

RECOMMENDATION ON THE TREATMENT OF SPACES ON BOARD SHIPS FOR THE SEPARATION, CLARIFICATION
OR PURIFICATION, AND THE CARRIAGE OF SLOP OIL
RESOLUTION A.115 (V) adopted on 25 October 1967

INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION



Distr.
GENERAL

A.V/Res.115
25 October 1967

Original: ENGLISH

IMCO

ASSEMBLY - 5th session
Agenda item 8

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THE ASSEMBLY,

NOTING Article 16(i) of the IMCO Convention concerning the
functions of the Assembly,

FURTHER NOTING that the amendments to the International
Convention for the Prevention of Pollution of the Sea by Oil,
1954, adopted in 1962, came into force on 18 May 1967 and
28 June 1967,

ALSO NOTING that those amendments result in a great increase
in the number of areas and zones in which the discharge of oil
and oily mixtures is prohibited,

DESIRING to encourage shipowners and operators to co-operate
in the programme for the prevention of pollution of the seas by
oil,

HAVING CONSIDERED the Recommendation of the Maritime Safety
Committee (MSC XVI/4, paragraph 7 and Annex IV) on the treatment
of spaces on board ships for the separation, clarification or
purification, and the carriage of slop oil,

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DECIDES:

- (a) to adopt that Recommendation, the text of which is set out in the Annex to this Resolution, and
- (b) to invite governments concerned to include in their national tonnage measurement requirements provisions to give effect to the Recommendation.

ANNEX

RECOMMENDATION ON THE TREATMENT OF SPACES ON
BOARD SHIPS FOR THE SEPARATION, CLARIFICATION
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1. In view of the coming into force of the amendments adopted by the London conference of 1962 to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, which greatly increased the number and areas of zones in which discharge of oil or oily mixtures is prohibited, provisions should be introduced into present national tonnage measurement requirements so that the following spaces, provided they are not available for any other purposes and are properly marked in accordance with the regulations of the pertinent national authority, may be deducted from gross tonnage in determining net tonnage:

Space taken up by machinery used exclusively to separate, clarify, or purify a ship's own slop oil mixture or tank cleaning residue, as defined in regulations of the pertinent national authority;

Space taken up by a tank or tanks used exclusively for the carriage of such slop oil mixture or residue.

2. The above provisions should be applicable to all ships, whether existing or new.

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3. In applying the above provisions, the following explanatory material should be taken into account:

- (a) After discharging cargo it is generally necessary to take on ballast water without waiting for the cargo tanks to be cleaned. As it is desirable that the ships arrive at the loading terminal with only clean ballast, it is necessary to clean tanks, take on clean ballast and discharge the original dirty ballast during the voyage.
- (b) If a special slop oil tank were fitted in a ship, to be reserved for slop oil exclusively, it is expected that procedures similar to the following would be employed. Dirty ballast water would be allowed to settle in the cargo tanks and the greater portion of the relatively uncontaminated water would be decanted or drawn from the lower portion of the tank. The remainder of the liquid mixture would then be pumped to the slop oil tank as would be the tank cleaning water. Further settlement and ultimate discharge of much of the water in the slop oil tank would then take place so that upon arrival at the loading terminal, the mixture in the slop oil tank would be predominantly oil. The contents of the slop oil tank would then be available for:
 - (i) discharge to facilities at the loading terminal;
 - (ii) retention in the slop oil tank for discharge to facilities at the off-loading terminal; or
 - (iii) pumping to one or more of the cargo tanks if the "Load-on-Top" system is to be employed.

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In all three cases, the slop oil tank is used exclusively for the extraction of water from the ship's own slop oil and the retention of the remaining liquid until it can be disposed of in one of the manners noted.

- (c) If a ship were not equipped with a special slop oil tank, one or more of the regular cargo tanks is employed as a slop oil tank and, therefore, no tonnage deduction should be granted.
 - (d) The machinery referred to would be pumps, separators, oil-content detection equipment, etc. used exclusively for the slop oil process. If, for instance, a pump were used solely for the purpose of drawing water from the slop oil tank, the space occupied by the pump should be included in the deduction, but if it also served as a cargo pump, such space should not qualify.
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