

Commonwealth of Dominica**Office of the Maritime Administrator**

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Failure of Oil Discharge Monitoring and Control Systems (ODMCS), including Procedures for Manual Monitoring

REFERENCE:

- (a) MARPOL 73/78 Annex I/Reg. 9,15 and 16
- (b) Resolution A. 586(14) of 20 Nov 1985
- (c) MEPC. 36/22, Para 9.40 of 11 Nov 1994

PURPOSE: This Circular provides guidance on the procedures to be followed in the event of an ODMCS failure.

APPLICABILITY: This Circular applies to all ships of 400 gross tonnage and above and tankers of 150 gross tons or more under the Dominica International Registry as set out in Regulation 16, MARPOL, Annex I. It does not apply, however, to Mobile Offshore Drilling Units unless so equipped.

REQUIREMENTS:**1.0 Manual Means of Monitoring Discharge**

1.1.1 MARPOL Annex I, Reg. 15 and IMO Res. A.586 (14) detail the requirements for the automated use of the oil discharge monitor with slop tanks during the cleaning operation of cargo tanks of existing tankers. Provisions must also be made for emergency manual control of the effluent discharge in case of failure of the ODMCS.

1.2 Regulation 15(3)(a) states in part that:

"Any failure of the monitoring control system shall stop the discharge and be noted in the Oil Record Book. A manually operated alternative method shall be provided and may be used in the event of such failure, but the defective unit shall be made operable as soon as possible. The port State authority may allow the tanker with a defective unit to undertake one ballast voyage before proceeding to a repair port.

- 1.3 In document MEPC. 36/22, the phrase “before proceeding to a repair port” means a laden voyage following a ballast voyage. If the ODMCS fails during tank cleaning while the tanker is en route to a loading port, the cleaning may continue as long as a planned and documented manual method of monitoring and logging the discharge is being utilized. The vessel may then make one loaded voyage after which the ODMCS must be repaired at the discharge port. If the repairs cannot be done at the discharge port, then the vessel may be allowed one voyage directly to a port where ODMCS repairs can be accomplished.”

2.0 Manual Monitoring Procedures

- 2.1 The manual monitoring of the effluent discharge must be made during daylight hours using the oil/water interface detectors (MARPOL Reg. 15(3)(b)) The ODMCS manufacturer’s instructions for manual operation must also be followed (MARPOL Reg. 15(3)(c)) together with the procedure recommended by IMO Res. A.586 (14) which include entries in the Oil Record Book as follows:
- .1 **oil content meter:** visual observation of the surface of the water adjacent to the effluent discharge as well as use of an oil/water interface detector;
 - .2 **flow meter:** pump discharge characteristics such as the gallons or liters per minute to be considered in the calculation and recorded to check accuracy of flow meter;
 - .3 **ships speed device:** main engine revolutions per minute as well as the propeller diameter, pitch and slip to confirm ship travel in nautical miles to be recorded;
 - .4 **processor:** manual calculation and manual recording of oil content vs. water outflow to confirm total out flow; and,
 - .5 **overboard discharge control:** manual operation of pumps and valves to be utilized together with all the above to confirm that an instantaneous rate of discharge of oil does not exceed 30 liters per nautical mile.
- 2.2 Upon failure of the ODMCS, discharge of effluent into the sea through the ODMCS must stop, and an entry must be made in the oil record book.
- 2.3 At the time of ODMCS failure, the port State of destination, the class society and the Office of the Deputy Maritime Administrator must be notified as soon as possible via fax, e-mail or telephone. The vessel’s owners/operator also should be notified at this time and immediate measures taken to have the ODMCS repaired by a qualified service engineer.

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