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NAVIGATION AND VESSEL INSPECTION CIRCULAR NO. 4-87
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Subj: Report of Inadequate Reception Facilities

Ref: (a) The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating there to, as amended (MARPOL 73/78)
(b) Title 33 Code of Federal Regulations, Parts 151 and 158
(c) Title 46 Code of Federal Regulations, Part 153

1. PURPOSE. This Circular provides guidance for U.S. ships to report voluntarily the inadequacy of waste reception facilities which are required to be made available at terminals and ports in countries Party to Annexes I and II of MARPOL 73/78. Guidance is also provided for U.S. and foreign ships to report the inadequacy of waste reception facilities at U.S. terminals and ports.

2. BACKGROUND.

a. On October 2, 1983, Annex I of MARPOL 73/78 for the carriage by ship of oil in bulk entered into force, and on April 6, 1987, Annex II of MARPOL for the carriage by ship of noxious liquid substances (NLS) in bulk will enter into force. The objective of Annexes I and II of MARPOL 73/78 is to prevent harm to the marine environment by reducing the amount of oil and NLS waste entering the ocean from ships and to -reduce pollution from ship collisions. To accomplish this objective Annexes I and II require ships to install equipment to reduce waste generated; to monitor or limit discharges to the sea; to follow operational procedures to minimize waste; to maintain Oil and Cargo Record Books for transfers and discharges; to meet design and stability criteria; and to be inspected and certified for compliance.

b. To complete the MARPOL 73/78 scheme both Annex I in Regulation 12 and Annex II in Regulation 7 require nations ratifying Annexes I and II to ensure that adequate reception facilities are available according to the needs of ships using their terminals, ports, or ship repair facilities without causing undue delay to ships. To be adequate, the reception facilities should be capable of receiving residues and mixtures containing oil or NLS as would remain for disposal as a consequence of the application of Annexes I or II. Reception facilities should have sufficient capacity, transfer rates to receive the residue/water mixtures in a timely manner and waste reception facilities available for the types of cargoes handled at the terminal or port.

3. RECEPTION FACILITY REQUIREMENTS.

a. Annex I Reception Facility Requirements.

(1) Parties to Annex I are required to have oily waste reception facilities available upon request at terminals, ports and ship repair facilities receiving oceangoing ships of 400 gross tons or more and oceangoing tankers of 150 gross tons or more to receive such residues and oily mixtures as remain from oil tankers and other ships adequate to meet the needs of the ships using them without causing undue delay to ships. Oily waste reception facilities shall be available at --

(a) all ports and terminals in which crude oil is loaded into oil tankers where such tankers have immediately prior to arrival completed a ballast voyage of not more than 72 hours or not more than 1,200 nautical miles;

(b) all ports and terminals in which oil other than crude oil in bulk is loaded at an average quantity of more than 1,000 metric tons per day;

(c) all ports having ship repair yards or tank cleaning facilities;

(d) all ports and terminals which handle ships provided with the sludge tank(s) required by Regulation 17 of Annex I of MARPOL 73/78;

(e) all ports in respect of oily bilge waters and other residues, which cannot be discharged in accordance with Regulation 9 of Annex I of MARPOL 73/78; and

(f) all loading ports for bulk cargoes in respect of oil residues from combination carriers which cannot be discharged in accordance with Regulation 9 of Annex I of MARPOL 73/78.

(2) Capacity requirements for oily waste reception facilities are as follows:

(a) Crude oil loading terminals shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9(l)(a) of Annex I of MARPOL 73/78 from all oil tankers on voyages as described in paragraph 3.a.(l)(a) above.

(b) Loading ports and terminals referred to in paragraph 3.a.(l)(b) above shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9(l)(a) of Annex I of MARPOL 73/78 from oil tankers which load oil other than crude oil in bulk.

(c) All ports having ship repair yards or tank cleaning facilities shall have sufficient reception facilities to receive all residues and oily mixtures which remain on board for disposal from ships prior to entering such yards or facilities.

(d) All facilities provided in ports and terminals' under paragraph 3.a.(l)(d) above shall be sufficient to receive all residues retained according to Regulation 17 of Annex I of MARPOL 73/78 from all ships that may reasonably be expected to call at such ports and terminals.

(e) All facilities provided in ports and terminals under Regulation 12 of Annex I of MARPOL 73/78 shall be sufficient to receive oily bilge waters and other residues which cannot be discharged in accordance with Regulation 9 of Annex I of MARPOL 73/78.

(f) The facilities provided in loading ports for bulk cargoes shall take into account the special problems of combination carriers as appropriate.

(3) Oily waste may be held aboard the ship and discharged at sea in accordance with the Annex I and United States regulatory requirements for discharges at sea found in 33 Code of Federal Regulations (CFR), Part 151 or may be transferred to a reception facility selected by the ship.

b. Annex II Reception Facility Requirements.

(1) Parties to Annex II have agreed to provide adequate reception facilities according to the needs of ships using their terminals, ports, and ship repair facilities. To be adequate the reception facilities must receive such NLS residues and mixtures as would remain for disposal as a consequence of the application of Annex II without causing undue delay to ships. Annex II mandates that ships unloading certain NLS cargoes prewash tanks in port and transfer the NLS residue/water mixtures to reception facilities, unless the ship is operating under an exemption (waiver) provision. Reception facilities should be available at unloading terminals and ports inside and outside of Special Areas for the NLS cargoes described below. "Special Areas" for the purposes of Annex II of MARPOL 73/78 are the Baltic Sea and the Black Sea areas.

(a) OUTSIDE of Special Areas, reception facilities are to be available for:

- Category A NLS.
- Category B and C solidifying NLS.
- Category B and C high viscosity NLS.

(b) INSIDE of Special Areas, reception facilities are to be available for:

- Category A NLS.
- Category B NLS.
- Category C solidifying or high viscosity NLS.
- Category C NLS carried in tanks not fitted with a stripping system meeting the 0.3 cubic meter requirement of Annex II Regulation 5(A)(3).

(2) Whether a reception facility will be needed to receive residue/water mixtures from a prewash of tanks containing potentially solidifying or high viscosity Category B or C NLS depends upon the temperature of the NLS during unloading. A prewash of the cargo tanks and transfer of the NLS residue/water

mixture ashore in accordance with 46 CFR 153 is required for these cargoes under the following conditions:

(a) Category B high viscosity NLS, if unloaded at a temperature where the viscosity is greater than 25 mPa.s;

(b) Category C high viscosity NLS, if unloaded OUTSIDE of a Special Area at a temperature where the viscosity is greater than 60 mPa.s;

(c) Category C high viscosity NLS, if unloaded INSIDE of a Special Area at a temperature where the viscosity is greater than 25 mPa.s;

(d) Category B and C solidifying NLS with a melting point greater than go C but less than 150 C, if the temperature of the cargo at the time of transfer is less than 50^0 C above the melting point of the NLS cargo; or

(e) Category B and C solidifying NLS with a melting point greater than 150 C, if the temperature of the cargo at the time of transfer is less than 100 C above the melting point of the NLS cargo.

(3) The melting points of potentially solidifying NLS and the temperature at which potentially high viscosity NLS have a viscosity of either 25 or 60 mPa.s, as appropriate for the category of the NLS and the location of unloading, are required on the cargoes shipping papers (bill of lading).

(4) Enclosure (1) is a listing of provisional and final assessments of Category A and potentially solidifying and high viscosity Category B and C NLS as of 1 January 1987. Commandant (G-MTH-l) will inform industry of additional NLS's that are categorized through changes to the regulations in 33 CFR 151 and 46 CFR 153 or the distribution of circulars issued by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO). If anyone has questions concerning the categorization or the physical properties of a chemical, they should contact Commandant (G-MTH-l) at (202) 267-1577.

(5) Ship repair yards must also provide reception facilities for oceangoing ships they service. Ship repair yards should be capable of receiving Category A, B, C, and D NLS residue/water mixtures that must be discharged from- the ship for inspection or repair purposes. The capacities at ship repair yards may be greater than other reception facilities depending upon the standard of cleanliness needed to complete the work or the repairs.

(6) Under Annex II terminals or ports are not required to receive residue/water mixtures containing substances other than those NLS's handled by the terminal or port.

(7) Terminals and ports unloading NLS are to provide arrangements to facilitate efficient stripping. Depending upon the type of efficient stripping system fitted on the ship, the terminal may need to reduce the back pressure to 1 bar or less at the shore side of the transfer line where it connects to the ship's manifold.

(8) Terminals are also not to drain hoses and pipeline systems back to the ship after unloading cargo from the ship.

4. REPORTING OF INADEQUATE RECEPTION FACILITIES.

a. To prevent possible delays, U.S. ships visiting foreign ports should determine in advance whether adequate reception facilities are available, the types of waste and the capacities they can receive, and what procedures are required for use of the reception facilities. This action is necessary as different nations may have different requirements for advance notification and operation of their facilities.

b. When a master of a U.S. ship finds inadequate reception facilities at terminals, ports or ship repair facilities of Parties to MARPOL 73/78, the master should first attempt to resolve the problems with the local port or national authorities. If the inadequacy is not resolved or reoccurs, the master should report the inadequacy to Commandant (G-MPS-l), U.S. Coast Guard, Washington, DC 20593-0001, Telex 892427. The information submitted on the alleged discrepancy will be reviewed, then forwarded to the Port State with summary information provided to the IMO. Port States will take action, as appropriate, on the reports and provide summary information on their actions to IMO.

c. When a master of a U.S. ship finds inadequate reception facilities at terminals, ports, or ship repair yards of non-Parties to MARPOL 73/78, the master may also report the incident to Commandant (G-MPS-1). This information will be helpful in identifying problems with reception facilities which make compliance with Annexes I and II difficult. The information submitted on the alleged discrepancy will be reviewed, then forwarded to the Port State for action as they deem appropriate. Additionally, summary information will be provided to the IMO for dissemination to all Parties to MARPOL 73/78•

d. To facilitate voluntary reporting, masters are requested to provide pertinent information according to the format in enclosure (2) together with any other supporting documentation. Only information appropriate to the ship and incident need be provided. If more space is needed, attach additional sheets. The report may be typed or handwritten legibly. Supporting documentation may include copies of the Oil or Cargo Record Books, statements from terminal, port, or reception facility personnel, shipping papers, etc.

e. When a master of a U.S. or foreign flag ship finds inadequate reception facilities at terminals, ports or ship repair yards under the jurisdiction of the United States, they should immediately contact the Coast Guard Captain of the Port (COTP) for that area. The COTP will expeditiously investigate the alleged discrepancy of the U.S. regulatory requirements in Title 33 Code of Federal Regulations Part 158 and take corrective action according to current Coast Guard policy to ensure that ships are not unduly delayed. For the investigation the COTP will be interested in much of the information listed in enclosure (2). When notifying the COTP of the alleged discrepancy, the master should provide sufficient information to determine exactly what the problem is and how it is affecting the ship's operations. All of the information in enclosure (2) does not -have to be provided.

J. W. Kime

J. [illegible]
Rear Admiral, U.S. Coast Guard
Chief, Office of Marine Safety,
Security and Environmental Protection

End: (1) MARPOL 73/78 Annex II Category A and Solidifying and High Viscosity Category B and C Substances Carried in Bulk (as of 1 January 1987)
(2) Format for Reporting Alleged Inadequacy of Waste Reception Facilities

MARPOL 73/78 ANNEX II CATEGORY A SUBSTANCES AND SOLIDIFYING AND HIGH VISCOSITY CATEGORY B AND C SUBSTANCES CARRIED IN BULK
(as of 1 January 1987)

CATEGORY A SUBSTANCES*

Substance	CHRIS Code[1]	UN Number
Acetone cyanohydrin	ACY	1541
Anthracene oil (coal tar fraction) [2]	AHO	None
Butyl benzenes	BBE	2709
Butyl benzyl phthalate	BPH	
Calcium bromide/Zinc bromide mixtures solution [2]	BPH	None
Calcium naphthenate in mineral oil	CNM	None
Carbolic oil	CBO	None
o-Chlorotoluene	CTO	2238
Chlorotoluenes (mixed isomers)	CHI	2238
Coal tar	OCT	None
Creosote (wood)	CWD	None
Cresols, mixed isomers	CRS	2076
Decyl acrylate	DAR	None

* Which are listed in chapter VI of the BCH Code and chapter 17 of the IBC code.

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CATEGORY A SUBSTANCES

Substance	CHRIS Code[1]	UN Number
Dibutyl phthalate	DPA	None
2,4-Dichlorophenol	DCP	2021
2,4-Dichlorophenoxyacetic acid, diethanolamine salt solution	DDE	None
2,4-Dichlorophenoxyacetic acid, dimethylamine salt solution	DAD	None
2,4-Dichlorophenoxyacetic acid, triisopropanolamine salt solution	DTI	None
Diisopropylbenzene (all isomers)	DIX	None
Diphenyl	DIL	None
Diphenyl/Diphenyl oxide mixtures	DDO	None
Diphenyl ether	DPE	None
Diphenyl oxide/Biphenyl phenyl ether mixture	DOB	None
Dodecylphenol	DOL	None
o-Ethylphenol	EPL	None
alpha-Methylstyrene	MSR	2303
Motor fuel anti-knock compounds	MFA	1649
Naphthalene (molten)	NTM	2304
Nonylphenol	NNP	None
Phosphorus, yellow or white	PPW	2447

1 U.S. Coast Guard Chemical Hazardous Response Information System (CHRIS) Code

CATEGORY A SUBSTANCES

Substance	CHRIS Code[1]	UN Number
Tricresyl phosphate containing less than 1% ortho-isomer (same as Tritolyl phosphate containing less than 1% ortho-isomer)	TCP	None
Tricresyl phosphate containing 1% or more ortho-isomer (same as Tritolyl phosphate containing 1% or ortho-isomer)	TCO	None
Triethylbenzene	TEB	None
Tritolyl phosphate containing less than 1% ortho-isomer (same as Tricresyl phosphate containing less than 1% ortho-isomer)	TCP	None
Tritolyl phosphate containing 1% or more ortho-isomer (same as Tricresyl phosphate containing 1% or more ortho-isomer)	TCO	None
Trixylenyl phosphate	TRP	None
Vinyl toluene	VNT	2618

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Note: The melting point data is provided as a guide. The melting point of a particular cargo containing one of the following substances may be different from that given. For viscosity or melting point data for a particular cargo refer to the shipping document.

CATEGORY B SUBSTANCES

Substance	UN Number CHRIS Code[1]	Potentially Solidifying/ High Viscosity	Melting point
o-Chloronitrobenzene (same as o-Nitrochlorobenzene)	1578 CNO	Solidifying High Viscosity	32° C
p-Chlorotoluene	2238 CRN	Solidifying	7.5° C
Decyl alcohol (all isomers)	None DAN	Solidifying	Unavailable
p-Dichlorobenzene, molten [2]	1592 DBP	Solidifying	53° C
Diglycidyl ether of Bisphenol A	None BDE	Solidifying*	Unavailable
Diisobutyl phthalate	None DIT	High viscosity	Less than 0° C
Dinitrotoluene (molten)	None DNM	Solidifying	about 60° C
Diphenylmethane diisocyanate	2489 DPM	Solidifying	37° C
Dodecanol (same as Dodecyl alcohol)	None DDN	Solidifying High Viscosity	24° C
Dodecyl alcohol (same as Dodecanol)	None DDN	Solidifying & High Viscosity	24° C

* Concentrated cargo may crystallize or precipitate above 0°C

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CATEGORY B SUBSTANCES 13 MAR 1987

Substance	UN Number CHRIS Code[1]	Potentially Solidifying/ High Viscosity	Melting point
Dodecyl diphenyloxide disulphonate solution	None DOS	Solidifying	25° C
Ethylene dibromide	1605 EDB	Solidifying	10° C
2-Ethyl-3-propylacrolein	None EPA	Solidifying	3.2° C
Fatty alcohols (C_{12}-C_{20})	None FAT	Solidifying	-20° to +60° C
Fumeric adduct of rosin, water dispersion	None FAR	Solidifying	Unavailable
Lactonitrile solution (80% or less) [2]	None LNI	High viscosity	Less than 0° C
Mercaptobenzothiazol sodium salt solution (same as Sodium-2-mercapto-benzothiazol solution)	None SMB	Solidifying	0° C
4-Methylpyridine	None MPF	Solidifying	4° C
Nitrobenzene	1662 NTB	Solidifying	5.4° C
o-Nitrochlorobenzene (same as o-Chloro-nitrobenzene)	1578 CNO	Solidifying & High Viscosity	32° C
o-Nitrophenol (molten)	1663 NTP	Solidifying & High Viscosity	44° C
Octyl aldehydes [2]	1191 OAL	Solidifying	15° C or less[3]

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CATEGORY B SUBSTANCES

Substance	UN Number CHRIS Code[1]	Potentially Solidifying/ High Viscosity	Melting point
Olefins, straight chain	None OSM	Solidifying & High Viscosity	Unavailable
alpha-Olefins (C_6-C_{18}) mixtures	None OAM	Solidifying & High Viscosity	Unavailable
Phenol or solutions with 5% or more phenol	2312 PHN	Solidifying	40.9° C
Rosin oil	None ORN	Solidifying & High Viscosity	Unavailable
Sodium hydrosulphide solution (45% or less)	None SHR	Solidifying	40° C*
Sodium-2-mercaptobenzo-thiazol solution (same as Mercaptobenzothiazol sodium salt solution)	None SMB	Solidifying	0° C
Sodium thiocyanate solution (56% or less) [2]	None STS	Solidifying	0° C
Tall oil (crude and distilled)	None OTL	Solidifying & High Viscosity	15° C
Tall oil soap (disproportion-ated solution)	None TOS	Solidifying	Unavailable
1,2,4-Trichlorobenzene	2321 TCB	Solidifying	18° C
Undecyl alcohol	None UND	Solidifying	about 20° C
Xylenol	2261 XYL	Solidifying & High Viscosity	up to 45° C

* Concentrated cargo may crystallize or precipitate above 0°C
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CATEGORY C SUBSTANCES 15 MAR 1987

Substance	UN Number CHRIS Code[1]	Potentially Solidifying/ High Viscosity	Melting point
Benzene, or hydrocarbon mixture containing 10% or more benzene	1114 BNZ	Solidifying	5.5° C
Caustic potash solution (same as Potassium hydroxide solution)	1814 CPS	Solidifying	about 29° C *
Chloroacetic acid (80% or less)	1750 CHM	Solidifying	15° C
2- or 3-Chloropropionic acid	None CPM	High Viscosity	Unavailable
Cyclohexane	1145 CHX	Solidifying	6.6° C
Cyclohexanol	None CHN	Solidifying & High Viscosity	25.2° C
Diisopropanolamine	None DIP	Solidifying & High Viscosity	44° C
Ethylenediamine	1604 EDA	Solidifying	11° C
Hexamethylenediamine	1783 HMD	Solidifying	41° C
Isopropanolamine (same as iso-Propanolamine)	None MPA	Solidifying	1.7° C
o-,p-Nitrotoluene	1664 NTT	Solidifying	51.7° C
Oleum	1831 OLM	High viscosity	Less than 0° C
Paraldehyde	1264 PDH	Solidifying	12.6° C

* Concentrated cargo may crystallize or precipitate above 0°C

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CATEGORY C SUBSTANCES

Substance	UN Number CHRIS Code[1]	Potentially Solidifying/ High Viscosity	Melting point
Phthalic anhydride (molten)	2214 PAN	Solidifying	131.6° C
Polyethylene polyamines	None PEB	Solidifying	0° C
Potassium hydroxide solution (same as Caustic potash solution)	1814 CPS	Solidifying	about 29° C*
n-Propanolamine	1277 PLA	Solidifying	12° C
iso-Propanolamine (same as Isopropanolamine)	None MPA	Solidifying	1.7° C
Sodium borohydride (15% or less)/Sodium hydroxide soln.	None SBX	High viscosity	Less than 0° C
Sulphuric acid	1830 SFA	Solidifying & High Viscosity	10.5° C
Tetradecylbenzene [2]	None TDB	Solidifying	16° C
Toluene diamine	1709 TDA	Solidifying	about 90° C
Toluene diisocyanate	2078 TDI	Solidifying	6° C to 14° C
Tridecyl benzene [2]	None TRB	Solidifying	5° C
p-Xylene	1307 XLP	Solidifying	13° C

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FORMAT FOR REPORTING ALLEGED INADEQUACY OF WASTE RECEPTION FACILITIES

Masters of ships having difficulties transferring oily or noxious liquid substance (NLS) waste to reception facilities should forward the information below, together with supporting documentation to Commandant (G-MPS-1), U.S. Coast Guard, Washington, DC 20593-0001. Provide information appropriate to the ship and incident. If more space is needed, attach additional sheets. Complete the report either by legible handwriting or typing. This information will be reviewed, then forwarded to the Port State with summary information provided to the International Maritime Organization (IMO). Port States will take action as appropriate on the reports and provide summary information on their actions to IMO.

PORT PARTICULARS:

A. COUNTRY: _____

B. NAME OF PORT OR TERMINAL: _____

C. ADDRESS OR LOCATION IN PORT: (e.g., berth, terminal, jetty) provide address if available) _____

D. NAME OF PERSON IN CHARGE OF PORT OR TERMINAL: _____

E. DID THE PORT OR TERMINAL HAVE A CERTIFICATE STATING THE RECEPTION FACILITIES WERE ADEQUATE? (YES) (NO) _____

F. IF THE PORT OR TERMINAL HAS A CERTIFICATE, WHAT AGENCY ISSUED THE CERTIFICATE? _____

SHIP PARTICULARS:

A. SHIP'S NAME: _____

B. SHIP'S CALL SIGN: _____

C. CAPACITY OF SHIP'S SLUDGE HOLDING TANKS: _____

D. CAPACITY SHIP'S OILY WATER OR NLS HOLDING TANKS: _____

E. OILY WATER SEPARATOR PROCESSING CAPACITY: _____

F. SHIP'S CARGO CAPACITY: _____

G. TANKER SEGREGATED OR DEDICATED CLEAN BALLAST CAPACITY: _____

DISCREPANCY PARTICULARS:

A. DATE AND TIME OF INCIDENT: _____

B. SPECIFICS OF DISCREPANCY: Describe the specific difficulty with transferring waste to the reception facility such as undue delay because of inadequate capacity, transfer rate is too slow, terminal does not provide 1 BAR or less backpressure during cargo stripping, etc. For NLS reception facility discrepancies give the name of the NLS cargo unloaded and the temperature during unloading, pertinent exemptions or waivers, etc.

_____
_____
_____
_____
_____
_____

C. EXPLANATION GIVEN BY PORT OR TERMINAL OPERATOR FOR INADEQUACY:

_____
_____
_____
_____
_____
_____

D. IF INADEQUACY WAS INABILITY TO ACCEPT WASTE, GIVE THE TYPE AND AMOUNT OF WASTES UNABLE TO TRANSFER TO RECEPTION FACILITY:

TYPE OF WASTE	AMOUNT (metric tons)
_____	_____
_____	_____
_____	_____

E. IF WASTE HAD TO BE DISCHARGED AT ANOTHER PORT OR TERMINAL, SPECIFY THE NAME OF THE PORT OR TERMINAL AND INDICATE IF DEVIATION FROM SCHEDULED ITINERARY WAS NECESSARY FOR DISCHARGE OF THE WASTE.

_____
_____
_____

F. TIME DELAYED IN PORT DUE TO INADEQUACY: _____

G. DATE AND TIME SHIP FIRST REQUESTED RECEPTION FACILITIES: _____

H. DATE AND TIME OF SHIP'S ARRIVAL: _____

I. DATE AND TIME OF SHIP'S DEPARTURE: _____

J. NAME OF PORT STATE OFFICIALS CONTACTED: _____

K. DATE AND TIME PORT STATE OFFICIALS CONTACTED: _____

L. ACTIONS TAKEN BY PORT STATE OFFICIALS OR TERMINAL OR PORT OPERATORS:

_____
_____
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_____
_____

M. REASON SHIP ARRIVED WITH AMOUNT OF WASTE FOR DISCHARGE: (e.g., lack of facilities in last port of call, length of sea passage, weather conditions, equipment failure, etc.)

_____
_____
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_____
_____
_____

N. LIST OF SUPPORTING DOCUMENTATION ENCLOSED: Provide copies of ship's log, oil record book, cargo record book, port/terminal notification requesting facilities, statements from port or terminal personnel, etc.

_____
_____
_____
_____
_____

O. OTHER COMMENTS OR INFORMATION:

_____
_____
_____
_____

SIGNATURE OF SHIP'S MASTER: _____

PRINTED NAME OF SHIP'S MASTER _____
DATE SIGNED: _____

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