

**St. Kitts & Nevis  
International Ship  
Registry**

*Flying the flag of the  
Federation worldwide.*



[www.StKittsNevisRegistry.net](http://www.StKittsNevisRegistry.net)

West Wing, York House  
48-50 Western Road  
Romford, RM1 3LP  
United Kingdom

Tel: +44 (0) 1708 380400  
Fax: +44 (0) 1708 380401  
Email: [mail@StKittsNevisRegistry.net](mailto:mail@StKittsNevisRegistry.net)

**Maritime Circular to Maritime Registrars, Shipowners, Masters, Managers & Operators of St. Kitts & Nevis Ships, Classification Societies, Recognised Organisations, Recognised Security Organisations, Surveyors of Ships & Flag State Inspectors to this Administration, Seafarers & IMO Member States**

Maritime Circular No. MC/40/10

DATE: 20<sup>th</sup> December 2010

# **MARPOL ANNEX I AMENDMENTS** **ENTERING INTO FORCE ON 01<sup>st</sup> JANUARY 2011**

The purpose of this Maritime Circular is to bring your attention to the latest amendments to MARPOL ANNEX I and changes to OIL RECORD BOOK PART-1 & 2 coming into force from 1<sup>st</sup> January 2011.

The International Maritime Organization (IMO) has issued new guidance on recording of operations in the Oil Record Book. This is contained in Circular MEPC.1/Circ.736, Guidance for the Recording of Operations in the Oil Record Book, Part 1 – Machinery Space Operations (all ships). A copy of this Circular is attached to this Maritime Circular for reference and for the guidance of ships' staff when making entries in ORB I.

The guidance provides explanations and examples for the proper application of the new and revised additions to the "Items to be recorded" in the Oil Record Book Part I from 1st January 2011.

All St. Kitts & Nevis Ships (INCLUDING PRIVATE AND COMMERCIAL YACHTS) of over 400 GT must have the correct edition of Oil Record Book Parts I and II onboard and in use from 1 January 2011.

To avoid the need to replace the ORB I and ORB II currently in use onboard this Maritime Circular contains corrigenda for both books. The appropriate corrigendum for each book should be inserted inside the front cover of the book in use. The "List of Items to be Recorded" contained in each corrigendum should be used for all entries after 1<sup>st</sup> January 2011.

Saint Kitts and Nevis International Ship Registry would urge all ship owners, managers & Masters to ensure their compliance with new regulations for entries in ORB. It is our wish that SKN to stand out with better performance during next years, which is not possible without your cooperation. Thanking you for your cooperation in this matter.

Yours sincerely,

Nigel E Smith  
*International Registrar of Shipping & Seamen*

Attachments: IMO MEPC.1 / Circ-736.

**Oil Record Book Part I  
CORRIGENDUM**

The "List of Items to be Recorded" is replaced with the following:

**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, in m3);
  - .3 Identity of tank(s) in which cleaning water was transferred and the quantity in m3.
- 4 Ballasting:
  - .1 Position of ship and time at start and end of ballasting;
  - .2 Quantity of ballast if tanks are not cleaned, in m3.

**(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 15 ppm equipment;
  - 2 to reception facilities.
- 10 Quantity discharged, in m3.

**(C) Collection, transfer and disposal of oil residues (sludge)**

- 11 Collection of oil residues (sludge).

Quantities of oil residues (sludge) retained on board. The quantity should be recorded Weekly\*: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):

  - .1 identity of tank(s)
  - .2 capacity of tank(s) ..... m3
  - .3 total quantity of retention ..... m3
  - .4 quantity of residue collected by manual operation ..... m3  
(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

\*Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- 12 Methods of transfer or disposal of oil residues (sludge).

State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m3:

- .1 To reception facilities (identify port)\*\*
- .2 To another (other) tank(s) (indicate tank(s) and the total content of tank(s));
- .3 Incinerated (indicate total time of operation);
- .4 Other method (state which).

\*\*The ship's master should obtain from the operator of the reception facilities, which includes 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 Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

**(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces**

- 13 Quantity discharged, transferred or disposed of, in m3\*\*\*.
- 14 Time of discharge, transfer or disposal (start and stop).
- 15 Method of discharge, transfer, or disposal:
  - .1 through 15 ppm equipment (state position at start and end);
  - .2 to reception facilities (identify port)2;
  - .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m3).

\*\*\*In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

**(E) Automatic starting of discharge overboard, transfer 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, through 15 ppm equipment.
- 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 into manual operation.

**(F) Condition of the oil filtering equipment**

- 19 Time of system failure.\*\*\*\*
- 20 Time when system has been made operational.
- 21 Reasons for failure.

\*\*\*\*The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable

**(G) Accidental or other exceptional discharges of oil**

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

**(H) Bunkering of fuel or bulk lubricating oil**

26 Bunkering:

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

**(I) Additional operational procedures and general remarks**

**Oil Record Book Part II  
CORRIGENDUM**

Section (J) of the "List of Items to be Recorded" is replaced with the following:

**(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with**

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m3.)

57 Method of transfer or disposal:

- .1 disposal to reception facilities (identify port and quantity involved);
- .2 mixed with cargo (state quantity);
- .3 transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank(s); state quantity transferred and total quantity in tank(s), in m3); and
- .4 other method (state which); state quantity disposed of in m3.