

2.2.9 Control of Oil Discharge from Machinery, Lubrication, and Wire Rope and Mechanical Equipment Subject to Immersion

Lubrication, and Wire Rope and Mechanical Equipment Subject to Immersion

Protective seals on controllable pitch propellers, azimuth thrusters, propulsion pods, rudders, bearings, or any other oil-to-sea interface must be maintained in good condition.

Maintenance activities on stern tube seals when a vessel is outside of drydock. If maintenance or emergency repair must occur on stern tubes or other oil-to-sea interfaces which have a potential to release oil in quantities that may be harmful as defined in 40 CFR Part 110, appropriate spill response equipment (e.g., oil booms) must be used to contain any oil leakage. Operators of the vessel must have ready access to spill response resources to clean up any oil spills.

After any required lubrication to wire rope and mechanical equipment subject to immersion, wire ropes, and cones and other equipment must be thoroughly washed down with seawater unless doing so is deemed unsafe by the Master of the vessel.

All vessels must use an EAL in all oil to sea interfaces, unless technically infeasible.

"Environmentally acceptable lubricants" means lubricants that are "biodegradable" and "minimally toxic" and are not hazardous materials as defined in Appendix A of this permit. For

purposes of requirements related to EALs, technically infeasible means that no EAL products are stocked for use in a given application that meet manufacturer specifications for that equipment, products which are specifically lubricated (e.g., wire ropes) have no available alternatives manufactured with EALs, or does not meet a manufacturer's specifications are not available within any port in which the vessel calls, or change over and use of an EAL must wait until the vessel's next drydocking.

If a vessel is unable to use an EAL, you must document in your recordkeeping documentation consistent with Part 4.2 why you are unable to do so, and must report the use of a non-environmentally acceptable lubricant to EPA in your Annual Report. Use of a non-environmentally acceptable lubricant does not authorize the discharge of any hydrocarbon in a quantity that

Appendix A– Definitions

The following definitions apply to this permit. Terms not defined in this Appendix have the meaning given by 40 CFR §133.2. Where a definition is provided in 40 CFR §133.2, the definition in this Appendix shall prevail.

in the lowest part	“Bilgewater” means the wastewater from a variety of sources that accumulates of the vessel (the bilge).
s introduced or invasive	“Bioaccumulative” means the opposite of “Not Bioaccumulative”. “Biocide” means a substance or organism, including a virus or a fungus, which is produced to kill or eliminate organisms to prevent, inhibit, or control the growth of species, or to eliminate organisms as part of the ballast water treatment process.

carbon production of at least 60 percent of the theoretical carbon dioxide, or consumption of at least 60 percent of the theoretical oxygen demand within 28 days. Acceptable test methods include: Organization for Economic Cooperation and Development Test Guidelines 296, A⁹, 296a, and 370, A31 and 366, A31M, A313), OCSPP Harmonized Classification 8.39.37 (0, data interchanged) Organization for Standardization 14593:1999. For lubricant formulations, the 10% (w/w) of the formulation that need not meet the above criteria.

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Table with multiple columns and rows, containing various text entries and symbols. The text is largely illegible due to heavy digital noise and corruption. Some visible fragments include "The following information is required for...", "The following information is required for...", and "The following information is required for...".

(iii) all "Active Substance" or "Biocide" data (e.g., the full data package as submitted to the International Maritime Organization for approval) have all been made available to the US EPA.

"Discharge Incidental to the Normal Operation of a Vessel" means those discharges that

... seawater (3000) produced as a by-product of the process used to generate freshwater from seawater. (source: 40 CFR § 170.007)

by-product of the process

... "drydocking" for purposes of the VGR means the next scheduled drydocking, consistent with the requirements of 46 CFR 31.10-21 (typically, at least every five years or sooner). In the context of ballast water implementation schedule, it means hauling out a vessel or placing a vessel in a drydock for an examination of all accessible parts of the vessel's underwater body and all thru-hull fittings and does not include emergency drydocking and emergency hull repairs.

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