2.2.9 *Controllable Pitch Propellers and Thruster Hydraulic Fluid and Other Oil*

Lubrication, and Wire Rope and Mechanical Equipment Subject to Immersion

protective seals on controllable pitch propellers, azimuth thrusters, propulsion pods, rudder bearings, or any other oil to sea interfaces must be maintained in good operating 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 applying lubrication to wire rope and mechanical equipment subject to immersion, wire ropes, and cranes and other equipment must be thoroughly wiped down to remove excess lubricant 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 bioaccumulative" as defined in Appendix A of this permit. For purposes of requirements related to EALs, technically infeasible means that no EAL products are appropriate for use in a given application that meet manufacturer specifications for that equipment, products which when some pre-lubricated (e.g., wire ropes) have no available alternatives manufactured with EALs, products meeting a manufacturers 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 an environmentally acceptable lubricant does not authorize the discharge of any lubricant 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 §122.2. Where a definition [illegible]

[illegible] of "ballast water."

"Bilgewater" means the wastewater from a variety of sources that accumulates in the lowest part of the vessel (the bilge).

"Bioaccumulative" means the opposite of "Not Bioaccumulative".

"Biocide" means a substance or organism, including a virus or a fungus, which is introduced or produced to kill or eliminate organisms to prevent biofouling, to prevent the transfer of invasive species, or to eliminate organisms as part of the ballast water treatment process.

"Biodegradable" [illegible]

(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

s used to generate freshwater from seawater. *[source: 40 CFR §1700.3]*

by-product of the process

ycocking" for purposes of the VGP means the next scheduled

Drydocking" for the next

n the requirements of 46 CFR 31.10-21 (typically, at least every five

drydocking, consistent w

years or sooner). In the

ontext of ballast water implementation schedule, it means hauling out

or a vessel or placing a vessel in a drydock

r slipway for an examination of all accessible parts

of the vessel's underwater body and all thro

gh hull fittings and does not include emergency

drydocking and emergency hull repairs

"Environmentally Acceptable Lubricants

means lubricants that are "biodegradable" and

minimally-toxic," and are "not bioac

eumulative" as defined in this permit. For purposes of the

VGP, E

Ecolabel, Nordic Swan

Protection of the Marine

EPA's Design for

September 2000 and subsequent revisions.

"Exchange"

means to replace the water in a ballast tank using one of the following methods:

"Empty/refill exchange" means to pump out the "ballast water" taken on in ports, estuarine, or territorial waters until the tank is empty, then refilling it with water from the "mid-ocean" or "coastal exchange zone" (as applicable). Vessel operators should pump out as close to 100 percent of the "ballast water" as is safe to do so. *[modified from: 33 CFR §151.2025]*

- "Flow through exchange" means to flush out "ballast water" by pumping in water from the "mid-ocean" or "coastal exchange zone" (as applicable) into the bottom of the tank and continuously overflowing the tank from the top until three full