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CIRCULAR

To : All Offices
From : General Manager
ISClass
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REVISED GUIDELINES FOR POLLUTION PREVENTION EQUIPMENT FOR MACHINERY SPACE BILGES OF SHIPS

Reference: Resolution MEPC.107(49)

APPLICATIONS

1. Unless otherwise specified, this circular shall apply to the followings:
 - a. Installations fitted for ships constructed on or after 1 January 2005, and
 - b. New replacement installations fitted on or after 1 January 2005 onboard ships constructed before 1 January 2005 in so far as is reasonable and practicable.

AFFECTED SYSTEMS AND REVISED SPECIFICATIONS

2. **15ppm Bilge Separator**
 - Feed to emulsified bilge water should not result in the discharge overboard of any mixture containing more than 15ppm of oil.
 - Fail-safe arrangements to avoid any discharge in the event of malfunction to be provided.
3. **15ppm Bilge Alarm**
 - The ppm display should not be affected by emulsions or the type of oil.
 - Response time to display ppm should not exceed 5 seconds.
 - The alarm should record the date, time and alarm status, and operating status of the 15ppm bilge separator. The recording device should also be able to store data for at least 18 months and be able to display or print a protocol for official inspections as required. In the event that the alarm is

replaced, means should be provided to ensure that the data recorded remains available onboard for at least 18 months.

- To avoid the willful manipulation of the 15ppm bilge alarms:
 - Seals are to be fitted so that every access of the alarm beyond the essential maintenance would result in the breaking of the seals, and
 - Alarm shall be constructed so that the alarm is always activated whenever clean water is used for cleaning or zeroing purposes.

4. **Relevant Piping Arrangements**

- The automatic stopping device should consist of a valve arrangement installed in the effluent outlet line of 15ppm bilge separator which automatically diverts the effluent mixture from being discharged overboard back to the ship's bilges or bilge tanks when the oil content of the effluent exceeds 15ppm (see #1 in Fig. 1).
- Re-circulating facilities should be provided, after and adjacent to the overboard outlet of the stopping device to enable the 15ppm bilge separator system, including the 15ppm bilge alarm and the automatic stopping device, to be tested with the overboard discharged closed (see #2 in Fig. 1).
- A sampling point should be provided in a vertical section of the water effluent piping, as close as practicable, to the 15ppm bilge separator outlet for the purpose of inspections onboard (see #3 in Fig. 1).
- The arrangement for the extraction of samples from the 15ppm bilge separator discharge line to the 15ppm bilge alarm should give a truly representative sample of the effluent with adequate pressure and flow (see #4 in Fig. 1).
- The capacity of the supply pump should not exceed 110% of the rated capacity of the 15ppm bilge separator with the size of pump and motor to be stated on the Certificate of Type Approval.
- The layout of the installation should be arranged so that the overall response time (including the response time of the 15ppm bilge alarm) between an effluent discharge from the 15ppm bilge separator exceeding 15ppm, and the operation of the automatic stopping device preventing overboard discharge should not exceed 20 seconds.

5. **Others**

- A vessel fitted with a 15ppm bilge separator and a 15ppm bilge alarm should, at all times, have onboard a copy of the Operating and maintenance manuals.

- The accuracy of the 15ppm bilge alarms should be checked at IOPP Certificate renewal surveys according to the manufacturer's instructions. Alternatively, the unit may be replaced by a calibrated 15ppm bilge alarm. The calibration certificate for the 15ppm bilge alarm, certifying date of last calibration check, should be retained onboard for inspection purposes. The checks for calibration accuracy can only be performed by the manufacturer or personal authorized by the manufacturer.

SURVEYS ON POLLUTION PREVENTION EQUIPMENT

6. All ISClass surveyors are to be informed of the revised guidelines and conduct the necessary inspections during the course of survey. In the event of any non-compliance, the vessel shall be issued with a Conditional International Oil Pollution Prevention Certificate valid not more than 2 months from the date of survey. The conditional certificate shall clearly indicate the non-complying items, as well as the recommendation for all the deficiencies to be rectified at the owner's earliest convenience but not later than the duration of 2 months from the date of survey.

CONCLUSION

7. All Offices are also strongly encouraged to inform the ship owners of the revised guidelines.
8. This circular shall take immediate effect.

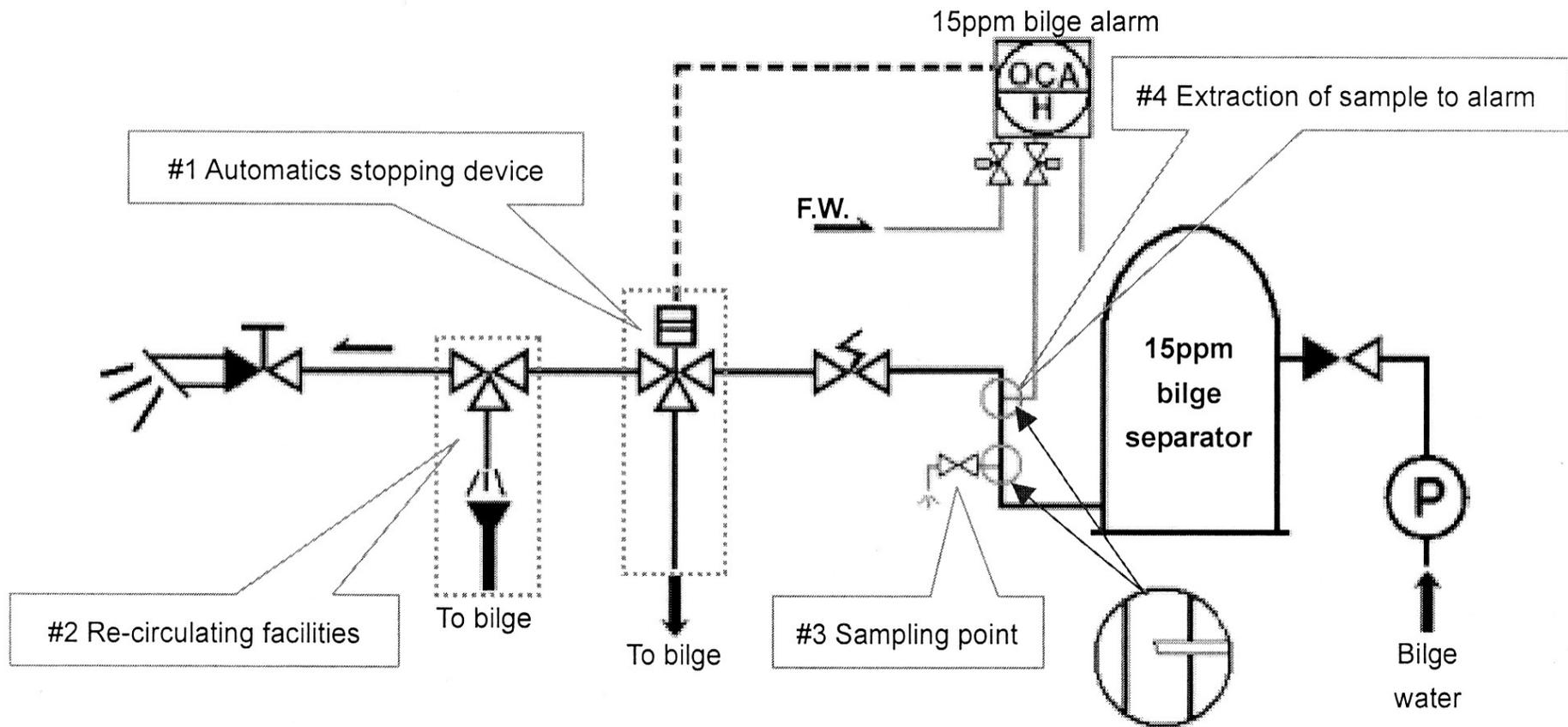


Fig 1 – Example of Piping Arrangements