TÜRK LOYDU

TECHNICAL CIRCULAR

Circular No: S-P 35/13 **Revision:** 1 **Page:** 1 of 3 **Date:**02.12.2016

Related Requirement: MEPC.1/Circ.753/Rev.1, MEPC.1/Circ.868
Subject: Interpretations of MARPOL Annex I Regulation 12

MARPOL Annex I Regulation 12.3.1

Interpretation for Capacity of sludge tanks

1. To assist Administrations in determining the adequate capacity of sludge tanks, the following criteria may be used as guidance. These criteria should not be construed as determining the amount of oily residues which will be produced by the machinery installation in a given period of time. The capacity of sludge tanks may, however, be calculated upon any other reasonable assumptions. For a ship the keel of which is laid or which is at a similar stage of construction on or after 31 December 1990, the guidance given in items .4 and .5 below should be used in lieu of the guidance contained in items .1 and .2.

.1 For ships which do not carry ballast water in oil fuel tanks, the minimum sludge tank capacity (V1) should be calculated by the following formula:

V1 = K1CD(m3) where:
K1 = 0.01 for ships where heavy fuel oil is purified for main engine use, or 0.005 for ships using diesel oil or heavy fuel oil which does not require purification before use;
C = daily fuel oil consumption (metric tons); and
D = maximum period of voyage between ports where sludge can be discharged ashore (days). In the absence of precise data a figure of 30 days should be used.

.2 When such ships are fitted with homogenizers, sludge incinerators or other recognized means on board for the control of sludge, the minimum sludge tank capacity (V1) should, in lieu of the above, be:

V1 = 1 m3 for ships of 400 gross tonnage and above but less than 4,000 gross tonnage, or 2 m3 for ships of 4,000 gross tonnage and above.

.3 For ships which carry ballast water in fuel oil tanks, the minimum sludge tank capacity (V2) should be calculated by the following formula:

V2 = V1 + K2B(m3) where:
V1 = sludge tank capacity specified in .1 or .2 above in m3;
K2 = 0.01 for heavy fuel oil bunker tanks, or 0.005 for diesel oil bunker tanks; and
B = capacity of water ballast tanks which can also be used to carry oil fuel (tonnes).

.4 For ships which do not carry ballast water in fuel oil tanks, the minimum sludge tank capacity (V1) should be calculated by the following formula:

V1 = K1CD(m3) where:
K1 = 0.015 for ships where heavy fuel oil is purified for main engine use or 0.005 for ships using diesel oil or heavy fuel oil which does not require purification before use;
C = daily fuel oil consumption (m3); and

D = maximum period of voyage between ports where sludge can be discharged ashore (days). In the absence of precise data a figure of 30 days should be used.

.5 For ships where the building contract is placed, or in the absence of a building contract, the keel of which is laid before 1 July 2010, and which are fitted with homogenizers, sludge incinerators or other recognized means on board for the control of sludge, the minimum sludge tank capacity should be:

.5.1 50% of the value calculated according to item .4 above; or
.5.2 1 m3 for ships of 400 gross tonnage and above but less than 4,000 gross tonnage or 2 m3 for ships of 4,000 gross tonnage and above; whichever is the greater.

2. Administrations should establish that in a ship the keel of which is laid or which is at a similar stage of construction on or after 31 December 1990, adequate tank capacity, which may include the sludge tank(s) referred to under 1.1 above, is available also for leakage, drain and waste oils from the machinery installations. In existing installations this should be taken into consideration as far as reasonable and practicable

MARPOL Annex I Regulation 12.3.2

Interpretation for Designated pump disposal

1. A designated pump should be interpreted as any pump used for the disposal of oil residue (sludge) through the standard discharge connection referred to in regulation 13, or any pump used to transfer oil residue (sludge) to any other approved means of disposal such as an incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which are prescribed in paragraph 3.2 of the Supplement to IOPP Certificate Form A or B.
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MARPOL Annex I Regulation 12.3.3

Interpretation for No Discharge Connection

1. Screw-down non-return valves arranged in lines connecting to common piping leading to the standard discharge connection required by regulation 13, provides an acceptable means to prevent sludge from being transferred or discharged to the bilge system, oily bilge water holding tank(s), tank top or oily water separators.

MARPOL Annex I Regulation 12.3.4

Interpretation for Overboard Connection of Oil Residue (Sludge) Tanks

1. Ships having piping to and from oil residue (sludge) tanks to overboard discharge outlets, other than the standard discharge connection referred to in regulation 13 installed prior to 4 April 1993 may comply with regulation 12.3 by the installation of blanks in this piping.

MARPOL Annex I Regulation 12.3.5

Interpretation for Overboard Cleaning of Oil Residue (Sludge) Tanks and Discharge of Residues

1. To assist Administrations in determining the adequacy of the design and construction of oil residue (sludge) tanks to facilitate their cleaning and the discharge of residues to reception facilities, the

following guidance is provided, having effect on ships the keel of which is laid or which is at a similar stage of construction on or after 31 December 1990:

.1 sufficient man-holes should be provided such that, taking into consideration the internal structure of the oil residue (sludge) tanks, all parts of the tank can be reached to facilitate cleaning;

.2 oil residue (sludge) tanks in ships operating with heavy oil, that needs to be purified for use, should be fitted with adequate heating arrangements or other suitable means to facilitate the pump ability and discharge of the tank content

.3 the oil residue (sludge) tank should be provided with a designated pump for the discharge of the tank content to reception facilities. The pump should be of a suitable type, capacity and discharge head, having regard to the characteristics of the liquid being pumped and the size and position of tank(s) and the overall discharge time.

.4 where any oil residue (sludge) tank (i.e. oil residue (sludge) service tank*) that directly supplies oil residue (sludge) to the means of the disposal of oil residues (sludge) prescribed in paragraph 3.2 of the Supplement to IOPP Certificate Form A or B is equipped with suitable means for drainage, the requirements in subparagraph .3 above may not be applied to the oil residue (sludge) tank.

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* *"Oil residue (Sludge) Service tank" means a tank for preparation of oil residue (sludge) for incineration as defined in paragraph 5.3.3 of the appendix to the annex to the 2008 Revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS) (MEPC.1/Circ.642).* .