



CROWLEY®

STATE OF ALASKA
OCEAN RANGER PROGRAM - ADEC

OCEAN RANGER DAILY REPORT

Revision D – 6/15/08

1) Are there any potential non-compliant issues in the below report? (If yes, report will be expedited to allow immediate follow-up from ADEC):	No
2) Did you have sufficient time today - observing in the non-passenger areas to accurately complete the checklist?	Yes

If NO for question 2 - list the time you were allowed in the non passenger spaces and the explanations from the cruise lines why your request for additional time was denied.

OTHER SECTIONS COMPLETED:

Section A: No	Section B: No	Section C: Yes
Section D: No	Section E: No	

Ocean Ranger Signature:

APPROVALS:

Crowley - Approved By: -----	Crowley Approval Date	8/25/2008
ADEC - Approved By: -----	ADEC - Approval Date	8/28/2008

SHIP INFORMATION:

Cruise Line	-----	Ranger Report No.	----082408
Ship Code Name	-----	Date	8/24/2008
Advanced Water System?	Yes	Type:	Hamworthy
Date of Boarding	8/4/2008		

OCEAN RANGER INFORMATION:

Name: -----	Employee Number	
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PRE-INSPECTION:

1) Does ship discharge in Alaska waters?	Yes	5) Reviewed Non-hazardous Solid Waste Offloading and Disposal Plan	
2) Reviewed any outstanding non-compliant or open items from previous ocean ranger (pick up sealed envelope from environmental engineer)		6) Reviewed Hazardous Waste and Substance Offloading Plan	
3) Confirmed that there is no recent history of norovirus outbreaks - check on http://www.cdc.gov/nceh/vsp/surv/GIlist.htm -		7) Reviewed Discharge Permit	
4) Reviewed ship Vessel Specific Sampling Plan (VSSP)			

MEET WITH SHIP'S STAFF

	Met With Staff Member?	Name
Environmental Officer	Yes	-----
Chief Engineer		
Staff Captain		
Chief Officer		

Notes:

SECURITY

OR had Security Awareness Briefing		Any current security threats?	No
Vessel Security Plan Briefing Y/N (house rules & emer. briefing for contractors making voyage on ship)		Select current MARSEC level	MARSEC Level I

Notes:

SHIP TOUR

C = Compliant
 O = Open Item
 N = Potential Non-compliance

1. Garbage handling and recycling	C	11. Bunkering stations, if applicable. Note: cruise ships rarely take on fuel in Alaska. Note: Bunkering manifolds are usually co-located with the sewage pump out manifold.	C
2. Hazardous waste processing including pesticides, photo labs, and dry cleaning	C	12. Stack emissions minimization and monitoring	C
3. Hazardous waste and tank storage / container strategy	C	13. Ballast discharge, if any.	C
4. Medical facilities and	C	14. Overboard piping,	C

bio-hazard handling		valves, and overboard valve monitoring systems	
5. Sewage and graywater treatment and discharge, including tank storage (ship) systems note: request that AWWTS operator accompany observer during observation / tracing of the system. (dischargers only) For non dischargers, review the tank storage plan and valve locking and discharge regime.	C	15. Boiler blow down and chemical treated cooling water handling if applicable.	C
6. Observe overboard valve operation and crossover piping regime (if applicable)	C	16. On board wastewater sampling, if any	C
7. Waste incineration and sludge handling (including biosolids)	C	17. General condition of sample valves	C
8. Sanitation in food preparation areas	C	18. Spot check records related to these programs including discharge logs and SMS	C
9. Production and handling of potable water	C	19. Oil and grease from topside equipment (winches, motors, etc.) housekeeping, pools, and lifeboat material condition.	C
10. Oily water separator (OWS)	C		

Notes:

DAILY CHECKS AT SEA

Vessel Location: **College Fjord**

1. Accompany the environmental officer on daily rounds	Yes	7. Accompany any engineer on his/her maintenance round to witness service and maintenance of MSD systems	Yes
2. Observing the daily wastewater lab analysis by the environmental officer (Princess only)	Yes	8. Overboard discharge valves verified closed and sealed - (includes boiler blowdown valves) Overboard valve from advanced treatment system is not sealed.	Yes
3. Cross checking automated overboard discharge alarm records against log entries made in the Oil Discharge Record Book and the State of Alaska Blackwater and Graywater Discharge Record book.	Yes	9. Record tank levels of head tanks for "Oil to Sea Interface" areas (stern tubes, bow and stern thruster seals, fin stabilizer seals, etc.)	Yes
4. Checking to ensure that wastewater outflow quality monitors, if installed, are functioning properly. (Effluent monitors, usually turbidity monitors, at pre-set detection readings, will stop over board discharge and redirect the effluent to a tank or back through the wastewater treatment system.)	Yes	10. Check ship daily logs and reports for any discharges, maintenance, repairs, or addition of oil to "oil to sea interface" head tanks. <ul style="list-style-type: none"> • Discharge report: ballast water, solid waste, black water, gray water, other • Machinery reports AWP, MSD, OWS, Incinerator, Commutator, Compactor, other 	Yes Yes Yes
5. Observing any non-routine or non-automatic discharges (oily water separator discharge, ballast , or any discharges through valves that are usually locked)	Yes	11. Air Emissions meet 18AAC50 - Opacity monitoring system (recorders and alarms working)	Yes
6. Tracing-out all overboard discharge systems - from input through treatment to overboard valve - to ensure the system functions according to the manufacturers instructions.	Yes		

Notes for Daily at Sea Checks:

Scheduled maintenance on MSD system.

DISCHARGE SHIPS

At Sea Checks

Number of Passengers and Crew currently onboard	2975
The daily estimated volume of discharge by type;	
Description of how the daily volume by discharge type was estimated	
Time/date expressed in a 24-hour clock format at the beginning and end of each vessel route	

In Port Checks

The daily estimated volume of discharge by type; (Gray & Black water)	
Description of how the daily volume by discharge type was estimated	
Time/date expressed in a 24-hour clock format at the beginning and end of port call	
Estimate average flow rate for (Gray & Black) water	

Notes for Discharge Ships

**Continuous discharge TSG overboard in port and out of Alaska Waters.
Out of Alaska waters MSD sludge and food waste discharged overboard.**

LOG OF OCEAN RANGER EVENTS OF THE DAY

Meet with EO and daily rounds. EO conducting training for crew in SMS for upcoming company Audit.
 Ship out of Alaska waters for 11 hours during the day.
 Work on reports.
 Photos attached Recycle for offload in Vancouver.
 Total Treated and untreated Gray water discharged out of Alaska Waters 2359m3 by log book.
 Total Food Waste discharged out of Alaska Waters 8.9m3 by log book. OWS by White Box discharged out of Alaska Waters by log book.

OIL POLLUTION HANDLING – SECTION C

Plans and Permits

Oily Water Separator (OWS)	No
Checked bilge piping, no modifications & matches approved diagram (direct to OWS, to holding tank, etc.)	No
Check that system has no blanked flanges, pipe caps, or dead-ended valves, or tees on inlet or outlet piping	No
Checked that there is no evidence of bolting/unbolting of associated piping segments	No
Checked for recent paint on pipe segments	No
Checked general housekeeping and cleanliness	No
Checked OWS operation if in use, evaluate operator competency. System operating in published ranges	No
Observe that unit is processing contaminated source.	No
Checked for similar readings of oil content meters (units with multiple oil content meters)	No
Ensure sample analyzed by meter is OWS output (trace sample line for presence of unacceptable clean water connection)	No
Observe if there are obvious electrical bypasses, jumpers, extra switches on unit or meter control panel.	No
Observe system has automatic re-circulate (3-way valve) or shuts down when >15ppm. Observe proper operation of valve if in use.	No
Observe for proper operation of system backflush or oil purge cycle if in use.	No
Visually observe processed water for gross contamination (sheen or visible oil)	No
Checked comparison of ship's operational maintenance routine with	No

actual preventative maintenance conducted.	
Checked meter calibration records	No
Check strip charts if fitted	No
Checked other machinery space overboard piping for unusual connections	No
Checked records pertaining to OWS system repairs	No
Check that oil record book corresponds to volume of bilge water, oil waste and sludge remaining onboard and with bilge waste transfer log.	No
Checked that oil Pollution placard posted	No
Checked Oil Transfer Procedures (cruise ships do not normally take on any fuel in Alaska)	No
Checked that procedures are Posted / available in crew's language	No
Checked number of persons required on duty	No
Check means of communication	No
Check description of transfer system including a line diagram of piping system	No
Check procedure to report oil spills	No
Checked standard discharge connection	No
Checked Fuel / Lube sludge oil fill, vent & overflow discharge containment	No
Size (<1600GT 1/2bbl, >1600GT 1 bbl)	Yes
Fixed (if ship was built after 30Jun74)	Yes
Drains	Yes
Scupper Closures	Yes
Checked prohibited oil spaces (no oil/hazardous substances carried fwd of collision bulkhead)	Yes
Checked lighting at each transfer operations work area	Yes
Checked lighting is adequate	Yes
Checked lighting located / shielded to not interfere with navigation	Yes
Checked oil transfer hose (if vessel uses to transfer in U.S. waters	No
Checked condition of hose	No
Checked markings on hose (MAWP, Mfg. date, test date)	No
Checked hose assembly requirements (blanked off if not new, gas free, or in use)	No
Check records of tests and inspections	No
Checked Bilge Water Management	Yes
Checked machinery space bilges	Yes
Checked contamination / oil residues in bilges on bulkheads, piping, structures, within rose boxes	Yes
Checked for leakage from systems and engines into machinery spaces (may not be seen during port operations)	Yes
Checked engine oil usage, quantities, where lost, consumed or in bilges	Yes
Checked for evidence of detergent usage (note-emulsions cannot separate in gravity separator and are likely to result in discharges over 15 ppm)	Yes

Checked for hoses, fittings, and connections in areas - usage unknown	Yes
Checked for unlocked overboard valves on bilge, bilge & ballast, salt water service	Yes
Checked that seal management program is used	No
Checked that lifeboat / security / tender vessel engineering systems leak free	Yes
Checked ship specific bilge water management manual	Yes
Checked that Lifeboat / security / tender vessel bilges clean	Yes
Checked Waste / Sludge oil incineration	Yes
Checked results of past tests and inspections	Yes
Checked record keeping	Yes
Checked for clean / dirty furnace, evidence of use	Yes
Checked that operators capable	Yes
Check air emissions if in use	Yes
Check that estimated quantities of sludge produced - normal or excessive (fuel sludge production can exceed 2% of total fuel used)	No
Check that transfer pump connected to sludge system, ashore, incinerator settler only	Yes
Check systems with Oil to Sea Interfaces	Yes
Checked oil lubricated stern tubes, bow and stern thruster seals, fin stabilizer seals, Azipod, etc.	Yes
Made exterior examination in way of systems for evidence of leaking seals - (some operators use oil that sinks)	Yes
Checked for presence of barrels, drums, hoses, pumps, and other equipment/supplies/arrangements necessary to refill systems at equipment	Yes
Check consumption records if SMS or environmental compliance programs require such records (Oil to Sea Interface Log)	Yes

Notes/Findings on Oil Pollution Handling

Photo 1		Photo 2	
			
Date and Time of Photo	8/24/2008	Date and Time of Photo	8/24/2008
Caption 1	Recycle crush glass for offload Vancouver	Caption 2	Incinerator Ash for disposal Vancouver.