



TECHNICAL CIRCULAR No. 091 of 5th December 2012

To: All Surveyors/Auditor

Applicable to flag: All Flags

Subject: **Anti-Fouling Systems**

Reference: USCG – AFS Convention

USCG Policy Letter on AFS Convention

The International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention) will come into force for US vessels, and foreign flag vessels in US waters, on 21 November 2012.

The United States Coast Guard (USCG) issued a policy letter (CG-CVC Policy Letter 12-08) on 15 October 2012 detailing the requirements and procedures for certification of US vessels and Port State Control procedures for foreign vessels.

- b. Port State Control (PSC) Procedures: The Coast Guard shall examine vessels for compliance with the AFS Convention during regularly scheduled PSC examinations¹ and shall be guided by the provisions of references (b), and (c), as implemented or modified by this policy letter.
- i. Basic Examination, Convention Vessels: Port State Control Officers (PSCO) should examine the IAFS Certificate or Declaration on Anti-fouling System, and the attached ROAFS, if appropriate. PSCOs should not take AFS samples during PSC examinations.

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- (1) The IAFS Certificate should be in conformity with Appendix I to Annex 4 of the AFS Convention and indicate whether an anti-fouling system controlled under Annex I of the AFS Convention has or has not been applied, removed, or been covered with a sealer coat, and whether an anti-fouling system controlled under Annex I of the AFS Convention was applied on the vessel prior to or after the date specified in AFS Convention.
 - (2) The IAFS Certificate should be properly completed and endorsed by the Administration or RCS.
 - (3) The ROAFS should be up to date and include attached records from dry-dockings related to AFS or sealer coat applications. Further, information on the ROAFS should agree with that shown on the IAFS Certificate.
- ii. Basic Examination, Non-Convention Vessels: The PSCO should ascertain whether the vessel is in compliance with the AFS Convention and may accept a SOVC, or an equivalent certification, issued by the flag Administration or a Recognized Organization on its behalf. This documentation should contain all of the information required in an IAFS Certificate and the associated ROAFS. Otherwise, the basic examination for these vessels is similar in scope to AFS Convention vessels. For status of the conventions, and which Administrations have not ratified the AFS Convention, see:
<http://www.imo.org/About/Conventions/StatusOfConventions>
 - iii. Expanded examination: During any examination, the examination team should expand the examination if "clear grounds" are established that the vessel is not in compliance with the AFS Convention. The following, among other things, constitute clear grounds for conducting an expanded examination into AFS Convention compliance:
 - (1) There is no evidence of compliance with the AFS Convention (e.g., missing IAFS Certificates or SOVCs).
 - (2) The IAFS Certificate or SOVC contains irregularities (for example, the painting or coating dates on the certificate do not agree with vessel dry-docking dates, there are numerous paint patches on the visible portion of the underwater hull, or the IAFS Certificate is not properly completed).
 - (3) Credible reports have been found or made of the vessel's non-compliance with the AFS Convention.
 - (4) Evidence that actual hull coatings are not consistent with those described on the IAFS Certificate, ROAFS, Declaration, or SOVC.

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REFERENCES:

USCG – AFS Convention

ATTACHMENTS: No.

Kindest Regards,
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