

ДЕРЖАВНЕ ПІДПРИЄМСТВО
«КЛАСИФІКАЦІЙНЕ ТОВАРИСТВО РЕГІСТР СУДНОПЛАВСТВА УКРАЇНИ»
STATE ENTERPRISE
«CLASSIFICATION SOCIETY SHIPPING REGISTER OF UKRAINE»

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20» 01 20 23 № 23.7 - 65

На № _____ від « _____ » _____ 20 ____.

To: Owners, Shipowners and Managers of ships

Re: In-use fuel oil sampling points

Dear Sirs,

Pleas be informed that, in accordance with IMO Resolution MEPC.324(75), amendments to MARPOL Annex VI concerning sampling and verification of the sulphur content of fuel oil entered into force on 1st April 2022.

In accordance with these amendments, for each ship of 400 gross tonnage and above engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties, of sampling point(s) shall be fitted or designated for the purpose of taking representative samples of the fuel oil being used on board the ship. For ships constructed before 1 April 2022, such sampling point(s) shall be fitted or designated not later than the first renewal survey for International Air Pollution Prevention Certificate on or after 1 April 2023.

Shipowners shall designate or fit such sampling point(s) in the fuel oil system, show it in the piping diagram, submit the vessel to survey concerning number and location of sampling points. After that new International Air Pollution Prevention Certificate will be issued to the ship.

As a rule the sampling points of fuel oil in use on a ship should be built into fuel oil system of a vessel. The number and location of designated fuel oil sampling points depends on service tank arrangements, included service tanks of fuel oil boiler, emergency diesel generator etc. The number and location of sampling points should prevent the possibility of fuel oil cross-contamination. Fuel oil sampling points to be used should fulfil all of the following conditions:

1. Be easily and safely accessible;
2. Take into account different fuel oil grades being used for the fuel oil combustion machinery item;
3. Be downstream of the in-use fuel oil service tank;



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4. Be as close to the fuel oil combustion machinery as safely feasible taking into account the type of fuel oil, flow-rate, temperature, and pressure behind the selected sampling point;
5. Be clearly marked for easy identification and described in either the piping diagram or other relevant documents;
6. Each sampling point should be located in a position shielded from any heated surface or electrical equipment and the shielding device or construction should be sturdy enough to endure leaks, splashes or spray under design pressure of the fuel oil supply line so as to preclude impingement of fuel oil onto such surface or equipment; and
7. The sampling arrangement should be provided with suitable drainage to the drain tank or other safe location.

The sampling points of fuel oil in use on a ship may be mounted on the service tanks. In such case the sampling points should meet the requirements given above. Sampling from service tanks should not be undertaken by means of removing an access plate or from the test drain connection.

Attached: IMO MEPC.324(75), IMO MEPC.1/Circ.864/Rev.1, IMO MEPC.1/Circ.889.

Yours sincerely

Oleksandr Riffa
Director General

