

MEMBER ALERT

Shipowners Claims Bureau, Inc., Manager
60 Broad Street – 37th Fl., New York, NY 10004 USA
Tel: +1 212 847 4500
Fax: +1 212 847 4599
E-mail: info@american-club.net



www.american-club.com

MARCH 07, 2006

OILY WATER SEPARATORS

Reference is made to Club Circular 01/06 of February 9, 2006 entitled *International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78: Additional Guidance on Oily Water Separators*. In the interim, your Managers have recently been made aware of additional industry guidance for oily water separators and the Paris MoU's concentrated inspection campaign in respect thereof. The balance of this message describes these in further detail.

Industry Guidance on Oily Water Separators

Leading representative bodies of the global shipping industry – BIMCO, Intercargo, the International Chamber of Shipping, the International Shipping Federation, Intertanko and the Oil Companies' International Marine Forum (OCIMF) – have produced some basic guidance for management and crews as to the use of oily water separators. This emphasises the vital importance of strict adherence to International Maritime Organization (IMO) requirements. A copy of the relevant literature can be found at the following website:

<http://www.marisec.org/ows/OILYWATER6pp.pdf>.

Paris MoU Concentrated Inspection Campaign (CIC)

In practice this campaign entails that, during every Port State Control (PSC) inspection within the Paris MoU region, a vessel's oil filtering equipment and record keeping will be examined in greater detail than usual for compliance with international standards.

The campaign will be carried out in parallel with the Tokyo MoU on Port State Control. The inspections will be mainly focussed on equipment located in the engine room.

Inspections in the past have revealed in several cases illegal bypasses of the oil filtering system and illegal overboard connections from sludge tanks. On many occasions oil record books were not properly kept. In 2004 a total of 3,646 deficiencies were found during relevant examinations.

During the campaign PSC officers will use a list containing 13 items for specific inspection. Should deficiencies be found, the PSC officer will conduct an in-depth investigation into other aspects of MARPOL compliance, including the operational activity of crew members.

When deficiencies are found, sanctions by the Port State may vary. They range from, for example, recording the deficiency and instructing the master to put it right it within 14 days to, by contrast, the detention of the vessel until all deficiencies have been rectified.