I

LIST OF OILS*

Asphalt solutions:	Gas Oil:
Blending Stocks	Cracked
Roofers Flux	Gasoline Blending Stocks:
Straight Run Residue	Alkylates -- fuel
Oils:	Reformats
Clarified	Gasolines:
Crude Oil	Casinghead (natural)
Mixtures containing crude oil	Automotive
Diesel Oil	Aviation
Fuel Oil No.4	Fuel Oil No.1 (Kerosine)
Fuel Oil No.5	Fuel Oil No.1-D
Fuel Oil No.6	Fuel Oil No.2
Residual Fuel Oil	Fuel Oil No.2-D
Road Oil	Polymer - fuel
Transformer Oil	Straight Run
Aromatic Oil (excluding vegetable oil)	Jet Fuels:
Lubricating Oil	JP-1 (kerosine)
Mineral Seal Oil	JP-3
Mineral Oil	JP-4
Motor Oil	JP-5 (Kerosine, Heavy)
Penetrating Oil	Turbo fuel
Spindle Oil	Kerosine
Spray Oil	Mineral Spirit
Turbine Oil	Naptha:
Distillates:	Solvent
Straight Run	Petroleum
Flashed Feed Stocks	Heartcut Distillate Oil

* The products listed above shall not be considered as comprehensive, but merely illustrative.

APPENDIX II TO ANNEX I

[Form of Certificate to be inserted when agreed]

APPENDIX III TO ANNEX I

FORM OF OIL RECORD BOOK

I. FOR OIL TANKERS

Section (b). Insert "Internal" before "transfer".

Section (g). Insert "oil/water" before "interface" in items 27 and 32.

Sections (i) and (j). Renumber (j) and (k).

Section (i). Insert new section as follows

(i) Disposal of clean ballast contained in cargo tanks

37.	Date and position of vessel at commencement of discharge of clean ballast			
38.	of tank(s) discharged			
39.	Was (were) the tank(s) empty on completion			
40.	Position of vessel on completion			
41.	Date and port of final discharge of clean ballast			
42.	Identity of tank(s) discharged			
43.	Was any part of the discharge conducted during darkness, if so, for how long			
44.	Was a regular overboard check kept on the state of the sea in the locality of the discharge			
45.	Was any oil observed on the sea near the discharge during the operation			

Section (i). Delete in heading "(including pump rooms)".

Section (j). Last item should read:

"Circumstances of discharge or escape, the reasons therefor and general remarks."

II. FOR SHIPS OTHER THAN OIL TANKERS

Section (e), Item 22 should read:

"Circumstances of discharge or escape, the reasons therefor and general remarks."
