

# CCS 通 函

## Circular

中国船级社

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发: 本社船舶验船师/审核员, 马绍尔群岛船旗船东和管理公司

To: CCS Ship Surveyors/Auditors, Marshall Islands Ship Owners and Managers

### 关于马绍尔群岛旗船舶滤油设备和排油操作控制的规定

#### Oil Filtering Equipment and Control of Operational Discharge of Oil

MN-2-013-3 Rev. 12/10

马绍尔群岛海事主管机关发布海事通告, 对马绍尔群岛旗船舶滤油设备和排油操作控制做出规定 (详见附件 MN-2-013-3)。本社验船师/审核员在检验/审核过程中应核查船上的执行是否满足主管机关的下列要求。

The maritime Administration of Marshall Islands provides requirements for the oil filtering equipment and control of operational discharge of oil on MI vessels (see MN-2-013-3 attached). CCS Surveyors/Auditors are responsible for verifying the implementation on board when carrying out appropriate surveys/audits.

#### 1.0 通则

##### General

应保证下列要求得到满足

The following requirements should be ensured

1. 船上所需的油水分离、监控设备按照要求进行操作, 包括三通阀或再循环阀、监控和/或记录仪以及报警和/或自动关闭装置等运行正常。根据船上安全管理体系 (SMS) 要求, 系统试验、维修和例行保养结果恰当地记录在保养记录中。

any required oily water separation, monitoring, and control equipment on board is operating as required. This includes the proper functioning of three way or recirculating valves, monitoring and/or recording devices, and alarms and/or automatic shut down features. The results of system tests, repairs and routine maintenance shall be properly recorded in the relevant maintenance record according to the Ship's Safety Management System (SMS);

2. 经常进行船上核查, 确保没有违反规定的旁通管线或其他布置。

frequent shipboard checks are made to ensure that no illegal by-pass piping or other arrangements are provided in violation of, or to circumvent;

- .3 通常处于关闭状态的应急舱底水排放阀和其他类似的舷外排放阀用带有编号的签封封在关闭位置。SMS 应采取适当的手动或电动的方法来记录变化过程，包括移除和替换带有编号的封条、阀门的测试、维护保养和其他的作业要求。对应急阀的签封不应理解为将其盲死或完全锁定。应保证该阀在紧急状况下随时可用，签封型式可通过使用易碎封条、电子跟踪或相似的方法实现。

emergency bilge discharge valves and other overboard discharge valves of a similar nature that are normally closed are sealed in the closed position with numbered seals. The SMS should implement a suitable method, either manual or electronic, for recording the changes in the process, including removal and replacement of numbered seal tags, testing of valves, maintenance and other operational requirements. The sealing of valves of an emergency nature shall not be construed as a requirement for the valve to be blanked or physically locked. It shall be ensured that such valves remain available for use at all times in case of an emergency situation, and valve sealing may be accomplished through use of a breakable seal, electronic tracking, or similar method;

- .4 按照船级社批准的计划对舱底水系统进行维护；  
bilge systems are maintained in accordance with the plans approved by the vessel's Classification Society;
- .5 舱底水中没有过多的油，不使用含有乳化剂或其他可能影响监控系统正常作业清洁物质；  
there is no excessive oil in the bilges and that cleaning substances which contain emulsifiers or other substances which may interfere with the proper operation of the monitoring and control systems are not utilized;
- .6 将油类和废油、包括渣油排放上岸需要得到收据，其上记载排放废物的数量、种类以及排放的时间和地点。  
receipts are requested for all shoreside discharges of oil and oily wastes, including sludge, which account for the amount and type of waste discharged as well as the date and place of discharge; and
- .7 油类记录簿保管良好，与船上其他日志记录的一致性得到核查。  
the Oil Record Book is properly maintained and that it is checked for consistency with other shipboard log books.

## 2.0 故障设备

### Malfunctioning Equipment

发生故障的油水监控系统和滤油设备必须立即得到修理。在不能即时获得必需的部件情况下，应书面向主管机关报告，写明能够获得所要求部件和/或得到修理的地点和日期。在可行的情况下，尚应通知船级社登轮签发短期 IOPP 证书，以便在限定的期间完成修理；若船级社验船师不能登轮，主管机关可以签发特许函，以使船舶在过渡期间运营。总体来说，签发短期 IOPP 证书和/或特许函应遵循如下要求：

Any malfunctioning Oily Water Monitoring and Control Systems and Oil Filtering Equipment must be promptly repaired. In the event that the necessary parts are not readily available, the Administration shall be notified in writing of the situation and of the place and date where the required parts and/or service can be obtained. Where available, the Classification Society shall also be notified to attend and issue a short term International Oil Pollution Prevention Certificate (IOPP) for the duration until repairs can be completed. Otherwise, a Dispensation Letter may be issued to allow the vessel to operate during the interim period. In general, the conditions for issuance of the short term IOPP and/or Dispensation Letter are:

- .1 在此过渡期间内不允许向舷外排放包括渣油在内的油或油类废物。所有此类物质必须保存在船上，以便排入岸基接收设施。

no overboard discharges of oil and oily wastes, including sludge, will be permitted during the interim period. All material of this type must be retained aboard for discharge to a shoreside facility;
- .2 故障设备相关联的舷外排放阀必须用带有编号的封条封在关闭位置，必须张贴标注或布告该阀禁止使用，除非遇有紧急情况；

overboard discharge valves associated with the inoperative equipment must be sealed with numbered seals in the closed position and signs or notices prohibiting the use of the valves, except for emergency conditions, must be posted;
- .3 必须让船员知道该故障设备不能正常工作并且不得使用。

the crewmembers must be made aware that the equipment in question does not function properly and that it cannot be used;
- .4 油类记录簿和其他相应的日志必须记录该故障设备和舷外排放阀门上编了号的封条；

the Oil Record Book and other applicable logs must document the inoperative equipment and the numbered sealing of the overboard discharge valves;
- .5 按照要求，应在到港前将故障设备情况向沿岸国当局通报；

the appropriate coastal state authorities are notified, as required, of the defective

equipment prior to arrival in port;

- .6 应书面向主管当局报告故障设备进行维修及能正常作业的时间；  
the Administration is notified in writing when the defective equipment has been repaired and is properly operating;
- .7 船长和轮机长保证不使用该故障设备排放，否则将违背 MARPOL 要求。  
the Master and Chief Engineer are held ultimately responsible for ensuring that no discharges are made using the defective equipment or otherwise in contravention of MARPOL.

3.0 出现不合格的后果详见 MN-2-013-3.

Details of Consequences of Non-Compliance see MN-2-013-3.

请本社各检验机构将本通函转发到辖区内的马岛旗船舶船东和管理公司。  
CCS Survey Branches are requested to forward the present circular to the Marshall Islands ship Owners and Operators.

特此通知。

Appendix

MI Marine Notice 2-013-3 / Oil Filtering Equipment and Control of Operational Discharge of Oil



REPUBLIC OF  
THE MARSHALL ISLANDS  
  
OFFICE OF THE  
MARITIME ADMINISTRATOR

Marine Notice

No. 2-013-3

Rev. 12/10

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Oil Filtering Equipment and Control of Operational Discharge of Oil.**

**References:** (a) Maritime Regulation (MI-108) § 2.13.2  
(b) MARPOL 73/78, Annex I  
(c) MSC-MEPC.4/Circ.3

**PURPOSE:**

To amplify the commitment of the Administration that vessels registered in the Marshall Islands shall comply with both the letter and intent of references (a) and (b) above. No overboard discharges of oil or oily mixtures in excess of the concentrations specified in reference (b) above are authorized at any time except as permitted therein.

To advise of the United States and Paris MOU intense focus on compliance of operations and associated equipment with the requirements of reference (b) above and potential **criminal prosecution** for violations.

This Notice supersedes Rev. 5/09 and reflects the modification of sections 1.3, 1.6, 1.7 and 2.0.

**APPLICABILITY:**

The provisions of MARPOL Annex I are applicable to all vessels registered in the Marshall Islands except where expressly provided (see reference (b) above).

**BACKGROUND:**

Despite widely publicized prosecutions and convictions, vessels subject to the requirements of reference (b) continue to be found and/or detained by Port State Control (PSC) in violation of the convention requirements. Most commonly, Oily Waste Separators (OWSs) have been found inoperative and/or fitted with bypass piping, directing illegal oily discharges overboard. In many cases, piping modifications were made by the crew without the knowledge of management ashore, indicating potential ISM Code discrepancies. For most cases, where this situation has been found by the United States Coast Guard (USCG), **criminal investigations**

along with **criminal prosecutions** have resulted. In the European Union (EU), substantial fines in excess of one half million US dollars per incident have been imposed requiring the posting of a bond before the violating vessel is released.

## **REQUIREMENTS:**

### **1.0 General**

Every shipowner, operator, master, surveyor and inspector of Marshall Islands ships shall ensure that:

- .1 any required oily water separation, monitoring, and control equipment on board is operating as required. This includes the proper functioning of three way or recirculating valves, monitoring and/or recording devices, and alarms and/or automatic shut down features. The results of system tests, repairs and routine maintenance shall be properly recorded in the relevant maintenance record according to the Ship's Safety Management System (SMS);
- .2 frequent shipboard checks are made to ensure that no illegal by-pass piping or other arrangements are provided in violation of, or to circumvent, reference (b);
- .3 emergency bilge discharge valves and other overboard discharge valves of a similar nature that are normally closed are sealed in the closed position with numbered seals. The SMS should implement a suitable method, either manual or electronic, for recording the changes in the process, including removal and replacement of numbered seal tags, testing of valves, maintenance and other operational requirements. In accordance with reference (c), the sealing of valves of an emergency nature shall not be construed as a requirement for the valve to be blanked or physically locked. It shall be ensured that such valves remain available for use at all times in case of an emergency situation, and valve sealing may be accomplished through use of a breakable seal, electronic tracking, or similar method;
- .4 bilge systems are maintained in accordance with the plans approved by the vessel's Classification Society;
- .5 there is no excessive oil in the bilges and that cleaning substances which contain emulsifiers or other substances which may interfere with the proper operation of the monitoring and control systems are not utilized;
- .6 receipts are requested for all shoreside discharges of oil and oily wastes, including sludge, which account for the amount and type of waste discharged as well as the date and place of discharge; and
- .7 the Oil Record Book is properly maintained and that it is checked for consistency with other shipboard log books.

## **2.0 Malfunctioning Equipment**

Any malfunctioning Oily Water Monitoring and Control Systems and Oil Filtering Equipment must be promptly repaired. In the event that the necessary parts are not readily available, the Administration shall be notified in writing of the situation and of the place and date where the required parts and/or service can be obtained. Where available, the Classification Society shall also be notified to attend and issue a short term International Oil Pollution Prevention Certificate (IOPP) for the duration until repairs can be completed. Otherwise, a Dispensation Letter may be issued to allow the vessel to operate during the interim period. In general, the conditions for issuance of the short term IOPP and/or Dispensation Letter are:

- .1 no overboard discharges of oil and oily wastes, including sludge, will be permitted during the interim period. All material of this type must be retained aboard for discharge to a shoreside facility;
- .2 overboard discharge valves associated with the inoperative equipment must be sealed with numbered seals in the closed position and signs or notices prohibiting the use of the valves, except for emergency conditions, must be posted;
- .3 the crewmembers must be made aware that the equipment in question does not function properly and that it cannot be used;
- .4 the Oil Record Book and other applicable logs must document the inoperative equipment and the numbered sealing of the overboard discharge valves;
- .5 the appropriate coastal state authorities are notified, as required, of the defective equipment prior to arrival in port;
- .6 the Administration is notified in writing when the defective equipment has been repaired and is properly operating;
- .7 the Master and Chief Engineer are held ultimately responsible for ensuring that no discharges are made using the defective equipment or otherwise in contravention of MARPOL.

## **3.0 Consequences of Non-Compliance**

### **3.1 By Port State Control**

Vessels that are not in compliance with reference (b) above may be subject to Port State Control actions, including detention, heavy fines and often civil and/or criminal actions from the coastal state. Inoperative OWSs have been a continuing cause of PSC detentions.

### **3.2 By the Republic of the Marshall Islands**

Article 4 of MARPOL specifies the imposition of penalties that are sufficient in severity to discourage violations of the Convention. The Administration, as a signatory, is bound to assess appropriate penalties for the contravention of Convention requirements, such as:

- immediate flag State detention of the vessel;
- assessment of substantial fines and penalties by the Administration;
- withdrawal of the vessel's Certificate of Registry; and
- fine, suspension or revocation of ship's officers' Certificates of Competency.

### **3.3 The only true acceptable course of action is vigilance and compliance.**