

ClassNK PSC

Bulletin

Date:	25 June, 2024
No:	NK-PSC-24
Attachment	No / Yes:

Title:

Issuance of Marine Notice 2024/03 on Inspection Procedures and Detention Criteria for Oil Filtering Equipment at Australian Ports

Typical deficiency (outline of comment) by PSC:

Oil filtering equipment does not comply with Marine Notice 2024/03 "Considerations during testing."

Port State	Australia	Port: Australian ports
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Action taken by PSC: Detention / Rectify before Departure / Others ()

Description:

■ The Australian Maritime Safety Authority (AMSA) has issued Marine Notice 2024/03 (hereinafter "MN") regarding inspection procedures & detention criteria for oil filtering equipment consisting of a 15ppm bilge separator and a 15ppm bilge alarm.

The MN is published on the AMSA website, and you can access it through the following link.

URL of MN : [Index of marine notices | Australian Maritime Safety Authority \(amsa.gov.au\)](https://www.amsa.gov.au/index-of-marine-notice)

■ The following is a summary of the inspection procedures and detention criteria in the MN. (See Figure 1)

1. Inspection procedures when a flow sensor is fitted on a 15ppm bilge alarm sampling line

- ① Close the valve on the 15ppm bilge alarm sampling line (hereinafter "Valve X").
- ② The 15ppm bilge alarm is required to activate within 5 seconds after ①.
- ③ The 3-way valve is required to automatically switch towards the bilge tank within 20 seconds after ①.

→ Failure to comply with ② and ③ may result in detention (likely to be detained).

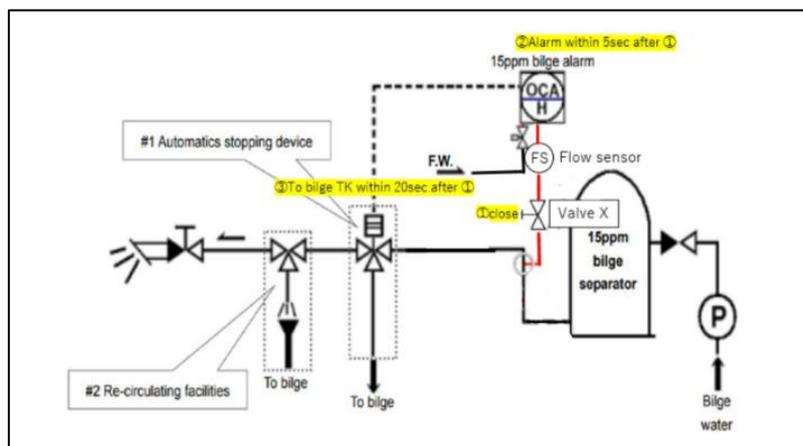


Figure 1. Example arrangement with flow sensor and Valve X on sampling line for 15ppm bilge alarm

2. Inspection procedures when there is no flow sensor fitted on the 15ppm bilge alarm sampling line (i.e., no flow sensor in Figure 1):

- ✓ At the start of the test, Valve X shall be in the open condition, which is the normal operating position.
- ✓ AMSA will verify the state of Valve X (open or closed) in which the crew commences the test.
- ✓ Based on the results, the following cases will apply.

Case1: 2. a) in MN - If the crew starts the test with Valve X open:

- This is considered as evidence of the equipment being operated correctly in service.
- After closing Valve X, if the alarm is not activated as required in ② and ③ of item 1, the equipment is regarded as non-compliant.

While the possibility of detention is not mentioned, a secured and sealed open state of Valve X (See Fig.6 in MN) is permitted as a temporary measure until compliance with ② and ③ of item 1 is achieved.

(Example of a secured and sealed open state shown in Fig.6 of MN →)



Fig 6.

Sample line valve to 15ppm bilge alarm sealed open, and signage fitted.

Case2: 2. b) & c) in MN - If the crew starts the test with Valve X closed:

- This is considered evidence that the equipment is being operated incorrectly.
- The ship is likely to be detained until compliance with ② and ③ of item 1 is achieved and the crew becomes sufficiently familiar with the operation of the equipment.

■ Supplementary Information

In this MN, AMSA is assumed to have the following concerns:

- (1) The crew closes Valve X while sample water with less than 15ppm is retained in the 15ppm bilge alarm.
- (2) As a result of (1) above, the three-way valve always points outboard, and if the oil removal by the 15ppm bilge separator is insufficient, bilge water of 15ppm or more may be discharged overboard.

Therefore, for vessels with equipment complying with ② and ③ of item 1, or those without Valve X, the concerns anticipated by AMSA would not arise, making the possibility of detention extremely low.

■ Countermeasures

As countermeasures against the inspection procedures and detention criteria mentioned in items 1 and 2 above, one of the following actions should be taken:

- AA) Modify the equipment to comply with ② and ③ of item 1,
- Or
- BB) Remove Valve X.

However, we have confirmed that manufacturers' responses vary, with some finding it difficult to comply with AA) at this time, and others needing more time to respond to the issue. Therefore, whether choosing AA) or BB), please consult with the manufacturer in advance.