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STATUTORY INSTRUMENTS

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**1993 No. 1680**

**MARINE POLLUTION**

**The Merchant Shipping (Prevention of Oil  
Pollution) (Amendment) Regulations 1993**

*Made* - - - - *5th July 1993*  
*Coming into force* - - *20th July 1993*

The Secretary of State for Transport, in exercise of the powers conferred on him by article 3(1) of the Merchant Shipping (Prevention of Pollution) Order 1983(1) and of all other powers enabling him in that behalf, hereby makes the following Regulations:

**Citation and commencement**

1. These Regulations may be cited as the Merchant Shipping (Prevention of Oil Pollution) (Amendment) Regulations 1993 and shall come into force on 20th July 1993.

**Amendments of 1983 Regulations**

2. The Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (2) shall have effect subject to the amendments specified in the Schedule to these Regulations.

Signed by authority of the Secretary of State for Transport

5th July 1993

*Caithness*  
Minister of State,  
Department of Transport

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(1) S.I.1983/1106, amended by S.I. 1985/2002, 1991/2885, 1993/1580.  
(2) S.I. 1983/1398, amended by S.I. 1985/2040, 1992/98.

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## SCHEDULE

Regulation 2

### AMENDMENTS OF MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION) REGULATIONS 1983

#### Regulation 1

1.—(1) Regulation 1(2) shall be amended as follows.

(2) At the end of the definition of “the Convention” there shall be added the following—  
“and as further amended by the amendments adopted by the Organization’s Marine Environment Protection Committee on 7th September 1984, 16th November 1990, 4th July 1991 and 6th March 1992”.

(3) In the definition of “major conversion”, for the words from “but” to the end there shall be substituted the following—  
“but conversion of—

- (i) an existing oil tanker of 20,000 tons deadweight and above to meet the requirements of regulation 18; or
  - (ii) an existing oil tanker to meet the requirements of regulation 29A or 29B;
- shall not be deemed to constitute a major conversion;”.

(4) For the definition of “the Organisation” there shall be substituted the following definition—  
““the Organisation” and “the Organization” mean the International Maritime Organization;”.

#### Regulation 12

2.—(1) For paragraph (2) of regulation 12 there shall be substituted the following paragraph—

“(2) Subject to paragraph (3) of this regulation, a ship to which this regulation applies shall not discharge oil or oily mixture into any part of the sea unless all the following conditions are satisfied—

- (a) the ship is proceeding on a voyage;
- (b) the ship is not within a special area;
- (c) the oil content of the effluent does not exceed 15 ppm; and
- (d) the ship has in operation equipment as required by regulation 14.”.

(2) Paragraph (3) of regulation 12 shall be omitted, and the following new paragraph (3) shall be substituted for it—

“(3) In the case of a ship referred to in paragraph (7) of regulation 14 (that is to say, a ship delivered before 6th July 1993) which by virtue of that paragraph is for the time being not required to be fitted and is not in fact fitted with the equipment with which, but for that paragraph, it would be required by paragraph (1), (2) or (3) of that regulation to be fitted, paragraph (2) of this regulation shall not apply until—

- (a) 6th July 1998; or
- (b) the date on which the vessel is so fitted;

whichever is the earlier. Even so, until that date (that is to say, the earlier of the two said dates) the ship shall not discharge oil or oily mixture into the sea unless all the following conditions are satisfied—

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- (i) the ship is not within a special area;
- (ii) the ship is more than 12 miles from the nearest land;
- (iii) the ship is proceeding on a voyage;
- (iv) the oil content of the effluent is less than 100 ppm; and
- (v) the ship has in operation oily-water separating equipment of a design which is approved as being in accordance with the specification set out in Schedule 3 hereto.”.

### Regulation 13

3. For sub—paragraph (d) of regulation 13(2) there shall be substituted the following sub—paragraph—

- “(d) the instantaneous rate of discharge of oil content does not exceed 30 litres per mile;”.

### Regulation 14

4. For regulation 14 there shall be substituted the following regulation—

**“Oil filtering equipment and oil discharge monitoring and control system**

14.—(1) Subject to paragraphs (3) and (7) of this regulation, every ship to which these Regulations apply and which is of 400 GRT and above but less than 10,000 GRT shall be fitted with oil filtering equipment complying with paragraph (5) of this regulation; and any such ship which carries ballast water in its bunker fuel tanks shall, in addition, either—

- (a) comply with the following requirements, that is to say—
  - (i) that it be provided also with arrangements complying with paragraph (6) of this regulation for an alarm and for automatically stopping any discharge of oily mixture when the oil content in the effluent exceeds 15 ppm; and
  - (ii) that, in accordance with paragraph (2) of regulation 24 (and notwithstanding that the ship may not be a ship referred to in paragraph (1) of that regulation)
    - (A) it does not discharge such ballast water into the sea unless using that equipment and those arrangements; and
    - (B) an entry of such discharge is made in the Oil Record Book; or
- (b) in accordance with the said paragraph (2) of regulation 24 (and notwithstanding as stated in sub—paragraph (a)(ii) above), discharge the ballast water to reception facilities.

(2) Subject to paragraphs (3) and (7) of this regulation, every ship to which these Regulations apply and which is of 10,000 GRT and above shall be provided with—

- (a) oil filtering equipment complying with paragraph (5) of this regulation; and
- (b) oil content measuring equipment fitted with an alarm device for 15 ppm and with arrangements for automatically stopping any discharge of oily mixture when the oil content in the effluent exceeds 15 ppm, all complying with paragraph (6) of this regulation.

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(3) A ship engaged exclusively on voyages within special areas need not comply with the requirements of paragraph (1) or (2) of this regulation if the Secretary of State has waived those requirements for that ship, provided that all the following conditions are complied with—

- (a) that the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Secretary of State, for the total retention on board of oily bilge water;
- (b) that all oily bilge water is retained on board for subsequent discharge to reception facilities;
- (c) that the Secretary of State has determined that adequate reception facilities are available to receive such oily bilge water in a sufficient number of ports or terminals that the ship calls at;
- (d) that the IOPP Certificate, when required, is endorsed to the effect that the ship is exclusively engaged on voyages within special areas;
- (e) that the quantity, time, and port of the discharge of oily bilge water are recorded in the Oil Record Book.

(4) Subject to paragraph (7) of this regulation, every ship to which these Regulations apply and which is of less than 400 GRT shall, so far as reasonably practicable and (if the ship is a United Kingdom ship) to the satisfaction of the Secretary of State, be equipped with installations to ensure that oil or oily mixtures are either retained on board and discharged to reception facilities or, if discharged into the sea, are so discharged in accordance with the conditions stated in regulation 12(2).

(5) In order to comply with this paragraph, the oil filtering equipment shall be of an approved design which is in accordance with the specification for such equipment set out in Schedule 3 hereto.

(6) In order to comply with this paragraph, the oil content measuring equipment and alarm device shall be of an approved design which is in accordance with the specification for such equipment set out in Schedule 3 hereto, and the arrangements for automatically stopping any discharge shall be of an approved design.

(7) A ship delivered before 6th July 1993 need not comply with the foregoing requirements of this regulation before 6th July 1998; but, if the ship does not so comply before that date, it shall be fitted with oily—water separating equipment which is such as to ensure that any oily mixture discharged into the sea after passing through the equipment has an oil content not exceeding 100 ppm.”.

## Regulation 15

5. In sub—paragraph (d) of regulation 15(3), the following shall be substituted for the second sentence—

“A manually operated alternative system shall be provided and may be used in the event of such a failure, but the defective unit shall be made operable as soon as possible.If a tanker with a defective unit is within the United Kingdom or the territorial waters thereof, the Secretary of State may allow the tanker to undertake one ballast voyage before proceeding to a repair port.”.

## Regulation 16

6.—(1) Regulation 16 shall be amended as follows.

- (2) In paragraph (1)—
- (a) for the words “and the Black Sea area” there shall be substituted the words “the Black Sea area and the Antarctic area”;
  - (b) after sub—paragraph (c) there shall be added the following sub—paragraph—
    - “(d) “the Antarctic area” means the sea area south of 60°”.
- (3) For paragraph (2) there shall be substituted the following paragraph—
- “(2) Subject to the provisions of regulation 11, there shall be prohibited—
- (a) in the Antarctic area, any discharge into the sea from any United Kingdom ship of oil or oily mixture; and
  - (b) in every special area other than the Antarctic area—
    - (i) any discharge into the sea of oil or oily mixture from any United Kingdom oil tanker or from any United Kingdom ship of 400 GRT or above other than an oil tanker; and
    - (ii) any discharge into the sea of oil or oily mixture from a United Kingdom ship of less than 400 GRT other than an oil tanker, except when the oil content of the effluent without dilution does not exceed 15 ppm.”.
- (4) In paragraph (3)(b)(v) for “regulation 14(7)” there shall be substituted “regulation 14(5) and arrangements complying with regulation 14(6)”.
- (5) The following paragraph shall be added after paragraph (5)—
- “(6) A United Kingdom ship shall not enter the Antarctic area unless—
- (a) it is fitted with a tank or tanks of sufficient capacity for the retention on board of all sludge, dirty ballast, tank washing water and other oily residues and mixtures while operating in the area; and
  - (b) it has concluded arrangements to discharge such oily residues and mixtures at a reception facility after it has left the area.”.

## Regulation 25

7. The following paragraph shall be added at the end of regulation 25—
- “(4) Piping to and from sludge tanks shall have no direct connection overboard other than the discharge connection required by paragraph (3) of this regulation.”.

## Regulation 28

8. For paragraph (4) of regulation 28 there shall be substituted the following paragraph—
- “(4) The length of each cargo tank shall not exceed 10 metres or one of the following values, whichever is the greater—
- (a) where no longitudinal bulkhead is provided inside the cargo tanks, the lesser of—
    - (i)  $\left(0.25 \frac{bi}{B} + 0.15\right)L$ ;
    - (ii)  $0.2L$ ;
  - (b) where a centreline longitudinal bulkhead is provided inside the cargo tanks— $w = 0.5 + \frac{DW}{20,000}(m)$ , or

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- (c) where two or more longitudinal bulkheads are provided inside the cargo tanks—
- (i) for wing cargo tanks—  
0.2L;
  - (ii) for centre cargo tanks—
    - (A) if
      - w = 2.0m;
      - is equal to or greater than one fifth—  
0.2L;
    - (B) if
      - w = 1.0m.
      - is less than one fifth
        - where no centreline longitudinal bulkhead is provided—  
 $h = B/15(m)$ ; or
        - where a centreline longitudinal bulkhead is provided—  
 $h = 2.0m$ ;

and in this paragraph “bi” is the minimum distance from the ship’s side to the outer longitudinal bulkhead of the tank in question measured inboard at right angles to the centreline at the level corresponding to the assigned summer freeboard.”.

## Regulations 29A and 29B

9. The following Part shall be inserted after Part 5 (regulations 27 to 29)—

### “PART 5A—

#### IMPROVED REQUIREMENTS FOR DESIGN AND CONSTRUCTION OF OIL TANKERS AGAINST OIL POLLUTION IN THE EVENT OF COLLISION OR STRANDING

##### “New” oil tankers (building contracts after 5th July 1993, etc)

**29A.**—(1) This regulation applies to oil tankers of 600 tons deadweight and above (beingships to which these Regulations apply)—

- (a) for which the building contract is placed on or after 6th July 1993; or
- (b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 6th January 1994; or
- (c) the delivery of which is on or after 6th July 1996; or
- (d) which has undergone a major conversion—
  - (i) for which the contract is placed after 6th July 1993; or
  - (ii) in the absence of a contract, the construction work of which is begun after 6th January 1994; or
  - (iii) which is completed after 6th July 1996.

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(2) Subject to paragraphs (4) and (5) of this regulation, every oil tanker of 5,000 tons deadweight and above (being an oil tanker to which these Regulations apply), shall comply with the requirements of paragraph (3) of this regulation; and, in the case of an oil tanker in respect of which regulation 19 makes provision, compliance with the requirements of the said paragraph (3) shall be instead of compliance with the requirements of that regulation.

(3) The entire cargo tank length shall be protected by ballast tanks or spaces other than cargo and fuel oil tanks as follows—

*Wing tanks or spaces*

- (a) Wing tanks or spaces shall extend either for the full depth of the ship's side or from the top of the double bottom to the uppermost deck, disregarding a rounded gunwale where fitted. They shall be arranged in such a way that the cargo tanks are located inboard of the moulded line of the side shell plating, nowhere less than the distance  $w$  which, as shown in figure 1 at the end of this regulation, is measured at any cross-section at right angles to the side shell, as specified below—

$$f \times h_c \times p_c \times g + 100d_p \leq d_n \times p_s \times g$$

$$w = 0.4 + \frac{2.4DW}{20,000} (m).$$

whichever is the lesser, but with a minimum value of—

$$w = 1.0m.$$

*Double bottom tanks or spaces*

- (b) At any cross-section the depth of each double bottom tank or space shall be such that the distance  $h$  between the bottom of the cargo tanks and the moulded line of the bottom shell plating measured at right angles to the bottom shell plating as shown in the said figure 1 is not less than specified below

$$h = B/15 (m); \text{ or}$$

$$h = 2.0 m;$$

whichever is the lesser, but with a minimum value of  $h = 1.0 m$ .

*Turn of the bilge area or at locations without a clearly defined turn of the bilge*

- (c) When the distances  $h$  and  $w$  are different, the distance  $w$  shall have preference at levels exceeding  $1.5 h$  above the baseline as shown in the said figure 1.

*The aggregate capacity of ballast tanks*

- (d) On crude oil tankers of 20,000 tons deadweight and above and product carriers of 30,000 tons deadweight and above, the aggregate capacity of wing tanks, double bottom tanks, forepeak tanks and afterpeak tanks shall not be less than the capacity of segregated ballast tanks necessary to meet the requirements of regulation 18. Wing tanks or spaces and double bottom tanks used to meet the requirements of regulation 18 shall be located as uniformly as practicable along the cargo tank length. Additional segregated ballast capacity provided for reducing longitudinal hull girder bending stress, trim, etc., may be located anywhere within the ship.

*Suction wells in cargo tanks*

- (e) Suction wells in cargo tanks may protrude into the double bottom below the boundary line defined by the distance  $h$  provided that such wells are as small as practicable and the distance between the well bottom and bottom shell plating is not less than  $0.5 h$ .

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### *Ballast and cargo piping*

- (f) Ballast piping and other piping such as sounding and vent piping to ballast tanks shall not pass through cargo tanks. Cargo piping and similar piping to cargo tanks shall not pass through ballast tanks. The Secretary of State may grant exemption from these requirements for short lengths of piping, provided that they are completely welded or equivalent.
- (a) (4) Double bottom tanks or spaces as required by paragraph (3)(b) of this regulation may be dispensed with, provided that the design of the tanker is such that the cargo and vapour pressure exerted on the bottom shell plating forming a single boundary between the cargo and the sea does not exceed the external hydrostatic water pressure, as expressed by the following formula:
- $$f \times h_c \times p_c \times g + 100\Delta p \leq d_n \times p_s \times g$$
- where:
- $h_c$  = height of cargo in contact with the bottom shell plating in metres;
  - $p_c$  = maximum cargo density in  $t/m^3$ ;
  - $d_n$  = minimum operating draught under any expected loading condition in metres;
  - $p_s$  = density of sea water in  $t/m^3$ ;
  - $\Delta p$  = maximum set pressure of pressure/vacuum valve provided for the cargo tank in bars;
  - $f$  = safety factor = 1.1;
  - $g$  = standard acceleration of gravity ( $9.81 \text{ m/s}^2$ ).
- (b) Any horizontal partition necessary to fulfil the requirements of sub-paragraph (a) of this paragraph shall be located at a height of not less than  $B/6$  or 6 metres, whichever is the lesser, but not more than  $0.6D$ , above the baseline (where  $D$  is the moulded depth amidships).
- (c) Where the double bottom tanks or spaces are dispensed with pursuant to sub-paragraph (a) of this paragraph, the location of wing tanks or spaces shall be in accordance with paragraph (3)(a) of this regulation except that, below a level  $1.5h$  above the baseline (where  $h$  is as defined in paragraph (3)(b) of this regulation), the cargo tank boundary line may be vertical down to the bottom plating, as shown in figure 2 at the end of this regulation.
- (5) Instead of complying with the requirements of paragraph (3) or (4) of this regulation, an oil tanker mentioned in paragraph (2) of this regulation may conform to other methods of design and construction, provided that such methods—
- (a) ensure at least the same level of protection against oil pollution in the event of collision or stranding; and
  - (b) have the approval of the Secretary of State based on guidelines developed by the Organization.
- (6) For an oil tanker of 20,000 tons deadweight and above (being an oil tanker to which these Regulations apply), the provisions stated in regulation 29(2)(b) regarding the extent and the character of the assumed damage shall be supplemented by the following assumed bottom raking damage—
- (a) longitudinal extent—
    - (i) if the oil tanker is of 75,000 tons deadweight and above—



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- 0.6L measured from the forward perpendicular;
  - (ii) if the oil tanker is of less than 75,000 tons deadweight—
    - 0.4L measured from the forward perpendicular;
  - (b) transverse extent—
    - B/3 anywhere in the bottom;
  - (c) vertical extent—
    - breach of the outer hull.
- (7) Every oil tanker of less than 5,000 tons deadweight (being an oil tanker to which this regulation applies) shall comply with the following requirements, that is to say—
- (a) that the tanker shall be fitted with double bottom tanks or spaces having such a depth that the distance  $h$  specified in paragraph (3)(b) of this regulation complies with the following
    - $h = B/15$ , with a minimum value of  $h = 0.76\text{m}$ ;
  - (b) that, in the turn of the bilge area and at locations without a clearly defined turn of the bilge, the cargo tank boundary line shall run parallel to the line of the mid—ship flat bottom as shown in figure 3 at the end of this regulation; and
  - (c) that the tanker shall be provided with cargo tanks so arranged that the capacity of each cargo tank does not exceed  $700\text{m}^3$  unless wing tanks or spaces are arranged in accordance with paragraph (3)(a) of this regulation, but with the distance  $w$  computed as follows—

$$w = 0.4 + \frac{2.4 \text{ DW}}{20,000} (\text{m}),$$

with a minimum value of  $w = 0.76\text{m}$ .

- (8) In an oil tanker to which this regulation applies, oil shall not be carried in any space extending forward of a collision bulkhead located in accordance with regulation 3 of the Merchant Shipping (Cargo Ship Construction and Survey) Regulations 1984(3).

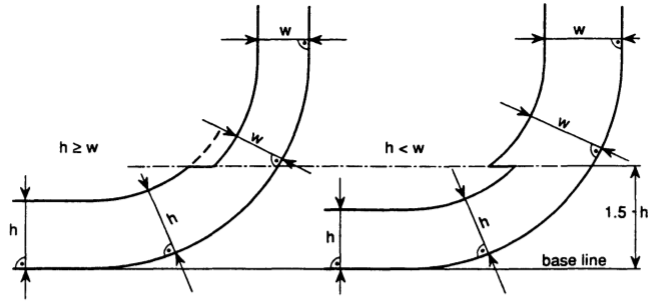
An oil tanker to which this regulation applies and which is not required to have a collision bulkhead in accordance with the said regulation 3 shall not carry oil in any space extending forward of the transverse plane perpendicular to the centreline that is located as if it were a collision bulkhead located in accordance with that regulation.

- (9) In approving the design and construction of an oil tanker to which this regulation applies, the Certifying Authority shall have due regard to general safety considerations (including the need for the maintenance of and for inspections of wing and double bottom tanks or spaces).

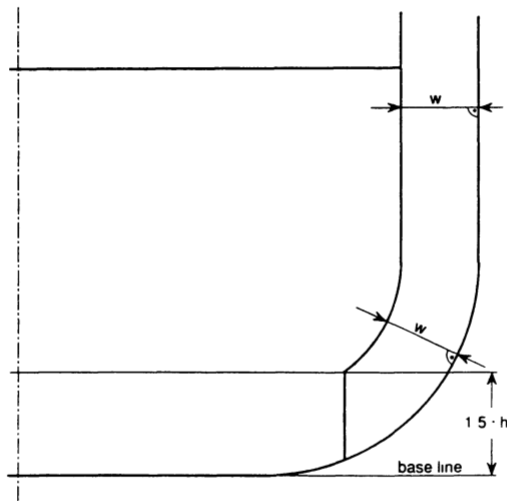
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(3) S.I. 1984/1217, to which the only relevant amending instrument is S.I. 1985/661.

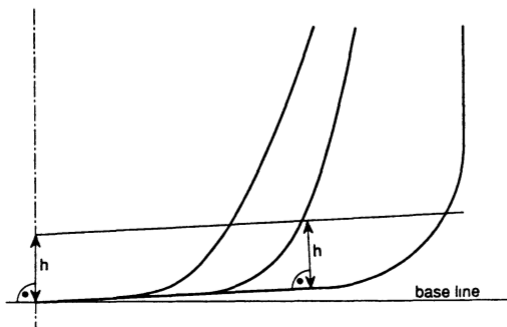
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**Figure 1**—Cargo tank boundary lines for the purpose of paragraph (3)



**Figure 2**—Cargo tank boundary lines for the purpose of paragraph (4)



**Figure 3**—Cargo tank boundary lines for the purpose of paragraph (7)

**“Existing” oil tankers (building contracts before 6th July 1993, etc.)**

**29B.**—(1) Subject to paragraphs (2) and (3) of this regulation, this regulation applies to every crude oil tanker of 20,000 tons deadweight and above and to every product carrier of 30,000 tons deadweight and above (being, in either case, a ship to which these Regulations apply)—

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- (a) for which the building contract is placed before 6th July 1993 or, in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction before 6th January 1994; and
  - (b) which is delivered before 6th July 1996.
- (2) This regulation does not apply (or, having applied, shall cease to apply) to a crude oil tanker or product carrier which has undergone a major conversion—
- (i) for which the contract is placed after 6th July 1993 or, in the absence of a contract, the construction work of which is begun after 6th January 1994; or
  - (ii) which is completed after 6th July 1996.
- (3) This regulation does not apply (or, having applied, shall cease to apply) to an oil tanker which, although not required to comply with the requirements of regulation 29A,—
- (a) does in fact comply with—
    - (i) the requirements of paragraph (3) of that regulation; or
    - (ii) those requirements as modified in accordance with paragraph (4) of that regulation; or
  - (b) conforms to other methods of design and construction which satisfy the requirements of paragraph (5) of that regulation;

and, for the purposes of this regulation, an oil tanker which does not meet in all respects the requirements mentioned in sub—paragraph (a) or (b) of this paragraph as regards minimum distances between the cargo tank boundaries and the ship side and bottom plating shall be treated as meeting those requirements if

(A) the side protection distance is not less than that which the IBC Code specifies for type 2 cargo tank location (that is to say, the said distance is nowhere less than 760mm from the shell plating); and

(B) the bottom protection distance is not less than the lesser of B/15 and 2 metres (the distances mentioned in regulation 19(4)(b)).

In sub—paragraph (A) above, “IBC Code” means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (1990 Edition) published by the Organization.

- (4) The requirements of this regulation take effect on 6th July 1995.
- (a) (5) An oil tanker to which this regulation applies—
    - (i) if it is a United Kingdom ship, shall be subject to an enhanced programme of inspections during renewal, annual, and intermediate surveys conducted pursuant to regulations 4, 5 and 6;
    - (ii) if it is not a United Kingdom ship, shall have undergone periodical, intermediate and annual surveys as provided for by the Convention; and the scope of such surveys shall at least comply (if the tanker is a United Kingdom ship) or have complied (if the tanker is not a United Kingdom ship) with guidelines developed by the Organization pursuant to regulation 13G(3)(a) of Annex I.
  - (b) An oil tanker to which this regulation applies and which is over five years of age shall carry on board a complete file containing the reports or copies of the reports on surveys of the ship carried out pursuant to—
    - (i) the requirements of these regulations (if the tanker is a United Kingdom ship);

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- (ii) the requirements of the Convention (if the tanker is not a United Kingdom ship);  
and the file shall contain the results of all scantling measurement required and a statement of all structural work carried out and shall be available for inspection
- (A) if the tanker is a United Kingdom ship, by the Certifying Authority, or by the competent authority of the Government of any State (other than the United Kingdom) which is a party to the Convention;
- (B) if the tanker is not a United Kingdom ship, by the Certifying Authority.
- (c) The file shall be accompanied by a condition evaluation report containing conclusions on the structural condition of the ship and its residual scantlings, and endorsed to indicate that it is considered satisfactory—
  - (i) if the tanker is a United Kingdom ship, by the Certifying Authority;
  - (ii) if the tanker is not a United Kingdom ship, by or on behalf of the Government of the State whose flag the ship is entitled to fly.
- (d) The file and condition evaluation reports shall be prepared in a standard format in accordance with guidelines developed by the Organization pursuant to the said regulation 13G(3)(a) of Annex I.
- (a) (6) Subject to paragraph (b) of this paragraph, an oil tanker—
  - (i) which is not a new oil tanker as defined in regulation 17(1); and
  - (ii) to which this regulation still applies immediately before the expiration of 25 years from the date on which it was delivered;shall on the expiration of that period become subject to the provisions of paragraphs (3) to (6) and (8) and (9) of regulation 29A, and this regulation shall cease to apply to it.
- (b) The tanker shall not become subject to the said provisions of regulation 29A (and this regulation shall not cease to apply to it) until the expiration of 30 years from the date on which it is delivered if on the expiration of 25 years from that date wing tanks or double bottom spaces, not used for the carriage of oil and meeting the width and height requirements of regulation 19(4), cover—
  - (i) at least 30% of Lt for the full depth of the ship on each side; or
  - (ii) at least 30% of the projected bottom shell area within the length L;where L is as defined in regulation 19(2).
- (7) An oil tanker—
  - (a) which is a new oil tanker as defined in regulation 17(1); and
  - (b) to which this regulation applies immediately before the expiration of 30 years from the date on which it was delivered;shall on the expiration of that period become subject to the provisions of paragraphs (3) to (6) and (8) and (9) of regulation 29A, and this regulation shall cease to apply to it.
- (8) Any new ballast and load conditions resulting from the application of paragraph (6) of this regulation shall, where the oil tanker is a United Kingdom ship, be subject to the approval of the Certifying Authority, and the Certifying Authority shall have particular regard to the longitudinal and local strength, intact stability and, if applicable, damage stability.
- (9) Other structural or operational arrangements may be accepted as alternatives to the requirements of paragraph (6) of this regulation, so however that the alternative

arrangements ensure at least the same level of protection against oil pollution in the event of collision or stranding and have the approval of the Secretary of State (in the case of a United Kingdom ship) or of the Government of the State whose flag the ship is entitled to fly (in the case of a ship other than a United Kingdom ship) based on guidelines developed by the Organization pursuant to regulation 13G(7) of Annex I.”.

## Regulation 30

10. For paragraph (2) of regulation 30 there shall be substituted the following paragraph—

“(2) Unless the discharge is one specified in regulation 11, an offshore installation when so engaged shall not discharge into the sea any oil or oily mixture with an oil content of 15 ppm or more.”.

## Regulation 31A

11. The following Part shall be inserted after Part 7 (regulation 31)—

### “PART 7A

#### PREVENTION OF POLLUTION ARISING FROM AN OIL POLLUTION INCIDENT

##### **Shipboard oil pollution emergency plan**

**31A.**—(1) Every oil tanker of 150 GRT and above and every ship (not being an oil tanker) of 400 GRT and above shall carry on board an approved shipboard oil pollution emergency plan; except that, if the ship was built before 4th April 1993, it shall not be required to carry such a plan until 5th April 1995.

(2) The plan shall be in accordance with the guidelines for the development of shipboard oil pollution emergency plans adopted by the Marine Environment Protection Committee of the Organization on 6th March 1992 by Resolution MEPC 54(32); and the plan shall include at least—

- (i) the procedure to be followed by the master or other persons having charge of the ship to report an oil pollution incident as required by the Merchant Shipping (Reporting of Pollution Incidents) Regulations 1987(4);
- (ii) the list of persons (including national and local authorities) to be contacted in the event of an oil pollution incident;
- (iii) a detailed description of the action to be taken immediately by persons on board to reduce or control the discharge of oil following an incident; and
- (iv) the procedures and point of contact on the ship for co—ordinating shipboard action with national and local authorities in combating the pollution.”.

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

## Schedule 1

12. For Schedule 1 there shall be substituted the following Schedule—

“SCHEDULE 1

Regulation 7(5)

FORMS OF OIL POLLUTION PREVENTION CERTIFICATES

### CONTENTS

- APPENDIX I — INTERNATIONAL OIL POLLUTION PREVENTION  
CERTIFICATE FOR SHIPS OTHER THAN OIL TANKERS
- APPENDIX II — INTERNATIONAL OIL POLLUTION PREVENTION  
CERTIFICATE FOR OIL TANKERS
- APPENDIX III — UNITED KINGDOM OIL POLLUTION PREVENTION  
CERTIFICATE FOR SHIPS OTHER THAN OIL TANKERS
- APPENDIX IV — UNITED KINGDOM OIL POLLUTION PREVENTION  
CERTIFICATE FOR OIL TANKERS

### NOTES

1. An oil pollution prevention certificate in a form set out in this Schedule shall be supplemented by a Record of Construction and Equipment in the form set out following the form of Certificate.

2. Any reference in this Schedule to a regulation means—

(i) in the IOPP Certificate, a regulation of that number in Annex I of the Convention;

(ii) in the UKOPP Certificate, a regulation of that number in these Regulations.

3. Any reference in this Schedule to a Resolution means a Resolution of that number published by the Organization.

4. In this Schedule—

SBT means segregated ballast tanks;

PL means protective location;

COW means crude oil washing;

CBT means clean ballast tanks.

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

**APPENDIX I**

SUR 250  
(revised 1993)  
(SHIP OTHER THAN  
OIL TANKER)

*In duplicate*

**INTERNATIONAL OIL POLLUTION PREVENTION  
CERTIFICATE AND SUPPLEMENT**

Issued under the provisions of the

**INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION  
FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978  
RELATING THERETO UNDER THE AUTHORITY OF THE GOVERNMENT  
OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND**

NAME OF SHIP	
OFFICIAL NUMBER	
IMO SHIP IDENTIFICATION NUMBER	
PORT OF REGISTRY	
GROSS TONNAGE	

**Type of ship:**

Ship, other than either an oil tanker or a ship with cargo tanks coming under regulation 2(2) of Annex I of the Convention

**THIS IS TO CERTIFY:**

- 1 That the ship has been surveyed in accordance with regulation 4 of Annex I of the Convention; and
- 2 That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This Certificate is valid until .....  
subject to survey in accordance with regulation 4 of Annex I of the Convention.

Issued at .....  
(Place of issue of certificate)



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

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

**ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS**

THIS IS TO CERTIFY that at a survey required by regulation 4 of Annex I of the Convention the ship was found to comply with the relevant provisions of the Convention:

**Annual survey:** Signed .....  
(Signature of duly authorized official conducting the survey)



Place .....

Date .....

**Annual\*/Intermediate\* survey:** Signed .....  
(Signature of duly authorized official conducting the survey)



Place .....

Date .....

**Annual\*/Intermediate\* survey:** Signed .....  
(Signature of duly authorized official conducting the survey)



Place .....

Date .....

**Annual survey:** Signed .....  
(Signature of duly authorized official conducting the survey)



Place .....

Date .....

*\*Delete as appropriate*



*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

United Kingdom of  
Great Britain and  
Northern Ireland

**SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION  
PREVENTION CERTIFICATE  
(IOPP CERTIFICATE)**

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS  
OTHER THAN OIL TANKERS**

in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution for Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

- |   |
|---|
| Notes:  |
| 1 This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.                                    |
| 2 Entries in boxes shall be made by inserting either a cross (X) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate. |
| 3 Regulations mentioned in this Record refer to regulations of Annex I of the Convention and Resolutions refer to those adopted by the International Maritime Organization.     |

**1 PARTICULARS OF SHIP**

1.1 Name of ship.....

1.2 Official number.....

1.3 IMO Ship identification number.....

1.4 Port of registry .....

1.5 Gross tonnage .....

1.6 Date of build:

1.6.1 Date of building contract .....

1.6.2 Date on which keel was laid or ship was at a similar stage of construction  
.....

1.6.3 Date of delivery .....

1.7 Major conversion (if applicable):

1.7.1 Date of conversion contract.....

1.7.2 Date on which conversion was commenced

1.7.3 Date of completion of conversion .....

1.8 Status of ship:

1.8.1 New ship in accordance with regulation 1(6)

1.8.2 Existing ship in accordance with regulation 1(7)

1.8.3 The ship has been accepted by the Administration as an 'existing ship'  
under regulation 1(7) due to unforeseen delay in delivery

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

**2 EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (Regulations 10 and 16)**

**2.1 Carriage of ballast water in oil fuel tanks:**

2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks

**2.2 Type of oil filtering equipment fitted:**

2.2.1 Oil filtering (15 ppm) equipment (regulation 16(4))

2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 16(5))

2.3 The ship is allowed to operate with the existing equipment until 6th July 1998 (regulation 16(6)) and fitted with:

2.3.1 Oily-water separating (100 ppm) equipment

2.3.2 Oil filtering (15 ppm) equipment without alarm

2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device

**2.4 Approval standards:**

2.4.1 The separating/filtering equipment:

.1 has been approved in accordance with Resolution A 393(X)

.2 has been approved in accordance with Resolution A 233(VII)

.3 has been approved in accordance with national standards not based upon Resolution A 393(X) or A 233(VII)

.4 has not been approved

2.4.2 The process unit has been approved in accordance with Resolution A 444(XI)

2.4.3 The oil content meter has been approved in accordance with Resolution A 393(X)

2.5 Maximum throughput of the system is .....m<sup>3</sup>/h

**2.6 Waiver of regulation 16:**

2.6.1 The requirements of regulation 16(1) or (2) are waived in respect of this ship in accordance with regulation 16(3)(a). The ship is engaged exclusively on:

.1 Voyages within Special Area(s): .....  
.....

.2 Voyages within 12 miles of the nearest land outside Special Area(s) restricted to: .....  
.....

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

2.6.2 The ship is fitted with holding tank(s) having a volume of  .....m<sup>3</sup> for the total retention on board of all oily bilge water

**3 MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 17)**

3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank	Location		Volume m <sup>3</sup>
	Frames (from) – (to)	Lateral	Position	
Total volume				.....m <sup>3</sup>

3.2 Means for the disposal of residues in addition to the provision of a sludge tanks:

3.2.1 incinerator for oil residues; capacity .....1/h

3.2.2 auxiliary boiler suitable for burning oil residues; capacity .....1/h

3.2.3 tank for mixing oil residues with fuel oil; capacity .....m<sup>3</sup>

3.2.4 other acceptable means: .....

**4 STANDARD DISCHARGE CONNECTION (Regulation 19)**

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 19

**5 SHIPBOARD OIL POLLUTION EMERGENCY PLAN (Regulation 26)**

5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

**6 EXEMPTION**

6.1 Exemptions have been granted by the Administration from the requirements of Chapter II of Annex I of the Convention in accordance with regulation 2(4)(a) on those items listed under paragraph(s)

.....

of this Record

**7 EQUIVALENTS (Regulation 3)**

7.1 Equivalents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s)

.....

of this Record

**THIS IS TO CERTIFY THAT THIS RECORD IS CORRECT IN ALL RESPECTS.**

Issued at .....  
(Place of issue of the Record)



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

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

**APPENDIX II**

SUR 249  
(revised 1993)  
(OIL TANKER)

*In duplicate*

**INTERNATIONAL OIL POLLUTION PREVENTION  
CERTIFICATE AND SUPPLEMENT**

Issued under the provisions of the

**INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION  
FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978  
RELATING THERETO UNDER THE AUTHORITY OF THE GOVERNMENT  
OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND**

NAME OF SHIP	
OFFICIAL NUMBER	
IMO SHIP IDENTIFICATION NUMBER	
PORT OF REGISTRY	
GROSS TONNAGE	

**Type of ship:**

- \* Oil tanker
- \* Ship other than an oil tanker with cargo tanks coming under regulation 2(2) of Annex I of the Convention
- \*Delete as appropriate

**THIS IS TO CERTIFY:**

- 1 That the ship has been surveyed in accordance with regulation 4 of Annex I of the Convention; and
- 2 That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This Certificate is valid until .....  
subject to survey in accordance with regulation 4 of Annex I of the Convention.

Issued at .....  
(Place of issue of certificate)



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

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

**ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS**

THIS IS TO CERTIFY that at a survey required by regulation 4 of Annex I of the Convention the ship was found to comply with the relevant provisions of the Convention:

**Annual survey:** Signed .....  
(Signature of duly authorized official conducting the survey)

OFFICIAL  
STAMP

Place .....

Date .....

**Annual\*/Intermediate\* survey:** Signed .....  
(Signature of duly authorized official conducting the survey)

OFFICIAL  
STAMP

Place .....

Date .....

**Annual\*/Intermediate\* survey:** Signed .....  
(Signature of duly authorized official conducting the survey)

OFFICIAL  
STAMP

Place .....

Date .....

**Annual survey:** Signed .....  
(Signature of duly authorized official conducting the survey)

OFFICIAL  
STAMP

Place .....

Date .....

*\*Delete as appropriate*

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

United Kingdom of  
Great Britain and  
Northern Ireland

**SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION  
PREVENTION CERTIFICATE  
(IOPP CERTIFICATE)**

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR  
OIL TANKERS**

in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as “the Convention”).

Notes:

- 1 This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
- 2 Entries in boxes shall be made by inserting either a cross (x) for the answers “yes” and “applicable” or a dash (–) for the answers “no” and “not applicable” as appropriate.
- 3 Regulations mentioned in this Record refer to regulations of Annex I of the Convention and Resolutions refer to those adopted by the International Maritime Organization.

1 PARTICULARS OF SHIP

- 1.1 Name of ship.....
- 1.2 Official number.....
- 1.3 IMO Ship identification number.....
- 1.4 Port of registry .....
- 1.5 Gross tonnage .....
- 1.6 Carrying capacity of ship .....(m<sup>3</sup>)
- 1.7 Deadweight of ship .....(metric tons) regulation 1(22)
- 1.8 Length of ship .....(m) regulation 1(18)
- 1.9 Date of build:
  - 1.9.1 Date of building contract .....
  - 1.9.2 Date on which keel was laid or ship was at a similar stage of construction.....
  - 1.9.3 Date of delivery .....
- 1.10 Major conversion (if applicable):
  - 1.10.1 Date of conversion contract.....
  - 1.10.2 Date on which conversion was commenced.....
  - 1.10.3 Date of completion of conversion .....

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

1.11 Status of ship:

- 1.11.1 New ship in accordance with regulation 1(6)
- 1.11.2 Existing ship in accordance with regulation 1(7)
- 1.11.3 New oil tanker in accordance with regulation 1(26)
- 1.11.4 Existing oil tanker in accordance with regulation 1(27)
- 1.11.5 The ship has been accepted by the Administration as an 'existing ship' under regulation 1(7) due to unforeseen delay in delivery
- 1.11.6 The ship has been accepted by the Administration as an 'existing oil tanker' under regulation 1(27) due to unforeseen delay in delivery
- 1.11.7 The ship is not required to comply with the provisions of regulation 24 due to unforeseen delay in delivery

1.12 Type of ship:

- 1.12.1 Crude oil tanker
- 1.12.2 Product carrier
- 1.12.3 Crude oil/product carrier
- 1.12.4 Combination carrier
- 1.12.5 Ship, other than an oil tanker, with cargo tanks coming under regulation 2(2) of Annex I of the Convention
- 1.12.6 Oil tanker dedicated to the carriage of products referred to in regulation 15(7)
- 1.12.7 The ship, being designated as a 'crude oil tanker' operating with COW, is also designated as a 'product carrier' operating with CBT, for which a separate IOPP Certificate has also been issued
- 1.12.8 The ship, being designated as a 'product carrier' operating with CBT, is also designated as a 'crude oil tanker' operating with COW, for which a separate IOPP Certificate has also been issued
- 1.12.9 Chemical tanker carrying oil

2 EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (Regulations 10 and 16)

2.1 Carriage of ballast water in oil fuel tanks:

- 2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks

2.2 Type of oil filtering equipment fitted:

- 2.2.1 Oil filtering (15 ppm) equipment (regulation 16(4))
- 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 16(5))



*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- 2.3 The ship is allowed to operate with the existing equipment until 6th July 1998 (regulation 16(6)) and fitted with:
  - 2.3.1 Oily-water separating (100 ppm) equipment
  - 2.3.2 Oil filtering (15 ppm) equipment without alarm
  - 2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device
- 2.4 Approval standards:
  - 2.4.1 The separating/filtering equipment:
    - .1 has been approved in accordance with Resolution A 393(X)
    - .2 has been approved in accordance with Resolution A 233(VII)
    - .3 has been approved in accordance with national standards not based upon Resolution A 393(X) or A 233(VII)
    - .4 has not been approved
  - 2.4.2 The process unit has been approved in accordance with Resolution A 444(XI)
  - 2.4.3 The oil content meter has been approved in accordance with Resolution A 393(X)
- 2.5 Maximum throughput of the system is .....m<sup>3</sup>/h
- 2.6 Waiver of regulation 16:
  - 2.6.1 The requirements of regulation 16(1) or (2) are waived in respect of this ship in accordance with regulation 16(3)(a). The ship is engaged exclusively on:
    - .1 Voyages within Special Area(s): .....  
.....  
.....
    - .2 Voyages within 12 miles of the nearest land outside Special Area(s) restricted to: .....  
.....  
.....
  - 2.6.2 The ship is fitted with holding tank(s) having a volume of ..... m<sup>3</sup> for the total retention on board of all oily bilge water
  - 2.6.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

**3 MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 17)**

3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank	Location		Volume m <sup>3</sup>
	Frames (from) – (to)	Lateral	Position	
				Total volume .....m <sup>3</sup>

3.2 Means for the disposal of residues in addition to the provision of sludge tanks:

- 3.2.1 incinerator for oil residues;  
capacity .....l/h
- 3.2.2 auxiliary boiler suitable for burning oil residues;  
capacity .....l/h
- 3.2.3 tank for mixing oil residues with fuel oil;  
capacity .....m<sup>3</sup>
- 3.2.4 other acceptable means:  
.....

**4 STANDARD DISCHARGE CONNECTION (Regulation 19)**

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 19

**5 CONSTRUCTION (Regulations 13, 24 and 25)**

- 5.1 In accordance with the requirements of regulation 13, the ship is:
  - 5.1.1 Required to be provided with SBT, PL and COW
  - 5.1.2 Required to be provided with SBT and PL
  - 5.1.3 Required to be provided with SBT
  - 5.1.4 Required to be provided with SBT or COW

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

5.1.5 Required to be provided with SBT or CBT

5.1.6 Not required to comply with the requirements of regulation 13

5.2 Segregated ballast tanks (SBT):

5.2.1 The ship is provided with SBT in compliance with regulation 13

5.2.2 The ship is provided with SBT, in compliance with regulation 13, which are arranged in protective locations (PL) in compliance with regulation 13E

5.2.3 SBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
		Total	

5.3 Dedicated clean ballast tanks (CBT):

5.3.1 The ship is provided with CBT in compliance with regulation 13A, and may operate as a product carrier.

5.3.2 CBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
		Total	

5.3.3 The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual which is dated .....

5.3.4 The ship has common piping and pump arrangements for ballasting the CBT and handling cargo oil

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- 5.3.5 The ship has separate independent piping and pumping arrangements for ballasting the CBT
- 5.4 Crude oil washing (COW):
  - 5.4.1 The ship is equipped with a COW system in compliance with regulation 13B
  - 5.4.2 The ship is equipped with a COW system in compliance with regulation 13B except that the effectiveness of the system has not been confirmed in accordance with regulation 13(6) and paragraph 4.2.10 of the Revised COW specifications (Resolution A 446(XI))
  - 5.4.3 This ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated .....
  - 5.4.4 This ship is not required to be but is equipped with COW in compliance with the safety aspects of the Revised COW Specifications (Resolution A 446(XI))
- 5.5 Exemption from regulation 13:
  - 5.5.1 The ship is solely engaged in trade between .....  
 .....  
 in accordance with regulation 13C and is therefore exempted from the requirements of regulation 13
  - 5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 13D and is therefore exempted from the requirements of regulation 13
- 5.6 Limitation of size and arrangements of cargo tanks (regulation 24):
  - 5.6.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 24
  - 5.6.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 24(4) (see regulation 2(2))
- 5.7 Subdivision and stability (regulation 25):
  - 5.7.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 25
  - 5.7.2 Information and data required under regulation 25(5) have been supplied to the ship in an approved form
- 5.8 Double hull construction
  - 5.8.1 The ship is required to be constructed according to regulation 13F and complies with the requirements of:
    - .1 paragraph (3) (double hull construction)
    - .2 paragraph (4) (mid-height deck tankers with double side construction)
    - .3 paragraph (5) (alternative method approved by the Marine Environment Protection Committee)
  - 5.8.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 13F(7) (double bottom requirements)

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

5.8.3 The ship is not required to comply with the requirements of regulation 13F

5.8.4 The ship is subject to regulation 13G and:

.1 is required to comply with regulation 13F not later than .....

.2 is so arranged that the following tanks or spaces are not used for the carriage of oil .....

5.8.5 The ship is not subject to regulation 13G

**6 RETENTION OF OIL ON BOARD (Regulation 15)**

6.1 Oil discharge monitoring and control system:

6.1.1 The ship comes under category .....oil tanker as defined in Resolution A 496(XII) or A 586(14)\*+

6.1.2 The system comprises:

.1 control unit

.2 computing unit

.3 calculating unit

6.1.3 The system is:

.1 fitted with a starting interlock

.2 fitted with automatic stopping device

6.1.4 The oil content meter is approved under the terms of Resolution A 393(X) or A 586(14)+ suitable for:

.1 crude oil

.2 black products

.3 white products

.4 oil-like noxious liquid substances as listed in the attachment to the Certificate

6.1.5 The ship has been supplied with an operations manual for the oil discharge monitoring and control system

6.2 Slop tanks:

6.1.2 The ship is provided with .....dedicated slop tank(s) with the total capacity of .....m<sup>3</sup> which is .....% of the oil carrying capacity, in accordance with:

\* Oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 2nd October 1986 should be fitted with a system approved under Resolution A 586(14).  
+ delete as appropriate

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

- .1 regulation 15(2)(c)
- .2 regulation 15(2)(c)(i)
- .3 regulation 15(2)(c)(ii)
- .4 regulation 15(2)(c)(iii)
- 6.2.2 Cargo tanks have been designated as slop tanks
- 6.3 Oil/water interface detectors:
  - 6.3.1 The ship is provided with oil/water interface detectors approved under the terms of Resolution MEPC.5(XIII)
- 6.4 Exemptions from regulation 15:
  - 6.4.1 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 15(7)
  - 6.4.2 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 2(2)
- 6.5 Waiver of regulation 15:
  - 6.5.1 The requirements of regulation 15(3) are waived in respect of this ship in accordance with regulation 15(5)(b). The ship is engaged exclusively on:
    - .1 Specific trade under regulation 13C: .....  
.....  
.....
    - .2 Voyages within Special Area(s): .....  
.....  
.....
    - .3 Voyages within 50 miles of the nearest land outside Special Area(s) of 72 hours or less in duration restricted to: .....  
.....
- 7 PUMPING, PIPING AND DISCHARGE ARRANGEMENTS (Regulation 18)
  - 7.1 The overboard discharge outlets for segregated ballast are located:
    - 7.1.1 above the waterline
    - 7.1.2 below the waterline
  - 7.2 The overboard discharge outlets, other than the discharge manifold, for clean ballast are located: \*
    - 7.2.1 above the waterline
    - 7.2.2 below the waterline

*\*Only those outlets which can be monitored are to be indicated.*

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

- 7.3 The overboard discharge outlets, other than the discharge manifold, for dirty ballast water or oil contaminated water from cargo tank areas are located:\*
- 7.3.1 above the waterline
  - 7.3.2 below the waterline in conjunction with the part flow arrangements in compliance with regulation 18(6)(e)
  - 7.3.3 below the waterline
- 7.4 Discharge of oil from cargo pumps and oil lines (regulation 18(4) and (5)):
- 7.4.1 Means to drain all cargo pumps and oil lines at the completion of cargo discharge 
    - .1 drainings capable of being discharged to a cargo tank or slop tank
    - .2 for discharge ashore a special small diameter line is provided
- 8 SHIPBOARD OIL POLLUTION EMERGENCY PLAN (Regulation 26)
- 8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26
- 9 EQUIVALENT ARRANGEMENTS FOR CHEMICAL TANKERS CARRYING OIL
- 9.1 As equivalent arrangements for the carriage of oil by a chemical tanker, the ship is fitted with the following equipment in lieu of slop tanks (paragraph 6.2 above) and oil/water interface detectors (paragraph 6.3 above):
    - 9.1.1 oily-water separating equipment capable of producing effluent with oil content less than 100 ppm, with the capacity of .....m<sup>3</sup>/h
    - 9.1.2 a holding tank with the capacity of .....m<sup>3</sup>
    - 9.1.3 a tank for collecting tank washings which is:
      - .1 a dedicated tank
      - .2 a cargo tank designated as a collecting tank
    - 9.1.4 a permanently installed transfer pump for overboard discharge of effluent containing oil through the oily-water separating equipment
  - 9.2 The oily-water separating equipment has been approved under the terms of Resolution A 393(X) and is suitable for the full range of Annex I products
  - 9.3 The ship holds a valid Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk
- 10 OIL-LIKE NOXIOUS LIQUID SUBSTANCES
- 10.1 The ship is permitted in accordance with regulation 14 of Annex II of the Convention to carry the oil-like noxious liquid substances specified in the list<sup>+</sup> attached.

\*Only those outlets which can be monitored are to be indicated.

<sup>+</sup>The list of oil-like noxious substances permitted for carriage, signed, dated and certified by a seal or a stamp of the issuing authority shall be attached.

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

11 EXEMPTION

11.1 Exemptions have been granted by the Administration from the requirements of Chapters II and III of Annex I of the Convention in accordance with regulation

2(4)(a) on those items listed under paragraph(s) .....   
.....of this Record

12 EQUIVALENTS (Regulation 3)

12.1 Equivalents have been approved by the Administration for certain requirements of

Annex I on those items listed under paragraph(s) .....   
.....of this Record

THIS IS TO CERTIFY THAT THIS RECORD IS CORRECT IN ALL RESPECTS.

Issued at .....  
(Place of issue of the Record)



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



**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

**APPENDIX III**

SUR 252  
(revised 1993)  
(SHIP OTHER THAN  
OIL TANKER)

*In duplicate*

**UNITED KINGDOM OIL POLLUTION PREVENTION  
CERTIFICATE AND SUPPLEMENT**

Issued by the Department of Transport

NAME OF SHIP	
OFFICIAL NUMBER	
IMO SHIP IDENTIFICATION NUMBER	
PORT OF REGISTRY	
GROSS TONNAGE	

**Type of ship:**

Ship, other than either an oil tanker or a ship with cargo tanks coming under regulation 2(4) of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended)

**THIS IS TO CERTIFY:**

- 1 That the ship has been surveyed in accordance with regulation 4 of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended); and
- 2 That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended).

This Certificate is valid until .....

Issued at .....

*(Place of issue of certificate)*



.....19.....

*(Signature of duly authorized officer of the  
Department of Transport issuing the Certificate)*

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

United Kingdom of Great Britain and Northern Ireland

SUPPLEMENT TO THE UNITED KINGDOM OIL POLLUTION PREVENTION CERTIFICATE (UKOPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

in respect of the provisions of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended).

- Notes:
1 This Record shall be permanently attached to the UKOPP Certificate. The UKOPP Certificate shall be available on board the ship at all times.
2 Entries in boxes shall be made by inserting either a cross (X) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.
3 Regulations mentioned in this Record refer to regulations of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended).
4 Resolutions mentioned in this Record refer to those adopted by the International Maritime Organization.

1 PARTICULARS OF SHIP

- 1.1 Name of ship.....
1.2 Official number.....
1.3 IMO Ship identification number.....
1.4 Port of registry .....
1.5 Gross tonnage .....
1.6 Date of build:
1.6.1 Date of building contract.....
1.6.2 Date on which keel was laid or ship was at a similar stage of construction.....
1.6.3 Date of delivery .....
1.7 Major conversion (if applicable):
1.7.1 Date of conversion contract.....
1.7.2 Date on which conversion was commenced.....
1.7.3 Date of completion of conversion .....
1.8 Status of ship:
1.8.1 New ship in accordance with regulation 1(2) [ ]
1.8.2 Existing ship in accordance with regulation 1(2) [ ]
1.8.3 The ship has been accepted as an 'existing ship' under regulation 1(2) due to unforeseen delay in delivery [ ]

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

**2 EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (Regulations 14 and 16)**

**2.1 Carriage of ballast water in oil fuel tanks:**

2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks

**2.2 Type of oil filtering equipment fitted:**

2.2.1 Oil filtering (15 ppm) equipment (regulation 14(5))

2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14(5) and (6))

2.3 The ship is allowed to operate with the existing equipment until 6th July 1998 (regulation 14(7)) and fitted with:

2.3.1 Oily-water separating (100 ppm) equipment

2.3.2 Oil filtering (15 ppm) equipment without alarm

2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device

**2.4 Approval standards:**

**2.4.1 The separating/filtering equipment:**

.1 has been approved in accordance with Resolution A 393(X)

.2 has been approved in accordance with Resolution A 233(VII)

.3 has been approved in accordance with national standards not based upon Resolution A 393(X) or A 233(VII)

.4 has not been approved

2.4.2 The process unit has been approved in accordance with Resolution A 444(XI)

2.4.3 The oil content meter has been approved in accordance with Resolution A 393(X)

2.5 Maximum throughput of the system is .....m<sup>3</sup>/h

**2.6 Waiver of regulation 14:**

2.6.1 The requirements of regulation 14(1) or (2) are waived in respect of this ship in accordance with regulation 14(3). The ship is engaged exclusively on:

.1 Voyages within Special Area(s): .....  
.....

.2 Voyages within 12 miles of the nearest land outside Special Area(s) restricted to: .....  
.....

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

2.6.2 The ship is fitted with holding tank(s) having a volume of  .....m<sup>3</sup> for the total retention on board of all oily bilge water

**3 MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 25(1) and (2))**

3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank	Location		Volume m <sup>3</sup>
	Frames (from) – (to)	Lateral	Position	
Total volume				.....m <sup>3</sup>

3.2 Means for the disposal of residues in addition to the provision of sludge tanks:

3.2.1 incinerator for oil residues; capacity .....1/h

3.2.2 auxiliary boiler suitable for burning oil residues; capacity .....1/h

3.2.3 tank for mixing oil residues with fuel oil; capacity .....m<sup>3</sup>

3.2.4 other acceptable means:

**4 STANDARD DISCHARGE CONNECTION (Regulation 25(3))**

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 25(3).

**5 SHIPBOARD OIL POLLUTION EMERGENCY PLAN (Regulation 31A)**

5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 31A

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

6 EXEMPTION

6.1 Exemptions have been granted by the Secretary of State from the requirements of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended) in accordance with regulation 2(3) on those items listed under paragraph(s)

.....

of this Record

7 EQUIVALENTS (Regulation 3)

7.1 Equivalents have been approved by the Secretary of State for certain requirements of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended) in accordance with regulation 3 on those items listed under paragraph(s)

.....

of this Record

THIS IS TO CERTIFY THAT THIS RECORD IS CORRECT IN ALL RESPECTS.

Issued at .....

(Place of issue of the Record)



.....19 .....

.....

(Signature of duly authorized officer of the Department of Transport issuing the Record)

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

APPENDIX IV

SUR 251  
(revised 1993)  
(OIL TANKER)

In duplicate

UNITED KINGDOM OIL POLLUTION PREVENTION  
CERTIFICATE AND SUPPLEMENT

Issued by the Department of Transport

NAME OF SHIP	
OFFICIAL NUMBER	
IMO SHIP IDENTIFICATION NUMBER	
PORT OF REGISTRY	
GROSS TONNAGE	

Type of ship:

- \* Oil tanker
- \* Ship other than an oil tanker with cargo tanks coming under regulation 2(4) of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended).
- \*Delete as appropriate

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with regulation 4 of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983; and
- 2 That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended).

This Certificate is valid until .....

Issued at .....  
(Place of issue of certificate)



.....19.....  
(Signature of duly authorized officer of the  
Department of Transport issuing the Certificate)

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

United Kingdom of  
Great Britain and  
Northern Ireland

**SUPPLEMENT TO THE UNITED KINGDOM OIL POLLUTION  
PREVENTION CERTIFICATE  
(UKOPP CERTIFICATE)**

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR  
OIL TANKERS**

in respect of the provisions of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended).

Notes:

- 1 This Record shall be permanently attached to the UKOPP Certificate. The UKOPP Certificate shall be available on board the ship at all times.
- 2 Entries in boxes shall be made by inserting either a cross (x) for the answers “yes” and “applicable” or a dash (–) for the answers “no” and “not applicable” as appropriate.
- 3 Regulations mentioned in this Record refer to regulations of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended).
- 4 Resolutions mentioned in this Record refer to those adopted by the International Maritime Organization.

1 PARTICULARS OF SHIP

- 1.1 Name of ship.....
- 1.2 Official number.....
- 1.3 IMO Ship identification number.....
- 1.4 Port of registry .....
- 1.5 Gross tonnage .....
- 1.6 Carrying capacity of ship .....(m<sup>3</sup>)
- 1.7 Deadweight of ship .....(metric tons) regulation 1(2)
- 1.8 Length of ship .....(m) regulation 1(2)
- 1.9 Date of build:
  - 1.9.1 Date of building contract .....
  - 1.9.2 Date on which keel was laid or ship was at a similar stage of construction.....
  - 1.9.3 Date of delivery .....
- 1.10 Major conversion (if applicable):
  - 1.10.1 Date of conversion contract .....
  - 1.10.2 Date on which conversion was commenced.....
  - 1.10.3 Date of completion of conversion .....

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

1.11 Status of ship:

- 1.11.1 New ship in accordance with regulation 1(2)
- 1.11.2 Existing ship in accordance with regulation 1(2)
- 1.11.3 New oil tanker in accordance with regulation 17(1)
- 1.11.4 Existing oil tanker in accordance with regulation 17(2)
- 1.11.5 The ship has been accepted as an 'existing ship' under regulation 1(2) due to unforeseen delay in delivery
- 1.11.6 The ship has been accepted as an 'existing oil tanker' under regulation 1(2) due to unforeseen delay in delivery
- 1.11.7 The ship is not required to comply with the provisions of regulation 28 due to unforeseen delay in delivery

1.12 Type of ship:

- 1.12.1 Crude oil tanker
- 1.12.2 Product carrier
- 1.12.3 Crude oil/product carrier
- 1.12.4 Combination carrier
- 1.12.5 Ship, other than an oil tanker, with cargo tanks coming under regulation 2(4)
- 1.12.6 Oil tanker dedicated to the carriage of products referred to in regulation 15(6)
- 1.12.7 The ship, being designated as a 'crude oil tanker' operating with COW, is also designated as a 'product carrier' operating with CBT, for which a separate UKOPP Certificate has also been issued
- 1.12.8 The ship, being designated as a 'product carrier' operating with CBT, is also designated as a 'crude oil tanker' operating with COW, for which a separate UKOPP Certificate has also been issued
- 1.12.9 Chemical tanker carrying oil

2 EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (Regulations 14 and 16)

2.1 Carriage of ballast water in oil fuel tanks:

- 2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks

2.2 Type of oil filtering equipment fitted:

- 2.2.1 Oil filtering (15 ppm) equipment (regulation 14(5))
- 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14(5) and (6))



**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

- 2.3 The ship is allowed to operate with the existing equipment until 6th July 1998 (regulation 14(7)) and fitted with:
- 2.3.1 Oily-water separating (100 ppm) equipment
  - 2.3.2 Oil filtering (15 ppm) equipment without alarm
  - 2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device
- 2.4 Approval standards:
- 2.4.1 The separating/filtering equipment:
    - .1 has been approved in accordance with Resolution A 393(X)
    - .2 has been approved in accordance with Resolution A 233(VII)
    - .3 has been approved in accordance with national standards not based upon Resolution A 393(X) or A 233(VII)
    - .4 has not been approved
  - 2.4.2 The process unit has been approved in accordance with Resolution A 444(XI)
  - 2.4.3 The oil content meter has been approved in accordance with Resolution A 393(X)
- 2.5 Maximum throughput of the system is .....m<sup>3</sup>/h
- 2.6 Waiver of regulation 14:
- 2.6.1 The requirements of regulation 14(1) or (2) are waived in respect of this ship in accordance with regulation 14(3). The ship is engaged exclusively on:
    - .1 Voyages within Special Area(s): .....  
.....  
.....
    - .2 Voyages within 12 miles of the nearest land outside Special Area(s) restricted to: .....  
.....  
.....
  - 2.6.2 The ship is fitted with holding tank(s) having a volume of ..... m<sup>3</sup> for the total retention on board of all oily bilge water
  - 2.6.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

**3 MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 25(1) and (2))**

3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank	Location		Volume m <sup>3</sup>
	Frames (from) – (to)	Lateral	Position	
				Total volume .....m <sup>3</sup>

3.2 Means for the disposal of residues in addition to the provision of sludge tanks:

- 3.2.1 incinerator for oil residues;  
capacity .....l/h
- 3.2.2 auxiliary boiler suitable for burning oil residues;  
capacity .....l/h
- 3.2.3 tank for mixing oil residues with fuel oil;  
capacity .....m<sup>3</sup>
- 3.2.4 other acceptable means:  
.....

**4 STANDARD DISCHARGE CONNECTION (Regulation 25(3))**

- 4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 25(3)

**5 CONSTRUCTION (Regulations 18, 28 and 29)**

- 5.1 In accordance with the requirements of regulation 18, the ship is:
  - 5.1.1 Required to be provided with SBT, PL and COW
  - 5.1.2 Required to be provided with SBT and PL
  - 5.1.3 Required to be provided with SBT
  - 5.1.4 Required to be provided with SBT or COW

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5.1.5 Required to be provided with SBT or CBT

5.1.6 Not required to comply with the requirements of regulation 18

5.2 Segregated ballast tanks (SBT):

5.2.1 The ship is provided with SBT in compliance with regulation 18

5.2.2 The ship is provided with SBT, in compliance with regulation 18, which are arranged in protective locations (PL) in compliance with regulation 19

5.2.3 SBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
		Total	

5.3 Dedicated clean ballast tanks (CBT):

5.3.1 The ship is provided with CBT in compliance with regulation 20, and may operate as a product carrier.

5.3.2 CBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
		Total	

5.3.3 The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual which is dated .....

5.3.4 The ship has common piping and pump arrangements for ballasting the CBT and handling cargo oil

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

- 5.3.5 The ship has separate independent piping and pumping arrangements for ballasting the CBT
- 5.4 Crude oil washing (COW):
  - 5.4.1 The ship is equipped with a COW system in compliance with regulation 21
  - 5.4.2 The ship is equipped with a COW system in compliance with regulation 21 except that the effectiveness of the system has not been confirmed in accordance with regulation 18(6) and paragraph 4.2.10 of the Revised COW specifications (Resolution A 446(XI))
  - 5.4.3 This ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated .....
  - 5.4.4 This ship is not required to be but is equipped with COW in compliance with the safety aspects of the Revised COW Specifications (Resolution A 446(XI))
- 5.5 Exemption from regulation 18:
  - 5.5.1 The ship is solely engaged in trade between .....  
 .....  
 in accordance with regulation 22 and is therefore exempted from the requirements of regulation 18
  - 5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 23 and is therefore exempted from the requirements of regulation 18
- 5.6 Limitation of size and arrangements of cargo tanks (regulation 28: see regulation 2(4)):
  - 5.6.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 28
  - 5.6.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 28(4) (see regulation 2(4))
- 5.7 Subdivision and stability (regulation 29):
  - 5.7.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 29
  - 5.7.2 Information and data required under regulation 29(5) have been supplied to the ship in an approved form
- 5.8 Double hull construction
  - 5.8.1 The ship is required to be constructed according to regulation 29A and complies with the requirements of:
    - .1 paragraph (3) (double hull construction)
    - .2 paragraph (4) (mid-height deck tankers with double side construction)
    - .3 paragraph (5) (alternative method approved by the Secretary of State)
  - 5.8.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 29A(7) (double bottom requirements)

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

- 5.8.3 The ship is not required to comply with the requirements of regulation 29A
- 5.8.4 The ship is subject to regulation 29B and:
- .1 is required to comply with regulation 29A not later than .....
  - .2 is so arranged that the following tanks or spaces are not used for the carriage of oil .....
- 5.8.5 The ship is not subject to regulation 29B
- 6 RETENTION OF OIL ON BOARD (Regulation 15)
- 6.1 Oil discharge monitoring and control system:
- 6.1.1 The ship comes under category.....oil tanker as defined in Resolution A 496(XII) or A 586(14)\*+
- 6.1.2 The system comprises:
- .1 control unit
  - .2 computing unit
  - .3 calculating unit
- 6.1.3 The system is:
- .1 fitted with a starting interlock
  - .2 fitted with automatic stopping device
- 6.1.4 The oil content meter is approved under the terms of Resolution A 393(X) or A 586(14)+ suitable for:
- .1 crude oil
  - .2 black products
  - .3 white products
  - .4 oil-like noxious liquid substances as listed in the attachment to the Certificate
- 6.1.5 The ship has been supplied with an operations manual for the oil discharge monitoring and control system
- 6.2 Slop tanks:
- 6.2.1 The ship is provided with.....dedicated slop tank(s) with the total capacity of .....m<sup>3</sup> which is .....% of the oil carrying capacity, in accordance with:

\* Oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 2 October 1986 should be fitted with a system approved under Resolution A 586(14).  
+ delete as appropriate

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

- .1 regulation 15(2)(c)
  - .2 regulation 15(2)(c)(i)
  - .3 regulation 15(2)(c)(ii)
  - 6.2.2 Cargo tanks have been designated as slop tanks
  - 6.3 Oil/water interface detectors:
    - 6.3.1 The ship is provided with oil/water interface detectors approved under the terms of Resolution MEPC.5(XIII)
  - 6.4 Exemptions from regulation 15:
    - 6.4.1 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with: 
      - .1 regulation 15(5)<sup>+</sup>
      - .2 regulation 15(6)<sup>+</sup>
    - 6.4.2 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 2(4)
  - 6.5 Waiver of regulation 15:
    - 6.5.1 The requirements of regulation 15(3) are waived in respect of this ship in accordance with regulation 15(5)(b). The ship is engaged exclusively on: 
      - .1 Specific trade under regulation 22: .....  
 .....  
 .....
      - .2 Voyages within Special Area(s): .....  
 .....  
 .....
      - .3 Voyages within 50 miles of the nearest land outside  
 Special Area(s) of 72 hours or less in duration restricted  
 to: .....  
 .....
- 7 PUMPING, PIPING AND DISCHARGE ARRANGEMENTS (Regulation 26)
- 7.1 The overboard discharge outlets for segregated ballast are located:
    - 7.1.1 above the waterline
    - 7.1.2 below the waterline
  - 7.2 The overboard discharge outlets, other than the discharge manifold, for clean ballast are located: \*

<sup>+</sup>Delete as appropriate  
<sup>\*</sup>Only those outlets which can be monitored are to be indicated.

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

- 7.2.1 above the waterline
- 7.2.2 below the waterline
- 7.3 The overboard discharge outlets, other than the discharge manifold, for dirty ballast water or oil contaminated water from cargo tank areas are located:\*

  - 7.3.1 above the waterline
  - 7.3.2 below the waterline in conjunction with the part flow arrangements in compliance with regulation 26(6)(e)
  - 7.3.3 below the waterline

- 7.4 Discharge of oil from cargo pumps and oil lines (regulation 26(4) and (5)):
  - 7.4.1 Means to drain all cargo pumps and oil lines at the completion of cargo discharge 
    - .1 drainings capable of being discharged to a cargo tank or slop tank
    - .2 for discharge ashore a special small diameter line is provided
- 8 SHIPBOARD OIL POLLUTION EMERGENCY PLAN (Regulation 31A)
  - 8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 31A
- 9 EQUIVALENT ARRANGEMENTS FOR CHEMICAL TANKERS CARRYING OIL
  - 9.1 As equivalent arrangements for the carriage of oil by a chemical tanker, the ship is fitted with the following equipment in lieu of slop tanks (paragraph 6.2 above) and oil/water interface detectors (paragraph 6.3 above):
    - 9.1.1 oily-water separating equipment capable of producing effluent with oil content less than 100 ppm, with the capacity of .....m<sup>3</sup>/h
    - 9.1.2 a holding tank with the capacity of .....m<sup>3</sup>
    - 9.1.3 a tank for collecting tank washings which is:
      - .1 a dedicated tank
      - .2 a cargo tank designated as a collecting tank
    - 9.1.4 a permanently installed transfer pump for overboard discharge of effluent containing oil through the oily-water separating equipment
  - 9.2 The oily-water separating equipment has been approved under the terms of Resolution A 393(X) and is suitable for the full range of Annex I products
  - 9.3 The ship holds a valid Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk

*\*Only those outlets which can be monitored are to be indicated.*

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

10 OIL-LIKE NOXIOUS LIQUID SUBSTANCES

10.1 The ship is permitted in accordance with regulation 18 of the Merchant Shipping (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations 1987 to carry the oil-like noxious liquid substances specified in the list<sup>†</sup> attached.

11 EXEMPTION

11.1 Exemptions have been granted by the Secretary of State from the requirements of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended) in accordance with regulation 2(3) on those items listed under paragraph(s) .....   
.....of this Record

12 EQUIVALENTS (Regulation 3)

12.1 Equivalents have been approved by the Secretary of State for certain requirements of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983 (as amended) in accordance with regulation 3 on those items listed under paragraph(s) .....   
.....of this Record

<sup>†</sup>The list of oil-like noxious substances permitted for carriage, signed, dated and certified by a seal or a stamp of the issuing authority shall be attached.

THIS IS TO CERTIFY THAT THIS RECORD IS CORRECT IN ALL RESPECTS.

Issued at .....  
(Place of issue of the Record)



.....19 .....  
(Signature of duly authorized official issuing the Record)".



*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

*Schedule 2*

13. For Schedule 2 there shall be substituted the following Schedule—

“SCHEDULE 2

Regulation 10(1)

OIL RECORD BOOKS

*CONTENTS*

- APPENDIX I OIL RECORD BOOK (part 1)—MACHINERY SPACE OPERATIONS (ALL SHIPS)
- APPENDIX II OIL RECORD BOOK (part 2)—CARGO/BALLAST OPERATIONS (OIL TANKERS)

APPENDIX I

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OIL RECORD BOOK (part 1)

MACHINERY SPACE  
OPERATIONS  
(ALL SHIPS)

---

NAME OF SHIP .....

OFFICIAL NUMBER .....

IMO SHIP IDENTIFICATION NUMBER .....

GROSS TONNAGE .....

PERIOD FROM ..... TO .....

---

OIL RECORD BOOK (part 1)

Part 1—Machinery space operations

Introduction

Part 1 of the oil record book is required to record machinery space operations for every ship of 400 tons gross tonnage and above, other than oil tankers, and every oil tanker of 150 tons gross tonnage and above.

The following pages list items which are, when appropriate, to be recorded in the Oil Record Book in accordance with regulation 20 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) (and, more particularly, as regards UK ships and other ships in UK waters, regulation 10 of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983). The items have been grouped into operational sections, each of which is denoted by a letter code.

When making entries in the Oil Record Book the date, operational code and item number shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically in the blank spaces.

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

The Oil Record Book 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 should be considered accordingly.

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

LIST OF ITEMS TO BE RECORDED

**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);
  - .3 identity of tank(s) into which cleaning water was transferred.
4. Ballasting:
  - .1 position of ship and time at start and end of ballasting;
  - .2 quantity of ballast if tanks are not cleaned;
  - .3 position of ship at start of cleaning;
  - .4 position of ship at start of ballasting.

**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 100 ppm equipment;
  - .2 through 15 ppm equipment;
  - .3 to reception facilities.
10. Quantity discharged.

**C. Collection and disposal of oil residues (sludge)**

11. Collection of oil residues
 

Quantity of oil residues (sludge) retained on board at the end of a voyage, but not more frequently than once a week. When ships are on short voyages, the quantity should be recorded weekly<sup>1</sup>:

  - .1 separated sludge (sludge resulting from purification of fuel and lubricating oils) and other residues, if applicable:
    - identity of tank(s) .....
    - capacity of tank(s) ..... m<sup>3</sup>
    - total quantity of retention ..... m<sup>3</sup>;
  - .2 other residues (such as oil residues resulting from drainages, leakages, exhausted oil, etc, in the machinery spaces), if applicable due to tank arrangement in addition to .1;
    - identity of tank(s) .....
    - capacity of tank(s) ..... m<sup>3</sup>
    - total quantity of retention ..... m<sup>3</sup>;
12. Methods of disposal of residue
 

State quantity of oil residues disposed of, the tank(s) emptied and the quantity of contents retained:

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

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1 Only in tanks listed in item 3 of the Supplement to the IOPP and UKOPP Certificate, (including item 3 of the Supplement to the appropriate form of Certificate set out in Schedule 1 to the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983).

2 Ships' masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book, may aid the master of the ship in clarifying that his ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book.

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**D. Non-automatic discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces**

13. Quantity discharged or disposed of.
14. Time of discharge or disposal (start and stop).
15. Method of discharge or disposal:
  - .1 through 100 ppm equipment (state position at start and end);
  - .2 through 15 ppm equipment (state position at start and end);
  - .3 to reception facilities (identify port)<sup>1</sup>;
  - .4 transfer to slop tank or holding tank (indicate tank(s); state quantity transferred and the total quantity retained in tank(s)).

**E. Automatic discharge overboard 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.
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 to manual operation.
19. Method of discharge overboard:
  - .1 through 100 ppm equipment;
  - .2 through 15 ppm equipment.

**F. Condition of oil discharge monitoring and control system**

20. Time of system failure.
21. Time when system has been made operational.
22. Reasons for failure.

**G. Accidental or other exceptional discharges of oil**

23. Time of occurrence.
24. Place or position of ship at time of occurrence.
25. Approximate quantity and type of oil.
26. Circumstances of discharge or escape, the reasons therefor and general remarks.

**H. Bunkering of fuel or bulk lubricating oil**

27. Bunkering:
  - .1 Place of bunkering.
  - .2 Time of bunkering.
  - .3 Type and quantity of fuel oil and identity of tank(s) (state quantity added and total content of tank(s)).
  - .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added and total content of tank(s)).

**I. Additional operational procedures and general remarks**

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<sup>1</sup> Ships' masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book, may aid the master of the ship in clarifying that his ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book.



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## APPENDIX II

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OIL RECORD BOOK (part 2)  
CARGO/BALLAST OPERATIONS  
(OIL TANKERS)

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NAME OF SHIP .....

OFFICIAL NUMBER .....

IMO SHIP IDENTIFICATION NUMBER .....

GROSS TONNAGE .....

PERIOD FROM ..... TO .....

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### OIL RECORD BOOK (part 2)

#### Part 2—Cargo/ballast operations

##### Introduction

Part 2 of the Oil Record Book is required to record cargo/ballast operations for every oil tanker of 150 tons gross tonnage and above. Such a tanker should also be provided with an Oil Record Book part 1 in which to record machinery space operations.

The following pages list items of cargo and ballast operations which are, when appropriate, to be recorded in the Oil Record Book in accordance with regulation 20 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) (and, more particularly as regards UK ships and other ships in UK waters, regulation 10 of the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983). The items have been grouped into operational sections, each of which is denoted by a code letter.

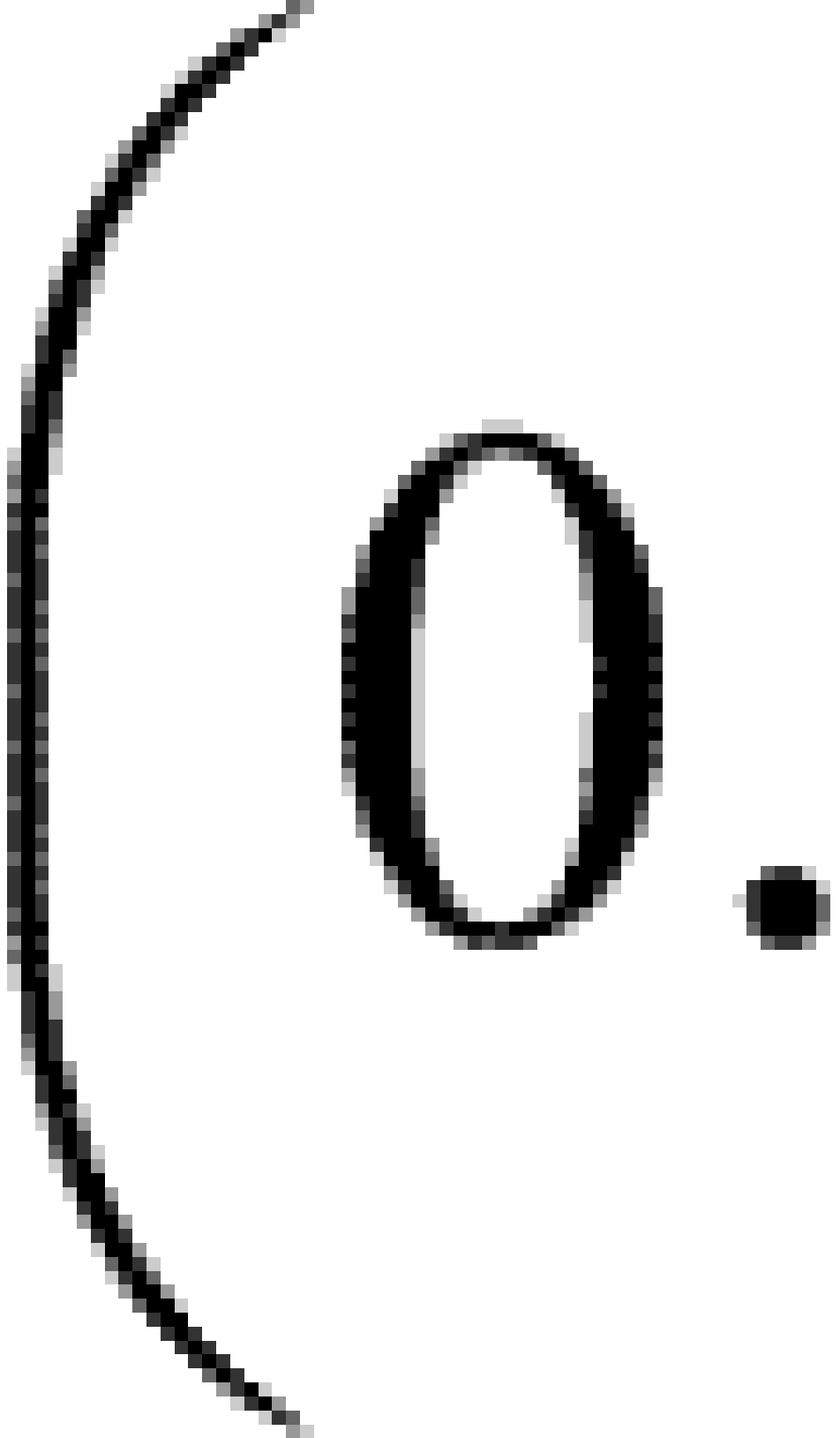
When making entries in the Oil Record Book, the date, operational code and item number shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically in the blank spaces.

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 13C of Annex I of MARPOL 73/78 (and, more particularly, regulation 22 of the Regulations of 1983 mentioned above), appropriate entry in the Oil Record Book shall be endorsed by the competent port state authority.

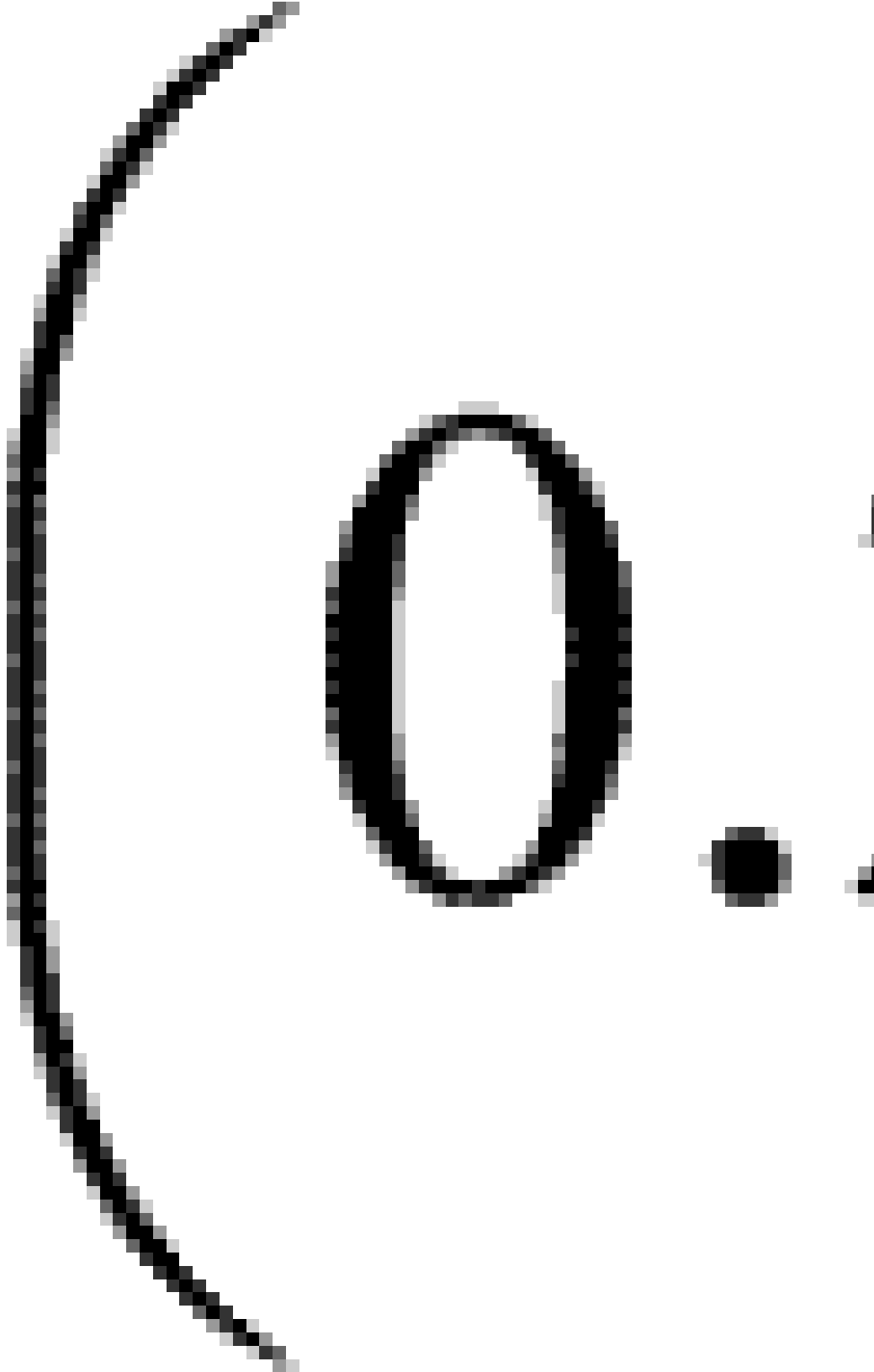
The Oil Record Book contains many references to oil quantity. The limited accuracy of tank measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book should be considered accordingly.



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bi



B

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bi



*B*

$$\left( 0.5 \frac{bi}{B} + 0.1 \right) L;$$

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**EXPLANATORY NOTE**

*(This note is not part of the Regulations)*

These Regulations further amend the Merchant Shipping (Prevention of Oil Pollution) Regulations 1983. They give effect to amendments to Annex I to the International Convention for the Prevention of Pollution from Ships 1973. The amendments (in the form of amendments to the 1978 Protocol relating to the Convention) were adopted by the Marine Environment Protection Committee (“MEPC”) of the International Maritime Organization (“IMO”) at its 30th, 31st and 32nd Sessions.

The main purposes of the amendments adopted by the MEPC are—

- (a) the designation of the Antarctic as a special area;

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- (b) the introduction of a requirement for ships to carry oil pollution emergency plans;
- (c) an increase in the stringency of discharge criteria;
- (d) enhancement of the design criteria for new oil tankers; and
- (e) modification of the survey and construction requirements for existing tankers.

The amendments adopted by the MEPC are contained in the following Annexes to Resolutions of the MEPC—

- (i) Annex 1 to Resolution MEPC 42(30), adopted on 16th November 1990;
- (ii) the Annex to Resolution MEPC 47(31), adopted on 4th July 1991;
- (iii) the Annex to Resolution MEPC 51(32), adopted on 6th March 1992; and
- (iv) the Annex to Resolution MEPC 52(32), adopted on 6th March 1992.

Copies of these Resolutions and Annexes, of other Resolutions published by IMO and referred to in the Schedule to the Regulations, and of the IBC Code (referred to in paragraph (3) of regulation 29B inserted by paragraph 9 of the Schedule) may be obtained from IMO, 4 Albert Embankment, London, SE1 7SR.