

## RESOLUTION A.542(13)

Adopted on 17 November 1983  
Agenda item 12

PROCEDURES FOR THE CONTROL  
OF SHIPS AND DISCHARGES UN-  
DER ANNEX I OF THE INTERNA-  
TIONAL CONVENTION FOR THE  
PREVENTION OF POLLUTION  
FROM SHIPS, 1973, AS MODIFIED  
BY  
THE PROTOCOL OF 1978  
RELATING THERETO

THE ASSEMBLY,

RECALLING Article 16(j) of the  
Convention on the International Ma-  
ritime Organization concerning the  
functions of the Assembly in rela-  
tion to regulations concerning mari-  
ne pollution,

RECALLING FURTHER that the  
Parties to the International Con-  
vention for the Prevention of Pollution  
from Ships 1973, as modified by the  
Protocol of 1978 relating thereto  
(MARPOL 73/78), have undertaken  
to give effect to its provisions in or-  
der to prevent the pollution of the  
marine environment by the dischar-  
ge of *inter alia*, oil or oily mixtures  
in contravention of that-Convention,

RECALLING ALSO that it had  
adopted by resolution A.391(X) Pro-  
cedures for the Control of Dischar-  
ges under the International Conven-

## REZOLUCIJA A.542(13)

Usvojena 17. studenog 1983.  
12. točka dnevnog reda

POSTUPAK ZA KONTROLU BRO-  
DOVA I IZLJEVA PREMA PRILOGU  
I. MEĐUNARODNE KONVENCIJE  
O SPREČAVANJU ZAGAĐIVANJA  
MORA S BRODOVA, 1973, KAKO JE  
IZMIJENJENA PROTOKOLOM IZ  
1978. KOJI SE NA NJU ODNOSI

SKUPŠTINA,

PODSJEĆAJUĆI na član 16(j) Kon-  
vencije o Međunarodnoj pomorskoj  
organizaciji o funkcijama Skupštine  
u vezi s pravilima o zagađenju mo-  
ra,

PODSJEĆAJUĆI NADALJE da su  
se stranke Međunarodne konven-  
cije za sprečavanje zagađivanja s  
brodova, 1973, kako je izmijenjena  
Protokolom iz 1978. koji se na nju  
odnosi (MARPOL 73/78), obvezale  
da će primjenjivati njezine odredbe  
kako bi spriječile zagađenje mor-  
skog okoliša izljevima, između osta-  
log, nafte i naftnih mješavina, koji  
su u suprotnosti s tom Konvenci-  
jom,

PODSJEĆAJUĆI TAKOĐER da je  
rezolucijom A.391(X) usvojila Postu-  
pak za kontrolu izljeva prema Me-  
đunarodnoj konvenciji za sprečava-

tion for the Prevention of Pollution of the Sea by Oil, 1954, as amended in 1962 and 1969,

REAFFIRMING its desire to ensure that ships comply at all times with the marine pollution standards prescribed by MARPOL 73/78,

NOTING that the provisions of MARPOL 73/78 relevant to the port State control of ships and discharges will be strengthened by the development of procedures to implement these provisions,

HAVING CONSIDERED the recommendation made by the Marine Environment Protection Committee at its eighteenth session,

1. ADOPTS the Procedures for the Control of Ships and Discharges under Annex I of MARPOL 73/78 as set out in the Annex to this resolution which supersedes the Procedures contained in resolution A.391(X);

2. INVITES Member States and Parties to MARPOL 73/78 to implement the procedures and thereby to contribute towards the attainment of the objectives of that Convention;

3. REQUESTS Governments concerned to provide information on action taken in respect of ships found to be deficient in relation to MARPOL 73/78 in their role as either port or flag State administration;

4. FURTHER REQUESTS the Secretariat to collect and update when necessary the information referred to above for circulation to the Governments concerned;

nje zagađivanja mora naftom, 1954, kako je izmijenjena 1962. i 1969,

POTVRĐUJUĆI svoju želju da osigura da brodovi uvijek poštuju standarde za zagađenje mora propisane MARPOL-om 73/78,

KONSTATIRAJUĆI da će odredbe MARPOL-a 73/78 koje se odnose na kontrolu brodova i izljeva od strane države luke biti pojačane razvojem postupka za primjenu tih odredaba,

RAZMOTRIVŠI preporuke koje je Odbor za zaštitu morskog okoliša dao na svome osamnaestom zasjedanju,

1. USVAJA Postupak za kontrolu brodova i izljeva prema Prilogu I. MARPOL-a 73/78, kako je navedeno u Prilogu ove rezolucije, koja zamjenjuje Postupak sadržan u rezoluciji A.391(X);

2. POZIVA države članice i stranke MARPOL-a 73/78 da postupak provode i da tako doprinesu postizanju ciljeva te Konvencije;

3. ZAHTIJEVA da odgovarajuće vlade pribave podatke o mjerama poduzetim prema brodovima za koje se je pronašlo da ne udovoljavaju MARPOL-u 73/78, u njihovoj ulozi Uprave države luke ili države zastave;

4. NADALJE ZAHTIJEVA da Tajništvo prikupi i, kada bude potrebno, dopuni gore spomenute podatke, radi dostavljanja odnosnim vladama;

5. REQUESTS ALSO the Marine Environment Protection Committee to continue its work on this subject with a view to improving the procedures further as may be necessary and to extend its work progressively to cover amendments to MARPOL 73/78 and experience gained from implementation and enforcement of the Convention.

#### ANNEX

### PROCEDURES FOR THE CONTROL OF SHIPS AND DISCHARGES UNDER ANNEX I OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

#### PREAMBLE

1 The Parties to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) have undertaken to give effect to its provisions\* in order to prevent the pollution of the marine environment by the discharge of, *inter alia*, oil or oily mixtures in contravention of that Convention.

2 The provisions cover the design and equipment of ships, the execution of surveys and inspections in order to ensure that the design and equipment comply with the relevant international standards and cover the operations of ships in so far as this concerns the protection of the marine environment.

\* In this document the provisions of MARPOL 73/78 include proposed amendments contained in MEPC/Circ.97 and MEPC/Circ.99.

5. TAKOĐER ZAHTIJEVA da Odbor za zaštitu morskog okoliša nastavi svoj rad u ovom području, kako bi i dalje prema potrebi poboljšavao postupak i progresivno proširivao svoj rad, tako da obuhvati izmjene i dopune MARPOL-a 73/78 i iskustvo stečeno u provedbi i izvršenju Konvencije.

#### PRIOLOG

### POSTUPAK ZA KONTROLU BRODOVA I IZLJEVA PREMA PRILOGU I. MEĐUNARODNE KONVENCIJE O SPREČAVANJU ZAGAĐIVANJA S BRODOVA, 1973, KAKO JE IZMIJENJENA PROTOKOLOM IZ 1978. KOJI SE NA NJU ODNOSI

#### PREAMBULA

1. Stranke Međunarodne konvencije o sprečavanju zagađivanja s brodova, 1973, kako je izmijenjena Protokolom iz 1978. koji se na nju odnosi (MARPOL 73/78) dogovorile su se da će primjenjivati njezine odredbe\* radi sprečavanja zagađivanja morskoga okoliša ispuštanjem, između ostaloga, nafte i naftnih mješavina u suprotnosti s tom Konvencijom.

2. Odredbe obuhvaćaju nacrt i opremu brodova, obavljanje pregleda i inspekcija, kako bi se postiglo da nacrti i oprema udovoljavaju odgovarajućim međunarodnim standardima, kao i iskorištavanje brodova koliko se ono odnosi na zaštitu morskoga okoliša.

\* U ovom dokumentu odredbe MARPOL-a 73/78. uključuju predložene izmjene sadržane u MEPC/Circ.97 i MEPC/Circ.99.

3 The primary responsibility for securing that objective in relation to any particular ship rests with the Administration of the flag State. No attempt is made in this document to lay down guidelines for Administrations in this respect.

4 In some cases, and this applies especially to the operational provisions, it may be difficult for the Administration to exercise full and continuous control over some ships entitled to fly the flag of its State. Such ships for instance may not call regularly at ports or offshore terminals under the jurisdiction of the flag State.

5 The problem can be and has been overcome partly by appointing inspectors at foreign ports or authorizing classification societies to act on behalf of the flag State. In addition MARPOL 73/78 includes a number of provisions for States other than the flag State to exercise control over foreign ships visiting ports or offshore terminals under their jurisdiction. Guidelines, supplementary to these provisions, on specific control procedures have also been developed by the Organization. This document brings together the provisions and the guidelines for port and coastal State control referred to above.

6 Parties should make effective use of the opportunities that port State control provides for identifying deficiencies and substandard operations, if any, in visiting foreign ships which may render them pollution risks and for ensuring that remedial measures are taken. The purpose of these guidelines is to assist Parties to exercise effective port and coastal State control

3. Primarna odgovornost za postizanje tog cilja u pogledu svakoga pojedinog broda leži na upravi države zastave. U ovom se dokumentu ne nastoji dati smjernice upravi u tom pogledu.

4. U nekim slučajima, a to se najprije odnosi na provedbene odredbe, za upravu može biti teško obavljati potpuni i stalni nadzor nad nekim brodovima koji imaju pravo vijati zastavu te države. Ti brodovi, na primjer, ne moraju redovito pristajati u luke ili izvanobalne terminale pod jurisdikcijom države zastave.

5. Problem može biti, i bio je djelomično riješen postavljanjem inspektora u stranim lukama ili dozvoljavanjem klasifikacijskim društvima da djeluju u ime države zastave. Osim toga, MARPOL 73/78. sadrži određene odredbe za države koje nisu države zastave o provođenju kontrole nad stranim brodovima koji posjećuju luke ili izvanobalne terminale pod njihovom jurisdikcijom. Organizacija je također razradila upute o posebnim postupcima kontrole kao dodatak tim odredbama. Ovaj dokument spaja odredbe i upute za kontrolu od strane države luke i obalne države koje su gore spomenute.

6. Stranke bi trebale stvarno koristiti mogućnosti koje im kontrola od strane države luke pruža u uočavanju nedostataka i postupaka koji ne odgovaraju standardima, ako ih ima, preko posjeta stranim brodovima koji bi im mogli predstavljati rizik zagađivanja, i u provjeravanju da su poduzete mjere za njihovo otklanjanje. Svrha ovih uputa jest pomoći strankama u obavljanju dje-

and thereby to contribute towards the attainment of the objectives of MARPOL 73/78.

7 Nothing in these guidelines should be construed as derogating from the powers of any Party to take measures within its jurisdiction in respect of any matter to which MARPOL 73/78 relates or as extending the jurisdiction of any Party.

8 For the inspections carried out under these control procedures Article 7 of MARPOL 73/78 applies in that:

- 1 — All possible efforts shall be made to avoid a ship being unduly detained or delayed;  
and
- 2 — when a ship is unduly detained or delayed by the control procedures it shall be entitled to compensation for any loss or damage suffered.

## CHAPTER 1 — INTRODUCTION

1.1 This document sets out procedures for the control of ships under MARPOL 73/78 and contains guidelines for port States and where appropriate, for coastal States to ensure that a ship continues to comply with the relevant provisions of Annex I of MARPOL 73/78.

1.2 A number of factors may cause the condition of a ship to be considered as posing a threat of harm to the marine environment rendering the ship involved a pollution risk. These factors fall into categories which include:

- 1 — non-compliance with the construction or equipment requirements of the Convention;

lotvorne kontrole u svojstvu države luke i obalne države, i tako doprinijeti postizanju ciljeva MARPOL-a 73/78.

7. Ništa se u ovim uputama ne smije tumačiti kao odstupanje od dužnosti svake stranke da poduzima mjere iz svoje nadležnosti u pogledu svakog pitanja na koje se odnosi MARPOL 73/78, ili kao proširenje nadležnosti bilo koje stranke.

8. Na preglede koji se provode u skladu s ovim postupkom kontrole primjenjuje se čl. 7 MARPOL-a 73/78:

- 1 — da se poduzmu svi mogući napori da se izbjegne nepotrebno zadržavanje ili kašnjenje broda;
- 2 — kada brod bude nepotrebno zadržan ili bude kasnio zbog postupka kontrole, imat će pravo na naknadu svakog gubitka koji pretrpi.

## 1. POGLAVLJE — UVOD

1.1 Ovaj dokument sadrži postupak za kontrolu brodova prema MARPOL-u 73/78. kao i upute za države luke i, prema potrebi, obalne države, koji će jamčiti da brod stalno udovoljava odgovarajućim odredbama Priloga I. MARPOL-a 73/78.

1.2 Veći broj faktora može prozročiti da se stanje broda smatra prijetnjom nanošenja štete morskom okolišu i uplitanja broda u rizik zagađenja. Ti se faktori svrstavaju u kategorije koje uključuju:

- 1 — neudovoljavanje zahtjevima za gradnju ili opremu prema Konvenciji;

- 2 — inoperative or malfunctioning equipment;
- 3 — non-compliance with the operational requirements of the Convention.

The control procedures aim to identify such a pollution risk and to provide the basis for remedial action.

1.3 Of necessity these control procedures have been divided into different categories each of which is dealt with in a separate chapter. It must, however, be kept in mind that one category may involve another so that for a certain ship more than one chapter of this document may be applicable.

1.4 Chapter 2 contains guidance aimed at ascertaining whether a ship holds a valid International Oil Pollution Prevention (IOPP) Certificate and is built, equipped and operating in compliance with the relevant provisions of MARPOL 73/78.

1.5 Chapter 3 contains guidance on the gathering of evidence of violation of the discharge provisions contained in Annex I.

1.6 Chapter 4 contains guidance on in-port inspections of crude oil washing operations.

1.7 Chapter 5 contains guidance on control measures for ships of non-Parties to MARPOL 73/78.

1.8 Chapter 6 contains guidance on the dissemination of information obtained as a result of exercising port State control and, if appropriate, coastal State control.

- 2 — opremu koja ne funkcionira ili funkcionira loše;
- 3 — neudovoljavanje provedbenim zahtjevima Konvencije.

Svrha postupka kontrole jest uočiti takav rizik zagađenja i stvoriti osnovicu za akciju za njegovo otklanjanje.

1.3 Zbog potrebe ovi su postupci kontrole podijeljeni u različite kategorije, a o svakoj od njih govori posebno poglavlje. Ipak, treba imati na umu da jedna kategorija može uključivati i drugu, tako da se na pojedini brod može primijeniti više nego jedno poglavlje ovoga dokumenta.

1.4 Drugo poglavlje sadrži upute kojima je svrha utvrditi da li brod posjeduje važeću Međunarodnu svjedodžbu o sprečavanju zagađivanja naftom (IOPP) i da li je građen, opremljen i iskorištavan u skladu s odgovarajućim odredbama MARPOL-a 73/78.

1.5 Treće poglavlje sadrži upute za prikupljanje dokaza o kršenju odredaba o izljevima sadržanim u Prilogu I.

1.6 Četvrto poglavlje sadrži upute za lučke preglede postupaka pranja sirovom naftom.

1.7 Peto poglavlje sadrži upute o mjerama kontrole za brodove zemalja koje nisu stranke MARPOL-a 73/78.

1.8 Šesto poglavlje sadrži upute o diseminaciji podataka prikupljenih na temelju obavljanja kontrole od strane države luke i, prema potrebi, od strane obalne države.

1.9 In five appedices to this document detailed guidelines are given for officials charged with carrying out the control procedures referred to above.

## CHAPTER 2 — INSPECTION OF CERTIFICATE, SHIP AND EQUIPMENT

2.1 A ship required to hold a certificate\* in accordance with the relevant provisions under MARPOL 73/78 is subject to port State control.

2.2 Under Article 5 of MARPOL 73/78, when duly authorized officers of a Party inspect a foreign ship which is required by MARPOL 73/78 to hold a certificate and which is in a port or an offshore terminal under the jurisdiction of that State:

- 1 — any such inspection shall be limited to verifying that there is on board a valid certificate, unless there are clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of that certificate;
- 2 — where such grounds exist, of if the ship does not carry a valid certificate, the Party shall take such steps as will ensure that the ship shall not sail until it can proceed to sea without presenting an unreasonable threat of harm to the marine environment;  
and

\* Under Regulation 5(1) of Annex I, in the case of existing ships the requirement for an IOPP Certificate applies 12 months after the date of entry into force of MARPOL 73/78, i.e. 2 October 1984.

1.9 Pet dodataka ovom dokumentu donosi detaljne upute službenicima čija je dužnost vođenje postupka kontrole koji je gore spomenut.

## 2. POGLAVLJE — PREGLED SVJEDODŽABA, BRODA I OPREME

2.1 Brod koji je dužan imati svjedodžbu\* u skladu s odgovarajućim odredbama MARPOL-a 73/78. podliježe kontroli države luke.

2.2 Prema čl. 5. MARPOL-a 73/78, kada propisno ovlašteni službenici države luke pregledavaju strani brod koji je prema MARPOL-u 73/78 dužan imati svjedodžbu i koji se nalazi u luci ili izvanobalnom terminalu pod jurisdikcijom te države:

- 1 — svaki će takav pregled biti ograničen na provjeru da brod posjeduje valjanu svjedodžbu, ako ne postoje očiti razlozi vjeronjanju da stanje broda ili njegove opreme znatno odstupa od podataka iz svjedodžbe;
- 2 — kada takvi razlozi postoje, ili ako brod nema valjane svjedodžbe, država stranka će poduzeti korake koji će osigurati da brod ne isplovi sve dok ne bude mogao isploviti bez predstavljanja pretjerane opasnosti po morski okoliš;

\* Prema Pravilu 5(1) Priloga I, u slučaju postojećih brodova obveza posjedovanja Svjedodžbe IOPP-a primjenjuje se 12 mjeseci nakon stupanja na snagu MARPOL-a 73/78, to jest od 2. listopada 1984.

3 — that Party may, however, grant such a ship permission to leave the port or offshore terminal for the purpose of proceeding to the nearest appropriate repair yard available.

2.3 Parties MARPOL 73/78 should be aware that they may entrust surveys and inspections of ships entitled to fly their own flag either to surveyors nominated for this purpose or to organizations recognized by the Administration; under Article 5 of MARPOL 73/78, port State control, including boarding, inspection and possible detention should be exercised by officers duly authorized by the port State. This authorization may be a general grant of authority or may be specific on a case by case basis.

2.4 Parties may undertake an inspection on the basis indicated in paragraph 2.2 above:

- 1 — at their own initiative;
- 2 — at the request of, or on the basis of information provided by, another Party; or
- 3 — on the basis of information provided by a member or members of the crew, a professional body, an association, a trade union or any other interested individual.

2.5 Each Party should determine which authorities should receive information on alleged pollution risks.

2.6 Information received which alleges Convention violations or risk of pollution on the part of a ship referred to in paragraph 2.4.3 above should, where appropriate, be obtained in writing. The report by a

3 — ta stranka ipak može odobriti brodu da napusti luku ili izvanobalni terminal, radi odlaska u najbliže brodogradilište na popravak.

2.3 Stranke MARPOL-a 73/78. bi morale biti svjesne da uviđaje i preglede brodova koji viju njihovu zastavu mogu povjeriti ili vještacima imenovanima za tu svrhu ili organizacijama koje uprava priznaje; prema čl. 5. MARPOL-a 73/78, kontrolu države luke, uključujući stupanje na brod, pregled i eventualno zadržavanje broda, mogu provoditi propisno ovlašteni službenici države luke. Ovo ovlaštenje može biti dano generalno ili posebno, od slučaja do slučaja.

2.4 Stranke mogu poduzeti pregled na osnovi navedenog u stavku 2.2:

- 1 — na vlastitu inicijativu;
- 2 — na zahtjev ili na osnovi obavijesti druge stranke;
- 3 — na osnovi obavijesti jednoga ili više članova posade, profesionalnog tijela, udruženja, sindikata ili svake druge zainteresirane osobe.

2.5 Svaka bi stranka trebala odrediti koji će organi primiti obavijesti o navodnim opasnostima od zagađivanja.

2.6 Obavijest koja navodi kršenje Konvencije ili opasnost od zagađivanja od strane broda spomenutu u stavku 2.4.3 treba, kad je to moguće, primiti pismeno. Izvještaj države luke o istrazi pojedine nezgode,



port State on the investigation of a particular incident to be furnished to the flag State for appropriate action in accordance with paragraph 3.6.4 should include this information unless it is required to be treated as confidential under its laws or regulations.

2.7 On receipt of information on alleged pollution risks, the port State authorities concerned should, after evaluating the seriousness of the information and the reliability of its source, immediately investigate the matter, in consultation with the nominated surveyor or recognized organization as necessary, and take action required by the circumstances.

2.8 The port State will then have to determine whether to detain a ship until the deficiencies are corrected, whether to allow it to proceed to the nearest appropriate repair yard available after taking any temporary measures as necessary, or whether to allow it to sail with certain deficiencies which are not vital from the viewpoint of avoiding an unreasonable threat of harm to the marine environment, having regard to the particular circumstances.

2.9 If a port State permits a ship with known deficiencies to proceed to a repair yard, a report should be submitted to the flag State. In addition it should:

- 1 — if that repair yard is under its own jurisdiction, continue to exercise appropriate port State control;
- 2 — if that repair yard is under the jurisdiction of a Party other

koji će se dostaviti državi zastave, radi poduzimanja odgovarajućih mjera u skladu sa stavkom 3.6.4, sadržavat će tu obavijest, ako se po njenim zakonima i propisima ne zahtijeva da ju se smatra povjerljivom.

2.7 Nakon primitka obavijesti o navodnoj opasnosti od zagađivanja i nakon procjene ozbiljnosti obavijesti i pouzdanosti njenog izvora, organi odnosno države luke bi morali odmah istražiti stvar u dogovoru s imenovanim vještakom, odnosno s priznatom organizacijom, te poduzeti mjere koje okolnosti zahtijevaju.

2.8 Nakon toga će država luke morati odlučiti da li će zadržati brod dok nedostaci ne budu popravljani, da li će mu nakon poduzimanja eventualnih privremenih mjera dozvoliti da isplovi, do najbližega prikladnoga brodogradilišta na popravak, ili će mu dozvoliti da isplovi s nekim nedostacima koji nisu bitni u smislu izbjegavanja pretjerane opasnosti po morski okoliš, uzimajući u obzir posebne okolnosti.

2.9 Ako država luke dozvoli isplavljenje, radi popravka do brodogradilišta brodu za koji zna da ima nedostataka, o tomu bi morala izvjestiti državu zastave. Osim toga bi morala:

- 1 — nastaviti s odgovarajućom kontrolom države luke, ako se brodogradilište nalazi pod njenom jurisdikcijom;
- 2 — ako se brodogradilište nalazi pod jurisdikcijom stranke raz-

than the flag State, communicate all the facts to the authorities of that Party.

2.10 When a surveyor nominated or organization recognized by an Administration determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the Certificate or is such that the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment, such surveyor or organization, in accordance with Regulation 4(3)(d) of Annex I of MARPOL 73/78 shall immediately ensure that corrective action is taken. If such corrective action is not taken, the Certificate should be withdrawn and the Administration and the port State authority should be notified. Upon receiving such notification the port State authorities shall give such surveyors or organizations any necessary assistance to carry out their obligations in this respect.

2.11 If authorities receiving information are unable to take action because there is insufficient time or because no inspectors can be made available before the ship sails, the information should be passed to the flag State and to the authorities of the country of the next port of call, if other than the flag State. On receipt of the information the authorities of the country of the next port of call may exercise the jurisdiction granted them under Article 5 as referred to above.

2.12 Where any exercise of port State control gives rise to action against a ship, the port State shall notify the flag State in accordance with chapter 6.

ličite od države zastave, dostaviti sve činjenice organima te stranke.

2.10 Kada vještak, koga je imenovala, ili organizacija koju je priznala uprava, utvrdi da stanje broda ili njegove opreme znatno odstupa od podataka u Svjedodžbi ili je takvo da brod nije sposoban isploviti bez predstavljanja pretjerane opasnosti po morski okoliš, taj će se vještak ili organizacija, u skladu s Pravilom 4(3)(d) Priloga I. MARPOL-a 73/78. odmah pobrinuti da se poduzmu mjere za njegovo popravljanje. Ako se one ne poduzmu, Svjedodžbu bi trebalo povući i to priopćiti upravi i organima države luke. Nakon primitka takvoga priopćenja, organi države luke bi trebali pružiti vještacima, odnosno organizaciji svu pomoć potrebnu za izvršavanje njihovih dužnosti u tom pogledu.

2.11 Ako organi koji prime obavijest nisu kadri poduzeti mjere, jer imaju premalo vremena ili nemaju na raspolaganju inspektora prije nego brod isplovi, obavijest će proslijediti državi zastave i organima slijedeće države u čiju će luku brod uploviti, ako to nije država zastave. Nakon primitka takve obavijesti, organi slijedeće države u čiju će luku brod uploviti mogu izvršavati jurisdikciju koju imaju prema čl. 5. koji je gore spomenut.

2.12 Kada god provođenje kontrole države luke daje osnovu za mjere protiv broda, država luke će to priopćiti državi zastave u skladu sa 6. poglavljem.

2.13 The procedures out in paragraphs 2.3 to 2.12 should be applied also to existing ships to which the requirements for an IOPP Certificate are not applicable until 12 months after the date of entry into force of MARPOL 73/78.

2.14 The procedures set out in paragraphs 2.3 to 2.12 should, as appropriate, be applied also in respect of ships which on account of their size are not required to carry an IOPP Certificate.

2.15 Port State authorities should ensure that, on the conclusion of an inspection, the master of the ship is provided with a document giving the results of the inspection and details of any action taken.

2.16 For details in respect of inspections under this chapter, reference is made to Appendix 1 of this document.

### CHAPTER 3 — CONTRAVENTION OF THE DISCHARGE PROVISIONS

3.1 Regulations 9 and 10 of Annex I prohibit the discharge into the sea of oil except under precisely defined conditions. A record of these operations shall be completed, where appropriate, in the form of an oil record book and shall be kept in such a place as to be readily available for inspection at all reasonable times.

3.2 Regulations referred to above provide that whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or of its wake, a Party should, to the extent that it is reasonably able to do so, promptly investigate the facts

2.13 Postupak sadržan u stavcima od 2.3 do 2.12 trebao bi se primjenjivati i na postojeće brodove na koje se zahtjevi za Svjedodžbu IOPP-a ne primjenjuju do 12 mjeseci nakon stupanja na snagu MARPOL-a 73/78.

2.14 Postupak sadržan u stavcima od 2.3 do 2.12 trebao bi se, prema potrebi, primjenjivati i u pogledu brodova koji zbog svoje veličine nisu dužni posjedovati Svjedodžbu IOPP-a.

2.15 Organi države luke trebali bi se pobrinuti da se na završetku svakog pregleda broda zapovjedniku uruči isprava koja sadrži rezultate pregleda i pojedinosti svake poduzete mjere.

2.16 Za pojedinosti u pogledu pregleda prema ovom poglavlju treba pogledati Dodatak 1. ovom dokumentu.

### 3. POGLAVLJE — KRŠENJE ODREDABA O IZLJEVIMA

3.1 Pravila 9 i 10 Priloga I. zabranjuju ispuštanje nafte u more, osim u precizno definiranim uvjetima. Zapis o tim operacijama dovršit će se gdje je to moguće, na obrascu knjige ulja i čuvat će se na takvom mjestu, gdje će biti lako dostupno za pregled u svako razumno vrijeme.

3.2 Gore navedena pravila propisuju, kada god se primijete vidljivi tragovi nafte na površini mora ili ispod nje u neposrednoj blizini broda ili njegove brazde, da bi stranka morala, u mjeri u kojoj je to razumno u mogućnosti, odmah istražiti činjenice koje ukazuju na to da

bearing on the issue of whether or not there has been a violation of the discharge provisions.

3.3 Recognizing the likelihood that many of the violations of the discharge provisions of the Convention will take place outside the immediate control and knowledge of the flag State, Article 6 of MARPOL 73/78 provides that Parties to the Convention shall co-operate in the detection of violations and the enforcement of the provisions of the present Convention using all appropriate and practicable measures of detection and environmental monitoring, adequate procedures for reporting and gathering evidence. MARPOL 73/78 also contains a number of more specific provisions designed to facilitate that co-operation.

3.4 Several sources of information about possible violations of the discharge provisions can be indicated. These include:

- 1 Reports by masters: Article 8 and Protocol I of MARPOL 73/78 require **inter alia** a ship's master to report certain incidents involving the discharge or the probability of a discharge of oil or oily mixtures.
- 2 Reports by official bodies: Article 8 of MARPOL 73/78 requires furthermore that a Party issue instructions to its maritime inspection vessels and aircraft and to other appropriate services to report to its authorities incidents involving the discharge or the probability of a discharge of oil or oily mixtures.

li je bilo kršenja odredaba o izljevi-  
ma ili nije.

3.3 Priznajući vjerojatnost da će do velikog broja kršenja odredaba konvencije o izljevi-  
ma doći izvan neposredne kontrole i znanja države zastave, čl. 6. MARPOL-a 79/78. propisuje da će stranke Konvencije surađivati na otkrivanju kršenja i na primjeni odredaba ove Konvencije, koristeći sve prikladne i provedive mjere otkrivanja i motrenja u okolišu, primjerene postupke za dojavu i prikupljanje dokaza. MARPOL 73/78. također sadrži određeni broj posebnih odredaba za olakšavanje te suradnje.

3.4 Neki izvori informacija o mogućim kršenjima odredaba o izljevi-  
vima mogu se navesti. Oni uključuju:

1. Izvještaje zapovjednika: član 8. i Protokol I. MARPOL-a 73/78. zahtijevaju, između ostaloga, da zapovjednik broda izvijesti o nekim nezgodama koje uključuju ispuštanje ili vjerojatnost ispuštanja nafte ili naftnih mješavina.
2. Izvještaje službenih tijela: član 8. MARPOL-a 73/78. nadalje zahtijeva da stranka izda upute svojim brodovima i zrakoplovima koji obavljaju preglede na moru i drugim odgovarajućim službama, da izvještavaju njene nadležne organe o nezgodama koje uključuju ispuštanje ili vjerojatnost ispuštanja nafte ili naftnih mješavina.

- 3 Reports by other Parties: Article 6 provides that a Party may request another Party to inspect a ship. The Party making the request shall supply sufficient evidence that the ship has discharged oil or oily mixtures.
  - 4 Reports by others: It is not possible to list exhaustively all sources of information concerning alleged contravention of the discharge provisions. Parties should take all circumstances into account when deciding upon investigating such reports.
- 3.5 Action by States other than the flag or port States that have information on discharge violations (hereinafter referred to as coastal States):
- 1 Coastal States, Parties to MARPOL 73/78, upon receiving a report of oil pollution allegedly caused by a ship, may investigate the matter and collect such evidence as can be collected. For details of the desired evidence reference is made to Appendix 2.
  - 2 If the investigation referred to under 3.5.1 above discloses that the next port of call of the ship in question lies within its jurisdiction, the coastal State should also take port State action as set out under 3.6 below.
  - 3 If the investigation referred to under 3.5.1 above discloses that the next port of call of the ship in question lies within the jurisdiction of another Party, then the coastal State should in appropriate cases furnish the evidence to that other Party and request that Party to take port State action in accordance with 3.6.
3. Izvještaje drugih stranaka: član 6. predviđa da jedna stranka može zatražiti od druge da pregleda brod. Stranka koja postavlja zahtjev pribavit će dovoljno dokaza da je brod ispuštio naftu ili naftnu mješavinu.
  4. Izvještaje drugih osoba: nije moguće u potpunosti nabrojiti sve izvore informacija o navodnom kršenju odredaba o izljevimima. Stranke bi morale uzeti u obzir sve okolnosti kad odlučuju o ispitivanju ovih izvještaja.
- 3.5 Mjere koje poduzimaju države koje nisu države zastave ili države luke, a koje posjeduju informacije o kršenju odredaba o izljevimima (u daljnjem tekstu: obalne države):
1. Obalne države, stranke MARPOL-a 73/78, kad dobiju izvještaj o zagađenju naftom, koje je neki brod navodno počinio, mogu ispitati predmet i prikupiti dokaze koji se dadu prikupiti. Za pojedinosti o potrebnim dokazima treba pogledati Dodatak 2.
  2. Ako ispitivanje spomenuto pod 3.5.1 pokaže da se slijedeća luka u koju će uploviti brod o kojem se radi nalazi u njenoj jurisdikciji, obalna bi država morala također poduzeti mjere države luke opisane pod 3.6.
  3. Ako ispitivanje spomenuto pod 3.5.1 pokaže da se slijedeća luka u koju će uploviti brod o kojem se radi nalazi pod jurisdikcijom neke druge stranke, tada bi obalna država morala u odgovarajućim slučajevima dostaviti dokaze toj drugoj stranici i od nje zahtijevati da poduzme mjere države luke u skladu s 3.6.

- 4 In either case referred to under 3.5.2 and 3.5.3 above and if the next port of call of the ship in question cannot be ascertained, the coastal State shall inform the flag State of the incident and of the evidence obtained.
- 3.6 Port State action:
- 1 Parties shall appoint or authorize officers to carry out investigations for the purpose of verifying whether a ship has discharged oil in violation of the provisions of MARPOL 73/78.
  - 2 Parties may undertake such investigations on the basis of reports received from sources indicated under 3.4.
  - 3 These investigations should be directed towards the gathering of sufficient evidence to establish whether the ship has violated the discharge requirements. Guidelines for the optimal collation of evidence are given in Appendix 2 to this document.
  - 4 If the investigations provide evidence that a violation of the discharge requirements took place within the jurisdiction of the port State, that port State shall either cause proceedings to be taken in accordance with its law, or furnish to the flag State all information and evidence in its possession about the alleged violation. When the port State causes proceedings to be taken, it shall inform the flag State.
  - 5 Details of the report to be submitted to the flag State are set out under chapter 6.
4. U oba slučaja navedena pod 3.5.2 i 3.5.3, te ako se ne može utvrditi slijedeća luka u koju će uploviti brod o kojem se radi, obalna će država obavijestiti državu zastave o nezgodi i o prikupljenim dokazima.
- 3.6 Mjere države luke:
1. Stranke će postaviti ili ovlastiti službenike da provode ispitivanja, radi utvrđivanja da li je brod ispuštao naftu u suprotnosti s odredbama MARPOL-a 73/78.
  2. Stranke mogu takva ispitivanja započeti na osnovi izvještaja primljenih iz izvora navedenih pod 3.4.
  3. Ova bi ispitivanja morala biti upravljena na prikupljanju dokaza dovoljnih za utvrđivanje da li je brod prekršio uvjete za izljeve. Smjernice za optimalno prikupljanje dokaza navedene su u Dodatku 2. u ovom dokumentu.
  4. Ako ispitivanja pruže dokaze da je došlo do kršenja uvjeta za izljeve unutar jurisdikcije države luke, ta će država luke ili započeti postupak, predviđen njezinim zakonima, ili će državi zastave dostaviti sve informacije i dokaze koje posjeduje o navodnom prekršaju. Kada država luke započne postupak, o tomu će obavijestiti državu zastave.
  5. Pojediniosti o izvještaju koji treba podnijeti državi zastave navedene su u 6. poglavlju.

6 The investigation might provide evidence that pollution was caused through damage to the ship or its equipment. This might indicate that a ship is not guilty of a violation of the discharge requirements of Annex I of MARPOL 73/78 provided that:

6.1 all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and

6.2 the owner or the master did not act either with intent to cause damage or recklessly and with knowledge that damage would probably result.

However, actions by the port State as set out under chapter 2 may be called for.

#### CHAPTER 4 — INSPECTION OF CRUDE OIL WASHING (COW) OPERATIONS

4.1 Regulations 13 and 13B of Annex I *inter alia* require that crude oil washing of cargo tanks be performed on certain categories of crude carriers. A sufficient number of tanks shall be washed in order that ballast water is put only in cargo tanks which have been crude oil washed. The remaining cargo tanks shall be washed on a rotational basis for sludge control.

4.2 Port State authorities may carry out inspections to ensure that crude oil washing is performed by all crude carriers either required to have a COW system or where the owner or operator chooses to install a COW system in order to comply

6. Ispitivanje može pružiti dokaze da je zagađenje prouzročeno oštećenjem broda ili njegove opreme. To može ukazati na to da brod nije kriv za kršenje uvjeta za izljeve iz Priloga I. MARPOL-u 73/78, pod uvjetom:

6.1 da su nakon nastanka oštećenja ili otkrivanja izljeva bile poduzete sve razumne mjere predostrožnosti radi sprečavanja ili smanjivanja izljeva;

6.2 da vlasnik ili zapovjednik nisu postupali s namjerom da prouzroče štetu ili bezobzirno i sa znanjem da će do štete vjerojatno doći.

Ipak može se zahtijevati da država luke poduzme mjere navedene u 2. poglavlju.

#### 4. POGLAVLJE — PREGLED OPERACIJA PRANJA SIROVOM NAFTOM (COW)

4.1 Pravila 13 i 13 B Priloga I. između ostaloga zahtijevaju da se kod nekih kategorija tankera za prijevoz sirove nafte tankovi za teret operu sirovom naftom. Oprati se mora dovoljan broj tankova tako da bi se balastna voda stavila samo u one tankove koji su oprani sirovom naftom. Ostali će se tankovi prati imjениčno radi kontrole taloga.

4.2 Organi države luke mogu obavljati preglede kako bi se uvjerali da pranje sirovom naftom provode svi tankeri za sirovu naftu koji ili moraju posjedovati sustav COW, ili je njihov vlasnik ili brodar odlučio instalirati sustav COW kako bi udovo-

with Regulation 13 of Annex I. In addition compliance should be ensured with the operational requirements set out in the revised Specifications for the Design, Operation and Control of Crude Oil Washing Systems (resolution A.446(XI)). This can best be done in the ports where the cargo is unloaded.

4.3 Parties should be aware that the inspections referred to under 4.2 above may also lead to the identification of a pollution risk, necessitating action by the port State as set out under chapter 2.

4.4 Detailed guidelines for in-port inspections of crude oil washing procedures have been approved and published by IMO\* and are set out in Appendix 3.

#### CHAPTER 5 — SHIPS OF NON-PARTIES TO MARPOL 73/78

5.1 Article 5(4) of MARPOL 73/78 provides that: »With respect to the ships of non-Parties to the Convention, Parties shall apply the requirements of the present Convention as may be necessary to ensure that no more favourable treatment is given to such ships«. Parties should therefore apply the procedures set out in this document to ships of such non-Parties.

#### CHAPTER 6 — NOTIFICATION TO FLAG STATE AND ORGANIZATION

6.1 Where in the exercise of port State control, a Party denies a foreign ship entry to the ports or off-

\* IMO publication entitled »Crude Oil Washing Systems« — Revised edition, 1983.

ljio Pravilu 13 Priloga I. Osim toga treba osigurati poštovanje provedbenih zahtjeva navedenih u revidiranim specifikacijama za nacrt, provođenje i kontrolu sustava za pranje sirovom naftom (Rezolucija A. 446 (XI)). To se najbolje može obaviti u lukama iskrcaja tereta.

4.3 Stranke bi morale biti svjesne da pregled spomenut pod 4.2, može dovesti do otkrivanja opasnosti od zagađenja, koja zahtijeva da država luke poduzme mjere navedene u 2. poglavlju.

4.4 Detaljne upute za lučke preglede operacija pranja sirovom naftom odobrio je i objavio IMO\* i one su navedene u Dodatku 3.

#### 5. POGLAVLJE — BRODOVI DRŽAVA KOJE NISU STRANKE MARPOL-a 73/78

5.1 Član 5(4) MARPOL-a 73/78 određuje: »Na brodove država koje nisu stranke ove Konvencije, stranke će primjenjivati uvjete ove Konvencije koliko je potrebno da se na te brodove ne bi primjenjivao povoljniji postupak.« Zbog toga bi stranke morale primjenjivati postupak naveden u tom dokumentu i na brodove država koje nisu stranke.

#### 6. POGLAVLJE — PRIOPĆENJE DRŽAVI ZASTAVE I ORGANIZACIJI

6.1 Kada pri obavljanju kontrole države luke jedna stranka zabrani stranom brodu ulazak u luke ili iz-

\* Publikacija IMO pod naslovom »Sustavi ispiranja sirovom naftom« — izmijenjeno izdanje, 1983.



hore terminals under its jurisdiction or takes any action against such a ship for non-compliance with the provisions of MARPOL 73/78, the Party shall immediately, notify the consul or diplomatic representative of the flag State or, if this is not possible, the Administration of the ship concerned, of all circumstances. If such notification is made verbally it should be subsequently confirmed in writing.

6.2 A report on alleged deficiencies or on alleged contravention of the discharge provisions shall be forwarded to the flag State as soon as possible, preferably no later than 60 days after the observation of the deficiencies or contravention. The form of the report on alleged deficiencies is set out in Appendix 4. If a contravention of the discharge provisions is suspected then the report should be prepared on the basis of information contained in the Addendum to Appendix 2 supplemented by evidence of violations. Summaries of such reports and remedial action taken should also be sent by the port State to the Organization.

6.3 On receiving a report on alleged deficiencies or on alleged contravention of the discharge provisions the flag State shall, as soon as possible, inform the Party submitting the report of its action. That Party and the Organization should upon completion of such action be informed of the outcome. A form in which comments by the flag State on a deficiency report may be transmitted is shown in Appendix 5.

vanobalne terminale pod njenom jurisdikcijom ili poduzme druge mjere protiv nekoga broda, zbog toga što ne udovoljava odredbama MARPOL-a 73/78, stranka će konzularnoga ili diplomatskoga predstavnika države zastave ili, ako to nije moguće, upravu države toga broda odmah obavijestiti o svim okolnostima događaja. Ako se takvo priopćenje daje usmeno, naknadno ga treba potvrditi pismeno.

6.2 Izvještaj o navodnim nedostacima ili o navodnom kršenju odredaba o izljevima dostavit će se državi zastave što prije, po mogućnosti ne kasnije od 60 dana nakon uočavanja nedostataka ili kršenja. Obrazac izvještaja o navodnim nedostacima naveden je u Dodatku 4. Ako se na kršenje odredaba o izljevima sumnja, tada izvještaj treba pripremiti na osnovi podataka sadržanih u Dopuni Dodatku 2. i nadopuniti dokazima o prekršaju. Država luke bi morala poslati sažetke tih izvještaja i poduzetih mjera i Organizaciji.

6.3 Kad primi izvještaj o navodnim nedostacima ili o navodnom kršenju odredbi o izljevima, država zastave će, čim joj to bude moguće, obavijestiti stranku koja je podnijela izvještaj o svojim mjerama. Nakon dovršenja tih mjera, tu stranku i Organizaciju bi trebalo obavijestiti o njihovom ishodu. Obrazac na kojemu se mogu dati primjedbe države zastave na izvještaj o nedostacima naveden je u Dodatku 5.

## APPENDIX 1

### INSPECTION OF IOPP CERTIFICATE, SHIP AND EQUIPMENT

#### 1 SHIPS REQUIRED TO CARRY AN IOPP CERTIFICATE

1.1 On boarding and introduction to the master or responsible ship's officer the inspector should examine the IOPP Certificate, including the attached Record of Construction and Equipment, and the Oil Record Book.

1.2 The certificate carriers the information on the type of ship and the dates of surveys and inspections. As a preliminary check it should be confirmed that the dates of surveys and inspections are still valid. Furthermore it should be established if the ship carries an oil cargo and whether the carriage of such oil cargo is in conformity with the certificate (see also 1.11 of the Record for Construction and Equipment for Oil Tankers).

1.3 Through examining the Record of Construction and Equipment the inspector may establish how the ship is equipped for the prevention of marine pollution.

1.4 If the certificate is valid and the inspector's general impression and his visual observations on board confirm a good standard of maintenance he should generally confine his inspection to reported deficiencies, if any.

1.5 If, however, the inspector from his general impressions or observations on board has clear grounds for believing that the condition of the ship or its equipment does not correspond substantially

## DODATAK 1.

### PREGLED SVJEDODŽBE IOPP-a, BRODA I OPREME

#### 1 BRODOVI KOJI MORAJU IMATI SVJEDODŽBU IOPP-a

1.1 Nakon stupanja na brod i predstavljanja zapovjedniku ili odgovornom brodskom časniku, inspektor bi morao pregledati Svjedodžbu IOPP-a, uključujući priloženu Svjedodžbu o konstrukciji i opremi, i Knjigu o uljima.

1.2 Svjedodžba sadrži podatke o vrsti broda i datume tehničkog i inspekcijskog pregleda. Prvo treba pregledati da li datumi pregleda i inspekcija još uvijek vrijede. Zatim treba ustanoviti da li brod prevozi naftu kao teret i da li je prijevoz takvoga tereta u skladu sa svjedodžbom (vidi također 1.11 o Svjedodžbi o konstrukciji i opremi tankera).

1.3 Pregledavanjem Svjedodžbe o konstrukciji i opremi inspektor može ustanoviti kako je brod opremljen za sprečavanje zagađivanja mora.

1.4 Ako je svjedodžba valjana i ako inspektorov opći dojam i njegova vizualna opažanja na brodu potvrđuju dobar standard održavanja, on bi uglavnom morao ograničiti svoj pregled na dojavljene nedostatke, ako ih ima.

1.5 Ako pak inspektor, na osnovi svojih općih dojmova i opažanja ima očitih razloga za vjerovanje da stanje broda ili njegove opreme bitno odstupa od podataka iz svjedodžbe, nastaviti će s detaljnijim pregledom.

with the particulars of the certificate, he should proceed to a more detailed inspection.

1.6 The inspection of the engine room should begin with forming a general impression of the state of the engine room, the presence of traces of oil in the engine room bilges and the ship's routine for disposing of oil contaminated water from the engine room spaces.

1.7 Next a closer examination of the ship's equipment as listed in the IOPP Certificate may take place. This examination should also confirm that no unapproved modifications have been made to the ship and its equipment.

1.8 Should any doubt arise as to the maintenance or the condition of the ship or its equipment then further examination and testing may be conducted as considered necessary. In this respect reference is made to the IMO Guidelines for Surveys under Annex I of MARPOL 73/78 (resolution MEPC. 11(18)).

1.9 The inspector should bear in mind that a ship may be equipped over and above the requirements of Annex I to MARPOL 73/78. If such equipment is malfunctioning the flag State should be informed. This alone however should not cause a ship to be detained unless the discrepancy presents an unreasonable threat of harm to the marine environment.

1.10 In cases of oil tankers the inspection should include the cargo tank and pump room area of the ship and should begin with forming a general impression of the layout of the tanks, the cargoes carried,

1.6 Pregled strojarnice trebao bi početi stvaranjem općeg dojma o stanju strojarnice, prisutnosti tragova nafte u kaljuži strojarnice i o uobičajenom načinu odlaganja vode zagađene naftom iz prostora strojarnice.

1.7 Nakon toga se može prijeći na detaljniji pregled brodske opreme kako je propisana u Svjedodžbi IOPP-a. Taj pregled bi morao potvrditi, i to, da bez odobrenja nisu izvršene nikakve preinake broda ili njegove opreme.

1.8 Ako se pojave bilo kakve sumnje o održavanju ili stanju broda ili njegove opreme, mogu se provesti daljnji pregledi i testiranja, ako se to smatra potrebnim. U tom smislu treba pogledati IMO-ve Smjernice za preglede prema Prilogu I. MARPOL-a 73/78 (Rezolucija MEPC-a 11(18)).

1.9 Inspektor bi morao imati na umu da brod može biti opremljen i iznad i preko zahtjeva Priloga I. MARPOL-a 73/78. Ako je takva oprema neispravna, o tomu treba obavijestiti državu zastave. Ipak, samo to ne smije biti razlogom da se brod zadrži, osim ako neslaganje predstavlja pretjeranu opasnost po morski okoliš.

1.10 Kod tankera bi pregled trebao uključivati teretni tank i prostor oko crpke broda, a trebao bi započeti stvaranjem općeg dojma o rasporedu tankova, teretima koji se prevoze i o uobičajenom načinu od-

and the routine of cargo slops disposal.

## 2 SHIPS OF NON-PARTIES TO THE CONVENTION AND OTHER SHIPS NOT REQUIRED TO CARRY AN IOPP CERTIFICATE

2.1 As this category of ships is not provided with an IOPP certificate, the inspector will need to satisfy himself with regard to the construction and equipment standards relevant to the ship on the basis of the requirements set out in Annex I of MARPOL 73/78.

2.2 In all other respects the inspector should be guided by the procedures for ships referred to in section 1 above.

2.3 If the ship has some form of certification other than the IOPP Certificate, the inspector may take the form and content of this documentation into account in his evaluation of that ship.

## 3 CONTROL

3.1 In exercising his control functions the inspector will have to use his professional judgment to determine whether to detain the ship until any noted deficiencies are corrected or to allow it to sail with certain deficiencies which do not pose an unreasonable threat of harm to the marine environment. In doing this the inspector should be guided by the principle that the requirements contained in Annex I of MARPOL 73/78 in respect of construction and equipment and the operation of ships are essential for the protection of the marine envi-

lagaanja otpadnih voda od tereta.

## 2 BRODOVI DRŽAVA KOJE NISU STRANKE KONVENCIJE I DRUGI BRODOVI KOJI NE MORAJU IMATI SVJEDODŽBU IOPP

2.1 Budući da ova kategorija brodova ne posjeduje Svjedodžbu IOPP-a, inspektor će se, što se tiče standarda za konstrukciju i opremu koji se odnose na taj brod, zadovoljiti zahtjevima navedenim u Prilogu I. MARPOL-a 73/78.

2.2. Što se tiče svega ostaloga, inspektor se mora ravnati prema postupcima za brodove navedenim u odjeljku 1.

2.3 Ako brod ima neki drugi oblik svjedodžbe različit od Svjedodžbe IOPP-a, inspektor može oblik i sadržaj te isprave uzeti u obzir pri ocjeni toga broda.

## 3 KONTROLA

3.1 Pri obavljanju svojih kontrolnih funkcija, inspektor će morati stručno procijeniti da li će zaustaviti brod dok se svi uočeni nedostaci ne uklone ili će mu dozvoliti da isplovi s nekim nedostacima koji ne predstavljaju pretjeranu opasnost po morski okoliš. Pri tom bi se inspektor morao voditi načelom da su zahtjevi sadržani u Prilogu I. MARPOL-a 73/78, u pogledu gradnje i opreme te iskorištavanja broda potrebni za zaštitu morskog okoliša i da bi odstupanje od tih zahtjeva moglo prouzročiti pretjeranu opasnost po morski okoliš.

ronment and that departure from these requirements could constitute an unreasonable threat of harm to the marine environment.

## APPENDIX 2

### CONTRAVENTION OF DISCHARGE PROVISIONS

1 Experience has shown that information furnished to the flag State as envisaged in chapter 3 of the present Procedures is often inadequate to enable the flag State to cause proceedings to be brought in respect of the alleged violation of the discharge requirements. This Appendix is intended to identify information which is often needed by a flag State for the prosecution of such possible violations.

2 It is recommended that in preparing a port State report on deficiencies as set out in Appendix 4, where contravention of the discharge requirements is involved, the authorities of the coastal or port State be guided by the itemized list of possible evidence as shown in the Addendum to this Appendix. It should be borne in mind in this connection that,

- 1 the report aims to provide the optimal collation of obtainable data; however, even if all the information cannot be provided, as much information as possible should be submitted;
- 2 it is important for all the information included in the report to be supported by facts which, when considered as a whole, would lead the port or coastal State to believe a contravention had occurred.

## DODATAK 2.

### KRŠENJE ODREDABA O IZLJEVIMA

1 Iskustvo je pokazalo da su podaci dostavljeni državi zastave, kako su navedeni u 3. poglavlju ovoga Postupka, često nedovoljni da bi državi zastave omogućili povesti postupak koji treba započeti u vezi s navodnim kršenjem uvjeta za izljeve. Ovom je Dodatku svrha utvrditi podatke koje država zastave često treba radi vođenja postupka, zbog tih navodnih kršenja.

2 Preporuča se da se pri pripremanju izvještaja države luke o nedostacima, kako je izložen u Dodatku 4, kad se radi o kršenju uvjeta za izljeve, organi obalne države ili države luke vode pojedinačnim popisom mogućih dokaza, kako su navedeni u Dopuni ovoga Dodatka. S tim u vezi treba imati na umu:

1. da je svrha izvještaja omogućivanje optimalnoga prikupljanja podataka do kojih se može doći; ipak, čak i ako se ne mogu pribaviti svi podaci, treba ih dostaviti onoliko koliko se moglo pribaviti;
2. da je važno da svi podaci navedeni u izvještaju budu potkrijepljeni dokazima koji će, kad ih se promatra u cjelini, dovesti državu luke ili obalnu državu do uvjerenja da je do kršenja došlo.

3 In addition to the port State report on deficiencies, a report should be completed by a port or coastal State, on the basis of the itemized list of possible evidence. It is important that these reports are supplemented by documents such as:

- 1 a statement by the observer of the pollution. In addition to the information required under section 1 of the Addendum to this Appendix, the statement should include considerations which lead the observer to conclude that none or fanö other possible pollution sources is in fact the source;
- 2 statements concerning the sampling procedures both of the slick and on board. These should include location of and time when samples were taken, identity of person(s) taking the sample and receipts identifying the person having custody and receiving transfer of the samples;
- 3 reports of analyses of samples taken of the slick and on board; the reports should include the results of the analyses, a description of the method employed, reference to or copies of scientific documentation attesting to the accuracy and validity of the method employed and names of persons performing the analyses and their experience;
- 4 a statement by the inspector on board together with his rank and organization;
- 5 statements by persons being questioned;

3 Osim izvještaja države luke o nedostacima, izvještaj mora dovršiti država luke ili obalna država, na osnovi pojedinačnoga popisa mogućih dokaza. Važno je da ti izvještaji budu dopunjeni ispravama kao što su:

1. izjava promatrača zagađenja. Osim podataka koje zahtijeva odjeljak 1. Dopune ovoga Dodatka, izjava bi morala sadržavati razmatranja koja su promatrača navela da zaključi da nijedan od drugih mogućih izvora zagađenja nije stvarno bio izvor;
2. izjave o postupcima uzimanja uzoraka mrlje i uzoraka s broda. One moraju uključivati mjesto i vrijeme kad su uzorci uzeti, identitet osoba koje su ih uzele i potvrde koje identificiraju osobe koje čuvaju i koje su preuzele uzorke;
3. izvještaj o analizi uzoraka uzetih iz mrlje i s broda. Izvještaji bi morali sadržavati rezultate analiza, opis primijenjenih metoda, reference ili kopije znanstvene dokumentacije kojom se potvrđuje točnost i valjanost primijenjenih metoda i imena osoba koje su analizu obavile i njihovu spremu;
4. izjava inspektora koji je bio na brodu, njegov čin i organizacija;
5. izjave osoba koje su bile ispitane;

- 6 statements by witnesses;
- 7 photographs of the oil slick;
- 8 copies of relevant pages of Oil Record Books, logbooks, discharge recordings, etc.

All observations, photographs and documentation should be supported by a signed verification of their authenticity. All certifications, authentications or verifications shall be laws of the State which prepares them. All statements should be signed and dated by the person making the statement and, if possible, by a witness to the signing. The names of the persons signing statements should be printed in legible script above or below the signature.

4 The report referred to under paragraphs 2 and 3 above should be sent to the flag State. If the coastal State observing the pollution and the port State carrying out the investigation on board are not the same, the State carrying out the latter investigation should also send a copy of its findings to the State observing the pollution and requesting the investigation.

**ADDENDUM TO APPENDIX 2  
ITEMIZED LIST OF POSSIBLE  
EVIDENCE ON ALLEGED  
CONTRAVENTION OF THE  
MARPOL 73/78 ANNEX I  
DISCHARGE PROVISIONS**

**1 ACTION ON SIGHTING OIL  
POLLUTION**

**1.1 Particulars of ships suspected  
of contravention**

- 1.1.1 Name of ship
- 1.1.2 Reasons for suspecting the ship

6. izjave svjedoka;
7. fotografije naftne mrlje;
8. kopije relevantnih stranica iz knjiga ulja, broskog dnevnika, bilježenja ispuštanja, itd.

Sva zapažanja, fotografije i dokumentacija bi morali biti popraćeni potpisanom potvrdom njihove autentičnosti. Svako posvjedočenje, ovjerovljenje ili potvrđivanje treba obaviti u skladu sa zakonima države koja ih sastavlja. Sve izjave mora potpisati i datirati osoba koja izjavu daje i, ako je to moguće, svjedok potpisivanja. Imena osoba koje potpisuju izjavu trebalo bi čitko ispisati tiskanim slovima iznad ili ispod potpisa.

4 Izvještaj opisan u stavcima 2. i 3. trebalo bi poslati državi zastave. Ako obalna država koja primijeti zagađenje i država luke koja provede istragu na brodu nisu iste, država koja provodi ovu istragu trebala bi primjerak svojih nalaza također poslati državi koja je primijetila zagađenje i zatražila provedbu istrage.

**DOPUNA DODATKA 2.  
POJEDINAČNI POPIS MOGUĆIH  
DOKAZA O NAVODNOM KRŠENJU  
ODREDABA O IZLJEVIMA  
PRILOGA I. MARPOL-a 73/78**

**1 MJERE OPAŽANJA ZAGAĐENJA  
NAFTOM**

1.1 Podaci o brodu ili brodovima za koje se sumnja da su počinili prekršaj

- 1.1.1 Ime broda
- 1.1.2 Razlozi zbog kojih se sumnja na brod

- |  |  |
|--|--|
| 1.1.3 Date and time (GMT) of observation or identification   | 1.1.3 Dan i sat (GMT) primjećivanja ili identificiranja  |
| 1.1.4 Position of ship   | 1.1.4 Pozicija broda   |
| 1.1.5 Flag and port of registry  | 1.1.5 Zastava i luka upisa   |
| 1.1.6 Type (e.g. tanker, cargo ship, passenger ship, fishing vessel), size (estimated tonnage) and other descriptive data (e.g. superstructure colour and funnel mark) | 1.1.6 Vrsta (npr. tanker, teretni brod, putnički brod, ribarski brod), veličina (procjena nosivosti) i drugi opisni podaci (npr. boja nadgrađa i oznaka na dimnjaku) |
| 1.1.7 Draught condition (loaded or in ballast)   | 1.1.7 Stanje gaza (nakrcanog ili u balastu)  |
| 1.1.8 Approximate course and speed   | 1.1.8 Približan kurs i brzina  |
| 1.1.9 Position of slick in relation to ship (e.g. astern, port, starboard)   | 1.1.9 Položaj mrlje u odnosu na brod (npr. iza broda, lijevo ili desno)  |
| 1.1.10 Part of the ship from which discharge was seen emanating  | 1.1.10 Dio broda iz kojeg se vidjelo da izljev istječe   |
| 1.1.11 Whether discharge ceased when ship was observed or contracted by radio  | 1.1.11 Da li je izlijevanje prestalo kad je brod bio primijećen ili kad je s njim stupljeno u radio-vezu.  |
| <b>1.2 Particulars of slick</b>  | <b>1.2 Podaci o mrlji</b>  |
| 1.2.1 Date and time (GMT) of observation if different from 1.1.3   | 1.2.1 Dan i sat (GMT) primjećivanja ako je različito od 1.1.3  |
| 1.2.2 Position of oil slick in longitude and latitude if different from 1.1.4  | 1.2.2 Položaj naftne mrlje u geografskoj dužini i širini ako je različit od 1.1.4  |
| 1.2.3 Approximate distance in nautical miles from the nearest landmark   | 1.2.3 Približna udaljenost u nautičkim miljama od najbližeg orijentira na kopnu  |
| 1.2.4 Approximate overall dimension of oil slick (length, width and percentage thereof covered by oil)   | 1.2.4 Približne ukupne dimenzije naftne mrlje (duljina, širina i postotak površine pokriven naftom)  |
| 1.2.5 Physical description of oil slick (direction and form, e.g. continuous, in patcher or in windrows)   | 1.2.5 Fizički opis naftne mrlje (pravac i oblik npr. neprekidan, mjestimičan ili u nanosima vjetra)  |



- |   |   |
|---|---|
| 1.2.6 Appearance of oil slick (indicate categories)   | 1.2.6 Izgled naftne mrlje (označiti kategoriju)   |
| Category A: Barely visible under most favourable light condition  | Kategorija A: Jedva vidljiva pod najpovoljnijim okolnostima osvjetljenja  |
| Category B: Visible as silvery sheen on water surface   | Kategorija B: Vidljiva kao srebrnast sjaj na površini vode  |
| Category C: First trace of colour may be observed   | Kategorija C: Mogu se primijetiti prvi tragovi boje   |
| Category D: Bright and of colour  | Kategorija D: Jarki pojas u boji  |
| Category E: Colours begin to turn dull  | Kategorija E: Boja počinje tamniti  |
| Category F: Colours are much darker   | Kategorija F: Boje su mnogo tamnije   |
| 1.2.7 Sky conditions (bright sunshine, overcast, etc), lightfall and visibility (kilometres) at the time of observation | 1.2.7 Stanje neba (jasno sunce, naoblaka, itd.), padanje svjetla i vidljivost (u kilometrima) u vrijeme promatranja |
| 1.2.8 Sea state   | 1.2.8 Stanje mora   |
| 1.2.9 Direction and speed of surface wind   | 1.2.9 Pravac i brzina vjetera na površini   |
| 1.2.10 Direction and speed of current   | 1.2.10 Pravac i brzina struje   |
| <b>1.3 Identification of the observer(s)</b>  | <b>1.3 Identifikacija promatrača</b>  |
| 1.3.1 Name of the observer  | 1.3.1 Ime promatrača  |
| 1.3.2 Organization with which observer is affiliated (if any)   | 1.3.2 Organizacija kojoj promatrač pripada (ako je ima)   |
| 1.3.3 Observer's status within the organization   | 1.3.3 Promatračev položaj u organizaciji  |
| 1.3.4 Observation made from aircraft/ship/shore/otherwise   | 1.3.4 Promatrano je iz aviona/s broda/s obale/na drugi način  |
| 1.3.5 Name or identity of ship or aircraft from which the observation was made  | 1.3.5 Ime ili identitet broda ili aviona s kojega se promatralo   |
| 1.3.6 Specific location of ship, aircraft, place on shore or otherwise from which observation was made                  | 1.3.6 Poseban položaj broda, aviona, mjesta na obali ili drugog mjesta s kojega se promatralo                       |

1.3.7 Activity engaged in by observer when observation was made, for example: patrol, voyage, flight (en route from ... to ...), etc.

#### 1.4 Method of observation and documentation

1.4.1 Visual

1.4.2 Conventional photographs

1.4.3 Remote sensing records and/or remote sensing photographs

1.4.4 Samples taken from slick

1.4.5 Any other form of observation (specify)

Note: A photograph of the discharge should preferably be in colour. Photographs can provide the following information: that a material on the sea surface is oil, that the quantity of oil discharged does constitute a violation of the Convention, that the oil is being, or has been discharge from a particular ship, the identity of the ship.

Experience has shown that the aforementioned can be obtained with the following photographs:

1 Details of the slick taken almost vertically down from an altitude of less than 300 m with the sun behind the photographer.

2 An overall view of the ship and »slick« showing oil emanating from a particular ship.

3 Details of the ship for the purposes of identification.

1.3.7 Djelatnost koju je promatrač obavljao za vrijeme promatranja, na primjer: patrola, putovanje, let (na putu iz ... za ...), itd.

#### 1.4 Metoda promatranja i dokumentiranja

1.4.1 Vizualna

1.4.2 Obična fotografija

1.4.3 Daljinski osjetljivo snimanje i/ili daljinski osjetljivo fotografiranje

1.4.4 Uzorci uzeti iz mrlje

1.4.5 Neki drugi oblik promatranja (navesti)

Bilješka: Poželjno je da fotografija izljeva bude u boji. Fotografije trebaju dati ove podatke: da tvar na površini mora biti nafta, da količina ispuštene nafte predstavlja povredu Konvencije, da se nafta ispušta ili da je bila ispuštena iz određenoga broda, identitet broda, Iskustvo je pokazalo da se gore navedeno može postići pomoću ove tri fotografije:

1. Detalji mrlje fotografirani skoro okomito prema dolje s visine manje od 300 m sa suncem iza snimatelja;

2. općeniti pogled na brod i »mrlju«, koji pokazuje da nafta istječe iz određenoga broda;

3. detalji broda radi identifikacije.

### 1.5 Other information in radio contact can be established

- 1.5.1 Master informed of pollution
- 1.5.2 Explanation of master
- 1.5.3 Ship's last port of call
- 1.5.4 Ship's next port of call
- 1.5.5 Name of ship's master and owner
- 1.5.6 Ship's call sign

## 2 INVESTIGATION ON BOARD

### 2.1 Inspection of IOPP Certificate

- 2.1.1 Name of ship
- 2.1.2 Distinctive number of letters
- 2.1.3 Port of registry
- 2.1.4 Type of ship
- 2.1.5 Date and place of issue
- 2.1.6 Date and place of endorsement

Note: If the ship is not issued with an IOPP Certificate as much as possible of the requested information should be given.

### 2.2 Inspection of supplement of the IOPP Certificate

- 2.2.1 Applicable paragraphs of sections 2, 3, 4, 5 and 6 of the supplement (non-oil tankers)
- 2.2.2 Applicable paragraphs of sections 2, 3, 4, 5, 6, 7, 8, 9 and 10 of the supplement (oil tankers)

Note: If the ship does not have an IOPP certificate, a description should be given of the

### 1.5 Drugi podaci ako se može uspostaviti radioveza

- 1.5.1 Da li je zapovjednik obaviješten o zagađenju
- 1.5.2 Zapovjednikovo objašnjenje
- 1.5.3 Posljednja luka iz koje je brod isplovio
- 1.5.4 Sljedeća luka u koju će brod pristati
- 1.5.5 Ime zapovjednika i vlasnika broda
- 1.5.6 Pozivni znak broda

## 2 ISTRAGA NA BRODU

### 2.1 Pregled Svjedodžbe IOPP-a

- 2.1.1 Ime broda
- 2.1.2 Slova ili brojevi za raspoznavanje
- 2.1.3 Luka upisa
- 2.1.4 Vrsta broda
- 2.1.5 Dan i mjesto izdavanja
- 2.1.6 Dan i mjesto prijenosa

Bilješka: Ako brodu nije izdana Svjedodžba IOPP-a, treba prikupiti koliko god je moguće zatraženih podataka.

### 2.2 Pregled dodatka Svjedodžbe IOPP-a

- 2.2.1 Primjenljivi stavci odjeljka 2, 3, 4, 5. i 6. dodatka (tankeri koji ne prevoze naftu)
- 2.2.2 Primjenljivi stavci odjeljka 2, 3, 4, 5, 6, 7, 8, 9. i 10. dodatka (tankeri koji prevoze naftu)

Bilješka: Ako brod nema Svjedodžbu IOPP-a, treba dati opis opreme i uređaja na bro-

equipment and arrangements on board, designed to prevent marine pollution.

du koji služe zaštititi mora od zagađivanja.

### 2.3 Inspection of Oil Record Book (O.R.B)

- 2.3.1 Copy sufficient pages of the O.R.B. — Part I to cover a period of 30 days prior to the reported incident
- 2.3.2 Copy sufficient pages of the O.R.B. — Part II (if on board) to cover full loading/unloading/ballasting and tank cleaning cycle of the ship. Also copy the tank diagram

### 2.4 Inspection of logbook

- 2.4.1 Last port, date of departure, draught forward and aft
- 2.4.2 Current port, date of arrival, draught forward and aft
- 2.4.3 Ship's position at or near the time the incident was reported
- 2.4.4 Spot check if positions mentioned in the logbook agree with positions noted in the O.R.B.

### 2.5 Inspection of other documentation on board

- 2.5.1 Other documentation relevant for evidence (if necessary make copies) such as:
  - recent ullage sheets
  - record of monitoring and control equipment

### 2.6 Inspection of ship

- 2.6.1 Ship's equipment in accordance with the supplement of the IOPP certificate
- 2.6.2 Samples taken. State location on board

### 2.3 Pregled knjige o uljima (ORB)

- 2.3.1 Kopirati dovoljan broj stranica ORB-a — Dio I. koji obuhvaća razdoblje od 30 dana prije prijavljene nezgode
- 2.3.2 Kopirati dovoljan broj stranica ORB-a — Dio II. (ako je na brodu) koji obuhvaća cijeli ciklus ukrcaja/iskrcaja/balastiranja i čišćenja tankova broda. Također kopirati dijagram tankova.

### 2.4 Pregled brodskog dnevnika

- 2.4.1 Zadnja luka, dan isplavljenja, pramčani i krmeni gaz
- 2.4.2 Sadašnja luka, dan dolaska, pramčani i krmeni gaz
- 2.4.3 Položaj broda u ili blizu vremena kad je nezgoda bila prijavljena
- 2.4.4 Štihproba da li se položaji navedeni u brodskom dnevniku podudaraju s položajima upisanima u knjigu o uljima

### 2.5 Pregled druge dokumentacije na brodu

- 2.5.1 Druga dokumentacija bitna za dokazivanje (ako je potrebno napraviti kopije) kao:
  - nedavno mjerenje razine;
  - zapisi o opremi za motrenje i kontrolu.

### 2.6 Pregled broda

- 2.6.1 Oprema broda u skladu s dodatkom Svjedodžbi IOPP-a
- 2.6.2 Uzeti uzorci. Navesti mjesto na brodu

- 2.6.3 Traces of oil in vicinity of overboard discharge outlets
- 2.6.4 Condition of engine room and contents of bilges
- 2.6.5 Condition of oily water separator, filtering equipment and alarm, stopping or monitoring arrangements
- 2.6.6 Contents of sludge and/or holding tanks
- 2.6.7 Sources of considerable leakage

On oil tankers the following additional evidence may be pertinent.

- 2.6.8 Oil on surface of segregated or dedicated clean ballast
- 2.6.9 Condition of pump-room bilges
- 2.6.10 Condition of COW system
- 2.6.11 Condition of IG system
- 2.6.12 Condition of monitoring and control system
- 2.6.13 Slop tank contents (estimate quantity of water and of oil)

## 2.7 Statements of persons concerned

If the O.R.B. — Part I has not been properly completed information on the following questions may be pertinent.

- 2.7.1 Was there a discharge (accidental or intentional) at the time indicated on the incident report?
- 2.7.2 Is the bilge discharge controlled automatically?
- 2.7.3 If so, at what time was the system last put into operation and at what time was the system last put on manual mode?

- 2.6.3 Tragovi nafte u blizini otvora za ispuštanje izvan broda
- 2.6.4 Stanje strojarne i sadržaj kaljuže
- 2.6.5 Stanje separatora za zauljevanu vodu, opreme za filtriranje i davanje alarma, uređaja za zaustavljanje i nadgledanje
- 2.6.6 Sadržaj tankova za talog i/ili spremišta
- 2.6.7 Izvori znatnijeg curenja

Kod tankera može se još dodatno pregledati

- 2.6.8 Nafta na površini odvojenog ili namjenski čistoga balasta
- 2.6.9 Stanje kaljuže u prostoru crpki
- 2.6.10 Stanje sustava COW
- 2.6.11 Stanje sustava IG
- 2.6.12 Stanje sustava za nadgledanje i kontrolu
- 2.6.13 Sadržaj odljevnog tanka (procjena količine vode i nafte)

## 2.7 Izjave zainteresiranih osoba

Ako Knjiga o uljima — Prvi dio — nije propisno ispunjena, uputno je priložiti podatke o ovim pitanjima:

- 2.7.1 Da li je bilo izljeva (slučajnih ili namjernih) u vremenu naznačenom u izvještaju o incidentu?
- 2.7.2 Da li se ispuštanje kaljuže kontrolira automatski?
- 2.7.3 Ako da, kada je posljednji put sistem stavljen u pogon i kada je posljednji put uključen ručno?

- |       |  |       |  |
|-------|--|-------|--|
| 2.7.4 | If not, what were date and time of the last bilge discharge?   | 2.7.4 | Ako ne, kojega dana i sata je kaljuža posljednji put ispuštana?  |
| 2.7.5 | What was the date of the last disposal of residue and how was disposal effected?   | 2.7.5 | Kojega dana su posljednji put odlagani ostaci i kako je odlaganje izvršeno?  |
| 2.7.6 | Is it usual to effect discharge of bilge water directly to the sea, or to store bilge water first in a collecting tank? Identify the collecting tank | 2.7.6 | Da li je uobičajeno ispuštati kaljužnu vodu izravno u more ili najprije spremiti kaljužnu vodu u tank za sakupljanje kaljuže? Oznaka tanka za sakupljanje kaljuže; |
| 2.7.7 | Have oil fuel tanks recently been used as ballast tanks?   | 2.7.7 | Da li su tankovi za gorivo nedavno korišteni kao tankovi za balast?  |
- If the O.R.B. — Part II has not been properly completed information on the following questions may be pertinent.
- |        |  |        |   |
|--------|--|--------|---|
| 2.7.8  | What was the cargo/ballast distribution in the ship on departure from the last port? | 2.7.8  | Kakav je bio raspored tereta i balasta u brodu na odlasku iz zadnje luke?   |
| 2.7.9  | What was the cargo/ballast distribution in the ship on arrival in the current port?  | 2.7.9  | Kakav je bio raspored tereta i balasta u brodu pri dolasku u sadašnju luku? |
| 2.7.10 | When and where was the last loading effected?  | 2.7.10 | Kada i gdje je posljednji put krcano?                                       |
| 2.7.11 | When and where the last unloading effected?  | 2.7.11 | Kada i gdje je posljednji put iskrcavano?                                   |
| 2.7.12 | When and where was the last discharge of dirty ballast?                              | 2.7.12 | Kada i gdje je posljednji put ispušten prljavi balast?                      |
| 2.7.13 | When and where was the last cleaning of cargo tanks?                                 | 2.7.13 | Kada i gdje su posljednji put čišćeni tankovi za teret?                     |
| 2.7.14 | When and where was the last COW operation and which tanks were washed?               | 2.7.14 | Kada i gdje se posljednji put primijenio COW i koji su tankovi oprani?      |
| 2.7.15 | When and where was the last decanting of slop tanks?                                 | 2.7.15 | Kada i gdje su posljednji put degazirani odljevni tankovi?                  |
| 2.7.16 | What is the ullage in the slop tanks and the corresponding height of interface?      | 2.7.16 | Koja je razina u odljevnim tankovima i odgovarajuća visina pokazatelja?     |

2.7.17 Which tanks contained the dirty ballast during the ballast voyage (if ship arrived in ballast)?

2.7.18 Which tanks contained the clean ballast during the ballast voyage (if ship arrived in ballast)?

In addition the following information may be pertinent.

2.7.19 Details of the present voyage of the ship (previous ports, next ports, trade)

2.7.20 Contents of oil fuel and ballast tanks

2.7.21 Previous and next bunkering, type of oil fuel

2.7.22 Availability or non-availability of reception facilities for oily wastes during the present voyage

2.7.23 Internal transfer of oil fuel during the present voyage

In the case of oil tankers the following additional information may be pertinent.

2.7.24 The trade the ship is engaged in such as short/long distance, crude or product or alternating crude/product, lightening service, oil/dry bulk

2.7.25 Which tanks clean and dirty

2.7.26 Repairs carried out or envisaged in cargo tanks

#### Miscellaneous information

2.7.27 Comments in respect of condition of ship's equipment

2.7.28 Comments in respect of pollution report

2.7.29 Other comments

2.7.17 U kojim je tankovima bio prljavi balast za vrijeme putovanja u balastu (ako je brod stigao u balastu)?

2.7.18 U kojim je tankovima bio čisti balast za vrijeme putovanja u balastu (ako je brod stigao u balastu)?

Osim toga, uputno je priložiti ove podatke:

2.7.19 Detalji sadašnjeg putovanja broda (prijšašnje luke, slijedeće luke, poslovanje)

2.7.20 Sadržaj tankova za gorivo i balast

2.7.21 Prethodno i slijedeće uzimanje goriva, vrsta goriva

2.7.22 Dostupnost ili nedostupnost uređaja za prihvatanje naftnih otpadaka na sadašnjem putovanju

2.7.23 Unutarnje premještanje goriva na sadašnjem putovanju

Kod tankera je uputno priložiti ove dodatne podatke:

2.7.24 Vrsta poslovanja koje brod obavlja, kao npr. obalna/duga plovidba, prijevoz sirove nafte ili derivata ili jednoga i drugoga izmjenično, usluge teglenica, prijevoz nafte ili suhoga rasutog tereta

2.7.25 Koji su tankovi čisti a koji prljavi

2.7.26 Izvršeni ili planirani popravci teretnih tankova

#### Različite informacije

2.7.27 Primjedbe na stanje brodske opreme

2.7.28 Primjedbe na izvještaj o zagađivanju

2.7.29 Druge primjedbe

### 3 INVESTIGATION ASHORE

#### 3.1 Analyses of oil samples

3.1.1 Indicate method and results of the samples analyses

#### 3.2 Further information

3.2.1 Additional information on the ship, obtained from oil terminal staff, tank cleaning contractors or shore reception facilities may be pertinent.

Note: Any information under this heading is, if practicable, to be corroborated by documentation such as signed statements, invoices, receipts, etc.

### 4 INFORMATION NOT COVERED BY THE FOREGOING

### 5 CONCLUSION

5.1.1 Summing up of the investigator's conclusion

5.1.2 Indication of applicable provisions of Annex I of MARPOL 73/78 which the ship is suspected of having contravened

5.1.3 Did the results of the investigation warrant the filing of a deficiency report?

#### APPENDIX 3

#### GUIDELINES FOR IN-PORT INSPECTION OF CRUDE OIL WASHING PROCEDURES

### 1 PREAMBLE

1.1 Guidelines for the in port inspection of crude oil washing procedures, as called for by resolution 7

### 3 ISTRAGA NA OBALI

#### 3.1 Analiza uzoraka nafte

3.1.1 Navesti metodu i rezultate analize uzoraka

#### 3.2 Daljnje informacije

3.2.1 Dodatne informacije o brodu, dobivene od osoblja naftnog terminala, osoba koje su čistile tankove i iz prihvatnih postrojenja na obali također je uputno priložiti

Bilješka: Svaka će se informacija iz ovoga poglavlja, ako je to moguće, potkrijepiti dokumentacijom, kao što su potpisane izjave, računi, priznanice itd.

### 4 INFORMACIJE KOJE NISU OBUHVACENE GORE NAVEDENIM

### 5 ZAKLJUČAK

5.1.1 Sažetak istražiteljevih zaključaka

5.1.2 Naznaka primjenljivih odredaba Priloga I. MARPOL-a 73/78. za koje se sumnja da ih je brod prekršio

5.1.3 Da li su rezultati istrage opravdali sastavljanje izvještaja o nedostacima

#### DODATAK 3.

#### SMJERNICE ZA LUČKE PREGLEDE POSTUPKA PRANJA SIROVOM NAFTOM

### 1 PREAMBULA

1.1 Upute za lučke preglede postupka pranja sirovom naftom prema Rezoluciji 7. Međunarodne kon-



of the International Conference on Tanker Safety and Pollution Prevention, 1978, are required to provide a uniform and effective control of crude oil washing to ensure compliance of ships at all times with the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

1.2 The design of the crude oil washing installation in subject to the approval of the flag Administration. However, although the operational aspect of crude oil washing is also subject to the approval of the same Administration it might be necessary for a port State authority to see to it that continuing compliance with agreed procedures and parameters is ensured.

1.3 The COW Operations and Equipment Manual has been so specified that it contains all the necessary information relating to the operation of crude oil washing on a particular tanker. The objectives of the inspection would then be to ensure that the provisions of the Manual dealing with safety procedures and with pollution prevention are being strictly adhered to.

1.4 The method of the inspection is at the discretion of the port State authority and may cover the entire operation or only those parts of the operation which occur when the inspector is on board.

1.5 Inspection will be governed by Articles 5 and 6 of the Convention.

## 2 INSPECTIONS

2.1 A port State should make the appropriate arrangements so as to

ferencije o sigurnosti tankera i sprečavanja zagađivanja, 1978, imaju zadatak da uspostave jednaku i djelotvornu kontrolu pranja sirovom naftom, kako bi se postiglo da brodovi uvijek udovoljavaju odredbama Međunarodne konvencije o sprečavanju zagađivanja mora s brodova, 1973, kako je izmijenjena Protokolom iz 1978. koji se na nju odnosi (MARPOL 73/78).

1.2 Nacrt instalacija za pranje sirovom naftom podliježe odobrenju Uprave države zastave. Ipak, iako provedbeni aspekt pranja sirovom naftom također podliježe odobrenju iste Uprave, organima države luke može biti potrebno da se osvjedoče da je osigurano stalno poštivanje dogovorenih postupaka i parametara.

1.3 Priručnik o postupku i opremi COW-a je tako izrađen da sadrži sve potrebne podatke u vezi s postupkom pranja sirovom naftom na svakom tankeru. Ciljevi pregleda bi tada bili da se postigne strogo pridržavanje odredbi Priručnika o sigurnosnim postupcima i o sprečavanju zagađivanja.

1.4 Metode pregleda bira prema vlastitoj ocjeni organ države luke i one mogu obuhvaćati cijeli postupak ili samo one njegove dijelove koji se provode dok je inspektor na brodu.

1.5 Na pregled će se primjenjivati čl. 5. i 6. Konvencije.

## 2 PREGLEDI

2.1 Država luke bi se morala na odgovarajući način pobrinuti za u-

ensure compliance with requirements governing the crude oil washing of tankers. This is not, however, to be construed as relieving terminal operators and shipowners of their obligations to ensure that the operation is undertaken in accordance with the Regulations.

2.2 The inspection may cover the entire operation of crude oil washing or only certain aspects of it. It is thus in the interest of all concerned that the ship's records with regard to the COW operations are maintained at all times so that an inspector may verify those operations undertaken prior to his inspection.

### 3 SHIP'S PERSONNEL

3.1 The person in charge and the other nominated person who have responsibilities in respect of the crude oil washing operation should be identified. They must, if required, be able to show that their qualifications meet the requirements as appropriate of paragraphs 5.2 and 5.3 of the revised Specifications for the Design, Operation and Control of Crude Oil Washing Systems (resolution A.446(XI)).

3.2 The verification may be accomplished by reference to the individual's discharge papers, testimonials issued by the ship's operator or bö certificates issued by a training centre approved by an Administration. The numbers of such personnel should be at least as stated in the Manual.

### 4 DOCUMENTATION

4.1 The following documents will be available for inspection:

dovoljavanje zahtjevima o pranju tankera sirovom naftom. To se ipak ne smije tumačiti tako da se poduzetnik terminala i brodovlasnik oslobađaju obveza da osiguraju provedbu postupka u skladu s Pravilnikom.

2.2 Inspekcija može obuhvatiti cijeli postupak pranja sirovom naftom ili samo neke njegove aspekte. Zbog toga je u interesu svih da se brodska dokumentacija o pranju sirovom naftom uvijek posjeduje i da svaki inspektor može provjeriti postupke pranja koji su poduzeti prije njegove inspekcije.

### 3 OSOBLJE BRODA

3.1 Moralo bi se identificirati odgovornu osobu i druge imenovane osobe zadužene za postupak pranja sirovom naftom. Ako se zatraži, one moraju pokazati da njihove kvalifikacije zadovoljavaju zahtjevima stavaka 5.2, odnosno 5.3 revidirane Specifikacije za nacrt, provedbu i kontrolu sustava za pranje sirovom naftom (rezolucija A.446(XI)).

3.2 Provjera se može izvršiti uvidom u pojedine naloge za iskrcaj, potvrđama koje je izdao brodar ili certifikatima koje je izdao centar za obuku kojega je Uprava odobrila. Broj tih osoba mora biti najmanje onaj koji je naveden u Priručniku.

### 4 DOKUMENTACIJA

4.1 Slijedeći dokumenti moraju biti dostupni za inspekciju:

1 the IOPP Certificate and the Record of Construction and Equipment, to determine:

1.1 whether the ship is fitted with a crude oil washing system as required in Regulation 13(6) or (8) of Annex I of MARPOL 73/78;

1.2 whether the crude oil washing system is according to and complying with the requirements of Regulation 13(B) of Annex I of MARPOL 73/78;

1.3 the validity and date of the Operations and Equipment Manual;

1.4 the validity of the Certificate;

2 the approved Operations and Equipment Manual;

3 the Oil Record Book;

4 the Cargo Ship Safety Equipment Certificate to confirm that the inert gas system conforms to Regulations contained in chapter II-2 of the International Convention for the Safety of Life at Sea, 1974, as amended.

## 5 INTER GAS SYSTEM

5.1 Inter gas system regulations require that instrumentation shall be fitted for continuously indicating and permanently recording at all times when inert gas is being supplied, the pressure and the oxygen content of the gas in the inert gas supply main. Reference to the permanent recorder would indicate if the system had been operating before and during the cargo discharge in a satisfactory manner.

1 Svjedodžba IOPP-a i Svjedodžba o konstrukciji i opremi, kako bi se ustanovilo:

1.1 da li je brod opremljen sustavom za pranje sirovom naftom kako traži Pravilo 13(6) ili (8) Priloga I. MARPOL-a 73/78;

1.2 da li sustav za pranje sirovom naftom odgovara i udovoljava zahtjevima Pravila 13(b) Priloga I. MARPOL-a 73/78;

1.3 važenje i datum Priručnika za postupak i opremu,

1.4 važenje Svjedodžbe IOPP-a;

2 Odobreni Priručnik za postupak i opremu;

3 Knjiga o uljima;

4 Svjedodžba o sigurnosnoj opremi teretnog broda, koja će potvrditi da sustav za inertni plin odgovara Pravilima sadržanim u poglavlju II-2 Međunarodne konvencije o zaštiti ljudskoga života na moru, 1974, kako je izmijenjena i dopunjena.

## 5 SUSTAV INERTNOG PLINA

5.1 Pravila o sustavu inertnog plina zahtijevaju da se postave instrumenti koji će stalno označavati i permanentno bilježiti puštanje inertnog plina u svako vrijeme, tlak i sadržaj kisika u plinu koji se nalazi u glavnom dovodu inertnog plina. Uvidom u permanentno bilježenje pokazat će da li je sustav funkcionirao na zadovoljavajući način prije i za vrijeme iskrcaja tereta.

5.2 If conditions specified in the Manual are not being met then the washing must be stopped until satisfactory conditions are restored.

5.3 As a further precautionary measure the oxygen level in each tank to be washed is to be determined at the tank. The meters used should be calibrated and inspected to ensure that they are in good working order. Readings from tanks already washed in port prior to inspection should be available for checking. Spot checks on readings may be instituted.

## 6 ELECTROSTATIC GENERATION

6.1. It should be confirmed either from the cargo log or by questioning the person in charge that presence of water in the crude oil is being minimized as required by paragraph 6.7 of the revised Specifications.

## 7 COMMUNICATION

7.1 It should be established that effective means of communication exist between the person in charge and the other persons concerned with the COW operation.

## 8 LEAKAGE ON DECK

8.1 Inspectors should ensure that the COW piping system has been operationally tested for leakage before cargo discharge and that the test has been noted in the ship's Oil Record Book.

## 9 EXCLUSION OF OIL FROM ENGINE ROOM

9.1 It should be ascertained that the method of excluding cargo oil

5.2 Ako uvjetima navedenim u Priručniku nije udovoljeno, pranje se mora prekinuti dok se ponovno ne postignu zadovoljavajući uvjeti.

5.3 Kao daljnja mjera opreza, u svakom tanku koji će se prati treba posebno utvrditi količinu kisika u samom tanku. Mjerači koji se upotrebljavaju moraju se kalibrirati i pregledavati, kako bi sigurno bili u dobrom stanju. Očitano stanje tankova koji su oprani u luci prije inspekcije mora biti dostupno za pregled. Mogu se provesti štihprobe tih stanja.

## 6 STVARANJE STATIČKOG ELEKTRICITETA

6.1 Knjiga tereta ili ispitivanje odgovarajuće osobe morali bi potvrditi da je količina vode u sirovoj nafti svedena na najmanju mjeru, kako to traži stavak 6.7 revidirane Specifikacije.

## 7 KOMUNICIRANJE

7.1 Trebalo bi ustanoviti da postoji djelotvorni način komuniciranja između odgovorne osobe i drugih osoba uključenih u postupak COW.

## 8 CURENJE NA PALUBU

8.1 Inspektori bi se morali uvjeriti da je prije iskrcaja tereta pogonski ispitano da sustav cjevovoda za pranje sirovom naftom ne curi, i da je taj tekst upisan u Knjigu o uljima.

## 9 ODSTRANJIVANJE NAFTE IZ STROJARNICE

9.1 Treba utvrditi da se mehanizmi za odstranjivanje nafte kao tere-

from the machinery space is being maintained by inspecting the isolating arrangements of the tank washing heater (if fitted) or of any part of the tank washing system which enters the machinery space.

## 10 SUITABILITY OF THE CRUDE OIL

10.1 In judging the suitability of the oil for crude oil washing, the guidance and criteria contained in section 9 of the Operations and Equipment Manual should be taken into account.

## 11 CHECKLIST

11.1 It should be determined from the ship's records that the pre-crude oil wash operational checklist was carried out and all instruments functioned correctly. Spot checks on certain items may be instituted.

## 12 WASH PROGRAMMES

12.1 Where the tanker is engaged in a multiple port discharge, the Oil Record Book would indicate if tanks were crude oil washed at previous discharge ports or at sea. It should be determined that all tanks which will, or may be, used to contain ballast on the forthcoming voyage will be crude oil washed before the ship departs from the port. There is no obligation to wash any tank other than ballast tanks at a discharge port except that each of these other tanks must be washed at least in accordance with paragraph 6.1 of the Specifications. The Oil Record Book should be inspected to check that this is being complied with.

12.2 All crude oil washing must be completed before a ship leaves its final port of discharge.

ta iz strojarnice održavaju, tako da se pregledaju izolacijski uređaji grijača za pranje tankova (ako je instaliran) ili svakoga drugog dijela sustava za pranje tankova koji ulazi u strojarnicu.

## 10 PRIKLADNOST SIROVE NAFTE

10.1 Pri ocjeni prikladnosti nafte za pranje sirovom naftom, treba uzeti u obzir pravce i kriterije sadržane u odjeljku 9 Priručnika o postupku i opremi.

## 11 KONTROLNI POPIS

11.1 Iz brodskih isprava treba ustanoviti da je vođen kontrolni popis postupaka prije pranja sirovom naftom i da su svi instrumenti ispravno funkcionirali. Mogu se provesti štihprobe pojedinih točaka popisa.

## 12 PROGRAMI PRANJA

12.1 Kada tanker iskrcava u višeamjenskoj luci, u Knjigu o uljima treba upisati da li su u prijašnjoj luci iskrcaja ili na moru tankovi oprani sirovom naftom. Treba provjeriti da će svi tankovi, koji će ili koji bi mogli biti upotrijebljeni za balast na idućem putovanju, biti oprani sirovom naftom prije nego brod isplovi iz luke. Ne postoji obveza da se u luci iskrcaja opere neki drugi tank pored balastnih tankova, osim što ti drugi tankovi moraju biti oprani barem u skladu sa stavkom 6.1 Specifikacija. Treba pregledati Knjigu o uljima da se provjeri da li je tom udovoljeno.

12.2 Sva pranja sirovom naftom moraju biti dovršena prije nego brod napusti zadnju luku iskrcaja.

12.3 If tanks are not being washed in one of the preferred orders given in the Manual the inspector should satisfy himself that the reason for this, and the proposed order of tank washing, are acceptable.

12.4 For each tank being washed it should be ensured that the operations is in accordance with the Manual in that:

- 1 the deck mounted machines and the submerged machines are operating either by reference to indicators, the sound patterns or other approved methods;
- 2 the deck mounted machines, where applicable, are programmed as stated;
- 3 the duration of the wash is as required;
- 4 the number of tank washing machines being used simultaneously does not exceed that specified.

### 13 STRIPPING OF TANKS

13.1 The minimum trim conditions and the parameters of the stripping operations are to be stated in the Manual.

13.2 All tanks which have been crude oil washed are to be stripped. The adequacy of the stripping is to be checked by hand dipping at least in the aftermost hand dipping location in each tank or by such other means provided and described in the Manual. It should be ascertained that the adequacy of stripping has been checked or will be checked before the ship leaves its final port of discharge.

12.3 Ako tankovi nisu bili oprani prema jednom od redoslijeda izabranom u Priručniku, inspektoru će biti dovoljno da su razlozi za to i predloženi redoslijed pranja tankova prihvatljivi.

12.4 Za svaki tank koji se pere trebalo bi provjeriti da se postupak obavlja u skladu s Priručnikom, i to:

1. da strojevi na palubi i strojevi u tanku funkcioniraju prema indikatorima, usvojenim programima pranja ili prema drugim odobrenim načinima;
2. da su strojevi postavljeni na palubu, gdje je to moguće, programirani kako je navedeno;
3. da pranje traje kako je propisano;
4. da broj strojeva za pranje tankova, koji se upotrebljavaju istovremeno, ne prelazi određeni broj.

### 13 USISAVANJE TANKOVA

13.1 Minimalni uvjeti za trim i parametri za postupak usisavanja moraju biti navedeni u Priručniku.

13.2 Svi tankovi koji su oprani sirovom naftom moraju se i usisati. Djelotvornost se usisavanja treba provjeriti rukom najmanje na dostupnom mjestu u svakom tanku ili na neki drugi način predviđen i opisan u Priručniku. Treba ustanoviti da je usisavanje provjereno ili da će biti provjereno prije nego brod napusti posljednju luku iskrcaja.

## 14 BALLASTING

14.1 Tanks that were crude oil washed at sea will be recorded in the Oil Record Book. These tanks must be left empty between discharge ports for inspection at the next discharge port. Where these tanks are the designated departure ballast tanks they may be required to be ballasted at a very early stage of the discharge. This is for operational reasons and also because they must be ballasted during cargo discharge if hydrocarbon emission is to be contained on the ship. If these tanks are to be inspected when empty, then this must be done shortly after the tanker berths. If an inspector arrives after the tanks have begun accepting ballast then the sounding of the tank bottom would not be available to him. However, an examination of the surface of the ballast water is then possible. The thickness of the oil film should not be greater than that specified in paragraph 4.2.10(b) of the revised Specifications.

14.2 The tanks that are designated ballast tanks will be listed in the Manual. It is, however, left to the discretion of the master or responsible officer to decide which tanks may be used for ballast on the forthcoming voyage. It should be determined from the Oil Record Book that all such tanks have been washed before the tanker leaves its last discharge port. It should be noted that where a tanker back-loads a cargo of crude oil at an intermediate port into tanks designated for ballast then it should not be required to wash those tanks at that particular port but at a subsequent port.

## 14 BALASTIRANJE

14.1 Tankovi koji su bili na moru oprani sirovom naftom upisat će se u Knjigu o uljima. Te se tankove mora ostaviti praznima između luka iskrcaja radi inspekcije u sljedećoj luci iskrcaja. Kad su ovi tankovi balastni tankovi na određenom odlasku, može se zahtijevati da ih se balastira u jednoj od ranijih faza iskrcaja. To treba iz operacijskih razloga, a također i zato jer njih treba balastirati za vrijeme iskrcaja tereta ako se u brod bude puštao ugljikovodik. Ako se tankovi budu pregledavali dok su prazni, to treba učiniti ubrzo nakon što tanker pristane. Ako inspektor stigne nakon što su tankovi počeli primati balast, neće moći provesti sondiranje dna tanka. Ipak, tada je moguće ispitivanje površine balastne vode. Debljina naftnog filma ne bi smjela biti veća od one navedene u stavku 4.2.10(b) revidiranih Specifikacija.

14.2 Tankovi koji su određeni za balastne tankove popisat će se u Priručniku. Ipak se ostavlja na izbor zapovjedniku ili odgovornom časniku da odluči koji se tankovi mogu upotrijebiti za balast na sljedećem putovanju. Iz Knjige o uljima bi se trebalo utvrditi da su svi ti tankovi oprani prije nego tanker napusti posljednju luku iskrcaja. Treba napomenuti da kad tanker u usputnoj luci ukrcava teret sirove nafte u tankove namijenjene balastu, tada ne treba zahtijevati da se ti tankovi operu baš u toj luci nego u sljedećoj luci.

14.3 It should be determined from the Oil Record Book that additional ballast water has not been put into tanks which had not been crude oil washed during previous voyages.

14.4 It should be seen that the departure ballast tanks are stripped as completely as possible. Where departure ballast is filled through cargo lines and pumps these must be stripped either into another cargo tank, or ashore by the special small diameter line provided for this purpose.

14.5 The methods to avoid vapour emission where locally required will be provided in the Manual and they must be adhered to. The inspector should ensure that this is being complied with.

14.6 The typical procedures for ballasting listed in the Manual must be observed. The inspector should ensure this is being complied with.

14.7 When departure ballast is to be shifted, the discharge into the sea must be in compliance with Regulation 9 of Annex I of MARPOL 73/78. The Oil Record Book should be inspected to ensure that the ship is complying with this.

14.3 Iz Knjige o uljima se treba utvrditi da dodatna balastna voda nije bila stavljena u tankove koji nisu bili oprani sirovom naftom za vrijeme prijašnjih putovanja.

14.4 Treba provjeriti da su balastni tankovi na odlasku što bolje usisani. Ako se balast na odlasku punio kroz priključke i pumpe za teret, i njih treba usisati ili u jedan drugi teretni tank, ili na obalu pomoću posebnih priključaka s malim promjerom predviđenim za tu svrhu.

14.5 Metode za sprečavanje ulaska pare, gdje se lokalno zahtijevaju, bit će predviđene u Priručniku i njih se treba pridržavati. Inspektor bi morao provjeriti da je ovom udovoljeno.

14.6 Moraju se poštivati tipični postupci za balastiranje, propisani u Priručniku. Inspektor bi morao provjeriti da je ovom udovoljeno.

14.7 Kad se balast na odlasku mora premjestiti, onda se smije ispuštiti u more u skladu s Pravilom 9 Priloga I. MARPOL-a 73/78. Knjigu o uljima bi trebalo pregledati da se provjeri da brod ovom udovoljava.

#### APPENDIX 4

##### PORT STATE REPORT ON DEFICIENCIES

- 1 Reporting country: .....
- 2 Name of ship: .....  
Type of ship:<sup>1</sup> .....
- 3 Flag of ship: .....
- 4 Gross tonnage: .....

<sup>1</sup> To indicate whether passenger ship, cargo ship, bulk carrier, tanker, ro/ro ship, fishing vessel, etc.

#### DODATAK 4.

##### IZVJEŠTAJ DRŽAVE LUKE O NEDOSTACIMA

1. Zemlja koja izvještava:
2. Ime broda:                    Vrsta broda:<sup>1</sup>
3. Zastava broda:
4. Brutto nosivost:

<sup>1</sup> Označiti da li je putnički brod, teretni brod, brod za rasuti teret, ro/ro brod, ribarski brod, itd.



Year of build: .....

5 Deadweight (where appropriate):  
.....

6 Date and place of inspection:  
.....

7 Nature of deficiency in relation to Convention requirements: .....

a) Deficiency<sup>2</sup>    b) Convention Regulation<sup>3</sup>

.....  
.....  
.....  
.....  
.....  
.....

8 Relevant Certificate(s):

(a) Title	(b) Issuing authority	(c) Dates of issue and expiry
-----------	-----------------------	-------------------------------

1 .....	.....	to .....
2 .....	.....	to .....
3 .....	.....	to .....
4 .....	.....	to .....
5 .....	.....	to .....

(d) For the purpose of the issue of relevant Certificate(s) the ship was last surveyed:

Godina izgradnje:

5. Nosivost (gdje je primjereno):

6. Dan i mjesto inspekcije:

7. Narav nedostatka u odnosu na zahtjeve Konvencije:

(a) Nedostatak<sup>2</sup>

(b) Pravilo Konvencije<sup>3</sup>

8. Relevantne Svjedodžbe:

(a) Naslov	(b) Organ koji ju je izdao	(c) Datumi izdavanja i isteka
------------	----------------------------	-------------------------------

1.		do
2.		do
3.		do
4.		do
5.		do

(d) U svrhe izdavanja relevantnih Svjedodžbi, brod je posljednji put bio pregledan:

<sup>2</sup> Refer only to the relevant parts or equipment of the ship which were found deficient, e.g. oily-water separating equipment, crude oil washing systems, etc. as appropriate.

<sup>3</sup> Quote the relevant Convention regulation (e.g. Regulation 13(6), Regulation 16, etc. of Annex I of MARPOL 73/78).

<sup>2</sup> Upozoriti samo na bitne dijelove ili opremu broda na kojima su nađeni nedostaci, npr. oprema za odvajanje nafte od vode, sustav za pranje sirovom naftom, itd, kako je primjereno.

<sup>3</sup> Navesti relevantna pravila Konvencije (npr. Pravilo 13(6), Pravilo 16, itd. Priloga I. MARPOL-a 73/78).

1 Date: ..... 19..... Place: .....  
by: .....  
(surveying authority)

2 Date: ..... 19..... Place: .....  
by: .....  
(surveying authority)

3 Date: ..... 19..... Place: .....  
by: .....  
(surveying authority)

4 Date: ..... 19..... Place: .....  
by: .....  
(surveying authority)

5 Date: ..... 19..... Place: .....  
by: .....  
(surveying authority)

9 Brief note of action taken:<sup>4</sup>

.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....

10 Flag State, recognized organization(s) and/or next port of call, as appropriate, notified as follows:<sup>5</sup>

.....  
.....  
.....  
.....  
.....

<sup>4</sup> e.g. ship detained, consul informed, Certificate withdraw/renewed/extended/provisional certificate and entry of conditions issued, next port of call informed, etc.

<sup>5</sup> Quote title and address of the authority and/or recognized organization(s).

1. Dana: 19 Mjesto:  
(organ koji je obavio pregled)

2. Dana: 19 Mjesto:  
(organ koji je obavio pregled)

3. Dana: 19 Mjesto:  
(organ koji je obavio pregled)

4. Dana: 19 Mjesto:  
(organ koji je obavio pregled)

5. Dana: 19 Mjesto:  
(organ koji je obavio pregled)

9. Kratka bilješka o poduzetim mjerama:<sup>4</sup>

10. Država zastave, priznate organizacije i/ili slijedeća luka u koju će brod uploviti, kako je primjereno, obaviješteni kako slijedi:<sup>5</sup>

<sup>4</sup> Npr. brod zadržan, obaviješten konzul, Svjedodžba povučena/obnovljena/produljena/izdana privremena svjedodžba i navedeni uvjeti, obaviještena slijedeća luka u koju će brod uploviti itd.

<sup>5</sup> Navesti naslove i adrese organa i/ili priznatih organizacija.

11 Supporting documentation on deficiencies or operational violations:

.....  
.....  
.....  
.....

#### APPENDIX 5

#### COMMENTS BY FLAG STATE ON DEFICIENCY REPORT

Name of ship: .....

Flag State: .....

Gross tonnage: .....

Deadweight (where appropriate):  
.....

Reporting country: .....

Date of report: .....

Recognized organization(s) involved:  
.....

Brief note on action taken:<sup>1</sup> .....

.....  
.....  
.....  
.....

11. Popratna dokumentacija o nedostacima ili operativnim kršenjima:

#### DODATAK 5.

#### PRIMJEDBE DRŽAVE ZASTAVE NA IZVJEŠTAJ O NEDOSTACIMA

Ime broda:

Država zastave:

Brutto nosivost:

Nosivost (gdje je primjereno):

Zemlja koja je sastavila izvještaj:

Datum izvještaja:

Angažirana priznata organizacija:

Kratka bilješka o poduzetim mjerama:<sup>1</sup>

Prevela:

Vesna Polić-Čurčić

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<sup>1</sup> Indicate also action, if any, regarding the relevant Certificate(s) (e.g. extension, renewal, withdrawal, provisional and conditions).

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<sup>1</sup> Označiti i mjere, ako ih ima, koje se odnose na pojedine Svjedodžbe (npr. produljenje, obnavljanje, povlačenje, privremenost i uvjeti).