

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF NEW JERSEY

UNITED STATES OF AMERICA : CRIMINAL NO. 13-
 :
 v. : Hon. Susan D. Wigenton
 :
 COLUMBIA SHIPMANAGEMENT :
 (DEUTSCHLAND) GmbH, and :
 COLUMBIA SHIPMANAGEMENT LTD. :

JOINT FACTUAL STATEMENT

The United States of America and defendants Columbia Shipmanagement (Deutschland) GmbH ("CSM-D") and Columbia Shipmanagement Ltd. ("CSM-CY") (CSM-D and CSM-CY collectively referred to herein as "defendants"), agree that this Joint Factual Statement is true and accurate and provides a sufficient factual basis for the guilty pleas in the above captioned cases. The defendants agree that, had this matter proceeded to trial, the United States would have proven the charges set forth in the accompanying Criminal Informations and the facts contained in this Joint Factual Statement and beyond a reasonable doubt.

Both CSM-D and CSM-CY are direct and indirect subsidiaries of Schoeller Holdings Ltd. ("SHL"). SHL is an investment holding company with diverse interests ranging from ship owning, ship operating and ship management to hotels and horticulture. CSM-D manages a fleet that includes approximately 80 vessels that have Certificates of Financial Responsibility ("COFRs") required by vessels to visit United States ports pursuant to the Oil Pollution Act of 1990. CSM-CY manages a fleet that includes approximately 39 vessels with COFRs. While some of the vessels managed by CSM-D and CSM-CY are owned by related entities, the Defendants also act as third-party managers for unrelated ship owners.

Defendant CSM-D is a German registered company with its headquarters located in Hamburg, Germany. CSM-D was the operator and technical manager of the *M/T King Emerald* and the *M/T Cape Taft*. Defendant CSM-D was listed as "the Company" on

the *M/T Nordic Passat's* Document of Compliance, meaning that it had assumed responsibility for the vessel and all duties under the International Safety Management Code. However, under a sub-management agreement between CSM-D and CSM-CY, the *M/T Nordic Passat* was staffed by employees of defendant CSM-CY and primarily managed by CSM-CY. Defendant CSM-CY is a Cyprus registered company headquartered in Limassol, Cyprus. Defendant CSM-CY was also the technical manager of the *M/V Cape Maas*, a vessel owned by a wholly owned subsidiary of SHL. Defendants CSM-D and CSM-CY have the same ultimate ownership and periodically contract with each other for certain services, such as marine superintendent quality assurance and vetting, in addition to sub-management agreements for certain vessels.

As set forth herein, the defendants acknowledge that illegal discharges of oil contaminated waste were made from the *M/T King Emerald*, *M/T Nordic Passat*, *M/V Cape Maas* and the *M/T Cape Taft* and that the Oil Record Books of these three vessels were falsified in order to conceal the illegal conduct. Each of these vessels visited United States ports and waters with the falsified records. In pleading guilty, defendants acknowledge that they are liable in the United States for the acts and omissions of their agents and employees onboard the *M/T King Emerald*, *M/T Nordic Passat*, *M/V Cape Maas* and *M/T Cape Taft* acting within the course and scope of their agency and/or employment and for the benefit of the defendants.

I. The *M/T King Emerald* (CSM-D)

1. The *M/T King Emerald* is a 25,507 gross ton ocean-going crude oil/product tank vessel built in China and completed in June 2004. The *M/T King Emerald* is approximately 542 feet in length, was registered in The Republic of Marshall Islands, and has an International Maritime Organization (IMO) number of 9267027.

2. As set forth herein, employees of defendant CSM-D, including senior ship engineers, discharged and caused the overboard discharge of oily waste from the *M/T King Emerald*, in violation of the MARPOL Protocol (hereinafter, "MARPOL"), a widely accepted international law treaty to which the United States is a party. MARPOL requires that such discharges from a vessel be made through pollution prevention equipment known as an Oily Water Separator ("OWS") and that such discharges contain

concentrations of not more than 15 parts per million ("ppm") oil.¹ The overboard discharges were concealed by deliberately false and fictitious entries in the Oil Record Book, a required log book in which all internal tank-to-tank transfers and overboard discharges of waste oil must be recorded.² The

^{1/} The Act to Prevent Pollution from Ships ("APPS") made it a crime to knowingly violate MARPOL or regulations promulgated pursuant to APPS. 33 U.S.C. § 1908(a). The 1973 International Convention for the Prevention of Pollution from Ships and the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution From Ships, 1973, are commonly referred to as the "MARPOL Protocol" or "MARPOL 73/78." MARPOL established the international standard that discharges of bilge waste must not contain more than 15 ppm oil. Under APPS regulations, each oil tanker of 150 gross tons or more or non-tanker vessel of more than 400 gross tons must maintain a record known as an Oil Record Book. 33 C.F.R. § 151.25(a). Entries must be made in the Oil Record Book for certain engine room operations including the disposal of oil residue or the discharge overboard or disposal otherwise of bilge waste water that has accumulated in machinery spaces. 33 C.F.R. § 151.25(d). All accidental, emergency or other exceptional discharges of bilge waste or oil must be recorded in the Oil Record Book along with the reason for the discharge. 33 C.F.R. § 151.25(g). Each of these engine room operations, including the overboard discharge of bilge waste, is required to be fully recorded without delay in the Oil Record Book. 33 C.F.R. § 151.25(h). The entries are to be signed by the person or persons in charge of the operation and each completed page must be signed by the Master of the vessel. 33 C.F.R. § 151.25(h). These regulations apply to foreign-flagged ships when they are in the navigable waters of the United States, or while at a port or terminal under the jurisdiction of the United States. 33 C.F.R. § 151.09. It is widely known within the maritime industry that the U.S. Coast Guard regularly inspects the Oil Record Book during port state inspections to determine compliance with U.S. law and the MARPOL Protocol and to assure that vessels are not an environmental threat to U.S. ports and waters.

^{2/} Engine room operations on commercial vessels such as the *M/T King Emerald*, *M/T Nordic Passat*, and *M/V Cape Maas* generate significant quantities of waste oil. Waste oil generated through leaks and dripping of oil, together with water, detergents, solvents, and other wastes, accumulate in the bottom or the "bilge" of the vessel. This liquid is collected, stored, and then processed to separate the water from the oil and other wastes using the OWS. After passing through the OWS, bilge waste containing up to 15 ppm oil may be discharged overboard. The OWS has an Oil Content Monitor ("OCM") that evaluates a sample of the overboard effluent and determines whether the

government's investigation into the *M/T King Emerald* was initiated as a result of a May 7, 2012, inspection of the vessel at Carteret, New Jersey, after several lower-ranking members of the crew approached U.S. Coast Guard ("Coast Guard") officers with evidence of illegal overboard discharges that took place with the knowledge and/or at the direction of the Chief Engineer and the Second Engineer.

3. The evidence provided to the Coast Guard included photographs taken with a cell phone that showed a flexible hose in a configuration that was alleged to have been used to bypass the ship's Oily Water Separator.

4. At least three different Chief Engineers employed by CSM-D were involved in making intentional and illegal discharges and deliberately falsifying the Oil Record Book for the *M/T King Emerald*. One of the Second Engineers involved has pleaded guilty in the District of New Jersey in *United States v. Lupera*, Crim. No. 12-816-01. The Oil Record Book that was maintained onboard the *M/T King Emerald* and presented to Coast Guard officials at Carteret in New Jersey on May 7, 2012, was deliberately false and misleading because it contained entries claiming that the OWS and Oil Content Monitor ("OCM") were properly used to make overboard discharges containing not more than 15 ppm of oil, when, in fact, the required equipment either was not used at all, or used in a deliberately improper manner that effectively disabled the OCM such that it could no longer detect and prevent oil in the machinery space effluent discharged. The purpose of making and using those false entries was to conceal the illegal discharges from authorities such as the Coast Guard, along with the fact that required pollution prevention equipment was not fully operational.

concentration of oil exceeds the 15 ppm limit. If greater concentrations of oil are detected by the OCM, it triggers a three-way valve that diverts the waste from going overboard and re-circulates the waste back into an onboard tank. Engine room operations including the purification of fuel oil also continuously generate waste oil and sludge. Such waste can either be incinerated or offloaded on shore so as to dispose of it in an environmentally responsible manner. These investigations involve the overboard discharge of both oil contaminated bilge waste as well as waste oil and sludge.

Various methods were used to make illegal overboard discharges of oil contaminated waste, including the following:

A. Tricking

5. The OCM sensor on the OWS was "tricked" by flushing the sensor with fresh water. Proper operation of the OWS involves the sampling of the discharge effluent through the OCM, which sounds an alarm if the effluent has a concentration of oil in excess of 15 ppm. The OWS then automatically stops the discharge and activates a valve to re-circulate the discharge effluent into an onboard tank rather than allow it to be discharged overboard. Prior to August 2009, the sample line that leads to the OCM had a small three-way valve with a blue handle. By turning this handle, it was possible for a crew member to flush the OCM with fresh water. During a shipyard maintenance period in August 2009, this three-way valve was removed and replaced with a new valve or "T connection" and the OCM also was replaced with an updated unit that included a data recording card, in an effort by CSM-D to improve MARPOL compliance by making the "tricking" of the OCM more difficult. However, the newly installed OCM alarmed frequently indicating the presence of more than 15 ppm oil and thus causing the waste to remain on board. According to the Second Engineer, with the Chief Engineer present, he connected a hose to a fresh water valve in the Engine room and diluted the sample of bilge waste, thus "tricking" the OCM and allowing oily bilge waste from the Engine room to be discharged overboard regardless of oil content. The new T-connection had a red handle and, unlike the old three-way valve, made it difficult for persons to flush fresh water through the OCM. Sometime in 2010, the Second Engineer began using the old three-way valve with the blue handle when operating the OWS in order to more easily flush the OCM with fresh water. When discharging in this manner, the monitor was sampling fresh water only and not what was actually being discharged overboard. The three-way valve was used only at sea and removed and concealed prior to port calls so that it would not be detected by the Coast Guard. This practice of tricking the OCM began in or about late 2009 or early in 2010, and was a practice that was being used when the *M/T King Emerald* visited New Jersey in May 2012.

B. Bypassing

6. In or about August and November 2010, the Second Engineer pumped engine room bilge waste overboard upon orders of the vessel's Chief Engineer at the time. Sounding records of tank volumes show a drop of approximately 14 cubic meters from the vessel's clean bilge tank and approximately 5 cubic meters from the vessel's dirty bilge tank from August 18 to August 21, 2010. These same records also show a drop of approximately 7 cubic meters from the vessel's clean bilge tank and approximately 4.5 cubic meters from the vessel's dirty bilge tank from November 7 to 8, 2010, and further drops of approximately 10.5 cubic meters from the vessel's clean bilge tank and approximately 9.5 cubic meters from the dirty bilge tank between November 23-24, 2010. To pump bilge waste overboard, the Second Engineer designed an OWS bypass device using a flexible hose and metal flanges. One of the whistleblowers, a lower-ranking crew member, took photos showing the use of this so-called magic pipe while the vessel was at sea. The photos show that the pump that powers the OWS was disconnected while a flexible hose was connected between the bilge pump and the overboard piping downstream from the OWS. At the Second Engineer's direction, an Oiler and the Fitter assisted in connecting and disconnecting the bypass. Because this method proved inefficient, another method was subsequently used that involved using the electrical power of the bilge pump to power the OWS pump. The Second Engineer turned off the OWS and the OCM, and ran the OWS pump using electrical wiring from the bilge pump. In addition, an air hose was used to force open the overboard valve. By this "hot wiring," no record of the operation of the OWS was recorded on the OCM data card, which otherwise records all OWS overboard discharges. These two bypass methods were used to discharge engine room waste overboard while circumventing the OWS and the OCM. The vessel's Oil Record Book does not contain entries for these discharges.

C. General Service Pump

7. In March 2012, the *M/T King Emerald's* Chief Engineer at the time directed the Second Engineer to discharge overboard from the clean bilge tank and the dirty bilge tank. The clean bilge tank contained oily bilge waste. The dirty bilge tank contained larger concentrations of oily waste from various sources in the machinery spaces. The Chief Engineer suggested

that the fire pumps, also referred to as the general service pumps, be used to perform the discharge. The general service pumps are large capacity pumps that are designed to pump water for various purposes, including firefighting and vessel wash downs. Both pumps were equipped with valves that were sealed with uniquely numbered seals to prevent the pumps from being used to illegally discharge oily waste. The Chief Engineer told the Second Engineer, in sum and substance, that the seals could be broken, and he instructed the Second Engineer that, if he were ever questioned about it, to say that the valves had to be exercised to ensure they were working in case of an emergency. The Second Engineer agreed and enlisted the assistance of the Third Engineer. A discharge was made at night on or about March 30, 2012. The soundings show that approximately 10 cubic meters of oily waste were discharged from the dirty bilge tank and approximately 5 cubic meters of oily waste were discharged from the clean bilge tank. This discharge took place within the Exclusive Economic Zone of Costa Rica. Based upon coordinates provided to the Coast Guard by one of the lower-ranking crew members, the location of this discharge was approximately 45 miles off the coast of a national park in Costa Rica. A second discharge using the general service pump took place off the coast of Mexico on or about April 4, 2012. Both overboard discharges took place at night in order to conceal their illegality.

8. On the day following the second discharge using the general service pump, the Second Engineer determined that he needed to run the OWS to account for the drop in the volume of the clean and dirty bilge tanks. With the knowledge and approval of the Chief Engineer onboard at the time, the Second Engineer cycled seawater through the OWS so that the drop in tank volumes recorded in the vessel's sounding log would correspond to other vessel records, including those generated by the vessel's alarm computer and the data card inside the OCM. The Second Engineer initialed a false entry in the Oil Record Book indicating the proper use of the OWS on April 5, 2012. The Chief Engineer who directed the discharge disembarked the vessel before the Coast Guard inspection in Carteret, New Jersey. The Oil Record Book fails to contain any mention of overboard discharges made using the general service pump or the fact that the OWS and the OCM were deliberately circumvented. Moreover, the Oil Record Book contains a false entry on April 5, 2012, claiming a discharge of 8.5 cubic meters.

9. The Second Engineer complained to various Chief Engineers he served with onboard the *M/T King Emerald* about operation problems with the OWS and the OCM, and they were thus not only aware of those problems, but also aware that fresh water was being used to trick the OCM. According to the Second Engineer, several of the Chief Engineers with whom he served on the *M/T King Emerald* had expressed their reluctance to perform necessary maintenance because they believed the expenditure would subject them to criticism from shore side management. In pleading guilty, the Second Engineer stated that the four month contract period of the Chief Engineers may have created a disincentive for any one Chief Engineer to resolve issues such as those that were present with the use of the OWS and OCM since another Chief Engineer would inherit the problem. Even when maintenance was performed, including the installation of new filters, it did not resolve the operational problems encountered with the OWS.

10. After the Coast Guard inspected the *M/T King Emerald* in New Jersey on May 7, 2012, and before disembarking the vessel, the Second Engineer onboard the *M/T King Emerald* concealed the three-way valve with the blue handle that had been used to flush the OCM with fresh water. He hid the valve into an overhead space onboard the vessel. After the inspection, the Second Engineer told lower level crew members in the Engine Department, in substance and in part, that "if you know nothing, you have nothing to say." One of the crew members who reported the improper discharges to the Coast Guard told the Second Engineer that he wished to go home because of a death in the family. The Second Engineer responded by telling the crew member, in substance and in part, that he would not be going home if he did not retract his statements to the Coast Guard.

11. Additionally, the Second Engineer was not truthful when interviewed during the May 7, 2012, inspection by Coast Guard officers. Specifically, he lied to the inspectors by denying any knowledge of, or participation in, unlawful discharges. The Second Engineer also falsely told the Coast Guard that he had broken the seals on the general service pumps purely for maintenance purposes.

II. M/T Nordic Passat (CSM-D and CSM-CY)

12. The *M/T Nordic Passat* is an 84,586 gross ton ocean-going crude oil/product carrier built in South Korea and completed in 2002. The *M/T Nordic Passat* is approximately 899 feet in length, was registered in The Republic of Marshall Islands, and has an International Maritime Organization (IMO) number of 9229386.

13. As set forth herein, employees and agents of defendants CSM-D and CSM-CY discharged and caused the overboard discharge of oily waste from the *M/T Nordic Passat* without using the vessel's OWS, in violation of MARPOL. This pollution took place at the direction of the Chief Engineer and Second Engineer. With the knowledge of the Master, some of the deck crew, and the Chief Engineer, waste oil also was transferred from the dirty bilge tank in the vessel's engine room sludge tank to one of the vessel's crude oil cargo tanks. This was done by pumping the waste up to the standard MARPOL connection on the deck of the ship that ordinarily would be used to pump waste ashore. From there, a rubber hose was connected to a tank hatch on the deck of the ship. The overboard discharges and sludge transfers were concealed by false and fictitious entries in the Oil Record Book. The government's investigation into the *M/T Nordic Passat* commenced after an October 22, 2012, inspection in the Delaware Bay Big Stone Anchorage, during which a lower-ranking crew member of the vessel approached Coast Guard officers with a thumb drive and a note that read "illegal activities using magic pipes." At the direction of senior ship engineers, the crew of the *M/T Nordic Passat* used various methods to make illegal overboard discharges of waste oil and to illegally dispose of sludge oil that were not recorded in the vessel's Oil Record Book as required. Several crew members decided to gather evidence and report the illegal activity to the Coast Guard during a voyage to Delaware.

A. Overboard Discharges from the Oily Water Bilge Tank & Bilge Holding Tank

14. At the direction of the Chief Engineer and Second Engineer, a portable pump was used to remove oily bilge waste from the Bilge Holding Tank and pump it to the overboard discharge piping from the vessel's soot tank which, in turn, discharged overboard through the vessel's sewage system

discharge piping. This involved running a length of hose from the soot tank down three levels of the engine room, through an open area of the engine room to the top of the Bilge Holding Tank below. The use of a hose in this fashion was likely visible to all who were in its vicinity in the engine room. Photographs and video provided by lower-ranking crew members to the Coast Guard show this bypass method and the Coast Guard was able to re-create this arrangement during the inspection after the pump and flexible hoses were located. In pleading guilty, defendants admit that overboard discharges took place during 2012 using this bypass method at the direction of the vessel's Chief Engineer and 2nd Engineer and that it had taken place previously.

15. The *M/T Nordic Passat's* Daily Sounding Log generated by readings taken every morning by the Oilers shows that the ship's Oil Record Book (maintained by the Chief Engineer) is false and fictitious. There are significant discrepancies between the two different records and other computer generated records. In sum and substance, the discrepancies confirm that illegal discharges took place as alleged by the whistleblowers and as depicted on the photographs and videos that they provided to the Coast Guard. For example, May 10, 2012, the *M/T Nordic Passat's* Oil Record Book entries indicate that the Bilge Holding Tank contained 28.1 cubic meters of oily bilge water. However, the sounding of the Bilge Holding Tank taken that same morning indicates that there was only 13.38 cubic meters of water in the tank. Between May 11 and 14, 2012, the Oil Record Book claims the Bilge Holding Tank increased from 28.1 cubic meters to 31.2 cubic meters, and on May 14, 2012, the Oil Record Book claims 29 cubic meters of oily bilge water were processed from the Bilge Holding Tank through the Oily Water Separator. However, the sounding readings for these days show that the Bilge Holding Tank was already empty. The Oil Record Book claims that on June 18, 2012, 28 cubic meters of oily waste was lawfully processed by the Oily Water Separator from the Bilge Holding Tank, and the Bilge Holding Tank retained just 1.5 cubic meters of oily waste water. However, the sounding records for the period June 17 to 19, 2012, show that the oily waste in the Bilge Holding Tank actually increased from 37.72 cubic meters to 44.61 cubic meters before dropping to zero. The records for August 24, 2012, show that the Bilge Holding Tank (capacity 47.8 cubic meters) was almost full but "MT" (empty) the following day. Meanwhile, there are no entries in the Oil Record Book accounting for the

approximately 45 cubic meters that were present the day before. Between September 20 and 21, 2012, the Bilge Holding Tank lost 9.65 cubic meters of oily water. There are no Oil Record Book entries accounting for this loss. Between October 15 and 17, 2012, there was a loss of approximately 24 cubic meters of bilge waste. The Oil Record Book for these days claimed no more than 14 cubic meters was ever in the Bilge Holding Tank, and that 12.8 of those cubic meters were processed through the OWS on October 17, 2012. However, a printout generated by the ship's own engine room computer fails to show that the OWS was actually used at all on October 17, 2012.

16. The government's investigation determined that since 2006 the Oily Water Separator of the *M/T Nordic Passat* was deliberately operated in an improper manner by "tricking" the OCM sensor with fresh water during overboard discharges. This was a regular and routine practice performed by or at the direction of the Chief Engineers and Second Engineers. As a result, virtually every discharge totaling approximately two thousand tons of unmonitored and oil contaminated bilge waste was discharged into ocean waters illegally and in violation of MARPOL over at least a six year period. Additionally, the Oil Record Book entries indicating proper discharges using the OWS and OCM 15 ppm equipment were false and misleading. Without tricking the sensor, the OWS would be more likely to alarm and not permit an overboard discharge. The ship owners and operators did not have (and were not required to have) any anti-tampering equipment that would prevent the use of fresh water during an overboard discharge. This ship also did not have (and was not required to have) an OCM recording device because it was built prior to 2006. Some of the other ships owned and managed by the defendants had such equipment.

B. Transfers of Engine Room Sludge to a Cargo Tank

17. The incinerator on the *M/T Nordic Passat* was not used between at least March 2012 and October 2012. The crew did not understand how to operate the incinerator and believed it to be inoperable. The incinerator had problems for many years that required repairs and replacement of the interior liner and bricks. Engine room operations continuously generate waste oil and sludge. Sludge is a waste product created by purifying the fuel for a ship. The resulting waste can either lawfully be incinerated or offloaded on shore so that it can be disposed of

in an environmentally responsible manner. On various occasions dating back to at least 2011, the crew transferred sludge from the engine room sludge tanks to the slop tank, and in 2012 to the Number 6 cargo tank containing crude oil that was destined for a refinery. These internal transfers were not recorded in either the engine room Oil Record Book (part I) or the cargo operations Oil Record Book (part II) as required. As a result of the transfers, the defendants avoided the cost and effort of proper disposal of the sludge.

18. The Master, Chief Officer and Chief Engineer were well aware of these transfers and they could not have taken place without their approval. They were carried out on the deck of the ship during daylight hours and involved both deck and engineering crew members. Nevertheless, neither the engine department Oil Record Book nor the deck department Oil Record Book contained any mention of the improper transfers. Meanwhile, the Oil Record Book contains numerous affirmative false entries claiming the proper use of the incinerator to burn sludge. For example, the Oil Record Book falsely states that the incinerator was operated 13 times in October 2012 to burn sludge when this did not occur. The *M/T Nordic Passat's* Daily Sounding Log show transfers from the sludge tank on at least two occasions in October 2012 that are not recorded in the either Oil Record Book.

C. Obstruction of Justice

19. The Coast Guard's effort to conduct a MARPOL inspection of the *M/T Nordic Passat* was actively obstructed. In the first instance, the inspectors were presented with Oil Record Books containing false entries concerning overboard discharges, internal transfers and the operation of required pollution prevention equipment, as part of an effort to conceal the illegal activity that had taken place on board. Senior ship engineers also lied to the inspectors and concealed material information. On October 23, 2012, the Chief Engineer lied to the Coast Guard inspectors and gave them a written statement in which he denies ever using a pump or flexible hoses to discharge bilge water overboard. On that same date, the Second Engineer also lied to the Coast Guard inspectors and gave them a fictitious written statement in which he claimed that all equipment was in working order, that the OWS was operated once or twice a week, and that the incinerator was operated from 9

a.m. to 9 p.m. whenever the ship was moving. During the inspection, the Coast Guard observed that record of past soundings on the ship's computer was missing except for very recent entries. According to a forensic examination of the computer by the defendant, the sounding log was deleted in July 2012 and in August 2012 when the ship was not in the United States. Daily sounding records also were deleted on November 4, 2012, in Delaware waters after the Coast Guard's inspection. Nevertheless, the record of historical soundings created on the computer was preserved on the hard drive seized by the Coast Guard and also provided to the government by the defendant.

20. The effort to obstruct the Coast Guard's inspection included witness tampering. Senior ship engineers instructed lower ranking crew members to lie to the Coast Guard after the inspection had begun. Specifically, a senior ship engineer visited a lower level engineer in his cabin during the inspection and directed him to tell the Coast Guard that the sludge was burned in the incinerator and that the OWS was working, neither of which were true. Additionally, after the Coast Guard boarding, the Chief Engineer told one of the Oilers that the bilge waste went through the OWS and sludge went to the incinerator. The Oiler understood that the Chief Engineer was telling him to lie.

III. M/V Cape Maas (CSM-CY)

21. The *M/V Cape Maas* is a 35,708 gross ton ocean-going container ship built in China and completed in 2011. The *M/V Cape Maas* is approximately 697 feet in length, is registered in the Marshall Islands, and has an International Maritime Organization (IMO) number of 9571296. The crew of the *M/V Cape Maas* "tricked" the vessel's OCM in order to make illegal overboard discharges of oily bilge waste, and these overboard discharges were not accurately recorded in the vessel's Oil Record Book.

22. The investigation into the *M/V Cape Maas* began on October 30, 2012, when the vessel arrived in the port of San Francisco, California, after a crew member called the Coast Guard to report that on October 10, 2012, the vessel's pollution prevention equipment had been disabled and oily bilge waste was discharged directly overboard. When the Coast Guard boarded the vessel to conduct an inspection, the crew member who made the

initial phone call provided the Coast Guard boarding team with a video showing the operation of the Oily Water Separator on October 10, 2012. The video shows that the Oily Water Separator was being operated with the sampling line removed. In this configuration, the purpose of the Oil Content Monitor was totally defeated because it would not be able to determine if the actual effluent being pumped overboard had less than 15 ppm oil, the international limit. Proper operation of the OWS involves the sampling of the discharge effluent through the OCM, which sounds an alarm if the effluent has a concentration of oil in excess of 15 ppm. The OWS then automatically stops the discharge and triggers a valve to re-circulate the waste into an onboard tank rather than allow it to be discharged overboard. In addition to taking the video, this crew member also observed the Chief Engineer on October 10, 2012, pouring fresh water into the top of the OCM. When the Chief Engineer realized that he was being watched, he ordered the crew member to go away and to not watch him anymore.

23. During their inspection of the *M/V Cape Maas*, Coast Guard inspectors found that the manufacturer's seal on the OCM's sensing unit had been broken, and the sensing unit had been opened. The crew had created a new "seal" by typing "VOID IF SEAL IS BROKEN" on two pieces of paper and taping the paper to the OCM sensing unit. When questioned about this, the Chief Engineer claimed that the OCM had to be cleaned due to excessive rust in the vessel's Bilge Holding Tank which caused the OWS filters to clog and the OCM sensor to alarm frequently. However, neither the Oil Record Book nor any other official log book contains an entry documenting the maintenance of the OCM as required by 33 C.F.R. Section 155.380 (f).

24. The *M/V Cape Maas'* OCM makes a record of certain data fields each time the OWS is operated. These recorded data fields include the date and start/stop time of each OWS operation, along with the average oil PPM of the effluent discharged during each operation. Review of this OCM data indicates that the unit was being "tricked" with fresh water on various occasions. A comparison of the OCM data with the corresponding ORB entries shows that the Oil Record Book contains numerous false entries. In pleading guilty, the defendants acknowledge that the OWS and OCM on the *M/V Cape Maas'* were effectively bypassed. The parties have reviewed the data recording device of alarm data from the OCM. The recorded

data shows periods of up to several hours in which the registered oil content of the effluent was 0 ppm. These periods can only reasonably be accounted for by tricking the sensor with fresh water.

25. In pleading guilty, the defendants also acknowledge that there was a knowing failure to properly maintain Oil Record Book for the *M/V Cape Maas* because it falsely indicates that the required pollution prevention equipment was properly used to discharge bilge waste when, in fact, it was being tricked with the use of fresh water. This method of discharging violated MARPOL and, as a result, it is not possible to know how much oil was discharged overboard. The Oil Record Book that was maintained onboard the *M/V Cape Maas* and presented to Coast Guard officials on October 30, 2012, in San Francisco, California was deliberately false and misleading because it contained entries claiming that the OWS and OCM were properly used to make overboard discharges when, in fact, the required equipment either was not used at all, or used in a deliberately improper manner that effectively disabled the OCM such that it could no longer detect larger concentrations of oil.

IV. *M/T Cape Taft* (CSM-D)

26. The *M/T Cape Taft* is a 42,010 gross ton ocean-going crude oil/product carrier built in China and completed in 2008. The *M/T Cape Taft* is approximately 748 feet in length, is registered in the Marshall Islands, and has an International Maritime Organization (IMO) number of 9401221. The crew of the *M/T Cape Taft* "tricked" the vessel's OCM using fresh water in order to make illegal overboard discharges of oily bilge waste, and these overboard discharges were not accurately recorded in the vessel's Oil Record Book.

27. The government's investigation into the *M/T Cape Taft* began on March 06, 2013, when counsel for defendant CSM-D contacted prosecutors from the Department of Justice to disclose that illegal overboard discharges had taken place onboard the vessel. Counsel for defendant CSM-D informed the government that on January 10, 2013, in response to environmental compliance messages sent by CSM-D, the crew of the *M/T Cape Taft* reported that they had been having problems operating the OWS. The OWS was unable to be operated and was declared inoperative

to the flag State and Coast Guard while in transit to the United States. After the vessel arrived at an anchorage off the coast of New York, counsel for CSM-D conducted an investigation that included interviews of the crew and review of records. In particular, CSM-D and its counsel played back the data stored inside the OCM and made a video tape of the playback. Upon review, that data showed instances where fresh water had been used to trick the OCM. The internal investigation revealed improper waste-management practices including that other waste streams had contaminated the bilge holding tank. Specifically, the crew of the *M/T Cape Taft* allowed soot from boiler wash-downs to enter the engine room bilge. Additionally, the crew allowed the sewage tank to overflow, which resulted in sewage entering the engine room bilge. The OWS is not designed to process soot and sewage. As a result of the improper management of the waste, the bilge tank, which is the source tank for the OWS, contained soot and sewage co-mingled with oily bilge water from the engine room.

28. In order to conceal the fact that the OWS was incapable of processing the bilge waste, the crew used fresh water to flush the OCM sensor. Ship records indicate that the Fourth Engineer was the person who actually operated the OWS on the *M/T Cape Taft* between approximately April 2011 and August 2012. Operation of the OWS shifted to the Chief Engineer in approximately August 2012. On February 27, 2013, CSM-D inserted a page of corrections into the Oil Record Book of the *M/T Cape Taft* showing 16 illegal discharges that had taken place between April 13, 2011, and November 16, 2012. The original entries in the Oil Record Book that correspond to these 16 discharges are false because the discharges were made without the proper use of the OWS. On March 07, 2013, a day after CSM-D's counsel informed the government of the illegal conduct, the Coast Guard conducted a previously scheduled inspection of the *M/T Cape Taft*. During the boarding, Coast Guard interviewed crewmembers and reviewed various vessel logs and documents. However, the Coast Guard was unable to interview the crewmembers that were operating the OWS when the illegal discharges were made because these crewmembers were no longer onboard the vessel.

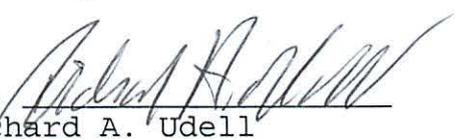
29. Between April, 2011 and November 16, 2012 (the time period when the OCM is known to have been tricked with fresh water), the *M/T Cape Taft* made two port calls in the United States. The first was on February 26, 2012, at Carteret, New

Jersey, and the second was on July 30, 2012, at Bayonne, New Jersey. In pleading guilty, CSM-D acknowledges that there was a knowing failure to properly maintain the Oil Record Book for the *M/T Cape Taft* because it falsely indicates that the required pollution prevention equipment was properly used to discharge bilge waste when, in fact, it was being tricked with the use of fresh water. This method of discharging violated MARPOL and, as a result, it is not possible to know how much oil was discharged overboard. The Oil Record Book that was maintained onboard the *M/T Cape Taft* was deliberately false and misleading because it contained entries claiming that the OWS and OCM were properly used to make overboard discharges when, in fact, the required equipment either was not used at all, or used in a deliberately improper manner that effectively disabled the OCM such that it could no longer detect larger concentrations of oil.

PAUL J. FISHMAN
United States Attorney

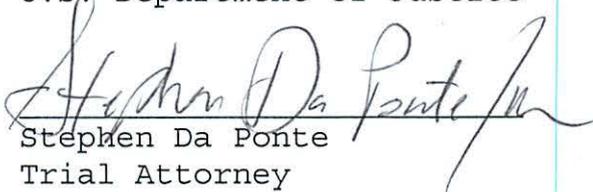
IGNACIA S. MORENO
Assistant Attorney General
Environment & Natural
Resources Division
U.S. Department of Justice

By: 
Kathleen P. O'Leary
Assistant United States Attorney

By: 
Richard A. Udell
Senior Trial Attorney
Environmental Crimes Section
U.S. Department of Justice

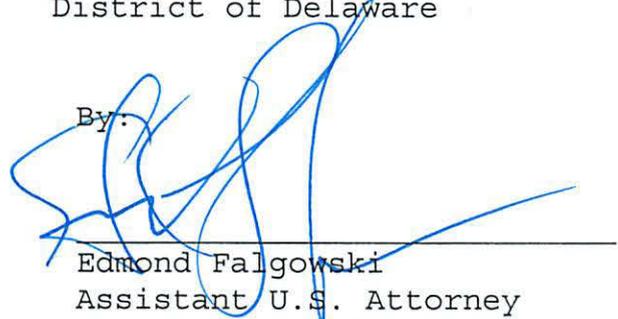
APPROVED:


Maureen Ruane
Chief
Healthcare and Government Fraud Unit


Stephen Da Ponte
Trial Attorney
Environmental Crimes Section
U.S. Department of Justice

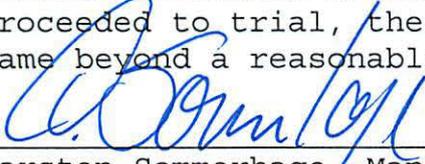
CHARLES M. OBERLY, III
United States Attorney
District of Delaware

MELINDA HAAG
United States Attorney
Northern District of
California

By: 
Edmond Falgowski
Assistant U.S. Attorney
District of Delaware


Stacey P. Geis
Assistant U.S. Attorney
Northern District of
California

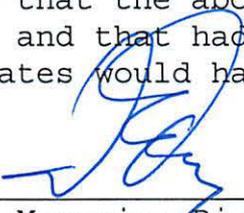
On behalf of the Defendant Columbia Shipmanagement (Deutschland) GmbH, I have been authorized by a corporate resolution to sign this Joint Factual Statement and to bind Columbia Shipmanagement (Deutschland) GmbH. I have read this Joint Factual Statement and carefully discussed every part of it with our attorney. I hereby stipulate that the above Joint Factual Statement is true and accurate, and that had the matter proceeded to trial, the United States would have proved the same beyond a reasonable doubt.



Carsten Sommerhage Managing Director
Columbia Shipmanagement (Deutschland) GmbH

18 of March 2013
Date

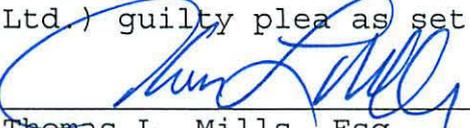
On behalf of the Defendant Columbia Shipmanagement Ltd., I have been authorized by a corporate resolution to sign this Joint Factual Statement and to bind Columbia Shipmanagement Ltd. I have read this Joint Factual Statement and carefully discussed every part of it with our attorney. I hereby stipulate that the above Joint Factual Statement is true and accurate, and that had the matter proceeded to trial, the United States would have proved the same beyond a reasonable doubt.



Dirk Fry, Managing Director
Columbia Shipmanagement Ltd.

18 of March 2013
Date

I am counsel for Columbia Shipmanagement (Deutschland) GmbH and Columbia Shipmanagement Ltd. and have carefully discussed every part of this Joint Factual Statement with authorized representatives of Columbia Shipmanagement (Deutschland) GmbH and Columbia Shipmanagement Ltd. To the best of my knowledge this is a true and accurate factual statement and provides a sufficient factual basis for charges set forth in the Criminal Information and Defendants' (Columbia Shipmanagement (Deutschland) GmbH and Columbia Shipmanagement Ltd.) guilty plea as set forth in the Plea Agreement.



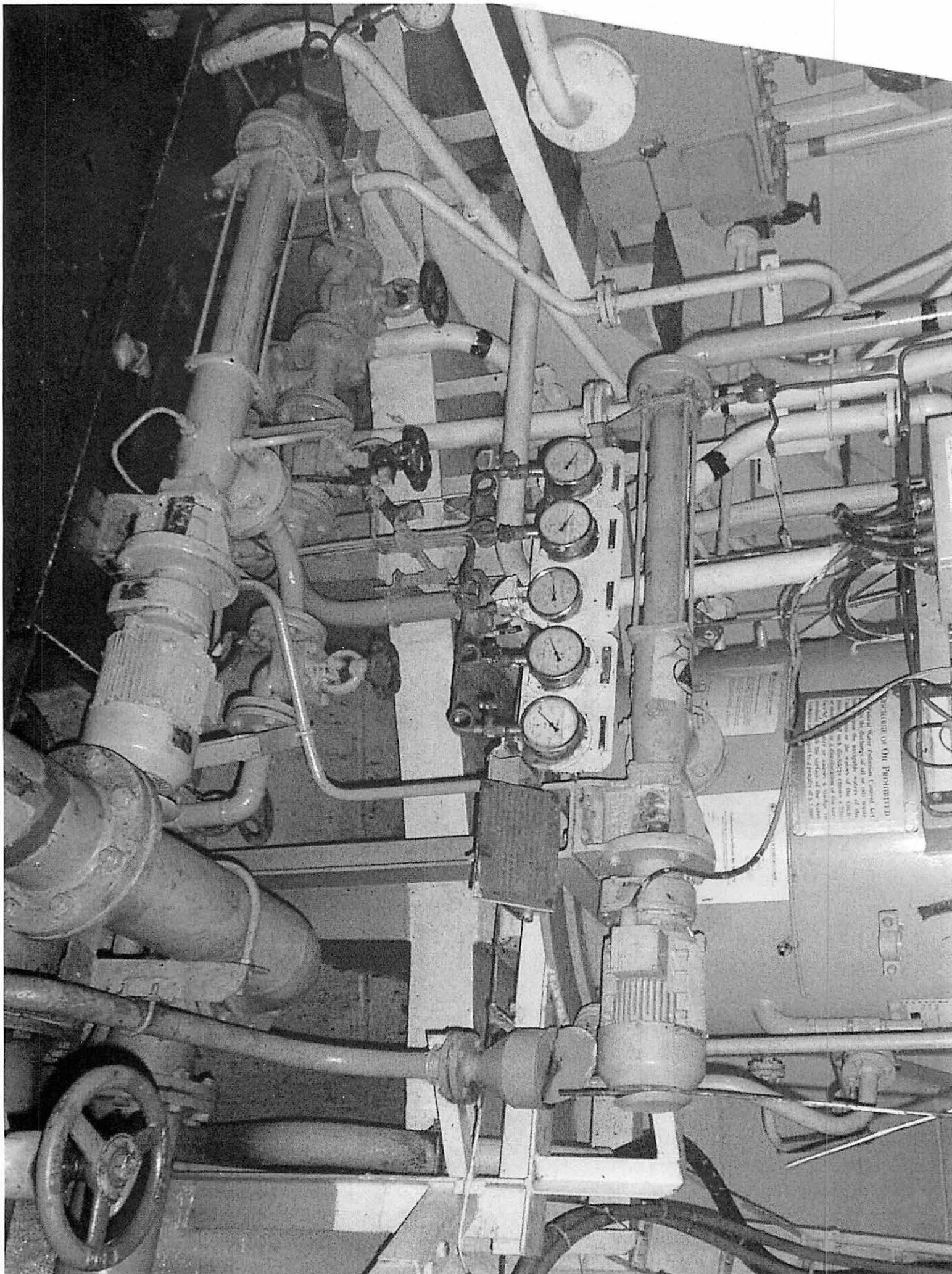
Thomas L. Mills, Esq.
Winston & Strawn, LLP
Counsel for Defendants
Columbia Shipmanagement (Deutschland) GmbH
Columbia Shipmanagement Ltd.

3/18/13
Date

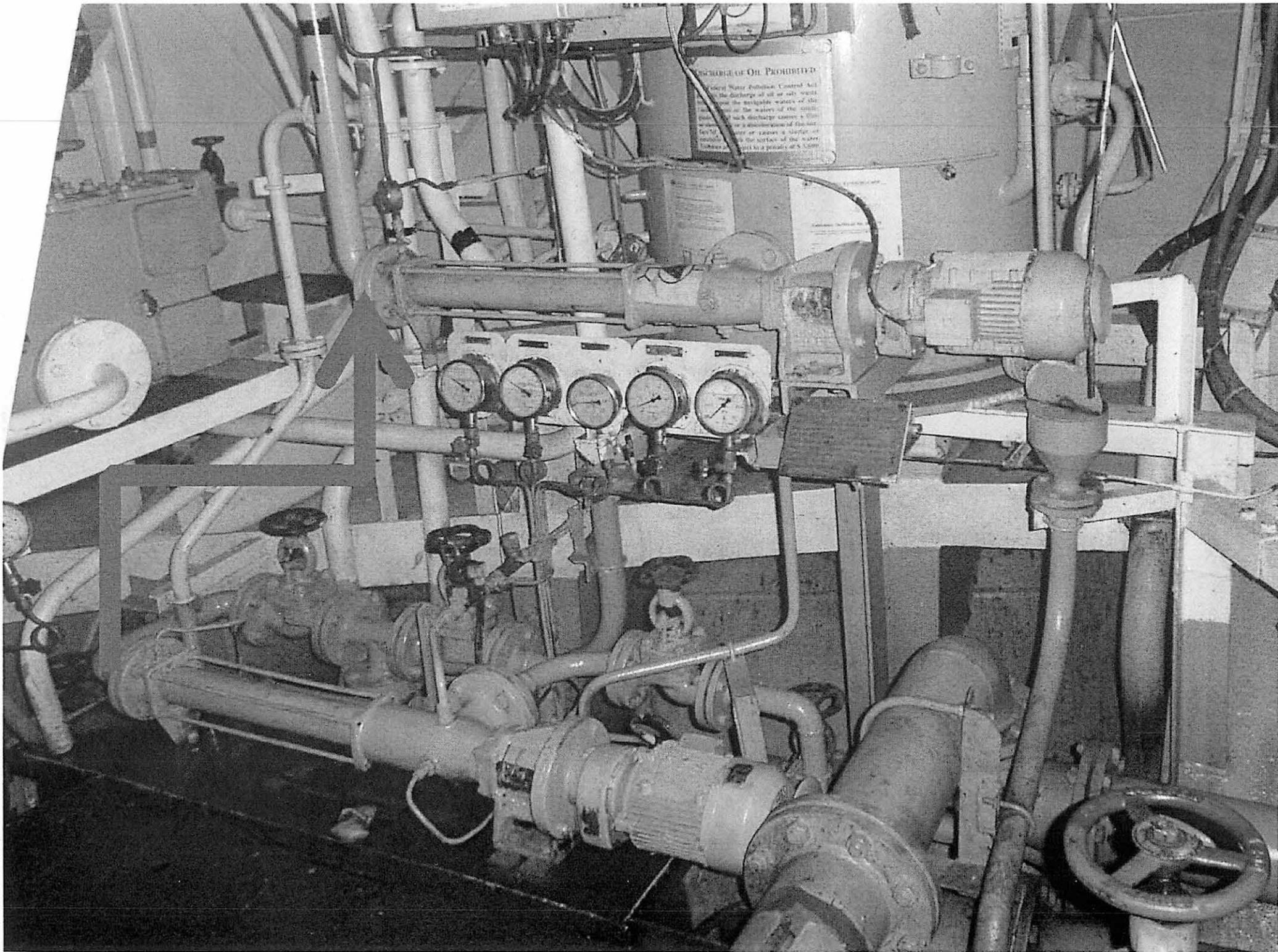
Exhibits In Support of Plea and Joint Factual Statement

1. CSM photo of King Emerald (KE)	22. CSM photo of Nordic Passat (NP)
2. Photo of KE OWS, OWS pump and bilge pump.	23. USCG photos taken during NP inspection showing soot collection take (left) and with "magic hose" leading to overboard sewage line installed (right).
3. Same as #2 showing effect of bypass connected from bilge pump to overboard pipe.	24-27. Photos taken by NP crew at sea showing use of "magic hose" and welden pump used to discharge contents of the bilge holding tank.
4. Cell phone photo taken by KE crew member in Aug. 2010 showing bypass hose connected from bilge pump to overboard pipe.	28. USCG photos taken during NP inspection showing how "magic hose" was used.
5. Same, with arrows showing direction of flow.	29. USCG photo (left) and NP crew photo (right) showing use of "magic hose".
6-7. Cell phone photos by KE crew member of bypass hose and flange.	30. USCG photo showing location and condition of top of bilge holding tank on NP.
8-9. Photos showing KE overboard piping and interior of overboard valve.	31. USCG photo of NP OWS.
10-11. Photos showing KE OWS/OCM and related piping, including valve with blue handle.	32. CSM Photo of Cape Maas (CM).
12-13. Photos showing KE General Service Pumps and valves with tags.	33. Photos of CM Oil Content Monitor showing removal of sample line (right).
14. Rough handwritten KE sounding log.	34. Photo of paper labels on CM Oil Content Monitor.
15-16. Smooth computer KE sounding log and Oil Record Book pages.	35. CSM photo of Cape Taft.
17-18. Maps showing location of KE discharges via General Service Pump that bypassed the OWS.	36. CSM photo of Cape Maas Oil Content Monitor.
20-21. Visble oil found by USCG in overboard piping from General Service Pump.	



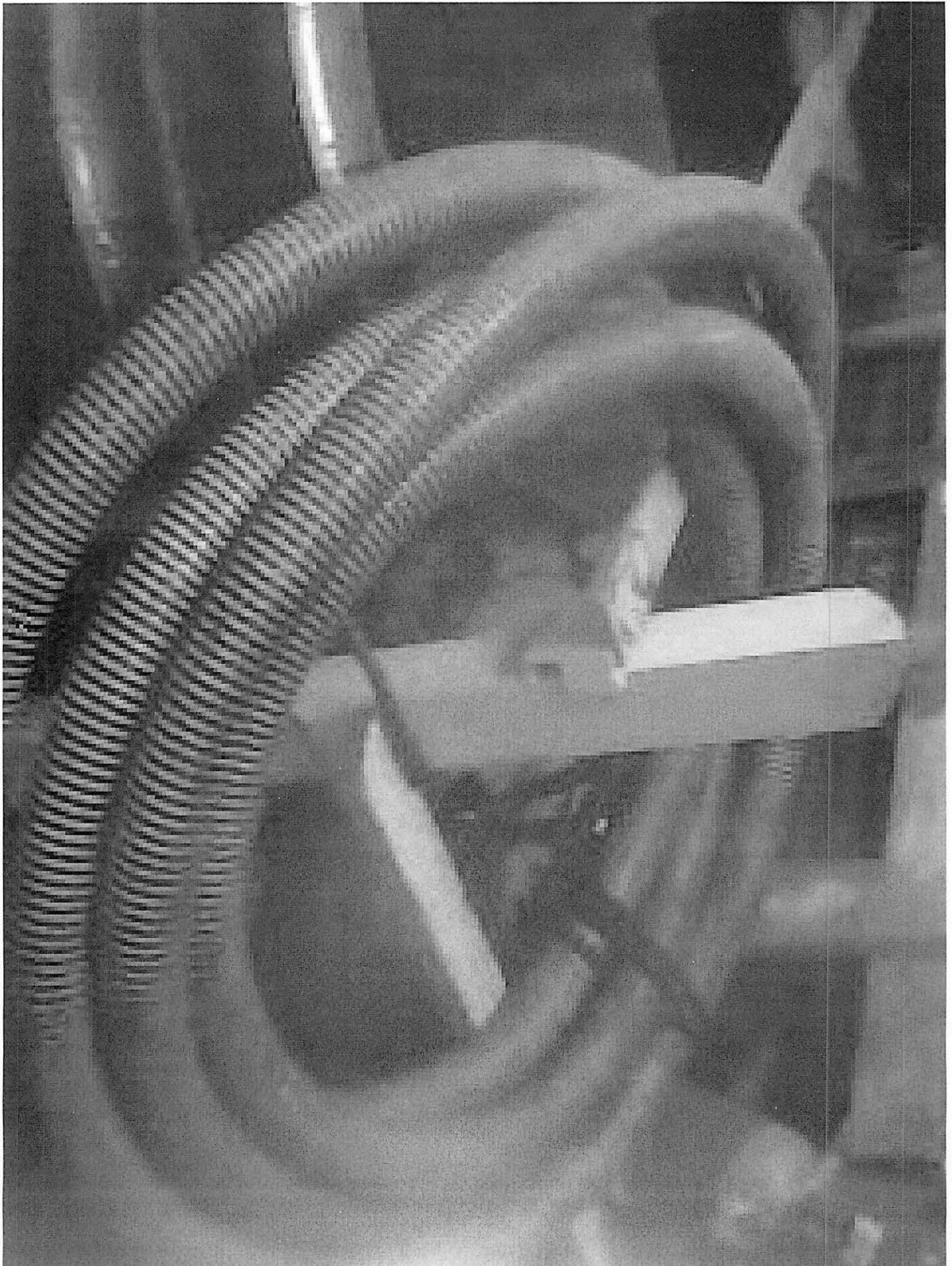


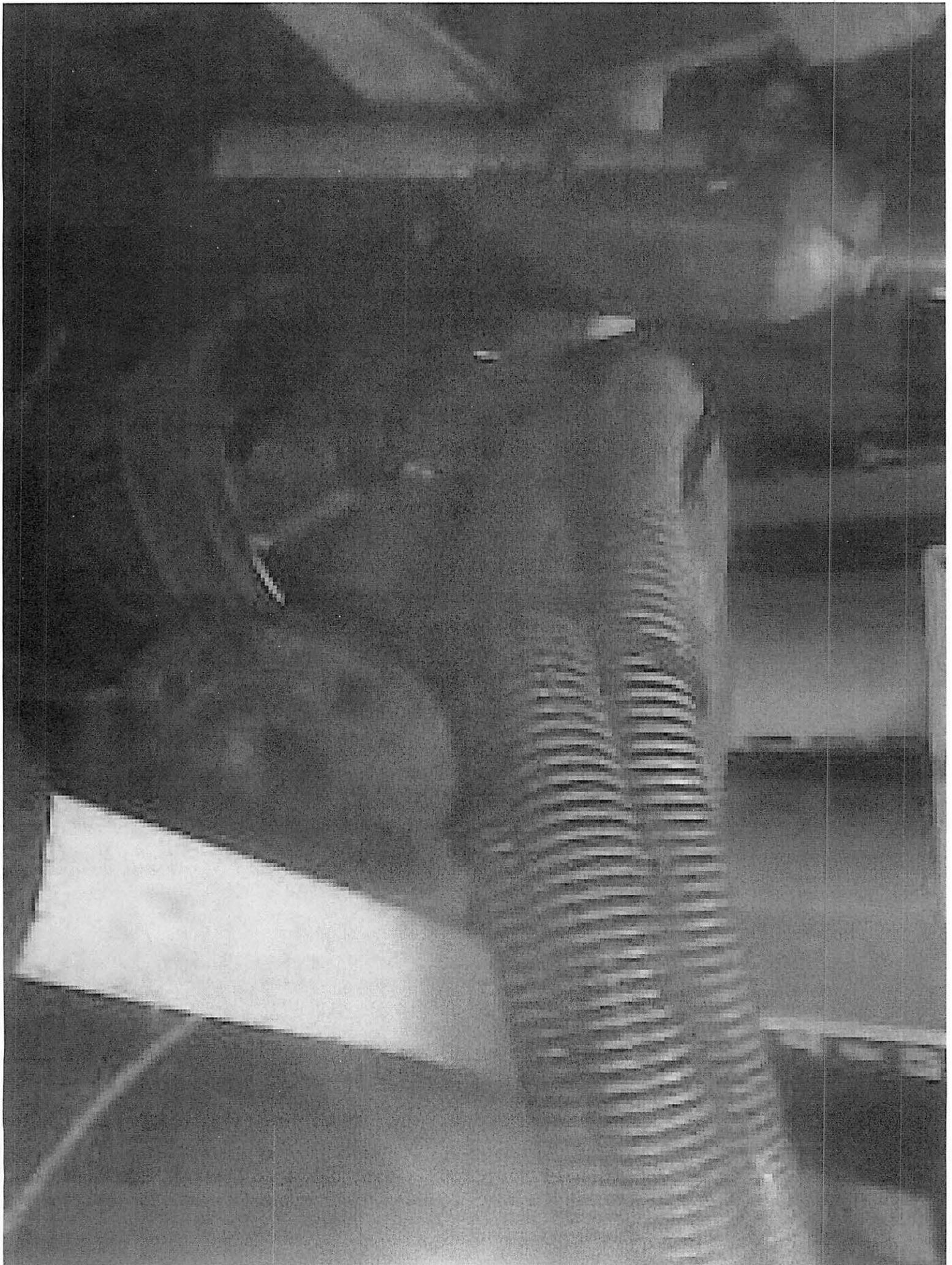
DANGER OF OIL PROHIBITED
Oil is highly flammable and can catch fire easily. It is also highly toxic and can cause serious injury or death if it is inhaled or absorbed through the skin. It is also highly corrosive and can damage the engine and other equipment. Do not use oil in the engine or other equipment unless it is specifically approved for that purpose. Do not use oil in the engine or other equipment unless it is specifically approved for that purpose.

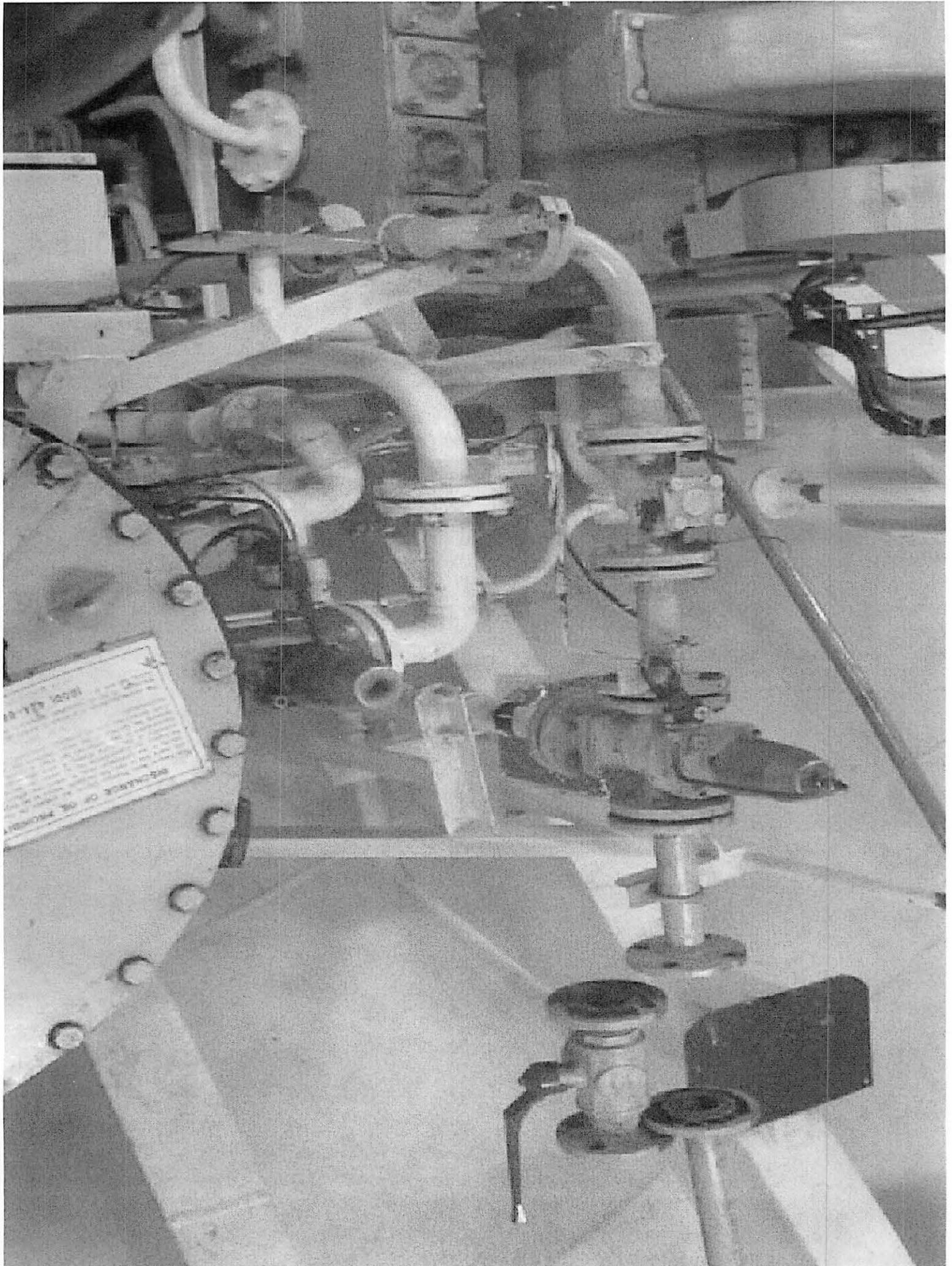


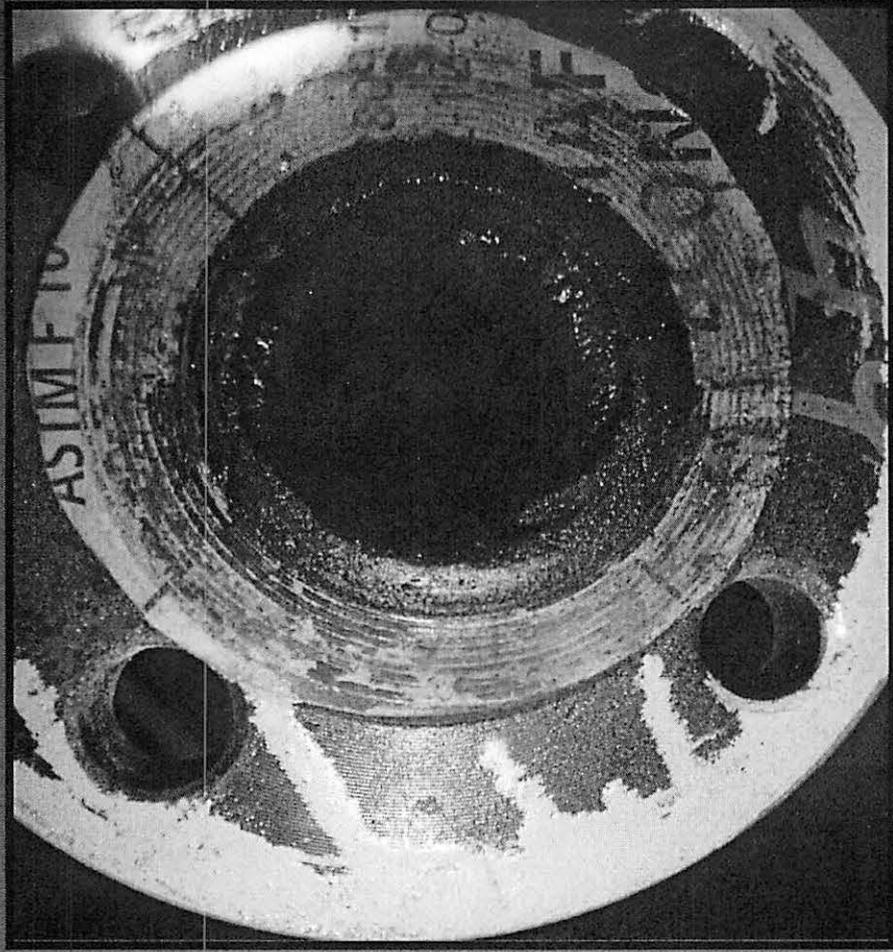


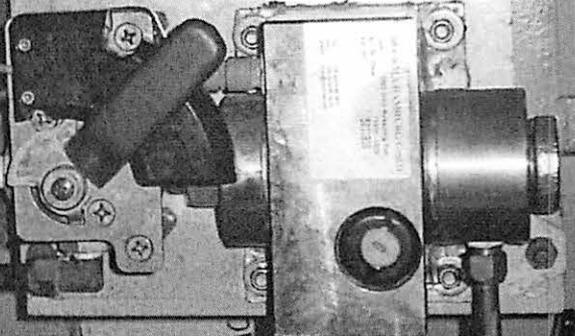
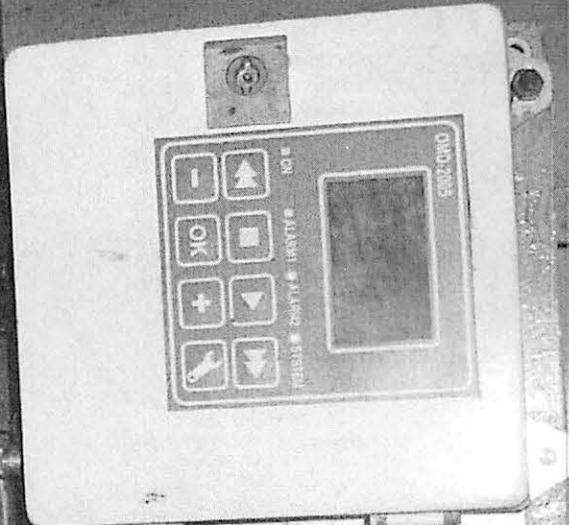












DWS CAPACITY
5 M³/HR

DISCHARGE OF OIL IS PROHIBITED

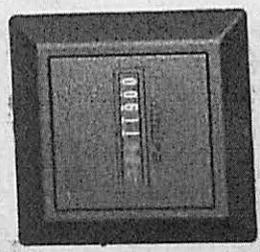
The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States. For the waters of the contiguous zone in which discharge causes a film or sheen upon the water or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of \$ 5,000.

Calibration Certificate No. 811

DIRK CHA HAAMIR INC. GmbH

DISCHARGE OF OIL PROHIBITED

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OIL WASTE INTO OR UPON THE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE OR IF SUCH DISCHARGE CAUSES A THREAT TO THE LIFE OR PROPERTY OF MAN OR ANIMALS OR THE POLLUTION OF THE WATER SURFACE OR THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO PENALTIES, CIVIL PENALTIES AND/OR CRIMINAL SANCTIONS AND FINES IMPRISONMENT.



OIL WATER SEPARATOR CONTROL BOX

PUMP OFF OIL OUTLET OPEN

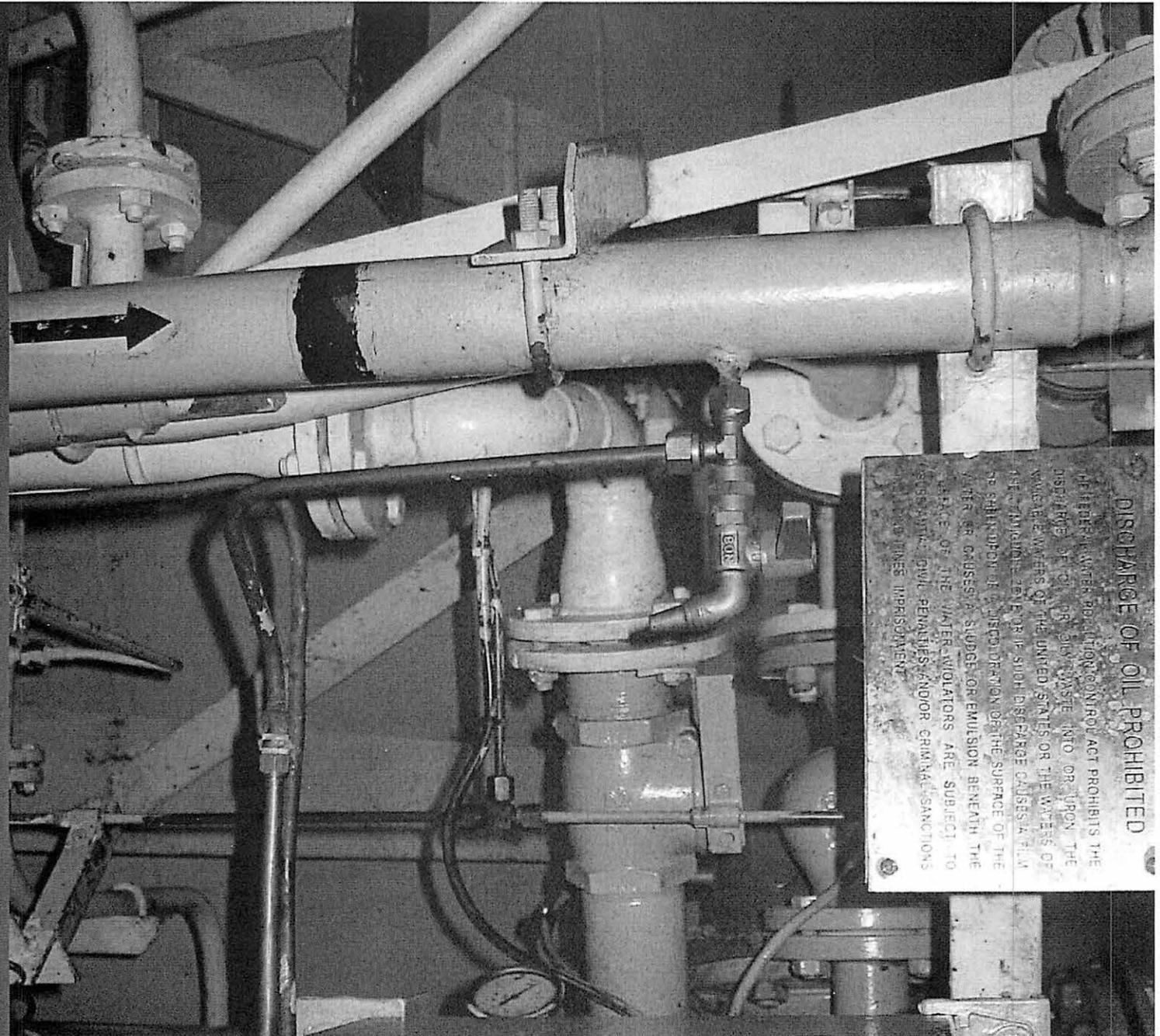
PUMP ON OIL OUTLET MANUAL

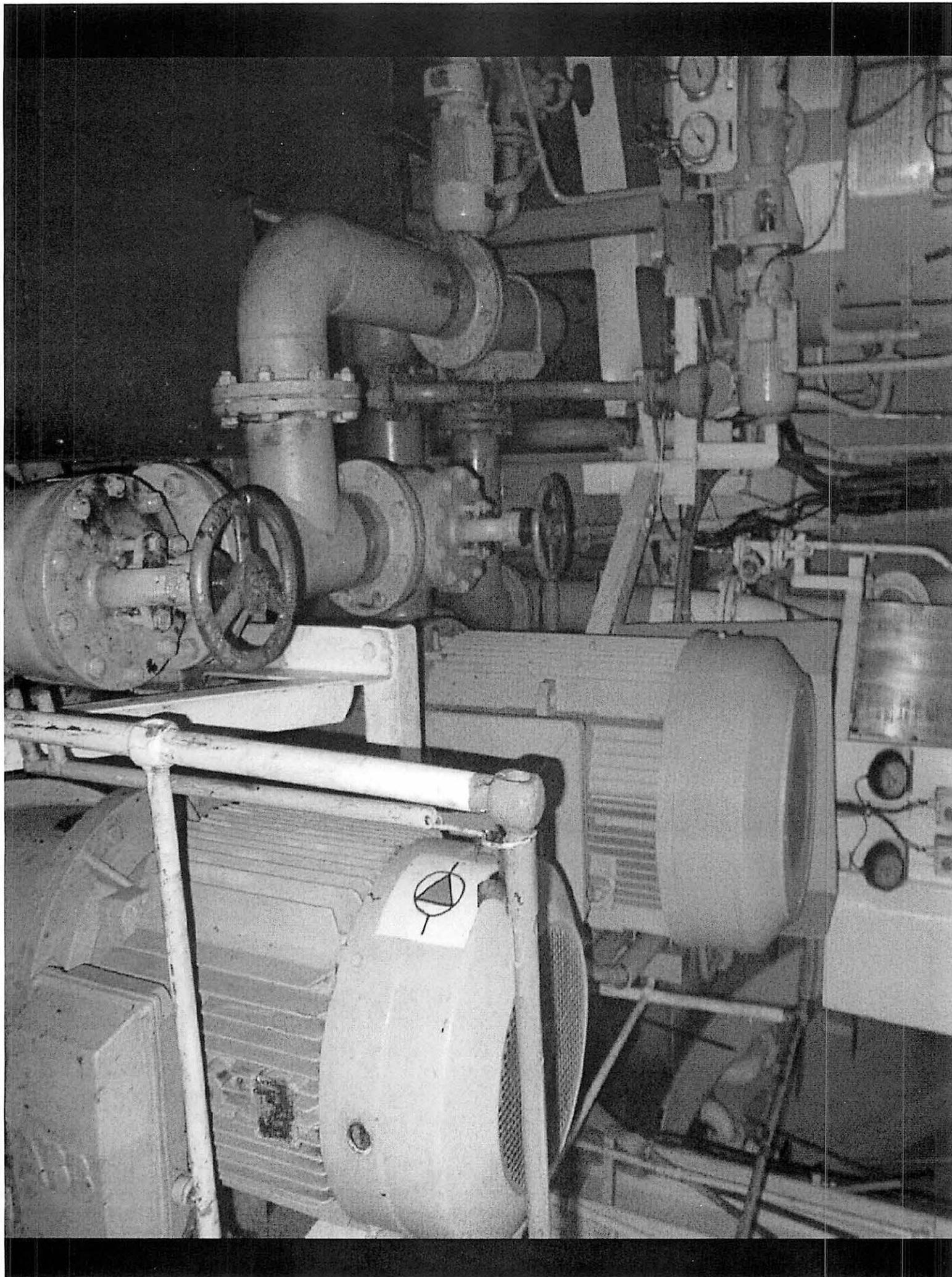
Φ

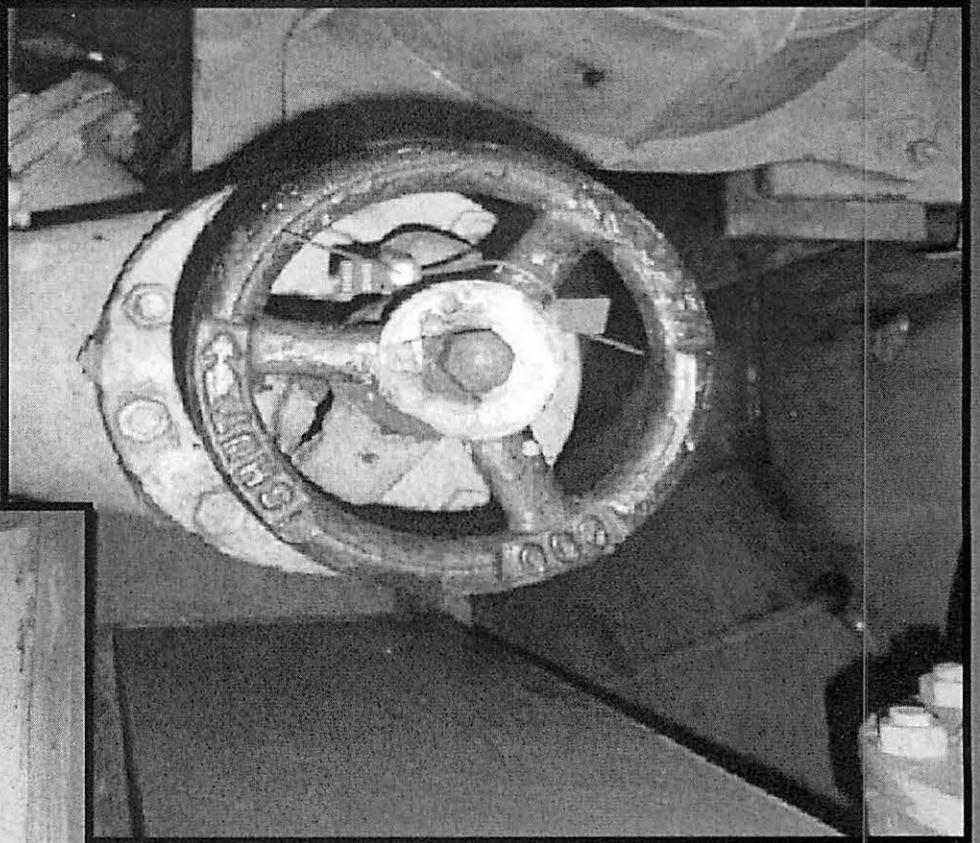
MAIN SWITCH ON OFF

POWER ON

HEATING ON OFF

A control panel section containing a large rotary switch labeled "Φ" and "MAIN SWITCH ON OFF", a smaller rotary switch labeled "HEATING ON OFF", and two indicator lights.





DIRECT BILGE
SUCTION VALVE
NOT TO BE OPENED WITHOUT
MASTER OR CHIEF ENGINEER
ORDER

ORICOMPA

MARCH

DAILY TANK SURVEY

Date: NOV 2009	100%	2/16	2/18	2/19	3/19	3/20	P	3/22	3/23	4/1	4/5	6/6
Tanks	Cap. M3	m ³										
Fuel oil sludge tank	-3 20.63	72	63		66	65	78	75	74	74	77	82 80
Lub. oil sludge tank	-3 14.6	96	110		113	110	100	90	88	78	79	68 67
Fuel oil drain tank	6.34	90	92		94	108	8	13	16	16	16	17
Lube oil drain tank	5.15	61	61		61	63	63	63	63	63	63	63
ME Scav. Box drain tk.	0.39	20	25		21	20	40	63	63	63	63	63
Dirty Bilge Tank	-2 16.48	187	183		185	79	45	28	43	43	43	43
Clean Bilge Tank	-2 16.48	90	94		99	26	27	28	28	28	28	28
ME Stuff Box Drain Tk	0.519	52	52		52	52	52	52	52	52	52	52
ME Stuff Box Svc. Tk	0.748	52	52		52	52	52	52	52	52	52	52
A/E L.O. Overflow Tk	0.7	24	24		24	24	24	24	24	24	24	24
Fuel oil tk.- 1 P	248.66	3.64	3.64		3.64	3.64	3.64	3.64	3.64	3.64	3.43	3.43
Fuel oil tk.- 1 S	248.66	3.64	3.64		3.64	3.64	3.64	3.64	3.64	3.64	3.40	3.39
Fuel oil tk.- 2 P	389.88	4.94	4.94		4.94	4.94	5.79	7.92	8.18	9.74	10.62	11.69
Fuel oil tk.- 2 S	349.26	12.65	10.60		15.53	17.09	17.42	17.50	17.50	17.50	17.50	17.50
Fuel oil tk.- Minor	121.87											
Fuel oil settling tk.	40.52	35.30	35.24		35.24	36.30	36.07	36.83	35.24	36.70	35.60	36.03
Fuel oil service tk.	40.52	34.75	36.90		37.45	37.12	35.77	35.24	34.92	37.65	34.71	37.62
Fuel oil overflow tk.	17.91	MT	MT		MT							
Diesel oil D.B. port	31.8	16.5	16.5		16.5	16.5	16.5	16.6	16.6	16.6	16.4	16.4
Diesel oil D.B. Stb.	46.57	140	140		140	140	140	142	142	142	137	137
Diesel oil service tk.	62.1	50.90	50.90		50.90	50.90	50.90	50.90	50.90	50.90	50.90	50.90
IGG D.O. Service Tk.	4.911											
M.E. SUMP TANK	12.21	47	47		47	47	47	47	47	47	47	47
M.E. syst. oil storage (Ltr.)	30.17	16.09	16.09		16.09	16.09	16.09	16.09	16.09	16.09	16.09	16.09
M.E. syst. oil settling (Ltr.) Note: M	13.05	0	0		0	0	0	0	0	0	0	0
M.E. cyl. oil stor. -1 (Ltr.)	19.58	13.48	13.20		13.00	12.86	12.50	12.40	12.20	11.89	11.55	11.32
M.E. cyl. oil stor. -2 (Ltr.) CONS	19.58	15.42	15.42		15.42	15.42	15.42	15.30	15.20	15.40	15.40	15.38
A.E. syst. oil storage (Ltr.)	10.3	7.92	7.92		7.92	7.92	7.84	7.80	7.75	7.58	7.58	7.58
Hyd. oil stor. Tank (m3)	9.79	0.90	0.90		0.90	0.90	0.90	0.90	0.80	0.88	0.80	0.88
Hyd. oil drain tank (m3)	14.2	48	48		48	48	48	48	48	48	48	48
Steering gear st. tk. (m3)	0.468	0.27	0.27		0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27
Fresh water port tk. (m3)	169.67	467	463		420	415	405	398	430	452	400	530
Fresh water stb. tk. (m3)	169.67	470	470		455	490	507	523	572	485	460	428
Boiler water tank (m3)	163.98	220	253		270	250	250	245	239	270	268	268

Arrives Rosarita, Mexico
April 8, 2012

Departs Corpus Christi, TX
March 23, 2012

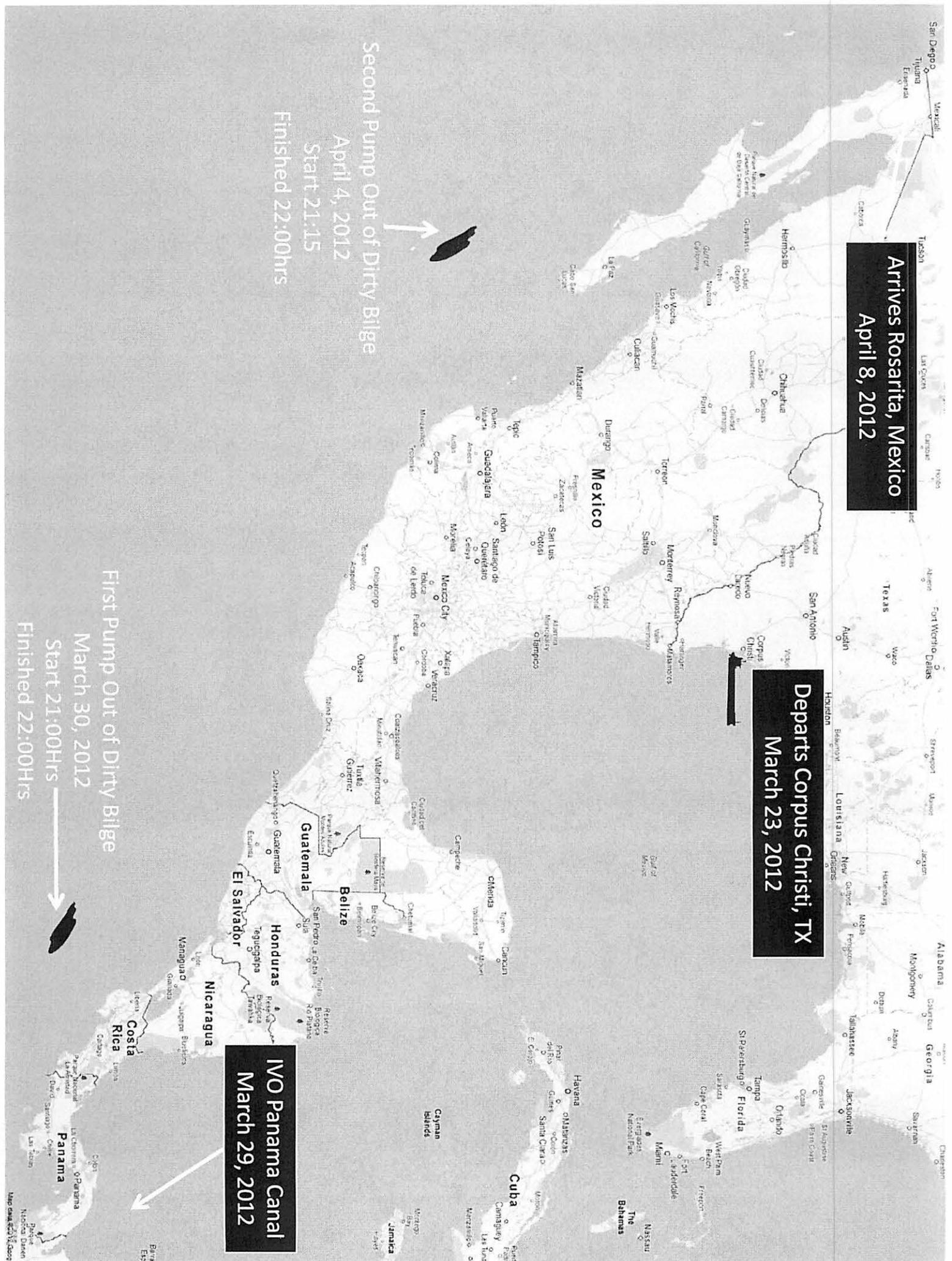
I/O Panama Canal
March 29, 2012

Second Pump Out of Dirty Bilge

April 4, 2012
Start 21:15
Finished 22:00hrs

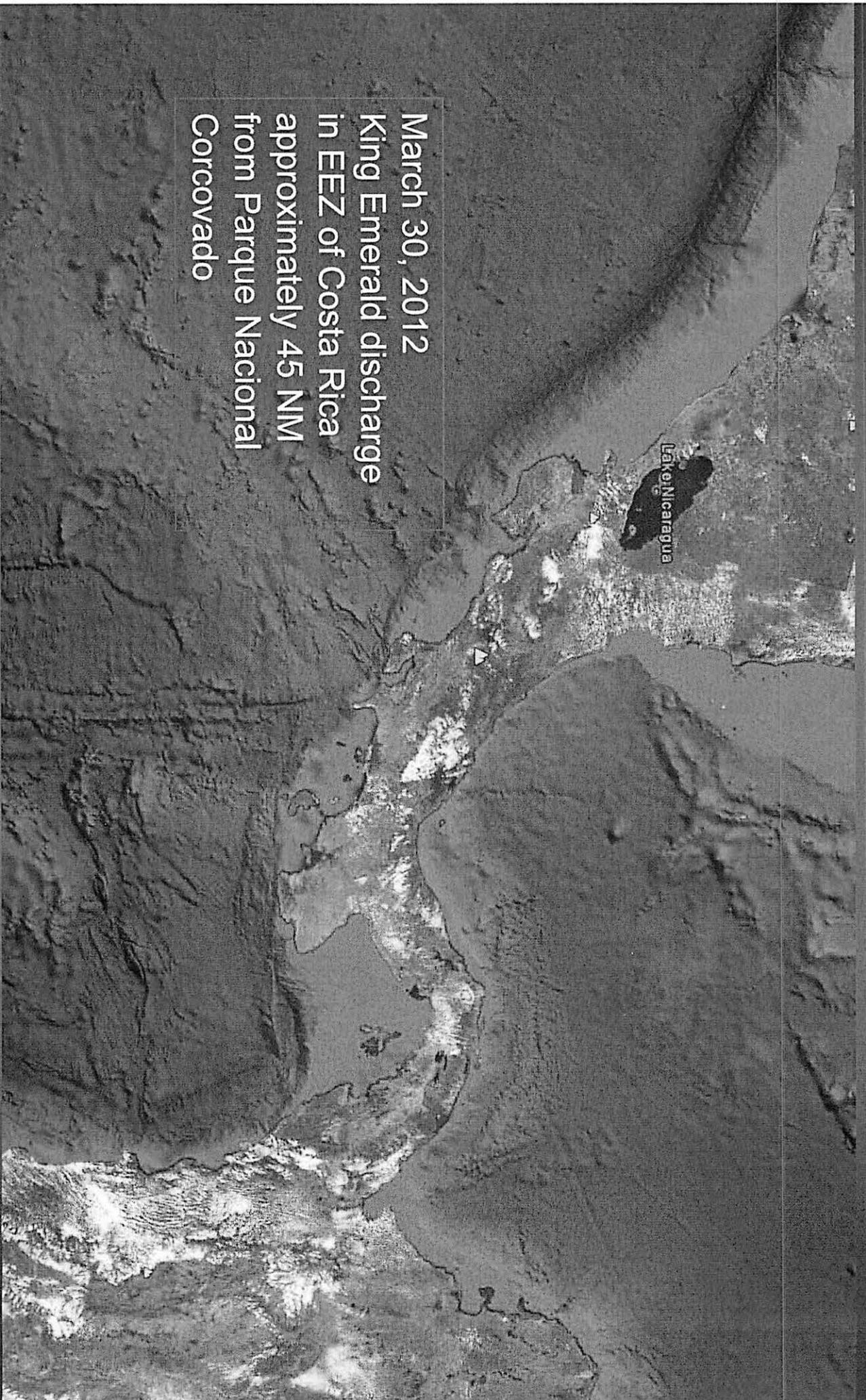
First Pump Out of Dirty Bilge

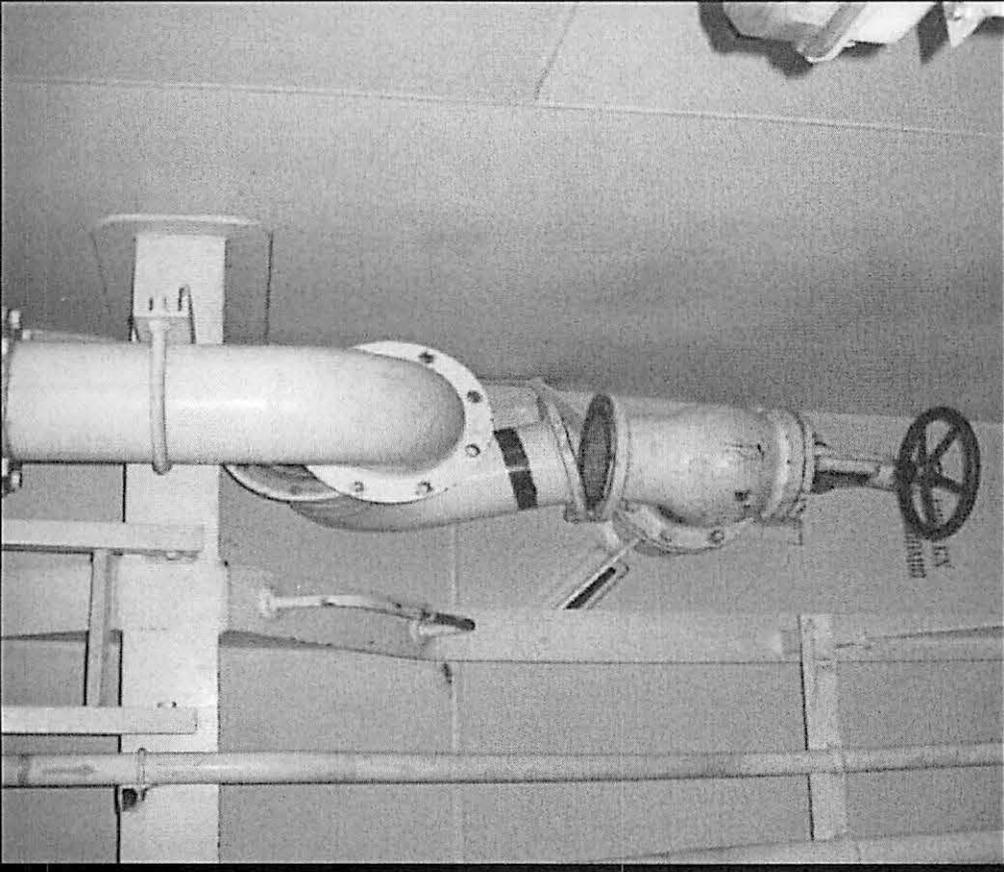
March 30, 2012
Start 21:00HRS
Finished 22:00HRS



March 30, 2012
King Emerald discharge
in EEZ of Costa Rica
approximately 45 NM
from Parque Nacional
Corcovado

Lake Nicaragua





Date: MARCH 2012	100%	30	31		
Tanks	Cap. M3		m ³		m ³
Fuel oil sludge tank	20.63	66	5.12	65	5.05
Lub. oil sludge tank	14.6	113	6.07	110	5.91
Fuel oil drain tank	6.34	94	2.63	108	3.05
Lube oil drain tank	5.15	61	1.89	63	1.95
ME Scav. Box drain tk.	0.39	21	0.09	43	0.19
Dirty Bilge Tank	16.48	185	13.77	69	3.64
Clean Bilge Tank	16.48	99	6.13	26	0.87
ME Stuff Box Drain Tk	0.519	52	0.31	52	0.31
ME Stuff Box Circ. Tk	0.748	52	0.44	54	0.46
A/E L.O. Overflow Tk	0.7	24	0.21	24	0.21
Sludge	48.21		15.80		16.15
Bilge water	32.96		19.90		4.51
Used Oils	1.967		0.96		0.98
Fresh water port tk. (m3)	169.67	420	89.5	415	86.9
Fresh water stb.tk. (m3)	169.67	455	108.3	490	128.6
Boiler water tank (m3)	163.98	270	91.0	250	83.9
M.E. SUMP TANK	12.21	67			
Fuel oil overflow tk	17.91	30	1.57		0.37

Name of Ship: KING EMERALD
Official Number: 90366
IMO Number: 7277027

Date	Code (letter)	Item (number)	Record of operations / signature of officer in charge
30-MAR-2012	C	12.2	TO TK MIX OIL RESIDUES WITH FO RETAINED 0.9m ³ CENAPRON R. 3eng 30-MAR-2012.
31-MAR-2012	C	12.3	0.4m ³ SLUDGE FROM MIX OIL RESIDUES WITH FO 0.5m ³ RETAINED. BURNED INCINERATOR 10 HRS LUPERAL J. 3eng 31-MAR-2012
31-MAR-2012	D	13	0.9m ³ BILGE WATER FROM ENG. ROOM BILGE (WELL) 14. START 17:00 STOP 17:10 15.3 TO DIRTY BILGE WATER TK RETAINED 4.7m ³ LUPERAL J. 3eng 31-MAR-2012
1-APR-2012	C	12.2	0.2m ³ SLUDGE TRANSFER FROM ME SLAVENGE AIR TK 0.05m ³ RETAINED TO TK MIX OIL RESIDUES WITH FO. RETAINED 0.6m ³ CENAPRON R. 3eng 1-APR-2012
1-APR-2012	C	12.2	0.3m ³ SLUDGE TRANSFER FROM FO DRAIN TANK 1.7m ³ RETAINED TO TK MIX OIL RESIDUES WITH FO RETAINED 0.9m ³ CENAPRON R. 3eng 1-APR-2012
1-APR-2012	C	12.3	0.4m ³ SLUDGE FROM MIX OIL RESIDUES WITH FO 0.5m ³ RETAINED BURNED INCINERATOR 10 HRS LUPERAL J. 3eng 1-APR-2012
03-APR-2012	C	12.2	0.4m ³ SLUDGE TRANSFER FROM FO SLUDGE TK 5.8m ³ RETAINED TO TK MIX OIL RESIDUES WITH FO

Signature of Master: _____

31

CH. Eng. Anupam V. Sen 03-APR-2012

Date: APRIL 2012

100%

1

2

3

4

5

6

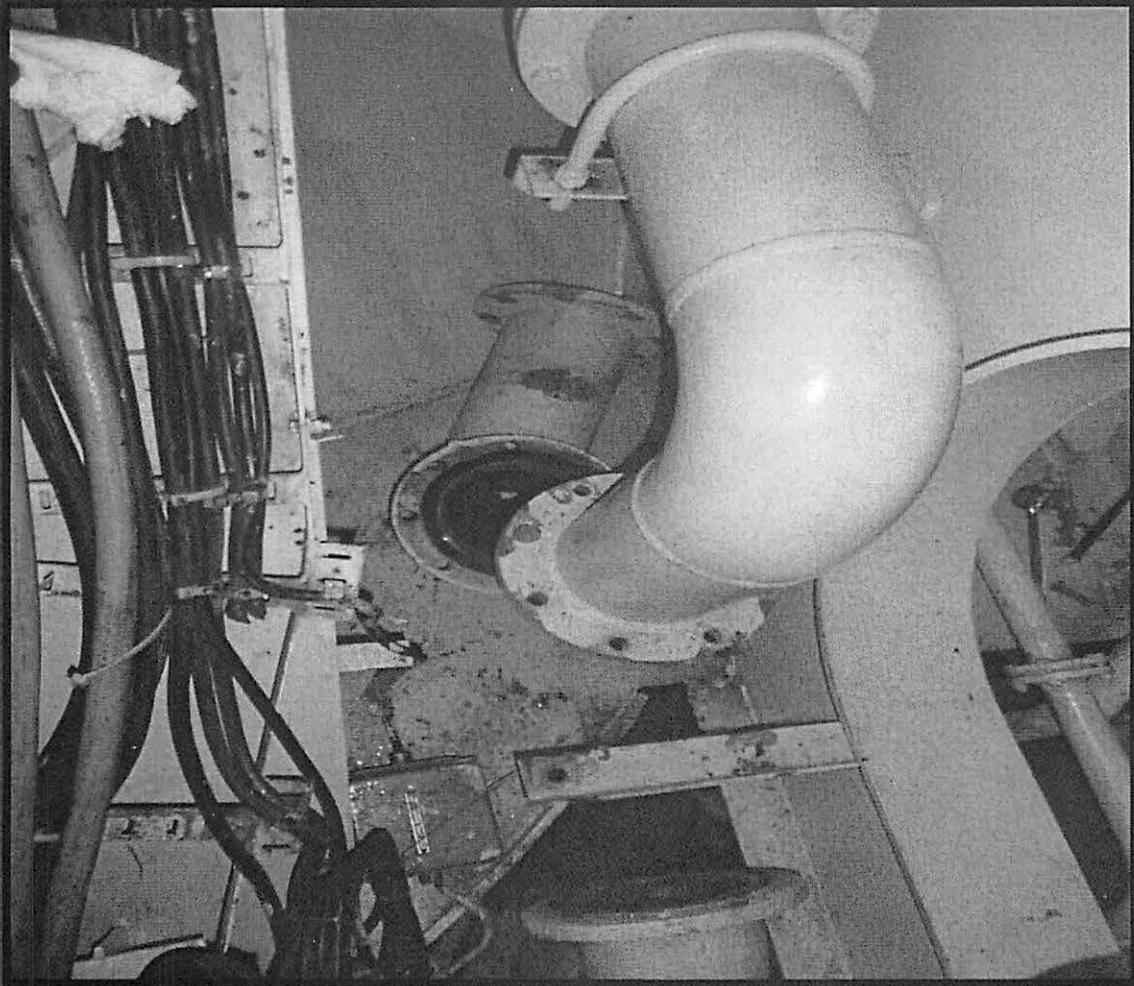
Tanks	Cap. M3	m³	m³	m³	m³	m³	m³	m³
Fuel oil sludge tank	20.63	67	5.20	78	6.03	75	5.80	74
Lub. oil sludge tank	14.6	115	6.18	100	5.38	90	4.85	88
Fuel oil drain tank	6.34	4	0.08	8	0.15	13	0.26	16
Lube oil drain tank	5.15	63	1.95	63	1.95	63	1.95	63
ME Scav. Box drain tk.	0.39	25	0.11	40	0.18	28	0.12	43
Dirty Bilge Tank	16.48	69	3.64	69	3.64	70	3.72	70
Clean Bilge Tank	16.48	54	2.54	54	2.54	55	2.61	55
ME Staff Box Drain Tk	0.519	54	0.32	56	0.34	56	0.34	58
ME Staff Box Circ. Tk	0.748	52	0.44	52	0.44	52	0.44	52
ME L.O. Overflow Tk	0.7	24	0.21	24	0.21	24	0.21	24
Sludge	48.21		13.52		13.6		12.9	
Bilge water	32.96		6.18		6.18		6.33	
Used Oils	1.967		0.97		0.99		0.99	
Fresh water port tk. (m3)	169.67	405	82.0	398	78.6	430	94.7	452
Fresh water sfb.tk. (m3)	169.67	507	139.1	523	149.	512	142.	485
Boiler water tank (m3)	163.98	250	83.9	245	82.1	239	80.0	270
M.E. SUMP TANK	12.21							
Fuel oil overflow tk	17.91		0.37		0.37		0.37	

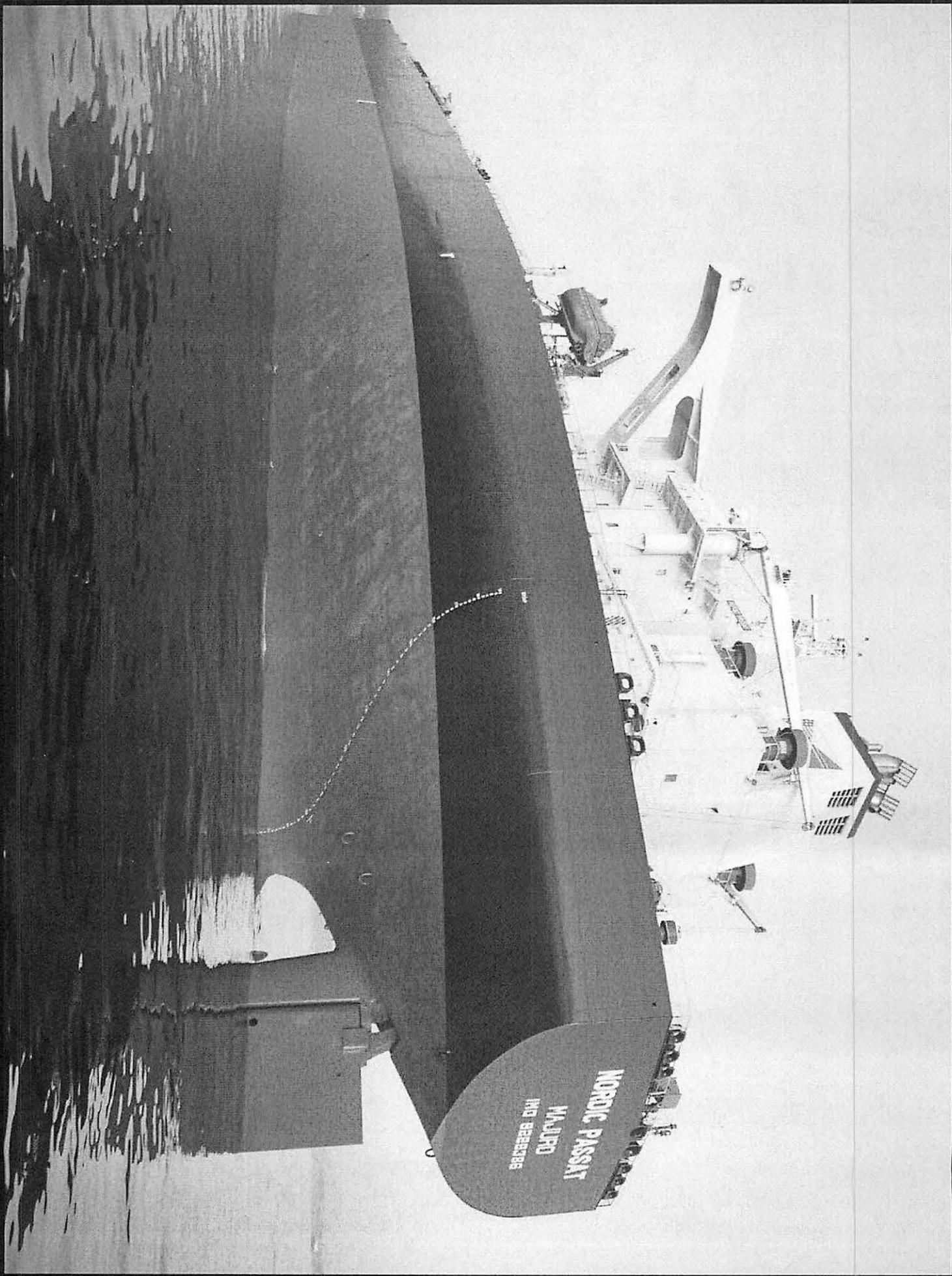
Name of Ship: KING EMERALD
 Official Number: 90386
 IMO Number: 9282027

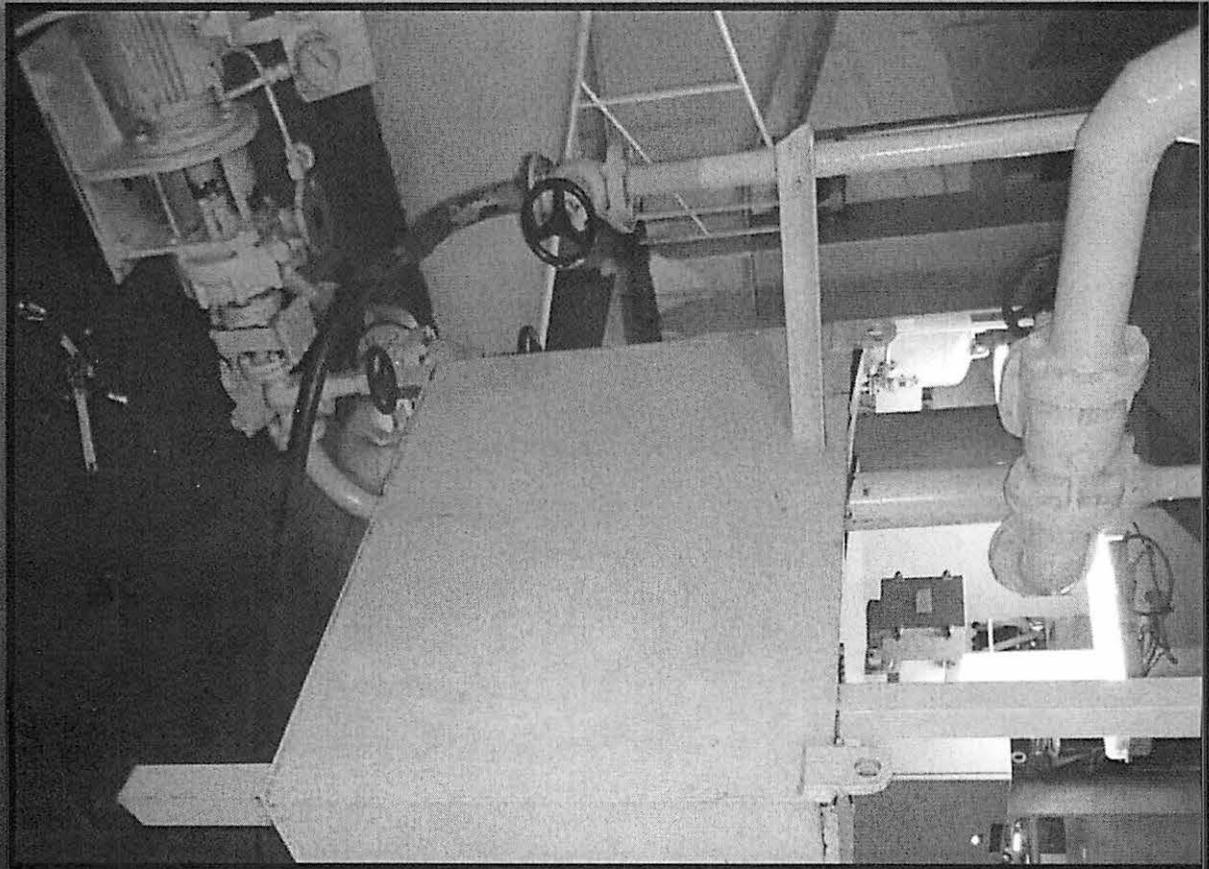
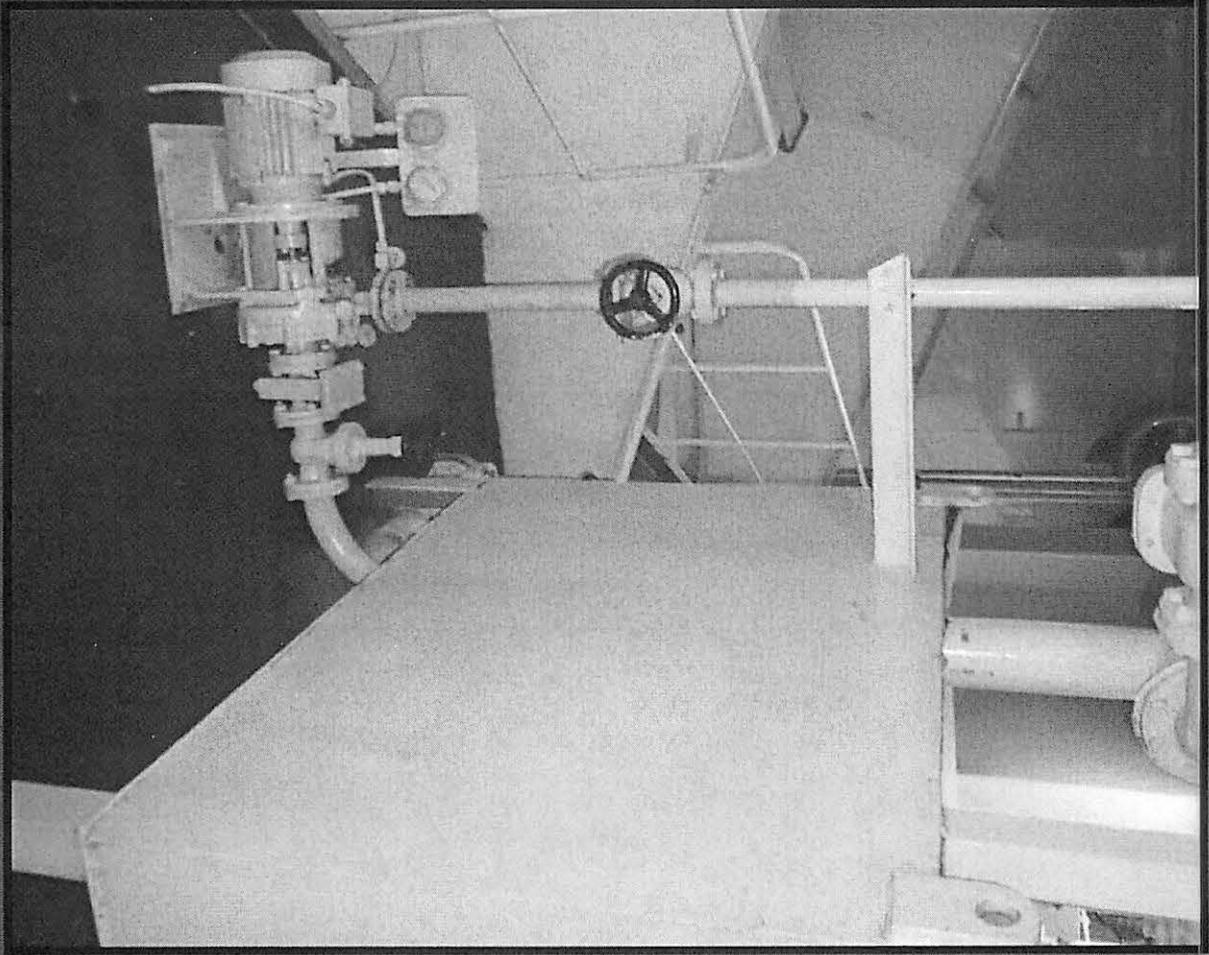
Date	Code (letter)	Item (number)	Record of operations / signature of officer in charge
13-APR-2012	C	11.2	RETINUE DRAIN TANK 20m³
14-APR-2012	D	13	TEMPORARY K. SONG 03 APR 2012
		14	0.5m³ bilge water from eng. room bilge well sent 09:10 SEP 09:17.
		15.3	TO DIRTY BILGE WATER TK RETAINED 10m³
04-APR-2012	C	12.3	0.45m³ sludge from mix oil residues with 0.045m³ retained
			BURNED INCINERATOR HHRS.
05-APR-2012	I		CAPTAIN R. SONG 04-APR-2012
			OVERBOARD WATER FROM 15ppm bilge water separator unit unscalded.
			FOR NORMAL OPERATION OF 15PPM UNIT
			SCALE 300 CSW
05-APR-2012	D	13	0.5m³ FRESH DIRTY BILGE WATER TANK
		14	CAPACITY 16480m³, 47m³ RETAINED.
		15.1	START: 09:10, STEP: 11:18
			THROUGH 15PPM EQUIPMENT OVERBOARD
			POSITION START: 11:00/11:05 33.0°W
			POSITION STOP: 11:14/11:05 30.5°W
			OVERBOARD WATER FROM 15ppm bilge water separator unit unscalded
05-APR-2012	I		SENT 11:08 CSW
			05-APR-2012

Signature of Master: [Signature]

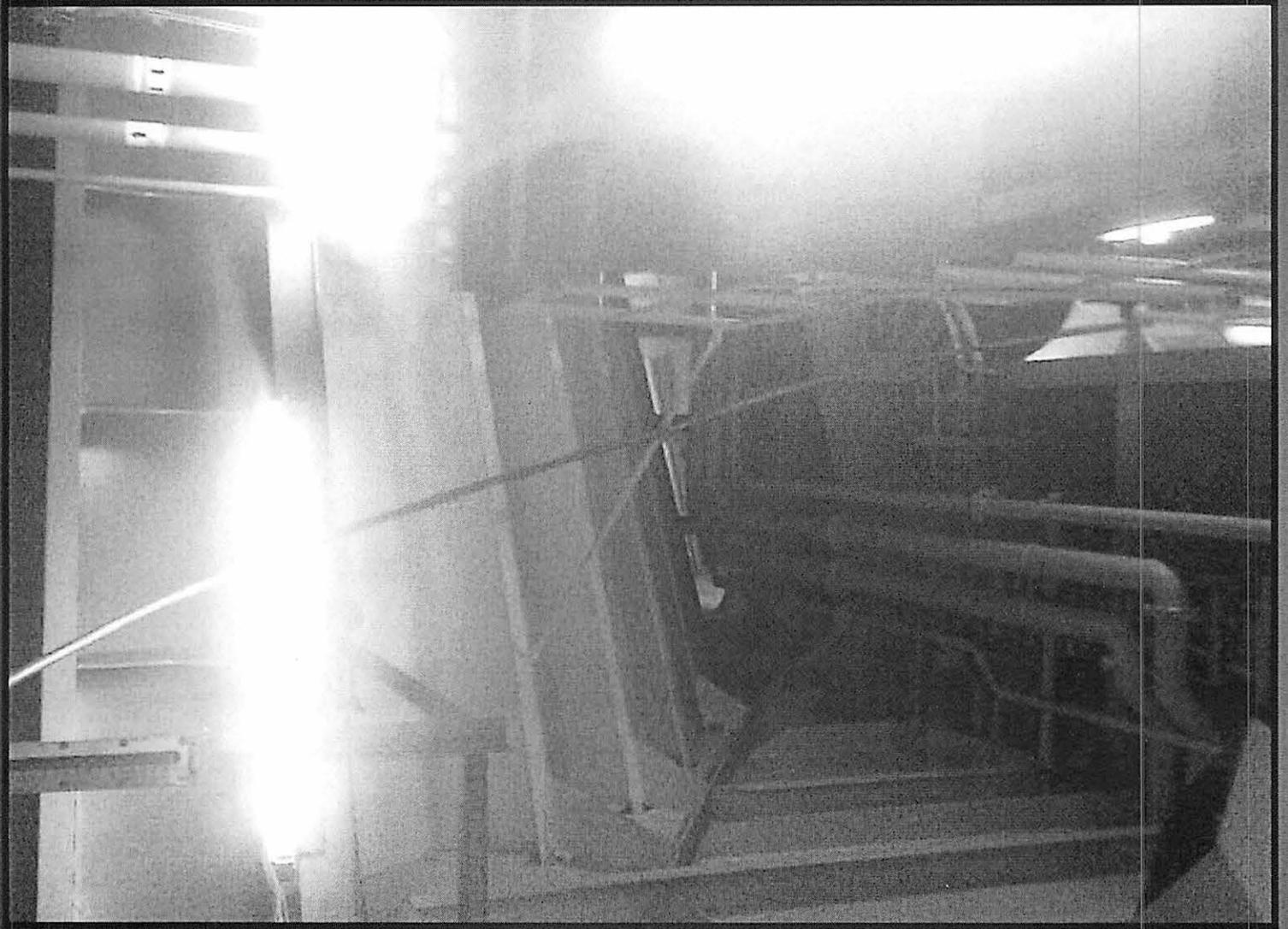
Cheng Anqun V. Alcan. 25-APR-2012

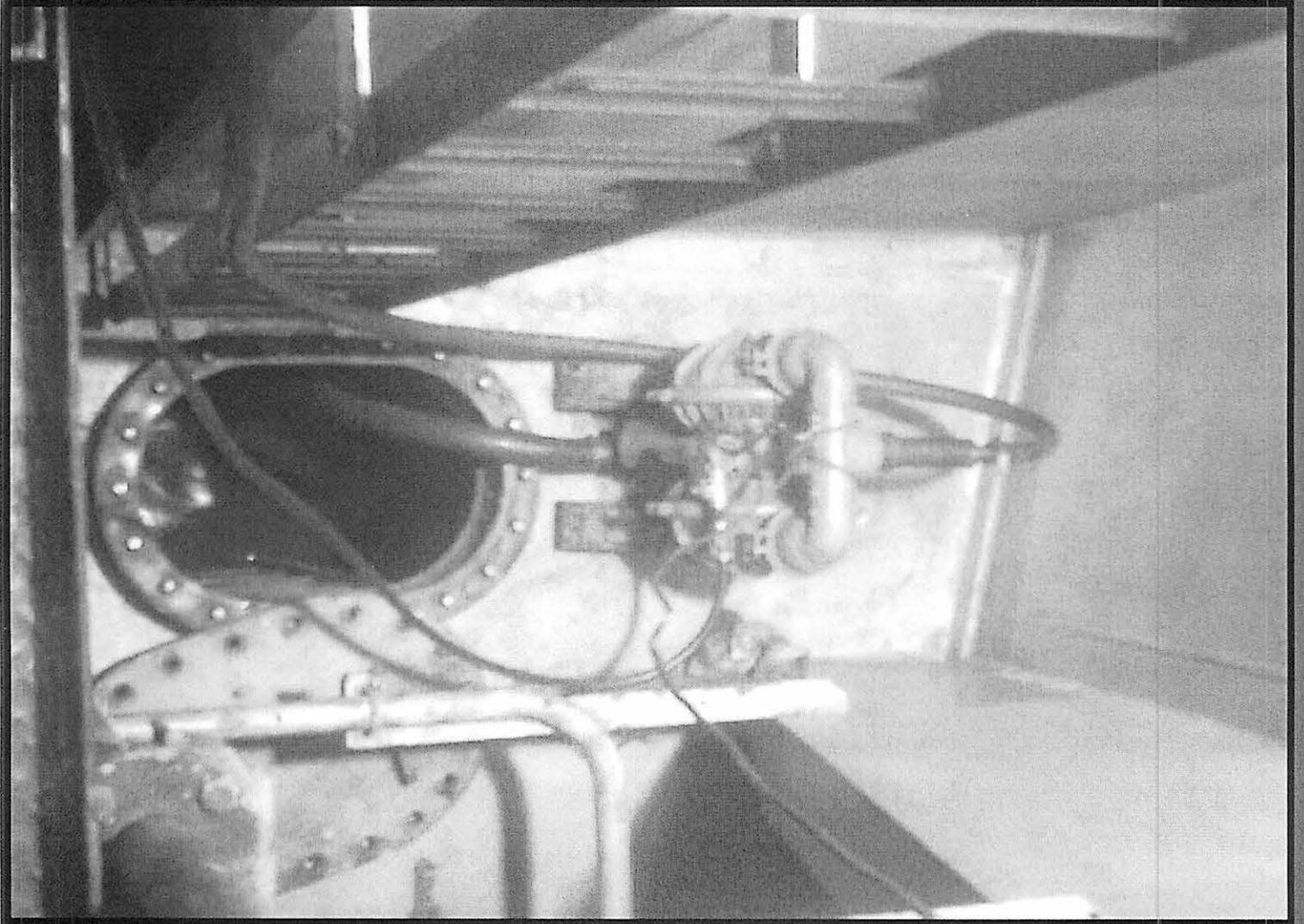


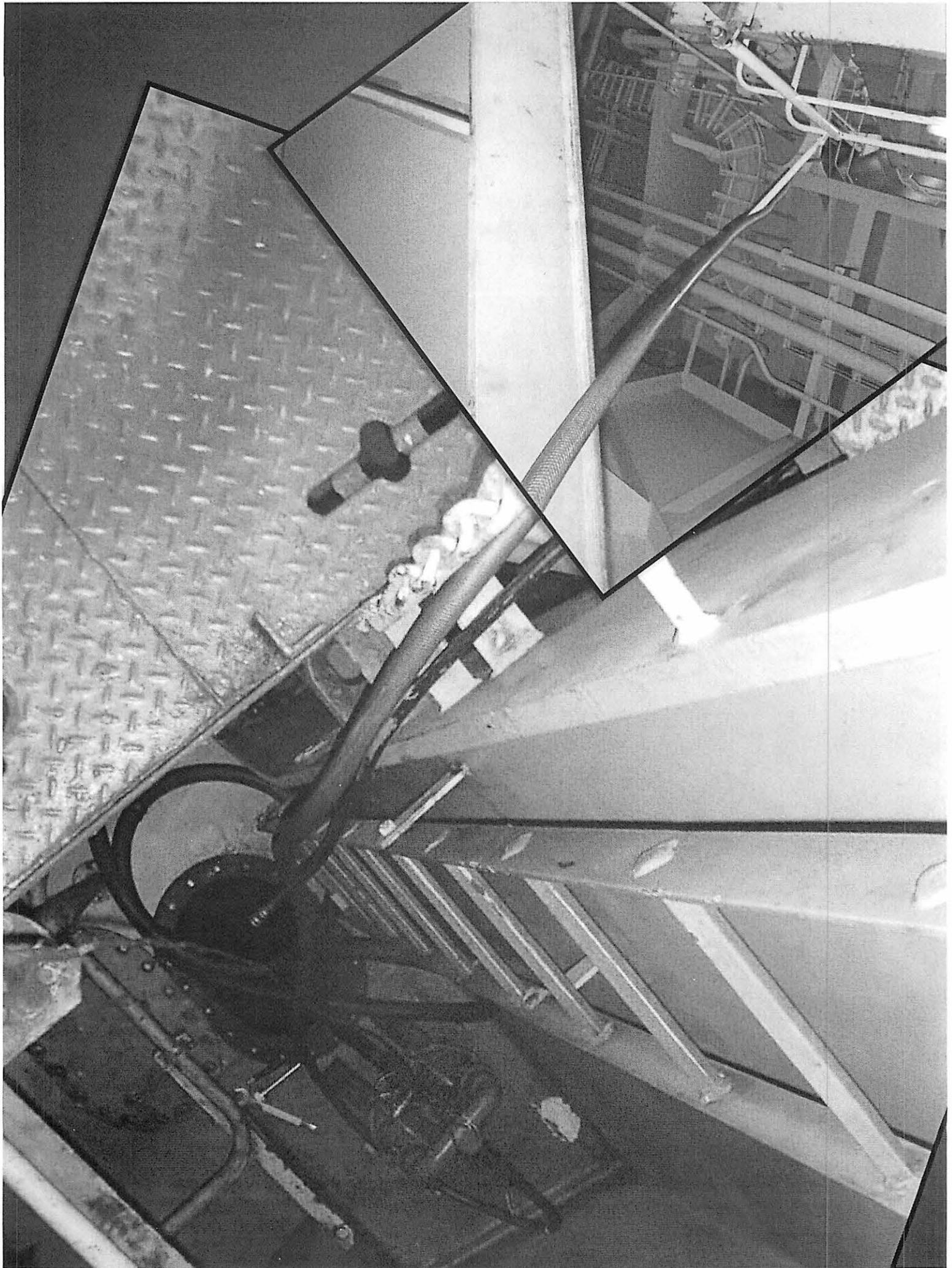


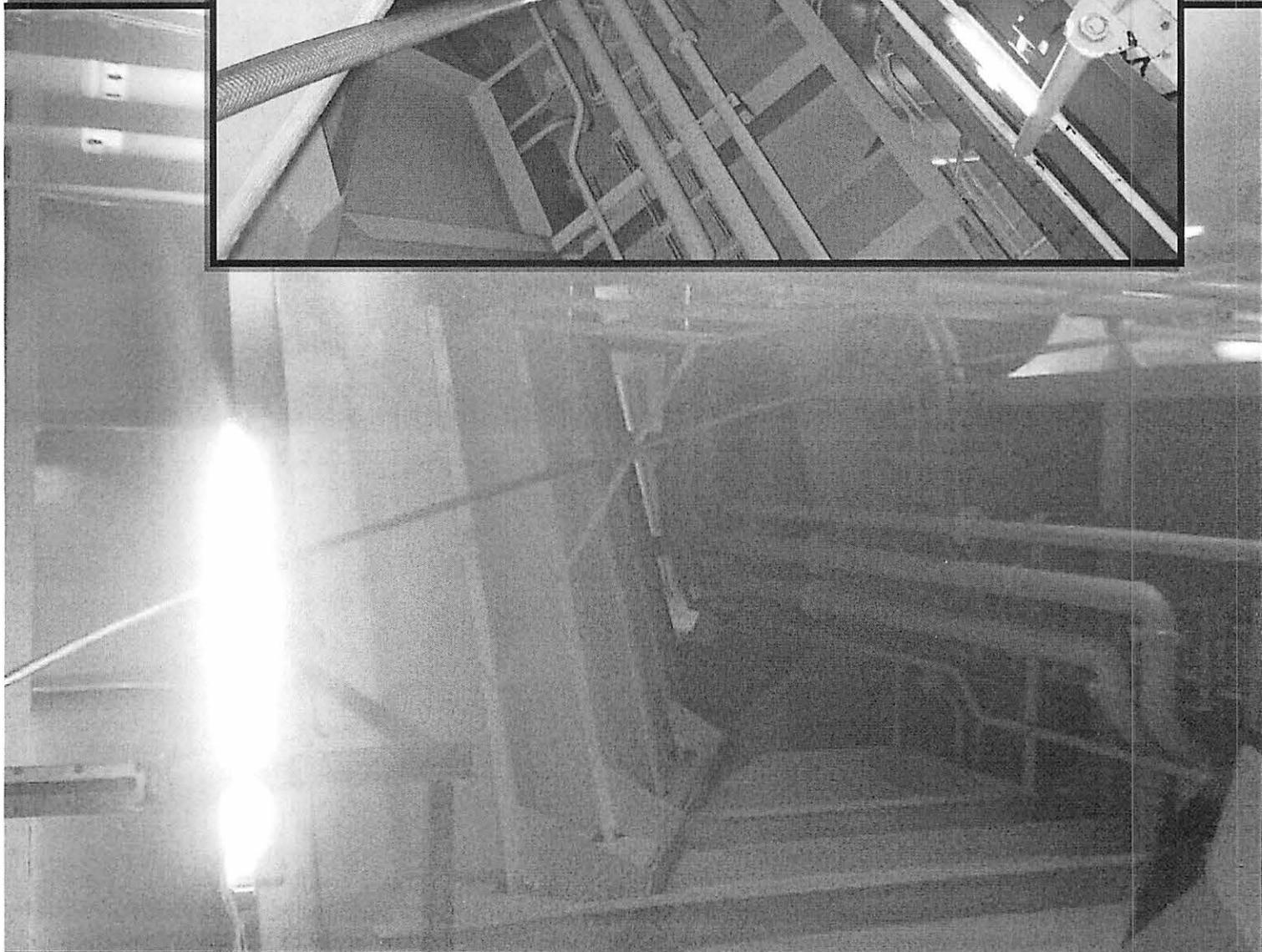
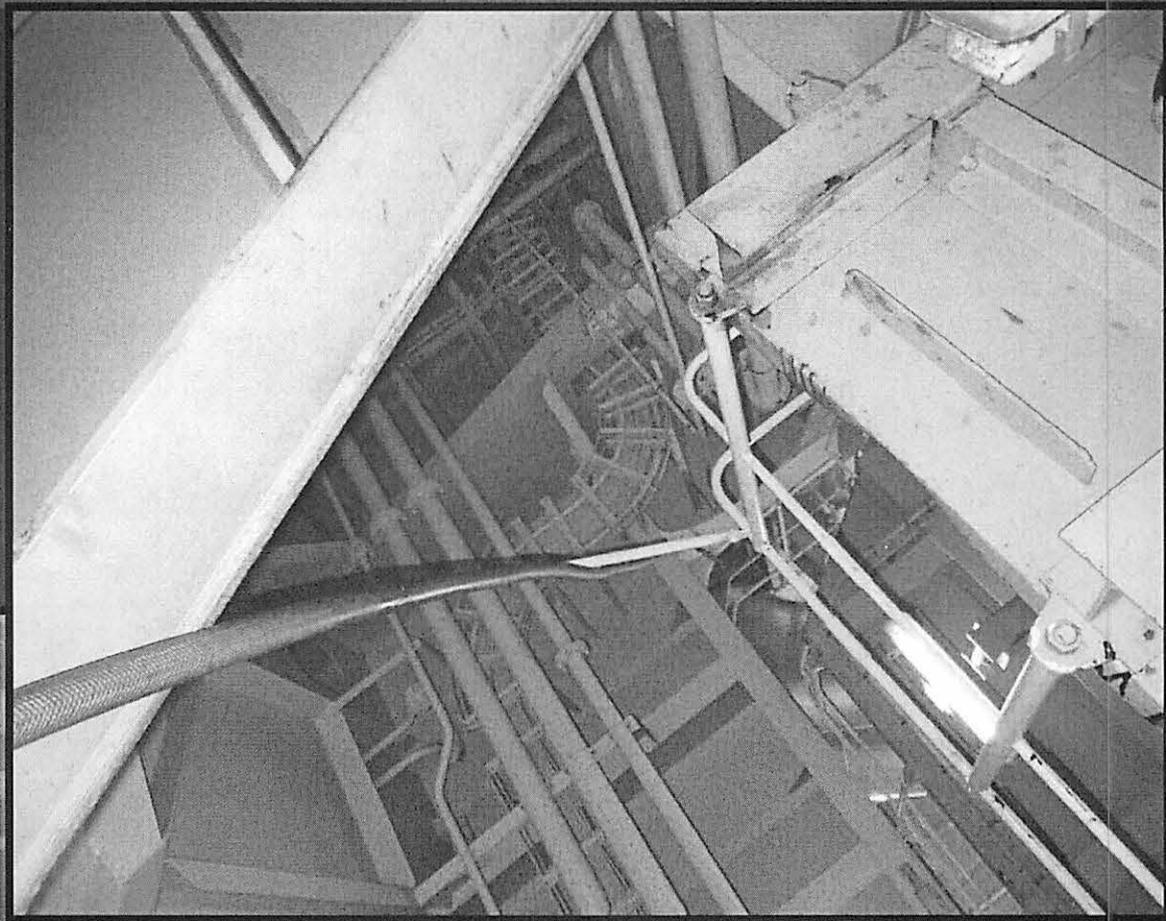






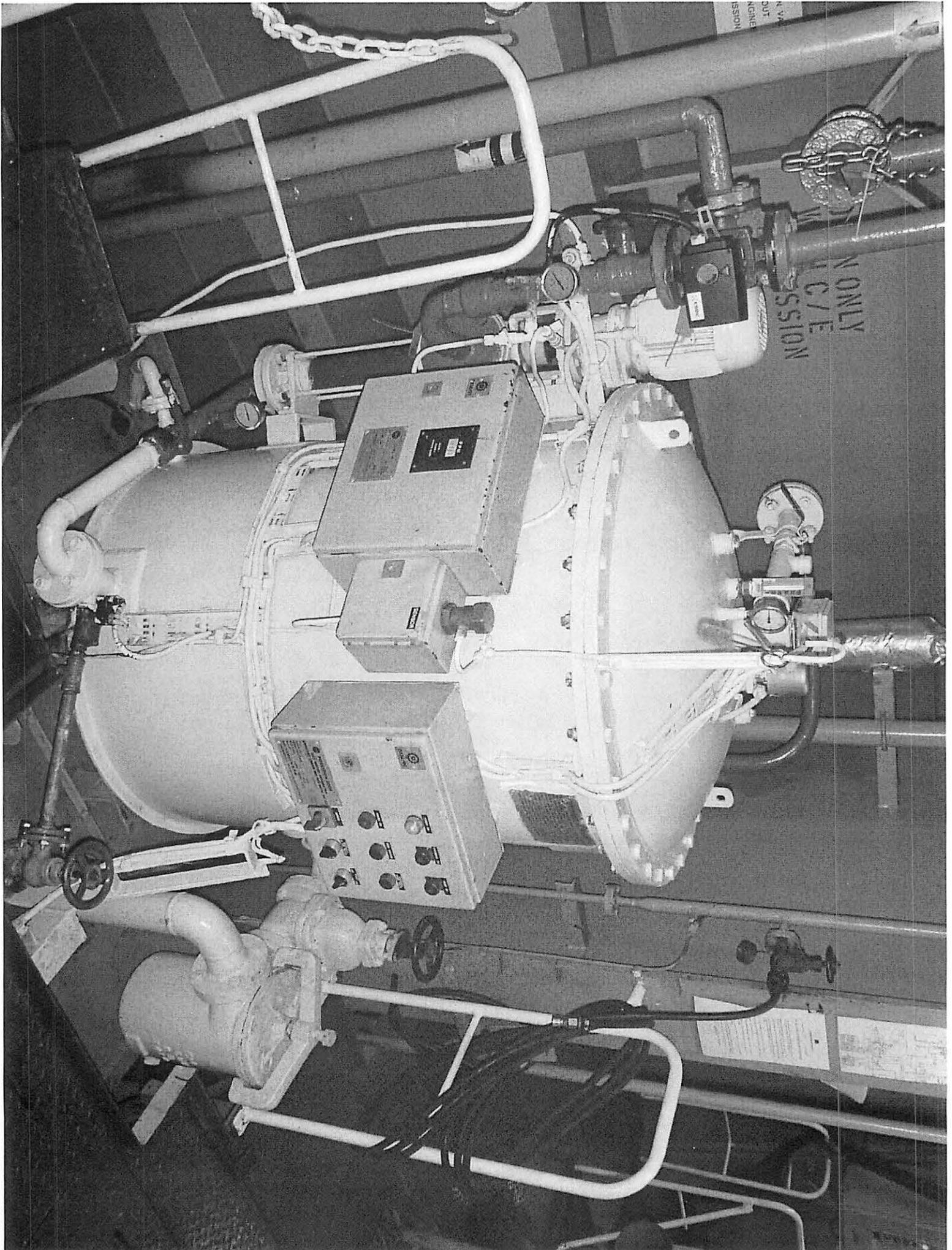


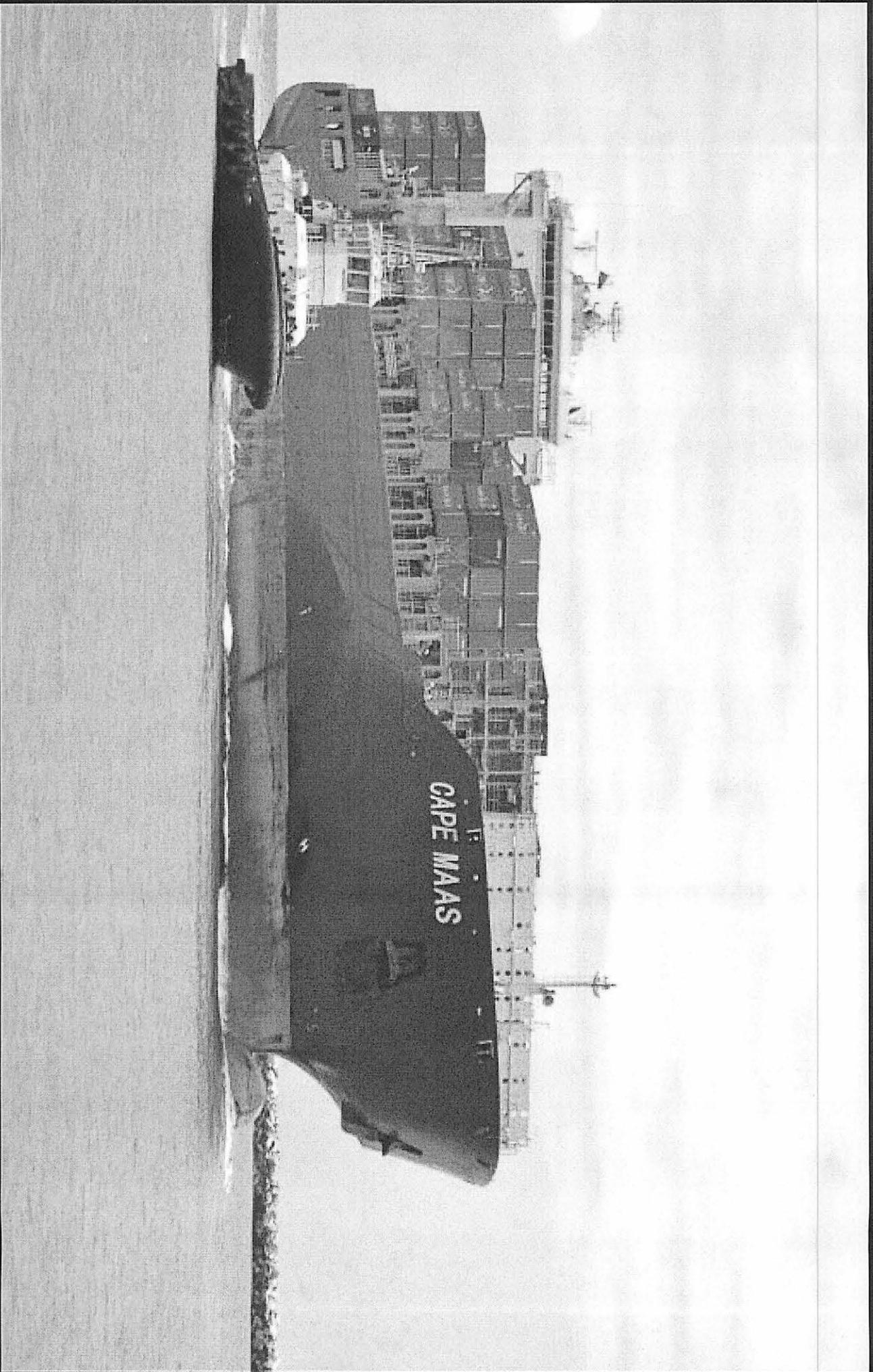


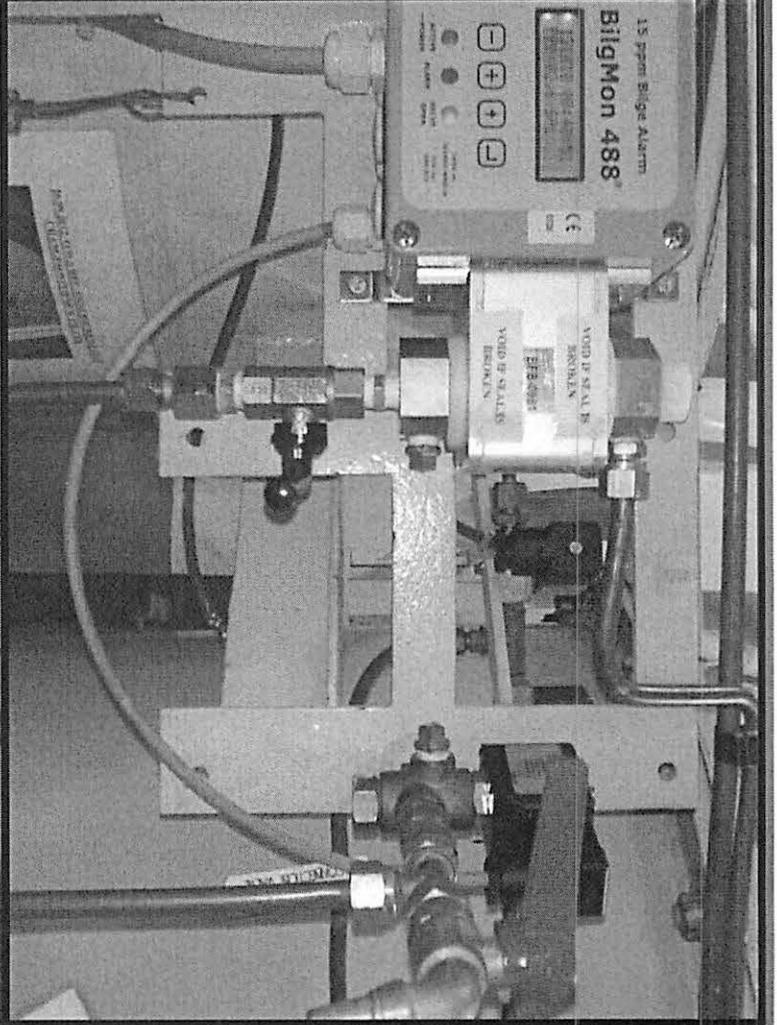
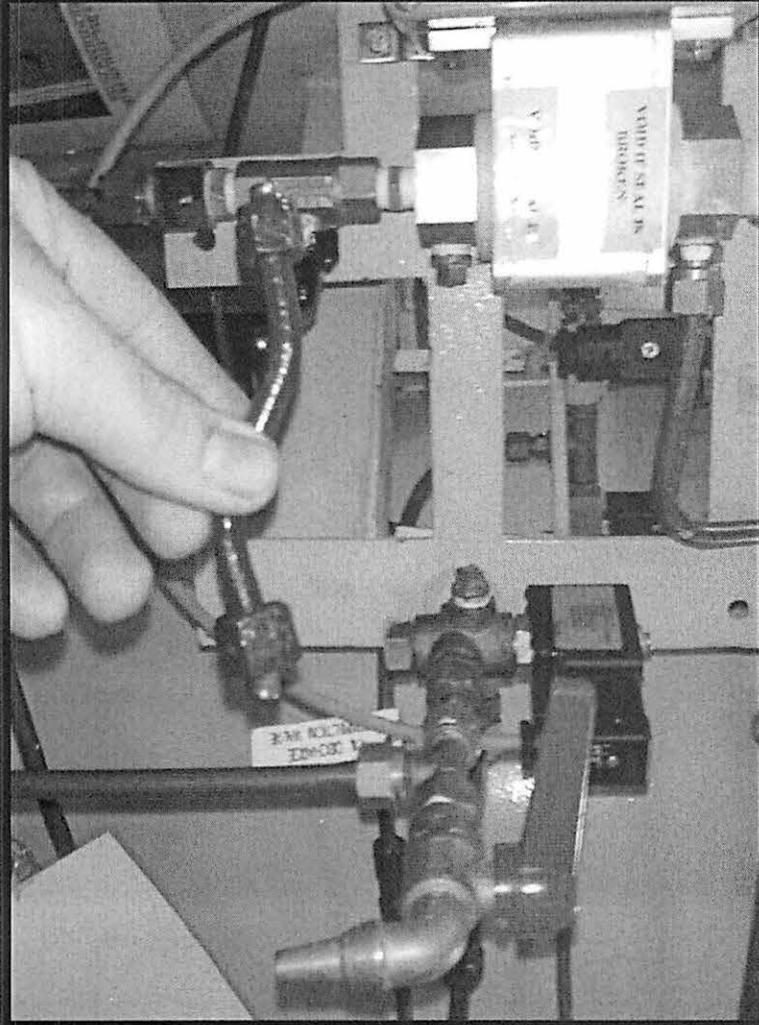


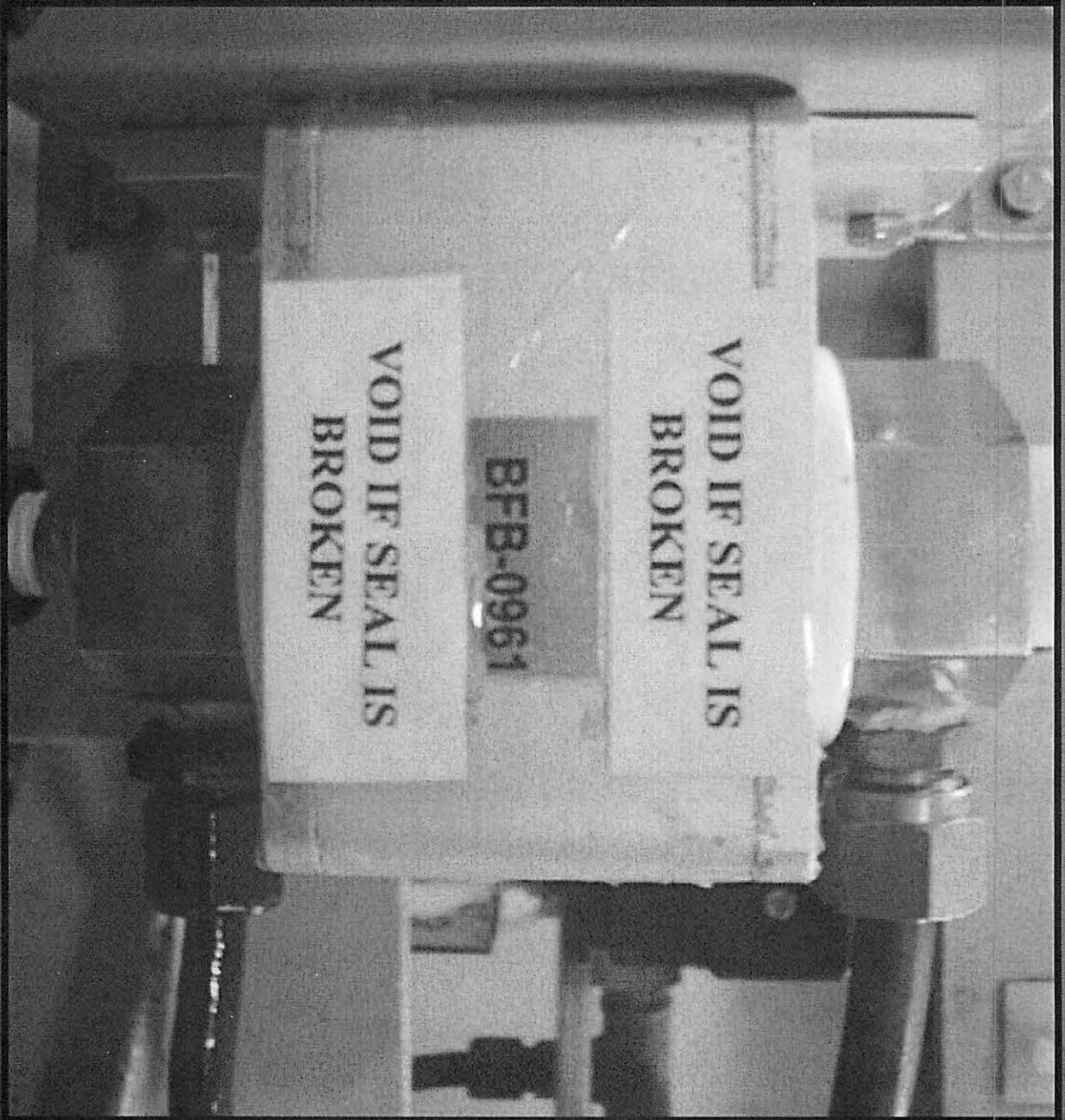
Clean Bilge Tank Top







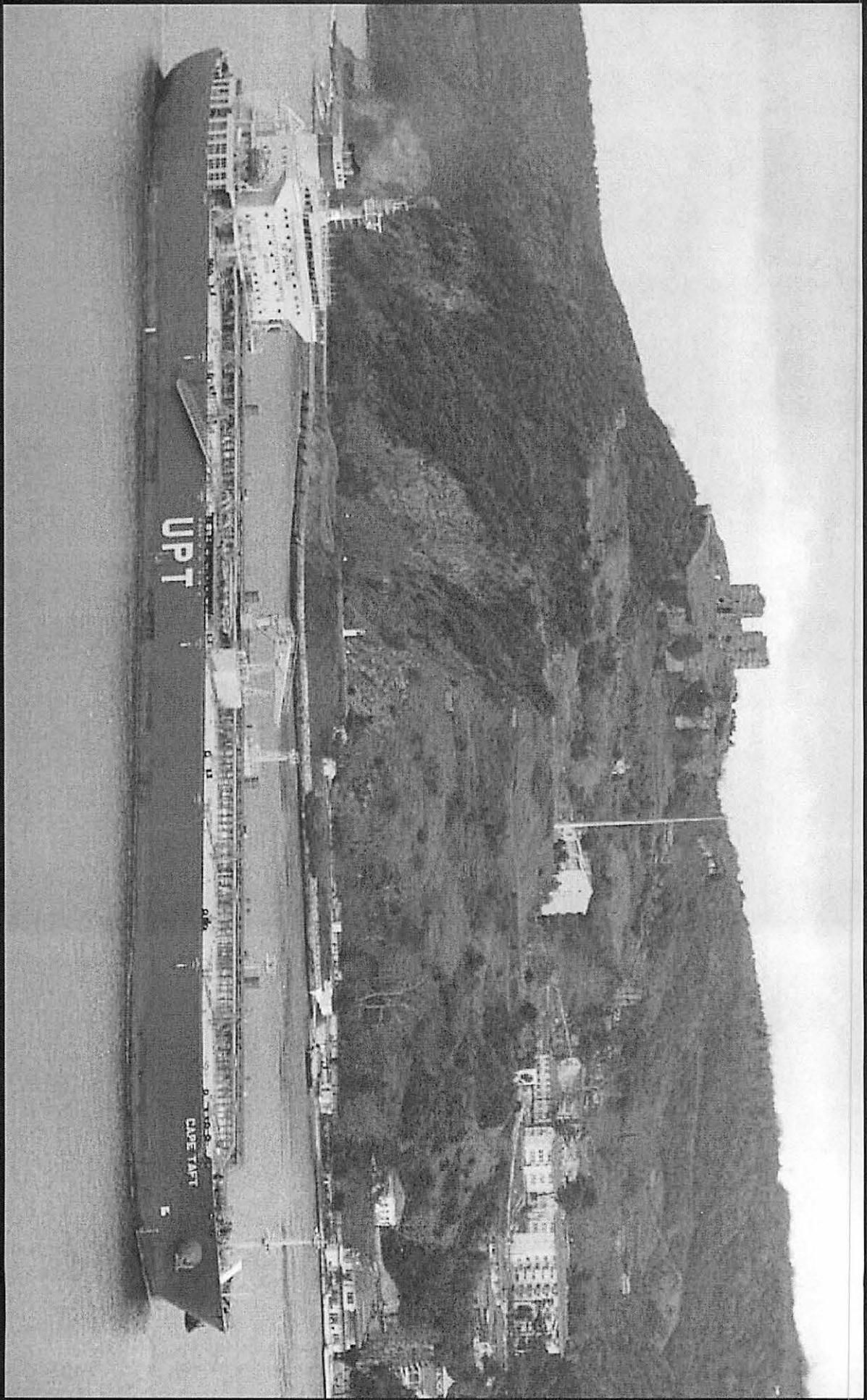


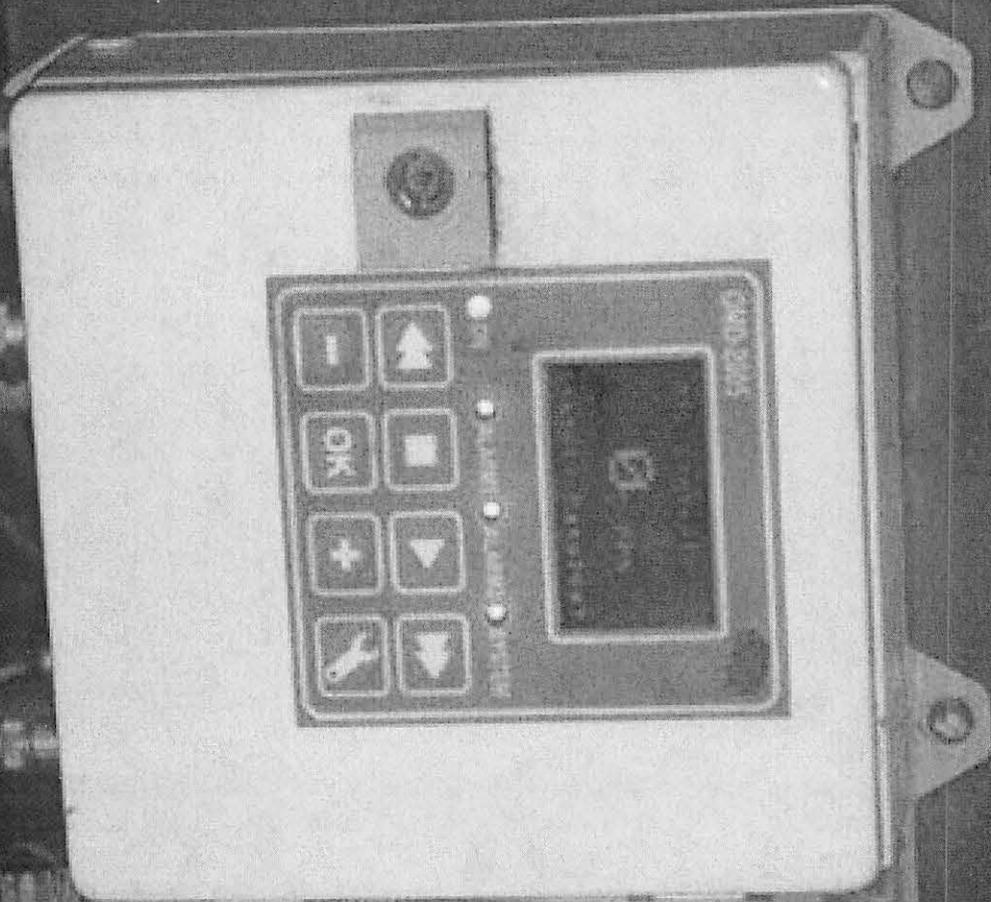


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