



CG-CVC
Office of Commercial Vessel Compliance

MI Notice 04-13
August 26, 2013

Marine Inspection Notice

CARIBBEAN PORT STATE CONTROL REGIMES ANNOUNCE 2013 CONCENTRATED INSPECTION CAMPAIGN

The Maritime Authorities of the Caribbean Memoranda of Understanding (MoU) on Port State Control (PSC) will launch a joint Concentrated Inspection Campaign (CIC) with the purpose to ensure compliance with MARPOL Annex I, Regulation 14. The scope of the CIC is to investigate the operability of oil filtering equipment systems and the arrangements for handling sludge. Special attention will be given to oil filtering equipment, IOPP Certificates, Oil Record Books (Part I – Machinery Space Operations), maintenance records, and other applicable documentation. This inspection campaign will be held for three months, **1 September 2013** through **30 November 2013**.

Owners and operators of U.S. flag vessels should expect that during regular PSC inspections selected items will be inspected in more detail for compliance with MARPOL Annex I, Regulation 14. Port State Control Officers will apply the enclosed questionnaire of 12 selected items relating to documentation, equipment, and crew familiarization. Reminder: until the revised Oil Record Book is made available for U.S. vessels, a copy of Resolution MEPC 187(59) should be appended to the 2007 version of the Oil Record Book, CG-4602A (Rev. 01-07) [see [CG-CVC letter on the Continued Use of 2007 Oil Record Book, CG-4602A \(Rev. 01-07\)](#), posted on HOMEPORT under Domestic Vessels > MARPOL > MARPOL Annex I].

When deficiencies are found, actions by the Port State may vary from recording a deficiency and instructing the master to rectify it within a certain period to detaining the vessel until serious deficiencies have been rectified. Additionally, U.S. vessel detentions may result in a follow-up inspection by the Coast Guard and/or the authorized classification society if applicable. The results of the campaign will be analyzed and findings will be presented to the governing bodies of the MoUs for submission to the IMO.

U.S.-flag vessel owners and operators are encouraged to take the steps necessary to become familiar with the CIC criteria prior to the campaign. Verifying that vessels meet applicable requirements under MARPOL in advance of foreign voyages and port calls can go a long way toward facilitating PSC inspections.

Officers in Charge, Marine Inspection (OCMIs) are requested to facilitate wide distribution of this Notice to vessel operators that could be affected. The Coast Guard stands ready to assist vessels owners and operators in this compliance effort. Please contact your OCMI with questions.

Questions concerning this notice may be directed to LT Cory Heard, Office of Commercial Vessel Compliance, Commandant (CG-CVC) at 202-372-1208.



MARPOL ANNEX I

CIC QUESTIONNAIRE

1. Does the vessel have Oil Filtering Equipment (OFE) on board?

YES NO NA NI

REMARK(S)

2. Does the vessel's OFE system have an alarm and an automatic stopping device?

YES NO NA NI

REMARK(S)

3. Is the OFE equipment type approved according to the IOPP certificate?

YES NO NA NI

REMARK(S)

4. Is the 15 ppm alarm correctly adjusted and operable?

YES NO NA NI

REMARK(S)

5. Is the 3-way-valve or stopping device functioning?

YES NO NA NI

REMARK(S)

6. Is the OFE-system free of illegal by-passes?

YES NO NA NI

REMARK(S)

7. Is the incinerator suitable for burning oil residues been marked in the IOPP certificate?

YES NO NA NI

REMARK(S)

8. Is the auxiliary boiler suitable for burning oil residues been marked in the IOPP certificate?

YES NO NA NI

REMARK(S)

9. Are the sludge tanks free of illegal direct connections overboard?

YES NO NA NI

REMARK(S)

10. Has the sludge pipeline a standard discharge connection to enable pipes of reception facilities?

YES NO NA NI

REMARK(S)

11. If sludge has not been discharged into port reception facilities, has the incinerator or the auxiliary boiler been used for burning sludge on board?

YES NO NA NI

REMARK(S)

12. Is the remaining sludge and/or bilge water tank capacity sufficient for the intended voyage?

YES

NO

NA

NI

REMARK(S)

Was this ship detained due to this CIC: YES NO

Key: NA – Not applicable

NI – Not inspected (Please state why in the remarks section)