
	<p><b>SAFETY, HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</b></p> <p><b>6.4 CHECKING WATER AROUND VESSEL</b></p> <p><i>HSE PROCEDURES MANUAL</i></p>	<p>Sect : 6.4  Page : 1 of 3  Date : 07-Aug-25  Rev : 10.0  Appr : DPA</p>
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# CONTENTS

**CHECKING OF WATER AROUND VESSEL .....2**

1. GENERAL.....2

	<p><i>SAFETY, HEALTH, SAFETY, ENVIRONMENT AND QUALITY MANAGEMENT SYSTEM</i></p> <p><b>6.4 CHECKING WATER AROUND VESSEL</b></p> <p><i>HSE PROCEDURES MANUAL</i></p>	<p>Sect : 6.4  Page : 2 of 3  Date : 07-Aug-25  Rev : 10.0  Appr : DPA</p>
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## CHECKING OF WATER AROUND VESSEL

### 1. GENERAL

The deck officers and ratings must be vigilant for the presence of oil in the water from other sources while approaching port, the berth, or while the vessel is alongside.

Any oil, sheen or water discolouring sighted shall be recorded in deck log / bell book and the Master shall obtain signature from the pilot. If the pilot refuses to sign, it should also be indicated in the deck log with the name of the pilot.

The terminal authorities, agent, port authorities, company and operators shall also be informed if any oil is sighted while arrival port or berth.

Photographs of oil in water shall be taken and sent to relevant parties like agent, port authorities keeping the company in copy. Masters should be sensitive to local regulations regarding the taking of photos.


The officer on duty and crew shall monitor the surface of the water all around the vessel during cargo, ballast or bunker operations and special attention has to be paid near the following places or outfit as required:

- Sea-chest (Cargo & Ballast)
- Overboard discharges
- Floating hose
- Stern tube
- Shore connections and
- Near SPM & SBM if applicable.

If floating oil is observed on the surface of the water in the vicinity of the vessel, it shall be reported immediately to the officer on duty or the chief officer. Cargo / bunkering operation must be promptly suspended, and the source of the slick/sheen should be established (i.e.) is it coming from another vessel, from the jetty or from own ship.

Cargo / bunkering operations may be continued or resumed only if positive confirmation is available that the oil does not emanate from the vessel.

The Master shall also record the sighting stating that the oil was not discharged by his ship. In such cases the local authorities should be advised and an appropriate entry made in the deck log.

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Should the spill be from the shore terminal, a written letter of protest notice holding the terminal responsible should be prepared and delivered to the terminal supervisor or other responsible party by the Master.

Every effort should be made to have the shore representative sign the protest letter giving evidence of receipt of the notice.

The original should be left with the shore representative and signed copy should be retained on the ship.

Issuance of the letter of protest should be entered in the deck log. If the shore representative refuses to sign, it should also be indicated in the deck log with the name of the refusing party, if possible.

Details of the incident should be passed to company / operators by the fastest practical means.

The company may consider appointing a P&I surveyor to assist the Master.

Similar action should be taken if ever significant signs of oil are encountered during coastal passages, river transits etc.

Whilst at sea, the bridge OOW should monitor the sea astern of the vessel as a matter of routine for any indication of hull or stern tube leaks. Particular attention should be paid to this requirement during and after periods of heavy weather.

Every opportunity should be taken, either at anchorage or when alongside a jetty to visually examine the external hull for any biofouling growth, sign of leaks or potential defects of the hull and ship side fittings.