



# ST. VINCENT AND THE GRENADINES

## MARITIME ADMINISTRATION

### CIRCULAR N° PSC 015

#### **CONCENTRATED INSPECTION CAMPAIGN (CIC) ON MARPOL ANNEX I (01 FEB TO 30 APR 2006)**

**TO: SHIPOWNERS & SHIPS' OPERATORS & MANAGERS  
SURVEYORS TO FLAG STATE ADMINISTRATION  
CLASSIFICATION SOCIETIES**

Monaco, 25 Jan. 05.

Tokyo MOU (Asia Pacific Region), Viña Del Mar Agreement (Latin American Region) and Paris MOU will conduct a Concentrated Inspection Campaign (CIC) on MARPOL Annex I requirements from 1 February to 30 April 2006.

The CIC will be carried out jointly to routine Port State Control Inspection and it will target operational control of MARPOL Annex I on all type of vessels. As many vessels as possible will be inspected.

The review of the Port State Control detention records involving St Vincent and the Grenadines vessels in 2005 shows that there was a significant number of vessels detained due to MARPOL related deficiencies. Also, the review of the Annual Flag State Inspection reports indicates that this is an area where there are still short comings on many St Vincent and the Grenadines vessels and requires closer attention from Shipowners and Companies to ensure that mandatory requirements are complied with.

In order to assist ship staff for this CIC, a check list to help Masters, Designated Persons ashore and crew has been prepared (see Annex) to prevent the vessels from being delayed or detained by Port State Control Officer(s).

Ships must comply with all applicable international conventions at all times !

## ANNEX

### Concentrated Inspection Campaign (CIC) on MARPOL Annex I

#### Check List

		Yes	No	N/A
<b>1</b>	<p>Is the Oil Filtering Equipment on board type approved according to the IOPP certificate?</p> <p><i>(The type approval certificate should be on board and the Oil Filtering Equipment labeled or stamped accordingly)</i></p>			
<b>2</b>	<p>Is the Oil Filtering Equipment system effectively inspected, tested and maintained in accordance with the planned maintenance system on board?</p> <p><i>(This is a very common deficiency which has led to many ships being detained by PSC. Oil Filtering Equipment should be regularly tested, inspected and maintained to ensure their proper functions. Relevant crew members must be familiar with the planned maintenance system and records of test, inspection and maintenance should be available on board. Necessary spares should be on board for prompt replacement when necessary.)</i></p>			
<b>3</b>	<p>Is the 15 ppm oil content alarm correctly adjusted and operating properly?</p> <p><i>(This is a very common deficiency which has led to many ships being detained by PSC. Crew must be able to perform a proper test of the 15 ppm alarm in accordance with the instruction manual of the equipment. Crew must also be familiar with the procedure for calibrating the 15 ppm alarm)</i></p>			
<b>4</b>	<p>Is the automatic 3-way valve or stopping device at the outlet of the Oil Filtering Equipment functioning?</p> <p><i>(This is applicable to ships of 10 000 GT and above. This is a very common deficiency which has led to many ships being detained by PSC. Crew must be able to perform a proper test of the 3-way automatic valve or stopping device functioning in accordance with the instruction manual of the equipment. Necessary spares should be on board for prompt replacement when necessary.)</i></p>			
<b>5</b>	<p>Is the Oil Filtering Equipment system free of illegal bypasses or unauthorized modifications?</p> <p><i>(The actual system must correspond with the approved drawings for the Oil Filtering Equipment system on the ship. There must not be on board any illegal bypasses/pipe/hose which can be used to modify the system.)</i></p>			

<b>6</b>	<p>If the incinerator is designed for burning oil residues, has it been marked in the IOPP certificate?</p> <p><i>(Any discrepancy should be promptly reported to the Classification Society which issued the IOPP certificate).</i></p>			
<b>7</b>	<p>If the auxiliary boiler is designated for burning oil residues, has it been marked on the IOPP certificate?</p> <p><i>(Any discrepancy should be promptly reported to the Classification Society which issued the IOPP certificate).</i></p>			
<b>8</b>	<p>Are the sludge tanks free of illegal direct connection overboard?</p> <p><i>(Unauthorized modification on sludge system are not allowed)</i></p>			
<b>9</b>	<p>Is there a standard discharge connection to enable sludge to be discharged to shore reception facilities?</p> <p><i>(The standard discharge connection shall be in accordance with Reg. 19 Annex I of MARPOL 73/78)</i></p>			
<b>10</b>	<p>Is there evidence that sludge and/or bilge water has been discharged to port facilities?</p> <p><i>(Relevant receipt for discharge of sludge or oily mixture should be kept on board and appropriate entries made in the Oil Record Book)</i></p>			
<b>11</b>	<p>If sludge has not been discharged into port facilities, has the incinerator or auxiliary boiler been used for burning sludge on board?</p> <p><i>(The crew must be able to account for the sludge generated on board. Disposal of sludge by illegal means is not allowed).</i></p>			
<b>12</b>	<p>Is there sufficient capacity remaining in the sludge and/or bilge water tanks for the intended voyage?</p> <p><i>(Regular sounding of sludge and bilge tanks should be carried out to ascertain adequate capacity for the intended voyage. A ship may be detained and required to discharge its sludge and oily mixture on board if there is insufficient capacity in the sludge tanks for the intended voyage).</i></p>			