



IMCO

INTERNATIONAL CONFERENCE ON
MARINE POLLUTION, 1973
COMMITTEE II

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

Text of Appendices to Annex I as agreed by the Committee

APPENDIX I TO ANNEX I

LIST OF OILS*

[The List of Oils will be reproduced as an addendum to this document]

* The oils listed shall not necessarily be considered as comprehensive.
(This footnote is for inclusion in the Convention).

APPENDIX II TO ANNEX I

Form of Certificate for all Ships

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE (1973)

Issued under the Provisions of the International Convention for the Prevention of Pollution from Ships, 1973, under the Authority of the Government of

.....
(full designation of the country)

by

.....
(full designation of the competent person or organization authorized under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973)

Name of Ship	Distinctive Number or Letter	Port of Registry	Gross Tonnage

Type of ship:

- Oil Tanker, including combination carrier *
- Asphalt carrier *
- Ship other than an oil tanker with cargo tanks coming under Regulation 2(2) *
- Ship other than any of the above *

New/existing ship *

Date of building or major conversion contract:

Date on which keel was laid or ship was in a similar stage of construction or on which major conversion was commenced

Date of delivery or completion of major conversion

* Delete as appropriate

PART A. ALL SHIPS

The ship is equipped with:

For ships over 400 tons gross tonnage:

- (a) oily water separating equipment* or
- (b) an oil filtering system*

(capable of operating below 100 parts per million)

For ships over 10,000 tons gross tonnage:

- (c) an oil discharge monitoring and control* system
(additional to (a) or (b) above)
- (d) oily water separating equipment and an oil
filtering system* (capable of operating
below 15 parts per million) in lieu of (a)
or (b) above.

Particulars of requirements from which exemption is granted under Regulation 2(2) and 2(4)(b) of Annex I of the Convention:

.....

.....

REMARKS:

* Delete as appropriate

PART B. OIL TANKER^{1/}

Deadweightmetric tons. Length of ship metres

It is certified that this ship is:

- (a) required to be constructed according to and complies with^{2/}
- (b) not required to be constructed according to^{2/}
- (c) not required to be constructed according to, but complies with^{2/}

the requirements of Regulations 24 and 25 of Annex I of the said Convention.

The Capacity of segregated ballast tanks is cubic metres and complies with the requirements of Regulation 13 of Annex I of the Convention.

The segregated ballast is distributed as follows:

Tank	Quantity	Tank	Quantity

^{1/} This Part should be completed for oil tankers including combination carriers and asphalt carriers, and those entries which are applicable shall be completed for ships other than oil tankers which are constructed and utilized to carry oil in bulk of an aggregate capacity of 200 cubic metres or above.

^{2/} Delete as appropriate.

^{3/} This page need not be reproduced on a Certificate issued to any ship other than those referred to in footnote ^{1/}.

THIS IS TO CERTIFY

That the ship has been surveyed in accordance with Regulation 4 of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, concerning the prevention of pollution by oil; and

That the survey shows that the structure, arrangement, material equipment and fitting of the ship and the condition thereof is in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the said Convention.

This Certificate is valid until subject to intermediate survey(s) in accordance with Regulation 4 of Annex I of the said Convention.

Issued at (place of issue of Certificate)

.....19.. (Signature of duly authorized official issuing the Certificate)

(Seal or stamp of the issuing Authority, as appropriate)

Endorsement for existing ships*

This is to certify that this ship has been so equipped as to comply with the requirements of the International Convention for the Prevention of Pollution from Ships, 1973 as relating to existing ships three years from the coming into force of the said Convention.

Signed..... (Signature of duly authorized official issuing the Certificate)

Place of endorsement

Date of endorsement

* This entry need not be reproduced on a Certificate other than the first Certificate issued to any ship.

Intermediate survey

This is to certify that at an Intermediate survey required by Regulation 4(1)(c) of Annex I of the said Convention, this ship and the condition thereof is found to comply with the relevant provisions of the said Convention.

Signed.....
(Signature of duly authorized official
issuing the Certificate)

Place.....

Date.....

(Seal or stamp of issuing Authority, as appropriate)

Signed.....
(Signature of duly authorized official
issuing the Certificate)

Place.....

Date.....

(Seal or stamp of issuing Authority, as appropriate)

Under the provisions of Regulation 8(2) and (4) of Annex I of the Convention the validity of this Certificate is extended until

.....

Signed.....
(Signature of duly authorized official
issuing the Certificate)

Place.....

Date.....

(Seal or stamp of issuing Authority, as appropriate)

APPENDIX III TO ANNEX I

FORM OF OIL RECORD BOOK

I - FOR OIL TANKERS

Name of ship

Total cargo carrying capacity of ship in cubic metres

Voyage from to

(a) Loading of oil cargo

1. Date and place of loading			
2. Types of oil loaded			
3. Identity of tank(s) loaded			

(b) Internal transfer of oil cargo during voyage

4. Date of internal transfer			
5. Identity of tank(s)	i	From	
	ii	To	
6. Was(were) tank(s) in 5(i) emptied?			

(c) Unloading of oil cargo

7. Date and place of unloading			
8. Identity of tank(s) unloaded			
9. Was(were) tank(s) emptied?			

When the ship is engaged in operations involving the carriage of oil cargo, the master shall ensure that the following information is recorded in the Oil Record Book:

(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*			

(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)			

* Hand hosing, machine washing and/or chemical cleaning. Where chemically cleaned, the chemical concerned and the amount used should be stated.

(g) Discharge of water from slop tanks

22. Identity of slop tank(s)			
23. Time of settling from last entry of residue, 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 oil/water 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 oil/water interface at end of discharge			

(h) Disposal of residues

33. Identity of tank(s)			
34. Quantity disposed from each tank			
35. Method of disposal of residues: (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			

(i) Disposal of clean ballast contained in cargo tanks

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

Opening and closing of valve

(j) Discharge overboard of bilge water containing oil which has accumulated in machinery spaces whilst in port*

Port			
Duration of stay			
Quantity disposed			
Date and place of disposal			
Method of disposal (state whether a separator was used)			

(k) Accidental or other exceptional discharges of oil

Date and time of occurrence			
Place or position of ship at time of occurrence			
Approximate quantity and type of oil			
Circumstances of discharge or escape, the reasons therefor and general remarks			

..... Signature of Officer or Officers in charge of operation concerned

..... Signature of Master

* 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".

II - FOR SHIPS OTHER THAN OIL TANKERS

Name of ship.....

(a) Ballasting or cleaning of bunker 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. 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			

(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			
13. Date and port of disposal of residue			

(d) Discharge overboard of bilge water containing oil 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) Accidental or other exceptional discharges of oil

19. Date and time of occurrence			
20. Place or position of ship at time of occurrence			
21. Approximate quantity and type of oil			
22. Circumstances of discharge or escape, the reasons therefor and general remarks			

..... Signature of Officer or Officers in charge of operations concerned

..... Signature of Master

* 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 a separator".