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CIRCULAR

To : All Offices
From : General Manager
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Date : 24 January 06
Ref : CIR06/0003

CAMPAIGN ON MARPOL ANNEX I

Reference: Press Release from Tokyo MOU Secretariat dated 23 Jan 2006, "*Tokyo MOU Announces Results of the Concentrated Inspection Campaign (CIC) on Operational Requirements and the Upcoming CIC on MARPOL Annex I*"

The Tokyo MOU Campaign on MARPOL Annex I will be conducted during the period of February – April 2006, in conjunction with Paris MOU. The purpose of the Concentrated Inspection Campaign (CIC) is to verify whether the oil filtering equipment is installed, maintained and operated appropriately and whether pollution prevention arrangements and procedures are properly followed onboard ships. Please refer to Annex A for the key areas that the PSC officers will be focusing upon.

All ISClass surveyors are strongly encouraged to inform ship owners of the CIC.

Annex A: Key Areas of the Concentrated Inspection Campaign

ANNEX A - KEY AREAS OF THE CONCENTRATED INSPECTION CAMPAIGN

During the CIC, PSC officers will check the related areas based on the following questions:

1. Does the vessel have an oil filtering equipment (OFE) onboard?
2. Does the vessel's OFE system have an alarm and an automatic stopping device?
3. Is the OFE-equipment type approved in accordance with the IOPP certificate?
4. Is the 15ppm alarm correctly adjusted and operable?
5. Is the 3-way valve or the stopping device functioning?
6. Is the OFE-system free of illegal by-passes?
7. Has the incinerator suitable for burning oil residues been marked in the IOPP certificate?
8. Has the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate?
9. Are the sludge tanks free of illegal direct connection overboard?
10. Has the sludge pipeline a standard discharge connection to enable pipes of reception facilities?
11. Is there evidence that the sludge and/or bilge water has been discharged into port reception facilities?
12. If sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge onboard?
13. Is the remaining sludge and/or bilge water tank capacity sufficient for the intended voyage?