

Subject :

Maximum shock-cooled
flue gas temperature
of shipboard incinerators

NKTECHNICAL INFORMATION

No. : 385

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To shipowners and shipbuilders concerned,

As informed by NK Technical Information No. 350, shipboard incinerators installed on board ships on or after 1 January 2000 are required to be of those approved by the flag administration taking into account the standard provided in MEPC.76(40) under Regulation 16 of Annex VI to MARPOL73/78.

While the Annex has not yet come into effect, it would retroactively be applied to incinerators installed on board ships on or after 1 January 2000, and those not approved by the flag administration would be required to be replaced when it comes into force in the future. Therefore, it is suggested that incinerators to be installed on board ships should be of a type complying with an appropriate standard, even before the entry into force of the Annex.

In the above standard, to avoid building up of dioxins, the flue gas is required to be shock-cooled to a maximum 350°C at outlet of the combustion chamber. However, recent studies conducted in Japan and other countries show that, in fact, the shock-cooling of flue gas to around 350°C does not prevent but facilitate building up dioxins, and that the shock-cooling temperature should be a maximum 200°C.

Based on such knowledges, the Japanese government has submitted a proposal to International Maritime Organization (IMO) for an amendment to change the required shock-cooling temperature from a maximum 350°C to a maximum 200°C.

In view of the above, the Society strongly recommends that shipowners and shipbuilders choose one capable of shock-cooling the flue gas to a maximum 200°C when planning to install an incinerator on board a vessel classed with NK.

Ship Equipment Inspection Society of Japan (HK) has conducted examination of shipboard incinerators to certify their compliance with the MEPC standard requiring that they should be capable of shock-cooling to a maximum 200°C. For an incinerator certified by HK and installed on board a ship classed with NK, the Society would, when requested, record in an appropriate ClassNK survey record to the effect that it was found to be of a type certified as complying with the MEPC standard and, in addition, capable of shock-cooling the flue gas to a maximum 200°C upon carrying out confirmatory survey on board.

Should you have any question on this matter, please contact Material and Equipment Department at TEL: 81-3-5226-2020, FAX: 81-3-5226-2019.

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