

Commonwealth of Dominica**Office of the Maritime Administrator**

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, MOBILE OFFSHORE DRILLING UNITS AND RECOGNIZED ORGANIZATIONS

SUBJECT: PASSENGER VESSELS ENVIRONMENTAL INSPECTION CHECKLIST BY U.S. COAST GUARDS

REFERENCE: (a) U.S. Coast Guard Navigation and Vessel Inspection Circular No. 04-04

ATTACHMENTS: Foreign Passenger Vessel Pollution Survey Exam Book

PURPOSE: The purpose of this Safety Circular is to improve and ensure the compliance of Dominica flag large passenger vessels with existing U.S. Federal and state environmental standards. Enclosed to the circular is a checklist forming an extensive list of possible inspection items related to pollution prevention equipment, operation, plans and records. It is intended as a job aid to be used by Coast Guard personnel during certificate of compliance examinations onboard foreign-flagged passenger vessels. This checklist will be incorporated into a future revision of the existing U.S. Foreign Passenger Vessel Examination Book, CG-840.

APPLICABILITY: Dominica flag passenger vessels calling on U.S. ports

GUIDELINES:

- 1** The enclosed checklist reflects the collective work of the USCG, FCCA and FDEP and has been tested for use by several Coast Guard Marine Safety Offices. The checklist is not a listing of all items to be inspected; rather the marine inspector should use it as a reminder of the various items that may be examined during a certificate of compliance examination of a foreign passenger vessel.
- 2** The marine inspector's experience, knowledge, and judgment will determine the depth and scope of each examination. However, each marine inspector should select

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at least one waste stream for a thorough and detailed inspection during every annual or periodic foreign passenger vessel examination.

- 3 The stream selection will be based on the marine inspector's discretion, taking into account the inspector's impression about the condition of the various waste stream systems on board the vessel. The selection will also be based on the need to inspect all systems over a reasonable period of time, whether a particular waste stream is applicable for examination (e.g. there may be no requirement applicable to gray water at the port of examination or the vessel does not discharge/offload hazardous waste), and maintaining randomness so that the operator has no advance knowledge of the waste stream that may be selected.
- 4 During the examination, the operator should be able to present to the marine inspector a clear description of the practices and procedures for handling each waste stream and also to produce such records, as the inspector might need to verify compliance with these guidelines. If any elements are not addressed there should be a rationale for its omission.
- 5 The different waste streams may be categorized as follows:
 - .1 Oil pollution prevention systems: include the oily water separator, the fuel/lubricating oil transfer, and sludge containment system. The marine inspector should verify that the oily water separator is operating within the desired range; that the alarms are working; that crew is knowledgeable and operating instructions are posted; and that maintenance is carried out at regular intervals. Actual piping may be verified against the approved piping diagram if the marine inspector notices modifications made to the system.
 - .2 Black water system: includes marine sanitation devices (MSDs) and other systems to treat, store, and discharge sewage. The checklist is designed to guide the marine inspector through some basic questions to ascertain whether the system is working as designed and that the crew is properly trained in its operation. For example, does the MSD appear to be properly installed? Is the MSD approved for use on this particular vessel (USCG Approved, IMO or Administration Approved to MARPOL Annex IV)? Is there adequate capacity or throughput for the number of persons on board? Are maintenance procedures being followed, including procedures outlined in the vessel's SMS? Are there records of expendables being ordered: filters, chemicals, et cetera? Are the units operating within the manufacturer's design specifications? Are there clear and simple operating instructions? Is the crew knowledgeable in the use of the equipment/system?

- .3 Hazardous waste: includes dry cleaning (containing Perchloroethylene, or commonly-called “PERC”) waste, used paints and thinners that contain hazardous substances, silver-bearing photo-processing waste, cleaning solutions and other items that contain hazardous substances. Each vessel may vary in both the type and volumes of hazardous waste generated depending on the technology and processes used aboard. This checklist is designed to evaluate onboard management of hazardous waste streams, to ensure that hazardous constituents are not released into the environment, and that accountability is demonstrated via adequate waste disposal records.
- .4 Non-hazardous waste: includes shipboard garbage including plastics and synthetic material, medical waste, food wastes and recyclables such as glass, cardboard, aluminum and metal cans. Items to be checked may include: disposal and incineration records; waste sorted to prevent hazardous waste from entering the non-hazardous waste stream; no plastics or synthetics discharge overboard; separate and proper disposal of hazardous and non-hazardous incinerator ash; and proper disposal of cooking grease from grease traps.
- .5 Gray water system: includes discharges from galley, sinks, washbasin drains, showers, and baths, excluding drains and sinks from medical spaces. These may be held in large tanks before being pumped overboard. The handling and discharge of gray water will vary from ship to ship and the inspector should ensure the procedures followed by the ship correspond to those described in its SMS documentation. If gray water is directed to MSD systems, the marine inspector shall ensure that combined gray water/black water throughput does not exceed the throughput of the MSD systems. Other waste streams such as hazardous waste or medical waste must also not be mixed with gray water. Drains from hospitals, photo labs (if hazardous substances are used and stored therein), and slops, must be separate from the gray water system.

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Encl: (1) Foreign Passenger Vessel Pollution Survey Exam Book (CG-840 PSEB)