

ClassNK PSC Bulletin

Date: 18 Mar, 2026

No: NK-PSC-28

Attachment No / Yes:

Title:

Issuance of Marine Notice 2025/06 regarding the "Testing and Inspection Procedures for Oil Filtering Equipment" at Australian Ports (*PSC Bulletin No. 24 is superseded)

Typical deficiency (outline of comment) by PSC:

Oil filtering equipment not in compliance with Marine Notice 2025/06, "Sample Line Valve Assessment."

Port State Australia

Port: Australian ports

Action taken by PSC: Detention / Rectify before Departure / Others

Description:

■ The Australian Maritime Safety Authority (AMSA) has issued [Marine Notice \(MN\) 2025/06](#) regarding inspection procedures and detention criteria for oil filtering equipment (15ppm bilge separator and 15ppm bilge alarm). [MN 2025/06](#) supersedes MN 2024/03, which has been fully withdrawn.

In this [MN](#), inspection procedures and the criteria for compliance and non-compliance are explained based on the piping configuration of the sample line leading to the 15ppm bilge alarm.

■ Inspection Procedures and Criteria for Compliance and Non-Compliance in MN 2025/06

1. Sample line valves and/or fittings assessment

1.1. Where valves (hereinafter "Valve X") and/or union joints are fitted on the sample line to the 15ppm bilge alarm:

The inspection procedure differs depending on whether Valve X and/or the union joint are sealed.

AA) Where Valve X and/or Union joint is **sealed** (Refer to Figure 1)

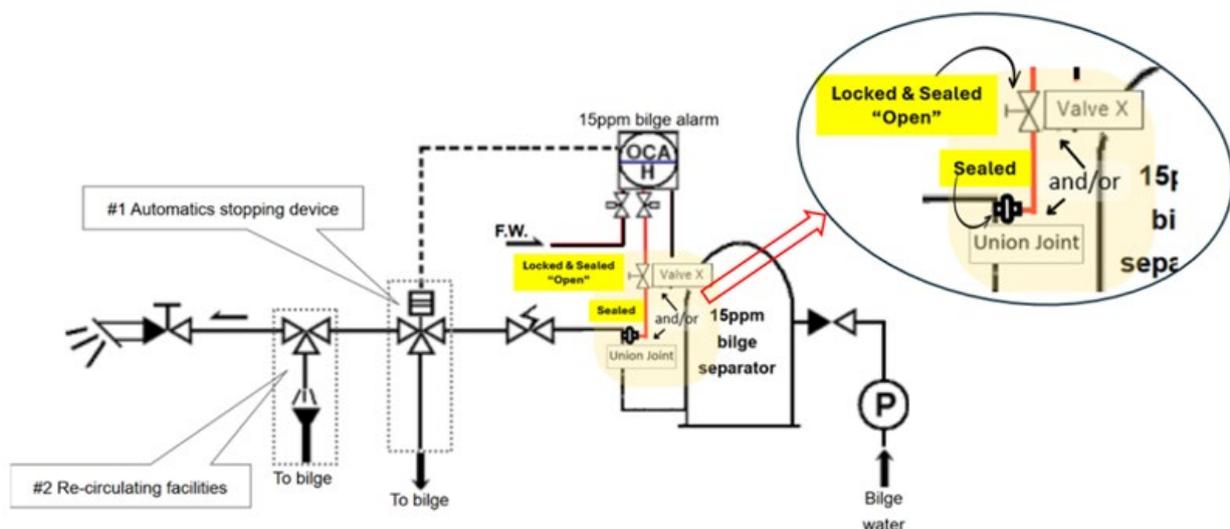


Figure 1 Arrangement where Valve X and/or the Union Joint is Sealed

AMSA will confirm compliance with the following (1)–(3), and AMSA does not require testing by closing Valve X.

- (1) Valve X and/or union joint is locked and sealed in the open (normal operating) position.
- (2) The integrity of the seals is maintained.
- (3) The arrangement matches the approved drawings (*1).

* 1 The approved drawing should indicate the condition of Valve X and/or the union joint as "Locked and Sealed Open".

BB) Valve X and/or the Union Joint are **unsealed** (Refer to Figure 2)

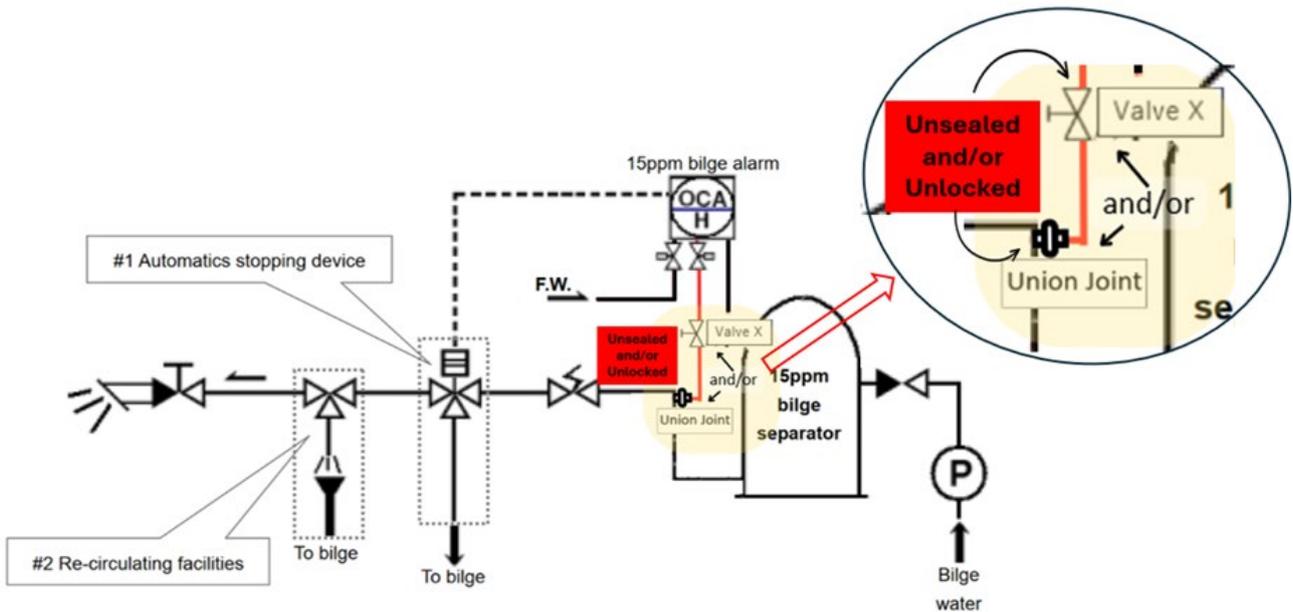


Figure 2 Arrangement where Valve X and/or the Union Joint is Unsealed

AMSA may require a test by intentionally closing Valve X and/or disconnecting the sample line at the union joint while the system is running.

a. Compliance Criteria

Upon closing Valve X and/or disconnecting the sample line at the union joint:

- The 15ppm bilge alarm should be activated,
AND
- The automatic stopping device (3-way valve) should stop overboard discharge.

b. Non-compliance Criteria

Upon closing Valve X and/or disconnecting the sample line at the Union joint,

- If the alarm does not activate and the discharge does not stop automatically, the arrangement is considered non-compliant.

1.2. Where no Valve X and/or no union joint is fitted on the sample line to the 15ppm bilge alarm

(Refer to Figure 3)

: If the sample water line is fully welded, or if fittings/joints that cannot be operated or removed are used, the arrangement is considered compliant from the standpoint of preventing willful manipulation.

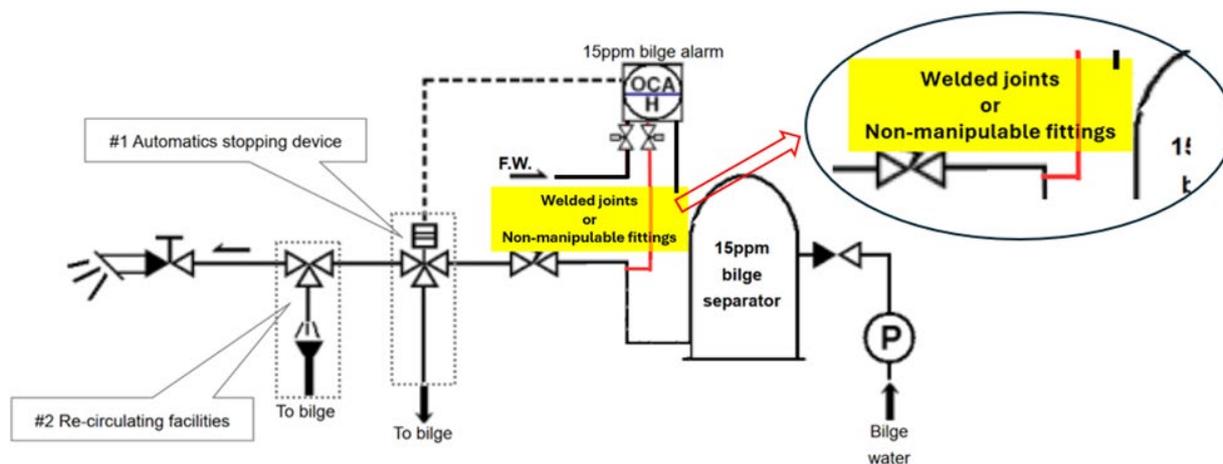


Figure 3 Arrangement where no Valve X and/or no union joint is fitted on the sample line to the 15ppm bilge alarm

2. Clean Water Flushing and Adequate Sample Flow Assessment (Prevention of Clogging)

: During the inspection, AMSA may assess the clean water flushing and check for no or inadequate sample flow due to blockages (clogging) of the sample line. MN addresses that such operational failures indicate non-compliance with the maintenance and shipboard operation requirements of the ISM code.

For detailed guidance on the proper operation and maintenance of the equipment (including the prevention of clogging), please refer to the previously issued [ClassNK PSC Bulletin No.23](#).

■ Countermeasures for Sample line valves and/or fittings assessment

• Before entering Australian ports, please ensure that the vessel complies with ①, ② or ③. In addition, even if the measures have been implemented, if there are any discrepancies between the onboard drawings and the actual piping, etc., it is necessary to revise the relevant drawings and have them confirmed by ClassNK (*2).

*2 This drawing confirmation may be made either at periodic surveys (by endorsement by the NK attending surveyor) or by submission via NK-PASS for approval by the NK Head Office.

• Where Valve X and/or union joints are fitted on the sample line

① Valve X and/or Union joint is **sealed** (Refer to Figure 1)

② If Valve X and/or the Union Joint are **unsealed**, (Refer to Figure 2)

: Upon closing Valve X and/or disconnecting the sample line at the union joint, the 15ppm bilge alarm is activated & the automatic stopping device (3-way valve) stops overboard discharge.

• Where no Valve X and no union joint is fitted on the sample line

③ The sample water line is fully welded, or if fittings/joints that cannot be operated or removed are used. (Refer to Figure 3)

• Also, should either ② or ③ be selected instead of applying ①, please consult the manufacturer in advance to confirm applicability and obtain any necessary advice.