

<b><i>ClassNK PSC Bulletin</i></b>	Date:	25 June 2019
	No:	NK-PSC-18
	Attachment	No / <del>Yes: —</del> page(s)
Title:		
Matters concerning the BWM Convention often pointed out by PSC		
Typical deficiency (outline of comments) by PSC:		
<ul style="list-style-type: none"> <li>➤ Inconsistencies in the descriptions between the International Ballast Water Management Certificate (IBWM Cert.) and the Ballast Water Management Plan (BWM Plan)</li> <li>➤ Improper entries in the Ballast Water Record Book (BWR Book), etc.</li> <li>➤ Operation of a ballast water treatment system onboard vessels with IBWM Cert. in which only Regulation D-1 applies.</li> </ul>		
Port State	Country: All countries	Port: All ports
Action taken by PSC:	Detention / <input checked="" type="checkbox"/> Rectify before Departure / Other	
<p>Description:</p> <p>The following types of deficiencies relating to documents and operations covered by the BWM Convention have frequently been pointed out at recent PSC inspections.</p> <p><b>Deficiencies relating to documents:</b></p> <ul style="list-style-type: none"> <li>- Inconsistencies in the description between the IBWM Cert. and the BWM Plan about the applicable method used (Sequential Method, Sequential and/or Flow-through Method)</li> <li>- Unavailability of BWM Plan written in a working language (other than English, French or Spanish) understood by the crew</li> <li>- Lack of the information in the BWR Book required by Appendix II, Annex of the Convention (e.g. water depth, etc.)</li> <li>- No record and/or missing the signature of the captain/master on each completed page of the BWR Book</li> <li>- Improper record in Ballast Water Reporting Form (e.g. recording water density instead of salinity)</li> </ul> <p><b>Deficiencies relating to operations:</b></p> <ul style="list-style-type: none"> <li>- Operation of Ballast Water Treatment System onboard a vessel with a IBWM Cert. in which only Regulation D-1 applies (When the vessel has to operate the system due to the requirements of a specific port, the vessel might be required to have a IBWM Cert. in which both Regulations D1+D2 or only Regulation D2 apply.)</li> </ul> <p>Whenever such deficiencies are found by PSC, there is a possibility that the deficiency might be raised as `Rectify before departure` that would necessitate a change in the ship schedule. Considering the above situation, it is highly recommended that all ship owners, managers and operators conduct a careful check of the above points for all ships in their fleet to ensure proper compliance with the convention.</p> <p><b>Maintenance of Ballast Pumps:</b></p> <p>Additionally, another deficiency is also pointed out by PSC officers even though it is not directly related to the IBWM Convention. This deficiency concerns `leakage from the ballast pump`. Please note that there is a risk that this type of deficiency might be raised because the pump is one of the components of the ballast water management system. Therefore, it is also recommended that particular care also be given to the maintenance of ballast pumps to ensure proper operation.</p>		