


5th July, 2024
Ref NO. TN060703D1E

To Our Valued Customers,

Subject: Emergency Measure for AMSA Marine Notice 2024/03

AMSA has issued Marine Notice 2024/03 (hereinafter referred to as MN / Attachment 1) regarding the inspection procedures and detention criteria for the 15ppm Bilge Separators and the 15ppm Bilge Alarms.

In addition, ClassNK has released its perspective on the corresponding measures in the ClassNK PSC Bulletin (hereinafter referred to as NK-PSC24 / Attachment 2).

When operating our Bilge Separator in conjunction with a Bilge Alarm ^(※1), our system is equipped with a valve (hereinafter referred to as the Sampling Valve, refer to Figure 1, Part ) on collection piping of sample water for the Bilge Alarm, specifically designed for use during the maintenance. Hence, this configuration requires inspection by AMSA.

※1: The model of the Bilge Alarm:

Model: BilgMon 488, made by Brannstrom Sweden AB

Models: FOCAS-1800 / FOCAS-2000, made by Fellow Kogyo Co., LTD.,

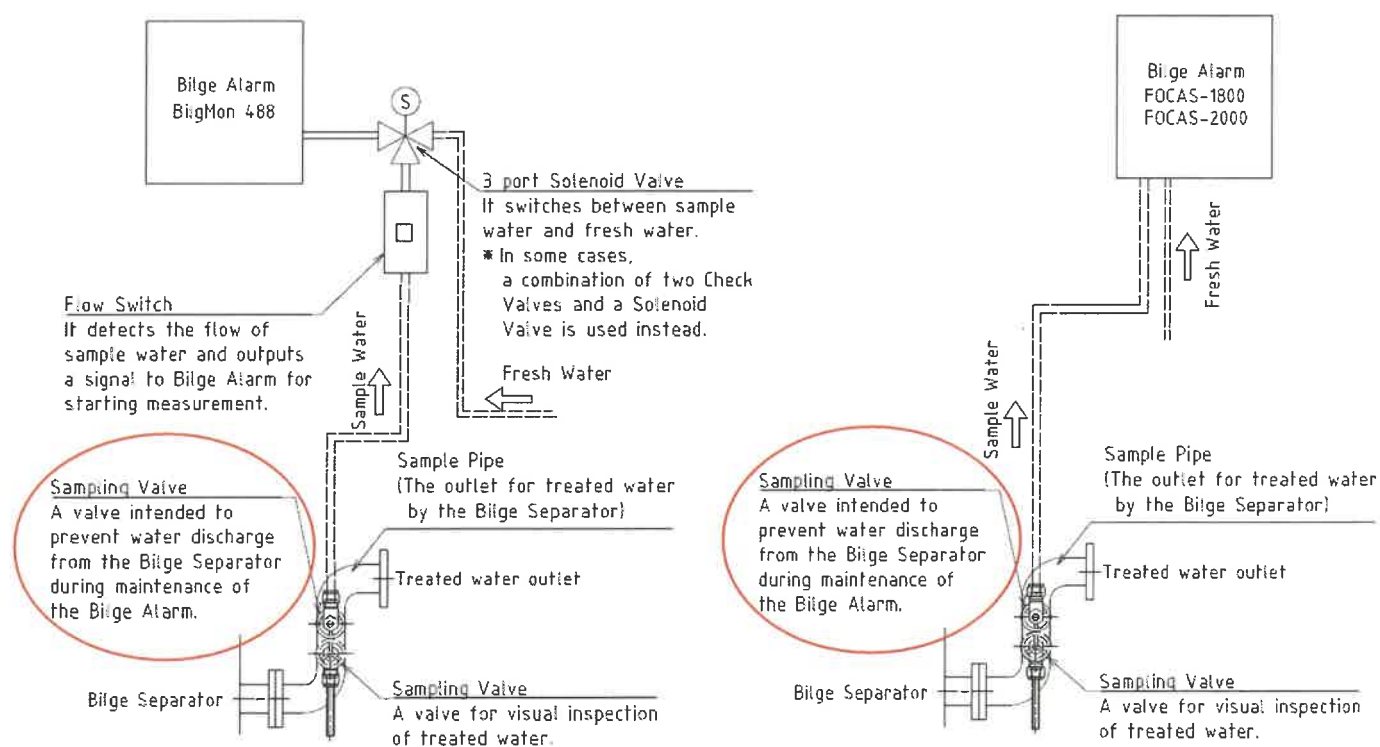


Figure 1: Piping diagrams for each Bilge Alarm.

AMSA's inspection criteria exceed the requirements of IMO Res. MEPC.107(49), therefore our standard system do not pass certain parts of the tests as listed below.

1. Inspection of MN P4/5, Considerations during testing 1 (with flow switch):

After closing the Sampling Valve to stop the sample water, the automatic stopping device (3-way valve) for overboard discharge will switch to the tank side in order to stop overboard discharge within 20 seconds.

However, as the Bilge Alarm enters standby mode, it will not output an alarm signal.

2. Inspection of MN P4/5, Considerations during testing 2 a) (without flow switch):

After closing the Sampling Valve to stop the sample water, if the oil content of the residual sample water in the measuring cell of the Bilge Alarm is below 15 ppm, the automatic stopping device (3-way valve) for control of overboard discharge will keep the direction to the overboard discharge (※2).

As described in NK-PSC24, measure as shown in Figure 6 of MN, where the Sampling Valve is secured in the open position, are accepted by AMSA.

※2: In the case of installing a Bilge Alarm of Fellow Kogyo CO., LTD., the automatic stopping device (3-way valve) for control of overboard discharge will switch to the tank side, however as in the above 1, the alarm is not output from the Bilge Alarm and the vessel is likely to be detained.

3. Inspection of MN P4/5, Considerations during testing 2 b) (without flow switch):

Closing the Sampling Valve during inspection is viewed as evidence that wilful manipulation is possible, the operational testing the above 1 or 2 will be required.

We are currently in the process of preparing two measures as to avoid a detain by AMSA.

- 1) A relay box for alarm output in the event of sample water loss.
- 2) A Bilge Alarm (Model: BilgMon 488) with an additional function that outputs the alarm in the event of sample water loss.

Until the above measures are ready, you are kindly requested to implement emergency measure as follows.

< Emergency Measure >

Cut the handle shaft while keeping the Sampling Valve in the open position. (refer to Photo 1)

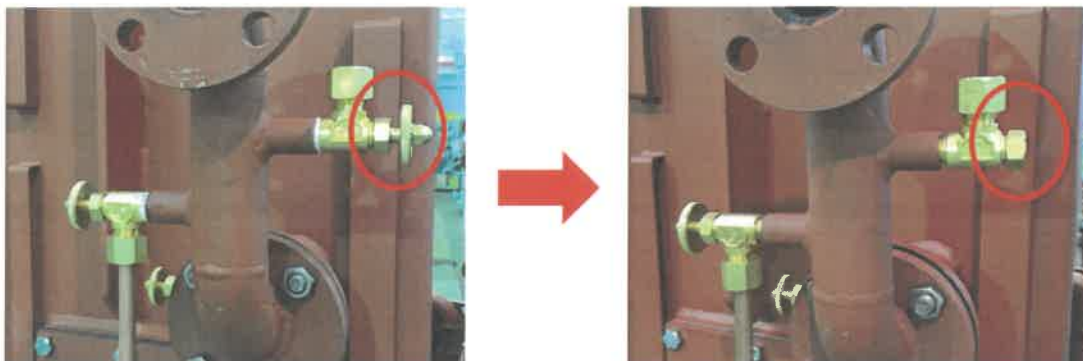


Photo 1: Cutting the handle shaft of the Sampling Valve.

NOTE: Cutting the handle shaft causes that water from the Bilge Separator flowing into the Bilge Alarm when replacing the measuring cell or cleaning it by the brush.

Thus, the water level inside the Bilge Separator will be lowered (refer to Figure 2).

As the water level in the Bilge Separator is lowered, the inside of the Bilge Separator is contaminated by oil that has accumulated in the upper part of the Bilge Separator.

There is also a risk of oil being discharged through the treated water outlet. Furthermore, the Bilge Alarm may also be contaminated.

Hence, maintenance of the Bilge Alarm must only be carried out after the Bilge Separator has been emptied of water. (※3)

※3: When emptying the Bilge Separator, discharge the separated oil thoroughly according to the suspension of operation procedure in the instruction manual.

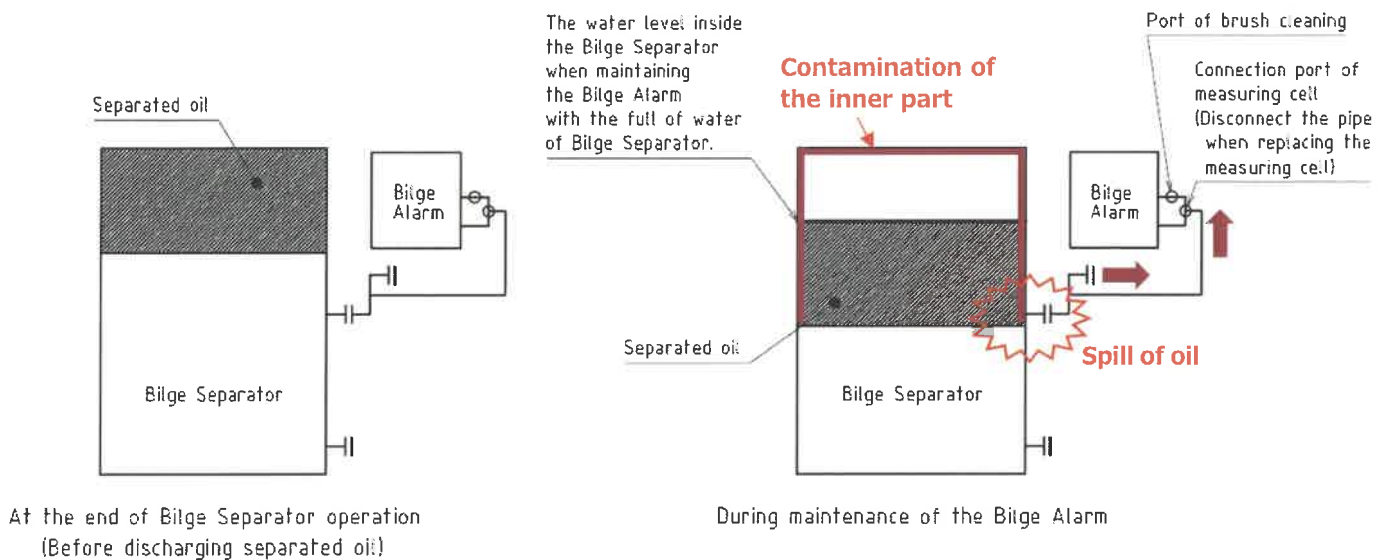


Figure 2: Contamination by oil inside the Bilge Separator.

The release of a new relay box and a Bilge Alarm (Model: BilgMon 488) with an additional function will be informed again once preparations are complete.

* Our Bilge Separators and the Bilge Alarms made by Brannstrom Sweden AB and Fellow Kogyo Co., LTD. are designed according to the requirements of IMO Res. MEPC.107(49) and certified by the Authorities in each country and the classification societies.

Bilge Separator: JG, USCG, DNV(MED), CCS, CR

Bilge Alarm (BilgMon 488): JG, BG Verkehr, USCG, DNV(MED), NK, CCS

Bilge Alarm (FOCAS-1800): JG, USCG, DNV(MED), CCS, KR, CANADA

Bilge Alarm (FOCAS-2000): JG, USCG, DNV(MED)

Your kind understanding to the above would be highly appreciated.

Yours Faithfully,


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