



Action code: AT FIRST OPPORTUNITY

Approved Methods
Pre-2000 marine diesel engines

SL10-534/MFP
September 2010

Concerns

Owners and operators of MAN B&W two-stroke marine diesel engines installed on ships built during 1990-1999. Types: MC/MC-C

Summary

MAN Diesel & Turbo has developed Approved Methods for pre-2000 engines. A web page for more information can be found at www.mandieselturbo.com.

Dear Sirs

This Service Letter is a follow-up to our previous Service Letter from November 2009 (SL09-520) where IMO's Approved Methods for pre-2000 marine diesel engines were introduced based on the revised MARPOL Annex VI. The Regulation entered into force on 1 July 2010.

An Approved Method for an MAN B&W engine consists of a slide valve (with a newly developed low-NO_x nozzle) and, in some cases, minor performance adjustments. The application of an MAN B&W Approved Method will result in a range of benefits, among others:

- compliance with MARPOL Annex VI, Regulation 13, chapter 7
- unchanged or slightly improved fuel oil consumption
- reduced emissions of NO_x, carbon monoxide, hydrocarbons and particulate matter
- improved low-load operation
- cleaner combustion chamber and exhaust gas ways.

The first engine type to receive an Approved Method is the S70MC. The S60MC and S50MC will follow during the second half of 2010. Further engine types are being considered, and we will inform you when and if new engine types are approved.

Yours faithfully

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HOME PAGE

MAN Diesel & Turbo has introduced a web-based tool to guide owners on how to comply with the IMO regulations. The tool will provide guidance on how to handle individual specific engines.

The home page includes information on:

- MAN B&W engine Approved Methods notified to IMO (the Approved Methods are introduced gradually for different engine types).
- Definitions of criteria to verify if a specific engine is included. The procedure for verifying Approved Method applicability is explained in detail on the home page.
- The shipowner’s obligations and who to contact, if necessary.

ACTION CODE

Please note that the definition of the action code applied for this Service Letter has been modified to include the text highlighted below:

Action Code: **AT FIRST OPPORTUNITY**

Information that describes the risk of a major breakdown and consequent off-service, i.e. a costly casualty for the operator. **Furthermore, this code covers regulatory requirements, the violation of which may result in the detention of a ship.**

ACTION

It is the shipowner’s obligation (when a vessel renewal survey is coming up following 1 July 2010) to verify whether an Approved Method has been released for his specific engine.

If an Approved Method is available, the shipowner shall introduce the Approved Method on board before the next renewal survey. If no Approved Method is available, the engine is in compliance, but the Class must amend the new IAPP that no Approved Method exists.

The home page can be found at: www.mandieselturbo.com under the heading: PrimeServ - Marine Systems - Retrofit & Upgrade, or use the following link:

<http://www.mandieselturbo.com/AM>

For further advice or clarification, you may contact the engine manufacturer or our PrimeServ department in Copenhagen on e-mail: PrimeServ-cph@mandieselturbo.com