

## Oil Transfer Procedures Helps – v 2

From monitoring the entries in Oil Record Books on TDI Brooks vessels and the issuance of the MEPC 1/Circ 736 (see the Ship Regs Pub disc or the IMO web site), small changes and emphases have been made in the attached to ensure correct fueling procedures and oil movement procedures and correct documentation is maintained in the oil record book.

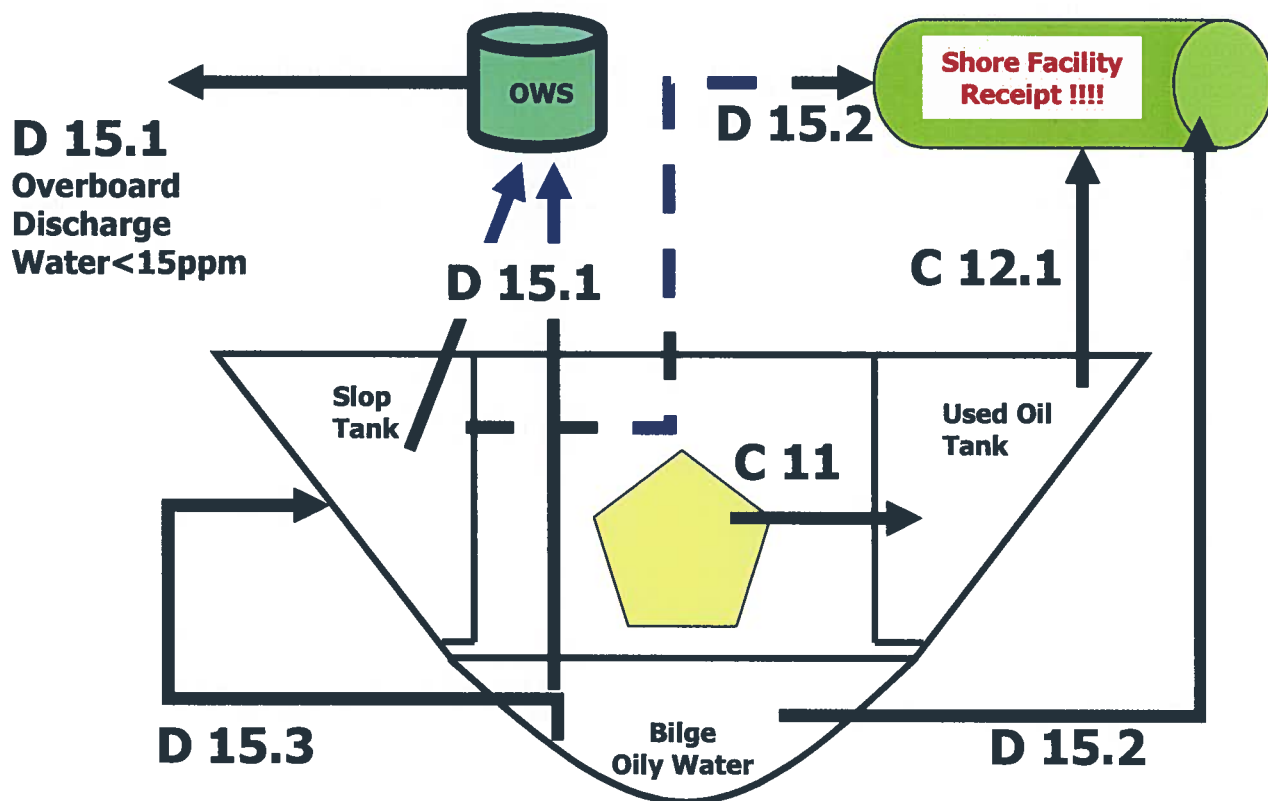
1. Code G is used to record any kind of spill of oil in the water. (e.g. Fuel overflow, tank leak, lube oil discharge, hydraulic leak entering the water, discharge of oily bilge apart from passing thru the OWS). Instructions in the USCG Oil Record Book specifies the details to be provided.
2. When bunkering, use and follow the Oil Transfer Procedures Book specific to and provided to your vessel. It provides further guidance as to what must be done, recorded, and stored on board for future reference.
3. When bunkering, a fuel sample must be taken, sealed, labeled and maintained on board for the duration of that fuel supply remaining on board.
4. Receipts for delivery of fuel and lube oil must be kept with the Bunker Check List and Declaration of Inspection for that transfer TOGETHER and filed on board so that it can be identified with and tied to the ORB entry. These become part of the ORB and must remain on board for three years past the last entry in the ORB. You (chief engineer on board) must be able to produce these whenever they are requested (by auditors, inspectors, flag state or port state) regardless of whether you were the PIC on the bunkering operation.
5. Similar to bunkering, a receipt must be obtained and retained for all used oil and oily waste going ashore. These are part of the ORB and must be retained for three years.....Identical requirements as for the bunkering records.
6. Oily solid waste (rags, filters, booms, etc) disposal is recorded in the Garbage Management Book.
7. Engineers (or officers) sign each entry within and as the last line of the entry, not out in the margin. Leave no blank lines between your signature and the first line of the next entry.
8. Officers – if there are not enough lines at the bottom of a page to complete the entry, draw a diagonal line thru all these lines when you sign the page and begin the next page with a complete entry.
9. INOPERABLE or MALFUNCTION of Oily Water Separator (including alarm and automatic shut off). Immediately when this occurs an F-19 entry must be made in the ORB. A repair may not be immediately possible nor even the reason for failure known. In this case no entry for F-20 or F-21 can be made. That is OK, but an entry under Code I should be made stating the time that the overboard discharge from the OWS is closed and sealed.

10. With a F-19 entry there can be no further D-15.1 entries in the ORB (cannot discharge overboard) until there is another subsequent F-20 and F-21 entry at a later date. When the OWS is restored to full function, entries are made for F-20 and F-21 and another code I entry (stating the overboard discharge is unlocked and open) on another set of lines for that date. Do Not go back to the F-19 entry and add to it.
11. The illustrations and table provide a quick visual reference to the code you should be using for the activities on TDI Brooks Vessels. There are many others for the ORB, but they do not apply to our operations or equipment. Use the example templates for wording and format of your entries. Simple substitute your specific times and volumes and tanks as appropriate.
12. Always write out your proposed entry on a piece of scratch paper to get the wording and the math correct. When you are satisfied that it is correct, transcribe it to the ORB using ink. Mistakes are corrected by a single line thru the entry (and initial the line) and make the correct entry directly below (or to the side) of the wrong/sticken through entry. No scratching or blotting out and no white out and no erasures.
13. If you are in doubt or question the correct form or content of an entry email your proposed entry to [rogerfay@tdi-bi.com](mailto:rogerfay@tdi-bi.com) and we will straighten it out for you.

Masters,

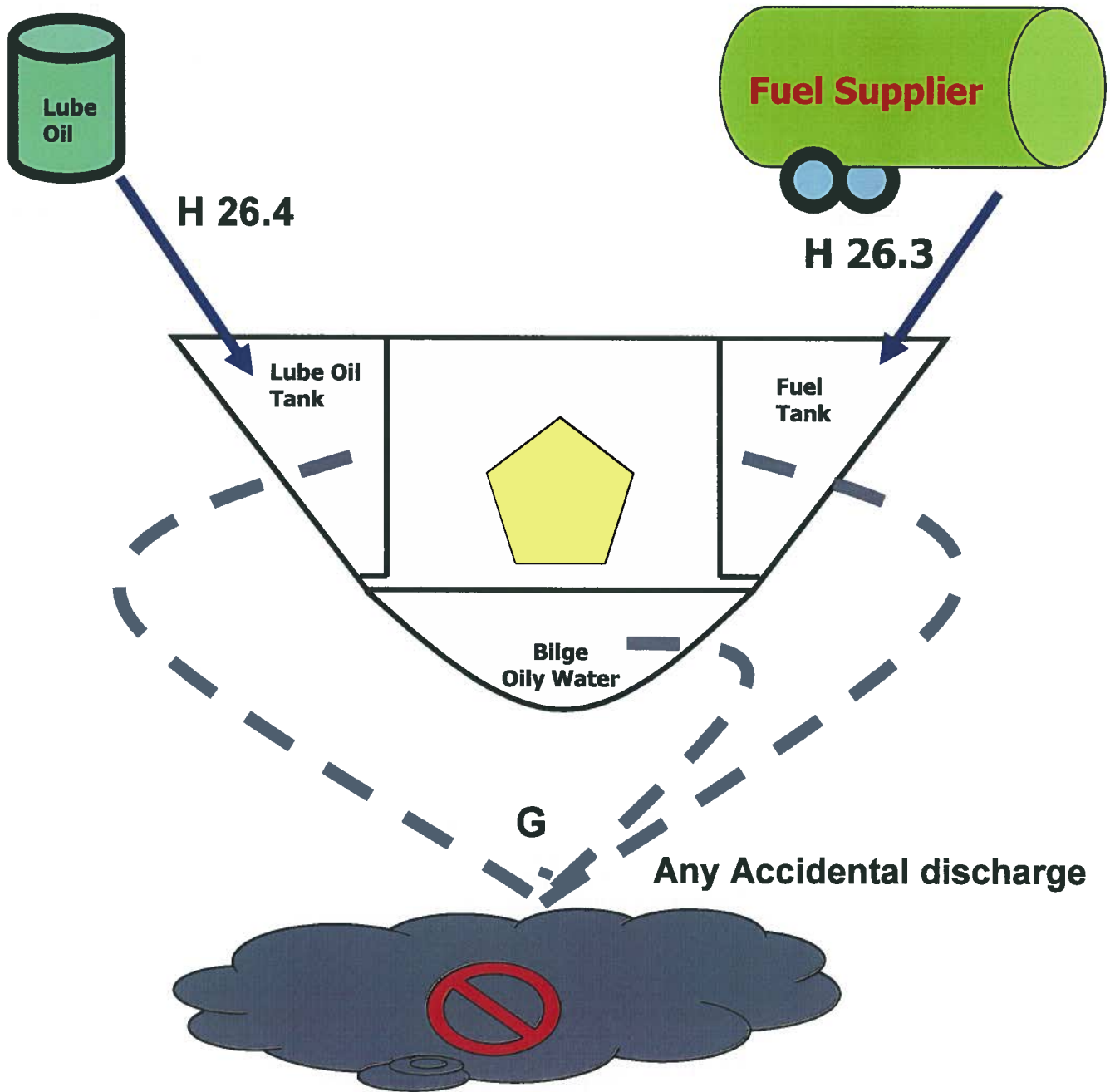
Please print and distribute a personal hard copy to each of your officers on board, as well as retain a hard copy with the Oil Record Book.

# On Board Management Fuel/Oil Pathways



Oil Record Book Entry Template V-2

# Loading and Mis-Management Fuel/Oil Pathways



Oil Record Book Entry Template V-2

**Oil Record Book Entry Codes  
For TDI Brooks Vessels**

<b>Activity</b>	<b>Fuel</b>	<b>Oil/Lube /Sludge</b>	<b>Oily Water</b>
<b>Loading</b>	H 26.3	H 26.4	n/a
<b>Collection</b>	n/a	C 11	D 15.3
<b>Disposal (fuel de- bunkering)</b>	n/a or I	C 12	D 15.1 or 15.2
<b>Accidental Discharge</b>	G	G	G
<b>OWS failure repair</b>	n/a	n/a	F
<b>Voluntary Recording</b>	I debunkering	I weekly inventory	I overboard valve closure

U.S. Department of  
Homeland Security  
  
United States  
Coast Guard



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# OIL RECORD BOOK FOR SHIPS

**CHECK ONE:**  This book is for Machinery Space Operations (Part I-All Ships)  
 This book is for Cargo/Ballast Operations (Part II-Oil Tankers)

Name of Ship:  Official Number:

Owner:

Gross Tonnage:

Period From:  To:

**THIS BOOK MUST BE MAINTAINED ABOARD THE SHIP FOR AT LEAST THREE YEARS  
FOLLOWING THE "TO" DATE LISTED ABOVE.**

This record book is issued by the Secretary of Homeland Security and is distributed by the United States Coast Guard to ships of American registry. It remains the property of the United States Government and each owner/operator is responsible to maintain and surrender it in accordance with the Secretary's regulations. Note that the Oil Record Book is *one* book with two parts; Machinery Space Operations is under Part I and Cargo/Ballast Operations is under Part II.

An Oil Tanker of 150 gross tons or above must maintain Parts I and II of the Oil Record Book; Machinery Space Operations (Part I), and Cargo/Ballast Operations (Part II). A ship of 400 gross tons or above, other than an oil tanker, and any other ship required by 33 CFR Part 151 must maintain Machinery Space Operations (Part I) in the Oil Record Book.

A non-tanker that carries more than 200 cubic meters of oil must fill in the Oil Record Book used for oil tankers. (Reference: MARPOL 73/78, Regulation 2.2).

# Extract of MARPOL 73/78 Regulations

## MARPOL 73/78 Annex I: Chapter 3, Regulation 15

### Control of discharge of oil

(1) Subject to the provisions of regulation 4 of this annex and paragraphs 2, 3, and 6 of this regulation, any discharge into the sea of oil or oily mixtures from ships shall be prohibited.<sup>1</sup>

#### A. Discharges outside special areas

(2) Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all the following conditions are satisfied:

- .1 the ship is proceeding *en route*;<sup>2</sup>
- .2 the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14 of this Annex;<sup>3</sup>
- .3 the oil content of the effluent without dilution does not exceed 15 parts per million;
- .4 the oily mixture does not originate from cargo pump room bilges on oil tankers; and
- .5 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

#### B. Discharges in special areas

(3) Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all of the following conditions are satisfied:

- .1 the ship is proceeding *en route*;<sup>2</sup>
- .2 the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14.7 of this Annex;
- .3 the oil content of the effluent without dilution does not exceed 15 parts per million;
- .4 the oily mixture does not originate from cargo pump room bilges on oil tankers; and
- .5 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

(4) In respect of the Antarctic area, any discharge into the sea of oil or oily mixtures from any ship shall be prohibited.

(5) Nothing in this regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside a special area in accordance with paragraphs 2 of this regulation.

#### NOTES:

<sup>1</sup> Regulation 4 is titled "Exceptions."

<sup>2</sup> *En route* means that a ship is underway at sea on a course or courses, including deviation from the shortest direct route, which, as far as practicable for navigation purposes, will cause any discharge to be spread over as great an area of the sea as is reasonable and practicable (MARPOL Annex I Unified Interpretation 22A).

<sup>3</sup> Regulation 14 is titled "Oil Filtering Equipment."

### **C. Requirements for ships of less than 400 gross tonnage in all areas except the Antarctic area**

(6) In the case of a ship of less than 400 gross tonnage, oil and all oily mixtures shall either be retained on board for subsequent discharge to reception facilities or discharged into the sea in accordance with the following provisions:

- .1 the ship is proceeding *en route*;
- .2 the ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 parts per million;
- .3 the oily mixture does not originate from cargo pump room bilges on oil tankers; and
- .4 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

### **D. General requirements**

(7) Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, Governments of Parties to the present Convention should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this regulation. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.

(8) No discharge into the sea shall contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this regulation.

(9) The oil residues which cannot be discharged into the sea in compliance with this regulation shall be retained on board for subsequent discharge to reception facilities.

#### **NOTE:**

<sup>1</sup> *En route* means that a ship is underway at sea on a course or courses, including deviation from the shortest direct route, which, as far as practicable for navigation purposes, will cause any discharge to be spread over as great an area of the sea as is reasonable and practicable (MARPOL Annex I Unified Interpretation 22A).

## **OIL RECORD BOOK ENTRY REQUIREMENTS, PART I- MACHINERY SPACE OPERATIONS**

### **MARPOL 73/78 Annex I: Chapter 3, Regulation 17**

(1) Every oil tanker of 150 gross tons and above and every ship of 400 gross tons and above other than an oil tanker shall be provided with an Oil Record Book Part I (Machinery Space Operations). The Oil Record Book, whether as a part of the ship's official logbook or otherwise, shall be in the Form specified in appendix III to this Annex.

(2) The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship:

- .1 ballasting or cleaning of oil fuel tanks;
- .2 discharge of dirty ballast or cleaning water from oil fuel tanks;
- .3 collection and disposal of oil residues (sludge and other oil residues);
- .4 discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces; and
- .5 bunkering of fuel or bulk lubricating oil.



(3) In the event of such discharge of oil or oily mixture as is referred to in regulation 4 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 Part 1 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 Part I, so that all entries in the book appropriate to that operation are completed. Each completed operation shall be signed by the officer or officers in charge of the operations concerned and each completed page shall be signed by the master of ship. The entries in the Oil Record Book Part I, for ships holding an International Oil Pollution Prevention Certificate, shall be at least in English, French or Spanish. Where entries in an official national language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

(5) Any failure of the oil filtering equipment shall be recorded in the Oil Record Book Part I.

(6) The Oil Record Book Part I, 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.

(7) The competent authority of the Government of a Party to the present Convention may inspect the Oil Record Book Part I 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 the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the ship as a true copy of an entry in the ship's Oil Record Book Part I shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part I and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

## **ADDITIONAL INSTRUCTIONS FOR ALL SHIPS**

### **Introduction**

The following pages of this section show a comprehensive list of items of machinery space operations which are, when appropriate, to be recorded in the Oil Record Book Part I in accordance with regulation 17 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). 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 Part I, 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.

The Oil Record Book Part I 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 Part I should be considered accordingly.

All quantities should be consistently recorded throughout the Oil Record Book as cubic meters, gallons, or barrels.

**CODE AND ITEM NUMBER TO BE RECORDED FOR ALL SHIPS 400 GROSS TONS AND ABOVE and OIL TANKERS 150 GROSS TONS OR ABOVE**

**(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 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 m<sup>3</sup>, gal., or bbl.);
  - .3 Identify 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 in m<sup>3</sup>, gal., or bbl.

**(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 m<sup>3</sup>, gal., or bbl.

**(C) COLLECTION AND DISPOSAL OF OIL RESIDUES (SLUDGE and OTHER OIL RESIDUES)**

11. Collection of oil residues  
Quantities of oil residues (sludge and other oil residues) retained on board. The quantity should be recorded weekly<sup>1</sup>: (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) in m<sup>3</sup>, gal., or bbl.
  - .3 - total quantity of retention in m<sup>3</sup>, gal., or bbl.
12. Methods of disposal of residue.  
State quantity of oil residues disposed of, the tank(s) emptied and the quantity of the contents retained in m<sup>3</sup>, gal., or bbl.:
  - .1 To reception facilities (identify port);<sup>2</sup>
  - .2 Transferred 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).

**NOTES:**

<sup>1</sup> Only in tanks listed in item 3.1 of Form A and B of the Supplement to the IOPP Certificate used for sludge.

<sup>2</sup> Ships' master 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 Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. This receipt or certificate should be kept together with the Oil Record Book Part I.

**(D) NON-AUTOMATIC DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES**

13. Quantity discharged or disposed of <sup>1</sup> (in m<sup>3</sup>, gal., or bbl.).
14. Time of discharge or disposal (starts and stop).
15. Method of discharge or disposal:
  - .1 Through 15 PPM equipment (state position at start and end);
  - .2 To reception facilities (identify port);<sup>2</sup>
  - .3 Transfer to slop tank or holding tank (indicate tank(s); state the total quantity retained in tanks(s) in m<sup>3</sup>, gal., or bbl.).

**(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, 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.<sup>3</sup>
20. Time when system has been made operational.
21. Reasons for failure.

**(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 in m<sup>3</sup>, gal., or bbl.
25. Circumstances of discharge or escape, the reasons therefore 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 and total content of tank(s) in m<sup>3</sup>, gal., or bbl.).
  - .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added and total content of tank(s) in m<sup>3</sup>, gal., or bbl.).

**(I) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS**

**NOTE:**

<sup>1</sup> 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.

<sup>2</sup> Ships' master 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 Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. This receipt or certificate should be kept together with the Oil Record Book Part I.

<sup>3</sup> The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

Bunkering FUEL oil --- 26.3				
dd-Month-yyyy	H	26.1	Stanco docks, Freeport, Texas	Place
	H	26.2	Start xx:xx, Stop yy:yy (times -needs to correspond to Time on DOI)	When
		26.3	<i>Type and Quantity of Fuel (specific type and where put), ROB)</i>	
	H	26.3	25,000 gallons, marine diesel	What/Where
			8,000 gallons #1 Stbd, 9,000 ROB	
			8,000 gal # 1 port, 9,000 ROB	
			5,000 gal #2 stbd, 7,000 ROB	
			4,000 gal #2 port, 6,000 ROB	
			<i>Signature here signifies end of this entry</i>	
Bunkering LUBE oil ---26.4				
dd-Month-yyyy	H	26.1	Stanco docks, Freeport, Texas	Place
	H	26.2	Start xx:xx, Stop yy:yy (times -needs to correspond to Time on DOI)	When
		26.4	<i>Type and Quantity of LUBE Oil (specific type and where put), ROB; )</i>	
	H	26.4	600 gallons, Shell Rotella 40 wt	What & Where
			550 gallons in Lube Oil tank, 650 gal ROB	
			50 gallons in drum on 01 deck, 50 gal ROB	
			<i>Signature here signifies end of this entry</i>	

Collection and Disposal of Oil Residues (Waste Oil) C-11.1				Weekly
dd-Month-yyyy	C	11.1	added 30 gallons from port main crank case and 2 gallons from #1 air compressor case to Used Oil tank.	What & Where
		11.2	tank capacity 650 gallons - Used oil tank	tank capacity
		11.3	32 gallons ROB- used oil tank	How much ROB
			<i>Signature here signifies end of this entry</i>	
28-Jul-10	C	11.1	added 31 gallons from port main crank case to Used Oil tank.	What & Where
		11.2	tank capacity 650 gallons - Used oil tank	tank capacity
		11.3	63 gallons ROB- used oil tank	ROB
			<i>Signature here signifies end of this entry</i>	
4-Aug-10	C	11.1	No oil added to waste oil tank	What & Where
		11.2	tank capacity 650 gallons - Used oil tank	tank capacity
		11.3	63 gallons ROB- used oil tank	ROB
			<i>Signature here signifies end of this entry</i>	
Disposal of Oil Residues (Waste Oil or oil residues ashore) C-12.1				
09/01/09	C	12.1	Discharged 580 gallons waste oil from Used oil tank to Suck It Up Vac Services truck at Port Said pier #3	What & Where
			ROB 0 gallons, capacity used oil tank 650 gallons	ROB
			<i>Signature here signifies end of this entry.</i>	

Disposal of Bilge Water- D -to Slop Tank 15.3				
dd-Month-yyy	D	13	Transferred 800 gallons from bilge well	What & How much
		14	Start xx:xx, Stop yy:yy times	When
		15.3	From bilge well to slop tank. ROB (800 + previous ROB for slop tank) 1200 gallons. Tank Capacity 4800 gal.	What & Where, ROB
			<i>Signature here signifies end of this entry.</i>	
Disposal of Bilge Water- D -to Shore Facility 15.2				
dd-Month-yyy	D	13	Transferred 1100 gallons from Bilge well (or from slop tank as the case may be)	What & How much
		14	Start xx:xx, Stop yy:yy times	When
		15.2	Discharged 1100 gallons oily water from bilge to Suck It Up Vac Services truck at Port Said pier #3 (Amount needs to confirm with receipt), ROB bilge well - 0	What, How & Where
			<i>Signature here signifies end of this entry.</i>	
Disposal of Bilge Water- D -thru OWS - 15.1				
dd-Month-yyy	D	13	200 gallons discharged from slop tank (or from bilge well as the case may be)	What & How much
		14	Start xx:xx, Stop yy:yy times	When
		15.1	Thru OWS, start (Lat/Long), Stop (Lat/Long); ROB (will be previous ROB minus 200 gal), Tank Capacity -4800 gal.	How & Where, ROB
			<i>Signature here signifies end of this entry.</i>	

Note: on OWS entries the location of the OWS running must not be in a prohibited area, and the distance covered should not be more than the vessel is capable of in that time frame. Get accurate figures from the bridge. Also the quantity (especially when estimating due to discharging bilge rather than slop tank) must not exceed the OWS rated capacity in that time frame.

<b>Two Other Rare, Irregular Possible Entries</b>			
<b>G- Accidental or other Exceptional Discharges of Oil</b>			
dd-Month-yyy	G	23	Time of occurrence
			<i>spill</i>
		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 therefore and general remarks
<p>Note: If you have a leak, spill or sheen in the water it must be reported and recorded here. Spill is one incident, failure to record or falsify ORB is a worse matter.</p>			
<i>Signature here signifies end of this entry.</i>			
<b>I - Additional Voluntary Recordings - Sealing and Unsealing Overboard Discharges</b>			
dd-Month-yyy	I		Overboard valve (#) from 15 ppm oily water separator unit closed and sealed (or opened and unsealed for normal operation of 15 ppm OWS)
<i>Signature here signifies end of this entry.</i>			
<p>Note: when a failure of the OWS or alarm occurs, the repair may not be possible immediately. In these cases follow the "F" entries (failure and return to operational status) with an "I" entry for sealing and for unsealing. An additional use of the "I" code would be when operating in a special area where overboard discharge thru the 15 ppm OWS is prohibited, i.e. VGP waters (inside 3 miles from US shore)</p>			



F - Condition of OWS				
dd-Month-yyy	F	19	Time of system failure	failure
		20	Time when system has been made operational.	
		21	Reasons for failure	reason
<i>Signature here signifies end of this entry.</i>				

Note: on failure of OWS or monitoring equipment, you will have multiple "F" entries. One when it broke, another when it is fixed. You cannot have any OWS operations or discharges of bilge or slop tank between these two entries.

Example				
31-Jan-10	F	19	10:30:00 PM hrs local time (CDT)	failure
		21	oil sensor housing cracked during routine disassembly for cleaning.	why
	I		Overboard valve (#) from 15 ppm oily water separator unit closed and sealed	closed sealed
<i>Signature here signifies end of this entry.</i>				

then some pages and 3 months later...\*\*\*\*

27-Apr-10	F	20	9:15:00 AM local time (CDT)	fixed
		21	oil sensor replaced with new unit shipped from Spain.	how
	I		Overboard valve (#) from 15 ppm oily water separator unit unsealed and opened.	open, unsealed
<i>Signature here signifies end of this entry.</i>				

\*\*\*\* any entries of a code D-15.1 found in the book between these two dates/times (1/31 to 4/27) or any decreases/discrepancies in the ROB figures not explained by discharge to shore facilities or transfer to the slop tank and you are Screwed!