

F.t.l. om beskyttelse af havmiljøet

whether as part of the ship's official log book or otherwise, in the form specified in Appendix III to this Annex.

(2) The Oil Record Book shall be completed on each occasion, on a tank-to-tank basis, whenever any of the following operations take place in the ship:

- (a) For oil tankers
 - (i) loading of oil cargo;
 - (ii) internal transfer of oil cargo during voyage;
 - (iii) opening or closing before and after loading and unloading operations of valves or similar devices which inter-connect cargo tanks;
 - (iv) opening or closing of means of communication between cargo piping and seawater ballast piping;
 - (v) opening or closing of ships' side valves before, during and after loading and unloading operations;
 - (vi) unloading of oil cargo;
 - (vii) ballasting of cargo tanks;
 - (viii) cleaning of cargo tanks;
 - (ix) discharge of ballast except from segregated ballast tanks;
 - (x) discharge of water from slop tanks;
 - (xi) disposal of residues;
 - (xii) discharge overboard of bilge water which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water which has accumulated in machinery spaces.
- (b) For ships other than oil tankers
 - (i) ballasting or cleaning of fuel oil tanks or oil cargo spaces;
 - (ii) discharge of ballast or cleaning water from tanks referred to under (i) of this sub-paragraph;
 - (iii) disposal of residues;
 - (iv) discharge overboard of bilge water which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water which has accumulated in machinery spaces.

(3) In the event of such discharge of oil or oily mixture as is referred to in Regulation 11 of this Annex or in the event of accidental or other exceptional discharge of oil not excepted by that Regulation, a statement shall be made in the Oil Record Book of the circumstances of, and the reasons for, the discharge.

(4) Each operation described in paragraph (2) of this Regulation shall be fully recorded without delay in the Oil Record Book so that all the entries in the book appropriate to that operation are completed. Each section of the book shall be signed by the officer or officers in charge of the operations concerned and shall be countersigned by the Master of the ship. The entries in the Oil Record Book shall be in an official language of the State whose flag the ship is entitled to fly, and, for ships holding an International Oil Pollution Prevention Certificate (1973), in English or French. The entries in an official national language of the State whose flag the ship is entitled to fly shall prevail in case of a dispute or discrepancy.

(5) The Oil Record Book shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

(6) The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book on board any ship to which this Annex applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require