

Subject: "Oil Record Book Entries – Important Port State Control issue!"

Case: Recently, it has been reported that a cargo vessel, faced difficulties in Rotterdam when Port State Control Officers boarded the vessel for a PSC inspection. Amongst other findings, the PSC Officers during inspection of the vessel's Oil Record Book noticed that the quantity of oily water retained onboard for onshore disposal was not corresponding to the recorded quantity in the ORB. As a result the following deficiency was imposed:



"Retention of oily water not properly recorded in the Oil record book"

In connection to the above and in order to assist our Clients to avoid similar complications in the future, we would like to highlight the **MARPOL Annex I Reg. 17 §4** pursuant to the above case:

"§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 or the operations concerned and each completed page shall be signed by the Master of the ship."

Examples of the most frequently reported PSC deficiencies regarding failures in the Oil Record Book operational entries, are depicted in the Table below:

Def. Code	Description	Action Code
01710	Collection of oil residues not recorded at regular weekly interval in Oil record book.	17
01315	Code entered in the oil record book oily bilge water discharge is applicable for full automatic type of olds - R.O to nearly.	30
01315	No indeed record for oil record book weekly record.	17
01315	The vessel's Bilge Water Tank in the sounding logs with no corresponding entry in the Oil Record book.	30
01315	Oil record book with wrong entry in weekly tank statements and difficult to read the entries.	17
01315	Oil Record book not filled up properly: weekly entries for inventory (C11) are made all two to three weeks only.	17
01315	Weekly retention of sludge tank (bilge separator oil tank) was not recorded in the oil record book as required.	17
01315	Bunkering details not properly recorded on Oil Record Book, training to be arranged	17
01315	Oil Record Book - Code "C" item 11.2 of W.O. tank and Code "D" item 13, 14, 15.1 were not recorded correctly.	30

Referring to the above mentioned examples and in order to assist further, **'Prevention at Sea'** suggests the following items to be considered before a new entry in the Oil Record Book:



Entries in the Oil Record Book should be:

- ✓ Accurate
- ✓ Completed and signed by the Officer in charge who performed the operation
- ✓ Inserted without delay
- ✓ Checked and signed on each page by the Master of the vessel
- ✓ Readily available for inspection at all times

'Prevention at Sea' has launched the **'ε-ORB'**, an innovative maritime software, which has been designed to assist Mariners in filling out the traditional paper Oil Record Book and consequently to replace it by establishing software transparency, credibility and traceability. It was developed in accordance with MARPOL requirements and it is certified by Lloyd's Register under **MEPC.1/Circ.736/Rev. 2**.



Liberian Registry is the first registry that has authorized the use of the 'ε-ORB' on board by replacing the traditional paper Oil Record Book.

For more details, please visit www.e-orb.com.cy

We remain at your disposal,

Prevention at Sea