



PREVENTION AT SEA

CIRCULAR 05/2019

“OILY WATER SEPARATOR –
DO NOT GET EXPOSED”

Don't Cure,
PREVENT

“Oily Water Separator – Do not get Exposed”

Case#1: During a H.E.L.M.E.T. audit on a tanker vessel, the PaSea Auditor observed that the Oily Water Separator (OWS) was malfunctioning due to an issue with the three way valve not properly working. It was also noticed that the Engine Crew was not familiar with the general operation of the OWS as well as how to extract data from the recording device. The PaSea Auditor explained to the Master & Engine Crew the seriousness of the situation in addition to noting it in the audit report.

*A month later, during a PSC inspection the vessel **was detained** due to the above mentioned observation.*

MARPOL ANNEX I Regulation 14 requires:

Oil filtering equipment referred to in paragraph 2 of regulation 14 shall comply with paragraph 6 of this regulation. In addition, the OWS shall be provided with alarm arrangements to indicate when this level cannot be maintained. The OWS shall also be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 parts per million (ppm). In considering the design of such equipment and approvals, the Administration shall have regard to the specification recommended by IMO.

MEPC.107(49) 4.2.9 mentions:

The 15ppm Bilge Alarm should record date, time and alarm status and operating status of the 15 ppm Bilge Separator. The recording device should also store data for at least 18 months and should be able to display or print a protocol for official inspections as required. In the event the 15ppm Bilge Alarm is replaced, means should be provided to ensure the data recorded remains available on board for 18 months.



Why is proper condition of OWS important?

Environmental protection is a priority for the shipping industry and the good condition of the OWS is one of the ways to achieve it. The 15 ppm alarm ensures that bilge water containing oil at more than 15ppm clean water will not be discharged into the sea.

WHAT WENT WRONG ?

- The periodical inspection as per the OWS manufacturer instructions and the Company's PMS was not conducted in a proper way.
- The Engine Crew members underestimated the seriousness of the situation.

The Company did not follow up on the finding of the PaSea Auditor for the OWS to be repaired and additional training and/or familiarization to be provided to Engine crew.
- Absence of Environmental Awareness.



BEST PRACTICE

- Ensure periodic inspection of the OWS and associated equipment is properly conducted.
- Ensure training and familiarization to be provided to the Engine crew.
- Ensure that any malfunction of the OWS is reported to the Company in due course.
- Ensure proper implementation of MARPOL requirements and Company's Policy regarding Environmental Protection.
- Spread Environmental Awareness to all Crew members.



**REMEMBER: ENVIRONMENTAL AWARENESS IS NOT THEORITICAL...
IT CAN BE PRACTICALLY EVIDENCED!**

Don't Cure Prevent

Circular 05/2019



FOR MORE INFORMATION,
PLEASE DO NOT HESITATE TO CONTACT US.



Prevention at Sea Ltd
52 Arch. Makariou III Avenue,
Ydrogios Tower, CY 6017
Larnaca - Cyprus

Tel: +357 24819800
Fax: +357 24819881



Tel: +30 210 64 37 637



info@preventionatsea.com



www.preventionatsea.com

CIRCULAR 05/2019