



### **Why campaign on Oily water separator**

- Company endeavors to achieve environmental excellence in all aspects of business.
- Company is committed to environmental practices which protect and preserve the marine environment in which our managed vessels operate.
- Company has a Zero tolerance for non-compliance with MARPOL by all personnel and any attempt to circumvent MARPOL requirements is totally unacceptable.
- Considering the introduction of various stringent regulations related to marine pollution, efficient operation and maintenance of oily water separators on board ships is a must.
- To prevent PSC detentions, fines, imprisonment, prosecution etc.

### **Commonly occurring PSC deficiencies regarding OWS**

- Crew's inability to test and operate the Oily Water Separator.
- Oily Water Separator having discharge pipe with remnants of oily water in the pipe.
- Malfunction of 15 ppm Oil content monitor and Automatic 3 way valve
- Engine room staff including chief engineer unable to demonstrate past operational record on screen of oil content meter and unaware that OCM recorded start / stop time.

### **Role of senior management onboard**

Ensure the following:

- All users of OWS equipment are well familiarized with the operations of the equipment.
- Schematic diagram, test procedures, operating procedures including procedures to show past operational record are posted near the equipment.
- OWS is maintained in a fully operational condition to the manufacturer's specifications.
- Company is informed and any defect is repaired without delay.
- Maintenance schedules are being followed (PMS- BASSNET).
- Scheduled tank sounding logs are maintained and signed (Daily Sounding Log to be maintained).
- Oily water separator piping has:
  - not been altered from ships original drawings
  - not physically by-passed
  - not fitted with any connections to by-pass the unit
- Sensing equipment is fully operational and has not been interfered with.
- OWS is NOT used without prior permission of Chief Engineer.
- Overboard Discharge Valve is kept lashed and locked and the key retained in the custody of the Chief Engineer.
- A sign posted close to the overboard valve stating "DO NOT OPERATE VALVE WITHOUT CEO PERMISSION".
- Tests have been performed to ensure the continued correct operation of the OWS.
- Bilge well in the engine room is in a clean condition.
- All Engineers aware of demonstrating start time /stop time and retrieving past operational record ( for at least 18 months) on the screen
- Systems mentioned in Section 1 of Technical procedure manual , Chapter 21 are secured against tampering by numbered seal provided by company
- Joining CEO removes a section of the OWS overboard line as soon as practical and inspect the section for oil residues.



## OWS campaign

### **Placard in each machinery space, bilge and ballast pump station**

#### Discharge of Oil Prohibited

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States, if such discharge causes a film or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions including fines and imprisonment.

### **Record keeping**

- Ensure that all entries in the tank sounding log, ORB (oil record book) are completed by the crew member who performed the task.
- Correctly maintain the oil record book (ORB) and the record of discharges of oily water separator effluent into the sea.
- Ensure that the completed operation is signed by the officer or officers in charge of the operations concerned. It is to be verified by Chief Engineer and each completed page is signed by the Master.
- Ensure the status of OWS equipment is recorded in the handover notes of the CEO.
- Record the independent verification of the correct operation of the OWS.
- Ensure maintenance of OWS is carried out as per PMS and recorded.

### **SMS reference related to OWS**

- Technical procedures manual – Chapter 21 - Oily water separator
- HSE procedures manual – Chapter 6.2 - Control of operational discharges of oil
- Form 3.2.7 a – Details of seals on lines / valves/ manholes
- Form 3.2.7 b – Details of flexible hoses in engine room
- Form 3.2.7 c – Details of overboard valves in engine room
- Form 3.2.7 d – Record of inspection by master

### **PMS for OWS (Bassnet)**

☐	803.501	OILY WATER SEPARATOR
----	803.501.11	AIR VALVE FOR OILY W. SEP.
----	803.501.21	SOLENOID VALVE (1) FOR OILY W. SEP.
----	803.501.23	SOLENOID VALVE (2) FOR OILY W. SEP.
----	803.501.27	STRAINER FOR OILY W. SEP.
----	803.501.29	SAFETY VALVE FOR OILY W. SEP.
----	803.501.31	PRESSURE ADJUSTING VALVE (AL-300) FOR OILY W
----	803.501.71	FOCAS - 1500C BILGE ALARM
----	803.501.72	OIL LEVEL PROBE
----	803.501.73	COALESCER