



# ST. VINCENT AND THE GRENADINES

## MARITIME ADMINISTRATION

### CIRCULAR N° PSC 022

#### **ALLEGED CONTRAVENTION / VIOLATION OF THE DISCHARGE PROVISION OF ANNEX I TO MARPOL 73/78 MARPOL 73/78 – ART. 6.4**

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

**APPLICABLE TO:** ALL SHIPS TO WHICH MARPOL 73/78 APPLY  
**ENTRY INTO FORCE:** DATE OF THE PRESENT CIRCULAR

Monaco, 01 May. 07.

The analysis of the Port State Control Inspection reports shows the following recurrent detainable deficiency:

#### *ALLEGED CONTRAVENTION / VIOLATION OF THE DISCHARGE PROVISION OF ANNEX I TO MARPOL 73/78.*

When the above mentioned detainable deficiency is detected, pictures taken by the PSCO are annexed to the Port State Control Inspection Reports. Pictures are the evidence that the oily water separator and/or the oily water separator system/installation has been tampered in front of the original one (suspected rubber pipes, suspected by-pass, suspected valves etc.).

According to MARPOL 73/78 Art. 6.4, the Administration shall investigate the matter.

In case of modification of the MARPOL system, besides the illegal piping, there is a high suspicion of illegal discharge of oily residues at sea. In consequence:

- The validity of the IOPP Certificate will be suspended.
- The Classification Society who issued the IOPP Certificate is requested to attend the vessel at the detaining port in order to carry out an IOPP Certificate **renewal** survey. The Flag State should be informed immediately about the findings. The Classification Society comments will be requested.
- The validity of the IOPP Certificate will be reinstated as soon as the IOPP Certificate renewal survey has been satisfactorily completed. No recommendation(s) is/are accepted.

➤ The ship's Owner / operator / manager are requested to provide the Administration, **within 15 days from the detected alleged contravention / violation**, with the following documentation:

- Crew list relevant to the crew members on board the vessel at the time of the reported alleged contravention/violation.
- STCW certification of the machinery officers on board the vessel at the time of the reported alleged contravention/violation.
- If the Chief Engineer on board the vessel at the time of the reported alleged contravention/violation embarked less than two months ago, STCW certification of the previous Chief Engineer will be required.
- True copy of the Oil Record Book mentioning the handling of the bilge oily water and oil residues (sludge) for the last twelve (12) months before the reported alleged contravention/violation.
- True copy of the receipts for subsequent oil residues (sludge) discharges to reception facilities for the last twelve (12) months before the reported alleged contravention/violation.

**Within 15 days from the reported alleged contravention/ violation**, the Recognized Organization in charge for ISM certification will be requested:

1. To carry out an additional SMC audit on board the ship to verify in detail the handling of the of the bilge oily water and oil residues (sludge) for the last twelve (12) months before the reported alleged contravention / violation.
2. To carry out and additional DOC audit of the Company to verify in detail the instructions/procedures/communications relevant to the handling of the bilge oily water and oil residues (sludge) for the last twelve (12) months before the detected alleged contravention/violation.

If the Administration is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken in accordance with its law as soon as possible.