

Ballast Water Management Plan
Section 7 – Operational and Safety Restriction

7.1 General

A ballast plan for the voyage should be prepared in advance and with the same degree of thoroughness, in a similar manner to the preparation of a cargo plan for a loaded voyage. This pre-planning is necessary in order to maintain safety in case compliance with ballast exchange or other ballast water treatment or control options is required.

The safety information in Section 6 should be taken into account when preparing the 'Voyage Ballast Plan'. This section gives guidance on additional operational and safety ballast handling procedures to be followed at sea.

Additionally, operational limits defined for specific ballast exchange conditions must be adhered to during operation. Therefore, it is considered imperative to plan for and find the appropriate weather window to conduct safe sequential ballast exchange operations.

Ballast exchange operations are complex procedures and may last from several hours to days. All personnel engaged in ballast exchange should be trained to respond to routine and emergency procedures.

It should always be considered that while performing a ballast exchange at sea, failure of power system or any part of ballast pumping and piping system can take place. Such incidents should be brought immediately to the attention of the Company Safety department and emergency procedures should be activated to bring the ship back to her ballast seagoing condition as soon as possible. Such emergency procedures could be ballasting by gravity and even utilisation of the general service pump.

7.2 Procedures for Safe Tank Entry

Vessel is refer to Company SMS manual in Volume IV, Section 1 Charter 5 – Enclosed space entry permit.

This procedure includes a requirement that all Officers must be familiar with the relevant sections of ISGOTT.

For double-hulled vessels, special attention is required to refer to the appropriate section regarding the additional precautions required to be taken when entering double-hull ballast tanks.

Entry to any enclosed space will only be allowed when the Master considers it essential.

The Master and Chief Mate shall avoid entering any enclosed space, or spaces, for the initial entry, at the same time.

An Enclosed Space Entry Permit must be issued by a responsible officer prior to any personnel entering an enclosed space, and be signed by the Master.

One permit for each individual space (i.e. not a multiple space entry permit although such a permit may be issued by an independent gas chemist in certain circumstances).

If any of the conditions noted on the permit checklist change then the Permit is rendered invalid.

Regular atmosphere checks shall be carried out at all times when the personnel are within the enclosed space and a full range of tests should be undertaken prior to re-entry into the space after any break.

All personnel involved in the enclosed space entry are to report to the duty deck officer when entering and leaving the enclosed space.